

May 31, 2021

File: CR-07-01-PMG

André Boel, RPP, MCIP, City Planner  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Mr. Boel:

**1190 Cecile Drive and 330 Angela Drive (Woodland Park) OCP Amendment and Rezoning**

Thank you for the opportunity to review and comment on this Official Community Plan amendment and rezoning application, which is for 1,861 residential units (1,404 market strata, 325 affordable rental and 132 market rental units), 19,000 sq. ft. of retail floor space (including a grocery store), an 11,800 sq. ft. child care facility with approximately 93 spaces, and two neighbourhood parks to be dedicated to the City.

This letter provides comments from the staff of Metro Vancouver's Regional Planning and Housing Services, Air Quality and Climate Change, Water Services, and Indigenous Relations Departments.

*Regional Planning and Housing Services*

The area subject to the proposed amendments is designated 'General Urban' by *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, and as such, the application, as proposed, does not require a *Metro 2040* amendment.

The proposed amendments support many *Metro 2040* goals and strategies, including the provision of:

- additional housing supply, including market and below-market rental units (25% of the new units), particularly the distribution of below-market units in diverse forms (apartment and townhouse units), including larger bedroom sizes and an integrated child care facility, and tenant relocation provisions to help prevent the displacement of existing residents;
- two new neighbourhood parks, the protection of Environmentally Sensitive Areas and retention of significant tree canopy to protect natural areas, and the provision of recreation opportunities;
- local retail opportunities, including a grocery store, which contribute to a diversity and mix of uses, and new child care space that provides local amenities and contributes to a complete community; and
- e-bikes, Level 2 EV charging stations, a new bikeway, and a multi-use trail around the perimeter of the proposed development, which will support improved alternative and active transportation opportunities and recreation, depending on detailed design.

It is noted, however, that the site's location, requirement for a new major road connection, and distance from rapid transit, will make it difficult to create a transit-oriented, complete community and promote transit use, cycling, and walking. While unspecified improvements to transit infrastructure are being proposed, that detail, as well as evidence of discussions with TransLink on future transit connections to the area, is missing. As a result, this proposed amendment does not support many of the transportation and climate-related goals in *Metro 2040*.

For the purposes of utility planning, the proposed change in growth potential on this site has not been previously considered and accounted for in the regional population projections for the City. Given the impending advancement of this and other proposed developments in Port Moody, and Metro Vancouver's review of *Metro 2040* that is underway, Regional Planning staff would be pleased to discuss Port Moody's evolving growth expectations with City staff to ensure that the anticipated long-term population, housing, and employment growth expectations continue to align with the regional projections for the City. Should the amendment be approved, we request that the City's housing and population projections be revised through an updated Regional Context Statement.

#### *Air Quality and Climate Change*

As proposed, the development will not be a transit-oriented community, nor will it support the regional climate change-related goals. These goals are set out in the *Climate 2050 Strategic Framework* ([www.metrovancouver.org/services/air-quality/AirQualityPublications/AQ\\_C2050-StrategicFramework.pdf](http://www.metrovancouver.org/services/air-quality/AirQualityPublications/AQ_C2050-StrategicFramework.pdf)) and will be further detailed in the *Climate 2050 Transportation Roadmap* and *Clean Air Plan* which are currently being prepared. With respect to energy performance, a commitment to the installation of heat pumps to meet 100% of the annual heating demand would better support the strategies outlined in *Climate 2050* and the *Clean Air Plan*. Furthermore, increasing Step Code performance together with the electrification of the heating and hot water systems for the future buildings, will not only reduce operational costs it will also provide other benefits such as better thermal comfort and reduce outdoor noise infiltration.

It is noted that if any of the proposed buildings utilize natural gas, the building owners / operators will likely need to register the respective boilers and meet the requirements of Metro Vancouver's *Boilers and Process Heaters Emission Regulation*.

