



# City of Port Moody

## Report to Community Planning Advisory Committee

Date: September 24, 2020  
Submitted by: Community Development Department – Development Planning Division  
Subject: OCP Amendment Application – Moody Centre Transit-Oriented Development Area

---

### **Purpose:**

To present to CPAC an OCP Amendment Application for the Moody Centre Transit-Oriented Development Area Master Plan.

---

### Resolution Options

**THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on October 15, 2020 regarding the proposed Moody Centre TOD Area Master Plan presented in the report dated September 24, 2020 from the Community Development Department – Development Planning Division regarding OCP Amendment Application – Moody Centre Transit-Oriented Development Area.**

---

### **Applicant:**

Perkins and Will Architects on behalf of the Moody Centre TOD Area Owner's Group.

### **Background**

On November 28, 2017, Council approved an updated set of OCP policies for the Moody Centre TOD Area, illustrated on the TOD Area Location Plan included as **Attachment 1**. The policies are summarized as **Attachment 2**.

In the Spring of 2018, Council endorsed a Scope of Work for the development of a Master Plan for the Moody Centre TOD area and that work culminated with the preparation of the draft Master Plan outlined in the document, 'Moody Centre: A Future Transit Oriented Neighbourhood' (**Attachment 3**).

In the intervening time, the Owners Group also initiated a public consultation process with various community groups regarding the key elements of the draft Master Plan. This process and outcomes are summarized in the Master Plan report.

### **Property Description:**

The Moody Centre TOD Area is located between St. Johns Street and the CPR/Evergreen Line rail corridor and between Moody Street and Electronic Avenue as shown on **Attachment 1**.

The Moody Centre TOD Area is presently comprised of a variety of commercial and light industrial properties as well as the Evergreen Line's Moody Centre Station and associated vehicle parking and shuttle bus staging areas. The site, including the transit facility, parking and roads, is approximately 4.2 hectares (19.8 acres) in size.

The Dallas/Slaughterhouse Creek complex traverses the site in a culvert from St. Johns Street in the block between Williams Street and Electronic Avenue, north, crossing beneath the rail corridor, an adjacent industrial property and Murray Street, eventually daylighting in Rock Point Park.

While the draft Master Plan covers all of the properties in the TOD Area as identified in the OCP, not all owners have signed on to this application. An Ownership Map, included as **Attachment 4**, illustrates those owners who are participating and those who chosen not to participate. The City also owns property which is currently used for commuter parking.

### **Land Use Policy:**

#### Regional Growth Strategy

The Moody Centre TOD Area is identified as a Frequent Transit Development Area and the land is designated as 'General Urban' which is defined as:

'General Urban areas are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Area. General Urban areas are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation.'

#### OCP

The OCP designates the subject area as '*Moody Centre Station Transit-Oriented Development*' which permits a range of commercial, residential, employment, institutional and recreational/cultural uses in building forms ranging from low rise to high rise (not exceeding 26 storeys) based on a comprehensive plan.

The Moody Centre TOD Area and the Spring Street Promenade are included as Evergreen Line Sub-Areas and the applicable policies are included as **Attachment 5**.

The OCP, section 3.2.4 includes additional objectives related to Appropriate Development including focussing higher density development around Evergreen Line transit stations and along transit corridors, enhancing pedestrian and cycling connections between and within neighbourhoods and encouraging higher density development where it is well-served with services, amenities and transit.

In addition to the land use policy statements, the TOD Area is designated within Development Permit Area 2: Moody Centre which includes various design guidelines that, along with any amendments and additions arising from this application, will guide the review of future development permit applications.

### Zoning

The properties along St. Johns Street are zoned C3 - General Commercial and the remaining lands to the north between Spring Street and the rail corridor, are zoned M1 - Light Industrial.

The current OCP Land Use and Zoning Designation Maps are included as **Attachments 6 and 7**.

### **Neighbourhood Context:**

Land uses surrounding the TOD Area include:

- to the south, across St. Johns Street, commercial uses with some single family properties and the City's Public Safety Building;
- to the east, a service station and mixed-use residential/commercial development;
- to the north, across the rail corridor, a mix of light industrial uses; and
- to the west, mixed use commercial/residential uses.

### **Purpose of Application**

For clarity, the purpose of the OCP Amendment application is to seek Council's approval for:

- the draft Master Plan which will provide guidance for future rezoning and development permit applications;
- an expansion of the TOD Area to include an additional parcel located between Electronic Avenue and Buller Street adjacent to the rail corridor which is illustrated on the aerial photograph included as **Attachment 8**;
- an increase in the maximum allowable height of towers from 26 to 36 storeys on selected, larger sites closer to the Moody Centre station. The additional height (density) is intended to enable an improved set of neighbourhood amenities including the pedestrian overpass and the proposed daylighting of the Dallas/Slaughterhouse Creek; complex; and
- amendments/additions to existing policies and development permit design guidelines to guide future rezoning and development permit applications.

### **Draft Master Plan:**

The draft Master Plan is based on the vision established in the OCP and represents a response to various City policies and Plans relating to: affordable housing, employment opportunities, climate change, sustainability which have been integrated into six goals: Amenities, Sustainability, Mobility, Urban Form, Land Use and Density.

