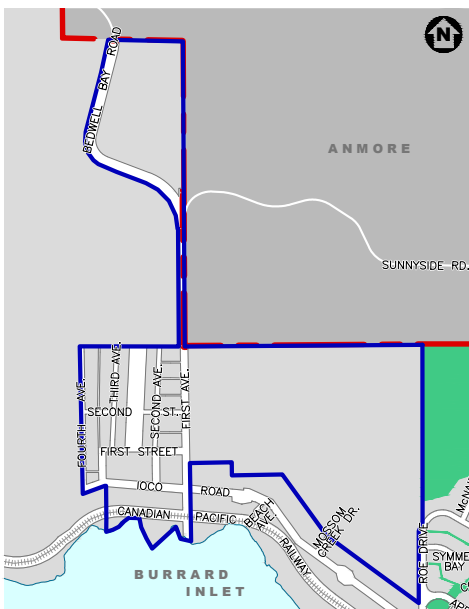


15.2.3 IOCO AREA

1. Future development of this area will require the developer and/or landowner to prepare a comprehensive land use plan and full environmental assessment prior to any large-scale development application that addresses the following:
 - Opportunities to preserve the historical character of the Ioco Townsite
 - Protection and enhancement of environmentally sensitive areas
 - Potential consolidation of environmentally sensitive areas into Bert Flinn Park
 - Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks
 - Integration of sustainable building technologies (e.g. low-carbon energy systems, and waste and water recycling)
 - Integration and transition with surrounding neighbourhoods, including Anmore
 - Potential traffic impacts on Ioco Road
 - Creation and/or maintenance of employment-generating uses
 - Maintaining public access to the waterfront
 - Future recreational needs of the community.
2. In an effort to initiate a rebirth of the Ioco Townsite, infill single-family residential development will be allowed within the Ioco 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.
3. For that portion of the Ioco Lands outlined in the following map, a maximum residential density of 253 dwelling units will be permitted.



15.3 INLET CENTRE

Inlet Centre is where Port Moody's higher density residential and commercial development has been focussed to date. Port Moody's City Hall/Library/Community Theatre, Recreation Complex, Firehall, Eagle Ridge Hospital and Crossroads Hospice are located within the Inlet Centre neighbourhood.

There are a number of reasons why Inlet Centre is important to the community:

- Higher density forms of housing are needed to ensure that the City provides a range of housing choices for its residents, including first-time home buyers, singles, couples and seniors;
- An intense mix of land uses is desired in close proximity to one another to reduce automobile usage and to create a pedestrian-oriented environment;
- The area is in close proximity to the proposed Ioco Evergreen Line rapid transit station;
- The neighbourhood serves as a focal point in helping link the north and south shores of the community;
- The provision of local shopping and employment opportunities; and
- Increased densities will have a net positive effect on the City's tax base.

GENERAL POLICIES

1. Inlet Centre as defined on Map 10 – Neighbourhood Plan Areas shall serve as a focal point of pedestrian oriented higher density development in the community. Within this area, a mix of uses shall be permitted, including residential, retail and office commercial, civic, institutional, recreational, cultural and religious institutional.
2. Within Inlet Centre, the City shall investigate opportunities to create urban plazas and pedestrian oriented public gathering spaces as part of a wider system of connected greenways, trails and parks including a forested trail extending from the civic centre to the Inlet Centre SkyTrain station.
3. The property at 221 Ioco Rd (Heritage Shoppers Mall) is designated as Mixed Use – Inlet Centre and will be considered for redevelopment to a maximum height of 4 storeys.
4. Land use options for the City owned Works Yard and former Firehall site will be explored including a range of uses such as residential, institutional, commercial and parks and open space.

