

Moody Centre TOD OCP Amendment

Virtual Open House - July 2021



An aerial photograph showing a coastal town nestled between a large body of water and a range of forested mountains. In the foreground, there's a residential area with many houses and trees. To the left, there's an industrial or construction site with large yellow tanks and some buildings. The middle ground shows a dense residential area with many houses. The background features a large body of water and a range of forested mountains under a cloudy sky. A semi-transparent blue banner is overlaid across the middle of the image, containing white text.

We acknowledge that we are gathering on the traditional, ancestral and unceded territory of the *kʷik̓wə̌λəm* (Kwkwetlem First Nation). We thank the *kʷik̓wə̌λəm* who continue to live on these lands and care for them, along with the waters and all that is above and below.

Welcome



As part of the ongoing discussion and planning around the redevelopment of the Moody Centre Transit Oriented Development (TOD) Area, as identified in the 2017 Official Community Plan (OCP), the Moody Centre TOD Area Planning Group welcomes you to our third round of Community Open Houses.

Due to the current Public Health Order, the Open House will be conducted virtually.

The purpose of today's Community Open House is to:



Share our revised master plan for the Moody Centre TOD Area based on Council, community feedback and established priorities identified in the 2017 OCP.



Receive further feedback from the community and our neighbours.



Image: previous round of open houses



Image: previous round of open houses

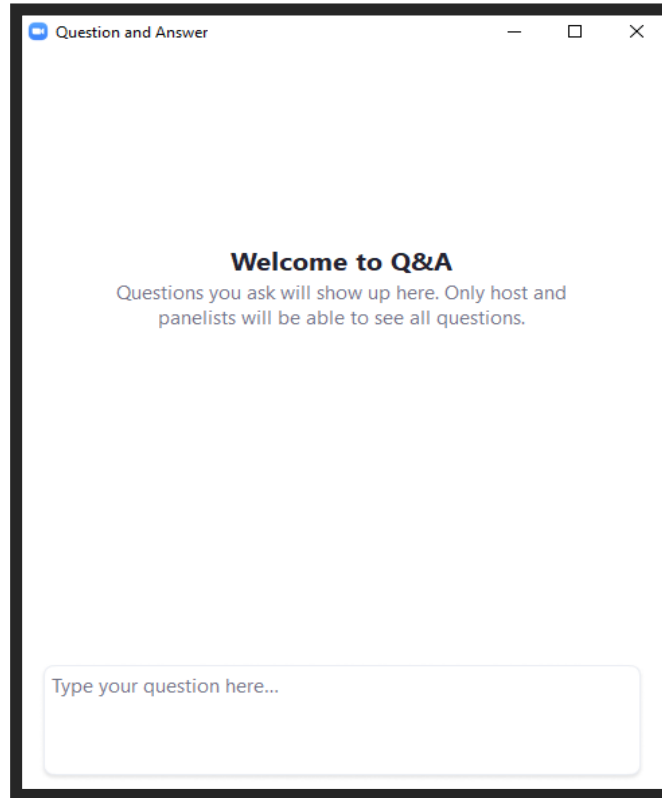
How to Participate

So everyone has an equal opportunity to ask questions, we will be using the Q&A feature for this open house.

How to ask questions :

● **Click on the 'Q&A' icon** in the black menu bar at the bottom of your Zoom screen.

A white 'Question and Answer' box will pop up and you can type your questions and feedback here.



How to share comments:

Visit our website at
www.moodycentreTOD.ca

Fill in a comment form under the "Contact Us" page.

OR

Email us directly at:
moodycentre@pottingerbird.com



Community Poll!

Who is the Planning Group?



Anthem

Anthem is a real estate development, investment and management company that strives, solves and evolves to create better spaces and stronger communities.



BCTFA

The BC Transportation Financing Authority (BCTFA) was established in 1993 as a Crown corporation operating under the Transportation Act with a mandate to plan, acquire, construct, hold, improve or operate transportation infrastructure throughout B.C.



Beedie Living

Beedie Living creates accessible and vibrant communities across Metro Vancouver. Our homes are a testament to our 65-year legacy of providing value, quality, and integrity.

Bombelli Family

Moving their store to Port Moody in 1980, the Bombelli family have since retired from the furniture business but continue to lease their space to businesses that serve the Port Moody community.



PCI Developments

PCI Developments is a Vancouver, B.C. based real estate developer and investor guided by the core values of integrity, discipline, vision and innovation.

Stevens Family

Port Moody residents for over 50 years, the Stevens family purchased their property on St. Johns Street in the 1970's and are excited to work with the community for Port Moody's long-term future.



TransLink

TransLink is Metro Vancouver's regional transportation authority and is responsible for planning & managing the transportation system that moves people & goods across the region.

Wildman Family

For over 45 years the Wildman family have owned their property on St. Johns Street and operated their motorcycle business in the community. Since recent retirement, the Wildman's have continued to own and maintain the building, leasing the space to commercial tenants.



To assist the team of local landowners, world renowned architects, **Perkins and Will**, have been engaged to lead the design process for the Moody Centre TOD Master Plan Area.



Woodbridge Homes

For 25 years Woodbridge has been building quality homes with purposeful design and are dedicated to creating comfortable spaces that allow you to feel right at home.



Pottinger Bird Community Relations will lead the community engagement process to ensure everyone has an opportunity to share their voice.



Community Poll!

What is the Moody Centre TOD Area?

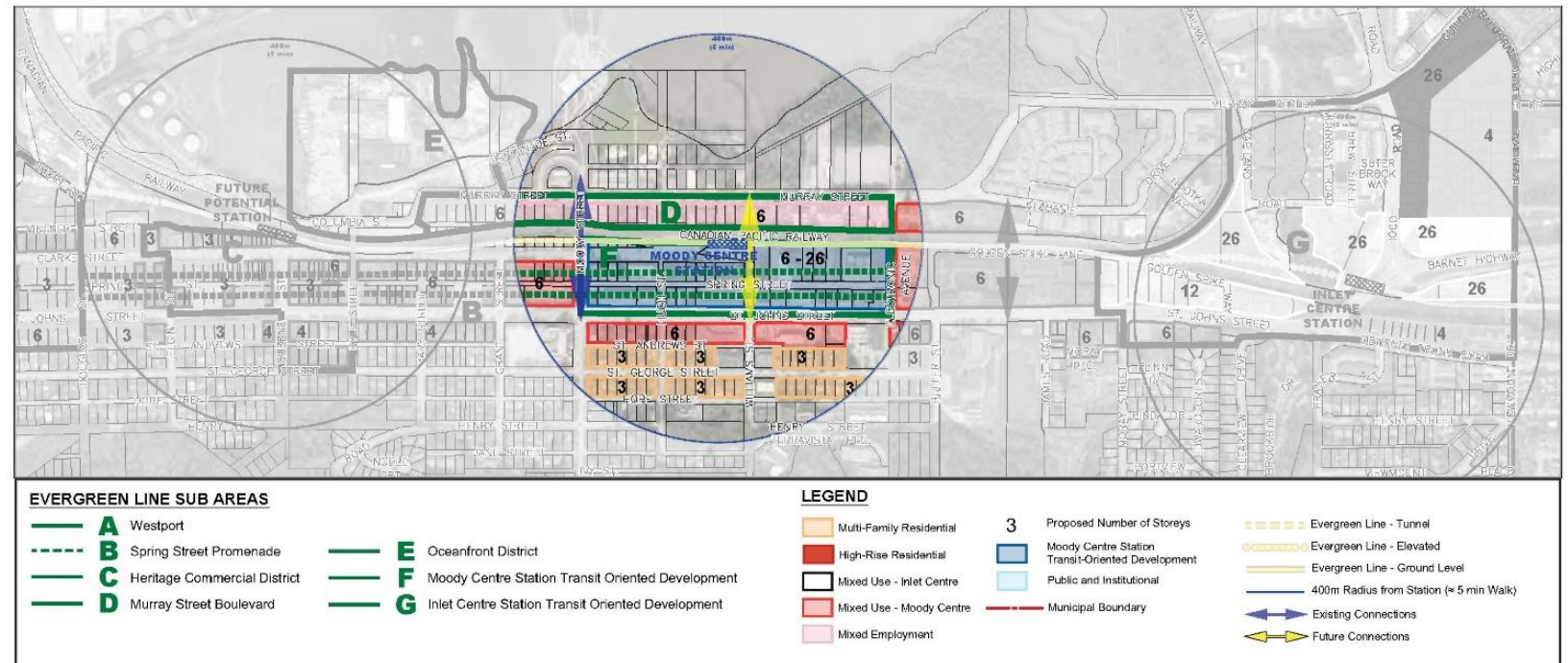
As described by the Port Moody OCP Bylaw No. 2955 (2017), **“the focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development.”** The figure below outlines the TOD area and the different land uses envisioned for this location.

