

An architectural sketch of a city street scene. Tall buildings with many windows and balconies line the street. People are walking on the sidewalks, some carrying bags. There are trees and plants along the street. The sketch is in a light, hand-drawn style. A large teal vertical bar is on the left side of the image, and a teal horizontal bar is at the top. The text is white and centered on the teal background.

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# Moody Centre

A Future Transit Oriented Neighbourhood  
OCP Amendment Application  
Supplemental Submission  
*April, 2021.*





## Supplementary Submission April 2021

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# 1.1 Background

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 below illustrates the various community engagements and presentations to Council that have occurred from 2017 to 2021.

## November 2017

Current OCP Adopted  
City of Port Moody- Moody Centre  
Community Engagement

## September 2019

Six Stakeholder Discussion Groups

## October 2019

Presentation & Discussion to the Tri-Cities  
Chamber Young Professionals Program  
**Community Open House #1**

## November 2019

Project Website Launch  
**Community Open House #2**

## December 2019

Three Stakeholder Discussion  
Round tables

## January 2020

**Community Open House #3**  
**Committee of the Whole #1**

## February 2020

**Community Open House #4**  
**Presentation & Discussion to Port  
Moody Friendship Society**  
**Presentation & Discussion to Port  
Moody Environmental Stewards**

## April 2020

**Presentation & Discussion to Simon  
Fraser Student Society Board**

## July 2020

Project website Updated with Full  
Application Booklet  
E-blast to Mailing List re: Application  
Submission and Website Update

## **OCP Amendment Submission**

## August 2020

E-blast to Mailing List re: Community  
Walking Tours  
Moody Centre Socially Distanced TOD  
Walking Tours

## September 2020

Presentation to the Tri Cities  
Chamber of Commerce  
Moody Centre Socially Distanced TOD  
Walking Tours

## October 2020

E-blast to Mailing List re: Launching  
Additional Walking Tour Dates  
Community Planning Advisory  
Committee Presentation  
Moody Centre Socially Distanced TOD  
Walking Tours

