City of Port Moody
Regular Council
Agenda

April 28, 2026
7:00 pm
Council Chambers
100 Newport Drive, Port Moody

Pages

1. Call to Order

You can watch the livestream of this meeting here or join the webinar here.

This meeting is open to the public for in-person attendance in Council Chambers at 100 Newport Drive, Port Moody.

2. Territorial Land Acknowledgement

The City of Port Moody carries out our business on the ancestral and unceded homelands of the kʷikʷəƛ̓əm (Kwikwetlem), səlilwətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), qʔíc̓əy̓ (Katzie), q'ʷa:n̓ ƛ̓ən̓ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extends appreciation for the opportunity to work on this territory.

3. Adoption of the Agenda

3.1 Agenda

Recommendation(s):

THAT the agenda of the Regular Council meeting of Tuesday, April 28, 2026, be adopted as circulated.

4. General Matters

4.1 Moment of Silence – National Day of Mourning

Marked annually in Canada on April 28, the National Day of Mourning is a day dedicated to remembering those who have lost their lives, suffered injury or illness on the job, or experienced a work-related tragedy. It is also a day to collectively renew our commitment to improving health and safety in the workplace and to preventing further injuries, illnesses, and deaths.

4.2 Art at Council

Verbal Report: Councillor Kyla Knowles, Chair, Arts, Culture, and Heritage Committee

4.3 Delegation – Battered Women's Support Services 9

Presentation: Angela Marie MacDougall, Executive Director, Battered Women's Support Services

The following response options are available for Council consideration:

1. THAT the delegation be received for information and the delegates thanked for their presentation.

2. THAT the delegation request be placed on a subsequent Council agenda for consideration.

3. THAT the delegation request be considered immediately.

5. Public Input

Please go to the Council Meetings page for information on how to participate.

As a reminder to members of the public, while we encourage civic engagement and welcome your participation in the public portion of our meeting, there are expectations regarding appropriate conduct and decorum at Council meetings. We ask all members of the public to ensure that matters raised with Council are constructively focused on issues and not individuals and that any engagement with or about City staff or Council is addressed in a manner that is consistent with these expectations so that we can all engage in this space in a manner that is respectful and constructive, and abides by the City's Respectful Communications Policy and Respectful Workplace Policy.

5.1 Verbal Submissions:

Members of the public wishing to address Council during the Public Input period will be allowed two minutes to speak.

5.2 Written Submissions:

Written Public Input submissions will be provided on-table in accordance with Corporate Policy – 01-0550-2023-01 – Public Input – Written.

Recommendation(s):

THAT Written Public Input submissions provided in the on-table package dated Tuesday, April 28, 2026, be received for information.

6. Adoption of Minutes

6.1 Minutes

11

Recommendation(s):

THAT the minutes of the following meetings be adopted:

- Special Council (to Close) – April 14, 2026; and
- Regular Council – April 14, 2026.

7. Consent Agenda

Note: Council may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request that an item be removed from the Consent Agenda and placed in section 8 for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

Recommendation(s):

THAT the recommendations contained in the following items on the April 28, 2026, Regular Council Consent Agenda be approved:

- 7.1 – Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge;
- 7.2 – Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere);
- 7.3 – 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43; and
- 7.4 – Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543.

7.1 Notification of Metro 2050 Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge

22

Report: Community Development Department – Policy Planning Division

Recommendation(s):

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1451, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge.

7.2 Notification of Metro 2050 Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere) 32

Report: Community Development Department – Policy Planning Division

Recommendation(s):

THAT Metro Vancouver be notified that the City of Port Moody does not support the proposed Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere).

7.3 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43 42

Report: Community Development Department – Policy Planning Division

Recommendation(s):

THAT School District No. 43 be notified that the City of Port Moody accepts the 2027-2028 School District No. 43 Eligible School Sites Proposal dated March 10, 2026, as attached to and recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43.

7.4 Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543 52

Report: Engineering and Operations Department – Infrastructure Engineering Services Division

Bylaw No. 3524, a bylaw to amend City of Port Moody Fees Bylaw, 2025, No. 3524 to update Highway Use Permit fees and Pay Parking Fees.

Recommendation(s):

THAT City of Port Moody Fees Bylaw, 2025, No. 3524, Amendment Bylaw No. 2, 2026, No. 3543 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543.

8. Items Removed from the Consent Agenda

9. Legislative Matters

10. Unfinished Business

11. New Business

11.1 2026-2030 Five-Year Financial Plan

Presentation: General Manager of Finance and Technology

11.1.1 2026-2030 Five-Year Financial Plan – Three Readings of Bylaw No. 3540 105

Report: Finance and Technology Department – Financial Services Division

Bylaw No. 3540, a bylaw to establish the budget for the 2026-2030 Five-Year Financial Plan.

Recommendation(s):

THAT City of Port Moody Financial Plan Bylaw, 2026, No. 3540 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026-2030 Five-Year Financial Plan – Three Readings of Bylaw No. 3540.

11.1.2 2026 Annual Property Tax Rates – Three Readings of Bylaw No. 3541 125

Report: Finance and Technology Department – Financial Services Division

Bylaw No. 3541, a bylaw to establish the City of Port Moody Property Tax Rates for 2026.

Recommendation(s):

THAT City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026 Annual Property Tax Rates – Three Readings of Bylaw No. 3541.

11.1.3 2026 Alternative Tax Collection Scheme – Three Readings of Bylaw No. 3542 133

Memo: Finance and Technology Department – Financial Services Division

Bylaw No. 3542, a bylaw to establish an alternative municipal tax collection scheme that clearly establishes when penalties are added to unpaid taxes.

Recommendation(s):

THAT City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542 be read a first, second, and third time as recommended in the memo dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026 Alternative Tax Collection Scheme – Three Readings of Bylaw No. 3542.

11.2 Official Community Plan Bylaw, 2026, No. 3522 – Adoption 138

Memo: Community Development Department – Policy Planning Division

Bylaw No. 3522, a bylaw to adopt an Official Community Plan for the City of Port Moody.

Recommendation(s):

THAT City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 be now adopted as recommended in the memo dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Official Community Plan Bylaw, 2026, No. 3522 – Adoption.

11.3 Community Satisfaction Survey Timing Update 2026 595

Presentation: Manager of Communications and Engagement

Report: Corporate Services Department – Communications and Engagement Division

Recommendation(s):

THAT staff be directed to realign the two-year survey cycle with years one and three of Council's term as recommended in the report dated April 28, 2026, from the Corporate Services Department – Communications and Engagement Division regarding Community Satisfaction Survey Timing Update;

AND THAT the 2026 Community Satisfaction Survey be postponed to early 2027 to commence the updated biennial cycle.

12. Other Business

12.1 Delegation Response – Inlet Music Series Team 599

Memo: Community Services Department – Cultural Services Division

Council direction is requested

13. Verbal Reports from Council and Staff

13.1 Council Verbal Reports

13.2 Staff Verbal Reports

14. Information Items

14.1 Committees, Commissions, and Boards – Minutes 618

- Land Use Committee – October 6, 2025
- Arts, Culture, and Heritage Committee – February 12, 2026
- Transportation Committee – February 18, 2026
- Economic Development and Tourism Committee – March 4, 2026
- Seniors Focus Committee – March 5, 2026
- IDEA Committee – March 9, 2026
- Youth Focus Committee – March 11, 2026
- Parks and Environment Committee – March 11, 2026
- Transportation Committee – March 12, 2026

14.2 Lighting Requests Added to the Calendar

The following lighting request was approved for addition to the City's lighting schedule:

- May 15, 2026 – International MPS Day – Purple
- May 30, 2026 – World MS Day – Red

14.3 Metro Vancouver Board in Brief 653

Metro Vancouver Board in Brief – Special Joint Board Meeting, April 15, 2026

15. Public Input

Please go to the Council Meetings page for information on how to participate.

As a reminder to members of the public, while we encourage civic engagement and welcome your participation in the public portion of our meeting, there are expectations regarding appropriate conduct and decorum at Council meetings. We ask all members of the public to ensure that matters raised with Council are constructively focused on issues and not individuals and that any engagement with or about City staff or Council is addressed in a manner that is consistent with these expectations so that we can all engage in this space in a manner that is respectful and constructive, and abides by the City's Respectful Communications Policy and Respectful Workplace Policy.

16. Adjournment

Request to Appear as a Delegation

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

All information provided on this page, as well as any additional pages submitted, will be included in the agenda or on-table package, which are published and form part of the permanent public record.

Name of Delegation: Battered Women's Support Services

Name of Primary Contact Person: Shelby Johnson

Who will be making the presentation? (maximum 2 people)

Shelby Johnson, Campaign Coordinator at BWSS

Purpose of Delegation:

Battered Women's Support Services (BWSS) is requesting the opportunity to present to Mayor and Council about our #DesignedWithSurvivors campaign, a province-wide initiative that recognizes gender-based violence as a public safety crisis requiring urgent, coordinated action. We are reaching out to municipalities across British Columbia to highlight the powerful role local governments can play in creating safer communities and advancing efforts to end violence.

Specific Details of Request (if you are requesting something from Council, please include those details:

We are asking each municipality in B.C. to consider four urgent asks in the prevention and elimination of gender-based violence:

1. Mandate a Municipal GBV Task Force - bring together survivors, police, housing, and health leaders to design coordinated responses and/or policy changes.
2. Standardize Risk Assessment - require risk assessment tools for police and other first responders.
3. Appoint a GBV Municipal Lead - ensure cross-departmental communication and accountability.
4. Launch a Local Prevention Campaign - treat GBV as a public safety priority and with the same urgency as any other crisis, along with using communication to challenge stigma and raise awareness.

Additional Information in Support of Request:

We are happy to continue meeting after the initial delegation. We can provide terms of reference, communication materials, and other insights so that response feels more tailored to the City of Port Moody.

BATTERED WOMEN'S SUPPORT SERVICES

Safety Changes Everything

October 21, 2025

Dear Mayor and Council Members,

I am writing to follow up on our earlier correspondence regarding the #DesignedWithSurvivors campaign, a province-wide initiative that reframes gender-based violence (GBV) as a public safety crisis. This campaign remains rooted in the essential question:

What would public safety look like if it were designed with survivors in mind?

We have called on municipalities across British Columbia to take coordinated, local action to address GBV as a matter of public safety and gender equity. Since our initial outreach, BWSS has met with **19 municipalities**. Through council delegations and one-on-one discussions with mayors and staff, we have been able to explore practical steps that municipalities can take to strengthen prevention, response, and coordination on GBV. These conversations have been encouraging and demonstrate the growing recognition that safety starts at the local level.

Today, we are following up to ensure that your community has the opportunity to participate in this critical initiative, starting with a meeting or council delegation from BWSS. Our goal is to support your municipality in:

- **Identifying opportunities for municipal leadership**, including establishing task forces, implementing risk assessment protocols, and advancing public awareness initiatives.
- **Developing a gender-based violence prevention and response strategy** that aligns with community safety and equity goals.
- **Collaborating with community organizations and other levels of government** to ensure an integrated, survivor-centred approach.

As November 25 approaches, marking the **International Day for the Elimination of Violence Against Women and the start of the 16 Days of Activism Against Gender-Based Violence**, now is a meaningful time to join this provincial conversation and demonstrate your local government's commitment to ending gender-based violence.

We would be pleased to schedule a meeting or delegation at your convenience to discuss how BWSS can support you in this vital work.

Thank you for your continued leadership and commitment to community safety.

Warm regards,
Angela Marie MacDougall
FIPPA s. 22 Personal Privacy

Executive Director
Battered Women's Support Services
(BWSS)

City of Port Moody
Minutes
Special Council (to Close) Meeting

Tuesday, April 14, 2026
at 4:00pm
Brovold Room

Members Present: Mayor M. Lahti
Councillor S. Agtarap
Councillor D. Dilworth
Councillor K. Knowles
Councillor A. Lubik
Councillor H. Lurbiecki
Councillor C. Morrison

Staff In Attendance: Anna Mathewson – City Manager
Shareen Chin – Social Planner
Michael Cornish – Deputy Fire Chief
Mary De Paoli – Acting GM of Community Development
Tyson Ganske – Manager of Financial Planning and Deputy CFO
Joji Kumagai – Manager of Economic Development
Stephanie Lam – Corporate Officer and Manager of Legislative Services
Kim Law – Manager of Project Delivery Services
Liam McLellan – Senior Social Planner
Jeff Moi – General Manager of Engineering and Operations
Julie Pavey-Tomlinson – General Manager of Community Services
Paul Rockwood – General Manager of Finance and Technology
Virgelene Rutherford – Director of Human Resources
Tracey Takahashi – Deputy Corporate Officer
Marta Taylor – Manager of Strategic Initiatives
Lindsay Todd – Manager of Communications and Engagement
Kate Zanon – Deputy City Manager

DRAFT

1. Call to Order

Mayor Lahti called the meeting to order at 4:00pm.

2. Territorial Land Acknowledgement

Mayor Lahti provided the territorial land acknowledgement.

3. General Matters

3.1 Adoption of the Agenda

SC(C)26/021
THAT the agenda of the Special Council (to Close) meeting of Tuesday, April 14, 2026, be adopted as circulated.

Moved, seconded, and CARRIED

3.2 Resolution to Exclude the Public

SC(C)26/022
THAT, pursuant to section 90 of the Community Charter*, this Special Meeting of Council be closed to the public as the subject matters being considered relate to the following:*

- *90(1)(a) – personal information about an identifiable individual who holds or is being considered for a position as an officer, employee, or agent of the municipality or another position appointed by the municipality;*
- *90(1)(b) – personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity;*
- *90(1)(c) – labour relations or other employee relations;*
- *90(1)(e) – the acquisition, disposition, or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;*
- *90(1)(i) – the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;*
- *90(1)(i.1) – information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 18.1 of the* Freedom of Information and Protection of Privacy Act*;*
- *90(1)(j) – information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the* Freedom of Information and Protection of Privacy Act*;*
- *90(1)(k) – negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; and*
- *90(2)(b) – the consideration of information received and held in confidence relating to negotiations:*
  - *i. between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;*
  - *ii. between the municipality and another local government or between another local government and a third party; or*
  - *iii. between the municipality and a first nation or a prescribed Indigenous entity, or between a first nation or a prescribed Indigenous entity and a third party.*

Moved, seconded, and CARRIED

4. Adoption of Minutes

5. Unfinished Business

6. New Business

6.1 Legal Advice, FOIPPA Section 21, and Proposed Provision of a Municipal Service

Closed to the public pursuant to sections 90(1)(i), 90(1)(j), and 90(1)(k) of the *Community Charter*.

DRAFT

6.2 Legal Advice, FOIPPA Section18.1, and Intergovernmental Negotiations

Closed to the public pursuant to sections 90(1)(i), 90(1)(i.1), and 90(2)(b)(iii) of the *Community Charter*.

6.3 Personal Information

Closed to the public pursuant to section 90(1)(b) of the *Community Charter*.

6.4 Legal Advice

Closed to the public pursuant to section 90(1)(i) of the *Community Charter*.

7. Information Items

7.1 Land Disposition

Closed to the public pursuant to section 90(1)(e) of the *Community Charter*.

7.2 Proposed Provision of a Municipal Service and Intergovernmental Negotiations

Closed to the public pursuant to sections 90(1)(k) and 90(2)(b) of the *Community Charter*.

7.3 Personal Information, Employee Relations, Land Disposition, and Solicitor-Client Privilege

Closed to the public pursuant to sections 90(1)(a), 90(1)(c), 90(1)(e), and 90(1)(i) of the *Community Charter*.

8. Release of Closed Items

9. Adjournment

Mayor Lahti adjourned the meeting at 6:41pm.

Certified correct on the ____ day of _____, 2026, in accordance with section 148(a) of the *Community Charter*.

_____

M. Lahti, Mayor

_____

S. Lam, Corporate Officer

DRAFT

City of Port Moody
Minutes
Regular Council Meeting

Tuesday, April 14, 2026
Council Chambers
at 7:00pm

DRAFT

Members Present: Mayor M. Lahti
Councillor S. Agtarap
Councillor D. Dilworth
Councillor K. Knowles
Councillor A. Lubik
Councillor H. Lurbiecki
Councillor C. Morrison

Staff In Attendance: Kate Zanon – Deputy City Manager
Armita Afsahi – Senior Planner
Mary De Paoli – Acting GM of Community Development
Riley Dowling – Legislative Services Coordinator
Stephen Judd – Manager of Infrastructure Engineering Services
Joji Kumagai – Manager of Economic Development
Stephanie Lam – Corporate Officer and Manager of Legislative Services
Jeff Moi – General Manager of Engineering and Operations
Michael Olubiyi – Manager of Development Planning
Julie Pavey-Tomlinson – General Manager of Community Services
Karen Pighin – Manager of Cultural Services
Paul Rockwood – General Manager of Finance and Technology
Tracey Takahashi – Deputy Corporate Officer
Dejan Teodorovic – Senior Planner
Wesley Woo – Manager of Development Planning – TOD

1. Call to Order

Mayor Lahti called the meeting to order at 7:00pm.

2. Territorial Land Acknowledgement

Mayor Lahti provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

RC26/068
THAT the agenda of the Regular Council meeting of Tuesday, April 14, 2026, be adopted as circulated.

Moved, seconded, and CARRIED

4. General Matters

4.1 Art at Council

Verbal Report: Councillor Kyla Knowles, Chair, Arts, Culture, and Heritage Committee

Councillor Knowles introduced the evening's Art at Council artist, Harro Lauprecht, and their work: a 3D printed ceramic artifact from their *Sand Dunes* collection. It was noted that the Artist was largely self-taught, the piece was inspired by Japanese ceramics, and that the *Sand Dunes* collection is described as being where technology meets the soul of the Earth.

In response to questions, Council was informed:

- the Artist has been doing this type of work for three years and originally started in the medium by using a pottery wheel;
- the clay that is used is stained before it is put into the 3D printer's extruder; and
- the Artist would like to rent a studio in Port Moody, noting some of the industrial areas of the City that could be used for such spaces.

4.2 Delegation – Inlet Music Series Team

Presentation: Darlene Cooper and Bill Sample

The delegation gave a presentation titled "Inlet Music Series" and referred to slides contained in the on-table package. The delegation requested a two-year extension of their existing partnership with the City.

RC26/069
THAT the delegation request be placed on a subsequent Council agenda for consideration.

Moved, seconded, and CARRIED

4.3 Delegation – New Westminster & District Labour Council

Presentation: Suzanne Doyon

The delegation gave a presentation regarding Day of Mourning for Workers Killed and Injured on the Job and referred to materials contained in the on-table package.

By unanimous consent, Council considered the request immediately.

RC26/070
THAT Council observe one minute of silence in the Council Chambers at the beginning of the April 28, 2026, Regular Council meeting in recognition of Day of Mourning for Workers Killed and Injured on the Job.

Moved, seconded, and CARRIED

5. Public Input

David Hutniak (Port Moody), CEO of Landlord BC, expressed support for item 11.1, citing the location and alignment with the City's vision of a walkable Moody Centre, the importance of transit-oriented development, and sustainable urban development.

DRAFT

Penny Bickerton (Port Moody) expressed support for item 11.1, noting that it will enable Moody Centre to become a walkable area and that it respects the Official Community Pan.

Aaron Demes (Port Moody) expressed support for item 11.1, citing the applicant's responsiveness to Council's feedback, the 100% rental units, and that the amenities will help the neighborhood's character.

Debbie Shaw (Port Moody) spoke in support of the Library Facilities Master Plan, the environmental resiliency that libraries provide, and thanked Council for their commitment to sustainability.

Tim Goodsell (Port Moody) expressed support for item 11.1, citing the proximity to transit, the applicant's responsiveness to Council's feedback, and the rental homes that it will bring.

Barbara Debowski (Port Moody) spoke about the Musqueam Treaty that was signed and asked about the title rights of land in Port Moody.

Stirling Ward (Port Moody) expressed support for item 11.1 on the agenda citing the alignment with the BC Housing guidelines.

Mark Kunzli (Port Moody) expressed concern for item 11.1, noting that some of the concerns that were raised in the past have not been addressed and requested that Council ask for additional changes to the proposal prior to giving three readings.

Robert Simons (Port Moody) expressed support for the Inlet Music Series, noting that some venues are hard to book and the partnership would allow the concerts to continue.

Alexandra Chan (Port Moody) expressed opposition to item 11.1, noting that 65% of the units are one bedroom, and the number of parking spaces is low, and expressed a desire for a "Port Moody identity" in the design and art on the building.

John Grasty (Port Moody) expressed support for item 11.1, citing Official Community Plan compliance, the creation of rental units, and requested that the Council direction regarding podiums be considered at an upcoming meeting.

RC26/071
THAT Written Public Input submissions provided in the on-table package dated Tuesday, April 14, 2026, be received for information.

Moved, seconded, and CARRIED

6. Adoption of Minutes

6.1 Minutes

RC26/072
THAT the minutes of the following meetings be adopted:

- *Special Council (to Close) – February 24, 2026;*
- *Special Council (to Close) – March 10, 2026;*
- *Regular Council – March 10, 2026; and*
- *Special Council (to Close) – March 31, 2026.*

Moved, seconded, and CARRIED

DRAFT

7. Consent Agenda

At the request of Council, the following item was removed from the Consent Agenda for consideration under section 8:

- 7.2 – Section 219 Covenant Discharge – 112 James Road – REZ00028-DP000049.

RC26/073
THAT the recommendations contained in the following items on the April 14, 2026, Regular Council Consent Agenda be approved:

- *7.1 – Adoption – Records Management Bylaw, 2026, No. 3526; and*
- *7.3 – Union of BC Municipalities Membership Renewal 2026.*

Moved, seconded, and CARRIED

7.1 Adoption – Records Management Bylaw, 2026, No. 3526

Memo: Legislative Services Division

RC26/073(7.1)
THAT City of Port Moody Records Management Bylaw, 2026, No. 3526 be now adopted as recommended in the memo dated April 14, 2026, from the Legislative Services Division regarding Adoption – Records Management Bylaw, 2026, No. 3526.

7.3 Union of BC Municipalities Membership Renewal 2026

Memo: Executive Assistant to Mayor and Council

RC26/073(7.3)
THAT the City of Port Moody renew its membership in the Union of BC Municipalities (UBCM) and remit the 2026 annual UBCM dues of $16,269.38 as recommended in the memo dated April 14, 2026, from the Executive Assistant to Mayor and Council regarding Union of BC Municipalities Membership Renewal 2026.

8. Items Removed from the Consent Agenda

8.7.2 Section 219 Covenant Discharge – 112 James Road – REZ00028-DP000049

Memo: Community Development Department – Development Planning Division

Councillor Morrison declared a conflict of interest, noting that a family member is associated with the applicant, and left the meeting at this point.

RC26/074
THAT Council discharge Section 219 Covenant No. BP84434, as recommended in the memo dated April 14, 2026, from the Community Development Department – Development Planning Division regarding Section 219 Covenant Discharge – 112 James Road – REZ00028- DP000049;

AND THAT the Mayor and Corporate Officer be authorized to execute the associated necessary legal documents.

Moved, seconded, and CARRIED

Councillor Morrison returned to the meeting at this point.

9. Legislative Matters

DRAFT

10. Unfinished Business

11. New Business

11.1 Rezoning (Moody Centre TOD) – 2914-2934 St. Johns Street, 85-87 Williams Street, 2911-2925 Spring Street (Anthem)

Presentation: Development Planning Division

Report: Community Development Department – Development Planning Division

RC26/075
THAT, notwithstanding section 9.11 of City of Port Moody Development Approval Procedures Bylaw, 2023, No. 3417, the applicant be allotted five minutes to give a presentation regarding their application and respond to questions from Council.
Moved, seconded, and CARRIED

The applicant gave a presentation titled "Moody Centre – 2914 St. Johns Street" and referred to slides contained in the on-table package.

RC26/076
THAT first reading of City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 113, 2026, No. 3525 (Anthem – Moody Centre) (CD99) be rescinded and the draft bylaw abandoned.
Moved, seconded, and CARRIED

RC26/077
THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 115, 2026, No. 3538 (Anthem – Moody Centre) (CD99) be read a first, second, and third time as recommended in the report dated April 14, 2026, from the Community Development Department – Development Planning Division regarding Rezoning (Moody Centre TOD) – 2914-2934 St. Johns Street, 85-87 Williams Street, 2911-2925 Spring Street (Anthem);

AND THAT Council endorse the draft term sheet, included as Attachment 9, which will form the basis for a development agreement setting out the applicant's obligations as part of the redevelopment of the subject lands, including the details of public amenity contributions and timing.
Moved, seconded, and CARRIED
(Voting Against: Councillor Lurbiecki)

11.2 Update on the Arts and Business Initiative

Presentation: Andrea Curtis, BAM Consulting

Report: Community Development Department – Economic Development Office

Andrea Curtis, BAM Consulting, gave a presentation titled "Port Moody Art + Business Ecosystem Development" and referred to slides contained in the on-table package.

RC26/078
THAT the report dated April 14, 2026, from the Community Development Department – Economic Development Office regarding Arts and Business Initiative Update and related presentation be received for information.
Moved, seconded, and CARRIED

DRAFT

12. Other Business

12.1 Commemorative Lighting Request – Elizabeth Fry Society of Greater Vancouver

Lighting Request: Braydon Chapelas, Manager of Marketing and Communications, Elizabeth Fry Society

RC26/079
THAT the commemorative lighting request be approved as requested and the City Hall theme lighting illuminated Blue on May 8, 2026, in recognition of Elizabeth Fry Week.

Moved, seconded, and CARRIED

13. Verbal Reports from Council and Staff

13.1 Council Verbal Reports

Councillor Dilworth reported on:

- the provincial government's introduction of legislation regarding codes of conduct, and that the province would be leading and managing them; and
- the Port Moody Fire Rescue Night of Recognition held on April 11, 2026.

Councillor Lurbiecki reported on:

- the five letters included in item 14.4, expressing concern regarding the transparency of correspondence being sent to Council and unavailable for public viewing at the time of consideration.

Councillor Lurbiecki served the following Notice of Motion:

> THAT Council direct staff to report back with options for a proactive disclosure policy requiring that all correspondence submitted to Mayor and Council that is intended to influence or inform decisions on items scheduled for Council consideration, and/or planning and development matters (bylaws, policies, plans, and development applications), be published as part of a public agenda package.

Councillor Knowles reported on:

- the 2026 provincial budget proposed expansion of the Provincial Sales Tax to professional services, which will impact municipalities.

Councillor Knowles served the following Notice of Motion:

> THAT the following motion be submitted for consideration at the 2026 UBCM Conference:
>
> > "THAT the Provincial Government of British Columbia not expand the Provincial Sales Tax to the wide range of professional services as announced in Budget 2026 announcements.".

Councillor Morrison reported on:

- the Port Moody Fire Rescue Night of Recognition held on April 11, 2026;
- the Junior Fire Fighter program is taking place during the week of April 20, 2026; and

DRAFT

- capstone project presentations at Port Moody high schools.

Councillor Lubik reported on:

- the Soroptimist Awards Gala, noting that Councillor Agtarap's daughter won an award;
- the importance of community and climate resilient infrastructure, both having a strong relation to responses against extreme weather events; and
- the Inclusion, Diversity, Equity, and Accessibility Committee discussion of the upcoming Leisure Access Pass review, which will be coming to Council later in the year.

Councillor Agtarap reported on:

- the Soroptimist Awards Gala, noting that her daughter won an award;
- supporting local businesses, noting that Local BC has a Buy Local campaign and that for every $100 spent locally, 63% is put back into local economies; and
- the City-Wide Garage Sale being held on April 18, 2026.

Mayor Lahti reported on:

- the Port Moody Fire Rescue Night of Recognition held on April 11, 2026;
- capstone project presentations at Heritage Woods Secondary School; and
- various activities taking place in the coming weeks, including the Inlet Spring Regatta, Council of Council meeting, Junior Firefighters Program, Tri-Cities Chamber of Commerce Business Excellence Awards, and the Sasamat Outdoor Centre Open House.

13.2 Staff Verbal Reports

There were no staff verbal reports.

14. Information Items

14.1 Committees, Commissions, and Boards – Minutes

- Parks and Environment Committee – January 14, 2026
- Seniors Focus Committee – February 5, 2026
- IDEA Committee – February 9, 2026
- Youth Focus Committee – February 11, 2026
- Library Board – February 19, 2026

14.2 Lighting Requests Added to the Calendar

The following lighting request was approved for addition to the City's lighting schedule:

- May 16, 2026 – International Celiac Disease Awareness Day – Green
- September 13, 2026 – World Sepsis Day – Pink

DRAFT

14.3 Metro Vancouver Board in Brief

- Metro Vancouver Board in Brief, dated February 27, 2026
- Metro Vancouver Board in Brief, dated March 27, 2026

14.4 Council Correspondence

Per Corporate Policy – 01-0530-2020-01 – Correspondence on Council Meeting Agendas, the following correspondence items were provided for information:

- Letter dated March 27, 2026, from Beedie Living re project viability impacts of proposed DCC and ACC rates
- Letter dated March 27, 2026, from Wesgroup re report regarding draft DCC and ACC rates
- Letter dated March 30, 2026, from Edgar Development re proposed DCC increases
- Letter dated March 30, 2026, from HAVAN re report regarding draft DCC and ACC rates
- Letter dated March 31, 2026, from AP Group re draft DCC and ACC rates

15. Public Input

Mark Kunzli (Port Moody) expressed concern regarding the letters included in item 14.4 and dissatisfaction that consideration of Development Cost Charges was referred back to staff for further reconsideration during the March 31, 2026, Council Standing Committees meeting.

Laura Soucy (Port Moody) expressed opposition to item 11.1, citing the need for non-market housing and suggested looking at the Housing Needs Report.

Alexandra Chan (Port Moody) noted that if the public is absent from providing input on an item, it does not necessarily mean that they agree and expressed a desire for additional negotiation regarding item 11.1.

16. Adjournment

Mayor Lahti adjourned the meeting at 9:16pm.

Certified correct on the ____ day of _____, 2026, in accordance with section 148(a) of the *Community Charter*.

_____

M. Lahti, Mayor

_____

S. Lam, Corporate Officer

DRAFT

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed Type 2 amendment to *Metro 2050*, the regional growth strategy, from the City of Maple Ridge to amend the regional land use designation from Rural and Industrial to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1451, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan, City of Maple Ridge.

Background

At its March 27, 2026, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) passed the following resolutions:

> *"THAT the MVRD Board:*
>
> *a) initiate the Metro 2050 amendment process for the City of Maple Ridge's requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)";*
> *b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026";*

c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and
d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment."

The notification letter detailing the invitation for written comment from Metro Vancouver, which includes a link to the associated report considered by the Metro Vancouver Board of Directors (pg. 262), is included as **Attachment 1**.

Discussion

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* regarding the regional land use designations within its North 256 Street Industrial Lands Area Plan. Totalling 301 hectares (ha), the subject area is comprised of numerous properties. It contains steep terrain and environmental features and is bordered by Rural and Agricultural lands to the south and by Conservation and Recreation lands to the east, north, and west.

Primary access to the subject area is provided by 256 Street, with Alouette Road serving the western portion, and 128 Avenue and Katonien Street serving the southeast area (Kanaka Business Park). There is no transit service, and municipal servicing is limited.

The subject area's current regional land use designation is roughly half Industrial, and the proposed amendment would re-designate the lands to primarily Industrial with some Conservation and Recreation. The subject area is not contiguous to the Urban Containment Boundary (UCB), which is also proposed to be expanded to encompass the majority of the site.

The proposed amendment is intended to accommodate a light industrial hub. The subject area already contains existing industrial operations (e.g., gravel extraction, institutional operations like correctional and training facilities, a newer business park, etc.). The Metro Vancouver staff report notes that the City of Maple Ridge has highlighted that industrial lands have long been intended for this area as indicated through various municipal industrial and employment lands studies.

The regional planning analysis conducted by Metro Vancouver staff concluded that, on balance, the proposed amendment is supportable. Metro Vancouver staff also noted in their report several trade-offs that were highlighted for consideration by Metro Vancouver's Board of Directors.

Metro Vancouver staff outlined that the proposed amendment would:

- add 198 net hectares of Industrial designated lands, expanding the regional supply and supporting long‑term economic resilience;
- add 79 hectares of Conservation and Recreation lands, securing mature forested areas that provide ecological services and establishing a buffer between industrial and adjacent rural or agricultural lands; and
- apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

And identified the following challenges:

- The expansion of the UCB in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The redesignation of 222ha of Rural lands to Industrial will potentially increase speculation to convert Rural lands elsewhere in the region, and *Metro 2050* stipulates that Rural lands are not intended to be an Urban Reserve.
- There will be regional tree canopy target and ecosystem connectivity loss as with any conversion of Rural lands to Industrial uses.
- The area's location is far from transit, cycling, walking, and current goods movement infrastructure, and is susceptible to natural hazards, requiring significant infrastructure investment.

Municipal Benefits

Metro Vancouver staff's report notes the long-term benefits that the North 256 Street Industrial Lands Area Plan will provide to the City of Maple Ridge and the surrounding region by creating new local employment opportunities and attracting diverse light-industrial businesses. By increasing the supply of industrial land, the plan supports economic growth, encourages business investment, and helps address industrial-land shortages. It is further noted that the plan incorporates environmental protection, transportation and infrastructure upgrades, etc. to balance the impacts of the proposed economic development.

A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to *Metro 2050* goals

***Metro 2050* Goals and Metro Vancouver Staff Comments**
Goal 1: Create a Compact Urban Area ***Consideration 1: Contain urban development within in the Urban Containment Boundary (UCB)*** • The proposed amendment would not contain urban development within the existing UCB, and it seeks to expand the UCB into a new area not contiguous with the existing boundary. • There are existing regionally designated Industrial lands (and uses) in this area, however, additional development would require the expansion of infrastructure and public services. ***Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas*** • The proposed amendment would not focus employment growth within established Urban Centres (UC) or Frequent Transit Development Areas. The subject area is located approx. 4km away from the closest UC. ***Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities*** • The proposed amendment could contribute to a more complete community by supporting local jobs. Increasing the number for residents working in their community could strengthen daily activity patterns and potentially reduce long commuting distances.

Consideration 4: Protect Rural lands from urban development

- Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities and are not intended for future urban development. The conversion of Rural lands of this scale (222 ha) into Industrial lands does not meet this objective and could encourage speculation on other Rural lands.

Goal 2: Support a Sustainable Regional Economy

Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

- The proposed amendment would support a diverse regional economy in that it would increase the land supply for industrial activities, which tend to generate high-quality, skilled jobs that pay above-average wages.

- Metro Vancouver staff note that industrial expansion to support economic development and job creation has long been a focus for the City of Maple Ridge, as demonstrated in the City's Commercial & Industrial Strategy (2014) and its Economic Development Strategy (2021), as well as through the advancement of planning and studies for existing industrial areas in the UCB (i.e., Yennadon Lands and Albion area).

Consideration 2: Protect the supply and enhance the efficient use of industrial land

- The proposed amendment would increase regionally-designated Industrial land by 198 ha, equivalent to about a 2.5% increase for the region. Although slopes and environmental conditions will limit the total developable area, consolidating these lands under a single, contiguous Industrial designation would improve long‑term industrial land efficiency.

- Creating a contiguous industrial area would enhance the viability of sites already planned for, used, or operating as industrial in this location, and formalizing these existing and emerging industrial activities within a coherent Industrial designation provides greater certainty for businesses, supports further investment, and enables more efficient servicing and infrastructure planning over time.

- The proposed amendment will enable expanded and intensified industrial uses near existing residential, agricultural, conservation, recreational, and institutional uses. To mitigate potential land use conflicts, the City of Maple Ridge has proposed a Conservation and Recreation buffer at the southwest of the site and prepared Development Permit Area (DPA) guidelines covering industry land edge planning, interface design, buffering and tree planting.

Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability

- This amendment may negatively impact agricultural viability through transportation and interface issues. All three current access roads to this area run through agricultural land in the Agricultural Land Reserve and the amendment would bring Industrial land into contact with Agricultural land to the south.

- Interface issues may be mitigated by the design guidelines detailed in Goal 2, Consideration 2, Bullet 3.

Goal 3: Protect the Environment and Respond to Climate Change and Respond to Natural Hazards

Consideration 1: Protect and enhance Conservation and Recreation lands

- The proposed amendment would increase Conservation and Recreation designated lands, which convey important and complex ecosystem services, by 79 ha.

Consideration 2: Protect, enhance, restore, and connect ecosystems

- The approximately 60 ha of Rural lands proposed to be re-designated to Industrial also contain ecosystems, mostly forests, with moderate importance to regional ecosystem connectivity. If these lands were fully developed for industry, it would likely result in a net loss of ecosystems, despite the additional Conservation and Recreation designated lands.

- Over the long term, development of the subject area will likely result in regional tree canopy cover loss, as the plan targets only 10 percent canopy.

Consideration 3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

- The proposed amendment presents challenges in advancing *Metro 2050* objectives related to low‑carbon land use patterns, as expanding development into previously undeveloped areas will likely reduce the region's long‑term capacity for carbon storage, as forested lands currently act as carbon sinks that help moderate emissions.

Consideration 4: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

- The area is susceptible to wildfires, riverine flooding, and landslides, which may increase due to more frequent and heavier rain associated with climate change.

- According to the City of Maple Ridge, significant infrastructure improvements, such as sewer, water, drainage, and road enhancements, would be required to support the proposed land use changes.

- Expanding industrial activities into an area with these existing hazard conditions may therefore be less favourable from a regional resilience perspective, as it could increase exposure to climate‑related risks and necessitate higher long‑term mitigation and adaptation costs.

- It is noted that the Area Plan DPA guidelines do include consideration of fire protection, wildfire resilience, and developing near slopes and waterways.

Goal 5: Support Sustainable Transportation Choices

Consideration 1: Supporting sustainable transportation options

- This amendment would not support sustainable transportation options. The area is located far from major transportation corridors and has limited active transportation infrastructure.

- TransLink has no current plans to extend transit services to this area and it will likely remain highly car-dependent well into the future.

Consideration 2: Supporting efficient movement of goods and services

- Industrial uses here may face challenges for goods movement and truck access. Local roads have constrained rights-of-way and some intersections are currently challenging for truck movements.

- The City of Maple Ridge has identified road network enhancements, including extending Abernethy Way to 256 Street, upgrading intersections, and building new internal roads.

Staff Analysis

Metro Vancouver staff have conducted an in-depth regional planning analysis, assessing the proposed amendment in relation to *Metro 2050*'s goals, strategies, and policies. Key considerations include the benefits and positive impacts that can be generated by the expansion of Industrial and Conservation and Recreation lands, the locational challenges as they relate to access, infrastructure, servicing, etc., and attributes that may be less aligned with components of the regional growth strategy. Metro Vancouver staff have concluded that although they are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form.

For these reasons, City of Port Moody staff have not identified any objections to provide to the Metro Vancouver Board of Directors on the proposed regional land use designation amendment request from the City of Maple Ridge.

Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board:
<insert comments>.

Financial Implications

There are no financial implications associated with the recommendation in this report.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendation in this report.

Council Strategic Plan Goals

This is an initiative that affects the City of Maple Ridge, and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Notification Letter from Metro Vancouver dated March 30, 2026 – Maple Ridge.

Report Author

Ellen Molloy, M.Pl
Planning Analyst

Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request – North 256 Street Industrial Lands Area Plan.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated March 30, 2026 - Maple Ridge.pdf
Final Approval Date:	Apr 16, 2026

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 14, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 15, 2026

Anna Mathewson, City Manager - Apr 16, 2026

Attachment 1

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancouver.org

March 30, 2026

File: CR-07-16
Ref: RD 2026 03 27

Mayor Meghan Lahti and Council
City of Port Moody
100 Newport Drive PO Box 36
Port Moody, BC V3H 5C3
VIA EMAIL: council@portmoody.ca

Dear Mayor Meghan Lahti and Council:

Re: Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)

You are invited to provide written comments on a proposed amendment to *Metro 2050*, the Regional Growth Strategy. The City of Maple Ridge is requesting an amendment to *Metro 2050* for a 301-hectare site comprising numerous properties, primarily located along 256 Street, north of 128 Avenue. The proposed amendment would redesignate regional land uses in the area from Rural and Industrial to Industrial and Conservation & Recreation to accommodate a light industrial hub and to expand the Urban Containment Boundary. Roughly half of the subject area is already designated Industrial within *Metro 2050*, and the majority of the subject area is already within the Fraser Sewerage Area. The area contains existing industrial operations and the City notes that industrial lands have long been intended for this area through various industrial and employment lands studies. Regional Planning analysis concluded that, on balance, the proposed amendment is supportable, however, it does involve several trade-offs that were highlighted for MVRD Board consideration.

83625530

At its March 27, 2026 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolutions:

THAT the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Maple Ridge's requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)";

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026";

c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and

d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.

The proposal would:

- Add 198 net hectares of Industrial designated lands, expanding the regional supply of industrial lands and supporting long-term economic resilience.
- Add 79 hectares of Conservation and Recreation lands, securing mature forested areas that provide ecological services and establishing a buffer between industrial and adjacent rural or agricultural lands.
- Apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The area's location is susceptible to hazards and requires significant infrastructure investment.
- The redesignation of 222 ha of Rural lands to Industrial will potentially increase speculation to convert Rural lands elsewhere in the region, and *Metro 2050* stipulates that Rural lands are not intended to be an Urban Reserve.
- There will be regional tree canopy target and ecosystem connectivity loss as with any conversion of Rural lands to Industrial uses.

Metro 2050 is the regional federation's plan for managing growth coming to the Metro Vancouver region in a way that: protects important lands like agricultural, ecologically important and industrial lands; contains growth within an Urban Containment Boundary and directs it to transit oriented locations; and supports the efficient provision of regional utilities and transit. *Metro 2050* contains six regional and parcel-based land use designations that support those objectives. By signing on to *Metro 2050*, if a member jurisdiction aspires to change the land use designation for a site, then, as part of the process, they have agreed to have the MVRD Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative two-thirds weighted vote. For more information on Regional Growth Strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. Enclosed is a Metro Vancouver staff report dated February 12, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org by **May 18, 2026**.

Yours sincerely,



Mike Hurley
Board Chair

MH/JC/cp

cc: Anna Mathewson, City Manager, City of Port Moody
Stephanie Lam, Corporate Officer, City of Port Moody
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: MVRD Board report dated February 12, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)" (pg. 262)

83625530

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere)

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed amendment to *Metro 2050*, the regional growth strategy, from the City of Surrey to change the regional land use designation from Rural to General Urban and to extend the UCB to three properties in the 23.7-hectare area located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody does not support the proposed Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere).

Background

At the March 5, 2026, Metro Vancouver Regional District Regional Planning Committee Meeting, the following resolutions were referred to the MVRD Board and adopted on March 27, 2026:

> THAT the MVRD Board initiate the *Metro 2050* amendment process for the City of Surrey's requested regional and use designation amendment from Rural to General Urban for the lands located at 18115, 18147, and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled "*Metro 2050* Type 2 Proposed Amendment – City of Surrey (Hazelmere)";
>
> THAT the MVRD Board give first, second, and third readings to "Metro Vancouver Regional District Growth Strategy Amendment Bylaw No. 1393, 2026";
>
> THAT the MVRD Board direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and

THAT the MVRD Board direct staff to comment an enhanced public engagement process, including hosting a regional public information meeting.

The notification letter detailing the invitation for written comment from Metro Vancouver, which includes a link to the associated report to the Metro Vancouver Board of Directors, is included in **Attachment 1**.

The City of Surrey (CoS) previously submitted the proposed amendment to Metro Vancouver in 2017 and 2024. In 2017, the proposal was declined at third reading by the MVRD Board. In 2024, the application was referred back to the CoS for additional information on the implications of new housing legislation, updated information on hydrology, and public and First Nation engagement, and clarification regarding the proposed General Urban designation for a portion of the site to be included in the Agricultural Land Reserve (ALR). A response for these five items was provided with the latest December 17, 2025, submission to Metro Vancouver.

Discussion

The proposal remains largely unchanged across all three submissions. The CoS is requesting a Type 2 Amendment to *Metro 2050*, the regional growth strategy, for a 23.7-hectare area across three properties: 18115 – 0 Ave, 18147 – 0 Ave, and 18253 – 0 Ave. The subject sites are located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street with Agricultural land uses to the north and west (in the ALR), Rural land use to the east, and the U.S. border to the south.

One of the properties is located within the ALR, however the portion in the ALR was not included in the amendment request.

At present, the regional land use designation of the subject area is Rural and outside of the UCB. The proposed amendment would change the regional land use designation for the subject area from Rural to General Urban and it would extend the Urban Containment Boundary (UCB) as a non-contiguous addition outside of the current boundary. This change would accommodate 145 single family lots, several park lots, a detention pond, and a remainder lot in the ALR.

The 2017 and 2024 regional review of the Hazelmere amendment application identified concerns with the proposal due to the non-contiguous expansion of the UCB and the location's distance from existing urban areas, transit, and regional utility infrastructure. The current proposal remains largely unchanged from the applications submitted in 2017 and again in 2024, and therefore the same concerns persist regarding the site's isolation, its adjacency to Agricultural and Rural lands, and the risk of introducing leapfrog residential development pressures along the 0 Avenue corridor. The review also noted that sending wastewater from this remote location to the regional system would add flows into a part of the Langley Trunk Sewer that already experiences wet-weather overflows, which could increase pressure on existing infrastructure. As such, the 2024 analysis concluded that the proposal's non-contiguous geography, auto-oriented form, and increased pressure on existing infrastructure do not align with *Metro 2050* objectives for compact, efficient growth.

A summary of Metro Vancouver staff comments on the new information provided are listed below:

- The proposal does not support the federation's agreed upon regional goals in *Metro 2050* related to compact growth, protection of environmental, agricultural and employment lands, or sustainable transportation.
- The proposal's non-contiguous location outside the UCB would introduce leapfrog residential development pressures (far from the UCB) and add wastewater flows to a segment of the regional sewer system that already experiences wet-weather overflows, potentially increasing pressure on regional infrastructure.
- Although the region requires more housing, creating car-oriented single-detached development in an area far from existing urban areas and transit would not meaningfully address housing needs and would reinforce traffic impacts, and pressures on adjacent rural and agricultural lands - issues first identified in 2017 and still unresolved.
- New provincial housing legislation would permit up to four times the number of homes (up to 580 units) on the 145-lot subdivision. While Surrey notes that such higher-density development is unlikely based on uptake to date, the submission does not evaluate potential impacts or mitigation should these densities materialize in the future.
- If the amendment is approved, the Greater Vancouver Sewerage and Drainage District Board would consider whether to allow the flows into the regional system. The proposed development is located 10 kilometres upstream of Metro Vancouver's Langley Trunk Sewer and all infrastructure needed to convey flows would be provided by the City of Surrey. For the proposal, subdivision and servicing plans are largely unchanged aside from the removal of four detention ponds with no corresponding upgrades to the remaining facility.

A summary of Metro Vancouver's comments in response to the additional information provided by CoS is provided in Table 1.

Table 1: Summary of Metro Vancouver's review of additional information provided by City of Surrey with most recent submission

Additional Information Provided by the City of Surrey	**Metro Vancouver Staff Comments**
Implications of new provincial housing legislation on the allowable density of the subject site	The City of Surrey advises that the proposed 145-lot subdivision is subject to the Province's Small-Scale Multi-Unit Housing (SSMUH) legislation and Surrey's 2024 zoning updates, which together permit up to four dwelling units per lot. Surrey indicates this creates a theoretical maximum buildout of approximately 580 dwelling units. The City notes that full realization of this capacity is unlikely based on observed uptake to date. Surrey confirms that, aside from the removal of four detention ponds previously shown within the riparian lot, the subdivision layout and servicing concept remain substantially unchanged, and no additional evaluation of potential impacts associated with higher allowable densities has been provided. The proposed amendment and new information provided does <u>not</u> support *Metro 2050* Goal 1 (Create a Compact Urban Area), Goal 4 (Provide Diverse and Affordable Housing Choices), or Goal 5 (Support Sustainable Transportation Choices). Despite the regional need for additional housing, providing auto oriented single-detached forms of housing in the region's rural areas will not have a significant positive impact on overall housing needs or increasing housing diversity (in

	tenure, size, and type), and does not support objectives related to focusing growth in urban areas. Concerns about car dependency of the proposed development, increased traffic, and impact on adjacent rural and agricultural lands that were noted when the application was previously submitted in 2017 and 2024 have not changed. While Surrey notes that full realization of the additional units permitted under SSMUH is unlikely, the legislation nonetheless increases the theoretical residential capacity of the site, which has implications for regional planning considerations. The previously identified issues, related to car dependency, transportation impacts, servicing demands, hydrological risks, and pressure on adjacent rural and agricultural lands remain, and the higher allowable density introduces the possibility that these challenges may be more pronounced should more intensive development occur in the future.
Updated information on hydrology that takes into account new developments that have occurred in the area since 2018	The City of Surrey advises that, further to the Agricultural Land Commission (ALC) decision dated October 31, 2025, the applicant will manage all stormwater on non-ALR lands and will not pursue the previously proposed non-farm use for stormwater discharge through ALR habitat ponds or the related ALR subdivision. Surrey notes that detailed stormwater management design would be developed at the detailed servicing stage should the application receive regional approvals. Given the subdivision's location above lower-lying agricultural lands, and the ongoing challenges agricultural lands face from increased runoff from adjacent urban development, the proposed amendment may still contribute to degradation of adjacent farmland. Agricultural land is vulnerable to the negative effects of adjacent urban development, particularly from a hydrological perspective, and once affected, is often subject to pressure for further urban expansion. In terms of the broader area, the latest information provided by the City notes that there have been no changes to the site or to the catchment since 2018 that would affect the catchment hydrology. While a preliminary Integrated Stormwater Manager Plan (ISMP) scoping study for the Little Campbell River watershed was noted in the 2017 submission materials, no updated ISMP has been provided. New development approvals within the Little Campbell River watershed, including South Campbell Heights, may affect watershed hydrology and downstream sensitivities, particularly on adjacent ALR lands. To better understand potential impacts on surrounding rural and agricultural areas, updated watershed-scale data and analysis should be conducted.
Updated information on engagement with Semiahmoo First Nation and the public	The City of Surrey has provided a letter dated September 23, 2024 from the Semiahmoo First Nation indicating support for the proposed project. The City of Surrey notes that engagement with the public occurred prior to the application being forwarded to Metro Vancouver in 2017, including a Public Hearing. Two planning reports have been sent to Council more recently, on February 26, 2024 (to obtain a Council resolution to re-refer the project to Metro Vancouver) and on January 27, 2025 (to obtain a Council resolution to refer the project to the ALC) and as such these reports were publicly available on the Surrey website, and feedback could be sent to the City by any interested parties. Given that the Public Hearing and associated public engagement occurred in 2017, there has been a significant passage of time since the public last had a formal opportunity to review or comment on the proposal. The more recent Council reports referenced

	by Surrey, while publicly available, did not involve a structured public engagement process or proactive notification that the application had re-emerged for consideration.
Comments from the Agricultural Land Commission regarding the City's intended ALR inclusion, and non-farm use and subdivision of ALR land	The ALC provided a decision on October 31, 2025. The ALC approved the proposal to include 1.6 ha of land in the ALR subject to the applicant providing written confirmation within 3 years. The applicant has indicated that they will not further pursue the subdivision and non-farm use, as per the ALC decision and is proposing to manage stormwater on non ALR lands. The City of Surrey notes that detailed stormwater management plans would be worked out during the detailed servicing phase, should the application receive Metro Vancouver approval.
The City's rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion	The City of Surrey confirms that the Agricultural Land Commission (ALC) has approved the conditional inclusion of a 1.6-hectare portion of the property at 18115 0 Avenue into the Agricultural Land Reserve (ALR). The City notes that, should the *Metro 2050* amendment proceed, the project's rezoning bylaw would be brought forward to Surrey Council for administrative reasons, and City staff will recommend that the inclusion of the 1.6-hectare portion into the ALR be made a condition of rezoning. Surrey further indicates that it would then coordinate the required amendments to both its Official Community Plan (OCP) and the Regional Context Statement to align the future designation of this area with its ALR status. Metro Vancouver staff note that the portion approved for ALR inclusion is currently proposed to be designated General Urban as part of this application. Once the land is formally included in the ALR, the appropriate regional land use designation is Agricultural, consistent with the intent of the Regional Growth Strategy to maintain alignment between the ALR boundary and regional Agricultural designations. While it is possible for the MVRD Board to advance the amendment with the 1.6-hectare portion remaining designated General Urban for the time being, Surrey would then be requested to later initiate a separate regional land use designation amendment to change the parcel to Agricultural.

Staff Recommendation

Metro Vancouver staff analysis concluded that the regional planning considerations identified in previous analyses remains unchanged, and recommend declining the amendment for the following reasons:

- The proposal does not support the federation's agreed upon regional goals in *Metro 2050* related to compact growth, protection of environmental, agricultural and employment lands, or sustainable transportation.
- The proposal's non-contiguous location outside the UCB would introduce leapfrog residential development pressures (far from the UCB) and add wastewater flows to a segment of the regional sewer system that already experiences wet-weather overflows, potentially increasing pressure on regional infrastructure.
- Although the region requires more housing, creating car-oriented single-detached development in an area far from existing urban areas and transit would not meaningfully address housing needs and would reinforce traffic impacts, and pressures on adjacent rural and agricultural lands - issues first identified in 2017 and still unresolved.

- New provincial housing legislation would permit up to four times the number of homes (up to 580 units) on the 145-lot subdivision. While Surrey notes that such higher-density development is unlikely based on uptake to date, the submission does not evaluate potential impacts or mitigation should these densities materialize in the future.
- If the amendment is approved, the Greater Vancouver Sewerage and Drainage District Board would consider whether to allow the flows into the regional system. The proposed development is located 10 kilometres upstream of Metro Vancouver's Langley Trunk Sewer and all infrastructure needed to convey flows would be provided by the City of Surrey. For the proposal, subdivision and servicing plans are largely unchanged aside from the removal of four detention ponds with no corresponding upgrades to the remaining facility.

Despite the benefits the proposed amendment may provide to the municipality or local area, it remains inconsistent with the goals of *Metro 2050*, which is to develop the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. For these reasons, City staff concur with the Metro Vancouver staff recommendation. The recommended resolution on page 1 of this report reflects this recommendation.

Other Option(s)

THAT the following comments be provided to Metro Vancouver Regional Board:
<insert comments>.

Financial Implications

There are no financial implications associated with the recommendations of this report.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendations in this report.

Notification by Metro Vancouver of the *Metro 2050* amendment request is consistent with the requirements of section 437(2) of the *Local Government Act* and sections 6.4.2 and 6.4.4 of *Metro 2050*.

Council Strategic Plan Goals

This is an initiative that affects the City of Surrey, and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Letter from Metro Vancouver dated March 31, 2026, regarding *Metro 2050* Type 2 Proposed Amendment – City of Surrey.

Report Author

Isabelle Kim, RPP
Senior Planner

Report Approval Details

Document Title:	Notification of Metro 2050 City of Surrey (Hazelmere).docx
Attachments:	- Attachment 1 - Letter from Metro Vancouver dated Mar 31, 2026, re Metro 2050 Type 2 Proposed Amendment - City of Surrey.pdf
Final Approval Date:	Apr 21, 2026

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 15, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 18, 2026

Anna Mathewson, City Manager - Apr 21, 2026

Attachment 1

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancouver.org

March 31, 2026

File: CR-07-16
Ref: RD 2026 03 27

Mayor Meghan Lahti and Council
City of Port Moody
100 Newport Drive PO Box 36
Port Moody, BC V3H 5C3
VIA EMAIL: council@portmoody.ca

Dear Mayor Meghan Lahti and Council:

Re: Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)

You are invited to provide written comments on a proposed amendment to *Metro 2050*, the regional growth strategy. The City of Surrey is requesting an amendment to *Metro 2050* for a 23.7-hectare area known as Hazelmere, for portions of three properties at 18115 – 0 Ave, 18147 – 0 Ave, and 18253 – 0 Ave. The proposed amendment would redesignate the regional land use of the property from Rural to General Urban to accommodate a 145-lot subdivision and extend the Urban Containment Boundary to include the subject property.

The proposed amendment was submitted to Metro Vancouver in 2017 and in 2024. The 2017 proposal was declined at third reading by the MVRD Board. The 2024 application was referred back to the City for additional information on: the implications of new housing legislation, updated information on hydrology and public and First Nation engagement, and clarification regarding the proposed General Urban designation for a portion of the site to be included in the ALR. Surrey responded on December 17, 2025 with additional information and requested that the updated amendment be considered by the MVRD Board.

83878942

The submitted proposal is largely unchanged, and the staff assessment of the proposal's consistency with *Metro 2050* goals and policies concluded with a recommendation that the MVRD Board decline the application due of the site's location outside the Urban Containment Boundary far from existing urban areas, transit and the Fraser Sewerage Area, concerns about wastewater flows to an already constrained sewer segment increasing pressure on regional infrastructure, increased pressure for conversion of adjacent Rural and Agricultural lands, and the impact of new provincial housing legislation that would permit up to four times the number of homes on the proposed subdivision.

At its meeting on March 5, 2026, the Regional Planning Committee considered the staff report and, notwithstanding the staff recommendation, resolved to recommend that the proposed amendment advance to the Metro Vancouver Regional District Board for consideration.

At its March 27, 2026 regular meeting, the Metro Vancouver Regional District (MVRD) Board passed the following resolution:

THAT the MVRD Board:

a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled "Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)";

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026";

c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and

d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.

Metro 2050 is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agricultural, ecologically important and industrial lands; contains growth within an Urban Containment Boundary and directs it to transit oriented locations; and supports the efficient provision of utilities and transit. *Metro 2050* contains six regional and parcel-based land use designations that support those objectives. By signing on to *Metro 2050*, if a member jurisdiction aspires to change the land use designation for a site, then, as part of the process, they have agreed to have the MVRD Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative two-thirds weighted vote. For more information on amendment procedures, please refer to *Metro 2050* Sections 6.3 and 6.4. Enclosed is a Metro Vancouver staff report dated February 3, 2026, titled "Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050.*

Following the MVRD Board's initial readings, Metro Vancouver staff will notify affected local governments and host a public information meeting to provide the opportunity to comment on the proposed amendment. Feedback will be compiled and brought to the MVRD Board with the opportunity to give final reading and adopt of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

If you have any questions or wish to comment with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org by **May 18, 2026**.

Yours sincerely,



Mike Hurley
Board Chair

MH/JC/vc

cc: Anna Mathewson, City Manager, City of Port Moody
Stephanie Lam, Corporate Officer, City of Port Moody
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: MVRD Board report dated March 5, 2026, titled "Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)" (pg. 313)

83878942

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43

Purpose
To present the 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43 for Council consideration.

Recommended Resolution(s)

THAT School District No. 43 be notified that the City of Port Moody accepts the 2027-2028 School District No. 43 Eligible School Sites Proposal dated March 10, 2026, as attached to and recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding 2027-2028 Eligible School Sites Proposal Resolution – School District No. 43.

Background
Under legislation adopted in 1998, the *Local Government Act* and the *School Act* require that School Boards in the province pass an Eligible School Sites Proposal (ESSP) each year as part of securing capital funding for future school sites. The purpose of an ESSP is to identify the number, approximate location, size, and purchase cost of new school sites required to meet projected enrollment increases in each School District.

In accordance with the legislation, the School District No. 43 (SD43) Board has now passed an updated 2027-2028 Eligible School Sites Proposal Resolution (**Attachment 1**), which differs from the previous version as follows:

- the 10-year growth projection time frame has been advanced to the period 2027-2036;
- 27,325 new dwelling units are projected for SD43 over this time horizon compared to 26,490 previously in 2025 (an increase of 835 units);
- from 2027-2036, new development in SD43 is estimated to generate 4,950 new school-aged students, whereas 4,595 were projected for 2026-2035;
- the 2027-2028 Five Year Capital Plan includes one school site in Port Moody Centre which is consistent with the 2026-2027 Five Year Capital Plan; and
- the overall land acquisition cost is $163,056,586 which is $29,668,314 less than the land acquisition cost included in the 2026 proposal, reflecting a decrease in the number of

eligible school sites from six to five (removal of Marigold Elementary School in Burke Mountain which has now been approved).

One of the legislative requirements is that the annually updated ESSP be referred to each local government in the School District, which has 60 days to either:

1. pass a Council resolution accepting the proposal; or
2. respond in writing to the School Board stating that it does not accept the proposal and indicate each proposed school site to which it objects and the reason(s) why.

The SD43 Board passed the Eligible School Sites Proposal resolution on March 10, 2026.

Discussion

New Residential Development

Tables A-1 and A-2 of Schedule 'A' of the ESSP summarize the dwelling unit projections that were provided in greater detail by each municipality.

Based on the City's draft Official Community Plan and the expected timing of current and future developments, it was projected that there could be up to an additional 7,005 new residential units developed in Port Moody over the next 10 years. This proposed unit estimate is consistent with projections provided by the City to SD43 staff. The form of these units will predominantly be multi-residential.

Compared to the 2026-2035 reporting, the 2027-2036 estimate for Port Moody shows an increase of 800 residential units. This overall increase is due to changes in the following categories: an increase in the number of Small-Scale, Multi-Unit and Low-Rise completions expected during 2027-2031 based on projects now under construction or nearing building permit stage; an increase in the number of high-rise apartments projected for the period of 2029-2036 based on approved multi-phase projects under construction (e.g., Woodland Park (Portwood), Coronation Park (Inlet District)), as well as applications recently approved or in the approval process (e.g., applications within the Moody Centre Transit-Oriented Area – Core).

Port Moody is estimated to account for 7,005 or approximately 25.6% of the projected 27,325 new residential units in SD43 over the next 10 years. Coquitlam will account for the majority (66.4%) of projected residential development, followed by Port Coquitlam at 7.5%. Combined, Anmore and Belcarra are projected to account for 0.5% of new residential development in SD43 over the next 10 years.

These projections are reviewed and updated annually by each municipality, working with SD43, to reflect any changes in the location, number, type, and timing of new residential development. Port Moody's projections will be updated by City staff in early 2027, taking into account any updates to the Official Community Plan, changes to development timelines, and anticipated new developments at that time.

New Students

Table A-3 of Schedule 'A' of the ESSP summarizes the projected number of new students in each municipality over the next 10 years as a result of new development. It is net of any change

in enrollment due to natural growth. As indicated, it is projected that there will be 981 new residents aged five to 19 in Port Moody within 10 years. This estimate is based on the projected housing units included in Table A-1.

New School Sites

Table B-1 of Schedule 'B' of the ESSP shows that five new elementary schools will be required as a result of growth within the School District. The acquisition of these sites is proposed to be included in the 2027-2028 Five-Year Capital Plan with a total cost of $163,056,586 as determined by SD43. A total of approximately 8.6ha of land will be needed for the sites, which means an average cost per hectare of approximately $18,960,068. The proposed school site sizes are based on an assumption that some sites may be joint school and park sites. Table B-1 includes proposed sites only. Approved eligible school sites since the inception of the ESSP are not included on this list.

The five proposed eligible school sites are distributed as follows: four in Coquitlam and one in Port Moody. These sites are identified based on where future growth is anticipated and are adjusted each year as needed based on the information available at the time. The previous 2026-2035 Eligible School Sites Proposal also included one future Port Moody school noted as Port Moody Centre and five school sites in Coquitlam (the previously identified Marigold Elementary site in Coquitlam has been approved and removed from Table B-1).

The Port Moody Centre school site proposed in Table B-1 of the 2027-2028 Five-Year Capital Plan is envisioned for the waterfront area in order to accommodate potential future growth in this area. The projected number of potential new housing units in the waterfront area indicated there may be enough students to require its own school to serve the local population and minimize the need for students to traverse major streets and the railway. As population growth in Moody Centre evolves, the location of a new school site in the neighbourhood could shift to meet local demand.

The existing Moody Elementary School has been replaced by a new elementary school located adjacent to Moody Middle School. Additional capacity for this replacement was approved based on anticipated future growth in this catchment area. The former Moody Elementary School site (2717 St. Johns Street) remains designated for Public and Institutional Use and could be used for an additional school in the future as determined by projected housing growth in this area.

Other Option(s)

THAT School District No. 43's 2027-2028 Eligible School Sites Proposal Resolution, dated March 10, 2026, not be accepted and the reasons for objection be provided in accordance with the *Local Government Act.*

Financial Implications

As noted in previous reports on this matter, the City will incur some costs administering the collection of School Site Acquisition Charge (SSAC) funds for new residential development. A flat fee of $2,000 per year in addition to 0.1% of SSACs will continue to be collected in accordance with the *Local Government Act*.

Communications and Public Engagement Initiatives

There are no communications or civic engagement initiatives associated with this proposal.

Council Strategic Plan Goals

The recommendation in this report aligns with the following Council Strategic Plan Goal(s):

- Strategic Goal 3.1 – Create complete and connected communities through balanced growth; and
- Strategic Goal 3.3 – Enhance community wellbeing.

Attachment(s)

1. 2027-2028 Eligible School Sites Proposal Resolution.

Report Author

Mary De Paoli, RPP, MCIP
Manager of Policy Planning

Report Approval Details

Document Title:	2027-2028 Eligible School Sites Proposal Resolution – School District No. 43.docx
Attachments:	- Attachment 1 - Eligible School Sites Proposal Resolution 2027-2028.pdf
Final Approval Date:	Apr 20, 2026

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 14, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 15, 2026

Anna Mathewson, City Manager - Apr 20, 2026

Attachment 1

SCHOOL DISTRICT 43 Coquitlam
Learning for a Lifetime

1080 Winslow Avenue, Coquitlam, BC Canada V3J 0M6 • Phone: 604-939-9201

March 13, 2026

Raul Allueva, City Manager
City of Coquitlam
managersoffice@coquitlam.ca

Karen Elrick, Chief Administrative Officer
Village of Anmore
karen.elrick@anmore.com

Anna Mathewson, City Manager
City of Port Moody
amathewson@portmoody.ca

Melony Burton, Chief Administrative Officer
Village of Belcarra
mburton@belcarra.ca

Rob Bremner, Chief Administrative Officer
City of Port Coquitlam
bremnerr@portcoquitlam.ca

Dear Chief Administrative Officers and City Managers:

Re: 2027-28 Eligible School Sites Proposal Resolution

The district's 2027-2028 Eligible School Site Proposal (ESSP) Resolution was passed by the Board of Education on March 10, 2026.

In this package, you will find a copy of the resolution along with the corresponding schedules for acceptance.

Pursuant to the Act, local governments have 60 days to either:

1. Pass a resolution accepting the Board's proposed eligible school site requirements; or
2. Respond in writing to the Board indicating that it does not accept the Board's proposed site requirements by listing each school site it objects to and the reasons for the objection.

If no response is received within 60 days from the date on which the Board of Education passed the resolution, the legislation states that the local government will have deemed to accept the proposal.

Should you have any questions, please contact me or Kimberley Wakil, Manager of Financial Services, at 604-939-9201.

Yours truly,
SCHOOL DISTRICT NO. 43 (COQUITLAM)

Nita Mikl
Secretary-Treasurer/CFO

Attach: ESSP Resolution; Schedule A; Schedule B

cc: Patricia Bigonzi, Assistant Secretary-Treasurer
Ivano Cecchini, Executive Director – Facilities and Planning Services
Kimberley Wakil, Assistant Director, Financial Services

Attachment 1

Board of Education of School District No. 43 (Coquitlam)

2027-28 Eligible School Sites Resolution

The Eligible School Sites Proposal is a required component of the capital plan submission, which must be passed annually by Board resolution and referred to local governments in the District for acceptance pursuant to the *Local Government Act*.

Pursuant to the Act, the school district has consulted with local governments with respect to the following information:

1) Projections by municipalities of the number of eligible development units to be authorized or created in School District No. 43 (Coquitlam) in the 10 year time frame, 2027 to 2036, pursuant to Section 142 of the School Act for school site acquisition planning (Schedule 'A' Table A-1 and A-2 attached);

2) A projection of the number of children of school age, as defined in the School Act, that will be added to the school district as the result of the eligible development units projected in paragraph (1) (Schedule 'A' Table A-3, A-4 attached);

3) The approximate size and number of school sites required to accommodate the number of children projected under paragraph (2) (Schedule 'B' attached); and

4) The approximate location and value of the school sites referred to in paragraph (3) (Schedule 'B' attached).

WHEREAS the Board of Education of School District No. 43 (Coquitlam) has consulted with representatives from the development industry and staff for the City of Coquitlam, City of Port Coquitlam, City of Port Moody, Village of Anmore and Village of Belcarra on these matters;

IT IS RESOLVED THAT:

1) Based on information from local government, the Board of Education of School District No. 43 (Coquitlam) estimates that there will be 27,325 **new development units** constructed in the School District over the next 10 years (Schedule 'A');

2) These 27,325 new development units will be home to an estimated 4,950 **school age children** (Schedule 'A');

3) The School Board expects that **5 new school sites,** will be required as a result of the growth within the School District as represented in Schedule 'B';

4) According to Ministry of Education and Child Care site standards presented in Schedule 'B' the sites will require a total of **8.6 hectares** of land. These sites are expected to be purchased within 5 years and, at current serviced land cost, the land will **cost approximately $163,056,586**;

Chair of the Board

Secretary-Treasurer

I HEREBY CERTIFY this to be a true original of a resolution passed by the Board of Education of School District No. 43 (Coquitlam) at a regular meeting held March 10, 2026.

Secretary-Treasurer

Attachment 1

2027-2036
SCHEDULE 'A'

Table A-1: Growth Forecasts -Housing Units By Type - 10 year forecast by school year:

Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 yr. Total	Total Units
VILLAGE OF ANMORE												*100*
Single Detached	10	10	10	10	10	10	10	10	10	10	**100**	
Mobile Home	0	0	0	0	0	0	0	0	0	0	**-**	
Row House	0	0	0	0	0	0	0	0	0	0	**-**	
Low Rise Apart./suites	0	0	0	0	0	0	0	0	0	0	**-**	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	**-**	
VILLAGE OF BELCARRA	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	**10 yr. Total**	*30*
Single Detached	3	3	3	3	3	3	3	3	3	3	**30**	
Mobile Home	0	0	0	0	0	0	0	0	0	0	**-**	
Row House	0	0	0	0	0	0	0	0	0	0	**-**	
Low Rise Apart.	0	0	0	0	0	0	0	0	0	0	**-**	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	**-**	
CITY OF COQUITLAM	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	**10 yr. Total**	*18,140*
Single Detached	20	20	10	10	20	20	20	20	20	20	**180**	
Mobile Home	0	0	0	0	0	0	0	0	0	0	**-**	
Row House	270	280	270	270	260	260	270	270	250	270	**2,670**	
Low Rise Apart./suites	290	290	280	300	280	280	290	270	270	280	**2,830**	
High Rise Apart.	1240	1230	1250	1230	1250	1250	1230	1260	1280	1240	**12,460**	
City OF PORT COQUITLAM	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	**10 yr. Total**	*2,050*
Single Detached	20	20	20	20	20	20	20	20	20	20	**200**	
Mobile Home	0	0	0	0	0	0	0	0	0	0	**-**	
Row House	35	35	35	35	35	35	35	35	35	35	**350**	
Low Rise Apart./suites	150	150	150	150	150	150	150	150	150	150	**1,500**	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	**-**	
CITY OF PORT MOODY	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	**10 yr. Total**	*7,005*
Single Detached	10	25	25	25	25	25	25	25	25	25	**235**	
Mobile Home	0	0	0	0	0	0	0	0	0	0	**-**	
Row House	11	8	30	30	30	30	30	30	30	30	**259**	
Low Rise Apart./suites	624	312	581	144	50	150	150	150	150	734	**3,045**	
High Rise Apart.	0	0	427	1153	653	290	0	290	0	653	**3,466**	

Table A-2: SCHOOL DISTRICT #43 - ELIGIBLE DEVELOPMENT UNIT ANNUAL TOTALS BY TYPE

Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 yr. Total	**27,325**
Single Detached	63	78	68	68	78	78	78	78	78	78	**745**	
Mobile Home	-	-	-	-	-	-	-	-	-	-	**-**	
Row House	316	323	335	335	325	325	335	335	315	335	**3,279**	
Low Rise Apart./suites	1,064	752	1,011	594	480	580	590	570	570	1,164	**7,375**	
High Rise Apart.	1,240	1,230	1,677	2,383	1,903	1,540	1,230	1,550	1,280	1,893	**15,926**	
Total Units	***2,683***	***2,383***	***3,091***	***3,380***	***2,786***	***2,523***	***2,233***	***2,533***	***2,243***	***3,470***	**27,325**	

Attachment 1

Table A-3: YIELD CALCULATIONS BY MUNICIPALITY - SD#43

ESTIMATED NUMBER OF NEW SCHOOL AGED POPULATION BASED ON AVERAGE YIELD RATIO ESTIMATES FOR NEW HOUSING IN MUNICIPALITY

Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
VILLAGE OF ANMORE												
Single Detached	5	5	5	5	5	5	5	5	5	5	50	*0.5*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Row House	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Low Rise Apart./suites	-	-	-	-	-	-	-	-	-	-	-	*n/a*
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Total Yield School Age 5-19	5	5	5	5	5	5	5	5	5	5	**50**	
Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
VILLAGE OF BELCARRA												
Single Detached	2	2	2	2	2	2	2	2	2	2	15	*0.5*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Row House	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Low Rise Apart./suites	-	-	-	-	-	-	-	-	-	-	-	*n/a*
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Total Yield School Age 5-19	2	2	2	2	2	2	2	2	2	2	**15**	
Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
CITY OF COQUITLAM												
Single Detached	10	10	5	5	10	10	10	10	10	10	**90**	*0.5*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Row House	116	120	116	116	112	112	116	116	108	116	**1,148**	*0.43*
Low Rise Apart./suites	35	35	34	36	34	34	35	32	32	34	**340**	*0.12*
High Rise Apart.	273	271	275	271	275	275	271	277	282	273	**2,741**	*0.22*
Total Yield School Age 5-19	434	436	430	428	430	430	432	436	432	433	**4,319**	
Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
CITY OF PORT COQUITLAM												
Single Detached	10	10	10	10	10	10	10	10	10	10	**100**	*0.5*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Row House	14	14	14	14	14	14	14	14	14	14	**144**	0.41
Low Rise Apart./suites	29	29	29	29	29	29	29	29	29	29	**285**	*0.19*
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Total Yield School Age 5-19	53	53	53	53	53	53	53	53	53	53	**529**	
Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
CITY OF PORT MOODY												
Single Detached	5	13	13	13	13	13	13	13	13	13	**118**	*0.5*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	*n/a*
Row House	7	5	18	18	18	18	18	18	18	18	**155**	*0.60*
Low Rise Apart./suites	81	41	76	19	7	20	20	20	20	95	**396**	*0.13*
High Rise Apart.	-	-	38	104	59	26	-	26	-	59	**312**	*0.09*
Total Yield School Age 5-19	93	58	144	153	96	76	50	76	50	185	**981**	

Table A-4: Total School District #43(Coquitlam) School Age Yield (New Development)

Estimates by school year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	10 Yr. Yield	*Yield Ratio*
Single Detached	32	39	34	34	39	39	39	39	39	39	**373**	*0.50*
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	-
Row House	137	140	148	148	144	144	148	148	140	148	**1,447**	*0.44*
Low Rise Apart./suites	144	104	138	83	69	82	83	80	80	158	**1,021**	*0.14*
High Rise Apart.	273	271	313	374	334	301	271	303	282	332	**3,053**	*0.19*
Total Yield School Age 5-19	586	553	634	640	586	566	541	571	541	677	**5,894**	***0.22***
Estimated new SD#43 students	492	465	532	538	492	475	454	480	454	568	**4,950**	***0.18***
												Average

Does not include projections for potential development which are in the ALR and require BC Land Commission approval.
Does not include projections for potential development which may require major changes to an Official Community Plan.

The annual estimate of new development units for each category is based on a ten year average distribution of the ten year total expectation for new housing, provided by each municipality

Attachment 1

SCHEDULE 'B' Capital Projects Requiring New Sites

Table B-1: ELIGIBLE SCHOOL SITES REQUIRING APPROVAL for the 2027/28 Five Year Capital Plan

School Site #	**112259**					**TOTALS**
Basis of Costs	*Estimate*	*Estimate*	*Estimate*	*Estimate*	*Estimate*	***Estimate***
Type of Project	New	New	New	New	New	
Grade Level	***Elementary***	***Elementary***	***Elementary***	***Elementary***	***Elementary***	
Approximate Location	*Riverwalk*	*Port Moody Centre*	*Fraser Mills*	*Coquitlam City Centre*	*Hazel Coy*	
Proposed Capacity	455	455	455	455	455	**2,275**
Approx. Size (ha)	2.5	1.2	1.2	1.2	2.5	**8.6**
Market Land Costs	$ 23,290,374	$ 40,403,421	$ 26,000,000	$ 50,072,417	$ 23,290,374	**163,056,586**

Total Acquisition Sites to be included in the 2027/28 Five Year Capital Plan = 5 sites

Proposed school site sizes are based on an assumption that some sites may be joint school and park sites. Stand alone school sites would require greater site area and market land cost.

Note: This Schedule includes proposed sites only. Approved eligible school sites since the inception of the ESSP are not included on this list.

Note: Aprprox size of each site has been updated to reflect up to date requirements for a elementary and middle school requirement.

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543

Purpose
To seek Council approval for an amendment to City of Port Moody Fees Bylaw, 2025, No. 3524 to increase fees for highway use permits on arterial and MRN streets and to update pay parking rates as approved by Council on March 31, 2026.

Recommended Resolution(s)

THAT City of Port Moody Fees Bylaw, 2025, No. 3524, Amendment Bylaw No. 2, 2026, No. 3543 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543.

Background
Fees Bylaw No. 3524 was adopted by Council on November 25, 2025. Council approved the 2026 provisional budget on January 20, 2026, which included an increase in Highway Use Permit (HUP) revenues via increased fees. This proposed amendment to the Fees Bylaw (**Attachment 1**) will enable this fee increase with a goal of discouraging long duration HUPs.

Additionally, at the March 31, 2026, Strategic Priorities Committee meeting, Council received a report on proposed pay parking program updates (**Attachment 2**) and approved an update to pay parking rates. These updates have been included in the draft amendment bylaw.

Discussion
Highway Use Permit Fee Update

City of Port Moody Street Traffic and Public Places Bylaw, 1981, No. 1528 authorizes the General Manager of Engineering and Operations (City Engineer) to grant permission for persons to occupy portions of the City's road and sidewalk network, and boulevard space, to allow for construction, events, and other non-political initiatives. This permission is enacted through City Highway Use Permits (HUPs), which require applicants to outline the purpose of

their application; provide supporting designs, studies, and traffic control plans; provide proof of insurance; and pay fees and security deposits as appropriate.

In recent years, with increased development construction activity, the Engineering and Operations Department has updated HUP procedures to enhance regulation of traffic interruptions, particularly on Major Road Network (MRN) streets. The application process has also been modernized with online application forms and electronic payments via the City's website. Often, multiple HUPs can be applied for or are underway on the same corridor, which requires coordination, scheduling, and monitoring by the City to try to mitigate or manage impacts to the travelling public and the movement of goods and services. This increased management and coordination of permits is commensurate with an increase in staffing effort.

Highway Use Permit fees are split into multiple categories. In order to better fund program costs and help encourage shorter duration or reduced number of HUPs, the following focused adjustments are proposed:

HUP Fee Category	Existing Fee	Proposed Fee
Major Road Network (MRN)	$447.74 for the first week $175.90 per week thereafter Minimum charge $447.74	$447.74 for the first week **$447.74** per week thereafter Minimum charge $447.74
Local Road Network (LRN)	$271.84 for the first week $87.42 per week thereafter Minimum charge $271.84	$271.84 for the first week **$135.92** per week thereafter Minimum charge $271.84
Commercial Bin on City Right-of Way, per week, MRN	$447.74 for the first week $175.90 per week thereafter	$447.74 for the first week **$447.74** per week thereafter Minimum charge $447.74
Commercial Bin on City Right-of Way, per week, LRN	$447.74 for per week	no change
Residential Bin on City Right-of Way, per month	$345.40	$106.00
One day move-in/move-out moving truck permit	n/a	$85.00

Per the above, fee increases are focused on additional weeks for MRN and LRN permits. The first week of charges remain unchanged to minimize impact to shorter term permits, which can include events, move-ins/outs, building maintenance, and other smaller projects. The fees for subsequent weeks are increased to provide less of a discount for longer permits – in recent years, some development projects have requested HUPs for a full year or more – this change would seek to encourage applicants to minimize the period that they impact City streets.

An additional fee category is added for one day move-in/move-out moving truck permits, these requests often involve reserving several on-street parking spaces for a moving truck and fees for weekly permits, particularly on MRN roads can be prohibitive. Similarly, the residential bin monthly permit has been reduced to reflect that most bins are located on boulevards or in street parking areas directly adjacent to the benefitting residential property.

Pay Parking Fee Update

As outlined in **Attachment 2**, the proposed pay parking rate and on/off-season amendments were developed based on data collected and feedback received from users and nearby businesses through the first year of the pay parking program. The goal of the changes is to support parking availability and turnover with an 85% occupancy target.

Other Option(s)

1. THAT the report dated April 28, 2026, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543 be received for information.
2. THAT Council direct staff to report back on other options for Highway Use Permit fees.

Financial Implications

Based on the volume of HUPs issued in recent years, it is anticipated that this adjustment will generate an increased amount of revenue, targeted at $50,000 in the 2026 provisional budget. Changes to the pay parking rates are anticipated to result in similar revenues to 2025.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendations in this report.

Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goal(s):

- Strategic Goal 1.1 – Prioritize core services;
- Strategic Goal 1.2 – Ensure financial sustainability; and
- Strategic Goal 3.2 – Provide safe, efficient, and accessible transportation options.

Attachment(s)

1. Draft City of Port Moody Fees Bylaw, 2025, No. 3524, Amendment Bylaw No. 2, 2026, No. 3543.
2. Report considered at the March 31, 2026, Strategic Priorities Committee meeting – Pay Parking Update.

Report Author

Jeff Moi, P.Eng., PMP
General Manager of Engineering and Operations

Report Approval Details

Document Title:	Fees Bylaw Amendment – Highway Use Permits and Pay Parking – Three Readings of Bylaw No. 3543.docx
Attachments:	- Attachment 1 - Draft City of Port Moody Fees Bylaw, 2025, No. 3524, Amendment Bylaw No. 2, 2026, No. 3543.pdf - Attachment 2 - Report considered at the March 31, 2026, Strategic Priorities Committee meeting - Pay Parking Update.pdf
Final Approval Date:	Apr 15, 2026

This report and all of its attachments were approved and signed as outlined below:

Paul Rockwood, General Manager of Finance and Technology - Apr 14, 2026

Anna Mathewson, City Manager - Apr 15, 2026

Attachment 1

City of Port Moody

Bylaw No. 3543

A Bylaw to amend City of Port Moody Fees Bylaw, 2025, No. 3524 to update Highway Use Permit fees and Pay Parking Fees.

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

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Fees Bylaw, 2025, No. 3524, Amendment Bylaw No. 2, 2026, No. 3543”.

2. Amendments

2.1 City of Port Moody Fees Bylaw, 2025, No. 3524 is amended by replacing the following table in Schedule A:

Fee Name	**$**
Highway Use Permit:	
Major Road Network	447.74 for the first week 175.90 per week thereafter Minimum charge 447.74
Local Road Network	271.84 for the first week 87.42 per week thereafter Minimum charge 271.84
Highway Use Permit – Commercial Bin on City Right-of-Way Fee, per week	447.74 (MRN) for the first week 175.90 (MRN) per week thereafter 447.74 (Local Road) per week
Highway Use Permit – Residential Bin on City Right-of-Way Fee, per month	345.40

with the following table:

Fee Name	**$**
Highway Use Permit:	
Major Road Network	447.74 for the first week 447.74 per week thereafter Minimum charge 447.74
Local Road Network	271.84 for the first week 135.92 per week thereafter Minimum charge 271.84
Highway Use Permit – Commercial Bin on City Right-of-Way Fee, per week	447.74 (MRN) for the first week 447.74 (MRN) per week thereafter 447.74 (Local Road) per week
Highway Use Permit – Residential Bin on City Right-of-Way Fee, per month	106.00

DRAFT

One day move-in/move-out moving truck permit	85.00

2.2 City of Port Moody Fees Bylaw, 2026, No. 3524 is further amended by replacing the following table in Schedule A:

PAY PARKING RATES AND TIMES	Rocky Point Park	Esplanade Avenue	Murray Street	Suter Brook Village	Ungless Way
On-Season Hourly Rate (June to August)	$2.50	$2.50	$2.50	$2.25	$2.25
Off-Season Hourly Rate (October to March)	$1.50	$1.50	$1.50	$2.25	$2.25
On-Season Pay Parking In Effect Hours	7am – 11pm	7am – 11pm	7am – 11pm	7am – 6pm	7am – 6pm
Off-Season Pay Parking In Effect Hours	7am – 7pm	7am – 7pm	7am – 7pm	7am – 6pm	7am – 6pm
Maximum Parking Duration	4 hours	4 hours	4 hours	2 hours	4 hours

with the following table:

PAY PARKING RATES AND TIMES	Rocky Point Park	Esplanade Avenue	Murray Street	Suter Brook Village	Ungless Way
On-Season Hourly Rate (April to September)	First hour $1.50; $3.75 per hour thereafter	First hour $1.50; $2.50 per hour thereafter		$2.00	$1.50
Off-Season Hourly Rate (October to March)	First hour free; $1.50 per hour thereafter				
On-Season Pay Parking In Effect Hours	9am-11pm	9am-11pm	9am-11pm	9am-6pm	9am-6pm
Off-Season Pay Parking In Effect Hours	9am-7pm	9am-7pm	9am-7pm	9am-6pm	9am-6pm
Maximum Parking Duration	4 hours	4 hours	4 hours	2 hours	4 hours

DRAFT

3. Severability

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

Read a first time this __ day of _____, 2026.

Read a second time this __ day of _____, 2026.

Read a third time this ___ day of _____, 2026.

Adopted this ___ day of _____, 2026.

M. Lahti
Mayor

S. Lam
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3543 of the City of Port Moody.

S. Lam
Corporate Officer

DRAFT

City of Port Moody

Strategic Priorities Committee

Date: March 31, 2026
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: 2026 Pay Parking Program Update

Purpose

To recommend changes to the Pay Parking Program, including updates to pay parking rates, locations, and information on resident parking passes.

Recommended Resolution(s)

THAT staff proceed with the pay parking fee structure as recommended in the report dated March 31, 2026, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding 2026 Pay Parking Program Update;

AND THAT staff initiate an amendment to City of Port Moody Fees Bylaw, 2025, No. 3435 with the recommended on-season and off-season pay parking rates.

Executive Summary

The City implemented pay parking in September 2024 at five locations as a parking management tool to encourage parking turnover and maintain a functional level of parking availability. Parking data from the Pay Parking Program has been available since its launch in September 2024. After one year of the program, parking data was analyzed and presented to Council as an update on the Pay Parking Program. The update provided an overview of the average parking demand at each location, the annual revenue generated from the program, and information on future investigations into pay parking customer origin and potential expansion of the pay parking program to other areas. Council directed staff to report back on pay parking customer origin, proposed changes to pay parking rates, investigation into options and costing for a resident parking pass, and investigation into additional pay parking areas.

To determine pay parking customer origin, a data request of was submitted to ICBC to retrieve the postal codes associated with a sample of 3,149 licence plates that were registered for pay parking over four sample days in the on- and off-season period – the majority of the licence plates collected were from parking lots at Rocky Point Park and its vicinity. The sample data identified 15% of licence plates registered to Port Moody addresses in the off-season, and 10% in the on-season.

Based on parking data observations, the following changes to the pay parking times and rates are proposed:

- Delayed start of pay parking hours to 9am across all locations
- Extension of the on-season dates to April 1 to September 30
- Introduction of an on-season first-hour rate of $1.50 at Rocky Point Park, Murray Street, and Esplanade Avenue
- Increase of on-season rate at Rocky Point Park to $3.75, after the first hour
- Introduction of an off-season first-hour free rate at Rocky Point Park, Murray Street, and Esplanade Avenue
- Decrease of hourly rate at Suter Brook Village to $2.00
- Decrease of hourly rate at Ungless Way to $1.50

Regarding the investigation into options for a resident parking pass, the pay parking user origin suggests that Port Moody residents are approximately 15% of pay parking users in the off-season and 10% of pay parking users in the on-season. As Port Moody residents are estimated to contribute to approximately 12% of annual pay parking revenue, a resident parking pass could be offered at an annual cost and allow for additional revenue to be generated by sale of annual resident parking passes and/or increased pay parking rates paid by non-local visitors.

Following an assessment of parking conditions on St. Johns Street, Clarke Street, Murray Street, and Inlet Field, high weekday and weekend parking demand was observed in segments on St. Johns Street and Clarke Street. To manage parking demand, pay parking could be extended to St. Johns Street, between Queens Street and Moody Street, and Buller Street to James Road, and on Clarke Street between Queens Street and Moody Street.

Background

The Pay Parking Management Policy (**Attachment 1**) was approved on July 9, 2024. The policy describes how pay parking is to be used as a parking management tool in the City and aims to encourage parking turnover and maintain a functional level of parking availability. The following goals of the Pay Parking Program are identified in the policy:

- achieve an 85% peak daytime occupancy rate by encouraging parking turnover and availability to support businesses and visitors;
- encourage use of alternative (low carbon) modes of transportation; and
- generate revenue.

In September 2024, the City initiated the Pay Parking Program in five areas: Rocky Point Park (multiple lots), Esplanade Avenue, Murray Street, Suter Brook Village, and Ungless Way, with the exact locations and rates detailed in **Attachment 2**.

After one year of the pay parking program, staff prepared an update to Council, including an evaluation of parking data and recommendations to inform the next steps. At the Strategic Priorities Committee meeting held on November 18, 2025, Council passed the following resolutions:

SPC25/049-051 and 053
THAT staff be directed to report back with data on vehicle origin and with proposed changes to parking rates, times, and high/off-season dates with the goal to manage parking occupancy targets at all current paid parking locations;

AND THAT staff be directed to report back on options for a resident parking pass for Rocky Point Park and other potential paid parking areas in the City, including:

- a low-cost flat rate and/or low-cost sliding scale parking pass option;
- the main parking lot, Murray and Esplanade; and
- increased parking rates for non-residents during the high-season;

AND THAT staff be directed to further investigate additional pay parking areas such as those identified as future parking study areas in the report dated November 18, 2025, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding the Pay Parking Program Update;

AND THAT staff be directed to report back to Council including bylaw infractions/overflow impacts by March 2026 earlier if possible.

This report provides a summary of the investigation into the origin of pay parking users, and recommendations for the program, including proposed adjustments to pay parking rates.

Discussion

As previously noted, pay parking was implemented at five locations in Port Moody in September 2024. After one year of the program's implementation, pay parking data was analyzed to understand the effects of pay parking on parking occupancy levels, average duration of stay, and parking turnover throughout the year. This data was presented to Council at the Strategic Priorities Committee meeting held on November 18, 2025, in a report titled Pay Parking Program Update (**Attachment 3**), which included general recommendations on potential adjustments for each parking location based on the occupancy data.

To inform decisions on adjustments to the pay parking fees, data on the origin of pay parking users was requested. This data would be used to estimate the percentage of pay parking users that are residents of Port Moody and would guide decisions on the introduction of a resident parking pass that would exempt residents from pay parking.

The pay parking service provider does not collect address information from users, and users are only required to enter their vehicle licence plate number when they are registering for parking. To determine vehicle origin, licence plates were analyzed.

Licence Plates

A data request was submitted to ICBC to retrieve the forward sortation area (FSA) indicated by the first three characters in a postal code from the licence plates associated with each transaction. A total of four days was included in the data request and included all pay parking locations. This included two days in the off-season (Saturday, February 8, 2025, and Tuesday, February 11, 2025) and two days in the on-season (Thursday, August 21, 2025, and Saturday,

August 30, 2025). A total of 3,149 plates were assessed for these four days, with 87% of the plates associated with transactions at Rocky Point Park, Murray Street, or Esplanade Avenue. The data was returned in an aggregated format for all locations for each two-day period. The data identified 15% of licence plates registered to Port Moody addresses in the off-season, and 10% in the on-season.

It is important to note that as this data was presented in an aggregated format for each of the two seasonal periods, percentages of local to non-local vehicles in each pay parking location cannot be determined with this data. Future investigations into pay parking user origin can include larger samples of licence plates for individual locations.

Recommendations on Proposed Fee Structure

Based on the parking occupancy analysis, Rocky Point Park, Esplanade Avenue, and Murray Street continue to experience higher parking demand, with occupancy patterns remaining generally consistent following the implementation of pay parking. Both the weekday and weekend data showed similar peak periods around midday, with occupancy frequently approaching or slightly exceeding the 85% threshold. However, the off-season shows lower parking occupancy except in April, May, and September. Across all pay parking locations, occupancy data in the morning (prior to 9am) does not exceed 40% in the on- and off-season. When discussing parking occupancy trends at Rocky Point Park and the surrounding areas, Council raised questions regarding considerations for short-term parking uses and early-morning park users.

At Suter Brook Village, parking occupancy patterns remained the same for weekdays, with slightly lower utilization on weekends. However, based on seasonal variations, parking occupancy was generally below the 85% utilization threshold. Along Ungless Way, the parking occupancy levels declined substantially across all periods, with weekend occupancy rarely exceeding 20% and weekday occupancy remaining well below the 85% threshold for most of the day.

Based on these observations, the following changes to the pay parking times and rates are proposed:

- Delayed start of pay parking hours to 9am across all locations to support early-morning visitors and drop-off uses and align with the start of parking time regulations across the City
- Extension of the on-season dates to April 1 to September 30
- Introduction of an on-season first-hour rate of $1.50 at Rocky Point Park, Murray Street, and Esplanade Avenue to support short-term parking and commercial uses
- Increase of on-season rate at Rocky Point Park to $3.75, after the first hour
- Introduction of an off-season first-hour free rate at Rocky Point Park, Murray Street, and Esplanade Avenue to support short-term parking and commercial uses
- Decrease of hourly rate at Suter Brook Village to $2.00
- Decrease of hourly rate at Ungless Way to $1.50

The proposed pay parking rates and time periods are presented in Table 1.

Considering a maximum stay of four hours, this proposed fee structure increases the hourly rate at Rocky Point Park from the current on-season hourly rate by $0.69 and decreases the on-season hourly rate at Murray Street and Esplanade Avenue by $0.25. In the off-season, the proposed fee structure decreases the hourly rate at Rocky Point Park, Murray Street, and Esplanade Avenue from the current off-season hourly rate by $0.38.

Table 1: Proposed Pay Parking Rates and Times

	Rocky Point Park	Esplanade Avenue	Murray Street	Suter Brook Village	Ungless Way
On-Season Hourly Rate (April to September)	First hour $1.50; $3.75 per hour thereafter	First hour $1.50; $2.50 per hour thereafter		$2.00	$1.50
Off-Season Hourly Rate (October to March)	First hour free; $1.50 per hour thereafter				
On-Season Pay Parking In Effect Hours	9am – 11pm	9am – 11pm	9am – 11pm	9am – 6pm	9am – 6pm
Off-Season Pay Parking In Effect Hours	9am – 7pm	9am – 7pm	9am – 7pm	9am – 6pm	9am – 6pm
Maximum Parking Duration	4 hours	4 hours	4 hours	2 hours	4 hours

Financial Projections

Considering the parking demand observed in the first year and the proposed decrease to the effective pay parking hours and the extension of the on-season period, staff have prepared a revenue estimate based on the proposed rates outlined above. Staff conservatively project an annual gross revenue (net of taxes) of approximately $588,000, excluding annual operating expenses and associated tax remittances.

Based on the projected gross revenue (net of taxes) of $588,000, and after deducting costs associated with credit card fees, vendor charges, and staffing (including one full-time Bylaw Officer and a 0.75 full-time equivalent Transportation Technician) the projected net revenue is estimated at approximately $340,000. The revenue generated through the program is expected to be sufficient to cover the $316,000 budgeted to mitigate tax increases in 2026, with remaining revenue to be used to support services utilized by parking customers.

Resident Parking Pass

The licence plate vehicle origin data suggests that Port Moody residents are approximately 15% of pay parking users in the off-season and 10% of pay parking users in the on-season. Of the $581,000 of pay parking gross revenue received in the first year of pay parking, it can be estimated that approximately $71,100 of revenue was generated from Port Moody residents. As noted above, pay parking revenue has been incorporated into the operating budget to mitigate tax increases in 2026, and the introduction of a resident parking pass that could potentially decrease the revenue generated from the program would require cost recovery through a flat-rate, annually charged resident parking pass, or increased pay parking rates.

In concept, a resident parking pass would be registered to vehicle's licence plates and exempt residents from pay parking, with time-limit restrictions still enforced. It is recommended that the pass would only exempt residents from pay parking in the Rocky Point Park, Murray Street, and

Esplanade Avenue locations, in vicinity of Rocky Point Park, and pay parking in commercial areas such as Suter Brook Village and Ungless Way would still be in effect for all users. The proposed pay parking rates for Suter Brook Village and Ungless Way have been decreased to manage desired occupancy rates and benefit all pay parking users in these commercial areas. To enforce the resident parking pass and time-limit restrictions, Bylaw licence plate recognition systems have parking zones and exemptions identified as separate entities, which will allow enforcement to only occur in the Rocky Point Park, Murray Street, and Esplanade Avenue locations.

Per the Council motion, the resident parking pass could be offered at an annual flat-rate cost, or a sliding-scale cost. The sliding-scale cost of the parking pass could be determined with a similar process to the Leisure Access Card that is issued to qualifying residents for subsidized fees for recreation services and programs in the City.

At this time, staff have not made a recommendation on a resident parking pass and can report back with potential programs and implementation requirements if directed by Council.

Potential Additional Pay Parking Areas

- Inlet Field Parking Lot
  Parking usage at the Inlet Field Park lot has been monitored before and after the implementation of pay parking in nearby areas. Findings indicate no significant spillover from pay parking zones. However, to strengthen enforcement of the existing three-hour time limit, staff recommend introducing a QR code registration system for licence plates. The Inlet Park Community Fieldhouse is currently under construction, with completion anticipated for summer 2027. As such, it is recommended to revisit the implementation of parking registration or investigation into expansion of pay parking to the Inlet Field Parking Lot after construction is completed.

- Murray Street
  A preliminary assessment of parking conditions along Murray Street between the end of the existing pay parking area to the commercial parking east of Electronic Avenue were conducted on weekdays and a weekend day during daytime periods. Parking occupancy between the existing pay parking area and Electronic Avenue did not meet 85% on the weekday, but experienced higher occupancy rates on the weekend. The commercial parking east of Electronic Avenue showed occupancy rates of 85% and higher on both the weekend and weekdays. If pay parking were to be extended east of the existing pay parking on Murray Street, approximately 50 new pay parking spots would be added. With the same proposed fees and seasonal periods as the pay parking on Murray Street, staff conservatively estimate that pay parking expansion along Murray Street could produce an additional $50,000 in annual revenue.

  The construction of the Inlet Park Community Fieldhouse at 3024 Murray Street may include construction impacts and street parking restrictions on Murray Street. As such, it is recommended to revisit the expansion of the Murray Street pay parking area after construction is completed. Staff will further investigate occupancy levels following the completion of construction.

- St. Johns Street
  Preliminary assessments of parking conditions along St. Johns Street were conducted on both weekdays and weekends during daytime and evening periods between Kyle Street to Moody Street, and Buller Street to Golden Spike Way. Data indicate that parking occupancy regularly exceeds 85% throughout the daytime and evening periods, notably between Queens Street and Moody Street. High parking demand was observed between Buller Street and James Road during the daytime, with low demand in the evenings. To manage peak occupancy targets, pay parking could be expanded to St. Johns Street between Queens Street and Moody Street, and from Buller Street to James Road to add approximately 120 additional pay parking spots. The recommended rates would be similar to the existing off-season and commercial area rate of $1.50 per hour, with pay parking hours of 9am-6pm. Staff conservatively estimate that pay parking expansion along St. Johns Street could produce an additional $120,000 in annual revenue. The expansion of the pay parking program to St. Johns Street may result in overflow impacts to residential side streets. Should Council proceed with expansion of the pay parking areas to St. Johns Street, staff would monitor overflow impacts on side streets from St. Johns Street to St. George Street.

- Clarke Street
  Preliminary assessments of parking conditions along Clarke Street between Elgin Street and Moody Street were conducted on both weekdays and weekends during daytime and evening periods. Parking occupancy rates exceeded 85% during both weekdays and weekends, notably between Queens Street and Moody Street, with noticeably lower occupancy during evening hours across all segments. To manage peak occupancy targets, pay parking could be expanded to Clarke Street between Queens Street and Moody Street to add approximately 100 additional pay parking spots. Similar to St. Johns Street, the recommended rates would be similar to the existing off-season and commercial area rate of $1.50 per hour, with pay parking hours of 9am-6pm. Staff conservatively estimate that pay parking expansion along Clarke Street could produce an additional $100,000 in annual revenue. Similar to St. Johns Street, overflow impacts to the side streets would be monitored if pay parking is implemented on Clarke Street.

Staff have not made a recommendation on expansion of pay parking areas, but both St. Johns Street and Clarke Street are viable candidates for pay parking – if Council directs, staff can report back with a more detailed implementation plan for consideration on these streets.

<u>Overflow Impacts and Bylaw Infractions</u>

Following Council direction, parking-related Bylaw infractions before and after the implementation of pay parking were examined. This data was requested to help identify overflow impacts to areas surrounding the pay parking areas. Data on Noons Creek Drive and Newport Drive were requested, and staff expanded the search to include other potential overflow locations such as Knowle Street, Klahanie Drive, Clarke Street, and St. Johns Street.

Data from 2023 (pre-pay parking) and 2025 (post-pay parking) was retrieved from the Bylaw ticketing application. This data is presented in Table 2. The two areas with increased parking-related Bylaw infractions after the implementation of pay parking are Noons Creek Drive and Newport Drive.

It is important to note that this data cannot be used to establish impacts directly related to the implementation of pay parking, as other factors such as increased amount of Bylaw enforcement due to an increase in staffing and licence plate recognition technology occurred in 2025. Additionally, the Bylaw ticketing application employs various forms of location input, meaning that there is a potential that all infractions related to an area were not captured in the search results of the area name. Staff will continue to monitor potential overflow impacts nearby existing pay parking areas.

Table 2: Parking Related Bylaw Infractions in Surrounding Areas Before and After Pay Parking

Area	Parking Infractions in 2023	Parking Infractions in 2025	% Difference
Noons Creek Drive	30	39	30%
Newport Drive	94	157	67%
Knowle Street	45	24	-47%
Klahanie Drive	247	120	-51%
Clarke Street	154	147	-5%
St. Johns Street	35	23	-34%

Other Option(s)

1. THAT staff be directed to report back with a parking rate structure and potential implementation plan for a resident only parking pass.

   With this option, staff would report back with an updated parking rate structure that adjusts rates in consideration of a Resident Parking Pass that exempts Port Moody residents from pay parking in Rocky Point Park, Murray Street, and Esplanade Avenue.

2. THAT staff report back on a proposed fee structure and implementation plan for the following additional pay parking areas identified in the report dated March 31, 2026, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding the 2026 Pay Parking Program Update:

   - St. Johns Street;
   - Clarke Street;
   - Inlet Field (not recommended by staff at this time); and
   - Murray Street (not recommended by staff at this time).

Financial Implications

Financial implications are as discussed above. If the recommended resolutions are approved, and the parking rates identified above are adopted, staff will proceed with implementing the updated rates. Considering the discussion of financial revenues and costs, staff project a conservative net annual revenue of approximately $588,000.

Communications and Public Engagement Initiatives

Should Council approve the proposed pay parking rates or other options such as expansion of pay parking areas, signage will be installed prior to the implementation date to provide advance notice of the upcoming changes. Information about changes to pay parking would be shared

with the public in advance of implementation through typical communications channels such as the City's website and social media.

Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goal(s):

- Strategic Goal 1.2 – Ensure financial sustainability;
- Strategic Goal 2.2 – Advance climate change mitigation and adaptation; and
- Strategic Goal 3.2 – Provide safe, efficient, and accessible transportation options.

Attachment(s)

1. Corporate Policy on Pay Parking Management.
2. Pay Parking Locations and Rates.
3. Report considered at the November 18, 2025, Strategic Priorities Committee meeting – Pay Parking Program Update.

Report Author

Dorna Hatami, EIT
Engineering Technologist

Report Approval Details

Document Title:	2026 Pay Parking Program Update.docx
Attachments:	- Attachment 1 - Corporate Policy on Pay Parking Management.pdf - Attachment 2 - Pay Parking Locations and Rates.pdf - Attachment 3 - Report considered at the November 18, 2025, SPC meeting - Pay Parking Program Update.pdf
Final Approval Date:	Mar 24, 2026

This report and all of its attachments were approved and signed as outlined below:

Jeff Moi, General Manager of Engineering and Operations - Mar 16, 2026

Julie Pavey-Tomlinson, General Manager of Community Services - Mar 18, 2026

Paul Rockwood, General Manager of Finance and Technology - Mar 23, 2026

Anna Mathewson, City Manager - Mar 24, 2026

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 1

Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Engineering, Operations, and Public Works	11
Sub-Section:	Traffic Control – Parking Management	5480
Title:	Pay Parking Management	2024-01

Related Policies

Number	Title
11-5460-01-2017-08	Traffic Control for Pedestrian Crossings and Near Schools
Fees Bylaw	City of Port Moody Fees Bylaw
Street, Traffic, and Public Places Bylaw	City of Port Moody Street, Traffic, and Public Places Bylaw

Approvals

Approval Date: July 9, 2024	Resolution #: *RC24/161*
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 1

Corporate Policy Manual
Pay Parking Management

Policy

The goals of pay parking in Port Moody are to:

- achieve an 85% peak daytime occupancy rate by encouraging parking turnover and availability to support businesses and visitors;
- encourage use of alternative (low carbon) modes of transportation; and
- generate revenue.

Parking regulations and parking management are prioritized over parking revenues.

In accordance with the City of Port Moody Street, Traffic, and Public Places Bylaw, the General Manager of Engineering and Operations is delegated authority to administer pay parking within the City of Port Moody.

Definitions

“Exemptions” means specified groups of persons exempted from paying Parking Rates in Pay Parking Zones as identified in the City of Port Moody Street, Traffic and Public Places Bylaw, as amended from time to time.

“Lost Revenue” means an estimated amount of revenue that would have been collected from a disrupted Pay Parking Area based on the best available data to the City at the time of estimation.

“Parking Pay Station” means a device operated and maintained by or on behalf of the City for collecting parking fees, allotting and controlling parking spaces, and measuring and recording the duration of Vehicles parked in Pay Parking Zones.

“Parking Rate” means a rate of cost per time for a specific Pay Parking Area as defined in the City’s Fees Bylaw, as amended from time to time.

“Pay Parking” means parking that is available to the public for the cost of the Parking Rate throughout the day or during defined periods of time.

“Pay Parking Zone” means a Highway or a portion of a Highway or a public place designated as such by the City Engineer where parking is permitted subject to payment of a fee.

Procedures

<u>Pay Parking Zones:</u>

1. Pay Parking should be implemented in a consistent, equitable, and fair manner that focuses on achieving the desired parking management outcomes. Pay Parking should be applied to all user groups and exemptions should be limited to ensure efficacy of the program. Exemptions for accessible parking stalls and other special user groups are identified in the City of Port Moody Street, Traffic, and Public Places Bylaw, as amended from time to time.

2. Generally, residential areas are excluded from Pay Parking and shall be regulated through time restricted and multi-family permit parking.
3. Pay Parking Zones will be selected and priced to try to reach a peak daytime occupancy rate of 85%. Parking areas exceeding 85% peak daytime occupancy will be considered as candidates for Pay Parking.

Parking Rates:

4. Parking Rates will be set and adjusted to try to meet the target peak daytime occupancy rate of 85% as closely as possible. Once Pay Parking is implemented in a Pay Parking Area, monitoring will be conducted to confirm or adjust Parking Rates.

Enforcement:

5. Consistent enforcement is important to the efficacy of Pay Parking and will be resourced and scheduled appropriately.

Program costs and funding:

6. The Pay Parking system is intended to operate under a user-pay cost recovery model. New infrastructure, maintenance, equipment, enforcement, upgrades, customer services, and ongoing support for Pay Parking will be funded by the revenue generated.
7. Excess revenues will support the City's operations and services that are being used by customers paying for parking.

Temporary Interruptions to Pay Parking Zones:

8. Exemptions will not be provided for special event attendees – Pay Parking will still apply during events.
9. Event organizers and other organizations can be provided the option to reserve a portion of off-street parking lots in Pay Parking Zones provided the organization reimburses the City for the Lost Revenue. The General Manager of Community Services may waive recovery of Lost Revenue (minus any applicable management or administrative costs) on a case-by-case basis for special events based on the following criteria. Approval will be provided in writing, outlining the quantity of pay parking stalls, location, dates, and times for tracking and enforcement purposes.
    a. the event is a free community event open to the public (attendance by donation is acceptable);
    b. the event organizer has successfully submitted all required documents, received a permit, and is committed to adhering to all special event permit requirements;
    c. the event is in good standing with the City with no overdue fees or charges;
    d. parking is integral to the event;
    e. the number of spaces requested meets requirements of logistics and programming and is not considered excessive, and spaces are not provided for event attendees; and
    f. parking spaces are approved and designated by event staff.

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 1

Corporate Policy Manual
Pay Parking Management

10. Generally booking of parking areas and closure of curbside Pay Parking for temporary uses such as construction may be permitted via a highway use permit or other bookings, but the City will require the organization applying for the closure to pay for the Lost Revenue due to the disruption.
11. City staff will be reimbursed for or exempted from Pay Parking costs when on City business in keeping with existing travel and expense policies.

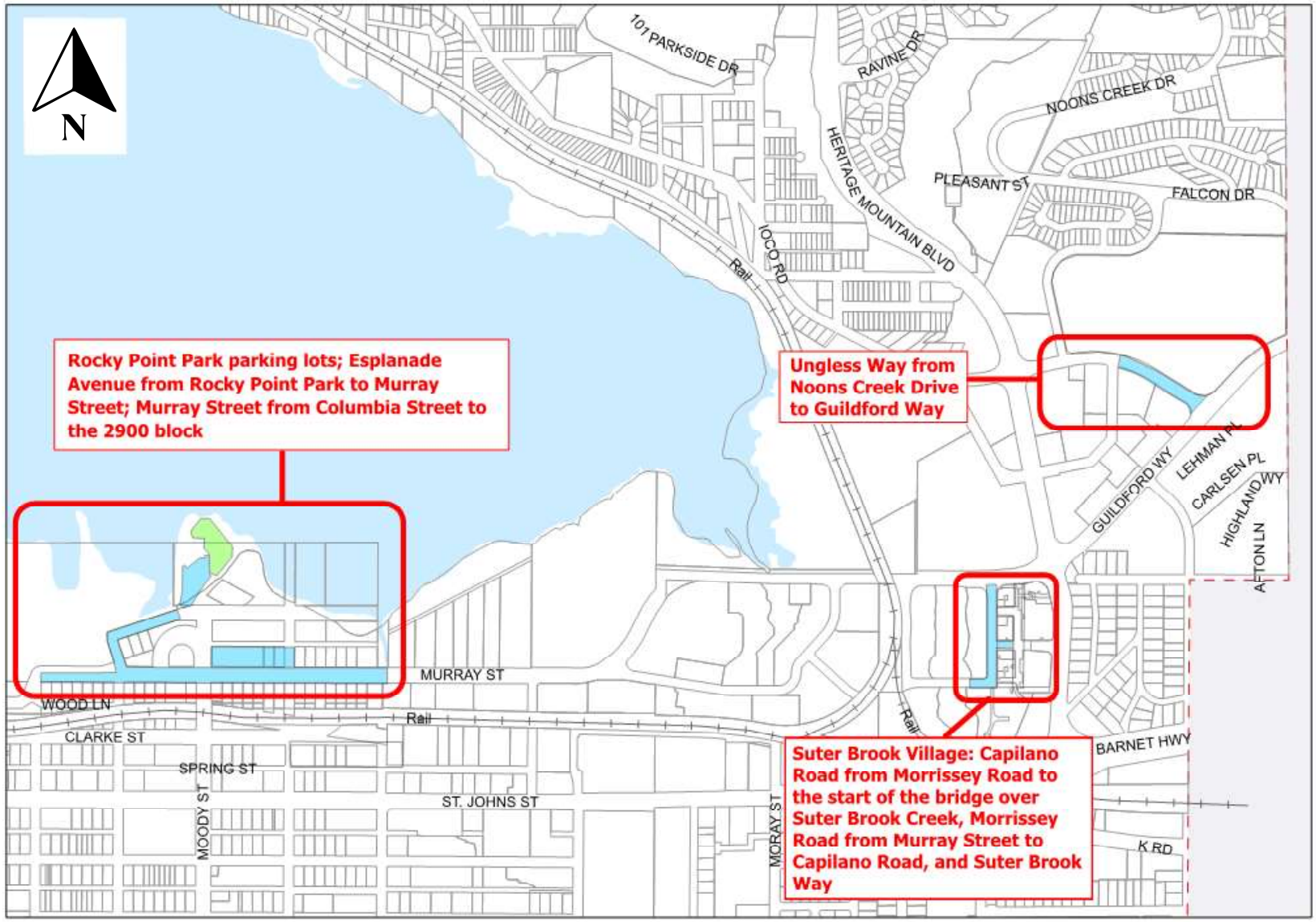
Monitoring/Authority

The General Manager of Engineering and Operations is responsible for monitoring Pay Parking and parking occupancy data and recommending Pay Parking Area modifications and expansions and annual Parking Rates. The General Manager of Community Development and appointed Bylaw Officers are responsible for ongoing monitoring and enforcement of compliance within Pay Parking Zones. Changes to this policy require the approval of Council.

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 2



Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 2

Pay parking times and rates

Season	Dates	Location	Hourly rate	Pay parking hours	Time limit
On-season	June 1 to August 31	Rocky Point Park	$2.50	7am–11pm	4 hours
		Esplanade Avenue	$2.50	7am–11pm	4 hours
		Murray Street	$2.50	7am–11pm	4 hours
		Suter Brook Village	$2.25	7am–6pm	2 hours
		Ungless Way	$2.25	7am–6pm	4 hours
Off-season	September 1 to May 31	Rocky Point Park	$1.50	7am–7pm	4 hours
		Esplanade Avenue	$1.50	7am–7pm	4 hours
		Murray Street	$1.50	7am–7pm	4 hours
		Suter Brook Village	$2.25	7am–6pm	2 hours
		Ungless Way	$2.25	7am–6pm	4 hours

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

City of Port Moody

Strategic Priorities Committee

Date: November 18, 2025
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Pay Parking Program Update

Purpose

To provide an update on the Pay Parking Program, including an evaluation of parking data and revenue.

Recommended Resolution(s)

THAT the report dated November 18, 2025, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Pay Parking Program Update be received for information.

Executive Summary

The City implemented pay parking in September 2024 at five locations as a parking management tool to encourage parking turnover and maintain a functional level of parking availability. The pay parking system in the City uses a pay-by-plate methodology and supports multiple forms of payment to enhance user convenience. To ensure public awareness, clear signage has been installed, indicating hours of enforcement, parking duration limits, and other relevant information. Certain users are exempt from pay parking fees, including individuals parked in accessible stalls with a valid accessible parking permit displayed, veterans displaying a valid veteran licence plate, recipients of the Port Moody Freedom of the City Award, and City staff using designated spaces for work purposes, provided they display a valid staff parking pass.

To analyze the data, parking data from the Pay Parking Program has been available since its launch in September 2024. In addition to post-implementation data, baseline data were collected in late August 2024, just prior to the launch of the program. The data analysis is based on three key metrics: parking occupancy levels, average duration of stay, and parking turnover. Parking occupancy measures how frequently parking demand exceeds 85% of available capacity, indicating periods of limited availability. The average duration of stay reflects how long vehicles remain parked, helping to assess whether spaces are being used efficiently. Parking turnover captures the number of unique vehicles using a space over time, providing insight into how often spaces are vacated and reused. High-level findings of the parking data are as follows:

- Rocky Point Park Parking Lots, Murray Street, and Esplanade Avenue – The parking occupancy patterns remained generally consistent following the implementation of pay parking. Both the weekday and weekend data showed similar peak periods around midday, with occupancy frequently approaching or significantly exceeding the 85% threshold. However, the off-season shows lower parking occupancy except in April, May, and September.
- Suter Brook Village – The parking occupancy patterns remained the same for weekdays, with slightly lower utilization on weekends. However, based on seasonal variations, parking occupancy was generally below the 85% utilization threshold.
- Ungless Way from Noons Creek Drive to Guildford Way – The parking occupancy levels declined substantially across all periods, with weekend occupancy rarely exceeding 20% and weekday occupancy remaining well below the 85% threshold for most of the day.

Based on parking data observations staff are able to review compare the 2025 parking occupancy and fees and consider changes.

Background

At the Strategic Priorities Committee meeting held on October 17, 2023, Council passed the following resolutions:

> *SPC23/034*
> THAT staff proceed with procurement and implementation of pay parking systems at the initial locations (Rocky Point Park, Esplanade Avenue, Murray Street, commercial area of Suter Brook Village) as recommended in the report dated October 17, 2023, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Proposed Pay Parking Strategy.
>
> *SPC23/035*
> THAT Ungless Way be included in the Proposed Pay Parking Strategy as recommended in the report dated October 17, 2023, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Proposed Pay Parking Strategy.

Based on Council direction, staff prepared a Request for Proposals (RFP) earlier in 2024 for the supply, installation, commissioning, maintenance, and staff training related to the pay parking systems. At the Regular Council meeting held on April 23, 2024, Council endorsed the final implementation plan and costs of the pay parking initiative at five approved locations in Port Moody and passed the following resolution:

> *RC24/102-103*
> THAT staff proceed with the pay parking implementation plan as recommended in the report dated April 23, 2024, from the Engineering and Operations Department – Project Delivery Services Division regarding Pay Parking Strategy Update;
>
> AND THAT staff initiate an amendment to the City of Port Moody Fees Bylaw, 2023, No. 3435 with the recommended on-season and off-season pay parking rates;

AND THAT the pay parking implementation plan be amended by including the City-owned portion of Capilano Road from Morrissey Road west to the bridge.

Following Council's approval, pay parking was implemented at the following five locations in Port Moody in September 2024, with locations and rates detailed in **Attachment 1**.

- Rocky Point Park parking lots – main lot off Murray Street and secondary lot off Esplanade Avenue (the Rocky Point Boat Launch parking lot is excluded, with no changes to the boat launch pass system);
- Esplanade Avenue from Rocky Point Park to Murray Street;
- Murray Street from Columbia Street to the 2900 block (the Rocky Point Park Off-Leash Dog Park parking lot is excluded);
- Suter Brook Village – Capilano Road from Morrissey Road to the start of the bridge over Suter Brook Creek, Morrissey Road from Murray Street to Capilano Road, and Suter Brook Way; and
- Ungless Way from Noons Creek Drive to Guildford Way.

This report provides an update on the Pay Parking Program, including an analysis of parking data collected and revenue over the past year.

Discussion

Corporate Policy on Pay Parking Management

The Corporate Policy on Pay Parking Management is outlined in **Attachment 2**, which describes how pay parking is to be used as a parking management tool in the City. The policy aims to encourage parking turnover and maintain a functional level of parking availability. In addition, pay parking revenues were identified in a public workshop as a way to diversify revenues and reduce reliance on taxation. The following goals of the Pay Parking Program are identified in the policy:

- achieve an 85% peak daytime occupancy rate by encouraging parking turnover and availability to support businesses and visitors;
- encourage use of alternative (low carbon) modes of transportation; and
- generate revenue.

The policy also states that the Pay Parking system is intended to operate under a user-pay, cost-recovery model. Excess revenues will support City operations and services that are utilized by customers paying for parking. However, the policy emphasizes that parking regulations and effective parking management take precedence over revenue generation.

Pay Parking in Port Moody

As previously noted, pay parking was implemented at five locations in Port Moody in September 2024. The system uses a pay-by-plate methodology and supports multiple forms of payment to enhance user convenience.

- A total of 16 standalone pay stations have been installed. These stations are solar powered with backup batteries and are accessibility compliant. Accepted payment

methods include contactless NFC, major credit and debit cards, and mobile phone wallets. Cash payments are not accepted.
- Mobile apps are available for users to download and use for parking payments.
- A scan-to-pay option via QR code is also available.

To ensure public awareness, clear signage has been installed at all five pay parking locations, indicating hours of enforcement, parking duration limits, and other relevant information. Certain users are exempt from pay parking fees, including:

- Individuals parked in accessible stalls with a valid accessible parking permit displayed;
- Veterans displaying a valid veteran licence plate;
- Recipients of the Port Moody Freedom of the City award; and
- City staff using designated spaces for work purposes, provided they display a valid staff parking pass.

Additionally, users of EV charging stations at Rocky Point Park are not required to pay separately for parking while charging. However, the EV charging rate at pay parking locations has been adjusted to include the applicable hourly parking rate.

Parking Data Analysis – Occupancy Loading

Parking data from the Pay Parking Program has been available since its launch in September 2024. However, the data for September 2024 only covers a partial month, and the data for October 2025 is also incomplete at the time of reporting. To ensure consistency in the analysis, this report focuses on a full 12-month period from October 1, 2024, to September 30, 2025. In addition to post-implementation data, baseline data were collected in late August 2024, just prior to the launch of the program.

The analysis of parking occupancy data over a full 12-month period is presented in **Attachment 3**. This analysis includes averages for both weekdays and weekends, further broken down by time of day. While the data provide an overview of average parking demand, it is important to note that demand on any specific day may fluctuate above or below these averages.

Parking Data Analysis – Before and After

The following sections outline the before-and-after pay parking data, comparing the data collected before pay parking (on Thursday, August 29 and Saturday, August 31, 2024) with the data collected during pay parking (on Saturday, August 30, and Thursday, September 4, 2025) respectively. The data were collected over the Labour Day long weekend to capture peak demand conditions and typical parking behaviour before and after the introduction of pay parking.

The data analysis is based on three key metrics: parking occupancy levels, average duration of stay, and parking turnover. Parking occupancy measures how frequently parking demand exceeds 85% of available capacity, indicating periods of limited availability. Average duration of stay reflects how long vehicles remain parked, helping to assess whether spaces are being used efficiently. Parking turnover captures the number of unique vehicles using a space over time, providing insight into how often spaces are vacated and reused.

When calculating parking occupancy, the number of legal parking stalls was determined based on a typical car size and in accordance with all legal parking requirements (e.g., no parking within 5 m of a fire hydrant). However, in practice, vehicle sizes vary, and some drivers park too close to other vehicles, driveways, or fire hydrants – often without fully following to these restrictions. As a result, in some cases, parking occupancy exceeded 100%, particularly for on-street parking areas where individual parking spaces are not marked.

Rocky Point Park Parking Lots

Figure 1 shows the before-and-after parking occupancy trends at the Rocky Point Park main parking lot off Murray Street. The results indicate that parking occupancy patterns remained generally consistent following the implementation of pay parking. Both the weekday and weekend data show similar peak periods around mid-day, with occupancy frequently approaching or slightly significantly exceeding the 85% threshold. The average parking turnover decreased from 5.7 to 4.0 vehicles per stall per day on weekdays and from 5.8 to 4.5 on weekends, while the average parking duration shortened slightly, from 1.9 to 1.6 hours on weekdays and from 2.1 to 1.9 hours on weekends. This indicates that the lot continued to experience high utilization during peak times both before and after the introduction of pay parking, although the program appears to have encouraged shorter stays. Similar parking demand patterns were observed in the secondary lot off Esplanade Avenue, as shown in Figure 2. In both lots, based on the seasonal variation observed in the 12-month parking occupancy data, April, May, and September consistently recorded higher weekend occupancies, often surpassing the 85% threshold. This suggests that the current pay parking rate at Rocky Point Park could be reviewed and potentially adjusted.

Figure 1: Before-and-After Parking Occupancy at Rocky Point Park – Main Parking Lot off Murray Street

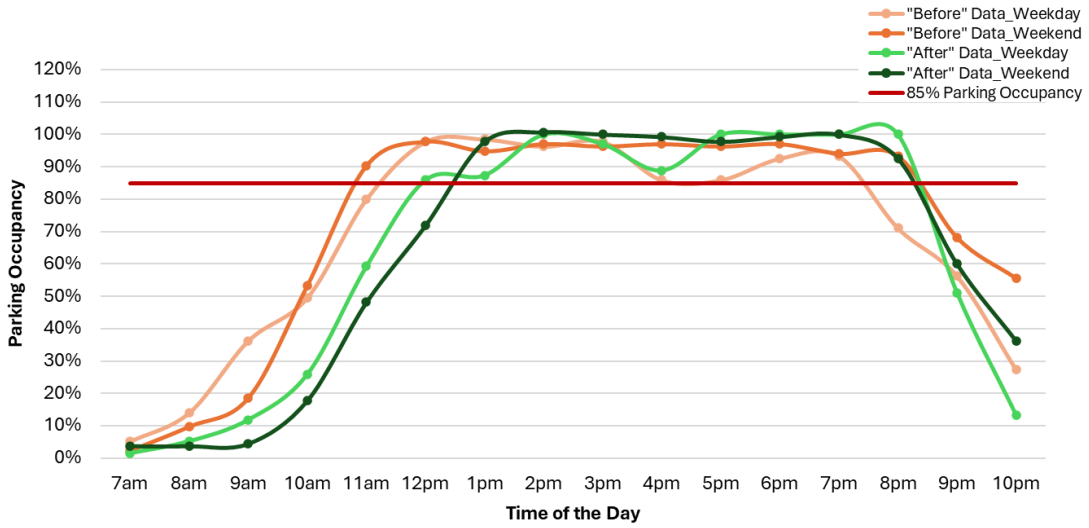
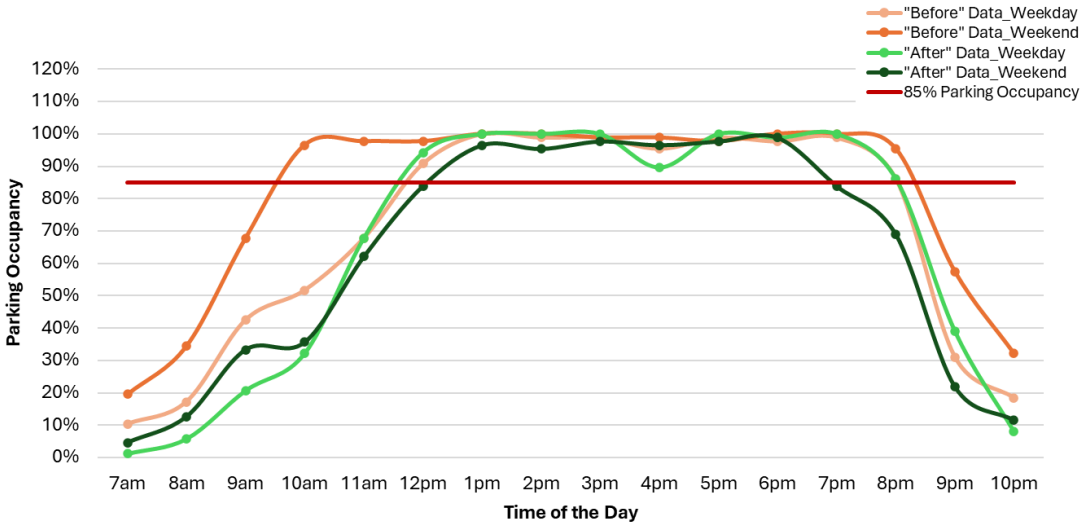


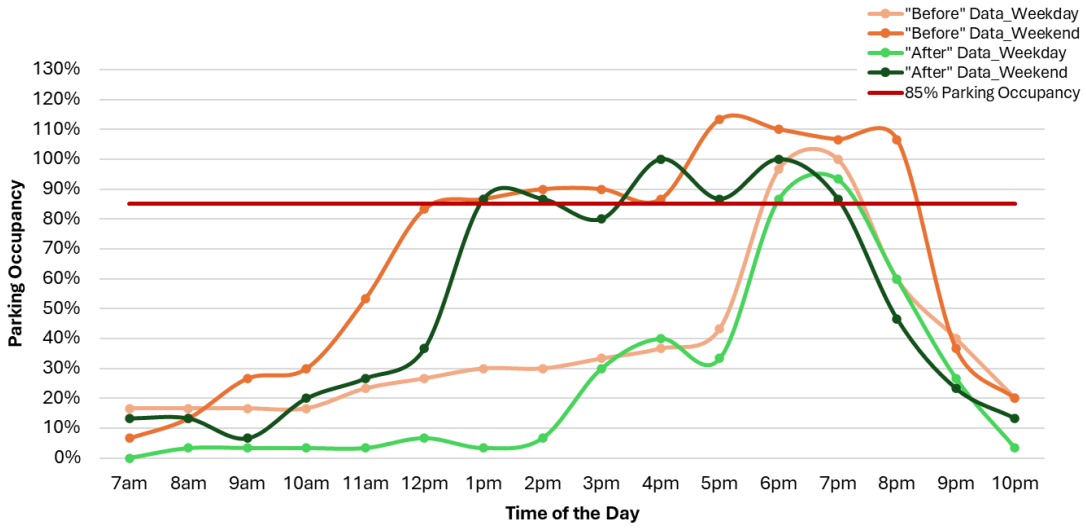
Figure 2: Before-and-After Parking Occupancy at Rocky Point Park – Secondary Lot off Esplanade Avenue



Esplanade Avenue from Rocky Point Park to Murray Street

Figure 3 presents the before-and-after parking occupancy trends along Esplanade Avenue, from Rocky Point Park to Murray Street. The results show that overall parking patterns remained largely unchanged following the implementation of pay parking. Both weekday and weekend data display similar trends, with occupancy gradually increasing through the late morning and reaching peak levels between early afternoon and evening. Occupancy frequently approached or slightly exceeded the 85% threshold during these periods, indicating consistently high demand. The average parking turnover increased significantly on weekends, from 2.8 to 4.6 vehicles per stall per day, while weekday turnover remained relatively stable at around 1.4. Meanwhile, the average parking duration decreased from 2.3 to 1.8 hours on weekdays and from 2.7 to 2.2 hours on weekends, reflecting shorter stays and improved parking availability. Based on the seasonal variation observed in the 12-month parking occupancy data, April and May consistently recorded higher weekend occupancies during the late afternoon, often surpassing the 85% threshold. This suggests that the current pay parking rate could be reviewed and potentially adjusted.

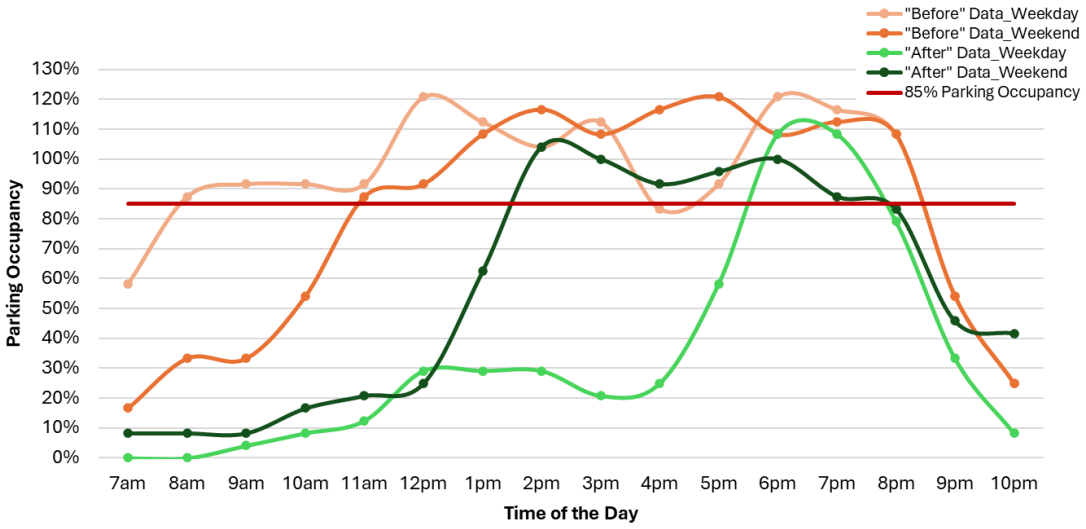
Figure 3: Before-and-After Parking Occupancy at Esplanade Avenue from Rocky Point Park to Murray Street



<u>Murray Street from Columbia Street to the 2900 block (the Rocky Point Park Off-Leash Dog Park parking lot is excluded)</u>

Figure 4 shows the before-and-after parking occupancy trends along Murray Street, from Columbia Street to the 2900 block. The data indicate that before the implementation of pay parking, occupancy levels consistently exceeded the 85% threshold on both weekdays and weekends, reflecting high parking demand and limited availability throughout most of the day. Following the introduction of pay parking, weekday occupancy levels declined noticeably, remaining below 85% for much of the day, while weekend occupancy continued to show high demand with peaks exceeding the threshold in the afternoon and early evening. The average parking turnover increased on weekends from 4.6 to 5.1 vehicles per stall per day, while weekday turnover decreased from 3.6 to 2.3, suggesting a shift toward shorter visits and more frequent space use on weekends. The average parking duration also declined from 3.3 to 1.6 hours on weekdays and from 2.3 to 1.9 hours on weekends, indicating improved parking circulation and reduced long-term stays. Based on the seasonal variation observed in the 12-month parking occupancy data, April, May, and September consistently recorded higher weekend occupancies, often surpassing the 85% threshold. This suggests that the current pay parking rate at Murray Street could be reviewed and potentially adjusted.