The goal of TOD is to focus development in areas of a city supported by transit, in order to create communities that are:

- compact
- walkable
- healthier
- higher quality of life



In Port Moody, the City has identified the area surrounding the Moody Centre SkyTrain Station as the **“Moody Centre Station TOD Area”**.



Source: Port Moody OCP amendment pg 29, Schedule E to Bylaw No. 3112, 2017

What are the benefits of Transit-Oriented Development?

- **Transit-oriented development** allows more people to live close to transit, reducing car traffic when compared to other types of development.
- St. Johns St functions as a **regional arterial road**, with traffic moving through from other municipalities. Even with no new development, traffic levels on St. Johns St will remain the same or even grow. Building new homes close to transit and in walkable areas allows people to rely on their cars less, meaning that we can **avoid worsening traffic** while continuing to grow our city.
- **Compact urban areas** with a mix of land uses can provide economic revitalization. Co-locating housing, shops, and services encourages a **vibrant neighbourhood with jobs and housing**, not just a single-use area downtown that empties out in the evening and weekends.



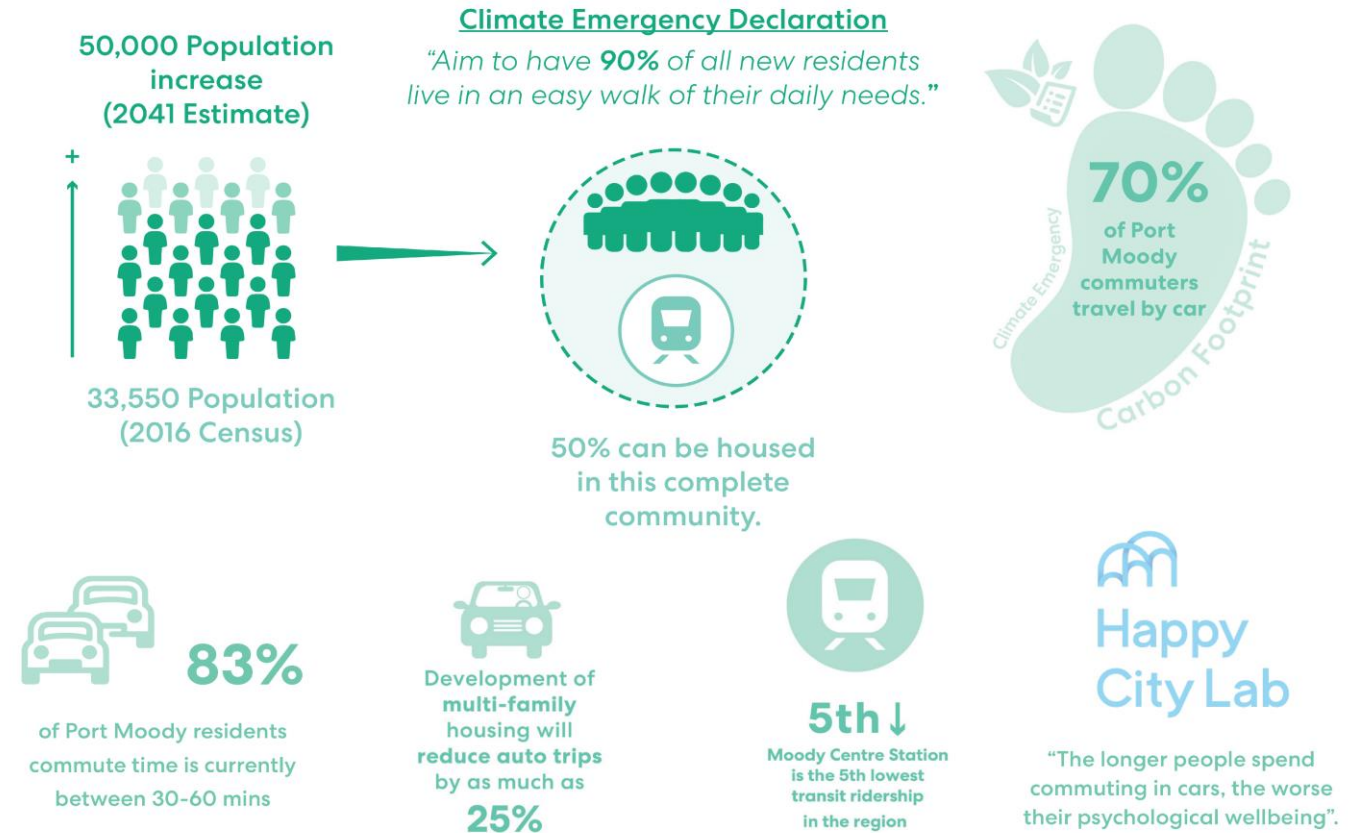
Moody Centre Station

Port Moody Today...

Port Moody is home to an estimated **33,500 people** with a diverse demographic range. While Moody Centre is the neighbourhood with the most varied land uses in Port Moody, it has not seen much change in over 30 years while growth and change continued elsewhere outside of Port Moody's economic and social hub.

This changed in 2016 with the arrival of **Moody Centre SkyTrain station**, which created an **opportunity to revitalize and renew the urban and social landscape of Moody Centre**, and re-orient the community focus back to this family-oriented, diverse neighbourhood.

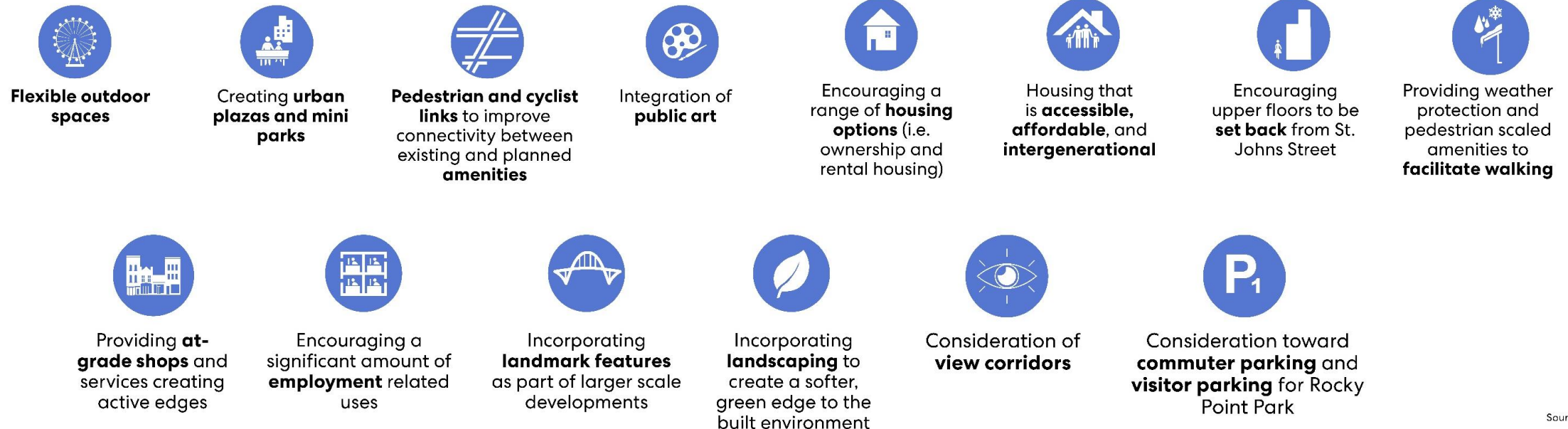
This page includes some statistical insights to Port Moody which we have used to inform our design process for the master planning of the Moody Centre TOD Area:



The Moody Centre OCP Vision

The 2017 OCP specifically discusses the Moody Centre Station TOD Area and sets out a vision for the future. The Vision for Moody Centre was created through the City's community engagement process when the OCP was being developed in 2017.