## January 2021

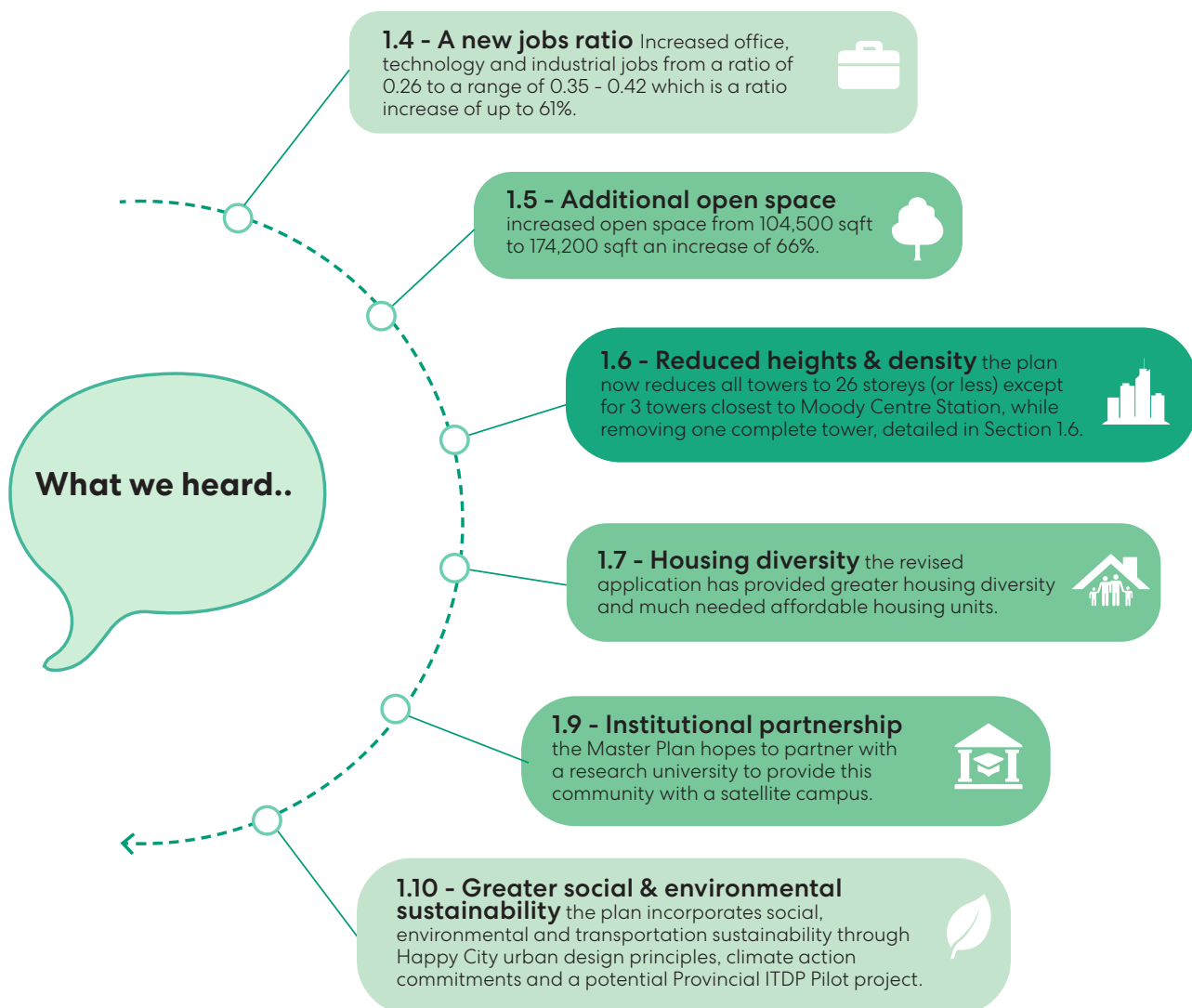
Committee of The Whole Presentation #2



## 1.2 What We've Heard

### 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 supplementary submission. The revised OCP amendment submission improves the diversity of jobs and its sustainability efforts, increases the housing and public open space available to the community while reducing overall tower heights and density. The diagram below depicts how what we've heard has been synthesized into the supplementary OCP amendment application. Each point will be detailed further within the document.



## 1.3 Revised Master Plan

1	City Site	0.47 acre
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2	84 Moody st.	0.2 acre
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- Park purchased via parkland acquisition funds

3+5	Woodbridge	1.20 + 1.03 acre
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- Up to 26 storey towers (2)
- 1 res. market rental
- 1 res. market strata w/ 10% affordable housing
- Pocket park / mews

4	Wai Man V	
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- Park purchas
- acquisition f

**Sites Under Active OCP Application**

9	Anthem	1 acre
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- Up to 26 storey tower
- Res. market rental
- Pocket park / mews on west side

10	BCTFA	0.62 acre
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- Density transfer to BCTFA tower site
- Transit plaza
- Pedestrian overpass Connection

11	PCI	2.25 acre
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- 32 and 36 storey tower
- Res. market rental
- Daylit creek
- Pedestrian overpass

12	3010-3034 S	
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- Up to 26 stor
- Res. market n
- strata w/ 10% housing (TBD
- Daylit creek