#### *Water Services*

At this time, it is not anticipated that this proposed amendment would impact Metro Vancouver's Water Services infrastructure. However, as development plans progress and, when available, please provide updated information on the estimated population and water demands to Metro Vancouver's Water Services staff to assist in determining the impact that the development may have on Greater Vancouver Water District facilities.

#### *Indigenous Relations*

Given the area's location and scale, it is recommended that any First Nations with interests in the site, be engaged, particularly with respect to any archaeological studies or other permits as may be required.

Thank you once again for providing Metro Vancouver the opportunity to comment on this proposed amendment. We look forward to continuing to work with you and your staff to ensure that the growth planned through this and other developments continue to align with the regional growth strategy and Port Moody's Regional Context Statement, and that Metro Vancouver's population, employment and servicing demand and growth projections are up to date.

If you have any questions, please contact me by phone at 604-456-8805 or by email at [Alex.Taylor@metrovancover.org](mailto:Alex.Taylor@metrovancover.org).

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'A' followed by a long horizontal stroke.

Alex B. Taylor, MUP, RPP, MCIP  
Senior Planner, Regional Planning & Housing Services

SG/JS/at

45606212



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translink.ca

South Coast British Columbia  
Transportation Authority

June 1, 2021

Kevin Jones  
Senior Development Planner  
Planning Division  
100 Newport Drive, Second Floor  
Port Moody, B.C., V3H 5C3

Dear Mr. Jones

**Re: Proposed OCP Amendment and Rezoning for 1190 Cecile Drive and 330 Angela Drive  
(Woodland Park Master Plan)**

Thank you for your correspondence dated March 30, 2021 and for the opportunity to provide feedback on the proposed OCP amendment and rezoning for 1190 Cecile Drive and 330 Angela Drive (Woodland Park Master Plan). TransLink understands the intent of this Master Plan is to permit redevelopment of the existing affordable housing complex into a mixed-use development inclusive of affordable housing units and market units, daycare and retail space.

We appreciate the outreach and provide our comments based on:

- Our legislated mandate to review major development proposals for regional transportation implications, and to support Metro Vancouver's Regional Growth Strategy (RGS);
- Policy direction in the [Regional Transportation Strategy \(RTS\)](#) to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- The [Transit-Oriented Communities Design Guidelines \(TOCDGs\)](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the project materials included with your referral, we have the following key findings:

- We recommend considering the relocation of the proposed affordable housing buildings closer to existing Frequent Transit Network (FTN) bus stops;
- The proposed roadway changes for Cecile Drive require further discussion with TransLink and CMBC to address bus operations and safety;
- The developer will be required to enter a TransLink Adjacent and Integrated Development (AID) Consent Agreement for Phases 4 and 5 of construction;

- Barnet Highway and Clarke Road are part of the Major Road Network (MRN) and TransLink approval is required for any road alterations that would reduce the capacity of any part of the MRN to move people;
- We recommend considering the relocation of the proposed affordable housing buildings closer to existing Frequent Transit Network (FTN) bus stops; and,
- We strongly encourage the City to look for opportunities to provide designated pedestrian pathways that shorten the walking distance to existing bus stops and offer more direct connections between the FTN and the site.

### **Transportation and Land Use Alignment**

TransLink supports the focus of population and employment in designated Urban Centres, Frequent Transit Development Areas (FTDAs), and along the Frequent Transit Network (FTN), where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. The proposed development site is not located within an Urban Centre, FTDA or within a 5-10 minute walk of the FTN. The [Transit-Oriented Communities Design Guidelines](#) (TOCDGs) assume that on average, people will walk approximately 400-800m (5-10 minutes) to access frequent transit.