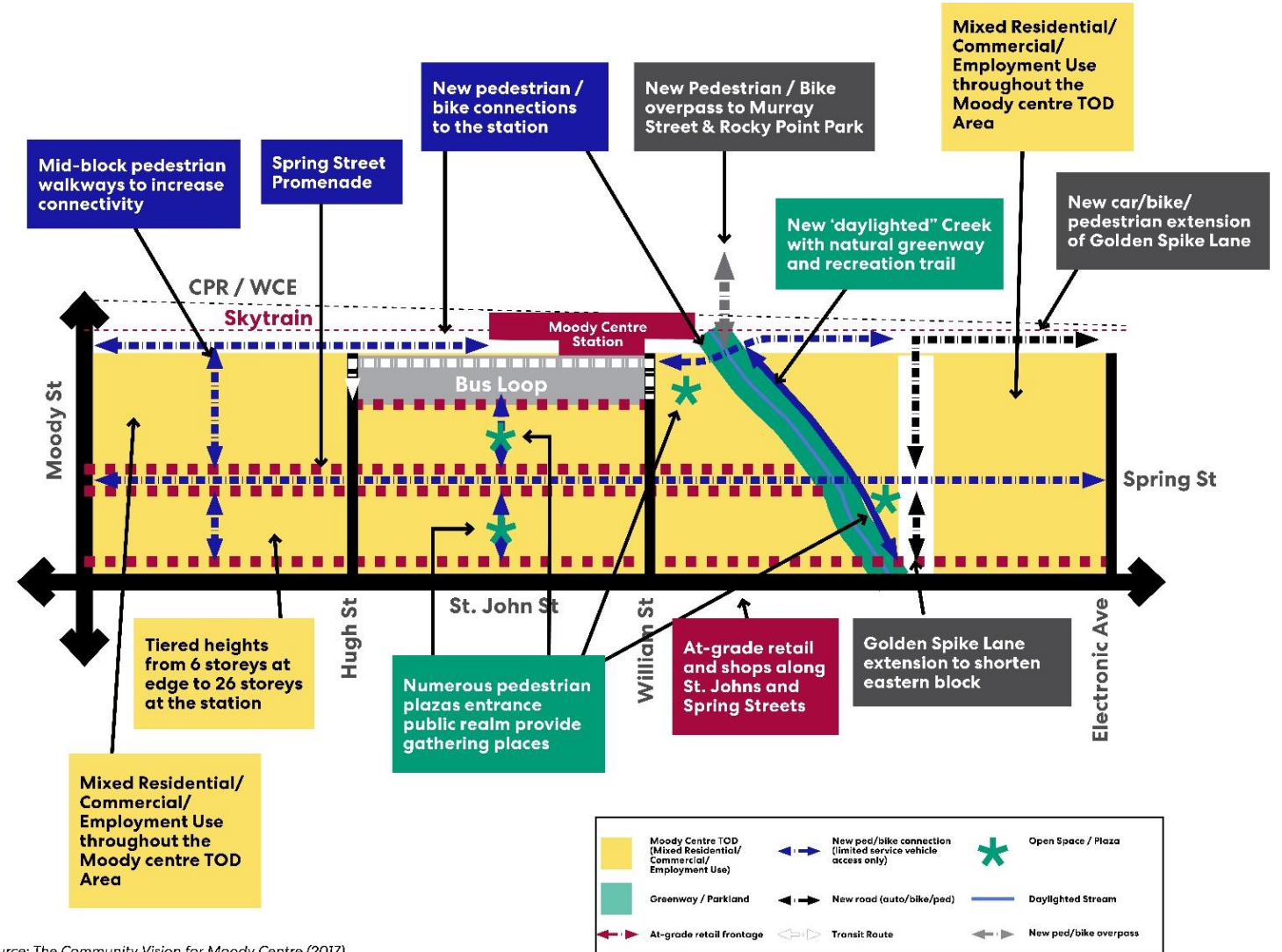
The key visioning elements include:



Source: OCP, Pg93

Moody Centre 2017 OCP

To help guide development in the Moody Centre Station TOD Area, the 2017 OCP sets out further policy directions as described in the adjacent figure.



Source: The Community Vision for Moody Centre (2017)

Moody Centre Timeline

The Moody Centre OCP Amendment application represents a unique moment in time in Port Moody's history. The application proposes a holistic vision for the future of Moody Centre that – through the coordinated efforts of community members and land-owners – pairs community objectives with development potential. As an outcome of the amendment approval, **Port Moody's vision for a sustainable, inclusive, and vibrant Moody Centre will be realized.**

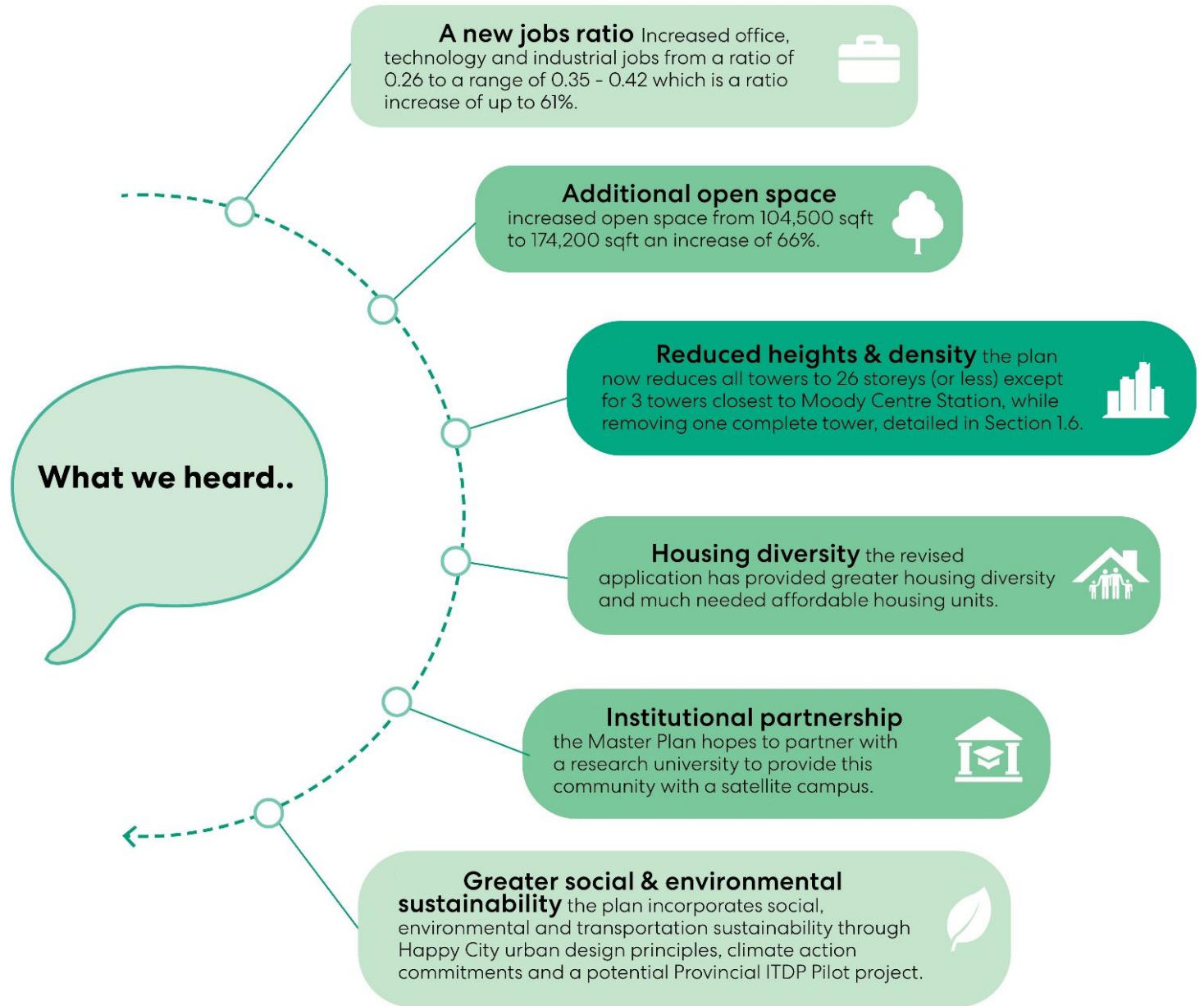
The timeline here illustrates the various community engagements and presentations to Council that have occurred from **2017 to 2021.**



