

# Corporate Policy

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

Section:	Planning and Development	13
Sub-Section:	Community Development	6510
Title:	Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications	2023-01

## Related Policies

Number	Title
13-6410-2017-02	Prioritizing Higher Density Development

## Approvals

Approval Date: December 5, 2023	Resolution #: <u>RC23/298</u>
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

## Corporate Policy Manual

### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

## Policy

The Moody Centre Transit-Oriented Development (TOD) Guidance Framework (the Framework) allows Official Community Plan (OCP) amendment and rezoning applications submitted to the City to be reviewed both individually and as an integral part of delivering on the OCP vision for the overall area (map in Appendix 1). The Framework provides guidance on several topics, such as land uses, building heights and forms, urban **and streetscape** design, view corridors, housing types, parks and open space, sustainability, community wellbeing, employment creation and amenity contributions. It is meant to supplement and clarify existing OCP policies for the Moody Centre TOD area and to work in coordination with the policy directions set out in the OCP.

These are guidelines and there may be development proposals brought forward that do not fully align with all elements of the Framework, but which Council may consider as still making a significant contribution to the OCP vision for the area and therefore could be supported.

## Procedures

### Common Elements for all Applications

The following common elements apply to all development applications submitted to the City for properties within the Moody Centre TOD area:

1. Proposed OCP amendments, except those initiated by the City, should be accompanied by a rezoning application.
2. All applications for OCP amendments must clearly identify the amendments being sought and the rationale.
3. All developments must be mixed-use and include both residential and employment generating uses.
4. The base density on all sites must be a minimum Floor Area Ratio of 2.5.
5. Density transfers will be supported in exchange for creating parks, open space, and creek daylighting.
6. All onsite parking must be below grade.
7. All developments requiring subdivision must provide a 5% parkland dedication or cash-in-lieu, with the City selecting the option.
8. Comprehensive Development (CD) zoning will be applied to each development in recognition that each development, while having some common elements, is likely to be different in terms of its mix of uses, density, building forms, amenity contributions and other features.
9. A development agreement setting out the details of amenity contributions and other developer obligations will be required to be registered on the title of the subject property as one of the conditions of adoption of a rezoning bylaw.
10. All developments are to be consistent with and work towards achieving the principles, intent and direction of the Moody Centre and Transit -Oriented Community Design Guidelines.

**Corporate Policy Manual**

## Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

Reference Documents

A list of bylaws, policies, reports, and other documents that should be consulted by applicants as part of preparing their submissions is contained in Appendix 2.

Planning Principles

The following planning principles apply to the Moody Centre TOD area. Applicants must demonstrate how their proposed developments address each of these principles.

1. Provide a range of housing options suited to all ages, abilities, incomes, and tenures.
2. Create employment opportunities suited to a diverse local labor force.
3. Help create public amenities through both financial and in-kind contributions to the City.
4. Produce high-quality urban design, including building architecture and ground plane.
5. Provide active and passive parks and other open space.
6. Contribute to sustainability, including addressing climate change and resiliency through the integration of green infrastructure and other features.
7. Protect identified view corridors and achieve a varied building skyline.
8. Support a pedestrian, micro-mobility, and cycling-oriented neighbourhood, with connectivity to other parts of the city and reduced reliance on private vehicle use.
9. Achieve logical land assemblies and avoid creating orphan properties with limited redevelopment potential.
10. Contribute to community wellbeing.
11. Integrate public art.

Key Topics

The following sections provide guidance on key topics relevant to the Moody Centre TOD area.

## 1. Residential

Each application must identify the number of residential units, sizes, and tenure and how they meet the City's Inclusionary Zoning – Affordable Rental Units Corporate Policy, Age-Friendly Assessment and Action Plan, Family Friendly Units Corporate Policy, and adaptable housing standards. Each application must also indicate how it will contribute to the needs outlined in the City's Housing Needs Report and Housing Action Plan, as well as how it contributes to the provincial housing targets set for Port Moody.

Provision of dedicated seniors housing is encouraged. Outdoor amenity space for all residential buildings is required and utilization of rooftops for some of this space is encouraged.

## 2. Employment Floorspace

To help create a complete community and work towards Port Moody's share of projected regional employment, the City has targeted a minimum of 2,800 jobs for the Moody Centre TOD area at full buildout. This job target is based on a synthesis of the findings of three recent reports that assessed employment generation opportunities in Port Moody\*. The

**Corporate Policy Manual**

## Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

2,800-job target for the TOD area is also consistent with Metro Vancouver's estimated employment numbers for Port Moody by 2050. This estimate excludes home-based jobs.

While retail floorspace is desirable as part of serving residents, the area is a prime location for other types of employment activity, such as office, institutional, creative sectors, and clean light industry.