The closest FTN bus stop to the site is located on Barnett Highway and Clarke Drive, served by route 160 Kootenay Loop/Port Coquitlam Station, and is approximately a 20 minute (1.3 kilometre) walk from the northern portion of the site and a 15 minute (900 metre to 1 kilometre) walk from the southern portion of the site. Route 180 Lougheed Station/Moody Centre Station stops at Cecile Drive and Cecile Place, roughly a 1-minute walk (50 metres) from the northern portion of the site and stops at Cecile Drive and Highview Place, roughly a 1-minute walk (50 metres) from the southern portion of the site. Route 180 is served by Community Shuttle; it is not part of the FTN but does provide 15 minute or better service in peak hours. Both routes connect to Moody Centre Station.

TransLink supports the project aim to construct 325 affordable rental units and 132 market rental units; that said, the proposed location of the affordable rental buildings to the north of site is beyond the 5-10-minute walkshed (400m-800m) for frequent transit. Metro Vancouver's [Transit-Oriented Affordable Housing](#) (TOAH) study finds that renter households, especially those with lower incomes, are more likely to use transit. Given that, we encourage the City to consider options for relocating the affordable housing buildings on the site to have as minimal a walk as possible to/from the existing FTN bus stops in the area.

Prior to the COVID-19 pandemic, capacity on route 180 was limited and it is likely that this new development will increase demand on the capacity of both area bus routes (160 and 180). There are currently no plans or allocated funding for service expansion or bus vehicle upgrades for this area.

## **Transit Operations**

The referral materials provided for this development application include proposals to close the left turn lane at Cecile Drive and Clarke Road and to realign Cecile Drive with Highview Place. Regarding Cecile Drive and Clarke Road, TransLink staff as well as the Regional Transportation Advisory Committee (RTAC) have recently recommended the provision of Bus Speed and Reliability program cost-share funding toward the City's proposed safety study for this intersection. Final funding approval is pending internal review in June. This study is intended to review intersection improvement recommendations to assist and improve CMBC with the left-turn movement from Cecile Drive onto northbound Clarke Road. Until the study is complete, we ask that the City continues to work closely with TransLink and CMBC toward improved safety for bus operations at this intersection, as well as potential routing considerations. We also note that the realignment of Cecile Drive with Highview Place as proposed in the referral materials is not optimal for bus routing. Please contact [Raymond.Chan@coastmountainbus.ca](mailto:Raymond.Chan@coastmountainbus.ca) to coordinate on these operational safety issues.

## **Major Road Network (MRN)**

Barnet Highway and Clarke Road are part of Major Road Network (MRN) and the proposed roadway changes as shown in the referral material would require TransLink approval. Per the *South Coast British Columbia Transportation Authority Act*, TransLink approval is required for any road alterations that would reduce the capacity of any part of the MRN to move people. TransLink is interested to understand the traffic impacts of the proposed connections associated with this development and requests a copy of the traffic impact study when available. Additionally, further discussion will be needed regarding the left turn signal at Cecile Drive and Clarke Road, as referenced earlier in this letter.

## **Adjacent and Integrated Development (AID)**

TransLink's [Adjacent and Integrated Development](#) (AID) program applies to development adjacent to and/or integrated with TransLink's infrastructure, with the purpose being to manage and protect TransLink's property rights during development and to preserve the safe, secure and uninterrupted operation of the transit system during construction. The proposed project has potential impacts to the underground tunnel infrastructure that runs under the southern portion of the development site, and more specifically, during proposed Phase 4 and 5 of construction. Should it be found that the developer is required to enter into a Consent Agreement with TransLink, we ask that the City require confirmation from TransLink that the Consent Agreement has been issued in advance of building permit issuance. To note, TransLink's AID team has been in touch with the developer. Please feel free to reach out to the AID team at [AIDreview@translink.ca](mailto:AIDreview@translink.ca) for any questions you may have.

### **Cycling and Walking**

Given that the development site is located outside the 5-10-minute FTN walkshed, we strongly encourage the City to look for opportunities to provide designated pedestrian pathways that shorten the distance and offer more direct connections between the FTN and the site.


