

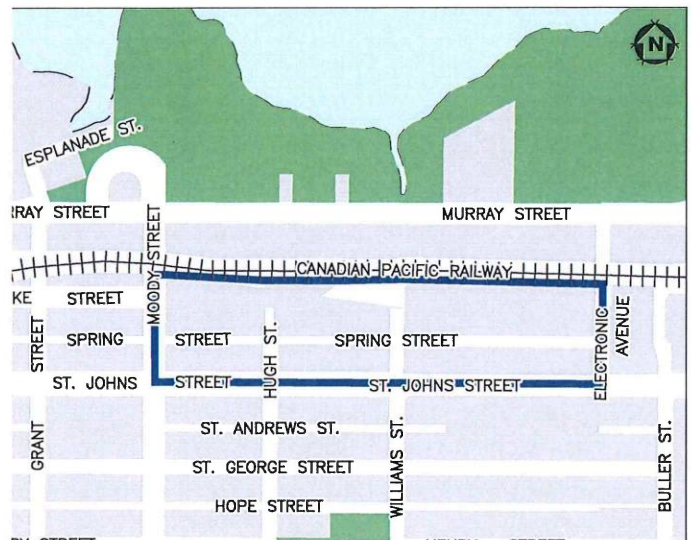
15.5.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

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.

The vision for this area includes:

- Creating flexible outdoor spaces that can accommodate a variety of uses
- The creation of urban plazas and the careful orientation of uses around this public space
- Integration of public art into public spaces
- Providing mid-block pedestrian/cyclist links along longer blocks to break down the scale of the block and create additional links to provide access from existing streets to existing and planned amenities
- Encouraging opportunities to integrate mini parks as part of larger developments
- Encouraging a range of housing options – housing that is accessible, affordable, and suitable for all income levels, seniors, families, and those with mobility challenges
- Encouraging upper floors to be set back from St. Johns Street
- Providing weather protection and pedestrian scaled amenities to facilitate walking
- Providing at-grade shops and services creating active edges
- Encouraging a significant amount of employment related uses
- Incorporating landmark features as part of larger scale developments
- Careful attention to incorporating landscaping to create a softer, green edge to the built environment
- View corridors shall be encouraged as part of any new development application for this area
- In addition to including parking to support their own building, new developments will consider including commuter parking and visitor parking for Rocky Point Park
- All residential development will require a rental housing component
- A Park and Ride with free and plentiful parking for all Port Moody residents.

In this area:



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

1. Residential uses shall include a range of forms (e.g., ground-oriented townhomes and stacked townhomes, and low-rise and high-rise apartments), tenures (e.g., strata, market rental, and affordable/non-market rental), and unit sizes (e.g., studio to 3+ bedrooms, family-friendly units, and lock-off units). New residential buildings shall include ground oriented/ accessible units at grade.
2. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At grade commercial/employment uses shall be oriented to the street and designed at a pedestrian scale.
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.
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 700m² are encouraged.
5. Redevelopment shall support alternative transportation modes, prioritize pedestrian mobility to/from the station, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and include:

- a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block north-south pedestrian connections
- an extension of Golden Spike Lane west to the station (pedestrian/bike/possibly vehicles)
- bike lanes connecting inside and out
- wide sidewalks in all new developments.

6. Given its proximity to the station, and the City's vision towards creating a complete and walkable community, TOD parking standards (i.e. parking relaxations in certain areas) are encouraged for the Moody Centre TOD Area, while still ensuring adequate parking to support retail vitality. All off street parking should be underground. On-street loading areas in front of multi-family residential entrances are encouraged.

7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.

8. Redevelopment shall create an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. The greenway will be provided through dedication as part of a redevelopment proposal. Density may be transferred to the remainder of the parcel. Its design and function will be determined through further study. New buildings adjacent to the greenway shall front/face it and be designed to minimize overshadowing by stepping back of building heights away from the greenway.

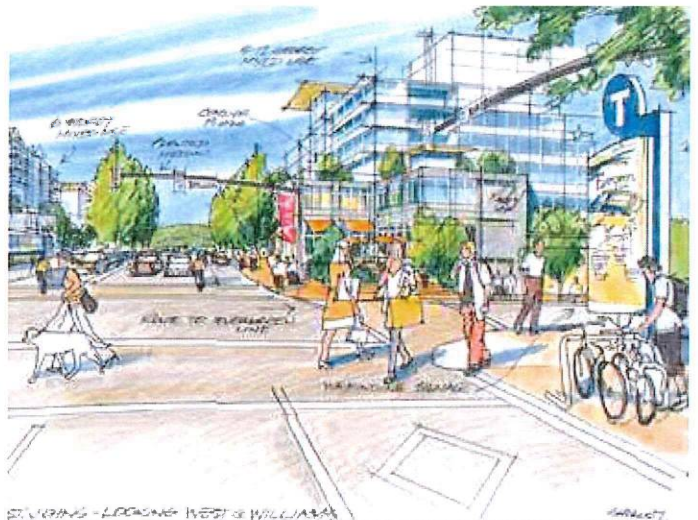
9. Sustainable building practices, including rooftop gardens and green roofs, are encouraged, where feasible.

10. The public realm shall include:

- Public space for residents and visitors (plazas, open space, civic use)
- A plaza around the station entrance, connecting to the greenway
- Internal plazas within the blocks nearest the station
- Opportunities for public art
- A realized Spring Street Promenade.