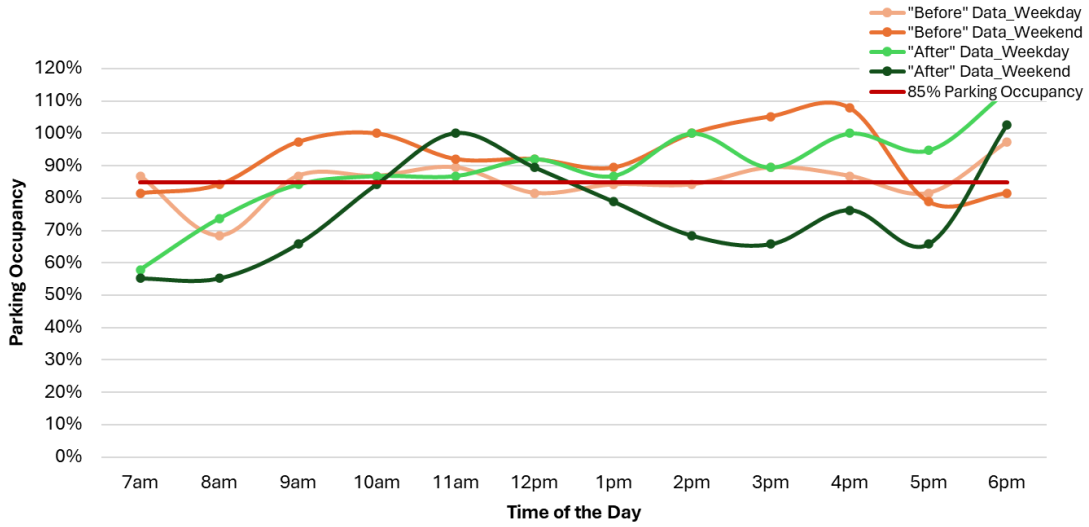
Figure 4: Before-and-After Parking Occupancy at Murray Street from Columbia Street to the 2900-block



<u>Suter Brook Village – Capilano Road from Morrissey Road to the start of the bridge over Suter Brook Creek, Morrissey Road from Murray Street to Capilano Road, and Suter Brook Way</u>

Figure 5 presents the before-and-after parking occupancy trends at Suter Brook Village. The data indicate that prior to the implementation of pay parking, occupancy levels were consistently high throughout the day, frequently exceeding the 85% threshold on both weekdays and weekends. Following the introduction of pay parking, occupancy levels remained the same for weekdays with a slightly lower utilization on weekends. The average parking duration declined from 3.7 hours to 3.2 hours, indicating slightly shorter stays, while parking turnover decreased from 7.0 to 3.9 vehicles per stall per day, reflecting reduced overall demand and parking activity. However, based on the seasonal variation observed in the 12-month parking occupancy data, average occupancy remained balanced across both weekdays and weekends, generally below the 85% utilization threshold. This suggests that the current pay parking rate at Suter Brook Village could be reviewed and potentially adjusted, as the data indicate consistent occupancy below the optimal utilization threshold.

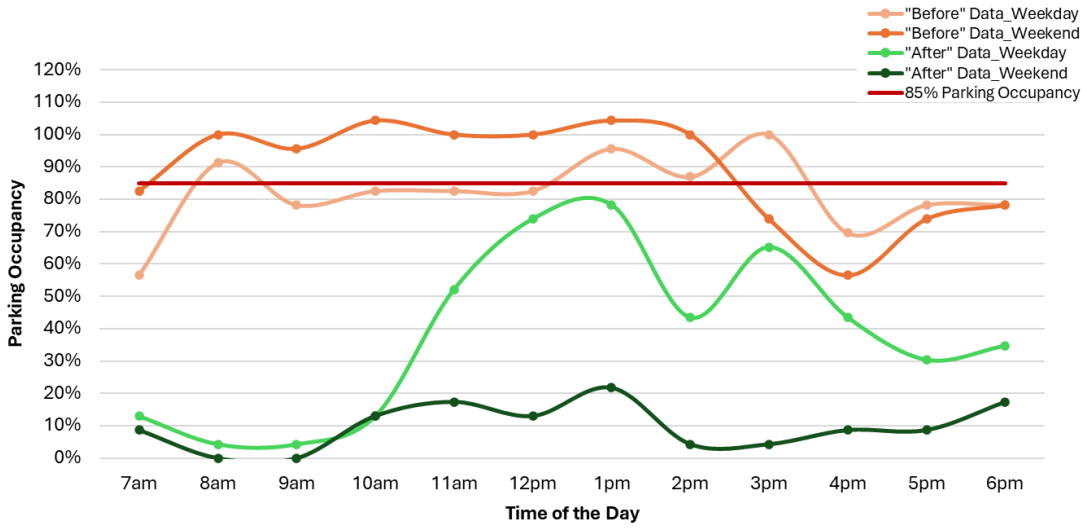
Figure 5: Before-and-After Parking Occupancy at Suter Brook Village



Ungless Way from Noons Creek Drive to Guildford Way

Figure 6 illustrates the before-and-after parking occupancy trends along Ungless Way, from Noons Creek Drive to Guildford Way. The data indicate that prior to the implementation of pay parking, occupancy levels remained consistently high throughout the day, often exceeding the 85% threshold on both weekdays and weekends. Following the introduction of pay parking, occupancy levels declined substantially across all periods, with weekend occupancy rarely exceeding 20% and weekday occupancy remaining well below the 85% threshold for most of the day. The average parking turnover slightly declined from 2.7 to 2.4 vehicles per stall per day on weekdays, indicating a slight reduction in overall parking activity. Similarly, the average parking duration decreased from 4.4 hours to 2.1 hours on weekdays, suggesting shorter stays and fewer long-term parkers. Likewise, based on the seasonal variation observed in the 12-month parking occupancy data, average occupancy remained low, with weekend occupancy rarely exceeding 20% and weekday occupancy remaining well below the 85% threshold for most of the day. These findings indicate that the current pay parking rate at Ungless Way could be reviewed and potentially adjusted, as the data indicate consistent occupancy below the optimal utilization threshold.

Figure 6: Before-and-After Parking Occupancy at Ungless Way from Noons Creek Drive to Guildford Way



Revenue Generation

As noted above, the objective of the Pay Parking Program is to maintain a functional level of parking availability by achieving a peak occupancy rate of approximately 85% during daytime hours, while also encouraging the use of alternative, low-carbon modes of transportation. The Pay Parking System is designed to operate under a user-pay, cost-recovery model, ensuring that operational and capital expenses are offset through parking revenues. Table 1 below summarizes monthly gross revenues and corresponding net annual operating income from all pay parking locations. The total gross annual revenue from October 2024 to September 2025 was approximately $581,700, with a net operating income of $527,800 after the pay parking vendor's operating costs.

Table 1: Revenue Generation

Month	Gross Revenue	Net Operating Income
October 2024	$26,200	$23,700
November 2024	$18,900	$17,000
December 2024	$20,100	$18,100
January 2025	$24,600	$22,200
February 2025	$19,400	$17,400
March 2025	$28,800	$26,000
April 2025	$42,900	$39,000
May 2025	$44,600	$40,000
June 2025	$97,100	$88,600
July 2025	$120,200	$109,700
August 2025	$103,700	$94,300
September 2025	$35,200	$31,800
Total	**$581,700**	**$527,800**

The Pay Parking Program incurred $191,100 in operating costs, which included expenses for City staff, enforcement vehicles, and annual software fees. Additionally, a one-time capital cost of $103,500 was spent on implementation including adding automated license plate reading technology to a bylaw vehicle, and the installation of signage and parking meters. While this capital cost is not recurring, future years will require ongoing maintenance expenditures. After covering these costs, $233,200 in net revenue remains available to support City operations and services utilized by parking customers.

Public Feedback Regarding Pay Parking

Since the implementation of pay parking, City staff have been collecting feedback from Port Moody residents through emails and phone calls. In the early stages of the program, the City received concerns and complaints related to the introduction of pay parking and its potential spillover effects into surrounding neighbourhoods. Technical issues identified within the pay parking system were addressed in collaboration with the service provider as they arose. To evaluate the broader impacts of pay parking, staff have been monitoring parking patterns in nearby areas to determine whether usage changes have occurred. As the program has now been in operation for over a year, the number of public concerns has gradually decreased.

In addition, feedback was received from the Economic Development and Tourism Committee, which suggested businesses were raising concerns of negative economic impacts of pay parking during the winter months. Staff observations also confirm lower parking occupancy rates during the off-season at Rocky Point Park and adjacent areas. To address these seasonal challenges, a revised parking fee structure could be considered for the off-season period (October to April) to help mitigate concerns raised by the Committee and encourage visitor activity during the winter months.

Council and staff will also receive the results of the 2026 Budget Consultation on November 18, 2025, which includes a question seeking level of support for the City to consider expanding the pay parking program by adding new location(s). This community input will be considered along with other factors as part of investigations into pay parking in other areas of the city.

Future Investigations

Staff are exploring several areas of analysis to support ongoing improvements to the City's parking management strategy:

a) *Pay Parking Customer Origin*
   Understanding the origin of pay parking users would help evaluating how the system impacts both local residents and visitors. Staff are investigating methods to identify the proportion of users who are Port Moody residents compared to visitors from outside the City. While this data is not currently available, staff continue to explore options to capture and analyze this information in future reporting.

b) *Future Parking Studies in Other Areas*
Staff have also been collecting and monitoring parking demand and utilization data in the following areas:

- Inlet Field Park Parking Lot
  Parking usage at the Inlet Field Park lot has been monitored before and after the implementation of pay parking in nearby areas. Findings indicate no significant spillover from pay parking zones. However, to strengthen enforcement of the existing three-hour time limit, staff recommend introducing a QR code registration system for licence plates. This would allow for more efficient monitoring and compliance tracking. Staff will continue to observe parking trends and adjust management approaches as needed.
- St. Johns Street
  A preliminary assessment of parking conditions along St. Johns Street was conducted on both weekdays and weekends during daytime and evening periods. Initial data indicate that daytime parking occupancy regularly exceeds 85%, which represents the threshold for optimal parking utilization. In contrast, evening occupancy rates are significantly lower. Staff will continue monitoring these conditions to inform future parking management along St. Johns Street.
- Clarke Street
  Similar to findings on St. Johns Street, parking data collected along Clarke Street show daytime occupancy rates exceeding 85% during both weekdays and weekends, with noticeably lower occupancy during evening hours. Staff will maintain ongoing monitoring of parking patterns along Clarke Street to assess long-term trends and identify potential management strategies as needed.

Several options are included in the Other Options section below for Council consideration should Council wish to provide direction in addition to receiving this report for information.

Other Option(s)

1. THAT staff be directed to update Pay Parking Rates to manage parking occupancy targets in accordance with the Pay Parking Policy.

   With this option, staff would report back with an updated parking rate structure that adjusts rates in consideration of the current parking data collected.

2. THAT staff be directed to develop updated Pay Parking Rates based on a revenue generation model.

   With this option, staff would report back with an updated parking rate structure that responds to parking data collected and seeks to increase pay parking revenue over the revenue collected through 2024/2025.

3. THAT staff be directed to further investigate additional pay parking areas such as those identified as future parking study areas in the report dated November 18, 2025, from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding the Pay Parking Program Update.

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

With this option, staff would report back with recommendations on possible pay parking expansion areas and suggested parking fees. This option can support additional parking management in areas that have high parking occupancy and support an increase in revenue.

Financial Implications

The annual financial revenues generated by the Pay Parking program are as discussed above. If other options are pursued the current parking rates, peaks, times can be updated to reflect the parking policy or to generate additional revenue. Council could direct additional parking revenues to reduce the net operating budget or support specific projects and initiatives.

Communications and Public Engagement Initiatives

A dedicated webpage has been published on the City's website to share up-to-date information with the public. Should Council approve the proposed pay parking rates, signage will be installed prior to the implementation date to provide advance notice of the upcoming changes. Public information on changes to pay parking would be shared in advance through a news item posted on the City's website and social media.

Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goal(s):

- Strategic Goal 1.2 – Ensure financial sustainability;
- Strategic Goal 2.2 – Advance climate change mitigation and adaptation; and
- Strategic Goal 3.2 – Provide safe, efficient, and accessible transportation options.

Attachment(s)

1. Pay Parking Locations and Rates.
2. Corporate Policy on Pay Parking Management.
3. Analysis of the Parking Data.

Report Author

Nobinur Rahman, P.Eng.
Transportation Engineer

88

Attachment 2

Considered at the March 31, 2026, SPC meeting

92

Attachment 3

Considered at the November 18, 2025, SPC meeting

60

Report Approval Details

Document Title:	Pay Parking Program Update.docx
Attachments:	- Attachment 1 - Pay Parking Locations and Rates.pdf - Attachment 2 - Corporate Policy on Pay Parking Management.pdf - Attachment 3 - Analysis of the Parking Data.pdf
Final Approval Date:	Nov 12, 2025

This report and all of its attachments were approved and signed as outlined below:

Jeff Moi, General Manager of Engineering and Operations - Nov 7, 2025

Paul Rockwood, General Manager of Finance and Technology - Nov 10, 2025

Anna Mathewson, City Manager - Nov 12, 2025

89

Attachment 2

Considered at the March 31, 2026, SPC meeting

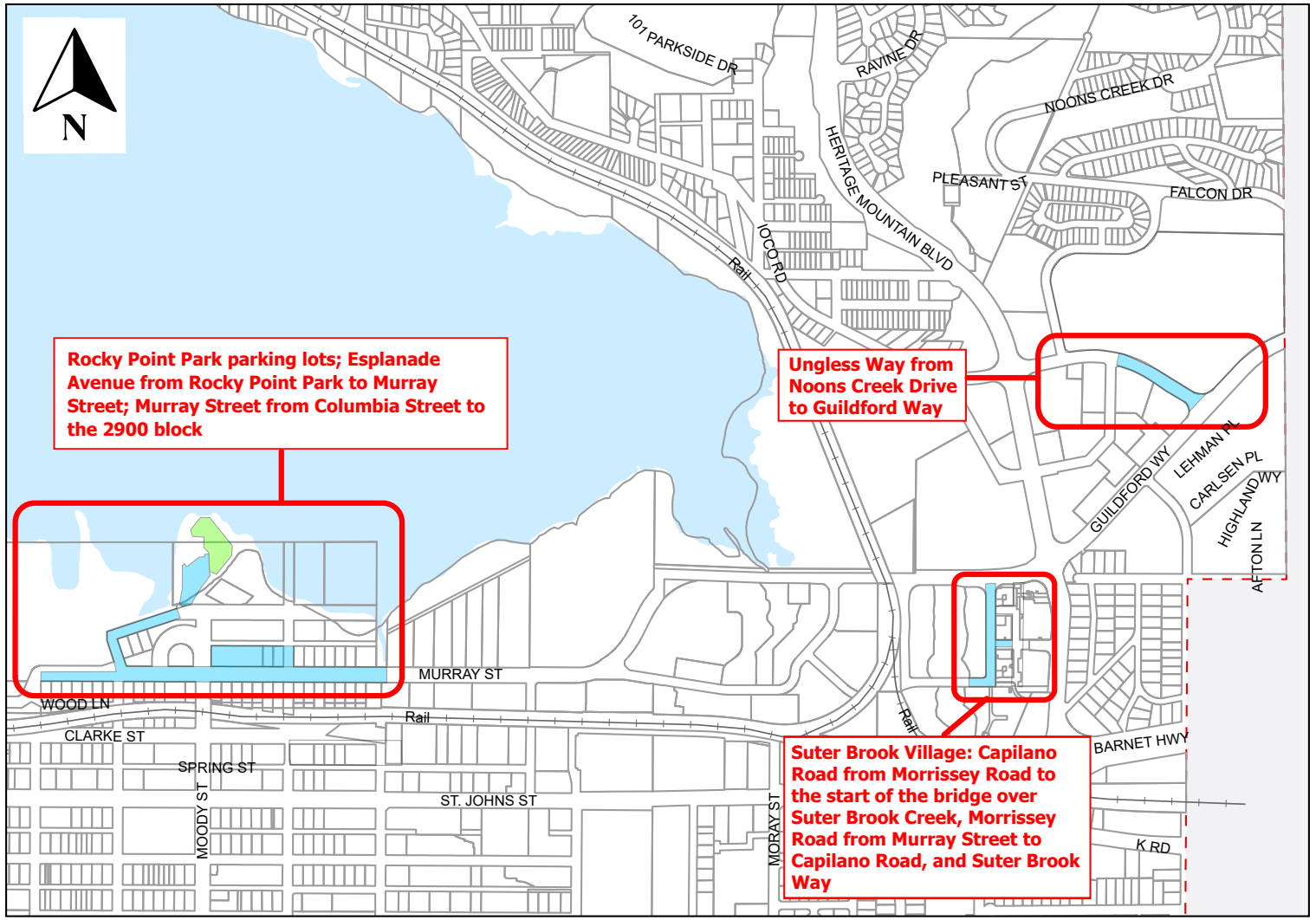
93

Attachment 3

Considered at the November 18, 2025, SPC meeting

61

Attachment 1



90

Attachment 2

Considered at the March 31, 2026, SPC meeting

94

Attachment 3

Considered at the November 18, 2025, SPC meeting

62

Attachment 1

Pay parking times and rates

Season	Dates	Location	Hourly rate	Pay parking hours	Time limit
On-season	June 1 to August 31	Rocky Point Park	$2.50	7am–11pm	4 hours
		Esplanade Avenue	$2.50	7am–11pm	4 hours
		Murray Street	$2.50	7am–11pm	4 hours
		Suter Brook Village	$2.25	7am–6pm	2 hours
		Ungless Way	$2.25	7am–6pm	4 hours
Off-season	September 1 to May 31	Rocky Point Park	$1.50	7am–7pm	4 hours
		Esplanade Avenue	$1.50	7am–7pm	4 hours
		Murray Street	$1.50	7am–7pm	4 hours
		Suter Brook Village	$2.25	7am–6pm	2 hours
		Ungless Way	$2.25	7am–6pm	4 hours

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 2

Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Engineering, Operations, and Public Works	11
Sub-Section:	Traffic Control – Parking Management	5480
Title:	Pay Parking Management	2024-01

Related Policies

Number	Title
11-5460-01-2017-08	Traffic Control for Pedestrian Crossings and Near Schools
Fees Bylaw	City of Port Moody Fees Bylaw
Street, Traffic, and Public Places Bylaw	City of Port Moody Street, Traffic, and Public Places Bylaw

Approvals

Approval Date: July 9, 2024	Resolution #: *RC24/161*
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 2

Corporate Policy Manual
Pay Parking Management

Policy

The goals of pay parking in Port Moody are to:

- achieve an 85% peak daytime occupancy rate by encouraging parking turnover and availability to support businesses and visitors;
- encourage use of alternative (low carbon) modes of transportation; and
- generate revenue.

Parking regulations and parking management are prioritized over parking revenues.

In accordance with the City of Port Moody Street, Traffic, and Public Places Bylaw, the General Manager of Engineering and Operations is delegated authority to administer pay parking within the City of Port Moody.

Definitions

“Exemptions” means specified groups of persons exempted from paying Parking Rates in Pay Parking Zones as identified in the City of Port Moody Street, Traffic and Public Places Bylaw, as amended from time to time.

“Lost Revenue” means an estimated amount of revenue that would have been collected from a disrupted Pay Parking Area based on the best available data to the City at the time of estimation.

“Parking Pay Station” means a device operated and maintained by or on behalf of the City for collecting parking fees, allotting and controlling parking spaces, and measuring and recording the duration of Vehicles parked in Pay Parking Zones.

“Parking Rate” means a rate of cost per time for a specific Pay Parking Area as defined in the City’s Fees Bylaw, as amended from time to time.

“Pay Parking” means parking that is available to the public for the cost of the Parking Rate throughout the day or during defined periods of time.

“Pay Parking Zone” means a Highway or a portion of a Highway or a public place designated as such by the City Engineer where parking is permitted subject to payment of a fee.

Procedures

<u>Pay Parking Zones:</u>

1. Pay Parking should be implemented in a consistent, equitable, and fair manner that focuses on achieving the desired parking management outcomes. Pay Parking should be applied to all user groups and exemptions should be limited to ensure efficacy of the program. Exemptions for accessible parking stalls and other special user groups are identified in the City of Port Moody Street, Traffic, and Public Places Bylaw, as amended from time to time.

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 2

Corporate Policy Manual
Pay Parking Management

2. Generally, residential areas are excluded from Pay Parking and shall be regulated through time restricted and multi-family permit parking.
3. Pay Parking Zones will be selected and priced to try to reach a peak daytime occupancy rate of 85%. Parking areas exceeding 85% peak daytime occupancy will be considered as candidates for Pay Parking.

Parking Rates:

4. Parking Rates will be set and adjusted to try to meet the target peak daytime occupancy rate of 85% as closely as possible. Once Pay Parking is implemented in a Pay Parking Area, monitoring will be conducted to confirm or adjust Parking Rates.

Enforcement:

5. Consistent enforcement is important to the efficacy of Pay Parking and will be resourced and scheduled appropriately.

Program costs and funding:

6. The Pay Parking system is intended to operate under a user-pay cost recovery model. New infrastructure, maintenance, equipment, enforcement, upgrades, customer services, and ongoing support for Pay Parking will be funded by the revenue generated.
7. Excess revenues will support the City's operations and services that are being used by customers paying for parking.

Temporary Interruptions to Pay Parking Zones:

8. Exemptions will not be provided for special event attendees – Pay Parking will still apply during events.
9. Event organizers and other organizations can be provided the option to reserve a portion of off-street parking lots in Pay Parking Zones provided the organization reimburses the City for the Lost Revenue. The General Manager of Community Services may waive recovery of Lost Revenue (minus any applicable management or administrative costs) on a case-by-case basis for special events based on the following criteria. Approval will be provided in writing, outlining the quantity of pay parking stalls, location, dates, and times for tracking and enforcement purposes.
    a. the event is a free community event open to the public (attendance by donation is acceptable);
    b. the event organizer has successfully submitted all required documents, received a permit, and is committed to adhering to all special event permit requirements;
    c. the event is in good standing with the City with no overdue fees or charges;
    d. parking is integral to the event;
    e. the number of spaces requested meets requirements of logistics and programming and is not considered excessive, and spaces are not provided for event attendees; and
    f. parking spaces are approved and designated by event staff.

Attachment 2

Considered at the March 31, 2026, SPC meeting

Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 2

10. Generally booking of parking areas and closure of curbside Pay Parking for temporary uses such as construction may be permitted via a highway use permit or other bookings, but the City will require the organization applying for the closure to pay for the Lost Revenue due to the disruption.
11. City staff will be reimbursed for or exempted from Pay Parking costs when on City business in keeping with existing travel and expense policies.

Monitoring/Authority

The General Manager of Engineering and Operations is responsible for monitoring Pay Parking and parking occupancy data and recommending Pay Parking Area modifications and expansions and annual Parking Rates. The General Manager of Community Development and appointed Bylaw Officers are responsible for ongoing monitoring and enforcement of compliance within Pay Parking Zones. Changes to this policy require the approval of Council.

Attachment 2

Considered at the March 31, 2026, SPC meeting

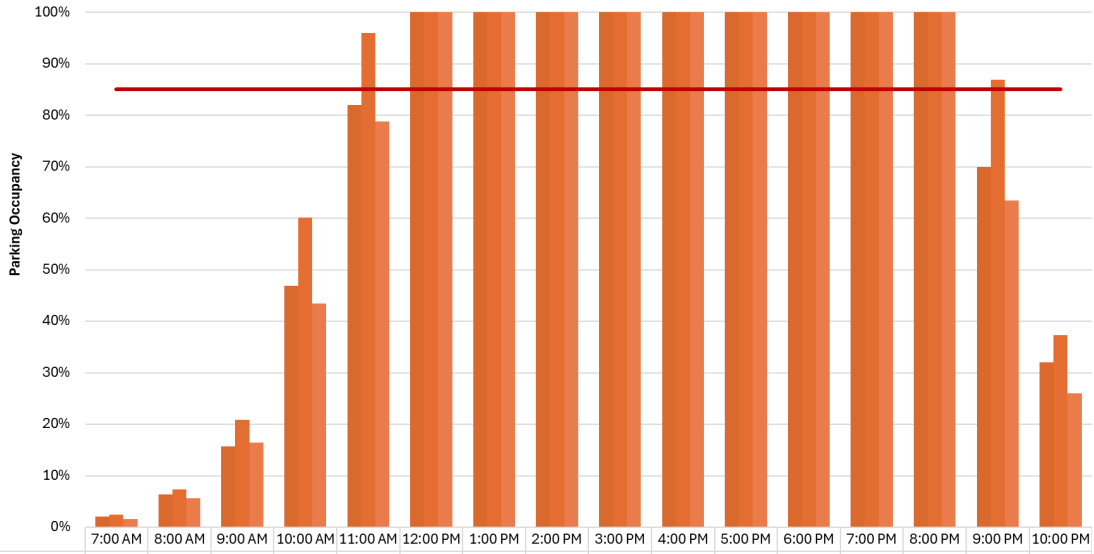
Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 3

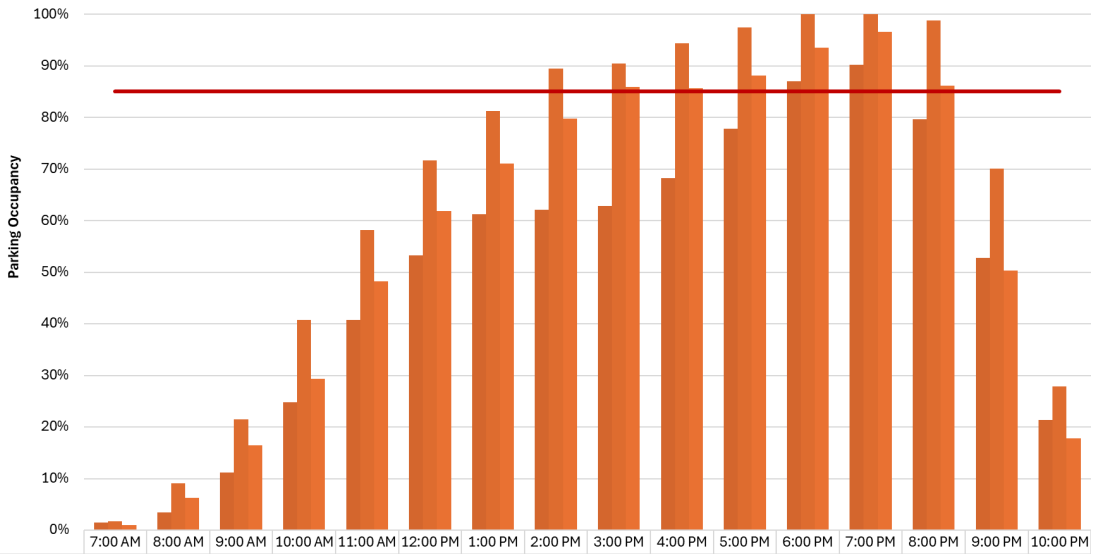
1. Rocky Point Park parking lots – Main lot off Murray Street

Figures 1a through 1d illustrate distinct seasonal and daily patterns in parking occupancy. During the on-season, both weekend and weekday occupancies rise sharply from morning hours, with weekends (Figure 1a) regularly exceeding capacity between noon and early evening. Weekday levels (Figure 1b) are slightly lower but often approach or surpass the 85% threshold during peak afternoon periods, particularly in July and August.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekend	2%	6%	16%	47%	82%	101%	116%	123%	124%	123%	123%	123%	116%	102%	70%	32%
2025 July Weekend	2%	7%	21%	60%	96%	116%	123%	130%	125%	122%	123%	120%	120%	119%	87%	37%
2025 August Weekend	2%	6%	16%	43%	79%	103%	115%	125%	132%	128%	129%	125%	123%	104%	63%	26%

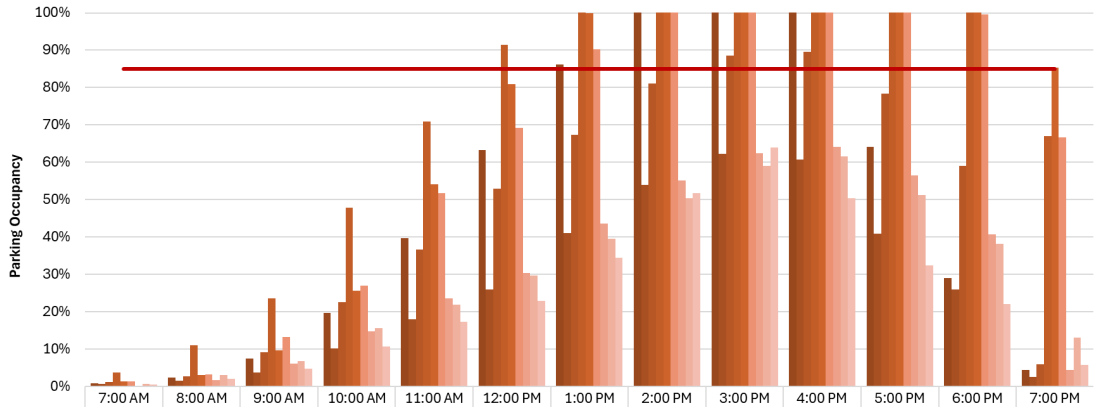
Figure 1a: Average weekend parking occupancy during the on-season



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekday	1%	3%	11%	25%	41%	53%	61%	62%	63%	68%	78%	87%	90%	80%	53%	21%
2025 July Weekday	2%	9%	21%	41%	58%	72%	81%	89%	90%	94%	97%	104%	104%	99%	70%	28%
2025 August Weekday	1%	6%	17%	29%	48%	62%	71%	80%	86%	86%	88%	93%	97%	86%	50%	18%

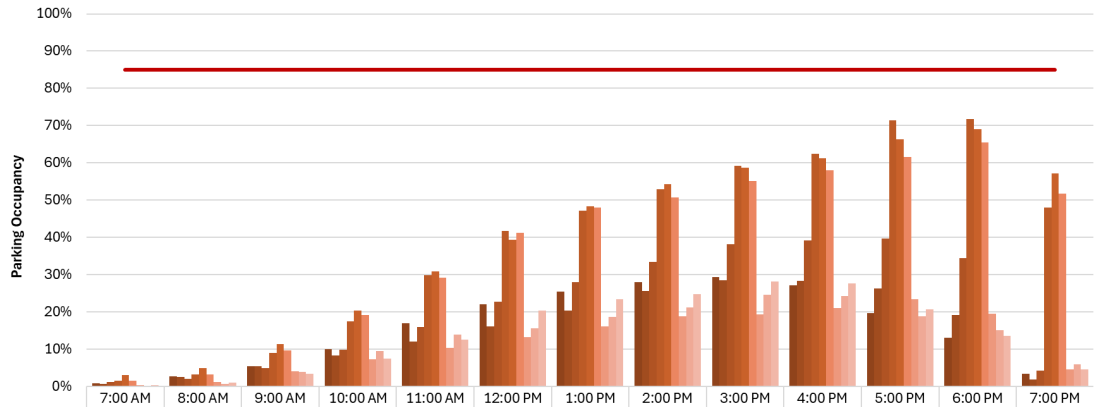
Figure 1b: Average weekday parking occupancy during the on-season

In the off-season (Figures 1c and 1d), parking activity remains steady though less intense than in peak months. Weekend occupancy (Figure 1c) still reaches high levels in spring and early fall, occasionally nearing or exceeding capacity, while weekday occupancy (Figure 1d) shows moderate mid-afternoon peaks.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekend	1%	2%	8%	20%	40%	63%	86%	105%	116%	106%	64%	29%	4%
2025 February Weekend	1%	2%	4%	10%	18%	26%	41%	54%	62%	61%	41%	26%	3%
2025 March Weekend	1%	3%	9%	23%	37%	53%	67%	81%	89%	90%	78%	59%	6%
2025 April Weekend	4%	11%	24%	48%	71%	91%	104%	117%	125%	125%	120%	108%	67%
2025 May Weekend	1%	3%	10%	26%	54%	81%	100%	113%	122%	125%	123%	115%	85%
2025 September Weekend	1%	3%	13%	27%	52%	69%	90%	104%	112%	113%	109%	100%	67%
2024 October Weekend	0%	2%	6%	15%	24%	30%	44%	55%	62%	64%	57%	41%	4%
2024 November Weekend	1%	3%	7%	16%	22%	30%	40%	50%	59%	62%	51%	38%	13%
2024 December Weekend	1%	2%	5%	11%	17%	23%	34%	52%	64%	50%	32%	22%	6%

Figure 1c: Average weekend parking occupancy during the off-season



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekday	1%	3%	5%	10%	17%	22%	25%	28%	29%	27%	20%	13%	3%
2025 February Weekday	1%	3%	6%	8%	12%	16%	20%	26%	29%	28%	26%	19%	2%
2025 March Weekday	1%	2%	5%	10%	16%	23%	28%	33%	38%	39%	40%	34%	4%
2025 April Weekday	1%	3%	9%	17%	30%	42%	47%	53%	59%	62%	71%	72%	48%
2025 May Weekday	3%	5%	11%	20%	31%	39%	48%	54%	59%	61%	66%	69%	57%
2025 September Weekday	2%	3%	10%	19%	29%	41%	48%	51%	55%	58%	62%	65%	52%
2024 October Weekday	0%	1%	4%	7%	10%	13%	16%	19%	19%	21%	23%	19%	5%
2024 November Weekday	0%	1%	4%	10%	14%	16%	19%	21%	25%	24%	19%	15%	6%
2024 December Weekday	0%	1%	3%	7%	13%	20%	23%	25%	28%	28%	21%	14%	5%

Figure 1d: Average weekday parking occupancy during the off-season

Attachment 2

Considered at the March 31, 2026, SPC meeting

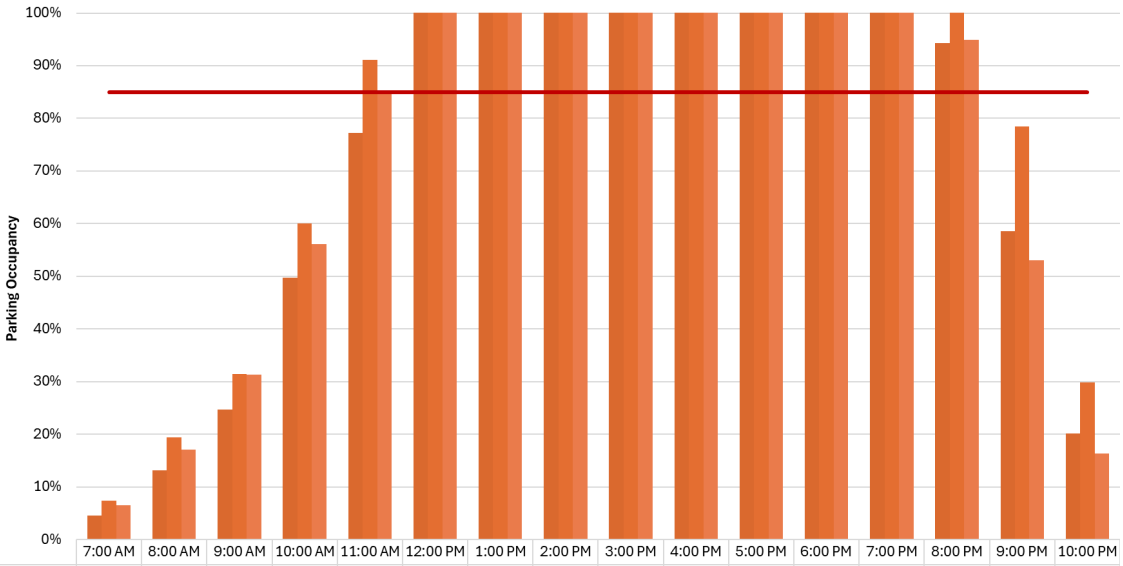
Attachment 3

Considered at the November 18, 2025, SPC meeting

Attachment 3

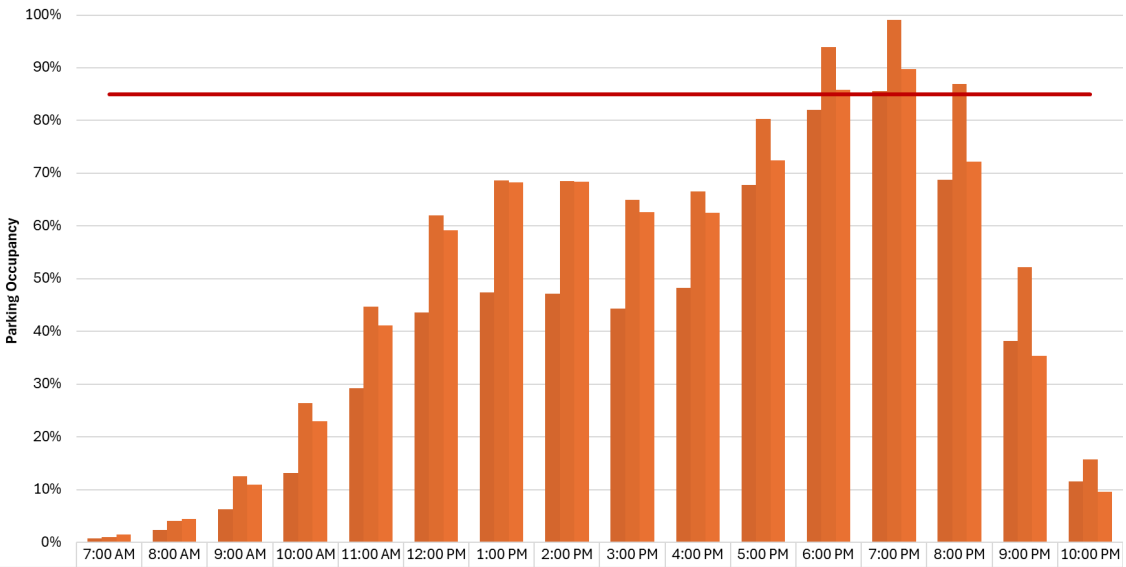
2. Rocky Point Park parking lots – Secondary lot off Esplanade Avenue (the Rocky Point Boat Launch parking lot is excluded)

Figures 2a through 2d highlight clear seasonal and daily variations in parking demand. During the on-season (June–August), parking occupancy rises rapidly in the morning and remains above the 85% efficiency threshold for most of the day. Weekend demand (Figure 2a) is particularly strong, with occupancy frequently exceeding 100% from midday through early evening, reflecting high visitor volumes. Weekdays (Figure 2b) show a similar pattern but at slightly lower levels, with consistent evening peaks near or just above capacity.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekend	5%	13%	25%	50%	77%	103%	117%	121%	123%	125%	121%	123%	118%	94%	59%	20%
2025 July Weekend	7%	19%	31%	60%	91%	112%	121%	125%	127%	124%	128%	129%	128%	115%	78%	30%
2025 August Weekend	7%	17%	31%	56%	85%	107%	112%	114%	113%	120%	117%	115%	117%	95%	53%	16%

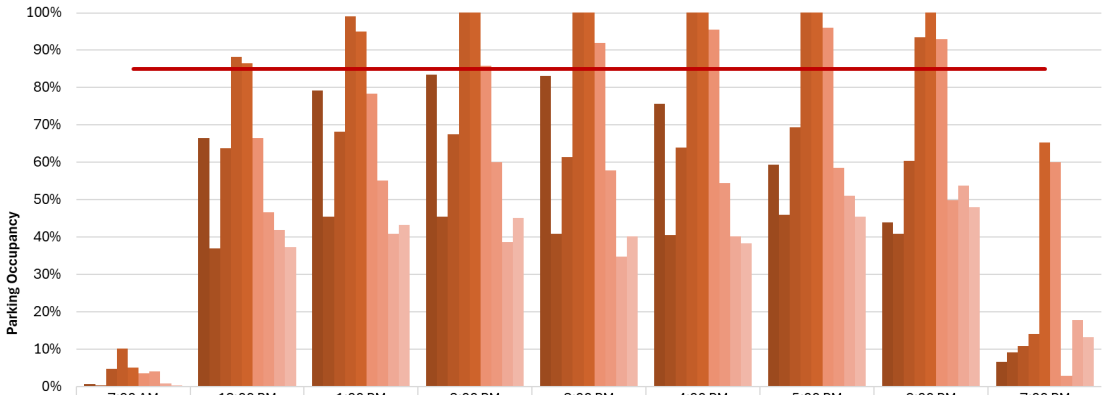
Figure 2a: Average weekend parking occupancy during the on-season



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekday	1%	2%	6%	13%	29%	44%	47%	47%	44%	48%	68%	82%	86%	69%	38%	12%
2025 July Weekday	1%	4%	13%	26%	45%	62%	69%	69%	65%	67%	80%	94%	99%	87%	52%	16%
2025 August Weekday	1%	4%	11%	23%	41%	59%	68%	68%	63%	63%	72%	86%	90%	72%	35%	10%

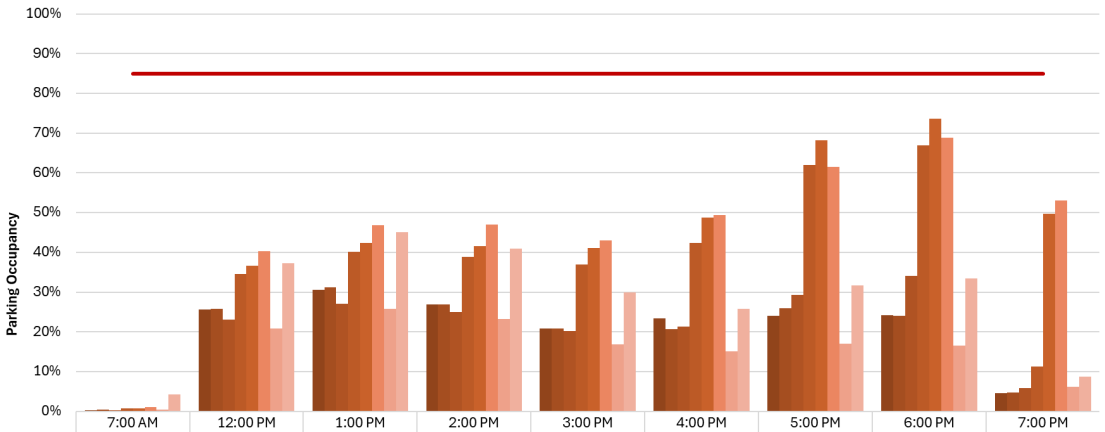
Figure 2b: Average weekday parking occupancy during the on-season

In the off-season (Figures 2c and 2d), parking use remains active though less intense than in summer. Weekend occupancy (Figure 2c) continues to climb steadily through the late morning and early afternoon, occasionally nearing or surpassing capacity during spring and early fall months. Weekday occupancy (Figure 2d) shows more moderate midday and afternoon peaks, generally staying below the 85% threshold but still indicating regular use.



	7:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekend	1%	67%	79%	83%	83%	76%	59%	44%	7%
2025 February Weekend	0%	37%	46%	45%	41%	41%	46%	41%	9%
2025 March Weekend	5%	64%	68%	67%	61%	64%	69%	60%	11%
2025 April Weekend	10%	88%	99%	109%	116%	113%	108%	94%	14%
2025 May Weekend	5%	87%	95%	109%	111%	114%	120%	115%	65%
2025 September Weekend	4%	67%	78%	86%	92%	96%	96%	93%	60%
2024 October Weekend	4%	47%	55%	60%	58%	54%	58%	50%	3%
2024 November Weekend	1%	42%	41%	39%	35%	40%	51%	54%	18%
2024 December Weekend	0%	37%	43%	45%	40%	38%	45%	48%	13%

Figure 2c: Average weekend parking occupancy during the off-season

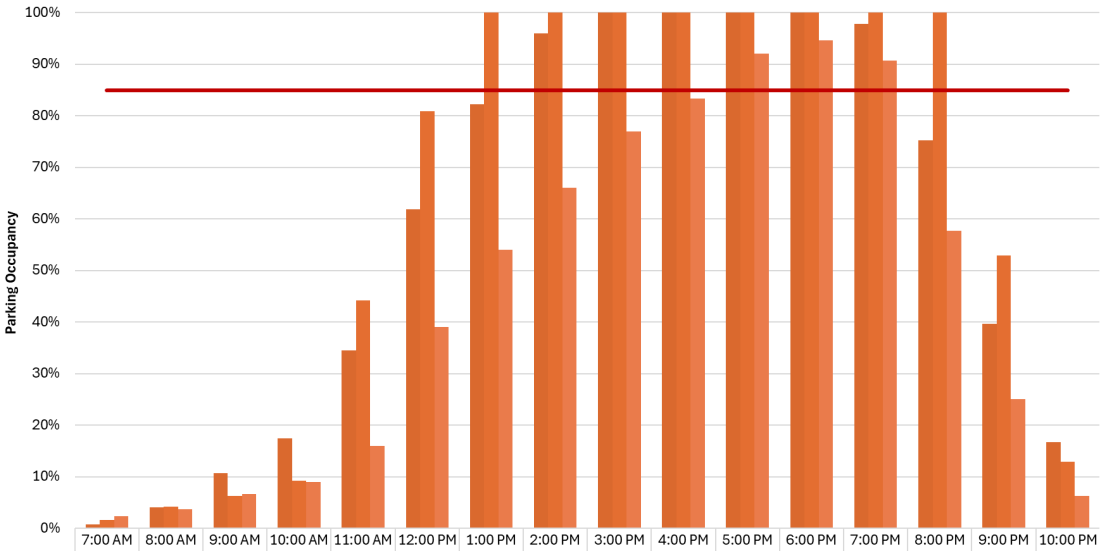


	7:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekday	0%	26%	31%	27%	21%	23%	24%	24%	5%
2025 February Weekday	0%	26%	31%	27%	21%	21%	26%	24%	5%
2025 March Weekday	0%	23%	27%	25%	20%	21%	29%	34%	6%
2025 April Weekday	1%	35%	40%	39%	37%	42%	62%	67%	11%
2025 May Weekday	1%	37%	42%	42%	41%	49%	68%	74%	50%
2025 September Weekday	1%	40%	47%	47%	43%	49%	61%	69%	53%
2024 November Weekday	0%	21%	26%	23%	17%	15%	17%	17%	6%
2024 December Weekday	4%	37%	45%	41%	30%	26%	32%	33%	9%

Figure 2d: Average weekday parking occupancy during the off-season

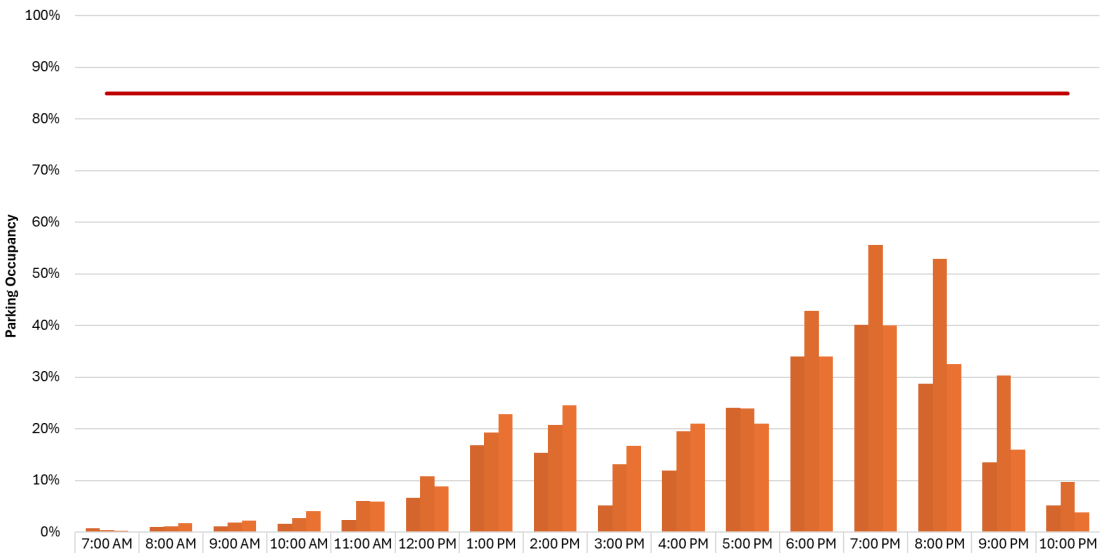
3. Esplanade Avenue from Rocky Point Park to Murray Street

Figures 3a through 3d present clear variations in parking behavior across seasons and days of the week. During the on-season, parking use increases rapidly through the morning, reaching high occupancy levels by midday. Weekend patterns (Figure 3a) show sustained demand throughout the afternoon, with several hours exceeding the 85% efficiency mark and occasional periods above full capacity. Weekday activity (Figure 3b) remains comparatively light, with gradual midday growth and modest evening peaks.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekend	1%	4%	11%	17%	34%	62%	82%	96%	103%	108%	107%	108%	98%	75%	40%	17%
2025 July Weekend	2%	4%	6%	9%	44%	81%	100%	111%	119%	127%	137%	129%	125%	102%	53%	13%
2025 August Weekend	2%	4%	7%	9%	16%	39%	54%	66%	77%	83%	92%	95%	91%	58%	25%	6%

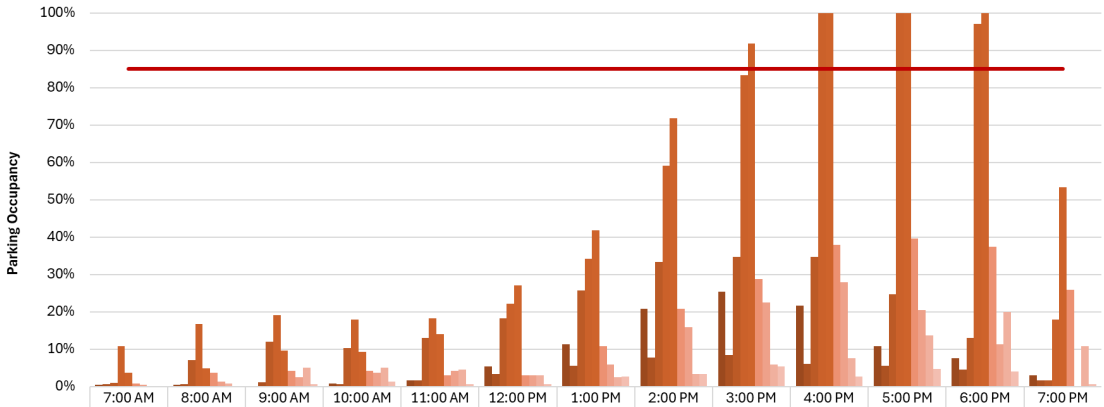
Figure 3a: Average weekend parking occupancy during the on-season



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekday	1%	1%	1%	2%	2%	7%	17%	15%	5%	12%	24%	34%	40%	29%	13%	5%
2025 July Weekday	0%	1%	2%	3%	6%	11%	19%	21%	13%	20%	24%	43%	56%	53%	30%	10%
2025 August Weekday	0%	2%	2%	4%	6%	9%	23%	25%	17%	21%	21%	34%	40%	33%	16%	4%

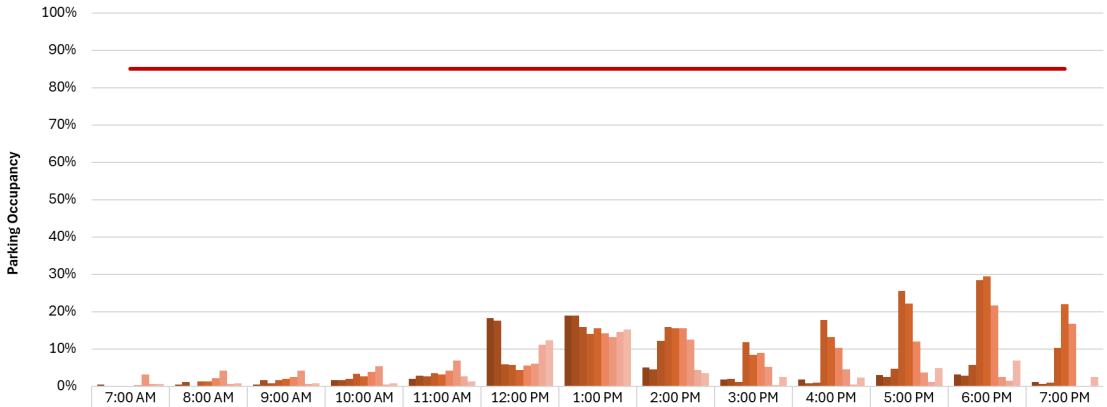
Figure 3b: Average weekday parking occupancy during the on-season

In the off-season (Figures 3c and 3d), parking occupancy remains generally lower but still demonstrates regular use, especially on weekends. Weekend demand (Figure 3c) rises steadily through early afternoon, with limited but noticeable peak periods in spring and early fall. Weekdays (Figure 3d) show minimal variation and consistently low occupancy, indicating reduced activity during non-peak months.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekend	0%	0%	0%	1%	2%	5%	11%	21%	25%	22%	11%	8%	3%
2025 February Weekend	1%	1%	1%	1%	2%	3%	6%	8%	8%	6%	6%	4%	2%
2025 March Weekend	1%	7%	12%	10%	13%	18%	26%	33%	35%	35%	25%	13%	2%
2025 April Weekend	11%	17%	19%	18%	18%	22%	34%	59%	83%	104%	109%	97%	18%
2025 May Weekend	4%	5%	10%	9%	14%	27%	42%	72%	92%	101%	107%	106%	53%
2025 September Weekend	1%	4%	4%	4%	3%	3%	11%	21%	29%	38%	40%	38%	26%
2024 October Weekend	0%	1%	3%	4%	4%	3%	6%	16%	23%	28%	20%	11%	0%
2024 November Weekend	0%	1%	5%	5%	5%	3%	3%	3%	6%	8%	14%	20%	11%
2024 December Weekend	0%	0%	1%	1%	1%	1%	3%	3%	5%	3%	5%	4%	1%

Figure 3c: Average weekend parking occupancy during the off-season

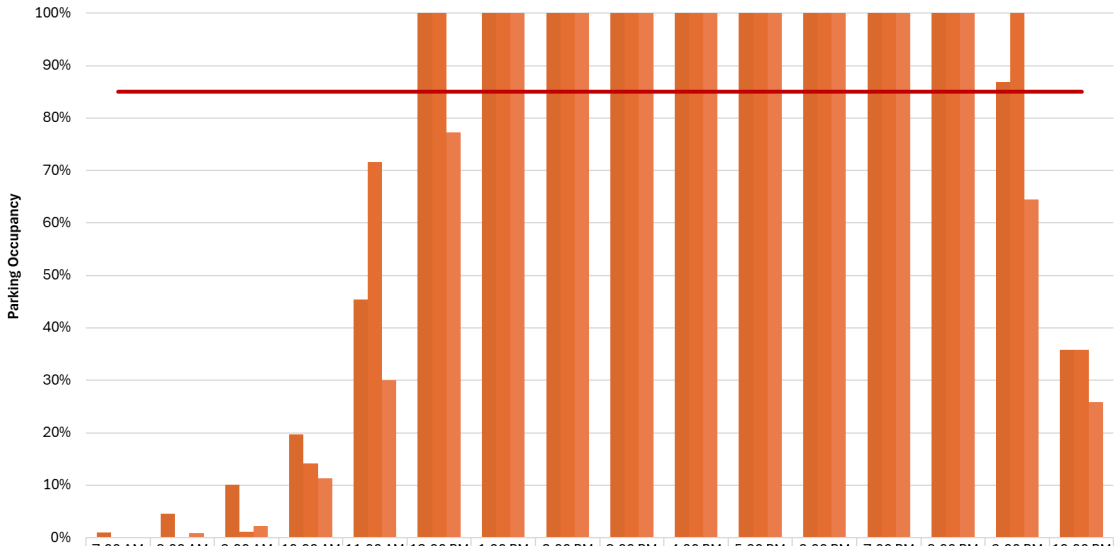


	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekday	0%	0%	0%	2%	2%	18%	19%	5%	2%	2%	3%	3%	1%
2025 February Weekday	0%	1%	2%	2%	3%	18%	19%	4%	2%	1%	3%	3%	1%
2025 March Weekday	0%	0%	1%	2%	3%	6%	16%	12%	1%	1%	5%	6%	1%
2025 April Weekday	0%	1%	2%	3%	3%	6%	14%	16%	12%	18%	26%	28%	10%
2025 May Weekday	0%	1%	2%	3%	3%	4%	16%	16%	8%	13%	22%	29%	22%
2025 September Weekday	0%	2%	3%	4%	4%	6%	14%	16%	9%	10%	12%	22%	17%
2024 October Weekday	3%	4%	4%	5%	7%	6%	13%	12%	5%	4%	4%	2%	0%
2024 November Weekday	1%	1%	1%	0%	3%	11%	14%	4%	0%	0%	1%	1%	0%
2024 December Weekday	1%	1%	1%	1%	1%	12%	15%	4%	3%	2%	5%	7%	3%

Figure 3d: Average weekday parking occupancy during the off-season

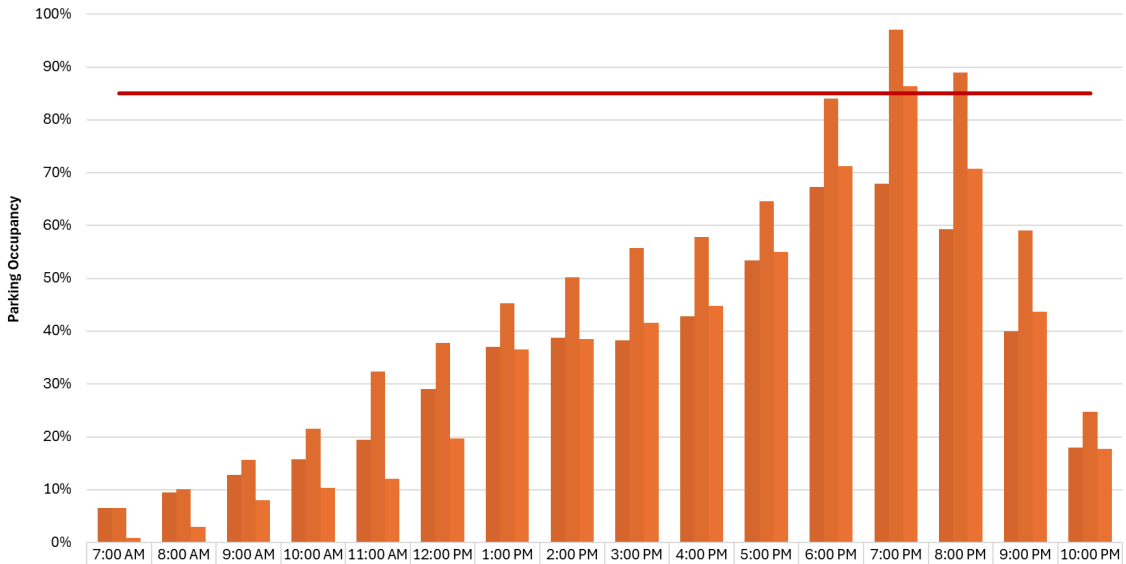
4. Murray Street from Columbia Street to the 2900 block

Figures 4a through 4d illustrate pronounced differences in parking utilization across seasons and day types. During the on-season, parking demand surges sharply through the late morning, with weekend use (Figure 4a) consistently exceeding capacity by midday and maintaining exceptionally high occupancy through the afternoon and early evening. Weekday patterns (Figure 4b) show a steadier buildup, with the busiest hours occurring between 5 PM and 8 PM.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekend	1%	5%	10%	20%	45%	111%	151%	183%	208%	205%	190%	194%	186%	140%	87%	36%
2025 July Weekend	0%	0%	1%	14%	72%	140%	201%	235%	260%	258%	244%	236%	218%	173%	112%	36%
2025 August Weekend	0%	1%	2%	11%	30%	77%	139%	165%	183%	190%	178%	178%	163%	120%	65%	26%

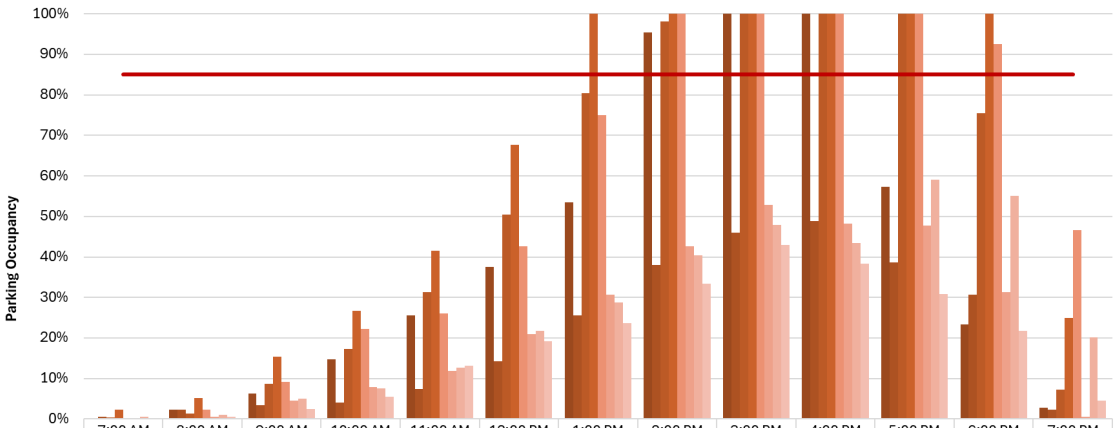
Figure 4a: Average weekend parking occupancy during the on-season



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
2025 June Weekday	6%	10%	13%	16%	19%	29%	37%	39%	38%	43%	53%	67%	68%	59%	40%	18%
2025 July Weekday	7%	10%	16%	22%	32%	38%	45%	50%	56%	58%	65%	84%	97%	89%	59%	25%
2025 August Weekday	1%	3%	8%	10%	12%	20%	37%	39%	42%	45%	55%	71%	86%	71%	44%	18%

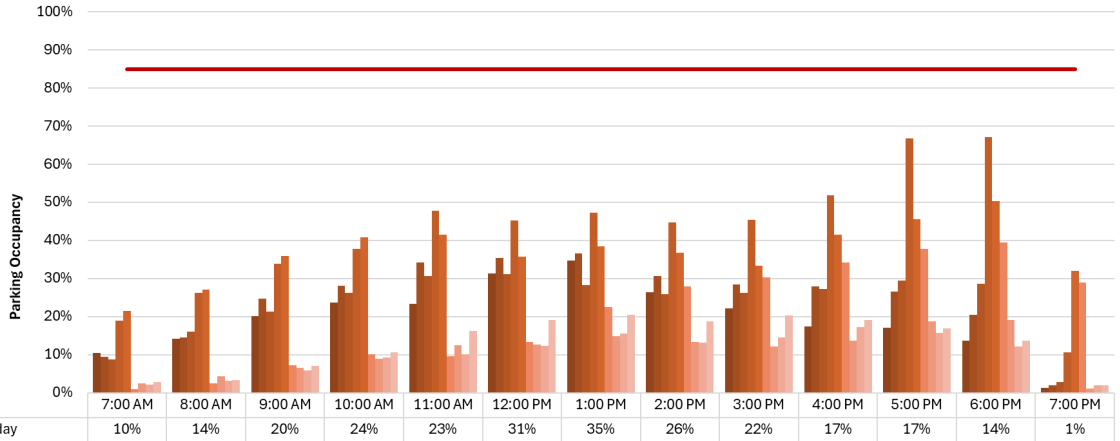
Figure 4b: Average weekday parking occupancy during the on-season

In the off-season (Figures 4c and 4d), parking levels remain moderate but display clear daily rhythms. Weekend use (Figure 4c) still shows mid-afternoon peaks, particularly during transitional months, while weekday occupancy (Figure 4d) stays comparatively balanced, with gradual increases toward midday and small late-afternoon rises.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekend	0%	2%	6%	15%	26%	38%	53%	95%	124%	108%	57%	23%	3%
2025 February Weekend	1%	2%	3%	4%	7%	14%	26%	38%	46%	49%	39%	31%	2%
2025 March Weekend	0%	1%	9%	17%	31%	50%	80%	98%	120%	126%	103%	75%	7%
2025 April Weekend	2%	5%	15%	27%	41%	68%	107%	160%	193%	197%	190%	145%	25%
2025 September Weekend	0%	2%	9%	22%	26%	43%	75%	102%	120%	127%	120%	93%	47%
2024 October Weekend	0%	1%	5%	8%	12%	21%	31%	43%	53%	48%	48%	31%	1%
2024 November Weekend	1%	1%	5%	8%	13%	22%	29%	40%	48%	43%	59%	55%	20%
2024 December Weekend	0%	1%	3%	6%	13%	19%	24%	33%	43%	38%	31%	22%	5%

Figure 4c: Average weekend parking occupancy during the off-season

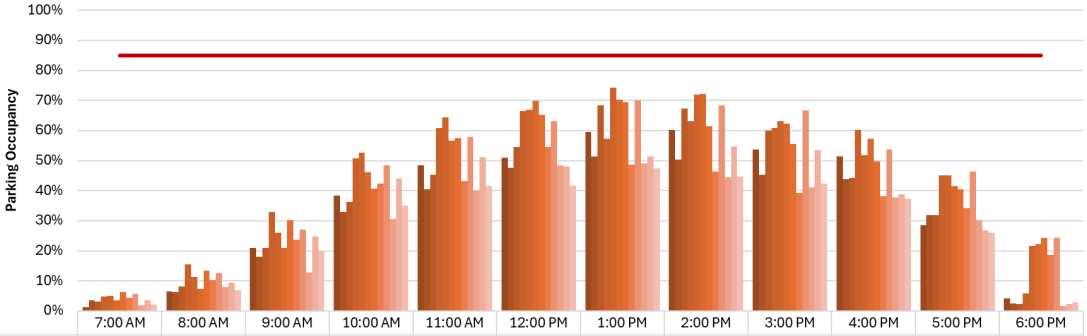


	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2025 January Weekday	10%	14%	20%	24%	23%	31%	35%	26%	22%	17%	17%	14%	1%
2025 February Weekday	10%	15%	25%	28%	34%	35%	37%	31%	28%	28%	27%	20%	2%
2025 March Weekday	9%	16%	21%	26%	31%	31%	28%	26%	26%	27%	29%	29%	3%
2025 April Weekday	19%	26%	34%	38%	48%	45%	47%	45%	45%	52%	67%	67%	11%
2025 May Weekday	21%	27%	36%	41%	42%	36%	38%	37%	33%	42%	46%	50%	32%
2025 September Weekday	1%	2%	7%	10%	10%	13%	23%	28%	30%	34%	38%	39%	29%
2024 October Weekday	3%	4%	7%	9%	12%	13%	15%	13%	12%	14%	19%	19%	1%
2024 November Weekday	2%	3%	6%	9%	10%	12%	16%	13%	15%	17%	16%	12%	2%
2024 December Weekday	3%	3%	7%	11%	16%	19%	20%	19%	20%	19%	17%	14%	2%

Figure 4d: Average weekday parking occupancy during the off-season

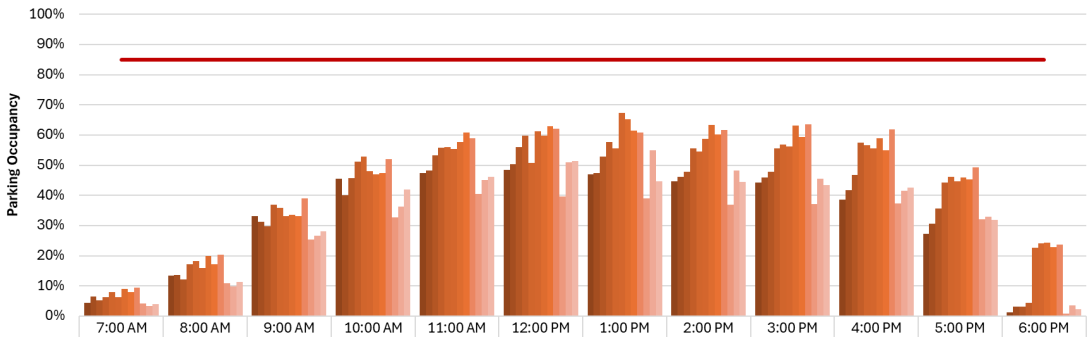
5. Suter Brook Village – Capilano Road from Morrissey Road to the start of the bridge over Suter Brook Creek, Morrissey Road from Murray Street to Capilano Road, and Suter Brook Way

Figures 5a and 5b illustrate consistent and moderately high parking utilization throughout the year. On weekends (Figure 5a), occupancy rises quickly through the morning, stabilizing between 60% and 75% from late morning through early afternoon. On weekdays (Figure 5b), parking activity follows a similar but slightly smoother pattern, with occupancy peaking around midday and early afternoon before tapering off later in the day. Overall, parking demand remains balanced across both weekends and weekdays.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
2025 January Weekend	1%	7%	21%	38%	48%	51%	60%	60%	54%	51%	29%	4%
2025 February Weekend	4%	6%	18%	33%	40%	48%	51%	50%	45%	44%	32%	3%
2025 March Weekend	3%	8%	21%	36%	45%	54%	68%	67%	60%	44%	32%	2%
2025 April Weekend	5%	15%	33%	51%	61%	66%	57%	63%	61%	60%	45%	6%
2025 May Weekend	5%	11%	26%	53%	64%	67%	74%	72%	63%	52%	45%	22%
2025 June Weekend	4%	7%	21%	46%	57%	70%	70%	72%	62%	57%	42%	22%
2025 July Weekend	6%	13%	30%	41%	58%	65%	69%	62%	56%	50%	40%	24%
2025 August Weekend	4%	10%	24%	42%	43%	54%	49%	46%	39%	38%	34%	19%
2025 September Weekend	6%	13%	27%	48%	58%	63%	70%	68%	67%	54%	46%	24%
2024 October Weekend	2%	8%	13%	31%	40%	48%	49%	44%	41%	38%	30%	2%
2024 November Weekend	4%	9%	25%	44%	51%	48%	51%	55%	54%	39%	27%	2%
2024 December Weekend	2%	7%	20%	35%	42%	42%	47%	45%	42%	37%	26%	3%

Figure 5a: Average weekend parking occupancy

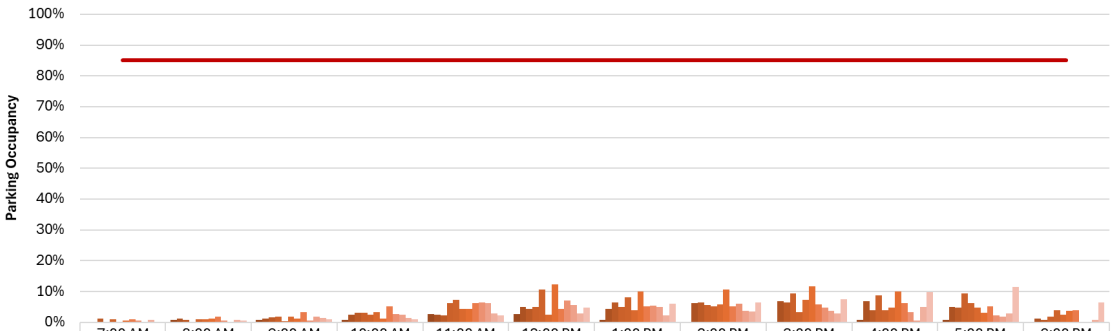


	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
2025 January Weekday	4%	14%	33%	45%	47%	49%	47%	45%	44%	39%	27%	1%
2025 February Weekday	6%	14%	31%	40%	48%	50%	47%	46%	46%	42%	31%	3%
2025 March Weekday	5%	12%	30%	46%	53%	56%	53%	48%	48%	47%	36%	3%
2025 April Weekday	6%	17%	37%	51%	56%	60%	58%	56%	56%	58%	44%	4%
2025 May Weekday	8%	18%	36%	53%	56%	51%	56%	55%	57%	57%	46%	23%
2025 June Weekday	6%	16%	33%	48%	55%	61%	67%	59%	56%	56%	45%	24%
2025 July Weekday	9%	20%	34%	47%	58%	60%	65%	63%	63%	59%	46%	24%
2025 August Weekday	8%	17%	33%	47%	61%	63%	62%	60%	59%	55%	45%	23%
2025 September Weekday	9%	20%	39%	52%	59%	62%	61%	62%	64%	62%	49%	24%
2024 October Weekday	4%	11%	25%	33%	40%	40%	39%	37%	37%	37%	32%	1%
2024 November Weekday	3%	10%	27%	36%	45%	51%	55%	48%	45%	42%	33%	4%
2024 December Weekday	4%	11%	28%	42%	46%	51%	45%	44%	43%	43%	32%	2%

Figure 5b: Average Weekday parking occupancy

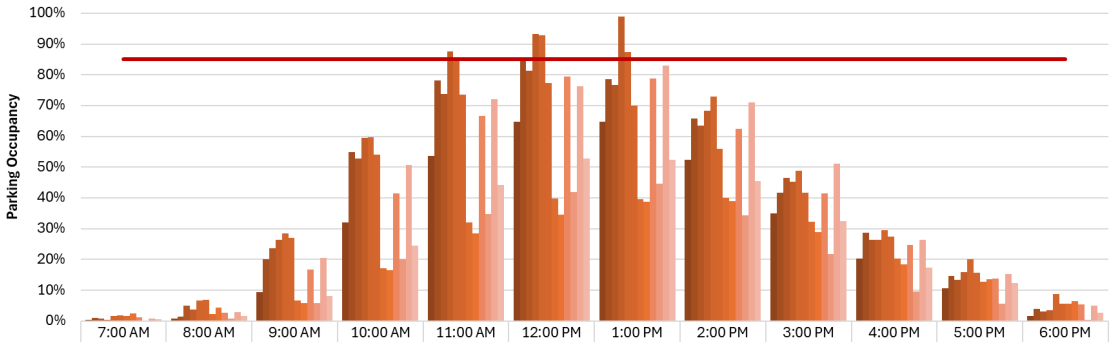
6. Ungless Way from Noons Creek Drive to Guildford Way

Figures 6a and 6b demonstrate low overall parking utilization across both weekends and weekdays. Weekend activity (Figure 6a) remains minimal, with occupancy seldom exceeding 10–12% even during midday hours. Weekday occupancy (Figure 6b) shows a stronger pattern, with noticeable peaks between late morning and early afternoon—reaching up to 90% at certain times—before tapering sharply later in the day. Overall, this location experiences light weekend activity but comparatively higher weekday demand.



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
2025 January Weekend	0%	1%	1%	1%	3%	3%	1%	0%	0%	1%	1%	0%
2025 February Weekend	0%	1%	1%	2%	2%	5%	4%	6%	7%	7%	5%	1%
2025 March Weekend	1%	1%	2%	3%	2%	4%	7%	7%	7%	4%	5%	1%
2025 April Weekend	0%	0%	2%	3%	6%	5%	5%	6%	9%	9%	9%	2%
2025 May Weekend	1%	1%	0%	2%	7%	11%	8%	5%	3%	4%	6%	4%
2025 June Weekend	0%	1%	2%	3%	4%	2%	4%	6%	7%	5%	5%	2%
2025 July Weekend	1%	1%	1%	1%	4%	12%	10%	11%	12%	10%	3%	4%
2025 August Weekend	1%	2%	3%	5%	6%	4%	5%	5%	6%	6%	5%	4%
2025 September Weekend	1%	1%	1%	3%	7%	7%	5%	6%	5%	3%	2%	0%
2024 October Weekend	0%	0%	2%	2%	6%	6%	5%	4%	4%	1%	2%	0%
2024 November Weekend	1%	1%	1%	1%	3%	3%	2%	4%	3%	5%	3%	1%
2024 December Weekend	0%	1%	1%	1%	2%	5%	6%	7%	8%	10%	11%	7%

Figure 6a: Average weekend parking occupancy



	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
2025 January Weekday	0%	1%	9%	32%	54%	65%	65%	52%	35%	20%	11%	2%
2025 February Weekday	1%	1%	20%	55%	78%	85%	79%	66%	42%	29%	15%	4%
2025 March Weekday	1%	5%	24%	53%	74%	81%	77%	64%	47%	26%	13%	3%
2025 April Weekday	0%	4%	26%	59%	88%	93%	99%	68%	45%	26%	16%	4%
2025 May Weekday	2%	7%	28%	60%	85%	93%	87%	73%	49%	29%	20%	9%
2025 June Weekday	2%	7%	27%	54%	73%	77%	70%	56%	42%	28%	16%	6%
2025 July Weekday	2%	2%	7%	17%	32%	40%	40%	40%	32%	20%	13%	6%
2025 August Weekday	2%	4%	6%	17%	29%	35%	39%	39%	29%	18%	14%	6%
2025 September Weekday	1%	3%	17%	42%	67%	79%	79%	62%	42%	25%	14%	5%
2024 October Weekday	0%	1%	6%	20%	35%	42%	45%	34%	22%	10%	6%	0%
2024 November Weekday	1%	3%	20%	51%	72%	76%	83%	71%	51%	26%	15%	5%
2024 December Weekday	1%	2%	8%	25%	44%	53%	52%	45%	32%	17%	12%	3%

Figure 6b: Average Weekday parking occupancy

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Finance and Technology Department – Financial Services Division
Subject: 2026-2030 Five-Year Financial Plan – Three Readings of Bylaw No. 3540

Purpose
To present the proposed 2026-2030 Five-Year Financial Plan Bylaw for consideration as directed by Council.

Recommended Resolution(s)

THAT City of Port Moody Financial Plan Bylaw, 2026, No. 3540 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026-2030 Five-Year Financial Plan – Three Readings of Bylaw No. 3540.

Executive Summary
The Finance Committee has deliberated over the 2026 Financial Plan covering the years 2026 to 2030 approving the Provisional budget in January 2026. Included for Council's consideration as **Attachment 1** is draft City of Port Moody Financial Plan Bylaw, 2026, No. 3540, which sets out expenditures, funding sources, and fund and reserve transfers as required under section 165 of the *Community Charter*.

The draft Financial Plan Bylaw represents a $3.6 million increase over 2025, represented by a $2.4 million tax increase and $1.2 million in Non-Market Change revenue (growth). Residential properties (Class 1) are projected to experience an approximate 3.95% tax increase (excluding storm drainage) based on data from the revised roll provided by BC Assessment. The net increase is comprised of the following budget changes:

- Revenue increases of $2,250,000;
- Net reserve transfer increase of $1,112,000;
- Salary, wage, and benefit increases of $2,122,000;
- Operating expense increase of $667,000;
- Increase to the Asset Levy of $619,000;
- New service of $216,000; and
- Net increase for Port Moody Police of $1,153,000.

To continue to fund the replacement of critical municipal infrastructure, the City is increasing the Asset Renewal Levy (the Levy) by $619,000, which is in line with the City's historic practice of increasing the asset levy by the equivalent of a 1% tax increase annually.

The new service for 2026 total $216,000. These include funding for two new Firefighter positions with July 1st start dates, ongoing cybersecurity risk monitoring, and staff engagement initiatives. Additional cultural and community initiatives are incorporated, such as contributions for Taste of the Tri‑Cities Chamber events, expanded programming for National Indigenous Peoples Day, a TRC Blanket Ceremony, and updated honorarium practices for Indigenous engagement. The total also includes the operating impacts of capital projects across departments. Together, these service impacts address operational needs, enhance community focused programming, and support the City's ongoing service delivery requirements.

The total provisional Capital budget, approved by the Finance Committee meeting on January 20, 2026 (*FC26/011*), is $27.7 million for 2026 ($90.5 million over the Five-Year Financial Plan).

Background

Section 165 of the *Community Charter* requires municipalities to annually prepare and adopt a balanced Financial Plan that encompasses the City's operating and capital requirements for a period of five years, beginning with the current year.

Embracing strategic planning not only instills confidence within the community but also ensures that decisions are sustainable in the long run. The Council 2023-2026 Strategic Plan outlines the goals and objectives for the term of office, underlining the commitment to financial sustainability. Recognizing that these goals must be both sustainable and balanced with fiscal responsibility, the Council remains steadfast in its pursuit of ensuring the community's wellbeing and future prosperity.

Financial sustainability is not only ensuring that the delivery of services is affordable now but also being mindful of the financial well-being of future generations. To be financially sustainable, an entity must look to diversify and reduce its reliance on any one source of revenue as much as possible. The City diversifies its revenue base between property tax, utility fees, development levies, program fees, permits and licence fees, investment income, and fines and penalties. Municipalities must have autonomy to set revenues and have unrestricted access over a certain portion of those revenues. Reliance on other levels of governments and agencies reduces the City's ability to achieve financial sustainability.

The annual budget process begins with specific Budget Guidelines that are approved by Council to guide staff to prepare a sustainable Financial Plan, which considers the following:

- the services and level of service residents expect;
- revenue including the relative level of taxation for residents;
- businesses and diversification options;
- the level of taxation subsidies for programs; and
- the level of funding for assets critical to deliver the services.

At the January 20, 2026 meeting, the Finance Committee provisionally approved the draft 2026–2030 Financial Plan, incorporating updates informed by public feedback collected through

the City's online engagement platform, engage.portmoody.ca, between October 27 and November 16, 2025. During this consultation period, residents explored proposed City initiatives, shared ideas, and highlighted concerns, particularly regarding potential tax impacts.

In addition to incorporating public feedback, Council also reviewed an updated submission from the Port Moody Police Department as well as newly identified revenues and expenditure reduction opportunities. This resulted in the approval of a provisional 2026 budget increase of $3.7 million, reducing the proposed property tax increase for the average household from 8.65% to 4.25%. Overall, the net operating budget was lowered by $2.7 million through revised revenue projections and targeted cost‑saving measures.

The reduction reflects a comprehensive package of adjustments, such as:

- additional non-market change tax revenue based on updated BC Assessment information;
- adjustments to investment income and other revenues;
- reduced E-Comm (911) charges;
- phased firefighter hiring;
- administrative savings;
- pausing the planned 1% increase to the Climate Action Levy; and
- continued use of accumulated surplus funds carried over from the 2025 budget.

The draft budget originally presented for public consultation proposed a $5.36 million (8.65%) increase and was shared with the community as part of the engagement process required under section 166 of the *Community Charter*. This process underscores the City's commitment to balancing essential services with responsible financial management, ensuring that property taxes and user fees remain aligned with community needs while meeting legislative requirements. Public input plays a vital role in helping City Council assess the effectiveness of financial decisions and ensure that resources are allocated efficiently to serve Port Moody residents.

The final 2026 Operating Budget reflects a total increase of $2.44 million, or 3.95%, which is slightly lower than the preliminary budget estimate of $2.63 million (4.25%) approved by the Finance Committee in January 2026. This represents a reduction of $189,000 from the provisional budget. Of this reduction, $99,000 is attributable to higher than anticipated in‑lieu revenue from BC Hydro, and a $90,000 increase in the Non‑Market Change (NMC) or growth‑related revenues based on the revised roll received from BC Assessment at the end of March 2026.

Discussion

The provisional 2026 Five-Year Financial Plan reflects several significant developments that continue to shape the City's financial landscape. Across British Columbia, local governments are facing elevated cost pressures driven by rising insurance premiums, higher construction and material costs, increased contracted service expenses, and growing software licensing and digital infrastructure needs. These challenges are echoed in provincial and regional budgets, including Metro Vancouver's 2026 budget, which highlights similar cost drivers and notes increases in utility fees tied to water and sewer infrastructure upgrades.

Recent provincial budget updates have also introduced new financial uncertainties for municipalities. The 2026 B.C. Budget announced tax increases, capital project delays, and substantial reductions to the provincial public sector workforce over the next three years. These changes reflect broader fiscal tightening at the provincial level, driven in part by ongoing deficits projected to reach $13.3 billion in 2026‑27. This environment may influence funding availability, grant programs, and regional service levels, adding an additional layer of complexity for local financial planning.

At the same time, the region continues to experience escalating impacts from climate-related events. Extreme weather and infrastructure stress highlight the importance of maintaining and strengthening the Climate Action Implementation Reserve. This reserve supports projects that reduce greenhouse gas (GHG) emissions, advance energy efficiency, and improve resilience across critical municipal assets. Ensuring continued investment in climate preparedness remains essential as the City works to meet its long-term sustainability commitments while navigating these broader economic and operational pressures.

Port Moody has emerged as a sought-after regional destination, thanks to its diverse offerings, including the Shoreline Trail, Rocky Point Park, Old Orchard Park, Sasamat Lake, Brewers Row, and more. As the city attracts more visitors, it is faced with the challenge of managing regional growth and transportation demand. Despite ongoing growth, Port Moody, like neighbouring municipalities, continues to face challenges in aligning revenue growth with increasing service demands. Moreover, the City is faced with a reciprocity challenge, as it is providing services to users from other growing municipalities, while also trying to match service levels with neighbouring cities such as Burnaby and Coquitlam who have access to other revenues (i.e. casinos).

Additionally, there is an unlevel regional playing field, as Port Moody is disadvantaged in terms of provincial policies and agreements regarding casino revenue sharing. All these factors present ongoing challenges for Port Moody as we strive to maintain our status as a regional destination while balancing the needs of its residents and visitors.

In accordance with the Budget Guidelines, which mandate the use of zero-based budgeting strategies, the financial plan was created with the goal of maintaining the 2025 service level as a baseline. Staff have proposed some adjustments to the baseline service level, which are deemed necessary to move the City forward.

The City launched public consultation before the provisional budget approval to provide Council valuable insights into residents' priorities. Between October 27 and November 16, 2025, participants could access the annual budget survey, review budget resources and FAQs, and submit questions and comments to staff.

The City received 321 survey responses – 316 (99%) of respondents were Port Moody residents and 28 (9%) owned or operated a business in Port Moody. Participation on the 2026 public budget consultation was up 23% from the 2025 participation rate (260). The feedback gathered remains valuable as one tool in informing the City's financial priorities. The results of the 2026 budget consultation were presented to the Finance Committee on November 18, 2025.

- 44% of survey respondents indicated that they received good (32%) or very good (12%) value in relation to the taxes and utility fees that they pay.
- 53% of survey respondents wanted to maintain current service levels (35%) or enhance service levels (18%) through a 2026 tax increase.
- 45% of respondents did not want a 2026 tax increase. 31% preferred to reduce service levels to keep the tax rate the same as last year, and 14% wanted an even further reduction in services to reduce the tax rate.
- 47% of respondents said to leave subsidies and user fees the way they are (no change), while 35% wanted subsidies decreased, so users pay more than they do now, 9% wanted subsidies removed entirely, and 7% wanted to increase subsidies so users pay less than they do now.
- 54% of survey respondents indicated that they strongly (27%) or mildly (27%) agreed with the City exploring an expansion of the pay parking program to additional areas with high parking demand and low turnover, while 35% expressed disagreement, including 10% who mildly disagreed and 25% who strongly disagreed.

The table below is a breakdown of the 2026 Operating budget drivers

	Amount $	Est. Tax Increase %
Revenue Increases	-2,250,000	-3.64%
Salary, Wages, and Benefits	2,122,000	3.43%
Operating Expenses	667,000	1.08%
Operating and Capital Reserves	1,112,000	1.80%
Sub Total – City	**1,651,000**	**2.67%**
Port Moody Police Department	1,153,000	1.86%
Sub Total - City and Police	**2,804,000**	**4.53%**
Capital Asset Levy	619,000	1.00%
Sub Total - City, Police, Levies	**3,423,000**	**5.53%**
Service Impacts	216,000	0.35%
Sub Total - Service Impacts	**216,000**	**0.35%**
Non - Market Growth	-1,200,000	-1.94%
Sub Total - Non - Market Growth	**-1,200,000**	**-1.94%**
2026 Financial Plan - Total Budget Increase	**2,439,000**	**3.95%**

Operating Financial Plan

1. Net Revenues – Development and construction related application and permit revenues, grant revenues, and program and user fees are projected to increase by $2,250,000 (3.64%). A significant portion of these increases are offset with reserve transfers noted in line #4 below.

2. Salaries, wages, and benefits are increasing by roughly $2.12 million, or 3.43 percent, reflecting anticipated collective agreement adjustments, cost-of-living compensation, and increases to employer-paid benefits such as WorkSafeBC premiums, extended health

plans, CPP and EI contributions, and the Employer Health Tax. The second-year phase‑in of a firefighter position adds approximately $136,000 to the overall cost. Utility recoveries reduce expenses by about $309,500, helping to offset the overall increase.

Additionally, about $710,000 in salary and benefit costs is fully funded through development reserves, external grants, and capital projects, with equivalent funding offsets, resulting in no tax impact for that portion of staffing.

3. Operating expenses are projected to increase by approximately $667,000, or 1.08 percent. This change reflects inflationary pressures and contractual increases across areas such as contracted services, professional services, supplies and materials, communications, equipment, and insurance. While a few cost categories, including E-Comm charges, internal garage charges, and utilities, show small decreases, the general trend reflects rising operating costs required to maintain service delivery.

4. Transfers to and from reserves are increasing by approximately $1.11 million, or 1.80 percent. This includes contributions to revenue-offset reserves, funding for the Rocky Point Reserve, and transfers from Accumulated Surplus as a contingency for anticipated revenues that are currently under negotiations. These reserve movements correspond with increased development-related revenues and operational commitments.

5. The Port Moody Police Department's provisional budget submission is anticipated to represent an increase of $1,153,300 (1.86%).

6. The subtotal for operations, including City and Police, has an increase of $2,804,000 (4.53%).

7. As noted in the 2025 Financial Plan Guidelines, the Capital Asset Levy has increased by an estimated 1% or $619,000. This is consistent with past practice and ensures that the Asset Reserve and associate capital envelopes have sufficient funds to renew and replace critical city infrastructure.

8. The total 2026 budget increase, before the City's response to service impacts, is $3,423,000 (5.53%).

<u>Service Impacts</u>

9. Fire Rescue $136,000 – Two new firefighter positions with July 1 start dates to support increased service demands resulting from community growth.

10. The proposed funding allocates an additional $80,000 across workforce engagement, community partnerships, digital security, and reconciliation commitments, including:
    - $21,000 for staff engagement initiatives to recognize employees and strengthen workplace culture;
    - $2,000 for City participation in the Taste of Tri-Cities Chamber event to enhance community presence;

- $15,000 for year one of a two-year cybersecurity risk monitoring program to improve digital security;
- $5,000 to support expanded National Indigenous Day programming;
- $10,000 for a TRC Blanket Ceremony to advance Truth and Reconciliation commitments;
- $6,000 to provide culturally appropriate honoraria for Indigenous engagement;
- $21,000 to address ongoing operating impacts arising from completed capital projects.

New Revenue

11. Growth or Non-Market Change (NMC) refers to increases in taxable property values that are not driven by market fluctuations, as determined by BC Assessment. The 2026 NMC has been calculated at $1,200,000 based on the revised roll received from BC Assessment at the end of March 2026. This is a significant reduction from preliminary estimates of $1,110,000 used during preliminary budget discussions.

    While NMC does not affect the City's planned budgeted expenses or the total revenue requirement, it does generate additional tax revenue from new development and improvements. This expanded tax base helps moderate tax increases for existing property owners by distributing the tax levy across a larger number of properties.

2026-2030 Capital Financial Plan

Port Moody, like other cities across Canada, also continues to be challenged with the capital funding required for the maintenance, repair, and replacement of its critical assets and infrastructure. The national capital infrastructure funding deficit continues to consume tax capacity that has been traditionally directed towards operations as cities try to close the identified infrastructure funding gap. Cities are having to substitute taxation as a capital funding source as traditional capital funding sources, such as federal and provincial grants and land sales, continue to be uncertain.

Port Moody City Council has been very proactive and progressive in addressing this problem by implementing the Capital Asset Levy as a reliable and sustainable capital funding source and has historically increased the Asset Levy annually to address the capital funding gap. The asset levy will increase in 2026 and is proposed to increase annually throughout the Five-Year Financial Plan to advance funding stability for ongoing renewal and replacement of critical municipal infrastructure.

The following table summarizes the proposed projects by department across the five years of the Financial Plan.

Department	Total Project Count	2026	2027	2028	2029	2030
City Administration	**2**	215,000	150,000	125,000	125,000	125,000
Community Development	**9**	237,300	71,800	12,500	12,500	
Community Services	**148**	6,490,700	5,566,100	3,886,800	6,045,300	3,832,400
Corporate Services	**5**	105,000	15,000	15,000		

Engineering & Operations	**119**	6,337,100	10,764,300	3,515,500	4,721,900	3,248,900
Finance & Technology	**23**	1,384,500	281,000	205,000	1,080,000	150,000
Fire Rescue	**3**	39,000	120,000			
Library	**1**	44,000				
Police	**38**	1,403,700	353,100	244,000	792,900	805,500
Utilities	**28**	10,760,300	5,334,600	6,016,100	3,790,000	3,742,800
	376	**27,016,600**	**22,655,900**	**14,019,900**	**16,567,600**	**11,904,600**

The Five-Year Financial Plan contains over $92.2 million in proposed projects for years 2026 through 2030. 2026 has a total of $27.0 million project submissions from nearly all departments. Funding for the proposed projects comes from multiple City reserves and other external funding sources. Most City reserves are balanced for the Five-Year Financial Plan, although many have significant opening balance deficits and are not balanced until the later portion of the Five-Year Financial Plan (2029/2030).

In 2026, the City continues to invest in essential infrastructure, public spaces, climate resilience, and service modernization.

- **City Facilities and Infrastructure Upgrades**

  In 2026, facility investments focus on major renewals and safety upgrades across civic buildings. Key work includes the *Arena 1 Lobby Washrooms* and *Arena 1 Lobby Upgrade* at the Recreation Complex, the *Glenayre Centre Drain Tile Rebuild*, the *Civic Centre Lighting Retrofit*, and ongoing *Emergency Capital Repairs*. The year also includes the *Civic Centre Glass Canopy Gutter Replacement*.

- **Parks, Recreation, and Public Spaces**

  Parks projects emphasize safe access, playground renewal, and the rehabilitation of aging infrastructure. Major initiatives include replacement of the *Turner Creek Bridge* and *Hett Creek Bridge*, installation of a *Natural Playground Feature* at Twin Creeks, upgrading the *Easthill 2–5-year playground*, resurfacing *Pioneer Park pathways*, and completing *Shoreline North trail and boardwalk repairs*.

- **Climate Action and Environmental Initiatives**

  Environmental work continues to advance the Climate Action Plan through ecosystem restoration and risk reduction. Top projects include *Natural Area Protection in wildfire fuel treatment zones*, *Ecological Restoration and Enhancement*, *Targeted Knotweed Removal*, *Erosion and Sediment Control Audits*, *Erosion and Revegetation Response*, and ongoing *Fish Passage and Habitat Enhancement* to protect sensitive waterways.

- **Roads, Transportation, and Traffic Management**

  Transportation improvements focus on rehabilitation, accessibility, and operational upgrades. Significant projects include the *Local Road Network Reconstruction Program*, *Ioco Road MRN Rehabilitation*, *Pedestrian Walkways and Accessibility Rehabilitation*, *Barnet CPKC Overpass seismic and deck work*, ongoing *Traffic Signal Asset Management*, and *St. Johns Street video actuation upgrades*.

- **Water, Sewer, and Drainage Utilities**

Utilities work represents some of the City's largest infrastructure investments. Priority projects include the *Sanitary Sewer Infrastructure Program*, *Water Network Renewal Program*, *Storm Drainage Infrastructure Program*, and major *Moody Centre drainage improvements*. Additional key work includes upgrades to *PRV stations* and the *Parkside Drive Trail Bridge Replacement*, which protects a critical sanitary main.

- **Digital Transformation and Corporate Systems**

Modernization efforts continue with the *Records Management Renewal Project*, implementation of the *M365 Governance Pilot*, and the *Community Case Management Pilot* to improve customer service. Supporting technology upgrades include the *Firewall Replacement*, *ITIL Service Delivery Implementation*, and *Learning Management System Replacement*.

- **Community, Emergency, and Strategic Initiatives**

The City advances community engagement, emergency readiness, and long-term planning through the *South of St. Johns Neighbourhood Plan engagement*, *Development Approval Process improvements*, and the *Economic Development Work Plan*. Additional priorities include *Truth and Reconciliation Phase 2*, creation of a *Community Emergency Response Team*, and ongoing *Extreme Weather Preparedness Education*.

The following table highlights the top ten projects for 2026 by budget (dollars).

Port Moody Capital Plan

Top 10 Projects (by dollar)

Project ID	Project Name	Climate Action Plan	Priority	2026	Percentage of Total Projects
SD26010	Sewer Capital Infrastructure Program (Linear and Non-Linear)	Infrastructure	3. High	2,765,000	10%
WT26009	Water Network Infrastructure Asset Renewal Program	Infrastructure	3. High	2,160,000	8%
DR26009	Storm Drainage Improvements - Moody Centre	Infrastructure	3. High	1,659,000	6%
WT26023	Water Network Infrastructure Asset Renewal Program (Non-Linear)	Infrastructure	3. High	1,525,000	6%
EN26006	Local Road Network (LRN) Road Reconstruction Program	Not Applicable	3. High	1,000,000	4%
EN26009	Major Road Network (MRN) Road Rehabilitation Program	Not Applicable	3. High	750,000	3%
SO26010	OP088 - Replace 20 Mack Garbage Truck LR	Not Applicable	1. Pre-Approved	661,600	2%
FL26051	OP - Replace OP079 - 2018 Peterbilt Elgin Crosswind	Infrastructure	1. Pre-Approved	620,000	2%
FL26052	OP - Replace OP080 - 2018 Freightliner 108SD Dump SNIC ***	Transportation & Mobility	1. Pre-Approved	597,300	2%
DR26007	Storm Drainage Capital Infrastructure Program (Linear and Non-Linear)	Infrastructure	3. High	575,000	2%
Total - Top 10 Projects (by dollar)				**$ 12,312,900**	**46%**

Total Property Charges

The 2026 Financial Plan presented for Council's approval results in an estimated total residential (Class 1) property tax charge increase of 3.95% for the average household assessed at $1.22 million for 2026, or $121 for the year ($2.35 per week). The total blended property charge, which includes property tax and utility levies, is estimated at approximately $3,316 for the average household, an increase of 4.00% from 2025.

Tax Policies

Municipalities are required by the Province to include municipal taxation objectives and revenue policies in their five-year financial plan to enhance the City's accountability and transparency in reporting to the public regarding the following:

- the proportion of total revenue that comes from each of the funding sources described in section 165(7) of the *Community Charter*;
- the distribution of property taxes among the property classes; and
- the use of permissive tax exemptions including revitalization tax exemptions.

The City's policies were reviewed with the Finance Committee at its February 17th, 2026, meeting. Schedule B of the attached draft Bylaw states the City's current Revenue Policy Disclosure – Policies and Objectives.

The Province's continued use of tax capping, specifically in relation to the *Ports Property Tax Act* (PPTA), results in the Council approved tax increase not being applied to specific port properties. Council's longstanding tax policy has been to keep the proportional increase within the tax class, resulting in other class 4 (heavy industry) properties absorbing an additional tax burden.

Asset Management

In 2014, Council formulated a set of financial principles into the development of the City's Long-Term Strategic Financial Framework (LTSFF) that was intended to move the City towards financial sustainability. The financial principles approved as part of the LTSFF are referenced during budget deliberations to ensure consistency year-over-year in the formulation of the City's annual capital and operating plans.

In addition, City Council also adopted the first phases of its Asset Management Investment Plan (AMIP) that identified the annual funding requirement for the maintenance and replacement of the City's critical assets. As a result of this analysis, the City was able to quantify its annual infrastructure funding gap and develop a strategy to close the gap over the long term. The AMIP is used by Council as the guiding document to prioritize capital projects for development of the City's five-year capital plans for existing assets.

Other Option(s)

1. THAT the 2026-2030 Five Year Financial Plan be referred back to staff and/or the Finance Committee for further deliberations, acknowledging that the Financial Plan Bylaw and Tax Rates Bylaw must be adopted before May 12, 2026, in accordance with the *Community Charter*.

2. THAT the 2026 Financial Plan be amended, recognizing that the mill rates in the Tax Rates Bylaw will need to be recalculated by Finance staff prior to presentation for first three readings.

Financial Implications

Financial implications are as detailed and set out above.

Communications and Civic Engagement Initiatives

Notification of Council's consideration of the 2026-2030 Financial Plan Bylaw was provided in accordance with City of Port Moody Public Notice Bylaw, 2023, No. 3430. Budget deliberations have been open to the public and information posted and updated on the website.

The 2026 Budget Consultation was facilitated through engage.portmoody.ca, the City's online engagement hub where participants register to learn about the City's plans and projects, share ideas, and provide feedback. Between October 27, 2025, and November 16, 2025, participants had access to a budget survey, budget resource information, FAQs, and could pose questions to staff. Participation on the 2026 public budget consultation was 321 up 23% from the 2025 participation rate (260) . The results from the public consultation undertaken for the 2026-2030 Five-Year Financial Plan were presented to the Finance Committee on November 18, 2025.

Council Strategic Plan Objectives

The City has a three-step planning process that starts with the development of Council's Strategic Plan goals and objectives, followed by the development of a staff Work Plan that identifies the tasks needed to achieve the goals and objectives. The Financial Plan supports these plans by aligning financial resources to the strategic priority areas of Sustainable Core Service, Healthy Community Development, Resilient Natural Environment, and a Vibrant and Prosperous Community.

The recommendation in this report aligns with the following Council Strategic Plan Goal(s):

- Strategic Goal 1.1 – Prioritize Core Services; and
- Strategic Goal 1.2 – Ensure Financial Sustainability.

Attachment(s)

1. Draft City of Port Moody Financial Plan Bylaw, 2026, No.3540.

Report Author

Paul Rockwood, CPA, CGA, CRM
Chief Financial Officer
General Manager of Finance and Technology

Report Approval Details

Document Title:	2026-2030 Five-Year Financial Plan – Three Readings of Bylaw No. 3540.docx
Attachments:	- Attachment 1 - Draft City of Port Moody Financial Plan Bylaw, 2026, No. 3540.pdf
Final Approval Date:	Apr 20, 2026

This report and all of its attachments were approved and signed as outlined below:

Paul Rockwood, General Manager of Finance and Technology - Apr 16, 2026

Anna Mathewson, City Manager - Apr 20, 2026

Attachment 1

City of Port Moody

Bylaw No. 3540

A Bylaw to establish the budget for the 2026-2030 Five-Year Financial Plan.

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

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Financial Plan Bylaw, 2026, No. 3540”.

2. Repeal

2.1 City of Port Moody Financial Plan Bylaw, 2025, No. 3508 and all amendments thereto are hereby repealed.

3. Attachments and Schedules

3.1 The following schedules are attached to and form part of this Bylaw:

- Schedule A – Financial Plan, 2026; and
- Schedule B – 2026 Revenue Policy Disclosure – Policies and Objectives.

4. Severability

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

Read a first time this ____ day of_____, 2026.

Read a second time this ____ day of_____, 2026.

Read a third time this ____ day of_____, 2026.

Adopted this ____ day of_____, 2026.

M. Lahti
Mayor

S. Lam
Corporate Officer

DRAFT

I hereby certify that the above is a true copy of Bylaw No. 3540 of the City of Port Moody.

_____

S. Lam
Corporate Officer

DRAFT

Schedule A to Bylaw No. 3540

Financial Plan, 2026

	2026	2027	2028	2029	2030
REVENUES					
Taxation	$ 67,006,315	$ 72,270,665	$ 76,242,027	$ 80,219,759	$ 84,801,370
Sales, Fees and User Charges	$ 31,734,254	$ 33,137,222	$ 35,105,972	$ 37,100,794	$ 39,514,574
Other Revenue	$ 16,864,564	$ 17,289,229	$ 13,562,176	$ 13,517,875	$ 13,564,247
Development Levies	$ 3,435,467	$ 0	$ 0	$ 0	$ 0
	$ 119,040,599	$ 122,697,116	$ 124,910,174	$ 130,838,429	$ 137,880,191
EXPENSES					
Operating Expenses	($ 123,542,481)	($ 116,712,792)	($ 121,371,102)	($ 126,409,168)	($ 132,359,069)
SURPLUS/(DEFICIT)	($ 4,501,882)	$ 5,984,324	$ 3,539,072	$ 4,429,261	$ 5,521,123
NON-CASH ITEMS					
Amortization	$ 13,443,410	$ 14,787,752	$ 16,266,527	$ 17,893,179	$ 19,682,497
	$ 13,443,410	$ 14,787,752	$ 16,266,527	$ 17,893,179	$ 19,682,497
Cash Items					
Capital Expenditures	($ 76,416,397)	($ 19,860,500)	($ 11,467,100)	($ 14,138,300)	($ 9,585,700)
Debt principal repayment	($ 1,142,714)	($ 1,028,198)	($ 1,010,470)	($ 1,027,723)	($ 1,026,874)
	($ 77,559,111)	($ 20,888,698)	($ 12,477,570)	($ 15,166,023)	($ 10,612,574)
TRANSFERS FROM					
Accumulated Surplus	$ 895,100	$ 0	$ 0	$ 0	$ 0
Equip. Replace. Reserve Fund	$ 4,682,914	$ 3,499,166	$ 1,672,101	$ 3,346,810	$ 1,623,155
Land Sales Reserve Fund	$ 347,342	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Reserves/Funds	$ 90,063,085	$ 25,411,102	$ 20,423,244	$ 21,452,565	$ 18,797,426
	$ 95,988,441	$ 29,160,268	$ 22,345,345	$ 25,049,376	$ 20,670,581
TRANSFERS TO					
Equip. Replace. Reserve Fund	($ 2,224,572)	($ 2,404,275)	($ 2,527,091)	($ 2,620,732)	($ 2,674,910)
Reserves/Funds	($ 25,146,287)	($ 26,639,371)	($ 27,146,283)	($ 29,585,061)	($ 32,586,716)
	($ 27,370,859)	($ 29,043,646)	($ 29,673,374)	($ 32,205,793)	($ 35,261,627)
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 0

DRAFT

Attachment 1

Schedule B to Bylaw No. 3540

2026 Revenue Policy Disclosure – Policies and Objectives

Requirement: The proportion of total revenue proposed to come from each funding source

The City receives revenue from various funding sources. The greatest proportion of revenue generated by the City is from property taxes. Property taxes are a stable and consistent revenue source for many services, including protective, community, and transportation services that would be complicated to fund on a user-pay basis. For this reason, property taxation will continue to be the City's major source of revenue.

The second largest revenue source is user fees and charges. User fees are applied to City services such as water, sewer, garbage, and recycling as a means of fairly apportioning the value of that service to those who use the service.

Council has been committed to developing a sustainable infrastructure replacement plan by moving towards a pay-as-you-go strategy for infrastructure replacement. This is put into practice through the process of transferring a portion of tax revenues to the Asset Reserve. These funds are then set aside for use as capital funding in recognition that other more historical capital revenue sources, such as land sales, are finite capital funding sources and are not as available in the future.

Policy:

Council is committed to reducing taxation in favour of the following practices:

- fees and charges are reviewed annually to maximize the revenues from services and also to ensure that they are in line with the market rates for similar services or programs;
- costs for services can be recovered from general taxation or charged specifically to the users of the services. Council has recognized that costs of some services could be more fairly recovered from user fees than property taxes, and has, where feasible and fair, shifted the financial burden of municipal services from property taxes to user fees. However, with respect to user fees, Council is also concerned that the overall interests of the community may not always be best served by these shifts. Savings transferred from taxpayers by shifting costs to users also shift a financial burden to some service users that cannot absorb the shifts which, in turn, reduces universal access to services;
- senior government and other agency grant opportunities are applied for and leveraged wherever possible as an external source of revenue to supplement scarce capital and operating property taxation revenues. However, Council has been careful when pursuing federal and provincial funds and other grant opportunities, taking into consideration the full-cost implications. The City's Long-Term Strategic Financial Framework, a document designed to steer the City towards financial sustainability, states that the City will not rely on grant funding and will only pursue grants that align with established community priorities;

DRAFT

- when certain and applicable City land parcels have been identified for development, leasing opportunities rather than straight land sales are a consideration as ownership of City land inventories can be retained while still generating ongoing and sustainable lease, tax, and utility revenue streams, thereby reducing property taxation. Alternatively, the City could maintain those City land inventories through land swaps or land sales and repurchase of other strategic land parcels, when contemplating land development opportunities of City lands; and
- wherever possible, the City maximizes land values by leveraging development opportunities to provide community amenities. Also, new developments generally should fund new increased infrastructure requirements.

Objective:
The 2026 Financial Plan includes the following distribution of revenue:

Table 1: Proportions of Total Revenue

Revenue Source	% Total Revenue
Municipal Taxation	56.3%
Fees and Charges	31.0%
External Grants	1.5%
Government Contributions	3.3%
Investment Revenue	0.8%
Payment in Lieu of Taxes	1.3%
Other	5.8%
TOTAL	100.0%

Requirement: The distribution of property taxes among the property classes
The City has delineated six property tax classes within the City, with separate rates levying taxes to six different types of property. Class 4 Major Industry has three rates, two of which are set by the Province to cap certain port properties to encourage new investments in those properties. The City's tax rate ratios are relatively consistent over the years except for classes where external forces, such as provincial capping and assessment calculation practices, are mandated by the Province.

Table 2 provides the distribution of property tax revenue among the property classes. Table 3 provides the comparison of the mill rates among the property taxes.

DRAFT

Table 2: Distribution of property tax revenue among the property classes (2026)

Property Class	% Property Tax
Residential (1)	68.11
Utilities (2)	0.24
Supportive Housing (3)	0.00
Major Industry – Other (4)	12.64
Major Industry – Ports (4)	2.35
Major Industry – Ports (New Investments) (4)	0.77
Light Industry (5)	1.60
Business (6)	14.04
Managed Forest Land (7)	0.00
Recreation (8)	0.25
Farm (9)	0.00
TOTAL	100.00

Table 3: Distribution of property tax mill rates (2026)

Property Class	Ratio
Residential (1)	1:1
Utilities (2)	14.74:1
Major Industry – Other (4)	15.76:1
Major Industry – Ports (4)	10.13:1
Major Industry – Ports (New Investments) (4)	8.29:1
Light Industry (5)	4.22:1
Business (6)	1.93:1
Recreation (8)	0.88:1

Policy:

Taxation versus Services Consumed

Property taxation is an *ad valorem* tax system, which means that taxes are based on the assessed value of real property (land and improvements). Therefore, the City does not relate the amount of the tax levied on each individual property with the amount of service the City provides each property. Similarly, the City does not levy its taxes based on the number of occupants in a household using services as taxes are not user fees. Further to this, Council commits to ongoing reviews with the objective of establishing a tax policy that best distributes property taxes among the property classes.

Tax Class Capping

Council is concerned with the distribution of property taxes for classes where provincial capping has been legislated. Provincial tax rate capping can affect the equity of the allocation due to the capping being only applied to certain properties within the class:

- the *Ports Property Tax Act* – 2004 restricts the municipal tax rates to $27.50 per $1,000 of assessment value. Eligible new construction relating to port properties is taxed at $22.50 per $1,000 of assessment value. The Province provides an annual grant to the City to assist in offsetting the cap, but since the grant is indexed to inflation and the tax increase may be higher, other taxpayers within the class are allocated the variance;

DRAFT

- Class 2 Utilities with respect to the *Local Government Act 329/96* is capped at the greater of $40 or 3.28 times Class 6 Business/Other; and
- Bill 42 (Bill 42 – *2018 Assessment Amendment Act*, 2018) has a significant impact on the City's autonomy over property taxation. The introduction of Bill 42 held a certain property valuation to current use rather than the highest and best use as is the case for all other properties. The restriction on this property resulted in all other properties paying more tax to compensate for this reduction in property value.

Allocating the Tax Burden

After the provincial restrictions or capping of tax rates are met, the tax rates for the remaining classes are established by adding the Council approved tax increase to distribute the tax burden as equitably as possible across all tax classes, using a fixed share approach. Port Moody reviews its tax rates and the revenue derived from the different property tax classes periodically, and strives to keep the tax rates comparable to neighbouring jurisdictions. As mentioned, Council's policy is to allocate the tax increase equitably to each of the different tax classes recognizing that all tax classes have their own financial challenges.

The impact to tax rates can appear inequitable in some classes even though the tax dollars paid rise more equitably. The reason some tax rates rise more while other tax rates remain more constant is due to the fact that the assessed values, on which the tax rates are based to generate the required revenues, can move in different directions by class as well. When assessed values move in opposite directions for certain classes, the tax rates also need to move in step to keep the tax dollars paid equitable. Over time, tax rates moving in opposite directions to adjust for assessed values moving in opposite directions create significant variances in the tax rates between the classes. The only equity Council can achieve, without purposely directing tax shifts, is to try to keep the percentage increases to the tax dollars paid as equitable as possible.

Objective:

The 2026 Financial Plan includes minor changes in the distribution of property taxes among the property classes. Council's informal policy is to spread the tax burden equitably to each taxpayer in each class.

Requirement: The use of permissive and revitalization tax exemptions

Section 224 of the *Community Charter* provides Council with the authority to grant permissive property tax exemptions on land or improvements.

In 2025, Council approved the list of permissive tax exemptions granted for the 2026 taxation year and the estimated amount of tax revenue foregone. The list demonstrates the policy of Council that permissive exemptions are granted to not-for-profit institutions, including religious, historical, and cultural institutions that form a valuable part of our community.

DRAFT

The City provided 2026 permissive tax exemptions to:

- Anglican Church;
- Association of Neighbourhood Houses of BC DBA Sasamat Outdoor Centre;
- Catalyst Community Developments Society
- Catholic Church;
- City of Port Moody;
- City of Port Moody/YMCA;
- Community Ventures Society;
- House of Omeed;
- Kinsight Community Society;
- Mennonite Church;
- Port Moody Arts Centre Society;
- Port Moody Ecological Society;
- Port Moody Heritage Society;
- Royal Canadian Legion Port Moody Branch No. 119;
- St. Andrews Port Moody Housing Society;
- The Owners Strata plan EPS9182;
- The Trustees of Inlet United Church; and
- United Church.

In accordance with the *Community Charter*, notice to adopt the bylaws must be published, and the bylaws adopted by October 31st of each year.

Civic tax revenue foregone as a result of the permissive tax exemptions for charitable organizations is estimated to be $237,824 for 2026. Per section 227 of the *Community Charter*, notice of this exemption was given to the public. Per section 98(2) of the *Community Charter*, this amount of foregone revenue will be disclosed in the City of Port Moody 2026 Annual Report.

Policy:

Permissive Tax Exemptions

Council is committed to the continued support of local organizations for permissive tax exemptions since the organizations provide value to the community that, in Council's view, should be supported by taxpayers.

Revitalization Tax Exemptions

Section 226 of the *Community Charter* provides Council with the authority to grant revitalization property tax exemptions on land or improvements to encourage revitalizations within the municipality. The City has not entered into any Heritage Revitalization agreements that pertain to the 2026 taxation year.

Objective:

Each year, Council will examine its permissive tax exemption policy to determine if it should be expanded.

DRAFT

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Finance and Technology Department – Financial Services Division
Subject: 2026 Annual Property Tax Rates – Three Readings of Bylaw No. 3541

Purpose
To establish the City of Port Moody Property Tax Rates for the collection of property tax revenues as identified in the City of Port Moody Financial Plan Bylaw, 2026, No. 3541.

Recommended Resolution(s)

THAT City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541 be read a first, second, and third time as recommended in the report dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026 Annual Property Tax Rates – Three Readings of Bylaw No. 3541.

Background
Section 165 of the *Community Charter* requires municipalities to annually prepare and adopt a Financial Plan that encompasses the City's operating and capital requirements for a period of five years. Section 197 of the *Community Charter* requires that the municipalities annually adopt a Property Tax Rate Bylaw prior to May 15th of each year to collect and allocate the municipal revenue needed to fund the services Council has approved in their annual Financial Plan.

Section 165 of the *Community Charter* requires that Council adopt Financial Plan Bylaw, 2026, No. 3541 for years 2026 to 2030, prior to the adoption of Annual Property Tax Rates Bylaw, 2026, No. 3541. The tax rates for each of the property tax classes cannot be calculated until the amount of revenue needed from taxation has been identified and approved by Council. It is anticipated that the adoption of Financial Plan Bylaw, 2026, No. 3541 for years 2026-2030 will occur on May 12, 2026.

The 2026 Financial Plan may be subsequently amended by Council as permitted under the *Community Charter*; however, the associated Annual Property Tax Rates Bylaw, 2026, No. 3541 cannot be amended as the rates will be applied to the tax bills for collection of the tax revenues.

The draft Annual Property Tax Rates Bylaw, 2026, No. 3541 is included as **Attachment 1**.

Council has a revenue policy that generally allocates the approved tax rate increase equally across all property tax classes, recognizing that all property tax classes have financial challenges. Council may, however, shift all or a portion of the tax increase to specific tax classes.

Tax Class Capping

The Major Industry Class (Class 4) contains properties that are legislatively capped at $27.50/$1,000 of assessed value by the *Ports Property Tax Act* (*PPTA*). The *PPTA* was enacted by the Province to ensure that certain eligible port properties remain competitive in attracting port traffic and business to BC, in recognition of the importance of the BC ports as gateways to the economies of Canada. To encourage the owners of port properties to make investments in the capped port properties, the *PPTA* also requires that the new investments or improvements be phased in to the $27.50/$1,000 rate, starting at $22.50/$1,000. Improvements made to a capped port property in the current year require the application of the $22.50/$1,000 tax rate, which will be depreciated until the legislated $27.50/$1,000 rate is reached.

Due to tax class capping, some properties will not receive the Council approved tax increase. In these cases, the increase will remain within the tax class.

Properties in Utility Class 2 are legislatively capped under BC Regulation 329/96, pursuant to section 197 of the *Community Charter*, at the greater of $40.00 per $1,000 of assessed value or 3.28 times the Class 6 (Business/Other) mill rate. For 2026, the City's proposed Class 2 mill rate is set at this maximum permitted level of $40.00 per $1,000.

Discussion

The Tax Rate Bylaw sets the tax rates for Municipal levies and Regional District levies. Other levies, collected through municipal tax notices, include School, BC Assessment Authority, Greater Vancouver Transportation Authority (TransLink), and the Municipal Finance Authority.

The 2026 Financial Plan presented for Council's approval shows a total residential property tax of $3,179, which represents an increase of $121 or 3.95% for the average household assessed at $1.22 million for 2026. This equates to an increase of $2.32 per week. The total blended residential property charge, which includes property tax and utility levies (Drainage) are estimated at approximately $3,316 for the average household, an increase of 4.0% over 2025.

The mill rates in the attached Annual Property Tax Rates Bylaw, 2026, No. 3541 are based on the above tax and utility increases as proposed in the 2026 Financial Plan. The following is the breakdown of the 2026 municipal levies:

Municipal Levies	2026
General Government Levy	**40,686,027**
Police Services	17,679,889
Asset Renewal Levy	6,214,202
Master Transportation Plan Levy	386,009
Fire Hall Levy	536,855
Storm Drainage Levy	2,817,745
Total	68,320,727

The 2026 Basic Home Owner Grant is $570 and the Seniors Grant is $845; both remain unchanged from 2024. The property value at which the Home Owner Grant begins to be phased out starts at $2,175,000. The Grant continues to be phased out at the rate of $5 of Grant for each additional $1,000 of assessed value in excess of $2,075,000. As a result, the Grant will be eliminated for homeowners with a home valued at more than $2,189,000. This cap is at the higher rate of $2,244,000 for seniors, those qualifying under the persons with disabilities category, and those in receipt of war veteran allowances.

The Province continues to apply an additional school tax, which applies to high-valued residential properties in the province, including detached homes, stratified condominium or townhouse units, and most vacant land. The additional school tax does not apply to non-stratified rental buildings with four or more housing units.

The tax still applies only to the residential portion of a property's assessed value above $3 million, with the current rates remaining in effect as follows:

- 0.2% on the residential portion assessed between $3 million and $4 million; and
- 0.4% on the residential portion assessed over $4 million.

However, Budget 2026 introduces increases effective January 1, 2027, subject to legislative approval. Starting in the 2027 tax year, the rates will rise to:

- 0.3% on the portion between $3 million and $4 million (up from 0.2%); and
- 0.6% on the portion over $4 million (up from 0.4%).

These changes will affect most high‑value residential properties beginning in the 2027 taxation year.

The draft City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3541 (to be reviewed by Council in subsequent report titled Alternative Tax Collection Scheme for 2026) includes provision for a property tax due date of July 2, 2026, with a 5% penalty added to outstanding taxes on July 3, 2026. A second 5% penalty will be added to outstanding taxes after September 15, 2026.

Other Option(s)

Council may refer City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541 back to staff for action, recognizing that the Tax Rate Bylaw must be adopted prior to May 15, 2026, as required by section 197 of the *Community Charter*.

Financial Implications

Financial implications are detailed and set out above.

Communications and Civic Engagement Initiatives

Notification of Council's consideration of the 2026 Tax Rates Bylaw was provided in accordance with the City of Port Moody Public Notice Bylaw, 2023, No. 3430. Budget deliberations have been open to the public and information posted and updated on the website.

The 2026 Budget Consultation was facilitated through engage.portmoody.ca, the City's online engagement hub where participants register to learn about the City's plans and projects, share ideas, and provide feedback. Between October 27, 2025, and November 9, 2025, participants had access to a budget survey, budget resource information, FAQs, and could pose questions to staff. The City received 321 survey responses.

- 44% of survey respondents indicated that they received good (32%) or very good (12%) value in relation to the taxes and utility fees that they pay.
- 53% of survey respondents wanted to maintain current service levels (35%) or enhance service levels (18%) through a 2026 tax increase.
- 45% of respondents did not want a 2026 tax increase. 31% preferred to reduce service levels to keep the tax rate the same as last year, and 14% wanted an even further reduction in services to reduce the tax rate.
- 47% of respondents said to leave subsidies and user fees the way they are (no change), while 35% wanted subsidies decreased, so users pay more than they do now, 9% wanted subsidies removed entirely, and 7% wanted to increase subsidies so users pay less than they do now.
- 54% of survey respondents indicated that they strongly (27%) or mildly (27%) agreed with the City exploring an expansion of the pay parking program to additional areas with high parking demand and low turnover, while 35% expressed disagreement, including 10% who mildly disagreed and 25% who strongly disagreed.

The results from the public consultation undertaken for the 2026-2030 Five-Year Financial Plan were presented to the Finance Committee on November 18, 2025.

Council Strategic Plan Objectives

The recommendation in this report aligns with the following Council Strategic Plan Goal:

- Strategic Goal 1.2 – Ensure Financial Sustainability.

Attachment(s)

1. Draft City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541.

Report Authors

Jack Mai, CPA, CGA
Corporate Business Analyst

Tyson Ganske, CPA, CGA
Deputy CFO

Report Approval Details

Document Title:	2026 Annual Property Tax Rates – Three Readings of Bylaw No. 3541.docx
Attachments:	- Attachment 1 - Draft City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541.pdf
Final Approval Date:	Apr 20, 2026

This report and all of its attachments were approved and signed as outlined below:

Paul Rockwood, General Manager of Finance and Technology - Apr 16, 2026

Anna Mathewson, City Manager - Apr 20, 2026

City of Port Moody

Bylaw No. 3541

A Bylaw to establish the City of Port Moody Property Tax Rates for 2026.

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

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Annual Property Tax Rates Bylaw, 2026, No. 3541”.

2. Repeal

2.1 City of Port Moody Annual Property Tax Rates Bylaw, 2025, No. 3509 and all amendments thereto are hereby repealed.

3. Definitions

3.1 In this Bylaw, the following rates are hereby imposed and levied for the year 2026:

a) for all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, the rates appearing in columns “A” (City Services), “B” (Police Services), “C” (Asset Renewal Levy), “D” (Master Transportation Levy), “E” (Firehall No. 1 Replacement Levy), and “F” (Storm Drainage) of Schedule “A” attached to and forming part of this Bylaw; and

b) for purposes of the Greater Vancouver Regional District on the assessed value of land and improvements taxable for hospital purposes, the rates appearing in column “G” of Schedule “A” attached to and forming part of this Bylaw.

4. Attachments and Schedules

4.1 The following schedule is attached to and forms part of this Bylaw:

- Schedule A – 2026 Tax Rates.

5. Severability

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

DRAFT

Read a first time this ____ day of _____, 2026.

Read a second time this ____ day of _____, 2026.

Read a third time this ____ day of _____, 2026.

Adopted this ____ day of _____, 2026.

M. Lahti
Mayor

S. Lam
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3541 of the City of Port Moody.

S. Lam
Corporate Officer

DRAFT

Attachment 1

SCHEDULE A to Bylaw No. 3541

2026 Tax Rates (dollars of tax per $1,000.00 taxable value)

	"A"	"B"	"C"	"D"	"E"	"F"	"G"
CLASS	CITY SERVICES	POLICE SERVICES	ASSET RENEWAL LEVY	MASTER TRANSPORTATION PLAN LEVY	FIREHALL NO.1 REPLACEMENT LEVY	STORM DRAINAGE	REGIONAL DISTRICT
1. Residential	1.61574	0.70211	0.24678	0.01533	0.02132	0.11190	0.05637
2. Utility	23.82059	10.35113	3.63828	0.22599	0.31432	1.64969	0.19731
3. Supportive Housing	1.61574	0.70211	0.24678	0.01533	0.02132	0.11190	0.05637
4. Major Industry	25.47547	11.07025	3.89104	0.24169	0.33615	1.76430	0.19167
4. Major Industry-Port Properties	16.37665	7.11640	2.50132	0.15537	0.21609	1.13416	0.19167
4. Major Industry-Port Properties (New Investment)	13.39908	5.82251	2.04653	0.12712	0.17680	0.92795	0.19167
5. Light Industry	6.82624	2.96631	1.04262	0.06476	0.09007	0.47275	0.19167
6. Business/Other	3.12250	1.35687	0.47692	0.02962	0.04120	0.21625	0.13812
7. Managed Forest Land	4.84722	2.10633	0.74034	0.04599	0.06396	0.33570	0.16912
8. Recreational/Non-Profit	1.43455	0.62338	0.21911	0.01361	0.01893	0.09935	0.05637
9. Farm	1.61574	0.70211	0.24678	0.01533	0.02132	0.11190	0.05637

DRAFT

Memorandum

Date: April 28, 2026
Submitted by: Finance and Technology Department – Financial Services Division
Subject: 2026 Alternative Tax Collection Scheme – Three Readings of Bylaw No. 3542

The *Community Charter* provides a general tax collection scheme under which taxes are due on July 2 (or following business day if July 2 falls on a weekend). Council may, pursuant to section 235 of the *Community Charter*, establish an Alternative Municipal Tax Collection Scheme that establishes one or more dates on which all or part of the property taxes are due and to establish penalties to be applied on taxes unpaid at that date.

At the February 17, 2026, Finance Committee meeting, the following resolution was passed:

> *FC26/016(4.2)*
> THAT staff be directed to bring forward and an alternative tax collection scheme bylaw with the 2026 tax rates bylaw that includes:
>
> - a due date of July 2, 2026, with a 5% penalty; and
> - a second 5% penalty for all payments received after September 15, 2026; and
> - a waiver of the penalty for the Home Owner Grant portion of the outstanding taxes if the homeowner applies to the Province of British Colombia by September 15, 2026,
>
> as recommended in the report dated February 17, 2026, from the Finance and Technology Department – Financial Services Division regarding Alternative Municipal Tax Collection Scheme.

Included for Council's consideration as **Attachment 1** is draft City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542—a bylaw to establish an alternative municipal tax collection scheme that clearly establishes when penalties are added to unpaid taxes. The recommended resolution is:

> **THAT City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542 be read a first, second, and third time as recommended in the memo dated April 28, 2026, from the Finance and Technology Department – Financial Services Division regarding 2026 Alternative Tax Collection Scheme – Three Readings of Bylaw No. 3542.**

Attachment(s)

1. Draft City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542.

Report Approval Details

Document Title:	2026 Alternative Tax Collection Scheme – Three Readings of Bylaw No. 3542.docx
Attachments:	- Attachment 1 - Draft City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542.pdf
Final Approval Date:	Apr 20, 2026

This report and all of its attachments were approved and signed as outlined below:

Paul Rockwood, General Manager of Finance and Technology - Apr 16, 2026

Anna Mathewson, City Manager - Apr 20, 2026

City of Port Moody

Bylaw No. 3542

A Bylaw to establish an alternative municipal tax collection scheme that clearly establishes when penalties are added to unpaid taxes.

WHEREAS it is provided by section 235 of the *Community Charter* that Council may, by bylaw, establish an alternative municipal tax collection scheme to:

a) establish one or more dates on which all or part of the property taxes under Part 7 – Municipal Revenue are due; and

b) establish penalties and interest to be applied in relation to payments made after a tax due date established by the bylaw.

NOW THEREFORE the Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2026, No. 3542”.

2. Repeal

2.1 City of Port Moody Alternative Municipal Tax Collection Scheme Bylaw, 2025, No. 3497 and all amendments thereto are hereby repealed.

3. Alternative Municipal Tax Collection Scheme

3.1 Subject to any owner election under section 4, all Municipal Property Taxes levied by and due to the City of Port Moody for the 2026 taxation year must be received by 11:59pm on July 2, 2026.

3.2 On July 3, 2026, a 5% penalty will be applied to any 2026 Property Tax amount not received as of 11:59pm on July 2, 2026.

3.3 On September 16, 2026, an additional 5% penalty will be applied to any 2026 Property Tax amount not received as of 11:59pm on September 15, 2026.

4. General Tax Collection Scheme

4.1 Subject to any owner election under section 6, all Municipal Property Taxes levied by and due to the City of Port Moody under the General Tax Collection Scheme must be received by 5:00pm on July 2, 2026.

DRAFT

4.2 Under the General Tax Collection Scheme, if all or part of the property taxes referred to in section 234(1) of the *Community Charter* for a parcel of land and its improvements on the assessment roll remain unpaid after July 2, 2026, a penalty equal to 10% of the portion that remains unpaid will be added to the amount owing.

5. Penalty Waiver

5.1 Where penalties would otherwise be applied, and the Property Owner is eligible for and subsequently claims the current year's Home Owner Grant and applies to the province of British Columbia for such grant on or before September 15, 2026, the penalty shall not be applied to that portion of the taxes outstanding which was equal to the current year's Home Owner Grant.

6. Election of Municipal Tax Collection Scheme

6.1 A Property Owner may elect to pay all Municipal Property Taxes under the Alternative Municipal Tax Collection Scheme by providing written notice of that election to the municipality no later than June 1, 2026.

6.2 A Property Owner may elect to pay all Municipal Property Taxes under the General Tax Collection Scheme by providing written notice of that election to the municipality no later than June 1, 2026.

6.3 A Property Owner may change an election under sections 6.1 or 6.2 by giving written notice to the municipality no later than June 1, 2026, provided that a Property Owner may only change their election once.

6.4 If a Property Owner makes no election under section 6.1 or 6.2, the Alternative Municipal Tax Collection Scheme automatically applies to the Property Owner.

6.5 Any written notice to be given under this section must be directed to the General Manager of Finance and Technology, or their designate, at 100 Newport Drive, Port Moody, British Columbia, V3H 5C3.

7. Severability

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

Read a first time this ___ day of _____, 2026.

Read a second time this ___ day of _____, 2026.

Read a third time this ___ day of _____, 2026.

Adopted this ___ day of _____, 2026.

DRAFT

M. Lahti
Mayor

S. Lam
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3542 of the City of Port Moody.

S. Lam
Corporate Officer

DRAFT

Memorandum

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Official Community Plan Bylaw, 2026, No. 3522 – Adoption

On February 3, 2026, a Public Hearing was held regarding City of Port Moody Official Community Plan Bylaw, 2026, No. 3522. The following resolution was passed:

> *PH26/004*
> THAT City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 be referred to the Special Council meeting of February 3, 2026, for consideration.

At the Special Council Meeting held on February 3, 2026, immediately following the close of the Public Hearing, Council considered a report from the Community Development Department – Policy Planning Division regarding the Official Community Plan Bylaw, 2026, No. 3522 – Third Reading Consideration. The following resolution was passed:

> *SC(PH)26/002-004*
> THAT City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 be now read a third time as amended at the February 3, 2026, Special Council meeting;
>
> AND THAT following third reading of City of Port Moody Official Community Plan Bylaw, 2026, No. 3522, the Regional Context Statement contained within Bylaw No. 3522 be referred to the Metro Vancouver Regional District's Board of Directors for acceptance.

On March 27, 2026, a report by Metro Vancouver staff regarding the City of Port Moody's updated Regional Context Statement was considered by the Metro Vancouver Regional District's (MVRD) Board of Directors for alignment with the regional federation's goals. The following resolution was passed at that meeting:

> THAT the MVRD Board accept the City of Port Moody's Regional Context Statement as attached to the report dated February 9, 2026, titled "Metro 2050 Regional Context Statement – City of Port Moody", and notify the City of Port Moody of the decision.

On March 31, 2026, the City of Port Moody received confirmation from Metro Vancouver that the updated Regional Context Statement had been accepted (**Attachment 1**).

City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 (**Attachment 2**)—a Bylaw to adopt an Official Community Plan for the City of Port Moody—is being presented to Council for adoption. Should the recommended resolution be passed by Council, the current Official Community Plan Bylaw (No. 2955) would be repealed, and the draft Official Community Plan Bylaw (No. 3522 – *Port Moody 2050*) would come into effect.

The recommended resolution is:

> **THAT City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 be now adopted as recommended in the memo dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Official Community Plan Bylaw, 2026, No. 3522 – Adoption.**

Attachment(s)

1. Letter from Metro Vancouver dated March 31, 2026, regarding *Metro 2050* Regional Context Statement.
2. Draft City of Port Moody Official Community Plan Bylaw, 2026, No. 3522.

Report Approval Details

Document Title:	Official Community Plan Bylaw, 2026, No. 3522 – Adoption.docx
Attachments:	- Attachment 1 - Letter from Metro Vancouver dated March 31, 2026, regarding Metro 2050 Regional Context Statement.pdf - Attachment 2 - Draft City of Port Moody Official Community Plan Bylaw, 2026, No. 3522.pdf
Final Approval Date:	Apr 16, 2026

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 14, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 15, 2026

Anna Mathewson, City Manager - Apr 16, 2026

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment 1

Board and Information Services
Tel. 604-451-6530 or via Email
BIS-Secretariat@metrovancouver.org

March 31, 2026

File: CR-12-01
Ref: RD 2026-03-27

Stephanie Lam, Corporate Officer and Manager of Legislative Services
City Hall
100 Newport Drive
Port Moody, BC V3H 5C3
VIA EMAIL: slam@portmoody.ca

Dear Stephanie Lam:

Re: Metro 2050 Regional Context Statement – City of Port Moody

At its March 27, 2026 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

> *THAT the MVRD Board accept the City of Port Moody's Regional Context Statement as attached to the report dated February 9, 2026, titled "Metro 2050 Regional Context Statement – City of Port Moody", and notify the City of Port Moody of the decision.*

The staff report is available as part of the March 27, 2026 agenda package on the Metro Vancouver Website, beginning on page 90. If you have any questions, please contact me by phone at 604-451-6530 or by email at Dorothy.Shermer@metrovancouver.org.