As presented, the draft Master Plan incorporates:

- housing ranging from 3,200 – 4,135 units, comprised of:
  - 2,500-3,300 market condominium units;
  - 300-385 market rental units; and
  - 400-450 below market rental homes;
- approximately 2,000 office, retail and light industrial employment opportunities;

- building forms ranging from low rise podiums up to 26 storeys and, on selected sites closer to the station, up to 36 storeys;
- daylighting of the Dallas/Slaughterhouse creek complex through the site;
- the transformation of Spring Street into a cyclist/pedestrian-oriented promenade with retail/food-related business frontages and access to residential buildings;
- pedestrianized 'mews' to facilitate access to the station and neighbourhood amenities;
- a range of amenities, including:
  - a pedestrian overpass of the rail corridor to Murray Street and Rocky Point Park;
  - an Urban Plaza adjacent to the Evergreen Line station as a public gathering space, including seasonal activities, food trucks, etc;
  - a pocket park on Spring Street in the block between Moody and Hugh Streets;
- reduced parking requirements to reflect access to alternate forms of transit; and
- the closure of a portion of Electronic Avenue north of Spring Street and the continuation of Spring Street through to Buller Street.

## **Planning Analysis**

Aside from a review of the draft Master Plan against the prevailing OCP policies and planning best practices, the Moody Centre TOD Area draft master Plan is also being reviewed against other Plan and Policy documents including: the Climate Action Plan, the Master Transportation Plan, Affordable Housing policies, sustainability policies and the recently-adopted Child Care and the Age-Friendly Plans. A financial analysis of the plan and the proposed amenities will also be undertaken prior to consideration by Council.

### **Relationship to OCP Review**

The OCP Update process is a City driven initiative to update the long term vision for the Community. As part of this initiative Council has indicated that Moody Centre TOD is one of 4 specific areas for which future land uses will be reviewed in more detail. The OCP amendment application by the property owners offers an opportunity to evaluate their proposal in light of a wider discussion on any changes Council may want to make to the Moody Centre TOD land use designation. Staff is anticipating that the initial input from Council regarding this application would inform what other land use options the City might review as part of the OCP Update program. In the meantime, and parallel to the OCP Update process, this application would proceed under the regular review process and eventually come back to Council with an OCP amendment bylaw for consideration.

### **Stage of the Application in the Review Process:**

A Detailed Planning Application was submitted on July 20, 2019. The application is currently being reviewed by staff and following CPAC and Committee of the Whole consideration, the applicant will be provided with a letter including the CPAC and Council input, as well as comments from staff.

### **Items for Further Review:**

High level issues which have arisen during the initial staff that require further review include:

- the economic component of the plan and whether the number and type of employment opportunities are sufficient;
- potential uses for the City lands, including opportunities for institutional uses;

- potential opportunities for a business innovation centre;
- the amount of affordable housing relative to the Interim Affordable Housing Guideline Policy;
- the need for additional usable park spaces essential to support the activities of different demographics;
- the need to identify and plan for future child care requirements;
- clarification as to how the draft Master Plan addresses the focus area goals in the Climate Action Plan;
- connections to the external community via different modes;
- a review of the Transportation Impact Assessment to ensure projected growth, mode splits, etc. are adequately accounted for; and
- the need for transportation demand management measures to support the proposed parking reductions.

### **Concluding Comments:**

The ultimate goal of the Master Plan is to create a comprehensive vision of an attractive, walkable, lively, urban neighbourhood augmented by policies and design guidelines to manage the future development of land around the station and transform the low intensity light industrial and auto-oriented uses into a complete community. In addition, the Master Plan will provide some certainty for land owners and clarity for the community as to how this neighbourhood could develop. Certainly, there are many details that need to be addressed but that can be achieved through future rezoning and development permit applications.

While staff continue to work through the review of the draft Master Plan against existing policies and plans, staff would welcome any input from CPAC on the neighbourhood form, densities, land uses, sustainability approach, response to climate change and on other Master Plan elements that will form part of the response back to the Owner's Group.

### **Attachment(s)**

1. TOD Area Location Plan.
2. Summary of November 2017 OCP amendments
3. 'Moody Centre: A Future Transit Oriented Neighbourhood'
4. Ownership Map.
5. Moody Centre TOD Area and Spring Street Promenade Policies
6. OCP Land Use Designation Map.
7. Zoning Designation Map.
8. Aerial Photograph Showing Site to be Added to TOD Area.

### **Report Author**

Doug Allan  
Senior Planner.

## Report Approval Details

Document Title:	OCP Amendment Application - Moody Centre Transit-Oriented Development Area.docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Transit Oriented Development Area.pdf</li><li>- Attachment 2 - Summary of November 2017 OCP policy amendments.pdf</li><li>- Attachment 3 - Moody Centre - A Future Transit Oriented Neighbourhood.pdf</li><li>- Attachment 4 - Ownership Map.pdf</li><li>- Attachment 5 - Moody Centre TOD Area and Spring Street Promenade Policies.pdf</li><li>- Attachment 6 - OCP Land Use Designations.pdf</li><li>- Attachment 7 - Zoning Designation Map.pdf</li><li>- Attachment 8 - Aerial Photograph Showing Area to be Added to TOD Area.pdf</li></ul>
Final Approval Date:	Oct 5, 2020

This report and all of its attachments were approved and signed as outlined below:

**No Signature - Task assigned to Kate Zanon was completed by delegate André Boel**

**Kate Zanon - Oct 5, 2020 - 5:05 PM**