



# City of Port Moody

## Bylaw No. 3475

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to implement changes to the Moody Centre Transit-Oriented Development (TOD) Area for site specific redevelopment (Beedie – Moody Centre).

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, 2014, No. 2955, Amendment Bylaw No. 39, 2024, No. 3475 (Beedie – Moody Centre)”.

### 2. Amendments

- 2.1 City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended in Chapter 4, section 4.1.6 Moody Centre Station Transit-Oriented Development of Schedule “A” by replacing the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.

with the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except as specified in section 15.5.6 Moody Centre Station Transit-Oriented Development. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.

- 2.2 Bylaw No. 2955 is further amended in Chapter 8, section 8.9.2 Multi-Family Forms by replacing the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys)

This designation is limited to the Inlet Centre Station Transit-Oriented Development Area and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys.”.

with the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys in most cases)

This designation is primarily limited to the Inlet Centre Station and Moody Centre Station Transit-Oriented Development Areas and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys, but higher building forms may be considered on a case-by-case basis in exchange for affordable housing and other desired community amenities.”.

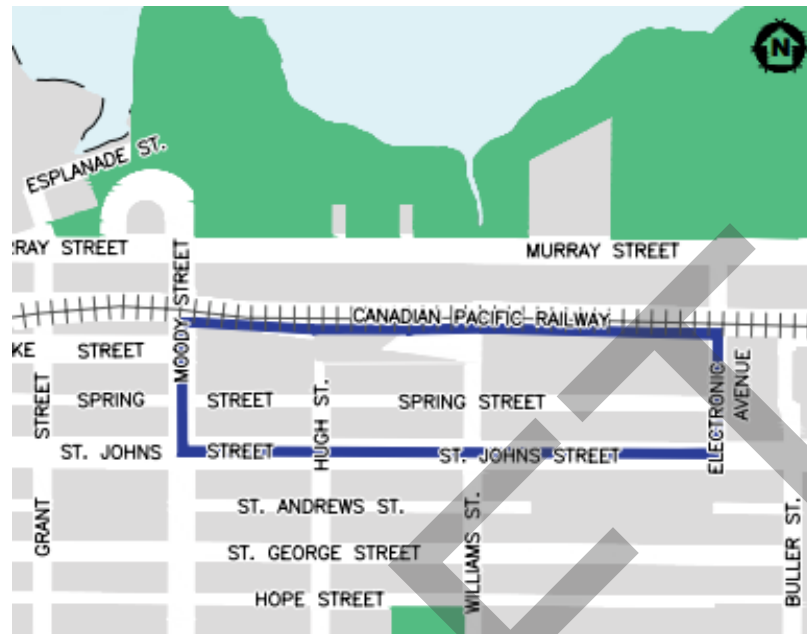
- 2.3 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following introductory paragraph:

“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys.”.

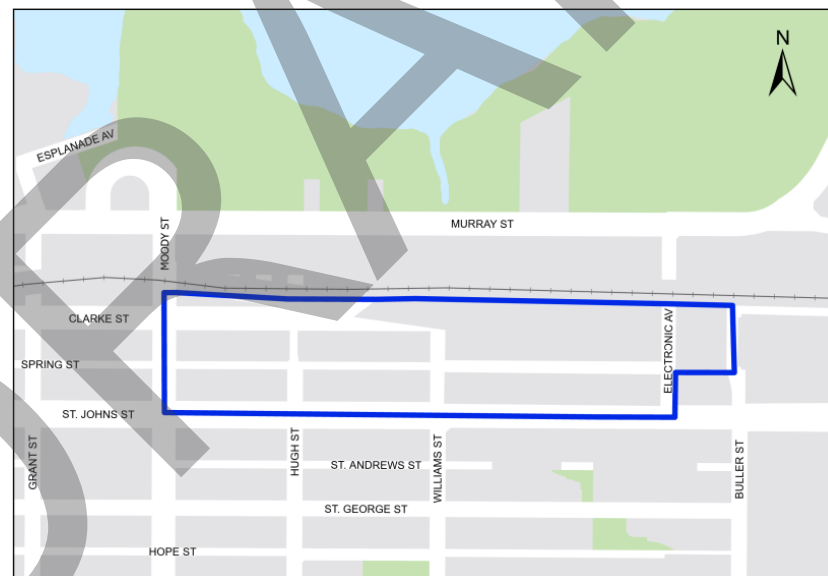
with the following paragraph:

“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except in cases where area specific policies apply.”.

- 2.4 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following inset graphic:



with the following inset graphic:



- 2.5 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.

with the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, except for the area identified in policy 15 in this section, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.

- 2.6 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

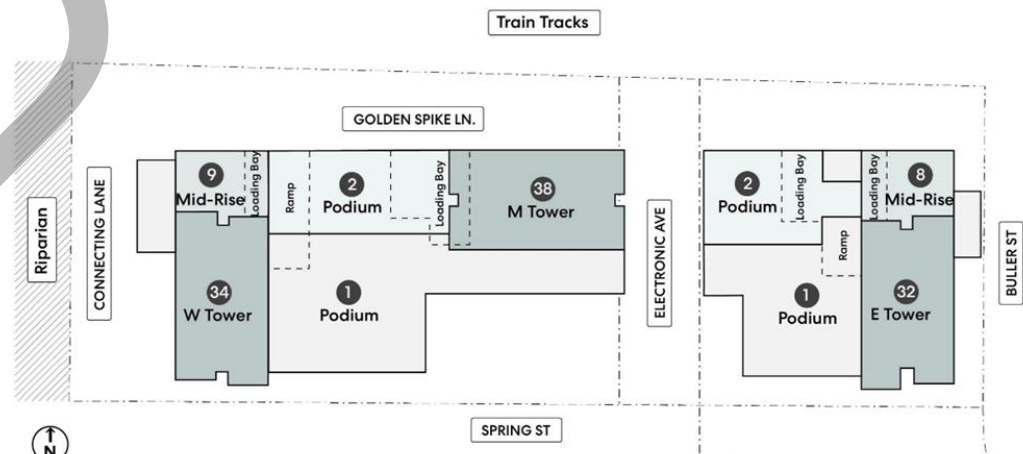
“4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged.”.

with the following paragraph:

“4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged, except for the area identified in policy 15 in this section.”.