Yours sincerely,



Dorothy Shermer
Corporate Officer

DS/cc

cc: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

84295475

Attachment 2

City of Port Moody

Bylaw No. 3522

A Bylaw to adopt an Official Community Plan for the City of Port Moody.

WHEREAS pursuant to Part 14, Division (4) of the *Local Government Act*, Council may, by Bylaw, adopt an Official Community Plan;

AND WHEREAS the Council of the City of Port Moody has fulfilled the requirements of section 473 of the said *Act*;

NOW THEREFORE, the Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as "City of Port Moody Official Community Plan Bylaw, 2026, No. 3522".

2. Repeal

2.1 City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 and all amendments thereto are hereby repealed.

3. Attachments and Schedules

3.1 The following schedule is attached to and forms part of this Bylaw:

- Schedule A – City of Port Moody Official Community Plan.

4. Severability

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

Read a first time as amended this 7th day of October 2025.

Read a second time as amended this 12th day of November, 2025.

Public Hearing held this 3rd day of February, 2026.

Read a third time as amended this 3rd day of February, 2026.

Adopted this ___ day of _____, 2026.

DRAFT

M. Lahti
Mayor

S. Lam
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3522 of the City of Port Moody.

S. Lam
City Clerk

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

CITY OF PORT MOODY

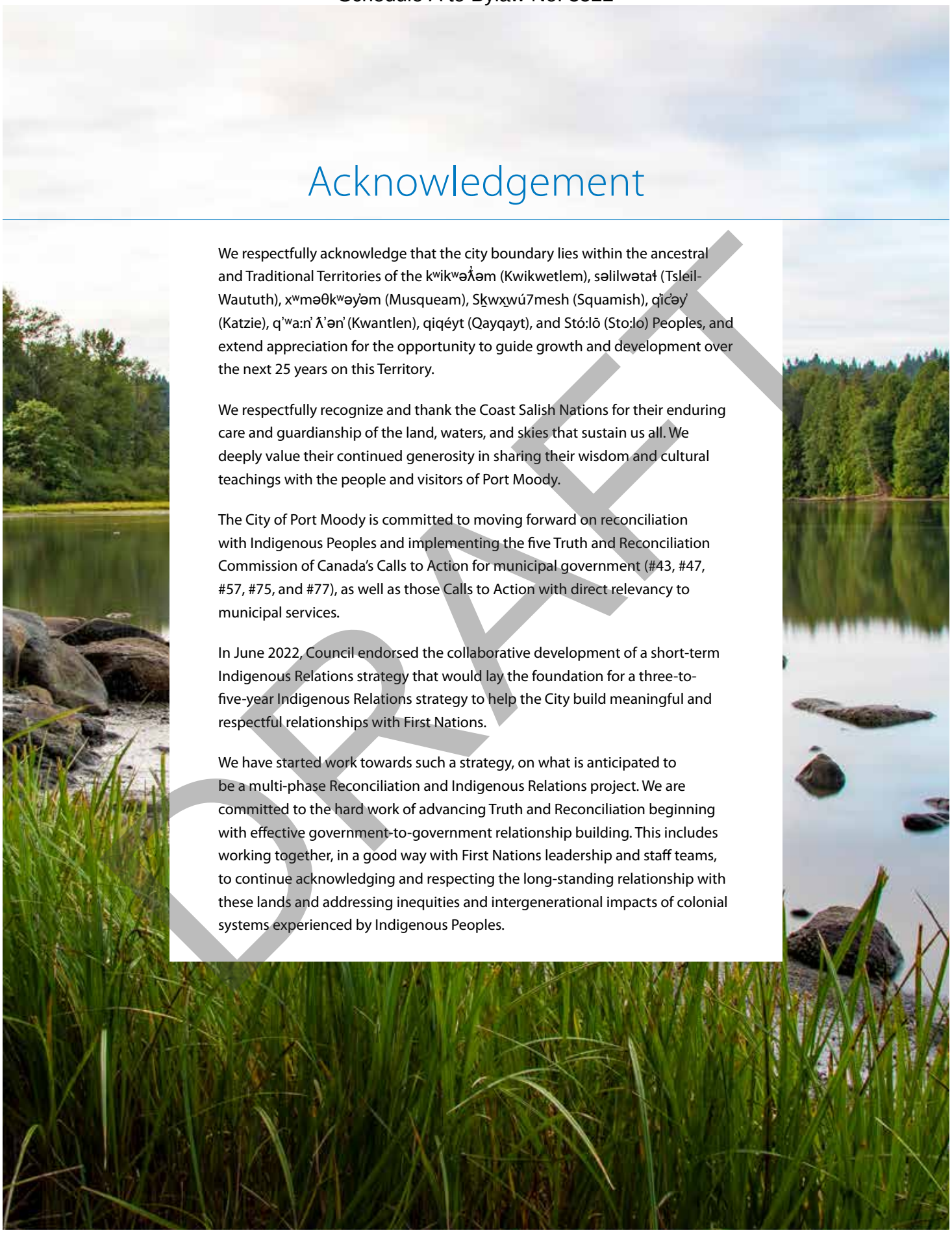
Official Community Plan

DRAFT



PORT MOODY 2050

PORT MOODY
CITY OF THE ARTS



Acknowledgement

We respectfully acknowledge that the city boundary lies within the ancestral and Traditional Territories of the kʷikʷəƛ̓əm (Kwikwetlem), səlilwətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), q̓ic̓əy̓ (Katzie), qʼʷaːnʼ ƛ̓ənʼ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extend appreciation for the opportunity to guide growth and development over the next 25 years on this Territory.

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

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

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

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

DRAFT

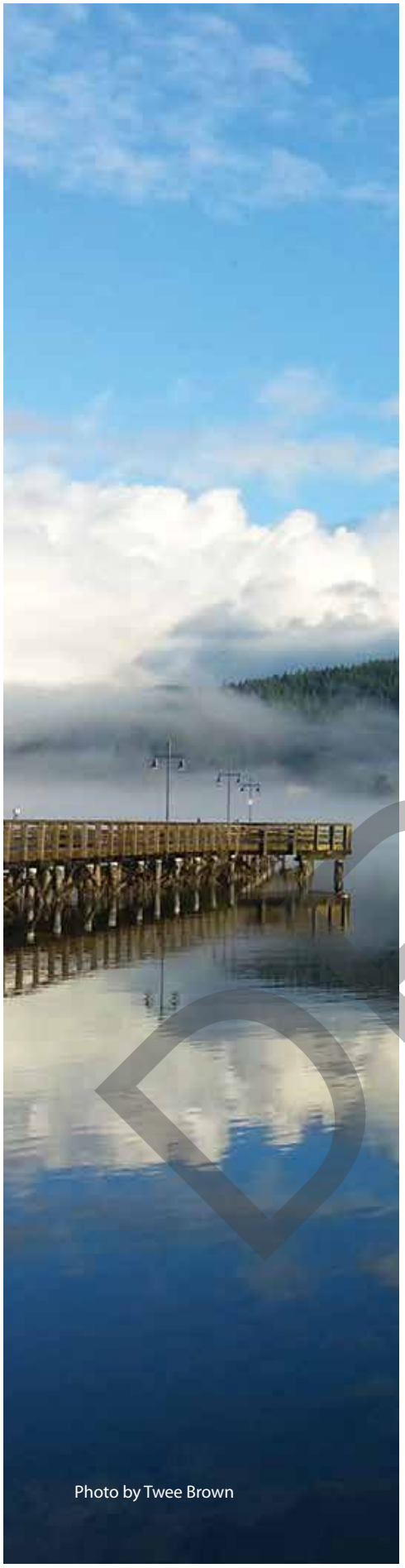


Photo by Twee Brown

Table of Contents

SECTION 1 • CHAPTERS

1. Purpose and Scope	4
2. Overview	8
3. Community Vision and Goals	11
4. Overall Land Use Strategy	18
5. Natural Environment	22
6. Parks, Open Spaces and Recreation	36
7. Built Environment	48
8. Transportation and Mobility	59
9. Economic Development	69
10. Arts and Culture	78
11. Heritage	85
12. Community Well-Being and Resilience	92
13. Community Infrastructure	101
14. Neighbourhood Plan Areas	109
15. Development Permit Area Guidelines	156
16. Implementation	164

SECTION 2 • MAPS

Map 1. Overall Land Use Plan	168
Map 2. Parks, Open Space & Public Facilities	169
Map 3. Heritage Conservation and Character Areas	170
Map 4. Road Network	171
Map 5. Transit Map	172
Map 6. Bike Routes	173
Map 7. Pedestrian Routes	174
Map 8. Water System	175
Map 9. Sanitary System	176
Map 10. Neighbourhood Areas	177
Map 11. Transit-Oriented Areas and Neighbourhood Plan Areas	178
Map 12. Development Permit Areas 1 - 3 and Heritage Conservation Areas	179
Map 13. Development Permit Area 4 Environmentally Sensitive Areas	180
Map 14. Development Permit Area 5 Hazardous Lands	181
Map 15. Development Permit Area 6 Small-Scale, Multi-Unit Housing	182
Map 16. Development Permit Area 5 Steep Slopes	183
Map 17. Named Referenced Areas	184
Map 18. Named Watercourses	185
Map 19. Integrated Stormwater Management Plans	186

SECTION 3 • APPENDICES

Appendix 1. Regional Context Statement	188
Appendix 2. Development Permit Area Guidelines	263
Appendix 3. Ioco Townsite Heritage Conservation Area Guidelines	416
Appendix 4. Moody Centre Heritage Conservation Area Guidelines	426
Appendix 5. Housing Needs Report Policy Statements	445
Appendix 6. Truth and Reconciliation Commission of Canada: Select Calls to Action for Municipal Governments	451

DRAFT

CHAPTER 1

Purpose and Scope

What is an Official Community Plan (OCP)?

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

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

- the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- details of the residential development that is required to meet anticipated housing needs over a period of at least 20 years; and
- the restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development.

Why is it important?

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

Who uses it and how?

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

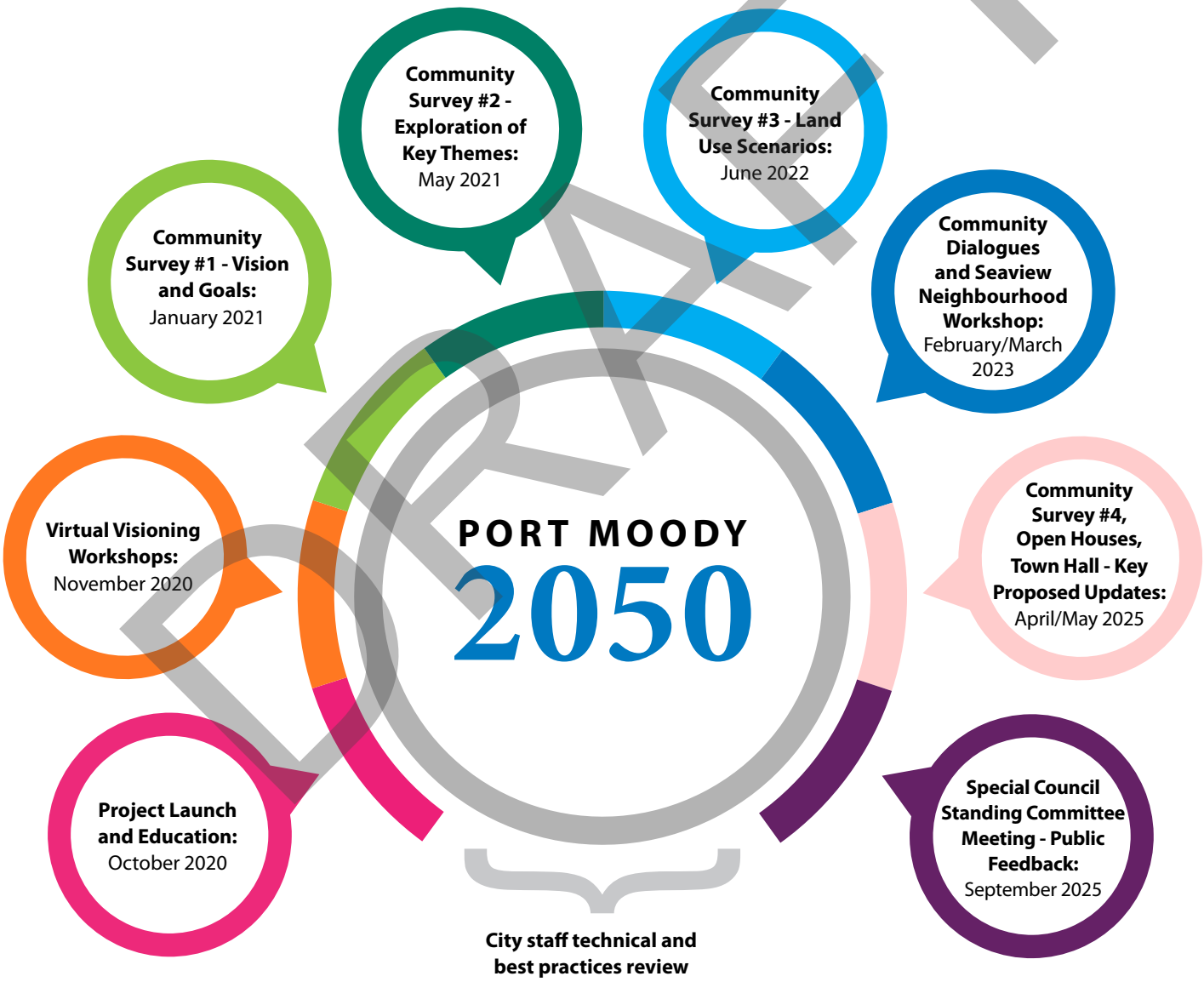
Once adopted by Council, all bylaws and works undertaken by Council, greater boards and improvement districts must be consistent with the Plan. The OCP bylaw, however, does not commit Council, nor local or regional partners, to proceed with specific projects identified in the Plan. The OCP does not confer development entitlements to properties subject to the Plan, but sets the vision and objectives to be realized through future growth and development.

DRAFT

Community Engagement

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

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



DRAFT

OCPs are living documents. *Port Moody 2050* must reflect the diversity of the community and the shared aspirations and priorities of its residents, and it must seek to address the community's current and future needs. To achieve these goals, the Plan must evolve as conditions and values change in the community and the region. Although the OCP is not expected to be revised on a frequent basis in between required updates, elements within the Plan can be amended to respond to changing conditions and values, thereby keeping the Plan alive and relevant. Comprehensive and inclusive engagement will be a vital part of the OCP's evolution, and the City will continue to explore innovative ways to connect with the diverse voices in the community.

Relationship to Other Plans and Instruments

Applicable to the entirety of the municipality, *Port Moody 2050* is the City's principal policy document and the guiding plan for all City departments. It informs higher level strategies like Council's Strategic Plan and is shaped in part by different legislative requirements. This includes the incorporation of a Regional Context Statement, which indicates how the City's OCP aligns with the goals of *Metro 2050*. Additionally, the Provincial Government's Housing Supply Act and Housing Statutes Amendments Acts have altered municipal planning frameworks, and amongst other changes, require the OCP to take into consideration the community's latest assessment of its housing needs. In this OCP, when a reference to a statute or legislative provision is included, it is generally intended to include that statute or provision as amended, supplemented, re-enacted, or replaced from time to time. This is also generally applicable to bylaws and policies of the City, as amended or replaced from time to time.

Provincial Housing Legislation and the Official Community Plan

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

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

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

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

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

DRAFT

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.



DRAFT

CHAPTER 2

Overview



Port Moody is situated on the eastern shore of Burrard Inlet, located on the ancestral and Traditional Territories of the kʷikʷəƛ̓əm (Kwikwetlem), səlilwətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), qʔić̓əy̓ (Katzie), q̓ʷa:n̓ ƛ̓ən̓ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples. The waterway and surrounding area were important gathering places for seasonal camps and villages as well as for resource use and other cultural uses. This land that is now known as Port Moody today has been stewarded by First Nations since time immemorial.

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

This legacy from First Nations stewardship and from settler history contributes to the City's spectacular natural environment, the diverse cultures that live in Port Moody today and the footprint of the built environment. With an estimated population of just over 39,000, 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 təmtəmíxʷtən/Belcarra Regional Park, and other popular attractions including PoMoArts and Brewery Row. In addition, many historic buildings are protected and recognized as landmarks in the community, adding to the vibrancy and character of the City.

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



Photo by Anita Niven

DRAFT

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



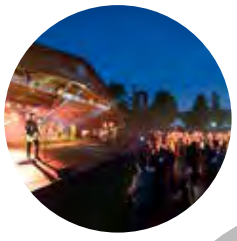
Climate Change

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



Low Carbon Resilience

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



"City of the Arts"

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



Accessible, Equitable, Diverse and Inclusive

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

DRAFT



Natural and Urban Landscape Balance

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



Diverse and Affordable Housing

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



Connected

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



Community Well-Being

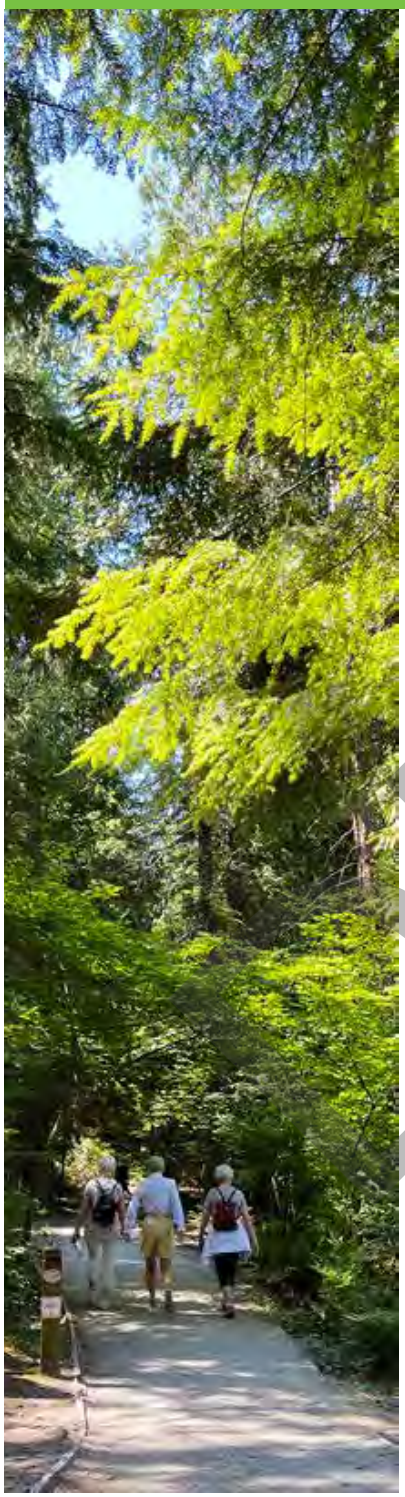
A city is more than buildings, streets, utilities, and parks. A city is also a place that provides space for recreation, social connection, healthy living, personal growth and overall well-being. As Port Moody grows and changes these social elements of the City are as important as the physical elements.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

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

DRAFT

CHAPTER 3

Community Vision and Goals



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

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

Community Vision

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

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

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

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

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

DRAFT

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

Climate Change

1. Strive to 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. Strive to protect, restore and strengthen urban forests which provide benefits such as carbon sequestration, shading and cooling, improved air quality and enhanced community well-being.
5. Target a 40% reduction in emissions from 2007 levels by 2030 and carbon neutrality by 2050.

Overall Land Use Strategy

1. Incorporate climate change risks and vulnerability assessments into land use planning and development.
2. Aspire to develop complete, connected, and compact communities 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.

DRAFT

Natural Environment

1. Protect, restore and strengthen natural areas so that ecosystems and species are more likely to adapt to the effects of a changing climate and help buffer the impacts.
2. Protect and enhance environmentally sensitive terrestrial and aquatic areas and biodiversity.
3. Promote incorporation of green infrastructure to create habitat and support biodiversity, improve connectivity and mitigate climate change impacts.
4. Strive to 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. Strive to 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. Pursue inclusive, accessible and safe parks, open space, community facilities and services to meet the health, educational, recreation and cultural needs of all residents and strive for their equitable distribution across neighbourhoods.
3. Aim to 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. Pursue a connected and accessible trail system that links parks, recreation and community centres, schools and key destinations.

DRAFT

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. Encourage higher density development that 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. Strive to build new and retrofit existing housing to be climate ready and resilient.
5. Facilitate and develop partnerships to address local housing needs and advocate for senior government action to support housing affordability, tenant protections and equity.

Transportation and Mobility

1. Focus new development in areas well-serviced by transit increasing access and efficiency in moving goods and people.
2. Create a walkable and bicycle friendly city by providing safe and attractive pedestrian and cycling connections between and within neighbourhoods.
3. Manage traffic congestion on major streets and intersections to increase safety and reduce the negative impacts of regional through-traffic on the livability of the City.
4. Collaborate with TransLink and 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.

DRAFT

Economic Development

1. Endeavor to 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. Strive to 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, 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.

DRAFT

Heritage

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

Community Well-Being and Resilience

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

DRAFT

Community Infrastructure

1. Effectively manage and enhance civic infrastructure and natural assets so they continue to function at an optimal and sustainable level and are more resilient to the current and anticipated effects of climate change.
2. Encourage water conservation measures in the community and city operations and collaborate with Metro Vancouver and other Tri-City municipalities to support regional water conservation efforts.
3. Target 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.



DRAFT

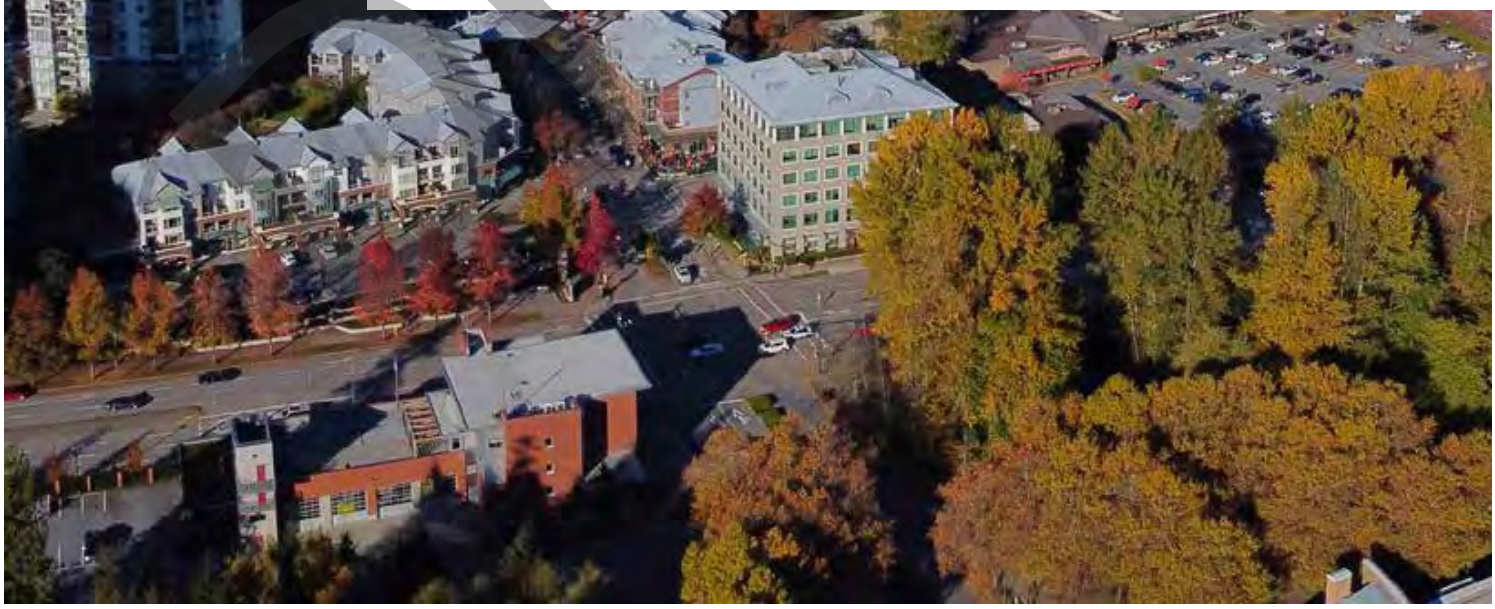
CHAPTER 4

Overall Land Use Strategy



The Official Community Plan's (OCP) Overall Land Use Plan map (Map 1, p. 168) 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 (p. 168) are the approximate locations, amount, type, or density for various kinds of development and facilities as required in 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 (p. 168) 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.

Port Moody 2050 has been developed in compliance with provincial legislative requirements for growth in Transit-Oriented Areas and Small Scale Multi-Unit Housing, mandated 5-year housing targets and established 20-year housing needs, as well as Regional Growth Strategy requirements. The resulting employment, dwelling unit and population projections have been developed accordingly and are generally reflected in land use designations and policies of the Port Moody 2050 Official Community Plan. These include a projected 18,200 jobs, 32,300 dwelling units and a future population of 74,300. Many factors including economic influences, demographic shifts, and infrastructure considerations will affect the implementation of *Port Moody 2050* over the next 25 years and these final projection outcomes. Future regular OCP updates will provide an opportunity to revisit and refine these projections based on development trends and evolving community priorities.



DRAFT

Land Use Designations

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

Low Density Residential

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

Multi-Residential – 3 Storeys

This designation is intended to support ground-oriented townhouses up to 3 storeys. However, stacked townhouses up to 4 storeys may be considered if there are opportunities for underground parking and green space. A maximum floor area ratio (FAR) of 1.0 is permitted for ground-oriented townhouses under this designation. However, for stacked townhouse forms, where the required or provided parking is situated 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.

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. Building heights will be determined by 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.

DRAFT

Moody Centre Station Transit-Oriented Area – Core

The Moody Centre Station Transit-Oriented Area – Core designation applies to the development of high density, mixed-use, pedestrian friendly, transit-oriented development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights up to 26–39 storeys. Redevelopment is encouraged as part of a comprehensive plan and must follow other area-specific policies.

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

Mixed Employment

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

Urban Industrial

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

Mixed Use – Woodland Park

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

Mixed Use – Inlet Centre

The Mixed Use – Inlet Centre designation applies to the development of low, mid and high-rise forms of pedestrian-oriented higher density mixed use development within the Inlet Centre neighbourhood. Within these areas, a mix of uses will be permitted including residential, retail, office, service, civic, institutional, recreational, and cultural. A range of building height will be considered. Building heights for low-rise building forms will not exceed 8 storeys. 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. Area-specific policies provide additional guidance for redevelopment in these areas.

DRAFT

Mixed Use – Marina

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

Neighbourhood Commercial

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

Special Study Area

The Special Study Area designation applies to lands where more detailed planning is required by way of an area plan or a site-specific development plan. The City of Port Moody has three designated Special Study Areas: The Suncor Lands Special Study Area, the South of St. Johns Street Special Study Area, and the Murray Street Industrial Special Study Area.

Parks and Open Space

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

Public and Institutional

The Public and Institutional designation is intended for a range of sites that provide public amenities and facilities for Port Moody residents (e.g., schools, hospitals, and places of worship). This designation also includes non-market housing, including, but not limited to, shelter and housing for people at-risk of homelessness.

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.

DRAFT

CHAPTER 5

Natural Environment



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

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

The following climate action goals relate to the natural environment:

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

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

OCP policies in the Natural Environment chapter build off the City's 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.

DRAFT



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 compliant and consistent with senior legislation and achieving best management practices to help protect and enhance the City's natural areas. The City's ESA Management Strategy (2003) established broad landscape-level management recommendations to conserve biodiversity and watershed health, and identified guidelines, based on existing natural features and legislation of the time, 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 or mitigate impacts, and provide information to landowners on sites requiring specific care. Many ESAs in Port Moody are designated as parks and open space and have a higher degree of protection as they are secured by public ownership. A detailed set of Development Permit Area Guidelines for ESAs is included in Appendix 2 and forms part of the OCP.

▸ Natural Areas Policies

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

DRAFT



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, Water Sustainability 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 habitat and ecosystems.

▶ Biodiversity Policies

1. Support the development of a Biodiversity Strategy to identify targets and actions to protect and enhance biodiversity in Port Moody.
2. Identify biodiverse ecosystems that may be vulnerable to the impacts of development and climate change, and monitor/implement supportive actions to ensure long-term resiliency.
3. Incorporate biodiversity, species at risk and critical habitat protection as part of the development review process and city projects/work, where applicable.
4. Continue to incorporate Naturescape Principles on City lands, in all civic projects, as a component of redevelopment, on private property in and bordering ESAs, and support implementation by all residents.
5. Continue to enhance parks and natural areas to better support biodiversity through invasive species removal, restoration planting and through the installation of habitat enhancement features such as bat boxes, bird nest boxes and pollinator and climate resilient demonstration sites.
6. 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.
7. Implement targeted efforts to maintain or enhance habitat that supports species at risk as identified by provincial and federal legislation, in partnership with stewardship groups, and government and non-government organization partners.
8. Continue to regulate and restrict the use of pesticides through the City's Pesticide Use Control Bylaw and provide public education on pesticide-free gardening.
9. 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.

DRAFT



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 City's Urban Forest Management Strategy (UFMS) (2023) and future updates to the City's 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 aims to sustain adequate ecosystem services for all residents by achieving a 31% canopy cover in each neighbourhood. The UFMS also contains priority actions for implementation. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding.

▸ Urban Forest Policies

1. Implement the Urban Forest Management Strategy.
2. Enhance areas where contiguous canopy coverage is absent and encourage redevelopment to meet or exceed land use canopy coverage targets in the Urban Forest Management Strategy, in support of achieving the overall canopy cover target of 59% city-wide by 2050, as well as increasing canopy cover from 28% to 31% in areas excluding parks and industrial lands. Prioritize tree equity in areas with low canopy coverage.
3. Regulate retention and replacement of trees through applicable City bylaws and policies on both public and private lands.
4. Ensure that opportunities for the protection and enhancement of trees are fully considered through the planning process and capital projects, and that all applicable development applications and City projects:
    a. complete an inventory of existing trees, prior to establishing the location and size of a proposed development's building envelope;
    b. plant replacement trees where trees are removed and consider off-site compensation if replacement trees cannot be accommodated on site;
    c. plant additional trees where appropriate, and in low tree canopy areas; and
    d. consider site designs that maximize both the retention of trees and the replanting of new trees.
5. Retain and protect trees along boulevards, City owned properties, in parks, and on private lands wherever feasible.
6. Use development permits, zoning, subdivision and servicing regulations and other mechanisms to ensure proposed development enhances, protects, and expands the urban forest on City lands, public open spaces, and private lands.

DRAFT

▶ Urban Forest Policies (continued)

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

DRAFT



Objective 4: Facilitate and support wildlife management.

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

▶ 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 Officer Service (COS) in addressing wildlife conflict in urban areas through attractant management and collaboration with neighbouring municipalities.
6. Encourage mitigative design strategies to reduce bird strikes in proposed developments depending on the location and scale.
7. Incorporate measures to reduce light pollution and mitigate impacts from artificial lighting on wildlife. This will include incorporating light fixtures that meet Dark Sky International (DSI) criteria and follow DSI lighting principles which state that outdoor lighting is useful, targeted, low level, controlled, and warm coloured. Where a development is in proximity to natural habitat, additional measures will be incorporated to mitigate impacts to wildlife.
8. Support nesting birds by restricting tree cutting and vegetation removal during nesting season.
9. Protect, create or enhance bat habitat, and undertake bat habitat conservation and education, in support of the City's certification as a Bat-Friendly Community.

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

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

DRAFT



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 numerous species are in decline. Many at-risk populations are supported by volunteer-run hatcheries. As the City must 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 watercourses 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 Class A, A(O), or B watercourses. No documented fish presence and no reasonable potential for fish. They are not fed by headwaters or springs, rather they are typically human-made watercourses created to convey stormwater runoff.

DRAFT

▶ 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. Implement the Mitigation Hierarchy (avoid, mitigate, restore, offset) whenever development near aquatic ecosystems is proposed. Avoid impacts to streamside areas by avoiding soil disturbance, creation of impervious surfaces, placement of harmful substances, and establishment of invasive species. Aim to mitigate unavoidable impacts through invasive species removal, native riparian replanting, and other habitat enhancements. Where feasible, all remaining impacts will be restored or offset.
5. Ensure applicable proposed developments and associated activities submit plans outlining impact avoidance to groundwater flows and water quality, as well as provisions that ensure maintenance of stream base flow.
6. Continue to identify, protect, and enhance wetlands as part of the development review process where applicable.
7. Maintain a stream classification system to assist in implementing watercourse and streamside protection policies.
8. Strive to manage all Class A and B watercourses as open streams (no culverting) and require approval from all applicable authorities and Council endorsement for any proposed culverting or realignment of Class A or B streams.
9. Strive to ensure that all road crossings over Class A and B streams to 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. Provide, where applicable, 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.

DRAFT



Objective 6: Support marine habitat management.

The City actively collaborates with interest holders to support the stewardship of marine areas. Within its regulatory authority over upland land use, the City plays a key role in influencing downstream impacts 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 through increasing public awareness of the inlet's environmental value, and promoting its sustainable use for conservation, recreation, and research.
4. Expand restoration and research opportunities within Tidal Park through partnerships with senior agencies, local First Nations, and community stakeholders.



DRAFT



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.

DRAFT



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 systems.

▶ Contaminated Sites and Hazardous Waste Policies

1. Require site disclosure statements in accordance with the provincial Contaminated Sites Regulation as part of the development approval process.
2. Promote the restoration and redevelopment of contaminated sites and collaborate with stakeholders, and consult with Indigenous Nations, 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.

DRAFT



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

When combined with extreme weather activity or other conditions, Port Moody's long shoreline, numerous watercourses, and treed slopes can make some areas susceptible to hazardous conditions. Land that is likely to - or will experience - flooding, mud flows, debris flows, debris torrents, erosion, land slip, rockfalls, earthquake, subsidence or avalanche is considered hazardous. Maps 14 (p. 181) and 16 (p. 183) 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 slope areas have limited development potential given their designation as "Parks and Open Space" (e.g., ravine areas, Chines hillside, North Shore Escarpment), there are some steep slopes that may have greater development potential. These are 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 (p. 181). 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 (p. 181). 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 (p. 181).

DRAFT

▶ 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 (p. 181) as having moderate to high risk of earthquake soil liquefaction, require submission of a geotechnical report that includes subsurface investigation. Any such report will be prepared by a professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study that assesses risk specific to the site, and certifies that the land may be used safely for the use intended. This report will be reviewed in the context of the City's accepted risk management framework.
3. Where an application is made for a subdivision or a new principal building is proposed on lands shown on Map 14 (p. 181) 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 certifies that the land may be safely used for the use intended. 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.

DRAFT



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 City's 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.
9. The City will communicate, liaise, and collaborate with First Nations in the context of the City's reconciliation policies.

DRAFT

CHAPTER 6

Parks, Open Spaces, and Recreation Facilities



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

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

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

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

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



DRAFT



CLASSIFICATIONS

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

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

- **Actively Managed Parkland** – Parkland actively managed, maintained, or programmed by the City for community use. Also includes City-owned playing fields, plazas and other open spaces used for public recreation that are managed by the parks department. Encompasses parkland uses beyond active recreation, such as social gathering, meditation, and a source of connection with nature. (examples: Old Orchard Park, Queens Street Plaza, North Shore Community Park).
- **Natural Area Parkland** – Parkland that receives relatively low levels of maintenance and supports natural or naturalizing vegetation. Conservation of natural ecosystems is a priority in natural area parkland. Access is permitted only on trails authorized by the City (see definition below) in order to reduce negative environmental impacts, such as soil erosion, root compaction, trampling of plants, and wildlife disturbance. (examples: Bert Flinn Park, Chines Park, the City's marine park areas).
- **Authorized Trails** – Trails authorized by the City that run through Natural Area Parkland. Authorized Trails provide trail oriented parkland services, which benefit both physical and mental health, such as access to nature and active recreation. (examples: urban nature trails within Westhill Park, nature and mountain bike trails within Bert Flinn Park).

DRAFT



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

Port Moody's parkland inventory includes 47 city-owned parks, covering 365 ha (79 ha being actively managed parkland), >60 km of trails and 56 park amenities. Natural areas make up 286 ha of all parkland in Port Moody, which consists of stream ravines, riparian areas, and other environmentally sensitive areas.

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

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

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

▸ Parkland Supply Policies:

1. Implement the Parkland Strategy to guide the expansion of Port Moody's parkland system, ensuring future growth is supported by a resilient and equitable distribution of parks that meet diverse community needs.
2. Acquire new parkland to address gaps and support growth, guided by neighbourhood-specific targets and evaluation criteria outlined in the City's Parkland Strategy. Of particular importance is the Moody Centre area which is already park deficient and is expected to see the most growth.
3. Prioritize strategic park upgrades to support community needs, including significant expansion of Rocky Point Park as well as renewal and expansion of Kyle Park, and Chip Kerr Park, as identified in the City's Parkland Strategy.
4. Explore the creation of a large contiguous public oceanfront park through redevelopment opportunities along the waterfront and strategic property acquisitions.
5. Align future parkland proposed through redevelopment with the neighbourhood needs identified in the City's Parkland Strategy.
6. Make use of City-owned land, where feasible, including streets and lanes to create park-like spaces with trees, seating opportunities, play elements and other landscape features especially in areas with limited parkland.
7. Encourage new development to contribute meaningful, functional public open spaces. In new residential developments, encourage the integration of high-quality public spaces that reflect the scale and context of development. These spaces should serve a range of users, support community life, and contribute to a connected, climate-resilient public realm.

DRAFT

▶ Parkland Supply Policies (continued):

8. Work with School District No. 43 to further establish new sites for joint-use agreements, maintain/update existing agreements, and collaborate on planning new school sites.
9. Explore the potential for park use at the School District No. 43 property located at 2717 St. Johns Street should this site cease to be used for school purposes in the future.
10. Encourage the creation of open spaces (such as urban plazas and other places of interest) in commercial centres with new developments/redevelopment and their integration to form open space corridors, with an increased focus to the Moody Centre neighbourhood.



DRAFT



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

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

▸ Natural Environment and Biodiversity Policies:

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

DRAFT



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

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

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

▸ Inclusive Parks and Community Services Policies:

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

DRAFT

▶ Inclusive Parks and Community Services Policies (continued):

9. Undertake a Recreation Facilities Study to identify potential new recreation facilities needed to meet population growth.
10. Evaluate the needs for additional playing fields in relation to anticipated population increase and demand and strive to accommodate any future fields without encroaching onto natural green space.
11. Strive for all new facilities to be zero emissions and climate resilient.
12. 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.
13. Explore opportunities for improving transportation choice to parks such as promoting carpooling, improved transit connections and enhanced pedestrian and biking access to city parks.



DRAFT



TRAIL NETWORK

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

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

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

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

▶ At the end of Burrard Inlet's Port Moody Arm, the Shoreline Trail includes two sections of elevated boardwalk, four bridges, and a raised gravel pathway around Pigeon Cove, as well as a paved multi-use pathway. This area is one of Port Moody's most widely used trails, hosting more than 230,000 visits a year. In addition to being an important recreational area for the community, it's a critical ecosystem area for fish, birds, and other wildlife. In 2025, a project that involves replacing 440 metres of boardwalk, 4 bridges, and regrading and paving portions of the old gravel trail was completed. The new boardwalks and bridges are fully accessible, and raised to accommodate rising sea levels due to climate change.

- **Bert Flinn Loop Trail** is a 2.6 km loop that starts at Heritage Woods Secondary School/North Shore Community Park with many other hiking and mountain biking trails leading off from the main trail through Bert Flinn Park.
- An extensive network of **natural trails and pedestrian routes**.
- **Multi-use paths** which run mostly along existing roads (Map 7: Pedestrian Routes, p. 174).

DRAFT



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

A comprehensive network of trails and paths supports recreation and active transportation while contributing to community well-being, environmental health, and livability. Trails attract more participants than any other recreation activity in Port Moody and residents place a high priority on the development and maintenance of trails and paths. Specific improvements to the pedestrian and cycling networks are included in the City's Master Transportation Plan (2017) and Master Cycling Plan and the Regional Greenways 2050 Plan (2020). Additional recommendations to address the City's trail use needs are detailed in the Trail Network Plan (2025).

▸ Trail and Greenway Network Policies:

1. Implement the City's Trail Network Plan, in alignment with recommendations in the City's Parkland Strategy under the theme "Connect", to guide the development of an integrated network of trails and greenways that link parks, schools, and other civic destinations.
2. Explore opportunities for new trails as part of redevelopment to support the broader Trail Network Plan. Proposed new trails are subject to review and approval by the City.
3. Promote a climate-resilient pedestrian-friendly streets and cycling corridors through the integration of urban forest canopies, green infrastructure, climate-resilient landscaping, and street furnishing. Priority streets and public corridors include St. Johns Street, Murray Street, Clarke Road, and Ioco Road.
4. Support the creation of accessible off-street pathways and overpasses, integrating landscape treatments wherever feasible to contribute to the creation of a connected green network that reduces habitat fragmentation and supports wildlife movement.
5. Integrate multi-use trails and passive recreation opportunities into green corridors, including adjacent to daylit watercourses and within natural areas, where ecologically appropriate.
6. Protect public road ends that offer access to the waterfront or natural areas, including the Chines and North Shore escarpment, for their value as access points and view corridors.
7. Continue to prioritize improvements to the Trans Canada Trail and integrate into the City's pedestrian and cyclist route systems.
8. Continue to pursue additional pedestrian and cyclist links over the railway in Moody Centre to connect the Trans Canada Trail and Shoreline Trail with the wider area.
9. Explore opportunities to repurpose abandoned rail corridors for pedestrian and multi-use trail use, where feasible and appropriate.
10. Work with Metro Vancouver and other partners to connect Port Moody's trail and greenway network within the broader Regional Greenways system.
11. Land dedication may be required to support alternative forms of transportation, in accordance with sections 513.1 and 513.3 of the *Local Government Act*.

DRAFT

▶ Trail and Greenway Network Policies (continued):

12. Carefully evaluate opportunities for low-impact trail development within the Chines area, prioritizing passive recreational use that aligns with the area's steep topography, high erosion potential, and ecologically sensitive habitats. In line with the Trail Network Plan, trail planning and construction will be subject to rigorous environmental and geotechnical assessments to ensure slope stability, minimize habitat disruption, and preserve the area's natural character.
13. Public access to the Chines area and ravines shall generally be limited to planned trails with minimal geotechnical impacts, where grades permit. The City will not develop mountain bike trails in the Chines area due to the unsuitability of the terrain and the Chines shall remain in its natural state for the enjoyment of all Port Moody residents.
14. Continue to work with the local mountain bike community in the volunteer and maintenance of trails and to minimize impacts of mountain bike use on sensitive habitats within the park system.
15. To support a resilient and accessible trail network while protecting environmentally sensitive areas, the City will integrate trail planning into development processes with a focus on connectivity and ecological integrity, in particular:
    a. Neighbourhood development should include a review of existing trail linkages and consider the potential for trail rights-of-way within planning processes to avoid cutting off trail networks and to enhance overall connectivity.
    b. New trails should be situated outside the Streamside Protection and Enhancement Area (SPEA) as designated in Port Moody's Official Community Plan and Zoning Bylaw. Aim to add additional width to the SPEA during development planning where trail development is desirable and then fit the trail to the natural topography.
    c. The City should encourage the Village of Anmore to keep open the road allowance connection to Strong Road as this is the only point of access between Anmore (and surrounding upland areas) and Bert Flinn Park not only for cyclists but for all trail users.

DRAFT



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

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

▸ Marine Protection and Recreation Policies:

1. Ensure park plans and management avoids impacts and protects and enhances the intertidal foreshore and marine environment of Burrard Inlet.
2. Prioritize waterfront parkland by exploring opportunities to expand and maximize public access as properties redevelop while ensuring the protection of ecologically sensitive areas.
3. Enhance recreational use and access along the shoreline, integrating sea level rise adaptation, greenshore design, and ecological restoration into waterfront planning.
4. Expand opportunities for non-motorized marine recreation, such as kayaking and paddleboarding, including launch points and supportive amenities.
5. Collaborate with local and regional partners, including First Nations, to develop a long-term vision for a Blueways network, supporting recreational and cultural access to Burrard Inlet.

DRAFT



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

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

▶ Partnership and Outreach Policies:

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

DRAFT

CHAPTER 7

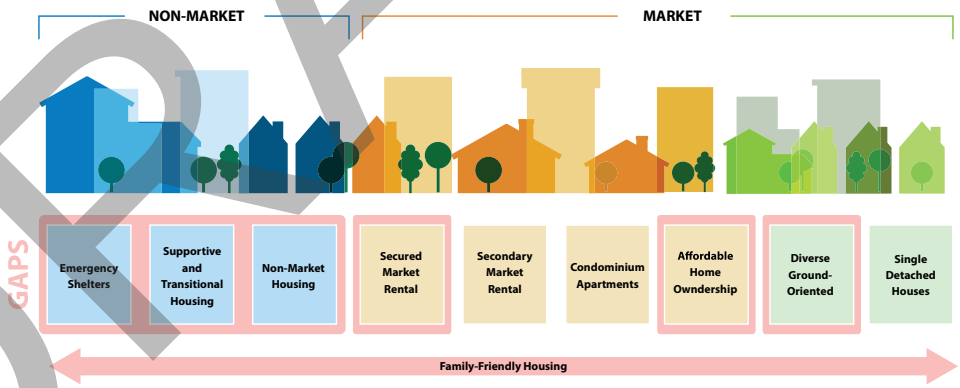
Built Environment



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

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

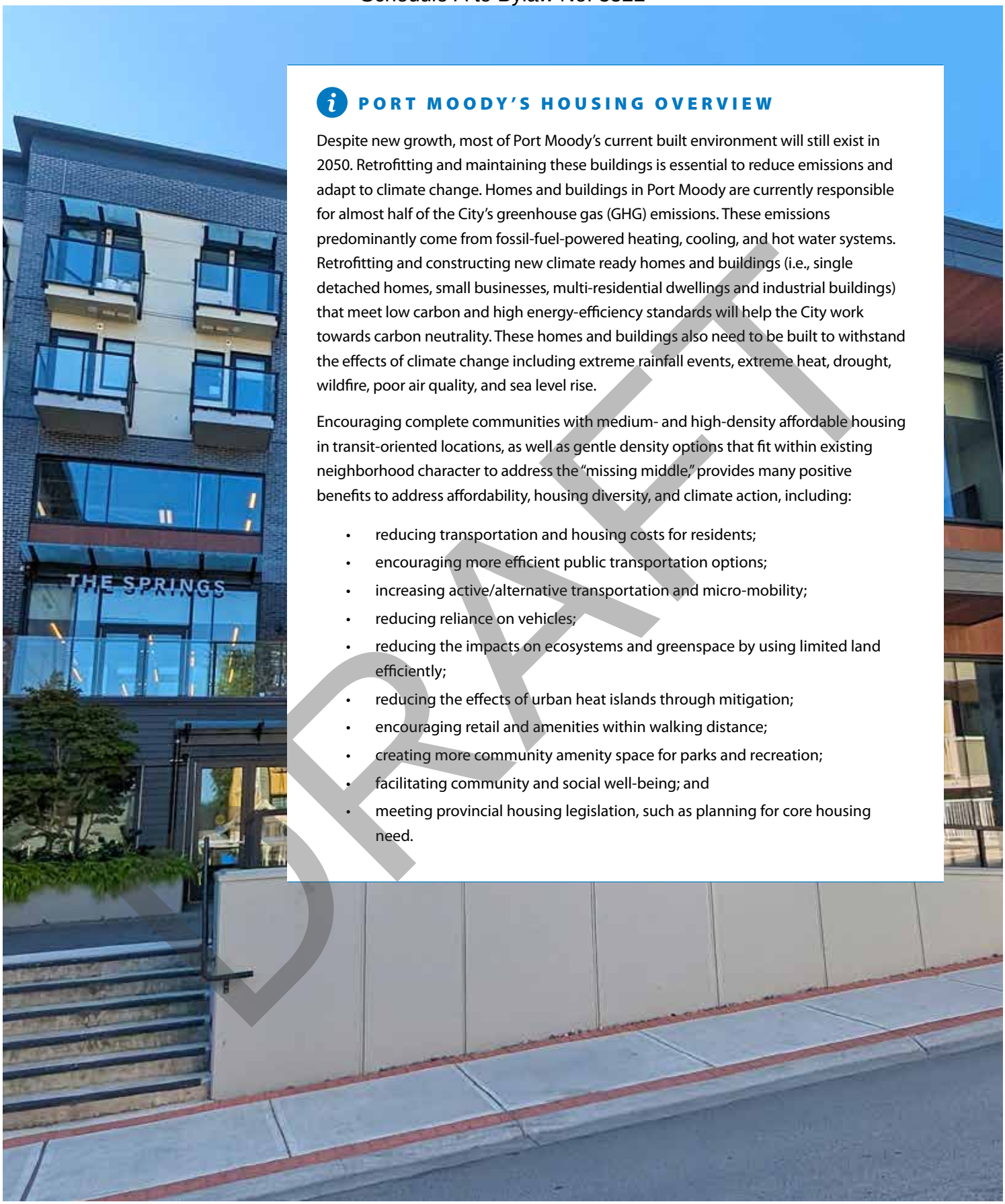
Port Moody is expected to continue to grow and will require a diverse and healthy housing spectrum to meet future population growth which includes market and non-market housing options. A healthy housing spectrum will need to address several housing type "gaps" that presently exist in the Port Moody's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



Housing Spectrum and Current Housing Gaps, Housing Action Plan 2022

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

DRAFT



PORT MOODY'S HOUSING OVERVIEW

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

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

- reducing transportation and housing costs for residents;
- encouraging more efficient public transportation options;
- increasing active/alternative transportation and micro-mobility;
- reducing reliance on vehicles;
- reducing the impacts on ecosystems and greenspace by using limited land efficiently;
- reducing the effects of urban heat islands through mitigation;
- encouraging retail and amenities within walking distance;
- creating more community amenity space for parks and recreation;
- facilitating community and social well-being; and
- meeting provincial housing legislation, such as planning for core housing need.

DRAFT



HOUSING NEEDS REPORT

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

As of 2023, municipalities are required to use the HNR Method, a standardized methodology, to complete a report every five years, which identifies the amount of housing needed over five- and 20-year timeframes. The Official Community Plan has been prepared based on the information on which the HNR was developed.

Interim reports were due January 1, 2025, and the first regular reports are due December 31, 2028. Port Moody's 2024 Interim Housing Needs Report identifies the City's five-year need as 3,063 new dwelling units and its 20-year need as 9,796 new dwelling units.

In addition to accounting for anticipated population growth, HNRs identify the components of need that comprise the City's five-year need of 3,063 new dwelling units and its 20-year need of 9,796 new dwelling units. As such, the HNR identifies additional housing supply required to address community needs and gaps and identify priority groups in need of greater housing options, such as households paying more than 50 per cent of their income for housing (Extreme Core Housing Need) and housing supply for those who are homeless or at risk of homelessness.

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

As identified in Chapter 4 and displayed on Map 1 (p. 168), the residential land use designations in this OCP are projected to exceed the 20-year housing need requirement.

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

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

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

DRAFT

HOUSING ACTION PLAN

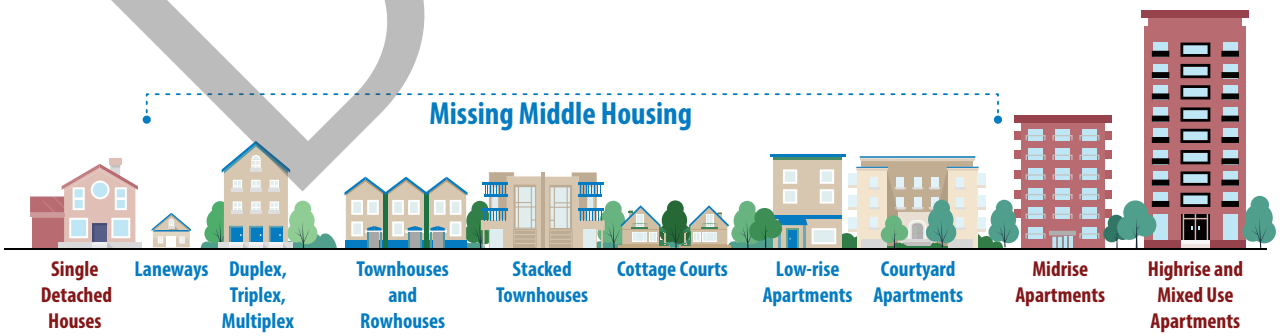
The City's Housing Action Plan (2022-2032) addresses housing gaps and needs identified in Port Moody's 2021 Housing Needs Report.

1	2	3	4
Improve Affordability	**Catalyze Rental**	**Diversify Housing**	**Be a Housing Champion**
Encourage affordability across the spectrum, with a focus on supporting non-market housing that is subsidized and affordable to residents with low and very low incomes.	Encourage the renewal and expansion of Port Moody's rental housing supply to improve stability, choice, and affordability for renters. Purpose built rental apartments will be encouraged, which offer high levels of security and stability for renters.	Facilitate diverse housing and building forms to reflect the unique and evolving needs of residents. Diverse ground-oriented housing forms between single detached homes and high density apartment towers will be encouraged.	Champion actions to build a healthy housing system; Advocate for senior government action and legislative changes; Build partnerships and initiate collaboration; and scale up to build organizational capacity.

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

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

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



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

DRAFT



TRANSIT-ORIENTED AREAS (TOA)

The *Local Government Act* requires municipalities to designate Transit-Oriented Areas (TOAs) near transit hubs to permit housing development that meets specific requirements for building heights and density. The framework creates a tier system (based on distance from the transit centre and type of transit centre) that defines standards such as minimum allowable density and heights and removes minimum parking requirements for off-street residential users. In Port Moody, the Moody Centre and Inlet Centre SkyTrain stations are both subject to the TOA framework. Map 1: Overall Land Use Plan (p. 168) shows the location of TOA tiers in relation to these stations. All lands currently zoned for residential or mixed residential uses and located within the 200m, 400m, and 800m rings around either station now allow for the minimum densities and heights set out by the Province.

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

Transit-Oriented Areas – Minimum Density Framework



	Tier Level 1	Tier Level 2	Tier Level 3
Prescribed Distance	200m or less	201m to 400m	401m to 800m
Minimum Allowable Density (FAR)	Up to 5.0	Up to 4.0	Up to 3.0
Minimum Allowable Height (Storeys)	Up to 20	Up to 12	Up to 8
Examples of Building Types	Apartment Tower	High-rise, mid-rise	Mid-rise

DRAFT

BUILT ENVIRONMENT– OBJECTIVES AND POLICIES

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

Specific targets include:

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

By 2030, the City aspires to have:

- 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 replaced with zero emissions systems; and
- carbon content of new buildings and construction projects reduced by 40% (compared to 2018).

By 2050, the City aspires to have:

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



DRAFT



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, extreme temperatures, and climate risks.
2. Explore opportunities for partnerships and financing strategies to support residents and business owners to address climate action for buildings.
3. Encourage the design, construction, and renovation of buildings that:
    a. are durable and more likely to withstand and/or recover quickly from the anticipated effects of climate change;
    b. use relatively little energy to operate;
    c. provide a healthy indoor environment with good air quality;
    d. incorporate low carbon energy cooling/heating 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.
5. Promote building design, landscaping, and treatments that work to mitigate extreme heat, lessen the urban heat island effect, incorporate albedo surfaces, and expand neighbourhood tree canopy coverage in line with other applicable City direction.

DRAFT



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, including those in Extreme Core Housing Need and experiencing homelessness.

▶ Affordable Housing Policies

1. Expedite the creation of non-market housing built and funded by senior governments and non-profit housing partners.
2. Identify opportunities to work with senior governments to provide supportive housing for persons at risk of and/or experiencing homelessness.
3. Collaborate with builders, funders, and operators to improve housing affordability and develop innovative solutions.
4. Expand the supply of non-market housing through process and regulatory tools.
5. 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.
6. Support the creation of new co-operative and community land trust housing.
7. Consider affordable housing ownership programs where possible.
8. Encourage the creation of seniors focused housing opportunities in transit-oriented areas that are adaptable and affordable.
9. Continue to support tenants displaced in redeveloping areas through the implementation of the City's Tenant Relocation Assistance Policy and strive to retain and replace existing affordable rental housing through the City's Rental Protection Policy.

DRAFT



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

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

▶ Rental Housing Policies

1. Encourage retention, renewal, expansion, and creation of purpose-built rental.
2. Reduce energy poverty and explore opportunities to retrofit aging rental apartment buildings for energy efficiency.
3. Explore the use of incentives to encourage renewal of existing purpose-built rental including decarbonization incentives and secure these through affordability covenants.
4. Encourage compliance and pursue enforcement for the City's Standard of Maintenance Bylaw to ensure the quality of rental stock is upheld to a minimum standard that protects the health and safety of renters.

ENERGY POVERTY

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

DRAFT



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. Greater housing diversity will allow the City to meet future anticipated household growth, and to provide more opportunities for families to find the required housing to meet their needs. 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 infrastructure to be available in all neighbourhoods.

▶ Diversify Housing Policies

1. Continue to monitor uptake of SSMUH housing typologies to ensure alignment with the City's needs for Missing Middle Housing.
2. Explore density bonusing, where permitted, to encourage rental, accessible, affordable and non-market housing, as well as encourage more units and green space preservation on-site.
3. Encourage townhouse podiums with apartments with family-friendly options on the lower levels.
4. Encourage suitable transitions between differing land uses or residential densities through the design and placement of buildings that are sensitive to adjacent properties, particularly between the TOA tiers and adjacent surrounding neighbourhoods.
5. Continue to support an increased number of family-friendly units with 2 or more bedrooms in all multi-residential developments with improved design considerations.
6. Continue to enhance housing accessibility for people of all ages, abilities, needs, and walks of life by encouraging inclusive, universal, and culturally respectful design in both new development and through renovation of existing properties, recognizing that housing is a fundamental aspect of individual dignity, community well-being, and intergenerational living.

DRAFT



Objective 5: Continue to advocate for housing.

Collaboration across the housing sector with senior governments, 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 designations and zoning regulations to ensure the City can meet its housing targets.
3. Continue to 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.
5. Look for opportunities to create housing to accommodate the unique needs of individuals with disabilities.

DRAFT

CHAPTER 8

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



Photo by Anna Davydova

DRAFT

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 2030, the City aspires to have:

- 40% of passenger vehicles and 25% of commercial vehicles are electric.
- 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.

By 2045, the City aspires to:

- 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.



DRAFT



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 (p. 171) shows the City's Road Network and Map 5 (p. 172) identifies major transit infrastructure in Port Moody.

▶ Minimize Emissions Policies

1. Strive to 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. Encourage developers to include comprehensive transportation demand management (TDM) strategies in proposals for new development projects.
6. Encourage accessible pedestrian connections and bicycle facilities in all new developments.
7. Encourage direct pedestrian and cyclist access to transit stops in new residential developments.
8. Consider on-site parking below grade where possible to increase land use efficiency, walkability and encourage alternative modes of transportation.
9. Continue to explore opportunities for shared micro-mobility in the community.
10. Work towards achieving the goals of the Tri-Cities Zero Emissions Mobility Plan.

DRAFT



Objective 2: Create a walkable, active transportation-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 (p. 173) and 7 (p. 174) show the City's network of bike and pedestrian routes.

▸ Walkable/Active Transportation-friendly Policies

1. Encourage 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. Encourage sidewalks on both sides of arterial, collector, and all new local streets.
4. Support the provision of active transportation 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 areas across the City and provides pedestrian connections to adjacent communities and rapid transit stations.
6. Develop overpasses that support active transportation 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. Strive to 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 to reduce vehicle usage, where applicable.
10. Increase the convenience of cycling by working with businesses to provide bicycle parking in the public right-of-way in key areas of the city. Encourage bicycle and scooter parking and end-of-trip facilities for new developments.

DRAFT



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

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

▶ Transit-Oriented Communities Policies

1. Continue to encourage Transit-Oriented Development (TOD) within 400 metres of SkyTrain stations.
2. Encourage Transit-Oriented Development (TOD) principles within the wider Provincially mandated Transit-Orientated Areas (TOA).
3. Support high quality, low GHG emission connections to the SkyTrain, including improved transit, walking and cycling access.
4. Implement transit priority treatments such as signal coordination, bus bulges, and intersection queue jumpers where warranted on St. Johns Street, Murray Street, and Ioco 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 exploration of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver including the potential provision of a ferry terminal facility at or near Rocky Point Park.

DRAFT



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

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

▶ Movement of People and Goods Policies

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

DRAFT



Objective 5: Create a safe and liveable community.

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

▶ Safe and Liveable Community Policies

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

DRAFT





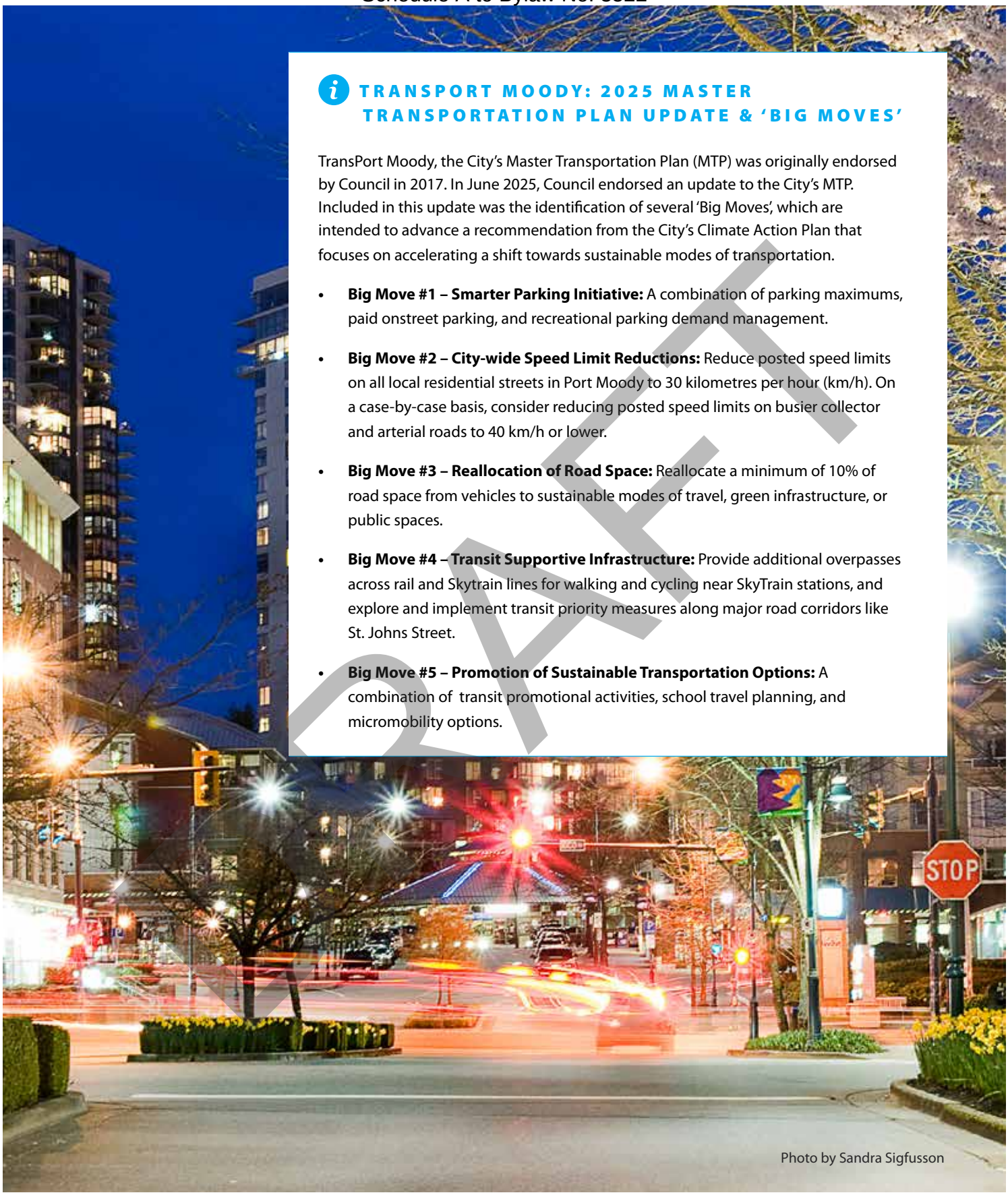
Objective 6: Encourage access and use of sustainable transportation options.

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. Support the implementation of the "Big Moves" identified in the City's Master Transportation Plan Update (2025), to help enable significant progress towards achievement of 2030 climate related targets.
2. Support the use of sustainable transportation options, including walking, cycling, transit, and low/zero emission vehicles.
3. Require zero emission vehicle fueling infrastructure in all new developments.
4. Support low-emission ride hailing services and shared vehicle and micro-mobility programs.
5. Encourage car share programs and dedicated parking for car shares in new developments and other areas throughout the community.

DRAFT



TRANSPORT MOODY: 2025 MASTER TRANSPORTATION PLAN UPDATE & 'BIG MOVES'

TransPort Moody, the City's Master Transportation Plan (MTP) was originally endorsed by Council in 2017. In June 2025, Council endorsed an update to the City's MTP. Included in this update was the identification of several 'Big Moves', which are intended to advance a recommendation from the City's Climate Action Plan that focuses on accelerating a shift towards sustainable modes of transportation.

- **Big Move #1 – Smarter Parking Initiative:** A combination of parking maximums, paid onstreet parking, and recreational parking demand management.
- **Big Move #2 – City-wide Speed Limit Reductions:** Reduce posted speed limits on all local residential streets in Port Moody to 30 kilometres per hour (km/h). On a case-by-case basis, consider reducing posted speed limits on busier collector and arterial roads to 40 km/h or lower.
- **Big Move #3 – Reallocation of Road Space:** Reallocate a minimum of 10% of road space from vehicles to sustainable modes of travel, green infrastructure, or public spaces.
- **Big Move #4 – Transit Supportive Infrastructure:** Provide additional overpasses across rail and Skytrain lines for walking and cycling near SkyTrain stations, and explore and implement transit priority measures along major road corridors like St. Johns Street.
- **Big Move #5 – Promotion of Sustainable Transportation Options:** A combination of transit promotional activities, school travel planning, and micromobility options.

DRAFT

Photo by Sandra Sigfusson



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

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

▶ Partnership and Advocacy Policies

1. Collaborate with School District No. 43 and Fraser Health to review safe walking and cycling routes, review traffic safety concerns, promote use of active and low emission modes, provide end-of-trip facilities, and make higher priority infrastructure improvements where possible.
2. Support TransLink to encourage opportunities to integrate cycling and public transit including the continuation of the bicycle rack program on all TransLink buses; space for bicycles on SkyTrain cars; and secure short-term bicycle parking at SkyTrain stations.
3. Encourage TransLink to provide high-frequency service during peak periods including coordination with School District No. 43 school hours and to improve off-peak transit service frequency.
4. Advocate for West Coast Express service improvements including additional two way peak period and off-peak period service, and additional service during mid-day, evenings, and weekends.
5. Work with other organizations, including schools, federal and provincial programs, ICBC, Fraser Health, 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 B.C. communities.

DRAFT

CHAPTER 9

Economic Development



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

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

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

To become more economically competitive, the City must find new ways to attract investment that brings good, sustainable jobs to Port Moody that might otherwise be located elsewhere. This will require an understanding of how the City of Port Moody's economic development actions are nested within other relevant policies, including federal and provincial priorities and *Metro 2050*. 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.

DRAFT



Economic Trends

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



Demographics

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



Quality of Life

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



Knowledge and Digital Economy

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



Competition for Industrial Land

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



Influence of Population Bubbles

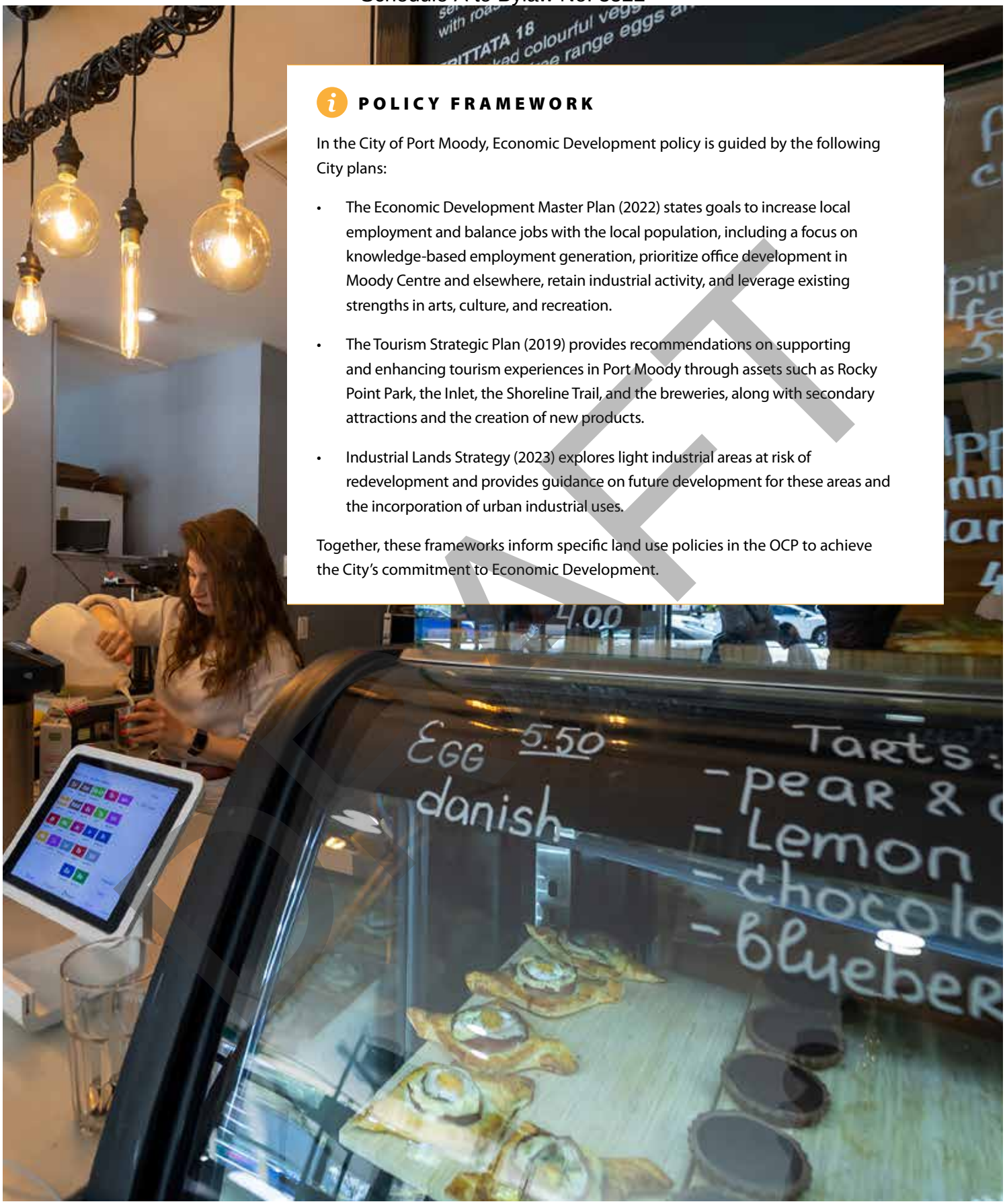
Baby-boomers remain a dominant demographic market group influencing shopping patterns and the demand for health-related services.



Health and Education Industries

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

DRAFT



POLICY FRAMEWORK

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

- The Economic Development Master Plan (2022) states goals to increase local employment and balance jobs with the local population, including a 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, the 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.

DRAFT



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

DRAFT

▶ 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 (p. 168).



DRAFT



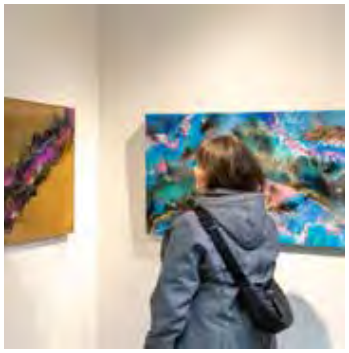
Objective 2: Attract office-based employment.

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

▶ Office Employment Policies

1. Seek opportunities to attract new businesses in emerging and growth sectors that encourage a better match between the skills of the City's resident labour force and the jobs available in Port Moody.
2. Continue facilitating opportunities to build a strong employment centre in the Moody Centre Transit-Oriented Area – Core and establish this area as a key district for office-based, traded industry employment.
3. Explore possibilities to 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.

DRAFT



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

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

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

▸ Arts, Culture and Heritage Policies

1. Leverage the arts and culture focus of the community to highlight commitment to creative industries.
2. Encourage 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. Foster support for small businesses to remain in the community and explore opportunities for temporary or permanent relocation during redevelopment initiatives.
9. Leverage the growing office-based economy, business travel, tourism, and arts and culture to attract hotel services.

DRAFT



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

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

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

▶ Industrial Lands Policies

1. Encourage clean, sustainable light industrial uses that contribute to local economic growth and diversification, with special emphasis on high technology and knowledge-based industry.
2. Review policies and regulations to support a transition in light industrial land use to urban industrial uses in select areas of the city.
3. Ensure the City's approvals process supports investment and development of industrial lands.
4. Encourage intensification of Moody Centre urban sites currently designated for industrial use such as the development of multi-storey, multi-tenant spaces creating the opportunity for more attractive building forms while optimizing the use of industrial land.
5. Consider physical and aesthetic quality of new industrial development, including its impact on the environment, the efficient use of land, incorporating green infrastructure, 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. Support engagement with large industrial businesses such as Pacific Coast Terminals and Suncor 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.

DRAFT



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

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

▸ Outreach and Partnership Policies

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

DRAFT

CHAPTER 10

Arts and Culture



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

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

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



DRAFT



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

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

DRAFT



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 the exterior of new development and 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. Develop an incentive program to encourage arts related space in new development.

DRAFT



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

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

▸ Cultural Capacity and Placemaking Policies

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

DRAFT

▶ Cultural Capacity and Placemaking Policies (continued)

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

DRAFT



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

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

▶ Arts and Innovation Policies

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

DRAFT



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

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

▸ Community Outreach and Partnership Policies

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

DRAFT

CHAPTER 11

Heritage



Port Moody is located on the ancestral and Traditional homelands of the kʷikʷəƛ̓əm (Kwikwetlem), səlilwətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), q̓ic̓əy̓ (Katzie), q'ʷa:n' ƛ̓'ən' (Kwantlen), qiqéyt (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.



DRAFT

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, p. 170).

▶ 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.

DRAFT



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 Ioco 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 City's 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.

DRAFT



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

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

▶ Truth and Reconciliation Policies:

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

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

The City of Port Moody is committed to moving forward on Truth and Reconciliation and implementing the Truth and Reconciliation Commission's Call to Action relevant to local government (specifically calls #43, #47, #57, #75, and #77). See Appendix. 6 for the full text of these Calls to Action.

DRAFT



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

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

▶ Conservation Policies:

1. Support 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, p. 170 for the location of the Moody Centre Heritage Character Area).
3. Continue to add properties to the heritage register in consultation with property owners as a means of informing the conservation and maintenance of historic buildings.
4. Continue to maintain the former City Hall and the Centennial House (PoMoArts) and support the Port Moody Heritage Society in the preservation of the CPR Railway Station (POMO Museum) for community purposes.
5. Compile an inventory of industrial heritage sites and artifacts to reflect the historic importance of industry in the development of Port Moody.

DRAFT



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

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

DRAFT



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

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

▸ Heritage Partnership Policies

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



Objective 5: Clarke Street Revitalization.

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

▸ Clarke Street Revitalization Policies:

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

DRAFT

CHAPTER 12

Community Well-Being and Resilience



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

Climate change resiliency is a significant factor to a healthy community. The impacts of climate change are being experienced in many communities with increasing frequency and intensity of climate events, and modern realities like frequent flooding, wildfires, drought, and extreme heat have a lasting impact on mental and physical well-being. Climate change and natural hazard events affect priority 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 City's Disaster Response Plan (2014), Climate Action Plan (2020), the Age-Friendly Assessment and Action Plan (2020), the Tri-Cities Region Food Security Action Plan (2021), the Extreme Weather Resilience Plan (2022), the Child Care Action Plan (2022), the Social Well-being Design Guidelines (2024), and the Port Moody Fire Rescue Master Plan (2025).



DRAFT



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

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

▶ Health and Wellness Policies

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

SOCIAL INFRASTRUCTURE

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

DRAFT



Objective 2: Foster equity and inclusion in the community.

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

▸ Equity and Inclusion Policies

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

DRAFT



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, p. 169). The Port Moody Public Library, PoMoArts and POMO Museum are additional facilities which provide learning opportunities to residents (refer to Chapter 9).

▶ Life-long Learning Policies

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

DRAFT



Objective 4: Be an age-friendly community.

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

▸ Age-friendly Policies

1. Strive to have age-friendly accessibility design consideration 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. Explore the creation of 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 and older adults to contribute and participate in community life through municipal and community organizations and drop-in recreational opportunities.
8. Encourage the provision of adequate on-site outdoor play areas, where possible particularly in densifying areas.

DRAFT



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, provisions for children with special needs, 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 Density Bonusing, Capital Planning, and future Amenity Cost Charge programs.
5. Prioritize low carbon, climate resilient child care spaces in civic facilities, parks, along transit hubs and on school properties.
6. Collaborate with other public and not-for-profit partners to identify potential land or facilities that could be used for child care social infrastructure.
7. Encourage 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.

DRAFT



Objective 6: Improve child care affordability and partnerships.

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

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

▶ Child Care Affordability and Partnership Policies

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

DRAFT



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

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

▶ Food Security Policies

1. Support Metro Vancouver's Regional Food System Strategy and Regional Food System Action Plan.
2. Collaborate with Tri-Cities and Metro Vancouver on new initiatives to minimize food waste in residential, commercial, and institutional areas.
3. Support the Tri-Cities Food Council and implementation of the Tri-Cities Food Security Action Plan.
4. Work collectively towards a low carbon, decolonized and food-secure Port Moody.
5. Integrate, develop and enhance new and existing policies, bylaws, and other planning and strategy documents to reflect additional household and community food security elements. This includes policies that encourage food processing facilities, community kitchens, cold storage, and testing labs that help support agricultural viability.
6. Develop and adopt low carbon resilient food security-conscious design guidelines for the private (residential, commercial, and industrial zones) and public realms (parks and open spaces, community, and recreation facilities) by improving walkability and easy access to healthy food sources, urban agriculture, and food sharing.
7. Encourage community gardens and other food assets in new urban development (including rooftop gardens, vertical farming, urban agri-tech, and other food friendly infrastructure).
8. Identify potential sites for new and expanded community gardens, vertical farming, urban farming, and other methods (high tech and traditional) to expand and increase access to opportunities for growing food within the urban environment.
9. Consider a year-round indoor farmers' market and/or pop-up markets.
10. Explore opportunities to promote agricultural awareness and the importance of agricultural industry to highlight connections to the well-being of Port Moody residents and food/agricultural-related businesses.

DRAFT



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

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

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

▸ Climate Resilience Health Policies

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

DRAFT

CHAPTER 13

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.



DRAFT



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 (p. 175) 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.

DRAFT



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 (p. 176) 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. Support the implementation of effective utility management principles for the management of the storm and sanitary sewer systems.
3. Research and investigate the potential of greywater re-use in residential developments (e.g., using laundry grey water for toilet flushing or landscaping, or using rainwater for laundry or toilet flushing).
4. Liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans.

DRAFT



Objective 3: Reduce hydrological impacts through Integrated Stormwater Management.

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

To reduce the effects on watershed health, the City has completed several Integrated Stormwater Management Plans including the Chines Integrated Stormwater Management Plan (2016), in collaboration with Coquitlam and Metro Vancouver, and the Stoney Creek ISMP (1999), in collaboration with Coquitlam, Burnaby and Metro Vancouver. A 2019 study in Moody Centre assessed the stormwater infrastructure for climate change capacity requirements and provided direction for future development plans. Two additional integrated storm water management plans were completed in 2024 for the North Shore and Inlet Centre areas incorporating climate change requirements for stormwater infrastructure and assessing watershed health of creeks including Mossom and Noons Creeks. Map 19 (p. 186\) shows the watersheds within Port Moody.

▸ Integrated Stormwater Management Policies

1. Apply storm water best management practices to City projects, where appropriate, to maintain and improve overall watershed health.
2. Incorporate Integrated Stormwater Management Plan recommendations into City capital projects, area plans, and subdivisions.
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).

DRAFT



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 owned and maintained by the City, with operational and maintenance support provided by TransLink as legislatively required.

▶ Road and Bridge Infrastructure Policies

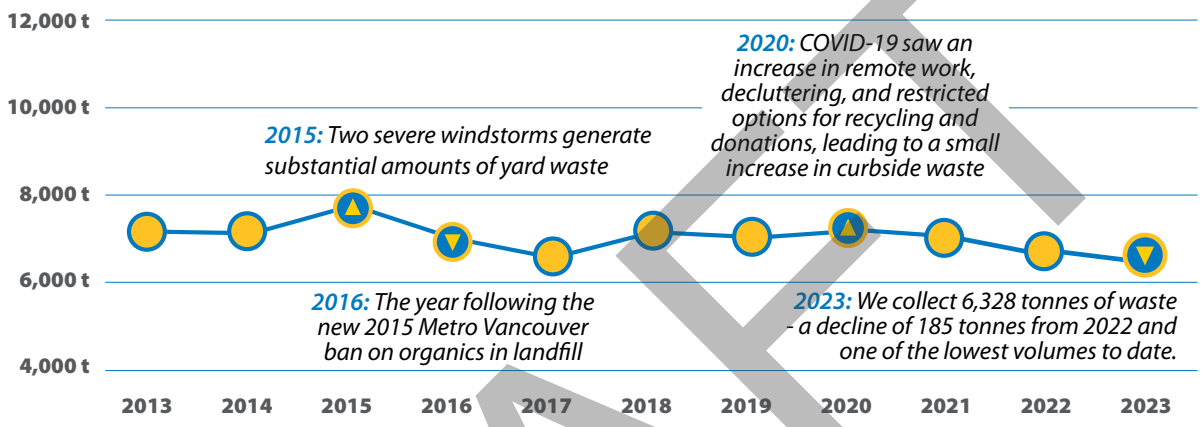
1. Incorporate environmentally friendly or low carbon materials to complete annual maintenance and rehabilitation of road infrastructure.
2. Ensure that roads and bridges are designed to industry best practices and are managed cost effectively.
3. Support the effective maintenance of roads and bridges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

DRAFT



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 CO^2 equivalent emissions annually). These emissions can be reduced by continuing to divert organic waste from the landfill, including composting kitchen scraps, composting yard trimmings, recycling construction material and recycling printed paper and packaging materials under RecycleBC.



Waste diversion trends from 2013–2023.

▶ Zero Waste Policies

1. Strive to 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; and
3. Phase in recycling facilities and waste reduction initiatives in all major parks and sports facilities.

DRAFT



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. Green Infrastructure is an important consideration for its ability to provide economic benefits by reducing the capital, maintenance, and replacement costs of conventional infrastructure. A Natural Asset Management Strategy is 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 resources and ecosystems, and integrate natural assets into asset management processes, practices, and systems, as appropriate.
7. Consider carbon sequestration as a component of natural asset management.

DRAFT



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.

DRAFT

CHAPTER 14

Neighbourhood Plan Areas



This chapter addresses the approximate location, amount, type, or density for various kinds of development and facilities as required under the *Local Government Act*. Accordingly, this chapter sets out development policies for each of the City's fifteen neighbourhoods which are unique in size, age, land use, densities, and phase of development.

In addition to the development policies for each of the neighbourhoods, the City's other housing related policies, such as those supporting inclusionary zoning, availability of family friendly units and tenant protection, are broadly applicable to guide all residential development in the City. Notably, all neighbourhood policies contained within this chapter represent the City's aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

This chapter contains specific policies to guide growth and change in each neighbourhood more broadly, while also including policies for neighbourhood sub areas that provide more focused direction to support the vision for each distinct area.

Many of the neighbourhoods and neighbourhood sub areas detailed in this chapter overlap with the boundaries of the provincially mandated Transit-Oriented Areas (TOA) in Port Moody. While the specific polices noted in each of the following sections outline the preferred outcome or expectations for these parts of the city, the entitlements conferred by the TOA are still applicable in these areas. Additionally, as required by the province, Small-Scale, Multi-Unit Housing (SSMUH) is permitted in many neighbourhood plan areas. SSMUH can be realized in a variety of different forms (i.e., additional dwelling units, duplexes, tri-plexes, quad-plexes, townhouses, etc.).

As the Official Community Plan (OCP) sets out the long-term vision for Port Moody, it is anticipated that further work will be required to align the City's expectations for lands within the TOAs. Future amendments to the OCP are expected to incorporate more detailed plans for these areas, specifically for the South of St. Johns Street Special Study Area.



DRAFT

The policies in the Neighbourhood Plan Areas chapter are grouped in the following sections:

Section	Neighbourhood	Neighbourhood Sub Area
14.1	College Park	
	Harbour Heights	14.1.1 Woodland Park
	Glenayre	
14.1.2	Seaview	
14.2	Pleasantside and April Road	
14.3	Heritage Mountain	
	Twin Creeks	
	Noons Creek	
	Mountain Meadows	
	Heritage Woods	
14.4	Ioco Lands	
14.5	Inlet Centre	14.5.1 Inlet Centre Station Transit-Oriented Area – Core
14.5.2	Coronation Park	
14.6	Moody Centre	14.6.1 South of St. Johns Street (SOSJ) Special Study Area
		14.6.2 Moody Centre Station Transit-Oriented Area – Core
		14.6.3 Moody Centre – Site Specific Policies
		14.6.4 Westport Village
		14.6.5 Spring Street Promenade
		14.6.6 Heritage Commercial District
		14.6.7 Cultural Node
		14.6.8 Murray Street Boulevard
		14.6.9 Oceanfront District

DRAFT

14.1 College Park, Harbour Heights, Glenayre, and Seaview

The College Park, Harbour Heights, Glenayre, and Seaview neighbourhoods are predominantly residential and currently contain a mix of single detached homes, townhouses, and apartments with some commercial development on Clarke Road. Several of these areas are adjacent to the Suncor Refinery lands.

Most of the existing housing in Glenayre, Seaview and College Park has been built within the last 40-50 years. While widespread redevelopment is not likely to occur, some change can be expected, especially when considering the gentle densification anticipated from Small-Scale, Multi-Unit Housing (SSMUH). While existing lot patterns in the neighbourhood are likely to be retained, SSMUH will provide denser, ground-oriented housing forms in different configurations.

▶ Policies

1. The lower density land use and ground-oriented character of these neighbourhoods shall generally be retained with the exception of the Woodland Park site and potential redevelopment areas noted in Section 14.1.2.
2. The Suncor Lands are designated as a Special Study Area. Future land uses may include residential, commercial, institutional, and recreational uses, as well as clean industrial/business activities provided that such development is compatible with adjacent uses.

14.1.1 Woodland Park

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



Figure 1: Woodland Park

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 (Figure 2: Woodland Park Master Plan). For reference, the buildings identified on the approved Master Plan are shown schematically for illustration only. Actual building siting will be determined in conjunction with the review of individual development permits. Aside from the provision of a range of housing tenures, the key cornerstone of the Master Plan is the protection and enhancement of the existing Environmentally Sensitive Areas on the site for the long-term benefit of Woodland Park and the surrounding community.

DRAFT



Figure 2: Woodland Park Master Plan

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

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

DRAFT

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

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



Figure 3: Environmentally Sensitive Areas and Open Space Concept Plan

Development Phasing

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

A key community benefit of the project is the provision of a variety of amenities, which will be provided as part of the development phasing.



Figure 4: Woodland Park Phasing Plan

▸ Woodland Park Policies

1. Within Woodland Park a variety of housing types and tenures will be provided including, below market rental units, market rental units and strata units. Neighbourhood serving uses, including commercial and childcare uses will also be provided for.

2. Opportunities for other flexible housing options to respond to changes in household needs (e.g., lock-off units) will be considered.

DRAFT

▶ Woodland Park Policies (continued)

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 Figure 5: Woodland Park Building Heights

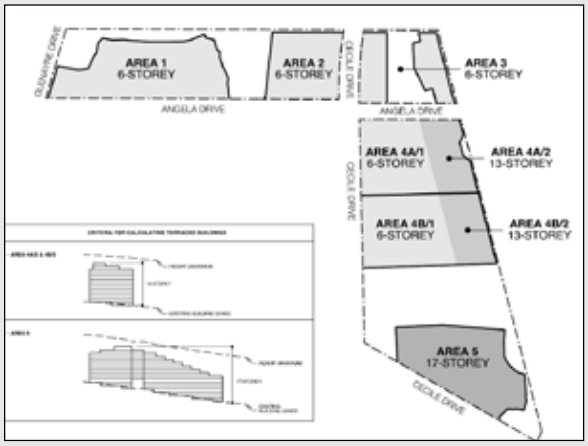


Figure 5: Woodland Park Building Heights

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 Figure 5b: Woodland Park Building Heights Including Density Transfer.

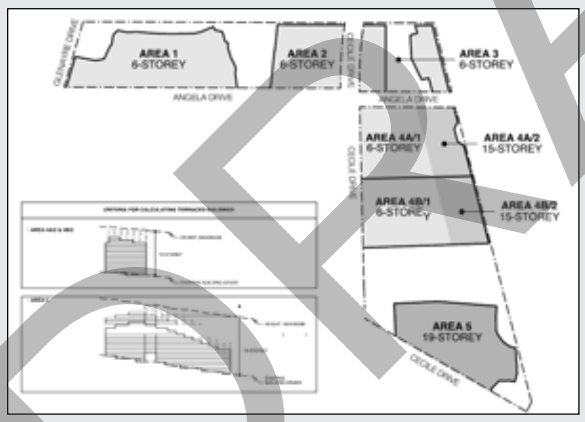


Figure 5b: Woodland Park Building Heights Including Density Transfer

5. A public path around the perimeter of the property, as shown on the Master Plan, is required, which will generally define the extent of the Environmentally Sensitive Areas to be protected and enhanced.

6. The phased development of Woodland Park shall include the provision of transportation 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.

DRAFT

▶ Woodland Park Policies (continued)

8. Detailed plans for each urban park shall be provided and, once developed, the two parks, along with the perimeter path and on-site environmentally sensitive areas shall either be dedicated to the City, or in the case of 'The Hub' park public access may be otherwise secured.

9. In order to support the creation of a sustainable community at Woodland Park, development shall address the City's policies related to climate change adaptation and shall include the incorporation of:

    a. transportation demand management strategies, including, but not limited to:

        - an improved neighbourhood pedestrian and cycling network along the site frontages of Angela and Cecile Drives; and
        - parking requirements;

    b. best management green building and energy efficiency practices; and

    c. green infrastructure strategies.

10. A cohesive Public Art Master Plan that identifies opportunities and priorities for the provision of public art in Woodland Park.

11. Opportunities along the perimeter trail to incorporate interpretative and educational signage.

12. Development Permit Area 4: Environmentally Sensitive Areas and Development Permit Area 5: Hazardous Conditions development permit area guidelines shall apply to the preservation and enhancement of the on-site watercourses and forest resources and address hazardous conditions as necessary.

14.1.2 Seaview Neighbourhood

The Seaview neighbourhood is valued for its natural environment, including its mature trees, creeks and spaces to enjoy nature such as trails and open space. There is a strong sense of community and appreciation for a neighbourhood that feels safe, quiet, and walkable. The area currently includes a mix of single detached homes, townhouses, apartments, and some commercial development along Clarke Road.

As the neighbourhood evolves, there is a desire for some increased density, more affordable and diverse housing options and more small scale, locally serving commercial uses. The future vision for this area includes the evolution of some single detached properties into Small-Scale, Multi-Unit Housing (SSMUH) forms along with greater density in target sites throughout the neighbourhood.

DRAFT

▶ Seaview General Policies

1. Encourage a mix of housing forms, ranging from Small-Scale, Multi-Unit Housing to six storey forms, with varying levels of density and affordability to support households of diverse sizes and compositions.
2. Preserve mature trees, green spaces and watercourses, and enhance and expand these elements through redevelopment and future parkland acquisition.
3. Leverage opportunities through redevelopment to contribute to meeting parkland needs in the neighbourhood, including neighbourhood parks, pocket parks and expansion of existing parkland.
4. Expand local amenities to include additional recreation and gathering spaces as well as park amenities including playgrounds, off leash dog areas, sports courts and community gardens.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections within the Seaview area and to other parts of the City.
6. Work with TransLink to enhance bus service within the Seaview area and surrounding neighbourhoods as appropriate.
7. Create opportunities for small scale, locally serving businesses to meet the daily needs of residents including groceries, cafes, and professional services.

In support of these objectives, select areas in the Seaview Neighbourhood identified on Figure 6 and described below are identified as having greater development potential, and are expected to redevelop gradually.

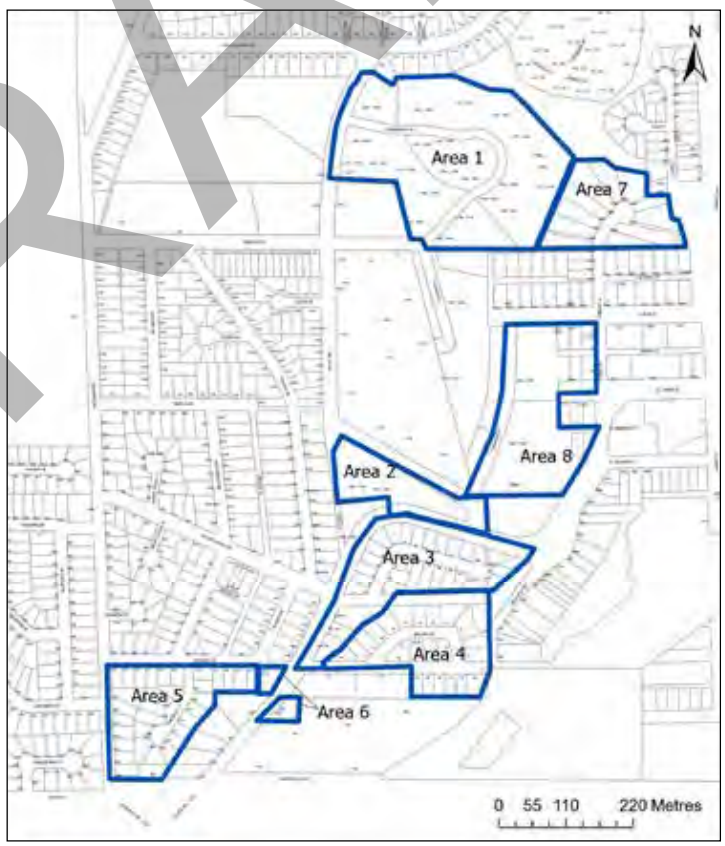


Figure 6: Seaview Neighbourhood Areas

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

DRAFT

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

> Notably, all neighbourhood policies contained within this chapter represent the City's aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

Seaview Area 1 – Evergreen Drive

This area currently consists of multi-residential townhouse uses on properties located at 200 - 345 Evergreen Drive. This area is bordered by Cecile Drive and Chateau Place to the west, Melrose Creek to the north, and multi-residential uses to the east and south.

Designated as Multi-Residential up to 3 storeys in height. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that envisions a future consolidation of all the parcels along Evergreen Drive. The following are City identified priorities in the area:

a. Enhancement and protection of the Melrose Creek riparian area;
b. Opportunities for an accessible, programmed public outdoor amenity area adjacent to the Hub Park area of the Woodland Park development to expand recreational offerings in the neighbourhood;
c. Locally serving commercial opportunities;
d. Appropriate massing of built form that is sympathetic to the adjacent context;
e. Protection of existing mature trees; and
f. Multimodal connections to Cecile Drive to support safe access to school and commercial nodes.

Seaview Area 2 – 1031-1089 Cecile Drive

This area currently consists of lower density multi-residential uses. This property borders Cecile Drive to the north and east, Clarke Road to the south and Stein Lane to the west. South Schoolhouse Creek Tributary abuts the south-east portion of the property.

Designated as Multi-Residential up to 6 storeys in height. The following are City identified priorities in the areas:

a. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area;
b. Building setbacks that are sympathetic to the surrounding single detached residential properties west of Stein Lane; and
c. Creation of safe connections to support the multimodal network on Cecile Drive and Highview Place.

Seaview Area 3

This area is currently comprised of existing single detached and multi-residential uses on the south side of Clarke Road and Mount Royal Drive abutting South Schoolhouse Creek.

Designated as Multi-Residential up to 6 storeys in height. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing properties and identifies the developable area. The following are City identified priorities in the area:

a. Provision of a new local street connection from Mount Royal Drive to Seaview Drive that addresses environmental and engineering considerations;
b. Identification of an appropriately sized park to support the community's recreational and parkland needs;
c. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area; and
d. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam, west to Glenayre Drive and surrounding areas.

DRAFT

Seaview Area 4

This area currently consists of single detached and multi-residential uses along Seaview Drive and Bedard Crescent. This area is bordered by South Schoolhouse Creek Tributary to the northwest, Seaview Drive and existing multi-residential properties to the south, and Seaforth Way to the east.

1. Properties at 20–40 Seaview Drive are designated as Multi-Residential up to 3 storeys in height, and should consider the following policy:
    a. 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.
2. All the remaining properties (excluding 20-40 Seaview Drive) within Area 4 have the potential to redevelop to a maximum height of 6 storeys. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing single detached lots and identifies the developable area. The following are City identified priorities for the area:
    a. Extension of the multimodal network along Seaview Drive and Seaforth Way including access south to the City of Coquitlam and west to Glenayre Drive;
    b. Identification of an appropriately sized publicly accessible green space/amenity area; and
    c. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area.

Seaview Area 5

This area is currently comprised of single detached residential uses, the area is bordered by Glenayre Drive to the west, Seaview Drive to the north and multi-residential properties along the eastern edge of this area.

Designated as Multi-Residential up to 3 storeys in height. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing properties and identifies the developable area. The following are City identified priorities for the area:

a. Realignment of Seaview Drive that addresses engineering considerations and access to Clarke Road, prior to redevelopment;
b. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam and west to Glenayre Drive; and
c. Identification of a central, public outdoor amenity area to meet the community's recreational and well-being needs.

DRAFT

Seaview Area 6 - Neighbourhood Commercial Node

The area, at present, is surrounded by multi-residential and single detached residential uses and comprises properties 201-203 Seaview Drive and 910- 916 Clarke Road.

Properties located at 201-203 Seaview Drive and 910-916 Clarke Road are designated as Neighbourhood Commercial up to 6 storeys in height. The following are City identified priorities for the area:

a. Provision of up to 2 storeys of commercial/office uses at the ground and second floors;

b. Inclusion of residential uses on upper floors;

c. Consideration of overall massing of built form that is sympathetic to the neighbourhood scale. Buildings should address the street frontage with back of house uses located to the rear of the buildings to minimize impacts on the public realm; and

d. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam and west to Glenayre Drive.

Seaview Area 7 - Charles Street Cul-de-sac

This area includes all the currently single detached lots in the cul-de-sac (1845-1895 Charles Street). These properties are designated as Multi-Residential up to 6 storeys in height.

1. Redevelopment of the Multi-Residential designated properties within the Charles Street cul-de-sac should consider the preparation of a comprehensive plan that shows the consolidation of all identified lots and the existing roadway.
2. The plan should reflect 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 consider the enhancement of active transportation connections to existing parks and trails.

Seaview Area 8

This area currently consists of multi-residential and single detached residential uses. This area is bordered by Highview Place to the west, Clarke Street to the north, Charles Street to the east and Clarke Road to the south.

Properties in this area are designated Multi-Residential up to 6 storeys in height. The following are City identified priorities in the area:

1. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area;
2. Enhanced pedestrian and cycling connectivity from the Seaview neighbourhood to the wider Moody Centre nieghbourhood;
3. Potential to provide density transfers for properties impacted by the alignment of the proposed Highview Connector; and
4. Creation of multimodal transportation network improvements.

DRAFT

14.2 Pleasantside and April Road

The Pleasantside and April Road areas are currently composed primarily of single - detached homes, with a small number of townhouse developments along Ioco Road, which serves as the primary traffic corridor in the neighbourhood. The lower density character of the neighbourhood is anticipated to be retained in the future, however, with the redevelopment of Small-Scale, Multi-Unit Housing over time, gentle densification and different forms of ground-oriented housing are expected in the neighbourhood.

Traffic on Ioco Road continues to be a challenge in this neighbourhood. The road is designated as part of the regional Major Road Network, carrying a large volume of traffic to and from the Belcarra and Anmore areas. For this reason, the City of Port Moody has discouraged any substantive development in the neighbourhood that would significantly add to existing traffic levels or increased driveway access to Ioco Road. As a result, development in the area has been at low residential densities, a policy that will continue until alternative access to the Belcarra and Anmore areas is available.

▶ Policies

1. Retain the existing residential character of the Pleasantside and April Road neighbourhoods.
2. Continue to promote the use of Old Orchard Hall for community events and encourage the use of the facility for childcare purposes.
3. Consider siting new homes on lower elevation sections of lots to preserve the views of existing homeowners.
4. Encourage a reduction in the number of driveways and volume of traffic with direct access to Ioco Road as part of the review of development applications.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections between Knowle Street and First Avenue.

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

The Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods neighbourhoods are relatively new and currently contain a mix of single detached homes and townhouses, plus a small number of apartment units. Building on the present character of the neighbourhood, the future vision also includes Small-Scale, Multi-Unit Housing (SSMUH) which is expected to develop in the area over time, leading to gentle densification along the existing lot patterns. SSMUH development can be realized in a variety of ways, and the age of the existing housing in the neighbourhood may lead to the addition of new units while maintaining existing buildings.

DRAFT

▶ Policies

1. Retain the existing residential and forested character of the Heritage Mountain, Noons Creek, Twin Creeks, Mountain Meadows and Heritage Woods neighbourhoods.
2. Restrict vehicular access to residential units from local roads and prohibit access from arterial roads.
3. Encourage commercial development in each neighbourhood for the provision of local convenience shopping and other basic needs.
4. Continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections.

14.4 Ioco Lands

It is envisioned that a large portion of this site will eventually be used for an innovative combination of uses including low density residential, multi-residential of varying densities, and mixed use commercial/ residential. Redevelopment will require significant infrastructure and transportation improvements as well as accounting for environmental considerations.

▶ Policies

1. Prior to any large-scale development, consider the creation of a comprehensive land use plan and full environmental assessment that reflects the following:
    a. Opportunities to preserve the historical character of the Ioco Townsite;
    b. Protection and enhancement of environmentally sensitive areas;
    c. Potential consolidation of environmentally sensitive areas into Bert Flinn Park;
    d. Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks;
    e. Integration of climate resilient building technologies (e.g., low-carbon energy systems, and waste and water recycling);
    f. Integration and transition with surrounding neighbourhoods, including Anmore;
    g. Potential traffic impacts on Ioco Road;
    h. Creation and/or maintenance of employment-generating uses;
    i. Maintaining public access to the waterfront; and
    j. Future recreational needs of the community.
2. Consider infill residential development within the Ioco 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.

DRAFT

14.5 Inlet Centre

Inlet Centre is where the majority of Port Moody's higher density residential and commercial development has been completed to date. Significant municipal, regional and provincial facilities and services are located here including Port Moody's City Hall/Library/Community Theatre, Recreation Complex, Firehall, Eagle Ridge Hospital, Crossroads Hospice and Inlet Centre SkyTrain Station.

Most of Inlet Centre is impacted by provincially legislated Transit-Oriented Area (TOA), which establishes minimum densities and building heights around transit hubs. As a large portion of the Inlet Centre neighbourhood is already redeveloped or envisioned for redevelopment, the impact of the legislation may initially be realized slowly.

Inlet Centre is important to the community for the following characteristics:

- Higher density forms of housing ensure that the City provides a range of housing choices for its residents, including first-time home buyers, singles, couples, families, and seniors;
- A mix of land uses in proximity supports the concept of a complete community by providing housing near shopping and employment opportunities, reducing vehicle usage and encouraging a pedestrian oriented environment; and
- The neighbourhood encompasses a key transit node, anchored by the Inlet Centre SkyTrain station and serves as a focal point in linking the north and south shores of the community.

▶ Inlet Centre Policies

1. Inlet Centre as defined on Map 10 – Neighbourhood Areas (p. 177) 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. Encourage suitable transitions between differing land uses or residential densities through the design and placement of buildings that are sensitive to adjacent properties, particularly between the TOA tiers and adjacent surrounding neighbourhoods.
4. Consider redevelopment of the property at 221 Ioco Rd (Heritage Shoppers Mall) in keeping with its designation as Mixed Use – Inlet Centre. Redevelopment of lower building forms is strongly encouraged, and building heights will not exceed 8 storeys.
    i. Mixed uses shall have a retail component, including a grocery store.
    ii. Integration with, and connection to, adjacent development should be prioritized.
    iii. Emphasis should be placed on creating an overall pedestrian focused, village like atmosphere and experience.
5. Explore alternative land use options for the City owned Works Yard and former Firehall sites including residential, institutional, commercial and parks and open space.

DRAFT

14.5.1 Inlet Centre Station Transit-Oriented Area – Core

The Inlet Centre Station Transit-Oriented Area – Core encompasses the area north of Dewdney Trunk Road within a 400 metre radius of the Inlet Centre station. This area also includes portions of the Coronation Park neighbourhood bounded by Balmoral Drive and Guildford Way. The Inlet Centre Station Transit-Oriented Area - Core is also designated as a Municipal Town Centre (MTC) in *Metro 2050*. Within the region, MTCs are key focal areas for growth that fosters the development of walkable, vibrant, and mixed-use communities that support a range of services and amenities.

This area (previously referred to as the Inlet Centre Transit-Oriented Development area) has historically been identified in the Official Community Plan as an important place for growth and higher density. With the introduction of the provincially legislated Transit-Oriented Areas (TOA), this Core area is now situated at the centre of a wider TOA that has the potential to see significant redevelopment, enabled through the provincial minimum densities and building heights framework.

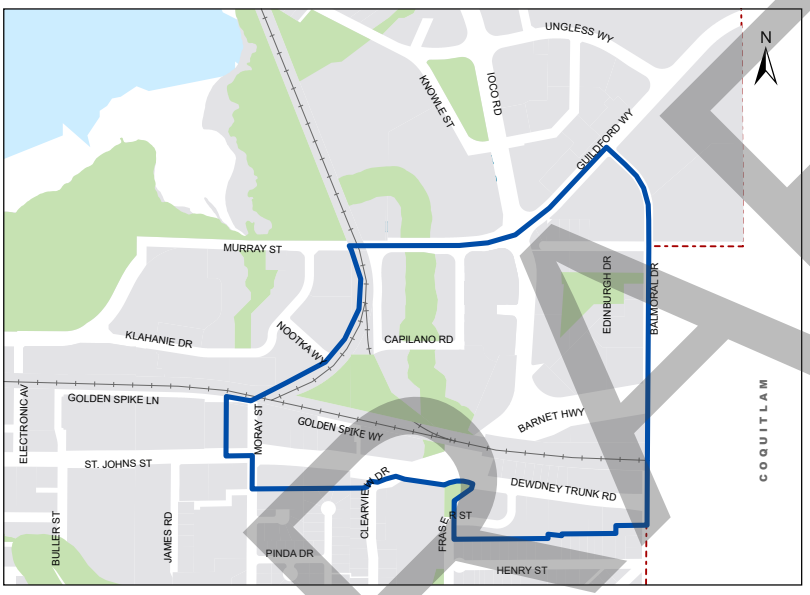


Figure 7: Inlet Centre Station Transit-Oriented Area - Core. Policy directions in this section apply to the area outlined in the map above.



Figure 8: Potential view looking west on Barnet Highway towards Ioco Road. For illustrative purposes only.

DRAFT

The objectives of this Core area are to create a range of uses and increased density within closest proximity to Inlet Centre station. Further objectives and policy directions related to new development in this area include:

- Providing a mix of housing options;
- Enhancing the network of pedestrian and cycling connections to the wider community;
- Incorporating opportunities for public parks and public open space;
- Protection of view corridors between designated features and established public vantage points and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections;
- Placement of buildings such that shadowing is minimized; and
- Providing attractive, green streetscapes that encourage pedestrian and cycling activity and provide for a comfortable pedestrian scale.

While provincial legislation removes residential parking requirements in provincially mandated Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, for new developments to reduce impacts to the transportation system and help support the City's climate action goals.

A neighbourhood plan for 'Area A' of the Coronation Park neighbourhood has been developed to determine appropriate density and building forms prior to any redevelopment within this area. For the remainder of the Coronation Park neighbourhood, high-level guiding policies have been included. These policies are contained in Section 14.5.2 of this OCP.

▶ Inlet Centre Station Transit-Oriented Area – Core – Policies

1. Building heights up to 26 storeys will be considered for the following Mixed Use - Inlet Centre designated areas
   i. 130 loco Rd; and
   ii. The 2400 block of Barnet Hwy (Honda dealership site).
2. Within the Coronation Park neighbourhood:
   i. Building heights up to 26 storeys will be considered for the area designated High-Rise Residential;
   ii. Building Heights up to 31 storeys will be considered for the area designated Mixed Use - Inlet Centre; and
   iii. Additional policies for the Coronation Park Neighbourhood portion of Inlet Centre can be found in Section 14.5.2 of this OCP.
3. The properties at 3316-3340 Dewdney Trunk Road are designated as Multi-Residential. The following are City identified priorities for the area:
   i. Consolidation of the lots;
   ii. Prioritizing the protection and enhancement of existing open watercourses, riparian area, mature tree canopy, with the potential for adjacent green/park space;
   iii. Provision of market and non-market purpose built rental housing;
   iv. Potential for locally serving community needs such as child care and small-scale commercial uses; and
   v. Enhanced pedestrian and cycling connections to Inlet Centre Station and City of Coquitlam border.

DRAFT

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

4. Consider redevelopment of the property 3240-3266 St. Johns Street in keeping with its designation as Mixed Use – Inlet Centre. Redevelopment of mid-rise building forms is strongly encouraged, and building heights will not exceed 20 storeys.

5. The properties at 3200 – 3224 St. Johns Street are designated as Mixed Use - Inlet Centre up to 12 storeys. The following are City identified priorities for the area:
   i. Enhancement and protection of Pigeon Creek and the associated riparian area;
   ii. Inclusion of an appropriately sized public park within the site to serve the needs of residents and the neighbourhood;
   iii. Provision of a range of multi-residential housing types, sizes and tenures with a focus on family friendly units (two, three, and three+ bedrooms);
   iv. Provision of market and non-market purpose built rental housing options;
   v. Enhanced pedestrian and cycling connections to Inlet Centre Station through streetscape improvements along the St. Johns Street frontage and contribution toward upgrades to the remaining pedestrian route accessing the station; and
   vi. Extension of Golden Spike Lane to connect with Golden Spike Way.

6. The properties at 3215-3237 St. Johns Street is designated as Mixed Use – Moody Centre which envisions a mix of commercial and residential uses in a midrise building forms.

7. Upper floors will be setback along St. Johns Street, Ioco Road and Barnet Highway in keeping with established urban design principles.

8. Properties redeveloping in this area should contribute to facilitating safer access to Inlet Centre Station, specifically through the construction of a new pedestrian/cyclist overpass across Ioco Road and pedestrian/cycling improvements along the existing CPKC overpass.

DRAFT

14.5.2 Coronation Park

Coronation Park is envisioned as a transit-oriented, mixed-use neighbourhood that is made up of a variety housing forms, and includes a significant commercial component to serve residents and create employment. Strong emphasis is placed on pedestrian circulation within the neighbourhood as well as connections to surrounding areas, including Inlet Centre Station. A large centrally located public park will help meet the recreational needs of residents and create opportunities for social interaction.

The neighbourhood is divided into three areas:

- **Coronation Park - Area A:** will be assembled and redeveloped for medium-to high-density mixed-use. The only exception to the land assembly in Area A is the lot at 103 loco Road, which is currently zoned Service Station Commercial (C4). This lot is designated in the OCP as Mixed Use - Inlet Centre but is anticipated to remain in service station use for the foreseeable future.
- **Coronation Park - Area B:** will be assembled and redeveloped for medium- to high-density residential use.
- **Coronation Park - Area C:** includes parcels bordered by Guildford Way to the north, Balmoral Drive to the west, Guildford Drive to the south, and the city boundary to the east. Area C is approximately 7.3 hectares (18 acres) and includes existing multi-residential uses and a network of streets.

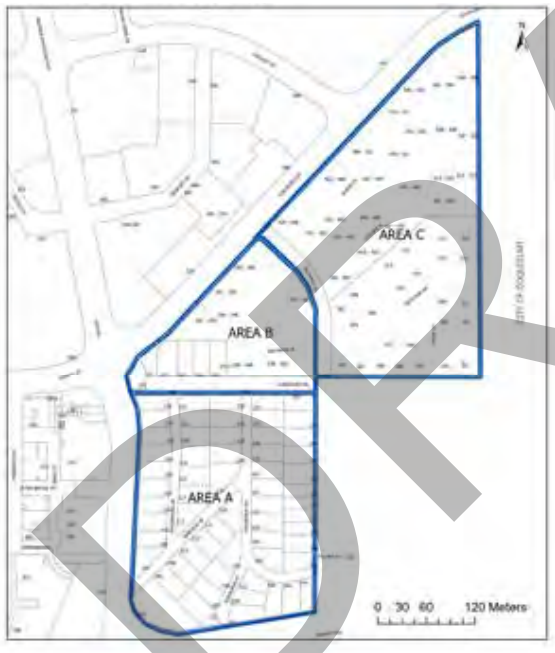


Figure 9: Redevelopment areas in the Coronation Park neighbourhood.

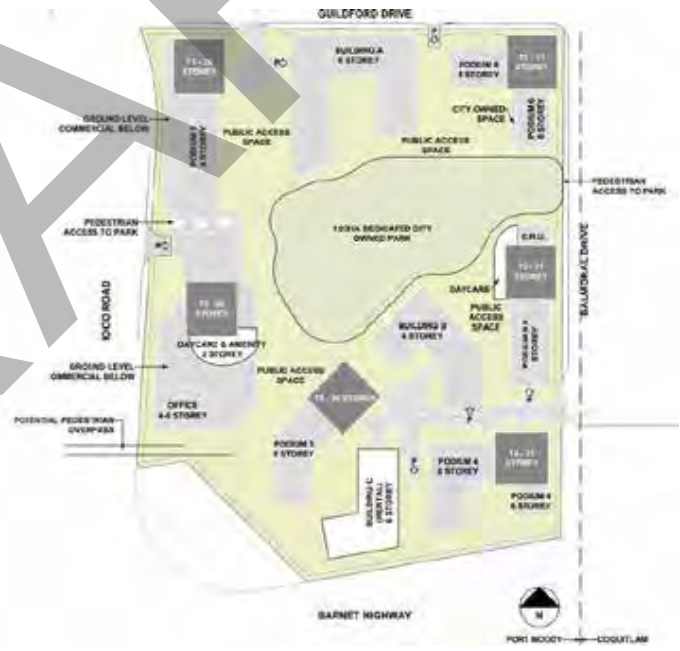


Figure 10: Coronation Park - Area A - Land Use Concept Plan. Note: This Land Use Concept Plan is for illustrative purposes only, with further details to be determined at the rezoning stage.

DRAFT

▶ The following policies apply to both Coronation Park - Area A and Area B

1. Residential uses shall include a range of forms (e.g., ground-oriented, and stacked townhomes and low-rise and high-rise apartments), tenures (e.g., strata, market rental and affordable below-market rental), and unit sizes (e.g., studio to 3+ bedrooms and family-friendly units). Residential buildings shall include ground-oriented accessible units at grade.
2. Redevelopment is encouraged to provide space for child, family, and senior-friendly amenities, such as childcare, community care, and seniors care, with outdoor amenity and play space. Rezoning applications within the neighbourhood shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand can be accommodated, and if necessary, how the development will contribute towards the provision of childcare spaces.
3. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.
4. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
    i. pedestrian and cycling infrastructure both within the neighbourhood and connecting to Ioco Road, Inlet Centre Station and other areas; and
    ii. an overpass between the neighbourhood and Inlet Centre Station.
5. Redevelopment should consider Transportation Demand Management (TDM) strategies.
6. All long-term off-street parking shall be underground, street parking shall support commercial and short term uses.
7. Redevelopment is encouraged to incorporate appropriately sized, high-quality parks to meet the community's recreational and social needs. Park design and programming should consider multiple age groups, abilities and recreation needs for the neighbourhood.
8. Building rooftops are encouraged to include uses such as outdoor amenity space, community gardens, and green roofs.
9. All rezoning applications shall include a phasing plan and consideration may need to be given to potential up-fronting/oversizing of infrastructure.
10. Rezoning applications will be reviewed with consideration to public art opportunities, and should consider the provision of a public art plan, where appropriate.

DRAFT

▶ 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 194,276m^2, excluding private indoor amenity space.
4. A minimum of 7,780m^2 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 1,483m^2 of gross floor area shall be provided for private indoor amenity use.
8. The minimum required commercial gross floor area is 9,780m^2.
9. A minimum of 2,717m^2 of the commercial gross floor area shall be for purpose-built office use.
10. A minimum of 883m^2 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 186m^2 shall be provided in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.

▶ The following additional policies apply to Coronation Park - Area B:

1. High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.
2. Low-rise residential buildings shall be a maximum of six storeys and a mix of apartments and townhomes.
3. For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.
4. For high-rise residential buildings, floorplates in the range of 700m^2 above the podium are encouraged.
5. Consider the provision of market and non-market purpose built rental housing options that exceeds inclusionary zoning requirements.
6. Redevelopment should consider the provision of a park that serves the needs of the immediate neighbourhood. The preservation of trees and greenspace should be prioritized.

DRAFT

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

Area C is designated as multi-residential. Redevelopment should consider the policies noted below.

1. Consider the preparation of an area master plan that envisions the consolidation of all lots in Area C, contemplates a phased development strategy, and examines approaches to integrate with redevelopment in Areas A and B and on adjacent sites in the City of Coquitlam to the south of Guilford Drive.
2. Encourage the incorporation of pedestrian and cycling connections within Coronation Park. Access to Inlet Centre Station, pedestrian and other active transportation connections within the wider Coronation Park neighbourhood should also be prioritized .
3. Redevelopment should identify an appropriately sized park within Area C to meet the community's recreational needs. The preservation of trees and greenspace should be prioritized.
4. Residential uses shall include a range of multi-residential housing types, sizes and tenures with a focus on family friendly units, including units with two, three, and three+ bedrooms.
5. Consider the provision of market and non-market purpose built rental housing options that exceeds inclusionary zoning requirements.
6. Redevelopment is encouraged to provide spaces for child care and seniors-oriented uses.
7. Encourage buildings to address the street and park frontages with back of the house uses located to minimize impacts on public realm.
8. Provide all long-term off-street parking underground.
9. To reduce the urban heat island effect, strive to design building rooftops for uses such as outdoor amenity space, community gardens, and green roofs.

DRAFT

14.6 Moody Centre

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

- The waterfront industrial area, which includes the Oceanfront District (former Mill and Timber sawmill site) to the north and Pacific Coast Terminals on the west.
- A light industrial area of Port Moody, which is largely made up of small manufacturers, distributors and breweries located on Murray Street and Spring Street.
- Moody Centre Heritage Conservation and Heritage Character Areas are in Moody Centre and include several buildings that are listed on the City's heritage register.
- The remainder of St. Johns Street outside of the Heritage Conservation Area is primarily commercial, although there are some new residential land uses at both the eastern and western ends of the St. Johns Street corridor.
- The Moody Centre Station Transit-Oriented Area – Core, which is comprised of light industrial and commercial uses. This area is positioned to become a site of significant development and growth within the neighbourhood.
- Rocky Point Park acts as the major south shore access to the head of Inlet Park, which extends to Shoreline Park and Old Orchard Park on the City's north shore.
- The primary residential area in Moody Centre is to the south of St. Johns Street, containing a mix of single detached homes, townhouses, and apartments. The age of the housing in Moody Centre varies considerably, but some of the existing housing stock is nearing redevelopment age. Very few parcels of undeveloped land remain in Moody Centre. The majority of this area is captured within the South of St. Johns Street Special Study Area.
- Clarke Street has recently experienced new mixed use commercial and residential development which is expected to continue in the future.

The Moody Centre neighbourhood is intended to evolve and grow into a livable and complete community, with improved community amenities and a distinct sense of place. Future growth within Moody Centre will provide a range of housing options to support the needs of a diverse population. These newly built forms will add to the varied scale of Moody Centre, contribute to conserving heritage attributes, and establishing a high-quality public realm.

Notably, much of the Moody Centre neighbourhood is captured within a provincially legislated Transit-Oriented Areas (TOA), which may impact the scale of future growth and change throughout much of the neighbourhood. Further work will be required to consider the potential impacts arising from the provincial legislation, including the area of Moody Centre south of St. Johns Street, where continued neighbourhood level planning is anticipated.

The policies for Moody Centre are organized from the most general policies that may be applied to the entire neighbourhood, to the policies impacting the designated South of St. Johns Street Special Study Area, to those specific to the Moody Centre Station Transit-Oriented – Core, and then to individual, site-specific policy objectives.

DRAFT

▶ Moody Centre General Policies - Urban Design

1. Consider stepping back upper storeys to provide for a more pedestrian scaled environment and reduce the impact of the building wall at the street level.
2. Consider protection of view corridors between designated features and established public vantage points and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections.
3. Provide a sensitive transition in height between new mixed use and multi-residential developments along the south side of St. Johns Street and adjacent residential areas.
4. Consider opportunities for the incorporation of a welcome or identity feature, including the potential for a prominent piece of public art, at the west end of Moody Centre given its function as an entrance into Port Moody from the west.
5. Encourage suitable transitions between differing land uses or residential densities through the design and placement of buildings that are sensitive to adjacent properties, particularly between the TOA tiers and adjacent surrounding neighbourhoods.

▶ Moody Centre General Policies - Land Use

1. Encourage mixed use developments with residential or office/commercial uses above street-level commercial businesses. Culturally related commercial activities would also be appropriate.
2. Consider work/live, as well as live/work, opportunities within commercial areas in Moody Centre.
3. Consider adaptive commercial re-use of existing residential buildings to encourage the preservation of heritage character homes if the building is located within the heritage character area or is on the City's heritage register.
4. Retain the residential character of the area west of Queens Street with the exception of parts of the Heritage Commercial District along Queens and Clarke Streets. Consider building heights of Multi-Residential designated properties within this area to a maximum of 3 storeys in a ground-oriented form compatible with adjacent low density residential areas.
5. Consider the conversion of large heritage character homes to multi-residential use to encourage heritage conservation.
6. Restrict heavy industry to those areas currently zoned to permit this use. In cases where heavy industry operations cease, evaluate alternative clean industrial opportunities. Alternative uses may be considered if urban industrial uses are incorporated.
7. Consider institutional uses within areas designated for residential or mixed-use commercial/ residential purposes.

DRAFT

▶ Moody Centre General Policies – Connections

1. Investigate opportunities to create urban plazas and pedestrian-oriented public gathering spaces as part of a wider system of connected greenways, trails, and parks.
2. Encourage additional north-south connections for pedestrians, cyclists and/or vehicles across the CPKC railway right of way as part of new development opportunities in Moody Centre.
3. Encourage the daylighting of key drainages including Kyle Creek, South Schoolhouse Creek, and Dallas Creek and their integration as part of a network of north-south greenways as part of the review of redevelopment proposals in Moody Centre.

14.6.1 South of St. Johns Street (SOSJ) Special Study Area

The following policies apply to future development in the South of St. Johns Street (SOSJ) Special Study Area as defined on Map 1: Overall Land Use Plan (p. 168). Encompassing almost the entire southern half of the Moody Centre neighbourhood, this special study area has been identified to indicate that further study is necessary to better understand the impacts and opportunities associated with the growth required by the province given the proximity to the Moody Centre and Inlet Centre transit stations. The SOSJ Special Study Area also aligns with the designation of this area as a Major Transit Growth Corridor (MTGC) in *Metro 2050*. Within the region, MTGCs have been identified as good potential locations for regionally significant levels of transit-oriented growth.

The series of broad policy objectives identified below are intended to support the creation of a complete community in the area, and to also inform the creation of future neighbourhood plan for the area. These policies should be considered when future development is being contemplated within the special study area.

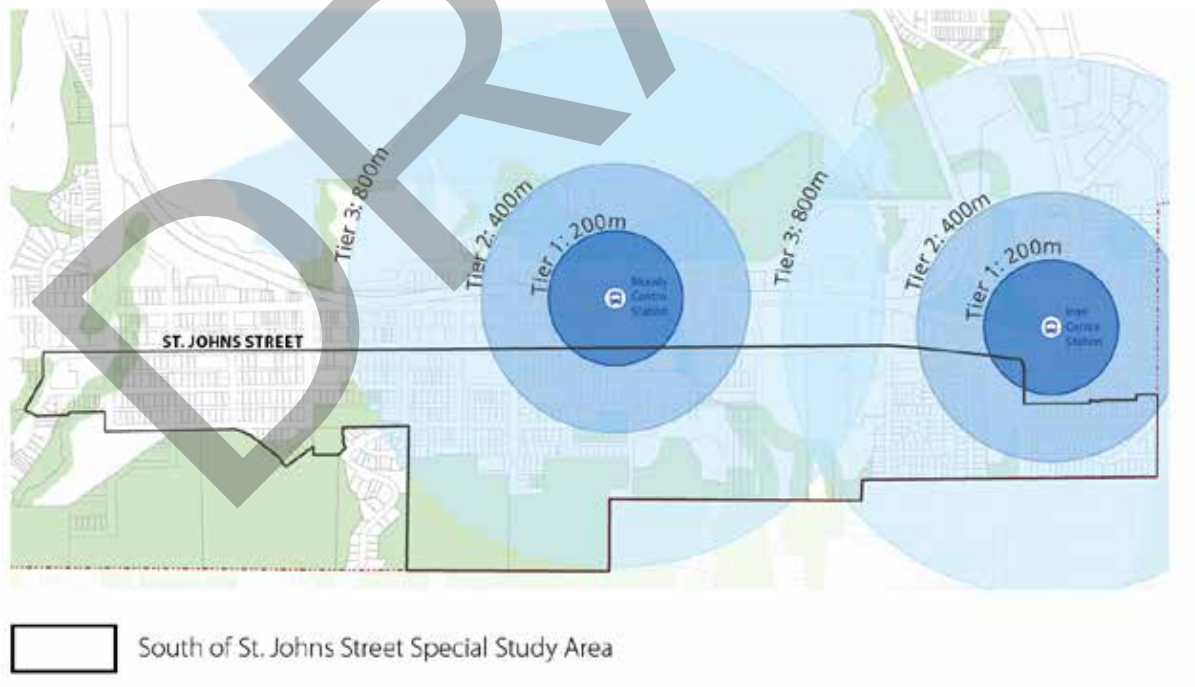


Figure 11: South of St. Johns Street (SOSJ) Special Study Area. Policy directions in this section apply to the area outlined in the figure above.

DRAFT

SOSJ Special Study Area Policies - Land Use and Built Form

- integrate a mix of uses that support a complete neighbourhood where daily needs are walkable given proximity to transit;
- provide an increase in housing supply – with diverse types, tenures, and affordability levels – that responds to Port Moody's housing needs;
- connect people and their homes to transit, including the West Coast Express, SkyTrain and Frequent Transit Network; and
- create a human-scaled neighbourhood that responds to the natural landscape and topographical features.

SOSJ Special Study Area Policies - Parks and Open Space

- support a well-connected, intuitive, cohesive and expanded open space network that meets the needs of people living in the South of St. Johns Street area;
- contribute to achieving City of Port Moody Parkland Strategy targets;
- provide a diverse range of park types; and
- re-imagine streets as key elements of a vibrant and welcoming public realm.

SOSJ Special Study Area Policies - Mobility

- support a significant mode shift to sustainable modes of transportation;
- prioritize walking, rolling, and transit over other modes of transportation through the design of human-scaled developments that contribute to neighbourhood connectivity;
- connect people to transit, water, forest, and community spaces; and
- evolve streets to be high-quality, pedestrian-oriented public spaces.

SOSJ Special Study Area Policies - Environment

- preserve environmentally sensitive areas;
- improve resilience to flooding and erosion;
- increase biodiversity in the neighbourhood;
- expand the daylighted creek network; and
- maintain and/or increase the tree canopy in the neighbourhood.

SOSJ Special Study Area Policies - Civic/ Cultural/Institutional

- maintain, celebrate and enhance existing community assets;
- provide a range of community amenities that meet changing needs; and
- integrate opportunities for artistic expression throughout the South of St Johns Street area.

DRAFT

14.6.2 Moody Centre Station Transit-Oriented Area – Core

The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Area – Core. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. The Moody Centre Station Transit-Oriented Area - Core is also designated as a Frequent Transit Development Area (FTDA) in *Metro 2050*. Within the region, FTDAs are key focal areas for the connection between growth, development, and transit investment.

To support the growth and development of these critical areas, the 'Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications' was developed. Key planning principles and land use policies contained in this framework have been incorporated into this section of the Official Community Plan (OCP). This framework, however, remains an important policy tool, providing guidance and outlining expectations for future development in the Moody Centre Station Transit-Oriented Area (TOA) – Core.

This area (previously referred to as the Moody Centre Transit-Oriented Development area) has historically been identified in the Official Community Plan as an important place for growth and higher density. With the introduction of the provincially legislated Transit-Oriented Areas (TOA), this Core area is now situated at the centre of a wider TOA that has the potential to see significant redevelopment, enabled through the provincial minimum densities and building heights framework.

While provincial legislation removes residential parking requirements in provincially mandated Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, for new developments to reduce impacts to the transportation system and help support the City's climate action goals.



Figure 12: Moody Centre Station Transit-Oriented Area - Core. Policy directions in this section apply to the area outlined in the map above.

DRAFT

The vision for Moody Centre Station Transit-Oriented Area – Core is expressed and facilitated by the following policy framework separated by topic area. These policies are intended to guide the preparation and review of future redevelopment applications in this area.

▶ Moody Centre Station TOA – Core – Land Use Concept

1. Residential uses shall include a range of forms (e.g., ground-oriented townhomes and stacked townhomes, and low-rise and high-rise apartments), tenures (e.g., strata, market rental, and affordable/non-market rental), and unit sizes (e.g., studio to 3+ bedrooms, family-friendly units, and lock-off units). New residential buildings shall include ground-oriented/ accessible units at grade. Housing should be accessible, affordable, and suitable for all income levels, seniors, families, and those with mobility challenges. All residential development will require a rental housing component.
2. All development must be mixed-use and include both residential and employment generating uses suited to a diverse local labour force. Purpose-built office space is strongly encouraged and should be located on floors above street level.
3. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/ production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At grade retail/ commercial space is required along key frontages, and should be oriented to the street and designed at a pedestrian scale.
4. All mixed-use redevelopment should contribute to the City's minimum target of 2,800 jobs at full build out.
5. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as childcare, community care, and seniors care facilities, an outdoor amenity, and play space. Rezoning applications shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand could be accommodated, if necessary, and how the development will contribute towards the provision of child care spaces.
6. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the Moody Centre Station TOA – Core.

DRAFT

▶ Moody Centre Station TOA – Core – Parks and Open Space

1. Redevelopment should consider the creation of a comprehensive parks and open space plan and accompanying design guidelines which may consider but is not limited to:

    i. New appropriately sized parks and open spaces throughout the Core area to serve the recreational and social needs of future residents as well as the wider community and provide ecological and sustainability benefits. Access to public and semi-public spaces should be in multiple locations throughout the site;

    ii. Park spaces and programming should align with the Parkland Strategy and include a combination of active and passive spaces that serve people of all ages and abilities and their recreational needs;

    iii. Park spaces and programming should include a combination of active and passive amenities that serve people of all ages and abilities and their recreational needs;

    iv. A larger public park that offers a range of programming opportunities, including active play spaces, passive picnicking and resting spaces, and places for informal gatherings;

    v. A delineated dog park(s) that align with the neighbourhood density; and

    vi. Park designs should include noise mitigating features.

2. Redevelopment should contribute towards an interconnected network of parks, open space, a daylit creek and pedestrian routes that support trail connections linking the Shoreline Park to the Chines, including pedestrian connections between the existing daylit creek and green corridor south of St. Johns Street and the planned daylit creek and green corridor north of St. Johns Street.

3. Redevelopment should consider the creation of an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. New buildings adjacent to the greenway shall front/face it and should be designed to minimize overshadowing by stepping back of building heights away from the greenway.

4. Further study should determine the design of daylighting of Dallas/Slaughterhouse Creek as well as the pedestrian overpass in proximity to the station.

5. Trails/greenways should connect to the new parks and open spaces, as well as to Rocky Point Park, the waterfront, and southwards to Chines Park. Accessible pedestrian connections should be provided for all key parks and open space.

6. New mixed-use development should follow strategies outlined in the City's Urban Forest Management Strategy to reduce urban heat island impacts and improve tree equity scores. Tree planting to increase canopy cover in Moody Centre Station TOA – Core will require designs in public and private realms that provide adequate planting sites and conditions to support tree health and canopy cover targets.

7. Integration of green infrastructure should be a key consideration of the Core area, in line with the Moody Centre Drainage Plan.

DRAFT

▶ Moody Centre Station TOA – Core – Mobility

1. Redevelopment should support alternative transportation modes, prioritize pedestrian mobility to/ from the station, enhance pedestrian/cycling connections to other parts of the city, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and should consider:

    i. a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block, north-south pedestrian connections;

    ii. an extension of Golden Spike Lane west to the station to facilitate loading and local vehicular traffic only; bike lanes connecting within the neighbourhood and to adjacent areas; and

    iii. wide sidewalks in all new developments.