Each application must identify:

- The amount and type of employment floorspace being proposed and the estimated number of jobs that will be supported for each type of floorspace.
- The estimated number of jobs expressed as a percentage share of the targeted 2,800 total jobs in the area.
- The land area of the development as a percentage share of the 6.4ha (15.9ac) of developable land in the TOD area. As a guideline, the share of land area of a development should at a minimum match the share of jobs that are being created (e.g., 10% of the land area should produce a minimum of 10% of the total targeted jobs).

Purpose-built office space, in particular, is strongly encouraged and should be located on floors above street level.

\*Port Moody Economic Development Master Plan, June 2022; Colliers, Port Moody – TOD Precinct Employment Study, February 2023; and Urban Systems, Employment and Associated Job Floor Space Requirements to 2051 (draft), March 2023.

### 3. Retail/Commercial Frontages

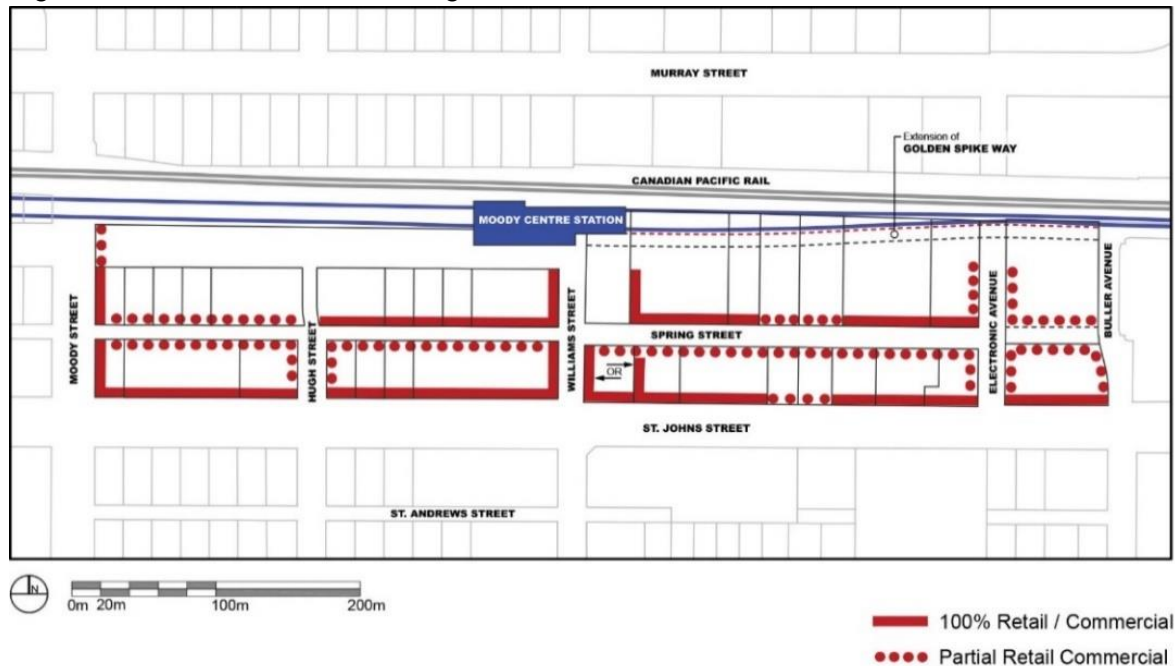
To help create active, local serving, and safe streetscapes, at-grade retail/commercial space is required on the frontages shown in Figure 1. Partial retail/commercial refers to frontages where the amount that can be accommodated depends upon building entrances, loading, access to below-grade parking and waste/recycling facilities. The number of parkade entries from Spring Street should be limited to provide for a more continuous and attractive pedestrian environment.

Retail/commercial space may also be proposed by applicants on other frontages and above grade. Residential entry will also be permitted from Spring Street.

## Corporate Policy Manual

### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

Figure 1 – At-Grade Retail Frontage



#### 4. Child Care

Child care space will be required in the area with the amount dependent upon the type of housing provided and the demographic composition of residents. Using the City's Child Care Needs Assessment as a guide, each development application must demonstrate how this need will be met based on the following formula to estimate demand:

- an average of 0.14 children per residential unit.
- 30 childcare spaces per 100 children aged 0-5.