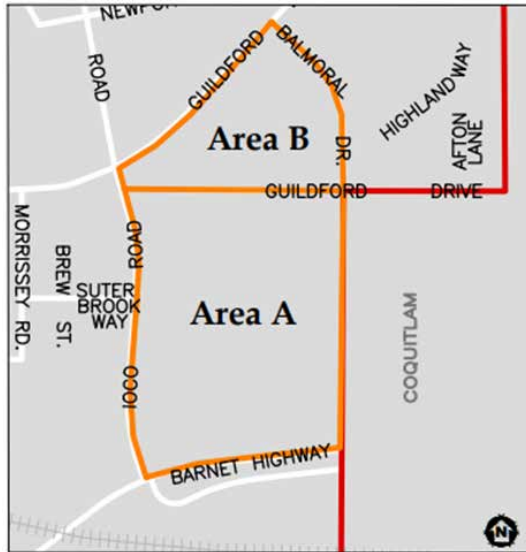
15.3.1 CORONATION PARK

Coronation Park is envisioned as a transit-oriented mixed-use neighbourhood. It is made up of a variety of multi-family 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 two areas:

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



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

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POLICIES

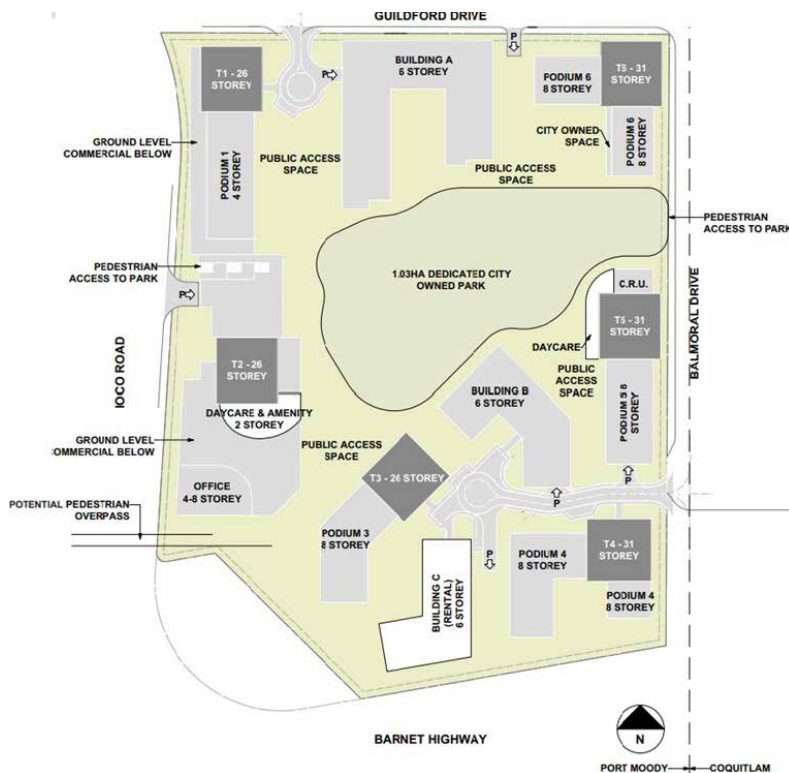
1. The following policies apply to both Area A and Area B:

- i. 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.
- ii. 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.
- iii. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.
- iv. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
 - a. pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and
 - b. an overpass between the neighbourhood and Inlet Centre Station.

- v. At least one additional road connection shall be required to serve the neighbourhood and the location must be resolved prior to the City approving any rezoning applications within the neighbourhood.
- vi. Given the proximity to Inlet Centre Station, TOD parking standards are encouraged, subject to the implementation of transportation demand management strategies to reduce personal car ownership and use.
- vii. All long-term off-street parking shall be underground.
- viii. Use of building rooftops for uses such as outdoor amenity space, community gardens, and green roofs is encouraged.
- ix. All rezoning applications shall include a phasing plan and may be required to support up-fronting / oversizing of infrastructure.
- x. A public art plan shall be required as part of all rezoning applications within the neighbourhood.