2. Redevelopment shall enhance the Spring Street Promenade to serve as the main east-west corridor through the area, accommodating vehicle traffic and separated pedestrian, cycling, and micro-mobility movements. The corridor will be extended east to Buller Street, where there is a signalized intersection at St. Johns Street.
3. Redevelopment shall support the creation of a new North-South road connection between Williams Street and Buller Street, connecting Golden Spike Lane to a signalized intersection on St. Johns Street to support vehicle, pedestrian and micro-mobility movements.
4. Facilitate the closure of Electronic Avenue between Golden Spike Lane and St. Johns Street to vehicular traffic.
5. While provincial legislation removes residential parking requirements in Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, to reduce impacts to the transportation system and help support the City's climate action goals.
6. All provided off street parking must be below grade.
7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.
8. In addition to including parking to support on-site uses, new developments will consider the potential for shared parking opportunities to support commuters and visitors to Rocky Point Park.
9. Provide mid-block pedestrian/cyclist links along longer blocks to break down the scale of the block and create additional links to provide access from existing streets to existing and planned amenities.

DRAFT

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

1. Building heights ranging up to 26 – 39 storeys are permitted, in alignment with the City's Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy. Factors such as mix and type of uses proposed, the size, configuration and location of the parcel, the public amenities being offered and the quality of urban design will be considered in the review of each development parcel.

    i. On some parcels north of Spring Street, towers above 26 storeys may be considered based on building form, articulation, massing and distinctive architectural expression, but no tower shall exceed 39 storeys.

    ii. Any tower between St. Johns Street and Spring Street will have a maximum height 26 storeys, with the exception of the parcels fronting St. Johns Street between Williams Street and Electronic Avenue. Within this block, towers up to a maximum of 31 storeys may be considered via density transfer or other available mechanisms to create parks, a daylit creek and/or other open space.

2. Towers will not be considered on sites smaller than 2,415 sq. m. (26,000 sq. ft.).
3. Provide at-grade shops and services creating active edges.

▶ Moody Centre Station TOA – Core – Climate Change

1. Low carbon energy systems and sustainable building practices, including rooftop gardens and green roofs are strongly encouraged.
2. Encourage and support alternative low carbon mobility options as part of new developments (e.g., EV car share; bike share; bike storage and repair areas; micro-mobility and active transportation).
3. Create efficient, attractive and safe pedestrian and cycling and micro-mobility connections to the station, throughout the Core area, and to other parts of the City.
4. Incorporate green infrastructure and nature-based solutions where appropriate.
5. Integrate tree canopy improvements and expansions and create opportunities for substantial tree stands dispersed throughout the site.
6. Measures to improve extreme weather resiliency through climate resilient building design are strongly encouraged.
7. Determine the feasibility of establishing a Neighbourhood Energy Utility (NEU) in the Moody Centre TOA – Core and adjacent areas. New development in these areas would be required to design for readiness and connections to such a NEU should the feasibility be proven and should the City chose to move forward with the utility.
8. Promote zero-waste practices and recycling programs and encourage the use of sustainable materials and building practices that reduce waste.
9. Implement water-saving measures, like rainwater harvesting and low-flow plumbing fixtures, to address potential water scarcity exacerbated by climate change.

DRAFT

▶ Moody Centre Station TOA – Core – Development Applications

1. Substantial lot consolidation should be considered. Within this area, sites that are being considered for rezoning should be of such a size and configuration that it can reasonably accommodate a form of development as outlined in the plan. 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) are discouraged. It should be demonstrated that any sites "left behind" can be reasonably developed with consideration for building massing, underground parking, and project economics.
2. All development applications should align with the Moody Centre Station Transit-Oriented Area (TOA) – Core polices as well as the guidelines in the Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy.

14.6.3 Moody Centre Station - Site Specific Policies

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

Notably, all neighbourhood policies contained within this chapter represent the City's aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

Much of the Moody Centre neighbourhood is captured within the provincially legislated Transit-Oriented Areas (TOA), which are centred around the Moody Centre and Inlet Centre SkyTrain stations, including the potential redevelopment sites identified below. In these areas, where the provincially legislated minimum height and density framework has been established, additional policies are in place to compliment this anticipated growth, and work in tandem with policies applicable to the wider Moody Centre neighbourhood and the South of St. Johns Street Special Study Area.

The following policies provide additional direction for the potential redevelopment of these sites:

3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3378 Viewmount Drive

1. Redevelopment in this area should consider opportunities to consolidate all identified properties, and strive to enhance riparian areas beyond the required protections.

Flinn Court and Edward Crescent

1. For existing single detached residential properties located between Moray Street, Brookmount Avenue, Clearview Drive and Flinn Court/Edward Crescent, redevelopment should consider the preparation of a development plan for the entire area. The following are City identified priorities for the area:
   i. Ample parks and open spaces, trails, green infrastructure as appropriate to provide for recreational needs of the neighbourhood;
   ii. Appropriate massing of built form that is sympathetic to the adjacent neighbourhood context; and
   iii. Re-envisioned mobility and connectivity in the area and the wider neighbourhood.

DRAFT

122 - 140 James Road

1. The subject properties are designated as Multi-Residential. The following are City identified priorities for the area:
    i. Opportunities for road connection from Moray Place to James Road;
    ii. Consolidation of the four identified properties; and
    iii. Incorporation of outdoor and indoor amenity areas.

3002 - 3048 Henry Street

1. The subject properties are designated as Multi-Residential. The following are City identified priorities for the area:
    i. Ensuring existing tenants are appropriately relocated, and the number of existing rental units are replaced or exceeded through redevelopment.

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. The following are City identified priorities for the area:
    i. Ensuring existing tenants are appropriately relocated, and the number of existing rental units are replaced or exceeded through redevelopment;
    ii. Consolidation of the properties into minimum parcel sizes of 2,415 m^2 (26,000 sq.ft);
    iii. Inclusion of appropriately sized indoor and outdoor amenity areas; and
    iv. Inclusion of market and below market purpose built rental options.

2505-2721 St. George Street, 123-129 Mary Street, 195 Mary Street, 2602-2722 Henry Street, and 143 Moody Street.

This area is predominantly residential and contains a mix of single detached homes, multi-residential and heritage properties. The following are City identified priorities for the area:

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

2501-2525 & 2601-2625 St. Johns Street

1. The subject properties are designated as Mixed Use - Moody Centre. The following are City identified priorities for the area:
    i. Provision of building forms that create a sensitive transition between the the Core Transit-Oriented Areas and the western portion of Moody Centre;
    ii. Integration of enhanced public realm and open space elements elements along Kyle Street; and
    iii. Creation of active and inviting edges along St. Andrews Street, particularly adjacent to 126 Kyle Street & 2506-2510 St. Andrews Street.

Site Specific Policies – Excluding Moody Centre Transit-Oriented Areas

2400 - 2424 St. Johns Street

The subject properties are designated as Mixed Use – Moody Centre up to 3 storeys. The following are City identified priorities for the area:

1. Consolidation of all lots;

DRAFT

2. Completion of a development plan that includes the retention of the protected heritage property at 2414 St. Johns Street (Hotel Burrard) and its integration within a larger development with appropriate massing and architectural design;
3. Consideration of a Heritage Revitalization Agreement as a mechanism to promote the retention of the Hotel Burrard and provide flexibility to support redevelopment within this area;
4. Inclusion of market and below market purpose built rental options;
5. Inclusion of indoor and outdoor amenity areas; and
6. Integration of commercial uses, open spaces, sensitive transitions, and public realm enhancements at grade level facing Queens Street and Spring Street to bring vibrancy to Queens Street Plaza and Spring Street Promenade.

2405 - 2411 St. Johns Street

1. The subject properties are designated as Mixed Use – Moody Centre up to 4 storeys. The following are City identified priorities for the area:
    i. Integration of commercial uses, open spaces, sensitive transitions, and public realm enhancements at grade level facing Queens Street and St. Johns Street; and
    ii. Integration of pedestrian linkages from Kyle Park, Kyle Centre and PoMo Arts to Queens Street Plaza and the Heritage Commercial District as part of the creation of a cultural node in this area.

2105 - 2131 St. Johns Street

1. The subject properties are designated as Multi-Residential up to 6 storeys. The following are City identified priorities for the area:
    i. Enhancement and protection of South Schoolhouse Creek and the associated riparian area;
    ii. Completion of a development plan that includes the retention of the protected heritage property at 2131 St. Johns Street (Martha Johnston Residence) and its integration within a larger development with appropriate massing and architectural design; and
    iii. Consideration of a Heritage Revitalization Agreement as a mechanism to promote the retention of the Martha Johnston Residence and provide flexibility to support redevelopment within this area.

2202 - 2226 Clarke Street

For the Multi-Residential designated properties at 2202-2226 Clarke Street, building heights up to a maximum of 6 storeys will be considered, except at 2224/2226 Clarke Street which will be limited to a maximum of 3 storeys. A City identified priority for this block is the consideration of various approaches for the conservation and integration of heritage buildings, including 2214 and 2224/2226 Clarke Street.

2300-2346 Clarke Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2221-2231 Clarke Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2222-2226, 2302-2306 and 2322, 2340 St. Johns Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2227 St. Johns Street (Roe Residence)

The subject property is designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2329-2345 Clarke Street & 47-49 Queens Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

DRAFT

14.6.4 Westport Village

The primary objective of Westport Village is to support development which provides a mix of housing types, services, and employment opportunities at the western end of Moody Centre. The village is envisioned as a vibrant, high density, mixed-use site that includes:

- Diverse employment generating activities;
- Arts and culture, including artist live/work space and public arts presentation space;
- A range of housing choices that include rental, seniors accommodation and assisted living accommodation;
- Child care space;
- Retention and enhancement of environmental values along South Schoolhouse Creek;
- A strong set of transportation demand management measures;
- A distinct architectural identity;
- A welcoming pedestrian-oriented environment by creating plazas, walkways, paths, and other publically accessible areas; and
- Integration of sustainable building technologies.

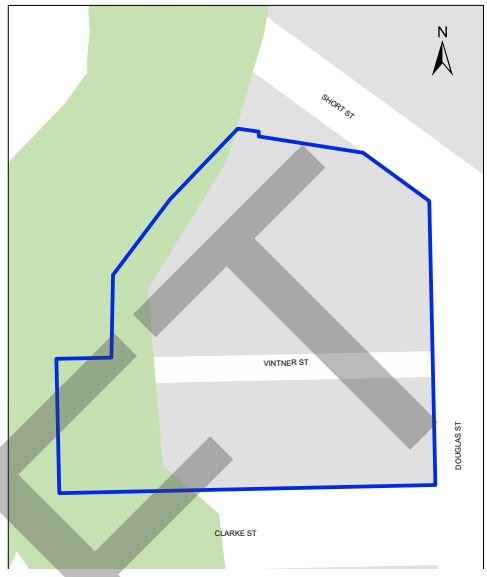


Figure 13: Westport Village. Policy directions in this section apply to the area outlined in the figure above.

▶ Westport Village Policies

1. The maximum permitted density of development on the site for all uses combined is 67,500m^2 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 should 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.

DRAFT

14.6.5 Spring Street Promenade

Spring Street is a unique roadway in Moody Centre with a distinct character that changes from west to east. The Spring Street Promenade extends from Douglas Street to Buller Street. The goal of the Spring Street Promenade sub-area is to acknowledge its character while maintaining the functionality of Spring Street as a pedestrian priority route. Elements that distinguish Spring Street from main roads are encouraged such as narrowed street entrances, varied paving materials, landscaping, lighting, street furniture, off-setting on street parking and other features that contribute to making this an attractive and inviting pedestrian realm.

Active uses are encouraged to be oriented to Spring Street with design elements such as entrances and doors, windows and building forms compatible with the scale of the street. Opportunities for spilling out of uses into the pedestrian realm (e.g., cafes, patio seating) are encouraged.

Given the narrow nature of Spring Street, upper storeys (above 2 storeys) should be stepped back from Spring Street. The objective is that the orientation of buildings at the street, lighting, materials, sidewalk width, landscaping, and other urban design features will work together to create a local neighbourhood identity.

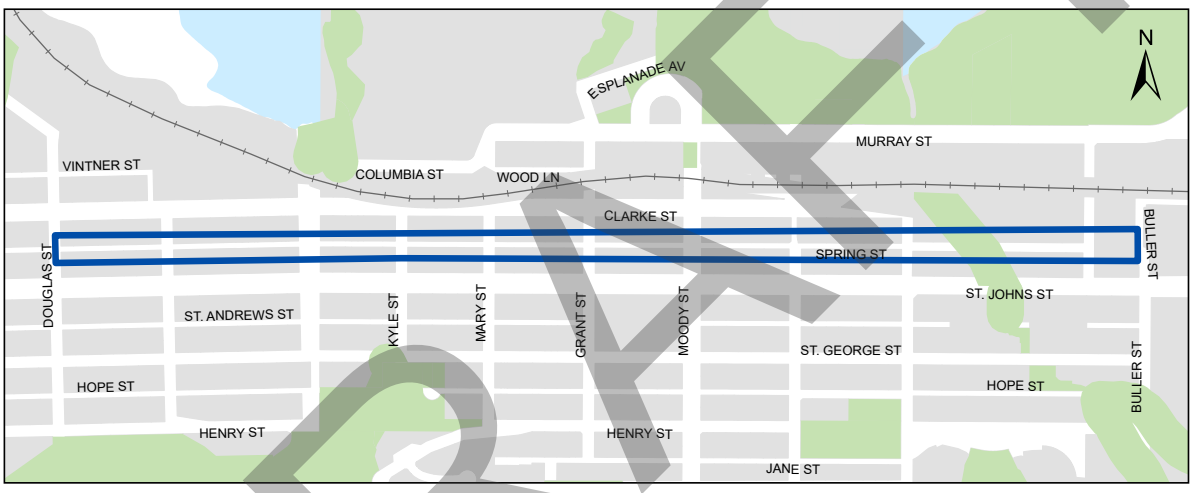


Figure 14: Spring Street Promenade. Policy directions in this section apply to the area outlined in the figure above.

DRAFT

Spring Street can be divided into the following 3 distinct sections:

1. Historic area between Douglas and Queens Streets

- Includes predominantly residential forms with commercial mixed-use potential near Queens Street.
- May involve sidewalk on one side only.
- Buildings can be situated against the property line – Additional Dwelling Units for residential areas, commercial frontage in mixed use areas.
- Gates for residential sections should open directly onto Spring Street.
- Commercial entrances and driveways could face Spring Street.
- Edge of sidewalk could be soft — roll over; distinguished more by material than by height.
- Building forms are generally limited to 3 storeys.



For illustrative purposes only.

2. Commercial Mixed-Use Area between Queens and Moody Streets

- Incorporate plantings, varied paving materials, meandering street pattern to slow traffic.
- Assess the number of driveways accessed off Spring Street with the objective of providing a more continuous pedestrian environment.
- Buildings will activate and enhance Spring Street by providing active uses fronting the street.
- Create active edges on Spring Street that accommodate servicing needs and add to the character of the lane such as carrying through the ground floor activity to Spring Street.
- Consider public open space improvements that create unique areas along Spring Street e.g., pocket parks, enhanced seating areas, public art, mid-block connections to Clarke Street and St. Johns Street.
- This portion of Spring Street is intended to support local residential and commercial traffic only.
- Within this portion of Spring Street, new parkade access is discouraged.

3. Moody Centre Station Area between Moody and Buller Streets

- Spring Street will be an enhanced promenade and serve as the main east-west corridor through the area, accommodating both two-way vehicle traffic and separated pedestrian, cycling, and micro-mobility movements. The streetscape design should be consistent along all of Spring Street through the area.
- Encourage opportunities for integrating Spring Street into public gathering places and events, and consider linkages to public open spaces, plazas, greenways and other connections such as pedestrian/cycling overpasses.
- Incorporate landscaping and pedestrian level activations along this section of Spring Street to enhance user experience, reduce urban heat island effects, and contribute to the City's urban forestry objectives.
- Support the implementation of the Moody Centre Spring Street Streetscape Design Guidelines.

DRAFT

14.6.6 Heritage Commercial District



Potential view of a portion of the Heritage Commercial District at Queens Street for illustrative purposes only.

The Heritage Commercial District is envisioned to be an attractive and eclectic mix of boutique style retailers, locally serving independent businesses and an economically vibrant heritage destination. The Heritage Commercial District encompasses the heritage register buildings in the Moody Centre Heritage Conservation Area along Clarke Street and a portion of St. Johns Street. The objective of this area is to preserve existing heritage buildings and ensure their sensitive integration within new development. Queens Street Plaza is the heart of this heritage district providing opportunities for community events, seasonal markets and daily enjoyment. The area is not envisioned as exclusively commercial. A residential component is considered vital to creating activity all day and supporting local businesses.

New development within the Heritage Commercial District should be architecturally consistent with and complementary to existing heritage structures and comply with the Moody Centre Heritage Conservation Area guidelines where applicable. Buildings should enhance the pedestrian experience through the creation of patio spaces, display areas and other opportunities for interaction along or adjacent to the sidewalk. The existing tree-lined streetscape is an important feature of this area and should be enhanced where possible. Consideration should be given to including a planted median to slow traffic and distinguishing this area from the rest of Clarke Street.

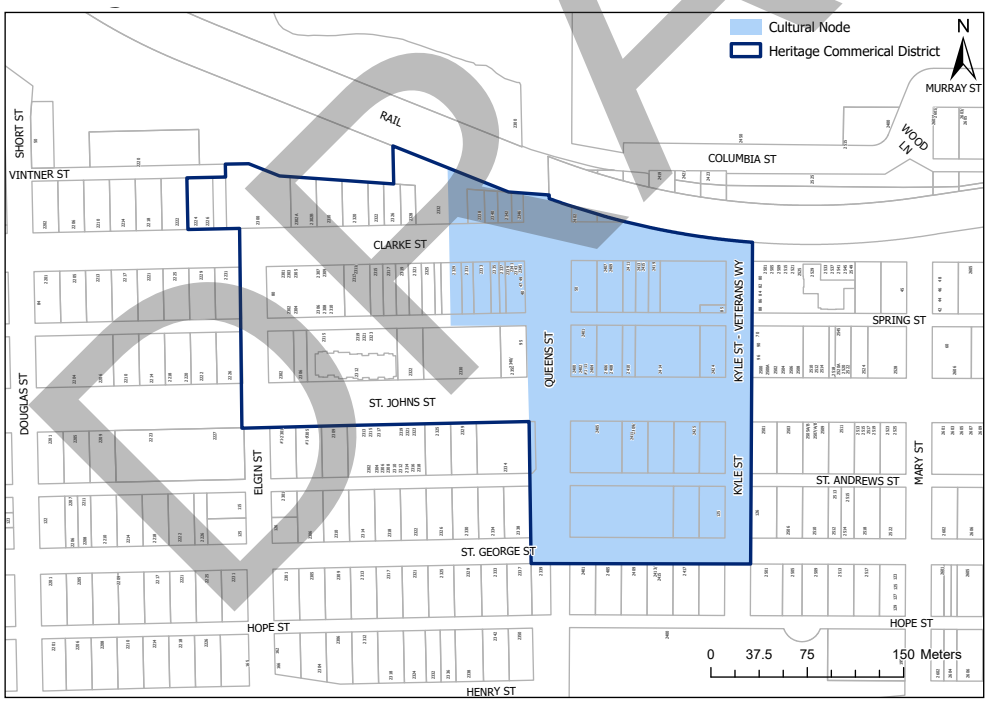


Figure 15: Heritage Commercial District. Policy directions in this section apply to the area outlined in the figure above.

DRAFT

▶ Heritage Commercial District Policies

1. Promote the revitalization of the Moody Centre Heritage Commercial District, with emphasis on a strong heritage theme and a pedestrian-oriented environment by:

   i. Encouraging more businesses that serve the daily needs of residents, and retail businesses with arts, cultural and entertainment-oriented activities that attract people from elsewhere in the Lower Mainland;

   ii. Maintaining and improving the appearance and heritage character of the area through the Moody Centre Heritage Conservation Area guidelines (Appendix 4);

   iii. Encouraging the retention and revitalization of heritage character buildings; and

   iv. Upgrading the pedestrian environment by widening sidewalks, additional street trees and soft landscaping, special lighting, street furniture, signage, and the installation of pedestrian overpass connecting this area to the waterfront.

2. Mixed Use–Moody Centre designated areas within the Heritage Commercial District are intended to be compatible in scale and character with other parts of the Moody Centre Heritage Conservation Area. For the 2400 block of Clarke Street, building heights up to 6 storeys will be considered. In other areas within the Heritage Commercial District, building heights up to a maximum of 3 storeys will be considered, except when otherwise permitted in an area specific policy or previously approved through the development application process.

3. For Multi-Residential designated properties on the north side of the 2200 block of Clarke Street., building heights up to a maximum of 6 storeys will be considered, with the exception of 2224/2226 Clarke Street which will be limited to a maximum of 3 storeys. Redevelopment within this block should consider various approaches for the conservation and integration of heritage buildings, including 2214 and 2224/2226 Clarke Street.

4. Encourage the adaptive re-use of existing heritage buildings to support the commercial function of the area and explore opportunities to support the viability of these businesses.

5. Consider opportunities for the creation of a Cultural Node on city-owned land around Kyle Park, Kyle Centre, PoMo Arts and Queens Street with consideration of a range of uses including residential, retail, performance/cultural events space.

6. Incorporate a pedestrian connection to Oceanfront District.

DRAFT

14.6.7 Cultural Node

It is envisioned that a Cultural Node will be developed in the area encompassing city owned lands at Kyle Park, Kyle Centre, PoMo Arts and Queens Street (including Queens Street Plaza) and adjacent areas (refer to Map 3, p. 170 for the 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. Strive to 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).

DRAFT

14.6.8 Murray Street Boulevard

The Murray Street Boulevard includes properties on the south side of Murray Street between Columbia Street and Electronic Avenue. This area is intended to be a focal point of urban industrial uses in the Moody Centre neighbourhood. Industrial lands are an important part of the land base in the region, and provide space for employment opportunities and for key city-serving commercial activities that support other businesses, workers, and residents. As provincial housing requirements call for greater housing density in other areas of Port Moody, the majority of this part of Murray Street can be secured for employment use rather than residential use.



Potential view of Murray Street Boulevard for illustrative purposes only.

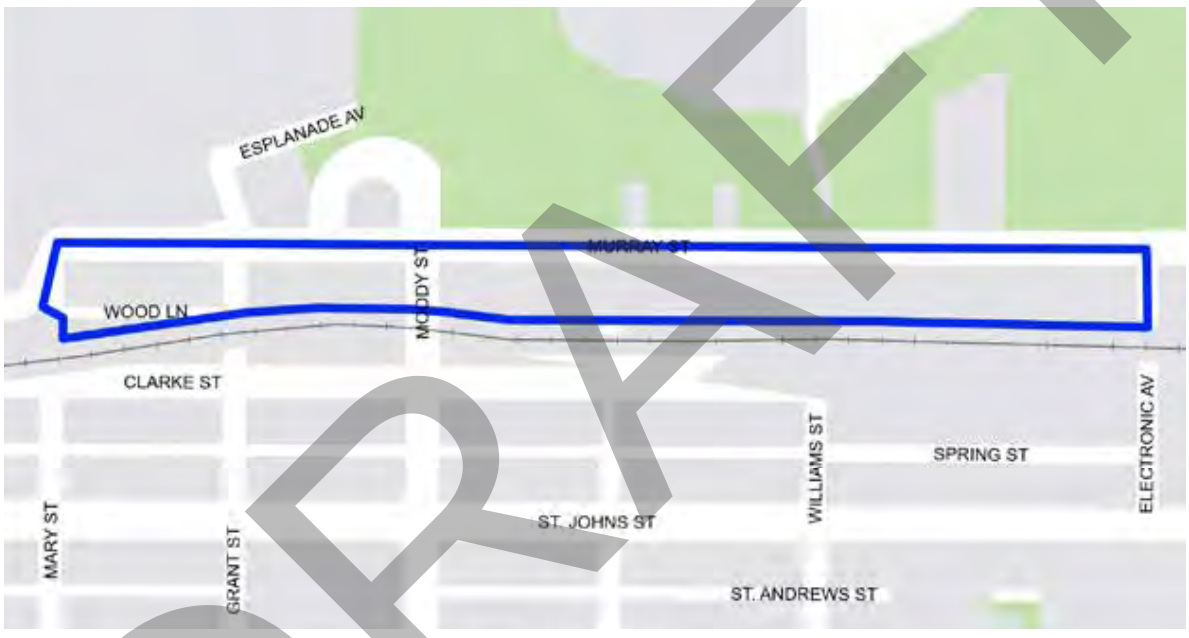


Figure 16: Murray Street Boulevard. Policy directions in this section apply to the area outlined in the figure above.

DRAFT

▶ Murray Street Boulevard Policies

1. For areas designated Urban Industrial, building forms up to 3 storeys are permitted, with no residential components. Storey heights appropriate for urban industrial uses will be accommodated.
2. A Special Study Area overlay has been applied to the properties located at 2933 and 3001 - 3005 Murray Street, to study the provision of community amenities including the daylighting of Dallas/ Slaughterhouse Creek and a pedestrian overpass connecting Moody Centre Station to Murray Street.
3. Encourage weather protection along the building face fronting Murray Street.
4. Encourage pedestrian scaled amenities along Murray Street to facilitate walking and provide an attractive pedestrian environment.
5. Encourage lot consolidation for new development in the Murray Street Boulevard sub-area to reduce the number of driveways off of Murray Street and provide for a more continuous pedestrian environment.
6. Improve Murray Street by making it more accessible, safe and attractive for pedestrians and cyclists of all ages and abilities including designated continuous bike lanes, sidewalks, street furniture, public art, traffic calming measures and additional signalized crossings.
7. Provide access to the properties on the south side of Murray Street through laneway access for new development, where possible.

DRAFT

14.6.9 Oceanfront District

The Oceanfront District is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience. One of the primary objectives for the Oceanfront District is to reconnect this part of the City with Port Moody's historic core area and the rest of Moody Centre with the ocean by introducing an urban presence along the water. This includes opening the entire oceanfront to the community by permitting uses that encourage greater public activity, such as retail/commercial, residential, entertainment, open space, and an institutional/research facility, as well as intensive employment generating activities.



Potential view along the waterfront for illustrative purposes only.



Figure 17: Policy directions in this section apply to the area outlined in the figure above.

DRAFT

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

▶ Oceanfront District Policies – Land Use Concept

1. The land use concept plan for this site is shown in the figure below. This concept plan is included for illustrative purposes only and will be refined as part of any rezoning of the site.
2. Employment generating uses permitted on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, seniors housing and/or 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 should 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 should be considered 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.



Figure 18: Oceanfront District Policies - Land Use Concept. For illustrative purposes only and subject to change as part of rezoning of the site.

DRAFT

▶ Oceanfront District Policies - Parks and Open Space

1. A comprehensive parks and open space plan and accompanying design guidelines is required as a key core component of the overall vision for the Oceanfront District community, one that holistically integrates open space/parks, trail/greenway connections and ecological protection, and includes the following:
   i. Provision of public open space/facilities to serve the needs of future residents as well as the wider community.
   ii. Linkages to the existing Shoreline Trail in Rocky Point Park and extending this trail along the perimeter of the site to provide public access to the waterfront.
   iii. A new public park that accommodates a variety of recreational amenities and integrates with and expands the range of uses associated with Rocky Point Park.
   iv. The integration of active and passive public space in the north-west corner of the site that links to other public spaces along the perimeter of Oceanfront District.
   v. Buildings set back to provide sufficient space for public access to the waterfront, as well as green open spaces to serve as a buffer/transition between the public and private realm.
   vi. Provision of a connected trail/greenway system that links the new parks and open space.
2. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.
3. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers:
   i. A passive and active parks/open space needs analysis.
   ii. The programming and design of public parks and open space as well as marine recreational areas.
   iii. Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity.
   iv. Providing floating platforms on the water for birds and seals, subject to required approvals being obtained.
   v. Providing bird nesting boxes, subject to required approvals being obtained.
   vi. Integrating site-specific stormwater runoff management targets as defined in the Chines Integrated Stormwater Management Plan as well as related City bylaws and policies and developing a stormwater runoff management strategy.
   vii. Public access opportunities.
   viii. Integration with the climate change risk assessment and adaptation strategy.
   ix. Implementation of the results and recommendations of relevant City plans and strategies as they apply to the redevelopment of this site 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).

DRAFT

▶ Oceanfront District Policies – Mobility

1. A transportation study, including an impact assessment, route alternative evaluation, and a transportation demand management plan should be completed as part of the first rezoning of the site that considers not only traffic generated by the site, but also the traffic associated with future growth outside of the Oceanfront District.
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 vehicle, pedestrian, and cycling connection shall be further analyzed, consistent with the City's Master Transportation Plan, and may include a new Mary Street alignment (as shown in the concept plan), an expanded Moody Street, or a new alignment which connects into the City's existing road network. Further infrastructure may be necessary to accommodate increased traffic from the site including new overpasses, intersections, and roads, or upgrades to existing overpasses, intersections, and roads. These and other connection options, as well as other infrastructure requirements, including the provision of new rapid transit opportunities, will be evaluated in detail as part of the first rezoning of the site and in conjunction with the results of the traffic study set out in Policy 1. The City shall determine the best option taking into consideration the land use, traffic, aesthetic, financial, and other community impacts, the proportional share of traffic generated by the site versus the broader community, and all other relevant factors.
5. Integrate the existing community and the Oceanfront District through new vehicle, pedestrian, and cyclist linkages over the CP Rail and SkyTrain rights-of-way connecting this site with the Heritage Commercial District on Clarke Street, a future potential rapid transit station in the Queens Street area, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations.
6. Impacts associated with any new vehicular infrastructure (e.g., overpass) developed in support of Oceanfront District Community must be minimal and sympathetic to the adjacent context and the neighbourhoods.
7. Efficient and attractive pedestrian and active transportation connections should also be enabled within the Oceanfront District.

DRAFT

▶ Oceanfront District Policies - Environment and Climate Change

1. Retain and enhance the ecological values along the foreshore and Kyle Creek in accordance with established best practices.
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, subject to required approvals being obtained.
3. Incorporate nesting platforms for birds, such as osprey and purple martins, subject to required approvals being obtained.
4. A climate change risk assessment and adaptation strategy should be completed as part of the first rezoning of the site. The strategy will take into consideration the results and recommendations in the City's Coastal Flood Strategy and include a flood risk study, assessment of climate change risks and impacts (e.g., sea level rise, saltwater groundwater intrusion, loss and/or degradation of shoreline lands) and identify adaptation measures to address the impacts, including topics such as:
    i. Peripheral site protection (e.g., seawalls and dykes) that incorporates Green Shore principles and nature-based solutions;
    ii. Appropriate flood construction level;
    iii. Finished floor elevations;
    iv. Sub-surface parking elevations;
    v. Building setbacks and design;
    vi. Foreshore management strategies;
    vii. Landscape design standards; and
    viii. Stormwater management systems.
5. An energy plan should be completed as part of the first rezoning of the site that considers topics such as:
    i. Minimizing greenhouse gas emissions;
    ii. Increasing the energy performance of buildings; Deploying low-carbon energy technologies;
    iii. The feasibility of a district energy system for the site; and
    iv. Waste and water recycling.
6. Incorporate measures to address extreme weather resiliency including:
    i. Early warning systems for extreme weather events, such as floods, storms, and heatwaves, to provide timely information to residents.
    ii. Construction of critical infrastructure, such as bridges, roads, and utilities, to withstand extreme weather conditions and prevent disruptions.
    iii. Flood mitigation and adaptation measures to reduce the risk of flooding consistent with the city's Coastal Flood Strategy.
    iv. Green infrastructure solutions like permeable pavement, rain gardens, and urban forests to manage stormwater and reduce heat island effects.
    v. Consideration of backup power sources, such as generators and solar batteries, to maintain essential services during power outages caused by extreme weather.
7. A geotechnical study should be completed as part of the first rezoning of the site to determine the specific measures required to address seismic events, groundwater conditions, climate change, and other pertinent topics.
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 associated riparian management setbacks identified in the Zoning Bylaw.
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.

DRAFT

▶ Oceanfront District Policies - Density and Building Height

1. The maximum permitted density of development on the site for all uses combined is 357,064m^2 of gross floor area.
2. The maximum permitted density of all forms of residential development on the site, including live-work, is 314,794m^2 of gross floor area and 3,397 units. This maximum excludes any congregate care facility.
3. A minimum of 5,110m^2 of the residential development shall be purpose-built permanent rental accommodation.
4. A minimum of 2,785m^2 of private indoor amenity floor space should 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 42,270m^2 of gross floor area on the site shall be employment generating floor space, of which a minimum of 9,570m^2 of gross floor area shall be light or urban industrial.
6. A grocery store to serve the needs to the neighbourhood (ranging from 464m^2 to 3,251m^2) will be provided.
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 2,200m^2. This gross floor area is in addition to the values set out in Policy 5.
8. The maximum permitted building height on the site is 38 storeys.

▶ Oceanfront District Policies - Urban Design

1. Integrate a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design.
2. Create a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit.
3. Prepare and adopt Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), as part of the first rezoning of the site. These guidelines shall consider the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location and adjacent uses, 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. Consider the preservation of 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. Consider physical breaks within developments to create public gathering spaces and mid-block connections.

DRAFT

CHAPTER 15

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 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; and
- mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment, as those terms are defined under section 63.1 of the *Community Charter* [definitions in relation to tenant protection].

Designations and Locations

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

1. as identified on the attached Map 12 (p. 179):

- **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 (p. 180):

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

3. as identified on the attached Map 14 (p. 181) and Map 16 (p. 183):

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

4. as identified on the attached Map 15 (p. 182):

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

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

▶ Policy

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

DRAFT

Development Permit Area 1: Neighbourhood Residential

Purpose of Designation Category: Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

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 intensive residential and commercial developments in areas undergoing revitalization are compatible in scale, form and character with existing development, or with the desired future development plans for the particular neighbourhood
- to encourage developments 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 residents, regardless of physical capabilities
- to ensure that, where necessary, the design of intensive residential and commercial development creates a suitable transition between adjacent differing land uses or residential densities
- to ensure that multi-residential development is designed so as to provide the features 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 forms of intensive residential, commercial, and community/public uses within DPA 1. Intensive residential development forms include:

- multi-residential forms (townhouse, low-rise apartment);
- two-unit dwellings (duplex); and,
- intensive residential development on small lots zoned RS1-S (principal dwelling and additional secondary dwelling unit).

As shown in 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 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 appear in these areas.

DRAFT

Development Permit Area 2: Moody Centre

Purpose of Designation Category: Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

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. As shown on Map 12 (p. 179), DPA 2 includes the historic commercial and residential areas of the City between Albert Street/Barnet Hwy and James Road and south of Burrard Inlet to the Chines area. As shown on Map 3 (p. 170), DPA 2 also includes the Moody Centre Heritage Conservation Area (the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial and adaptive commercial uses) and the Moody Centre Heritage Character Area (a larger area between Albert Street and Williams Street consisting largely of single residential homes with some commercial uses).

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:

- to retain the single-detached 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 intensive residential development respects the character of surrounding low density residential uses through siting, design and exterior finishings
- to discourage single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from around the region
- to integrate transit-oriented development principles as part of the redevelopment of Moody Centre, particularly in those areas within a 400 to 800 metre radius of transit stations
- to encourage a variety of building forms and architectural diversity while still providing for an overall cohesive neighbourhood.

DRAFT

Schedule A to Bylaw No. 3522

Development Permit Area 3: Inlet Centre

Purpose of Designation Category: Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

Justification: This area of the City is a major focus of commercial, institutional, and higher density residential development. As shown on Map 12 (p. 179), DPA 3 is located near the head of Burrard Inlet at the City's eastern boundary and 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 Recreation Complex, 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, with the completion of Newport Village, Klahanie and Suter Brook areas, and the expansion of the Recreation Complex. 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 that may be proposed by the developer at the time of rezoning.

These objectives provide the basis for a set of design guidelines to be applied to all forms of intensive residential, commercial, and community/public uses within DPA 3. Intensive residential development forms include multi-residential forms (low, mid and high rise apartments).

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

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: High and medium environmental sensitivity areas are designated as part of DPA 4. Also included in DPA 4 are high environmentally sensitive areas noted as Special Features (areas or sites recognized for their unique or environmental significance), as well as areas within 30 metre stream buffers. These areas were initially identified in the City's Environmentally Sensitive Area (ESA) Management Strategy (2003). Map 13 (p. 180) illustrates the location of areas of high and medium environmental sensitivity, as well as special features and 30 metre stream suffers that are included within DPA 4. These designated environmentally sensitive areas and/or sites include one or more of the following characteristics:

- landscape scale management opportunities including wildlife corridors and refuges;
- watersheds and catchments;
- important forest ecosystems;
- watercourses and riparian areas;
- lakes and freshwater wetlands;
- intertidal and subtidal marine areas;
- important rock bluffs; and
- critical habitat for species at risk.

DRAFT

Development Permit Area 5: Protection of Development from Hazardous Conditions

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

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

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

Hazardous lands are considered to be areas of the City that may be subject to land slides, debris torrents, mud flows, earthquake liquefaction, erosion, or floods. Strict control of any development in these areas is necessary to protect development from hazardous conditions. In this respect, 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.

The locations of the potentially hazardous lands in the City are shown on Map 14 (p. 181) and 16 (p. 183) of the Official Community Plan and Schedules 5 and 6 of the Development Permit Area Guidelines.

The areas identified as potentially hazardous lands are based on information derived from geotechnical and drainage studies conducted for areas within Port Moody, as well as surficial geology maps prepared by the Geological Survey of Canada. Specific studies and maps are referenced on Map 14 (p. 181).

The objectives for Development Permit Area 5 are:

- To reduce the possibility of property damage, personal injury and death that may be associated with new development in areas at risk from certain natural hazards.
- To ensure that development applications in such areas include identification of specific risks and analysis of those risks at the subject site, prepared by a qualified professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments.
- To ensure that appropriate conditions are set for such development so as to reduce the degree of risk.

DRAFT

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

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

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

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

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

The above objectives provide the basis for a set of design guidelines (refer to Appendix 2) for SSMUH development permit applications within DPA 6. Map 15 (p. 182) identifies the DPA 6 areas where SSMUH entitlements exist in the City.

DRAFT

Development Approval Information

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

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

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

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

DRAFT

CHAPTER 16

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 and bylaw development, actions from other levels of government, the work of boards and agencies, and the engagement of property owners, developers, community groups and individuals. Progress will be made by working collectively on achieving common plan goals and objectives.

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

Public Awareness and Involvement

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



DRAFT

Future Studies

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

PORT MOODY 2050

Future Studies

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

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

Climate Action Plan

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

Five-year Financial Plan

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

Waste Management Plans

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

Existing Master Plan and Strategy Updates

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

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

DRAFT



Plan Amendments

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

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

- Need and effect for the proposed change;
- Effect of the proposed change on City services, and relevant impacts on the City's five-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; and
- Need for regular housekeeping amendments to ensure the Plan is relevant and consistent with the current provincial regulatory framework.

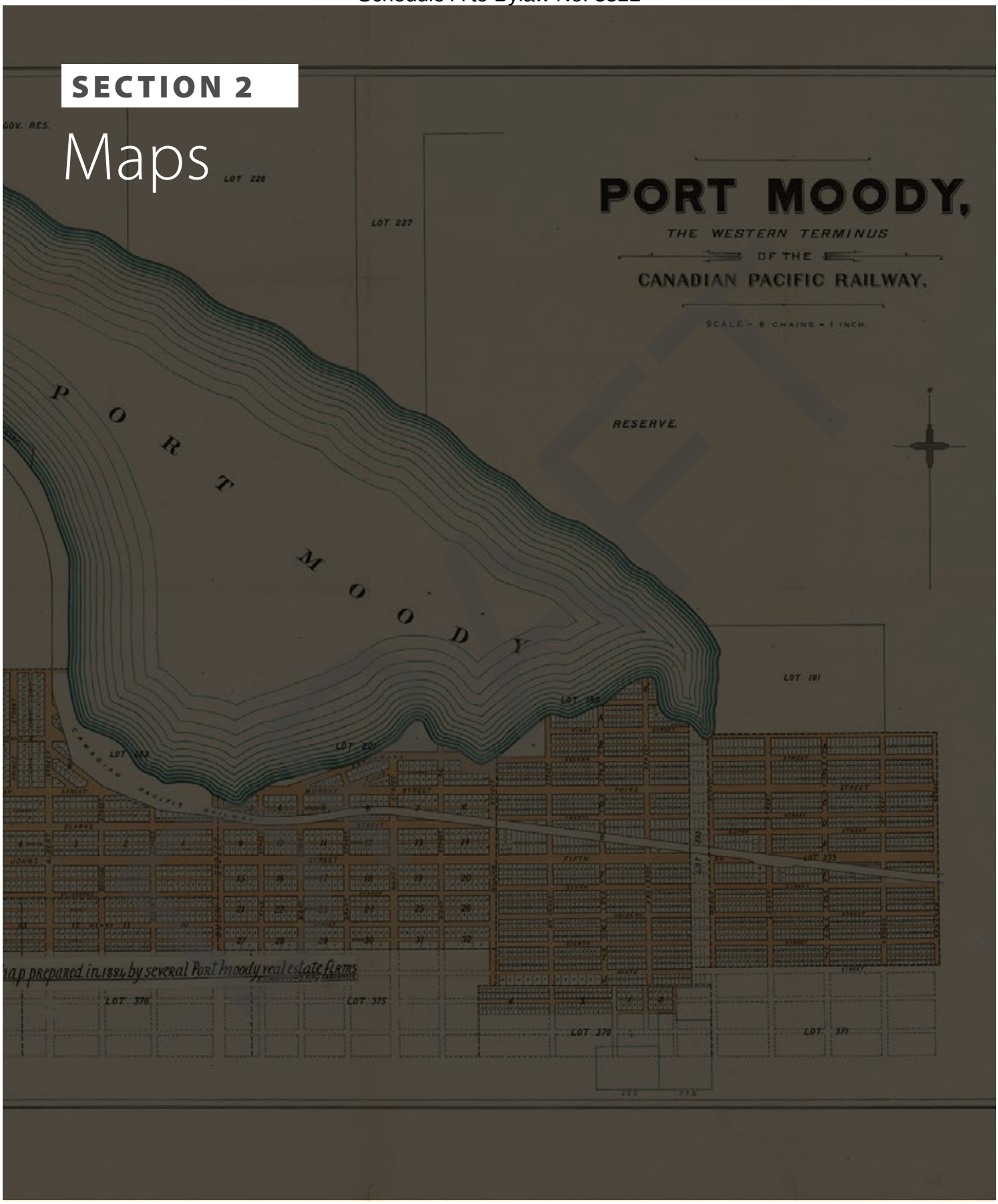
▸ Implementation Policies

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. Work towards reviewing policies and bylaws with a decolonization lens and include provisions to indigenize them as identified in collaboration with First Nations.
5. Continue to engage in meaningful engagement with residents, organizations, businesses, agencies, and First Nations during specific policy planning exercises, as well as conducting engagement for special study areas and neighborhood plans where identified.
6. Consider the development and maintenance of a range of studies and plans, as generally directed by the OCP, to provide focused policy for various aspects of community development.

DRAFT

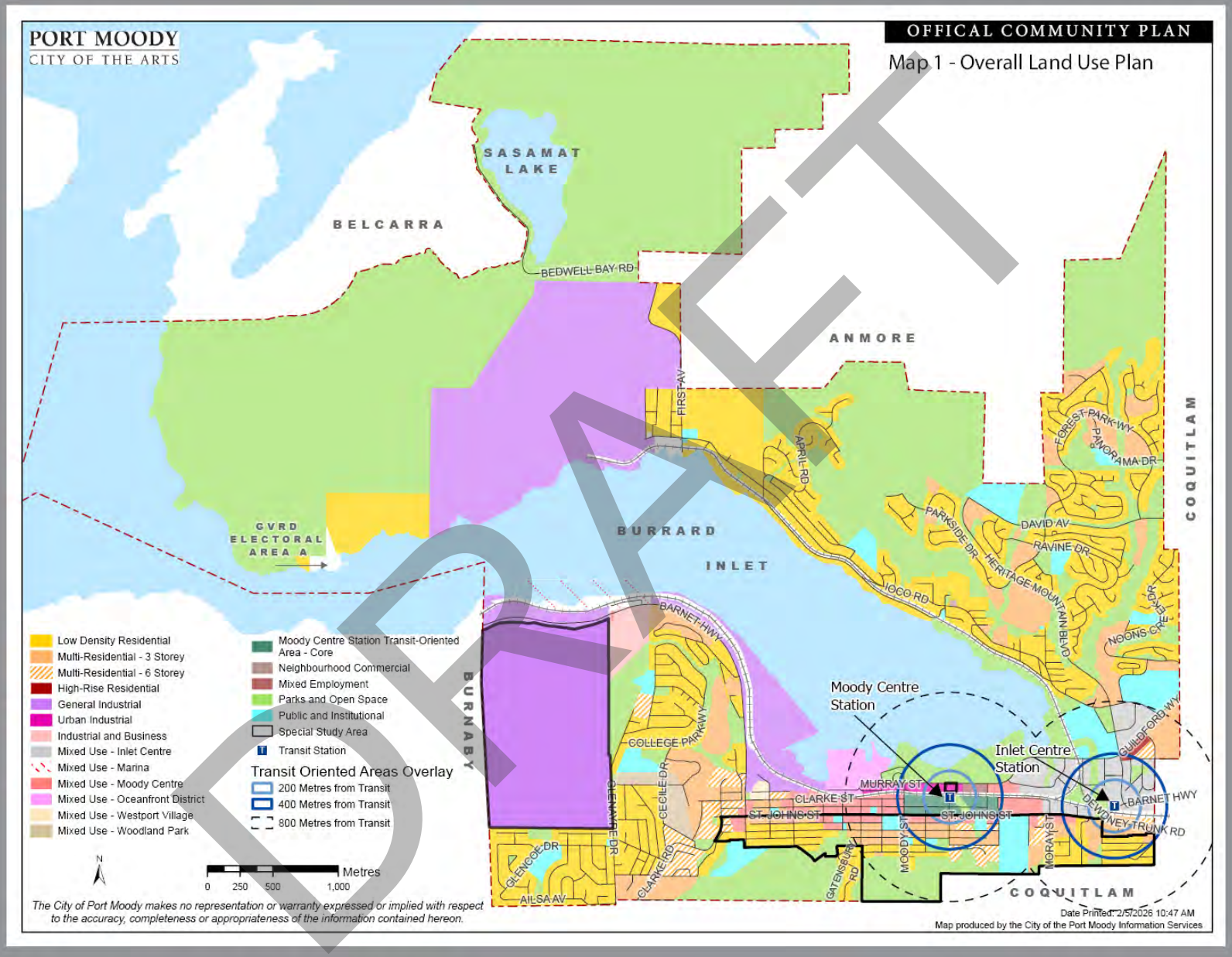
SECTION 2

Maps



Attachment 2

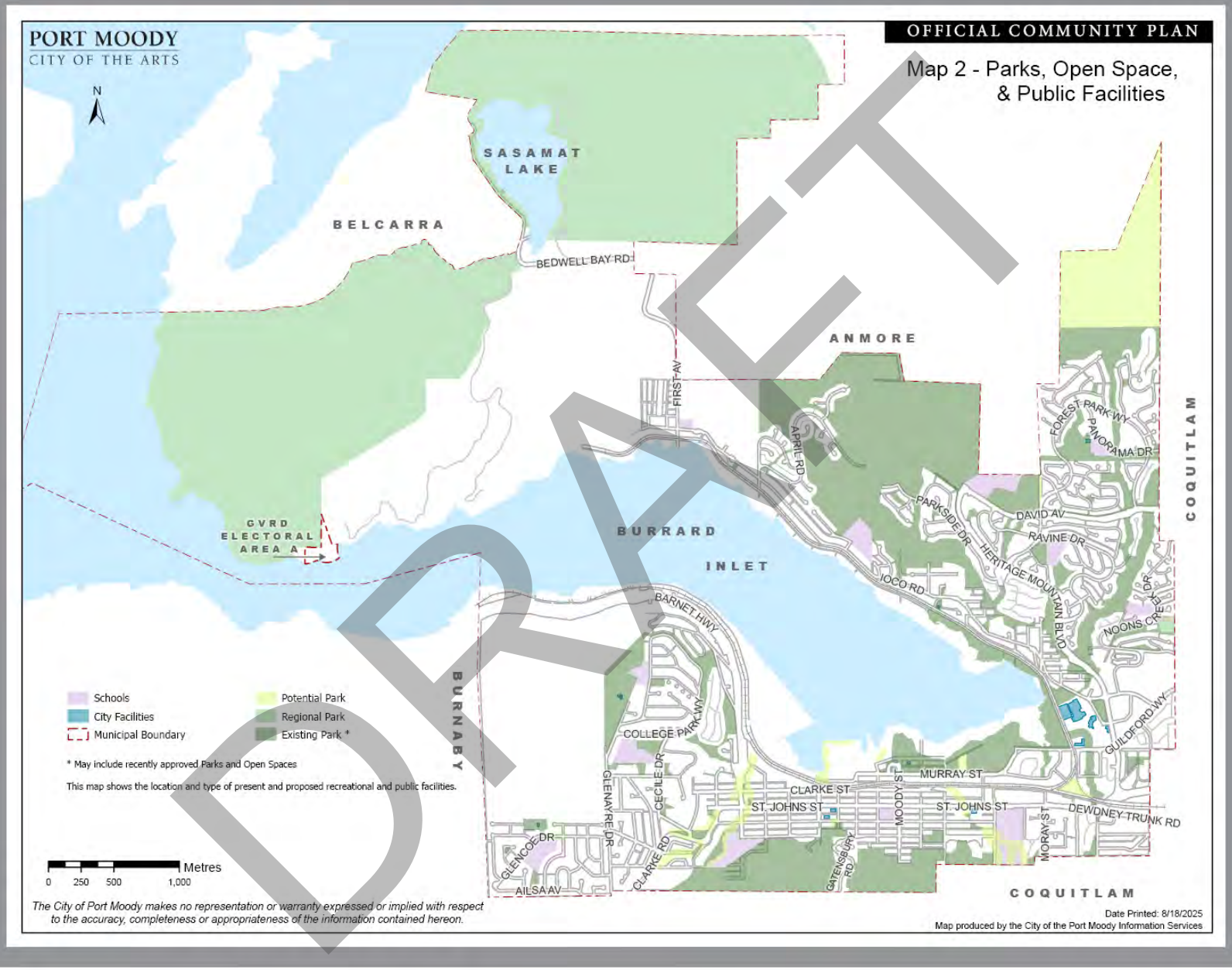
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

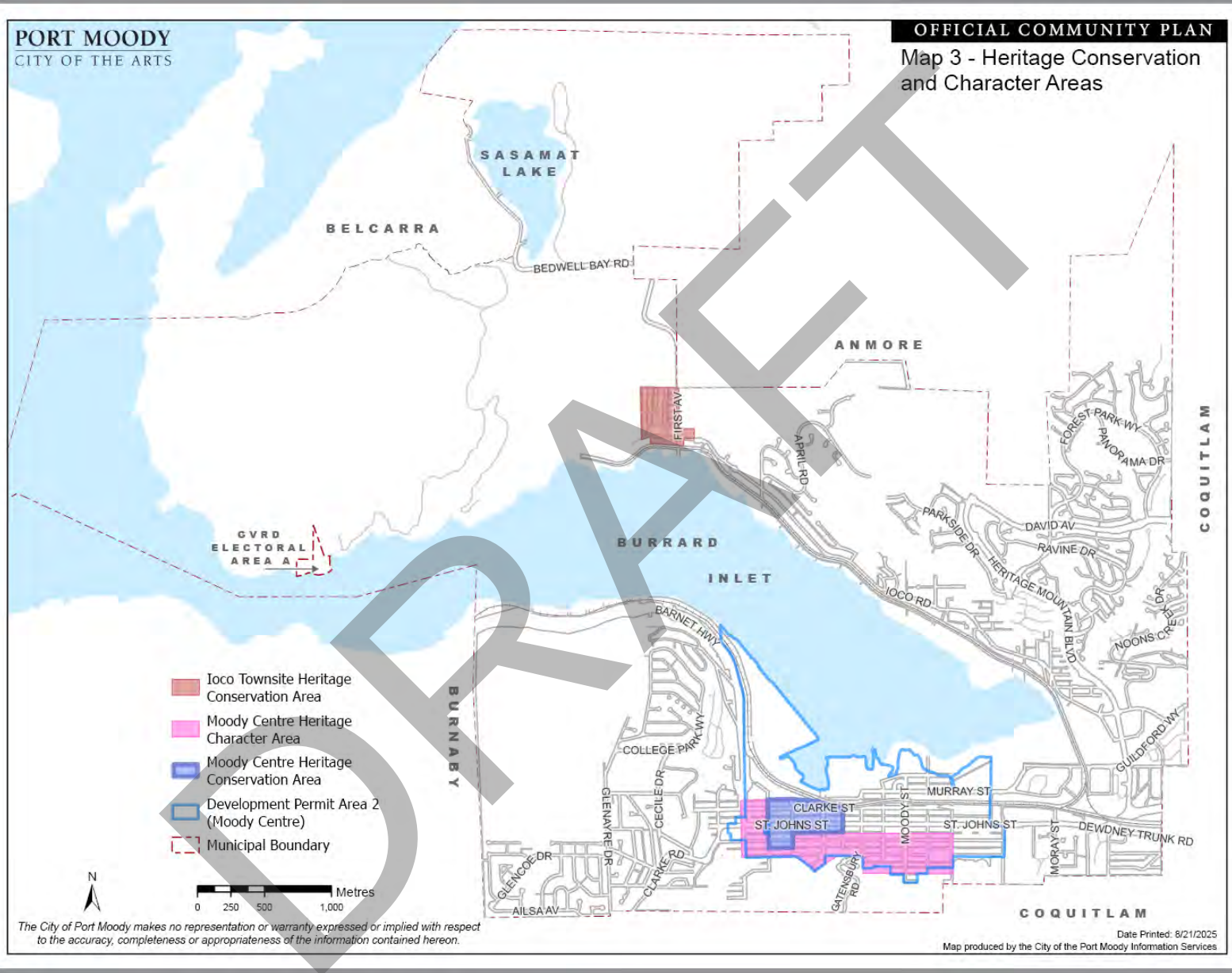
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

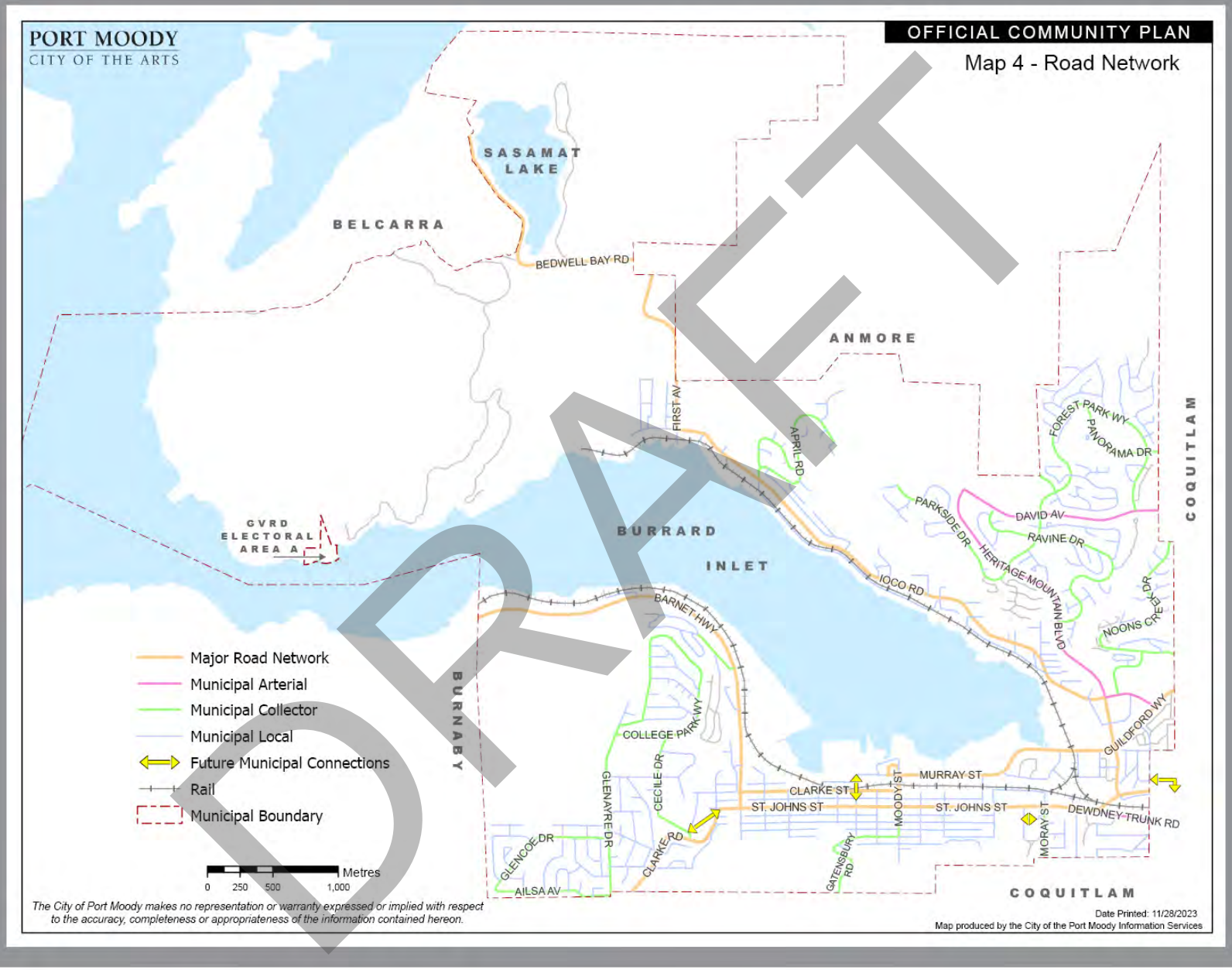
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

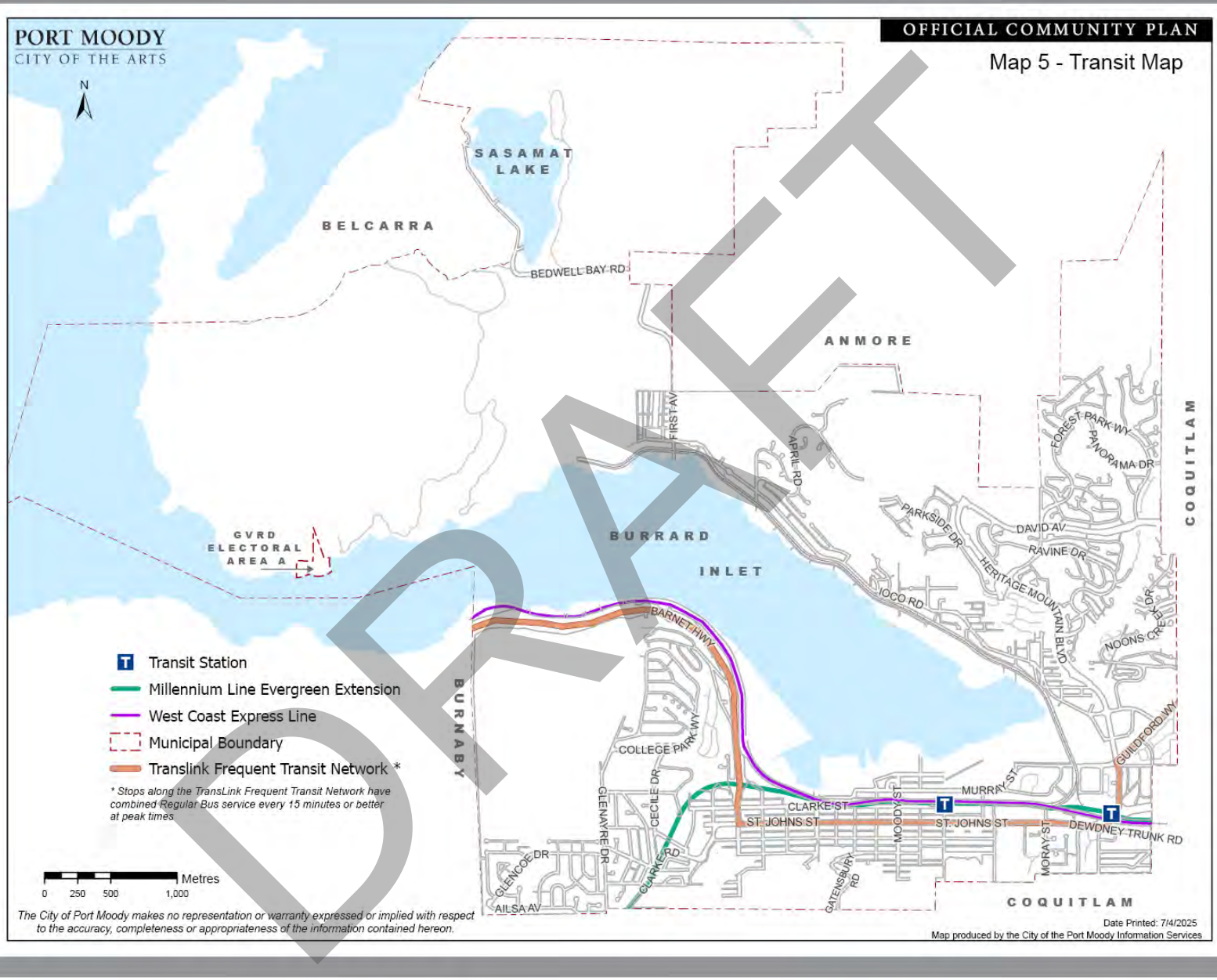
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

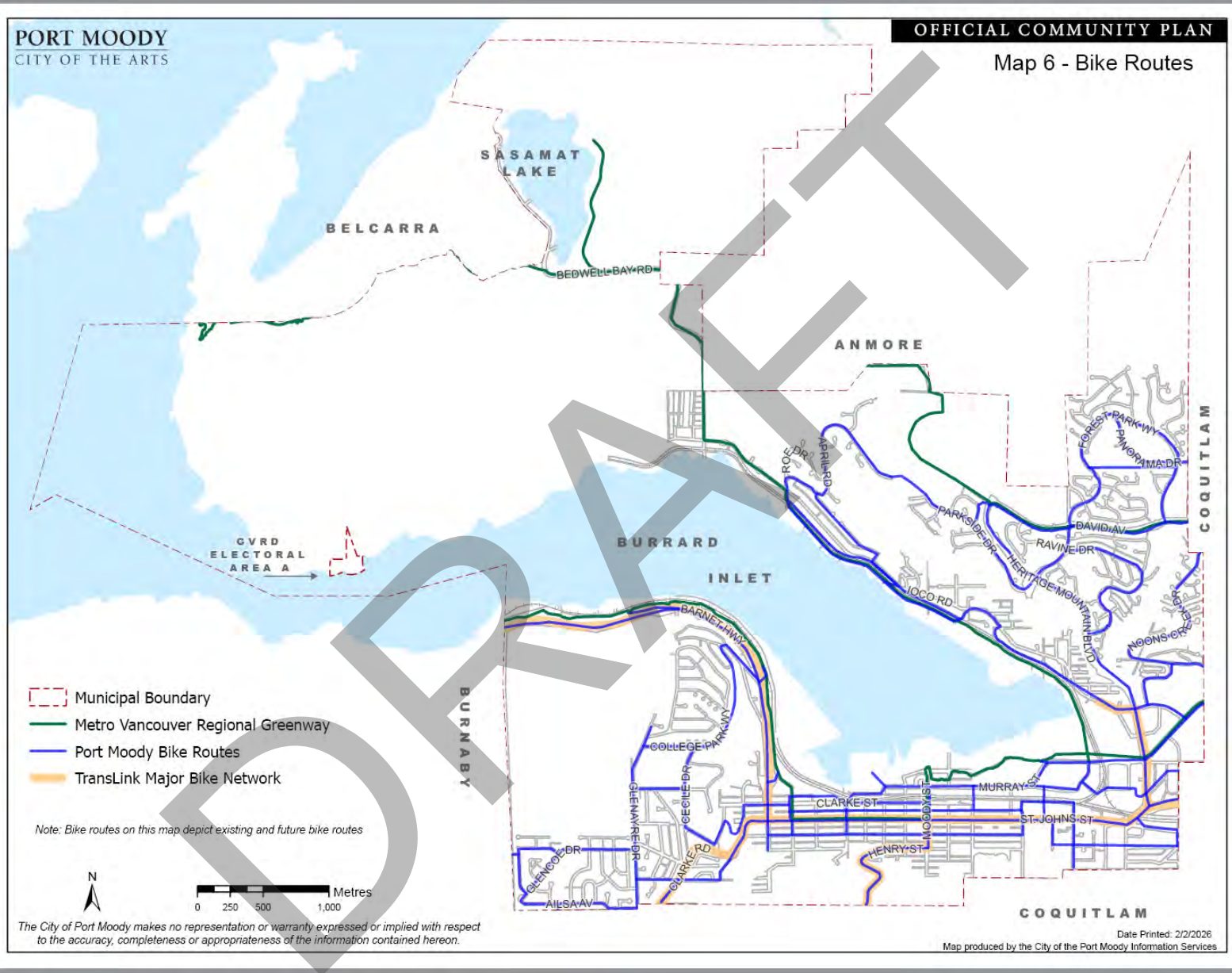
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

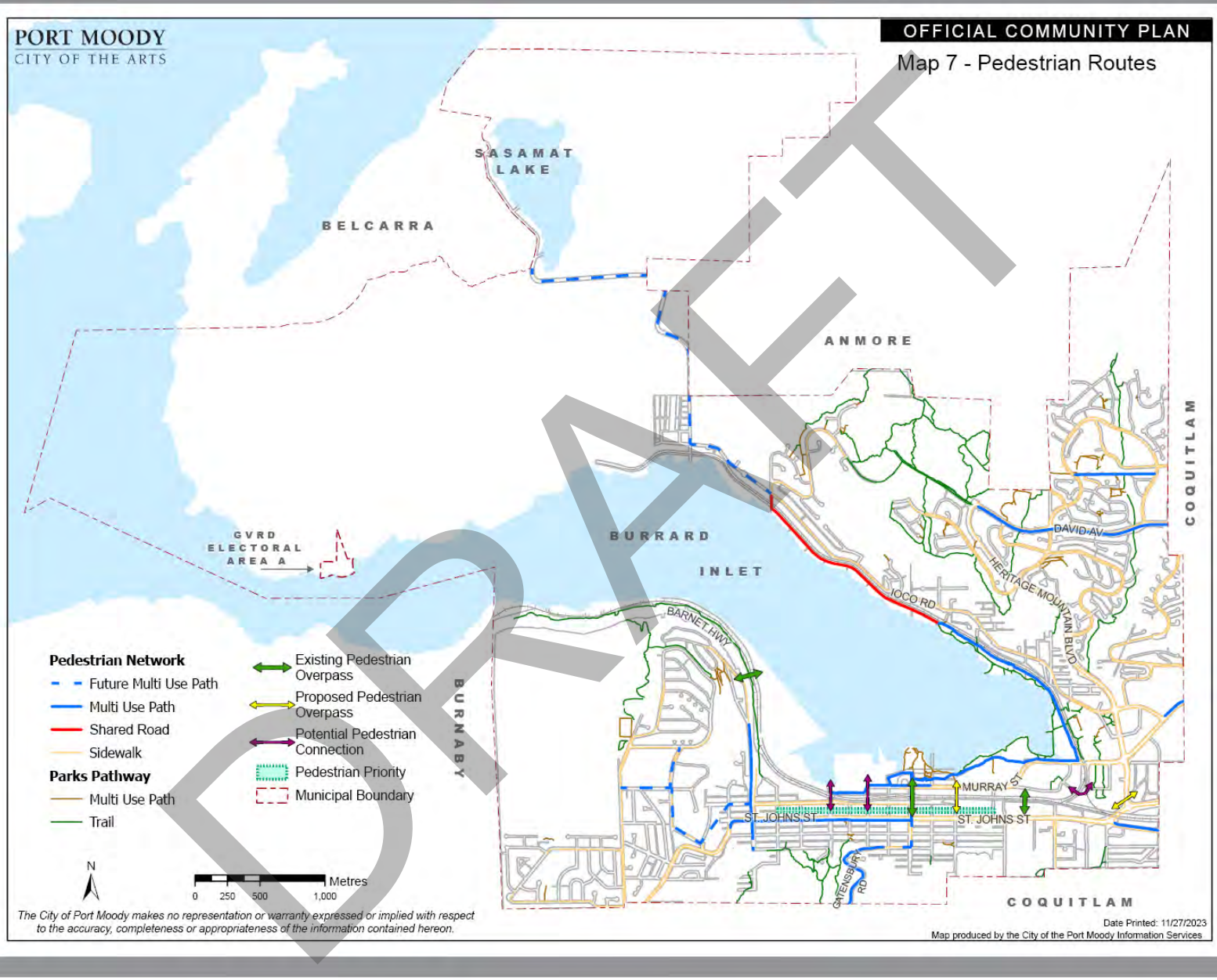
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

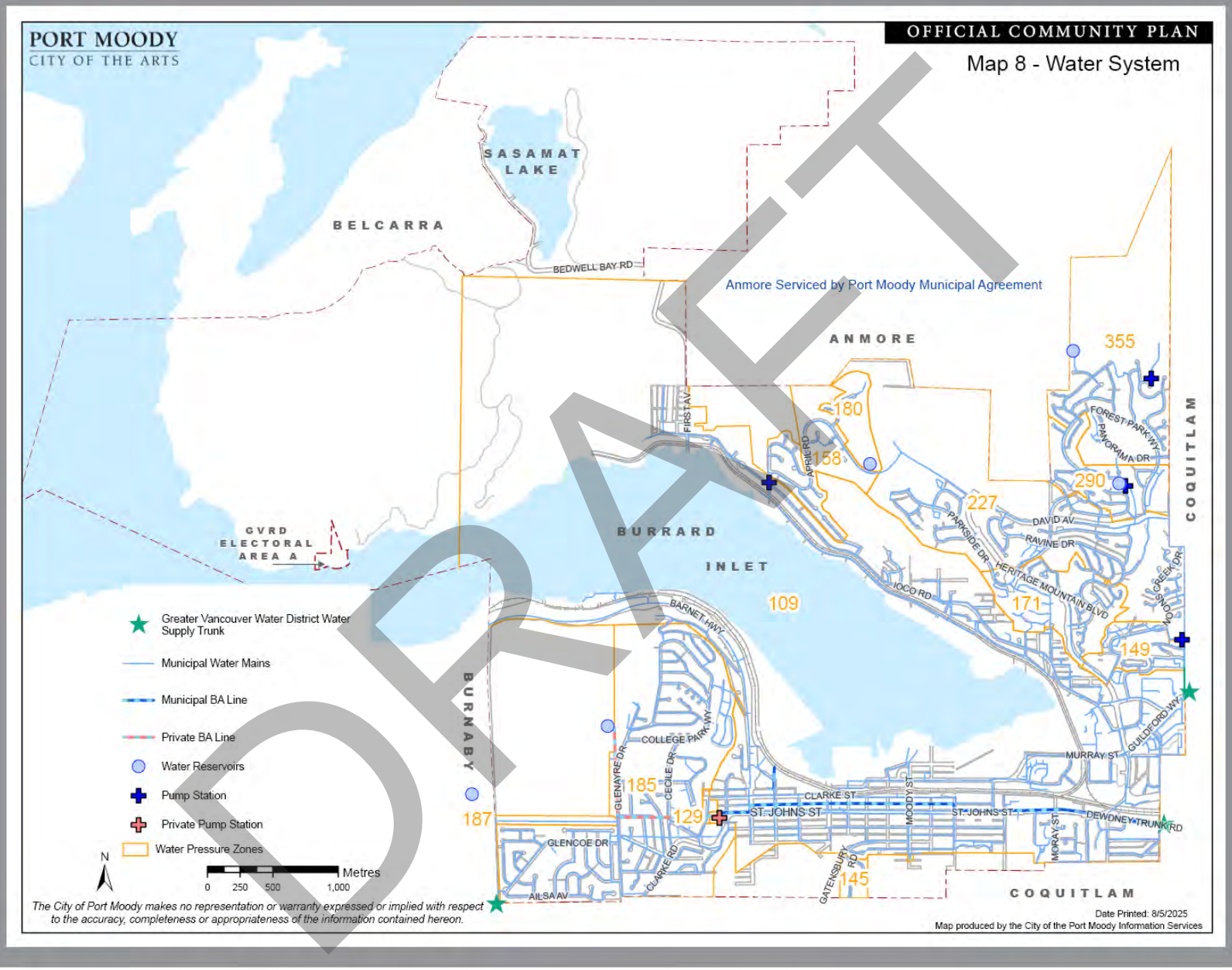
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

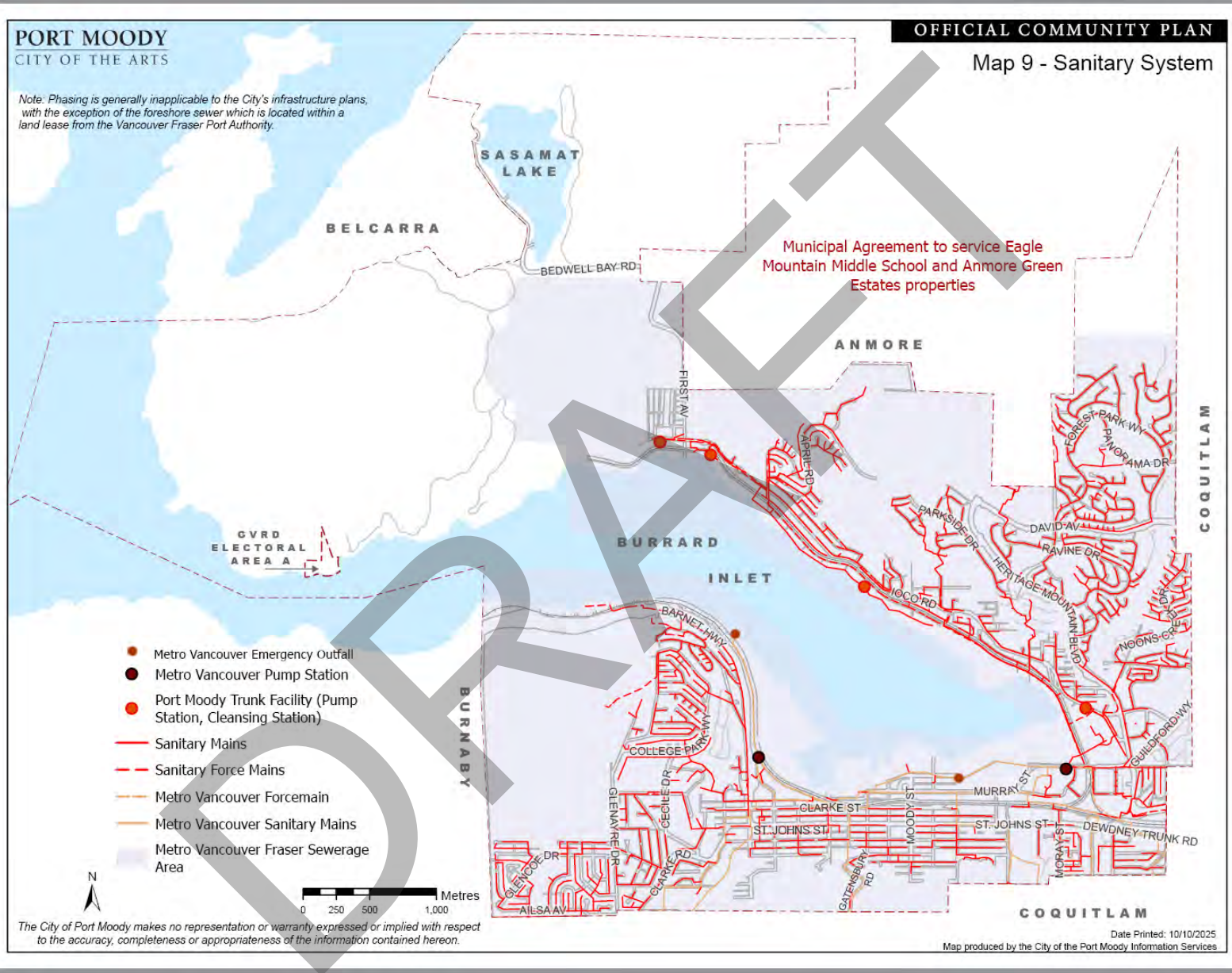
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

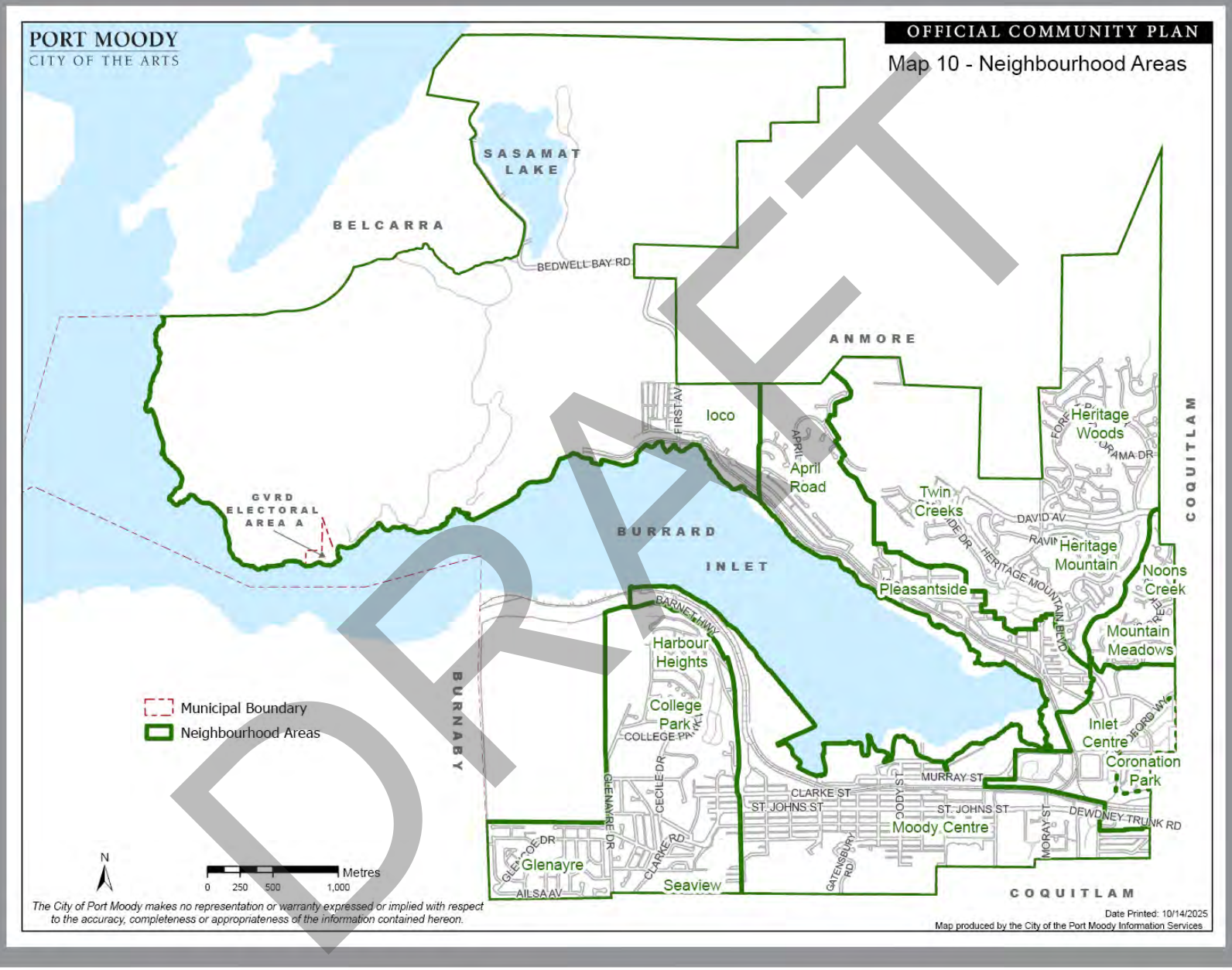
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

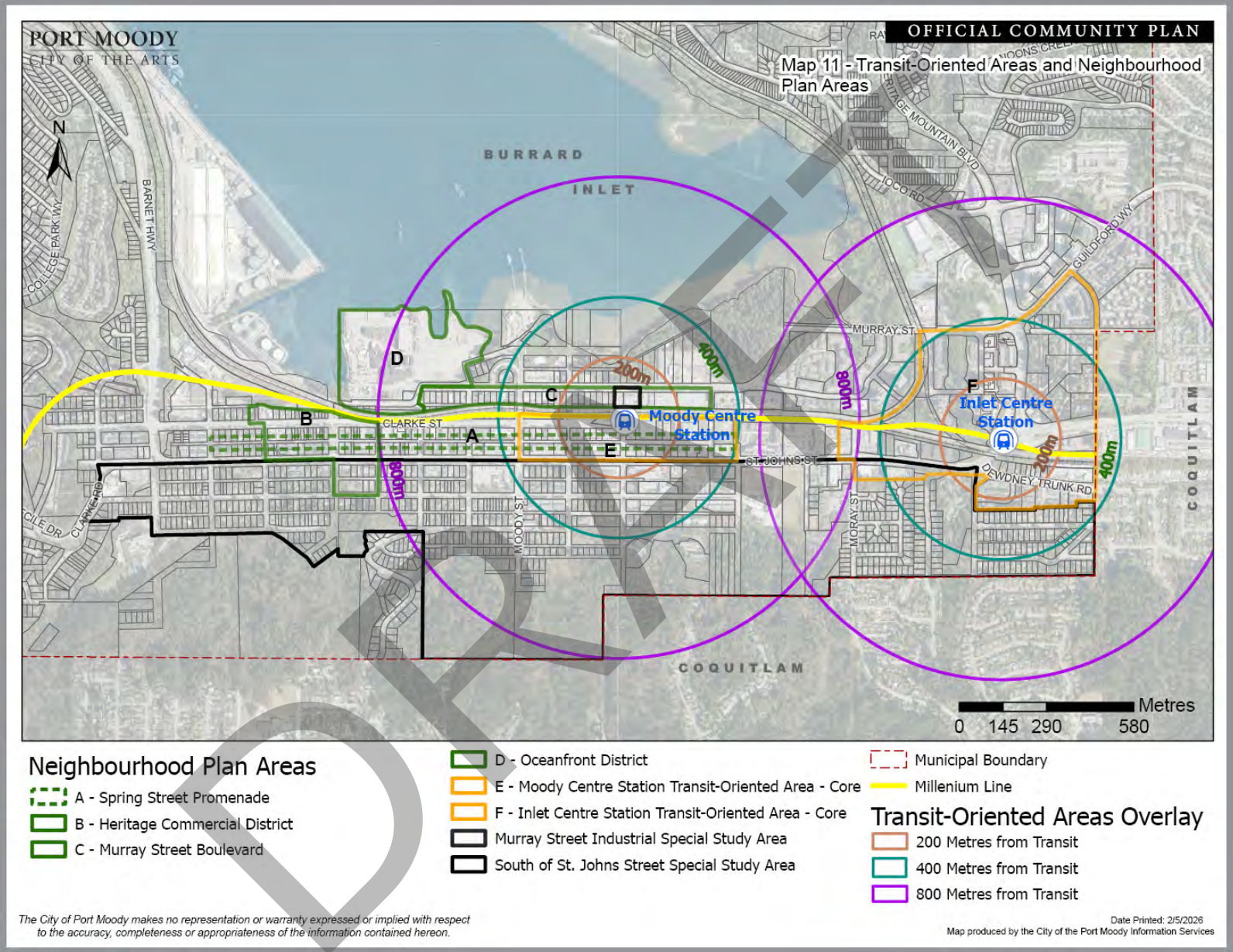
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

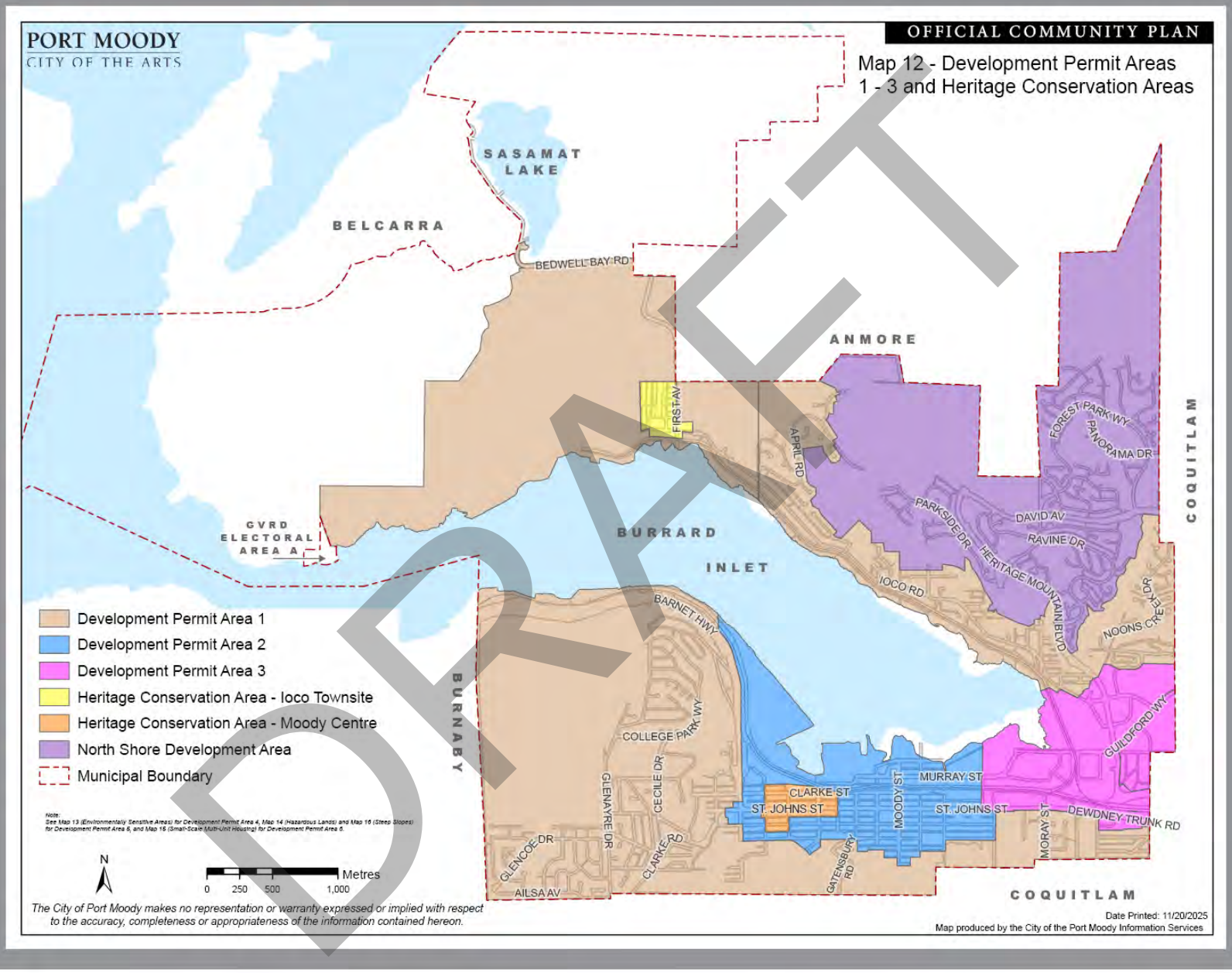
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

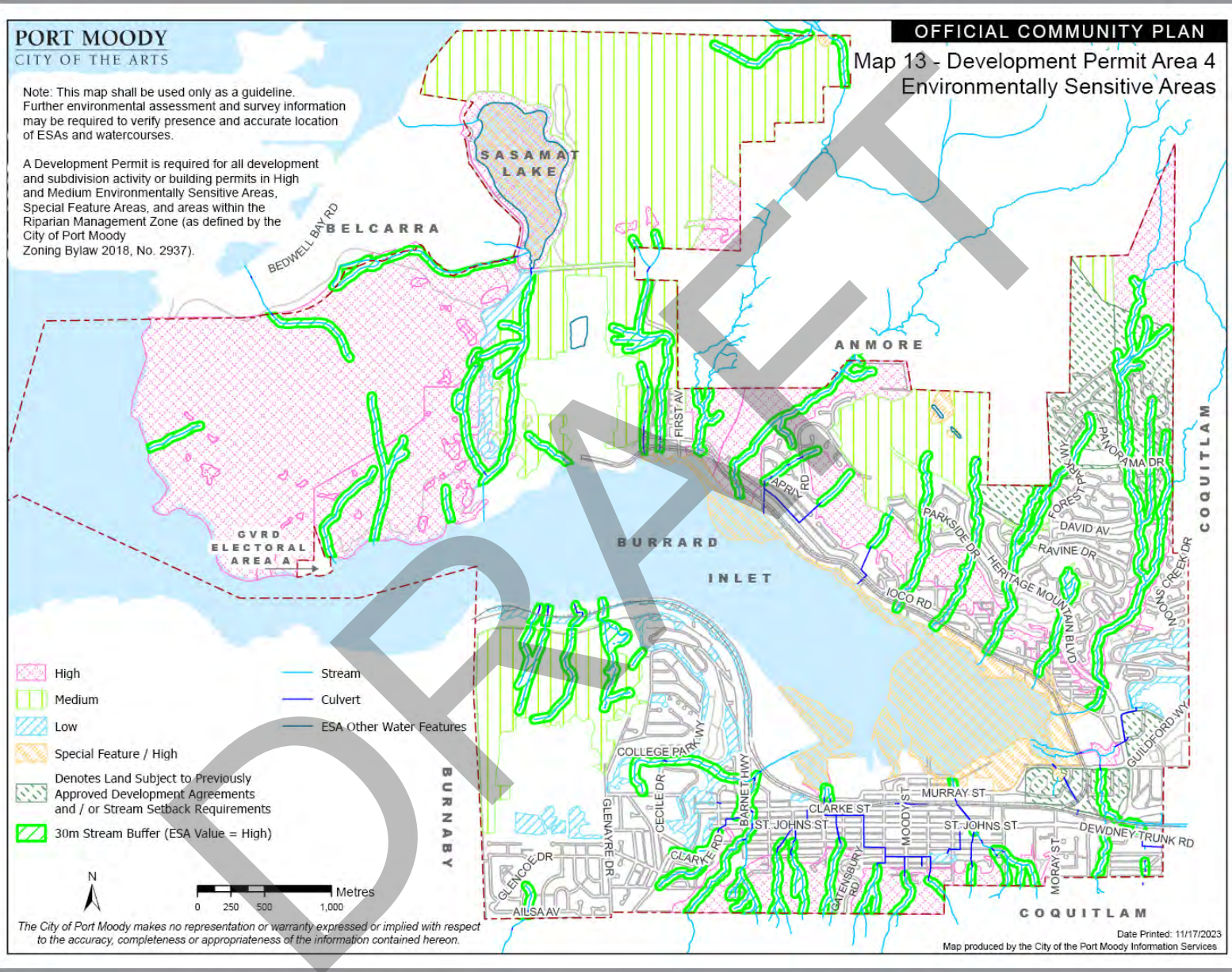
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

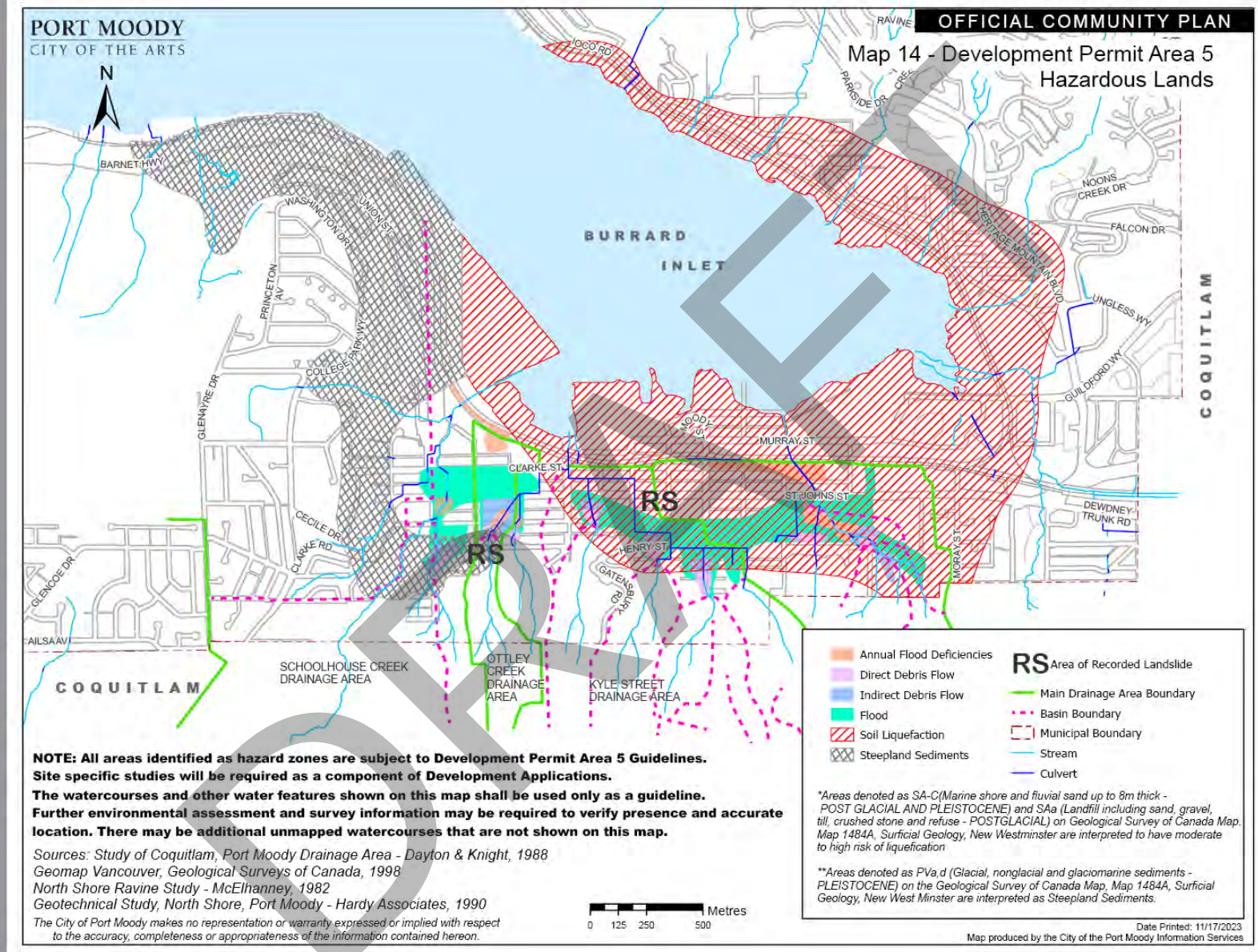
Schedule A to Bylaw No. 3522



DRAFT

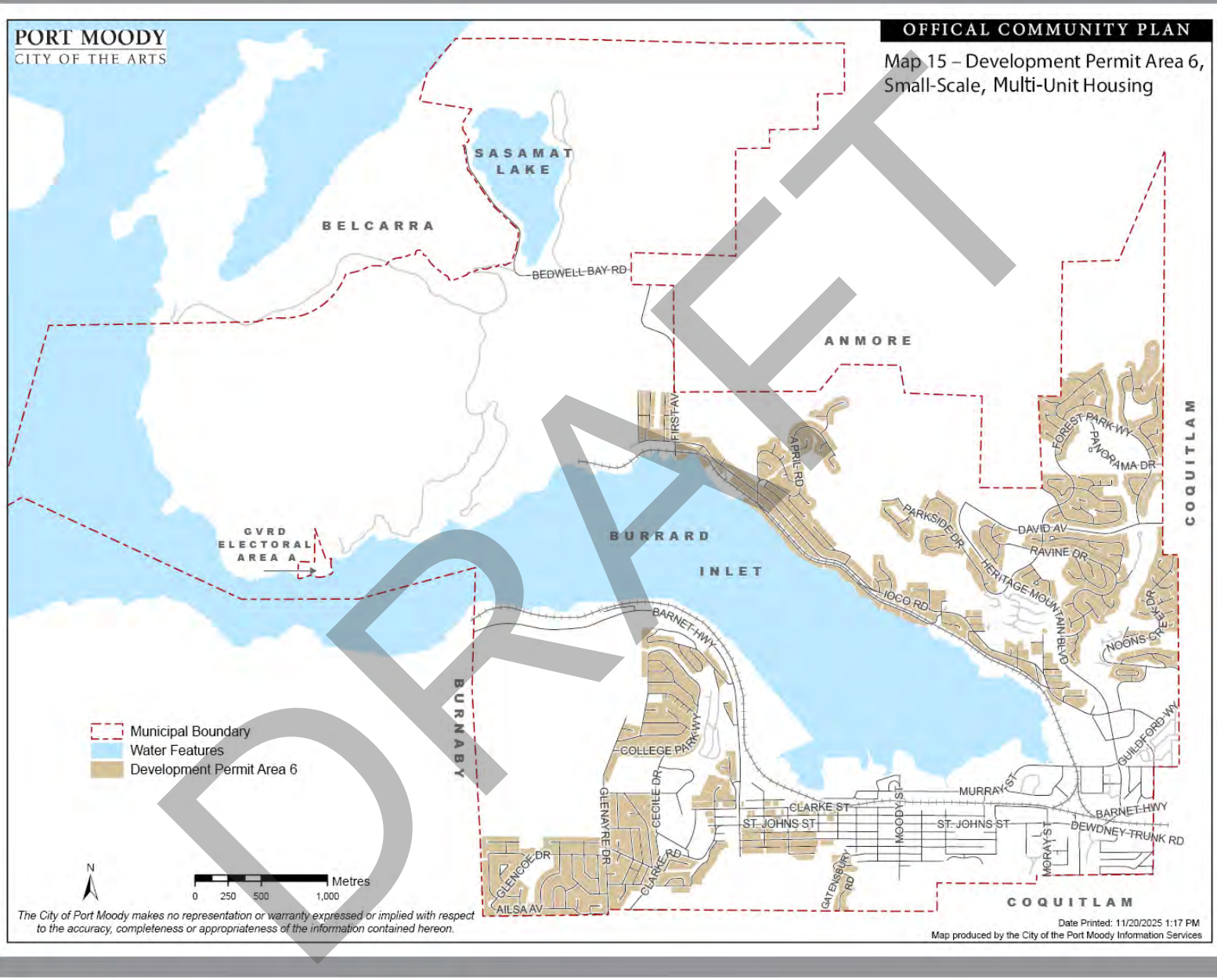
Attachment 2

Schedule A to Bylaw No. 3522



Attachment 2

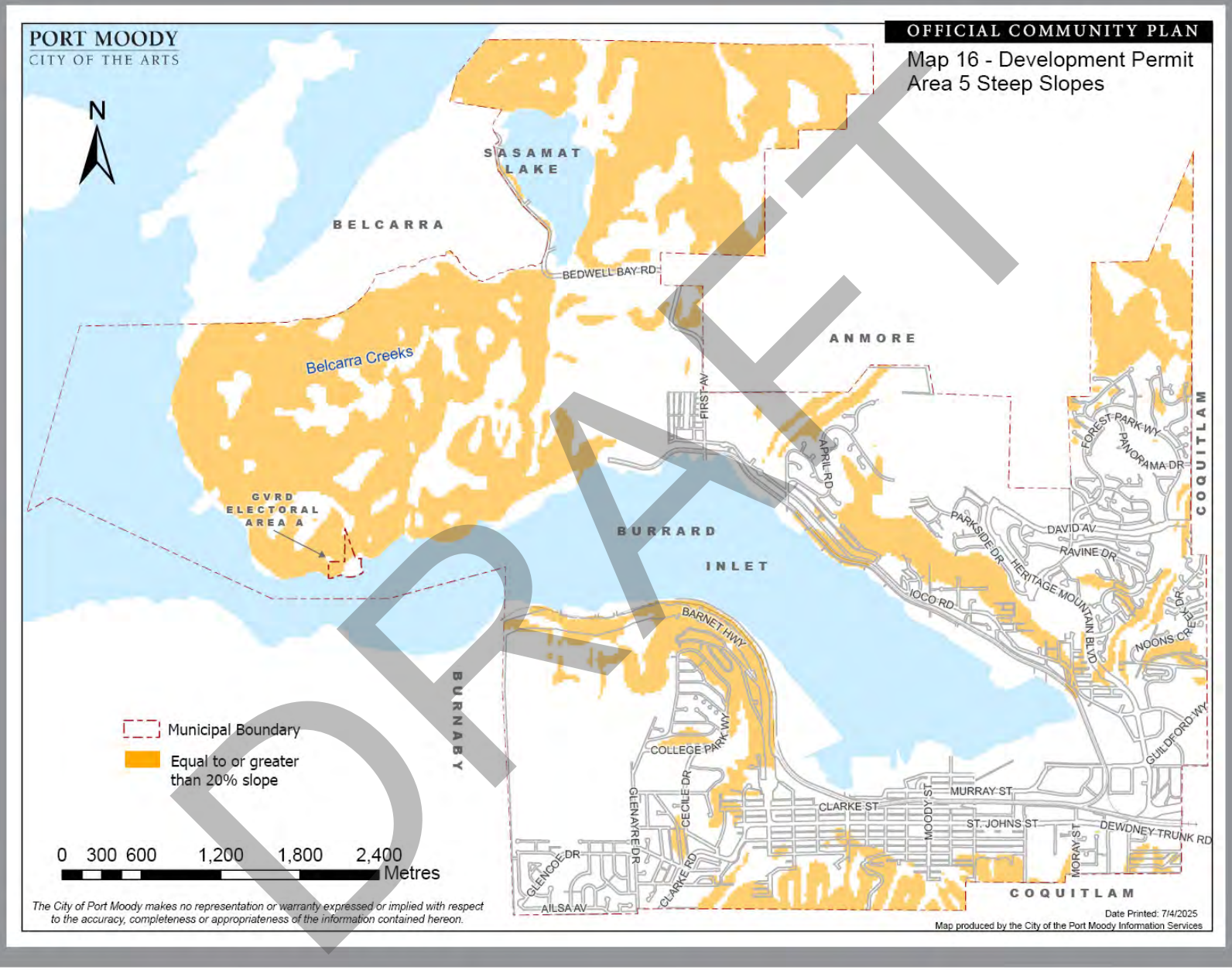
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

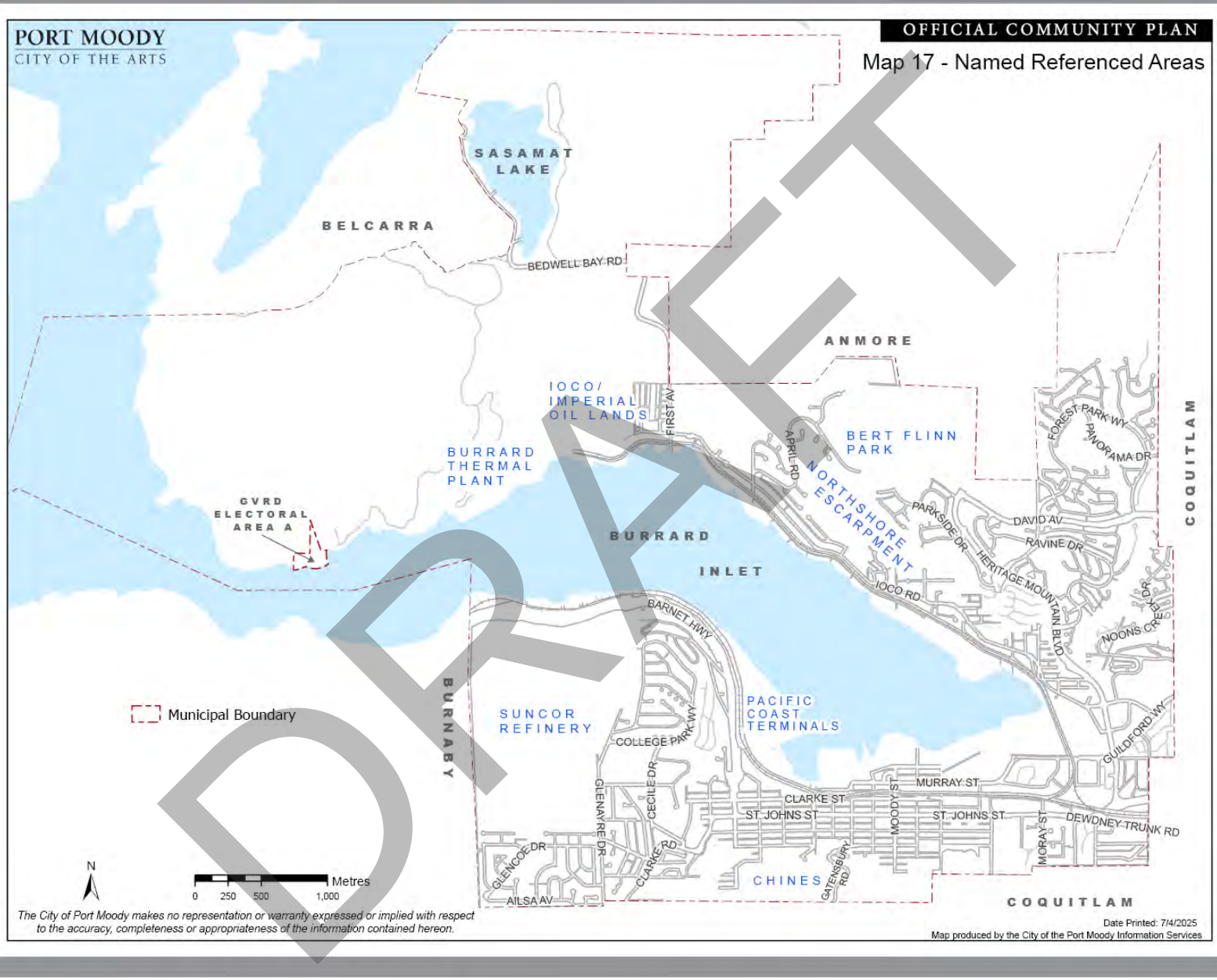
Schedule A to Bylaw No. 3522



DRAFT

Attachment 2

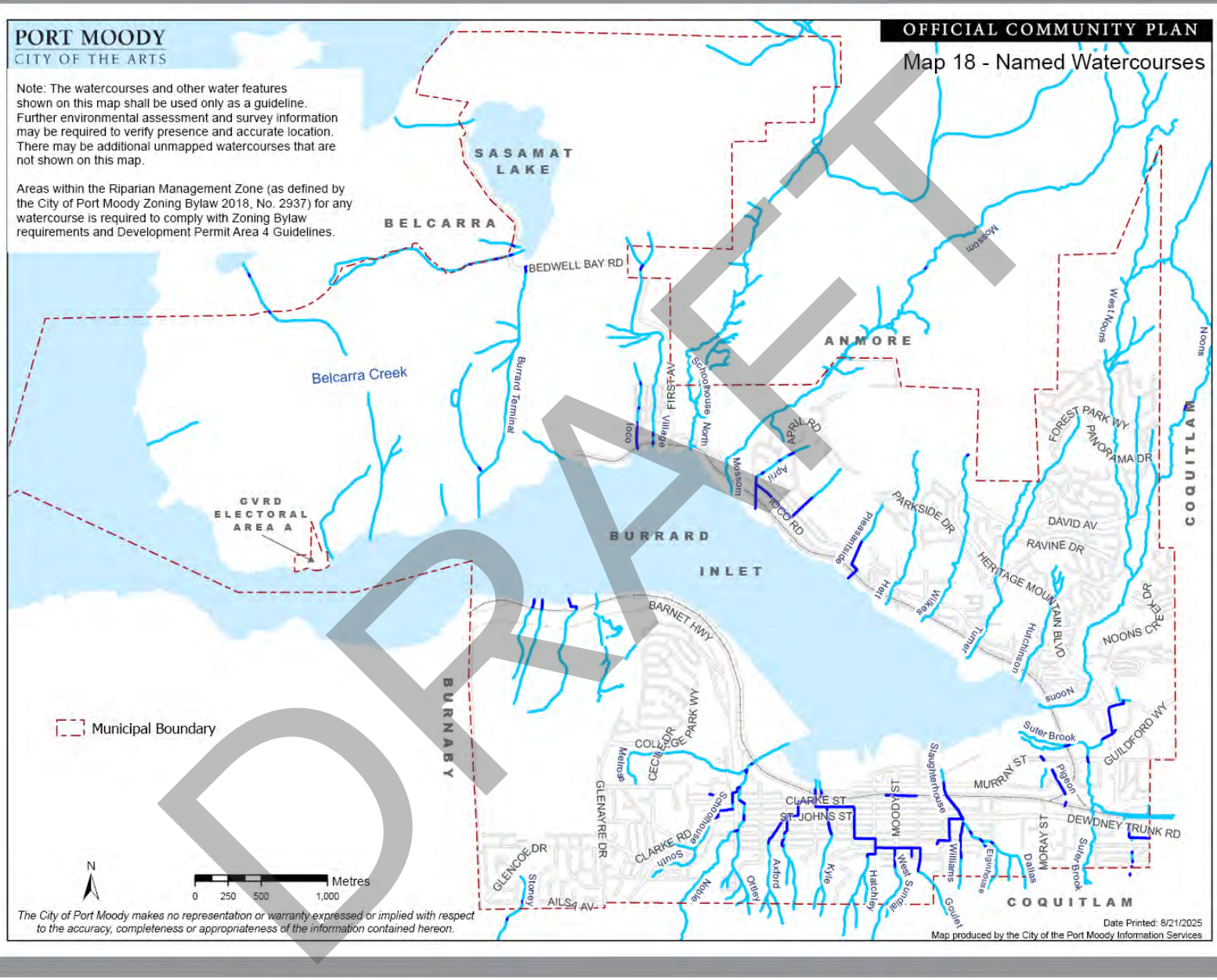
Schedule A to Bylaw No. 3522



DRAFT

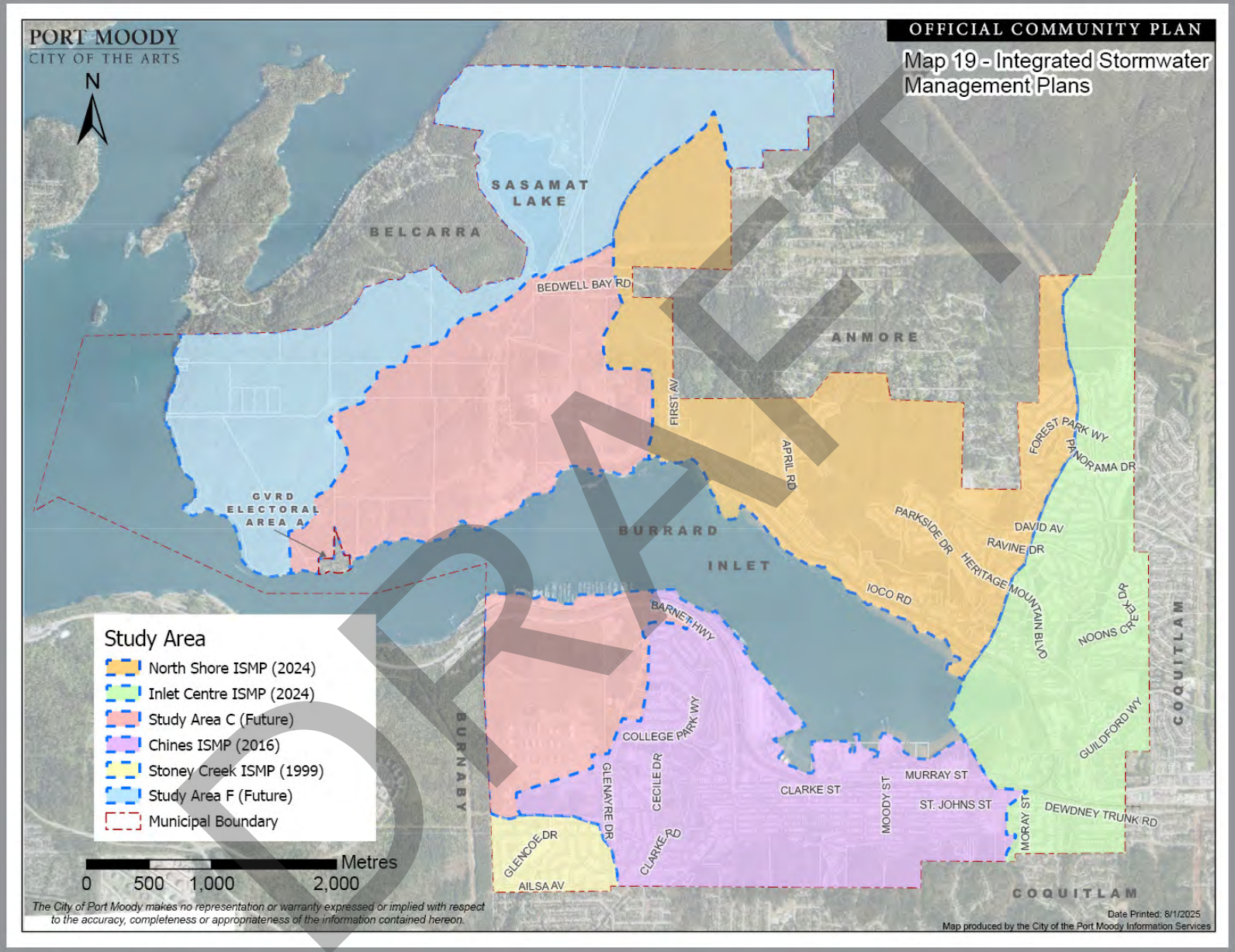
Attachment 2

Schedule A to Bylaw No. 3522



Attachment 2

Schedule A to Bylaw No. 3522



DRAFT



SECTION 3

Appendices

DRAFT

APPENDIX 1

Regional Context Statement

Metro 2050 Regional Targets

In compliance with section 447(1) of the *Local Government Act*, a regional context statement must specifically identify the relationship between the official community plan and the matters referred to in section 429(2), which includes a comprehensive statement requirement, and other regional matters included under section 429(3). A regional context statement must also identify how the official community plan is to be made consistent with *Metro 2050* over time.

Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	The Urban Containment Boundary is shown on Map 1 – Overall Land Use Plan and encompasses all of Port Moody. All new growth will be within the Urban Containment Boundary. See Chapter 14: Neighbourhood Plan Areas for detailed policy which guides future development in Port Moody. Population, Dwelling Unit and Employment Projections (Estimates) for Port Moody (2025 – 2050): **Population** • Year 2025: 39,155 • Year 2030: 45,881 • Year 2040: 59,995 • Year 2050: 74,284 **Dwelling Units** • Year 2025: 15,923 • Year 2030: 19,131 • Year 2040: 26,126 • Year 2050: 32,262 **Total Employment** • Year 2025: 12,981 • Year 2030: 14,511 • Year 2040: 15,561 • Year 2050: 18,255	The OCP identifies South of St. Johns Street as a new Special Study Area. In addition to the policies in the OCP, the area has been identified as one requiring further neighbourhood level planning. This work will continue into 2026, and when finished will be reflected in the OCP to guide future development.

DRAFT

Policy with Target	Applicable OCP Policies	Supplementary Information
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	The location and boundaries of the Municipal Town Centre and the Frequent Transit Development Area (FTDA) are shown on Schedule 2 – Urban Centres and Frequent Transit Development Areas. A FTDA is identified around the future Moody Centre Station. **Dwelling Units** Inlet Centre Municipal Town Centre = 22.1% which exceeds the 13% target for Municipal Town Centres. Moody FTDA = 16.4% which is below the 28% target for FTDAs. These numbers are based on developments in the pipeline, and are affected by a number of factors resulting in a level of uncertainty. This projection does not reflect a full build-out capacity. **Employment** Inlet Centre Municipal Town Centre = 32.1% which exceeds the 16% target for Municipal Town Centres. Moody FTDA = 0% which is below the 27% target for FTDAs. These numbers are based on proposed land use changes to the Moody FTDA. This projection does not reflect a full build-out capacity.	The City's 2022 Economic Development Master Plan (EDMP) states goals of prioritizing employment growth and upper-floor office around Moody Centre and other locations that make sense such as Inlet Centre (a Municipal Town Centre). This statement in the EDMP is closely aligned with the objective of residential and employment density around FTDAs and Urban Centres. The EDMP also states an objective of trying to bring more quality jobs to the city to align with the skill sets of residents.

DRAFT

Policy with Target	Applicable OCP Policies	Supplementary Information
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** ***c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	The City's FTDA aligns with the Moody Centre Station Transit-Oriented Area – Core. Chapter 14, 14.6.2 includes a detailed policy framework to guide redevelopment within the FTDA to include high-density mixed-use development. Chapter 14, 14.5 Inlet Centre neighbourhood boundary includes the Inlet Centre Municipal Town Centre. This section of the OCP includes a detailed policy framework to guide redevelopment within this Urban Centre to include high-density mixed-use development.	The Moody Centre TOD Guidance Framework for OCP and Rezoning Amendment Applications provides additional detail on density distribution and employment targets.

DRAFT

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations. The Port Moody's OCP designates dedicated lands for conservation and recreation as parks and open spaces. This category includes areas meant to be public open space that offer locals recreational activities and safeguard environmentally sensitive areas. Relevant policies include: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 5 • Natural Environment, Goals 1-5 • Parks, Open Spaces, and Recreation Facilities, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 2, Biodiversity policies 1-8 • Objective 3, Urban Forest Policy 1-15 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 6, Marine Habitat Policies 1-4 • Objective 7, Green Infrastructure Policies 5, 6.	The City has adopted the 'Urban Forest Management Strategy 2050' in 2023. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas outside of parks and industrial lands from 28% to 31%; • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2.

DRAFT

Policy with Target	Applicable OCP Policies	Supplementary Information
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	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. These initiatives are further discussed in the following: Chapter 4: Overall Land Use Strategy, provides mixed-use designations for Urban Centre and Frequent Transit Development Areas (FTDAs). Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policy 3(g) Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 3, Life-long Learning Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change 1-8 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 5.	The City has adopted the 'Port Moody Master Transportation Plan' which helps in meeting the regional greenhouse gas emission reduction targets. Master Transportation Plan (2017) targets by 2045: • 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 10km per day per person to 7km) by Port Moody residents. • Eliminate traffic-related injuries from the transportation system. Climate Action Plan (2020) outlines the list of actions to achieve Port Moody's goals of reducing GHG emissions 40% from 2007 levels by 2030 and to carbon neutrality by 2050. Tri-Cities Zero Emissions Mobility Plan (2023).

DRAFT

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Affordable rental units are crucial for ensuring access to housing for individuals and families with low to moderate incomes. The following OCP policies ensure that a provision of market and non-market purpose built rental housing options are provided to meet the needs of diverse household compositions within the Urban Centre and Frequent Transit Development Areas: Chapter 3: Community Vision and Goals • Built Environment, Goal 1, 5 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 1, 2 • Objective 5, Policy 1-3 Within the Neighbourhood Area Plans, the following are within the Urban Centres and Frequent Transit Development Areas and include site-specific policies or principles that support the creation of affordable rental housing: • 14.1.1 Woodland Park, • 14.1.2 Seaview Neighbourhood • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Centre – Site Specific Policies.	City of Port Moody's Inclusionary Zoning - Affordable Rental Units policy sets the following requirements for any projects proposing a residential density greater than 2.0 FAR, the City requires either: • a minimum 15% of residential FAR as Below-Market Rental Units; or • a minimum 6% of residential FAR as Non-Market Rental Units. The City received a Housing Target Order to complete a minimum of 1,694 units by 2028. In the guidelines associated with that order, the City is recommended to complete 238 below-market rental units.

DRAFT

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	Please see response in Targets section.	Please see response in Targets section.
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	Please see response in Targets section.	Please see response in Targets section.
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** ***c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Please see response in Targets section.	Please see response in Targets section.

DRAFT

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Please see Schedule 1 – Regional Land Use Designations.
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please see response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Refer to the following relevant policies: Chapter 13: Community Infrastructure • Objective 2, Storm and Sanitary Sewer System Policy 4. Chapter 5: Natural Environment • Objective 8, Contaminated Sites and Hazardous Waste Policy 3.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Refer to OCP's Map 1, Overall Land Use Plan, which separates the industrial uses from the residential uses. Refer to the following relevant policies: Appendix 2: DPA Guidelines • Section 3: Development Permit Area 2: Moody Centre, 3.11 Industrial Uses, 3.11.2 (e, g, j) and 3.11.3(a). Chapter 9: Economic Development • Objective 4, Industrial Lands Policies 1-8 Chapter 14: Neighbourhood Plan Areas • 14.6 Moody Centre General Policies – Land Use, Policy 6.

DRAFT

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.2.23	**Adopt Regional Context Statements that:**		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please see response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Refer to Schedule 2 – Urban Centres and Frequent Transit Development Areas, and Map 11: Moody Centre and Inlet Centre Station Transit-Oriented Areas – Core Areas (to come fall 2025).
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	*Please see response in Targets section*

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	The OCP allows for the development of office uses in the Moody Centre Station Transit-Oriented Area - Core, and the Mixed Use - Inlet Centre land use designations which are located within the Inlet Centre Station Municipal Town Centre and the Frequent Transit Development Area. The following relevant policies are applicable: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 1, 2 • Objective 2, Office Employment Policies 2, 5 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road, Policy 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use, Policy 1 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 2, 3, 4. In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the Transit-Oriented Development areas (please note Port Moody 2050 has re-titled the TOD areas to "Transit-Oriented Area – Core".

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Transportation is currently the dominant source of energy use and greenhouse gas (GHG) emissions in Port Moody, therefore reduced parking requirements are encouraged through following policies: Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policy: 9 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Mobility, Policy 5. Many areas in the OCP (particularly in Chapter 14, where policy applicable to the UC and FTDA are located, it is noted in several instances that while residential parking requirements are no longer allowed, Transportation Demand Management Strategies (TDM) will be required. The City of Port Moody's Transportation Master Plan focuses on creating compact, dense, and complete communities that support walking, cycling, and transit, and provide multi-modal connections to the city's distinct neighbourhoods. Refer to Port Moody Master Transportation Plan. Notably, the City of Port Moody's Urban Centre and Frequent Transit Development Area both fall within a provincially mandated Transit-Oriented Area, which do not permit residential parking requirements.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	The City is dedicated to ensuring that residents have access to affordable housing within the Inlet Centre and Moody Centre Station Transit-Oriented Area - Cores, that promotes community well-being, happiness, and inclusion irrespective of factors like age, gender, family size, income, ability, background, or other circumstances. Refer to the following relevant policies: Chapter 7: Built Environment • Achieve the City's housing targets as outlined in Housing Action Plan (2022 - 2032) • Objective 2, Affordable Housing Policies 1-8 • Objective 3, Rental Housing Policies 1-4 Additionally refer to the following: • City of Port Moody Social Well-Being Design Guidelines. • Refer to the City's Sustainability Report Card that identifies performance measures in cultural, economic, environmental, and social sustainability categories. • Tenant Relocation Assistance Policy lays out the City's guidelines around notification, financial compensation, and relocation should a tenant be displaced. Chapter 12: Community Well-Being and Resilience • Objectives 1-8 Policies.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Quality child care services are critical for the social and economic well-being of the community. The following OCP policies relate to child care spaces within the Urban Centre and the FTDA: Chapter 12: Community Well-Being and Resilience • Objective 5, Child Care Accessibility Policies 1-7 • Objective 6, Child Care Affordability and Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented Area – Core – Policy 3(iv) • 14.5.2 Coronation Park, Area A and Area B Policy 2, Area A with the exception of 103 Ioco Road Policy 10, Area C Policy 6 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 5 • 14.6.3 Moody Centre – Site Specific Policies • 2505-2721 St. George Street, 123-129 Mary Street, 195 Mary Street, 2602-2722 Henry Street, and 143 Moody Street: Policy 4 In addition, refer to Council's endorsed Child Care Action Plan.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	vii)	consider the implementation of green infrastructure	Green infrastructure may consist of elements like parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, green roofs, and natural heritage assets and systems. The following policies ensure that green infrastructure initiatives are incorporated into the Inlet Centre and Moody Centre Station TOD: Chapter 3: Community Vision and Goals • Natural Environment, Goal 3 • Community Infrastructure, Goal 5 Chapter 5: Natural Environment • Objective 3, Urban Forest Policies 7, 13 • Objective 7, Green infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 5 • Objective 4, Trail and Greenway Network Policy 3 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policy 5 • Objective 6, Asset Management Policy 4 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 9(c) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • Moody TOA Core Policies – Parks and Open Space 7, Moody TOA Core Policies – Climate Change, Policy 4 • 14.6.9 – Oceanfront District, Oceanfront District Policies – Environment and Climate Change 6(iv) There is ongoing work to complete a Green Infrastructure Policy. Phase 1 is completed. Phase 2 is anticipated to be completed in 2026.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	The OCP's Overall Land Use Plan map (Map 1) depicts existing and future land uses for the purpose of guiding future land use decisions. Refer to the following: Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Are - Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, • Area A and Area B Policies 7, 8, • Area A, with the exception of 103 Ioco Road Policy 11 • 14.6.2 Moody Centre Station Transit-Oriented Development Area - Core, Moody TOA Core Policies – Parks and Open Space 1, 2.
	ix)	support the provision of community services and spaces for non-profit organizations	The City 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. Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Community Well-Being and Resilience, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-11 • Objective 6, Partnership and Outreach Policy 2 Chapter 12: Community Well-Being Resilience • Objectives 1-8 policies In addition, refer to Council endorsed, Child Care Action Plan.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	The following are relevant policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 3 • Built Environment, Goal 2 Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Area – Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation • Mixed Employment Land Use Designation • Urban Industrial Land Use Designation Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 1, 4, 11 • Objective 2, Office Employment Policy 2 • Objective 4, Industrial Lands Policies 1-8 • Objective 5, Outreach and Partnership Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road Policies 8, 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1, 3 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 3.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	The following OCP policies focus on mitigating the negative impacts of noise, and air quality: Chapter 3: Community Vision and Goals • Climate Change, Goal 4 Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policies 1, 3(c) Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-Oriented Communities Policy 3 • Objective 4, Movement of People and Goods Policies 1-7 • Objective 6, Sustainable Transportation Policies 1-5 Appendix 2: DPA Guidelines • Development Permit Area 3: Inlet Centre, 4.3.4(a) Policy bullet 4.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Schedule 1 – Regional Land Use Designations.
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Through OCP land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: • Expanded the Moody Centre Station TOD area to the south side to accommodate higher density growth, refer to Chapter 14: Neighbourhood Plan Areas, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. • Incorporated non-residential uses in Inlet Centre, Inlet Centre Station Transit-Oriented Area – Core, Moody Centre, and Moody Centre Station Transit-Oriented Area – Core.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Diverse housing options, such as townhouses, mid-rise apartments and other forms of gentle density initiatives are considered at appropriate locations within walking distance of the Frequent Transit Network. These built forms fit seamlessly into existing residential neighborhoods and support walkability, locally serving retail, and public transportation options. Refer to the following: • Refer to Map 1 - Overall Land Use Plan; • Chapter 4: Overall Land Use Strategy, Multi-Residential Duplex, Multi -Residential – 3 Storeys, and Multi-Residential – 6 storeys Land Use Designations; and • Bus route 160 is a Frequent Transit Network, therefore appropriate infill growth is being considered along the bus stops of this FTN. Refer to Map 5 – Transit Map.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iv)	encourage neighbourhood-serving commercial uses	Neighborhood serving commercial uses consist of retail commercial, small professional offices, community and cultural facilities, food stores, and similar uses that serve the daily needs. The following policies are provided: Chapter 4: Overall Land Use Strategy • Neighbourhood Commercial Land Use Designation Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Woodland Park Policy 1 • 14.1.2 Seaview Neighbourhood, Seaview Area 6 – Neighbourhood Commercial Node, Policy 1 • 14.2 Pleasantside and April Road, Policy 2 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 3 • 14.5 Inlet Centre, Inlet Centre Policies 1, 3 • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented – Core – Policy 3(iv) • 14.5.2 Coronation Park, Area A and Area B, Policy 2 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1 – 3, 7 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 3, 5.
	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-residential major trip-generating uses include, for example, large format retail, and high-density office towers, commercial uses (e.g. daycares, grocery stores, movie and performing arts theatres, restaurants, financial institutions) and institutional uses (hospitals, post-secondary schools, community/recreation centres, library, City Hall). Within Urban Centres and FTDAs in Port Moody, these uses are not permitted.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	The City has expanded the FTDA boundary to the east. Refer to Chapter 14 and section 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, section 14.6.1 South of St. Johns Street (SOSJ) Special Study Area, and section 14.6.2 Moody Centre Station Transit-Oriented Area - Core policies. The City has incorporated the major transit growth areas.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 • Transportation and Mobility, Goal 4 • Arts and Culture, Goal 1 • Heritage, Goal 4 • Community Well-Being and Resilience, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation Facilities • Objective 5, Marine Protection and Recreation Policy 5 • Objective 6, Partnership and Outreach Policy 6 Chapter 8: Transportation and Mobility • Objective 7, Partnership and Advocacy Policies 1-7 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policies 1-3, 5, 7 Chapter 11: Heritage • Objective 1, Truth and Reconciliation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 6, Child Care Affordability Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 4.

DRAFT

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	Complete communities offer a variety of employment opportunities, amenities, and services that are within walkable distance, as well as a variety of housing options to recognize diverse community's needs. Refer to the following policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 2 • Transportation and Mobility, Goal 2 • Economic Development, Goal 2 Chapter 7: Built Environment • Objective 2, Affordable Housing Policies 1-8 • Objective 4, Diversify Housing Policies 1-5 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-Friendly Policy 5 • Objective 4, Movement of People and Goods Policy 7 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, General Policies 5, 6 • Seaview Area 3, Policy 1(d) • Seaview Area 4, Policy 2(b) • Seaview Area 5, Policy 1(b) • Seaview Area 6 – Neighbourhood Commercial Node, Policy 1(d) • Seaview Area 8, Policy 4 • 14.2 Pleasantside and April Road, Policy 5 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek • Mountain Meadows and Heritage Woods, Policy 5.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.3.7			• 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5(v) • 14.5.2 Coronation Park, Area A and Area B Policy 4, 5, Coronation Park, Area C Policy 2 • 14.6 Moody Centre, Moody Centre General - Land Use Policy 2, • Connections Policy 2 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area, Land Use and Built Form • Policies 1, 3, • Mobility Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Mobility Policy 1 • 14.6.4 Westport Village, Policy 6 • 14.6.8 Murray Street Boulevard, Policies 4, 6 • 14.6.9 Oceanfront District, Oceanfront District Policies – Mobility Policies 1, 4 Chapter 15: Development Permit Area Guidelines • Development Permit Area 6: Small-Scale, Multi-Unit Housing.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Community and cultural facilities, including quality child care services are critical for the social and economic well-being of the community. The following OCP policies facilitate the cultural, recreational and child care facilities within the Urban Centre and the FTDA: Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 5, Child Care Accessibility Policies 1-7 • Objective 6, Child Care Affordability and Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 3(iv) • 14.5.2 Coronation Park, • Area A and Area B, Policy 2, • Area A, with the exception of 103 Ioco Road, Policy 10, • Area C, Policy 6 • 14.6.7 Cultural Node, Policies 1-5 In addition, refer to Council endorsed, Child Care Action Plan.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	The following policies ensure that recreational facilities and public spaces are incorporated within the neighbourhoods: Chapter 3: Community Vision and Goals • Arts and Culture, Goals 1, 3, 4 Chapter 6: Parks, Open Spaces, Recreation • Objective 1, Parkland Supply Policies 5, 6, 8 • Objective 3, Inclusive Parks and Community Services Policies, Policy 5 Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policy 1 Chapter 9: Economic Development • Objective 3, Arts, Culture and Heritage Policy 2 Chapter 10: Arts and Culture • Objective 1, Art in Public Places Policy 5 • Objective 2, Cultural Capacity and Placemaking Policies 1-7 Chapter 11: Heritage • Objective 4, Heritage Partnership Policy 6 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 5 • Objective 7, Food Security Policies 6-9 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 4 • 14.5 Inlet Centre Policy 2 • 14.5.2 Coronation Park, • Area A and Area B Policy 8, • Area C, Policy 9 • 14.6 Moody Centre, General Policies – Connections 1 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core – Parks and Open Space, Policies 1-3 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core – Built Form and Height, Policy 3 • 14.6.9 Oceanfront District, Oceanfront Policies – Parks and Open Space, 1(iv).

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	Refer to the following OCP policies regarding equitable recreation facilities: Chapter 3: Community Vision and Goals • Parks, Open Spaces and Recreation Facilities, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-4 • Objective 6, Partnership and Outreach Policies 2, 5 Chapter 12: Community Well-Being and Resilience • Objective 2, Equity and Inclusion Policies 2, 7 • Objective 3, Life-long Learning Policy 3.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Refer to Chapter 6: Parks, Open Spaces, and Recreation Facilities, Objectives 1-6 Policies. Please also refer to the City's Parkland Strategy (2025).
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Refer to the following OCP policies relating to transportation and mobility which ensure that a safe walking and cycling active transportation initiatives are provided for all age and abilities: Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policies 1-10 Refer to OCP's Map 6 Bike Routes.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Refer to the following relevant policies of the OCP that ensure various amenities and food security is provided: Chapter 6: Parks, Open Space, and Recreation • Objective 3, Inclusive Parks and Community Services Policy 5 Chapter 12: Community Well-Being and Resilience • Objective 7, Food Security Policies 1-9 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 4 • 14.5.2 Coronation Park, Area A and Area B Policy 8, and Area C Policy 9.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Refer to Chapter 12: Community Well-Being and Resilience, Objective 1, Health and Wellness Policy 8.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Policies relating to inclusivity and increase social interaction are included in the following: Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-3, 6 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 4 • Objective 2, Walkable/Bike-friendly Policy 8 • Objective 5, Safe and Liveable Community Policy 4 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 3 • Objective 2, Equity and Inclusion Policies 1-11 • Objective 4, Age-friendly Policy 1 Chapter 14: Neighbourhood Plan Areas: • As they relate to new development within the Inlet Centre, 14.5.2 Coronation Park Appendix 2, DPA Guidelines • Development Permit Area 2: Moody Centre • Development Permit Area 3: Inlet Centre Refer to City of Port Moody Social Well-Being Design Guidelines.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Policies relating to recognition of indigenous and other cultures are provided below: Chapter 3: Community Vision and Goals • Heritage, Goal 5 Chapter 7: Built Environment • Objective 5, Housing Advocacy Policy 4 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policy 5 Chapter 10: Arts and Culture • Objective 1, Cultural Capacity and Placemaking Policy 4 Chapter 11: Heritage • Objective 1, Truth and Reconciliation Policies 1-5 Chapter 14: Neighbourhood Plan Areas • 14.6.7 Cultural Node, Policies 1-5 Chapter 16: Implementation Plan Amendments • Implementation Policies 4, 5.