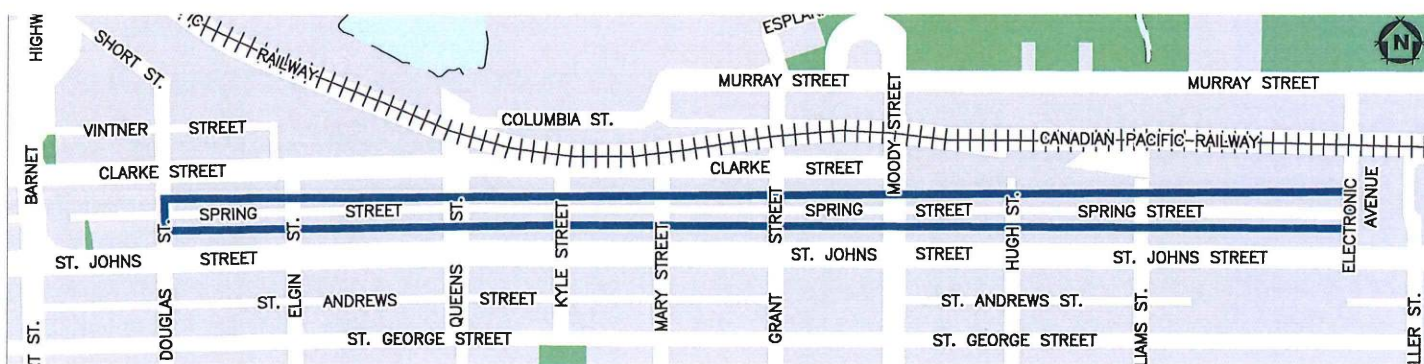
11. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as child care, community care, and seniors care facilities, an outdoor amenity, and play space. Development applications shall provide a demographic analysis identifying the estimated child care demand produced by the proposed development, how this demand could be accommodated, and if necessary, how the development would contribute towards the provision of daycare spaces.

12. The City will continue to work with School District 43 and Fraser Health on servicing the expected population growth in the Moody Centre TOD Area.



13. Substantial lot consolidation is required. For a site to be considered for a rezoning within this area, it shall be of such a size and configuration that it can reasonably accommodate a form of development as outlined in the plan. Rezoning of lot configurations that unreasonably preclude future planning and design opportunities (i.e., that result in excluded, isolated, or small lots that cannot reasonably be redeveloped) will not be considered. Rezoning applicants shall demonstrate that any sites "left behind" can be reasonably developed with consideration for building massing, underground parking, and project economics.

14. Further study will be required to determine the design of daylighting of Dallas/Slaughterhouse Creek as well as the pedestrian overpass in proximity to the station.



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

15.5.2 SPRING STREET PROMENADE

Spring Street is a unique roadway in Moody Centre with a distinct character that changes as you move from west to east. The Spring Street Promenade identified here extends from Douglas Street to Electronic Avenue. The goal of the Spring Street Promenade sub-area is to acknowledge its character while maintaining the functionality of Spring Street. Elements that distinguish Spring Street from main roads are encouraged such as incorporating narrowed street entrances, varied paving materials, landscaping, lighting, street furniture, off-setting on-street parking and other features that contribute to making this an attractive and inviting pedestrian realm.

Active uses are encouraged to be oriented to Spring Street with design elements such as entrances and doors, windows and building forms compatible with the scale of the street. Opportunities for spilling out of uses into the pedestrian realm e.g. cafes, patio seating are encouraged.

Given the narrow nature of Spring Street, upper storeys (above 2 storeys) should be stepped back from Spring Street. The objective is that together the orientation of buildings at the street, lighting, materials, sidewalk width, landscaping, and other urban design features will work together to create a local neighbourhood identity.

Spring Street can be divided into 3 distinct sections:

1. Historic area between Douglas and Queens Streets

- includes predominantly residential forms with commercial mixed use potential near Kyle Street



- may involve sidewalk on one side only
- buildings can be situated against the property line — laneway housing for residential areas, commercial frontage in mixed use areas
- gates for residential sections could open directly onto Spring Street
- commercial entrances and driveways could face Spring Street
- edge of sidewalk could be soft — roll over; distinguished more by material than by height
- building forms are generally limited to 3 storeys with the potential for up to 4 storeys where the project features exemplary urban design, includes the preservation of a heritage building and/or achieves other sustainability objectives.

2. Commercial Mixed Use Area between Queens and Moody Streets

- Incorporate plantings, varied paving materials, meandering street pattern to slow traffic
- Assess the number of driveways accessed off Spring Street with the objective of providing a more continuous pedestrian environment
- buildings will activate and enhance Spring Street by providing active uses fronting Spring Street
- create active edges on Spring St that accommodate servicing needs and add to the character of the lane such as carrying through the ground floor activity to Spring St.
- consider public open space improvements that create unique areas along Spring Street e.g. pocket parks, enhanced seating areas, public art
- this portion of Spring Street is restricted to local vehicle traffic only
- within this portion of Spring Street, new parkade access is discouraged.

3. Moody Centre Station Area between Moody Street and Electronic Avenue

- This portion of Spring Street is designated for pedestrian and/or bicycle use.
- Encourage opportunities for integrating Spring Street as part of larger redevelopment projects to create public gathering places and additional linkages between St. Johns Street and the Moody Centre Station provided that public east-west cycling and pedestrian connections are maintained
- Consider linkages between this section of Spring Street with public open spaces, plazas and other connections such as pedestrian/cycling overpasses.