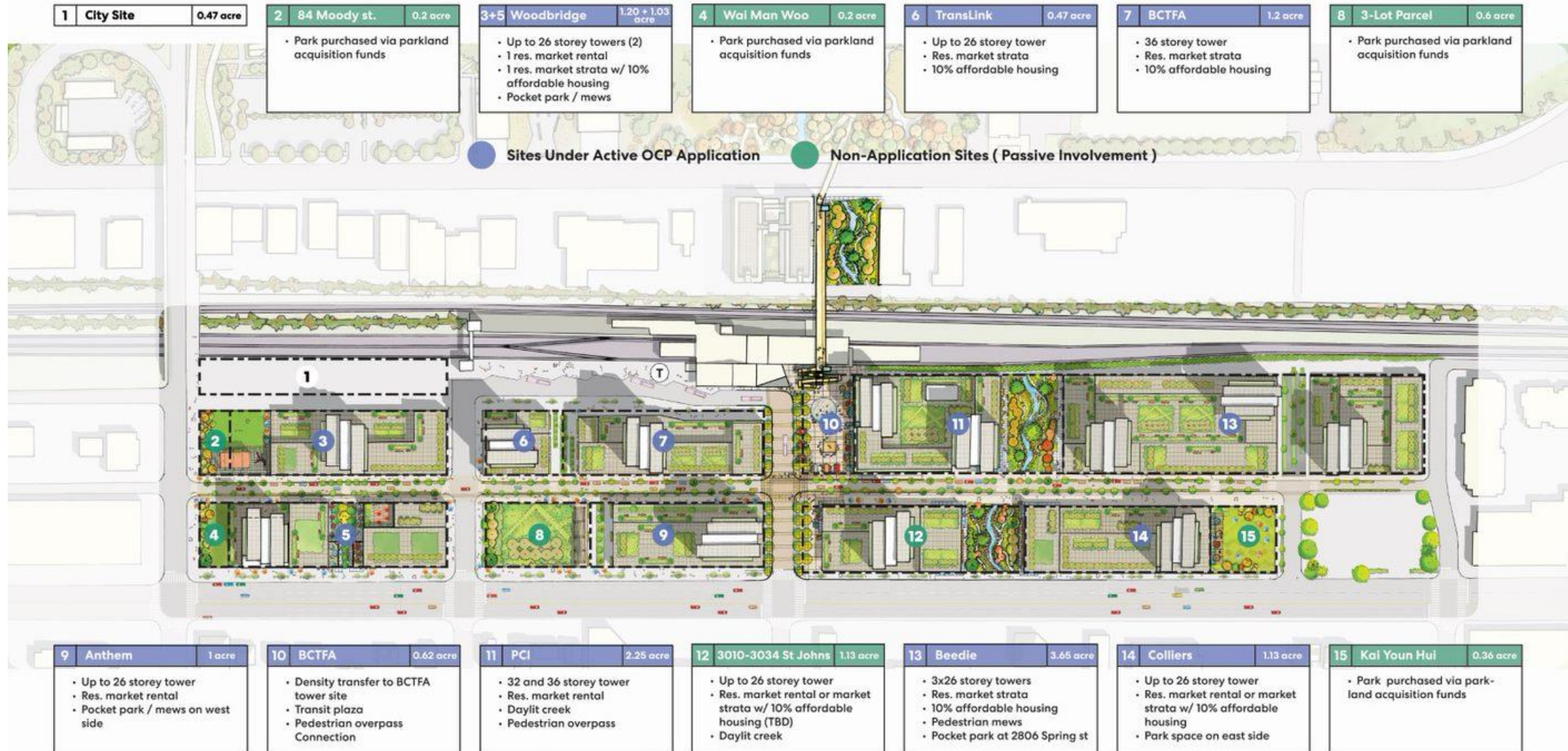
What we heard...

From the Council feedback, numerous community engagements, round tables and workshops held, we pooled all the voices together to revisit the original OCP Amendment Application to provide a revised submission.

The revised OCP amendment submission improves the **diversity of housing** and its **sustainability** efforts, **increases the number of jobs** and **public open space** available to the community while **reducing overall tower heights** and density. The diagram depicts how what we've heard has been synthesized into the supplementary OCP amendment application.



Revised Moody Centre Master Plan



* All parcels commit to providing job space to meet jobs-to-population ratio of 0.35 - 0.42x

Employment Generating Uses

In response to Council’s feedback there has been a direct increase to the jobs-population ratio 0.26 to between **0.35 to 0.42**.

Increasing office, technology and light industrial and retail jobs, the complete revised OCP amendment now delivers employment generating spaces that brings **1,785 to 2,285 jobs**. This ratio of jobs to people is an overall significant increase from the original OCP amendment submission.

The revised OCP amendment provides a **diverse cross-section of jobs** from the retail, office, institutional and urban industrial sectors ensuring there is a constant contribution to a sense of vibrancy and street animation.

Additionally, this mix **supports key CPTED (Crime Prevention Through Environmental Design)** principles negating the challenges associated with singular land use communities.

We look forward to working with staff through the specific details of incorporating this important aspect into the revised OCP amendment to ensure the development of a complete, vibrant and sustainable community.



Promoting street vibrancy and safety through active retail frontages and concentrated retail nodes across the development site.



- Clockwise from top left.
- 1: Volumes Collaborative Space, France, Stefano Borghi.
 - 2: Craft Breweries, Vancouver British Columbia.
 - 3: The Wharf, Washington DC.
 - 4: Simon Fraser University Surrey, British Columbia.



Public Open Space

The revised OCP amendment submission proposes an increase of about 70,000 sqft of public open space to 174,200 sqft which represents an increase of 66% compared to the original application.

This additional public open space has the potential to offer a variety of uses and functions and we expect it will be programmed with input from the community at the Rezoning and Development Permit stages.



Building Height & Density Placement

The original application contemplated 13 towers with 6 of those towers over 26 storeys in height.

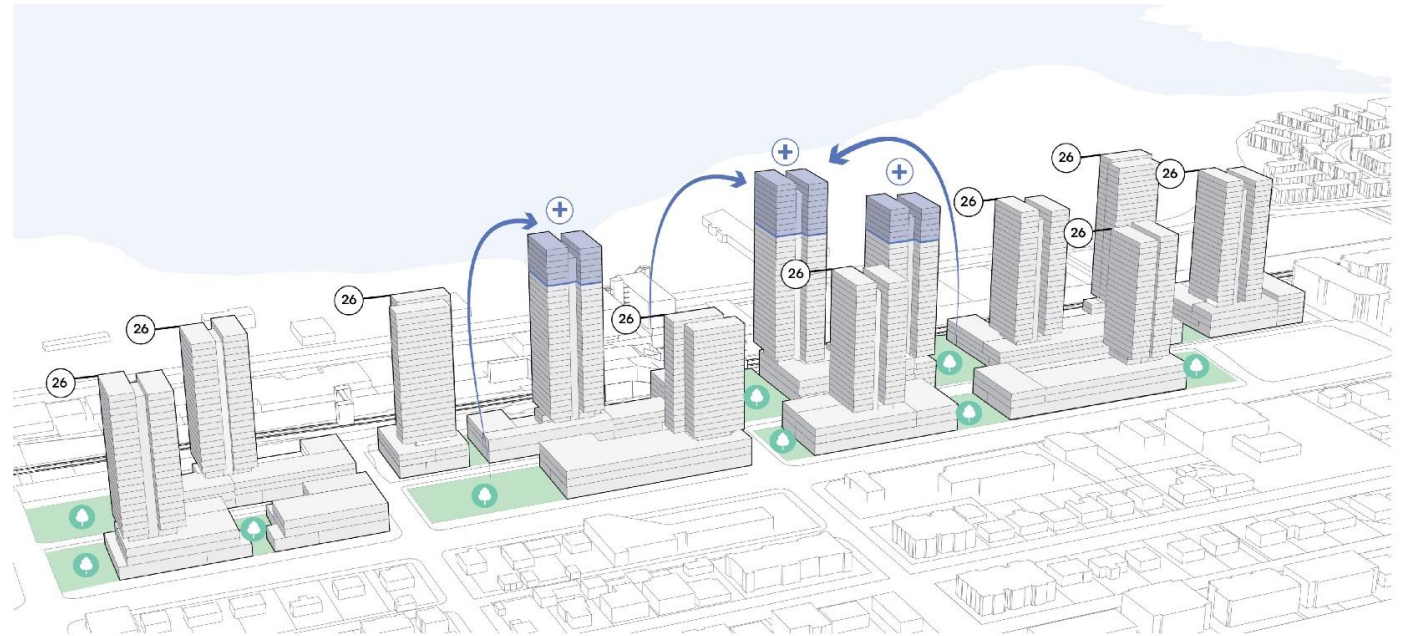


Based on recent feedback received, we have:

- **removed 1 tower**
- **reduced the height** on all other towers to sit at or below 26 storeys, except for the 3 closest towers located immediately adjacent to the Moody Centre SkyTrain Station at the centre of the neighbourhood.

The buildings in excess of 26 storeys are on sites that are physically capable of creating ground floor open space or immediately adjacent to their sites.

These include the open spaces at the public plaza on Williams Street, the daylighting of Slaughterhouse / Dallas Creek with its associated setbacks, and the restricted height of the tower on the west side of the BCTFA/Translink block of Spring Street (highlighted in blue).




3 Towers permitted additional height.

Open parks and amenity spaces for the community.

Housing Diversity

The amended application proposes a diverse range of housing options. These include **below-market (affordable) rental, rent-to-own, and affordable home ownership models.**

These housing options help cater to a variety of demographics across social and economic diversities. These housing choices will help supply Port Moody with much needed diversity in housing stock. Additionally, the proposal’s purpose-built rental housing will help increase Port Moody’s current supply of rental housing options bringing greater affordability and equity into the community where it matters most; in proximity to public rapid transportation.

<u>Original OCP amendment</u>		<u>Revised OCP amendment</u>
 2,500–3,000 Condo Homes	↓	1,800–1,925 Condo Homes
 300–385 Market Rental Homes	↑	950–1,000 Market Rental Homes
 400–450 Affordable Units	↓	250–275 Affordable Units
3,200–3,835 Total Homes	↓	3,000–3,200 Total Homes



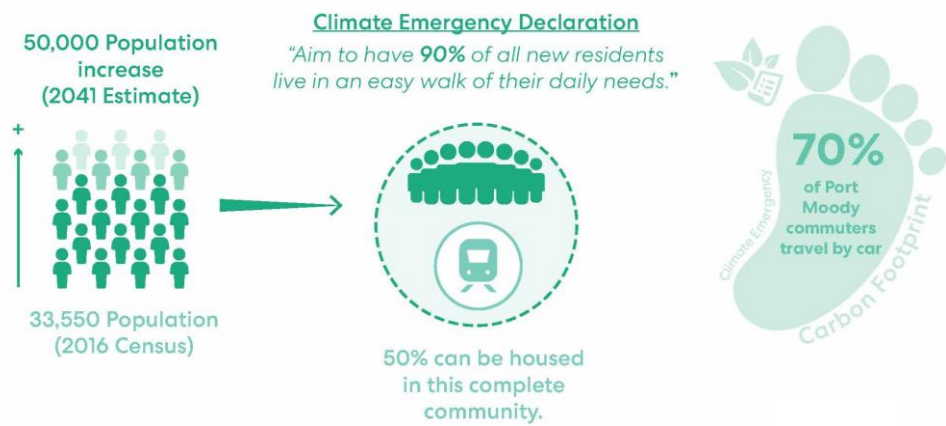
Clockwise from top right.
1: Via Verde Apartments, New York.
2: Shannon Mews Apartments, Vancouver British Columbia.
3: Olympic Village, Vancouver British Columbia.



Environmental Sustainability

This revised OCP Amendment is in alignment with Provincial and Regional initiatives such as **Clean BC**, **TransPort Moody**, **TransLink’s 2040 Sustainable Transportation Plan**, and **Metro Vancouver’s Regional Growth Strategy Plan**. This includes green building energy use and sustainable mobility infrastructure, like EV charging.

Specific to the City of Port Moody are the strategies set out in the 2019 Port Moody Climate Action Plan. This plan puts forward strategies to achieve the goals set out in the 2019 Intergovernmental Panel on Climate Change report (IPCC).

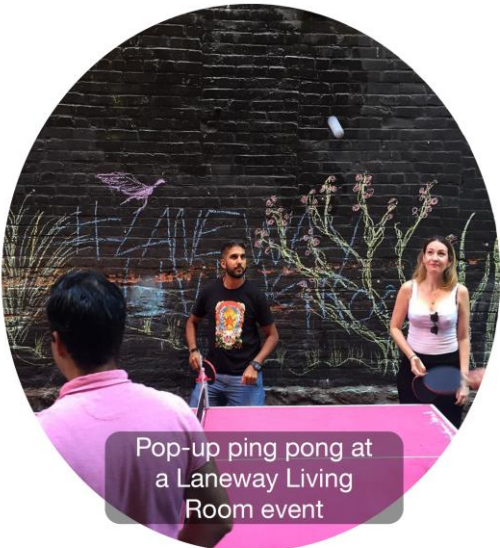


Clockwise from top left.
1: Riparian Creek, St George Street, Port Moody
2: Stormwater Landscape, Dockside Green Victoria, British Columbia.
3: Hinge Park Wetland, Vancouver British Columbia.
4: Marine Gateway Green Roof, Vancouver, British Columbia.

Social Sustainability

The amended application now clearly illustrates incorporates social sustainability goals, championing Happy City urban principles that focus on the livability and wellbeing of the occupants within the community.

The Master Plan site also provides the ideal location and opportunity site for BCTFA’s Transportation Pilot Project.



83%

of Port Moody residents commute time is currently between 30-60 mins



Development of multi-family housing will reduce auto trips by as much as 25%



5th↓

Moody Centre Station is the 5th lowest transit ridership in the region



Happy City Lab

“The longer people spend commuting in cars, the worse their psychological wellbeing”.

Charles Montgomery Sept 2014.



Happy City Urban Wellbeing Framework

Sources: 2011 Metro Vancouver Regional Trip Diary Analysis Report, 2016 Canadian Census Data.

Happy City Wellbeing Audit

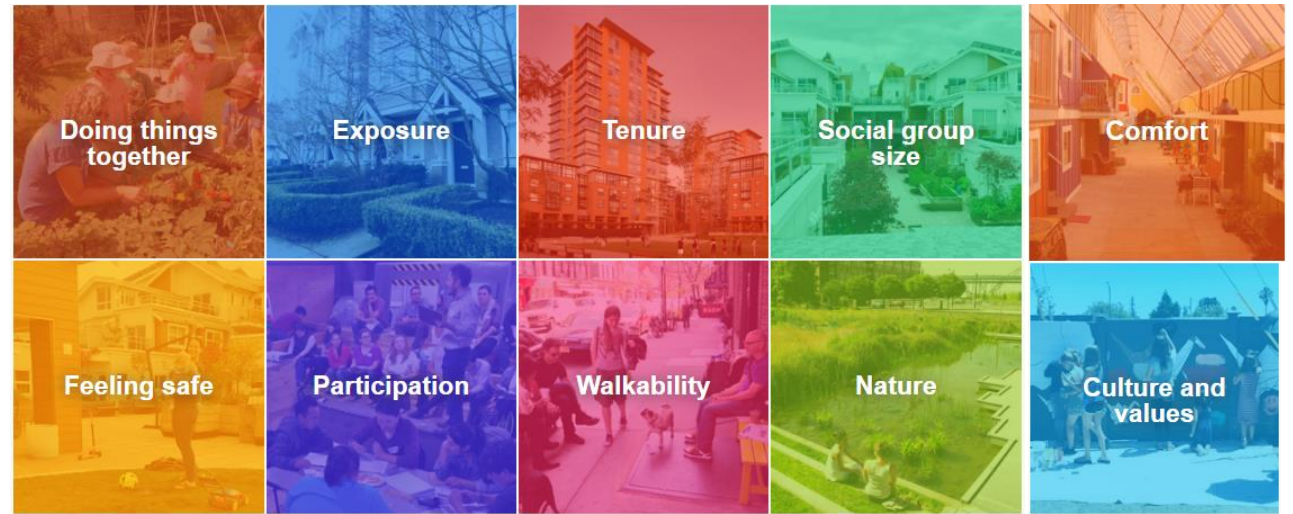
Happy City has found that **mixed-use neighbourhoods with vibrant diverse land use mixes promotes access to wellbeing.**

The Planning Group is working with Happy City who is undertaking a **wellbeing audit** of the full OCP Amendment. This will identify values and principles for wellness in the plan.