- 2.7 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by adding the following paragraph and supporting graphic:

“15. For the area identified on the map below, a maximum height of up to 32, 34, and 38 storeys respectively will be considered for buildings, with a minimum distance separation of no less than 40m between adjacent towers and maximum tower floor places of approximately 770m<sup>2</sup>.”.



- 2.8 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 1 – Overall Land Use Locations* with *Map 1 – Overall Land Use Plan* attached to this Bylaw as Schedule A.
- 2.9 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 11 – Evergreen Line Sub-Areas* with *Map 11 – Evergreen Line Sub-Areas* attached to this Bylaw as Schedule B.

### 3. Attachments and Schedules

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

- Schedule A – Map 1 – Overall Land Use Plan
- Schedule B – Map 2 – Evergreen Line Sub-Areas

### 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 \_\_\_\_, 2024.

**Read a second time** this \_\_\_ day of \_\_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_\_, 2024.

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M. Lahti  
Mayor

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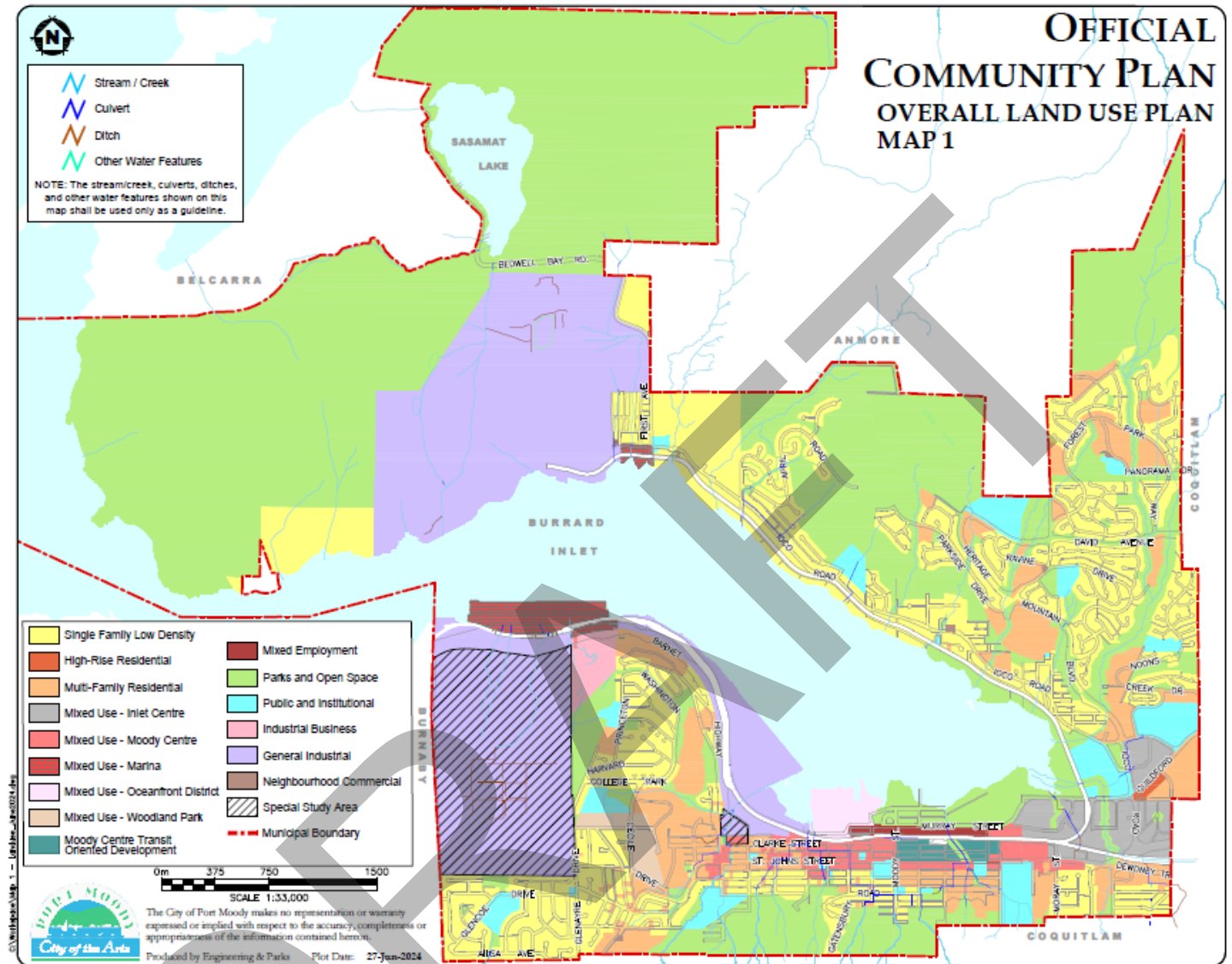
S. Lam  
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3475 of the City of Port Moody.

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S. Lam  
City Clerk

## Schedule A – Map 1 – Overall Land Use Plan





## Schedule B – Map 2 – Evergreen Line Sub-Areas