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



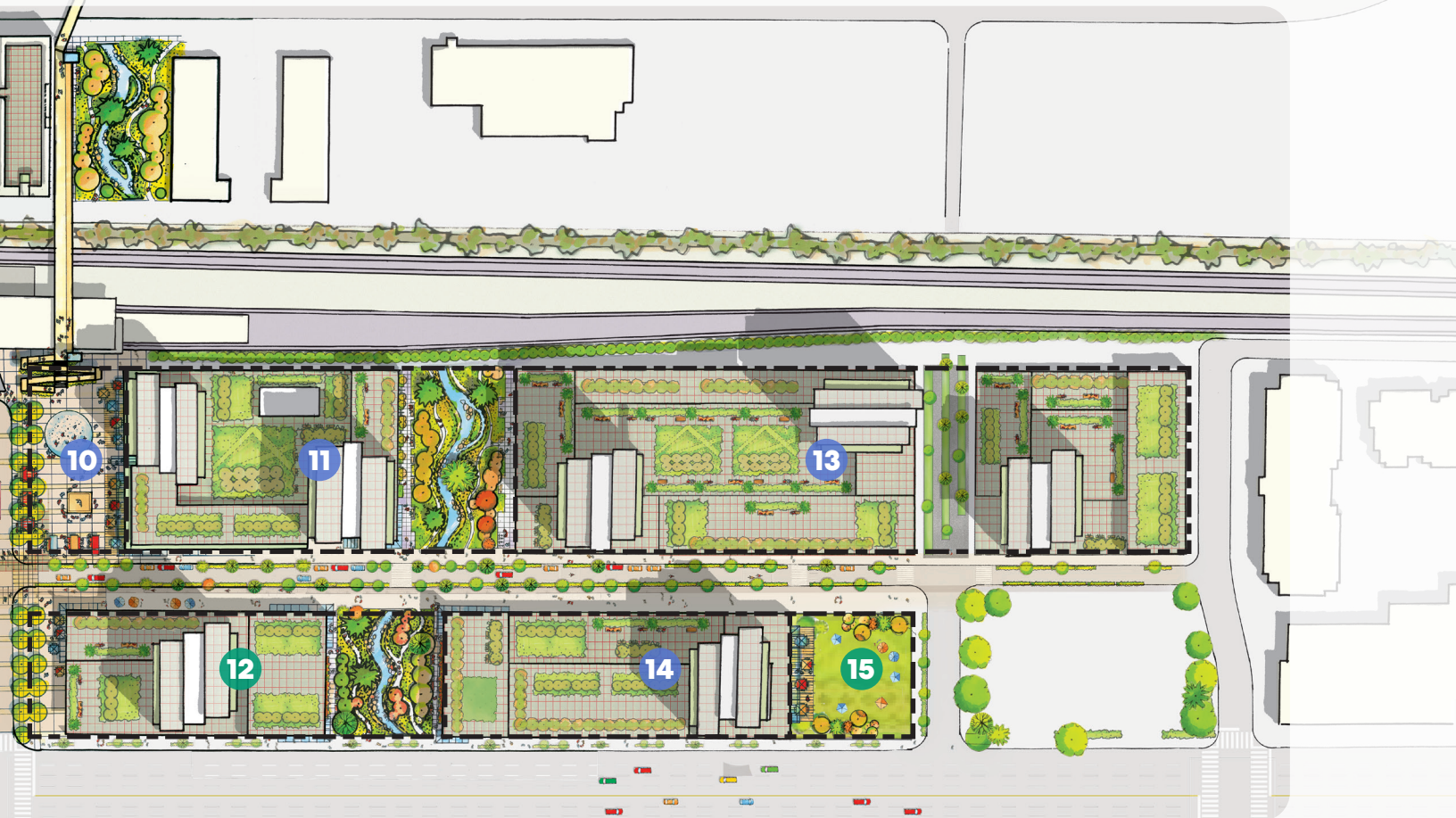
Voo	0.2 acre
<ul style="list-style-type: none"> <li>• Park purchased via parkland acquisition funds</li> </ul>	

6	TransLink	0.47 acre
<ul style="list-style-type: none"> <li>• Up to 26 storey tower</li> <li>• Res. market strata</li> <li>• 10% affordable housing</li> </ul>		

7	BCTFA	1.2 acre
<ul style="list-style-type: none"> <li>• 36 storey tower</li> <li>• Res. market strata</li> <li>• 10% affordable housing</li> </ul>		