This audit will ensure that the Moody Centre TOD area becomes a vibrant, connected and inclusive environment for people living in Port Moody.

“Happiness is a house with many rooms, but at its core is a hearth around which we gather with family, friends, the community, and sometimes even strangers to find the best part of ourselves.”

- Charles Montgomery, Happy City Founding Principal



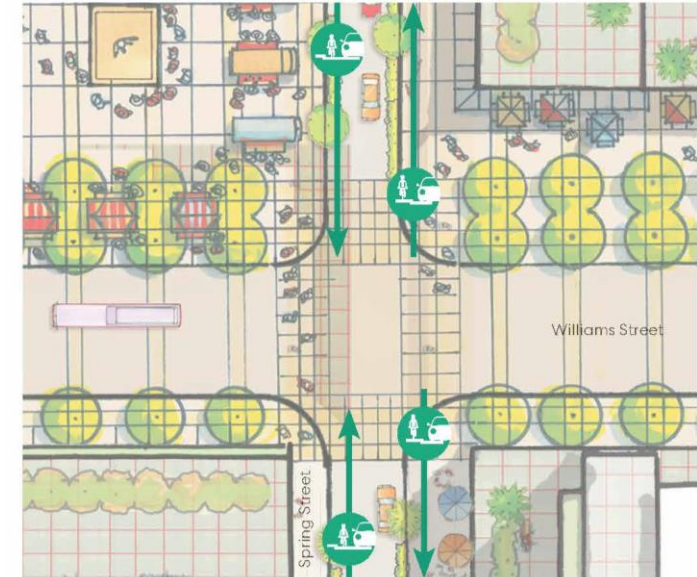
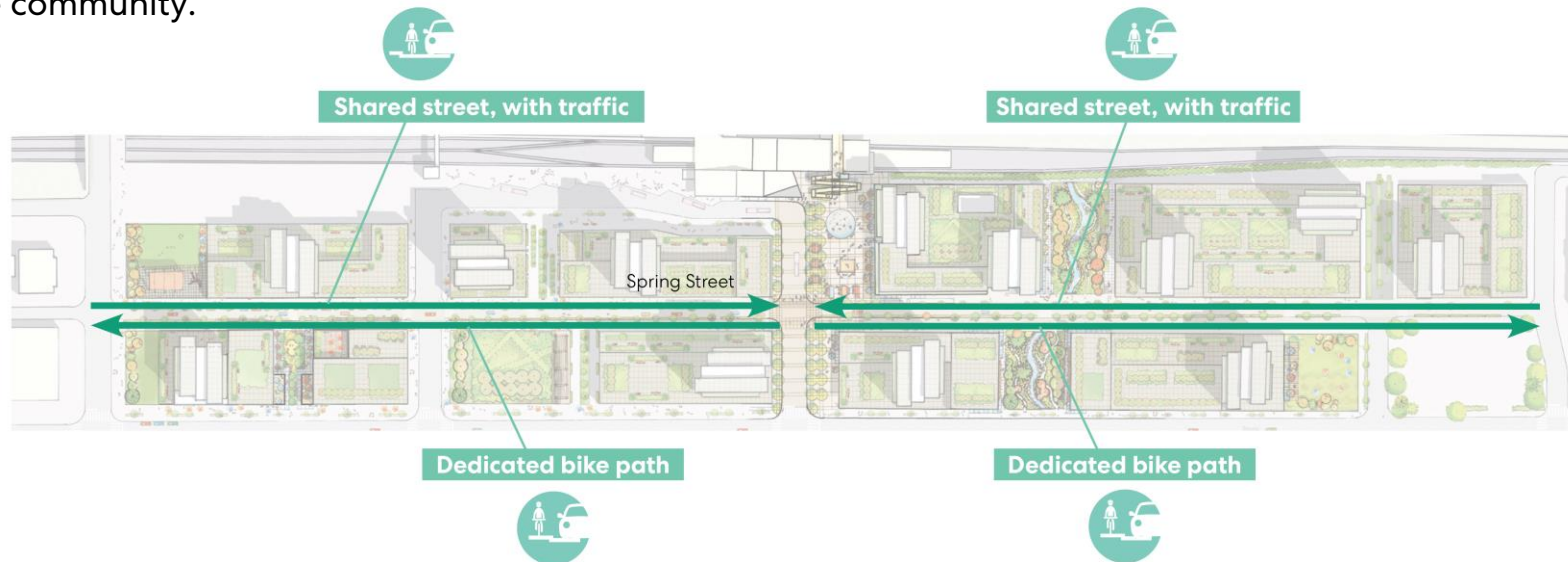
Spring Street

As a clearly stated ambition of the City's OCP, the creation of an intimate street experience is also a priority of our proposal. Emphasizing pedestrians, cyclists, retail activity and including green spaces and residential entries, Spring Street will be a **living street full of vitality** and representative of the City of the Arts.

The design of the streets and public spaces has a direct **influence on mobility choice**. This proposal incorporates mid-block pedestrian linkages and a 'shared-street' concept design for the spine of the TOD-Spring Street.

This results in a more **accessible and enjoyable pedestrian environment**. As identified in the **TransPort Moody Plan**, new developments will provide secured and enhanced bicycle storage supported by new cycling infrastructure in the road network to encourage a cycling node.

A pedestrian-first Spring Street - pedestrian and bike friendly but also car accessible, permitting personal and service vehicles to access residential buildings and store frontages along with commercial loading; we're considering alternating one-way traffic through the development to minimize "rat-running" through the community.