#### 5. Parks and Open Space

Figure 2 illustrates potential opportunities for parks and open space across the entire TOD area, taking into consideration access to sunlight variation throughout the day. They are intended to be part of an interconnected network of parks, open space, a daylight creek, and pedestrian routes that will ultimately provide a trail connection linking the Shoreline Park system to Chines Park. Each application must indicate the amount of parks and open space being created, its function, and its programming, taking into consideration the following needs identified for the area:

- a balance of active and passive park space;
- inclusive, accessible playgrounds;
- family gathering space;
- covered spaces for all seasons and all weather uses;
- community gardens, including within development sites;
- sports courts;
- urban forest/tree stands, with sufficient soil planting areas;
- increased tree canopy cover;
- separation from traffic;

## Corporate Policy Manual

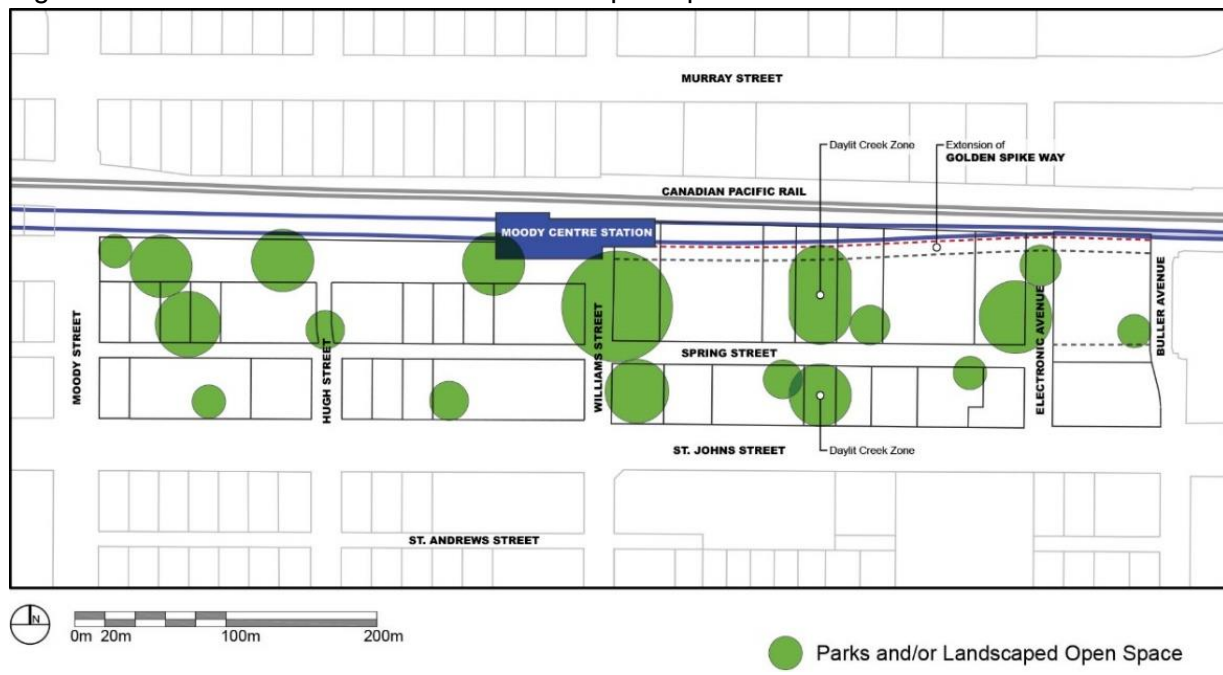
### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

- good pedestrian connectivity and accessibility;
- greenways adjacent to daylight creek areas;
- multi-functional plazas to support everyday use as well as events;
- delineated dog parks, dog amenity areas on development sites; and
- access to sunlight at least some times of the day.

Parks and open space may, in some cases, become City-owned and, in other cases, remain in private ownership but with public access. This will be determined by the City on an application-specific basis. For the overall TOD area, the need for a neighbourhood park has been identified, though the ultimate size and location of this park is to be determined.

Per the Parks and Recreation Master Plan, neighbourhood parks are defined as “typically 1ha to 2ha (3ac to 5ac), although some are smaller” (e.g., Barber, Cedarwood, and Sycamore Parks). Given the constrained size of the TOD area and high prevailing land costs, a new neighbourhood park in the range of 0.2ha to 0.3ha (0.5ac to 0.75ac) may be more feasible and attainable.

Figure 2 – Potential Locations for Parks and Open Space



## 6. Density

The Framework builds on the Prioritizing Higher Density Development Corporate Policy, which places a priority on encouraging higher density development in the areas envisioned for this use in the OCP. The appropriate density for each development parcel will be determined based on factors such as the mix and types of uses proposed, the size, configuration and location of the parcel, the public amenities being offered, and the quality of the urban design.

