

## City of Port Moody

### Moody Centre Transit-Oriented Development Area Master Plan

#### Scope of Work

May 8, 2018

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#### 1. Context

City Council approved an updated set of OCP policies for the Moody Centre Transit-Oriented Development (TOD) Area in November 2017 (Section 15.5.6, pages 91 - 92). The key policies include:

- A focus on employment creation, including office, retail, high technology, and clean light industry.
- Attracting a grocery store.
- Housing to accommodate the needs of a diverse population, including a variety of unit sizes and tenures.
- Encouraging child care and seniors care facilities.
- A range of building forms, from six to 26 storeys.
- Day-lighting two sections of Dallas Creek.
- Converting Spring Street between Moody Street and William Street into a pedestrian and cycling route, possibly with access for small delivery vehicles (the “Spring Street Promenade”).
- Extending Spring Street east to Buller Street.
- Creating another north-south road connection between St. Johns Street and Spring Street midway between Williams Street and Electronic Avenue.
- Closing Electronic Avenue between Spring Street and the CPR line.
- Extending Golden Spike Way west to the Moody Centre station as a pedestrian and cycling route.
- Creating a pedestrian overpass in the vicinity of the station linking the TOD Area with Murray Street.
- Increasing pedestrian connections within the TOD Area.
- Ensuring that 403 parking stalls are maintained to serve the Moody Centre Station.
- Implementing TOD parking standards.
- Creating one or more public plazas, including in proximity to the station.
- Requiring public art.

With the Moody Centre TOD Area Plan now in place in the OCP, a master plan is needed that takes the OCP policies and provides a greater level of detail for how the area will redevelop.

## **2. Master Plan Requirements**

The master plan will include the following elements:

1. The location, spacing, height and massing of towers (to a maximum of 26 storeys) taking into consideration view corridors, shadow impacts and other factors. The spacing between towers may vary depending on location within the area.
2. The location, spacing, height and massing of lower building forms (to a maximum of six storeys) taking into consideration view corridors, shadow impacts and other factors.
3. The maximum size of tower floorplates.
4. The appropriate housing mix (tenure, unit mix and types, etc.) to meet the needs of a diverse population (demographics, income levels, etc.).
5. The estimated amount of residential floorspace and number of units resulting from the master plan.
6. The street frontages where ground floor retail space should be located and the approximate amount of resulting floorspace.
7. The most appropriate location for a grocery store and its approximate size.
8. Where other employment generating floorspace should be located, including uses such as office, high technology, and clean light industry, and the approximate amount of resulting floorspace. This will include exploring opportunities for multi-storey employment generating floorspace.
9. The estimated number of residents that will be accommodated in the area at full-build out and the demographic composition.
10. The estimated number and types of jobs that will be accommodated in the area at full-build out.
11. How child care can be accommodated.
12. The location, size, design and function of public plazas, including one large central plaza.
13. How green and parks spaces can be maximized.
14. The potential opportunity to include a civic facility in the area, including use, location and size.

15. The minimum permitted lot size for development, which may vary depending on location within the area.
16. Lot consolidation opportunities.
17. How the 403 parking stalls required for TransLink can be accommodated.
18. In addition to TransLink's 403 parking stalls, the estimated amount of other parking that will be required based on the amount and type of development envisioned. This will include consideration of shared parking opportunities and proximity to bus, rapid and commuter transit.
19. The access points for vehicle access to structured parking.
20. How the transit loop will be accommodated.
21. Transportation Demand Management strategies that can be implemented to reduce parking requirements.
22. Traffic impacts (current and at full build-out).
23. Road upgrades that will be required, both within the TOD area and surrounding areas, notable Clarke Street.
24. Geotechnical conditions and considerations.
25. How structured parking should be designed, taking into consideration soil conditions, grades, location and aesthetics.
26. Design standards for all streets, including widths, which may vary.
27. The design of the Spring Street Promenade between Moody Street and William Street.
28. The location and design of the pedestrian overpass, including where and how it will land north of the CPR line either on the south side or north side of Murray Street, or possibly both.
29. The routing and design of pedestrian and cycling routes.
30. Servicing and other infrastructure upgrades required, including water, sanitary and storm sewer, natural gas and electrical, and timing.
31. How Dallas Creek will be day-lighted, channeled, planted and protected and integrated as a north-south greenway with connections to the wider pedestrian network.

32. Detailed building, landscape and road design guidelines, with particular emphasis on high quality and distinctive building architecture and ensuring a pedestrian and transit user friendly public realm.
33. A public art strategy, including the most appropriate locations for major pieces of public art and opportunities for incorporating themes such as Port Moody's history and First Nations culture.
34. Any factors that influence how development should be phased.
35. Estimated timeframe for full build-out.
36. A development phasing plan with rationale.
37. The mechanisms that can be adopted by the City to ensure that the TOD Area develops as set out in the master plan, including OCP policies, development agreements and CD zoning.

### **3. Deliverables**

The deliverables include:

1. A comprehensive master plan, including text, diagrams, sketches, cross sections, plan views, elevations and all other planning, urban design, engineering and environmental elements set out above.
2. Development Permit Area (DPA) guidelines that can be incorporated into OCP for the TOD area and any required amendments to the OCP to reflect these guidelines.
3. A more detailed set of design guidelines that will act as a companion document to the DPA guidelines.
4. A process for development applications adhering to the master plan.