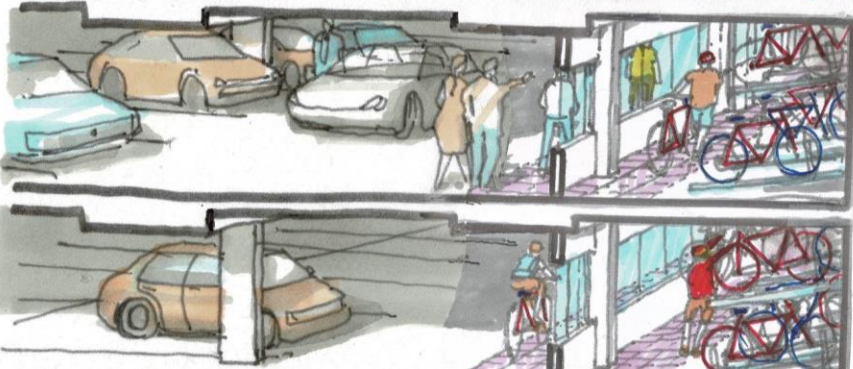
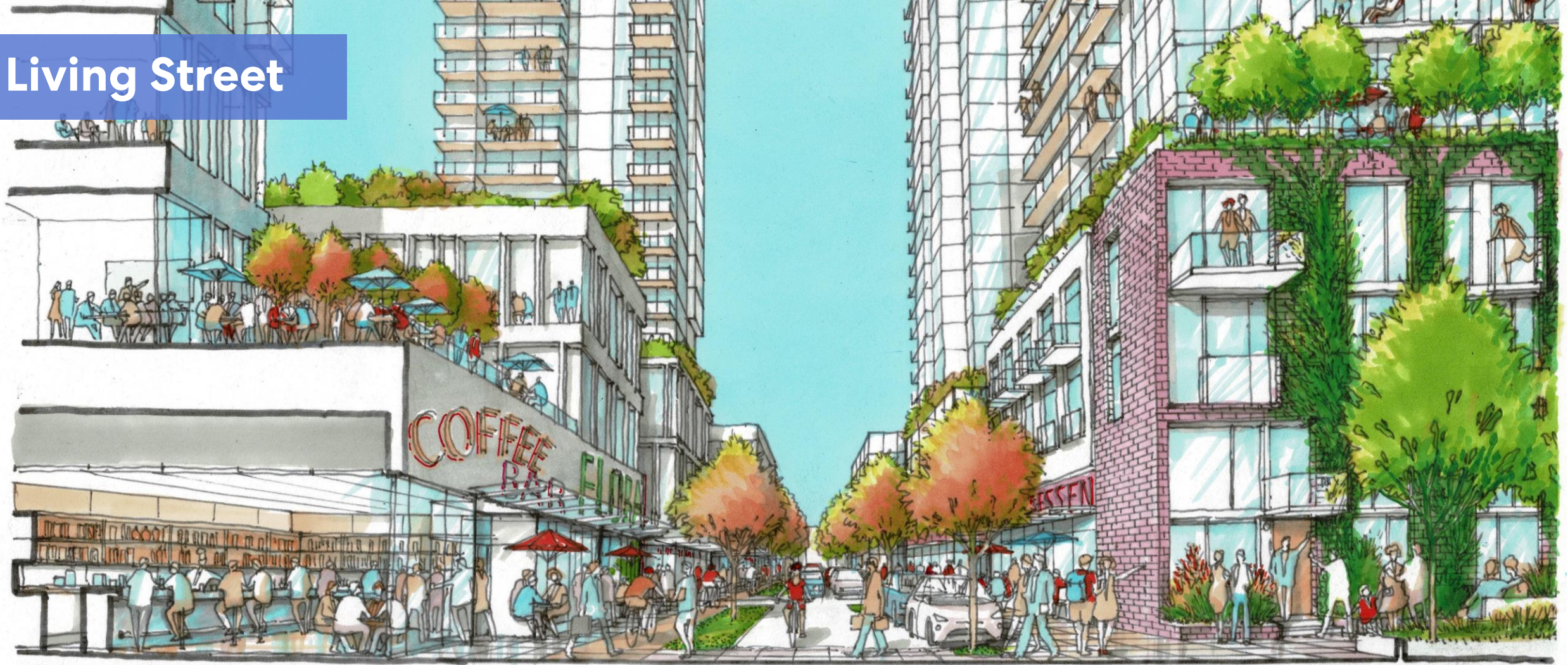


Spring Street at Williams Street intersection.

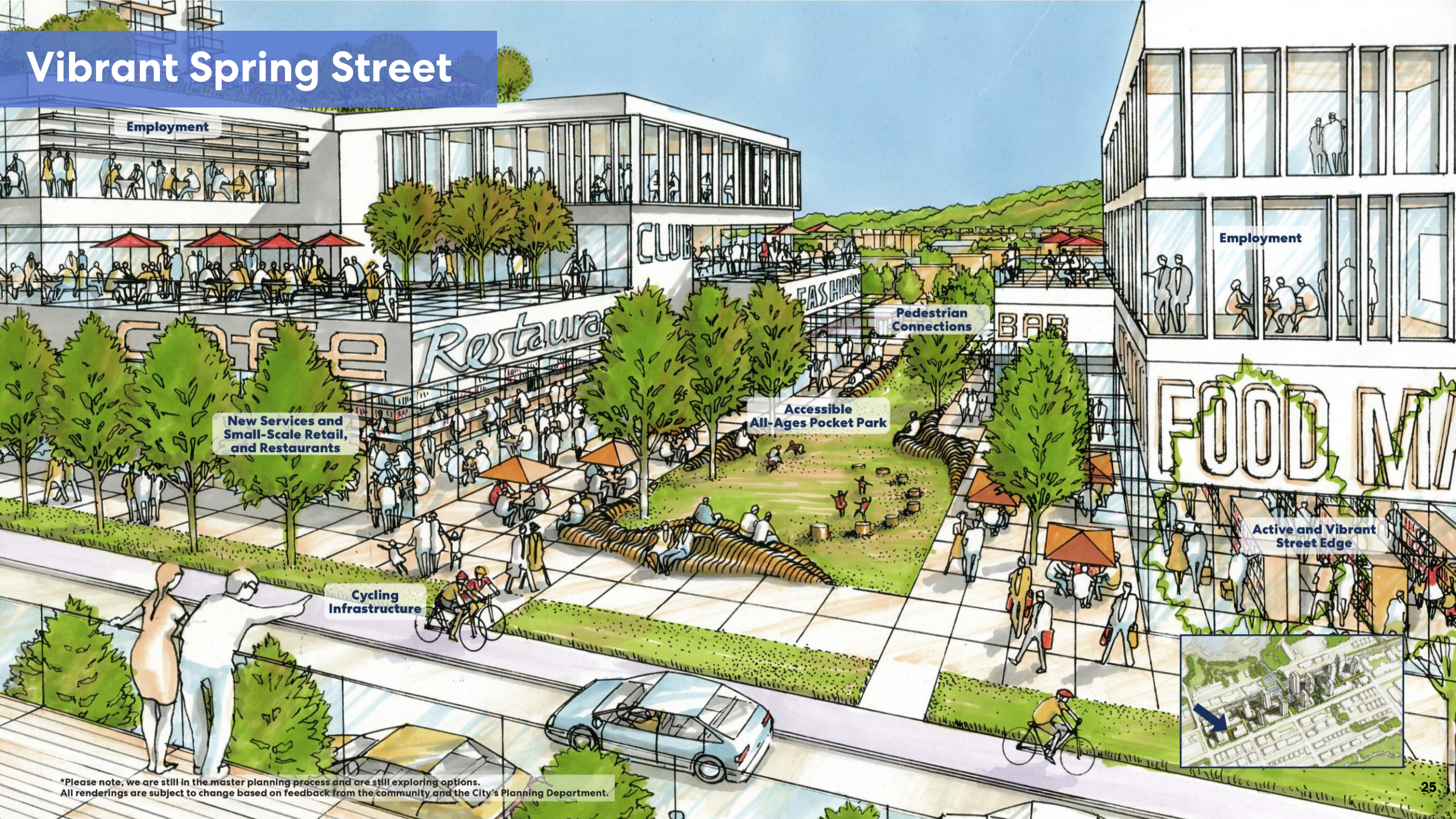


Spring Street looking east.

Living Street



Vibrant Spring Street



Employment

Employment

Pedestrian
Connections

New Services and
Small-Scale Retail,
and Restaurants

Accessible
All-Ages Pocket Park

Cycling
Infrastructure

Active and Vibrant
Street Edge

*Please note, we are still in the master planning process and are still exploring options.
All renderings are subject to change based on feedback from the community and the City's Planning Department.

Institutional Campus

Urban post secondary educational institutions bring vibrancy and vitality to communities and encourage job growth.

The revised OCP Amendment presents a **rare and unique opportunity** for a post secondary educational institution to establish a presence in Port Moody that will contribute to the local vibrancy and job sustainability for generations.

Preliminary discussions with Simon Fraser University (SFU) and Capilano University (CapU) are underway.

Moody Centre Planning group, along with Mayor, City Council and staff are actively pursuing these exciting generational opportunities.