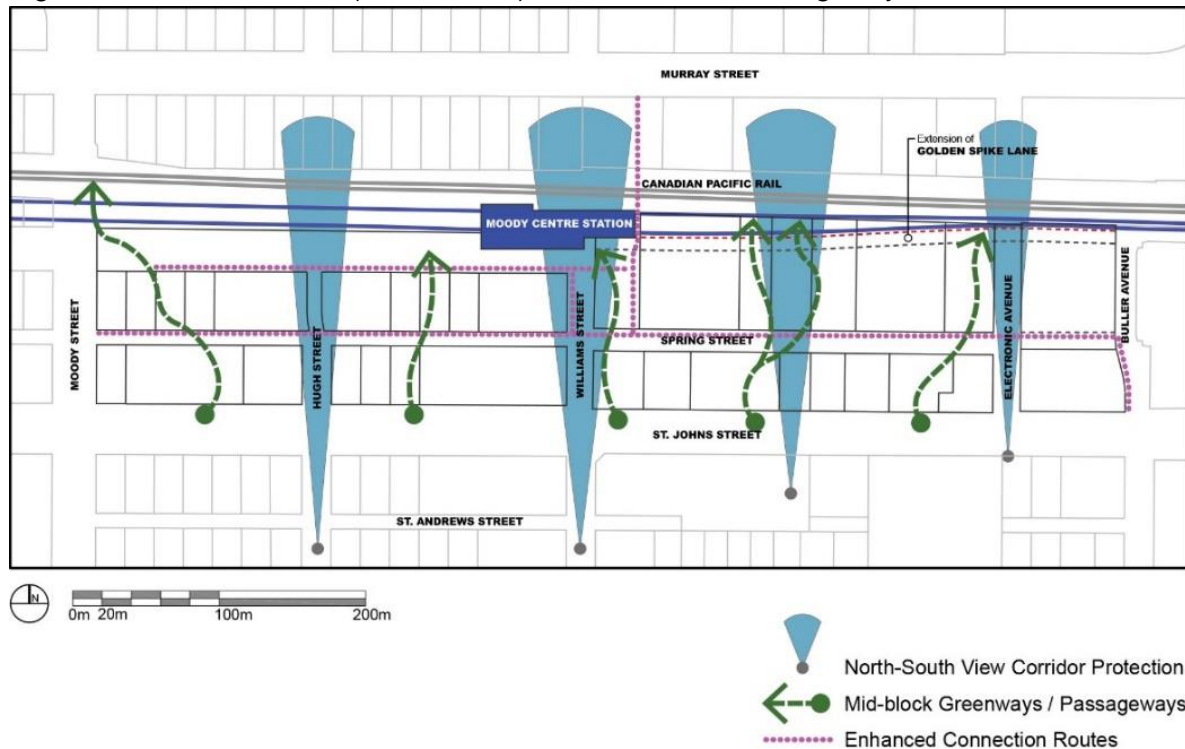
## Corporate Policy Manual

### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

#### 7. View Corridors and Greenways

Four view corridors are to be maintained within the TOD area, as shown in Figure 3. These will be supplemented by enhanced greenway passages in the approximate locations shown, including along the daylit portions of Dallas Creek.

Figure 3 – View Corridors (North-South) and Enhanced Passageways



#### 8. Building Forms

Recognizing this Moody Centre sub-area's strategic location adjacent to a major transit hub, heightened building forms and more efficient development siting are envisioned in the Framework, while the guidelines also seek to optimize livability and achieve other urban design objectives. The following guidelines apply to building forms, including towers (which are defined as buildings higher than 12 storeys):

- Taking into account broader TOD area urban design best practices and noting that greater building separations reduce land use efficiency, the minimum recommended tower separation is 30.5m (100ft) in a diagonal direction or 45m (148ft) in an orthogonal direction.
- Reduced tower separation, both diagonally and orthogonally, may be considered to maintain view corridors or to create green/open space, as shown in Figures 2 and 3, but in no case shall towers be any closer than 28m (93ft). Applications should aim for maximizing tower separation wherever possible and if a separation greater than the minimum distance is possible, applicants will be required to consider it. Tower separations will be assessed on a case-by-case basis in consideration of all relevant urban design factors.
- Towers will not be considered on sites smaller than 2,415m<sup>2</sup> (26,000ft<sup>2</sup>).