Strategy 1.4: Protect Rural lands from urban development			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Not Applicable
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Not Applicable
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Not Applicable
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Not Applicable
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Not Applicable

DRAFT

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Policy 2.1.10

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Following relating policies are provided: Chapter 3: Community Vision and Goals • Built Environment, Goal 2 • Economic Development, Goals 1-5 Chapter 4: Overall Land Use Strategy • Mixed Use – Moody Centre Land Use Designation • Moody Centre Station Transit-Oriented Area - Core Land Use Designation • Mixed Employment Land Use Designation • Mixed Use – Inlet Centre Land Use Designation • Mixed Use – Oceanfront District Land Use Designation • Mixed Use – Westport Village Land Use Designation • Urban Industrial Land Use Designation Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 2 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 2, 3, 5 • Objective 2, Office Employment Policies 2, 5 • Objective 3, Arts, Culture and Heritage Policy 8 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road Policy 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 2.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOA Core. Refer to the following: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 2 • Objective 2, Office Employment Policies 2, 5 Chapter 14: Neighbourhood Area Plans • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with exception of 103 Ioco Road, Policy 9 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 2 • Expanded the Moody Centre Station TOD area to the south side to accommodate higher density growth, refer to chapter 14, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the TOD areas.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Land use designations and related policies for the Moody Centre FTDA and the Inlet Urban Centre support a mix of uses including commercial, and residential near existing SkyTrain stations at densities that would support major commercial uses. The City of Port Moody OCP does not include high density mixed-use land use designations outside of these areas, except for the Oceanfront District which is anticipated to be limited to locally serving commercial uses. The OCP does not contemplate new areas for institutional use. Existing institutional designated lands remain unchanged. e.g. Eagle Ridge hospital, schools, community centres, etc.

DRAFT

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land			
	Section	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Refer to Map 1 – Overall Land Use Plan.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	Captured under General industrial land use designation, which specifically references port related uses. Areas designated General Industrial in the OCP are strategically located near the CPKC railway, Barnet Highway, and port access along Burrard Inlet. The general industrial sites are intended to remain as large-scale parcels.
	c)	include policies for Industrial lands that:	
Policy 2.2.9	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Refer to OCP Map 1 – Overall Land Use Plan. Refer to the following relevant policies: Chapter 4: Overall Land Use Strategy • General Industrial Land Use Designation Chapter 9: Economic Development • Objective 4, Industrial Lands Policies 1 and 3 Refer to City's Industrial Land Strategy to understand the retention of industrial lands.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Refer to Chapter 9: Economic Development, Objective 1, Employment Floorspace Policy 11.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	Urban Industrial uses only are permitted along Murray Street Boulevard between Mary and Moody Streets. Refer to Map 1 Land Use Plan, and Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 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.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Chapter 3: Community Vision and Goals • Economic Development, Goals 4 and 5 Chapter 9: Economic Development • Objective 4, Industrial Land Policies 1-8.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Refer to Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 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. These properties are well-serviced by transit infrastructure.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	The City's Industrial Land Strategy provides guidance on managing the continued evolution of industrial land to retain vital industrial uses, sustain and expand quality job opportunities, and support a strong local tax base and complete community. Refer to City's Industrial Land Strategy, completed in 2023.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Refer to Chapter 9: Economic Development, Objective 5, Outreach and Partnership Policy 7.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Refer to Chapter 9: Economic Development, Objective 4, Industrial Lands Policy 6.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Moody Centre has number of light and heavy industrial uses which have been longtime business residents of the city. Some occupy large, relatively high-profile sites, and are expected to remain in their present locations for the foreseeable future. Refer to Appendix 2, DPA Guidelines, section 3.11 of the DPA 2: Moody Centre Guidelines.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	The general industrial sites are intended to remain as large-scale parcels.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	d)	include policies for Employment lands that:	
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The OCP's Mixed Employment land use 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. Refer to Chapter 4: Overall Land Use Strategy: Mixed Employment Land Use Designation.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Port Moody's Light Industrial (M1) zone allows for a limited amount of retail to complement light industrial uses. These properties are designated as Urban Industrial in the OCP.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: • Chapter 14: Neighbourhood Plan Areas, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. • Incorporated non-residential uses in 14.5 Inlet Centre, 14.6 Moody Centre, and 14.6.2 Moody Centre Station Transit-Oriented Area - Core.
	iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 2 • Objective 2, Office Employment Policies 2, 5 • Objective 3, Arts, Culture and Heritage Policy 8 Chapter 14: Neighbourhood Plan Areas: • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A policies, with the exception of 103 loco Road 9 • 14.6.2 Moody Centre Station Transit-Oriented Area, Moody TOA Core Policies – Land Use Concept 2 In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the TOD areas.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Policies to promote limited residential uses within Mixed Employment land use designations include: Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 1.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policies to promote reductions in greenhouse gas emissions for existing and new businesses: Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	The OCP emphasizes building a strong local economy that supports the City's climate change goals by incorporating employment options near transit, encouraging the use of active transportation modes for residents to commute to work, and enabling a more effective transportation system that reduces personal vehicle use, commuting time, and greenhouse gas emission. Refer to the following policies: Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Climate Change 1-9 • 14.6.9 Oceanfront District, Oceanfront Policies – Environment and Climate Change 1-11.

DRAFT

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
Policy 2.3.12	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Not Applicable
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Refer to Chapter 12: Community Well-Being and Resilience, Objective 7, Food Security Policy 5, 7, 8. OCP highlights Tri-Cities Food Security Action Plan in Chapter 12, Objective 7, Food Security Policy 3.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	Not Applicable
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Not Applicable
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Not Applicable
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collabo- ration with other governments and agencies	Not Applicable
	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Not Applicable
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	Not Applicable
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Not Applicable
	Section	**Policy**	**Applicable OCP Policies**
Policy 2.3.13	**Adopt Regional Context Statements that:**		
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Refer to Chapter 12: Community Well-Being and Resilience, Objective 7, Food Security Policies 8, 10.

DRAFT

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40%** by the year 2050.	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations. The Port Moody's OCP designates dedicated lands for conservation and recreation as parks and open spaces. This category includes areas meant to be public open space that offer locals recreational activities and safeguard environmentally sensitive areas. Specifically Chapter 5: Natural Environment, Objective 1, Natural Areas Policy 1, states that the City will "Protect, acquire, and connect sensitive ecosystems, striving to increase the total areas of land protected for nature in Port Moody from 28.5% to 48.7% by 2050, in alignment with Metro 2050." Other relevant policies include: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 5 • Natural Environment, Goals 1-5 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 2-7 • Objective 2, Biodiversity Policies 1-8 • Objective 3, Urban Forest Policies 1-15 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 6, Marine Habitat Policies 1-4 • Objective 7, Green Infrastructure Policies 5, 6.	Additionally in 2023, the City adopted the 'Urban Forest Management Strategy 2050'. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas excluding parks and industrial lands. • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2. Ongoing update of the Tree Protection Bylaw, anticipated completion in 2025.

DRAFT

Goal 3 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	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. These initiatives are further discussed in the following: Chapter 4: Overall Land Use Strategy provides mixed-use designations for Urban Centre and Frequent Transit Development Areas (FTDAs). Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policy 3(g) Chapter 8: Transportation and Mobility • Objectives 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 3, Life-long Learning Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change 1-8 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 5.	In 2017, the City adopted the 'Port Moody Master Transportation Plan' which helps in meeting the regional greenhouse gas emission reduction target. In 2023, the City adopted an Urban Forest Management Strategy.

DRAFT

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	The following relevant policies ensure protection and enhancement of conservation and recreation lands: Chapter 3: Community Vision and Goals • Natural Environment, Goals 1-5 • Parks, Open Spaces, and Recreation Facilities, Goals 1-5 Chapter 5: Natural Environment • Objectives 1-10 policies Chapter 6: Parks, Open Spaces, and Recreation • Objectives 1-6 policies Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	i)	drinking water supply areas	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Community Infrastructure, Goal 4 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 3-5, 7 • Objective 3, Urban Forest Policies 7, 11 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 7 • Objective 4, Trail and Greenway Network Policies 5, 11 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policies 1-5 • Objective 7, Collaboration Policy 2 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	ii)	environmental conservation areas	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 2, Biodiversity Policies 1, 2 • Objective 3, Urban Forest Policies 12, 15 • Objective 4, Wildlife Management Policies 9 • Objective 5, Aquatic Ecosystem Policy 9 • Objective 10, Partnership and Outreach Policies 2, 4 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policies 1, 2, 6 • Objective 5, Marine Protection and Recreation Policies 1 • Objective 6, Partnership and Outreach Policies 3, 4, 7, 8 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	iii)	wildlife management areas and ecological reserves	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 3, Urban Forest Policies 12, 13 • Objective 4, Wildlife Management Policies 1-9 • Objective 5, Aquatic Ecosystem Policies 1-13 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	iv)	forests	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 4 • Overall Land Use Strategy, Goal 5 Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-6 • Objective 3, Urban Forest Policies 1-15 • Objective 7, Green Infrastructure Policy 5 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policies 3, 5 • Objective 4, Trail and Greenway Network Policy 3 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park Policy 12 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 1 • 14.6.2 Moody Centre Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 6 • 14.6.5 Spring Street Promenade, 3. Moody Centre Station Area between Moody and Buller Streets Policy bullets 1-4 • 14.6.9 Oceanfront District, • Oceanfront District Policies – Parks and Open Space 3(ix) • Oceanfront District Policies – Environment and Climate Change 6(iv) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-7 • Objective 5, Aquatic Ecosystem Policy 6 • Objective 6, Marine Habitat Policies 1-4 Chapter 6: Parks, Open Spaces, and Recreation • Objective 5, Marine Protection and Recreation Policies 1, 2, 4, 5 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-7 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policies 1, 6 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood • Seaview Area 1 – Evergreen Drive: Policy 1(a) • Seaview Area 2 – 1031-1089 Cecile Drive Policy 1(a) • Seaview Area 3 Policy 1(b) • Seaview Area 4 Policy 2(c) • Seaview Area 7 – Charles Street Cul-de-sac Policy 2 • Seaview Area 8 Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented Area – Core – Policies 3(ii), 5(i) • 14.6.3 Moody Centre – Site Specific Policies • 3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3387 Viewmount Drive, Policy 1 • 2105-2131 St. Johns Street, Policy 1(i) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	The OCP policies ensure protection and enhancement of all ecosystems that are vulnerable to climate changes and natural hazard impacts, refer to the following: Appendix 2, DPA Guidelines • Development Permit Area 5: Hazardous Lands.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	Conservation and recreation designated lands in Port Moody include: local parks, regional parks, environmentally sensitive lands including the Chines, riparian corridors, Noons Creek, South Schoolhouse Creek, North Schoolhouse Creek, Melrose Creek, Dallas Slaughterhouse Creek, Turner Creek, and Mossom Creek. Coastal Flood Management Strategy is currently underway. In OCP Chapter 12: Community Well-Being and Resilience, Objective 8, Policy 9, supports developing a Coastal Development Permit Area to minimize risks associated with sea-level rise and other climate change impacts.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	The following DPA's ensure protection and conservation: Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	The majority of conservation and recreation designated lands in Port Moody are designated as parkland and environmentally sensitive areas. These lands are not expected to be subdivided or fragmented. Chapter 3: Community Vision and Goals • Parks, Open Spaces, and Recreation Facilities, Goal 5 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.6 Moody Centre, General Policies – Connections, Policy 3 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 3 • 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 2. These policies encourage and prioritize the daylighting of Kyle Creek, Dallas Slaughterhouse Creek, and South Schoolhouse Creek, and their integration as part of a network of north-south greenways through the redevelopment in Moody Centre. While these areas are not currently designated conservation and recreation, the connection of green space will contribute to regional conservation and recreation goals, and new conservation and recreation areas.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please see response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	The following OCP policies support the protection and enhancement of the natural environmental areas and provide density bonusing and other incentives: Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 5 • Objective 3, Urban Forest Policy 6 • Objective 9, Hazardous Lands Policies 2 Chapter 6: Parks, Open Spaces, and Recreation • Objective 6, Partnership and Outreach Policy 1 Chapter 12: Community Well-Being and Resilience • Objective 8, Climate Resilience Health Policy 8 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 12 • 14.1.2 Seaview Neighbourhood, General Policy 3 • Seaview Area 1 – Evergreen Drive Policy 1(a) • Seaview Area 2 – 1031-1089 Cecile Drive Policy 1(a)

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.2.7			• Seaview Area 3 Policy 1(c) • Seaview Area 4 Policy 2(c) • Seaview Area 7 – Charles Street Cul-de-sac Policy 2 • Seaview Area 8 – Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Development, Inlet Centre TOD Policy 3(ii) • 14.6.3 Moody Centre – Site Specific Policies • 3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3387 Viewmount Drive: Policy 1 • 2105-2131 St. Johns Street: Policy 1(i) • 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 2 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 9 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1, 4 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policy 1 • Objective 6, Marine Habitat Policies 1, 2 • Objective 7, Green Infrastructure Policy 6, 7 • Objective 10, Partnership and Outreach Policies 1-8 Chapter 6: Parks, Open Spaces, and Recreation • Objective 1, Parkland Supply Policies 1-8 • Objective 8, Partnership and Outreach Policies 1-5.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Refer to the following pertinent policies: Chapter 3: Community Goals and Vision • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 3 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policy 6 DPA 4 Environmentally Sensitive Areas, outlines the requirements for land development including best management practices such as low-impact development guidelines, mitigation hierarchy, etc.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Refer to Appendix 2, DPA Guidelines Development Permit Area 4: Environmentally Sensitive Areas.
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Refer to the following relevant policies: Chapter 3: Community Goals an Vision • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 3 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policy 6 Chapter 13: Community Infrastructure • Objective 6, Asset Management Policies 1-7 DPA 4 Environmentally Sensitive Areas, outlines the requirements for land development including best management practices such as low-impact development guidelines, mitigation hierarchy, etc.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Ongoing update of the Tree Protection Bylaw, anticipated completion in 2025. In 2023, the City adopted Urban Forest Management Strategy 2050. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas outside of parks and industrial lands from 28% to 31%; • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 4 • Objective 2, Biodiversity Policies 4, 5 • Objective 3, Urban Forest Policy 12
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Natural Environment, Goal 3 • Community Infrastructure, Goal 5 Chapter 5: Natural Environment • Objective 3, Urban Forest Policies 7, 13 • Objective 7, Green Infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation Facilities • Objective 2, Natural Environment and Biodiversity Policy 5, 7 • Objective 4, Trail and Greenway Network Policies 1-14.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Community Infrastructure, Goals 2, 4 Chapter 5: Natural Environment • Objective 3, Urban Forest Policy 7 • Objective 5, Aquatic Ecosystems Policy 13 • Objective 7, Green Infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation • Objective 4, Trail System Policy 11 Chapter 12: Community Well-Being and Resilience • Objective 8, Climate Resilience Health Policy 8 Chapter 13: Community Infrastructure • Objective 1, Water Conservation Policies 1-5 • Objective 3, Integrated Stormwater Management Policies 1-5 • Objective 7, Collaboration Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.4 Ioco Lands, Policy 1(d) • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 4(viii), 6(iii) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.

DRAFT

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

Policy 3.3.7

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please see response in Targets section*
b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: • existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. In addition, the OCP focuses on retrofitting and constructing new climate ready homes and buildings (i.e., small-scale homes, small businesses, multi-residential dwellings and industrial buildings) that meet low carbon and high energy-efficiency standards and will help the city work towards carbon neutrality. Refer relevant policies in Chapters 7: Built Environment and Chapter 14: Neighbourhood Plan Areas. The majority of Port Moody's current built environment will remain in place in 2050. Therefore, to lower emissions, these buildings will be retrofitted to mitigate the impacts of climate change. Refer to the following policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 2 • Overall Land Use Strategy, Goal 1 • Built Environment, Goal 4 Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policies 1-4 • Objective 3, Rental Housing Policy 2, 3 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policy 7 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 6 • Objective 4, Age-Friendly Policy 1, 2 • Objective 8, Climate Resilience Health Policy 3, 5

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.3.7			Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 9(b) • 14.4 Ioco Lands, Policy 1(e) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change, Policies 1, 7 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change, 5(i-iii) Additionally, refer to City's ongoing Climate Ready Homes and Buildings initiative. Policies that promote neighbourhood design and facility provision that encourages transit, cycling and walking include: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 3 • Transportation and Mobility, Goal 1 Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Area – Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policy 11 • Objective 4, Trail and Greenway Network Policies 3, 7, 8, 9, 11 Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policy 2 • Objective 6, Sustainable Transportation Policies 1-5 • Objective 7, Partnership and Advocacy Policy 1

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 3.3.7			Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 5 • Seaview Area 5 Policy 1(b) • 14.5 Inlet Centre, Inlet Centre Policies 1, 2, 3(ii), • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core Polices 5(v), 7 • 14.5.2 Coronation Park, • Area A and B Policy 4(i), • Area A, with the exception of 103 Ioco Road Policy 2, • Area C Policy 2 • 14.6 Moody Centre, Moody Centre General Policies – Connections 1, 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 2, 4, 5 • Moody TOA Core Policies – Mobility 1(i), 2, 3, 9 • Moody TOA Core Policies – Built Form and Height 3 • Moody TOA Core Policies – Climate Change 3 • 14.6.3 Moody Centre – Site Specific Policies, 2405 – 2411 St. Johns Street 1(ii) • 14.6.5 Spring Street Promenade, 2. Commercial Mixed-Use Area between Queens and Moody Streets, Policy bullets 1-7, 3. Moody Centre Station Area between Moody and Buller Streets, Policy bullets 1-4 • 14.6.6 Heritage Commercial District, Heritage Commercial District Policies 1(iv), 6 • 14.6.7 Cultural Node, Policy 3 • 14.6.8 Murray Street Boulevard, Policies 2, 4-6 • 14.6.9 Oceanfront District, • Oceanfront District Policies – Parks and Open space 5, • Mobility 4, 5, 7.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Chapter 13: Community Infrastructure of the OCP discusses different components of community infrastructure. Objective 6 Policy 3 states that the City will identify necessary improvements to water, sewer, drainage, and transportation infrastructure, as well as parks and recreation facilities, required as a result of future development and regularly update the City's Development Cost Charges to fund these improvements.

DRAFT

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Climate change and natural hazards risk is managed through the location and design of new development. Climate change is discussed in different Chapters (3, 5, 6, 7, 8, 9, 10, 12, 13, and 14) of the OCP and include policies to develop and implement strategies to increase municipal resiliency to climate change. Additionally, Schedules 4 and 5 identify known hazardous lands in Port Moody. Development Permit Area 5: deals specifically with the protection development within areas identified as hazardous as outlined in Appendix 2, DPA Guidelines.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	DPA 4 and 5 identify known hazardous lands in Port Moody. DPA 5: Protection of Development from Hazardous Conditions deals specifically with the protection development within areas identified as hazardous as outlined in DPA 5 of Appendix 2. Additional policies related to hazardous lands are included in OCP Chapter 5: Natural Environment, Objective 9, Hazardous Lands Policies 1 – 4, which address areas subject to earthquake events, flooding, debris flow hazards and steep slopes.
	Section	**Policy**	
Policy 3.4.6		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Chapter 13: Community Infrastructure, Objective 2, states that the City will consider the impacts of climate change on infrastructure planning and identify ways to adapt local systems to ensure safety and quality of life. Chapter 13 policies generally states that the City will explore opportunities for incorporating green infrastructure alternatives where feasible and manage the City's assets.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	
Policy 3.4.7		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	The OCP integrates these (refer to, Community Vision Goals, Natural Environment, Parks, Open Spaces and Recreation, Community Infrastructure, Transportation and Mobility and Neighbourhood Plan Areas) for example, by: • Outlining a plan based on pedestrian, cycling and transit networks in an urban setting; • Providing and planning for safe infrastructure (roads, sewer, trails, transit, buildings); • Continued support for adequate policing, emergency and fire fighting services; • Consulting with Metro Vancouver to improve air quality; and • Finalizing and developing strategies to implement a community energy and emissions plan.
	Section	**Policy**	
Policy 3.4.8		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Refer to OCP's Appendix 2 Development Permit Area Guidelines.

DRAFT

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Affordable rental units are crucial for ensuring access to housing for individuals and families with low to moderate incomes. The following OCP policies ensure that a provision of market and non-market purpose built rental housing options are provided to meet the needs of diverse household compositions within the Urban Centre and Frequent Transit Development Areas: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 5 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 1, 2 • Objective 5, Policy 1-3 Within the Neighbourhood Area Plans, the following are within the Urban Centres and Frequent Transit Development Areas and include site-specific policies or principles that support the creation of affordable rental housing: Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Centre.	City of Port Moody's Inclusionary Zoning - Affordable Rental Units policy sets the following requirements for any projects proposing a residential density greater than 2.0 FAR, the City requires either: • a minimum 15% of residential FAR as Below-Market Rental Units; or • a minimum 6% of residential FAR as Non-Market Rental Units. The City received a Housing Target Order to complete a minimum of 1,694 units by 2028. In the guidelines associated with that order, the City is recommended to complete 238 below-market rental units.

DRAFT

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
	Section	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
Policy 4.1.8	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The land use plan included in this OCP identifies capacity for an additional 21,490 dwelling units which fully accommodates the 2050 housing demand estimate. In addition, the following will be completed: • Updates to the OCP to reflect the Interim Housing Needs Report that were completed in December 31, 2024.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Chapter 3: Community Vision and Goals, Built Environment includes a community goal to promote and maintain a wide range of housing forms and tenures to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles. The Built Environment Goals also includes affordable housing options by encouraging rental housing stock through the renewal of existing purpose-built rental housing as well as creating new rental housing. This Community Goal is supported by a similar policy included in: Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 2-3 • Objective 5, Policy 1, 3 Chapter 14, Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.1.2 Seaview Neighbourhood • 14.5.2 Coronation Park, Area A and Area B • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Center – Site Specific Policies.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 2-3 • Objective 5, Policy 1, 3 Chapter 12: Community Well-Being and Resilience • Objective 8, Policy 3 Within the Neighbourhood Area Plans, the following are Plans include policies that increase the supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum: Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit - Oriented Area – Core • 14.6.3 Moody Center – Site Specific Policies – Moody Centre Station Transit-Oriented Area (TOA) Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 5 Chapter 7: Built Environment • Objective 2, Policy 1-7 • Objective 4, Policy 1-5 • Objective 5, Policy 3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park, Area A and B • 14.6.2 Moody Centre Station Transit-Oriented Area – Core Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing, Objectives.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals: Built Environment includes a community goal to promote and maintain a wide range of housing forms and tenures to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles. Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1 • Objective 2, Policy 1, 3, 4, 6, 7 • Objective 3, Policy 1-4 • Objective 4, Policy 1-3 • Objective 5, Policy 1, 3 Within the Neighbourhood Area Plans, the following are Plans include policies that meet the need for diverse and affordable housing options: Chapter 14, Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core • 14.6.3 Moody Center – Site Specific Policies Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	iv)	increased density and supply of diverse ground oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 2 Chapter 7: Built Environment • Objective 2, Policy 1-9 • Objective 4, Policy 1-5 Chapter 8: Transportation and Mobility • Objective 1, Policy 1-10 • Objective 2, Policy 5 • Objective 4, Policy 7 Within the Neighbourhood Area Plans, the following are Plans include policies that increase the supply of ground-oriented and infill housing forms in low-density neighbourhoods in proximity to transit: Chapter 14, Neighbourhood Area Plans • 14.1.2 Seaview Neighbourhood • 14.2 Pleasantside and April Road • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) special Study Area • 14.6.4 Westport Village Chapter 15: Development Permit Area Guidelines • Development Permit Area 6: Small-Scale, Multi-Unit Housing.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 2 Chapter 7: Built Environment • Objective 2, Policy 1-9 • Objective 4, Policy 1-5 Chapter 8: Transportation and Mobility • Objective 1, Policy 1-10 • Objective 2, Policy 5 • Objective 4, Policy 7 Within the Neighbourhood Area Plans, the following are Plans include policies that seek to integrate land use and transportation planning such that households can reduce their combined housing and transportation costs: • 14.1.2 Seaview Neighbourhood • 14.2 Pleasantside and April Road • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6 Moody Centre • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.4 Westport Village • 14.6.8 Murray Street Boulevard.
	vi)	increased social connectedness in multi-unit housing	Refer to Chapter 1: Community Well-Being and Resilience, Objective 1, Health and Wellness Policy 3.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	vii)	integrated housing within neighbourhood contexts and high quality urban design	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 4 Within the Neighbourhood Area Plans, the following are Plans include policies that seek to integrate housing within the neighbourhood context and high quality urban design: Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.6 Moody Centre, Moody Centre General Policies – Urban Design • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Built Form and Height, Moody TOA Core Policies - Urban Design • 14.6.5 Spring Street Promenade • 14.6.9 Oceanfront District, Oceanfront District Policies.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 2 • Overall Land Use Strategy, Goal 1 Chapter 7: Built Form • Objective 1, Minimize Emissions Policies 1-4 • Objective 3, Transit-Oriented Communities Policy 3 Chapter 12: Community Well-Being and Resilience • Objective 4, Policy 4 • Objective 8, Policy 6, 8 Chapter 14: Neighbourhood Plan Areas • 14.4 Ioco Lands, Policies 1,2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Climate Change 1 • 14.6.9 Oceanfront District, Oceanfront District Policies - Environment and Climate Change Policy 5(ii).

DRAFT

	Section	Policy	Supplementary Information
Policy 4.1.9	**Prepare and implement housing strategies or action plans that:**		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	The Housing Needs Report (2021, 2024) identified: • Rapid increase of housing costs • Growing gap between what households can afford and what is available. • 1 in 5 Port Moody residents living below the standard measure of affordability and spending greater than 30% of their income towards housing costs. These findings shaped the Housing Action Plan's four strategic directions and 73-subactions: 1. Improve Affordability 2. Catalyze Rental 3. Diversify Housing 4. Be a Housing Champion As per the Provincial requirements, housing needs report are required every five years after 2028 and will inform official community plans and housing action plans.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	As part of drafting policies and plans, the City regularly assesses the local housing market conditions through the Housing Needs Report (2021, 2024) to shape strategic direction to address housing supply, demand and affordability. For example, in 2021, one in four residents in Port Moody were renters. In addition, Statistics Canada, Census of Population, information from 2006, 2011 and 2016 showed that people living in rental properties faced slightly higher adequacy challenges requiring major repairs. As such, Strategic Direction: Catalyze Rental, Action 14 saw to the development of a Standards of Maintenance Bylaw to ensure rental accommodations are maintained to basic standards for health, fire, and building requirements. Please see Port Moody's Housing Needs Reports (2021, 2024) and Housing Action Plan (2022) for more examples of how the preparation of strategies and plans can be shaped by the needs of community.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

	Section	Policy	Supplementary Information
Policy 4.1.9	**Prepare and implement housing strategies or action plans that:**		
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	The Housing Action Plan 2022 - 2032 addresses the housing priorities based on the gaps and needs identified in the City of Port Moody's Housing Needs Report 2021. In the 2024 Interim Housing Needs Report, Metro Vancouver's 5-year and 20-year housing need calculation, over 3,000 homes are required for the 5-year need, and over 9,700 homes are required for the 20-year need. The number of homes required homes for individuals facing core housing need. Beyond the HNR and HAP, housing priorities based on understanding local conditions, household incomes, climate change, natural hazard resilience are identified in Chapter 7: Built Environment of Port Moody 2050. For statements to address special needs housing and housing needs for equity-seeking groups, please see Chapter 7, Built Environment, Objective 4: Diversify Housing, Policy 5 and Objective 5: Continue to advocate for housing, Policy 5.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	To implement local plans and policies to meet the need for diverse and affordable housing, the City will build in public awareness to the housing objectives, and will endeavour to create touchpoints and opportunities for continuing dialogue with the community. Financial capabilities for implementation will be taken into account on a case-by-case basis. Please refer to the Housing Needs Report (2021, 2024), the Housing Action Plan, 2022–2032 and Chapter 7 of Port Moody 2050.

DRAFT

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Policy 4.2.7

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section*
b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 3 Chapter 7: Built Form • Objective 3, Rental Housing Policies 1-3 Chapter 15: Development Permit Area Guidelines • General Authority Policy bullet 11.
c)	identify the use of regulatory tools that protect and preserve rental housing	Refer to the following relevant policies: Chapter 7: Built Form • Objective 2, Affordable Housing Policy 9 • Objective 3, Rental Housing Policies 1-3 • Objective 4, Diversify Housing Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.6.3 Moody Centre – Site Specific Policies, Site Specific Policies – Moody Centre Transit-Oriented Area (TOA), 3002 - 3048 Henry Street Policy 1(i), Development Block: 2900 Block of St. George Street (North and South), 125 - 137 Williams Street Policy 1(ii) Chapter 15: Development Permit Area Guidelines • General Authority Policy bullet 11 The City currently has a Tenant Relocation Policy and a Rental Replacement Policy in place that will be updated to become a bylaw under new Provincial bylaw authority.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Refer to the following relevant policies: Chapter 3: Community Goals and Vision: • Built Environment, Goal 5 Chapter 7: Built Environment • Objective 2, Preamble and Affordable Housing Policy 9 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core Policies 1-7 • 14.5.2 Coronation Park, Area A and Area B Policy 1, Area C Policy 4 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Land Use Concept 1 • Moody TOA Core Policies – Development Applications 2. The following policies also support provision of affordable housing units as part of redevelopment city-wide and increasing supply of affordable rental housing on publicly-owned land: • Inclusionary Zoning Policy • The Housing Action Plan Strategic Direction 1) Improve Affordability, Action 3: *Create guidelines and policies for the strategic use of city-owned land for affordable housing*. This was developed to address barriers to accessing development land by non-profit housing providers by creating OCP policies that encourage the inclusion of affordable housing on city-owned lands and for the co-location of affordable housing with municipal facilities. • Zoning Bylaw, 2018, No. 2937, P1 allows for Non-Market Housing (Temporary shelter, emergency shelter, transitional housing, supportive housing, and other affordable housing types).

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 3 Chapter 7: Built Form • Objective 3, Rental Housing Policies 1-3 • Objective 4, Diversify Housing Policies 1-5 Chapter 14: Neighbourhood Plan Areas • 14.5.2 Coronation Park, Area A and Area B, Policy 1. The City currently has a Rental Protection Policy, which includes retention and replacement of existing affordable rental housing in place.
	iii)	protection and renewal of existing non-market rental housing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 3 Chapter 7: Built Form • Objective 2, Affordable Housing Policy 2 • Objective 3, Policies 1-4 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Development, Inlet Centre TOA Core Policies 3(iii), 5(d) • 14.5.2 Coronation Park, Area C, Policy 5 • 14.6.2 Moody Centre Station Transit-Oriented Development, Moody TOA Core Policies – Land Use Concept 1.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 Chapter 7: Built Form • Objective 2, Policy 2 • Objective 3, Policy 4 • Objective 5, Policy 1 Chapter 14: Neighbourhood Area Plans • 14.6.3 Moody Centre – Site Specific Policies, 3002-3048 Henry Street Policy 1, Development Block: 2900 Block of St. George Street (North and South), 125 - 137 Williams Street Policy 1(ii).

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 4 Chapter 7: Built Form • Objective 1, Climate Ready Housing Policies 1, 3 • Objective 3, Rental Housing Policies 2, 3.
	Prepare and implement housing strategies or action plans that:		
Policy 4.2.8	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Please see Port Moody's Housing Action Plan (2022). • Action 10: Update Rental Replacement to clarify the affordability expectations when existing rental apartments redevelop. Additional policies: • The Rental Protection Policy discourages removing rental housing and encourages the replacement of existing rental options as part of redevelopment. • Tenant Relocation Assistance Policy aims to guide developers, the community, Council, and staff to assist in the challenge of dealing with tenant relocation brought about as a result of redevelopment of existing residential housing sites. In-process policies or programs: • Future Secure Market Rental Housing Policy and Renewal Program to encourage the development of purpose-built rental apartments, and the retention of existing secure market rental stock.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Please see Port Moody's Housing Action Plan (2022). • Strategic Direction 4: Be a Housing Champion to advocate for legislative changes and senior government action to support tenant protections. Example includes the City advocated to UBCM for the Provincial Government to increase renter protections and supports to minimize displacement. The Tenant Relocation Assistance Policy which aims to guide developers, the community, Council, and staff to assist with tenant relocation as a result of redevelopment of existing residential housing sites.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	The City is in discussions with Metro Vancouver Housing (MVH) over a townhouse community and applying Digitally Accelerated Standardize Housing to streamline multi-family rental housing delivery.

DRAFT

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

	Section	Policy	Applicable OCP Policies
Policy 4.3.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Refer to the following relevant policies: Chapter 7: Built Environment • Objective 2, Affordable Housing Policies 3, 4 • Objective 5, Housing Advocacy Policy 1 Chapter 12: Community Well-Being and Resilience • Objective 4, Policy 3 Examples of recent collaboration include the following two projects: Portwood: • Partnership through the successful cooperation of multiple levels of government, a combined $201 million in Federal and Provincial financial contributions and a development cost charge fee reduction by the municipality, project will increase Port Moody's social housing by 50%. • Current site of 200 townhomes built in the 1960s to be redeveloped into more than 2,000 homes (strata homes, market rentals, and BC Housing (BCH) supported below-market rentals). Metro Vancouver Housing's Moray Place: • Digitally Accelerated Standardized Housing (DASH) project team to investigate opportunities to integrate the DASH approach within the Moray Place. The City will work with MVH and DASH to attempt to speed up development permits and building permits and looking into how prefabrication may be permitted on-site.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 Chapter 7: Built Environment • Objective 2, Policies 1, 3, 4, 7 • Objective 5, Housing Advocacy Policies 1, 2 Chapter 12: Community Well-Being and Resilience • Objective 2, Policy 5 • Objective 4, Policy 3.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Supplementary Information
Policy 4.3.8	**Prepare and implement housing strategies or action plans that:**		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Housing Action Plan (2022) • Action 1: Expedite the creation of non-market housing built and funded by senior governments and non-profit housing partners • Sub-Action 8.3 Consider alignment with senior government financing programs to encourage inclusion of low end of market rental homes.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Housing Action Plan (2022) • Strategic Direction 4: Be a Housing Champion • Objective: Build partnerships, convene stakeholders, and provide information.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Housing Action Plan (2022) • Focus on homelessness prevention and understanding level of risk. • Sub-Action 7.1 Engage the Tri-Cities Homelessness and Housing Task Group to collect more information about hidden homelessness and risks of displacement within Port Moody and the Tri-Cities.

DRAFT

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Policy 5.1.14

Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 3 • Built Environment, Goal 2 • Transportation and Mobility, Goal 1, 2 Chapter 4: Overall Land Use Strategy • Mixed Use – Inlet Centre Designation Chapter 6: Parks, Open Spaces • Objective 1, Natural Environment and Biodiversity Policy 3 • Objective 4, Trail System Policy 2 Chapter 7: Built Environment • Objective 2, Affordable Housing Policy 9 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 2, 7 • Objective 2, Walkable/Bike-friendly Policies 1-5 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 4, Movement of People and Goods Policy 5 • Objective 6, Sustainable Transportation Policy 3 • Objective 7, Partnership and Advocacy Policies 2, 3 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 5(a) • Objective 2, Office Employment Policy 2 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 5, Child Care Accessibility Policy 5 Chapter 14: Neighbourhood Plan Areas • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 5 • 14.5.5 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Mobility 1, 2 • 14.6.9 Oceanfront District, Oceanfront Policies – Parks and Open Space 5.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Refer to the following relevant policies: Chapter 7: Built Environment • Objective 2, Affordable Housing Policy 6 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 8 • Objective 2, Walkable/Bike-friendly Policy 9 • Objective 4, Movement of People and Goods Policy 6 • Objective 6, Sustainable Transportation Policy 6 • Objective 7, Partnership and Advocacy Policy 2 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Woodland Park Policy 9(a) • 14.5.2 Coronation Park, Area A and Area B Policies 6, 7, Area C Policy 7 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Mobility 2 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, Inlet Centre TOA Core Policies 5(vi) • 14.6.9 Oceanfront District, • Oceanfront Policies – Mobility 2.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 2 Chapter 8: Transportation and Mobility • Objective 2, Walkable-Bike-friendly Policies 4, 8 • Objective 7, Partnership and Advocacy Policy 1 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.2 Coronation Park, Area A and Area B, Policies 4, 10 • 14.6.9 Oceanfront District, Oceanfront Policies – Land Use Concept 6, Oceanfront Policies – Mobility 4, 6.

DRAFT

Schedule A to Bylaw No. 3522

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	d)	support the transition to zero-emission vehicles	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 2 • Transportation and Mobility, Goal 5 Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policies 2-5 • Objective 7, Partnership and Advocacy Policy 1.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Refer to the following relevant policies: Chapter 6: Parks, Open Spaces, and Recreation • Objective 1, Natural Environment and Biodiversity Policy 7 • Objective 3, Parkland Supply Policy 3 • Objective 4, Trail System Policies 5, 12, 13 Chapter 14: Neighbourhood Plan Areas: • 14.5 Inlet Centre, Inlet Centre Policy 2 • 14.6 Moody Centre, General Policies – Connections: 1, 3 • 14.6.5 Spring Street Promenade, Moody Centre Station Area between Moody and Buller Streets Policy bullet 3 • 14.6.2 Moody Centre Station Transit-Oriented Development, Moody TOA Core Policies - Parks and Open Space 2, 4 • Moody TOA Core Policies – Built Form and Height: Policy 3 bullet 2 • 3001 - 3017 & 3033 St. Johns Street policies 1(c)(f). • 14.6.3 Moody Centre Station - Site Specific Policies • 14.6.9 Oceanfront District, • Oceanfront Policies – Parks and Open Space, Policy 1 bullet 6.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Refer to the following relevant policies: Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policy 5 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview Area 7 – Charles Street Cul-de-sac, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Climate Change 2, 3 • 14.6.9 Oceanfront District, Oceanfront Policies – Mobility 7.

DRAFT

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Refer to Schedule 3 – Goods Movement Routes.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goal 1 Chapter 8: Transportation and Mobility • Objective 4 • Movement of People and Goods Policies 1, 2, 4, 6, 7 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 3 Chapter 8: Transportation and Mobility • Objective 4, Movement of People and Goods Policies 1, 2, 4, 6, 7 • Objective 6, Sustainable Transportation Policies 1-5 • Objective 7, Partnership and Advocacy Policies 1-7 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3.

DRAFT

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Refer to the following relevant policies: Chapter 9: Economic Development • Objective 4, Industrial Lands Policy 6 Chapter 14: Neighbourhood Plan Areas • 14.6.9 Oceanfront District, Oceanfront Policies – Mobility 5 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Refer to Chapter 13: Community Infrastructure, Objective 4, Road and Bridge Infrastructure Policy 1.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Refer to the following relevant policies: Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policy 4 Chapter 13: Community Infrastructure • Preamble • Objective 6, Asset Management Policies 1-7.

DRAFT

Implementation

Regional Growth Strategy Implementation Framework Policies.

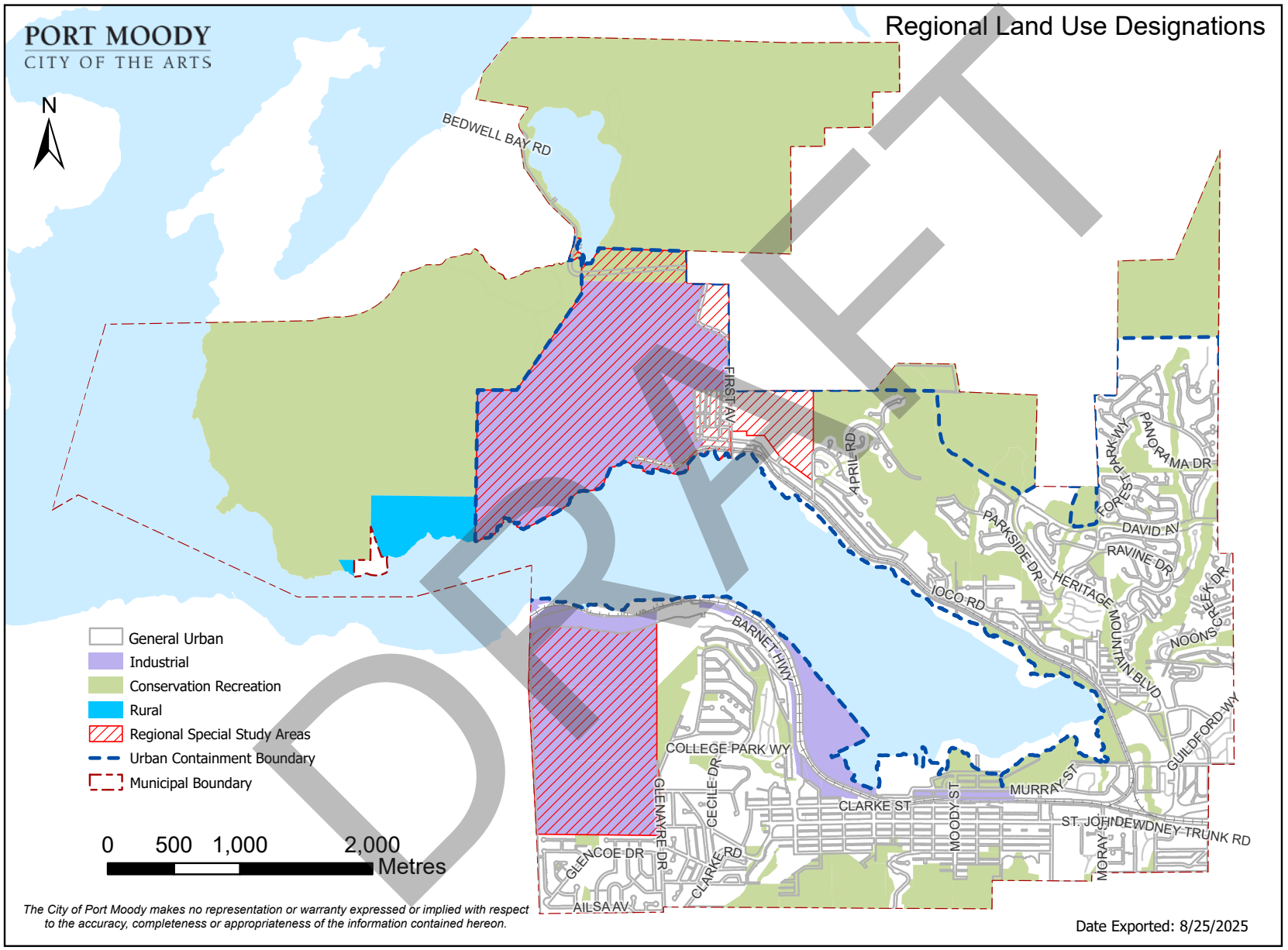
Providing for Appropriate Municipal Flexibility	
6.2.7 A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: *Revised by Bylaw 1380, 2024* a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b.) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares. c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	The OCP hereby permits such amendments.
6.2.8 A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The OCP hereby permits such amendments.

DRAFT

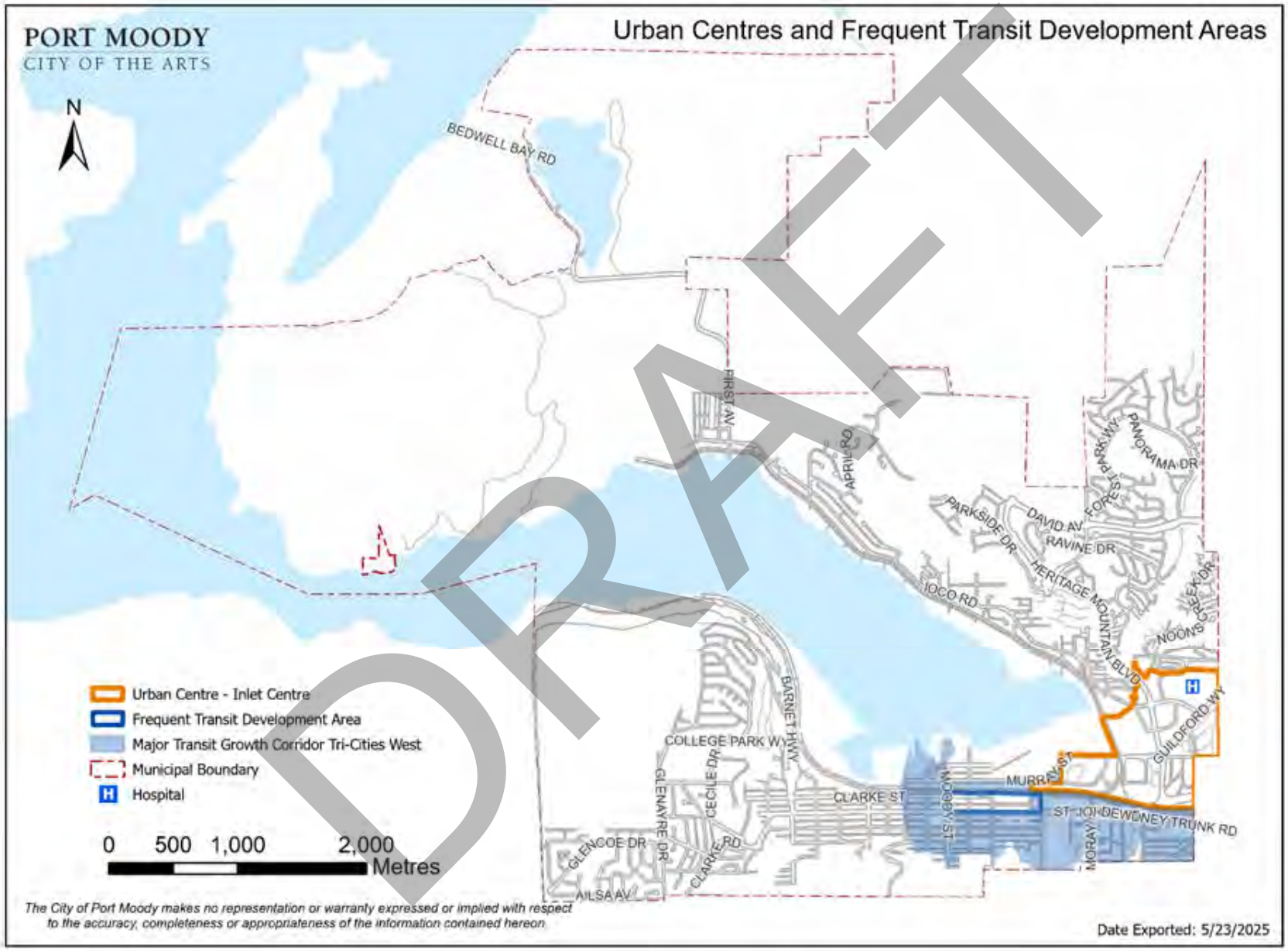
Attachment 2

Schedule A to Bylaw No. 3522

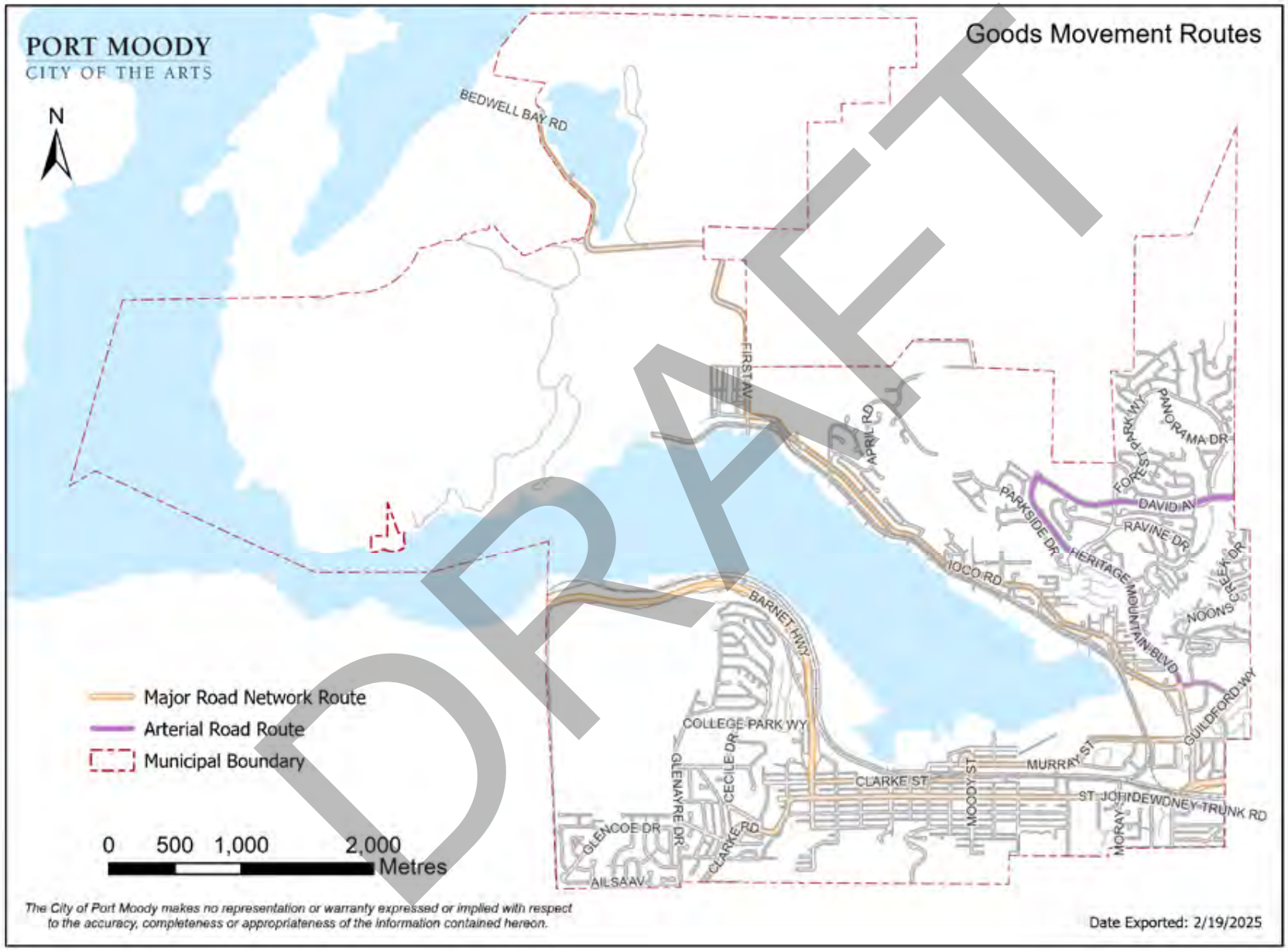
Schedule 1 – Regional Land Use Designations



Schedule 2 – Urban Centres and Frequent Transit Development Areas



Schedule 3 – Good Movement Routes



DRAFT

APPENDIX 2

Development Permit Area Guidelines

Introduction	264
Development Permit Area 1: Neighbourhood Residential	265
Development Permit Area 2: Moody Centre	294
Development Permit Area 3: Inlet Centre	328
Development Permit Area 4: Environmentally Sensitive Areas	392
Development Permit Area 5: Protection of Development From Hazardous Conditions	399
Development Permit Area 6: Small-Scale, Multi-Unit Housing	402
Schedule 1 – Development Permit Areas 1, 2 & 3 and Heritage Conservations Areas	410
Schedule 2 – Sub Areas of Development Permit Area 2: Moody Centre	411
Schedule 3 – Development Permit Area 6: Small-Scale, Multi-Unit Housing	412
Schedule 4 – Development Permit Area 4: Environmentally Sensitive Areas	413
Schedule 5 – Development Permit Area 5: Hazardous Lands	414
Schedule 6 – Development Permit Area 5: Steep Slopes	415

DRAFT

1. Introduction

1.1 Application and Intent

General Authority for Development Permit Areas

Under section 488(1) of the *Local Government Act*, an official community plan may designate Development Permits areas for 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 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:

a. as identified on the attached Schedule 1:

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

b. as identified on the attached Schedule 3:

- Development Permit Area 2: Development Permit Area 6: Small-Scale, Multi-Unit Housing ("DPA 6");

c. as identified on the attached Schedule 4:

- Development Permit Area 4: Environmentally Sensitive Areas ("DPA 4"); and

d. as identified on the attached Schedules 5 and 6:

- Development Permit Area 5: Hazardous Lands and Steep Slopes ("DPA 5").

All new intensive residential, commercial, industrial, mixed use and community/public use related developments within these designated Development Permit areas require compliance with the relevant Development Permit guidelines prior to the issuance of a Development Permit.

Major renovations to existing buildings (e.g., restoration or reconfiguration of a building's total façade) also require compliance with DPA guidelines with the exception of building siting and for those items which cannot be reasonably achieved due to the structure and fundamental design of the building.

DRAFT

1.2 Exemptions

Where a site is located in a designated Development Permit area, a Development Permit is not required where:

a. only internal alterations are made to buildings or structures

b. minor renovations involve only partial changes to the exterior of a building, for example:

- repairs or repainting of the building exterior or roof
- repair or replacement of windows and doors provided their location is not altered
- small building additions of 46.5 m^2 (500 sq. ft.) or less
- replacement or addition of canopies/awnings.

In such cases, conformity with the guidelines is still encouraged with respect to colours, landscaping and signage.

c. an accessory building of 46.5 m^2 (500 sq. ft.) or less is proposed provided that the design and exterior finishing of the accessory building is in keeping with the character of the principal building

d. ecological restoration and enhancement projects undertaken or authorized by the City of Port Moody

More specific exemptions related to areas within the Environmentally Sensitive and Hazardous Lands Development Permit Areas are included in Sections 5.0 and 6.0 respectively.

1.3 Implementation

Minor amendments to an approved development permit that are considered to be in accordance with the terms of the issued development permit may be issued as authorized by the City's Development Approval Procedures Bylaw.

2. Development Permit Area 1: Neighbourhood Residential

2.1 Purpose of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

2.2 Justification

Much of the developable land in the City is devoted to residential neighbourhoods comprised of a range of single detached and multi-residential housing, as well as small-scale commercial uses, and community facilities such as schools, place 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 of Port Moody.

These common objectives are:

- to ensure that intensive residential and commercial developments in areas undergoing revitalization are compatible in scale, form and character with existing development, or with the desired future development plans for the particular neighbourhood
- to encourage developments 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 residents, regardless of physical capabilities
- to ensure that, where necessary, the design of intensive residential and commercial development creates a suitable transition between adjacent differing land uses or residential densities
- to ensure that multi-residential development is designed so as to provide the features 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 forms of intensive residential, commercial, and community/public uses within DPA 1. Intensive residential development forms include:

- multi-residential forms (townhouse, low-rise apartments - to a maximum of 8 storeys);
- two-unit dwellings (duplex); and,
- intensive residential development on small lots zoned RS1-S (principal dwelling and additional secondary dwelling unit).

As shown in Schedule 1, DPA 1 includes all the existing and planned residential neighbourhoods in the City, except for several residential areas within Moody Centre (which fall

DRAFT

within DPA 2), Inlet Centre (DPA 3) and those areas under the jurisdiction of the 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 appear in these areas.

2.3 Intensive Residential Development - Multi-Residential Forms

2.3.1 Development Standards

Specific standards for development have been established in the City of Port Moody Zoning and Subdivision Bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.3.2 Form and Character of Development

a. Building materials

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance.

Materials such as reflective glass, metal sheeting and fiberglass are preferred.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material in smaller residential developments, where it can be demonstrated that the roof style is compatible with the building and also with the character of the area for which it is proposed.

Concrete block of any type should not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not preferred under any circumstances.

Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- exposed aggregate finish, and/or
- camouflaged with adequate landscaping.

b. Building colours

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, gray, beige, sepia, ochre and yellow are encouraged. Bright, acid, or strong primary colours are not acceptable. The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim.

Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development.

Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the colour scheme of the site's principal building(s).

c. Compatible elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials and roof lines.

d. Rooflines

Buildings with a pitched roofline should have a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets. Flat rooflines should be embellished with accents, cornices/dentils, decorative bands, or special treatment of eaves in order to relieve the visual monotony of a flat roofline.

DRAFT

Larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

e. Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, vertical elements, changes in material/colours, and creative design of balconies.

f. Bird friendly design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

g. Incorporating natural systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment e.g., sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption. Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

h. Children's play area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced.

Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- for separation of play areas for pre-school and older children, if possible.

i. Parking areas

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

j. Surface parking

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment (e.g.,, pavers, stamped concrete, concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of surface parking.

k. Screening of utility/garbage areas

Garbage/recycling containers, utility boxes, fans, vents and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a solid or lattice wood fence which features landscaping along its perimeter.

All locations where residents are accessing garbage/recycling areas should be barrier free.

l. Fencing

Any fencing on site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for any residential site. However, residential sites abutting a public pathway, ravine, or greenbelt area may use chain-link perimeter fencing, or bollard fencing, when such fencing is appropriately coloured, and of a design that is compatible with a residential context.

During a construction phase, any chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

DRAFT

m. Transition areas

Multi-residential residential developments abutting single-detached houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-detached housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials.

n. Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the block fronts in multi-residential residential areas. To this same end, designs for multi-residential residential buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another within this DPA. To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

2.3.3 Landscaping

a. Natural landscape areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

b. Landscape groundcovers

Areas of a multi-family residential site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf or other similar types of soft materials as the primary ground cover is not acceptable.

c. Interplanting for expanses of paved areas

Areas of a multi-family residential site which are paved should have clusters of trees and/or other landscaping installed or use alternate materials such as stamped concrete or unit pavers, in order to break the image of any extensive hard surface. Such landscaping is required for large outdoor parking areas, or paved outdoor recreation/amenity areas.

d. Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

e. Buffering

Landscaped screening should be provided between all multi-family residential development and adjacent single-detached houses which share a common property line.

f. Landscape screening and fencing

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed to restrict traffic noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

g. Amenities

All common outdoor areas on-site should be landscaped and provided with seating.

h. Landscaping materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

i. Signage

Signage should be structurally integrated and architecturally compatible with the design of buildings. The location of signage should be shown at the time of the Development Permit application.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.). The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers.

DRAFT

2.3.4 Livability

a. Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- create or maintain view corridors from the subject site
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

b. Balconies/Decks

All multi-family residential dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Screening by means of fencing, landscaping, or both, should be provided between ground-level private outdoor spaces.

Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

c. Dwelling unit entranceways

Outdoor private entrances to multi-family residential townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent unnecessary visual intrusion.

d. Bicycle Storage

Appropriately located secured storage areas for bicycles are encouraged.

e. Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

f. Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.3.5 Circulation and Access

a. Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas.

b. Universal accessibility

Wherever possible, all common areas of a multi-residential development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Access to natural amenity areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided. Bollard fencing should be used to delineate the public green areas from private development.

d. Lighting

On site lighting of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

DRAFT

e. Vehicular access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

f. Pedestrian pathways

Interference between pedestrian movement and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

2.4 Intensive Residential Development - Two-Family Dwellings

2.4.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.4.2 Form and Character of Development

a. Building character

New two-unit dwellings/duplexes should respect the character of surrounding residential uses in terms of their siting, design, scale, massing and height. Side-by-side dwelling units should be individuated as much as possible and take the form of separate units rather than a single monolithic structure. "Mirror image" facades are discouraged. For up/down or front to back forms this appearance may vary, though the scale, massing and height should also take into account the neighbourhood's character.

b. Unit configuration

Side-by-side, mid-block two-unit developments can be broken up by articulating/offsetting the front elevations. Two-unit dwellings on corner lots should be designed so that they address both frontages equally, i.e., the entrance to one unit fronts onto the primary street, with the second unit fronting the flanking street. Front to back two-unit dwelling units should be staggered so as to provide some visibility from the fronting street, and to provide a greater opportunity for usable private outdoor space than just the linear spaces along each side of the units.

c. Building form, materials and detailing

Building materials should be residential in character. Acceptable materials include, wood, standard dimension brick, stone, hardiplank siding and shingles which simulate a wood appearance. The use of two or three types of cladding material, architectural detailing and or accent colours should be considered, particularly on street fronting elevations. Architectural elements and detailing should be carried around to the side elevations.

Colours can also help to differentiate one unit from another, though the number of colours should be limited to no more than three (3) and be in keeping with the common colour palette of the surrounding area. Additional colours should be used only as accents or trim.

As an architectural feature, particularly for windows visible from the street, incorporate wooden or high quality vinyl windows with muntins and mullions. Similarly, the appearance of front doors should be of a quality appropriate for a street facing elevation.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Natural gas fireplaces should have the gas flue encased in a chimney structure that extends beyond the roof lines.

Exposed concrete foundations should be kept to a minimum and where present should be finished with brick, paint, sandblasting, exposed aggregate finish, and/or screened with adequate landscaping.

d. Massing

The portion of the development fronting the street should be a maximum of two storeys. Where third storeys are proposed they should be setback from the second storey and/or enclosed within the roof structure.

DRAFT

e. Site topography

The integration of a development into the natural topography of the site is a key element in ensuring it fits into its immediate surroundings. Duplex developments are encouraged to step the buildings and units harmoniously with the natural grade of the site.

f. Roof structures

Sensitively varying the roof structure between the two units is encouraged in order to highlight unit individuality and break up its massing, though care should be taken to ensure that roof lines are not too "busy". The roofline can also be broken up by incorporating dormers, gables and architectural detailing. Deep roof overhangs should also be incorporated where appropriate. Monolithic roof structures which span both units are strongly discouraged.

2.4.3 Landscaping

a. Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting and with appropriate tree species and other vegetation will be required.

b. Soft landscaping

Strategies to maximize stormwater retention, including the use of permeable surfaces, minimum building footprints and rain barrels are encouraged. To achieve this, the total area of impermeable surfaces, including the building envelope, should not exceed 50% of the total lot area. For the front yard a minimum of 65% of the area should be in the form of soft landscaping.

Landscaping should include a variety of species appropriate to their setting, to include trees, ground covers, shrubs and similar plantings. Adherence to the City's Naturescape Guidelines is strongly encouraged. Other acceptable landscaping materials include sod, river rock, wood chips and bark mulch. The use of landscaping to delineate the garden areas of the two units is also encouraged.

c. Retaining walls

The need for retaining walls should be minimized as far as possible through the design of the project. Where required, the height of retaining walls should ideally be limited to under 0.9 metres (3 ft.). On steeper lots, the lot should be gradually terraced with a number of retaining walls. Allan Block is the preferred material for retaining walls. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches should be used. Where possible, retaining walls should include landscaping directly in front of them to mitigate their visual impact.

2.4.4 Livability

a. Entrances, porches and verandahs

Front doors should be the dominant feature facing the street, with front porches and verandahs encouraged as a means of encouraging neighbour interaction. Front porches, where included, should have a minimum width of 2.0 metres (6.5 ft.) and be limited to a single storey in height. Verandahs and porches should having a minimum 1.5 metres (5.0 ft.) depth and also include wooden or metal railings and balustrades, as appropriate.

Ground level private outdoor spaces are preferred to balconies and decks to maximize access to privacy and light for adjacent properties.

2.4.5 Circulation and Access

a. Parking and driveways

All parking should be located within the rear yard, for properties that have lane access or a street that functions as a lane. Where hard surfaces are required for driveways, pervious surfaces, such as permeable concrete and pavers are encouraged. The width of the driveways should be minimized as far as possible in order to limit the amount of hard landscaping on a lot.

b. Garages

Garages located in the rear yard should be treated to similar design standards as the principal building, in terms of design, detailing, materials and colour schemes. Garages and other accessory buildings should be located as close to the rear yard property line as setbacks permit, in order to maximize usable open space and privacy for both units.

DRAFT

On properties with no lane access, garages should be located to the side of units, closest to the property lines, and recessed a minimum of 2.0 metres (6.5 ft.) behind the front facade. Garage entrances should not occupy more than 50% of the width of the front facade. Double car garages are not permitted facing the front facade unless they are of a tandem form. Garages, particularly those that front a street should include glazing in the upper panels of the doors.

2.5 Intensive Residential Development - Small Lots Zoned RS1-S

2.5.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.5.2 Purpose

The purpose of the DPA guidelines for Intensive Residential Development on small lots is to guide the form and character of intensive residential development on RS1-S zoned parcels in the Seaview and Pleasantside neighbourhoods. Development on small lots zoned RS1-S includes a principal dwelling and an additional secondary dwelling unit. Prior to construction of new principal buildings or additions, an owner of a property located within DPA 1 must apply to the City for a Development Permit.

Residential infill and the creation of small lots will lead to the sensitive densification of the existing residential character area in the Seaview and Pleasantside neighbourhoods. Infill may occur incrementally on a lot-by-lot basis and within close proximity to existing buildings. Infill housing may include new construction of single detached dwellings on subdivided property on lots larger than 325m^2 (3,489ft^2) with the intent to increase housing choices and affordability within neighbourhoods.

2.5.3 Objectives

The City's OCP has a vision of creating a complete community that includes increasing density and the diversity of housing across the City.

The objectives of these guidelines are to:

- provide guidance for the use of large lot residential configurations in a modern context that will accommodate livable, small-scale residential infill development
- manage the general character of development, including siting and form, landscaping, and the exterior design and finish of buildings and structures
- create a legible sreetscape that maintains the existing quality and character of the streets
- Incorporate sustainable design that is site-sensitive, long-lasting, and efficient
- integrate new infill development with the existing character neighbourhood
- provide new housing forms that are affordable and appropriate to the needs of different groups and demographics
- support growth through small, adaptive, and gradual change
- meet changing needs, wants, and values of existing and future residents throughout the life cycle (e.g., the need for ground-oriented housing for families with children, the desire for smaller houses and yards for seniors, couples, empty nesters, or singles)
- make optimal use of neighbourhood infrastructure (i.e., schools, water, and sewer).

2.5.4 Application

Intensive residential development on small lots 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. These guidelines apply to:

- residential development on small lots, developed under the RS1-S zone
- new forms of infill development, including Additional Dwelling Units.

DRAFT

2.5.5 Form and Character of Development

a. Site Planning

The natural site conditions of slope, landform, hydrology, and other characteristics should be assessed, and housing should be designed to fit with these features, adapting the scale, massing, and location to follow the topography and natural features of the site and respect the views and privacy of adjacent properties. Creative solutions for optimizing development on sloping sites are strongly encouraged.

Significant elevation changes may be present in the Seaview and Pleasantside neighbourhoods, and the existing topography may affect lot utilization and potential forms of redevelopment. Steep slopes are defined as lands in their natural state that have a slope angle of 20% (11°) or greater for a minimum horizontal distance of 10 metres. Map 14 of the Official Community Plan and Map 5 of the Development Permit Guidelines show those areas with slopes greater than 20%. More detailed slope analysis may be necessary in order to confirm site specific slope characteristics.

Existing mature vegetation and other natural features should be retained where feasible as part of the site layout. Arborist reports and site plans are required to confirm the siting and health of trees, and replacement trees are required in accordance with the City's Tree Protection Bylaw.

b. Siting Buildings

Buildings should be oriented to maximize passive solar design opportunities and minimize overlooking of adjacent residential properties though building heights, careful placement of windows, balconies/decks, and landscape screening.

Privacy of and sunlight into neighbouring backyards should be respected.

The principal dwelling should be sited close to the minimum front yard setback line to allow for more internal open space.

c. Architectural Style and Details

Varied appearances that reflect the character of the surrounding neighbourhood should be used.

A scale that is sensitive to surrounding homes should be maintained.

Building design, materials, colours, and landscaping that reflect elements found in the surrounding residential area should be used.

Articulation of building facades, particularly facing the street, with bay windows, recessed porches, overhangs, and roof canopies is encouraged. Street front porches or verandas are suggested as architectural features to define entryways and as usable outdoor space.

Visual variety should be provided along streetscapes by varying individual unit designs.

d. Colour

Building colour palettes that are cohesive and sensitive to surrounding residential buildings are encouraged.

e. Building Materials

Durable, high quality materials should be used and should demonstrate sustainability principles with high-quality design and detailing.

f. Openings (Windows and Doors)

A clearly defined main entrance should be provided for each principal building that faces a public road.

Building entrances should be clearly defined through the use of lighting, architectural details, colour, paving texture/materials, landscaping, or other similar features.

Entryways should be clearly visible from the fronting street.

Windows should be architecturally compatible with the building style and materials.

Window surfaces should be recessed from the face of the building wall. Acceptable alternatives to recessed windows include the use of prominent window trim as highlights, or projecting sills and/or lintels.

To minimize overviewing and to protect the privacy of both neighbors and adjacent properties, the size and placement of windows should be designed and located to be sensitive to adjacent properties, buildings, and topography.

DRAFT

g. Roof Design: Form and Materials

There are a variety of roof designs in the Seaview and Pleasantside neighborhoods; proposed roof design should be effectively integrated into an overall building design that complements the surrounding neighbourhood.

h. Accessibility and Connectivity

A maximum area of parking for a single driveway/parking pad must not exceed 2.6m by 5.6m. The use of non-permeable materials is discouraged but will be considered with the inclusion of intermittent soft landscaping.

Principal building entrances should be connected to the public sidewalk or street edge with safe, accessible, hard surface, permeable walkways.

2.5.6 Landscaping

Site planning and design should be guided by the identification and preservation of existing trees, and natural features. Retention of mature trees and vegetation is strongly encouraged where feasible.

On-site landscaping should create a streetscape that is green and welcoming and includes a combination of shrubs, perennials, trees, and grassed areas. New landscaping should respect neighbouring property views, sunlight, and privacy.

The design and materials used in fences should complement the principal building design. Fences that are adjacent to the street or located in the established front yard should be somewhat transparent (i.e., picket type fence) and should be in combination with landscaping along the street edge. Solid board, concrete block, and chain-link fencing is not permitted in the established front yard area.

All landscape materials must be Naturescape compliant. The use of native, drought tolerant plants is preferred.

Landscape groundcover plants should be used, as opposed to mulch, gravel, or rocks.

Integrated rainwater management features should be used (i.e., permeable pavers, pervious asphalt/concrete, reinforced paving/grass) to increase site permeability.

2.6 Neighbourhood Commercial Uses

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

2.6.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.6.2 Form and Character of Development

Within established and new residential neighbourhoods in revitalized areas, small-scale commercial use intended to serve the local neighbourhood is desirable. Traditionally, these uses have appeared as small, free-standing, one-storey structures on corner lots often not larger than the standard residential lot size in the area. For the most part, these have been convenience grocery stores.

Over the past decade, residents increasingly have come to expect a wider range of commercial services available within their neighbourhood. Specialty food shops (bakeries, delis), and coffee shops/pubs are examples of local commercial uses which locate in residential areas. Small-scale office commercial uses for medical offices, vet services, lawyers'/ insurance offices and the like have also appeared in residential neighbourhoods.

The following guidelines are not neighbourhood-specific. The intent of these design guidelines is to ensure that retail, office commercial and mixed use commercial/residential uses occurring within residential areas undergoing revitalization remain small-scale, are of a design character which is compatible with the surrounding residential uses, and minimizes impacts upon adjacent properties.

a. Building character and siting

On corner sites, both street-facing facades should be fully developed as front elevations.

Commercial buildings should strive to ensure that existing views enjoyed by adjacent developments are not unduly compromised by their siting, massing or orientation. Freestanding commercial buildings should be sited so as to be as accessible as possible from public sidewalks.

DRAFT

b. Streetscape

Commercial uses occurring within a "mini-mall" setting are encouraged to provide for as much individuation among the storefronts as possible, by means of changes in colours, facade, textures, and design of windows and doorways.

Where outdoor seating areas for cafes and restaurants occur, the design of seating, awnings, guardrails, etc. should be compatible with the design of the building.

Where two or more storeys occur in a commercial building, the massing of the building should respect the scale of adjacent residential buildings in order to minimize over-shadowing and visual intrusion onto adjacent residential properties.

c. Parking/loading areas

No parking/loading area is to be located within the required front yard of the site.

d. Garbage/recycling areas

All garbage/recycling areas should be located at the rear of the site, or in a location that is not in public view from the fronting street.

All locations where residents are accessing garbage/recycling areas should be barrier free.

e. Rear walls

Building walls abutting a lane that is shared with residential buildings should be finished so as to appear attractive to neighbouring developments.

f. Building materials

Building finish materials which are acceptable for commercial and mixed use buildings in this area are:

- stucco of smooth or pebble finish
- standard-dimension brick
- horizontal clapboard or channel siding of wood or a material similar in appearance.

Exposed concrete block and giant brick are not acceptable as building material.

g. Building colours

Building colours should generally be limited to one colour, except for accent and trim. A range of colours in traditional tones is acceptable: brown, gray, pale blue, pale yellow, pale green, ochre, and white. Bright, fluorescent tones or strong primary colours are not acceptable.

Contrasting colours in bold or geometric designs are not acceptable.

h. Rooflines

Single or two-storey freestanding commercial buildings having a flat or shed roof should use a decorative shaped roofline, such as false mansards or parapets. The building silhouette should reflect the style of surrounding residential buildings, wherever possible.

i. Transition Areas

Neighbourhood commercial development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights and building materials.

2.6.3 Landscaping

a. Perimeter landscaping

The required front and sideyard setbacks should be landscaped to provide a compatible appearance with the lawned/landscaped areas of surrounding residential yards or properties.

Required setbacks adjacent to public thoroughfares should be landscaped to provide the commercial building with a "green border" to the public view.

Landscaping should be provided along rear lanes, provided that plantings are kept clear of the lane right-of-way, and that site security is not compromised.

Landscaped screening should be provided between all commercial development and adjacent residential properties.

DRAFT

b. Retention of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

Compliance with the City's Naturescape Policy is required.

c. Landscape groundcovers

Areas of the commercial site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs, and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary groundcover is not acceptable.

d. Signage

Commercial signage should be compatible with the design of the building. Signage should be structurally integrated into the design of buildings rather than added at a later date. Signage should be included as part of the Development Permit application and sign design guidelines are encouraged where appropriate.

Signage options include:

- painted letters upon windows, walls and canopies
- painted wood or metal signs, mounted flush to walls/ windows, or projecting perpendicularly from the building
- illuminated signage only if indirectly illuminated.

The following are not acceptable in this DPA:

- backlit acrylic signs
- banners or pennants.

All signage is to conform to the regulations of the City's Sign Bylaw.

e. Amenities

Wherever outdoor seating for use by customers is provided, such seating should be located away from areas of parking, loading, or ingress/egress.

f. Pedestrian weather protection

Continuous weather protection in the form of canopies or awnings should be provided along storefronts. Canopies/ awnings may be of a variety of materials, soft or hard, but must be of durable quality and well-integrated with the overall design of the building.

Weather protection over the commercial entrance to the building should be provided.

g. Lighting

All building and site lighting will be located, and of a design, so as to prevent light-spill onto adjacent properties.

h. Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.6.4 Circulation and Access

a. Pedestrian walkways

Sidewalks should be located adjacent to building storefronts. Unrelieved asphalt is not desirable for pedestrian walkways. Where large areas of pedestrian walkways occur, use of stamped concrete, banding, or unit pavers is encouraged. Interference between pedestrian movement and vehicle access should be minimized. Wherever pedestrian walkways on-site intersect with areas of vehicular access to parking, or points of ingress/egress, the pedestrian right-of-way should be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

b. Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities (e.g., people in wheelchairs, visually impaired).

DRAFT

c. Parking areas

For commercial buildings which include residential units, required on-site parking areas serving the commercial and residential uses in the building should be separate, and clearly delineated by site signage and pavement markings. Where spatial separation is not possible, the use of signage, pavement markings and landscaping should be used to differentiate those areas intended for commercial customers from those intended for residents/visitors.

d. Entranceways

The ground-level entranceway for upper-storey residential units having an upper corridor in commercial buildings should be clearly separated from any ground-level commercial entrances. On corner sites, side-street residential entries are encouraged. The ground-level entranceway for the upper storey residential units should feature weather protection for the area of the security callboard.

2.7 Community/Public Use Facilities

2.7.1 Development Standards

Specific standards for development have been established in the City of Port Moody's zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City specific bylaws in all cases.

2.7.2 Form and Character of Development

This DPA contains a number of decentralized community and public use facilities which serve their local neighbourhood. Schools are the most prevalent of these, but other small-scale community facilities such as place of worshipes or daycare centres also appear throughout the residential neighbourhoods. It is important to ensure that the design and siting of these community facilities be exemplary because within residential neighbourhoods, they need to be of a scale and design which minimizes the impact upon the surrounding residential areas.

Public use facilities should meet the following criteria with respect to building character and siting:

a. Building character and siting

On corner sites, both street-facing facades should be fully developed as front elevations.

b. Compatibility of scale and form

Where possible, public use buildings should be of a height and scale which is compatible with surrounding residential buildings.

c. Parking areas

All required off-street parking should be located preferably at the rear of the site, or in a location not wholly visible from the fronting street, and on all sites parking/loading areas are not to be located with the required frontyard setback.

d. Building materials

Building finishing materials should reflect the residential nature of the site context. Acceptable exterior materials include:

- wood
- building materials
- standard dimension brick
- stone
- smooth stucco finish
- siding which simulates a wood appearance.

Materials not acceptable are concrete block of any type, reflective glass, and metal sheeting (except as a roofing material).

e. Building colours

Building colours should generally be limited to one primary colour, building colours with a second colour for accent and trim. Traditional tones which are acceptable are muted tones of blue, green, yellow, brown, gray, ochre, and white. Contrasting colours in bold or geometric design are not acceptable.

f. Open space linkages

Outdoor activity areas on site should be located so as to minimize impacts of noise and visual intrusion upon neighbouring residential open space linkages properties. Where courtyards, common green spaces or children's play areas exist or are proposed in residential developments adjacent to public open space, linkages are encouraged.

DRAFT

g. Views

Siting, massing and orientation of buildings should strive to ensure that existing views enjoyed by adjacent residential properties are not unduly compromised.

h. Garbage/recycling areas

Garbage/recycling areas on site should be located at the rear of the site, and be adequately screened by fencing, or landscaping, or both.

All locations where residents are accessing garbage/recycling areas should be barrier free.

i. Transition Areas

Community/Public Use development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

j. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

2.7.3 Landscaping

a. Screening and interplanting of parking areas

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, or use of alternate paving materials such as stamped concrete or unit pavers, in order to break up the image of large areas of asphalt.

b. Retention of mature vegetation

Wherever possible, new development or redevelopment should retain the mature vegetation on site. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. Compliance with the City's Naturescape Policy is required.

All front yards are to be landscaped. Landscaped areas fronting onto major streets should use trees wherever possible.

c. Fencing

Where solid fencing is used, landscaped screening should be used in addition, in order to break up the image of a wall of fencing.

Where required for reasons of security, chain-link fencing should be appropriately coloured, and of a design that is compatible with a residential context.

Standard uncoloured chain-link fencing is acceptable only for schoolyards and certain recreation facilities.

d. Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials for these areas is not acceptable.

e. Signage

Signage for community/public use buildings should be compatible with the design of the building(s). The location of signage should be indicated at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Sign options include:

- lettering painted directly upon windows, walls or canopies
- painted or carved wood mounted flush to walls or windows, or projecting from the building(s)
- illuminated signage, only if indirectly illuminated
- freestanding signs of a height that meets Sign Bylaw requirements.

The following are not acceptable in this DPA:

- backlit acrylic signs
- banners or pennants.

All signage is to conform to the regulations of the City's Sign Bylaw.

DRAFT

f. Amenities

Wherever possible, seating should be provided near the public entrance(s) to the building, and in other public areas.

Where developments are proposed adjacent to transit stops, this should be considered in the location of walkways and public seating for the community/public use development.

g. Pedestrian Weather Protection

If located at or near the fronting property line on a pedestrian-oriented street, the community/public use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways. This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

h. Lighting

All site lighting will be of a design, and so located, so as to prevent light-spill onto adjoining properties.

2.7.4 Circulation and Access

a. Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from semi-public areas.

b. Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Parking/loading areas

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines, or with unit pavers. They must also be landscaped, as described in the foregoing guidelines. All required off-street loading spaces should be located at the rear of the property. Except for schools and large recreation facilities, vehicular access to parking, loading, and service areas should be provided from the rear. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement. Wherever pedestrian pathways intersect with areas of vehicular movement, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

d. Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas, for reasons of security and public safety. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.7.5 Additions

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community/public use buildings contained herein, Sections 2.6.2 through 2.6.4.

DRAFT

2.8 Woodland Park

Intent of Guidelines

The intent of these site specific guidelines is to guide future development of the former 1042 Cecile Drive and 300 Angela Drive sites (hereafter referred to as Woodland Park) in general accordance with the Port Moody Official Community Plan and the CD83 Zone.

Given the anticipated development timeline, it is recognized that, over time, design trends may change. However, the intent of the design guidelines is to develop and maintain a consistent design theme throughout the development integrating all architectural and landscape elements. The design guidelines outline both general and specific requirements for achieving the desired character and form of development for Woodland Park and are organized according to the following general categories:

1. Neighbourhoods
2. Building Form and Character
3. Open Space
4. Landscape
5. Streets, Sidewalks & Public Realm
6. Public Art

General Site Description

Woodland Park is nestled in the mature College Park neighbourhood of Port Moody, with forest woodlands and mountain views, surrounded by single-detached detached homes to the west, townhouse developments (rental and strata) to the south and east, Seaview Elementary School to the north, and Suncor Energy (industrial) to the northwest.

The site is 23.4 acres and consists of three areas, divided and accessed by Angela Drive and Cecile Drive. The grade slopes down significantly from northwest to southeast, with a cross fall of approximately 44m (144 feet).

There are two Environmentally Sensitive Areas (ESA) on the site. The northwest ESA, adjacent to Seaview Elementary School, consists of urban forest, which is designated 'low sensitivity', and two riparian areas: an unnamed ditch and wetland complex, and Melrose Creek, which are considered 'high sensitivity'. The southeast ESA, predominantly located on the steeply sloped area of the site, consists of mostly urban forest, which is designated 'low sensitivity', and one riparian area: an unnamed stream complex, which is designated 'high sensitivity'. There are several existing buildings that are located within the 'high sensitivity' ESAs. The majority of the urban forest within the ESAs is mature, with trees ranging in height from 70-143 feet.

The site has two Statutory Right of Ways (SRWs). The SRW running east-west through the southern lot, in line with Valour Drive, is an utility right-of-way. The SRW running southwest-northeast through the southern lot is for the TransLink Evergreen Line tunnel transit system.

Master Plan Overview

Woodland Park is a multi-phase master plan (Fig. 1) for the gradual growth of a complete community. The scale of the 23.4 acre site has been broken down into five distinct neighbourhoods (Fig. 2): the Creek, the Gardens, the Hub, the Mews, and the Terraces. Each neighbourhood will have a distinct identity – defined by unique environmental features – while maintaining a unified architectural and landscaping design expression that is common throughout the Woodland Park master plan.

The Environmentally Sensitive Areas of urban forest and streams will be protected, remediated and enhanced by removing existing structures that are inside the riparian setbacks, removing invasive plants and replanting with native species. These protected, naturalized environments will integrate with two new neighbourhood parks and a multi-use park trail system, as well as connect with numerous multi-age, active play areas and the expansive publicly accessible open green space surrounding the buildings.

DRAFT

Woodland Park will provide a range of outdoor amenities. These amenities are woven together through the design of a naturalized open space and public parks to create a vibrant and diverse community.



Figure 1: Master Plan



Figure 2: Neighbourhoods

Design Guidelines

2.8.1 Neighbourhoods

a. The Creek

The Creek (Fig. 3 & 4) neighbourhood will consist of multi-unit apartment buildings in the range of six storeys, with a mix of unit types above ground level family-oriented units.

Interfacing with an environmentally sensitive area, the Creek neighbourhood celebrates its relationship with the adjacent creek and natural forest surroundings, with paths woven throughout the development.

Rainwater management features of the site tell the story of the larger watershed. Rainwater infiltrates through generous boulevards at the streetscape where large, existing trees are retained. Residential buildings are oriented to celebrate the natural topography of the site. The character of the open space takes cues from the surrounding forest riparian character through an overall re-wilding approach.

Outdoor community space includes a range of programming including private and public outdoor amenity space, passive use, comfortable courtyards, play areas, multi-use paths and a community plaza.



Figure 3: The Creek



Figure 4: The Creek

DRAFT

b. The Gardens

The Gardens (Fig. 5 & 6) neighbourhood will consist of a multi-unit U-shaped apartment building in the range of six stories, with a mix of unit types above ground level family-oriented units.

Interfacing with an environmentally-sensitive area, the Gardens neighbourhood celebrates the ecological relationship with its surrounding landscape. Here, a gardenesque landscape is used to create strong seasonal interest for both residents and wildlife.

This neighbourhood benefits from the nearby energy of the Hub. Materials and character of the landscape are more formal but contribute to the overall naturescaping and rainwater management principles of the site. Small plazas placed at the street provide gathering spots for community interaction.

A generous streetscape promotes safe connections for pedestrians and cyclists via a multi-use path within the parcel. Orientation of the building creates a large, sunny courtyard with opportunities for all-ages play.



Figure 5: The Gardens



Figure 6: The Gardens

c. The Hub

The Hub (Fig. 7 & 8) neighbourhood will consist of multi-unit apartments with a mix of unit types, in the range of six stories, above a ground level neighbourhood retail area and child care facility.

The Hub neighbourhood is the heart of Woodland Park. The outdoor space allows for programming for the community at large, including areas for active play. The interfaces between the specific building programming and the outdoor open space within this area will be designed to complement one another and maximise livability.

The space will be designed so that it may accommodate community events both big and small. The landscape character is a more formal 'urban ecosystem' to facilitate a range of community activities.

Rain-gardens and other rainwater management strategies become feature elements within the landscape. Raised crossings, shade and cooling features, and quality materials at the streetscape promote a safe, pedestrian-friendly zone that can accommodate block parties or farmers markets.

A rooftop garden will provide residents opportunities for urban agriculture.



Figure 7: The Hub



Figure 8: The Hub

DRAFT

d. The Mews

The Mews (Fig. 9 & 10) neighbourhood will consist of multi-unit apartments with a mix of unit types above ground level family-oriented units, interconnected via a pedestrian orientated mews street.

The open space associated with the Mews neighbourhood takes its design inspiration from the existing open space character found in Woodland Park.

This landscape is envisioned as the outdoor living room for the residents of Woodland Park and the community at large. Its linear nature creates a series of open spaces that offer a range of programming opportunities including informal lawn areas, all-ages play areas, and passive recreation. Visibility is of importance, with smaller play areas spread throughout the neighbourhood. Adult health and wellness is emphasized with many walking routes including a multi-use trail.

Naturescaping and rainwater management elements are key components to the open space. Central to the neighbourhood is the mews, which acts as the central spine of the community, and provides local access and a safe circulation route through the site.



Figure 9: The Mews



Figure 10: The Mews

e. The Terraces

The Terraces (Fig. 11) neighbourhood will consist of multi-unit apartments with a mix of unit types above ground level family-oriented units.

The Terraces neighbourhood is nestled within an existing mature forest stand. The character of the landscape and natural grade transition create a gateway for the larger neighbourhood.

Rainwater management features of the site tell the story of the larger watershed. Rain-gardens connected with runnels and weirs and other rainwater management strategies are feature elements within the landscape. Residential buildings are oriented to celebrate the natural topography of the site. The character of the open space takes cues from the surrounding forest riparian character through an overall naturalized approach.

Outdoor community space includes a range of programming, including private and public outdoor amenity space, passive use, comfortable courtyards, play areas for a range of ages, connection to the community multi-use path, as well as a community plaza.



Figure 11: The Terraces

DRAFT

2.8.2 Building Form & Character

a. Building Forms

The massing and form (Fig. 12) is primarily six-storey buildings, stepping down to four and five-storeys across from neighbouring single-detached homes.

Four mid-rise nine to fifteen-storey buildings occupy a single zone set back the furthest from the street against a backdrop of mature forest trees ranging in heights from 70 to over 140 feet.

The steepest sloping and lowest area of the site, adjacent to the new Cecile Bend Park, will accommodate mid-rise nine to nineteen-storey buildings*, nestled against and surrounded by ESA forest.



Figure 12: Building Forms
(note: at the mid-rise zones, the number of storeys increases on the downhill slope where ground-orientated floor levels are each counted as a separate storey)

b. Siting and Orientation

The siting and orientation of the buildings is primarily driven by the extent of the enhanced Environmentally Sensitive Areas and the provision of the parks and generous open green spaces.

Predominantly, the narrow ends of buildings front Angela Drive and Cecile Drive to facilitate a gradual transition from the adjacent single-detached neighbourhood and maximize public views to and through the open green spaces (Fig. 13). The buildings will be designed to address the streetscape, as well as the park and open spaces between the buildings.

Elsewhere, the heavily treed boulevards and the enhanced Environmentally Sensitive Areas will help to soften the visual impact on the surrounding neighbourhood.

Wherever possible, buildings will be located and configured to maximize natural light penetration into the dwelling units, to minimize shadow impacts on common outdoor areas and adjacent sites, and to maximize and maintain views and surveillance on public spaces.



Figure 13: Siting and Orientation

c. Architectural Character

The architectural form and expression will reinforce the overall master plan aesthetic and will be contemporary in style, reflecting a West Coast modernist idiom characterized by simplicity, minimalism and functionality (Fig. 14 & 15). Each neighbourhood will have a distinctive character and may be expressed through subtle changes in material, colour, or articulation.

The architectural character of the multi-residential residential buildings may be expressed as three horizontal bands: the ground-orientated townhouse base; the stacked multi-unit apartment middle, and the articulated penthouse rooftop.

The two-storey townhouses anchor the buildings with a strong base element, providing plenty of open space and street interaction with extensive patios and decks.

The stacked multi-unit apartment middle, depending on the various balcony and fenestration requirements, may be expressed either horizontality or vertically. Further variety could be achieved through the application of shading devices and directed views.

DRAFT

The pitched and flat roof penthouse articulation may include setbacks for roof terraces and gardens, dormers and skylights.

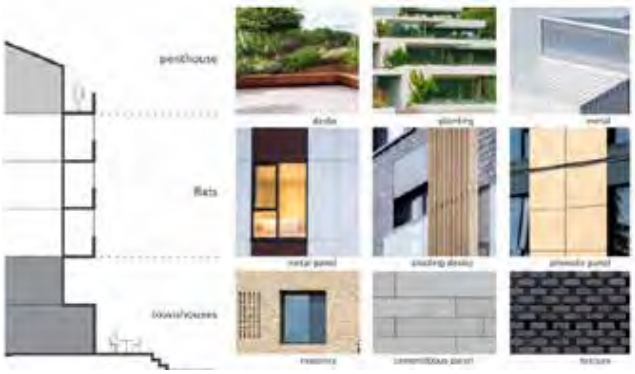


Figure 14: Architectural Character



Figure 15: Architectural Character

d. Design Considerations

Careful consideration will be given to the design of buildings in order that they respond to the natural topography of the site and step with the existing site grades. Where building foundations and underground parking are exposed, their impact will be mitigated as much as possible, through landscaping and/or architectural treatment.

Where possible, multi-residential dwelling units will be provided with private outdoor space in the form of decks, patios, and/or balconies. Juliette balconies and operable glazed balcony enclosures will also be considered in certain instances, in order to add variety and living adaptability. Wherever possible, balconies will be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Where possible, roof top mechanical equipment, elevator overuns and venting will be minimized and integrated into the design of the buildings.

Bird friendly building design measures such as bird friendly glazing and lighting will be considered and integrated.

e. Materials

Buildings materials may include masonry, wood, metal and various composite panelized products, all contemporary in style and detailing. Products such as non-integral fiber cement paneling, vinyl siding and stucco will not be used.

f. Parking and Loading

Where possible, existing on street parking will be retained and redefined along Cecile Drive and Angela Drive, calming traffic and buffering pedestrians from the roadway. The majority of the residential parking will be located within neighbourhood underground parking structures, with vehicular ramp access from either Cecile Drive, Angela Drive, or the internal Mews street.

Security in the residential parking structures will be designed in accordance with CPTED standards, where possible. Careful consideration will be given to the design of exposed faces of underground parking through landscaping or architectural treatment.

Loading areas/spaces will be carefully considered, located and designed in order that they provide the required functionality (deliveries, garbage and recycling pick-up, and residents moving in and out), while having a minimal impact on the public realm.

DRAFT

g. Signage

There will be a range of signage throughout Woodland Park. Types of signage will include:

- Interpretive Signage will provide public education and information on the Public Art and the enhanced Environmentally Sensitive Areas.
- Neighbourhood Specific Signage will be located prominently at vehicle and pedestrian entries and will incorporate design and materials that complement the architecture of the development.
- Retail Signage at the Hub will appeal to pedestrian and driver and add to the community ambience.

h. Energy Efficiency

Where possible, buildings will be designed to make use of passive energy conserving strategies which would include:

maximizing daylighting potential through carefully located windows; building orientation; natural ventilation; and passive solar heat gain.

i. Crime Prevention Through Environmental Design

Residential unit living spaces, balconies, terraces, and patios will provide "eyes" on dedicated parks, open spaces and streets to enhance safety and security of these areas.

All streets, parks and pathways are to be appropriately lit and reflect visibility needs of motorized vehicles, pedestrians and cyclists.

2.8.3 Open Space

Woodland Park will consist of generous open space, comprised of environmentally sensitive areas, dedicated parks and open green space (Fig. 16).

The proposed character and experience of Woodland Park is defined by the open space network. In addition to the dedicated parks, each of the five neighbourhoods offer generous open green space areas, significantly contributing to the overall open space network of Woodland Park. These open green spaces represent opportunities to incorporate unprogrammed and programmed outdoor amenities for a range of age groups, interests, group sizes and seasonal activities, and the opportunity for residents to move through the spaces with ease. To facilitate this public access will be secured for both open space and trail connections. The open space network will seek to maximize the retention of mature trees and connection to the ESA areas. The overall canopy coverage area will range approximately between 30 - 40%, increasing with the maturity of the proposed trees. The site design will incorporate bird-friendly design by creating conditions for native birds to thrive in and around the development.

In addition to the programming opportunities, these generous open spaces allow for robust green infrastructure measures, including a rainwater management strategy, to further connect the residents to the naturalized features of the lands and the ecosystem services that they provide. All open space, including dedicated parkland will be irrigated based on individual requirements. Areas with native plants and trees will be self-sufficient part of the local eco-system after irrigation establishment period.



Figure 16: Open Space

DRAFT

a. Environmentally Sensitive Areas

The proposed open space network is positioned to highlight the existing and enhanced Environmentally Sensitive Areas, as well as many of the large specimen trees that exist on site today (Fig. 17 & 18).

At the 'high sensitivity' management areas, all the existing buildings will be removed and the new buildings, including balcony projections and patios, will be located outside of the enhanced Riparian Transition Areas. In certain instances, the minimum distance of a Riparian Transition Area may be reduced, provided there is no loss in total Riparian Transition Area.

At the 'low sensitivity' management areas, the heavy vegetation buffer will be protected and extended (Fig. 19).

The development aims to further achieve high environmental standards by protecting the treed and forested character of the site. Trees of significance will be identified for retention, with the overall number of trees to be equal or greater than existing.



Figure 17: Tree Canopy



Figure 18: ESA Enhancement



Figure 19: ESA buffer

DRAFT

b. Parks

The park spaces consist of three key open space areas; the Hub Park, the Cecile Bend Park, and the Multi-Use Park Trail. Collectively, these open spaces offer a range of outdoor amenities and programming opportunities for a variety of age groups, interests, group sizes and seasonal activities.

i. Hub Park

The Hub Park (Fig. 20 & 21) is the heart of the Woodland Park community. Here, a range of programmed open spaces offer a number of recreational opportunities for the local residents. The park connects with the Multi-Use Park Trail.

The various programmed areas include an arrivals plaza, passive open lawn areas for flexible use, age dedicated play areas (1- 5y and 5 -12y) for the community at large, as well as a dedicated play area for children in the local child care. The public play area will utilize elements of water play and water cooling. Additional open space opportunities within the Hub Park include a multi-use sports court which will allow for a range of sports and group sizes and a dedicated off leash dog park. These open spaces (Fig. 22 & 23) are envisioned to be used by a range of age groups and group sizes, with opportunities for programming through all seasons.



Figure 20: Hub Park



Figure 21: Hub Park,
(note: the child care outdoor play area is not part of the Hub Park)



Figure 22: Urban Park Setting

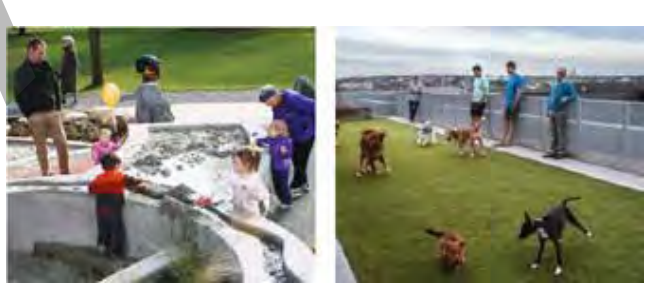


Figure 23: Water Play & Dog Park

DRAFT

ii. Cecile Bend Park

Cecile Bend Park (Fig. 24 & 25) is an important open space shared by the Woodland Park community. Here, a number of programmed open spaces offer a range of opportunities for the local residents and the surrounding neighbourhoods.

The various programmed areas include an arrivals plaza, a natural amphitheater, passive open lawn areas for flexible use and sports, a play area for the community at large, a community stage, picnic areas, a fenced off-leash dog park, and outlooks into the adjacent ESA areas and mature tree stands. The park connects with the Multi-Use Park Trail. The park allows for daily use, as well as seasonal community events such as movie night, farmers markets and cultural celebrations. These open spaces are envisioned to be used by a range of age groups and group sizes, and with opportunities for programming through all seasons



Figure 24: Cecile Bend Park



Figure 25: Cecile Bend Park

iii. Multi-Use Park Trail

The Multi-Use Park Trail (Fig. 26 & 27) of Woodland Park is an important aspect of the open space network. The whole community of Woodland Park is connected via a 2-3m wide multi-use trail. The trail will be universally accessible wherever feasible. The trail connects to a number of nodes, dedicated parks, ESA areas, residential areas, as well as a number of parklets. These parklets allow for the community to stop along the path to enjoy a range of programmed spaces, which may include public art, adult fitness areas, play spaces, public courtyards, gardens and nature outlooks.

In addition to the Multi-Use Park Trail, each neighbourhood offers a number of pathways, secured via rights of way in the neighbourhoods, to further the interconnectivity of the community.



Figure 26: Multi-Use Park Trail



Figure 27: Trail Networks

DRAFT

c. Open Green Space

The master plan will contribute generous publicly accessible open green space (Fig. 28) for all residents and the wider community, improving the pedestrian experience and promoting physical wellness.

The development results in open green spaces between buildings that greatly exceed typical urban developments, making the form of development more suburban than urban in its relationship to the adjacent and surrounding single-detached neighbourhood.



Figure 28: Open Green Space

2.8.4 Landscape

a. Landscape Character

The overall landscape character of Woodland Park (Fig. 29) has been developed to be one of the key defining character elements within the community. Inspired by the current cultural landscape of Woodland Park, the coastal rainforest and local materials, the landscape character is envisioned to be an important unifying element amongst the five distinct neighbourhoods. This approach will ensure that the community as a whole, reads as one unified place.



Figure 29 : Landscape Character

b. Planting and Habitat

The planting approach will be a defining element to the landscape character (Fig. 29 & 30). Inspired by the plant systems of the Pacific Northwest, a range of plant pallets will use used with consideration of seasonal interest, maintenance, adaptability, drought tolerance and re-wilding principles. These plant pallets will include naturalized habitat plantings, pollinator plantings, park plantings, and plantings associated with private open space. Wherever possible, healthy mature existing trees will be retained. The overall canopy coverage area for the development will range between 30 – 40%, increasing with the maturity of the proposed trees. Naturescaping strategies will be integrated into all aspects of the open space design including the preservation of mature trees, the preservation of existing environmentally sensitive areas, the integration of diverse ecological systems, and rainwater management strategies. The plant and tree selection will be carefully determined in order to foster rich bird habitat. Elements for bird nesting and bird baths will be incorporated in the overall naturalized character of the bio-habitat.

DRAFT



Figure 30: Site Materials

c. Site Materials

The materials throughout the community will be a unified element (Fig. 30). Selected to complement the architecture, the paving materials will allow for a range of types, based on the intended use, to contribute to the overall character, and enrich and unify the public realm. Materials within the open space network shall also be selected in consideration of their response to sustainability, with a focus on mitigating climate change, improving social health and well-being. The furnishings in the public realm will consider existing wildlife and will be resistant to negative impact (e.g., wildlife resistant garbage containers).

d. Site Programming

Program amenities for the open space network will be part of a broader community-focused open space strategy that includes a series of open space types, including the preservation and enhancement of environmentally sensitive areas, the provision of an extensive neighbourhood trail network (Fig. 27), accessible open spaces, neighbourhood scale public parks, semi-public open space areas and private open space associated with the ground orientated units. The open space network will provide a range of programming opportunities to serve all members of the Woodland Park community including passive, active and cultural activities. Park amenities should aspire to foster a sense of community and attract the widest range of ages, abilities and interests, through all times of the day and year, and shall allow for health and wellness activities for all ages and interests.

e. Rainwater Management

To limit the demand for resources, reduce the overall contribution to climate change and to create a community that is mindful of natural systems, a robust rainwater management approach will be applied to the open space network. Through design, the enhanced rainwater management system will use a series of measures within the open space network to capture, convey, infiltrate and reuse the rainwater within the site.

As currently proposed the intention is to manage water according to three tiers of effectiveness (Fig. 31):

- Tier 1 : rainwater is encouraged to flow and infiltrate into the ground in line with the natural hydrological process.
- Tier 2 : soils exist but are limited in depth and does not have the same connection to the natural hydrological cycle.
- Tier 3 : the collection points for larger rainwater detention and reuse systems proposed for the project.

In all instances rainwater will flow from Tier 1 strategies to Tier 3. In this way rainwater has every feasible chance to be infiltrated before being finally managed by grey infrastructure.



Figure 31: Rainwater Management

DRAFT

f. Site Grading

The natural topography at Woodland Park is a defining characteristic. The open space will be designed to respond to this natural topography. This will ensure the open space is connected to the natural landscape and will provide an open space that is unique to Woodland Park.

2.8.5 Streets, Sidewalks & Public Realm

The streets and sidewalks (Fig. 32) of Woodland Park serve as an important aspect of the community, not only for circulation, but also connectivity and the overall outdoor experience. For the community, a bi-directional bike lane is proposed along Cecile Drive and Angela Drive, as well as a robust planted boulevard and separated sidewalks.



Figure 32: Streets and Sidewalks

a. Boulevards

A number of trees exist along the sidewalks. Based on the arborist report, some trees will be determined as high quality and will be retained, while others, deemed as poor quality will be replaced with high value boulevard trees. New boulevard trees should follow minimum spacing and soil volume requirements as set out in applicable City guidelines.

With the adjacent parks and public open spaces, a series of parklets will be located along the boulevard (Fig. 33). These areas will allow for seating nodes as well as a strong connection to the community of Woodland Park.



Figure 33: Boulevards

b. Mews Street

The streetscape within the Mews neighbourhood is envisioned as a shared space between pedestrians and vehicles (Fig. 34). This street will provide the standard vehicular services required for the associated community including emergency access, parkade entry ramps, as well as delivery and drop offs to the building entries. Parking within this streetscape will be limited to emergency vehicles and short-term loading areas to limit the number of vehicles within the open space area. While this streetscape accommodates these daily uses, the street is designed with the intention to be a welcoming place for the local residents to walk and cycle through the heart of the community.



Figure 34: Mews Street

The use of specialized materials and traffic calming measures will ensure the vehicular movement and overall character is in consideration of this shared use approach. This pedestrian connection will be further informed with a bold crosswalk connection that extends the Mews north to the adjacent Hub Park.

DRAFT

c. Public Realm

Universal Accessibility: Wherever possible, all common areas of a multi-residential development site are to be accessible by persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

d. Lighting

A comprehensive lighting plan will be required that addresses the integration of lighting for the neighbourhood that provides sufficient lighting for streets, sidewalks/ walkways, public open spaces. Key considerations include:

- Lighting on site of walkways, common areas, public entranceways and buildings should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.
- Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.
- Site lighting shall be of a design which minimizes light pollution and prevents "light-spill" onto adjacent properties, into the bedroom areas of dwelling units on the site and into the naturalized portions of the site.
- All lighting should be compliant with Dark Sky and energy efficiency standards.

e. Utilities

All utilities including transformers will be underground wherever feasible. Where utility elements, including transformers, gas, venting etc. are at grade, they shall be so located to limit their visual impacts, e.g., within buildings, appropriately screened (landscaping, fencing, vinyl wraps etc.) setback from pedestrian pathways and the public realm.

2.8.6 Public Art

Supporting the City's theme of "City of the Arts" and contributing to the distinctive character of each of Woodland Park's neighbourhoods and open space network, public art will energize the public realm and support the flow and integration between public spaces (Fig. 35). Envisioned as an active, pedestrian-oriented feature, a collection of public artworks that includes sculptures, sculptural series, as well as integrated and functional artworks, will activate the broader public realm, to create a distinct sense of place, and promote healthy living, encouraging people to explore, gather, interact, and engage with the artwork on display.



Figure 35: Public Art

DRAFT

3. Development Permit Area 2: Moody Centre

3.1 Purpose Of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

3.2 Justification

Description of Heritage Value and Heritage Character

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 early commercial core along Clarke Street, located near the junction of the railway and working waterfront, developed at a time when Port Moody was growing rapidly as a mill town. The heritage value of the Clarke Street commercial area is associated with its development as an early twentieth century small resource industry town in the pre-automobile era. A number of significant commercial, residential and institutional buildings have survived in Moody Centre, many of them typical of a working mill town with modest vernacular architecture. The heritage character of the Clarke Street commercial core is defined by its pedestrian orientation and unified streetscape consisting of one and two storey wood frame commercial buildings built close to the street frontage.

In response to the emergence of the automobile, St. Johns Street, one block south of the Clarke Street commercial core, later developed as a service corridor and throughway linking Port Moody with the Lower Mainland. The buildings on St. Johns Street were constructed to higher densities and were larger in scale to service the greater traffic volume. Residential neighbourhoods were developed adjacent to the downtown and were based on the imposition of a regular grid system on irregular topography and the development of houses on spacious lots with rear lane access. Houses were typically of wood frame construction, modest in form and scale and often included the use of pitched roofs, porches and verandas, wood siding and wood sash windows.

Vision for Development in Moody Centre

The City wishes to reflect this history in the future development 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. 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.

Moody Centre is regarded as an area 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.

With the presence of the SkyTrain Line through Moody Centre, the area is anticipated to evolve into a walkable, mixed use village with local serving shops and services and a mix of housing types concentrated near local transit hubs.

Objectives of the Moody Centre Development Permit Area

Given the diverse character of Moody Centre, the objectives of this Development Permit Area designation are:

- to retain the single-detached 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 intensive residential development respects the character of surrounding low density residential uses through siting, design and exterior finishings
- to discourage single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street

DRAFT

- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from around the region
- to integrate transit-oriented development principles as part of the redevelopment of Moody Centre, particularly in those areas within a 400 to 800 metre radius of transit stations
- to encourage a variety of building forms and architectural diversity while still providing for an overall cohesive neighbourhood.

These objectives provide the basis for a set of design guidelines to be applied to all forms of intensive residential development, commercial, and community/ public uses within DPA 2. Intensive residential development forms include:

- multi-residential forms (townhouse, low rise apartments);
- two-unit dwellings (duplex); and,
- intensive residential development on small lots zoned RS1-S (principal dwelling and accessory dwelling unit).

As shown in Schedules 1 and 2, DPA 2 includes the historic commercial and residential areas of the City between Albert Street/Barnet Hwy and James Road and south of Burrard Inlet to the Chines area. As shown on Map 3, DPA 2 also includes the Moody Centre Heritage Conservation Area (the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial and adaptive commercial uses) and the Moody Centre Heritage Character Area (a larger area between Albert Street and Williams Street consisting largely of single residential homes with some commercial uses).

3.3 Intensive Residential Development - Multi-Residential Forms

3.3.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.3.2 Form And Character of Development

3.3.2.1 General Guidelines

All design guidelines pertaining to the form and character of multi-residential residential development in DPA1 apply to multi-residential residential development in DPA2, as follows:

a. Building Materials

i. Low-rise Development

Low-rise development refers to building forms up to 6 storeys in height. Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish. Materials such as reflective glass, metal sheeting, and fiberglass are not preferred. Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Along St. Johns Street and within the Moody Centre Station Transit-Oriented Area – Core area where a more urban form of development is encouraged, building materials for multi-residential low-rise development should be consistent with section (ii) below.

ii. Mid-rise and High-rise Development

Mid-rise development refers to building forms ranging from 6-19 storeys. High rise development refers to building forms 20 storeys and above. Building materials for mid-rise and high-rise development exceeding six storeys in height should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass. Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

DRAFT

b. Building Foundations

Concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances. Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- exposed aggregate finish and/or camouflaged with adequate landscaping

c. Building Form

Towers should display interesting articulation and fenestration in order to create a quality design facade. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Where low-, mid-, and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] should ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

d. Building Colours

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, grey, beige, sepia, ochre, and yellow are encouraged. Bright, fluorescent or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings. The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim. Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development. Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the colour scheme of the site's principal building(s).

e. Compatible Elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials, and roof lines.

f. Human Scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

g. Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, and/or vertical elements to break up the horizontal scale of the building and delineate individual units, changes in material/colours, and creative design of balconies. Entrances to ground-oriented units should be easily identifiable and include front doors that face the street.

h. Rooflines

All buildings in low-rise developments should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets. For mid-and-high rises, the roof shape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building. All larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

i. Bird-Friendly Design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

DRAFT

j. Incorporating Natural Systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment (e.g., sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption). Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

k. Children's Play Area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced. Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- separation of play areas for pre-school and older children, if possible

l. Parking Areas – Location

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Within the Moody Centre TOD Area, required off-street parking should be underground. Pedestrian pathways and vehicle access should be clearly separated. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Exposed surface parking is discouraged. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

m. Parking Areas – Materials

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment, (e.g.,, pavers, stamped concrete, or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the volume of stormwater runoff.

n. Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a solid or lattice wood fence which features landscaping along its perimeter. All locations where residents are accessing garbage/recycling areas should be barrier free. All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

o. Fencing

Any fencing on-site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for fencing any residential site. However, residential sites abutting a public pathway or public park/green area may use chain-link perimeter fencing, or bollard fencing, when such fencing is coloured, and of a design that is compatible with a residential context. During a construction phase, any perimeter chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

p. Transition Areas

Multi-residential residential developments abutting single-detached houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-detached housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials, and landscaping. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, Spring, and Hope Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

DRAFT

q. Design Repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-residential residential areas. To this same end, designs for multi-residential residential buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development. To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

r. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

s. Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

3.3.2.2 Historic and Heritage Character Buildings

Moody Centre Heritage Conservation Area

Portions of Moody Centre have been identified by the community as having special heritage value and heritage character. Pursuant to subsection 614 (1) and (2) of the Local Government Act, a portion of Moody Centre has been designated as a Heritage Conservation Area to provide for the long terms protection of its heritage resources. The Heritage Conservation Area (HCA) is contained within the broader Development Permit Area for Moody Centre and includes the core heritage area west of Kyle Street consisting of multi-residential residential, historic commercial, and adaptive commercial uses. The boundaries of the Moody Centre HCA is shown on the maps included in Schedules 1 and 2. The Moody Centre HCA contains a concentration of heritage buildings, including four designated properties and 18 properties listed on the heritage register. Exterior alterations to these legally protected heritage properties are subject to the *Standards and Guidelines for the Conservation of Historic Places* (Parks Canada 2003).

The remaining properties in the HCA are considered to be non-heritage but still significant because they contribute to the overall character of the Moody Centre core historic area. For this reason, Design Guidelines have been prepared to guide exterior alterations and new construction for the non-heritage properties within the Moody Centre HCA. These Guidelines have been developed to preserve the character of Moody Centre by managing change – not preventing it. The Guidelines recommend that existing non-heritage buildings be renovated in a way that is consistent with their era of construction and context; it is not intended that inappropriate ornamentation be applied to to non-heritage buildings to achieve a "heritage look".

The Moody Centre Heritage Conservation Area Guidelines are included as Appendix 4 in this Official Community Plan document.

Moody Centre Heritage Character Area

A Heritage Character Area has also been identified encompassing a larger area surrounding the core HCA which includes multi-residential, commercial and mixed use commercial/residential uses. Both the Heritage Conservation Area and Heritage Character Area for portions of Moody Centre are illustrated on the map in Schedule 2. Design Guidelines for development of properties within the Heritage Character Area are contained throughout section 3 of the DPA 2 Guidelines.

Portions of Moody Centre outside the Heritage Conservation Area and the Heritage Character Area contain some heritage character buildings, most of which have not been formally identified as heritage sites by either the municipality or the Province. However, they are important to address in any design guidelines for the area because

DRAFT

they present important opportunities for the preservation of heritage character in Port Moody, and for ensuring the complementary integration of new development within this area.

a. New Development

In addition to the preservation of heritage character buildings, the City encourages new and infill development to achieve a form and character which is compatible with the style, era and character of historic buildings. With respect to new multi-residential residential development or infill buildings in the Heritage Character Area, the following design criteria apply:

i. Setbacks

The compatibility of setbacks with existing conditions on the blockfront.

ii. Additions

The use of historically accurate add-on structures as the principal means of making an addition to existing historical buildings, while protecting their heritage value. The addition should be physically and visually compatible with, subordinate to and distinguishable from the historic building.

iii. Building Form

Except for major new community/public use buildings where complexity of form may be require the form of a new building in infill development should echo the simplicity/complexity of other heritage character building forms on the street.

iv. Building Height Transitions

Building height transitions shall be used to ensure compatibility between multi-storey buildings and lower intensity development on adjacent properties.

v. Rooflines

Roof forms for new residential buildings can vary, but should relate to neighbouring historic buildings in terms of type, roof pitch, level of complexity, and materials.

vi. Building Face

New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). On residential buildings, most windows should have a vertical proportion (being taller than they are wide).

vii. Heritage Character Features

New development should be compatible with the style, era and character of surrounding historic buildings.

viii. Lighting

The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. In residential areas, lighting should be restricted to porch lights for private outdoor areas, and security lighting to illuminate pedestrian pathways and parking areas, both of which should be of a design so as to prevent light-spill onto adjacent properties.

ix. Crime Prevention

Guidelines for Crime Prevention Through Environmental Design should be followed.

x. Accessory Structures

Accessory Structures should be compatibile with the principal building.

xi. Utility elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers should be placed in unobtrusive locations on site or screened with landscaping, or fencing, or both.

xii. Signage

Signage materials and colours should be compatible with surrounding historic buildings. Residential signs can be freestanding signs placed perpendicular to the house in the front yard, or small projecting/flat signs attached to the wall at the first floor. Backlit acrylic signs are not appropriate.

DRAFT

xiii. Spacing of Buildings

The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

xiv. Parking

Surface parking should be limited to driveways which occur to the side and rear of the building.

xv. Fencing

New/infill development should incorporate fencelines/walls when adjacent to historic properties with fencelines/walls, and the fencing should be of compatible materials and colours. Chain link fences are not acceptable.

b. Restoration of Buildings

Owners of properties containing historic buildings or heritage character buildings are encouraged to evaluate the architectural value of each structure prior to any major renovation or addition, to changes to the site layout of the property, or to any building improvements which will alter the facade of the building. Owners are encouraged to research their properties by consulting historic photographs or archival records before undertaking any work.

Any facade change is encouraged to remain in keeping with the architectural traditions found on the site. Specifically, this may be accomplished by:

- returning the exterior of the building to its original condition
- making renovations which are sympathetic to historical styles
- making improvements which maintain architectural styling of the building and provide for its longevity.

3.3.3 Landscaping

a. Natural Landscape Areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

b. Landscape Groundcovers

Areas of a multi-residential site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf or other similar types of soft materials as the primary ground cover is not acceptable.

c. Interplanting for Expanses of Paved Areas

Areas of a multi-residential site which are paved should have clusters of trees and/or other landscaping or alternate paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas.

Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

d. Conservation of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

e. Landscape Screening/Buffering

Landscaped screening should be provided between all multi-residential development and adjacent single-detached areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed so as to restrict noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

DRAFT

f. Amenities

All common outdoor areas on-site should be landscaped, and provided with seating.

g. Landscaping Materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

h. Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

3.3.4 Livability

a. Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- retain or create view corridors from the subject site, wherever possible
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

b. Balconies/Decks

All multi-residential dwelling units should be provided with private outdoor space in the form of decks, patios, and balconies. Balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Balconies for multi-residential units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

Balconies/decks will be configured so as to minimize visual intrusion or shadowing from adjacent commercial/ mixed-use buildings.

c. Screening of Entrances

Outdoor private entrances to multi-residential townhouse units will be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

d. Bicycle Storage

Appropriately located secured storage for bicycles is encouraged.

e. Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

f. Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.3.5 Circulation And Access

a. Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas.

b. Universal Accessibility

Wherever possible, all common areas of a multi-residential development site are to be accessible to persons with

DRAFT

physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Access to Natural Amenity Areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

d. Lighting

Lighting on site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

e. Vehicular Access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

f. Pedestrian Pathways

Interference between pedestrian movement/pathways and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

3.3.6 Residential Development in Proximity to a Railway Corridor

These guidelines apply to residential development on properties within 100 metres of a railway corridor.

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

a. Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

b. Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

c. Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public

DRAFT

art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

d. Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

e. Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

f. Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

g. Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

h. Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e., use of punched windows instead of a window wall or curtain wall) should be considered.

i. Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

j. Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

k. Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

DRAFT

3.4 Intensive Residential Development - Two-Family Dwellings

3.4.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.4.2 Form and Character of Development

a. Building character

New two-unit dwellings/duplexes should respect the character of surrounding residential uses in terms of their siting, design, scale, massing and height. Side-by-side dwelling units should be individuated as much as possible and take the form of separate units rather than a single monolithic structure. "Mirror image" facades are discouraged. For up/down or front to back forms this appearance may vary, though the scale, massing and height should also take into account the neighbourhood's character.

b. Unit configuration

Side-by-side, mid-block two-unit developments can be broken up by articulating/offsetting the front elevations. Two-unit dwellings on corner lots should be designed so that they address both frontages equally, i.e., the entrance to one unit fronts onto the primary street, with the second unit fronting the flanking street.

Front to back two-unit dwelling units should be staggered so as to provide some visibility from the fronting street, and to provide a greater opportunity for usable private outdoor space than just the linear spaces along each side of the units.

c. Building form, materials and detailing

Building materials should be residential in character. Acceptable materials include, wood, standard dimension brick, stone, hardiplank siding and shingles which simulate a wood appearance. The use of two or three types of cladding material, architectural detailing and or accent colours should be considered, particularly on street fronting elevations. Architectural elements and detailing should be carried around to the side elevations.

Colours can also help to differentiate one unit from another, though the number of colours should be limited to no more than three (3) and be in keeping with the common colour palette of the surrounding area. Additional colours should be used only as accents or trim.

As an architectural feature, particularly for windows visible from the street, incorporate wooden or high quality vinyl windows with muntins and mullions. Similarly, the appearance of front doors should be of a quality appropriate for a street facing elevation.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Natural gas fireplaces should have the gas flue encased in a chimney structure that extends beyond the roof lines.

Exposed concrete foundations should be kept to a minimum and where present should be finished with brick, paint, sandblasting, exposed aggregate finish, and/or screened with adequate landscaping.

d. Massing

The portion of the development fronting the street should be a maximum of two storeys. Where third storeys are proposed they should be setback from the second storey and/or enclosed within the roof structure.

e. Site topography

The integration of a development into the natural topography of the site is a key element in ensuring it fits into its immediate surroundings. Duplex developments are encouraged to step the buildings and units harmoniously with the natural grade of the site.

f. Roof structures

Sensitively varying the roof structure between the two units is encouraged in order to highlight unit individuality and break up its massing, though care should be taken to ensure that roof lines are not too "busy". The roofline can also be broken up by incorporating dormers, gables and architectural detailing. Deep roof overhangs should also be incorporated where appropriate. Monolithic roof structures which span both units are strongly discouraged.

DRAFT

3.4.3 Landscaping

a. Natural Landscape Areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

b. Landscape Groundcovers

Areas of a multi-residential site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs, and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary ground cover is not acceptable.

c. Interplanting for Expanses of Paved Areas

Areas of a multi-residential site which are paved should have clusters of trees and/or other landscaping or alternate paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/ amenity areas. Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

d. Conservation of Mature Vegetation

The retention of mature vegetation on-site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

e. Landscape Screening/Buffering

Landscaped screening should be provided between all multi-residential development and adjacent single-detached areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed so as to restrict noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

f. Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

g. Landscaping Materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

h. Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images.

Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development. Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site. Free-standing signage will be limited to a height of approximately 1.8m (6ft) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs, or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

DRAFT

i. Weather Protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible. In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

j. Street Furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

3.4.4 Livability

a. Entrances, porches and verandahs

Front doors should be the dominant feature facing the street, with front porches and verandahs encouraged as a means of encouraging neighbour interaction. Front porches, where included, should have a minimum width of 2.0 metres (6.5 ft.) and be limited to a single storey in height. Verandahs and porches should having a minimum 1.5 metre (5.0 ft.) depth and also include wooden or metal railings and balustrades, as appropriate.

Ground level private outdoor spaces are preferred to balconies and decks to maximize access to privacy and light for adjacent properties.

3.4.5 Circulation And Access

a. Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

b. Universal Accessibility

Wherever possible, all common areas of a multi-residential development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Access to Natural Amenity Areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse, or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

d. Lighting

Lighting on-site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible. Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

e. Vehicular Access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

f. Pedestrian Pathways

Interference between pedestrian movement/pathways and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

g. Access to Adjoining Sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

DRAFT

3.5 Intensive Residential Development on Small Lots Zoned RS1-S

3.5.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.5.2 Purpose

The purpose of the Moody Centre Intensive Residential DPA Guidelines is to guide the form and character of intensive residential development on RS1-S zoned parcels in the Moody Centre Heritage Character Area. Development on small lots zoned RS1-S includes a principal dwelling and an additional secondary dwelling unit. Prior to construction of new, or additions to existing, principal buildings or additional secondary dwelling units, an owner of a property located within DPA 2 must apply to the City for a Development Permit.

Residential infill and the creation of small lots will lead to the sensitive densification of the existing residential character area in Moody Centre. Infill may occur incrementally on a lot-by-lot basis, often involving heritage properties, or those with potential for heritage retention, and within close proximity to existing buildings. Infill housing may include new construction of single detached dwellings on subdivided property on lots larger than 325m^2 (3,498ft^2) with the intent to increase housing choices and affordability within neighbourhoods.

3.5.3 Objectives

The City's OCP has a vision of creating a complete community that includes increasing density and the diversity of housing across the City while protecting heritage and maintaining a small town feel.

The objectives of these guidelines is to:

- provide guidance for the continued use of Moody Centre's historical large lot residential configuration in a modern context that will accommodate small-scale residential infill development
- manage the general character of development, including siting and form, landscaping, and the exterior design and finish of buildings and structures
- reinforce the traditional character of Port Moody's historical residential areas
- create a vibrant street presence
- support sustainable design
- protect heritage buildings through additions to the City's Heritage Register and/or heritage designation bylaws
- integrate new infill development with the existing character neighbourhood
- provide new housing forms that are affordable and appropriate to the needs of different groups and demographics
- support growth through small, adaptive, and gradual change;
- increase the quantity of detached dwelling lots while providing other options
- meet changing needs, wants, and values of existing and future residents throughout the life cycle (e.g., the need for ground-oriented housing for families with children, the desire for smaller houses and yards for seniors, couples, empty nesters, or singles)
- make optimal use of neighbourhood infrastructure (i.e., schools, water, and sewer).

3.5.4 Application

Intensive residential development 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. These guidelines apply to:

- small-lot residential development under the RS1-S zone (new, or additions to existing, principal buildings or additional secondary dwelling units)
- retention of heritage buildings
- new forms of infill development.

DRAFT

3.5.5 Form and Character of Development

a. Site Planning

The natural site conditions of slope, landform, hydrology, and other characteristics should be assessed, and housing should be designed to fit with these features.

Existing mature vegetation and other natural features should be retained where feasible as part of the site layout. Arborist reports and site plans are required to confirm the siting and health of trees, and replacement trees are required in accordance with the City's Tree Protection Bylaw.

b. Siting

Buildings should be oriented to maximize passive solar design opportunities, and minimize overlooking of adjacent residential properties though building heights, careful placement of windows, balconies/decks, and landscape screening.

Privacy of and sunlight into neighbouring backyards should be respected.

The principal dwelling should be sited close to the minimum front yard setback line to allow for more internal open space.

c. Architectural Style and Details

Varied appearances that reflect the character of the surrounding neighbourhood should be used.

A scale that is sensitive to surrounding homes should be maintained.

Building design, materials, colours, and landscaping that reflect elements found in the surrounding residential area should be used. This includes elements such as pitched roofs and detailed trim work.

Articulation of building facades, particularly facing the street, with bay windows, recessed porches, overhangs, and roof canopies is encouraged. Street front porches or verandas are suggested as architectural features to define entryways and as usable outdoor space.

Visual variety should be provided along streetscapes by varying individual unit designs.

d. Colour

Building colour palettes that are cohesive and sensitive to surrounding residential buildings are encouraged. Older character homes often have painted wood surfaces – siding or shingles, using muted colour schemes with one or two stronger accent colours on trim elements.

e. Building Materials

Durable, high quality materials should be used.

f. Openings (Windows and Doors)

A clearly defined main entrance should be provided for each principal building that faces a public road.

Building entrances should be clearly defined through the use of lighting, architectural details, colour, paving texture/ materials, landscaping, or other similar features.

Entryways should be clearly visible from the fronting street.

Windows should be architecturally compatible with the building style and materials.

Window surfaces should be recessed from the face of the building wall. Acceptable alternatives to recessed windows include the use of prominent window trim as highlights, or projecting sills and/or lintels.

g. Roof Design: Form and Materials

Pitched roofs are the predominant traditional roof design for residential buildings in Moody Centre; alternative roof design may be considered when effectively integrated into an overall building design that complements the surrounding neighbourhood.

h. Accessibility and Connectivity

A maximum area of parking for a single driveway/parking pad must not exceed 2.6m by 5.6m. The use of non-permeable materials is discouraged but will be considered with the inclusion of intermittent soft landscaping.

Principal building entrances should be connected to the public sidewalk or street edge with safe, accessible, hard surface, permeable walkways.

DRAFT

3.5.6 Landscaping

Site planning and design should be guided by the identification and preservation of existing trees, and natural features. Retention of mature trees and vegetation is strongly encouraged where feasible.

On-site landscaping should create a streetscape that is green and welcoming and includes a combination of shrubs, perennials, trees, and grassed areas. New landscaping should respect neighbouring property views, sunlight, and privacy.

The design and materials used in fences should complement the principal building design. Fences that are adjacent to the street or located in the established front yard should be somewhat transparent (i.e., picket type fence) and should be in combination with landscaping along the street edge. Solid board, concrete block, and chain-link fencing is not permitted in the established front yard area.

All landscape materials must comply with the City's Naturescape Principles Policy. The use of native, drought tolerant plants is preferred.

Landscape groundcover plants should be used, as opposed to mulch, gravel, or rocks.

Integrated rain water management features should be used (i.e., permeable pavers, pervious asphalt/concrete, reinforced paving/grass) to increase site permeability.

3.6 Commercial Uses

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

3.6.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.6.2 Form and Character of Development

3.6.2.1 General Guidelines

The historic downtown core of Port Moody, primarily located adjacent to the waterfront along Clarke and St. Johns Streets, is included within the Moody Centre Heritage Conservation Area (HCA). The form and character of commercial development for properties within the HCA, as identified on Map 3, shall adhere to the Design Guidelines for the Moody Centre Heritage Conservation Area included as Appendix 4 of this document.

Guidelines in this subsection (3.5.2.1) apply to all new commercial development outside of the Heritage Conservation Area of Moody Centre.

New commercial development should meet the following general guidelines:

- contribute to the economic revitalization of this area
- provide opportunities for retail and office uses which serve a City-wide and regional catchment area
- maximize opportunities for public enjoyment of the area's natural amenities and views
- maintain the environmental integrity of the area
- provide for a diverse and visually interesting streetscape which will attract visitors and tourists as well as local shoppers
- encourage a pedestrian environment
- demonstrate sensitive and exemplary design and landscaping
- where renovation of heritage commercial buildings occurs, retain the heritage features of the site and of the external building(s).

The form and character of commercial development in the Moody Centre TOD Area will differ significantly from that in the Historic Commercial Area in that it will occur in mixed use buildings accommodating high-density residential or office uses. The following guidelines set out how these general guidelines will be met.

New commercial development outside of the TOD Area will also meet the following general guidelines:

- ensure building design is compatible with and yet distinct from the heritage character of the adjacent area
- maintain the appearance of small-scale, retail frontage that is compatible with the surrounding area.

DRAFT

a. Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, boardwalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable. Building setbacks should be compatible with existing conditions on the blockfront. For the Moody Centre TOD Area, the intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. All required parking should be underground.

b. Spacing of New Buildings

The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

c. Building Form

Except for major new community/public use buildings where complexity of form may be required, the form of a new building in infill development should echo the simplicity/complexity of other building forms on the street.

d. Street Wall

Streetscape variety that encourages a pedestrian orientation is encouraged. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances. Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness, as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities.

e. Building Face

New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). Retail frontages should be transparent and reinforce the scale of a walking, shopping street. Ground floor glass storefronts should generally have more horizontal proportions than upper-storey windows.

f. Small Store Frontages

The creation of small store frontages is encouraged. For larger commercial buildings with building faces that exceed 20 metres in length, variations in the design, colour, and/or texture of the building will be required. Long continuous wall fronts should be varied and articulated and feature numerous entranceways in order to simulate a series of store frontages, and add visual variety, distinctiveness, and human scale. Projecting elements such as awnings, canopies, and arcades that protect pedestrians from the weather are effective means of integrating the building with adjoining pedestrian areas, adding 3-dimensional interest to the facades, and enhancing the sense of entry into a building. Clear or translucent materials for building overhangs are encouraged where appropriate to provide shelter while maintaining natural light on the sidewalk. If required off-street parking is provided at grade, then it is to be located at the rear of the site. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment is intended. Underground parking is encouraged.

g. Fenestration

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for windows and openings, and by providing differing shapes and sizes of windows between storeys. Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full face of the building, but reflective glass at ground level is not acceptable. Windows that are recessed or protrude from the frontal plane of the building are encouraged. Ground levels of commercial buildings on the front and flanking streets should be transparent for the main part, up to a minimum height of 3m (10 feet) to maximize visibility between streets, sidewalks, and buildings.

h. Entranceways

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.

DRAFT

This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width
- the use of recession, hoods, or framing, or distinctive materials for the door(s) to provide for individuation along the block front and must be compatible with the overall style of the commercial building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

i. Design Repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the block fronts within commercial areas. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another. To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors; colours; and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

j. Building Height Transitions

Building height transitions shall be used to ensure compatibility between multi storey buildings and lower intensity development on adjacent properties. Buildings should be articulated and sculpted to provide a creative and sensitive transition in scale to neighbouring uses. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

k. Rooflines

False fronts and other artificial rooflines that are not an integral component of the architectural design should be avoided. Rooflines should be compatible with existing conditions on the blockfront. Gable, mansard, and hipped roofs and dormers, facing either the front or flanking street are permitted. All buildings having a pitched roofline or parapet should have a minimum slope of 5 in 12.

l. Building Materials

A single primary building material should be used for any building facade visible from the street. Contrasting accent materials are acceptable. The types of materials which reflect a traditional image include:

- horizontal clapboard
- channel siding (wood comparable) with a narrow dimension
- smooth-finish stucco
- split-granite
- traditional molded or pressed brick.