2. The following additional policies apply to Area A, with the exception of 103 loco Road:

- i. All the properties in Area A shall form part of a comprehensive development.
- ii. 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.
- iii. The maximum permitted residential gross floor area is 194,276m², excluding private indoor amenity space.
- iv. A minimum of 7,780m² of the residential gross floor area shall be purpose-built rental housing.
- v. Six high-rise buildings shall be permitted, ranging in height from 26 to 31 storeys.
- vi. Low-rise buildings, including tower podiums, shall range in height up to a maximum of eight storeys.
- vii. A minimum of 1,483m² of gross floor area shall be provided for private indoor amenity use.
- viii. The minimum required commercial gross floor area is 9,780m².
- ix. A minimum of 2,717m² of the commercial gross floor area shall be for purpose-built office use.
- x. A minimum of 883m² of gross floor area shall be provided for childcare use.
- xi. A public park a minimum of 1,03ha in size shall be provided, generally as configured on the Area A - Land Use Concept Plan.
- xii. The public park shall be designed and programmed to accommodate all age groups, from children to seniors, and will include both passive and active space, as well as barrier-free fully accessible circulation.
- xiii. A civic facility with a minimum gross floor area of 186m² shall be provide in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.



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.

3. The following additional policies apply to Area B:

- High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.
- Low-rise residential buildings shall be a maximum of four storeys and a mix of apartments and townhomes.
- For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.
- For high-rise residential buildings, floorplates in the range of 700m² above the podium are encouraged.

15.4 MOODY CENTRE

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

- The waterfront industrial area, which is bounded on the east by the Mill and Timber sawmill site and on the west by Pacific Coast Terminals. This area also contains industries such as Reichhold Chemicals.
- A light industrial area of Port Moody, which is largely made up of small manufacturers and distributors located on Murray Street and Spring Street.
- Moody Centre Heritage Conservation Area and Heritage Character Area are located in Moody Centre. These areas contain a number of 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 residential land uses at both the eastern and western ends of the St. Johns Street corridor.

- Rocky Point Park acts as the major south shore access to the head of Inlet Park, which extends to Shoreline Park and Old Orchard Park on the City's north shore.
- The primary residential area in Moody Centre is to the south of St. Johns Street, containing a mix of single-family homes, townhouses, and apartments. There is one manufactured (mobile) home site at the eastern end of Moody Centre on Dewdney Trunk Road. 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 Murray-Clarke Corridor is located in Moody Centre. As part of the Corridor Visioning Study, ideas for improvements to this area were compiled and included in the Murray-Clarke Stakeholder Summary to be considered as part of the final plan.

15.4.1 CULTURAL PLAZA

It is envisioned that a cultural plaza will be developed on city-owned land around the existing Arts Centre as part of the redevelopment of Kyle Recreation Centre. The Cultural Plaza is intended to be a heritage and arts focused development area, and potentially a performance and cultural centre and a library. This area would also be considered a suitable location for the preservation of heritage buildings that may be donated to the City. The Cultural Plaza could include a range of components such as public art, flexible performance, exhibit and gathering spaces, unique landscaping and street furniture elements.

GENERAL POLICIES

- The City shall continue to pursue revitalization of the Moody Centre historic commercial area, with emphasis on a strong heritage theme and a pedestrian oriented environment. This will be accomplished through:
 - Encouraging more businesses that serve the daily shopping needs of residents, as well as, specialty retail businesses such as arts, cultural and entertainment oriented activities that attract people from elsewhere in the Lower Mainland.
 - Maintaining and improving the appearance and heritage character of the area through Development Permit Area design guidelines (Appendix 2) and the Moody Centre Heritage Conservation Area guidelines (Appendix 4).
 - Undertaking the development of zoning and development permit area guidelines for intensive residential development forms in keeping with the scale and character of existing low density single family areas e.g. laneway housing, duplexes, triplex, four-plex, small lot subdivisions.
 - Encouraging the retention and revitalization of heritage character buildings.
 - Upgrading the pedestrian environment through such means as widening sidewalks, additional street trees and soft landscaping, special lighting, street furniture, signage and the installation of pedestrian overpasses.