**Corporate Policy Manual**

## Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

- The maximum permitted gross enclosed tower floorplate area, per level, is 790m<sup>2</sup> (8,500ft<sup>2</sup>), excluding balcony projections.
- Balcony projections must be arranged in a manner that contributes articulation to the architectural expression and does not add visual bulk to the overall massing.
- Larger maximum floorplate areas may be considered on the lower one third of total tower heights, contingent on acceptable architectural expression.
- Tower floorplates must be generally rectangular, arranged within maximum overall dimensions of 33.5m (110ft) by 26m (85ft).
- To encourage narrower building forms, an increase in the longer 33.5m (110ft) footprint dimension may be considered if the narrower footprint dimension is less than 23m (75ft), providing other tower separation requirements are met.
- Variations/irregularities in the perimeter plan configuration are encouraged to add visual interest and articulation to the massing and/or to achieve the maximum specified gross floor area, but overall footprint proportioning must not be square.
- On some parcels north of Spring Street, towers above 26 storeys may be considered based on building form, articulation, massing, and distinctive architectural expression, as illustrated in Figure 5, but it is recommended that no tower shall exceed 40 storeys.
- Any tower between St. Johns Street and Spring Street will have a maximum height of 26 storeys, except for 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 transfers or other mechanisms required to create parks, a daylight creek and/or other open space.
- All towers must have podiums in the range of three to six storeys.
- Towers must meet the ground in an arrangement that integrates with the podiums in a unified composition. Towers shall not be isolated from adjacent podiums nor meet the ground plane directly on all four sides.
- The top level(s) of all towers must provide an interesting architectural profile against the skyline and a consistently level flat roof expression will not be accepted. All elevator overruns must be incorporated within the proposed architectural composition.
- Noise mitigation measures must be applied to all building forms.

The following factors were considered in arriving at the 40-storey maximum tower height being recommended in the Framework for certain sites within the TOD core:

- A key principle of Transit-Oriented Development is to locate higher density development, both for housing and employment, in proximity to rapid transit stations. This important locational relationship promotes transit ridership, reduces dependency on private vehicle travel and capitalizes on the significant public investment in transit infrastructure.
- The recently announced Provincial government policy direction seeks to reinforce these TOD principles and establishes expectations for municipal planning and zoning to enable transit supportive development.



## Corporate Policy Manual

### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

- Under the current OCP, up to 26 storey towers may be considered in the TOD area and a maximum tower height of 38 storeys has been established for the Oceanfront District site. Given this existing policy context and guided by broadly accepted TOD planning best practices, a 40-storey tower height in the TOD core area is felt to be appropriate.
- Tower heights above the current 26-storey maximum create the opportunity for additional housing, and through that can also help support attaining other community objectives and desires for this area including: affordable/rental housing; provision of parks, open space, and watercourse daylighting; construction of a trail network, pedestrian overpass, and signalized pedestrian road crossings; creation of needed employment-generating space; and the potential for generating density bonus contributions to help fund other, broader community amenities.
- Allowing several 40-storey towers in the TOD core and transitioning down in building heights both east/west and north/south, will help create a varied, distinct, and understandable skyline (as opposed to a skyline of towers built to the same height). Enabling higher towers on key sites also presents the opportunity to maintain or open view corridors within the TOD area.

Figure 4 shows the approximate placements of towers within the TOD area.

Figure 4 – Approximate Tower Placements



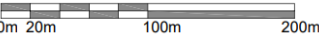
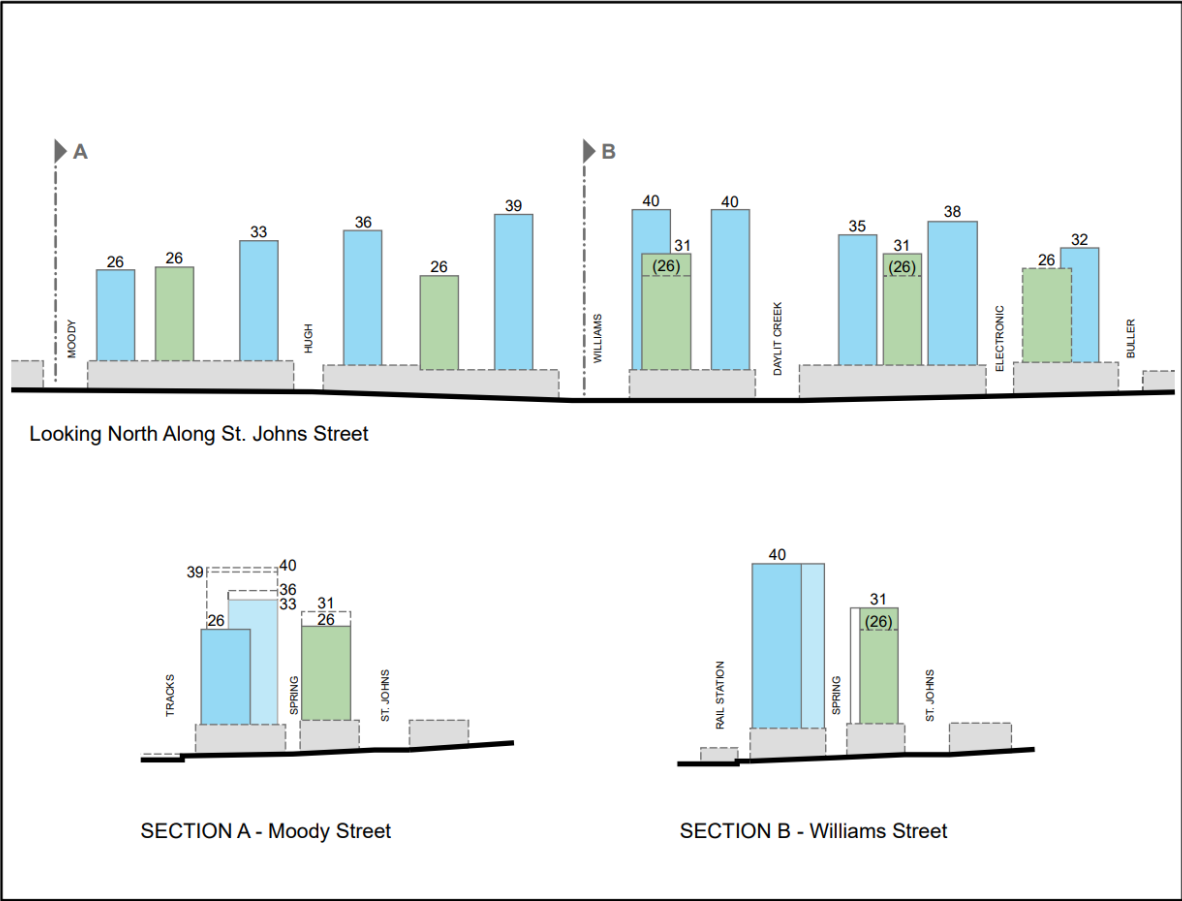
Corporate Policy Manual

Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

A varied building skyline is desired both north and south and east and west through the area, as shown in Figure 5. Heights are measured in storeys above adjacent grades and exclude any indoor and outdoor rooftop amenity space and mechanical systems.

This skyline analysis and the recommended tower height and placement also considers the existing grade variation across the TOD area.

Figure 5 – Maximum Tower Heights



All tower heights are indicated as number of maximum floors above adjacent grade.

- Towers South of Spring Street
- Towers North of Spring Street
- Maximum 6 Storey Podium

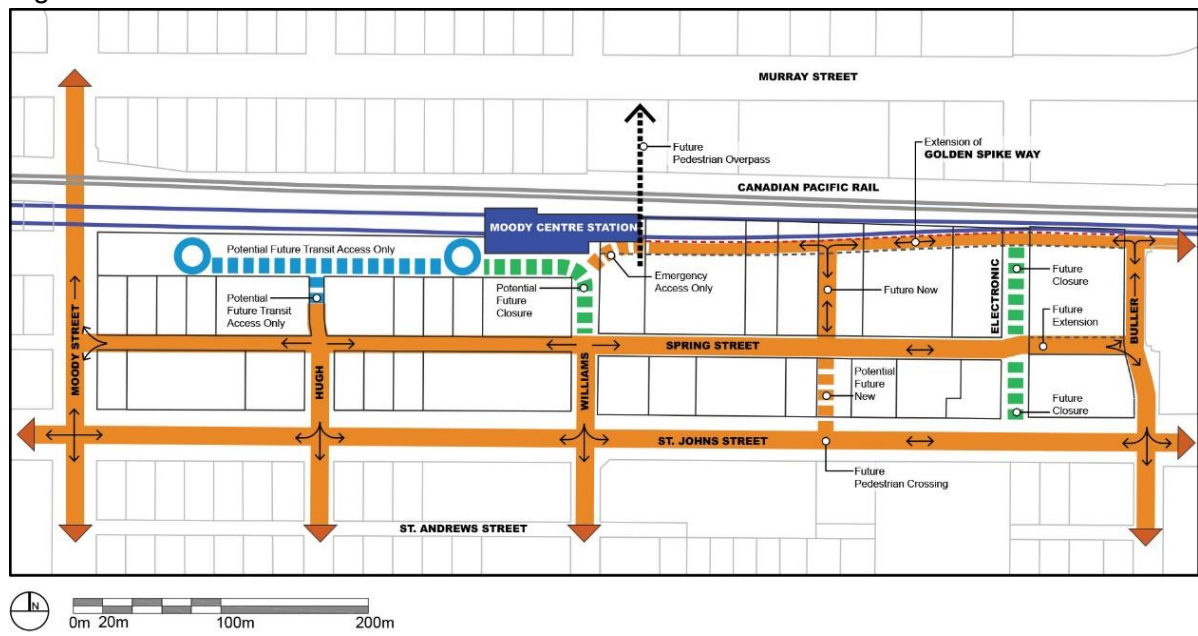
## Corporate Policy Manual

### Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

#### 9. Road Network

The anticipated road network is illustrated in Figure 6.

Figure 6 – Road Network



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 must be consistent along all of Spring Street through the area.