Exposed concrete block and giant brick is not acceptable as primary building materials along the ground plane (first two storeys). Any exposed concrete used for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- aggregate finish
- and/or camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

m. Building Colours

For smaller commercial buildings with building faces that are 20 metres or less in length, building colours should generally be limited to one colour except for accent or trim. For commercial developments with larger street frontage, the use of several colours is encouraged in order to break up the frontages. A range of colours within a traditional palette is acceptable. These colours would include ochre, brown, grey, pale blue, green, yellow, and white. Bright primary colours or fluorescent tones are not acceptable. Mural paintings, graffiti, stenciling, and bold painted geometric designs on walls visible from the street are discouraged. Mural paintings will only be considered where it can be clearly demonstrated

DRAFT

that they fit into the heritage theme of the area. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details. Canopies and awnings should be incorporated into and be compatible with the design and overall colour scheme of the building.

n. Lighting

The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. Lighting for heritage character buildings should be restricted to sensitively located floodlights or light bollards which highlight signage or pedestrian walkways, and security lighting which prevents light-spill onto adjacent properties.
Site lighting of buildings, walkways, parking lots, common areas, and all other areas where lighting is required should be of a type and standard which:

- maintains compatibility with the heritage character of the Heritage Character Area;
- orients lighting to maximize lighting efficiency and eliminate blind spots or dead zones; and
- prevents "light-spill" onto adjoining properties.

o. Crime Prevention

Guidelines for Crime Prevention Through Environment Design should be followed.

p. Accessory Structure

Accessory structures should be compatible with the principal building.

q. Utility Elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers should be placed in unobtrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

r. Signage

Signage materials and colours should be compatible with building design elements. Commercial signs or signs for commercial buildings that are not set back from the street can be flat wall signs located above the storefront; small projecting signs; window signs; or lettering on awnings/canopies. Commercial signs for buildings set back from the street are similar to residential signs. Roof signs, large projecting signs, and flashing/strobe signs are not acceptable. Internally illuminated plastic signs will only be considered acceptable where it may be clearly demonstrated that they are compatible with the building design, and also do not appear out of character with adjacent developments. Free standing signs are not acceptable. All signs are required to be in conformity with the City's Sign Bylaw. In new developments, sign location, type, and materials will be formalized as part of the Development Permit process.

s. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

t. Diversity of Frontages

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building. Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

DRAFT

3.6.3 Landscaping

a. Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials as a primary ground cover is not acceptable. Compliance with the City's Naturescape Policy is required. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches in size should be used.

b. Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles. This can be achieved by means of a solid wood fence or landscaped screen, or both. All locations where residents are accessing garbage/recycling areas should be barrier free. All roof mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design.

c. Perimeter Fencing

Chain-link perimeter fencing is generally not acceptable. However, any commercial site abutting a public walkway, or a public park/green area may use chain-link fencing that it is appropriately coloured, and of a design compatible with an urban commercial context. During construction phases, any perimeter chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months. New/infill development should incorporate fence lines/walls when adjacent to historic properties with fence lines/walls, and the fencing should be of compatible materials and colours. Chain-link fences are not acceptable.

d. Parking Areas

Exposed surface parking is discouraged. When it is necessary to locate at-grade parking adjacent to a walkway or a roadway, the parking area should be adequately screened or landscaped, or a combination of the two. Surface parking areas should be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

e. Use of Both Natural and Contrived Landscape Treatments

Landscaping in this area should reflect a combination of both natural and urban treatments shown on a formal landscape plan prepared by a landscape professional. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

3.6.4 Circulation And Access

a. Pedestrian Weather Protection

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

b. Treatment of Pedestrian Surfaces

Surface materials and landscaping are to be used for on-site pedestrian circulation in such a manner that important site features are highlighted, and that public circulation areas are clearly differentiated from semi-public areas. All pedestrian surfaces should be surfaced in concrete or in pavers, with accents, decorative paving stones, or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

DRAFT

c. Universal Accessibility

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

d. Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

e. Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

f. Access to Adjacent Sites

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

g. Accessibility to Public Areas

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

h. Vehicular Access

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

i. Pedestrian Pathways

Wherever pedestrian pathways on-site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing. Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

j. Public Plazas and Open Space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

3.7 Highway Commercial

These guidelines apply to "Service Station Commercial" and "Automobile Sales and Service" zones under the Zoning Bylaw and located along St. Johns Street.

3.7.1 General Guidelines

Highway Commercial uses typically require sites that abut major roads, and are large enough to accommodate on-site parking that is easily visible and accessible to drive-by traffic.

Because these uses lie along the City's "main street" (which is also a Provincial Highway), it is critical that development or redevelopment occurs in a manner that is sensitive to the high-visibility profile of this area, and prevents it from assuming the more negative image of an "auto-strip".

a. Building Elevations

All building elevations which are visible from a street or public area should have an elevation which is similar to the front facade of the building. Monotonous building faces along any elevation subject to public view are not acceptable. Diversity can be achieved by means of articulation of building surfaces, or changes in material/colours.

DRAFT

b. Building Frontage

Buildings are encouraged to have their footprint siting constructed near the fronting property line.

c. Siting

All off-street loading spaces should be located at the rear of the property.

d. Parking

Surface parking should be discouraged. Where suface parking areas are required, all surface parking areas should be paved curbed, drained, and appropriately marked with painted lines. The use of rain gardens and permeable pavers is encouraged. Surface parking areas must also be landscaped, as described later in this section.

e. Storage

All material storage is to be kept at the rear of the property, and should be enclosed in most circumstances.

f. Building Materials

A single primary building finish material should be used for any building facade visible from a street or public area. Contrasting accent materials are acceptable.

Acceptable building finish materials are:

- smooth-finish or "pebble-finish" stucco
- brick
- split-granite; and
- traditional molded or pressed brick.

Exposed concrete block is not acceptable in this DPA, unless it is painted or rough-textured, and even then other materials should be used to soften the facade. Any exposed concrete used for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- and/or camouflaged with adequate landscaping.

Roofing materials acceptable for sloped roofs visible from the street are textured or corrugated metal, and clay/terra cotta tiles, if compatible with the overall building character, and the character of the surrounding area.

g. Building Colours

Building colours should generally be limited to one colour, except for building colours accent or trim which are required. A range of colours within a muted-tone palette is acceptable: these colours would include ochre, brown, gray, pale blue, pale yellow, sienna, brick-red, and white.

Accent/trim colours used for windows, doors, rooflines and other similar building details should not clash with the primary building colour.

h. Rooflines

Buildings having flat or shed roofs are encouraged to provide parapets or rooflines, false mansards along street-fronting elevations.

The use of false mansards and parapets is encouraged wherever machinery on a single storey might be visible from a public road or walkway.

i. Fenestration

Where office commercial space occurs above the ground-floor level, the fenestration of upper storeys should feature fenestration which provides the office areas with plenty of natural light.

j. Screening

Garbage/recycling containers, utility boxes, fans, vents and unenclosed screening of utility/garbage areas outdoor storage areas should be screened from public view. This can be accomplished by solid or lattice wood fencing, or landscaping, or a combination of the two. All locations where residents are accessing garbage/recycling areas should be barrier free.

k. Storage

Where above-ground storage of tanks occurs on gas station sites, the gas station storage tanks (containing propane, chemicals, etc.) must be screened with lattice/solid fencing and landscaping.

DRAFT

l. Signage

All signage on site should be compatible with the design and colours of the principal building, and should be structurally integrated into the signage design of buildings. The location of signage should be shown at the time of the Development Permit application. All signage is to conform to the regulations of the City's Sign Bylaw.

3.7.2 Landscaping

a. Parking Areas

Surface parking/loading areas on the site should feature a continuous landscaping for parking areas landscape border which is comprised of ground covers, shrubs, trees, or a combination of these. Extensive surfacing of the landscape border with bark mulch, gravel, other similar loose materials, or artificial turf, is not acceptable.

Large expanses of paved-over areas on site should feature interplanting with trees and/or other landscaping in order to break up the image of any extensive asphalt surface. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

b. Retention

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

c. Weather Protection

Continuous weather protection in the form of canopies or awnings should be provided along the storefront. Canopies/awnings may be of a variety of materials, soft or hard, but must be durable and well-integrated with the overall design of the building.

d. Lighting

All lighting of the site and of buildings should be located, and of a type, so as to prevent "light-spill" onto adjoining properties. Lighting for the parking areas should be decorative, and not strictly utilitarian.

e. Amenity Areas

Wherever possible, the provision of outdoor seating for use by customers amenities is encouraged. Such seating should be located away from areas of parking, loading, or ingress/egress.

Banners and pennants are not acceptable signage, except as specified by the Sign Bylaw.

Where freestanding signs are used, the base of the sign should be surrounded by landscaping. Artificial turf or chain link fencing surrounding the sign base are not acceptable.

Signage options encouraged include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows, or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, appearing as a box or as individually mounted letters or individually - shaped signs. These may be projecting or fascia mounted.

f. Site Furnishings

All site furnishings such as benches, bollards, trash containers and kiosks are to be compatible with the overall design of the building(s).

g. Fencing

The use of chain link fencing is discouraged in Highway Commercial zones, but when it is required for security reasons, it shall occur at the rear of the building only.

3.7.3 Circulation and Access

a. Surfaces

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner than entranceways to the site are highlighted, and that public circulation areas are clearly delineated.

b. Pedestrian Access

Sidewalks should be located adjacent to building storefronts, to provide separation from the parking area.

DRAFT

Wherever pedestrian walkways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way should be emphasized by means of painted roadlines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

c. Universal Accessibility

Wherever possible, all public areas of the site should be wheelchair accessible. To this end, all site furnishings such as lighting, bollards, signage, seating, guardrails, and trashcans are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

3.8 Adaptive Commercial

These guidelines apply to the "Adaptive Commercial Zone" under the Zoning Bylaw.

3.8.1 Form and Character of Development

3.8.1.1 General Guidelines

The intent of the Adaptive Commercial zones is to allow for the conversion of residential buildings to specified commercial uses. It is intended that minimal exterior alterations will be made to the existing buildings and that the grounds of the site will largely be preserved.

a. Maintaining Building Character

Building improvements, additions, renovations, and new construction building should, in its design, siting and landscaping, retain the character of the existing building on the site. The external appearance of the building must remain low-density residential.

b. Parking Areas: Use of Pavers

All surface parking areas should be located at the rear of the lot, and must be properly drained. The use of permeable surface treatments and unit pavers are encouraged to increase permeability and reduce the volume of stormwater runoff.

Pedestrian walkways must be hard-surfaced, and use of decorative materials is encouraged. Unrelieved asphalt is not an acceptable material for walkways.

c. Building Colours

Building colours should be those traditionally used in residential areas: ochre, gray, brown, sepia and muted tones of green, yellow and blue are acceptable. Bright, fluorescent or strong primary colours are not acceptable.=

d. Building Materials

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, traditional dimension brick, stone, smooth finish stucco, and siding which simulates a wood appearance.

Materials which are not acceptable include reflective glass, metal sheeting, fiberglass, and plexiglass bubbles.

Roof materials should be limited to steel, vinyl, wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Exposed concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is sandblasted, painted, finished with stucco (or other finishing material), or when textured concrete blocks are used. Lock-blocks are not acceptable under any circumstances.

e. Residential Compatibility

Building faces should provide visual interest by means of articulation of surfaces, use of verandahs or porches, fenestration, and creative use of building materials to provide texture. The fronting face of the building should have the appearance of a residential building.

Any outdoor storage of goods or products, or accessory workshops on site, should occur in structures which appear as small sheds or a garage.

3.8.1.2 Historic and Heritage Character Buildings

Because commercial uses in the Adaptive Commercial zones are required to maintain the exterior facade and character of residential buildings, design guidelines for heritage character buildings accommodating Adaptive Commercial uses are the same as the guidelines for residential buildings, which appear in Section 3.3.2.2 of DPA 2.

DRAFT

3.8.2 Landscaping

a. Conservation of Mature Vegetation

The retention of mature vegetation on site is encouraged. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. Compliance with the City's Naturescape Policy is required.

b. Screening

Landscaped screening should be provided between all Adaptive Commercial development and any adjacent residential sites.

c. Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary groundcover is not acceptable. Compliance with the City's Naturescape Principles Policy is required.

d. Signage

Commercial signage should be limited to materials which appear on the principal building of the site. All signage, if illuminated, should be indirectly illuminated. Backlit signage is not acceptable unless it can be clearly demonstrated to be compatible with the building design and also not appear out of character with adjacent developments. Illuminated signage must not create light-spill onto adjoining properties.

All signage is to conform to the regulations of the City's Sign Bylaw.

e. Lighting

Lighting of the site and buildings should be located, and of the type, so as to prevent light-spill onto adjacent properties.

Lighting design should be of a heritage character.

f. Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.8.3 Circulation And Access

a. Pedestrian Walkways

Wherever vehicular access to the site intersects a pedestrian pathway or sidewalk, the pedestrian right-of-way should be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

b. Universal accessibility

Wherever possible, all public areas of the site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and benches are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

3.9 Mixed-Use Commercial and Residential Buildings

Mixed-use buildings refer to buildings which accommodate residential units above commercial uses. In the Heritage Character Area, as well as in other designated mixed use areas within DPA 2, such mixed buildings are encouraged as a means of increasing residential densities so as to stimulate commercial redevelopment, improve the area, and facilitate the development of neighbourhood-serving businesses. All guidelines pertaining to commercial buildings are applicable to mixed use buildings in this area. The following guidelines are provided as additional design criteria for mixed use buildings. These additional criteria are intended to enhance the livability of residential units which occur above commercial uses in mid and high-rise buildings.

a. Siting

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

- provision/protection of view corridors for upper-storey dwelling units
- minimizing adverse impacts from building shadows onto surrounding public spaces and residential units
- adequate penetration of natural light into dwelling units, and into any outdoor common open space (e.g., courtyards)

DRAFT

- adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent dwellings
- avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas
- clear transitions between public, semi-public, and private space.

b. Building Form

As with wholly commercial buildings, the intention is to provide a street facade along the block front that is two or more storeys in height but which still maintains a comfortable pedestrian scale. Therefore, when residential units occur above commercial uses, the upper storeys should be kept pulled to the front, while allowing for adequate balcony/deck space for each unit. Buildings should be designed with setbacks, articulation, and materials that minimize massing in order to break down the scale of buildings to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Tower forms should be slim and well separated, with distinct base, middle, and top elements. Where low-rise, mid-rise, and high-rise buildings comprise a single development, the siting, design, and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

For the Moody Centre TOA - Core:

- high-rise towers should be slender and a three to six-storey podium is encouraged;
- the minimum recommended tower separation is 30.5 m. (100ft.) in a diagonal direction or 45 m. (148 ft.) in an orthogonal direction. Reduced tower separation, both diagonally and orthogonally, may be considered in order to maintain view corridors or to create green/open space, but in no case shall towers be any closer than 28 m. (93 ft.);
- all new buildings shall be of high-quality urban design, sited to maximize sunlight and public views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods
- new buildings shall capitalize on opportunities for 'placemaking' around the Moody Centre Station, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station;
- tower height and placement should contribute to a varied, distinct and understandable skyline;
- the maximum permitted gross enclosed tower floorplate areas, per level, is 790 sq. m. (8,500 sq. ft.), excluding balcony projections. Larger maximum floorplate areas may be considered on the lower one third of total tower heights, contingent on architectural expression that is compatible with other City objectives (e.g., preservation of view corridors, creation of open space and amenities);
- upper floors should be set back from St. Johns Street; and,
- weather protection and pedestrian scaled amenities should be provided to facilitate walking.

c. Balconies/Decks

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor. All residential units should be provided with private outdoor space. Wherever possible, balconies should be a minimum dimension of 1.8m (6ft) by 2.4m (8ft). Balconies visible from the street level should be of a design and material which screen balcony activities/contents from view.

d. Entranceways

The ground-level entranceway for upper-storey residential units should be clearly separated from any ground level commercial entrances. On corner sites, side street residential entries are encouraged. The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

e. Light-spill Mitigation

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or park area lighting into dwelling units.

DRAFT

f. Views

For new development, protect identified view corridors between designated features and established public vantage points and site buildings to minimize impacts.

g. Parking Areas

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

h. Noise Mitigation

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. Residential units should comply with the noise standards for habitable areas set out by Canada Mortgage and Housing.

i. Plazas and Open Space

Publicly accessible plazas and open spaces are encouraged in mixed use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces, as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

For the Moody Centre Station TOA - Core, the following public realm components should be considered:

- 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 consistent with the Moody Centre Spring Streetscape Design Guidelines adopted by the City.

j. Integration of Landmark Features

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, or public gathering spaces, or at key intersections within Moody Centre.

k. Transition Areas

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, St. George, and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

l. Street Wall

Physical breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness as well as to provide access to interior courtyards, public gathering spaces, mid-block, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

m. Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

DRAFT

n. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

o. Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged. This section of Spring Street should be consistent with standards adopted by the CIty for this area.

p. Utility Elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers, should be placed in unobstrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

3.9.1 Residential Development in Proximity to a Railway Corridor

These guidelines apply to residential development on properties within 100 metres of a railway corridor. When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

a. Noise Mitigations

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

b. Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography, and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation, and façade materials can all minimize the acoustic impacts of railway operations.

c. Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right of way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum nose reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight. Alternatively, the barrier itself may be construction as a living wall, which also has the benefit of providing additional noise attenuation.

DRAFT

d. Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium commercial building space. If the residential tower is set back, then the podium acts to provide increase distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

e. Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

f. Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

g. Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

h. Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sounds Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e., use of punched windows instead of a window wall or curtain wall) should be considered.

i. Doors

In order to ensure proper acoustic insulation of doors, heavy thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows as assessing attenuation performance.

j. Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

k. Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

3.10 Community/Public Use Facilities

3.10.1 Development Standards

Specific standards for development have been as established in the City of Port Moody's zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.10.2 Form and Character of Development

Because of its central location, DPA 2 contains a number of community and public use facilities, some of which serve not only a neighbourhood but a City-wide function.

DRAFT

It is important to ensure that the design and siting of these community facilities be exemplary because:

- some facilities occupy relatively large sites in prominent locations in DPA 2;
- they contribute significantly to the "public face" of the City as seen by visitors and tourists;
- when located in residential neighbourhoods, they need to be of a scale and design which creates minimal impact upon the surrounding residential area.

As set out in the following guidelines, the specific design requirements for Community/Public Use facilities depend upon their location within DPA 2.

a. Within the Mixed Use – Moody Centre Area

Where they occur within the Mixed Use – Moody Centre Area, Community/Public Use facilities should follow, by and large, the relevant guidelines for commercial buildings. Exceptions or changes to certain historic commercial guidelines may be acceptable in the case of certain large-scale institutional uses.

b. Within the Heritage Character Area

Where they occur within the Heritage Character Area, but outside of the Heritage Conservation Area, Community/Public Use facilities should follow the guidelines applicable to multi-residential development within the Heritage Character Area.

3.10.3 Landscaping

a. Parking Areas

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, in order to break up the image of large areas of asphalt. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

Materials and treatments such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

b. Retention of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development or redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

Landscaped areas fronting onto major streets should use trees wherever possible.

c. Fencing

Solid fencing is not acceptable as an alternative to a landscaped screen, but may be used in addition to landscaped screening, where appropriate.

Chain-link fencing is generally not acceptable as screening or as perimeter fencing, except for schoolyards and certain recreation facilities. However, any Community/Public Use facility which abuts a public walkway or park space may use chain-link fencing or bollard fencing which is appropriately coloured, and of a design compatible with an urban downtown context.

d. Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, other soft fill materials or artificial turf is not acceptable. Compliance with the City's Naturescape Policy is required.

e. Signage

If located within the Heritage Character Area, the building site should feature signage which complies with the guideline for signage which applies to commercial buildings within that subarea of DPA 2.

If located within the Heritage Character Area, but outside of the Heritage Conservation Area, the building site should feature signage which complies with the guideline for signage which applies to multi-residential development within the Heritage Character Area.

All signage is to conform to regulations of the City's Sign Bylaw.

DRAFT

f. Amenities

Wherever possible, public seating should be provided near the public entrance to the building, or along the fronting property line.

g. Plazas and Public Open Space

Publicly accessible plazas and open spaces are encouraged within community and public use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

h. Pedestrian Weather Protection

If located at or near the fronting property line on a pedestrian-oriented street, the Community/Public Use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways. This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

i. Lighting

All site lighting will be of a design, and so located, so as to prevent light-spill onto adjoining properties.

If located within the Heritage Character Area, the Community/Public Use facility should feature lighting which is of a heritage character.

3.10.4 Circulation And Access

a. Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from semi-public areas.

b. Universal Accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Parking/Loading areas

All required off-street parking/loading spaces should be located at the rear of the property.

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines. They must also be landscaped, as described earlier in the previous section.

Vehicular access to parking, loading, and service areas should be provided from the lane. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement.

d. Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas.

e. Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

DRAFT

3.10.5 Additions

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community use buildings contained herein, Sections 3.9.2 through 3.9.5.

3.11 Industrial Uses

These guidelines apply to "Industrial" zones under the Zoning Bylaw.

3.11.1 Development Standards

Specific standards for development have been as established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.11.2 Form and Character of Development

Within this DPA lie a number of light and heavy industrial uses which have been longtime business residents of the City. Some occupy large, relatively high-profile sites, and are expected to remain in their present locations for the foreseeable future.

Smaller-scale, light-industrial uses are found predominantly along Clarke, Spring and Murray Streets where a variety of manufacturing, storage, and industrial research firms are based. The buildings tend to be one or two storeys, with small sideyards and on-site parking appearing at the front of the property. These areas present a street face which is akin to highway commercial blockfronts, and the intention of the guidelines here is to provide for some continuity in scale and massing along the street front, as well as to improve the appearance of the area with landscaping and fencing, whenever possible.

On Spring and Clarke Streets, these industrial sites lie in proximity to commercial uses. Industrial uses along Murray Street lie across the road from the Museum, and from future expansion of the Rocky Point Park lands, and so will likely become increasingly visible to visitors and tourists. For these reasons, these guidelines are intended to help provide a less harsh "edge" between industrial uses and other adjacent uses.

a. Integrated Site Design

All buildings, structures, expansions and additions on industrial lots should maintain a coordinated appearance with respect to:

- site layout and relationship between buildings and open space
- compatibility of building materials and colours
- efficient use of the internal circulation system
- design compatibility with surrounding developments, if applicable.

b. Front Yard Setbacks

All light industrial or high technology buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, sidewalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable.

If required off-street parking is provided at grade, then it is to be located at the rear of the site where lane access is provided or where access can be accommodated from a flanking street. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment in intended.

c. Building Character

Monotonous building facades should be avoided by means of incorporating articulation, vertical elements, and colour or material changes, wherever possible.

Buildings accommodating work areas occupied by employees are encouraged to be designed/oriented so as to capture as much natural light in the work areas as possible.

d. Storage and Garbage/Recycling Areas

Storage of materials and goods should be screened from public view by means of an opaque/translucent screen or wood fencing which has an optimum height of 2m (6.6 ft).

Even when the storage area is out of public view, if the materials being stored are vulnerable to weather conditions which may create fugitive odours or dust, enclosure is encouraged.

DRAFT

In the light industrial use zones, storage areas, where permitted, should be located at the rear of the property and appropriately screened.

Garbage/recycling areas on all industrial lots should be located out of public view, or be fully enclosed on all sides with opaque/translucent screening, or wood panels, or a combination of the two.

e. Screening

Where an industrial lot being redeveloped or developed abuts a zoning district which permits residential, commercial or institutional use, such development should feature screening by means of a solid fence.

f. Parking Areas

On industrial sites where overnight parking of trucks and other service vehicles occurs, this parking should be at the rear, wherever possible.

All parking areas should be hard-surfaced, adequately drained, and parking spaces appropriately marked by means of surface paint or signage. Materials such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

g. Employee Amenities

Industrial properties are encouraged to provide small outdoor amenity areas for employees, for use during work breaks. These areas are to be located so as to receive natural light, and be away from heavy noise, traffic, or fumes/odor emissions on-site.

h. Auxiliary Commercial Space

Where wholesaling/retailing activities occur on an industrial site, they should occur in auxiliary office/warehousing space which is located near the main public entrance to the site, and public entrances are to be visible to fronting public roads wherever possible.

i. Security

Buildings, siting, landscaping, and internal circulation routes should be configured so as to maximize opportunities for surveillance of public and semi-private areas of the site. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

j. View Protection

Wherever possible, waterfront industrial properties should protect view corridors to the waterfront from public roads by means of siting and orientation of buildings, and of storage areas.

k. Building Colours/Materials

All exterior walls should be painted. Bright, fluorescent, or strong colours colours are not acceptable. Where rough-textured concrete block is used as a primary building material, other materials should be used to soften the facade. This may be achieved by use of brick or wood for example, as accent materials. In this case, painting of the rough-textured concrete block will likely not be required.

l. Weather Protection

Fronting and flanking elevations should feature canopies/awnings over doorways, and continuously along the building frontage, wherever possible.

3.11.3 Landscaping

a. Screening of Parking Areas

On-site parking areas for truck fleets, employees or customers/visitors which are visible from a public road or from an adjacent residential development should be landscaped so as to provide screening.

Landscaping at the front should separate the site from the public sidewalk.

Interplanting of parking areas featuring large expanses of unbroken pavement is encouraged where possible. This planting should include shrubs or trees, or a combination of the two.

b. Screening from Public Roads

Any property line of an industrial site abutting a public road should feature landscaped front yards which are planted and maintained with any combination of trees, shrubs, ornamental plants or groundcover. Landscaped areas facing onto major streets will use trees wherever possible.

c. Perimeter Fencing

Where chain-link fencing is required, it should generally occur only at the side and rear of the property.

DRAFT

d. Retention of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

e. Landscape Groundcovers

Areas of the site which occur near the general office, employee amenity areas, or public areas, which are not developed with hard surfaces, should be landscaped with groundcovers, shrubs or ornamental plants. Extensive use of mulches, gravel or other similar type of soft materials should be softened by use of landscape plantings. Compliance with the City's Naturescape Policy is required.

f. Lighting

Site lighting should be of a design, and so located, so as to prevent light- spill onto adjoining properties.

g. Signage

For all industrial development, signage will be designed so as to be compatible with the character of the primary building(s), and, if illuminated, to prevent light-spill onto adjoining properties. Signage should be structurally integrated into and architecturally compatible with the design of buildings. The location of signage should be shown at the time of the Development Permit application.

Free standing signs should feature a curbed, landscaped area at their base.

Banners and pennants are not acceptable signage for any industrial property, except as specified by the Sign Bylaw.

Signage options encouraged in industrial areas include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, which are compatible with the building design.

Along Murray and Clarke Streets, site/building signage is encouraged to remain compatible with the style and scale of signage for other industrial lots along the blockfront.

Signage on all industrial properties is to conform to the regulations of the City's Sign Bylaw.

3.11.4 Circulation And Access

a. Sidewalks

All pedestrian walkways used by employees or the public are to be hard-surfaced.

b. Pedestrian Pathways

Sidewalks should be provided between employee/customer parking areas and office or retail space on site.

Wherever pedestrian walkways on site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way should be emphasized by means of painted roadlines, raised pavers, signage, or some such other device intended to alert vehicle drivers to the pedestrian crossing.

c. Security Lighting

All pedestrian areas on-site should be provided with sufficient lighting in order to permit easy surveillance and safe use by pedestrians at night.

d. Vehicular Access to Site

Vehicular access to industrial properties along Murray and Clarke Streets should be designed so as to permit easy and safe ingress and egress. Because of traffic volumes along these streets, industrial property owners should ensure that clear visibility of the vehicular entrance to the property is not obstructed by landscaping, signage, or other site activities in order to permit vehicles quick and safe turning from and onto the fronting or flanking streets.

The industrial site should, wherever possible, provide sufficient area for trucks/vehicles to manoeuvre so as to minimize the probability of vehicles being forced to back out onto Murray and Clarke Streets.

e. Universal Accessibility

Wherever possible, all public areas of the site should be accessible by persons with physical disabilities.

DRAFT

4. Development Permit Area 3: Inlet Centre

4.1 Purpose Of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

4.2 Justification

This area of the City is a major focus of commercial, institutional, and higher density residential development. As shown on the map in Schedule 1, DPA is located 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 Recreation Complex, 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, ongoing development at the Klahanie and Suter Brook areas, and the expansion of the Recreation Complex. 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.

These objectives provide the basis for a set of design guidelines to be applied to all forms of intensive residential, commercial, and community/public uses within DPA 3. Intensive residential development forms include multi-residential forms (low, mid and high rise apartments).

4.3 Intensive Residential Development - Multi-Residential Forms

4.3.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.3.2 Form and Character of Development

a. Building materials

i. Low-rise development

Low-rise development includes building forms up to 6 storeys. Building materials for low-rise development should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material if it can be demonstrated that the roof style is compatible with the building and surrounding area for which it is proposed.

ii. Mid-Rise and High-Rise development

Mid-rise development includes building forms between 7 and 19 storeys. High-rise development includes building forms 20 storeys and above. Buildings materials for mid-rise and high-rise development should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass.

Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

DRAFT

b. Building foundations

Exposed concrete block is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances.

Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveal, and/or
- camouflaged with adequate landscaping.

c. Building form

Towers must display interesting articulation and fenestration in order to create a quality design facade befitting a town centre. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development.

Where low-rise and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

d. Building colours

Colours of buildings in lowrise development should generally reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, gray, beige, sepia, ochre and yellow are encouraged. Bright, fluorescent, or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings.

The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim.

Among a number of buildings in a single development, variations on a colour theme are acceptable if these variations contribute to the overall integrated appearance of the development design.

Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the materials and colour scheme of the site's principal building(s).

e. Compatible elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials and roof lines.

f. Human scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

g. Rooflines

All buildings in low-rise development should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets.

For high-rises, the roofshape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building.

All residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, roof forms and mansards.

h. Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, vertical elements, changes in material/colours, and creative design of balconies.

DRAFT

i. Children's play area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced.

Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- for separation of play areas for pre-school and older children, if possible.

j. Parking areas

With the exception of some visitor parking spaces, required off-street parking should be underground, or enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended.

Pedestrian pathways and vehicle access should be clearly separated. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. The use of a variety of surface materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment (e.g.,, pavers or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of surface parking.

k. Screening of utility/garbage areas

When not enclosed in a parking structure, garbage/recycling containers, utility boxes, fans, vents and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a screen that complements the colour and materials of the site's principle building and features landscaping along its perimeter.

Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

All locations where residents are accessing garbage/ recycling areas should be barrier free.

l. Fencing

Any fencing on site should be wood, standard dimension brick, concrete, ornamental metal work, or a combination of these materials.

Chain-link fencing is not generally acceptable as perimeter or internal fencing for any residential site. However, wherever a residential site abuts a public walkway, greenbelt or other public amenity area, chain-link fencing is acceptable if it is appropriately coloured and of a design and quality befitting a town centre.

During a construction phase, any exterior perimeter of chain-link fencing should be camouflaged with wood panels if the construction period is to exceed six (6) months.

m. Transition areas

Multi-residential residential developments abutting residential developments of differing density/form should strive to achieve a "soft edge" transition between the two sites. This can be accomplished by a variety of means such as attention to siting, rooflines, building heights, and building materials.

n. Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-residential residential areas. To this same end, designs for multi-residential residential buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development.

To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

DRAFT

o. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

p. Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

4.3.3 Landscaping

a. Natural landscape areas

Residential development which occurs adjacent to or in proximity to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment.

b. Landscape groundcovers

Areas of a multi-residential site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Use of mulches, gravel, artificial turf or other similar types of soft materials for ground cover is not preferred. Compliance with the City's Naturescape Policy is required.

c. Interplanting for expanses of paved areas

Areas of a multi-residential site which are paved should have clusters of trees and/or other landscaping or alternate surface materials such as stamped concrete, pavers, or banding installed in order to break the image of any extensive hard surface. Such landscaping is required for large outdoor parking areas, or paved outdoor recreation/ amenity areas.

d. Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. Replanting details should be included on a formal landscape plan prepared by a landscape professional and submitted at the time of architectural drawings.

e. Buffering

Landscaped screening should be provided between all multi-residential development and adjacent commercial or community/public use sites.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed to restrict traffic noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

f. Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

g. Landscaping materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

h. Signage

Building signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application.

Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development.

DRAFT

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers. Artificial turf and chain link fencing surrounding the sign base are not acceptable.

i. Weather protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible. In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

j. Street furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

4.3.4 Livability

a. Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- create or maintain view corridors from the subject site, wherever possible
- provide a pedestrian scale street edge by stepping back upper storeys
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

b. Balconies/decks

All multi-residential dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Balconies for multi-residential units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

c. Dwelling unit entranceways

Outdoor private entrances to multi-residential townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent visual intrusion.

d. Bicycle storage

Appropriately located secured storage areas for bicycles are encouraged.

e. Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

Off-site lighting should conform to the standards for this area included in the Subdivision and Development Servicing Bylaw. Alternate lamp standards may be considered, if they support the creation of a unique, pedestrian-oriented environment.

DRAFT

f. Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

4.3.5 Circulation and Access

a. Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation in such a manner that entranceways to the site and other important site features are highlighted and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

b. Universal accessibility

Wherever possible, all common areas of a multi-residential development site are to be accessible by persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Access to natural amenity areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

d. Lighting

Lighting on site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

e. Vehicular access

Vehicular access to underground parking, loading, and service areas should be provided from the lane. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

f. Pedestrian pathways

Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

g. Access to adjoining sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

4.3.6 Residential Development in Proximity to a Railway Corridor

These guidelines apply to residential development on properties within 100 metres of a railway corridor.

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

a. Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

DRAFT

b. Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

c. Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

d. Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

e. Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

f. Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

g. Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

h. Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e., use of punched windows instead of a window wall or curtain wall) should be considered.

i. Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

j. Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

DRAFT

k. Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

4.4 Commercial Uses

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

4.4.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.4.2 Form and Character of Development

The form and character of commercial development in Inlet Centre will differ significantly from that in the Historic Commercial Area in that much of the new commercial space in this DPA will occur in mixed use buildings accommodating high-density residential or office uses. Within Inlet Centre, it is intended that the form and character of commercial development meet the following criteria:

- encourage a pedestrian environment
- provide for a diverse and visually interesting streetscape with a continuous retail frontage which will attract visitors and tourists as well as local shoppers
- provide opportunities for retail and office commercial uses which serve a City-wide and even regional catchment area
- maximize opportunities for the public enjoyment of the area's natural amenities and views
- maintain the environmental integrity of the area
- demonstrate sensitive and exemplary design and landscaping which is befitting of a town centre.

a. Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable), or adjacent to an on-site public thoroughfare. Only if the building features a continuous portico, arcade, boardwalk, public seating area, or other significant public amenity along its frontage, would a building setback from the public thoroughfare be considered acceptable.

The intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. Developments which provide extensive surface parking along their roadway or circulation system frontage would not be considered supportive of the objective for this area.

All required parking should occur underground, wherever possible.

If required off-street parking is provided at grade, then it should be located at the rear of the site. Surface parking will generally not be accommodated between the front face of the building and the front property line or the fronting road, an area where a pedestrian environment is intended.

b. Building materials

A single primary building material should be used for any building facade visible from a road or pedestrian pathway. Contrasting accent materials are acceptable. The types of materials which will be considered include:

- concrete
- traditional molded or pressed brick
- smooth-finish or pebble stucco
- split-granite
- horizontal clapboard
- channel siding (wood or comparable) with a narrow dimension
- in certain circumstances, painted concrete when done to a high quality of design and finish.

DRAFT

Exposed concrete block and giant brick are not acceptable as a primary building material along the groundplane (first two storeys). Any exposed concrete used for commercial buildings, or for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- aggregate finish, and/or
- camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material if it can be demonstrated that the roof style is compatible with the building and surrounding area for which it is proposed.

c. Building colours

Building colours should generally be limited to one colour except for accent or trim. A range of colours within a traditional palette is acceptable: these colours would include ochre, brown, gray, white, and pastel tones of blue, green, and yellow. Bright primary colours or fluorescent tones are not acceptable.

Mural paintings, sgraffito, stenciling, and bold painted geometric designs on walls visible from the street are discouraged, except for buildings whose architectural style demonstrates the need for such embellishments.

Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details.

Canopy/awning colours should be compatible with the colour scheme of the building.

d. Continuity of elevations

All free-standing commercial buildings or those occurring within an outdoor mall setting should possess a street face that is, or appears, higher than a typical flat-roofed structure. The desired height of several storeys may be achieved by the use of false fronts, decorative rooflines, or other facade treatment which achieves the same effect. Where buildings have an elevation on two property lines which are visible from a street, the "false-front" design feature should continue along both visible frontages.

All free-standing commercial buildings should feature rooflines which have a pitched roof silhouette. Gable, mansard and hipped roofs facing either the front or flanking street are encouraged. Pitched roofs should have a minimum slope of 5 in 12.

All commercial buildings occurring within an outdoor mall setting should attempt to present an individuated roofline, wherever possible. If this is not possible, the continuous roofline along the length of the mall should include some roofline features which break up the image of one flat, continuous roofline.

e. Diversity of frontages

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building.

Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

f. Fenestration

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for and windows openings, and by providing differing shapes and sizes of windows between storeys. Generally, front facade windows should be decorated more elaborately than the utilitarian windows on secondary elevations.

Ground levels of commercial buildings should be transparent for the main part, up to a minimum height of 3 m (10 ft) to maximize visibility between streets, sidewalks and buildings.

Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full

DRAFT

face of the building, but reflective glass at ground level is not acceptable. Arched or circular windows as an accent feature are acceptable at any level of the building. Similarly, windows which are recessed or protrude from the frontal plane of the building are encouraged.

g. Entranceways

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.

This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width
- the use of recession, decorative cornices, hoods, framing, or distinctive materials for the door(s) to provide for individuation along the streetscape
- compatibility with the overall style of the commercial or mixed-use building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

h. Design repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the blockfronts within Inlet Centre. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development.

To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

i. Gas station storage areas

Where above-ground storage tanks occur on gas station sites, the tanks (storing propane or chemicals, for example) must be screened with solid/lattice fencework and landscaping.

j. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

4.4.3 Landscaping

a. Use of both natural and contrived landscape treatments

Landscaping in this area should reflect a combination of both natural and urban treatments. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

b. Parking areas

Where required off-street parking is provided on site at grade, this parking area should be concealed from view by solid fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping or alternate surfacing materials such as pavers or banding, installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

Materials such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of parking.

DRAFT

c. Perimeter landscaping

The perimeter of any commercial site abutting roadways should be landscaped so that a grass verge is provided behind the sidewalk and continuous street trees should be planted.

d. Site lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease. Off-site lighting should conform to the standards for this area included in the Subdivision and Development Servicing Bylaw. Alternative lamp standards which support the creation of a unique, pedestrian-oriented environment may be considered.

Any lighting used on the site must be located, and of a design, so as to avoid light-spill onto adjoining properties.

e. Signage

Building signage should be structurally integrated into the design of building(s). The location of signage will be shown at the time of the Development Permit application and sign design guidelines are encouraged where appropriate.

Signage should be limited to routered or sandblasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of these. Murals and artwork may be desirable elements of a building's design, but are not considered to be "signage", and will be considered on a case-by-case basis where they fit into the overall design image of the development.

In new commercial development, wall mounted signs should be flush mounted or recessed into the building.

Free-standing signs are not acceptable, except for road entrances to commercial developments where one freestanding sign provides a directory for the commercial tenants of the mall. Such signage must be of high quality design compatible with the overall development.

Banners and pennants are not acceptable as signage, except as permitted by the City's Sign Bylaw.

All signs within Inlet Centre are required to be in conformity with the City's Sign Bylaw.

f. Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped in a manner which promotes the image of being part of an urban commercial area, achieved by solid landscaping of groundcovers, shrubs and similar planting. Use of mulches, gravel, other similar type of soft or loose materials, or artificial turf, is not acceptable. Compliance with the City's Naturescape Policy is required.

g. Garbage/recycling

When not enclosed in a parking structure, garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of the building and be screened from public view. This can be achieved by means of a solid wood fence, or landscaped screen, or both.

All locations where residents are accessing garbage/recycling areas should be barrier free.

h. Perimeter fencing

Chain-link fencing is not acceptable, except during construction phases, at which time the exterior perimeter of the chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months.

i. Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

4.4.4 Circulation and Access

a. Pedestrian surfaces

All pedestrian surfaces should be surfaced in concrete or in pavers, with accents, decorative paving stones or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

DRAFT

b. Access to adjacent sites

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

c. Accessibility to public areas

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

d. Pedestrian weather protection

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable, and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

e. Vehicular access

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

f. Pedestrian pathways

Wherever pedestrian pathways on site intersect with areas of vehicular access to the site, or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

g. Universal accessibility

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

h. Public plazas and open space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

4.5 Mixed Use Residential and Commercial Buildings

Mixed use buildings refer to buildings which accommodate residential units above commercial uses.

All guidelines pertaining to commercial buildings in the Inlet Centre (Sections 4.4.2 through 4.4.4 are applicable to mixed use buildings throughout this DPA. The following guidelines are provided as additional design criteria for these mixed use buildings. They are intended to enhance the livability of the residential units which occur above commercial uses in either low-, mid- or high-rise buildings.

a. Siting

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

1. provision/protection of view corridors for upper-storey residential units.
2. adequate penetration of natural light into the dwelling units and into any outdoor common open space (e.g., courtyards).
3. adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent development.
4. avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas.
5. minimizing adverse impacts from building shadows onto surrounding public spaces and residential units.
6. clear transitions between public, semi-public and private space.

DRAFT

b. Building form

Building should be designed with setbacks, articulation and materials that minimize massing in order to break down the scale of building to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development.

Towers should be slim and well separated, with distinct base, middle and top elements. Where low-rise, mid-rise and high-rise buildings comprise a single development, the siting and design and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

c. Balconies/Decks

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor.

All multi-residential dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.).

Balconies with high visibility from the street level should be of a design and material which screen balcony activities/contents from view.

d. Entranceways

The ground level entranceway for upper-storey residential units should be separated from any ground level commercial entrances. On corner sites, side-street residential entries are encouraged.

The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

e. Light-spill mitigation

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or parking area lighting into dwelling units.

f. Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

g. Parking areas

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within an underground structure. Surface parking will generally not be accommodated between the property line and the front face of the building where a pedestrian environment is intended.

Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

h. Noise mitigation

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. Residential units should comply with the noise standards for habitable areas set out by Canada Mortgage and Housing.

i. Plazas and open space

Publicly accessible plazas and open spaces are encouraged in mixed use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

DRAFT

j. Integration of landmark features

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, public gathering spaces or at key intersections within Inlet Centre.

k. Transition areas

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

l. Street wall

Mid block breaks in the street wall are encouraged to allow for sunlight, views and a feeling of openness as well as to provide access to interior courtyards, public plazas, pedestrian linkages and opportunities for sidewalk cafes, restaurant seating and other commercial activities.

Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

m. Interconnections

Interconnections for pedestrian are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways and other destinations.

n. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

o. Utility elements

Utility elements such as wires, utility poles, antennae, vents, fans, exterior heat exchangers, should be placed in unobstrusive locations on site or screened with landscaping, or fencing, or both.

Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

4.5.1 Residential Development in Proximity to a Railway Corridor

These guidelines apply to residential development on properties within 100 metres of a railway corridor. When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures;
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives; and,
- All mitigation measures should be designed to the highest possible urban design standards.

a. Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

b. Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

DRAFT

c. Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

d. Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

e. Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

f. Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

g. Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

h. Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e., use of punched windows instead of a window wall or curtain wall) should be considered.

i. Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

j. Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

k. Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

DRAFT

4.6 Community/Public Use Facilities

4.6.1 Development Standards

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.6.2 Form and Character of Development

Inlet Centre will contain a number of major community/public use buildings which serve a City-wide function. It is important to ensure that the design and siting of these community facilities be exemplary because:

- some facilities do, and will, occupy relatively large sites in prominent and central locations of Town Centre;
- they contribute significantly to the "public face" of the City as seen by visitors and tourists;
- when occurring within a residential context, community facilities need to be of a scale and design which creates minimal impact upon the surrounding residential uses.

a. Building character and siting – on commercial streets

Where a commercial, pedestrian-oriented streetfront exists, community/public use facilities should meet the following criteria with respect to building character and siting:

1. building faces should be oriented to respect the established street grid.
2. on corner sites, both street-facing facades should be fully developed as front elevations.
3. buildings should be two or more storeys in height, or should feature false mansards, parapets, or other architectural features which will maintain the height of the street wall.
4. building mass should occur close to the street edge, particularly the first two storeys.
5. monotonous building facades should be avoided by the incorporation of variety, articulation, fenestration, vertical elements, and colour/texture changes to add interest.
6. where pedestrian-oriented commercial storefronts directly abut each side of the community/public use site, the public use site will be developed so as to provide opportunity for a continuum of any weather protection, landscaping, street furnishings, or public seating areas which the adjacent commercial or mixed-use properties have provided.
7. all surface parking areas and loading areas should be located at the rear of the property.

b. Building character and siting – in residential areas

Where a residential context exists, community/public use facilities should meet the following criteria with respect to building character and siting:

1. building faces should be oriented to respect the established street grid.
2. on corner sites, both street-facing facades should be fully developed as front elevations.
3. except for schools and recreation facilities, community/public use buildings should be of a height and scale which is compatible with surrounding residential buildings.
4. all required off-street parking should be located at the rear of the site, or in a location not wholly visible from the fronting street.
5. building finishing materials and colours should reflect the nature of the site context. Acceptable exterior materials include:

- wood
- standard dimension brick
- smooth stucco finish
- siding which simulates a wood appearance.

Materials not acceptable are concrete block of any type, reflective glass and metal sheeting. Building colours should generally be limited to one primary colour, with a second colour for accent and trim. Traditional tones which are acceptable are muted tones of blue, green, yellow, brown, gray, ochre, and white;

DRAFT

6. outdoor activity areas on site should be located so as to minimize impacts of noise and visual intrusion upon neighbouring residential properties.

7. wherever appropriate, setbacks to upper floors may be required in order to maintain the appearance of a low-rise facade along the residential block front.

8. siting, massing and orientation of buildings must ensure that existing views enjoyed by adjacent residential properties are not unduly compromised.

9. where courtyards, common green spaces or children's play areas exist in adjacent residential developments, new community/public-use developments are encouraged to link their open space with adjacent public open space.

10. garbage/recycling areas on site should be located at the rear of the site, and be adequately screened by fencing, or landscaping, or both. All locations where residents are accessing garbage/recycling areas should be barrier free.

c. Transition areas

Community/Public Use development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

d. City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that contribute to a unique architectural identity in the built form and ground plane which promote and enhance this designation.

4.6.3 Landscaping

a. Parking areas

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, in order to break up the image of large areas of asphalt. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

b. Retention of mature vegetation

Wherever possible, new development or redevelopment should retain the mature vegetation on site, or provide replanting with appropriate tree species and other vegetation. All plantings should be indicated on a landscape concept plan prepared by a qualified professional and submitted at the time of the architectural drawings

Landscaped areas fronting onto major streets should use trees wherever possible.

c. Fencing

Solid fencing is not acceptable as an alternative to a landscaped screen, but may be used in addition to landscaped screening, where appropriate.

Chain-link fencing is not generally acceptable as screening or as perimeter fencing, except for schoolyards and certain recreation facilities. Where a community/public use site occurs adjacent to a public walkway, or other public amenity area, chain-link fencing is acceptable for reasons of security, but it should be appropriately coloured and of a design compatible with the surrounding area.

d. Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped with lawn, ground covers, shrubs, and similar plantings. Use of mulches, gravel, other soft fill materials, or artificial turf, are not acceptable. Compliance with the City's Naturescape Policy is required.

e. Signage

Building signage should be structurally integrated into the design of buildings. The location of signage will be shown at the time of the Development Permit application. The design of signage submitted for municipal review at a later date will demonstrate the signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

DRAFT

Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development.

f. Amenities

Wherever possible, public seating should be provided near the public entrance to the building, or along the fronting property line.

g. Plazas and public open space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

h. Pedestrian weather protection

If located at or near the fronting property line on a pedestrian-oriented street, the community/public-use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways. Overhead protection may also be required between buildings. This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

i. Lighting

All site lighting will be of a design, and so located, so as to prevent light- spill onto adjoining properties.

All site lighting shall be in conformity with the lighting requirements established by the City for this area and the North Shore Development Area, as specified in the Subdivision Servicing Bylaw. Alternative lamp standards may be considered which support the creation of a unique, pedestrian-oriented environment.

j. Perimeter landscaping

The perimeter of each site abutting a roadway should be landscaped so that a grass verge is provided behind the sidewalk and continuous street trees shall be planted.

4.6.4 Circulation and Access

a. Pedestrian surfaces

Pedestrian areas are to be hard-surfaced in materials other than unrelieved asphalt. Wherever possible, roadways and pedestrian areas throughout the site are to be surfaced with a variety of paving materials rather than a homogenous material such as asphalt.

This includes sidewalks, crosswalks, or common areas and all other access areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

b. Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

c. Parking/loading areas

All required off-street parking and loading spaces should be located at the rear of the property and, in most, cases will be underground.

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines. They must also be landscaped, as described in the previous section.

Vehicular access to parking, loading, and service areas should be provided from the lane. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement.

d. Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

DRAFT

e. Access to adjoining sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

f. Accessibility of public access

All pedestrian areas and parking areas for public amenities shall be available for public use on a 24 hour basis.

4.6.5 Additions

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community use buildings contained herein, Sections 4.6.2 through 4.6.3.

4.7 Site Specific Guidelines

4.7.1 Newport Village

4.7.1.1 Form and Character of Development

a. Introduction and General Guidelines

Newport Village is bounded by Ungless Way, Guildford Way and Ioco Road is to contain the major commercial focus within the Inlet Centre area at the head of Burrard Inlet. Significant multi-residential residential and office development shall be encouraged, while, at the same time, retail commercial will emphasize smaller units in order to increase vitality and pedestrian usage. Overall design of development will integrate these various uses into a unique and distinctive site.

Vehicle and pedestrian usage shall, wherever possible, be separated. Pedestrian interconnections shall be oriented towards the existing and planned recreation facilities within the civic recreation area and towards transit facilities serving the site.

In order to create a unique project identity, various types of amenity usable by the public shall be encouraged, e.g., plaza areas, public market, amenity features, fountains, adequate seating, and areas of lawn and landscaping.

The treatment of the site, at the intersection of Guildford Way and Ioco Road, is considered to be very important as one of the major entranceways to the City's north shore development area. Major entries to the site off Ioco Road and Ungless Way shall be formed by wide streets with landscaped/areas, treed boulevards and special paving treatment.

b. Conceptual Drawings and General Guidelines

Newport Village has been developed in general accordance with the drawings within Attachment "B" until 2001. With amendment of the overall Newport Village plan in 2001, revised plans have been drafted and included within Schedule "C." The shaded buildings in Phases 1, 2.1, 3, 4 and 5.1 as shown on Schedule "A" are subject to the original drawings in Schedule "B" and the buildings and site development in Phases A to D is to be guided by the drawings within Schedule "C."

The character of development shall emphasize shapes and materials that are designed to fit in with Port Moody's westcoast heritage and historical setting. Particular attention shall be paid to street furniture, street lighting, landscape, entryway elements and integration of these into building design to produce an integrated composition.

The development shall consist of four major components:

1. Residential

2. Office Commercial

3. Retail Commercial

4. Public Amenities and Open Space

The centre and heart of the development will be a Market Square which will be accessed by cars and pedestrians via a street connecting across Ioco Road to the proposed Civic Plaza to align with the access to Eagle Ridge Hospital at Ungless Way. The Market Square will form a retail precinct at the street level along with two sections of flanking street. By integrating residential above the retail greater urban vitality will be encouraged. A village atmosphere will be engendered with both pedestrian and automobile activity.

The Market Square core will be surrounded by residential neighbourhoods formed by the end of the street connecting to Ungless Way and by two semi-public courtyards providing open green space.

DRAFT

A single office tower adjacent to both the existing shopping centre and the proposed City Hall precinct will form a transitional anchor pivoting these two areas and the proposed Port Moody Village Centre.

Definitive transitions will be made from public to semi-public to private space by the use of landscaping, changes in level, gates and other features.

A consistent design vocabulary is to be used throughout the development integrating all elements of architectural facade, roofs, landscape, paving and street furniture. This should be reflected in the scale, consisting of small elements with any large forms broken down to smaller human-scale components; and also in the style which should provide classical proportions and reflect an urban character.

The residential component of the development shall be placed mainly towards the east side of the site to take advantage of the westerly face of the natural, west-facing bank at this location, so that the residential area may overlook the balance of the site and take advantage of the fine westerly view of Burrard Inlet. This positioning of residential use also provides a logical transition between existing multi-residential housing to the east side of the site, and the proposed commercial area.

The high-rise portion consists of five modified point-towers (one in Schedule "B" and four in Schedule "C") carefully arranged and spaced to minimize impact. It is strongly felt that high-rise form, when properly handled, is the most appropriate building form to handle much of the volume generated by the development densities called for.

One of the major concerns for this development is vehicular circulation, parking and parking access. The bulk of the required underground parking must be assigned to the centre of the site due to topographical and soil constraints. It is a given that a certain amount of surface parking is needed for the retail area. This is provided by perpendicular "street" parking on a drive through the centre of the area of the site. Surface retail area would be surfaced and treated similar to adjacent pedestrian areas to diminish the "street" effect and downplay distinction between vehicular and pedestrian space equivalent to Granville Island.

Pedestrian access from the surrounding neighbourhood to the retail/office area would be predominantly from loco Road and Ungless Way frontages and may be somewhat controlled in order to "soften" the street impact. Sidewalk traffic counts are not expected to be high on either of these streets and a full commercial exposure is not considered appropriate. There should be, however, a strong sense that the public is welcome to the inner areas of the site.

c. Guidelines: Siting and Form

The following guidelines for building siting and form shall apply to the Newport Village site:

1. General siting of buildings for various uses shall be as follows:

   i. retail/commercial village in the flat centre of the site, surrounded by residential and office uses generally as shown within Schedule "B" attached to these guidelines.

   ii. retail and office connections shall integrate with the existing retail mall at the north.

   iii. gateways of retail office uses shall be located at the loco Road site entrance to define both the density and character of the village.

2. The form of the buildings shall be as follows:

   i. Residential Form – High Rise

Consistent with the high density objectives prescribed for the residential component, the most desirable and feasible form of development is a series of five high-rise towers (one within Schedule "B" and four within Schedule "C").

These towers shall be carefully arranged and spaced on the site in a manner that minimizes their impact. This approach provides view and sunlight opportunities between towers and minimizes the potentially adverse effects of a "continuous wall" of buildings that would be necessary if a mid-rise form of development were pursued with a similar density.

DRAFT

When properly proportioned and articulated, high-rise towers introduce the opportunity for giving distinct form and presence to the development, providing the strong visual signal that is necessary to establish this development's identity in the Inlet Centre area of Port Moody.

The height of the towers would vary in response to the topography of the site and view opportunities from residential development to the east across Guildford Way and shall be generally in accordance with the drawings within Schedule "C" attached to these guidelines. The maximum number of storeys permitted shall be 26. The minimum number of storeys in the towers shall be 12 storeys.

ii. Residential Form – Low Rise

A second form of housing is provided in the form of low-rise terraced structures that may link the towers at their bases and provide a transition between the tower forms and other low-rise forms of commercial and residential developments. The terraced form responds to the topography along Guildford Way cascading down the natural land bank facing west toward the Inlet Centre neighbourhood.

The Guildford facade shall be set back from the street and highly articulated in plan to eliminate any visual impression of a continuous wall, as shown within Schedule "B" attached to these guidelines.

Low-rise residential buildings shall be 3 or 4 storeys in height.

iii. Commercial Form

The commercial development will be predominantly accommodated in low-rise structures of three to seven storeys in height.

The retail component relates to the existing retail development at the corner of Ioco Road and Ungless Way in order to shield the backside of the shopping centre with new buildings and landscaping.

This lower building form for commercial development responds to the need to respect view and sun potential for the residential forms on the eastern edge of the development, and will provide an animated village scale of building elements in relation to pedestrian circulation.

The office component will be located in one building of five to seven storeys located in proximity to the existing shopping centre, adjacent to Ioco Road.

3. The form and siting of buildings shall be generally in accordance with the cross-sections and elevations shown on the drawings within Schedule "B" and Schedule "C" attached to these guidelines.

d. Guidelines: Design Elements

1. Tower Elements

- Towers to step back with decreasing floor plates at upper levels.
- Lower 4 to 6 floors to integrate with adjacent low rise using similar materials, proportions and elements, where applicable.
- Massive elements terminating the tops of the towers are to be avoided. Use of small scale elements and proportions repeated from the lower facades to achieve interest and integration.
- Each of the three corner towers should be different, providing complexity and diversity, creating visual anchors at the corners of the site.
- The two towers along Guildford Way, flanking the Market Square shall be lower in height and symmetrical, framing the Square and forecourt, and providing a strong, unifying focus.

2. Street Facade Along Guildford and Ungless Ways

- • Facades the Ungless and Guildford Ways shall be generally as shown in drawings attached to Schedule "C."
- • Create landscaped and treed buffer to the street and the existing development to the south-east along Guildford Way.
- • Use repeating small scale elements to unify the facades and to provide a soft, human scale where possible, on the ground floors of buildings.

DRAFT

3. Inlet Centre Entry Zone Along Ioco Road

- The intersection at mid-block should provide a fitting introduction to the City Hall and civic plaza. Extend and repeat planting and hard landscaping elements from the City Hall to the intersection and from the intersection to the proposed Market Square. Ensure that detailed intersection design conveys the quality and character of the City Centre and the City Hall.
- Ensure good sight-lines to City Hall and the squares, leading the eye into the civic and urban squares. No visual obstructions are to be placed along the cross street including no large median planting. No large planting is to be placed within the angles of the Village Green triangle on either side of Ioco Road. Increase the spacing of any tree planting on the south side of the cross street to dilute the screening effect of the connection.• Provide a termination for the Village Green on Ioco Road.
- This area should act as a landmark/reference point for the whole area. Ensure that the proposed office tower is about 3 or 4 storeys higher than the building immediately to the east thereby emphasizing the intersection. Buildings on both sides of the intersection (east and west) should be similar in height, materials, detailing and profile, with the highest building elements on both sides of the intersection occurring close to Ioco Road and the building profiles stepping back from these points.
- Provide good vehicular and pedestrian links between the component areas of the Civic Plaza and the Market Square. Provide four lanes east/west across the intersection. Provide clearly marked pedestrian cross walks with compatible paving, lighting and traffic lights. Provide left turning lanes on Ioco Road. Provide generous sidewalk. Provide special sidewalk paving, landscaping and street furniture.
- Harmonize with general landscape concept.
- Accommodate transit drop-off functions.

4. "Retail Streets"

- Provide village ambiance with retail at ground level and residential above. Retail should be diverse with storefronts and signage.
- Provide covered continuous arcade with private outdoor terraces above.
- Provide pedestrian link to the existing shopping centre.
- Provide street trees and parallel parking.

5. Market Square Parking

- Character to be "village square". Provide stall parking around a central pedestrian and floral feature area. Encourage attractive and safe day and evening pedestrian activity mingled with the parking using seating, landscaping, lighting and street furniture.
- Break up the parking with street trees. Provide special paving. Planting to be at grade rather than in raised planters.
- Provide a forecourt at Guildford Way with a formal entry into the Plaza. Reinforce the symmetry of the two flanking towers. Terrace down from Guildford Way providing seating and an overlook of the plaza.

6. "Residential" Street

- Provide entries to the lower residential units directly from the street using exterior stairs, porches and entry courts to create an urban residential neighbourhood. Provide a landscaped transition from the street to the buildings along with the stairs and porches.
- Residential units always to be at or above the level of the street, never below.
- Provide street trees and parallel parking.
- Create a landscape buffer to the existing shopping centre.

DRAFT

7. Semi-Public Courtyards

- Provide entries to the lower residential units directly from grade using exterior stairs, porches and entry courts.
- Residential units always to be at or above the level of the courtyard, never below.
- Terraced private courts and balconies to overlook the courtyard.
- Provide grassed commons with shade trees, children's play area, seating (both open and sheltered by gazebos). Grade changes to be made by terracing.
- Exposed edge of south-west courtyard to be screened with hedges, vines and trees.

8. Parking

- Surface parking to be integrated with pedestrian activity, associated with the retail and "residential" streets as well as the Market Square.
- Retail, office and residential parking to be separated for security.
- Residential parking to be designed for security and broken into small neighbourhood parcels associated with each phase of the development with multiple entry points to be provided. Underground parking shall be hidden or screened from exterior view.

e. Sequence of Subdivision and Construction: Newport Village

(i) The land shall be subdivided and buildings shall be constructed in phases as shown on Schedule "A" attached to these guidelines. The boundaries of the areas within each phase and the sequence of subdivision and development (particularly in Phases 4 through 8) may be varied by Council.

(ii) Amenities (including without limitation the Market Square, Village Green, public and semi-public open spaces and play areas) shown within each phase on the drawings within Schedule "B" and Schedule "C" where applicable shall be provided prior to subdivision or development of the next-numbered phase.

f. Drawings

The drawings attached to Schedules "A," "B" and "C" which follow form part of these guidelines.

DRAFT

Schedule A to Bylaw No. 3522

Figure 1

Schedule A

Key plan of Newport Village showing existing development within Schedule "B" and proposed development within Schedule "C"

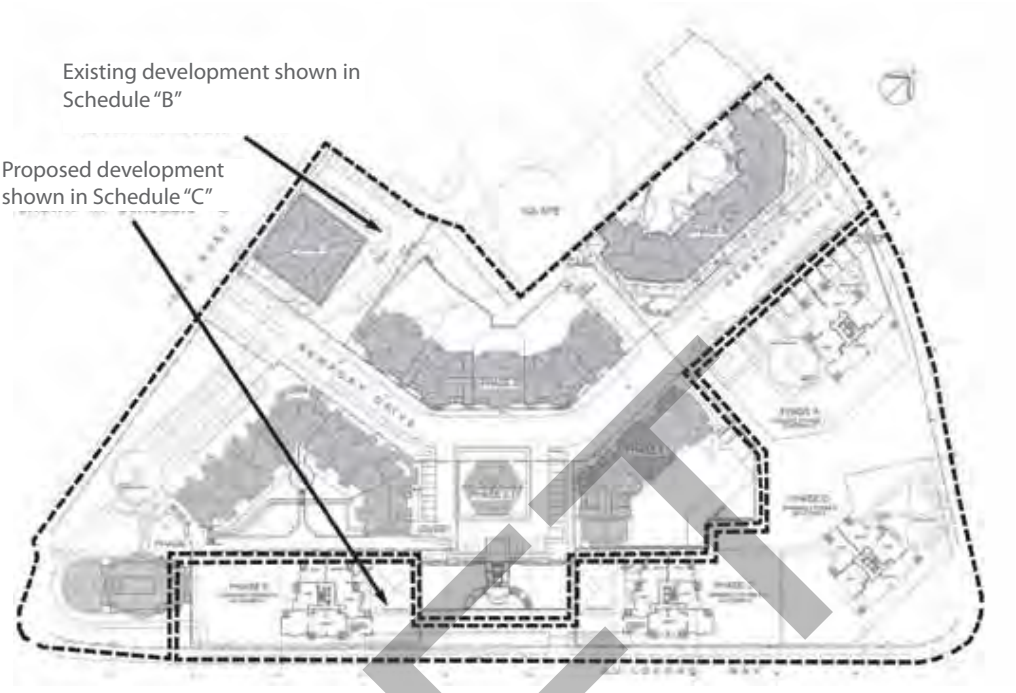
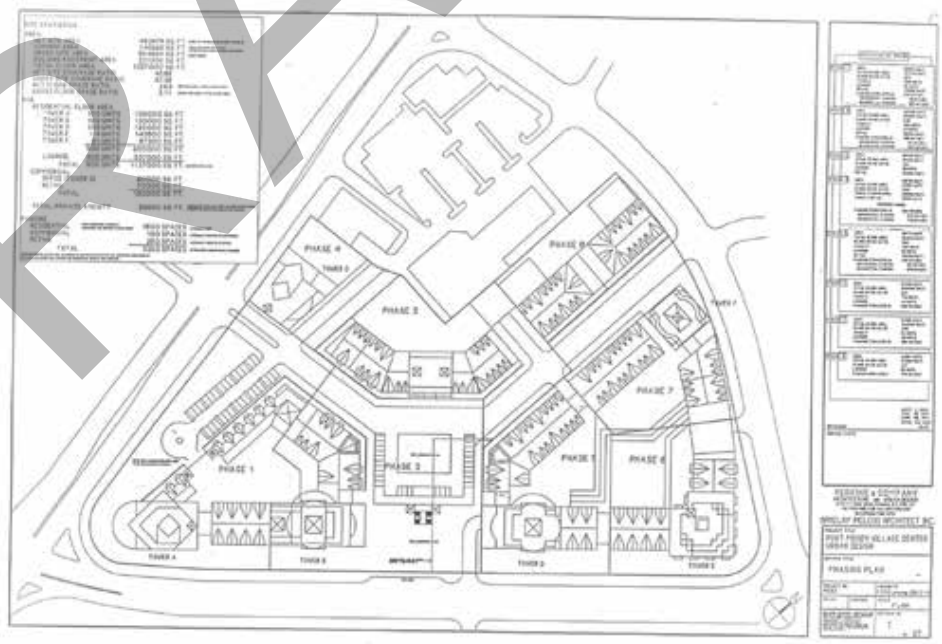


Figure 2

Schedule B

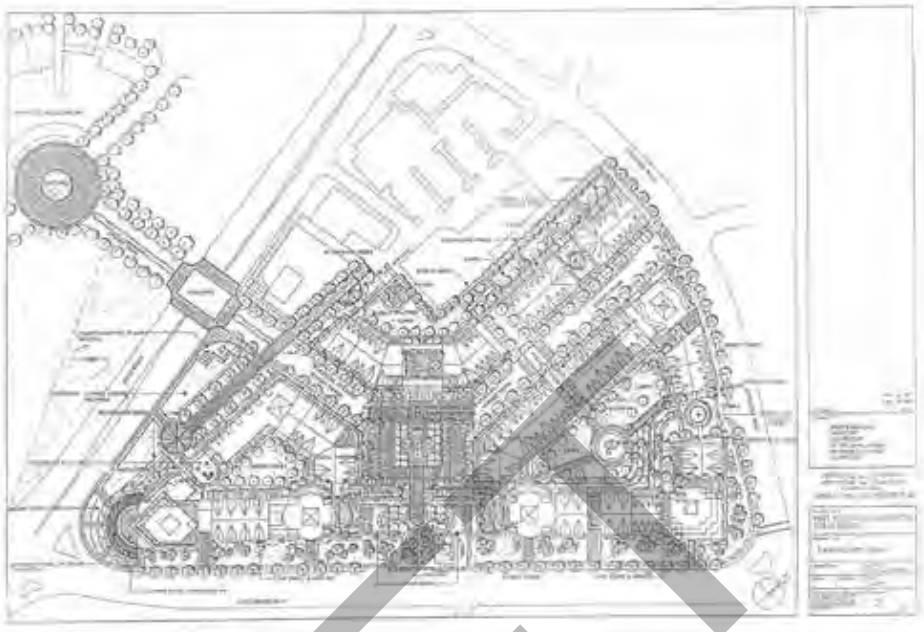
Key plan of Newport Village showing general form and character of existing development within Phases 1, 2.1, 3, 4 and 5.1

NOTE: Only portions of the following plans as shown on Schedule "A" are applicable.



DRAFT

Figure 3



DRAFT

Figure 4

Schedule C: Plans showing general form and character of the proposed development within phases A to D

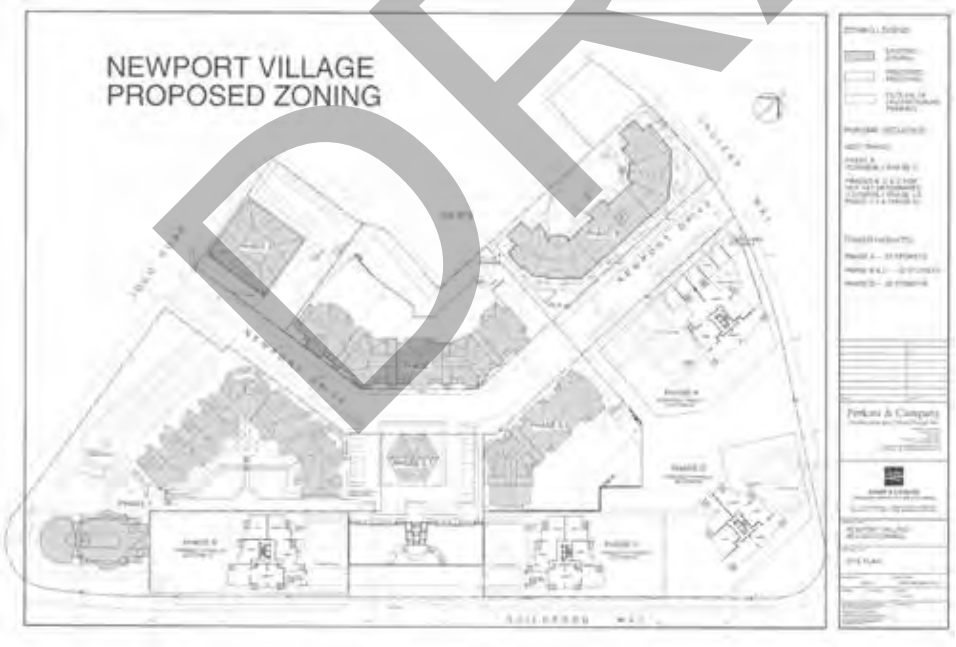


Figure 5

Summary of Remaining Development in Phases A to D shown on Schedule "C"

Phase B .....143 Units (22 storeys) Formerly Phase 2.2
Phase C .....143 Units (22 storeys) Formerly Phase 5.2
Phase D .....134 Units (26 storeys) Formerly Phase 6
Phase A .....125 Units (23 storey tower & 3 storey townhouse) Formerly Phase 7
Total .....545 units (distribution of units by phase may vary) Total area above grade 780000 S.F.
Remaining units ..355 units (either completed or unchanged)
Grand Total.....900 Units

Note: The unit counts and floor areas for each of the phases are approximate and are provided for illustrative purposes. The exact number of units within each phase may vary somewhat, but will be within the context of the design guidelines and cannot exceed the 900-unit maximum density set out in the TC1 (Town Centre) zone under the City of Port Moody Zoning Bylaw.

Figure 6

Tower design concept for Phase "A" (formerly Phase 7)

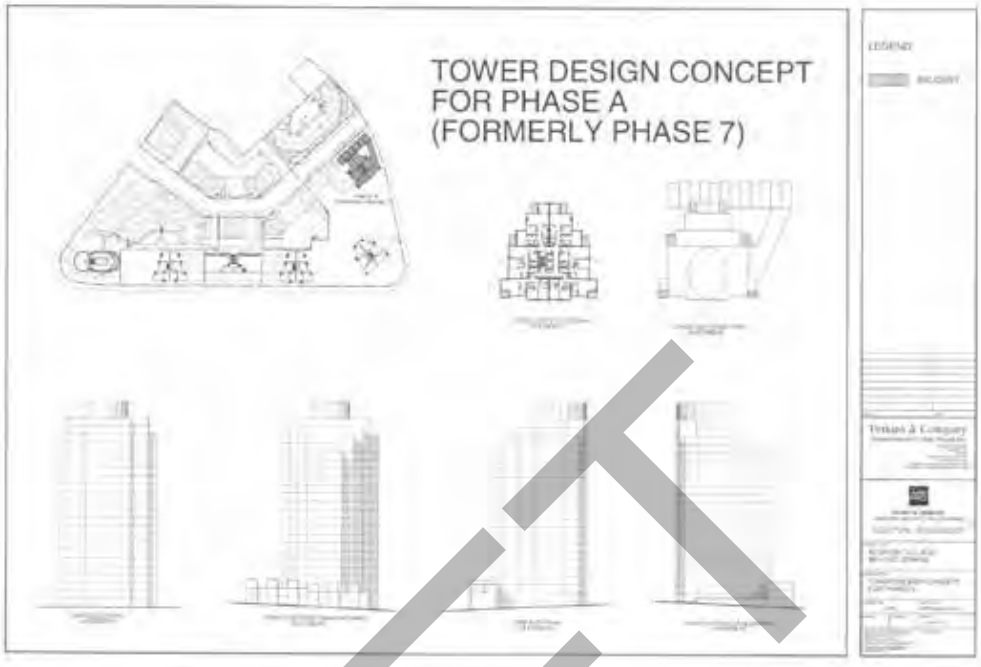
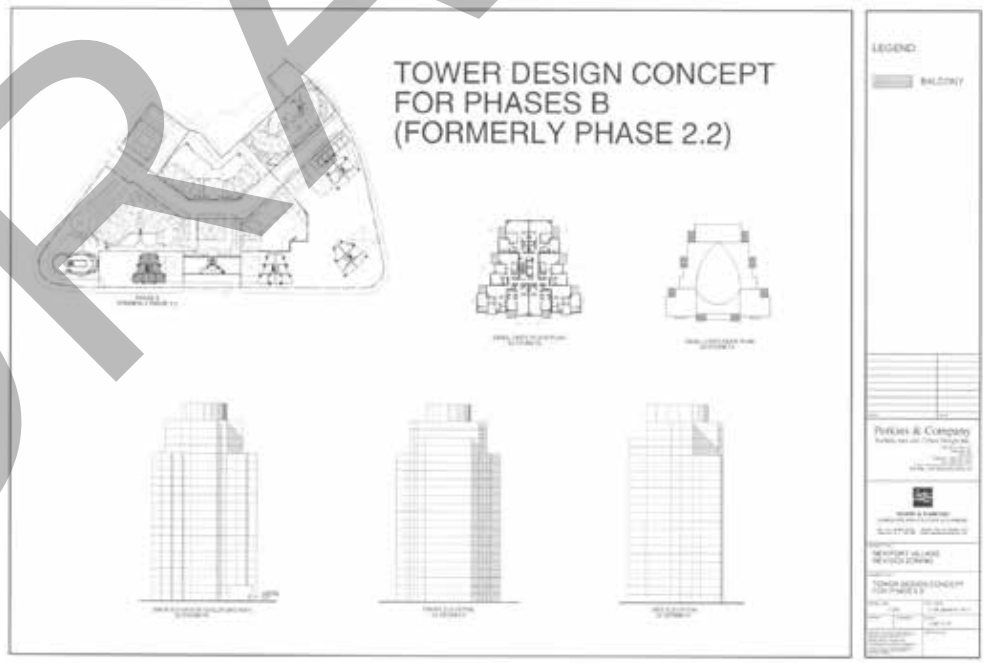


Figure 7

Tower design concept for Phases "B" (formerly Phase 2.2)



DRAFT

Figure 8

Tower design concept for Phases "C" (formerly Phase 5.2)

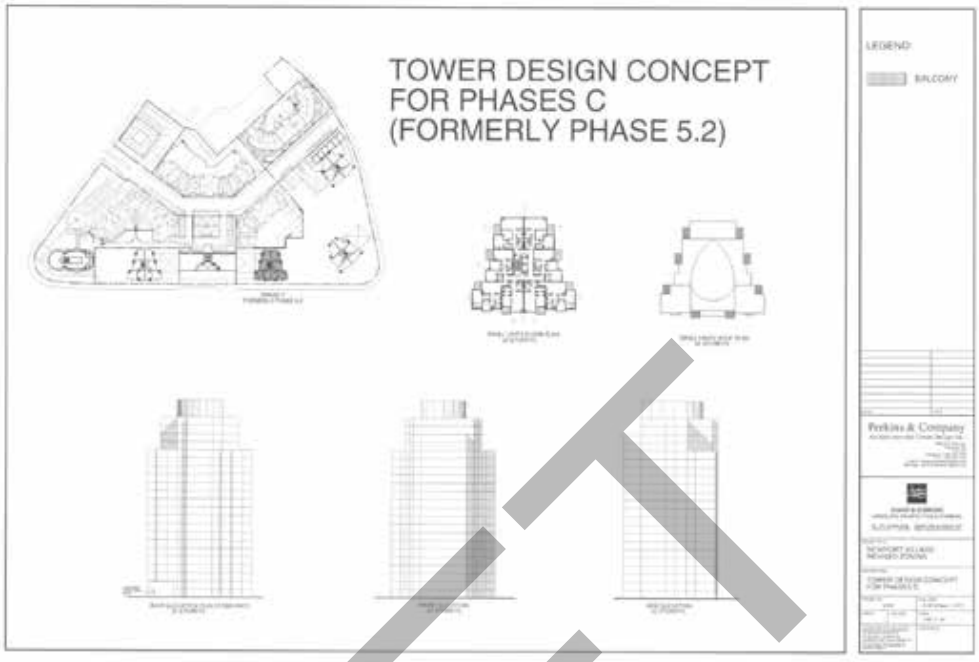
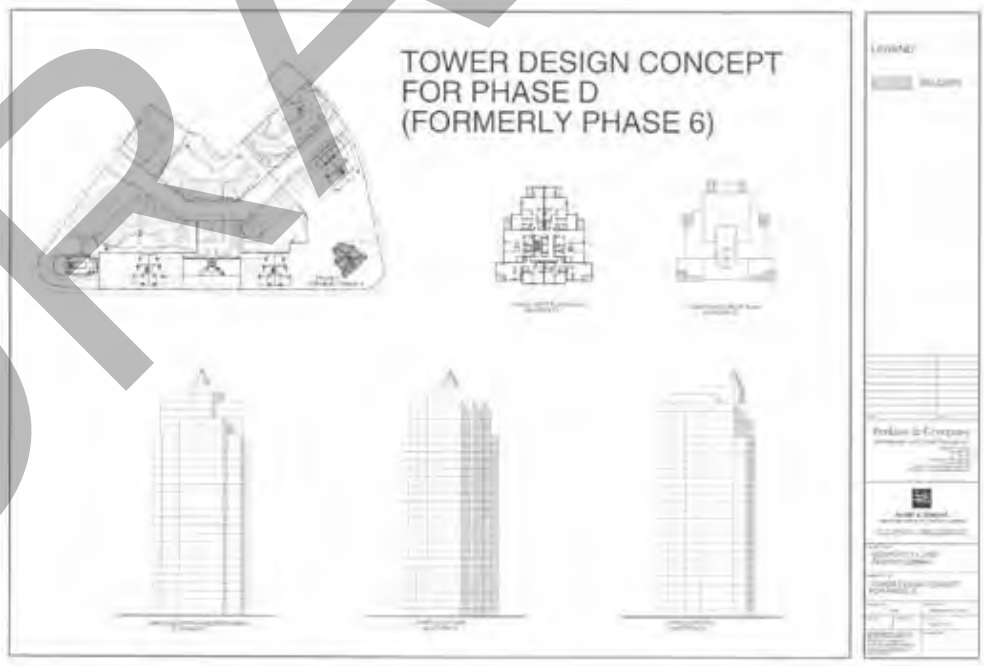


Figure 9

Tower design concept for Phase "D" (formerly Phase 6)



DRAFT

Figure 10

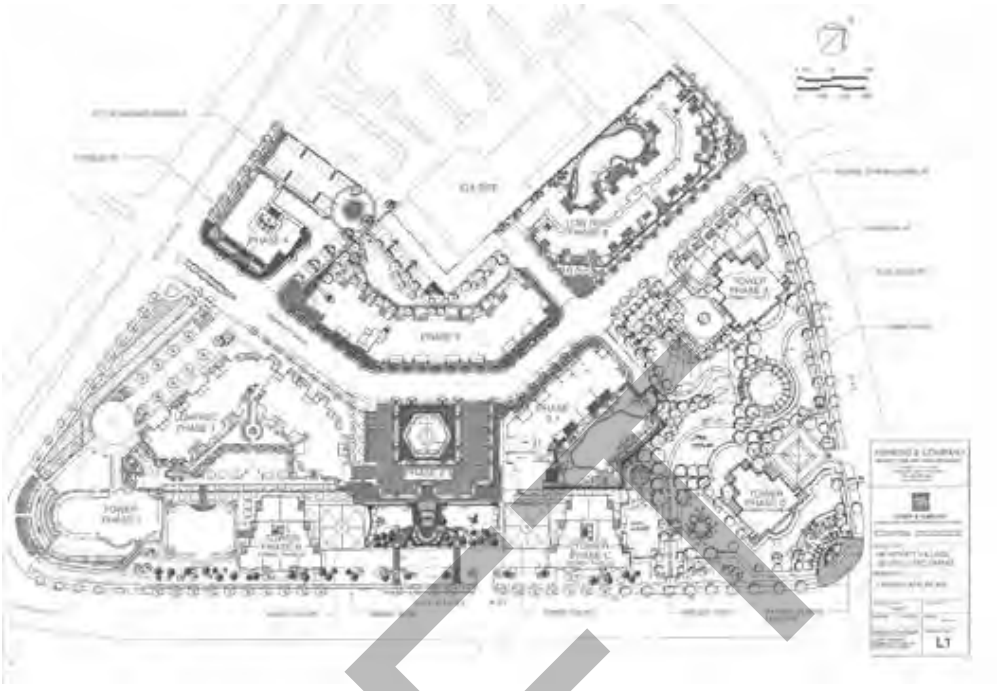
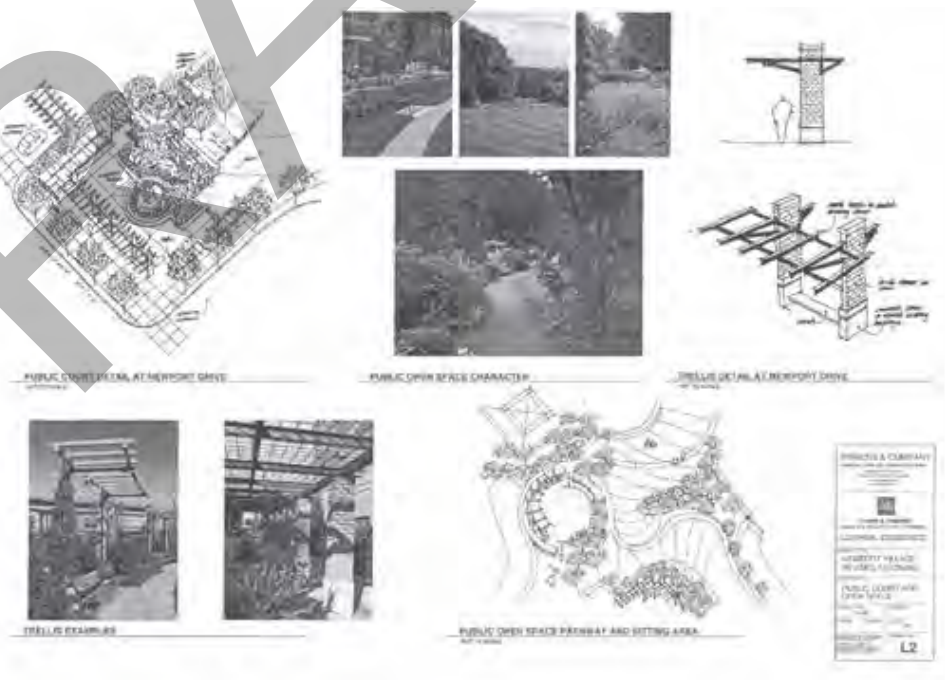


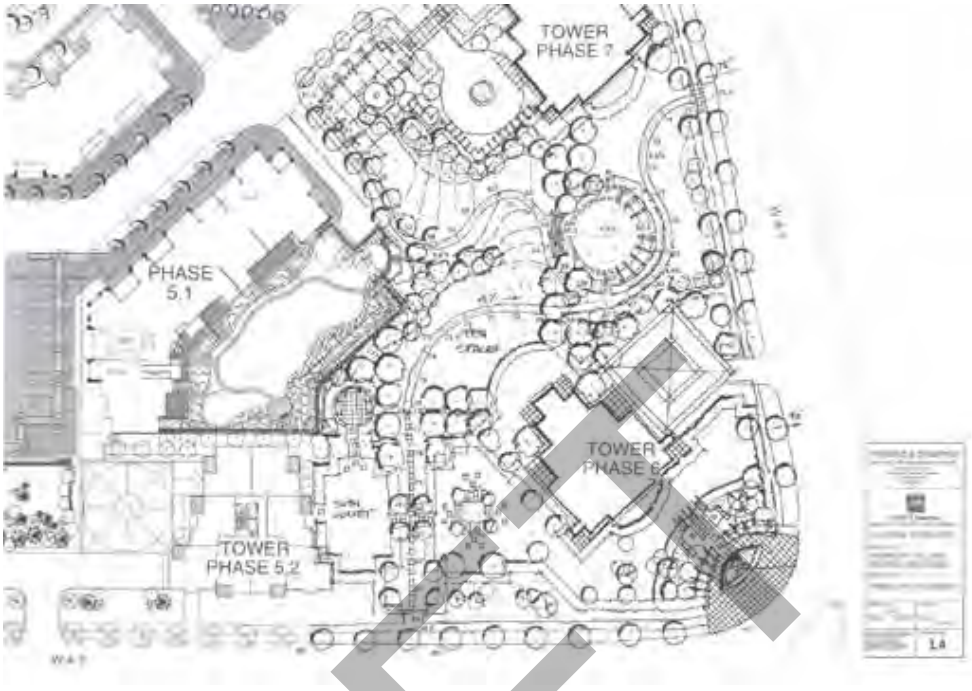
Figure 11



DRAFT

Schedule A to Bylaw No. 3522

Figure 12



DRAFT

4.7.2 Suter Brook

a. Introduction And General Guidelines

These site specific guidelines have been developed for the Suter Brook site and supplement the City's Development Permit Area 3 Guidelines.

1. General Site Description

The Suter Brook community is central to Development Permit Area 3 of Port Moody's Inlet Centre. Situated at the southwest corner of Ioco Road and Murray Street and at the base of the surrounding hills, the 8.93 hectare (22 acre) site encompasses Suter Brook as it flows off the Chines escarpment to the south on its route to Shoreline Park to the north and Burrard Inlet beyond. Suter Brook itself is the focus and greatest asset of this community.

2. Master Plan Overview

The Master Plan for Suter Brook includes:

a. a conceptual overall site plan (Fig. 1), which outlines building locations and their use;

b. a conceptual parcel plan (Fig. 2), which separates the Suter Brook site into development parcels and is derived for the land use contract (the "Land Use Contract") governing the Suter Brook site; and

c. the design philosophy and major objectives for the development of this site, which are described in detail below. At the core of the vision for Suter Brook is the enhancement and preservation of the Suter Brook stream and adjoining riparian habitat area. The residential and commercial uses and built forms of the new community are to respect this important resource while also achieving a high quality of design, materials and construction.

The development of the Suter Brook site is intended to complement the adjacent Inlet Centre areas, providing up to 1,250 housing units. A retail and office component, as well as a public plaza and public square, will provide an important community focus and the primary public gathering place for the site.

3. Community Components

The Suter Brook community consists of three major components:

- the Suter Brook Greenway, including two linkages across the Greenway and a trail at its outside edge;
- the Village Plaza; and
- three distinct residential neighbourhoods.

The following is a general outline of these community components. Refer to Sections C, D and E of these design guidelines for details of these various components.

Suter Brook Greenway: The Greenway, which contains Suter Brook, is set aside as a protected environmental area incorporating a pedestrian loop trail system along a portion of its length, signage and interest points emphasizing the ecological importance of Suter Brook as a fish bearing stream, bird, animal and plant habitat. A central bridge will be constructed providing for vehicle, bicycle and pedestrian traffic to cross Suter Brook.

Village Plaza: A plaza central to the entire Suter Brook community serves as a gathering place for the community, a location for community cultural and other events and a primary point of entry to the Suter Brook trail system.

Neighbourhoods: Three neighbourhoods (Fig. 3), have been established to complement and respect the Greenway; each with a distinct yet compatible building and landscape character. Two of these neighbourhoods are purely residential while a large portion of the site east of Suter Brook will incorporate residential uses with retail/ commercial amenities and businesses, such as a major grocer, a pub, office space, as well as the Village Plaza and Village Square. The character and guidelines applicable to each neighbourhood are set out in Section E.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

Figure 1

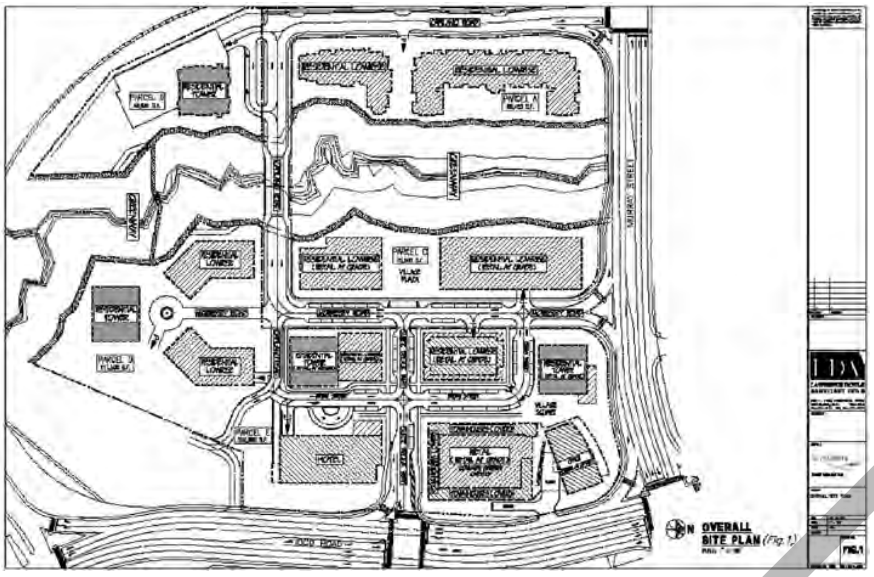


Figure 2

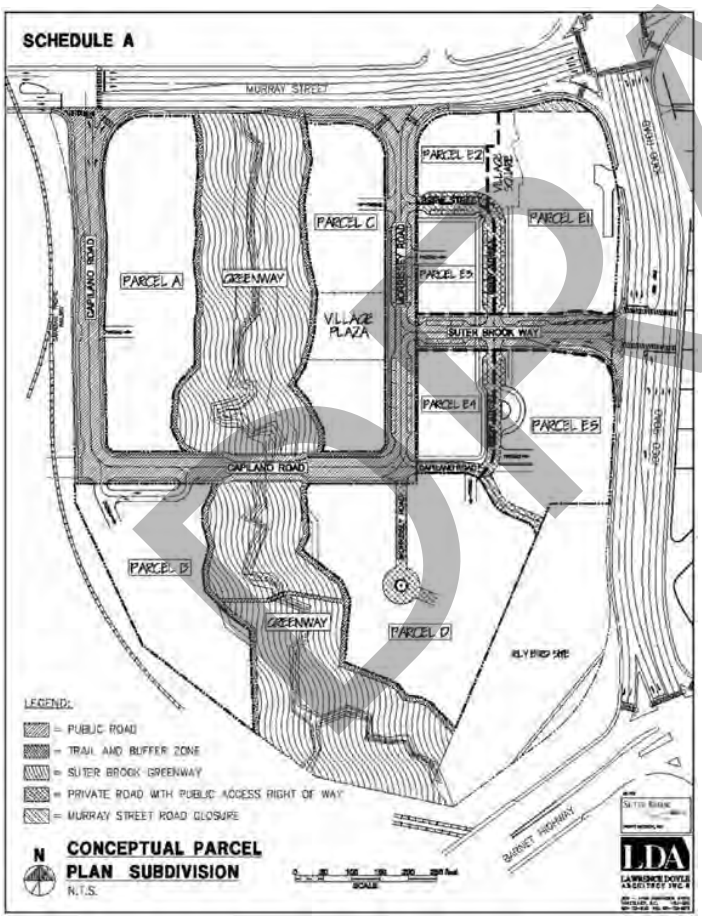
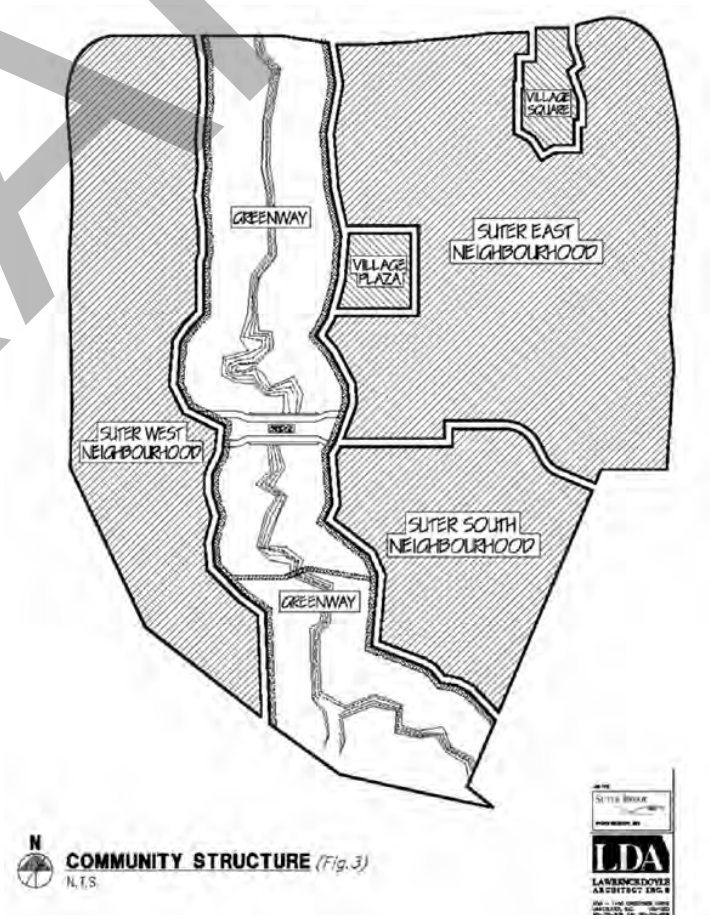


Figure 3



DRAFT

4. Role of Design Guidelines

These guidelines are intended to outline development controls that will guide developers of individual parcels in achieving the following general objectives:

- ensure the long term preservation and enhancement of the Suter Brook Greenway;
- establish the distribution and compatibility of land uses, development parcels, built form, and provision of public spaces and facilities;
- establish consistent performance standards for the character and construction of buildings and open spaces for which the community will be recognized;
- provide a framework for the orderly build out of development parcels over time; and
- provide a mechanism for reviewing and approving development proposals.

In preparing these guidelines, project decision makers are provided a set of detailed requirements that are integral and complimentary to applicable City policies and bylaws. They establish controls that will ensure that the Master Plan 'vision' is achieved.

For consultants, land developers and builders, these guidelines are intended to:

- encourage thoughtful attention to sensitive and good design and especially to the details that contribute to livable communities;
- encourage designers to think of their project as contributing to part of a larger coherent and cohesive 'whole' community; and
- discourage 'object' buildings designed in isolation from the surrounding context.

These design guidelines are not intended to be exhaustive or conclusive of the design criteria that may ultimately be applied within the detailed design of each parcel.

For parcel specific information, refer to the sketch plans contained in Section E Parcel Specific Development Guidelines. Also, for other development requirements refer to the Land Use Contract bylaw.

b. General Development Principles

1. Broad Design Concepts

The Master Plan for the Suter Brook community has been generated from a number of key urban design concepts. These concepts include:

- focusing the community on the protection and enhancement of the Suter Brook Greenway;
- establishing opportunities for community education and participation in the protection and enhancement of the Greenway;
- providing adequate public gathering space to encourage social interaction between residents and to provide community focal points;
- providing pedestrian linkages throughout the community, particularly at the periphery of the Greenway, and to adjacent areas of Port Moody;
- for the Mixed Use Precinct, designing streets that are urban in scale and character and strongly pedestrian-oriented (Fig. 4);
- utilizing focal points and visual axes to reinforce the structure within the community;
- utilizing residential towers as a visual and architectural focus for the residential neighbourhoods; and
- providing quality indoor amenity spaces in sufficient quantity to satisfy the neighbourhood's needs as well as municipal requirements.

Figure 4: Mixed Use Concepts



DRAFT

2. Environmentally Sensitive Design

2.1 Natural Environments

(i) General Practices

The following will apply:

- Protect the Suter Brook Greenway as a significant environmentally sensitive area and integrate it into the community.
- Maintain the ecological integrity of the Greenway.
- Provide opportunities for residents to participate in the protection and enhancement of the Greenway (eg. an environmental stewardship program).
- Use enforceable construction guidelines to protect sensitive on site areas, including the Greenway and its trees and riparian system.
- Reinforce awareness of the Suter Brook Greenway through education programs, signage and information kiosks.
- Minimize environmental effects through built design features such as "green roofs" and private patio gardens, where possible, and careful use and controlled placement and depth of parkade structures in order to limit disruption of natural water table levels, and containing car wash facilities that are connected to the sanitary sewer system.
- Prepare a storm water management plan that ensures separation and treatment of unclean water, as well as the directed use of clean water.

(ii) Naturescape

The following will apply:

- Incorporate standards contained in the Port Moody Naturescape Guidelines where possible, particularly sites adjoining the Greenway.
- Ensure careful placement of Naturescape planting along the Suter Brook Greenway to discourage public access to sensitive riparian areas.
- Create or improve wildlife habitats with the use of native plant material and plant massing.
- Ensure a visual integration of the residential building rear yards with the natural Suter Brook Greenway.
- Promote the use of Indigenous plants in private landscaping.

2.2 Built Environments

The following will apply:

- Create compact forms of development leading to a more efficient use of land and infrastructure.
- Integrate land uses including significant employment generating activity.
- Provide shopping and entertainment opportunities on site, within easy walking distance.
- Provide varied choice of housing types, costs and lifestyles.

2.3 Social Environments

The following will apply:

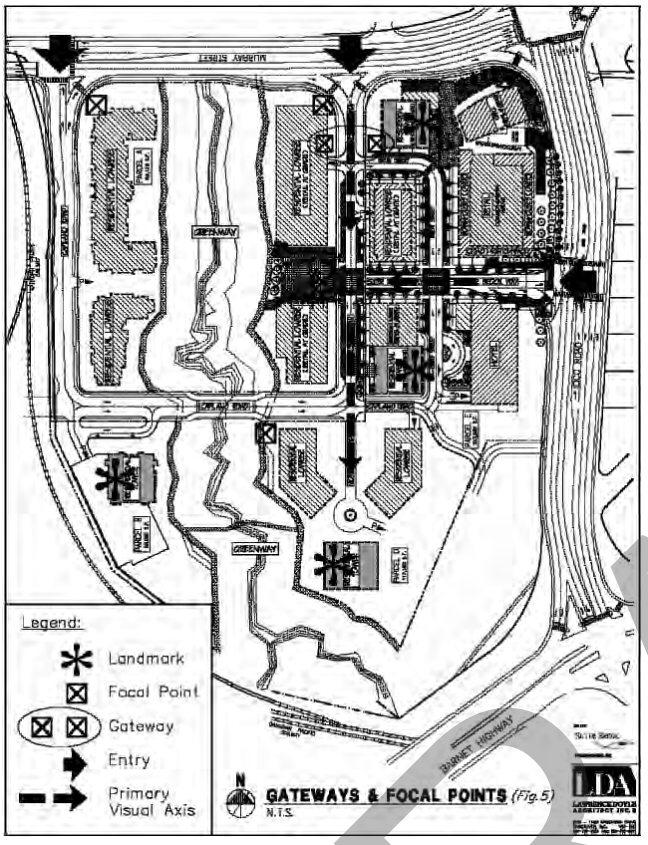
- Create public open spaces that promote activity and social interaction.
- Provide a diversity of recreational opportunities and facilities.
- Provide safe pedestrian and cycle friendly streets.
- Encourage businesses that promote a vibrant urban character and interaction between residents and encourage visits from members of the community outside Suter Brook.

DRAFT

3. Gateways & Focal Points

Entries to the community are designed to create a sense of arrival and identity, while focal points are intended to provide neighbourhood identity. (Fig.5)

Figure 5:



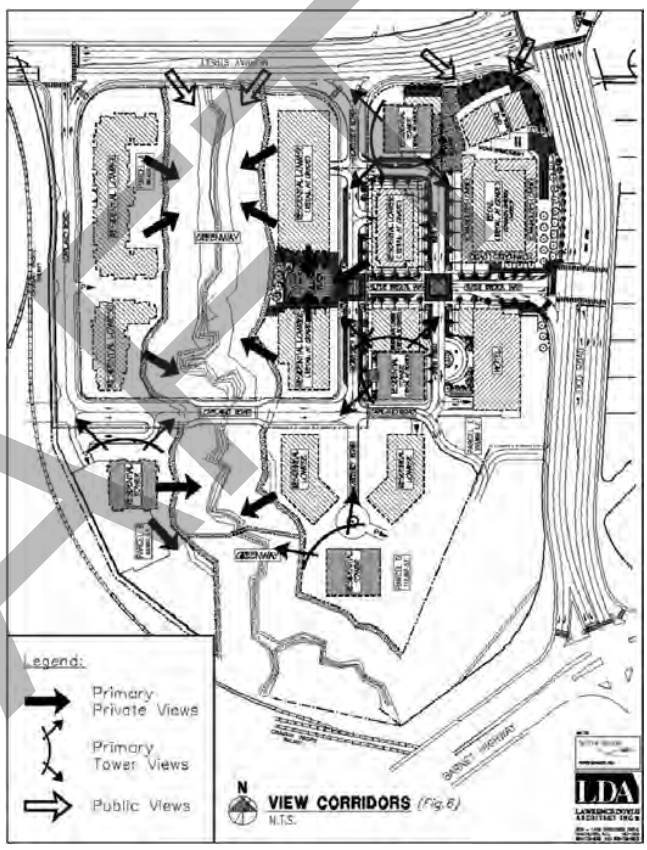
4. Livability

- In addition to previously mentioned principles, a number of factors further contribute to the overall livability and enjoyment of the community. General conditions include:
- street corners with tree plantings and benches to create interest and community interaction;
- accessibility to public areas including Greenway trails, the Village Plaza and Village Square and the commercial precinct;
- parking for people with disabilities both on-street and in underground parking facilities in proximity to elevators or movators; and
- maximize natural light penetration into dwelling units and corridors/stairwells.

4.1 Private Views

Views will be maximized from units on to public spaces such as the Greenway and the Village Plaza, on to internal courtyard areas where applicable and on to the Inlet and mountains to the north and northwest. (Fig.6). The Greenway, Village Plaza, and Village Square are the primary focuses for the views into and within the community.

Figure 6:



DRAFT

4.2 Safety

The following will apply:

- Define street edges with residential units that have either at grade access or, for mixed-use buildings, windows facing the street over commercial space at grade, to provide 'eyes on the street' for pedestrian safety.
- Incorporate traffic calming measures.
- Provide sidewalks on both sides of streets with street trees and parallel parking separating pedestrians from moving traffic.
- Make intelligent use of concrete pavers of varying colour and size to clearly demarcate pedestrian, parking and traffic areas and to slow vehicular traffic on internal streets
- Ensure that all buildings satisfy visibility and access standards for fire fighting and community policing.
- Provide areas within open spaces which invite active use.
- Promote opportunities for audible and visual contact between neighbours.
- Provide secure parking areas.

4.3 Privacy

The following will apply:

- Provide a clear definition between public and private realms through the use of semi private front yards and interior courtyards.
- Maintain a spatial separation that maximizes privacy for all dwelling units on the site.
- Use planting, concrete pavers, low fencing, and/or limited changes in grade, to provide soft edges between public and semi private spaces (Figure 7)

Figure 7:



4.4 Sun, Shade and Rain

The following will apply:

- Design open spaces to maximize solar exposure where desirable and landscaping to provide shading as needed.
- Use shade trees and streets to provide shade in summer while permitting maximum light penetration during winter.
- For protection from rain, incorporate continuous canopies along pedestrian zones fronting commercial/ retail units in the Suter East Neighbourhood.

C. Public Environments

1. Suter Brook Greenway

1.1 General Description

The Greenway is a minimum of 21.0m wide from the top of bank on both sides Suter Brook, providing a total Greenway width of between 50m and 100m. This Greenway includes the Suter Brook Reserve Zone, which is a minimum of 18.0m wide from top of bank, together with an outside 3.0m wide Buffer and Trail Zone on either side of the Greenway. This Greenway will be publicly dedicated as a protected environmental management area. Habitat trees and shrubs will be retained, or supplementary planting added throughout the Greenway as part of a program designed to protect and enhance Suter Brook; in accordance with the approved habitat management plan. Using the principles of Naturescape, only native species will be planted; the goal being to restore the natural ecosystems as much as possible and to manage public access. At the south end of the site, salmon rearing ponds and spawning channels will be constructed. Selected natural barrier planting will protect the sensitive environment of the Reserve Zone from direct access, in accordance with an approved controlled access management plan. Educational information detailing the ecological importance of Suter Brook as a salmon stream and wildlife habitat, together with community information such as trail maps, will be provided. Interpretive signs and kiosks will serve as gateways which link the on-site Greenway trail system to the City's broader Shoreline Park trail system.

DRAFT

1.2 Trails and Bridges

The Greenway trail system consists of two primary loop trails; one between Murray Street and the Village Plaza and central bridge, and a second between the central bridge and a wooden pedestrian crossing within the southern portion of the site.

A central bridge will be constructed to allow vehicle, bicycle and pedestrian traffic to cross Suter Brook. The central bridge incorporates sidewalks widened to 3.0m which will provide view points to the stream and places for seating and interpretive information while maintaining an unobstructed pedestrian sidewalk. Wider than standard travel lanes across the bridge provide for the safe passage of cyclists.

1.3 Environmental Protection

Habitat protection and enhancement of the Suter Brook Greenway will be ensured by an Environmental Assessment Report, a Construction Monitoring Plan and a Storm Water Management Plan. Each development phase must comply with all requirements and standards of these approved plans.

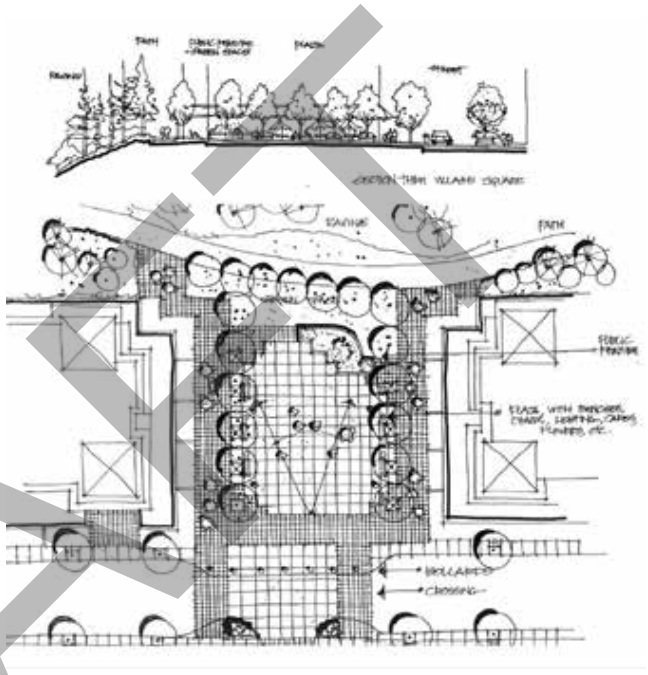
2. Village Plaza

The Village Plaza is a publicly accessible plaza which will be central to the community and directly adjacent to the Greenway (Fig.8). As the western terminus of the main entry road (Suter Brook Way) off Ioco Road, the Village Plaza will provide views to the Suter Brook and provide an ideal location for the placement of public art.

The Village Plaza has the following attributes:

- it is a public amenity space open for the enjoyment of not only the residents of Suter Brook, but the Port Moody community as a whole;
- it will have a combination of hard and soft landscaping;
- this will be the main stage where people will gather, cafes will have outdoor seating, and community events will occur;
- public benches with backs provide a comfortable location to rest or enjoy the activities taking place in the Plaza;
- at-grade commercial space in the buildings to the north and south of the plaza to possibly house cafes and restaurants with patios bordering the plaza;
- trail entrances to the Suter Brook Greenway trail system and transitional green space;
- sun orientation and shadow impacts will be taken into consideration in designing the Village Plaza;
- a raised "stage" area could be added for use during local music festivals, community days and the like; and
- public art will be installed to provide interest and a central focal point.

Figure 8: Conceptual Village Plaza Plan



3. Village Square

The Village Square is the main plaza for the commercial precinct. It will reflect a European style, which alludes to open, primarily paved nature of the plaza, and how it is defined and enclosed by the buildings. This European style plaza provides a central point for pedestrians orienting themselves within the village and a transition for those entering from Murray & Ioco.

Some trees and fixed features are present around the edge, and the paving patterns are rich and interesting, but primarily the space is open to allow for a variety of uses. It can be used for events, café eating, or simply open to allow for free movement. A central feature will provide an important landmark for the plaza while outdoor seating will create a social hub in the midst of commercial activity.

DRAFT

4. The Corner of Murray Street & Ioco Road

The corner of Murray and Ioco will be an important focal point and pedestrian gateway for the Suter Brook community. It is the threshold for pedestrians coming into the area, and a visual focal point for drivers. The connection to the existing Newport Village will be a strong one, embracing and inviting the established community into the new village. Paving patterns direct people beyond this point up Ioco, or along Murray into the village. The shape of the building provides some view to the beginning of the plaza and helps to draw people in that direction. The building corner is most prominent here, and the landscape makes way for it to show through. Specific landscape features, such as flagpoles, will indicate that people are arriving at a special place.

5. Street Rights of Way & Edges

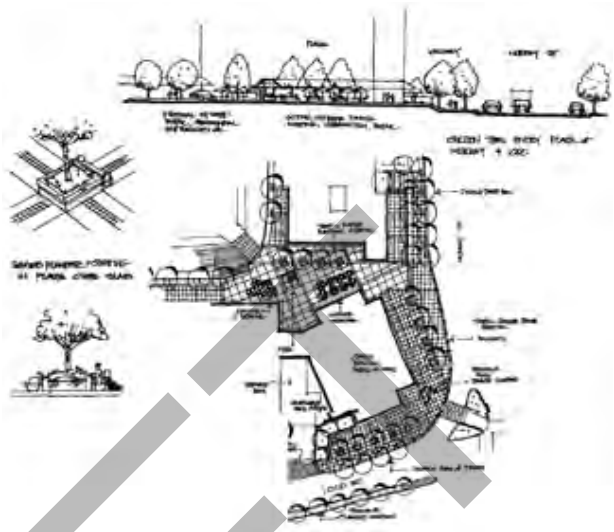
In addition to providing for vehicle movement, streets are designed to provide desirable pedestrian and cyclist environments. They also serve to emphasize structure of the community in reinforcing vistas, axis and view corridors.

5.1 External Street Conditions:

The following will apply:

- The Murray Street and Ioco Road edges to the community are to be softened by street trees in a grassed boulevard between the curbs and sidewalk, and in the case of Ioco Road, an additional row of street trees on the inside of the sidewalk (Fig. 9).
- Except at the corner of Ioco Road and Murray Street, sidewalks, street lighting and curb/gutter are to match the existing Town Centre standard. Sidewalks and curb/gutter at the corner of Murray Street and Ioco Road will match the design elements chosen for Suter Brook's internal streets.

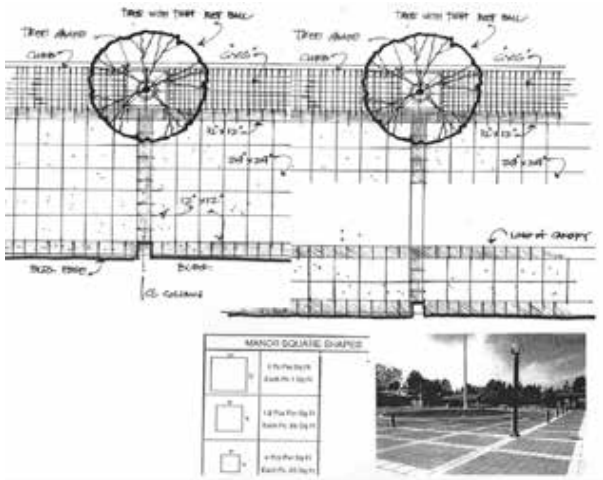
Figure 9: Conceptual Plan of Intersection, Ioco Road & Murray St.



5.2 Internal Street Conditions:

- A common relationship exists on all the internal streets. In principle, the following will apply:
- sidewalks and moving traffic are separated by a treed boulevard and parallel parking occurring on both sides of all internal streets where space permits;
- sidewalks are constructed in a variegated paver design with banding to align with architectural columns and to denote directional flow in open areas (Fig. 10);

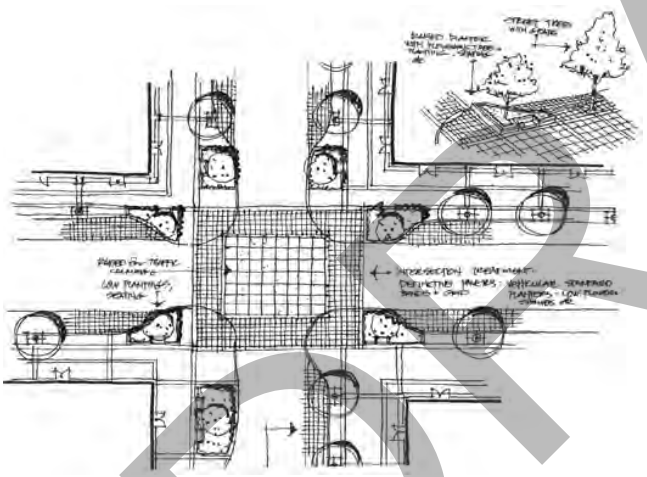
Figure 10: Internal Street Sidewalk Paving Examples



DRAFT

- moving traffic will be slowed as the travel lanes are narrow and straight sections of the roads are short;
- cyclists are safely accommodated within the carriageway of the street;
- pedestrian crossings exist at all intersections and will be marked using pavers in a band that is visible to traffic, and in accordance with City approved policy (Fig. 11);
- street lighting will provide both traffic and pedestrian-oriented illumination from separate light sources;
- electrical receptacles will be provided to street trees on select internal roads and open spaces, including the Village Plaza and Village Square, to allow for the installation of seasonal lighting; and
- all utilities will be underground and low profile transformer (LPT) boxes will be integrated with the landscaping.

Figure 11: Example of Street Edge Condition – Suter Brook Way & Brew St. Intersection



5.3 Building Street Interface & Edge:

Where the street meets the outside edge of the building base and underground parkade, typical conditions will be:

- underground parkades extending beyond the above ground footprint of a building are landscaped as a residential yard or internal courtyard area;
- if necessary, raising the top of a parkade structure between 0.5m and 1.0m above the level of the sidewalk and street or imbedding the structure into existing slopes to limit disruption of the existing water table;
- all buildings containing commercial/retail space at grade, with the exception of the building at the corner of Ioco Road and Murray Street, will incorporate additional residential storeys with windows fronting the street;
- the building at Ioco Road and Murray Street will incorporate office space with a predominantly glass window facade on the floors above ground level retail; and
- grade changes will be gradual on the sidewalk and stepped up or down adjacent to building entrances to ensure neutral grade at entrances for maximum accessibility.

These conditions will ensure that a pedestrian friendly edge treatment is achieved in all instances.

DRAFT

5.4 Vehicle Bridge

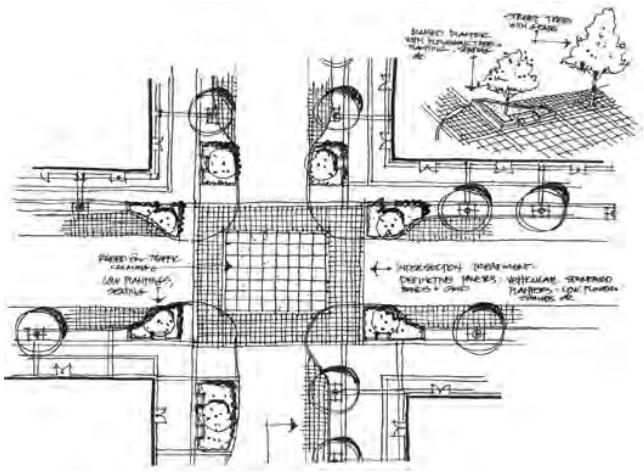


Figure 12: Conceptual Plan of Bridge Crossing

The bridge across Suter Brook provides shared vehicular, bicycle and pedestrian crossing. The central bridge crossing Suter Brook is designed to present a sense of arrival and crossing by narrowing the apparent right of way and by giving the travel surface a rise and fall. Consequently, the crossing will feel and look more like a traditional bridge. Other required features include:

- widened sidewalks allowing for gathering places and Greenway interpretive nodes;
- open railings to emphasize the experience of crossing the stream, allowing people to see the Greenway corridor;
- lighted piers at each end of the bridge mark the crossing, and provide an important landmark for orientation;
- banding pattern on the road surface;
- widened travel lanes for ease of bicycle passage; and
- designed to minimize the impact on the stream banks.

6. Public / Private Open Spaces

A hierarchy of public and private open spaces exists throughout the community. In general, the separations are:

- publicly dedicated spaces include the Greenway and some street and sidewalk areas;
- a publicly accessible (via statutory rights of way) Village Plaza area that is privately owned;
- a publicly accessible (via statutory rights of way) Village Square area that is privately owned;
- semi private landscaped courtyard areas within most development parcels, in some cases on top of parkades or on top of commercial /retail space;
- semi private yards; and
- private balcony or patio areas directly adjacent to the buildings.

DRAFT

7. Streetscape

Suter Brook will consistently employ streetscaping fixtures throughout all parcels and at the intersection of Ioco Road and Murray Street to give the entire community common aesthetic elements. Examples of these elements are as follows:

- street trees along boulevards (Fig. 13);
- lighting to be coordinated with style, colour and base of other appointments;
- a Domus type luminaire with pedestrian and street scale lighting;
- light fixtures to have banner and hanging basket support (Fig. 14);
- bollards to match base of light fixture; and
- seating to be Francis Andrew Centennial style type series 22-3 with series 31-2 receptacle or equivalent (Fig 15).

Streetscape elements will be consistent with, or complement, the streetscape elements found throughout Inlet Centre.

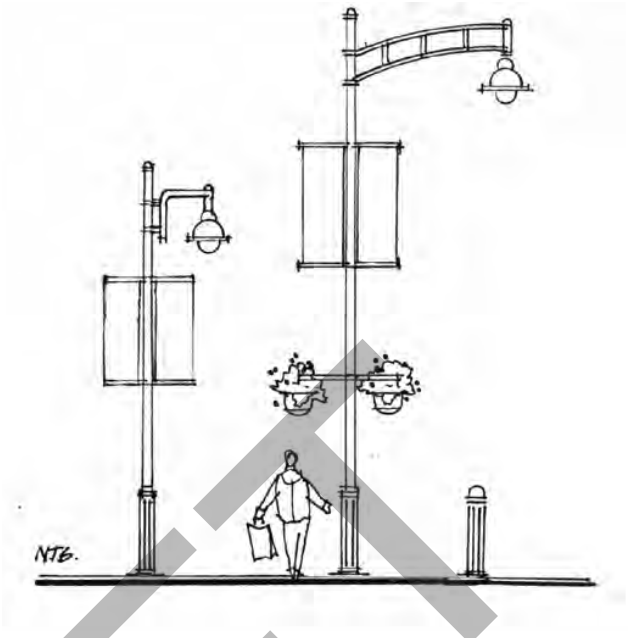


Figure 14: Examples of Lighting & Bollards

8. Public Art

Public art at Suter Brook will help to enrich the pedestrian space, particularly in the Village Plaza and Village Square. Locally designed art will be encouraged that speaks to the place, and adds a rich level of detail. The art will help to create pedestrian scale landmarks for use by residents, animating the plazas and making the space unique.

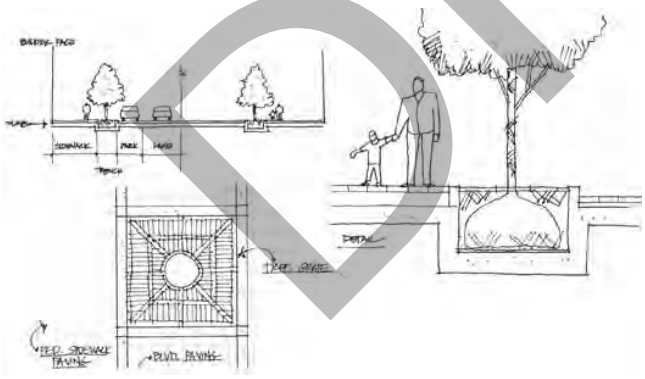


Figure 13: Examples of Internal Streets & Street Tree Features



Figure 15: Examples of Trash Receptacles, Benches, Bollards & Bicycle Racks or Equivalent

DRAFT

D. Neighbourhoods – General Guidelines

1. Overall Concept

Residential areas within the Suter Brook community have distinct characteristics and give rise to a variety of forms and massing suited to a variety of future residents. The completed community is expected to accommodate between 1,050 and 1,250 units.

2. Neighbourhoods

There are three residential neighbourhoods in the Suter Brook community

a) Suter East Neighbourhood

b) Suter South Neighbourhood

c) Suter West Neighbourhood

For parcel specific information refer to the sketch plans contained in Section F Parcel Specific Development Requirements. Also, for details on permitted uses, densities and related provisons, refer to the Land Use Contract bylaw.

Characteristics common to all neighbourhoods; buildings will reflect the following:

- Towers emphasize vertical forms and edges to accentuate a slender appearance. A defined base on each tower corresponds to the scale of the surrounding residential buildings (Fig. 16).
- Buildings designed to suit the west coast environment with emphasis on overhangs for sun and rain protection of exterior walls, including significant cornice treatments on buildings incorporating flat roofs.
- Use of a variety of materials and building articulation to help break up building massing and provide visual interest.
- Minimize visible roof venting.
- Minimize visibility of antenna and other wireless communications facilities.
- Rooftop mechanical equipment must be architecturally integrated.
- All residential parking requirements, including visitor parking, are accommodated in parkades under the buildings. Some on street parking is also available throughout the community.
- Rooftop decks where practical on both highrise and lowrise buildings.

Figure 16: Examples of Highrise Building Character



Azura One - 1438 Richards, Vancouver | Nova – 989 Beatty, Vancouver | Domus – 1055 Homer, Vancouver

DRAFT

The landscape for all of the parcels will have two aspects to it: urban area planting and natural area planting. Urban area planting style will include primarily ornamental plant material, or native plant material used in ornamental planting style. These will be more manicured areas, including use of trimmed hedging, lawn, and perennial flower beds. Plant material will typically be smaller, and carefully selected and arranged to ensure Crime Prevention through Environmental Design (CPTED) principles are adhered to. Decorative fence and gates at property edges will reflect the character of each neighbourhood. Low hedges in conjunction with decorative metal fence will mark the property perimeter. Natural area planting will follow the Naturescape guidelines as outlined in the Naturescape British Columbia Native Plant and Animal Booklet published by the British Columbia Ministry of Environment, Lands and Parks, 1995. This publication outlines specific native plants and approved near native plants and their use in natural planting schemes. This will be the primary style of planting adjacent to any natural edge, such as the ravine edge. CPTED principles will also be used for maintaining sightlines along trails through natural planting areas. All planting areas will also be designed to have an appropriate diversity of plant types, combining a mix of evergreen and deciduous plants. Different forms, scales, and textures will be used to provide all season interest. neighbourhood. Low hedges in conjunction with decorative metal fence will mark the property perimeter. Natural area planting will follow the Naturescape guidelines as outlined in the Naturescape British Columbia Native Plant and Animal Booklet published by the British Columbia Ministry of Environment, Lands and Parks, 1995. This publication outlines specific native plants and approved near native plants and their use in natural planting schemes. This will be the primary style of planting adjacent to any natural edge, such as the ravine edge. CPTED principles will also be used for maintaining sightlines along trails through natural planting areas. All planting areas will also be designed to have an appropriate diversity of plant types, combining a mix of evergreen and deciduous plants. Different forms, scales, and textures will be used to provide all season interest.

2.1 Suter East Neighbourhood

General Character

The following will apply:

- Character is expressed through simple non-homogenous building forms, expressive colour and materials that give the appearance of steel, painted concrete, flat cladding panels, brick and glass.
- Overall appearance is urban and sophisticated.
- A variety of housing styles, including high and low rise apartments and townhouses, will attract a variety of residents.

Building Character

The following will apply:

Highrise Buildings

- Use of materials such as steel, painted concrete, brick and glass.
- Emphasis on vertical definition of dwelling units along street facades to create rhythm and to shorten the visual length of the building.
- Highrise towers will incorporate one or more curved facades to maximize view opportunities.
- Strong cornice lines and lines expressing mid and base points.

Townhouses

- Townhouses above the main retail building (Parcel E-1) maintain the strong façade on the street side and look onto an internal landscaped green roof courtyard and private patios above the ground level retail.

DRAFT

Lowrise Buildings

- Use of varying trim appearances for window surrounds to compliment expression lines.
- Roofs will be predominantly flat with inset pitched roof forms to mitigate view impacts onto the roof from neighbouring residential areas where appropriate. Rooftop mechanical equipment must also be architecturally integrated.
- There will be an effort to incorporate private yards as well as "green roofs" where practical.
- The gateway entry off Ioco Road is marked by a building corner element on each side. (Fig. 17)

The four storey buildings on Parcel C will have substantial elements to match the appearance of the seven storey building across the street on Parcel E-3.

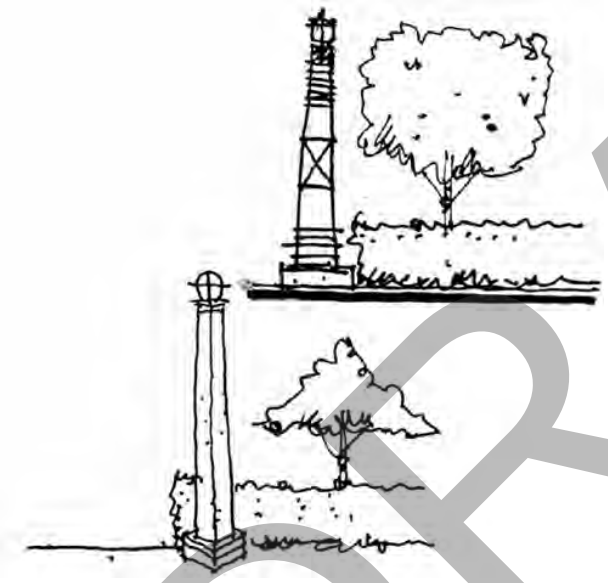


Figure 17: Gateway Elements

Landscape Character

The following will apply:

- Landscape character will be comprised of clean lines, expressed by manicured hedges and architectural massing of plants.
- Fence material is metal and the low walls and piers are scored concrete and/or brick.
- The ground plane treatment will be concrete unit pavers in varying size and colour.
- Planting adjacent to the Greenway follows the concepts of Naturescape.

Mixed Use Precinct

The Mixed Use Precinct, which is located in the Suter East Neighbourhood, will have an urban village character created by its mix of uses (e.g.,, office, retail, pub/restaurant), its blending of architectural styles, its use of high quality materials such as brick, concrete, glass and pavers, and its commingling of residential densities. It will provide employment and business opportunities for Port Moody and a vibrant sense of community for the residents of Suter Brook.

a) Urban Design

The following will apply:

- avoid a cookie-cutter look and feel by employing a variety of complementary materials and architectural styles;
- include predominantly flat roofs with architecturally integrated parapets and cornices;
- provide for a diverse and visually interesting streetscape with a continuous retail frontage which will attract visitors and tourists as well as local shoppers;
- provide continuous weather protection for pedestrians along the retail and other appropriate frontages;
- integrate residential units above the main floor retail to reinforce the sense of an urban village while providing a prominent complementary building facade to frame the space; and
- treat the corner of Ioco Road and Murray Street such that the angled office/retail building is a feature and pedestrian traffic is naturally drawn into the Commercial Precinct through the strategic use of high-quality landscaping and pavers. The corner itself should not be the feature but should operate to draw pedestrians into Suter Brook, including through incorporation of public art.

DRAFT

b) Retail

The retail component of the Mixed Use Precinct will:

- provide local services, financial services, a major grocer, a pub and licensee liquor retailer and specialty retail and food outlets to promote customer activity throughout the day and evening;
- utilize the ground floor of the office building for retail at grade fronting onto the Village Square open space provided at the terminus of the main internal commercial street;
- encourage retail spaces to "spill out" onto the Village Plaza and other open spaces in the form of informal and flexible patio spaces;
- accommodate retail in generally narrow frontages to permit a larger number of tenants to give greater diversity and customer activity; and
- have predominantly transparent glass in retail frontages (Fig.18).



Figure 18: Example of Retail/Grocer with Residential above

c) Signage

The following will apply:

- building signage will be structurally integrated into the design of the buildings;
- opportunities for a big screen television will be explored;
- signage will not dominate the building facades; and
- the location and details of the signage will be reviewed and approved by the municipality to demonstrate that the signage is architecturally compatible with the building and surrounding area prior to development approval for Parcel C or Parcel E.

d) Office

Office Space will:

- primarily be provided in the floors above ground level in the building at corner of Ioco Road and Murray Street;
- be the focus of the Murray Street and Ioco Road corner, with a primarily glass façade and potential for a curved wall element.;
- use a central lobby in the building shared by office tenants and the residents of townhouses over the neighbouring major commercial building; and
- require service access at the back of the building via the main commercial retail loading access off Ioco.

e) Additional Office Space

This building will:

- be architecturally consistent with the design employed in the Suter East Neighbourhood and will use high quality building materials such as brick, steel and glass (Fig. 19);



Figure 19: Example of Office / Mixed Use Building

DRAFT

f) Parking & Loading

The following will apply:

- Customer parking required to support the retail and office components will be provided in an underground parking garage, which will also support much of the parking requirements of the residential component of the Commercial Precinct.
- Retail customers will access grade level retail from parking level via a movator or elevator. A movator will be located adjacent to the entry to the major grocer.
- On street parallel parking will also be provided on both sides of all internal roads where space and grades permit and will help meet typical daily needs for success of the retail.
- Parking for the office component will be provided within a separate secured area of the underground parkade on Parcel E.
- Loading and unloading for both major retail and office needs will be provided from a loading access off Ioco Road behind and between the retail/office building and the major commercial building. This loading bay will be landscaped on top, gated and landscaped around its entrance to be made as inconspicuous as possible from Ioco Road (Fig. 20).
- Short term service parking and loading/unloading will be provided at grade adjacent to the retail units.
- Accessible parking for people with disabilities will be incorporated both on street and in the underground parking facilities in proximity to elevators or a movator.
- Use will be made of coloured stamped concrete or similar hard surfacing to define loading areas, along with such measures as down cast lighted bollards, landscaping, and screening as appropriate.



Figure 20: Elevation of loading bay on Murray & Ioco

2.2 Suter South Neighbourhood

General Character

The following will apply:

- The neighbourhood character is expressed through building forms with natural colours and materials that give the appearance of wood, brick, stone and slate.
- Extensive use of materials such as brick and stone on facades and walls of the tower base and low rise buildings.
- Distinct from other neighborhoods in both materials and color scheme.
- The neighbourhood suggests the sensibility of a private enclave with a single entry approach and landscaped auto court.
- The relationship to the "Irly Bird" site to the east will be taken into consideration in designing road access and setting grades of buildings and other structures.

Building Character

The following will apply:

Lowrise Buildings

- Lowrise buildings to show simple pitched roof forms throughout with straight eave lines and inset gables.
- Lowrise buildings may incorporate some townhouses.
- Balconies are a combination of recessed and exposed and may partially extend beyond the face of the building.
- Extensive use of matching detail trim on lintels and sills, columns and gables.

Highrise Building

- The tower above the base should be concrete in a complementary colour to the base with window wall and "punched" windows.
- Vertical elements should be emphasized by use of the building elements and colour.
- The tower design is symmetrical on the north south axis to reinforce its position as a central vista, but is not necessarily symmetrical on all facades.
- The tower will be stepped in on its upper storeys. (Fig. 16)

DRAFT

Landscape Character

The following will apply:

- Entry to the neighbourhood defined with stone piers and walls identifying the enclave.
- Heavily landscaped with trees, hedges and planting to separate
  Suter South Neighbourhood from the commercial precinct.
- Garden trellis, formal bench groupings and water spray pools are used as feature elements.
- Unit pavers used as auto court paving material to reinforce an upscale and formal nature of the landscape.
- Planting adjacent to the Greenway following the concepts of Naturescape.

2.3 Suter West Neighbourhood

General Character

The following will apply:

- The Suter West Neighbourhood is expressed through combinations of natural colour and materials that give the appearance of wood siding and brick massing.
- The overall ambiance of the neighbourhood reflects its primary orientation towards the Greenway.

Building Character

The following will apply:

Lowrise Buildings

- The 'Suter West' low rises have a defined and articulated facade that alludes to townhouse units along the street.
- Vertical elements are expressed by different colour and/or materials under the roof pitches to break up the horizontality of the building.
- Brick material forms the massing of the ground floor as well as vertical columns that frame many of the balconies.
- Balconies predominantly project from the building face with covered gable roofs.

Highrise Building

- The 'Suter West' tower is set amid extensive landscaping in an English Garden style, which will be constructed on top of the underground parking garage.
- A strong base element for the tower will relate to the low rise development to the north and give the tower an appropriate scale at street level.
- The tower should be finished in concrete, coloured to relate to the base, with window walls and 'punched' windows.
- Glass panel balconies will be a combination of recessed and projecting.
- These elements should be arranged to emphasize the verticality of the tower so it will have an overall slim appearance.
- The top of the tower should be stepped back to reduce the bulk of the tower and to give a sense of slimness.

Landscape Character

The following will apply:

- Landscape theme reflects the values of the English garden. Plant massing is formal in nature, but informal in appearance.
- Fence and gate material is wood and the low walls and piers are brick or stone.
- Planting adjacent to the Greenway follows the concepts of Naturescape.
- The landscaping over the parking structure for the tower should be both useable and visually interesting from the tower.

DRAFT

E. Parcel Specific Development Guidelines

Development of the parcels in accordance with the Design Guidelines is illustrated in the conceptual parcel plans which follow.