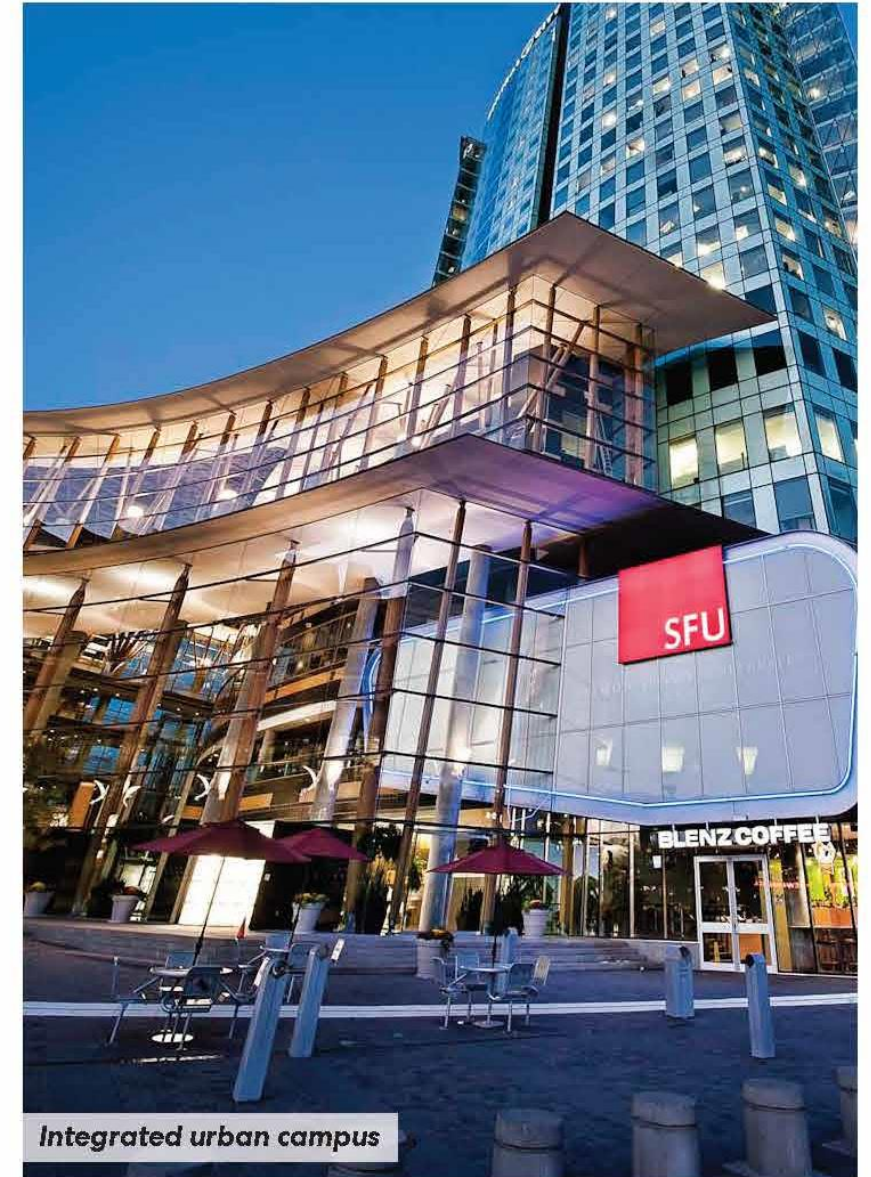


Clockwise from top right,

1: Simon Fraser University Surrey, British Columbia, Canada.

2: Proposed daylit Dallas/Slaughterhouse Creek and institutional campus, Perkins and Will rendering.

3: Central City Surrey British Columbia Canada.



Educational Partnership



To Summarize...

A Vision for Moody Centre

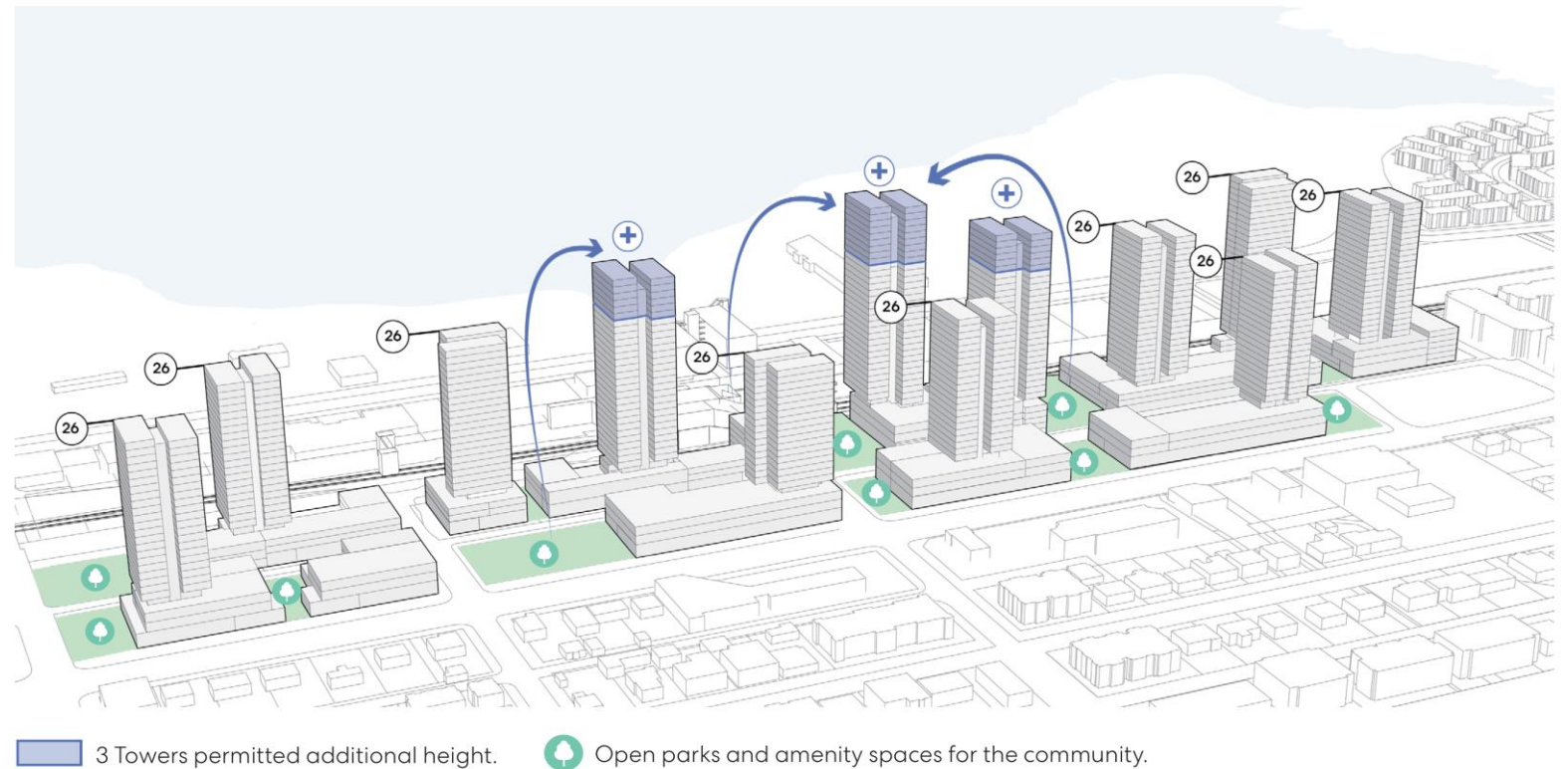
Based on community input and recent Council feedback the development group has provided a revised submission that puts forward:

Greater diversity of housing
providing a range of 3,000-3,200 units

More job space
from 0.26 to a range of 0.35 - 0.42 **↑61%**

Significantly more open space
from 2.4 to 4 acres **↑66%**

Reduced height and number of towers
removed 1 tower and reduced tower heights



Neighbourhood-Scale Transit Plaza

Future development site by PCI Developments to allow for landing of the pedestrian bridge, and further daylighting of Dallas/ Slaughterhouse Creek

Transit Connectivity

Buildings Set Back to Maximize Sun and views

Employment

Flexible Public Gathering and Event Spaces

Integrate Public Art

Distinct Paving Material and Tabled Intersection

Spring Street Promenade

*Please note, we are still in the master planning process and are still exploring options. All renderings are subject to change based on feedback from the community and the City's Planning Department.



Daylighting Moody Centre's Lost Waterways





Your insights and ideas are important to us!

We will now answer questions from participants via the Q&A function.

To access, please click the “Q&A” button at the bottom of your screen.

Please share your feedback with us via the online comment form on our website before **July 22, 2021**

www.moodycentreTOD.ca