Spring Street will be extended east to Buller Street, where there is a signalized intersection at St. Johns Street.

Electronic Avenue, both north and south of Spring Street, will be closed, sold, and merged with adjacent development parcels.

Golden Spike Way will be extended westward and serve as the primary corridor for loading, access to below-grade parking and waste/recycling facilities for development on the north side of Spring Street between Williams Street and Buller Street. While this service road is not intended to serve as a primary pedestrian and cycling route, it is recognized that it may be used by some pedestrians and cyclists and must be designed accordingly. The overall cross-section of this road needs to be determined based on projected traffic volumes and types, as well as to accommodate future service infrastructure needs.

A secondary road access between Spring Street and Golden Spike Way is also envisioned. Additionally, this secondary access may need to be extended south to connect to St. Johns Street at a new signalized intersection. The necessity, timing, and design of the portion between Spring Street and St. Johns Street will be dependent on projected traffic volumes and road network analysis.

**Corporate Policy Manual**

## Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

**10. Pedestrian Network**

Convenient access to and strong connectivity between parks and open spaces both within the area and to other areas must be created for pedestrians. Completion of the pedestrian overpass across the rail corridor connecting to Murray Street is a desired public amenity early in the redevelopment of the area.

A mid-block pedestrian crossing will be created on St. Johns Street between Williams Street and Buller Street that connects the existing daylight creek and green corridor south of St. Johns Street and the planned daylight creek and green corridor north of St. Johns Street.

The retention and upgrading of the existing pedestrian route at the northwest corner of the TOD area connecting to Moody Street and extension eastwards to the transit hub is another pedestrian network priority.

All sidewalks within the area are to be widened to accommodate heavier pedestrian flows, with street furniture, landscaping, including street trees, bike racks, and other design elements that enhance the pedestrian experience.

**11. Moody Centre Transit-Oriented Community Design Guidelines**

Each application should be prepared based on the [Moody Centre Transit-Oriented Community Design Guidelines](#) to help in achieving a safe, active, user friendly, sustainable and attractive urban and streetscape design character for this important core area. Development applications will need to demonstrate how they have been formulated and refined based on the “How to Use the Guidelines” section in that guidance document.

**12. Traffic and Parking**

Each application must include a traffic impact assessment and parking demand report. The City will consider relaxations to its Zoning Bylaw parking requirements where it can be demonstrated that less parking is needed and Transportation Demand Management measures are to be implemented.

Below-grade parkades may extend into public road allowances where under sidewalks and boulevards.

**13. Servicing**

Each application must identify its impacts on the City's service infrastructure and how these impacts will be addressed. This includes roads, water supply, and sanitary and storm sewer systems. To support the higher density development envisioned for the TOD area, infrastructure upgrades and extensions, along with likely road widening dedications, will need to be determined and undertaken as necessary.

**Corporate Policy Manual**

## Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

## 14. Financial and In-Kind Amenity Contributions

Each application must identify the estimated community amenity and density bonus contributions and development cost charges payable to the City. In-kind amenity contributions will be considered by the City on a case-by-case basis.

## 15. Wellbeing Principles

Each application must address how it achieves the following seven wellbeing principles that have been established for the Moody Centre TOD area:

- A Social Place.
- A Sense of Belonging.
- A Unique Identity.
- A Place for All.
- A Resilient Community.
- An Active Lifestyle.
- A Place to Enjoy Nature.

## 16. Climate Change and Sustainability

A Sustainability Report Card is required for all rezoning applications. The report card identifies performance measures in four sustainability categories:

- Cultural;
- Economic;
- Environmental; and
- Social.

These performance measures will be used as part of evaluating development proposals and all categories should be carefully considered in the project design.