Parcel A

- Conceptual architectural plan for Parcel A (Fig. 21)
- Hedges, pathway, node, and nature-scaping for Parcel A (Fig. 22)

Parcel B

- Conceptual architectural plan for Parcel B (Fig. 23)
- Conceptual landscape plan for Parcel B (Fig. 24)

Parcel C

- Conceptual architectural plan for Parcel C (Fig. 25)
- Conceptual landscape plan (Village Plaza Plan), Parcel C (Fig. 26)

Parcel D

- Conceptual architectural plan for Parcel D (Fig. 27)
- Conceptual landscape for Parcel D (Fig. 28)

Parcel E

- Conceptual architectural plan for Parcel E (Fig. 29)
- Conceptual landscape plan for Parcel E (Fig. 30)
- Conceptual landscape plan of upper level (Site Corner Ioco & Murray), Parcel E (Fig. 31)
- Landscape treatment along Murray Street and Ioco Road, Parcel E (Fig. 32)
- Also refer to the Loading Elevation Concept Plan (Fig. 20)

DRAFT

Figure 21

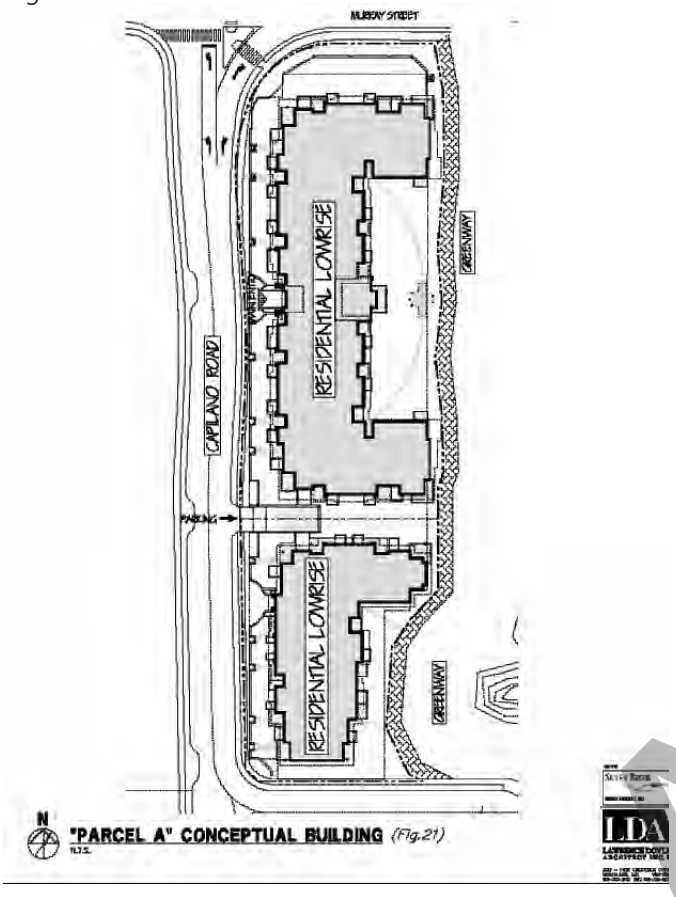


Figure 23

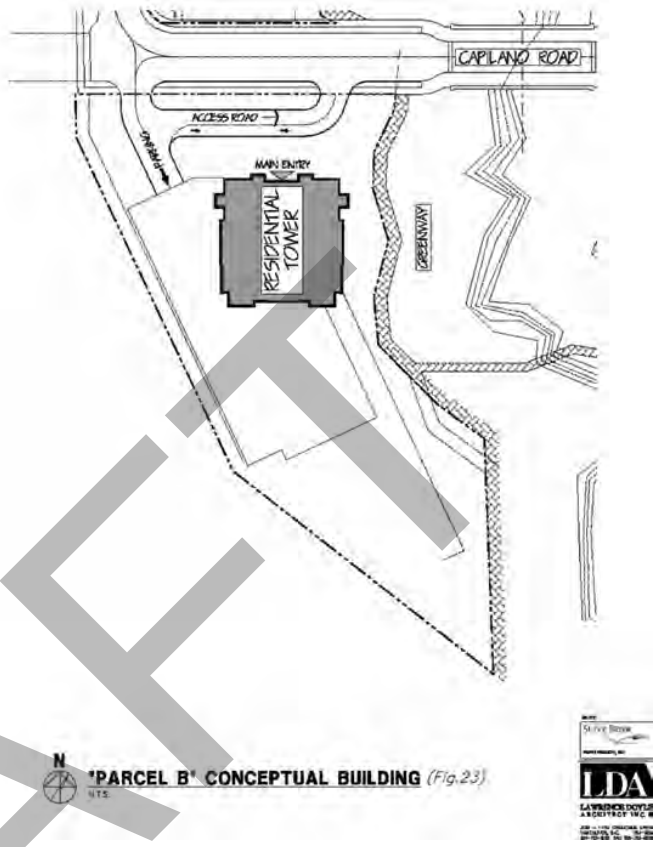
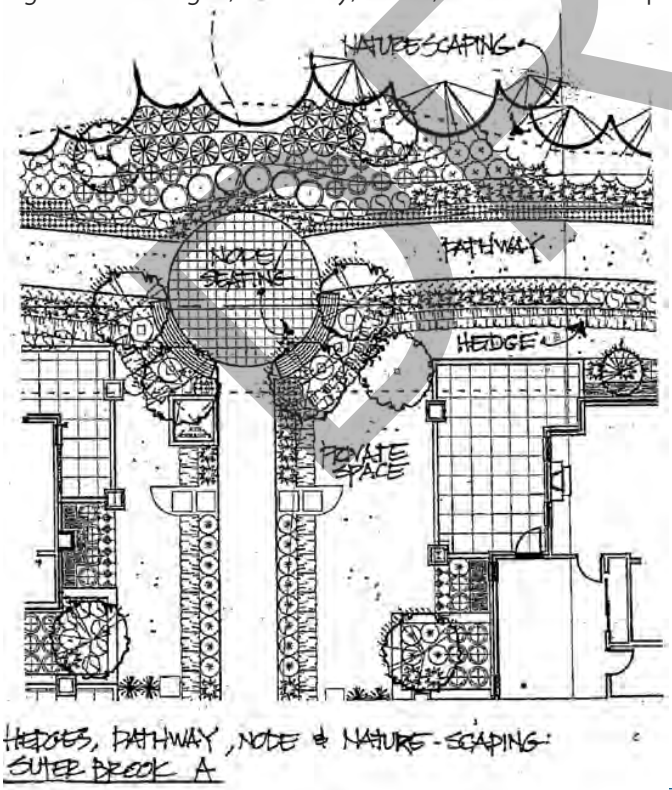


Figure 22: Hedges, Pathway, Node, and Nature-Scaping For Parcel A



DRAFT

Figure 24: Conceptual Landscape Plan for Parcel B

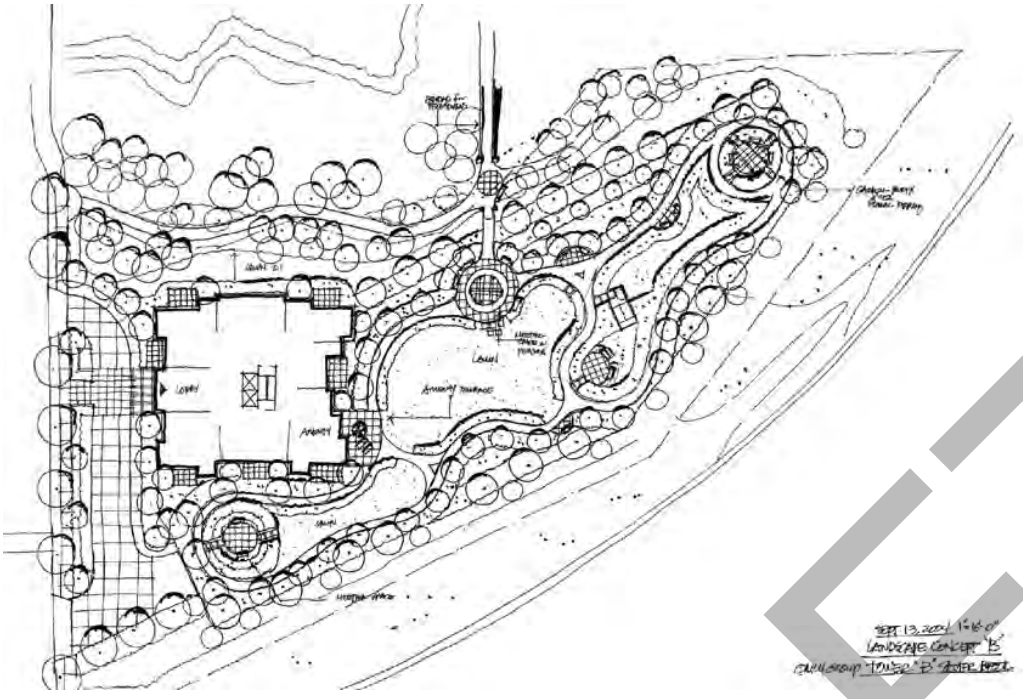


Figure 25

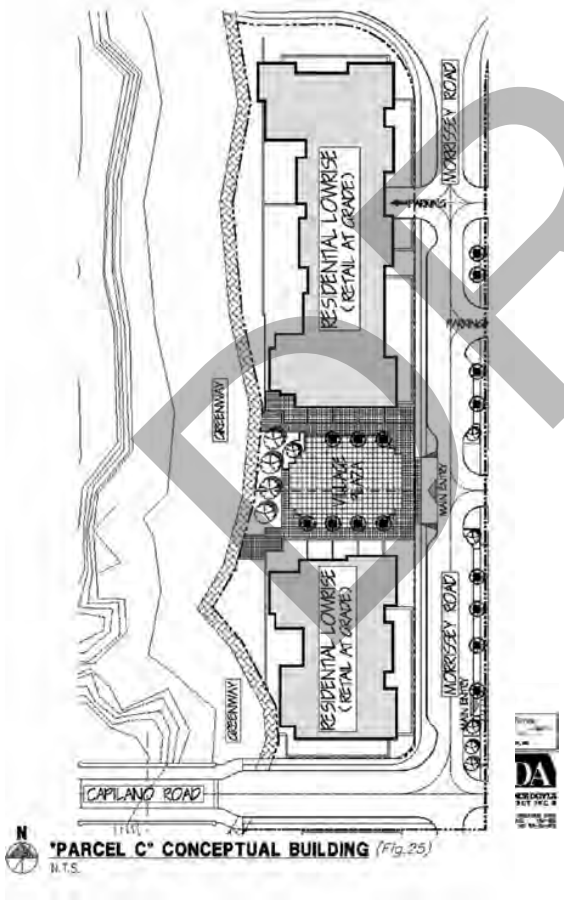
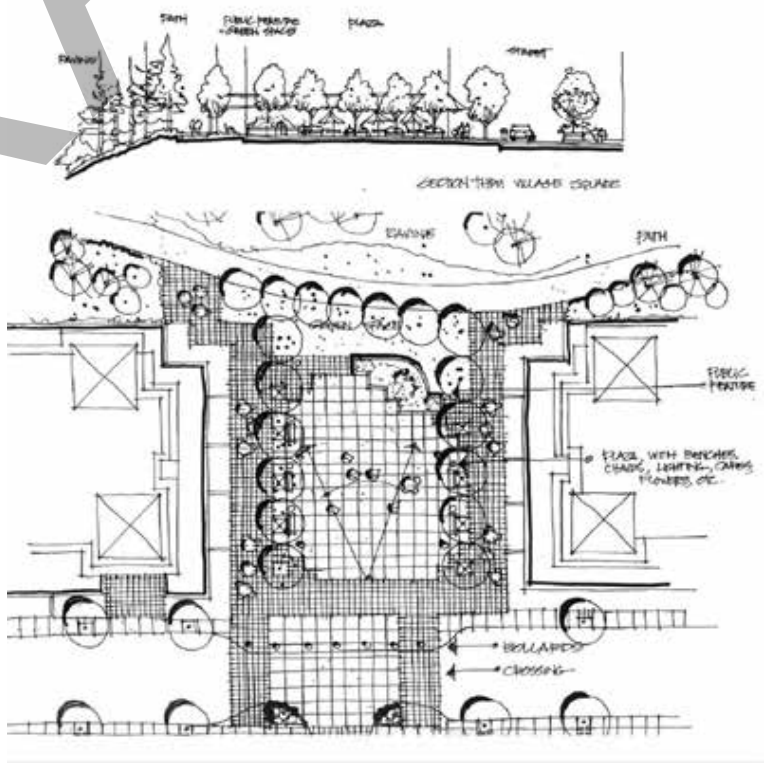


Figure 26: Conceptual Landscape Plan (Village Plaza Plan), Parcel C



DRAFT

Figure 27

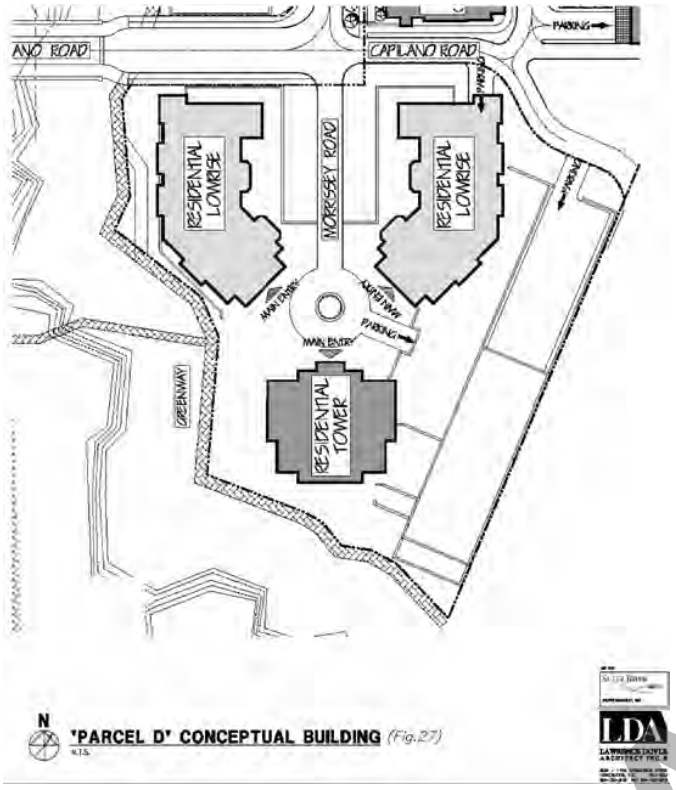


Figure 28: Conceptual Landscape Plan For Parcel D

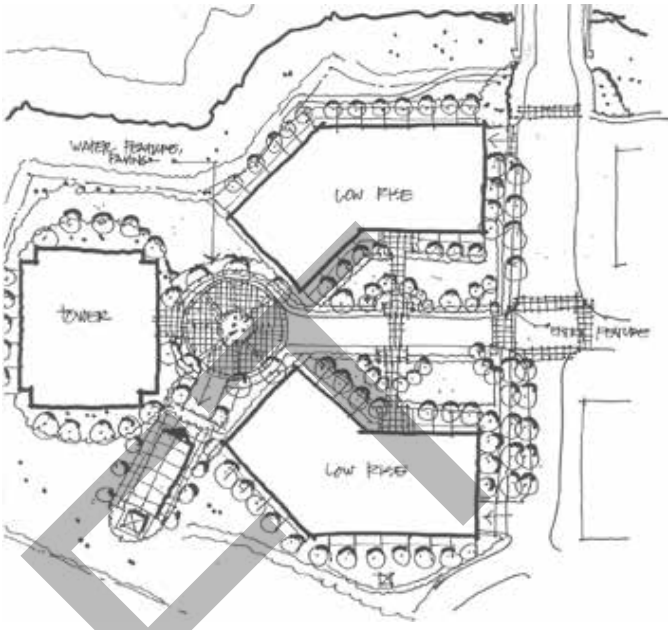


Figure 29

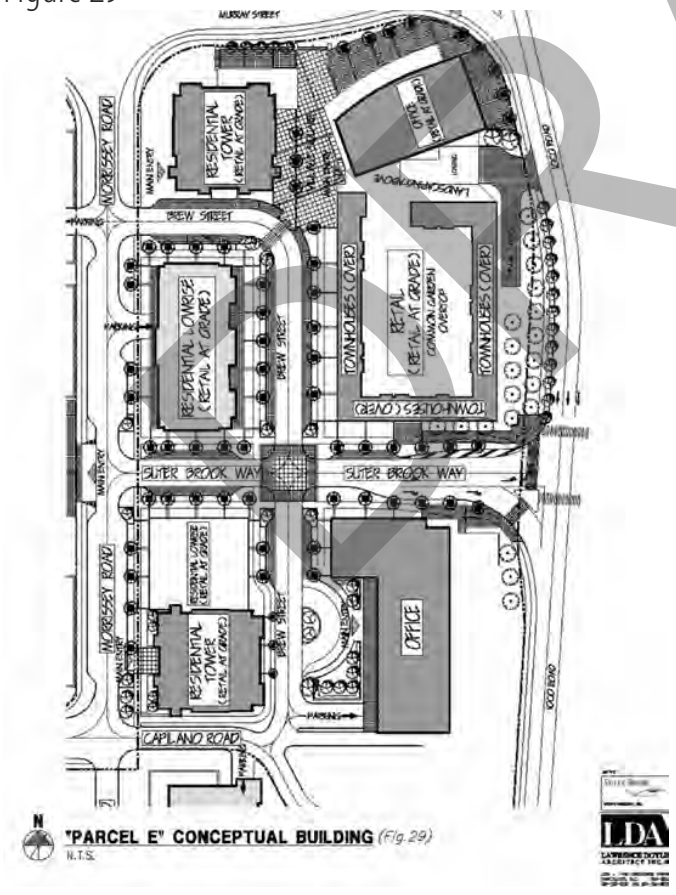
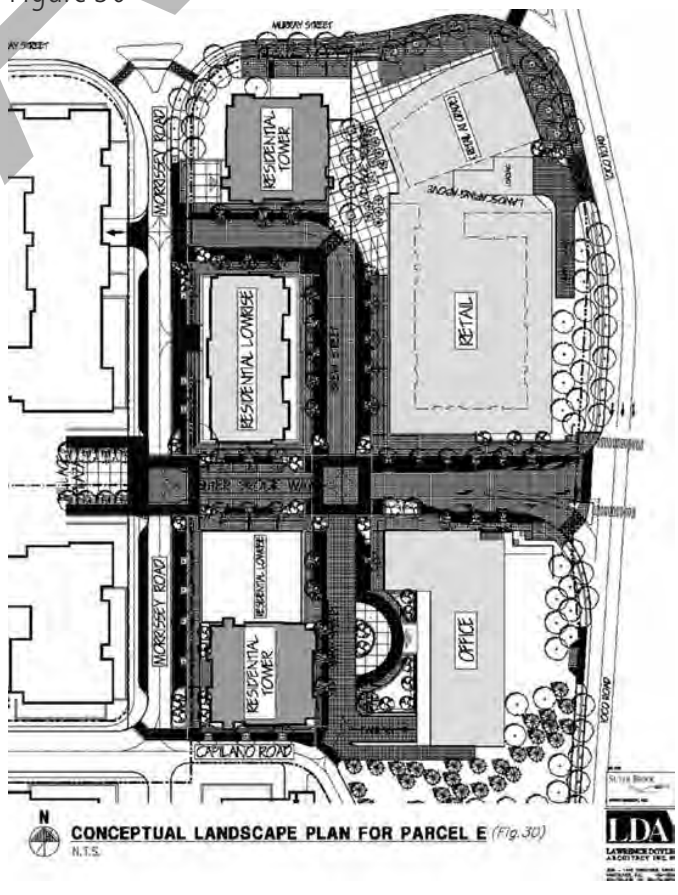


Figure 30



DRAFT

Figure 31

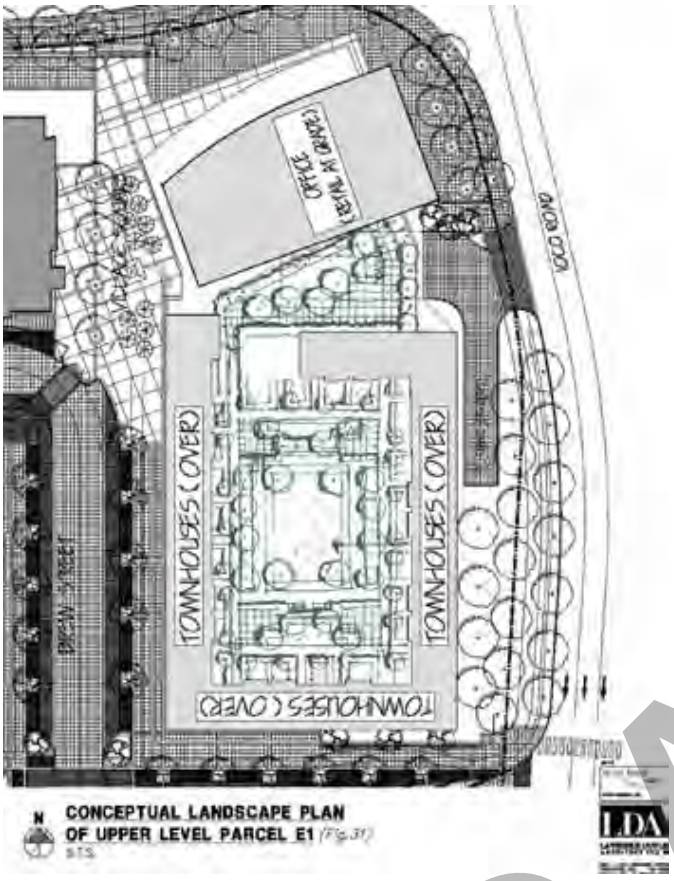
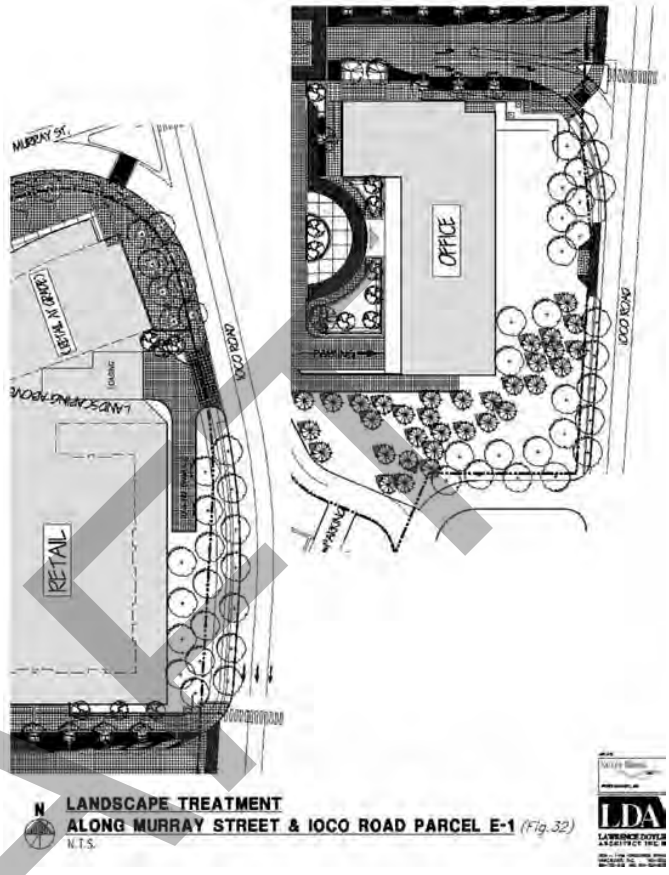


Figure 32



DRAFT

4.7.3 Klahanie Design Guidelines

Prepared by Ramsay Worden Architects and Phillips Wouri Long Landscape Architects for Polygon Klahanie Development Ltd.



1.0 Introduction

1.1 Intent of Guidelines

The intent of these guidelines is to guide future development of the former IPSCO Inc. site (hereafter referred to as Klahanie) in general accordance with the Port Moody Official Community Plan and the CD-28 Zoning By-law. The guidelines will allow for variances to the CD-28 By-law and subdivision By-law through the Development Permit process. The guidelines will also facilitate the coordinated development of an identifiable, mixed-density, pedestrian-oriented residential development that is sympathetic to the surrounding community and environmental context while reinforcing the City's vision for a vibrant Port Moody Inlet Centre.

A consistent design theme is to be used throughout the development integrating all architectural and landscape elements. An additional component throughout Klahanie will be the incorporation of public art. A policy and direction for this element will be determined in consultation with City Staff.

The design guidelines outline both general and specific requirements for achieving the desired character and form of development for Klahanie and are organized according to the following general categories:

Street Network

Public Realm

Landscape

Building Form and Character

It is worth emphasizing that while the guidelines are separated into the above four categories, they are to be seen as an integrated and mutually supporting set of strategies. For example, achieving the desired village character is dependent upon (among other things) the creation of a fine-grained network of streets and paths as well as the creation of a positive relationship between buildings, streets, and open spaces. It is anticipated that these guidelines be applied comprehensively to the site and involve coordination between various departments, agencies and specialists involved in developing the site as development proceeds.

2.0 Design Guidelines

2.1 Street Network

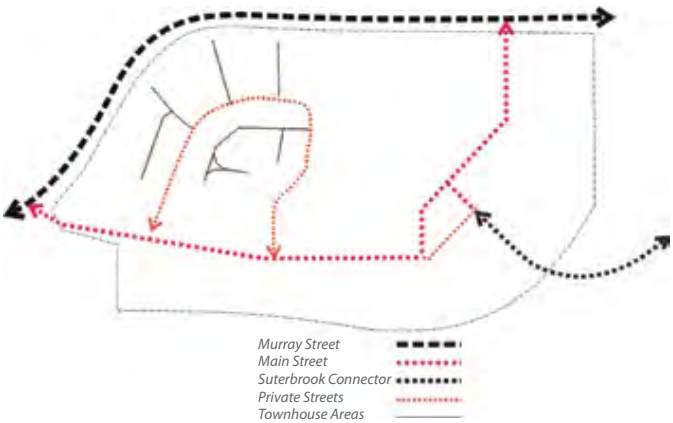
An integrated road network will facilitate efficient local traffic flow on a primary Main Street and a series of private neighbourhood streets. Trees, sidewalks, on-street parking, traffic calming and building setbacks will define the majority of street edges and provide a pleasant envelope for local vehicular, bicycle and pedestrian traffic.

2.1.1 Hierarchy

The hierarchy of streets is designed to suit the specific travel functions of each street type and to maximize interconnectivity through the site. Local through-traffic is accommodated on the Main Street spine, which connects to Murray Street at the west and north edges of the site. A secondary public street will provide access to the Suterbrook site via Main Street at the Neighbourhood Square. A local (private) street network, consisting of the Private Loop and secondary townhouse access roads, provides access to the townhouse area north of Main Street.

DRAFT

2.1.2 Street Profiles



Murray Street

Murray Street upgrades will be consistent with the requirements of the Development Agreement regarding dimensions and landscaping. See additional notes on the landscape treatment in Section 2.3.3 Edges.

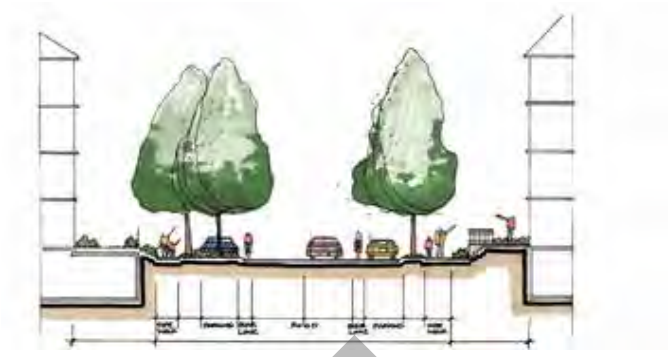
Main Street



Possible Main Street character

The profile for Main Street will reinforce the vision for a lively, pedestrian-oriented urban street. On-street parking, building frontages, street furnishings, lighting, and street trees will be provided to frame the street and create a pleasant envelope for drivers and pedestrians. Key intersections within and into the site, around the Neighbourhood Square and at some building entries will feature special treatment (i.e.,, corner bulges and / or decorative paving) to highlight these special areas.

Road edges are to be softened by street trees in a grassed boulevard between the curbs and sidewalk.



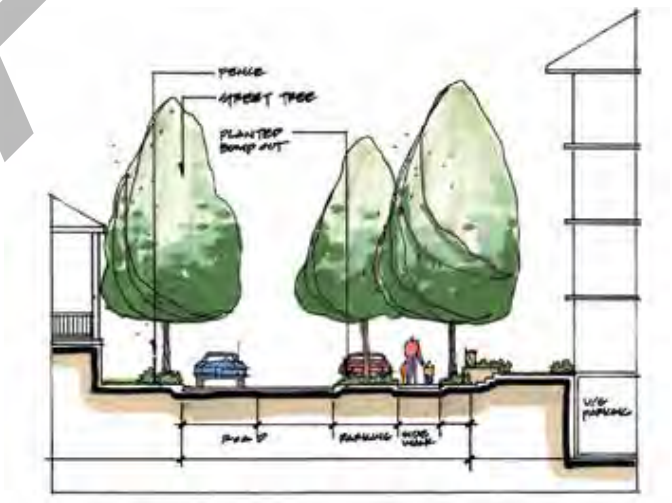
Typical Section Through Main Street

Street lighting and curb / gutter detail are to match the existing Inlet Center standards as included in the Development Agreement.

Private Streets

Private streets will reflect the character of smaller-scale residential streets. The provision of street trees and boulevard planting will be provided to reduce the overall feeling of scale and soften the impact of parked vehicles.

Boulevard bulges will be planted with street trees to separate parking bays. Parking will be separated from the street via a concrete band or concrete roll curb. Decorative paving will soften the visual impact of parking bays.



Typical section through private street

DRAFT

2.1.3 Parking

On street parking is provided on one or both sides of the majority of streets as a means of increasing parking capacity, increasing activity on the street, calming traffic and buffering pedestrians from the roadway. Underground parking in apartments and tandem parking in townhomes will be provided.

Security in residential parking structures will be designed with CEPTED standards where possible. Careful consideration will be given to the design of exposed faces of underground parking through landscaping or architectural treatment.



On-street parking and boulevards planted with trees will separate sidewalks from traffic.

2.1.4 Gateways

The Murray Street edge is the primary public edge to Klahanie and contains two primary entries into the neighbourhood. Design responses include:

- The two Murray Street intersections will be delineated as primary gateways to the site.
- Gateways will contribute to the creation of a unified image for the neighbourhood while being sympathetic to the distinct characters of the site as outlined in section 2.3.1, "Landscape Character."
- Materials, structures, and planting should belong to the family of materials utilized along Main Street and be consistent with the City's Inlet Centre streetscape standards. Choice and massing of vegetation, street furnishings, public art, lighting and surface treatment are among the elements that will support the creation of a strong and identifiable entry into the neighbourhood.
- Project or "neighbourhood-specific" signage may be used to define building entries and to reinforce the identity of specific areas.

2.2 Public Realm

A fine-grained system of streets and blocks will provide multiple and easily-accessible pathways throughout the site and to a series of distinct open spaces, which include the Neighbourhood Square, the Village Green, a greenway network, and the Water Feature at the southern end of the Habitat Enhancement Area.

2.2.1 Neighbourhood Open Spaces

Neighbourhood Square

At the heart of the community will be a Neighbourhood Square. It will form a pedestrian-oriented zone in the centre of the community, and encourage public gathering of neighbourhood and Port Moody residents for a wide variety of events and opportunities.



Character image of the Neighbourhood Square

The development of the neighbourhood square should include benches, drinking fountain and should be designed to allow for inclusion of public art as per the public art policy to be determined.

DRAFT

The one-way road adjacent to the Neighbourhood Square will have a distinctive surface treatment distinguishing it from the main road. Pedestrian crosswalks may require vertical traffic calming devices.

Possible design responses for this space include:

- Providing opportunities for public art and staged performances;
- Providing a mixture of hard and soft surfaces, active and passive areas, open and tree covered zones that can be integrated into the adjacent street and sidewalk fabric; and
- Utilizing surface treatments, vegetation, and spatial sequencing to integrate the square into the adjacent streetscape and pedestrian realm.



Character image of the Neighbourhood Square

Village Green

A secondary outdoor space is the Village Green. The Village Green will open onto the adjacent greenway trail, and Private Loop. This space will encourage both active recreation for children and adults as well as passive recreation and enjoyment of the landscape. Special consideration will be given to how the Village Green integrates with the greenway through appropriate planting, surface treatment, street furniture and lighting.



Character image of Village Green

2.2.2 Pedestrian Network

An interlinked system of greenways, trails, streets and sidewalks will extend Klahanie to the surrounding community and link eastward towards Inlet Centre, north-eastward to Newport Village, and southward to the proposed pedestrian bridge over the CPR rail tracks.

General design parameters for the greenways and trails will be governed by such factors as:

- Pedestrian trails will link residential areas to open space nodes or destinations throughout the site, including sidewalks, greenways, the Village Green, the Neighbourhood Square and the Murray Street sidewalk. Trails will extend between landscape nodes or destinations.
- The design and configuration of trail nodes or destinations will respond to street intersections, water course bridge heads, open space interfaces and reasonable walking distance between rest areas. These areas will be well-designed and reinforce the goals for a vibrant pedestrian realm. Design elements may include benches, bicycle racks, lighting, and trash receptacles and, at key locations, special paving treatment (i.e.,, unit pavers, stamped concrete or permeable paving).
- The orientation and configuration of the trail network will take advantage of internal site vistas to greenways, Village Green, Neighbourhood Square and open space areas where external views are not available.
- An overall design theme for visual continuity and interest should
  be incorporated into the streetscape elements with on-site signage, furniture and other elements relating to this theme.

2.2.3 Surface Materials and Structures

Surface materials will be chosen for their durability, ease of maintenance, accessibility, compatibility with stormwater management goals, and visual appeal. Some decorative paving materials will be used in the design of special areas, including the Neighbourhood Square, pedestrian and vehicular ways, pedestrian crossings, corner nodes and greenway / trail nodes. Repetition of surface material types is encouraged to enhance legibility of the public realm and to develop an overall cohesive image and identity for

DRAFT

Klahanie. Consideration will be given to the use of pervious surface materials for pathways and sidewalks to permit the infiltration of stormwater.



Unit pavers allow infiltration of rain water

The use of continuous, impenetrable fencing is discouraged. Where used, vegetation and grading should screen solid walls / fences. Wood, stone and metal materials for fences that are sympathetic to building colors and materials are encouraged. The use of fences, other than those to separate private yards, will be limited or provided where needed for sound attenuation and security of incompatible non-residential uses and roads.

2.3 Landscape

2.3.1 Landscape Character

The overall landscape character will respond to the natural setting and strong sense of place evident in the neighbouring Pigeon Cove and Burrard Inlet. Two distinct but complementary landscape characters are emphasized.

The first character draws on the existing pioneer forest growth and vegetation on north and east periphery of the site. This existing condition provides the basis for the landscape character around the Habitat Enhancement Area, the Murray Street edge, the CPR ROW and the main Water Feature. The focus of this landscape treatment will be to provide a good integration to Shoreline Park across Murray Street and the Habitat Enhancement Area. Appropriate species selection, height, hierarchy, massing and configuration of vegetation will support this character. As per Naturescape principles, native vegetation or a site-appropriate alternative will be selected in order to enhance habitat value and promote biodiversity on the site.

The second character exemplifies the attributes of a vibrant urban neighbourhood. Key urban components of the Klahanie plan that reflect this character include the Neighbourhood Square, residential greenways, streets and residential parcels. Strategies for reinforcing this character include: using strong but simple forms and lines to delineate spaces; incorporating structures and materials that share similar design expression, color palette and materials to the surrounding architecture; and using vegetation to enrich spatial experience and enhance biodiversity.



Character image showing urban landscape treatment of an apartment area.



Example of townhouse fronting on a constructed wetland

DRAFT

2.3.2 Site Grading

Landform will be used whenever possible to create natural site relief and interest and to respond to the need to delineate site edges and / or create visual buffers.

Landscape grading will be coordinated with the Stormwater Management Measures outlined in an approved Stormwater Management Plan. Where possible every effort should be made to encourage natural groundwater discharge into the water feature and HEA.

2.3.3 Edges

- Along Murray Street, consideration should be given to berming and mounding of landscape areas that have been disturbed to maximize potential for a residential buffer. The retention of existing vegetation should be maximized for acoustic and visual screening, particularly adjacent to townhouses.
- Berming along Main Street for acoustic and visual buffering should be designed so as not to completely block buildings from Murray Street, especially towards the eastern 1/3 of the Murray Street frontage where the creation of a more urban streetscape is desired.
- Where it interfaces with the Habitat Enhancement Area, the Murray Street edge should be designed to complement the character of the Habitat Enhancement Area and enhance the character of the public realm at neighbourhood entries.
- Edge treatment along the CPR ROW will address the need for acoustic and visual screening while incorporating, where possible, the retention and enhancement of existing vegetation.
- Landscape treatment of the greenway edges adjacent to townhouse and apartment areas will reinforce a village character. Landscape edges at Greenways will be consistent with diagrams found in the Development Agreement. The treatment of Greenways between different phases of the development will incorporate CPTED principles to ensure pedestrian safety.
- A variety of sound attenuation and screening strategies may be employed at the southern edge of the site along the CPR ROW. These may include the site sections found in the Development Agreement as well as additional strategies employing building walls, fences, berming, and vegetation. The design of this edge will be consistent with CPR Guidelines and will require the input of an acoustic consultant.



Image of townhouse edge and greenway that supports a village character.

2.3.4 Water Feature

The Water Feature is an important ecological component. Located at the south edge of the Habitat Enhancement Area, the feature will enhance the riparian area for biofiltration and infiltration. This amenity will improve water quality, contribute to groundwater recharge, and enhance fish habitat downstream of the site.

- Landscape treatment for the Water Feature and Greenway will ensure a continuous and uninterrupted trail system that links into the site and to surrounding locations, habitat enhancement being a prime consideration.
- Bridge crossings will ensure east-west connections to the Greenway and the pedestrian system.
- Naturescape principles will reinforce the existing planting palette and ensure a transition between the Water Feature and Habitat Enhancement Area planting.
- Interpretive signage consistent with the overall design theme, will be provided proximate to the Water Feature.

DRAFT

2.3.5 Sustainable Landscape Practices

Landscape practices are to complement and support the CD-28 Zoning and an approved Stormwater Management Plan.

- Preference should be given to permeable surfaces (i.e.,, unit pavers or crushed stone) for paths, patios, and pedestrian areas to allow water to infiltrate.
- Landscapes should be designed for low requirements for watering, energy used for maintenance and herbicide and pesticide use.
- Wherever possible, landscape development on private and public parcels will follow Naturescape Principles.
-



Image showing the use of pervious materials and Naturescape planting in support of stormwater infiltration and habitat enhancement.

2.4 Building Form and Character

2.4.1 Building Types

A mix of building types within close proximity to each other will promote integration among different household and family types and as a way of enriching the larger community.

A. Townhouse (medium / high density multi-residential up to 4 storeys)



Emphasis is on creating a village neighbourhood atmosphere and promoting a pedestrian-oriented urban streetscape. Townhouse and apartment facades will be designed to reinforce the neighbourhood village character and frame the street edge. Projecting entries, courts and patios at ground level will provide a "front door" character along the street and create rhythm along the streetscape. The design of corner units will address both street edges.

DRAFT

B. Apartment (Med-Density Multi-residential: low-mid rise (up to 8 storeys)



Emphasis is on creating a strong and secure ground-level presence. Some city home units may also have street entries. Apartment siting and orientation will embrace both the natural edge of the Water Feature and address the local streets in an urbane manner. Along the southern edge of the site, apartments are oriented to minimize visual and acoustic intrusion of the adjacent rail right-of-way.

C. Point Towers (High Density Multi-residential: high rise up to 26 storeys)



Emphasis is on marking the southeast edge of the site, maximizing views and minimizing overlook between towers. The combination of the towers together with street fronting townhouses and city homes will create a continuous urban edge to the streets. Semi-private courtyards will be created behind the streetwall. On towers, vertical design elements will de-emphasize building bulk and create visual interest in the skyline.

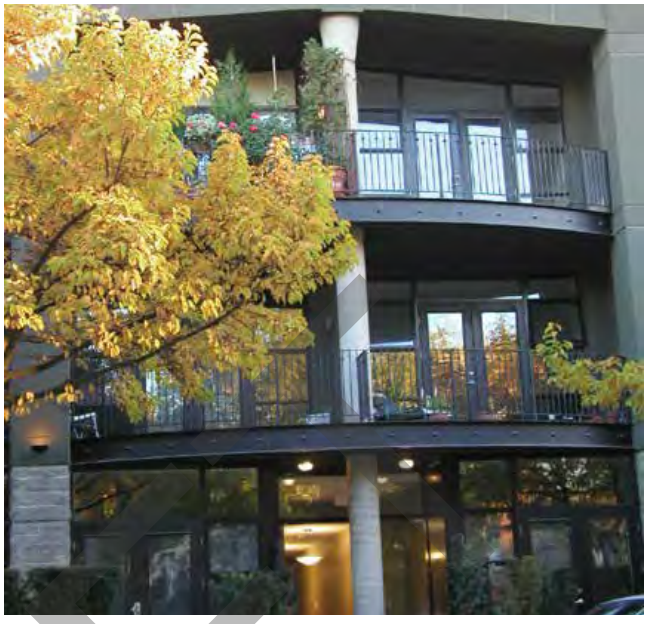
DRAFT

D. City Homes



Medium to high-density city homes may combine two- or three-storey ground-oriented units as a base treatment for residential point towers. Introducing household variety to the neighbourhood, the city homes will balance high-density living with a high-quality urban realm through the design of ground-oriented units that address the Main Street and define the edges of the Neighbourhood Square.

E. Mixed use / Economic Activity (2 to 8 storeys)



Buildings along the south-west edge of the site will reinforce the goals for a pedestrian-oriented Main Street streetwall while minimizing the visual and acoustic impacts of the railway. Architectural expression for retail should be at-grade with covered arcades or awnings. Retail elevations should be broken down through material and window treatment to reinforce the village ambiance.

F. Common Indoor Recreation Facility

The architectural expression of the building will be compatible with adjacent structures and reflect a similar West Coast style. Use of natural materials, generous glazing and roof overhangs are design features that will support this.



DRAFT

2.4.2 Siting and Orientation

Siting and orientation goals reflect the desire to create a village neighbourhood with strong visual and physical connections to open space networks and pedestrian-oriented streets. Access to views, links to natural areas and the pedestrian trail system, minimizing overshadowing and effectively buffering adjacent land uses feature strongly in this strategy.

2.4.3 Architectural Character

Within the context of a diverse composition of housing types is a desire for a unified and coherent architectural character, expressive of a Regional West Coast vernacular.

The essential elements of this character are outlined below and on the facing page:

1. Massing and Articulation

The west coast character is based on a strong horizontal expression which should be expressed through low roof lines, window patterns, and a horizontal layering of materials. Vertical breaks in the massing, particularly at the first 2 floor levels, will create a street rhythm and emphasize the individual expression of homes. Generous roof overhangs will be provided for weather protection and to reduce solar gain in Summer. Generous use of glazing will enhance daylight on grey days.

On point towers, vertical design elements, stepping at upper floors and the integration of rooftop elements into the architectural form will reduce building bulk and create interest in the skyline.



Examples of buildings with generous roof overhangs that provide shade and horizontal emphasis.

2. Colors and Materials

Exterior colors are to reflect local character, history and climate and to express a high level of craft in their construction. The palette will include the use of natural materials such as cedar shingles, brick and stone. Paint colors will reflect the natural landscape including greens, warm greys, rust red, and other rich natural tones. Manufactured products such as composite siding (e.g.,: Hardie Plank) and vinyl siding will be used in combination with natural materials and will be applied with a high level of craftsmanship.



Example of West Coast architectural expression. Key elements include: generous roof overhangs, low sloping roofs, generous glazing, the layering of materials, simple detailing, an emphasis on horizontal lines and the use of warm, natural colors.

3. Architectural Detailing

The Architectural details will reflect a tradition of the simple and careful expression of building elements, such as columns, roof overhangs, chimneys, railings etc.

Note: Sales offices housed in temporary buildings will reflect a similar Regional West Coast vernacular.

DRAFT

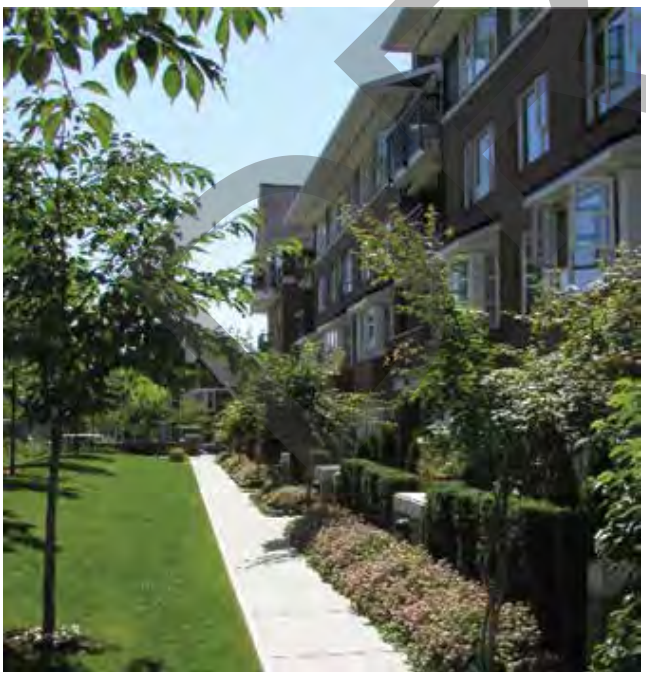
2.4.4 Relationship of Buildings to Streets and Open Space

Setbacks

Streets will be clearly defined by the relationship between adjacent building massing and the street dimension. Further definition will come from the adjacent private and semi-public usable open space as outlined in the CD-28 zoning.



Building setbacks & landscaped edge define the pedestrian realm.



Example of a common greenway separated from private backyard space with low walls and planting.

Building Scale

Building setback and massing will be used to create the appropriate scale along the street edge. Within the base of the west tower, two- to three-storey city-homes will reinforce this human-scaled relationship along the edges of the Neighbourhood Square.

Gradation of Private and Public Space

The design of buildings will establish a clearly defined semi-private realm between the residential unit and the street, with several units having individual, front door access to the street. For townhome and city home units, front doors shall be recessed or framed with a porch, be either at-grade or elevated and be designed to provide a clear distinction between private and public space. Windows and balconies on upper floors shall relate to the street and provide "eyes on the street" for safety and security.

In townhouse and apartment areas, garden walls, fencing and hedging shall delineate the public realm and semi-private front (or rear) yards. These shall be kept low, and designed in a manner in keeping with the architectural character of the building.

Concrete, wood, brick, stone, or artificial equivalents, are acceptable materials for fences. Gates, lattices, trellises and / or arbors will be designed in a style consistent with the walls and fencing and complement the overall architectural character of the building.

Apartment units abutting the Water Feature may require special treatment of fences and hedging to ensure an appropriate transition between the natural riparian edge and private yard spaces. Choice and configuration of vegetation and fencing, and the placement of public pathways are important considerations in this strategy (see Landscape Guidelines).

DRAFT

2.4.5 Useable Outdoor Space

Entries

Building entries and private outdoor spaces should be designed to contribute to neighbourhood identity and enrich the public realm. Common building entries should face onto the street and be accessed directly from the sidewalk. The use of porticos, double-height atria and glazing will allow maximum light into these areas and welcome users. Private patios and courtyards will allow customization by residences through such means as vegetation, potted plants, and furnishings.

Porches, Balconies and Decks

Balustrades around balconies are to complement the architecture. Where outdoor spaces are terraced, consideration will be given to minimizing the extent of overlook from one patio to another (i.e.,, through the use of privacy screens).

Balconies on apartment units and towers will be integrated harmoniously into the building massing.

Architectural elements such as patio walls, fences and screens will be designed to integrate with the building massing and material and ensure privacy while providing visual access for surveillance and safety.

2.4.6 Signage

There will be a range of signage throughout Klahanie. Types of signage will include:

- Interpretive Signage will be located proximate to the Water Feature and Greenway signage will be designed to be unobtrusive, durable, engaging and scaled to appeal to pedestrians.
- The purpose of this signage will be public education and information.
- Neighbourhood Specific Signage will be located prominently at entries to the development and will incorporate design and materials that complement the architecture of the development.
- Retail Signage will appeal to pedestrian and driver and add to the village ambience. Preference given to blade (hanging perpendicular to building face), banner and facia signs mounted on arcades spanning between columns.



Example of appropriate signage for retail frontages.

While the signage requirements are unique to each type they should be united with the overall site design and theme.

2.4.7 Energy Efficiency

Where possible, buildings will be designed to make use of passive energy conserving strategies which would include:

- maximizing daylighting potential through carefully located windows;
- building orientation;
- natural ventilation; and
- passive solar heat gain.

Additional mechanical, electrical and building technology initiatives are to be considered. Among items for consideration include:

- the use daylight and occupancy sensors to reduce energy consumption in public areas; and
- the use of compact fluorescent fixtures for exterior lighting including landscape and interior lighting in common areas (hallways, lobbies, exit stairs).

DRAFT

2.4.8 Crime Prevention Through Environmental Design

The consideration of appropriate safety and natural surveillance measures as per CPTED (Crime Prevention Through Environmental Design) principles are an important aspect of ensuring community liveability. While most safety and natural surveillance considerations are incorporated into various other sections of these guidelines, the following aspects warrant particular emphasis.

- Residential units shall face onto greenways, natural areas, neighbourhood parks, and streets, with primary living space having a clear view towards these areas.
- Wherever possible, balconies, terraces, and patios will provide "eyes" on greenways, open spaces and streets to enhance safety and security of these areas.
- Individual garages on townhouse units and parking garages shall be oriented so that they do not block the view of the street.
- All streets and pathways are to be well-lit and reflect visibility needs of motorized vehicles, pedestrians and cyclists.

DRAFT

5. Development Permit Area 4: Environmentally Sensitive Areas

5.1 Purpose of Designation Category

The purpose of Development Permit Area (DPA) 4 is to protect the natural environment, its ecosystems and biological diversity as per section 488 (1)(a) of the *Local Government Act*.

The objectives of DPA 4 are to:

- protect Environmentally Sensitive Areas;
- provide natural amenities in the community;
- enhance public safety; and
- promote economic development through creating a unique environment.

These objectives form the basis for design guidelines to be applied to all properties within DPA 4.

5.2 Justification

High and medium environmental sensitivity areas are designated as part of DPA 4. Also included in DPA 4 are high environmentally sensitive areas noted as Special Features (areas or sites recognized for their unique or environmental significance), as well as areas within 30 metre stream buffers. These areas were initially identified in the City's Environmentally Sensitive Area (ESA) Management Strategy (2003). These designated environmentally sensitive areas and/or sites include one or more of the following characteristics:

- landscape scale management opportunities including wildlife corridors and refuges;
- watersheds and catchments;
- important forest ecosystems;
- watercourses and riparian areas;
- lakes and freshwater wetlands;
- intertidal and subtidal marine areas;
- important rock bluffs; and
- critical habitat for species at risk.

A Development Permit is required for all development and subdivision activity or building permits in areas that are identified on Map 13 and Schedule 4 of the DPA guidelines, which includes:

- High and Medium Environmentally Sensitive Areas;
- Special Feature Areas; and
- Riparian Management Zone (as defined by the City of Port Moody Zoning Bylaw).

Map 13 shall be used only as a guideline – further environmental assessment and survey information may be required to be provided by the applicant to verify the accuracy of this information. There may be additional unmapped watercourses identified during the development review process that are not shown on this map. The Riparian Management Zone associated with any unmapped watercourse is required to comply with Section 5.3.4 Watercourses and Riparian Areas of the Environmentally Sensitive Area Development Permit Area Guidelines.

A Development Permit is not required for the following activities:

a. Gardening and yard maintenance activities within an existing landscaped area, such as mowing lawns, pruning trees and shrubs, planting vegetation and minor soil disturbance that does not alter the general contours of the land and does not impact any Tree Protection Zone, as defined in the Tree Protection Bylaw.

b. The construction of a small accessory building such as a gazebo, garden shed or playhouse if all of the following apply:

   i. The building is located within an existing landscaped area (e.g., lawn, ornamental landscaping);

   ii. No trees are removed or any Tree Protection Zone disturbed;

   iii. The building is located outside of the Riparian Management Zone as defined in the City's Zoning Bylaw; and

   iv. The total area of small accessory buildings on the lot is less than 10 m2.

DRAFT

c. Construction of a fence if it is outside of the Zoning Bylaw RPEA, no trees are removed, no Tree Protection Zone disturbed, impacts to wildlife are mitigated, and the disturbance of native vegetation is restricted to 0.5m on either side of the fence.

d. The construction of a private trail if all of the following apply:

   i. The trail is 1 metre wide or less;

   ii. No trees are removed or Tree Protection Zone disturbed;

   iii. The surface of the trail is pervious (for example soil, gravel or wood chips);

   iv. The trail is designed to prevent soil erosion where slopes occur;

   v. Where the trail is located in a Riparian Management Zone, the trail is outside of the Riparian Area Protection Regulation setback;

   vi. Any habitat impacts are restored and/or compensated; and

   vii. The proposed trail is reviewed and accepted by the City.

e. Except as part of a development application, ecological restoration and enhancement projects undertaken or authorized by the City.

f. Replacement, repair, alteration or addition of an existing structure provided there is no damage to or loss of trees and vegetation and no change to the building footprint, and work is outside of the Riparian Management Zone as defined in the City's Zoning Bylaw.

g. Construction, maintenance or operation of:

   i. Municipal works and services undertaken or authorized by the City of Port Moody .

   ii. Parks works and services within təmtəmíxʷtən/ Belcarra Regional Park undertaken or authorized by Metro Vancouver.

h. Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment, or public or private property including:

   i. Wildfire, flood and erosion protection works;

   ii. Protection, repair or replacement of public utilities;

   iii. Clearing of an obstruction from a bridge, culvert or stream;

   iv. Bridge repairs; and

   v. Removal of hazardous trees as identified by an arborist certified with the Tree Risk Assessment Qualification.

i. For any of the above emergency exemptions, City staff may deem it necessary for the applicant to provide copies of senior government approvals/ notifications and any other documentation to support the exemption.

j. The ESA is already effectively protected (through Restrictive Covenant, Development Permit, Zoning, or land dedication) and the proposed development will not affect any portion of the ESA.

5.3 Guidelines

Applicants are required to demonstrate how their proposed development meets or exceeds the applicable Development Permit Guidelines. Where specific guidelines are not applicable or cannot be met, applicants should provide a clear rationale explaining why, including supporting evidence where appropriate.

5.3.1 General Guidelines for all Areas

All development must adhere to the Fisheries Act, Species at Risk Act, Migratory Birds Convention Act, Riparian Areas Protection Act, Water Sustainability Act, Weed Control Act, Wildlife Act, and any other applicable environmental senior government legislation. Relevant standards and best practices should also be followed, as established by the City or senior agencies, including the Vancouver Fraser Port Authority. Where work is authorized by senior government or the Port Authority, it must meet the conditions prescribed by these agencies.

DRAFT

- New development should utilize the mitigation hierarchy to protect and improve the integrity, ecological health and biodiversity of Port Moody's natural features and ecosystems. This involves a step-wise approach to development, where development first avoids impacts, then minimizes unavoidable impacts, restores onsite where possible and lastly, compensates offsite.
- Protect nests of protected birds year-round and protect active nests to ensure compliance with the provincial Wildlife Act and the federal Migratory Birds Convention Act, as per the City's Bird Nest Protection Policy.
- Meet the requirements of the City's Naturescape Policy and the City's Climate Resilient Landscape standards, including the use of native plant species.
- Meet the requirements of the City's Tree Protection Bylaw and Urban Forest Management Strategy, including canopy cover targets.
- Complete and implement a Windthrow Assessment for trees in an ESA under supervision of a qualified professional, to ensure a windfirm edge. A windthrow assessment by a qualified professional will be required when proposed development/ re-development is resulting in the removal of a significant number of trees.
- Encourage salvaging of trees and other vegetation for replanting prior to clearing and development.
- When ESAs will be protected through the development application, provide a Habitat Restoration Plan that aims to improve the ecological values of the ESA through tree and understory replanting and/or other habitat improvements. All relevant best management practices should be followed in preparing the plan, including site preparation, planting prescriptions, maintenance and monitoring.
- Require an Invasive Species Management Plan where appropriate and discourage the spread of invasive species and noxious weeds with active control methods including hand clearing, pruning, excavation, as per the recommended Best Management Practices. Revegetate with native species suitable for the area.
- An Environmental Assessment and Impact Mitigation Report, Arborist Report, or any other report as appropriate (e.g., hydrologist report, windfirm assessments, wildlife reports, construction environmental management plan, etc.) may be required and reviewed to the satisfaction of the City. Any requested reports or documentation must be completed to relevant professional standards. If a report is submitted and a significant amount of time has passed prior to its use in decision making or implementation, the City may require that the report be updated or supplemented to ensure the information remains current and accurate.
- Require an Erosion and Sediment Control Plan that complies with the City's Stream and Drainage Bylaw.
- Maintain pre-development volumes, timing and rates of rainwater infiltration or detention or recharge to groundwater systems and watercourse base flows, except where alterations restore or enhance natural regimes, and in accordance with area-specific Integrated Stormwater Management Plans, the Subdivision and Development Bylaw, best management practices, and senior government legislation/guidance.
- Implement green infrastructure features such as rain gardens, bioswales, green roofs, absorbent landscaping, integration of pervious spaces, space for a stand of trees to reach full maturity, where appropriate and consistent with area-specific ISMP, to reduce impervious areas.

5.3.2 Landscape Scale Management and Wildlife Corridors

Development Permits issued for areas where Landscape Scale Management and Wildlife Corridors contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet landscape level and biodiversity objectives outlined in the Develop with Care: Environmental Guidelines for Urban and Rural land Development in British Columbia and the City's Urban Forest Management Strategy.

b. Encourage site plans that minimize fragmentation of large forest patches through careful siting of roads, infrastructure, and other development.

DRAFT

c. Identify and protect existing wildlife corridors and adjacent habitats including natural pathways (wildlife trails), stream corridors, edge effects, natural landscaping enhancements, limitations on human access, and mitigation of intrusions such as roads (e.g., through the use of wildlife culverts).

5.3.3 Watershed Management

Development Permits issued for areas where Watershed Management contributes to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Maintain the natural predevelopment flow pattern and water quality in the receiving watercourse as closely as possible and in accordance with the Land Development Guidelines for the Protection of Aquatic Habitat, 1992; the Subdivision and Development Servicing Bylaw (2831); relevant Integrated Stormwater Management Plans; and/or, Metro Vancouver Liquid Waste and Resource Management Strategy. While the feasibility of implementing this guideline increases in proportion to the size of the development, a net improvement to the off-site run-off rate for redevelopment sites is desirable.

b. Consult the Metro Vancouver Stormwater Source Control Design Guidelines, 2023 for specific non-structural, structural, and operation and maintenance best management practices (BMPs)

c. Require a comprehensive drainage plan for the site that incorporates Best Management Practices for stormwater management, in accordance with related Integrated Stormwater Management Plans where available.

d. Avoid or minimize impervious surfaces.

e. Encourage permeable grassed and landscaped areas by protecting native soil and preventing soil compaction during construction; aerating or loosening compacted soils; and incorporating soil admixtures to improve permeability. Encourage tree or shrub plantings instead of grass or paved areas.

5.3.4 Forest Ecosystems

All new development and redevelopment will be evaluated for their potential contribution to the maintenance and enhancement of the City's forested character by preserving ravines, escarpments, wildlife habitat and wildlife corridors, in keeping with the goals of the City's Urban Forest Management Strategy. This includes tree retention and replanting in newly developed areas.

Development Permits issued for areas where Forest Ecosystems contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Where possible, retain larger forest stands of at least two tree lengths, avoiding narrow linear strips of forest susceptible to windthrow.

b. Retain a network of protected lands that will allow the urban forest to connect to adjacent forested lands.

c. Wherever possible, private landowners shall retain non-hazardous trees, and to replant trees in appropriate tree planting environments using species that are best suited for the site and climate requirements.

d. Permanently protect private lands that possess significant environmental or urban forest values when associated with rezoning or subdivision applications.

e. Encourage site plans that locate buildings, infrastructure, and other development an adequate distance away (e.g., beyond the tree protection zone) from core forest ecosystem areas to maintain tree and forest health.

f. Construction activities, including excavation, site drainage, soil compaction, placement of fill, equipment storage, cutting, or understory vegetation removal are not permitted within the tree protection zone, as defined in the Tree Protection Bylaw, of any tree.

g. Complete a windthrow assessment by a qualified professional when proposed development results in a newly exposed or vulnerable forest edge.

DRAFT

5.3.5 Watercourses and Riparian Zones

Development Permits issued for areas where Watercourses and Riparian Zones contribute to a designation of High or Medium Sensitivity or Special Feature or within a Riparian Protection and Enhancement Area (RPEA) as defined in the City's Zoning Bylaw must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act, Water Sustainability Act, and Riparian Areas Protection Regulation, and comply with the laws, regulations and best management practices for all changes in and about a watercourse, stream, or wetland (including isolated watercourses/wetlands). For instream works, specific standards and best practices will apply as established by senior agencies. Where work requires notification or authorized approvals, it must meet the conditions prescribed by these agencies, including adherence to any appropriate timing windows that are in effect at the time to protect fish habitat.

b. Design any water management or other engineering structures that may affect fish habitat or populations to maintain or improve the fisheries values. New or rebuilt culverts should be fish passable.

c. Maintain or improve the Riparian Management Zone to be consistent with the provisions of the Riparian Areas Protection Regulation, the City's Zoning Bylaw and all other regulatory requirements. A Habitat Restoration Plan is required and may include measures as follows:

    i. Stabilize streambanks.

    ii. Provide adequate shade to moderate water temperatures.

    iii. Provide leaf litter and insect drop for fish food.

    iv. Sustain the natural capture of runoff water to maintain water quality.

    v. Maximize infiltration and intercept precipitation to moderate runoff contributions to stream flows.

    vi. Provide logs, snags, and root wads to provide habitat within and adjacent to stream channels.

    vii. Remove invasive species and noxious weeds in accordance with an Invasive Species Management Plan where appropriate.

    viii. Plant native vegetation to restore riparian areas (consistent with the City's Naturescape Policy).

    ix. Maintenance and monitoring to ensure successful restoration.

d. Minimize the extent of impervious areas to promote groundwater infiltration and reduce stormwater runoff into the riparian assessment area.

e. Do not drain rainwater from developed areas directly into the RPEA and watercourses. Rainwater will be managed on site with a focus on infiltration or detention approaches to management.

f. Minimize alteration of the contours of the land outside the areas approved for buildings, structures, and site accesses by minimizing the deposit of fill and the removal of soil.

g. Prepare a BCLS survey plan that identifies the top of bank of the stream, top of ravine bank, high water mark, and the Riparian Management Zone boundary in relation to the property lines and existing and proposed development.

h. Install temporary fencing and signage to prevent encroachment into the Riparian Management Zone during construction. Vegetation within RPEAs shall remain undisturbed.

i. Restore and replace native vegetation in areas where riparian corridor disturbances are unavoidable (e.g., repairs to municipal or other services), after the work has been completed in accordance with best management practices and/or senior agency requirements.

j. Complete a daylighting feasibility study for proposed developments that contain culverted sections of a watercourse that are fish-bearing or potentially fish-bearing with the removal of barriers. If deemed feasible, implement the daylighting in accordance with a daylighting plan.

DRAFT

k. Install permanent post and rail fences with signage and/or vegetation that deters encroachment along all RPEAs and related covenant boundaries to discourage human access. Vegetation within protected/covenant areas shall remain undisturbed.

l. Install educational signage along the temporary and permanent protection fences at regular intervals indicating that the area is environmentally sensitive.

m. Plan, locate and construct trails in a manner consistent with best management practices that respect environmental protection, including:

   i. Avoiding removal or damage to trees and minimizing vegetation loss.

   ii. Avoiding trails on or near steep or unstable slopes or within other sensitive areas.

   iii. Trails should not alter the natural drainage of the area.

   iv. Limiting trail widths to a maximum of 2 metres and ensure stream crossings are perpendicular to the channel.

   v. Limiting bicycles, motorcycles and all-terrain vehicles to trails specifically designed for their use.

   vi. Installing trail surface materials that are inert and clean. Avoid the use of wood waste materials (e.g., bark mulch, hog fuel), limestone and asphalt on new trails in riparian corridors where possible.

   vii. Limiting new trails to areas outside of the RPEA as defined in the City's Zoning Bylaw where possible. Trails within the RPEA require careful review and should follow best management practices.

5.3.6 Lakes and Freshwater Wetlands

Development Permits issued for areas where Lakes and Freshwater Wetlands contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act, Water Sustainability Act and Riparian Areas Protection Regulation for works in and around a lake or wetland. For instream works, specific standards and best practices will apply as established by senior agencies. Where work is authorized, it must meet the conditions prescribed by these senior agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

b. Maintain or improve the riparian protection area to be consistent with the Riparian Areas Protection Regulation, Zoning Bylaw and all other regulatory requirements. A Habitat Restoration Plan is required, including sustaining the natural capture of runoff water, stabilization of streambanks, maximizing infiltration, providing instream habitat complexity, invasive plant management, and planting of native vegetation.

c. Plan, design, and implement land development activities to not adversely affect or disturb lakes and wetlands including wetland vegetation and structure, rare or uncommon plants or plant communities, and breeding, denning, nesting, or roosting sites.

d. Buffer all lakes and wetlands (whether connected or isolated from downstream fish habitat, following the Water Sustainability Act) from development activities including roads, parking areas, structures, and related development with a setback from the outer extent of wetland soils or wetland vegetation.

e. Design trails to minimize impacts to sensitive wetland areas that could be adversely impacted by human activity, including limiting access through fencing.

f. Avoid trail, fencing, or landscaping materials that adversely affect wetlands, such as limestone, bark mulch, and certain types of preserved wood.

DRAFT

5.3.7 Intertidal and Subtidal Marine Ecosystems

Development Permits issued for areas where Intertidal and Subtidal Marine Ecosystems [i.e. includes the marine shoreline between low tide and high tide (intertidal zone) and the area below the low tide (subtidal zone)] contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act and any other applicable senior legislation for works adjacent to marine ecosystems. Specific standards and best practices will apply as established by senior agencies, including the Vancouver Fraser Port Authority. Where work is authorized, it must meet the conditions prescribed by these senior agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

b. Protect osprey nests and the structures that support them in compliance with the Wildlife Act.

5.3.8 Rock Bluffs

Development Permits issued for areas where Rock Bluffs contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Assess rock bluffs that are known or suspected of supporting Species at Risk.

b. Ensure careful site planning to avoid disturbance to rock bluffs, particularly those known or suspected to support species and ecosystems at risk .

c. Restrict recreational access into rock bluff areas to prevent damage to soils and vegetation. Where possible, use elevated boardwalks, fences, railings, seasonal trail closures, re-routed trails and signs to reduce related impacts.

5.3.9 Species and Ecosystems at Risk

Species at risk include species, sub-species or populations that have been designated by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC); Red and Blue listed species identified under the provincial Wildlife Act; and species identified under the federal Species at Risk Act. Development Permits issued for areas where species at risk exist are designated as High or Medium Sensitivity or Special Feature and must adhere to the following guidelines:

a. Provide a comprehensive and updated list of all species at risk (as defined above) that may be present or have habitat potential in the region and study area based on all available information sources.

b. Survey and assess areas where species at risk are known or are likely to occur, following all standards, requirements and submission of results required or recommended by senior agencies and completed by a qualified environmental professional.

c. Complete a survey for raptor, heron and other protected nests on and within 260 metres of the property and develop management plans as needed.

d. Ensure all required permits are in place as specified in the Wildlife Act and/or Species at Risk Act.

e. Follow best management practices from senior agencies that outline strategies to avoid or mitigate development impacts to species and ecosystems at risk in both terrestrial and aquatic environments and identify measures to enhance critical habitat for all life stages. Mitigation and enhancement strategies may need to be submitted to senior agencies for review and included in a Habitat Restoration Plan.

f. Consider potential impacts on species in areas adjacent to sites and their habitat in accordance with the specific recovery plans identified under the Species at Risk Act.

g. Where critical habitat for species at risk is identified by senior government and an Environmental Assessment Report determines that the site has the potential to support the species at risk, an Effective Protection Plan should be prepared and submitted to senior government

DRAFT

6. Development Permit Area 5: Protection of Development From Hazardous Conditions

6.1 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.

6.2 Justification

Hazardous lands are considered to be areas of the City that may be subject to land slides, debris torrents, mud flows, earthquake liquefaction, erosion, or floods. Strict control of any development in these areas is necessary to protect development from hazardous conditions. In this respect, 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.

Chapter 5 of the Official Community Plan describes certain natural conditions which pose above average hazard risks for development. These conditions include:

- Soils that may be susceptible to liquefaction in the event of an earthquake
- Risks of erosion and land slippage on the Harbour Heights escarpment
- Specific areas, mainly at the foot of the Chines hillside, at risk from flooding or debris flow during abnormal storm events.

The locations of the potentially hazardous lands in the City are shown on Maps 14 and 16 of the Official Community Plan and Schedules 5 and 6 of the Development Permit Area Guidelines.

The areas identified as potentially hazardous lands are based on information derived from geotechnical and drainage studies conducted for areas within Port Moody, as well as surficial geology maps prepared by the Geological Survey of Canada. Specific studies and maps are referenced on Map 14 and Schedule 5.

The objectives for Development Permit Area 5 are:

- To reduce the possibility of property damage, personal injury and death that may be associated with new development in areas at risk from certain natural hazards.
- To ensure that development applications in such areas include identification of specific risks and analysis of those risks at the subject site, prepared by a qualified professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments.
- To ensure that appropriate conditions are set for such development so as to reduce the degree of risk.

These objectives provide the basis for guidelines which shall apply to certain types of development applications on sites falling within the boundaries of Development Permit Area 5.

6.3 Application

These guidelines apply to lands subject to hazard risks as identified on Schedules 5 and 6. Development within these areas requires the submission of a geotechnical report to establish the feasibility of development in a safe manner. Such a report is required:

a. in all cases where a Development Permit is required, except where the Development Permit is for minor alterations or additions to an existing building measuring less than 100 square feet;

b. in association with all subdivisions within DPA 5;

c. in association with all applications for a new principal building, except where such new home is the replacement of an existing dwelling on the same site within the original building footprint, and no regrading of the site is involved (see Exemptions below for further details); and

d. if the building inspector considers that construction would be on land that is subject to, or is likely subject to, flooding, mudflows, debris flows, debris torrents, erosion, land slip, rock falls, subsidence or avalanche, pursuant to s. 56 of the Community Charter.

DRAFT

6.4 Exemptions

The DPA 5 guidelines do not apply to the following kinds of applications:

a. interior renovations to existing buildings;

b. minor exterior renovations to existing buildings including additions that do not exceed 100 square feet, subject to review by the City's building official;

c. subdivision of a previously occupied building in accordance with the Strata Property Act, provided that the building permit is limited to work included under (a) and (b) of the Exemptions;

d. uninhabited accessory buildings of 10 m^2 (107 ft^2) or less in size, where no excavation or filling is required;

e. the development takes place within the existing building footprint; and

f. emergency actions (such as flood protection, erosion protection, clearing of obstructions or removal of dangerous trees) required to prevent, control or reduce an immediate threat to life, to public property or private property.

6.5 Requirement for Additional Information

Additional inventory, assessment and planning requirements may be needed as part of an application for development within areas identified as hazardous lands. These requirements are outlined in specific regulations pertaining to the City's Building Bylaw, Subdivision and Development Servicing Bylaw, Tree Protection Bylaw, Riparian Protection and Enhancement Areas regulation and other requirements included in the Environmentally Sensitive Areas Development Permit Area 4 guidelines. These could include:

- An environmental assessment;
- A grading plan;
- A tree and vegetation plan;
- A storm water management plan;
- An erosion and sediment control plan.

6.6 Guidelines

6.6.1 Earthquake Hazards

a. Geotechnical Report Submission

Where an applicable development application is made relating to lands identified as "Potentially Susceptible to Earthquake Soil Liquefaction" or "Harbour Heights Escarpment" on Map 14 of the Official Community Plan and the Schedule 5 map of the Development Permit Area Guidelines, consideration of the application will be subject to submission of a geotechnical report, prepared by a professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments. Such report shall set out any conditions required to be met to enable safe use of the land for the intended purpose, provide an assessment of the potential risks in relation to the City's accepted risk management framework and may make recommendations, as appropriate, related to:

a. the siting, structural design and maintenance of buildings, structure or earthworks and their foundations;

b. the manner and specifications for any excavation or placement of fill and supervision thereof;

c. drainage during and after construction;

d. an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties;

e. a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and

f. determination of any other pertinent conditions regarding the safe use of the land, buildings or structures.

Where such report is related to lands susceptible to earthquake liquefaction, it shall include the results of subsurface investigation.

The Report should consider studies available in the Engineering Department Geotechnical Report Library.

DRAFT

b. Submission of a Registerable Covenant

Approval of any application pursuant to section (a) above shall be subject to the submission of a registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

6.6.2 Flood and Debris Flow Hazard

a. Geotechnical Report Submission

Where an applicable development application is made on lands shown as being subject to "Direct Debris Flow", "Indirect Debris Flow", "Flood", or "Annual Flood Deficiencies" on Map 14 of the Official Community Plan and Schedule 5 of the Development Permit Guidelines, consideration of the application will be subject to the submission of a geotechnical report, prepared by a professional engineer or professional geoscientist with expertise and experience in geotechnical study and geohazard assessments, setting out:

a. an identification and analysis of the specific risks on the subject site;

b. mitigative measures, if any, required to use the site safely for the intended use, including setting minimum elevation for habitable floor space; and

c. an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties within the context of the City's accepted risk management framework.

The Report should consider studies available in the Engineering Department Geotechnical Report Library and relevant Integrated Stormwater Management Plan for overland flow routes..

b. Submission of a Registerable Covenant

Approval of any application pursuant to section (a) above shall be subject to submission of a registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

6.6.3 Steep Slopes

a. Definition of Steep Slopes

Steep slopes are defined as lands in their natural state that have a slope angle of 20% (11°) or greater for a minimum horizontal distance of 10 metres. Map 16 of the Official Community Plan and Schedule 6 of the Development Permit Area Guidelines show those areas with slopes greater than 20%. More detailed slope analysis may be necessary in order to confirm site specific slope characteristics.

b. Geotechnical Report Submission

Where an applicable development application is made on any site a substantial portion of which exceeds 20% (11°) slope, consideration of the application shall be subject to submission of a geotechnical report, prepared by a professional engineer or geoscientist with demonstrated expertise in geotechnical study and geohazard assessments, analyzing site conditions and setting conditions for the safe use of the site, including as appropriate:

a. the results of slope stability analyses;

b. presentation of hazards, consequences and risks associated with the proposed development in a clear manner;

c. setbacks from the toe and crest of steeper slopes, for buildings, structures and fills;

d. prescriptions for the manner of excavation and placement of fill, and supervision thereof;

e. the design, siting and maintenance of buildings, structures or works, including drainage and soil retaining works;

f. the maintenance or planting of vegetation;

g. an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties within the context of the City's accepted risk management framework;

h. a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and

i. any other pertinent conditions.

DRAFT

i. Where a geotechnical report is required pursuant to section (b) above, no clearing of vegetation and no construction of earthworks shall be undertaken for the proposed development before development plans have been approved by the City.

ii. Development on steep slopes shall take place in a manner which maximizes the retention of existing vegetation.

iii. Slope stability shall be addressed such that there is no net decrease in slope stability resulting from the proposed development.

iv. The geotechnical engineering consultant is required to review the Engineering Department Geotechnical Report Library as part of the preparation of a geotechnical report.

v. Where a proposed development is in the vicinity of a watercourse, requirements included under the Fish Protection Act, Riparian Areas Protection Regulation and the City's Zoning Bylaw may also be in effect.

c. Submission of a Registerable Covenant

Approval of any application pursuant to sections (b) above shall be subject to submission of an registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

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

7.1 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 Small-Scale, Multi-Unit Housing (SSMUH) as a form of intensive residential development.

As shown on Map 15 and Schedule 3, DPA 6 includes lands subject to Small-Scale, Multi-Unit Housing provisions under the Zoning Bylaw.

7.2 Justification

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

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

- Increase housing stock and housing diversity
- Create more ground-oriented dwelling units for young people, seniors and families
- Respect the scale and form of neighbouring properties
- Ensure that the established neighbourhood character serves as inspiration for new development
- Enhance and animate fronting and adjacent streets and lanes to encourage pedestrian orientation and "eyes on the street"
- Respect prominent trees and landscape features to support neighbourhood character, canopy coverage and screening
- Seek opportunities for both on-site tree retention and replanting
- Provide site and building design guidance for accessibility, privacy between dwellings and security considerations
- Incorporate sustainable design that is site-sensitive, long-lasting and efficient

DRAFT

7.3 Development Standards

Specific standards for development have been established in the City of Port Moody Zoning and Subdivision Bylaws, and through other pertinent development controls. For SSMUH applications, reference should be made to City bylaws in all cases. In addition, DPA 6 development permit applications should be consistent with the design guidance provided in the City's "A Guide to SSMUH (Small-Scale, Multi-Unit Housing) Development."

7.4 Form and character of development

a. Building Configuration

The number of buildings and their arrangement should take advantage of lot size, slope, access, shape, solar exposure, and views to produce sensible building forms that are suitable to their context, efficient to construct, and livable.

Development that includes a single building should ensure access to daylight and fresh air for all dwelling units is provided and that acoustic privacy can be maintained within the building, while courtyard arrangements of two or more small buildings should ensure outdoor space for all dwelling units is provided and that visual privacy can be maintained between the buildings.

SSMUH developments on corner lots (lots with a flanking street) are encouraged to take advantage of the frontage on both streets. The design of buildings should account for and respond to the flanking street in a meaningful way. Rear buildings may establish a flanking street as their primary frontage by locating entries with porches, access pathways and landscaping features oriented toward it. If buildings are configured with side facades facing a flanking street, it is expected that these facades be designed with the same level of effort and attention as front facades.

b. Site Topography

The form and configuration of development on a lot should be derived from, and integrated with the existing natural topography. Floor levels of individual buildings may need to be stepped and/or multiple buildings may need to be located at different elevations to accommodate the slope of the site.

Development should take advantage of the unique potential that a sloped site affords for unobstructed views and access to daylight for multiple dwelling units.

Buildings should be recessed into the slope and, where possible, locate parking or walk-out basements in the resulting partially below-ground space to avoid blank foundation walls approaching one storey in height.

c. Parking

There are many possible parking configurations for SSMUH developments. The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the parking configuration(s) that may be possible or most appropriate for the situation.

Parking areas should always be accessed from a lane, where a lane is present. On lots that do not have a lane, access to parking may be provided from the street via a driveway, with parking areas setback and/or enclosed to reduce their visual impact. Only in cases of extreme hardship (i.e. due to site constraints/topography) will parking areas accessed directly from a street (without a driveway) be considered.

On corner lots that have a lane, parking access is encouraged along the interior side property line. For corner lots with no lane, access to parking should be provided from the street with a lower classification. Parking should be configured and located on a lot to avoid overly long on-site driveways or excessive manipulation of grade. The configuration and location of parking areas may be affected by the degree and/or direction of slope on a lot.

Unenclosed parking should be considered where it would create a more spacious and visually open ground plane within a development, or provide better visibility and identification of individual unit entries. The sides and front of unenclosed parking spaces should be screened with landscaping or fencing where not adjacent to building walls to avoid glare from vehicle headlights. Unenclosed parking spaces should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Pervious materials are encouraged to increase permeability.

DRAFT

d. Building Massing

Building massing should be simple and avoid complications that do not enhance the efficiency or livability of a building.

Shifts in massing should be carefully considered and employed to respond to site conditions (i.e. to navigate slope, access daylight, or retain trees), or to create/improve occupied space (i.e. recess to create courtyards for private outdoor space and/or to create spaces for larger windows, overhang to create shelter for entries, or articulate to create differentiation of units.

Roof forms should be simple, dormers on sloped roofs should only be used when necessary to create or enhance interior space.

e. Retained Existing Buildings

Retention of existing buildings is possible and encouraged for recently constructed buildings and heritage buildings. Buildings proposed for retention should be reviewed to ensure their existing form and location meet the current spatial requirements for emergency access and parking. The form and location of some existing buildings may prohibit development or require significant modification to permit retention. Any proposed alteration of a retained building will need to comply with the City's Building Bylaw and the BC Building Code. Depending on the extend of the proposed alteration of the retained building, Zoning Bylaw requirements may also be applicable, though heritage buildings may be eligible for certain relaxations.

The extent of upgrading to retained existing buildings is determined by the proposed form of development (infill vs. addition), the proposed tenure of development (strata vs. non-strata), and the type of construction (combustible vs. non-combustible). Developments that involve additions to existing buildings may require more extensive upgrading of the existing buildings than developments that only involve new infill buildings that are separate from any existing buildings.

f. Unit Configuration

There are many possible unit configurations for SSMUH developments. The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the unit configuration(s) that may be possible or most appropriate for the situation.

Dwellings units should be configured in such a way that they provide functional layouts, privacy, private outdoor space, and access to daylight and fresh air. Primary living spaces should generally face a front or rear property line, or central courtyard between buildings, though they can face an interior property line if an enhanced setback of 5.5 m (18.0') is provided.

Site characteristics such as size, slope, and shape will to some extent dictate which unit configurations are possible on a lot. The minimum required width of each dwelling unit is 15.5' (center of wall to center of wall).

g. Accessibility

Where possible, dwelling units are encouraged to follow the BC Building Code for adaptable dwelling units, to meet the current and future needs of all residents, and to encourage aging in place. The provisions for adaptable dwelling units in the BC Building Code include aspects related to the accessibility of common exterior and interior paths, clearances at unit entries, sizes of doors and hallways, clearances within bedrooms, bathrooms and kitchens, kitchen layout, and plumbing to accommodate future modifications for accessibility.

Depending on the form of development or configuration of units (apartment-style buildings, buildings with public corridors and/or common spaces, etc.), compliance with adaptable dwelling unit and/or accessibility regulations in the BC Building Code may be a requirement.

h. Building Character

Building character, including configuration, siting, massing, and height should be sensitive to adjacent neighbouring properties. Thoughtful exterior design and use of materials in keeping with the existing context are expected. Cladding materials, other architectural elements, and detailing should be continuous and consistent around all sides of buildings.

The composition of building facades should be derived from, and be an expression of, the uses contained within.

Buildings with two side-by-side dwelling units should individuate between the two as much as possible, expressing each unit as a unique part of the larger building. Strategies to achieve this may include staggering facades, varying heights, differing window/door compositions, different architectural styles and/or using distinct layouts for

DRAFT

each unit. 'Mirror image' facades should typically be avoided unless they are thoughtfully considered and part of a high-quality architectural design.

Buildings with more than two side-by-side dwelling units are encouraged to embrace the repetition of multiple unit fronts as a device for facade composition.

Buildings with front-back units should offset the unit massing to provide visibility to and from the fronting street to the rear unit and create opportunities for private outdoor space.

A clear strategy of similarity among or marked difference between buildings within a development should be thoughtfully considered regarding massing, style, color to create either cohesion or purposeful distinction.

i. Solid Waste and Recycling

Planning for solid waste and recycling storage and collection in a SSMUH development should be carefully considered and integrated into a design early on. SSMUH developments should provide space for on-site storage of solid waste and recycling, confirm there is an adequate set-out space available for collection, and facilitate efficient on-site manoeuvring of collection carts between storage and set-out locations. Convenience and practicality should be top priorities for waste and recycling design and location, to ensure adoption and use.

Every unit should have its own storage enclosure for its collection carts. Enclosures should be designed to be wildlife-resistant, as described in the Bear-Resistant Design Guidelines for Solid Waste, Organics and Recycling Enclosures & Containers, and should ensure carts are hidden from view, and that associated smells do not impact dwelling units. Storage enclosures should have minimum dimensions of 2.7 m (8.9') wide x 0.9 m (3.0') deep x 1.8 m (5.9') high with access along the long side. Enclosures can either be grouped together in a single location or be dispersed individually; and can either be in private garages or carports, within buildings, or in courtyards, side yards, or rear yards.

Set-out space along the adjoining street or lane should be identified in the design of SSMUH developments. A minimum curbside length of 1.6 , (5.3') for every unit is necessary, though 2.1 m (6.9') is preferred to facilitate collection.

An access pathway from the enclosures to the set-out space is required. This pathway should be as short as possible and use materials with an overall smooth, durable surface to facilitate manoeuvring carts with ease.

j. Bird Friendly Design

Encourage integration of features to provide habitat for native bird species and reduce bird collisions. This can be accomplished through visual markers on glass, features that block glass reflections, ensuring open pipes, ventilation grates and drains are inaccessible to birds, and landscaping that incorporates a diversity of native plants that provide food options for birds throughout the year including ground cover, shrubs, understorey and canopy layers. For a comprehensive listing of bird friendly design guidelines, refer to City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

k. Incorporating natural systems

Where possible, buildings should be designed to operate passively by using natural systems that reduce reliance on mechanical equipment. Solar exposure and wind patterns should be taken advantage of for illumination and ventilation to reduce energy consumption, and existing vegetation or new landscape features should be incorporated in a way that moderates temperature extremes and maintains or enhances natural drainage patterns.

7.5 Landscaping

a. Conservation of mature vegetation

For lots subject to SSMUH development, retention of healthy, mature vegetation (shrubs and plants) on site is encouraged where possible, and retention of existing mature trees in good condition is expected. Relaxation of zoning regulations may be considered on a case-by-case basis to facilitate meaningful tree retention. Removal of existing mature trees for SSMUH development will be contemplated where modification of the development, including variances to building setbacks and height, parking reduction and other factors to maximize the retention of mature trees on the site have been explored and deemed unfeasible. Removal of existing trees, per an approved tree removal permit, will require on-site replanting and/or a cash-in-lieu contribution, as set out in the Tree Protection Bylaw.

DRAFT

b. Trees and Planted Areas

Trees and planted areas are an integral part of site design and should be located and configured to provide privacy, shade, and enhance the functionality and aesthetics of the building and site design. All areas of a lot not occupied by buildings, access pathways, driveways, or manoeuvring aisles should be landscaped with trees and/or planted areas designed to highlight entry to the site, unit entries and other important site elements. Tree planting is to be prioritized in the front and rear yard setbacks as well as courtyard spaces in SSMUH development.

Landscaping should include a bio-diverse variety of species appropriate to their setting, including a balanced mix of coniferous and deciduous trees, ground covers, shrubs and similar plantings; with priority given to native plants. Adherence to the City of Port Moody's Naturescape Policy is strongly encouraged. Other acceptable landscaping materials include sod, river rock, wood chips and bark mulch. The use of artificial turf is strongly discouraged.

The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the tree locations that may be possible or most appropriate for each SSMUH development. Tree placement should be carefully considered to ensure adequate space for root and canopy growth to maturity, while preventing damage to both buildings and trees. Recommended minimum setbacks between trees and buildings or structures are 3 m (9.8') for large trees (greater than 15 metres in height at maturity), and 2 m (6.6') for medium trees (10-15 metres in height at maturity).

Tree planting areas should be permeable and where encroachment of impermeable surfaces into these planting areas is unavoidable, the use of engineered solutions (i.e. soil cells, structural soil) to achieve the necessary soil volume under the impermeable surface, may be required.

If it is not feasible to plant the targeted number of trees as part of a SSMUH development, a cash-in-lieu contribution for off-site replanting for some of the identified trees may be an option, as set out in the Tree Protection Bylaw.

c. Screening

Adequate screening should be located to define the transition from common to individual spaces, provide privacy between dwelling units within the development and to neighbouring properties as well as create usable outdoor spaces. Screening should be designed to prevent visual intrusion and glare from vehicle headlights into exterior and interior spaces of dwelling units.

Screening can be provided by landscape structures (pergolas, sheds, fences, etc.) or by coniferous planting material of sufficient dimension and substance.

Fencing should be wood, brick, metal, or a combination of these materials. Chain-link fencing is not acceptable.

d. Landscape Walls and Retaining Walls

The need for landscape walls or retaining walls should be minimized as far as possible through the design of buildings and the site. Where necessary, the height of these walls should be no more than 0.9 m (3.0'). Allan Block or a similar product is the preferred material for landscape walls and retaining walls. Where wood is used, squared timber ties with a minimum dimension of 100mm (4") should be used. Landscaping should be provided directly in front of walls where possible, to mitigate their visual impact. Refer to the Zoning Bylaw for height, spacing, and setback requirements for landscape walls and retaining walls.

e. Stormwater Management

Stormwater must be managed on each lot using strategies to minimize runoff through retention and adequate infiltration.

The area of impermeable surfaces on each lot should occupy no more than 75% of the lot area. Impermeable surfaces include the footprint of buildings and all other structures or materials installed on or above ground that are capable of blocking water. The area of impermeable surfaces can be controlled by minimizing building footprints, reducing the area of impermeable surfaces (i.e. using wheel paths surrounded by ground cover planting or gravel instead of full driveways, and/or using surface materials that are permeable (i.e. pervious concrete, pervious paving stones or grasscrete.

DRAFT

Design features to maximize rainfall retention are encouraged, including green roofs, rain barrels, and permeable landscaped rain gardens that can collect run-off water from impermeable driveways and patios. Landscaped areas should be provided with absorbent growing medium: 300mm (12") for lawn, 600mm (24") for shrubs, and 30 m3 (39 yd3) for each tree to maximize stormwater retention.

Refer to the Chines Integrated Stormwater Management Plan, Moody Centre Stormwater Management Servicing Plan, Integrated Stormwater Management Strategy for Stoney Creek Watershed, and the forthcoming North Shore Integrated Stormwater Management Plans.

7.6 Livability

a. Siting

Buildings should be located and configured to maximize daylighting of dwelling unit interiors, minimize shadowing of exterior spaces within developments and on neighbouring lots, create or maintain view corridors where opportunity exists, and provide adequate separation to maintain privacy between dwelling units on site and on adjacent sites.

b. Daylight and Natural Ventilation

Every dwelling unit should have at least two exterior walls, preferably opposite each other, to allow natural cross ventilation and access to daylight throughout. All living spaces and bedrooms must be served by at least one window that can open. Ideally, primary living rooms should be provided with two opening windows on two exterior walls. Whenever possible, bathrooms should also be provided with a small opening window.

c. Entrances

Entrances should be clearly identifiable and welcoming, facing either front or side property lines, or a central courtyard between buildings. A porch space directly outside each unit entry should be provided with a minimum dimension of 1.5 m (4.9'). Porches should be covered for weather protection and well-lit to highlight entry doors and addresses. Porches that are recessed into the building massing as a way of providing cover are encouraged.

Access pathways to entries should be clearly marked with landscape features, address plinths or other wayfinding elements, and individual unit entries should be screened and/or landscaped to provide privacy while still allowing sufficient visibility for security and to encourage neighbour interaction.

d. Privacy

Achieving adequate privacy between dwelling units, both within a development and to adjacent neighbouring properties, is an important project design objective.

Visual privacy should be afforded through careful consideration of size, orientation, and location of windows and private outdoor space to avoid overlook of other windows and private outdoor space. Screening of windows, balconies, patios, and decks with architectural or landscape elements is encouraged where needed to ensure privacy. Skylights and clerestory windows are a strategy for avoiding overlook while maintaining access to daylight.

In courtyard configurations, the types of spaces that face each other across a courtyard can create privacy (i.e. offset primary living spaces in each building located on different floor levels). Trees and/or other landscape elements in courtyards, can also create privacy by providing screening at various heights between buildings.

Acoustic privacy should be afforded by thoughtful configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

Surface materials and landscaping are to be used in such a manner that public circulation areas are clearly differentiated from private outdoor space.

e. Outdoor Space

Provision of private outdoor space is strongly encouraged for every dwelling unit. This space should provide sufficient area for typical outdoor activities, and be at least 10 m^2 (108 ft^2) with a minimum dimension of 2.75 m (9.0') to permit use of a dining table. Where possible, private outdoor space should be adjacent and connected to interior primary living space.

DRAFT

Private outdoor space should be located and configured to ensure ample access to daylight and should be screened for privacy by building mass, building walls, trees, landscape structures (gazebos, pergolas, sheds, fences, etc.), substantial planting, changes in grade where appropriate, or a combination thereof. Surface materials should be used in such a manner that public circulation areas are clearly differentiated from private outdoor space.

The potential for gardening should be accommodated in private outdoor space through provision of planting beds that are appropriately located and sized for this activity.

Where dwelling units are partly below grade, sunken patios can be used for private outdoor space. Sunken patios should be located and configured for adequate access to daylight despite their lower grade, and should be designed to avoid needing perimeter guards by limiting grade changes to less than 0.6 m (2.0') and by landscape terracing.

f. Roof Decks

Roof decks can provide private outdoor space for dwelling units where at-grade space on a lot is limited. They should provide sufficient area for typical outdoor activities, equivalent to what would otherwise be provided at-grade.

The use of parapet walls as guards for roof decks is encouraged to create privacy to and from below, and adjacent roof decks of different dwelling units should be sufficiently separated by building mass, building walls, distance, substantial planting, elevation, or a combination thereof.

The internal planning of a dwelling unit should ensure appropriate and functional access to a roof deck and locate a roof deck in close proximity to primary living space, where possible. Access to roof decks can be provided either by an exterior stair from the floor directly below the roof deck or a small roof monitor that encloses the stair and top landing at the roof deck level.

g. Bicycle Parking

Off-street bicycle parking for SSMUH developments is not required, but as reduced vehicle parking is permitted with certain SSMUH projects, the inclusion of bicycle storage is strongly encouraged. Off-Street Bicycle Parking can be provided in a secure, centralized common space or in individual private spaces. Refer to section 6.10 in the Zoning Bylaw, for bicycle parking spaces criteria.

h. Lighting

Exterior lighting should be used to demarcate and illuminate individual unit entries for ease of wayfinding from the street and to each entry at night and should be sufficient to provide residents and visitors with a sense of personal safety and ease. Lighting should be neighbour-friendly and avoid glare into exterior or interior spaces of units both within the development and on neighbouring properties. Exterior lighting in building eaves should be restricted to the facade facing a lane or exterior side yard. Motion sensor lights are discouraged. Energy efficient LED, non-glare, down-cast photocells are encouraged.

7.7 Circulation and Access

a. Pedestrian Pathways

Pedestrian access pathways must be provided on-site for access from unit entries to the street, to vehicle and/or bicycle parking areas, and to garbage storage areas. Surface materials should be used in such a way that entry to the site, unit entries and important site elements are highlighted.

Pathways should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal), that are slip-resistant, and free of tripping hazards. Pervious materials are encouraged to increase permeability, though materials with an overall smooth surface should be employed where pathways will be used for wheeled items (waste collection carts, wheel chairs, strollers, etc.). Where possible, pathways providing access to dwelling units are encouraged to follow the provisions in the BC Building Code for adaptable dwelling units to meet the current and future needs of all residents and encourage aging in place.

b. Driveways and Manoeuvering Aisles

The width and extent of driveways should be minimized as much as possible to maximize space for street parking in front of a lot and to maximize the area for landscaping in the front yard.

Driveways and manoeuvring aisles should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Pervious materials are encouraged to increase permeability. Large expanses of pavement using single materials should be avoided

DRAFT

by integrating other surface treatments such as pavers, stamped concrete, concrete bands, or areas of ground cover planting or gravel.

Where driveways or manoeuvring aisles pass alongside buildings or side property lines, they should be setback and screened with landscaping.

In some circumstances it may be necessary for driveways and manoeuvring aisles to also provide pedestrian circulation on site. Where this occurs, care should be taken to ensure good visibility and adequate width for vehicles and pedestrians to pass each other. Pedestrian circulation within driveways and manoeuvring aisles should be highlighted and given priority by identifying pathways with distinctive pavers or some other design feature.

Refer to the Zoning Bylaw for driveway width requirements and maximum driveway areas allowed in front yards.

c. Emergency Access

As an important function of the above described pedestrian pathways, and/or driveways and manoeuvring aisles, emergency access to all units is required.

Pathways for emergency access must be provided to the principal entry of each unit so first responders can quickly respond from the fronting street, as lanes are not considered the primary access routes for emergency response.

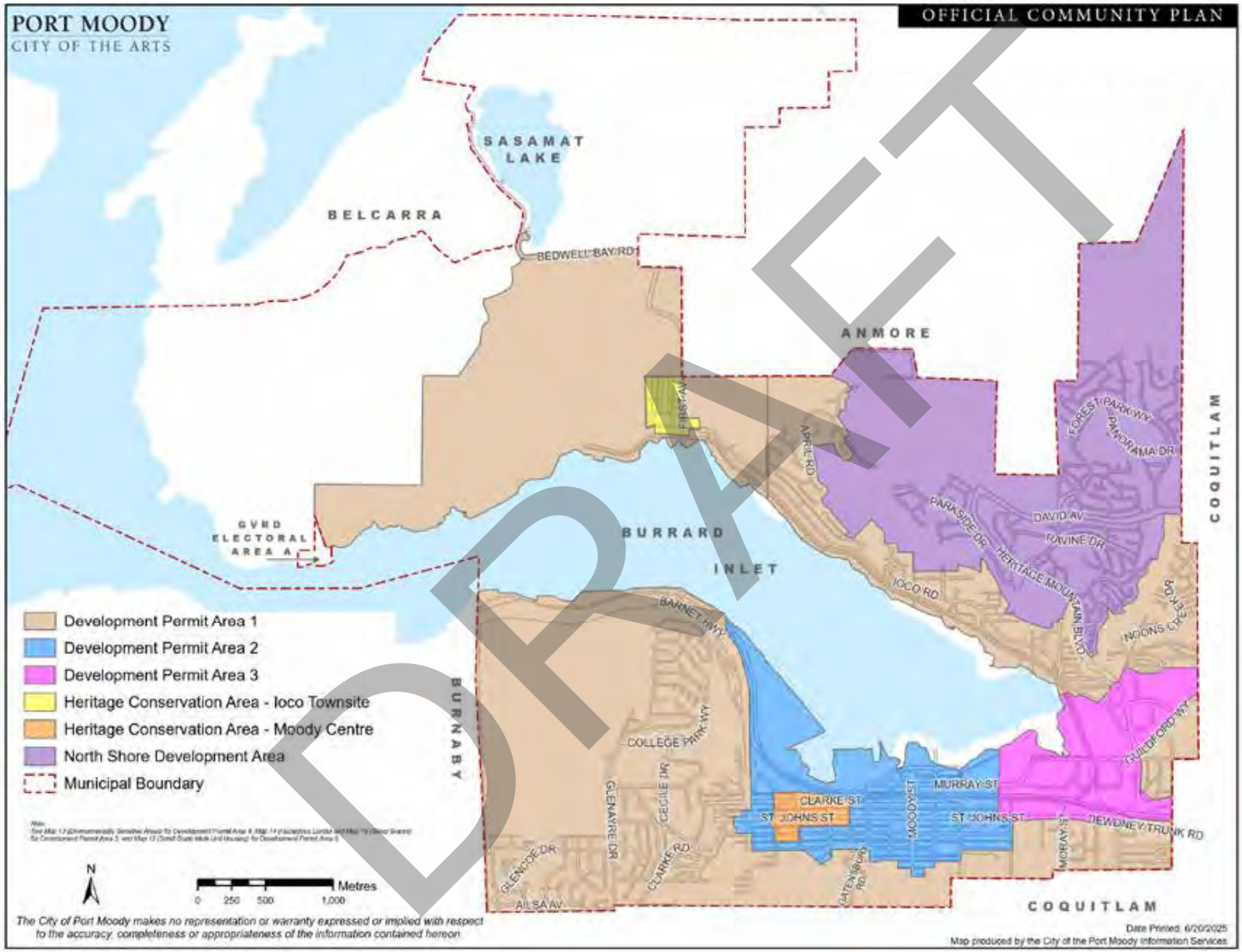
Pathways for emergency access must have a 1.5 m (5.0') minimum width and should be clear, level, and constructed of materials that provide stable footing. They must be free of obstacles that could cause tripping or delay such as shrubs, debris, or loose gravel, and should be configured to prevent obstructions like parked vehicles or temporary storage. Pathway design should also prevent hazards that could endanger first responders such as exposed wiring or unstable structures. Lighting should be provided to ensure first responders can see clearly at night or in low-visibility conditions.

Any stairs necessary as part of an emergency access pathway must be constructed of non-combustible materials, designed to support the weight of firefighters with equipment, and meet the requirements of the BC Building Code.

Surface materials for driveways and manoeuvring aisles used for emergency access should be slip-resistant to help ensure that fire apparatus can safely and promptly access sites.

DRAFT

Schedule 1 – Development Permit Areas 1,2 & 3 and Heritage Conservations Areas

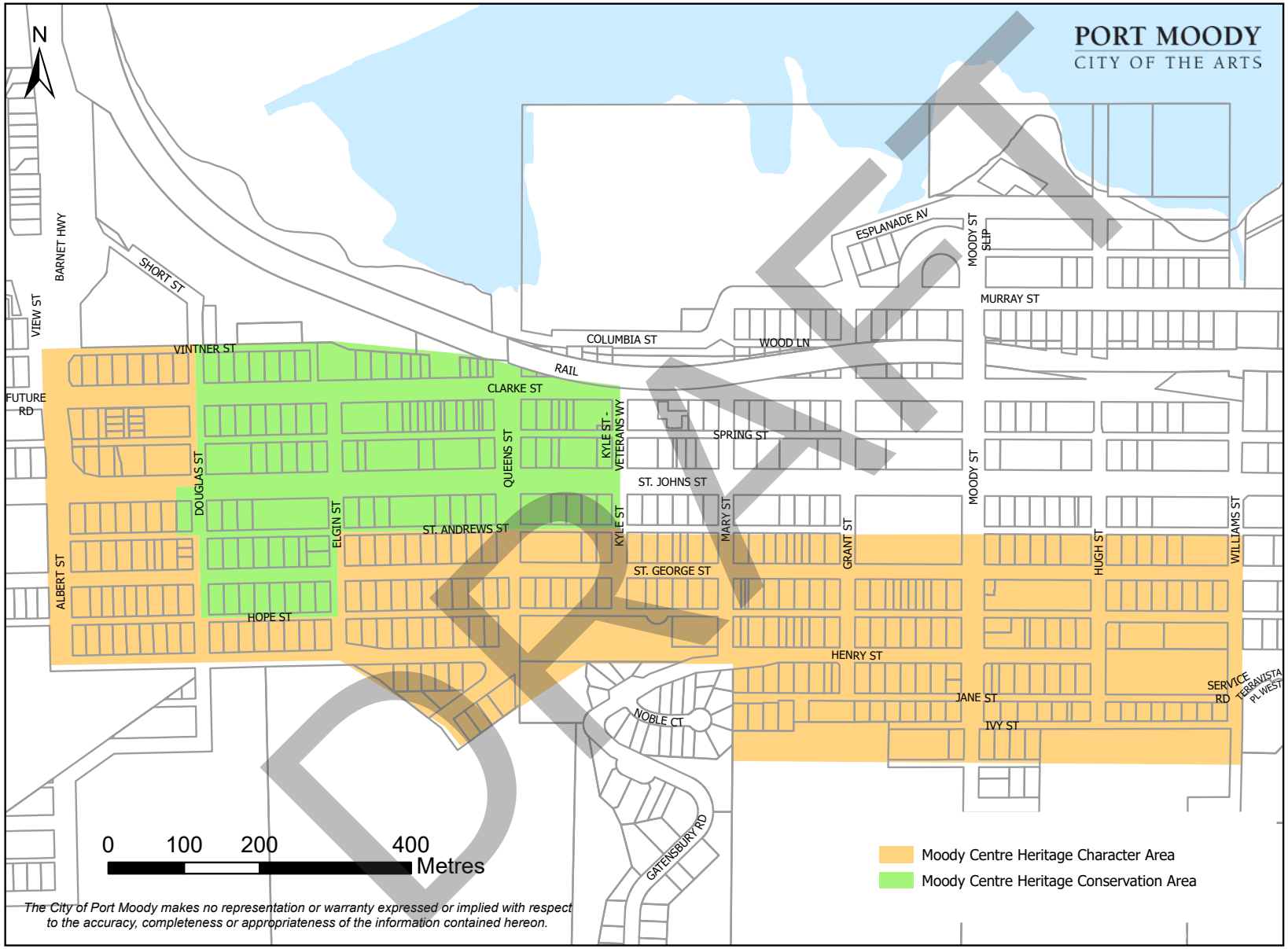


DRAFT

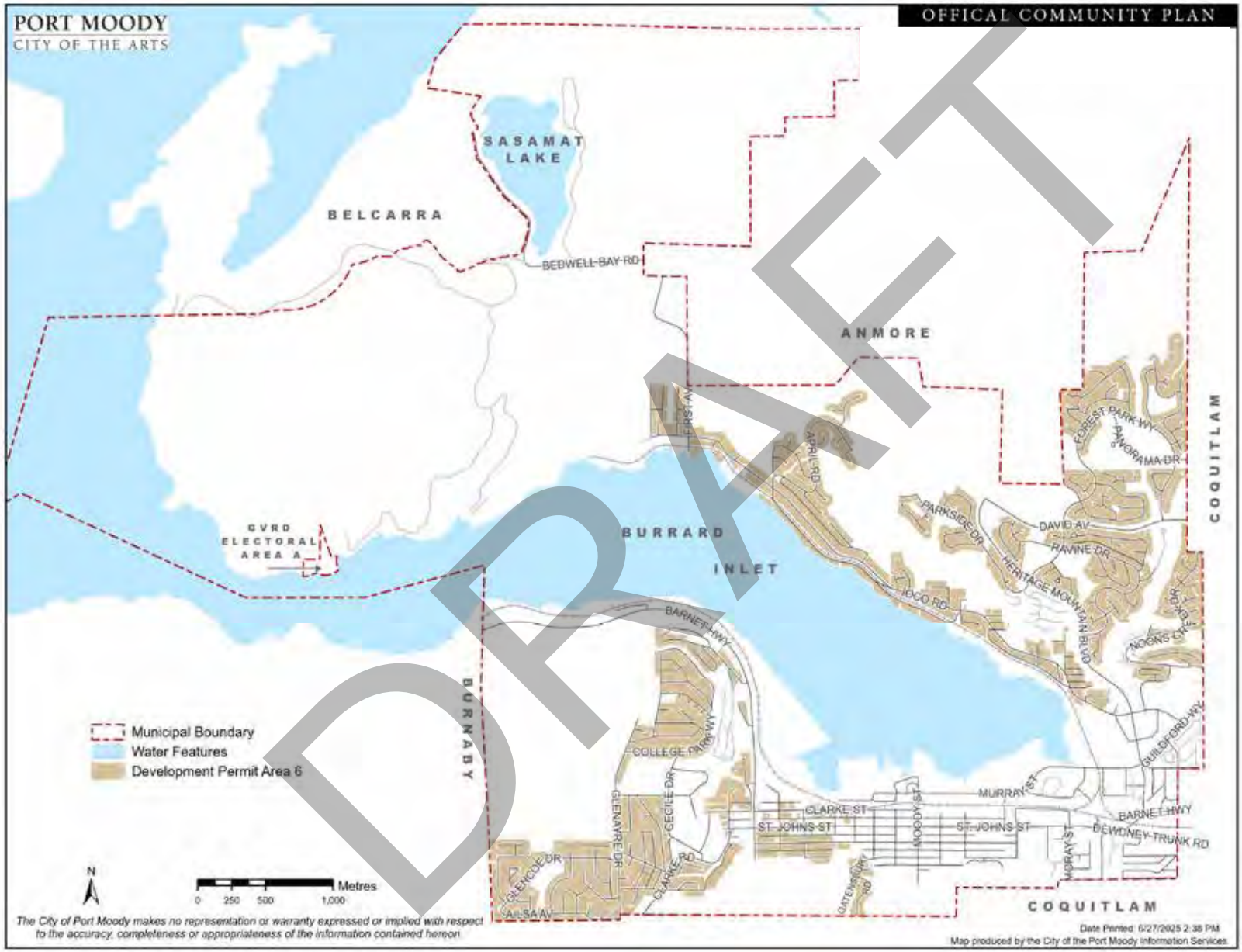
Attachment 2

Schedule A to Bylaw No. 3522

Schedule 2 – Sub Areas of Development Permit Area 2: Moody Centre

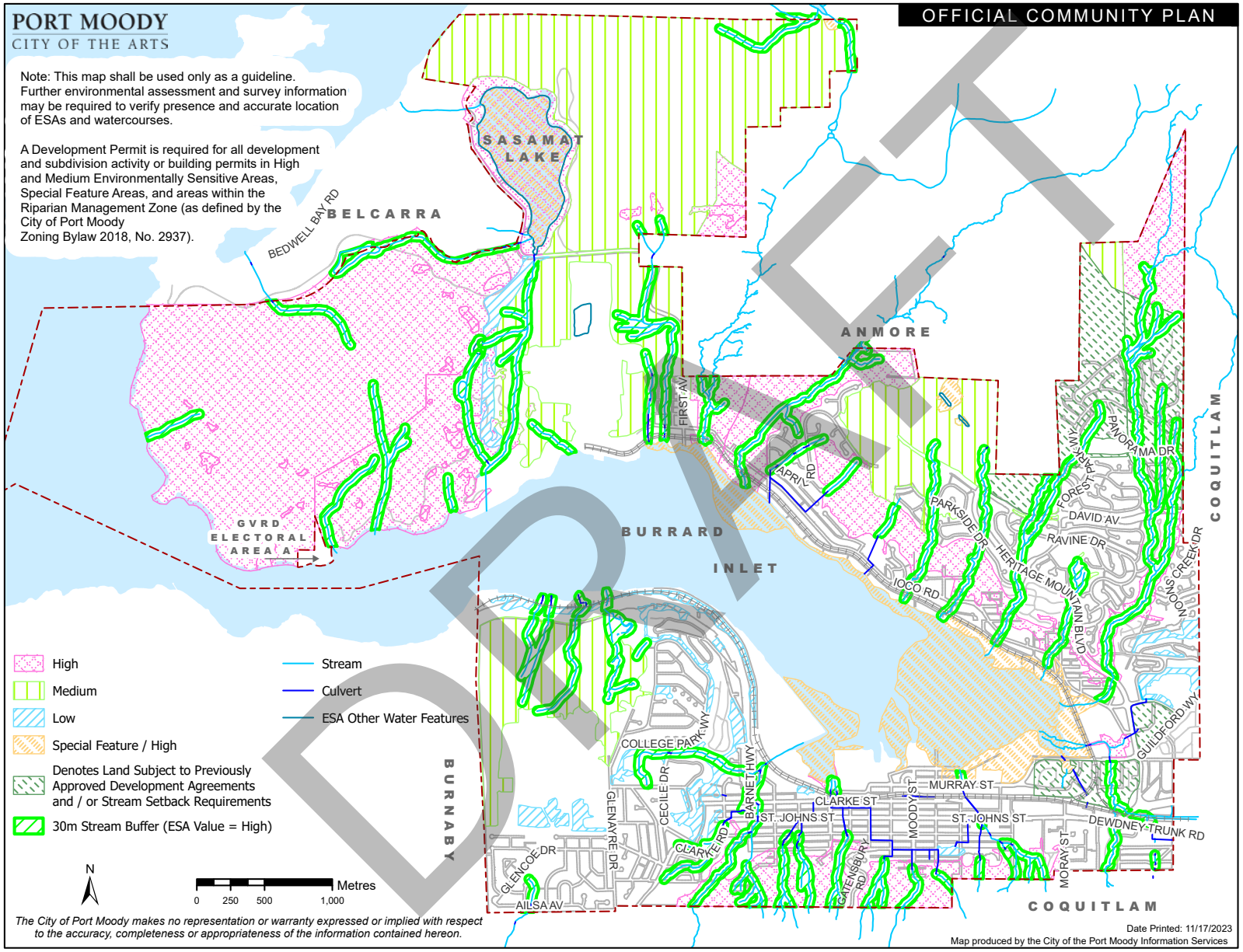


Schedule 3 – Development Permit Area 6: Small-Scale, Multi-Unit Housing

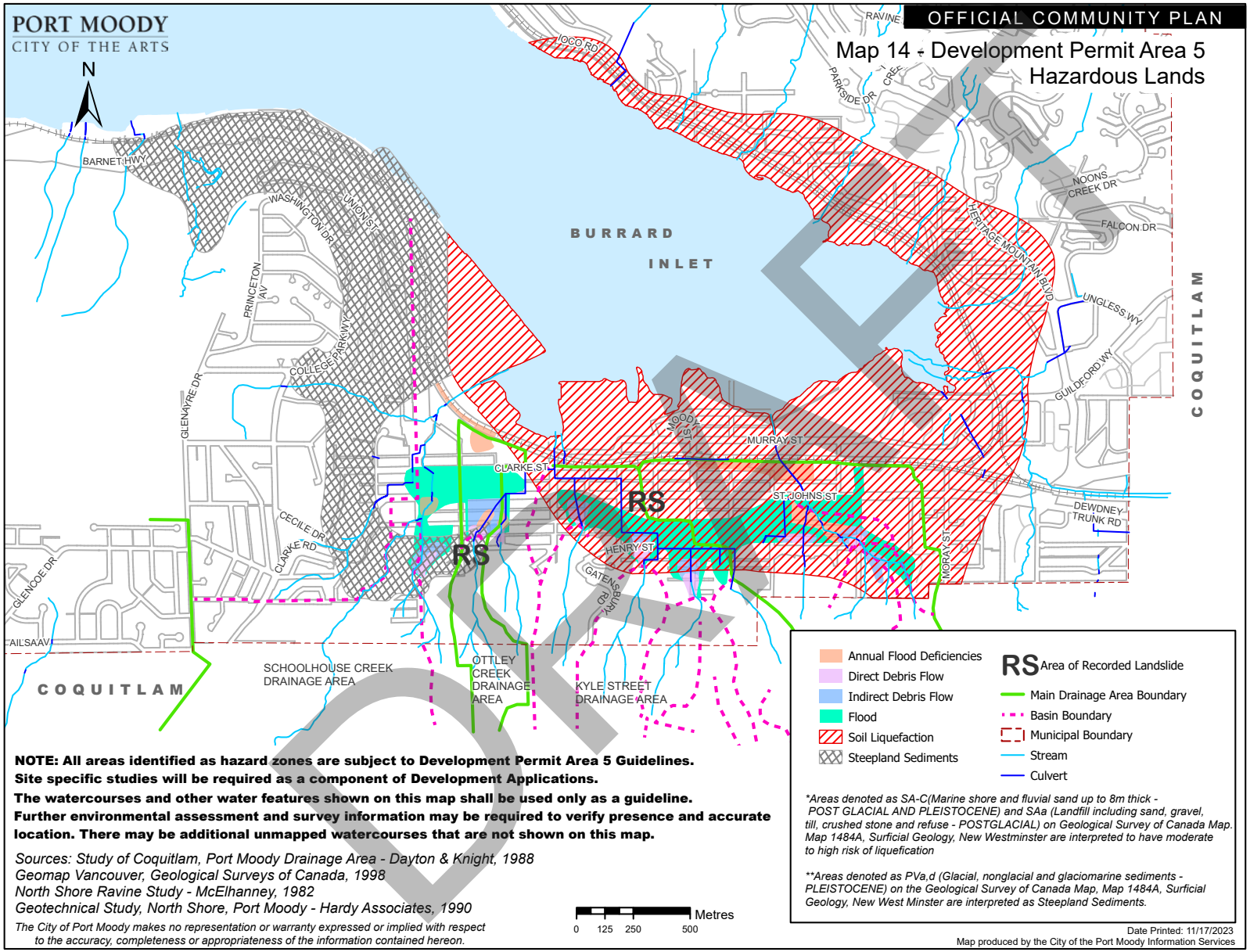


DRAFT

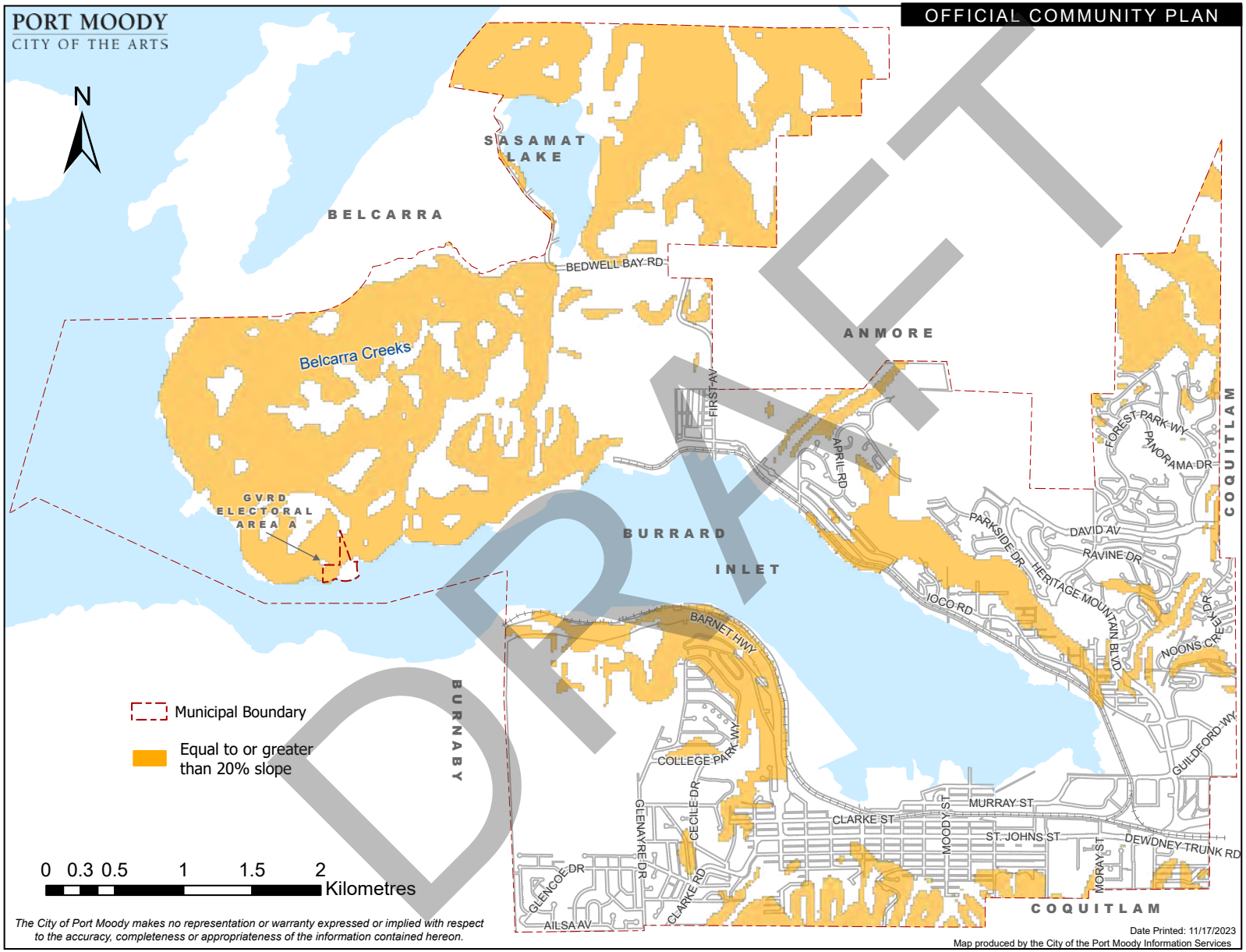
Schedule 4 – Development Permit Area 4: Environmentally Sensitive Areas



Schedule 5 – Development Permit Area 5: Hazardous Lands



Schedule 6 - Development Permit Area 5: Steep Slopes



DRAFT

APPENDIX 3

Ioco Townsite Heritage Conservation Area Guidelines

Designation Category

The *Local Government Act* (Sections 614 and 615) allows for the establishment of heritage conservation areas to provide for long term protection of community heritage resources.

The Ioco Townsite Heritage Conservation Area

The Ioco Townsite is one of the few surviving early company towns in the Lower Mainland. It is a distinct district with special heritage value to the City of Port Moody and establishing it as a Heritage Conservation Area in 2000 was the first step towards achieving the appropriate revitalization of Ioco Townsite. Schedule "B" of this appendix and Map 3 of the Official Community Plan identifies the boundaries of the area designated as the Ioco Townsite Heritage Conservation Area.

A comprehensive land use plan for the entire Ioco site will be required in the future, which will recognize and protect the Townsite's unique heritage character while defining opportunities for sensitive new development in both the Townsite and surrounding area.

In the meantime, this Bylaw recognizes that opportunities may arise at any time to work with the property owners and with community and other groups to achieve conservation and revitalization within the Townsite; the City will facilitate any potential conservation activity that can be achieved in both the short- and long-term. These planning initiatives and any building activities within the Conservation Area will recognize the following objectives:

Objectives

The objectives of the Ioco Townsite Heritage Conservation Area designation are to:

- recognize and enhance the historic nature of the Ioco Townsite for the benefit of present and future generations;
- encourage the preservation, rehabilitation, restoration, and/or reconstruction of existing structures within the Townsite;
- accommodate and manage infill development on existing lots to ensure that new buildings are designed and maintained to be consistent with the overall character of the buildings, structures, land and features listed in Schedule "A";
- create an opportunity for a living, neo-traditional, pedestrian-oriented, revitalized, waterfront community that provides for a wide range of residential, commercial, cultural, institutional and recreational uses;
- re-establish the existing bowling green and baseball field for use by the community;
- ensure that the buildings listed in Schedule "A" are neither demolished nor altered in any way that is inconsistent with their original design or appearance;
- retain the buildings listed in Schedule "A" in their original location to the greatest extent where practical and legally possible. Where relocation is essential, especially when buildings are located directly within watercourses, an appropriate new location will be determined within the context of the above referenced area plan. As a preliminary step, an illustrative concept plan has been prepared through the HCA process to identify potential infill and redevelopment opportunities and is shown in Schedule "D";

DRAFT

- collaborate with the property owners and engage the community to create a comprehensive land use area plan and appropriate rezoning for the Ioco Townsite (and as well the surrounding lands) that will address and refine the potential vision expressed in the illustrative concept plan;
- support the use of reduced setbacks for existing and proposed buildings and structures from watercourses, subject to Riparian Areas Protection Regulation, so that the historic fabric of the central part of the site can be re-established, and the existing heritage buildings be adapted for reuse. This setback relaxation is supported in principle as a key condition of the Heritage Conservation Area Bylaw and is an essential component in revitalizing the existing Townsite; and
- accept the existing non-conforming road standards within the Townsite.

Special Features and Characteristics

There are a number of special features and characteristics that justify the Ioco Townsite Heritage Conservations Area designation.

Historical Context

The historic Ioco Townsite is a unique, intentionally designed company town adjacent to a large industrial site, located close to the waterfront of Burrard Inlet, with road, rail and water access. The Imperial Oil plant was one of the first refinery operations in Western Canada and a significant site in the industrial development of British Columbia. The Ioco Oil refinery was one of the first large industrial projects tackled by engineer and entrepreneur Alfred James Towle Taylor, who was later instrumental in the development of the Lions Gate Bridge and the British Properties. The Townsite was a planned residential community that provided housing for the workers at the refinery. Primary access was by water until the 1930s when Ioco Road was constructed. A portion of the Townsite is still owned by Imperial Oil Limited and is a lingering example of an early 20th century planned community developed to serve a major Canadian industry.

Character Defining Elements

The Ioco Townsite's heritage character defining elements include its south-sloping topography; its tightly laid out street grid (with major axes oriented north-south); its regular rhythm of rectangular housing lots, and its surviving early buildings. The southern part of the site was a cluster of commercial (the store), institutional (school, place of worshipes) and recreational (bowling green, community hall) uses. The northern part of the site was residential (where a number of remaining houses exist). The surviving street grid, and its existing subdivision lines, are the strongest reminders of the historical form of the Townsite. The small, intimate nature of the site – with its low scale of buildings, wide north-south streets (only partially curbed), and narrow sidewalks – recalls a traditional village centre. It was designed to be oriented to pedestrians, and the workers could walk to the adjacent industrial plant.

Architecture

The most striking feature of the site was its architectural consistency. The buildings of the Townsite were built in a common vocabulary, based on the popular Craftsman style of the era, using natural materials such as wood siding and shingle cladding. This architectural consistency is the essential element of the Townsite's heritage character, as only a company town - developed by one owner for a specific purpose – would display such tight control over form and appearance.

Landscaping

The mature landscaping also contributes to the character of the site. Early street trees line the public space of the bowling green and are crucial to its identification as a public space. The site is bisected by a small stream with steep banks. Remnants of landscaped yards also provided an appropriate country cottage feeling to the early houses. The surrounding forest landscape forms a buffering element around the Townsite.

DRAFT

Contribution to Port Moody and the Surrounding Area

Construction of the refinery and the Townsite were significant aspects of the development of Port Moody. Conceived at a time when the local economy was booming, the project was barely underway when the outbreak of the First World War accelerated the need for fuel and ensured Ioco's completion despite a general, post-war economic collapse. The refinery provided employment for many people, and given its relative isolation, the Townsite was designed to provide workers with housing adjacent to the plant. Ioco was self-sufficient, with its own school, place of worshipes, commercial outlet, recreational opportunities and community hall.

Buildings and Structures

The Townsite was cleared in preparation for construction during the fall and winter of 1920. In 1921, 43 new houses were built by Dominion Construction at the new Townsite location and 15 houses that had been built elsewhere on the Ioco property were moved to the Townsite. Seventeen (17) additional houses were built in 1922 and six (6) more were built in 1923 for a total of 81 houses. Houses were assigned on a first-come, first-served basis. Each house is somewhat unique, given the Company's practice of allowing owner input into the design of the dwelling.

The school was built in 1921, and two place of worshipes, a grocery and a community hall were all built during the 1920s. The houses and other buildings were well-designed and substantially built. There was an active community life at Ioco Townsite. Given its isolation, the place of worshipes, school and bowling green provided the local focus for the residents. The quality of landscaping at the Townsite was very high, and it was regularly maintained by a gardening crew selected from Imperial Oil employees.

The Townsite was a pedestrian-oriented, self-sufficient, traditional community containing residential, commercial, and recreational opportunities for Ioco employees. The historic Townsite was comprised of the following original buildings and community facilities:

- Two place of worshipes;
- A community store;
- A community hall;
- A school (the original one room school was replaced by the present school);
- A bowling green and clubhouse;
- Tennis courts;
- Baseball pitch;
- A dock;
- A boat house; and
- 81 residential houses.

Existing buildings that remain on site include:

- Community store;
- Community hall;
- One place of worship;
- One school; and
- 13 residential houses.

Detailed descriptions are included as Schedule "A". Photos of the remaining structures are included as Schedule "C" to these guidelines.

Conserving and Revitalizing the Ioco Townsite

Ioco represents a unique opportunity to conserve a significant community heritage resource while allowing the area to redevelop and evolve simultaneously. The remaining building stock within the Ioco Townsite presents opportunities for creative, adaptive reuse. The conservation of this site will preserve a regionally significant example of a once thriving company town.

DRAFT

A revitalized Ioco Townsite could become the heart of a new community on the north shore of Burrard Inlet. With its gentle south-facing slopes, surviving heritage buildings and historic land use patterns, this unique site presents a significant opportunity to act as a generator of new development, both infill within the site and in the surrounding vacant lands, once owned by Imperial Oil and also considered part of the Ioco lands. The Townsite itself offers tremendous opportunities for adaptive reuse, sensitive infill and revitalization. As a restored and rehabilitated historic commercial and residential village, Ioco Townsite would be a source of pride to the citizens of Port Moody and could augment the context of surrounding new development by providing direction for appropriate form and scale, materials and design, and neo-traditionalist values.

The Townsite could accommodate a range of commercial and residential uses and become a vibrant and lively mixed-use community with its own special identity based on its heritage character. The southern part of the site traditionally accommodated commercial and institutional uses in larger structures, while the northern part was residential in character, with a lower form and scale. The revitalized Townsite should recognize this historical pattern of land use which will be addressed in the preparation of an area plan.

Heritage Conservation Standards and Guidelines

Any work to be undertaken on existing buildings as listed on Schedule "A", should conform to accepted heritage conservation principles, standards and guidelines. For the purposes of this HCA, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (1st edition 2003, 2nd edition 2010) will be used as the basis for the review of any proposed work. Council determined that the Parks Canada Standards and Guidelines appropriately forward its objectives in designating the Ioco Townsite HCA.

Heritage Alteration Permits

Heritage Alteration Permits (HAP) will be required for the authorization of changes within the Heritage Conservation Area. These permits will be used in a flexible way to respond to the requests and needs of owners of protected properties over time. An HAP can be used to vary or supplement provisions of *bylaws* listed under s. 617(2) subject to the restrictions under s. 617(4).

A Heritage Alteration Permit will be required if a building listed in Schedule "A" is to be permanently relocated within the Townsite. The HAP will be expedited if the building must be relocated due to site drainage conditions, and the receiving site is appropriate to the redevelopment scenario envisioned in the Townsite area plan.

Heritage Alteration Permits will not be required under the following conditions:

- to lift, temporarily relocate and/or store buildings listed on Schedule 'A', provided appropriate security measures are in place (and approved by the City) and provided the building is ultimately relocated on a new foundation at its original location. Grade must be returned to its original level, and the building must be relocated at the same relative relationship to original grade. [Note that a building permit will be required for the new foundations];
- environmental remediation of buildings listed on Schedule 'A', up to the building's perimeter, provided the building itself is not moved or altered in any way, and the site is returned to its original grade;
- environmental remediation of vacant sites, providing grade is returned to its original level; and
- minor repair or maintenance of buildings listed on Schedule 'A', including replacement in-kind of existing deteriorated materials on a limited basis.

Ioco Townsite Heritage Conservation Area Guidelines

Although the form of development within the Townsite is yet to be determined through the preparation of the area plan, it is felt that the illustrative concept plan provides a general, potential vision to revitalize the site and retain its existing heritage character and buildings. It is therefore essential that a comprehensive area planning and rezoning process for the Heritage Conservation Area and surrounding Ioco lands be undertaken. The area plan and rezoning should recognize historic land use patterns and facilitate the introduction of a variety of land uses including commercial and institutional.

DRAFT

A unique feature of Ioco is its consistent use of an Arts and Crafts architectural vocabulary, reflective of its origins as a company town, the era in which it was conceived, and the rapidity of its construction. As the area plan and zoning bylaw are prepared, appropriate guidelines will be developed for both heritage and vacant sites. It is anticipated that any new buildings within the Townsite will reflect the common architectural vocabulary of the existing buildings, and an appropriate form and scale will be developed to reflect a historic commercial town centre.

The following principles guide a comprehensive set of design guidelines to be prepared in conjunction with the area plan:

- buildings listed in Schedule "A" will be subject to the heritage conservation standards and guidelines as listed in the subsection titled "Heritage Conservation Standards and Guidelines";
- the form and scale of infill and new buildings will recognize the single detached residential form to the north of the area, and the proposed, denser, mixed use residential/commercial/ institutional uses to the south of the site;
- guidelines for new and infill buildings will recognize the consistent Arts and Crafts architectural vocabulary of the Townsite's original wooden buildings, including existing, relocated, and demolished examples. These guidelines will include, but not be limited to:
    - building design, height and form;
    - exterior materials and colour;
    - roof design, material and orientation;
    - windows and doors;
    - porches and verandahs;
    - signage;
    - lighting; and
    - landscaping.

Heritage Conservation Incentives

The City may provide heritage conservation incentives to assist with the retention and rehabilitation of heritage properties. These may be offered through developmental, financial and administrative incentives, as well as building code equivalencies as permitted under the BC Building Code. Additional relaxations can be provided through Heritage Alteration Permits and Heritage Revitalization Agreements. Each situation will be different, and the City will endeavour to provide these incentives in the most flexible and effective manner as development issues are negotiated. Where available, the City will facilitate the delivery of heritage conservation incentives offered by senior levels of government.

For the properties listed in Schedule "A" the award of potential heritage conservation incentives would be subject to the following conditions:

- any proposed alterations conform to heritage conservation standards and guidelines;
- for larger incentives, proof of financial necessity may be required (pro forma analysis);
- municipal heritage designation would be required, and any further claim to compensation would be waived; and
- financial incentives would be subject to repayment if the heritage property is willfully destroyed or defaced.

DRAFT

Schedule "A" - Existing Structures and Landscape Features in the Ioco Townsite

The following existing buildings, structures, vacant lands and landscape features located within the Ioco Townsite Heritage Conservation Area are protected heritage property under the *Local Government Act*. Detailed Statements of Significance are in place for each building describing the heritage value and character defining elements for each property (refer to City of Port Moody Heritage Register).

Community Buildings

101 First Avenue - Ioco School (1921)

The school building is one of the landmarks of Ioco and is believed to have been constructed in 1921. The school is located at the entry to the townsite and shares many architectural features with school buildings in other jurisdictions of the province. The building itself is a symmetrical design with banked multi-paned windows.

1790 Ioco Road - St. Andrew's Presbyterian Place of worship (now Ioco United Place of worship) (1924)

This is the last remaining place of worship located within the Ioco Townsite. This building marks the entry to the townsite from the east. The front door has wrought iron strap hinges and the interior has a wooden tongue and grove ceiling. The building includes a distinctive bell tower roof element. Exterior materials include wooden siding and asphalt shingles.

Third Avenue - Ioco Grocery (1922)

This is a large and unusual structure with a broad hip roof and multi-paned windows on the top floor. The building shares a number of features with other heritage buildings located within Moody Centre. This includes the treatment of the second storey with unpainted wooden shingles and the hipped roof previously noted.

Third Avenue - Community Hall (1921)

The community hall is one of the most prominent remaining structures in Ioco. The hall is a large utilitarian building with a jerkin headed roof, half timbering in the gable ends, and triangular eave brackets that are reminiscent of the Craftsman style. The building has been finished with wooden siding and asphalt shingles.

Residential Buildings

306 First Ave – Chivers Residence (1921)

This bungalow structure has superb proportions. The simple side facing gable structure is Craftsman inspired as is the textured siding made from shingles with alternating narrow and wide exposures.

205 Second Avenue – Tremaine Residence (1921)

This Ioco company house has several sophisticated details such as the triple wood columns, the use of shaped shingles to add texture to the façade, special shaping of the corner boards, projecting window box, sloping porch roof, clack trim and special notch and peg detailing along the eaves fascia board.

300 Second Avenue - Belton Residence (1923)

This simple bungalow has an inset corner porch, triangular eave brackets, and shingle siding with a slight bellcast, where it meets the foundation skirting.

304 Second Avenue - MacDonald / Betterton Residence (1921)

This building is detailed in a simple straight forward manner with a front porch and square columns. The structure has a hipped roof covered in asphalt shingles and wooden siding.

306 Second Avenue - Ioco Company Residence (1914)

This is the only surviving two storey house at Ioco. It is believed to have been one of the first constructed houses within the Townsite. The floor plan is square, with a pyramidal hip roof.

