

Moody Centre TOD Area Stakeholder Discussion Group: Environmental Interests (September 23, 2019)3020 Spring Street, Port Moody

Landowner Representatives: Virginia Bird, Pottinger Bird Community Relations
Viren Kallianpur, Perkins and Will
Hannah Gibson, Perkins and Will
Select members of the Moody Centre TOD Area Master Planning Group

Community Representatives: One representative from Trails BC Canada
One representative from HUB Cycling
One representative from the Burrard Inlet Marine Environmental Society
One representative from the Environmental Protection Committee
One representative formerly from the Environmental Protection Committee
Two members from the Port Moody Ecological Society

Background:

Following the Council adoption of the Moody Centre Transit Oriented Development (“TOD”) Area Plan in November 2017, and at the instruction of City Staff and members of Council, the majority landowners in the designated TOD Area established the Moody Centre TOD Area Master Planning Group to work on a masterplan for this future neighbourhood.

Following 18 months of working with design experts at Perkins and Will, City Staff, the Moody Centre TOD Area Master Planning Group believed the preliminary masterplan was ready to receive early input from the community. As the initial phase of public engagement on this masterplan, the Moody Centre TOD Area Master Planning Group, with the assistance of Pottinger Bird Community Relations and Perkins and Will, hosted a series of six invitational, themed discussion groups with representation from local community organizations, to:

- Re-confirm or renew the community’s priorities for the Moody Centre TOD area as identified in the Official Community Plan (“OCP”);
- Share our high-level ideas, development objectives, potential challenges and opportunities for this unique area of Port Moody and solicit early input.

Mayor, Council and Senior City Staff were notified of this public engagement process, including initial stakeholder discussion groups, via a letter, dated August 20, 2019.

This is a summary of the discussion from community representatives with an environmental interest.

Key Highlights

A. Community Aspirations

Following a brief presentation on the neighbourhood context, participants were asked to express their vision for the Study Area, including noting preferred future experiences in this area, as well as experiences participants did not want to have. The following feedback was shared:

- The area is challenged by growth constraints and traffic issues – how will this be addressed from a climate action perspective
- Need for better utilization of the site
- Need to create compact communities
- Green roofs to complement greenery at grade level
- Affordable housing in abundance, Port Coquitlam is a model to follow
- Would like Moody Centre to be like a magnet drawing people in, the way that Klahanie residents are naturally attracted to Newport
- Celebration of proximity to shoreline, would like an open and airy feel
- Development should embrace “blue” development, not just green.
 - Considers the water impacts, and possibility of reducing/eliminating grey water infrastructure.
- Do not want to see big box stores
- Want to see types of high paying jobs that will allow people to live here, instead of commuting in and out
- Clean tech jobs and green energy jobs

B. Policy Check

The presentation continued with a recap of the recent OCP Process, including the Moody Station Area Plan, the principles outlined in these important documents, and a summary of the public input received during the consultation for the policies. Participants were asked to comment if these principles and policies still resonate, today, and if there were key principles missing. The following feedback was shared:

- Greater connection to nature, would like to see more urban gardens and forests
- City of the Arts “in Nature” – people move here for both. This industrial area can adopt a green identity
- Great social aspects but plenty of opportunities to lead environmentally through solar adaptation, zero emissions building forms, reducing GHGs, urban forestry and canopy strategies etc.

- Can developers contribute to carshare?
- UBC Professor identified Klahanie as having most livability traits – should aim for that here to ensure liveability
- Would like to see seniors supported through assisted living facilities
- Moody Centre has the potential to become City Centre
- A population survey could help planning team understand work travel patterns of Port Moody residents and determine what policies to implement to tackle the issue
- Building structure should go above and beyond the Building Code – quality construction will get ahead of climate change, and will be more cost effective from a maintenance perspective.
- Consider that the Sustainability Report Card may be updated in the future with respect to climate change mitigations and adaptations
- Following guidelines for Naturescape BC (a recommendation from the city)
- What about the chances for district energy potentials? Centralize production of heating and cooling energy for multiple buildings
- CP Rail trains are getting heavier and longer and noise levels will be increasing adjacent to the railway tracks.

C. Preliminary Master Plan

The final component of the presentation walked participants through the preliminary master plan, as it stands in this early stage. Participants were asked to provide feedback on elements they liked within the preliminary plan, as well as comment on areas they felt could be improved. The following feedback was shared:

- How about a raised garden like the High Line in New York, with traffic on Spring Street below?
- Would be great to see functional art pieces – plexiglass rain pipe & musical rain chains
- Everyone should know their stream address (as opposed to just their street address). Support for use of water as a “passive art”
- Opportunity to explore indigenous heritage
- Garbage along the stream trails should be carefully considered
- Incorporate noise reduction elements within the site to reduce the acoustical impacts of design elements (acoustical site planning)
- Bird strike protections on towers (ie. window treatments)
- Daylighting of creeks
- Zero emissions zones
- Reducing amount of construction/demolition materials being sent to landfill
- Consider natural infrastructure to support stormwater infiltration
- Consider heat island effect (with all the concrete surfaces and plazas)
- Consider solar opportunities
- Council need to incentivize businesses to relocate to Port Moody (from outside) – people who move to the area will not prioritize switching to Port Moody employment

- Urban planting requires a lot of thought and care – in addition to species selection, technologies like deep root systems can help urban trees thrive
- The renderings are alarming and intimidating. Concern expressed about the level of density, number of proposed towers and the height of the towers currently proposed
- Support for establishment of local stewardship groups to foster sense of ownership of park lands
- Safe connection is important for school children and pedestrians wanting to cross St Johns Street
- Suggest TransLink increase Park 'n' Ride spots or bus routes to convert more drivers to use Moody Centre Station
- The Coquitlam Crunch is very well used – can see a similar trail working well up the Chines, but would need to have strong connection north to Rocky Point
- Overall integration of plans, retail strategy and communication has been great
- Should improve permeability by incorporating as much permeable surfaces as possible
- Should explore opportunity to expand Rocky Point park with a floating bridge market.

The discussion group concluded, with thanks offered to all participants, and an update on next steps which would include a widely advertised, public open house in late October 2019.