We also encourage the addition of protected cycling facilities that are comfortable for all ages and abilities (AAA) between the proposed development and Moody Centre Station and connecting to the region's Major Bike Network (MBN). The provision of adequate cycling infrastructure to access the nearest FTN (route 160) bus stops at Barnett Highway and Clarke Road is also encouraged. To that end, any bikeways would need to be designed to minimize conflicts with buses and other modes of transportation. Please refer to the Transit-Oriented Community Design Guidelines (TOCDGs) for integrating active transportation with the regional transportation system.

Cycling and pedestrian improvements provided by the developer could potentially be complemented by other improvements that TransLink might cost share with the City of Port Moody, in order to provide complete and continuous cycling and walking connections. Please contact us to learn more about TransLink's municipal cost-share programs.

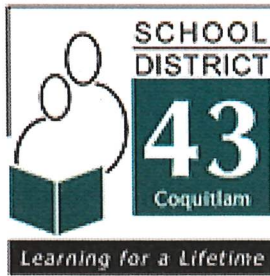
### **Continued Collaboration**

We appreciate the opportunity to provide comments on the proposed OCP amendment and rezoning application for 1190 Cecile Drive and 330 Angela Drive (Woodland Park Master Plan). We look forward to continued coordination with the City of Port Moody. Please feel free to contact me at [stefanie.ekeli@translink.ca](mailto:stefanie.ekeli@translink.ca) should you have any questions or wish to discuss further.

Regards,



Stefanie Ekeli  
Planner, Partner Planning



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May 26, 2021

Mr. Andre Boél  
Manager of Planning  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Mr. Boél,

**Re: School District # 43 Feedback on Proposed Developments in Port Moody**

On behalf of School District #43 (SD43), I am writing to provide feedback on the proposed developments in Port Moody in the following areas: Moody Centre Transit Oriented Development and Woodland Park. We appreciate that Port Moody staff have taken the time to request SD43 feedback for the future development in these two areas and the impact on school facilities.

Based on previous discussions with Port Moody staff over the past few years, School District staff have continued to plan for student spaces resulting from new housing units in Port Moody including those along the St. John's Corridor as well as the proposed redevelopment of Woodland Park. Providing the school district with information on proposed housing plans at early as possible allows SD43 to advocate to the Provincial government for adequate capital funds to build the educational space we need for the future.

**Moody Centre Transit Oriented Development:**

- Current school sites are in close proximity as there are elementary and middle schools within 1 km and the secondary school is approximately 2 km from this neighbourhood.
- Possible infrastructure improvements for connection to school sites may include upgrades or creation of new sidewalks and pathways for the safety of student foot traffic.
- Evaluating factors such as the number and type of units proposed, proximity, accessibility, and projected enrolment, School District staff feel that we can accommodate students yielding from this area utilizing existing sites as well as furthering our planning with proposed new sites.



**Woodland Acres:**

- Current school sites are reasonably close by as there is an elementary school less than 1 km away, a middle school approximately 3.5 km away, and a secondary school approximately 1.5 km away.
- Travel along St. John's for middle school may make accessibility challenging for some families.
- Possible infrastructure improvements for connection to school sites may include upgrades or creation of new sidewalks and pathways again for the purposes of student foot traffic in a safe environment.
- Evaluating factors such as the number and type of units proposed, proximity, accessibility, and projected enrolment, School District staff feel that with further planning we can accommodate students yielding from this area on existing school sites.

We appreciate your support in our school planning process and we look forward to working collaboratively with your municipality. Should you require additional information please feel free to contact me at (604) 939-9201 or by email at [icecchini@sd43.bc.ca](mailto:icecchini@sd43.bc.ca).

Sincerely,

**SCHOOL DISTRICT NO. 43 (COQUITLAM)**



Ivano Cecchini  
Executive Director, Facilities and Planning Services

c. Chris Nicolls, Secretary-Treasurer/CFO