316 Second Avenue - Potter Residence (1922)

The design of this building has been influenced by the Craftsman style. The structure is in original condition except for the replacement of some of the window sash on the main floor. The simple side facing gable structure possesses a front dormer and is finished in wooden siding.

DRAFT

207 Second Street - Clarke Residence (1921-1922)

This variation on the Ioco company house features shingle cladding and an open front porch and hipped roof.

200 Third Avenue - Medley Residence (1925)

This well maintained modest bungalow sits on a corner lot and features two covered porches, a hipped roof and wooden siding.

206 Third Avenue - McFarlane Residence (1922)

This structure features shingle cladding and a side facing, low pitched gable roof.

207 Third Avenue - Reynolds Residence (1922)

This bungalow is set into the slope and features an inset corner porch, a front gabled roof and triangular eave brackets.

303 Third Avenue - Runnels Residence (1922)

This structure features a side gabled roof, eave brackets and an inset corner porch.

307 Third Avenue – Horne Residence (1921)

This bungalow demonstrates the way that different rooflines and details were used to avoid monotony in the Townsite's buildings. It features a side jerkin-headed roof with eave brackets at the roofline, and a shed roofed extension over the front porch.

203 Fourth Avenue - Kilvert Residence (1923)

This is the only remaining house on Fourth Avenue. The building exhibits a front facing gabled roof, triangular eave brackets, small front and side porches and wooden cladding.

Landscape Features

Second Avenue - Bowling Green

The former bowling green is bounded by First Street to the north, First Avenue to the east, Ioco Road to the south and Second Avenue to the west. This open space exists at the heart of this once thriving company town.

Vacant Properties

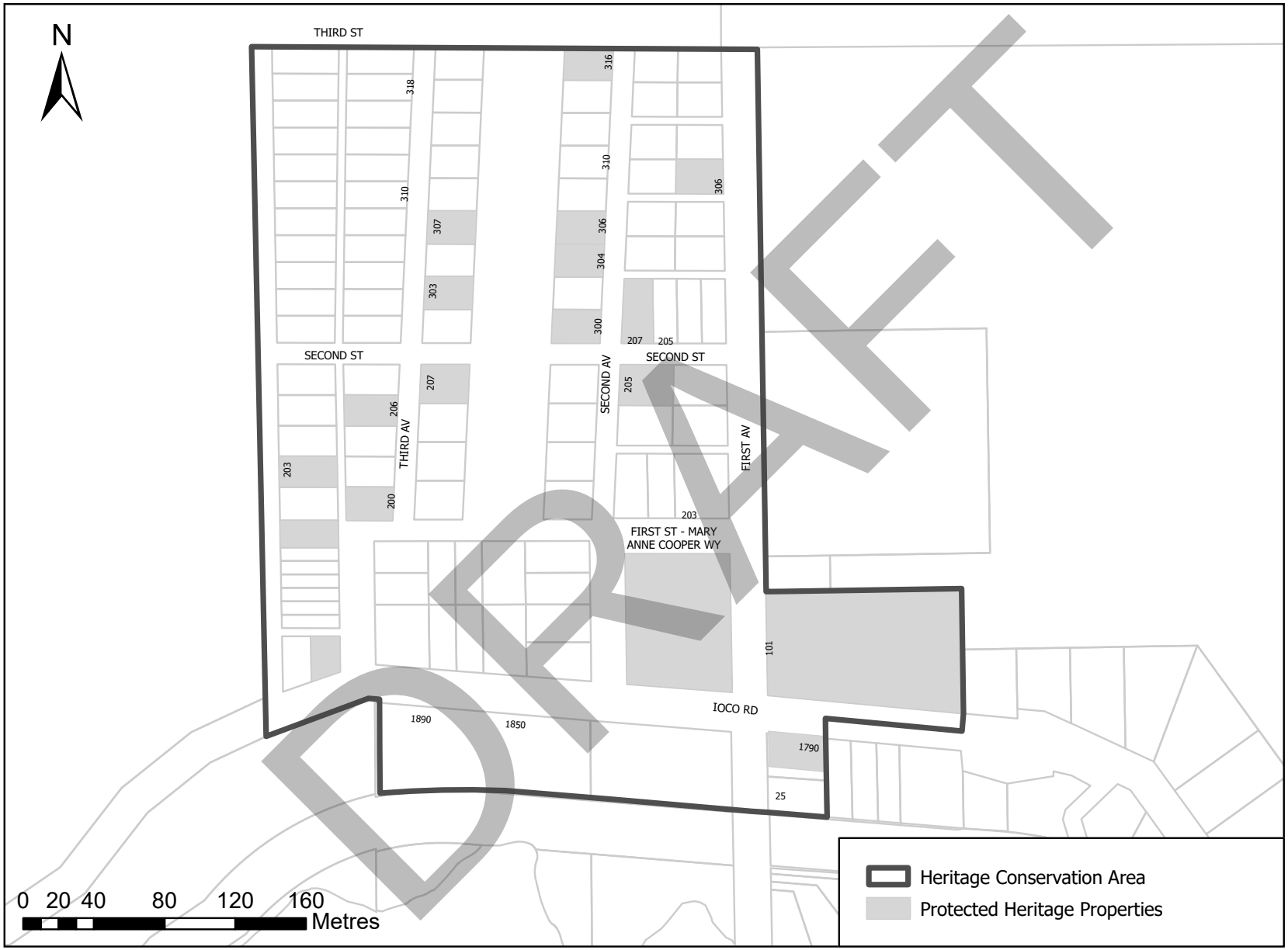
One of the objectives of the Ioco Townsite HCA is to accommodate and manage infill development on existing vacant lots to ensure that new buildings constructed within this HCA are designed and maintained so as not to detract from the overall effect and character of the original structures listed in Schedule "A". Therefore, all new construction built on vacant properties located within the boundaries of the Ioco Townsite Heritage Conservation Area, as shown in Schedule "B" and Map 3 of the Official Community Plan, must be consistent with the Ioco Townsite Heritage Conservation Area guidelines.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

Schedule "B" - Ioco Townsite Heritage Conservation Area



DRAFT

Schedule "C" - Photos of Existing Structures


303 Third Ave.


307 Third Ave.


316 Second Ave.


306 Second Ave.


306 First Ave.


207 Third Ave.


304 Second Ave.


206 Third Ave.


300 Second Ave.


205 Second Ave.


207 Second Street


203 Fourth Ave.

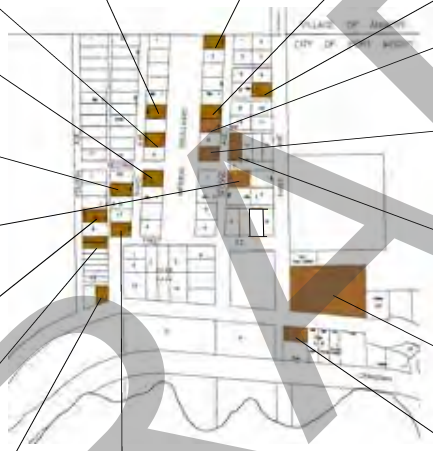

Ioco School First Ave


Community Hall - Third Ave.


Ioco Store - Third Ave.


200 Third Ave.


Ioco Church - 1790 Ioco Rd.



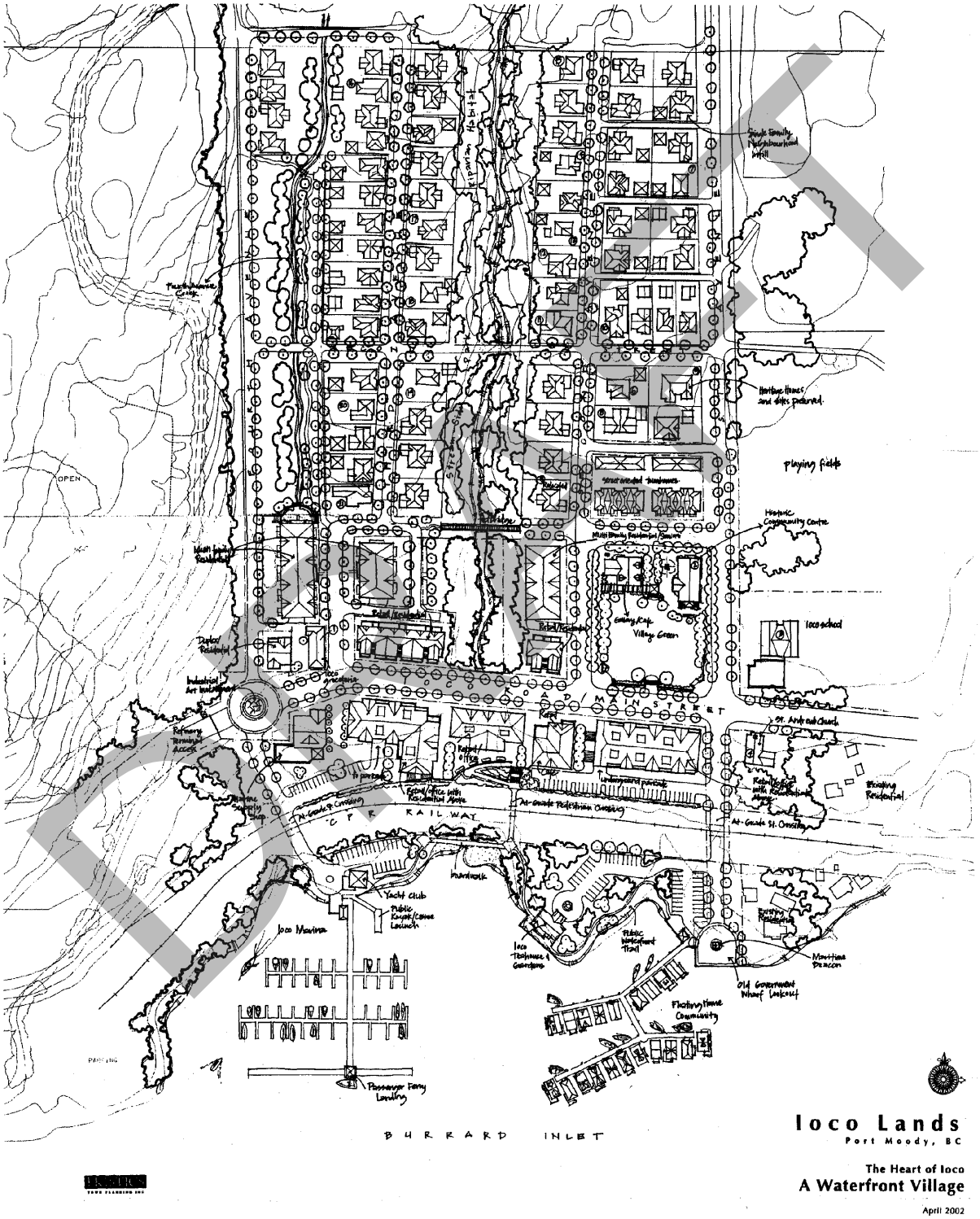
DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

Schedule "D" - Illustrative Concept Plan

This preliminary concept plan is to be used for illustrative purposes only to show how Ioco Townsite may be redeveloped. It should be recognized that the revitalization consistent with the Ioco Townsite Heritage Conservation Area Guidelines would occur in an incremental manner over time through site-specific development and infill based on an area plan and appropriate zoning yet to be prepared. The illustrative concept plan should not be regarded as an approved development plan.



APPENDIX 4

Moody Centre Heritage Conservation Area Guidelines

1. Designation Category

The *Local Government Act* (Sections 614 and 615) allows for the establishment of heritage conservation areas to provide for long term protection of community heritage resources

2. Introduction

Moody Centre is a unique area, and dates from the time of the City's earliest development. This was Port Moody's historic commercial and residential downtown, located at the eastern head of Burrard Inlet and adjacent to the Canadian Pacific Railway tracks. The land slopes north towards the waterfront, with the CPR running east-west. The commercial part of Moody Centre includes the City's two main commercial streets, Clarke and St. Johns Streets, that run east-west through the area. The residential part of Moody Centre is located directly south of the downtown commercial area and extends up the Chines, a steep forested slope to the south, to the edge of the buildable slope. The character of the area is augmented by superb views to the north and by many mature landscaping elements.

Clarke Street developed as Port Moody's commercial core, later followed by St. Johns Street as the city grew. This historic area retains a number of early heritage structures; Clarke Street also retains the pedestrian scale and character of an early twentieth-century commercial village. There have been a number of initiatives to revitalize the area, resulting in the preservation of individual structures and sympathetic street works.

In response to redevelopment pressures on the City's oldest areas, local residents have expressed a desire to preserve the character and quality of the Moody Centre area. Previous studies and neighbourhood consultation have identified the need for the conservation of existing heritage buildings, and provided guidance on the development of new buildings in the central area. In recognition of its heritage value to the citizens of Port Moody, Moody Centre has been designated as a Heritage Conservation Area. That portion of the City identified in Schedule "E" which is attached to and forms part of this Plan, is hereby designated as a heritage conservation area. This is a distinct area with special heritage value and character, identified for heritage conservation purposes in the 2000 Official Community Plan.

The intent of the Heritage Conservation Area is to manage, not prevent, change. The retention of existing buildings in their historical context and character along with compatible new developments will allow residents and visitors to continue to appreciate the significant history of Moody Centre, while protecting its heritage character and enabling appropriate interventions that will enhance economic viability.

These guidelines are intended to assist property owners, residents, merchants, designers and the City of Port Moody in designing and evaluating proposed restorations and renovations of existing buildings and construction of new buildings in the Moody Centre Heritage Conservation Area. Any person renovating or restoring existing buildings, or undertaking new construction within the heritage area should consult these guidelines prior to making plans for the work.

As it developed as the historic town centre, Moody Centre displayed a surprising mix of businesses, industries, commercial properties and residences. This has resulted in a rich legacy of heritage sites, as documented in the Port Moody Heritage Register, that are diverse in style, type and age. Therefore, there is no common style to these buildings, rather they represent a straight-forward response to life in a growing mill town. Their scale and materials tend to be modest, but they represent over a century of local community pride and a unique sense of place.

DRAFT

Within Moody Centre, there are two key groupings that deserve special attention in order to protect their fragile heritage character:

The Moody Centre Commercial Area: Centred on Clarke Street, this was the original town centre, and included a mix of commercial and residential buildings. The existing heritage buildings are generally 1 ½ to 2 storeys high, wood-frame in construction with gabled roofs, and designed in a Frontier vernacular. The area still retains the character of an Edwardian era village, built at a time before automobiles. Clarke Street retains this character because St. Johns Street later developed as an arterial road that catered to automobile-based businesses, therefore bypassing the earlier town centre.

The Moody Centre Residential Area: Located south of St. Johns Street, people who worked in Port Moody began to establish more permanent housing on large lots up the Chines. Some of these houses were very grand, reflecting the status of those who could afford them, while other were much more modest, providing accommodation for the many workers at the local industries. These houses share a common vernacular, that reflects the European origins of most of the early settlers. Many of these houses have been well-maintained in their original condition, and represent the origins of the community, and its continuity over time.

In order to protect and preserve this rich historical legacy, it is necessary to understand the value of these unique heritage resources. Globally, there has been a shift in heritage conservation towards a "values-based approach" that recognizes the importance of embedded historical and cultural values as the basis for understanding our heritage. This approach is based on a recognition of the importance of different interpretations, levels and meanings of heritage value, and considers a broad-based view that goes beyond just architectural value. A values-based assessment of heritage also looks at environmental, social/cultural, economic and even intangible aspects of our shared experience. In the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, Heritage Value is defined as "the aesthetic, historic, scientific, cultural, social, or spiritual importance for past, present or future generations."

This evolving view of heritage also recognizes emerging trends in urban development and the need for integration and sustainability in community planning. This is a recognition of the environmental, social/cultural and economic importance of sustainability initiatives. Heritage conservation strongly supports all three pillars of sustainability.

Through community consultation, Statements of Significance were prepared that assessed the heritage value of these two significant sub-areas within Moody Centre, including their relation to each other and to the waterfront, historic infrastructure (e.g.,, survey patterns grids, roads and the railway), and other factors that defined their physical development.

2.1 Heritage Value Of Moody Centre Commercial Area

The Moody Centre commercial area is valued as an example of an early twentieth-century downtown, typical of a small resource industry town of the pre-automobile era. The consistent and distinctive built form of the historic area is associated with the early development of Port Moody, and is comprised of commercial and institutional buildings located near the junction of the railway and the working waterfront. The earliest section of the commercial core along Clarke Street adjacent to the working waterfront dates from the time when Port Moody was developing rapidly as a mill town prior to the First World War. The announcement in 1880 that Port Moody would be the western terminus for the CPR caused rampant land speculation. Although few buildings were actually constructed at this time, the surveys of Moody Centre predated the CPR survey of downtown Vancouver, and reflect the standardized use of a twenty-metre (sixty-six foot) survey chain. After 1887, when the CPR extended a branch line west along Burrard Inlet to Vancouver, Port Moody entered a local depression with the loss of the rail economy. The settlement struggled until it developed primarily as a resource industry town with the construction of several large sawmills, BC Union Oil in 1910 and Imperial Oil's first west coast refinery in 1914. Lumber was readily available in Port Moody, and the early residential and commercial buildings were built of wood-frame construction.

DRAFT

As the population of the Lower Mainland expanded, and as automobiles were increasingly utilized for the movement of goods and people, a network of roads - many of them undertaken as make-work projects during the Depression - were developed throughout the region. In response to the increasing dominance of automobile traffic, St. Johns Street - one block south of the original commercial core on Clarke Street which was adjacent to the railway - was developed as a throughway that connected Vancouver, Burnaby and Coquitlam to the west and the Fraser Valley to the east. St. Johns Street continued to develop as an automobile-oriented service corridor, with buildings that had wider setbacks and higher densities than those in the Clarke Street core.

Evocative of Moody Centre's early development, a number of significant historic commercial, residential and institutional buildings have survived. There are also many examples of modest vernacular architecture, typical of a working mill town, including private homes with large gardens in the back, several general stores, and a hotel. The railway connection is still maintained with commuter and freight services, and the cedar mill, located on the waterfront adjacent to the rail line was until recently the last operating mill on Burrard Inlet.

Character-Defining Elements

Key elements that define the heritage character of Moody Centre's commercial area include its:

- location at the eastern head of Burrard Inlet at the junction of the CPR main line and the working waterfront
- views north to Burrard Inlet and south to forested hills
- unified streetscape of commercial buildings that illustrate the main development period of the first half of the twentieth century, including buildings built to the street frontages, typified by architectural features such as cubic massing, dense site coverage, punched window openings and projecting cornices at the rooflines
- one and two-storey commercial buildings, including early false-front buildings and a quiet residential area on Clarke Street, as well as larger commercial buildings along St. Johns Street, that are surviving evidence of the development and growth of Port Moody as a resource industry town
- commercial realm: narrow, pedestrian-oriented streetscape on Clarke Street; wider, more open streetscape on St. Johns Street with greater traffic volume
- continuing commercial viability with a variety of independent businesses, and a mix of institutional and residential uses
- wood-frame construction for both early residential and commercial architecture
- street facades that are more elaborate than the more utilitarian rear facades
- electrical and telephone distribution systems in the service lanes

2.2 Heritage Value Of Moody Centre Residential Area

The Moody Centre residential area is associated with the continuing early twentieth-century growth and economic development of Port Moody. The consistent and distinctive built form of the area dates from the time when Port Moody was developing rapidly as a mill town prior to the First World War. Clarke Street, adjacent to the working waterfront and the CPR main line, was its earliest commercial core. As the population grew throughout the Lower Mainland, the commercial area expanded to include St. Johns Street, used as a throughway that connected Vancouver, Burnaby and Coquitlam to the west and the Fraser Valley to the east. The city is naturally constrained by water and steeply-sloping topography. As Port Moody grew, the residential area, adjacent to the downtown area, expanded up the Chines as far up as houses could easily be constructed. Indicative of early residential development patterns, the houses at the top of the Chines denote the city's original limit of expansion. Some of the City's most prominent homes were located on the lots closest to the downtown, while more modest houses were built further to the south. The street realm also becomes less formal the farther one moves south from the downtown; the City's first concrete sidewalks were built in 1926, but farther south curbs and sidewalks have never been installed.

DRAFT

The large lots, the regular grid imposed on irregular topography and the use of back alleys all reflect the original land surveys of Moody Centre. The announcement in 1880 that Port Moody would be the western terminus for the CPR caused rampant land speculation, that ended with the construction of the branch line west to Vancouver in 1887. Although few buildings were actually constructed at this time, the surveys of Moody Centre predated the CPR survey of downtown Vancouver, and reflect the standardized use of a twenty metre (sixty-six foot) survey chain.

This area has retained a number of good examples of early residential architecture, mainly single-detached dwellings on large lots. The size of the lots indicates the importance of small subsistence gardens, which augmented the food supply, necessary because of the difficulty of supplying this small, originally somewhat remote, settlement. The diversity of the size, style and architectural elaboration of the houses illustrate that all levels of society shared the neighbourhood, from the mill owners to the workers. Subsequent periods of prosperity are evident in the intermittent growth of the mid 1920s and 1930s, and after the Second World War when the area was finally built out.

Character-Defining Elements

Key elements that define the heritage character of Moody Centre's residential area include its:

- location directly south of the commercial downtown core, reaching up the Chines on a steep slope, with east to west rolling hills and open views to Burrard Inlet and the North Shore mountains
- pedestrian-oriented streets, with east-west street ends contained within the area, with rear alleys and a more informal street realm to the south without curbs and sidewalks
- single-detached, residential buildings, consistently modest in form, scale, massing and architectural design, dating from the first half of the twentieth century, featuring a common vernacular of wood-frame construction including the use of pitched roofs, porches and verandahs, wood siding and wooden-sash windows
- large, spacious lots, with wide side yards, setbacks, gardens and garages at the rear and relatively low ground coverage
- mature associated landscape features, including boulevards, trees and green spaces

3. Guidelines

The Guidelines provide for the conservation of the character of the Moody Centre Heritage Conservation Area by managing change that complements the established streetscape and maintains the integrity of the architectural forms. It is vital to the integrity of the Heritage Conservation Area to have the established heritage character serve as inspiration for new development.

These Guidelines are based on an examination of the existing conditions of the area and how best to manage the character of the historic building stock while allowing change in the area, including new construction. The character of Moody Centre is dependent on its entire collection of buildings, structures and landscape elements, and it is essential that all components work together to provide a harmonious appearance. The underlying principles of the Guidelines are based on the integrity of individual buildings, and respect for the original design concept for each structure, as well as integration of each building within a unified vision for the entire area. The overall framework should be the development of cohesive and visually appealing streetscapes based on authentic historic character.

The objectives of the Moody Centre Heritage Conservation Area are:

- to recognize and enhance the historic nature of Moody Centre for the benefit of present and future generations;
- to ensure that all building restorations, rehabilitations, renovations or alterations, and property development or redevelopment within the Moody Centre Heritage Conservation Area respects the history and enhances the heritage character and heritage value of Moody Centre;
- to promote conservation, restoration, and heritage sensitive rehabilitation and renovation of the heritage buildings in the Moody Centre Heritage Conservation Area;

DRAFT

- to regulate subdivision within the Moody Centre Heritage Conservation Area; and
- to accommodate infill development that is consistent with the existing heritage buildings and enhances the heritage character of Moody Centre.

The Guidelines are based on the preservation and enhancement of the individual historic character of each authentic heritage building. Therefore it is recommended that original materials be retained or uncovered, that lost details be replaced, and that historically inappropriate elements not be added.

Depending on the complexity of a project, building owners are encouraged to retain suitable professional consultants that can provide sound advice and prepare project designs that achieve a set of objectives and solutions that all parties — including, where applicable, the public and Council — can support. Illustrations in these guidelines should not be considered the only options available to designers. The design of new buildings should remain an expression of contemporary times while still respecting Moody Centre's authentic architectural legacy.

3.1 General Requirements

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process. Within the context of the Heritage Conservation Area, and specifically for heritage projects, bylaw variances can be considered in order to achieve better outcomes.

The Heritage Conservation Area encompasses a number of different zoning schedules. Any proposed work must conform to existing zoning. Special requirements related to heritage situations can be enabled either through Heritage Alteration Permits or Heritage Revitalization Agreements. In non-heritage developments, bylaw variances can be considered if they will improve overall conformance with the area's heritage character. In those cases where zoning requirements are considered for variance, the heritage character of the area will remain the primary concern.

In addition, all applications must conform to the Moody Centre Development Permit Area Guidelines (DPA 2). These guidelines provide specific advice on situations not covered under the Heritage Conservation Area Guidelines.

Pursuant to Section 614 and 615 of the *Local Government Act*, Heritage Alteration Permits will be issued by the City, subject to the terms and conditions considered necessary by Council, or its delegate, to carry out work that complies with the guidelines.

Property owners within the Heritage Conservation Area may do any of the following types of development with the approval of a Heritage Alteration Permit:

- Subdivision of a property;
- Addition/Alteration to the exterior of a building (including windows, doors, porches and exterior siding);
- Construction of a new building; or
- Demolition of a building.

A Heritage Alteration Permit is not required for:

- Interior renovations, except those that affect structural integrity;
- Exterior maintenance and repairs that do not affect the heritage character of the area or heritage value of property, including repainting in identical colours or routine upkeep. Note: any alterations to windows, siding or architectural features will require a Heritage Alteration Permit;
- Landscaping that does not affect the heritage character of Moody Centre or the heritage value of the property (e.g., maintains significant areas of planted/greenspace and limits paved areas);
- Construction and maintenance activities carried out by, or on behalf of, the City; or
- Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Heritage Conservation Area designation, subject to the approval of the General Manager of Community Development.

DRAFT

With respect to the heritage properties, the following general considerations support the objectives set out above:

a. Rehabilitation of buildings and structures in the Moody Centre Heritage Conservation Area to accommodate the changing needs of residents and businesses is encouraged and should be done in a manner that respects the heritage character of the area and retains the heritage value of listed properties.

b. Subdivision of land may not be approved until a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a Heritage Alteration Permit consistent with the Guidelines must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

c. Heritage Alteration Permits may be issued for these properties subject to approved restoration, rehabilitation or renovation, or subdivision plans that comply with these guidelines. In instances where a building is damaged to the extent that 75% or more of its value above its foundations is destroyed and rehabilitation is not viable, a demolition permit may be issued by the City, provided that the proposed reconstruction or redevelopment of the site complies with the appropriate guidelines.

With respect to properties not listed in section 3.3, the following guidelines are designed to achieve the objectives set out above:

a. Rehabilitation or replacement of non-heritage buildings or structures in the Moody Centre Heritage Conservation Area is permitted, but must be done in a manner that:

   i. respects the heritage character of the area and is consistent with neighbouring heritage properties; or

   ii. conforms with the existing structure.

b. Demolition of buildings or structures will not be approved unless a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

The City of Port Moody also administers the B.C. Building Code and other technical codes and regulations that control development. In dealing with heritage buildings, where finding technical solutions is not always straightforward, The City can consider Building Code equivalencies that achieve an acceptable level of code compliance, as permitted under the BC Building Code.

3.2 Sustainability Considerations

Increasingly, there is an understanding of the vital need for sustainable building practices and energy conservation. Heritage conservation is inherently sustainable, as it minimizes the need to destroy building materials and retains established land use situations and infrastructure. It also conserves embodied energy, reduces pressure on landfill sites, avoids impacts of new construction and minimizes the need for new building materials. Heritage projects also encourage local employment of specialized trades and professionals.

The conservation of heritage sites is also important from an urban design perspective. Our historic places contribute significantly to the City's unique sense of place by maintaining the context of streetscapes and providing a framework for the rhythm and massing of buildings.

General Considerations For Existing Buildings

- **Materials:** Retain existing building envelope materials as possible, including siding. Do not install rainscreen sidings, as they introduce life cycle considerations and impair heritage character through the removal of original material.

- **Windows and Doors:** For historic buildings, every reasonable attempt should be made to repair original window sashes and doors, or to replace inappropriate later additions with replicas of the originals. Excellent thermal efficiency may be achieved through the repair and maintenance of existing wooden windows. Wood-framed storm windows will also aid with thermal efficiency and sound abatement. Replacement of originals windows should only be undertaken as a final resort in cases of extreme deterioration.

DRAFT

- **Mechanical Systems:** Inefficient mechanical systems are one of the main reasons why existing buildings are poor thermal performers. Consider installing new boilers, hot water tanks and energy-efficient appliances when possible.

- **Insulation:** Introduce extra insulation, especially in attic spaces. Consider the use of weather-stripping and other draft-proofing measures.

Preserving heritage values has a significant impact on all aspects of sustainability – social, environmental and economic. The intelligent reuse of our existing building stock will support the City's vision of becoming a more sustainable community.

New buildings are subject to relevant requirements under the BC Energy Step Code and the Zero Carbon Step Code, as well as applicable related City bylaws and policies. However, existing buildings will only meet sustainability objectives if we consider how to upgrade their performance characteristics. There are many ways in which this can be undertaken without destroying heritage character-defining elements, and consideration should be given as to how to balance heritage and upgrading requirements. Energy upgrading measures for heritage buildings should be assessed against the Standards & Guidelines. For further information on how to sensibly improve the performance of heritage and existing buildings, refer to the Vancouver Heritage Foundation's Old Buildings: Your Green Guide to Heritage Conservation available on their website at www.vancouverheritagefoundation.org.

3.3 Heritage Buildings

The following existing buildings located within the Moody Centre Heritage Conservation Area are protected heritage property under the Local Government Act. Their property conservation is crucial in maintaining the authentic historic character of Moody Centre. Detailed Statements of Significance are in place for each building describing the heritage value and character defining elements for each property (refer to CIty of Port Moody Heritage Register).

Heritage Buildings:

- 2214 Clarke Street (Williams Residence)
- 2224 Clarke Street (McLean Residence)
- 2226 Clarke Street (C.P. Lumber Co. Residence)
- 2310 Clarke Street (Joseph Côté Residence)
- 2317 Clarke Street (B.C. Telephone Company Exchange)
- 2320 Clarke Street (Commercial Building)
- 2322 Clarke Street (Residence)
- 2326 Clarke Street (Residence)
- 2329 Clarke Street (Residence)
- 2335 Clarke Street (Etter's Beauty Salon and Barber Shop)
- 2337 Clarke Street (John's Barber Shop)
- 2341-45 Clarke Street / 49 Queen Street (Commercial Building)
- 2346 Clarke Street (Royal Bank)
- 2407-09 Clarke Street (Roe & Abernathy Grocery Store)
- 2419 Clarke Street (P. Burns and Co. Butcher Shop)
- 125 Elgin Street (Vaughan Residence)
- 2201 St. George Street (McNeice Residence)
- 2214 St. George Street (Dr. Cartwright Residence)
- 2221 St. George Street (Clement Elsdon Residence)
- 2225 St. George Street (Elsdon Residence)
- 2131 St. Johns Street (Martha Johnston Residence)
- 2206 St. Johns Street (St. John the Apostle Anglican Place of worship)
- 2329 St. Johns Street (White Residence)
- 2414 St. Johns Street (Hotel Burrard)
- 2227 St. Johns Street (Roe Residence)
- 2425 St. Johns Street (Old City Hall)

These heritage buildings should be conserved in a manner appropriate to their authentic period and style. In all applications dealing with heritage sites, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada were determined by Council to appropriately forward its objectives in designating the Moody Centre HCA and will be used as the basis for review. The Standards and Guidelines outline principles and procedures for the appropriate treatment of historic buildings and structures, including different levels of intervention. The Moody Centre Heritage Conservation Area Guidelines provide additional area-specific guidance for appropriate interventions.

DRAFT

Research is central to guiding proper conservation. Historic photos, archival records and a careful examination of the building itself often yield clues as to what was located where, what materials were used, original colours, etc. This is especially true for windows and doors, signature elements of every building. Statements of Significance have been prepared for all of the heritage buildings; these assessments of heritage value are available online at www.historicplaces.ca. Owners of heritage buildings are encouraged to gather as much information as possible before undertaking any alterations.

Following are the guidelines for each project involving a heritage building:

General Considerations: Restorations or renovations shall retain the existing siting, roofline design, height, and number of storeys of the affected building or structure. Where foundations require replacement, the siting and height of the affected building or structure may be reasonably altered. Whenever possible, original forms, materials and details should be uncovered or left in place, and preserved.

Architectural Details: When developing design proposals for heritage buildings, they should be examined to determine what original architectural details remain and may be rehabilitated. The historic character of heritage buildings is dependent on a variety of architectural details; in some cases these features have been lost or obscured by many years of weathering, inappropriate renovation or lack of maintenance. Not every detail of every building may be feasibly restored, but surviving features should be retained and repaired. Inappropriate later additions should be removed or replaced. Inappropriate new architectural details or ad-hoc decorations should not be added, for example, fake Victorian gingerbread and vertical cedar siding. Building details should be compatible with the date the building was constructed or, where appropriate, a historically defensible later date, and be based on documentary evidence.

Additions: Additions should conform to the type of massing suggested by existing models. These are crucial in maintaining the heritage character of the area; obtrusive modern interventions can completely overwhelm an existing structure. Due to the nature of traditional construction methods, it is crucial that any new construction blend sensitively where it joins with an older building. The visual impact of building additions should be minimized from adjoining streets.

Projections: Front porches, verandahs and bay windows should be retained and, where possible, restored to their original design. Additions to the front of listed buildings will not be permitted, except where the proposed addition replaces an existing addition or where the addition is a porch.

Materials: Original materials should be maintained in order to ensure visual continuity. Any new materials used should respect both the style and the date of the individual building. Original materials should be left in place, or exposed when intact. All materials used in alterations or additions should be sympathetic in appearance. Original wood siding and trim should be repaired, painted and maintained to a generally acceptable standard. This is both a sound restoration and environmental practice. Through lack of proper maintenance, wooden elements may decay to the point where replacement is necessary. In these cases, the original configuration, assembly and appearance of wooden elements should be duplicated.

Roof Coverings: For pitched roofs the traditional material would have been cedar shingles. The use of cedar shingles is encouraged on the roofs of historic buildings.

Windows and Doors: There is a variety of fenestration in the area, but a majority of the early buildings originally had double-hung or casement wooden sash windows and wooden doors. For heritage buildings, every attempt should be made to repair original windows or to replace inappropriate later additions with replicas of the originals. Wooden windows should not be replaced with metal-frame or vinyl windows. If the original windows have been removed, restoration should be considered. Windows that are blocked up in whole or in part should be opened and properly reglazed. Window openings that have been changed in size should be returned to their original dimensions and appropriate window sash reconstructed. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration, in which case only wood sash windows with matching profiles should be used. Original doors, transoms, sidelights and hardware should be retained, repaired and restored whenever possible.

DRAFT

Colour: For historic buildings, it is recommended that a return to their original colour scheme be considered; this is often the most attractive solution. When the original scheme can be determined, a close match or an updated interpretation should be attempted. The original builders knew from long experience and tradition what colours would look best on various building elements, and their original intentions should be respected. Generally, the historic buildings in Moody Centre would have had a maximum of three applied colours: a mid-range or dark body colour; a lighter trim colour; and a dark (often black) window sash colour. Paint was historically gloss enamel, and the use of at least semi-gloss finishes should be considered. Window sash and doors should be painted in high-gloss finishes. Further guidance is available through the Benjamin Moore Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Moody Centre's historic buildings.

Interior Features: While these guidelines do not apply to the interior of buildings, owners are encouraged to restore or retain historic interiors in a manner that is complementary to exterior facades.

3.4 Existing Buildings

There are many existing buildings, of different styles and types, throughout Moody Centre. Some are modern structures, while some are renovated older buildings not considered to have heritage value. It is not intended that non-heritage buildings should be altered to have a "heritage look". Each building has its own integrity that can be interpreted and respected, and existing non-historic buildings should be renovated in a manner appropriate to their context.

Modern structures can have a particular character that is attractive in its own right. Materials intrinsic to that character should be maintained. Colour schemes that respect the original design can improve overall appearance, as can sympathetic details such as appropriate awnings and canopies for commercial buildings. These guidelines can be used for general guidance but the situation for each building should be reviewed to understand the best approach to any proposed upgrading. In each case, the existing streetscape should be considered so that each building can be a "good neighbour" within the Heritage Conservation Area.

Other buildings, especially residential buildings in Moody Centre, may have heritage value but have been altered in unsympathetic ways. Their heritage value can sometimes be recaptured through sympathetic alterations; these guidelines can provide appropriate advice, and if followed may result in an upgraded building worthy of heritage status.

3.5 New Construction: Moody Centre Commercial Area

Design concepts for proposed new construction or major alterations should attempt to blend harmoniously with the historic elements of both the commercial and residential streetscapes. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Moody Centre specifically, would be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Moody Centre depends on all of its built form, including the buildings, and landscaping elements, working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles which are clearly out of place with the historic evolution of historic Moody Centre should be avoided. The tendency to design individual houses in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

DRAFT

With respect to non-heritage properties, the following guidelines are designed to achieve the objectives set out above:

a. Rehabilitation or replacement of non-heritage buildings or structures in the Moody Centre Heritage Conservation Area is permitted, but should be done in a manner that:

   i. respects the heritage character of the area and is consistent with neighbouring heritage properties; or

   ii. conforms with the existing structure.

b. Subdivision of land may not be approved until a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a Heritage Alteration Permit, consistent with these guidelines, must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

c. Off-street parking should be consistent with that provided for existing developed properties in the same street block and should be consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

d. Demolition of buildings or structures will not be approved unless a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

2.5.1 Form and Scale

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process.

Renovations to existing buildings and proposed new construction should respect the precedent and scale of the intrinsic heritage character, and encourage a pedestrian environment. These considerations of appropriate form and scale are crucial if the historic character of Moody Centre is to be retained and augmented.

Setbacks: New buildings and additions to existing buildings shall be set back a distance that is consistent with buildings on abutting or adjacent properties; in particular, historic buildings on adjacent properties or properties in the same street block.

Building Height: The height and roofline of new or renovated buildings should be consistent with the low-rise heritage character of the area, including the character of buildings on adjacent properties or properties in the same street block.

Retail Frontage: Maintain the appearance of small-scale retail frontage.

Corner Sites: Buildings on corner sites should be treated as if they have two main facades.

Accessory Buildings: Should reflect the primary building in appearance and materials.

2.5.2 Architectural Style

- **Architectural Style:** Should be consistent with the traditional Frontier Commercial and False Front Commercial character of the area. Styles that do not relate to the integrity of the area should not be used either as a model or as an inspiration. New construction should show respect for historic methods, forms and detailing in an honest modern idiom, and should be sympathetic to the existing streetscape and surrounding buildings.

- **Architectural Details:** Any new construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as signs, should be of suitable appearance. Some attached elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

DRAFT

2.5.3 Roof Design

The historic buildings display a variety of gabled and hipped roofs, generally with a pitch of about 25-35 degrees from horizontal. Some of the early commercial buildings have false front, or "Boomtown" parapets, that increase their apparent size and provide opportunities for signage.

Roof Form: Mandatory

- New buildings are required to have the expression of a pitched roof, either gabled, hipped or a combination of the two

Roof Materials: Encouraged

- The use of cedar shingles is encouraged
- Duroid, fiberglass, asphalt or other appropriate shingles are permitted, provided they resemble the profile of cedar shingles or are of a simple tabbed design

Roof Materials: Prohibited

- Split cedar shakes
- Cement tile roofs
- Metal roofs

2.5.4 Porches and Verandahs

Many of the historic commercial buildings of Moody Centre, especially those on Clarke Street, featured an open front entry porch or verandah. These open, welcoming elements facing the street are an integral part of traditional architecture. In situations where there is an alternative to retail storefronts, porches and verandahs can provide an attractive design feature.

Porches And Verandahs: Encouraged (when appropriate)

- New buildings are encouraged to have front entry porches or verandahs when appropriate
- Traditional wood railings and balustrades

Porches And Verandahs: Prohibited

- Metal or glass railings or guardrails

2.5.5 Materials

The use of materials should conform to the overall context of the early buildings of the Moody Centre Heritage Conservation Area, which derived their character from the honest use of materials and a simple and logical deployment of their forms and proportions. Attention to materials helps new blend with old without adding fake details.

As Port Moody was a mill town, wood was readily available, and the historic buildings are of typical wood frame construction, and were generally clad with wood. Wood includes horizontal lapped siding and cedar shingles. For new construction, non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, non-combustible materials should resemble and complement materials used on other facades of the building.

In new construction wood siding should be smooth, horizontal, no more than 6 inches wide, and closely resemble traditional lapped wooden siding. Where appropriate, corner boards and window trim should be used, and applied over the siding. Wood siding and trim should be properly painted. Unfinished cedar should not be used. Plywood shall not be used as a primary facing material. Wooden shingles may be used, if appropriately detailed.

Materials: Encouraged

- Smooth wood resembling traditional lapped wooden siding, no more than 6 inches wide
- Sawn cedar shingles, as siding and on pitched roofs
- Duroid, fiberglass, asphalt or other appropriate shingles that resemble cedar shingles
- Board-and-batten siding
- Sidings that resemble traditional wood siding, when used in an appropriate manner
- Other materials appropriate within the St. Johns Street context include masonry such as brick, rough-cast stucco and properly-detailed concrete

DRAFT

Materials: Prohibited

- Vertical or diagonal wooden sidings (other than board-and-batten)
- Split cedar shakes as siding or roof cover
- Unfinished cedar siding
- Plywood as a primary material
- Aluminum, vinyl or plastic sidings
- Smooth-finished, swirled or heavily stippled stucco
- Concrete block or stone as a primary facing material
- Large-scale masonry units
- Glass curtain walls

2.5.6 Windows and Doors

The form and detailing of windows and doors should be carefully considered in plans for new construction. Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim. In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they are in sympathy with the character of historic construction.

Where possible the style of windows and doors selected should match the prevailing vertical emphasis of the historic building types, and be placed on the building face in such a way as to reference the established rhythm of openings in the historic facades. The alternation of solids and voids (walls to openings) in the facade establishes a pattern that may be sensed by observing the building from a distance. This pattern is perceived as a rhythm by the passerby, and a sympathetic relationship between old and new construction may be achieved by incorporating similar rhythmic patterns. Windows should be inset in a traditional manner, not be flush with the facing material. Odd-shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged. Windows should not be set flush with the building face, but should be recessed in a traditional manner.

Some commercial buildings had single or continuous retail storefronts, with plate glass storefront windows. Any new storefronts should be detailed based on historic precedents, with wood or tile bulkheads, wooden window profiles and inset doorways.

Historically, entry doors would have been made of wood, with carved or molded detail, often with inset glass panels. Original hardware was usually of cast brass. Doors should be sympathetically detailed, and appropriate materials should be used. Proper consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

Windows And Doors: Mandatory

- Windows to be recessed a minimum of 2" from the building face
- Window and door openings to have appropriate trim (nominal 5" width preferred)

Windows And Doors: Encouraged

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no fake muntins)
- Clad wooden windows
- Wood-framed storm windows
- Retail storefronts of traditional appearance
- Wooden doors of traditional appearance

Windows And Doors: Discouraged

- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors

Windows And Doors: Prohibited

- Metal-sash windows
- Windows with fake muntins
- Mirrored or reflective glass

DRAFT

2.5.7 Signs

The form and detailing of signs should be carefully considered. Materials should be durable enough to last for years of continuous use. The materials should be well-crafted and appropriately designed in order to convey a good business image. Signs should always be opaque and directly lit rather than translucent and backlit. This rule should be strenuously followed.

Sign Materials: Encouraged

- Wood: either flat panels, preferably with a wooden border; carved or sandblasted panels; or three dimensional wooden letters
- Paint: either used on a sign board, or used directly on a building facade or glass
- Metal: used for sign hangers, or as three dimensional cast letters
- Neon: cold cathode tubing (not fluorescent tubing); most appropriate for window signs, but may be used for outdoor signs. Acceptable as lettering or outlining
- Incandescent Lighting: may be used for direct illumination, for outlining, or directly in signs

Sign Materials: Discouraged

- Plastic, either flat, painted or vacuum-formed
- Fluorescent Backlit Panels: not acceptable in any application
- Backlit Translucent Awnings: should always be opaque, with signs painted on the front and illuminated from above

Type Of Sign: Encouraged

- Fascia Signs: are affixed or painted parallel to the face of the building
- Projecting Signs: are fixed at ninety degrees to the face of the building
- Under-Awning and Under-Canopy Signs
- Window Signs: are painted, gold-leafed, or otherwise affixed to a window or door, and identify the business within
- Painted Awning Signs: restricted to painted signs on opaque fabric awnings
- Painted Wall Signs: can be effective and decorative elements on blank side walls

Type Of Sign: Discouraged

- Back-lit fluorescent signs
- Awning Signs (attached to or on the face of a awning, except for painted or under-awning signs)
- Signs on Satellite Dishes
- Roof Signs

2.5.8 Awnings and Canopies

Awnings and canopies can provide the finishing touch to a building. They protect shoppers from the weather, thereby promoting commercial activity, and shield merchandise in store windows from exposure to sunlight. Careful design ensures visual harmony with the rest of the building, and provides a horizontal emphasis to the streetscape.

Awnings And Canopies: Encouraged

- Fabric awnings: should always be opaque, should fit the structural opening which they cover, and should not pass in front of vertical structural elements. Open or closed ends may be used. The following standard configurations are acceptable:
  - Three point, without valance
  - Three point, with fixed or drop valance
  - Retractable awnings, of appropriate period design
  - Glass Canopies

Awnings And Canopies: Discouraged

- Arched, barrel, dome, convex, concave or random-shaped awnings

Awning And Canopy Materials: Encouraged

- Fabric: only non-shiny opaque outdoor awning fabric
- Metal: for fabric awning or glass canopy frame systems
- Glass

Awning And Canopy Materials: Prohibited

- Sheet metal
- Wood Panelling, Shakes, Shingles or Siding
- Plastic or Fibreglass
- Concrete

Attachments: Prohibited If Visible From The Front Street

- Metal Chimney Flues
- Satellite dishes

DRAFT

2.5.9 Colour

The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote a harmonious streetscape. In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstances. White should also be avoided; it can be a jarring element and was not used historically.

For existing buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit.

2.5.10 Landscaping

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development of Moody Centre. Mature plantings that provide historic context, and character-defining elements, should be taken into consideration in any redevelopment of the site or before undertaking any new construction.

In order to maintain the existing open appearance, owners are encouraged to limit whenever possible the height of fences or solid hedges between the front of the principal building and the front lot line to 30 inches. Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence or wall of historic appearance e.g., various styles of pickets or stone walls.

Landscaping will not be regulated unless there is a proposed major alteration or redevelopment, in which case a landscape plan will be required as part of the permitting process.

3.6 New Construction: Moody Centre Residential Area

The character of the residential area south of St. Johns Street generally reflects the traditional residential vernacular of the first half of the twentieth century. These simple, modest residential precedents should be respected whenever possible. Materials and textures should conform to the nature of historic construction.

Design concepts for proposed new construction should attempt to blend harmoniously with the historic elements of each streetscape. Existing non-historic buildings should be renovated in a manner appropriate to their context. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Moody Centre specifically, will be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Moody Centre depends on all of its built form, including the buildings and landscaping elements, working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles which are clearly out of place with the historic evolution of historic Moody Centre should be avoided. The tendency to design individual houses in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

2.6.1 Form and Scale

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process.

Setbacks: New buildings and additions to historic buildings should be set back at a distance that is consistent with buildings on adjacent properties, in particular the setbacks of historic buildings.

DRAFT

Building Height: Should be visually consistent with the heritage character of the area. Traditionally, no building was higher than two and one-half storeys.

Corner Sites: Buildings on corner sites should be treated as if they have two main facades.

Accessory Buildings: Should reflect the primary building in appearance and materials.

Setbacks: Mandatory

- Setbacks for new buildings should be averaged between that of adjacent buildings so that the new building does not protrude further forward than its neighbours.

2.6.2 Architectural Style

- **Architectural Style:** Should be consistent with the overall modest vernacular of the area, which included examples of the Craftsman, Foursquare and Colonial Revival styles. Architectural styles that do not relate to the integrity of the area should not be used either as a model or as an inspiration. New construction should show respect for historic methods, forms and detailing in an honest modern idiom, and should be sympathetic to the existing streetscape and surrounding buildings.
- **Architectural Details:** Any new construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as house numbers, should be of suitable appearance. Some attached elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

Attachments: Prohibited If Visible From The Front Street

- Metal Chimney Flues
- Satellite dishes
- Skylights

Staircases: Prohibited

- Open risers (staircases should resemble traditional models with closed risers)

2.6.3 Roof Design

The historic buildings in the area display a variety of cross-gabled and hipped roofs. The earliest buildings originally had cedar shingle roofs, but over the years were generally replaced with asphalt.

Roof Form: Mandatory

- New buildings are required to have the expression of a pitched roof, either gabled, hipped or a combination of the two

Roof Materials: Encouraged

- The use of cedar shingles is encouraged
- Duroid, fiberglass, asphalt or other appropriate shingles are permitted, provided they resemble the profile of cedar shingles or are of a simple tabbed design

Roof Materials: Prohibited

- Split cedar shakes
- Cement tile roofs
- Metal roofs

2.6.4 Porches and Verandahs

The historic buildings of Moody Centre featured an open front entry porch or verandah, either projecting outwards or inset within the building envelope. These open, welcoming elements facing the street are an integral part of traditional architecture.

Porches And Verandahs: Mandatory

- New buildings are required to have front entry porches or verandahs

Porches And Verandahs: Encouraged

- Traditional wood railings and balustrades

Porches And Verandahs: Prohibited

- Metal or glass railings or guardrails

DRAFT

2.6.5 Materials

The use of materials should conform to the overall context of the early buildings of the Moody Centre Heritage Conservation Area, which derived their character from the honest use of materials and a simple and logical deployment of their forms and proportions.

As Port Moody was a mill town, the buildings were built almost entirely of wood. In new construction, wood siding should be smooth, horizontal, no more than 6 inches wide, and closely resemble traditional lapped wooden siding. Where appropriate, corner boards and window trim should be used, and applied over the siding. Wood siding and trim should be properly painted. Wooden shingles may be used, if appropriately detailed. Non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, non-combustible materials should resemble and complement materials used on other facades of the building.

Masonry was sparingly used as a construction material in the historic buildings of Moody Centre, except for foundations and chimneys. The use of masonry should be discouraged in favour of wooden sidings.

Materials: Encouraged

- Smooth wood resembling traditional lapped wooden siding, no more than 6 inches wide
- Sawn cedar shingles, as siding and on pitched roofs
- Duroid, fiberglass, asphalt or other appropriate shingles, provided they resemble the profile of cedar shingles or are of a simple tabbed design
- Board-and-batten siding
- Sidings that resemble traditional wood siding, when used in an appropriate manner

Materials: Allowed

- Roughcast or "rock-dash" stucco

Materials: Prohibited

- Vertical or diagonal wooden sidings (other than board-and-batten)
- Split cedar shakes as siding or roof cover
- Unfinished cedar siding
- Plywood as a primary material
- Aluminum, vinyl or plastic sidings
- Smooth-finished, swirled or heavily stippled stucco
- Masonry as a primary facing material

2.6.6 Windows and Doors

The form and detailing of windows and doors should be carefully considered in plans for new construction. Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim. In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they are in sympathy with the character of historic construction.

Where possible the style of windows and doors selected should match the prevailing vertical emphasis of the historic building types, and be placed on the building face in such a way as to reference the established rhythm of openings in the historic facades. The alternation of solids and voids (walls to openings) in the facade establishes a pattern that may be sensed by observing the building from a distance. This pattern is perceived as a rhythm by the passerby, and a sympathetic relationship between old and new construction may be achieved by incorporating similar rhythmic patterns. Windows should be inset in a traditional manner, not be flush with the facing material. Odd-shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged. Windows should not be set flush with the building face, but should be recessed in a traditional manner.

DRAFT

Historically, doors would have been made of wood, with carved or molded detail, often with inset glass panels. Original hardware was usually of cast brass. Doors should be sympathetically detailed, and appropriate materials should be used. Proper consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

Windows And Doors: Mandatory

- Windows to be recessed a minimum of 2" from the building face
- Window and door openings to have appropriate trim (nominal 5" width preferred)

Windows And Doors: Encouraged

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no fake muntins)
- Clad wooden windows
- Wood-framed storm windows
- Wooden doors of traditional appearance

Windows And Doors: Discouraged

- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors

Windows And Doors: Prohibited

- Metal-sash windows
- Windows with fake muntins
- Mirrored or reflective glass
- Metal doors

2.6.7 Colour

Colour is both an intrinsic quality of exposed materials and an applied surface treatment. This is one of the most important visual aspects of a building, as well as the most evident. It is also one of the characteristics of a building that is easiest to change, and a new coat of paint is the fastest, easiest and often the most inexpensive way to improve a building's appearance.

The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote a harmonious streetscape.

A proper colour scheme is crucial to a successful project; it costs no more to pick a handsome colour scheme than a bad one, but it may make all the difference between a successful project and a failure. Building owners are encouraged to seek the help of a design professional in choosing an appropriate colour scheme.

In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstances. White should also be avoided; it can be a jarring element and was not used historically.

Once colours have been chosen, test swatches should be placed on the building, and the colours observed under daylight conditions. Final colour selection may then be confirmed.

For existing buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit. Further guidance is available through the Benjamin Moore Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Moody Centre's historic buildings.

DRAFT

2.6.8 Landscaping

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development and natural backdrop of Moody Centre. Mature plantings that provide historic context, and character-defining elements, should be taken into consideration in any redevelopment of the site or before undertaking any new construction. Randomness in planting locations from one property to the next is encouraged as are soft edges and surfacing.

In order to maintain the existing open appearance, owners are encouraged to limit whenever possible the height of fences or solid hedges between the front of the principal building and the front lot line to 30 inches. Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence or wall of historic appearance e.g., various styles of pickets or stone walls.

Landscaping will not be regulated unless there is a proposed major alteration or redevelopment, in which case a landscape plan will be required as part of the permitting process.

4. Maintenance

Proper maintenance of buildings is an on-going issue. This is the best way to keep maintenance costs low, and help preserve property values. Poor maintenance, or visible deterioration, can not only impact heritage value, it can harm the overall public perception of the heritage area.

Heritage sites are subject to City of Port Moody Bylaw No. 2490, Minimum Standards of Maintenance, that requires a reasonable level of maintenance to be effectively retained and includes provisions for enforcement.

A three-part maintenance program is recommended to owners and tenants, so that small repairs may be undertaken before they worsen and begin to affect the integrity of each building.

Recognizing Problems: The first step of maintenance is a regular building inspection from the top down to follow the path of water. Examine roofing, gutters, downspouts and flashings for any damage and water infiltration. Carefully examine damp spots, peeling paint, and mold growth on interior or exterior walls for indications of moisture infiltration and retention. Check foundations, crawlspaces, basements and drain tiles for any moisture problems. Periodically check exterior walls for deterioration, such as broken windows; repair minor maintenance problems immediately. Larger problem areas should be identified and assessed for the next stage of repairs.

Assessing Problems: After identifying the problems, determine the extent of damage and what repairs are required. Start again with the roof and work down. Does the roof cover need replacing, or would patching be effective? Areas of moisture retention should be repaired once the water infiltration has been rectified. Repair or replace deteriorated wood. These repairs should be undertaken after the cause of decay has been pinpointed and eliminated. The first step to any repair is to make the building watertight.

Repairs on a Continuing Basis: The most effective way to eliminate maintenance problems is to ensure all joints are properly caulked and sealed, and all surfaces that require painting are properly maintained. To best prevent decay, ensure the building is watertight, and free of obvious areas of deterioration. Have the building periodically inspected from top to bottom, paying special attention to problem areas. Under no circumstances should a water infiltration problem be ignored; it will only become worse. Whenever cleaning is required, the gentlest possible methods should be used.

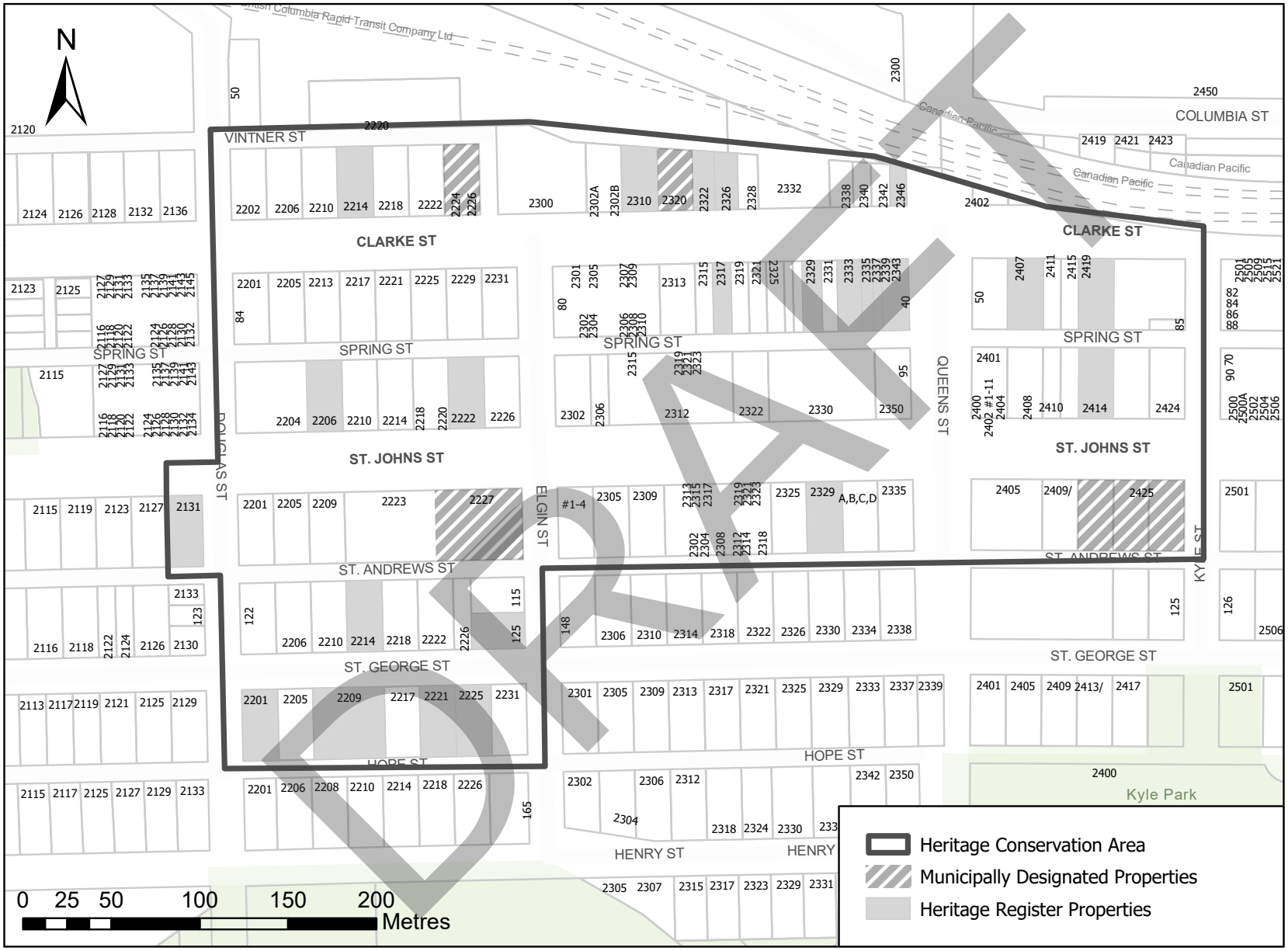
Each property owner should institute an on-going maintenance program to ensure that their building receives the best possible long-term care.

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

Schedule "E" - Moody Centre Heritage Conservation Area



APPENDIX 5

Official Community Plan Policies Supporting Housing Needs

The following table provides the references to the supporting Official Community Plan policies for each class of housing needs required under subsections 473(2) and 473.1(4) of the *Local Government Act*. According to these sections, the official community plan must include housing policies that address affordable housing, rental housing, special needs housing and the housing needs required by each class in a municipality's most recent housing needs report.

These provide clear/objective evidence that the City has turned its attention to the requirements under 473(2) and 473.1(4) for key areas of local need.

Key Areas of Local Need	OCP Policies

Affordable housing	**Chapter 3, Community Vision and Goals**
	• Built Environment, Goal 1, 5
	Chapter 7, Built Environment
	• Objective 1, Policy 1, 3
	• Objective 2, Policy 1, 2, 3, 4, 6, 7, 9
	• Objective 3, Policy 1, 2, 3
	• Objective 4, Policy 1, 2
	• Objective 5, Policy 1, 2, 3
	Chapter 14, Neighbourhood Plan Areas
	• 14.1.1 Woodland Park, Principles 2, Policy 1
	• 14.1.2 Seaview Neighbourhood, Policy 1
	• 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, Policy 3iii, 5iv
	• 14.5.2 Coronation Park
	  • Area A and Area B, Policy 1
	  • Area C, Policy 5
	• 14.6.1 South of St. Johns Street (SOSJ) Special Study Area
	  • Land Use and Built Form Policy, 2
	• 14.6.2 Moody Centre Station Transit-Oriented Area - Core
	  • Land Use Concept, Policy 1
	• 14.6.3 Moody Centre - Site Specific Policies
	  • 2400 - 2424 St. Johns Street, Policy 4
	  • Development Block: 2900 Block of St. George Street (North and South)
	  • 125 - 137 Williams Street, Policy 1iv

DRAFT

Key Areas of Local Need	OCP Policies

Rental Housing	**Chapter 3, Community Vision and Goals,**
	• Built Environment, Goal 1
	
	Chapter 7, Built Environment
	• Objective 1, Policy 1
	• Objective 2, Policy 1, 3, 4, 6, 7, 9
	• Objective 3, Policy 1, 2, 3, 4
	• Objective 4, Policy 1, 2, 3
	• Objective 5, Policy 1, 3
	
	Chapter 14, Neighbourhood Plan Areas
	• 14.1.1 Woodland Park, Principle 2
	• 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policy 3iii, 5iv
	• 14.5.2 Coronation Park
	  • Area A and Area B, Policy 1
	  • Area A, with the exception of 103 Ioco Road, Policy 4
	  • Area C, Policy 5
	• 14.6.1 South of St. Johns Street (SOSJ) Special Study Area
	  • Land Use and Built Form, Policy 2
	• 14.6.2 Moody Centre Station Transit-Oriented Area - Core
	  • Land Use Concept, Policy 1
	• 14.6.3 Moody Center - Site Specific Policies
	  • Site Specific Policies –Moody Centre Transit-Oriented Area (TOA)
	  • Development Block: 2900 Block of St. George Street (North and South)
	  • 125 - 137 Williams Street, Policy 1iv
	• 14.6.3 Moody Center - Site Specific Policies
	  • Site Specific Policies – Moody Centre Transit-Oriented Area (TOA)
	  • 2400 - 2424 St. Johns Street, Policy 4

DRAFT

Key Areas of Local Need	OCP Policies
Special Needs Housing	Please see Port Moody's Interim Housing Needs Report (2024) and Housing Action Plan (2022) **Chapter 3: Community Vision and Goals** • Built Environment, Goals 1, 5 **Chapter 7, Built Environment** • Objective 2, Policy 1, 2, 3, 4, 5, 6, 7, 8 • Objective 4, Policy 2, 5 • Objective 5, Policy 3 **Chapter 14, Neighbourhood Plan Areas** • 14.1.1 Woodland Park Policy 2 • 14.1.2 B5 Neighbourhood Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policies • 14.5.2 Coronation Park+B5 Area A and Area B, Policy 1 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • Land Use and Built Form, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • Land Use Concept Policy 1

DRAFT

Attachment 2

Schedule A to Bylaw No. 3522

Key Areas of Local Need	OCP Policies

Seniors Housing	Please see Port Moody's Interim Housing Needs Report (2024) and Housing Action Plan (2022)
	
	Chapter 3: Community Vision and Goals
	• Built Environment, Goals 1, 5
	• Chapter 7, Built Environment
	• Objective 2, Policy 1, 2, 3, 4, 5, 6, 7, 8
	• Objective 4, Policy 4, 5
	• Objective 5, Policy 3
	
	Chapter 12, Community Well-Being and Resilience
	• Objective 4, Policy 4
	
	Chapter 14, Neighbourhood Plan Areas
	• 14.1.1 Woodland Park Principle 2, Policy 2
	• 14.1.2 Seaview Neighbourhood Policy 1
	• 14.5 Inlet Centre
	• 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policy 5iii
	• 14.5.2 Coronation Park
	  • Area A and Area B, Policy 2
	  • Area C, Policy 6
	• 14.6 Moody Centre
	• 14.6.2 Moody Centre Station Transit-Oriented Area Core
	  • Land Use Concept Policy 1, 5
	• 14.6.4 Westport Village, Policy 2
	• 14.6.9 Oceanfront District Land Use Concept, Policy 2
	
	Chapter 15, Development Permit Area Guidelines
	• Development Permit Area 6, Small-Scale, Multi-Unit Housing Objectives

DRAFT

Key Areas of Local Need	OCP Policies

Family Housing	**Chapter 3, Community Vision and Goals**
	• Built Environment, Goal 1, 5
	Chapter 7, Built Environment
	• Objective 2, Policy 1, 2, 3, 4, 6, 7, 8, 9
	• Objective 4, Policy 1, 2, 3, 4, 5
	• Objective 5, Policy 3
	Chapter 14, Neighbourhood Plan Areas
	• 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5iii
	• 14.5.2 Coronation Park
	  • Area A and B, Policy 1, 2
	  • Area C, Policy 4
	• 14.6.2 Moody Centre Station Transit-Oriented Area – Core
	  • Land Use Concept Policy, Policy 1, 5
	Chapter 15, Development Permit Area Guidelines
	• Development Permit Area 6, Small-Scale, Multi-Unit Housing, Objectives

Key Areas of Local Need	OCP Policies
Shelters and Housing for People At-Risk of Homelessness	**Chapter 3, Community Vision and Goals,** • Built Environment, Goal 5 **Chapter 7, Built Environment** • Objective 2, Policy 1, 2, 3, 4, 6 • Objective 5, Policy 1, 2 **Chapter 12, Community Well-Being and Resilience** • Objective 8, Policy 3

DRAFT

Key Areas of Local Need	OCP Policies

Housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation	**Chapter 3, Community Vision and Goals**
	• Transportation and Mobility, Goal 1, 2
	Chapter 7, Built Environment
	• Objective 2
	• Objective 4
	Chapter 8, Transportation and Mobility
	• Objective 1, Policy 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	• Objective 2, Policy 5
	• Objective 4, Policy 7
	Chapter 12, Community Well-Being and Resilience
	• Objective 1, Policy 2
	Chapter 14, Neighbourhood Plan Areas
	• 14.1.2 Seaview Neighbourhood, Policy 5, 6
	  • Seaview Area 3, Policy 1d
	  • Seaview Area 4, Policy 2b
	  • Seaview Area 5, Policy 1b
	  • Seaview Area 6, Policy d
	  • Seaview Area 8, Policy 4
	• 14.2 Pleasantside and April Road, Policy 5
	• 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 5
	• 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5v
	• 14.5.2 Coronation Park Area A and Area B, Policy 4, 5, Corontation Park, Area C, Policy 2
	• 14.6 Moody Centre
	  • Land Use Policy 2
	  • Connections Policy 2
	• 14.6.1 South of St. Johns Street (SOSJ) Special Study Area Land Use and Built Form, Policy Mobility, Policy 2
	• 14.6.2 Moody Centre Station Transit-Oriented Area – Core Mobility Policy 1
	• 14.6.4 Westport Village, Policy 6
	• 14.6.8 Murray Street Boulevard, Policy 4, 6
	• 14.6.9 Oceanfront District Mobility, Policy 1, 4
	Chapter 15, Development Permit Area Guidelines
	• Development Permit Area 6: Small-Scale, Multi-Unit Housing, Policy

DRAFT

APPENDIX 6

Truth and Reconciliation Commission of Canada: Select Calls to Action for Municipal Governments

43. We call upon federal, provincial, territorial, and municipal governments to fully adopt and implement the *United Nations Declaration on the Rights of Indigenous Peoples* as the framework for reconciliation.

47. We call upon federal, provincial, territorial, and municipal governments to repudiate concepts used to justify European sovereignty over Indigenous peoples and lands, such as the Doctrine of Discovery and *terra nullius*, and to reform those laws, government policies, and litigation strategies that continue to rely on such concepts.

57. We call upon federal, provincial, territorial, and municipal governments to provide education to public servants on the history of Aboriginal peoples, including the history and legacy of residential schools, the *United Nations Declaration on the Rights of Indigenous Peoples*, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills-based training in intercultural competency, conflict resolution, human rights, and anti-racism.

75. We call upon the federal government to work with provincial, territorial, and municipal governments, churches, Aboriginal communities, former residential school students, and current landowners to develop and implement strategies and procedures for the ongoing identification, documentation, maintenance, commemoration, and protection of residential school cemeteries or other sites at which residential school children were buried. This is to include the provision of appropriate memorial ceremonies and commemorative markers to honour the deceased children.

77. We call upon provincial, territorial, municipal, and community archives to work collaboratively with the National Centre for Truth and Reconciliation to identify and collect copies of all records relevant to the history and legacy of the residential school system, and to provide these to the National Centre for Truth and Reconciliation.

DRAFT

City of Port Moody
Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Corporate Services Department – Communications and Engagement Division
Subject: Community Satisfaction Survey Timing Update

Purpose
To provide Council with an update on the Community Satisfaction Survey timing in consideration of the pre-election quiet period and propose an adjustment to the two-year survey cycle to align with years one and three of Council's term.

Recommended Resolution(s)

THAT staff be directed to realign the two-year survey cycle with years one and three of Council's term as recommended in the report dated April 28, 2026, from the Corporate Services Department – Communications and Engagement Division regarding Community Satisfaction Survey Timing Update;

AND THAT the 2026 Community Satisfaction Survey be postponed to early 2027 to commence the updated biennial cycle.

Background
In 2006, the City first engaged a consultant to conduct a citizen survey as part of the Interactive Government initiative. In addition to providing benchmarks, the consultant recommended that the City repeat the survey every three years in order to adjust budget allocations and service levels accordingly.

In 2012, Council approved funding for the City to participate in a syndicated study by Ipsos, which would provide the City with a statistically accurate survey tailored to City needs. Council also approved the recommendation to repeat the survey every two years along with the funding to do so. Consequently, the City conducted citizen surveys in 2012, 2014, 2016, 2018, 2022, and 2024. The City did not conduct a citizen survey in 2020 due to the COVID-19 pandemic.

Discussion
The Community Satisfaction Survey results provide Council and staff with statistically valid community perspectives on such topics as important local issues, quality of life, satisfaction with governance and service levels, and perceptions of value for taxes. Insight gained by this research helps to guide the City's strategic planning, budgeting, and decision making.

When the biennial survey cadence was established in 2012, Council terms were three years in length, meaning that over time, the survey would have been conducted in varying years within a Council's term. In 2014, provincial legislation extended the Council term to four years, which resulted in the two-year survey cycle aligning with years two and four of Council's term.

As part of early preparations for the 2026 survey, and with awareness of the municipal election this year, staff considered the overall timing of the two-year survey cycle and its alignment within the current four-year Council term. To provide Council with valuable statistically significant community input at times when it's of greatest benefit to setting strategic priorities and overall decision-making, staff recommend that the two-year survey cycle be shifted to occur in years one and three of Council's term. Conducting the survey in years one and three of Council's term, instead of years two and four, would provide Council with two opportunities to consider and respond to the community's input within their term. Having survey results available in year one would provide Council with timely data for strategic business planning early in their term. Receiving results again in year three would provide Council an opportunity to review progress on their priorities and align decision-making accordingly for the final year of their Council term.

Additionally, shifting the two-year cycle to conduct surveys in years one and three of Council terms avoids conducting the survey in a municipal election year, when input has potential to be influenced by the heightened political environment. Conducting the survey consistently in non-election years may provide for more balanced tracking of results from survey to survey.

Next steps

Should Council support the recommendation to postpone the 2026 survey to realign the two-year survey cycle with years one and three of Council's term, staff would conduct the next Community Satisfaction Survey in early 2027.

Should Council prefer that the Community Satisfaction Survey continue to be conducted in 2026, it would be run in June/July prior to the pre-election quiet period described in the following section. The results would then be reported back to Council in November/December, following the election.

In either scenario, no changes to methodology are proposed from how the survey was conducted in 2024. This means that the survey would continue to be conducted online by an independent research company. Letters will be mailed to 8,000 randomly selected households, ensuring a minimum sample size of 400 at the conservative response rate of 5%. In 2024, this minimum was surpassed, with 1,118 residents, or 14% of invited households, completing the survey. The survey would be open for about four weeks and results reported back to Council by the contractor.

Pre-election quiet period

Per the *Local Elections Campaign Financing Act* (*LECFA*), the pre-election quiet period begins on July 20, 2026, in advance of the October 17, 2026, Local General Election. During the quiet period, *LECFA* election advertising rules prohibit governments from publishing communications or conducting engagement that may be perceived as "election advertising."

In general, municipalities must not publish any communications that may be perceived to directly or indirectly promote or oppose a candidate or elector organization, or an issue with which they associated. This means that starting July 20, the City will pause the following communications and engagement initiatives: funding or partnership announcements, or project ribbon cuttings or opening events, including those with other levels of government; all formal public engagement projects, including reporting results to Council; Council participation in pop-up City tents; and amplifying non-essential non-City news on social media channels. In this period, the City's official spokesperson (the Mayor) does not comment on the election process or election related matters – this is the responsibility of the Chief Election Officer.

The City will continue to publish communications around operational, service-based, or informational messaging (i.e., watering restrictions, public notices, road closures, recreation programming, etc.); advertising and promotions related to elections procedures and voter registration; and emergency communications.

Other Option(s)

THAT the 2026 Community Satisfaction Survey proceed in June/July 2026 and the next survey be conducted in 2029 to realign the two-year cycle with years one and three of Council's term.

Financial Implications

The online survey is anticipated to cost about $35,000 pending final postage rates and can be covered within the current operating budget allocated for the survey.

Communications and Public Engagement Initiatives

Should Council endorse the staff recommendation, updated information on timing of the next community satisfaction survey will be provided on the City website. In alignment with the timing endorsed by Council, the City will promote awareness of the community satisfaction survey to be conducted by the independent market research company and encourage those who receive mailed invitations to actively participate. Typical communications tactics such as media release, news item with email to subscribers, website, and social media will be used.

Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goal(s):

- Strategic Goal 1.1 – prioritize core services; and
- Strategic Goal 1.3 – lead with good governance.

Report Author

Lindsay Todd
Manager Communications and Engagement

Report Approval Details

Document Title:	Community Satisfaction Survey Timing Update 2026.docx
Attachments:	
Final Approval Date:	Apr 15, 2026

This report and all of its attachments were approved and signed as outlined below:

Kate Zanon, General Manager of Corporate Services - Apr 10, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 13, 2026

Anna Mathewson, City Manager - Apr 15, 2026

Memorandum

Date: April 28, 2026
Submitted by: Community Services Department – Cultural Services Division
Subject: Delegation Response – Inlet Music Series Team

At the April 14, 2026, Regular Council meeting, Council received a delegation from the Inlet Music Series. Their presentation included a report on the current year and during the presentation, organizers thanked the City for their past support and asked for funding for the next two seasons. The delegation requested that the City provide support of $3,200 for each of two years towards theatre rental fees and continued promotion through the City's newsletters, calendar, Newport Digital Sign and poster display in the Galleria.

Council passed the following resolution:

> *RC26/069*
> THAT the delegation request be placed on a subsequent Council agenda for consideration.

The Inlet Music series has been producing concerts at the Inlet Theatre for four years. They offer seven to eight high calibre concerts each season including a mix of local and touring acts and have seen BC Hall of Fame artists as well as JUNO Award and a few Grammy Award winners perform.

The organization has submitted the budget for their current series (**Attachment 1**). Costs to mount these concerts include promotion, ticketing and artist fees. This organization is volunteer run. Ticket sales and sponsorship, including City support with theatre costs, allows them to break even. The next season for the Inlet Music Series begins in the Fall of 2026.

Funding Options:
Where Council wishes to support the organizers full request of $3,200 or alternatively, request that the organization apply for an Inlet Theatre $500 fee waiver (**Attachment 2**) leaving $2,700 to be considered, staff recommend funding through the Arts Reserve. Where the organizers are successful in forming a non-profit, as they noted is their plan, they would also be eligible to apply for an Arts, Culture and Heritage grant as well as other provincial grants.

Council direction is requested.

Attachment(s)
1. Delegation request received at the April 14, 2026, Regular Council meeting – Inlet Music Series Team.
2. Corporate Policy – 05-1850-05 – Fee Waivers.

Report Approval Details

Document Title:	Delegation Response – Inlet Music Series Team.docx
Attachments:	- Attachment 1 - Delegation Request received at the Apr 14, 2026, RC meeting - Inlet Music Series Team.pdf - Attachment 2 - Corporate Policy – 05-1850-05 – Fee Waivers.PDF
Final Approval Date:	Apr 20, 2026

This report and all of its attachments were approved and signed as outlined below:

Julie Pavey-Tomlinson, General Manager of Community Services - Apr 16, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 20, 2026

Anna Mathewson, City Manager - Apr 20, 2026

Attachment 1

Received at the April 14, 2026, Regular Council meeting

Request to Appear as a Delegation

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

All information provided on this page, as well as any additional pages submitted, will be included in the agenda or on-table package, which are published and form part of the permanent public record.

Name of Delegation: Inlet Music Series Team

Name of Primary Contact Person: Darlene Cooper

Who will be making the presentation? (maximum 2 people)

Darlene Cooper and Bill Sample

Purpose of Delegation:

To present the success of the first 4 years of the Inlet Theatre Music series and request that the current arrangement of city support (rental fee waived in kind; promote in Newsletter and on City calendar) be extended another 2 years.

Specific Details of Request (if you are requesting something from Council, please include those details:

We are Port Moody residents bringing a high level of musicianship to our city to enhance the culture and we want to partner with the city in doing so - as part of the "City of the arts initiative". We are requesting that the rental fee (approx) $400 per concert) be waived in kind and that the city would supports this series through promotion in City calendar and newsletter for another 2 years. (Season 5 and 6 - 2026-2028)

The music series has added a positive cultural impact to Port Moody (city of the arts). It has been noticed not only in the tri-cities but throughout the Lower Mainland. We are getting patrons from all areas, even as far as Bellingham. The response from the audiences and community has been very positive. We have more than double our subscriptions. Due to the support of the city we have been able to put more money directly into supporting musicians and bringing in a high level of performer. This March we have a 2026 Grammy Nominee performing and we have had numerous Juno nominated and awarded artists.

a) Positive feedback from patrons and artists; loyal patrons
b) Partnerships with local businesses – giving door prizes and discounts
c) Partnership with Summer Sundays – another city supported series
d) A website and newsletter that promotes all live music in Port Moody – a community vision and focus
e) Sponsorship from developers has dried up and we are relying on City support, local grants and patrons to keep bringing in a high calibre of music.
f) Give a financial overview of the last 2 years

Additional Information in Support of Request:

Inlet Music Series

4 Year Report

Darlene Cooper, Bill Sample
Nancy Nikolai, Helen Daniels and Will Chernoff


30 successful shows in the books
1 more this season
8 planned for next season
Multiple BC Hall of Fame acts
Multiple Juno winners
Even some Grammy winners
Mix of local and touring acts
Multiple sell-outs

Attendee testimonials

The Inlet Music Series is a wonderful addition to the City of the Arts, and I hope it will continue to bring so much talent to us here in Port Moody for years to come. Thank you! - Margaret Kuda

The music series is a wonderful entertainment option being offered in the Inlet Theatre. Please continue with the music series as this is a fantastic and important musical addition to the City of the Arts. - Ann Soucie (Port Moody)

My wife and I have attended all these fantastic concerts. We appreciate the city's support and hope this will continue into the future. - Frank Winters (Port Moody)

We're new to Port Moody. This is our first show in the Inlet Theatre – it's fabulous! - Paul Hanneriau (Port Moody)

The concerts have been a very important part of my life. I've lived in Port Moody for over 30 years and the music series is a vital part of life and culture in our wonderful city of Port Moody. - Sandra McLaughlin (Port Moody)

We have enjoyed this series so much. It has brought so much joy and laughter to the soul. Our world needs to hear live music. - anonymous patron

We are so lucky to have access to such quality talent in Port Moody with the Inlet Theatre Music Series. To have this quality of music right here in Port Moody without having to travel all the way to Vancouver is priceless. - F. Cyphus (Port Moody)

Received at the April 14, 2026, Regular Council meeting



Artist testimonials

Our experience as part of Bill and Darlene's Inlet Music Series at the Inlet Theatre was wonderfully meaningful. Thanks to their dedicated promotional efforts and community-oriented approach, our show sold out and we got to perform for a beautifully engaged audience in Port Moody. All of the musicians in my ensemble were impressed by the high level of care and professionalism – from the top-notch sound person to gracious volunteers and backstage. hospitality.

-Laila Biali (Juno award winner; Grammy nominee; CBC host for Saturday Night Jazz)

I thoroughly enjoyed performing as part of the first season of this music series. The Inlet Theatre is a sweet place to play and the people who work there, from the volunteers to the sound and lighting folks, make it a joy. I regularly drive in from the west side of Vancouver to enjoy the wonderful line up of excellent musicians that Bill and Darlene are able to book. Looking forward to seeing the line up for next season.

-Jane Mortifee

Performing at the Inlet Theatre in Port Moody last year with my jazz group The Vince Mai Quintet was a definite highlight of the last few years! Well organized with a very receptive audience, I cannot say enough good things about how the series was run, presented AND how much the Tri-Cities area needs what this music series offers.

-Vince Mai

Our dedicated team of volunteers from the community



Thank you!

Attachment 1
Received at the April 14, 2026, Regular Council meeting
RC - On-Table - 2026 04 14 12 Item 4.2

Port Moody City Council Meeting

Inlet Music Series delegation and 4 year report

April 14th, 2026

Presenters: Darlene Cooper, Bill Sample

In absentia: Helen Daniels, Nancy Nikolai, Will Chernoff

5 Years ago, we presented a vision for the Inlet Music Series as a part of the "city of the arts" initiative bringing high quality live music to Port Moody's Inlet Theatre through a monthly concert series running from September to May. **As a team of Port Moody residents**, we saw it as a partnership with the city to broaden the cultural fabric and enrich the community of Port Moody.

We sought to gain the city's partnership and support through the following:

1. The rental fees (of approx.$330 - $400 per concert) waived in kind
2. Promotion of the concerts and series via City newsletters, Calendar, and putting up posters and the digital sign

The city council responded very favourably and we've been partners for 4 seasons now.

We want to thank the City of Port Moody for their support these last years and we hope the city will extend the partnership we have with them for another 2 years – for seasons 5 and 6.

We are here at the end of Season 4 to share that the series has been a success on many levels and very well received by the community. Our subscriptions have more than doubled and local residents have shared their appreciation of being able to attend these events at a reasonable price close to home. The theatre staff have told us how much they love working with our team as well.

Through the City's support—specifically the **waiving of rental fees** and **promotional assistance**—we have been able to:

- **Invest in Talent:** Directing funds toward high-caliber, award-winning performers – both local and touring artists.
- **Keep Arts Accessible:** Maintaining affordable ticket prices and introducing student rates to ensure all residents can participate.

What Sets Us Apart

You may wonder why this specific partnership is vital. Unlike commercial promoters, we are **Port Moody residents** with a 'community-first' rather than a 'profit-first' mandate:

a) **The Inlet Music Society:** We've been running as a non-profit with a break even or just under outcome
- This Spring we started the process to incorporate as a non-profit society to ensure this series remains a permanent, sustainable legacy for the city.

b) **Collaborative Spirit:** Our website and newsletter promote *all* live music in Port Moody, not just our own."

c) **Original Artistry:** We focus on artists performing original music and unique arrangements of covers and standards. There are many promoters bringing in Tribute bands so that is well-covered and has a big appeal for the nostalgia. However, many high quality artists who perform their own music also need opportunities to be heard and share their stories and we want to promote that.

d) **Ticket prices alone** don't cover the expenses as you will see in the financial pages. Sponsorships from developers have dried up and we are relying on local grants and the city's partnership to offset the discrepancies. Please see the overview of season 3 and 4 based on ticket prices alone.

4. Community & Economic Impact

The impact goes beyond the music:

- **Local Business Support:** We partner with local businesses for door prizes, keeping the 'arts dollar' within Port Moody. We bring people into the area who will go out for dinner, drinks in our locals restaurants, pubs and breweries.
- **Volunteerism:** We've built a dedicated team of local volunteers, fostering a sense of civic pride.
- **Regional Tourism:** We are drawing patrons from across the Lower Mainland, cementing Port Moody's reputation as a cultural hub."

5. The Request

"As we look toward Seasons 5 and 6, we are requesting a **two-year extension** of our current partnership. Specifically, the continued in-kind waiving of rental fees (**approximately $3,200 per season**) and ongoing promotional support via city channels.

This support is the 'bridge' that allows us to bring world-class talent to our backyard while keeping tickets affordable. We see this as a shared investment in our city's tagline: **City of the Arts.**"

Attachment 1

Received at the April 14, 2026, Regular Council meeting

Inlet Theatre Music Series

Financial overview of concerts based on ticket sales

ITMS Summary of Finances for Season 3 – 2024 – 2025

	Tickets	Expenses	Net
Concert 1 – Brandon Isaak	$ **3,915.54**	-$ 5,273.18	-$ **1,357.64**
Concert 2 – Jennifer Scott	$ **2,123.88**	-$ 3,245.09	-$ **1,121.21**
Concert 3 – Wild Blue Herons	$ **2,860.54**	-$ 3,945.99	-$ **1,085.45**
Concert 4 – Shannon Gaye/Kristian Alexandrov -	$ **2,444.12**	-$ 4,992.95	-$ **2,548.83**
Concert 5 – Big Hank and the Smokin' Toasters	$ **3,546.26**	-$ 4,422.16	-$ **875.90**
Concert 6 – Cousin Harley	$ **4,744.12**	-$ 5,104.80	-$ **360.68**
Concert 7 – The Paperboys	$ **6,128.40**	-$ 6,637.27	-$ **508.87**
Concert 8 – Mimosa	**$ 2,348.40**	-$ 4,040.31	-$ **1,691.91**
	$28,111.26		

Total Net from ticket sales minus expenses	- **$ 9,550.49**
Sponsorship income	$ 2,500.00
Grants	$ 3,210.00
Total Net for Season 3	- **$ 3,840.49**

Attachment 1

Received at the April 14, 2026, Regular Council meeting

ITMS Summary of Finances for Season 4 – 2025 - 2026

	Tickets	Expenses	Net
Concert 1 – Cara Luft and The Luckies	$ **6,031.25**	-$ 4,946.03	$ **1,085.22**
Concert 2 – Locarno	$ **4262.62**	-$ 6,398.52	-$ **2,135.90**
Concert 3 – Cory Weeds Quartet w/Ale Nunez	$ **4,331.37**	-$ 4,534.93	-$ **203.56**
Concert 4 – Dawn Pemberton and Marcus Mosely	$ **6,975,00**	-$ 5,827.08	**$ 1,147.92**
Concert 5 – Van Django featuring. LJ Mounteney	$ **4,995.48**	-$ 3,874.44	**$ 1,121.04**
Concert 6 – Krystle Dos Santos	$ **5,738.65**	-$ 4,967.77	**$ 770.88**
Concert 7 – Laila Biali (inc.rental : Grand Piano)	$ **7058.70**	-$ 9374.63	-$ **2,315.93**
Concert 8 – The Romeros	**$**	- $	
Total Net from ticket sales minus expenses			- **$ 530.33**
Grants			$ 7,000.00
Total Net for Season 4 to April 14, 2026			**$ 6,469.67**

Attachment 1

Received at the April 14, 2026, Regular Council meeting

Season 3 and 4 combined totals

Season 3 concert net based on ticket sales	- $ 9,550.49
Season 4 concert net based on ticket sales	- $ 530.33
**Season 3 and 4 non-concert specific expenses	- $ 1,649.91
Total before sponsorship and grants	**- $ 11,730.73**
Total sponsorships and grants season 3 and 4	+ $ 12,710.00
Total net for Season 3 and 4	**$ 979.27**

**In addition, there are non-concert related expenses such as website, mailing list site, ticketing platform

Attachment 2

Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Finance	05
Sub-Section:	Grants to Organizations	1850
Title:	Fee Waivers	05

Related Policies

Number	Title
01-0530-2016-01	Delegations to Council
05-1850-04	Grants Limited to Approved Budgets
05-1850-06	Participatory Budgeting – Community Grants Allocation

Approvals

Approval Date: June 10, 2014	Resolution #: *RC14/184*
Amended: September 19, 2017	Resolution #: *RC(CW)17/031* (*CW17/117*)
Amended:	Resolution #:
Amended:	Resolution #:

Corporate Policy Manual
Fee Waivers

Purpose

The purpose of the City of Port Moody's Fee Waiver Policy is to provide financial assistance, in the form of fee waivers for facility expenses, to Port Moody based community groups and organizations for eligible events and activities that benefit the greater community. The intent of this policy is to streamline the fee waiver process and provide a consistent approach in the administration of the waivers. The approval of fee waivers is based on an established set of criteria.

Definitions

Eligible for Waiver

Groups:

- Port Moody not-for-profit groups that are involved in a community sport, culture, art, recreation, neighbourhood, or service club; or
- a School District 43 Port Moody School.

Events:

- one-time events that will benefit the community/public; and
- non-partisan community based events.

Not Eligible for a Waiver

- non-Port Moody Groups;
- sequential (daily, weekly, monthly, etc.) seminars, courses, clinics, programs, etc.;
- private events such as weddings, birthdays, and anniversary parties;
- for-profit or commercial organizations, individuals, or groups; and
- events or activities that are not open to the general public.

Fee Waiver Amounts

*Theatre/*Galleria – Eligible groups and activities may be entitled to a $500 fee waiver for the use of the Theatre/Galleria per group, per annum, based on the merit of the activity and the extent to which it serves the greater neighbourhood and/or community. Organizations must also demonstrate a financial need.

Recreation Facilities – Eligible groups and activities may be entitled to a $367 fee waiver for the use of a recreation facility per group, per annum, based on the merit of the activity and the extent to which it serves the greater neighbourhood and/or community. Organizations must also demonstrate a financial need.

Corporate Policy Manual
Fee Waivers

Procedures

1. The group is to contact Facilities Booking staff to book the event on the date and time desired for the event.
2. If the requested facility (or suitable alternative) is available, the completed application form will be forwarded to the General Manager of Community Services (or designate) for review and processing.
3. All interested groups must complete a Fee Waiver Request application form, outlining the purpose of the activity and related organizational information and will be processed on a first come basis. Once the annual funding is depleted, no further fee waiver applications will be processed for that year.
4. The application form must be submitted to the General Manager of Community Services a minimum of four (4) weeks prior to the date requested. Application forms received after this time will be processed accordingly; however, groups must assume responsibility for any consequences associated with delays in the confirmation and/or administration process.
5. Facilities booking staff will process a facility rental contract inclusive of any additional fees and taxes.
6. The group or organization remains responsible for all terms and conditions outlined in any facilities booking contract, including retrieving their permit in advance and having it present throughout the duration of their use.

Evaluation and Reporting

Staff will review the program annually and reflect any changes in the operating budget process.

Appeals

Any group who has been denied a fee waiver may appeal the decision of the General Manager of Community Services by requesting to appear before Council (at a Committee of the Whole Meeting) to present their rationale for receiving a fee waiver. Groups wishing to appear before Council must contact the Corporate Officer to register as a delegation.

Monitoring/Authority

Delegated to the General Manager of Community Services.

City of Port Moody
Land Use Committee
Minutes

Brovold Room
October 6, 2025
at 7:01 pm

Present:	Councillor D. Dillworth, Chair Councillor S. Agtarap, Vice-Chair (arrived at 7:06pm) Jacob Edenloff Rebecca Gunderson Jeremy Hardern Sean Ogilvie Jeffrey McLellan Tracey Schaeffer Dan Tao Stirling Ward Sarah Wellman
Absent:	Amanda Welsh
In Attendance:	Shareen Chin – Social Planner Mary De Paoli – Manager of Policy Planning Janis Knaupp – Legislative Services Coordinator Liam McLellan – Senior Social Planner Ellen Molloy – Planning Analyst Suzanne Smith – General Manager of Community Development

1. Call to Order

The Chair called the meeting to order at 7:01pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

LUC25/010
THAT the agenda of the October 6, 2025, Land Use Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

LUC25/011
THAT the on-table replacement minutes of the Land Use Committee meeting held on September 8, 2025, be adopted.

Moved, seconded, and CARRIED

5. Unfinished Business

6. New Business

Vice-Chair Agtarap arrived at the meeting at this point.

6.1 Draft Port Moody 2050 - Official Community Plan Update

Staff presented the Committee with an on-table presentation titled “Draft *Port Moody 2050* Official Community Plan Update” highlighting changes driving major updates to the Plan.

The Committee offered comments as follows:

- small-scale multi-unit housing (SSMUH) driven by Bill 44 is being impacted by current market challenges, and the need to protect family-sized housing;
- staff have undertaken an extensive amount of consultation, and Council will revisit the OCP every 5 years and can respond to changing needs;
- some public concerns cannot be met where driven by provincial policy;
- regarding the South of St. Johns Street Special Study Area (SSA):
    - the need for traffic calming;
    - differences between the western portion and the majority of the SSA which falls within the Transit Oriented Area (TOA);
    - lack of park space;
    - need to consider sensitive transitions between areas of different permitted heights and densities, particularly in TOA areas;
    - Council consideration at the September 15, 2025, Special Council Standing Committee related to the removal (from the SSA) of properties on the South side of Dewdney Trunk Rd., and the request to keep the current land use designation for the School District 43 site;
- At UBCM, Council advocated for provincial changes in housing policy;
- regarding Murray St. Industrial SSA:
    - the need for functional industrial lands;

  - support to revert industrial land use designation;
  - expanding light industrial uses to increase employment opportunities;
  - expanding industrial designated areas North of Clarke St. between the Barnet Hwy and 2300 block of Clarke St.;
  - including “Mixed-Employment” land use designation for properties covered by the SSA;
- the need for access to bathrooms in public parks;
- desire to see the Burrard Thermal Site utilized (staff indicated the site is being deconstructed and remediated); and
- additional amenity and park spaces in the Seaview Neighbourhood.

In response to questions, staff informed the Committee about:

- the 2050 timeline aligning with *Metro 2050* and *Transport 2050*;
- any portion of a parcel within a TOA will have the density requirements applied to the entire parcel;
- new provincial rules apply for redevelopment applications for SSMUH housing, and how existing policy applies to SSMUH housing;
- lack of fire suppression or police service limits consideration of a development permit in affected areas;
- consultation and engagement listed on the *Engage Port Moody* website;
- a general interest in the region to protect existing industrial land; and
- consideration of how changes in land use designations put pressure on adjacent properties over the long-term.

LUC25/012
That staff be recognized for their contributions to the development of the Draft *Port Moody 2050* Official Community Plan Update.

Moved, seconded, and CARRIED

7. Information

7.1 Staff Updates

There were no staff updates at this time.

8. Adjournment

The Chair adjourned the meeting at 9:00pm.



Councillor Diana Dilworth, Chair



J. Knaupp, Legislative Services Coordinator

City of Port Moody

Minutes

Arts, Culture, and Heritage Committee

Brovold Room
Thursday, February 12, 2026
at 7:00 pm

Present:	Councillor Kyla Knowles, Chair Dianna Brown Jace Byers Erik D'Souza Mohammad Fakhrabadi John Grasty Megan Mackenzie Roshni Naik James Pearson Valerie Simons Janet Zlotnik
Absent:	Councillor D. Dilworth, Vice-Chair Sydney Penner
In Attendance:	Mary De Paoli – Manager of Policy Planning Isabelle Kim – Senior Planner Karen Pighin – Manager of Cultural Services Adam Shroff – Legislative Services Coordinator
Also in Attendance:	Doug Allen

1. Call to Order

The Chair called the meeting to order at 7:00pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

ACHC26/004
THAT the agenda of the February 12, 2026, Arts, Culture, and Heritage Committee meeting be adopted as circulated.

Moved, seconded and CARRIED

4. Adoption of Minutes

4.1 Minutes

ACHC26/005
THAT the minutes of the Arts, Culture, and Heritage Committee meeting held on January 8, 2026, be adopted.

Moved, seconded and CARRIED

5. Unfinished Business

6. New Business

6.1 Inspirations

Verbal Report: Janet Zlotnik

Janet Zlotnik led the group in an inspirations item, referring to slides contained within the agenda package and asked the following questions:

- "What feels the most important right now about arts, heritage, or culture in Port Moody"
- "What ideas feel worth spending more time on?"
- "What hasn't been talked about yet?"

Committee discussion ensued relative to the following topics:

- the importance of neighbourhood parks in light of densification;
- the desire to develop wider awareness of the City's park spaces;
- thoughts on moving suggestions forward into action;
- the desire to revisit previous inspirations items and tie them together;
- the importance of third spaces; and
- oral history and collaboration with other bodies and organizations.

6.2 Request for Inspirations Volunteers

Verbal report: Chair

The following members volunteered to provide an "Inspirations" item in the following months:

- James Pearson - April
- Valerie Simons - May
- Mohammad - July
- Megan - September

6.3 Heritage Strategic Plan Scoping – Update on Engagement

Presentation: Manager of Policy Planning and Senior Planner

Staff gave a presentation titled "Heritage Strategic Plan Scoping Study" and referred to slides contained within the agenda package.

Committee discussion ensued regarding the following topics:

- the desire to include PomoArts in engagement and their heritage activities; and
- the inclusion of the Manager of Indigenous Relations in the project.

6.4 Background on Heritage Register Criteria

Presentation: Manager of Policy Planning and Senior Planner

Staff gave a presentation entitled "Heritage Register Citeria" and referred to slides contained within the agenda package.

Committee discussion ensued regarding the following topics:

- the nature of the Heritage Register as opposed to Heritage Designation;
- TOA effects on heritage conservation and heritage properties;
- provincial legislation and effects on municipal development and regulations;
- potential examples of Heritage Register categories in Port Moody;
- Chateau Place; and
- the Heritage pillar of the sustainability report.

6.5 Call for volunteers for the Heritage Register Subcommittee

Verbal Report: Chair

The Chair called for volunteers for a Heritage Register Subcommittee.

ACHC26/005
THAT the Arts, Culture, and Heritage Committee form the Heritage Register Subcommittee be formed with the following members:

- *Dianna Brown;*
- *Mohammad Fakhrabadi;*
- *John Grasty; and*
- *Roshni Naik.*

Moved, seconded and CARRIED

6.6 Map of Heritage Properties within Small Scale Multi-Unit Housing and Transit Oriented Areas

Presentation: Manager of Policy Planning and Senior Planner

Staff presented a map of SSMUH and Transit-Oriented Areas as included in the agenda package and described the various areas and their designations.

Committee discussion ensued regarding the following topics:

- parking challenges;
- TOA legislation with regard to storey and density minimums and resulting pressure on heritage properties
- Limited opportunities to preserve protected heritage buildings in Moody Centre Heritage Conservation Area as part of new development e.g. heritage revitalization agreements involving density bonuses;
- SSMUH guides; and
- opportunities to create more heritage designation to provide highest level of protection in SSMUH and TOA areas.

7. Information

The Arts Centre Society representative was asked to share updates and upcoming community events.

ACHC26/005
THAT the meeting time be extended by up to 10 minutes.

Moved, seconded and CARRIED

The Library Board Representative was asked to share updates and upcoming community events.

Committee discussion ensued regarding challenges in marketing events to different demographics.

7.1 Staff Updates

The Manager of Cultural Services provided the following updates:

- The Creators of Port Moody Event on March 12, 2026 at Inlet Theatre, and committee attendance at the event;
- National Indigenous History Month events including an Indigenous Plant Walk, Indigenous Author Storytelling, Curating Books of Indigenous Authors, and Cedar Weaving.

8. Adjournment

The Chair adjourned the meeting at 9:08 pm.



Councillor K. Knowles, Chair



A. Shroff, Legislative Services Coordinator

City of Port Moody

Minutes

Transportation Committee

February 18, 2026
Brovold Room
3rd Floor, 100 Newport Drive, Port Moody
at 7:00 pm

Present:	Councillor Haven Lurbiecki, Chair Councillor Samantha Agtarap, Vice-Chair Tarun Batra Steven Dragicevic Mitchell Eve Andrew Hartline Mark Kunzli Jeffrey Lynch Tom Webster Ziyad Samnani Ellen Teapot Evan Zhou
Absent:	Utoo Candar (Regrets) Kate Woochuk (Regrets)
In Attendance:	Stephen Judd, Manager of Infrastructure Engineering Jeff Little, Manager of Operations Jeff Moi, General Manager of Engineering and Operations Adam Shroff, Legislative Services Coordinator

1. Call to Order

The Chair called the meeting to order at 7:01pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

TC26/004
THAT the agenda of the February 18, 2026 Transportation Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

TC26/005
THAT the minutes of the Transportation Committee meeting held on January 21, 2026 be adopted.

Moved, seconded, and CARRIED

5. Unfinished Business

6. New Business

6.1 Master Transportation Plan Overview and Status

Verbal Report: Staff

The Manager of Infrastructure Engineering gave a presentation titled " Master Transportation Plan Update" and referred to slides contained within the agenda package.

Committee discussion ensued regarding the following topics:

- decisions regarding parking maximums;
- curbside management strategies;
- SkyTrain station location considerations;
- parking management strategies such as multi-family resident parking passes;
- enforcement;
- parking costs;
- TransLink authority over road usage; and
- opportunities for the committee to support the plan such as through feedback on the "5 Big Moves" projects.

6.2 St. Johns Street Redesign Phase 2 – Transportation Modelling

Presentation: Staff

The Manager of Infrastructure Engineering gave a presentation entitled "St. Johns Street Redesign - Phase 2; Moody Street to Ioco Road" and referred to slides contained within the on-table package.

Committee discussion ensued regarding the following:

- challenges to buses crossing lanes to turn left;
- curbside management strategies and loss of parking;
- detailed design concerns, timelines, and processes to accommodate access to connecting roads;
- options and considerations for existing driveways in light of the planned bike lanes on St. Johns;
- the opportunity to leverage grants as part of a budget; and
- cycling infrastructure coordination with adjacent municipalities.

7. Information

7.1 Staff Updates

The General Manager of Engineering and Operations noted that the Committee's annual workplan received approval at Council.

8. Adjournment

The Chair adjourned the meeting at 8:39pm.

Councillor H. Lurbiecki, Chair

A. Shroff, Legislative Services Coordinator

City of Port Moody

Minutes

Economic Development and Tourism Committee

Brovold Room
Wednesday, March 4, 2026
at 7:00 pm

Present:	Councillor Amy Lubik, Chair Madeleine Baker Jamie Banfield Tessa Chandler Yvette Cuthbert Shora Ebrahimi Mark Malik Madisyn McPhail Calvin Ramsson Michael Scarcella
Absent:	Councillor Haven Lurbiecki, Vice-Chair Michael Hind
In Attendance:	Joji Kumagai, Manager of Economic Development Adam Shroff, Legislative Services Coordinator
Also in Attendance:	Jennifer McKinnon

1. Call to Order

The Chair called the meeting to order at 7:00pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

EDTC26/007
THAT the agenda of the March 04, 2026, Economic Development and Tourism Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

EDTC26/008
THAT the minutes of the Economic Development and Tourism Committee meeting held on February 4, 2026, be adopted.

Moved, seconded, and CARRIED

6. New Business

6.1 Update on Arts and Business Initiative

Verbal Report: Andrea Curtis and Manager of Economic Development

Andrea Curtis provided a verbal report regarding:

- the Creators of Port Moody event on March 12, 2026;
- a pilot "amplification" program as a follow-up to the Creators of Port Moody event;
- the possibility of a bespoke publication with a focus on Port Moody;
- potential themes and unique activities to highlight Port Moody; and
- examples of publications in other municipalities.

Committee discussion ensued regarding the following topics:

- costs and potential subsidies involved in taking part;
- examples of successes or models to examine from other publications;
- opportunities for ad revenue;
- the potential tie-in with supporting small businesses through promotional opportunities;
- the possibility of supplying such a publication to businesses where there may be an audience such as cafes and hair salons;
- frequency of a publication; and
- the intent to drive patronage, develop the creative business sector in Port Moody, and drive the city's brand as the City of the Arts.

6.2 Presentation from the Tri-Cities Chamber of Commerce

Presentation: Jennifer McKinnon

Jennifer McKinnon gave a presentation and referred to slides contained within the on-table package.

Committee discussion ensued regarding the following topics:

- the short length of the executive terms;
- the next steps and implementation plan;
- the request to tag #shoplocalportmoody in social media posts;
- the phasing out of the previously-used "Passport" system;
- the objective of the initiative;
- membership numbers;
- the potential for advocacy for business-oriented rent caps;
- the origin and purpose of the Tri-Local initiative; and
- the possibility of options businesses contributing smaller items or exclusive items for participation rather than discounts.

6.3 Support for Small Businesses

Verbal Report: Small Business Working Group and Manager of Economic Development

The Manager of Economic Development gave an overview update of the ongoing work of the Small Business Working Group and noted the following:

- opportunities for activities;
- the struggle surrounding business engagement without promoting any specific business or logo;
- potential venues for organizing events;
- incentives for visitors to spend money in the city and the return in the future;
- the challenge brought by the lack of funding availability for advertising from the City;
- the desire to advertise in and around transit stations;
- possible previous challenges with complex digital advertising versus traditional ads;
- Port Moody's attractiveness as a seaside town, a nature destination full of culinary opportunities near Vancouver;
- the need for a concise tagline;

- avenues of promotion;
- the merits of social media and influencers in driving business versus traditional advertising;
- the effectiveness of using of a carefully composed video reel for advertising at a cost of approximately $2500;
- the limitation of requiring a third-party to do advertising promotion;
- the need for a platform targeted towards outside visitors rather than mixed in with notices for residents;
- opportunity for a separate "Visit Port Moody" social account that focuses on inspiring tourism without promoting specific businesses;
- the relevance of the Arts and Business Initiative to this discussion;
- consideration of different audiences and external advertisement to reach broader audiences and international tourists;
- targeted hashtags to drive engagement and reach new audiences;
- the importance of specific businesses driving tourism as a destination;
- involvement of community groups;
- a need for a shared hashtag; and
- potential themes of a reel such as passing a soccer.

The Committee directed the Small Business Working Group approach the Tri Cities Chamber of Commerce to develop social media promotion for Port Moody.

EDTC26/009
THAT the committee recommends:

THAT City Staff report back on opportunities to advertise Port Moody in and around transit stations, ports of entry, and on major thoroughfares to drive tourism during the FIFA World Cup and beyond.

Moved, seconded, and CARRIED

Voting against: Tessa Chandler

EDTC26/010
THAT the meeting be extended by up to 10 minutes.

Moved, seconded, and CARRIED

EDTC26/011
THAT the meeting be extended by up to 10 minutes.

Moved, seconded, and CARRIED

EDTC26/012
THAT the Economic Development and Tourism Committee recommends:

THAT Council allocate up to $5,000 from the Committee Contingency fund to support a digital strategy to promote tourism and small businesses during the world cup.

Moved, seconded, and CARRIED

EDTC26/013
THAT the Economic Development and Tourism Committee recommends

THAT Revisiting the Tourism Strategy be added to the 2026 Economic Development and Tourism Committee workplan.

Moved, seconded, and CARRIED

7. Information

7.2 Staff Updates

There were no staff updates at this time.

7.1 Chair Updates

There were no Chair updates at this time.

8. Adjournment

The Chair adjourned the meeting at 9:19pm.



Councillor A. Lubik, Chair



A. Shroff, Legislative Services Coordinator

City of Port Moody

Minutes

Seniors Focus Committee

Brovold Room
Thursday, March 5, 2026
at 7:00 pm

Present:	Councillor Diana Dilworth, Chair Ruth Armstrong Jacquie Boyer Gwynne Cafik Jennifer Gibson John Grasty Jayashree Ramaswami Maneli Soleimani Faith St. John Carola Thompson Becky White
Absent:	John Crowther
In Attendance:	Angela Blackall – Recreation Coordinator Deanna Forbes-Procyk – Recreation Coordinator Adam Shroff – Legislative Services Coordinator
Also in Attendance:	Sabrina Manhas, Alzheimer Society B.C.

1. Call to Order

The Chair called the meeting to order at 7:00pm.

The Chair led the group in introducing themselves.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

SFC26/007
THAT the agenda of the March 5, 2026, Seniors Focus Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

SFC26/008
THAT the minutes of the Seniors Focus Committee meeting held on February 5, 2026, be amended to reflect the following additions:

- *"The importance of re-branding the Strawberry Tea to something more inclusive such as Chai and Snacks"*
- *“The desire to Re-Visit the Conversation about Seniors’ Centre"*

AND THAT the minutes be adopted as amended.

Moved, seconded, and CARRIED

5. Unfinished Business

6. New Business

6.1 TEDx Event: Intergenerational Storytelling

Presentation: Om Kapadia

Om Kapadia gave a presentation titled "TedX" and referred to slides contained within the on-table package.

Committee discussion ensued regarding:

- event lead-up timelines;
- the use of Inlet Theatre;
- event marketing;
- an open call for speakers;
- the suggestion to present at the Seniors Friendship Society;
- the Creators of Port Moody event;
- the Port Moody Heritage Society oral history program;
- the potential for collaboration with the library;
- a tie-in with Seniors Week; and
- the desire to include indigenous speakers in the presentations.

6.2 Dementia Friendly Communities ASBC workshop

Presentation: Alzheimer Society BC

Link: First Link Dementia Helpline

Link: flippingstigma.com

Alzheimer Society B.C. gave a presentation titled "Dementia-Friendly Communities" and referred to slides contained within the on-table package.

Committee discussion ensued regarding the following topics:

- perceptions of dementia inclusivity;
- consideration of the undiagnosed portion of those living with dementia;
- hearing loss in correlation to dementia;
- the lack of dementia programs in the tri-cities;
- the challenges and need for advocacy;
- the ability for volunteers to reach out to the society to get involved;
- funding challenges for dementia programs;
- local initiatives similar to Silver Alert for dementia awareness;
- public art markers for wayfinding purposes;
- methods to enable the business community to support people affected by dementia;
- programs in BC including the society's work with businesses to provide education;
- municipal facility considerations regarding features that can affect people affected by dementia; and
- the City's role in defining dementia friendliness.

6.3 2026 Event Budget Review

Memo: Recreation Coordinator

The Recreation Coordinator gave an overview of the plans for the Seniors Try It, Seniors Week, and the Intergenerational TEDx event and noted:

SFC26/009
THAT the Seniors Focus Committee recommend:

> THAT Council allocate up to $6,000 from the Committee Contingency fund to support Seniors Week, Seniors Try It, and the Intergenerational “TEDx” event as outlined in the memo dated February 23, 2026, regarding Seniors Try It Week, Seniors Week and TEDx. – Funding Request.

Moved, seconded, and CARRIED

7. Information

7.1 Staff Updates

Workplan: Attached for information

The Recreation coordinator provided an update regarding upcoming planned topics and events laid out in the workplan.

7.2 Chair Updates

7.3 Seniors Friendship Society Updates

The Seniors Friendship Society representative gave an update regarding upcoming events at the Society.

7.4 Roundtable Discussion

Committee discussion ensued regarding upcoming events in the community.

8. Adjournment

The Chair adjourned the meeting at 9:00pm.



Councillor D. Dilworth, Chair



A. Shroff, Legislative Services Coordinator

City of Port Moody

Minutes

IDEA Committee Meeting

Electronic meeting via Zoom
Monday, March 9, 2026
at 7:04pm

Members Present:	Councillor Samantha Agtarap, Chair Ashley Anderson Nadia Bronk (joined at 8:15pm) Darquise Desnoyers Kate Jackson Craig MacLean Robin Matthews-Kanhai Nadia Olynyk Angeline Parker Maribeth Pearson
Members Absent:	Councillor Amy Lubik, Vice-Chair Carlos Alberto Salinas Ruiz Maria Daza
Staff In Attendance:	Riley Dowling – Legislative Services Coordinator Malia Pawson – Inclusion Liaison Marta Taylor – Manager of Strategic Initiatives Sandy Tolentino – Project Manager

1. Call to Order

The Chair called the meeting to order at 7:04pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

IDEA26/005
THAT the agenda of the March 9, 2026, Inclusion, Diversity, Equity, and Accessibility (IDEA) Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

IDEA26/006
THAT the minutes from the February 9, 2026, Inclusion, Diversity, Equity, and Accessibility (IDEA) Committee meeting be amended to rephrase the first portion of the fifth bullet point of item 6.1 to read "sidewalks that are not level with adjacent grades result in drop-offs".

Moved, seconded, and CARRIED

IDEA26/007
THAT the minutes of the Inclusion, Diversity, Equity, and Accessibility (IDEA) Committee meeting held on February 9, 2026, be adopted as amended.

Moved, seconded, and CARRIED

5. Unfinished Business

6. New Business

6.1 Facility Accessibility Updates

Presentation: Project Manager

Staff gave a presentation titled "Accessibility Improvements at Civic Buildings" and referred to slides contained in the agenda package.

In response to questions, the Committee was informed:

- the item was presented to the previous IDEA Committee, but is being presented again to provide an overview for new members and an update on new developments since 2025 for continuing members;
- accessibility improvements to civic facilities have been prioritized as short, medium, and long term, with improvements to comply with the BC Building Code included in the short term actions;
- staff applied for the SPARC BC grant (in time for the March 31, 2026 deadline) and was approved to use it for green running man exit signs and hearing loop installations;
- purchasing accessible mats for park events is in the purview of the Cultural Services division, and feedback of the desire would be forwarded to them;
- an application for the RBC Barrier Buster Grant was submitted on March 6, 2026, for up to $40,000;
- the Inlet Theatre is investigating installing additional hearing technology and there are no current plans to make renovations to the physical space; and
- the City has the addition of a wider variety of chairs, including higher and wider, in the plan.

Committee discussion ensued regarding improving wayfinding to accessible parking stalls and potentially adding maps to the website.

6.2 Recreation Inclusion Services

Presentation: Recreation Leader

Staff gave a presentation titled "Inclusion & Support" and referred to slides contained in the agenda package.

In response to questions, the Committee was informed that inclusion support has typically been for children based on current enrolment, but support for adults could be accommodated as staff aim to include residents who need it.

Committee suggestions included:

- developing additional inclusive and accessible programming including wheelchair activities such as basketball, curling, zumba, yoga, and meditation;
- procuring and offering loaner wheelchairs so that friends and family can participate in programming;
- observing which groups are not participating, then considering why the seats are empty or under-represented and how to improve it;
- listing available accessibility supports on the City website, including sensory rooms, adult change tables, family supports, and accessible parking;
- introducing sensory friendly activities outside of school hours; and
- considering programs that complement the ones that neighboring jurisdictions offer, widening the total range in the area.

Nadia Bronk joined the meeting at this point.

The meeting was recessed at 8:18pm and reconvened at 8:23pm.

6.3 Walking Group Update – Proposed Structure

Verbal Report: Legislative Services Coordinator

Staff provided a verbal report regarding the composition of the Sidewalk Accessibility Working Group and asked for up to three members who would be interested in being involved in the working group.

IDEA26/008
THAT the following members be appointed as the Inclusion, Diversity, Equity, and Accessibility (IDEA) Committee representatives on the Sidewalk Accessibility Working Group:

- *Darquise Desnoyers;*
- *Nadia Olynyk; and*
- *Ashley Anderson.*

Moved, seconded, and CARRIED

In response to questions, the Committee was informed:

- staff would investigate signage requirements to indicate if a sidewalk is closed ahead, similarly to the signage for vehicle traffic; and
- staff would investigate requirements for the installation of a smooth transition piece between fences and the ground.

Committee members suggested that sidewalk accessibility updates be added to the City website so that people can plan trips based on current closures.

7. Information

7.1 Staff Updates

There were no staff updates at this time.

7.2 Chair Updates

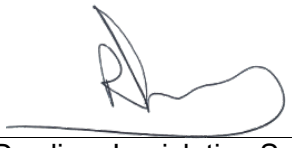
There were no Chair updates.

8. Adjournment

The Chair adjourned the meeting at 8:38pm.



Councillor S. Agtarap, Chair



R. Dowling, Legislative Services Coordinator

City of Port Moody

Minutes

Youth Focus Committee

Electronic meeting via Zoom
Wednesday, March 11, 2026
at 5:06pm

Members Present:	Veer Dhillon, Chair Jayden Hwang, Vice-Chair Paula Contreras Victoria Hart Michael Lam Anthony Lambourne Hasung Lim (joined at 5:10pm) Valentina Doostdar (joined at 5:08pm) Emily Shin
Members Absent:	Councillor K. Knowles, Council Representative Councillor C. Morrison, Alt. Council Representative Samantha Schaeffer-Holinaty Eva Shin Om Kapadia
Staff In Attendance:	Riley Dowling – Legislative Services Coordinator Corina Lefebvre – Recreation Coordinator

1. Call to Order

The Chair called the meeting to order at 5:06pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

YFC25/005
THAT the agenda of the March 11, 2026, Youth Focus Committee meeting be amended to add item 6.4 – Leave of Absence Request - Samantha Schaeffer-Holinaty;

AND THAT the agenda be adopted as amended.

Moved, seconded and CARRIED

4. Adoption of Minutes

4.1 Minutes

YFC25/006
THAT the minutes of the Youth Focus Committee meeting held on February 11, 2026, be adopted.

Moved, seconded and CARRIED

5. Unfinished Business

6. New Business

6.1 Mayor's Youth Summit - Post Event Review

Verbal Report: Chair, Mayor's Youth Summit Working Group, and Recreation Coordinator

Valentina Doostdar and Hasung Lim joined the meeting at this point.

The Chair provided an overview of the Mayor's Youth Summit that took place on February 27, 2026, noting that the event was successful.

Staff congratulated the Committee on their work planning the event and noted that the next steps are for staff to prepare a report for Council.

6.2 Mural Update

Verbal Report: Chair, Mural Working Group, and Recreation Coordinator

Staff provided a verbal update regarding the Rotary PoMo Skatepark Mural Project, noting:

- the Artist was at the Youth Summit to collect ideas and will be putting together a concept design;
- the unveiling will take place on Saturday, June 13; and
- volunteers from the Committee are requested to participate in painting the mural.

The following members expressed interest in participating in painting the mural: Veer Dhillon, Anthony Lambourne, Jayden Hwang, Paula Contreras, Victoria Hart, and Emily Shin.

6.3 Youth Week Planning

Verbal Report: Recreation Coordinator and Chair

Staff provided a verbal report regarding Youth Week, noting:

- Youth Week takes place May 1–7, 2026;
- small events will be held throughout the week;
- a larger event will be held on the weekend, with suggested options of:
    - basketball tournament;
    - volleyball tournament;

- dodgeball tournament; or
- relay race.

The following members expressed interest in participating in the planning process: Veer Dhillon, Anthony Lambourne, Victoria Hart, Paula Contreras, Jayden Hwang, Hasung Lim, and Michael Lam.

6.4 Leave of Absence Request - Samantha Schaeffer-Holinaty

Verbal Report: Legislative Services Coordinator

Staff provided a verbal overview of the leave of absence request included in the on-table package and explained the process for requesting one to the Committee.

YFC26/007
THAT the Youth Focus Committee approve the leave of absence request from Samantha Schaeffer-Holinaty until June 10, 2026, as outlined in the request included in the March 11, 2026, Youth Focus Committee meeting on-table package.

Moved, seconded and CARRIED

7. Information

7.1 Staff Updates

There were no staff updates at this time.

8. Adjournment

The Chair adjourned the meeting at 5:30pm.

City of Port Moody

Minutes

Parks and Environment Committee

Electronic meeting via Zoom
Wednesday, March 11, 2026
at 7:00pm

Members Present:	Councillor Haven Lurbiecki Charles Ashmore Nicki Forster Parsa Haghighi Trevor Kouyoumjian Lydia Mynott Fatemeh Pourseyed Luke Stannard
Members Absent:	Councillor Samantha Agtarap, Vice-Chair Stuart Doyle Bethany Foote Damian Regan Jacquie Boyer
Staff in Attendance	Erin Embley – Director of Parks and Environment Riley Dowling – Legislative Services Coordinator Nathan Taylor – Manager of Recreation

1. Call to Order

The Chair called the meeting to order at 7:00pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

PEC26/002
THAT the agenda of the March 11, 2026, Parks and Environment Committee meeting be adopted as circulated.

Moved, seconded and CARRIED

4. Adoption of Minutes

4.1 Minutes

PEC26/003
THAT the minutes of the following Parks and Environment Committee meetings be adopted:

- *November 26, 2025; and*
- *January 14, 2026.*

Moved, seconded and CARRIED

5. Unfinished Business

6. New Business

6.1 Draft Recreation Facilities Study

Presentation: RC Strategies & HCMA Consultants

Attachment: Draft Recreation Facilities Study

RC Strategies Consulting gave a presentation titled "Recreation Facilities Study" and referred to slides in the agenda package.

In response to questions, the Committee was informed:

- the study is being presented to several advisory committees and then returning to Council with the committee feedback for consideration and endorsement;
- during public engagement, when prompted about indoor recreation, pools were near the top of the list;
- the 110 new parking stalls is a rough estimate, and additional work would be needed to provide a more accurate number;
- Port Moody has an outdoor pool at Rocky Point Park and in Westhill, and both will be nearing end of life;
- the study has a long-term perspective looking at 25 years in the future, however, staff are constantly looking for quick wins including scheduling and ways to use recreation spaces effectively;
- there are several studies being conducted which will lead into the development of the Parks and Recreation Master Plan;
- the project has not yet been allocated funding in the budget process; and
- the Kyle Centre redevelopment is at a different stage of planning, and a second phase of engagement will be coming to the Committee in the future.

Committee discussion ensued regarding:

- concerns regarding the cost of the pool and impact it would have on taxpayers;

- concerns regarding the number of capital projects the City may be taking on;
- the user groups that would use the pools, including swim lessons and lap swimmers;
- closeness of other indoor pool facilities in neighbouring municipalities;
- considering the project when Port Moody has a larger population; and
- parking challenges at the Recreation Complex show the current success of the facility.

6.2 Wharf Bylaw Update

Presentation: Director of Environment and Parks

Staff gave a presentation titled "Wharf Bylaw Update" and referred to slides contained in the on-table package.

In response to questions, the Committee was informed:

- boat launches from around the province were looked at during the research phase of the bylaw;
- there is not expected to be a large change for people launching boats or moving through the area in the bylaw's adoption, and signs will be posted to provide notification of the changes that do occur;
- the City is working with various resources to navigate the complexity of the bylaw; and
- the next steps are a draft being presented to Council at an upcoming meeting.

7. Information

7.1 Chair Updates

There were no Chair updates at this time.

7.2 Staff Updates

There were no staff updates at this time.

8. Adjournment

The Chair adjourned the meeting at 8:20pm.

Councillor H. Lurbiecki, Chair

R. Dowling, Legislative Services Coordinator

City of Port Moody

Minutes

Transportation Committee

Brovold Room
Thursday, March 12, 2026
at 7:00 pm

Present:	Councillor Haven Lurbiecki, Chair Tarun Batra Steven Dragicevic Andrew Hartline Mark Kunzli Jeff Lynch Tom Webster Evan Zhou
Absent:	Councillor Samantha Agtarap, Vice-Chair Utoo Candar (Regrets)
In Attendance:	Stephen Judd – Manager of Infrastructure Engineering Services Jeff Little – Manager of Operations Jeff Moi – General Manager of Engineering and Operations Adam Shroff – Legislative Services Coordinator Lauren Vincent – Senior Sustainability and Energy Team Lead

1. Call to Order

The Chair called the meeting to order at 7:03pm.

2. Territorial Land Acknowledgement

The Chair provided the territorial land acknowledgement.

3. Adoption of the Agenda

3.1 Agenda

TC26/006
THAT the agenda of the March 12, 2026 Transportation Committee meeting be adopted as circulated.

Moved, seconded, and CARRIED

4. Adoption of Minutes

4.1 Minutes

TC26/007
THAT the minutes of the Transportation Committee meeting held on February 18, 2026 be adopted.

Moved, seconded, and CARRIED

6. New Business

6.1 Sidewalk and Walkway Inspection Policy

Presentation: Staff

The Manager of Operations gave a presentation titled " Sidewalk and Walkway Inspection Policy" and referred to slides contained within the on-table package.

The Committee was asked the following questions:

- are there locations (ie curb ramps, medians) that we should prioritize for repairs?
- we have more defects than we can fix - what types of defects should we prioritize? and
- are there other sidewalk maintenance issues that we should consider?

Committee discussion ensued regarding the following topics:

- the Sidewalk Accessibility Working Group;
- sidewalk grinding and hazard resource prioritization;
- tripping and child cycling hazards from edges with the direction of travel such as found on the Rocky Point Park walkway;
- defects in the transitions between sidewalks and cycling paths on St. Johns Street;
- the delineations between private and public property on sidewalks and the varying design requirements involved;
- the need for paving stone work in the Suter Brook neighbourhood;
- Ioco Road project including utility replacement and limited pedestrian improvements;
- locations on Ioco Road that are hazardous; and
- sidewalk damage prevention, enforcement, and education mechanisms.

TC26/007
THAT the 2026 Sidewalk Accessibility Working Group be formed and comprised of:

The following three members of the Transportation Committee:

- *Tarun Batra*
- *Andrew Hartline; and*
- *Mark Kunzli.*

The following three members of the Inclusion Diversity Equity and Accessibility Committee:

- *Ashley Anderson;*
- *Nadia Olynyk;*
- *Darquise Desnoyers, and;*

Up to three members to be selected by the Seniors Focus Committee.

Moved, seconded, and CARRIED

6.2 Climate Action Plan Refresh Update

Presentation: Staff

The Senior Sustainability and Energy Team Lead gave a presentation titled "Climate Action Plan Refresh" and referred to slides contained within the on-table package.

The committee expressed appreciation for the presentation.

7. Information

7.1 Staff Updates

The General Manager of Engineering and Operations provided an update regarding:

- the March Council Standing Committee Meeting and several forthcoming transportation reports that are scheduled to be on the agenda.

The Manager of Infrastructure and Engineering provided an update regarding:

- progress on the Moray Street project.

8. Adjournment

The Chair adjourned the meeting at 8:19pm.

7. Information

7.2 Chair Updates

There were no Chair updates.



Councillor H. Lurbiecki, Chair



A. Shroff, Legislative Services Coordinator

metrovancouver

BOARD IN BRIEF

4515 Central Blvd, Burnaby, BC V5H 4J5 | 604-432-6200 | metrovancouver.org

For Metro Vancouver meetings on Wednesday, April 15, 2026

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovancouver.org.

Special Joint Board Meeting

B6 2027 Budget and 2027-2031 Financial Plan Budget Target **APPROVED**

Over the past three years, the Boards have undertaken significant efforts to reduce budget pressures on existing ratepayers, including striking a Financial Plan Task Force in 2023 to lower the projected impact of the 2024-2028 Financial Plan on ratepayers and the Services and Cost Efficiency Review in 2025 which identified $364 million in operating savings and deferred more than $1.1 billion in capital expenditures out of the 2026-2030 Financial Plan.

As a result, the **2026–2030 Five-Year Financial Plan,** approved in October 2025, had a 2.5% average Household Impact (HHI) increase for 2026. The Boards also endorsed HHI targets of 3% for 2027 and 5% annually from 2028 to 2031 for staff as they prepare the 2027 budget and upcoming Five Year Financial Plan.

The current macro-economic and geo-political environment is placing significant pressure on the **2027–2031 Five-Year Financial Plan**. While interest rates have moderated over the past year, there is growing risk of increases later in 2026, which would raise borrowing costs. At the same time, elevated oil prices linked to ongoing conflict in Iran may undermine recent gains in inflation reduction, and labour inflation is projected to increase in the coming year.

Given this volatility and context, staff recommended staying the course with the direction approved by the Board in October 2025, as outlined below:

- HHI increase of 3% for 2027; and
- HHI increase of 5% each year from 2028 to 2031.

The report included a summary of results from early public engagement on the **2027 Budget** and **2027-2031 Financial Plan** that took place from February 23 to March 27, 2026. The second phase of the budget engagement will be held from July 23 to September 7, 2026.

The Boards directed staff to proceed through the 2027 budget cycle with household impact targets as follows: 2027 at 3.0%, 2028 at 5.0%, 2029 at 5.0%, 2030 at 5.0%, and 2031 at 5.0%

metrovancouver BOARD IN BRIEF

4515 Central Blvd, Burnaby, BC V5H 4J5 | 604-432-6200 | metrovancouver.org

Metro Vancouver Regional District

B1 MVRD Development Cost Charge Amendment Bylaw No. 1452, 2026 to Amend the DCC Rates for 2026 and 2027

At its January 30, 2026 meeting, the MVRD Board directed staff to bring back, for consideration, amendments to the MVRD DCC bylaw (*Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*) that: a) roll back the 2026 DCC rate increase, and b) reduce the 2027 rate increase and extend the transition to a 1% assist factor over the two subsequent years.

The MVRD Board also directed staff to report back with options to offset the resulting funding gap, including an option that has no household impact through taxes or utility rates.

In the past three years, in response to concerns about affordability and to reduce impacts on ratepayers, the Metro Vancouver Boards deferred $650M of capital expenditures from the 2024-2028 Financial Plan (based on a risk assessment of over 300 projects in 2023 resulting in deferral of low and medium risk projects from the **Five-Year Financial Plan**) and $1.1B of capital expenditures from the 2026 budget and **2026-2030 Financial Plan** (based on a project by project risk assessment and market deliverability). These deferrals resulted in:

- $364M in operating savings over the **2026-2030 Financial Plan**;
- Reduced HHI targets of 2.5% in 2026, 3% for 2027, 5% for 2028, 5% for 2029 and 5% for 2030;
- Some changes to the organization's risk profile for capital projects; and
- Reconfirmation to accelerate growth paying for growth by having DCC fully fund growth projects by 2027.

In addition, recent provincial legislation and regulation change for DCCs resulted in an additional $300M in lost revenue for Metro Vancouver over the **Five-Year Financial Plan**.

All of these changes were integrated into the **2026 Budget and 2026–2030 Financial Plan**, which were adopted / endorsed by the Boards on October 31, 2025. The remaining Capital Program in the **2026–2030 Financial Plan** is comprised of high and extreme risk projects, projects already underway, and project elements that complete earlier phases of projects.

The January 2026 request to roll back 2026 and reduce 2027 DCC rates is expected to reduce DCC collections across Metro Vancouver entities by $389 million over the next five years, $43M of which is for MVRD parkland acquisition. Reductions to 2026 rates have multi-year impacts because DCCs are collected over multiple years.

The Board:

- Gave first, second, and third readings to *Metro Vancouver Regional District Development Cost Charge Amendment Bylaw No. 1452, 2026*, to amend the DCC rates for 2026 and 2027, rolling back the 2026 DCC rate increase to 2025 rates, reducing the 2027 DCC rate increases, and slowing the transition to a 1% assist factor over the subsequent two years

- Directed staff to forward bylaw to the Inspector of Municipalities for approval

- Directed that the resulting revenue gap of $43M be filled by transferring the projected revenue shortfall to the Household Impact for 2027 to 2031

- Directed staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026

Greater Vancouver Water District

B1 GVWD Development Cost Charge Amendment Bylaw No. 270, 2026 to Amend the DCC Rates for 2026 and 2027

At its January 30, 2026 meeting, the GVWD Board directed staff to bring back, for consideration, amendments to the GVWD DCC bylaw (*Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2022*) that: a) roll back the 2026 DCC rate increase, and b) reduce the 2027 rate increase and extend the transition to a 1% assist factor over the two subsequent years.

The GVWD Board also directed staff to report back with options to offset the resulting funding gap, including an option that has no household impact through taxes or utility rates.

The Board:

- Gave first, second, and third readings to Greater Vancouver Water District Development Cost Charge Amendment Bylaw No. 270, 2026, to amend the DCC rates for 2026 and 2027, to roll back the 2026 DCC rate increase to 2025 rates, reducing the 2027 DCC rate increases, and slowing the transition to a 1% assist factor over the subsequent two years

- Directed staff to forward the bylaw to the Inspector of Municipalities for approval

- Directed that the resulting revenue gap of $270.5M be filled by increasing the amount of long-term borrowing for growth capital projects for Water Services

- Directed staff to conduct independent value engineering to all water infrastructure growth projects over $10M and report back to advisory committees and the GVWD Board

- Directed staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026

metrovancouver BOARD IN BRIEF

4515 Central Blvd, Burnaby, BC V5H 4J5 | 604-432-6200 | metrovancouver.org

Greater Vancouver Sewage and Drainage District

B1 GVS&DD Development Cost Charge Amendment Bylaw No. 396, 2026 to Amend the DCC Rates for 2026 and 2027

At its January 30, 2026 meeting, the GVS&DD Board directed staff to bring back, for consideration, amendments to the GVS&DD DCC bylaw (*Greater Vancouver Sewerage and Drainage District Development Cost Charge Bylaw No. 371, 2023*) that: a) roll back the 2026 DCC rate increase, and b) reduce the 2027 rate increase and extend the transition to a 1% assist factor over the two subsequent years. The GVS&DD Board also directed staff to report back with options to offset the resulting funding gap, including an option that has no household impact through taxes or utility rates.

The Board:

- Gave first, second, and third readings to Greater Vancouver Sewerage and Drainage District Development Cost Charge Amendment Bylaw No. 396, 2026, to amend the DCC rates for 2026 and 2027, rolling back the 2026 DCC rate increase to 2025 rates, reducing the 2027 DCC rate increases, and slowing the transition to a 1% assist factor over the subsequent two years

- Directed staff to forward the bylaw to the Inspector of Municipalities for approval

- Directed that the resulting revenue gap of $75.5M be filled by increasing the amount of long-term borrowing for growth capital projects for Liquid Waste Services

- Directed staff to conduct independent value engineering to all liquid waste infrastructure growth projects over $10M and report back to advisory committees and the GVS&DD Board

- Directed staff to request expedited approval from the Inspector of Municipalities and submit the request by April 24, 2026