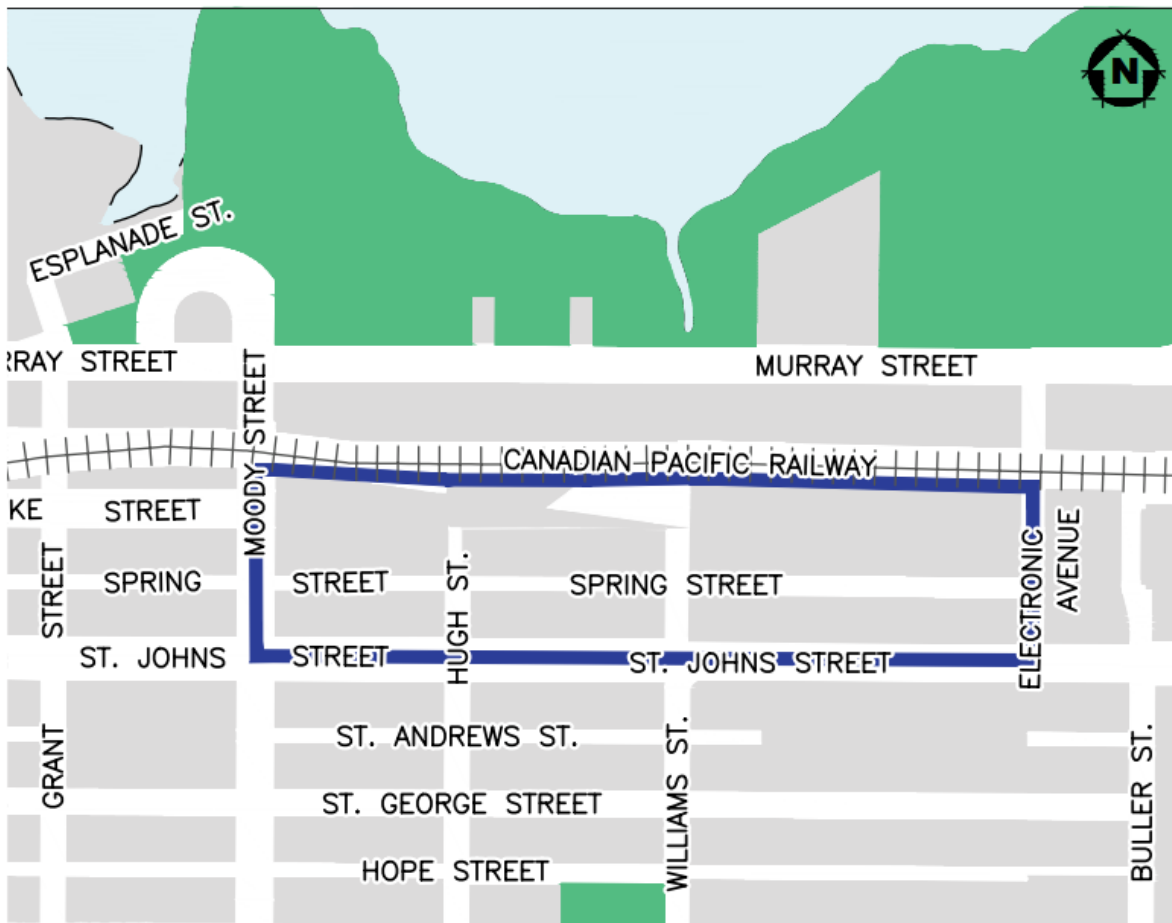
**Monitoring/Authority**

This policy is to be administered and monitored by the Community Development Department.

**Corporate Policy Manual**

Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

**Appendix 1 – Moody Centre TOD Area Map**



\*Note: The eastern boundary of the TOD area will be moved to Buller Street as part of extending Spring Street to connect to Buller Street, per the proposed updated OCP.

**Corporate Policy Manual**

Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

**Appendix 2 – Reference Documents**

The following documents should be consulted by applicants as part of preparing their submissions:

- Age-Friendly Assessment and Action Plan 2020 - 2030
- Art in Public Spaces Master Plan, 2021
- Arts and Culture Master Plan 2018 - 2027
- BC Energy Step Code Rezoning Applications Corporate Policy, 2020
- Child Care Action Plan Report, 2022
  - This report includes the Child Care Needs Assessment
- Climate Action Plan, 2020
- Chines Integrated Stormwater Management Plan, 2016
- Community Amenity Contribution Program Corporate Policy, 2017
- Council Strategic Plan 2023 - 2026
- Development Approval Procedures Bylaw No. 3417
- Development Cost Charges Bylaw No. 3054
- Economic Development Master Plan, 2022
- Economic Study, 2022
- Family Friendly Units Corporate Policy, 2022
- Housing Needs Report, 2021
- Inclusionary Zoning – Affordable Rental Units Corporate Policy, 2022
- Industrial Land Strategy, 2023
- Master Transportation Plan, 2017
- Official Community Plan Bylaw No. 2955
  - Many sections are relevant but note, in particular, section 15.5.6 Moody Centre Station Transit-Oriented Development.
- Parks and Recreation Master Plan, 2015
- Prioritizing Higher Density Development Corporate Policy, 2017
- Provincial Housing Order
- Public Art Corporate Policy, 2017
- Street Trees Corporate Policy, 2017
- Subdivision and Development Servicing Bylaw No. 2831
- Sustainability Report Card Mixed Use Projects
- Urban Forest Management Strategy, 2023
- Zoning Bylaw No. 2937
  - Note that this bylaw includes the City's density bonus program (Section 7);
  - It also includes a requirement that 50% of all new apartment units must meet provincial adaptable housing standards.

\*\*Note: Other strategies, plans, and policies adopted by Council over time will be added as reference documents to the above list.