8	3-Lot Parcel	0.6 acre
<ul style="list-style-type: none"> <li>• Park purchased via parkland acquisition funds</li> </ul>		

## Non-Application Sites ( Passive Involvement )



St Johns	1.13 acre
<ul style="list-style-type: none"> <li>• Up to 26 storey tower</li> <li>• Res. market rental or market strata w/ 10% affordable housing</li> </ul>	

13	Beedie	3.65 acre
<ul style="list-style-type: none"> <li>• 3x26 storey towers</li> <li>• Res. market strata</li> <li>• 10% affordable housing</li> <li>• Pedestrian mews</li> <li>• Pocket park at 2806 Spring st</li> </ul>		

14	Colliers	1.13 acre
<ul style="list-style-type: none"> <li>• Up to 26 storey tower</li> <li>• Res. market rental or market strata w/ 10% affordable housing</li> <li>• Park space on east side</li> </ul>		

15	Kai Youn Hui	0.36 acre
<ul style="list-style-type: none"> <li>• Park purchased via parkland acquisition funds</li> </ul>		



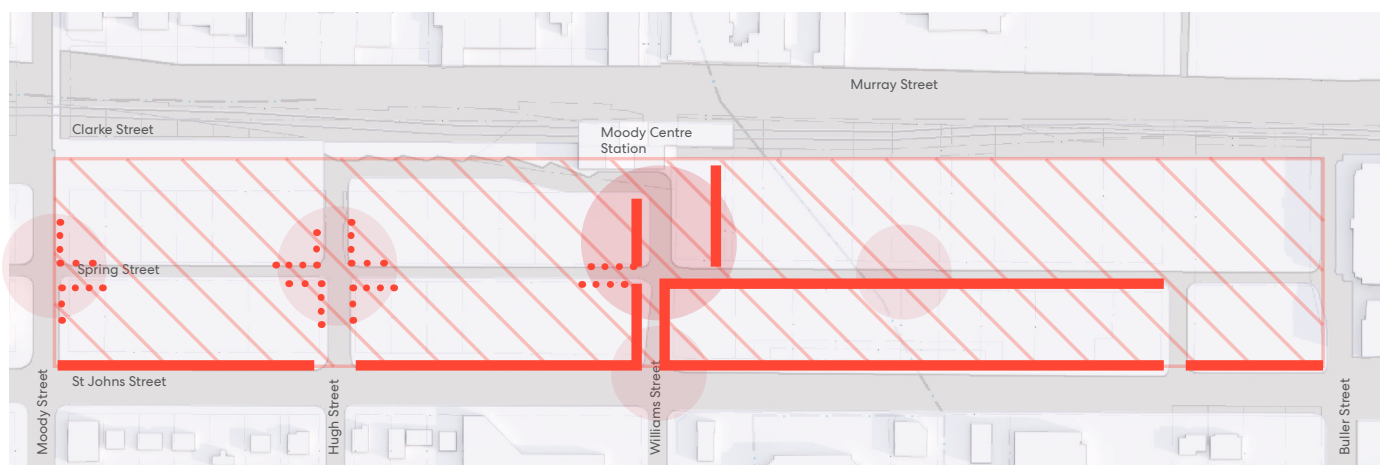
## 1.4 Job Space

### Moody Centre Employment Generation Uses

In response to Council's feedback there has been a direct increase of the jobs-population ratio for the Master Plan from 0.26 to between 0.35 to 0.42, an increased ratio of up to 61%.

Increasing office, technology and light industrial and retail jobs, the complete Master Plan 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 Master Plan 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 Master Plan 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.

-  Job generating areas
-  Retail node concentrations
-  Required retail frontage
-  Preferred retail frontage

## Vibrant Mixed-use community



**Creative Industrial**



**Institutional**



**Urban Industrial**



**Mixed-use retail**

*Clockwise from top left.*

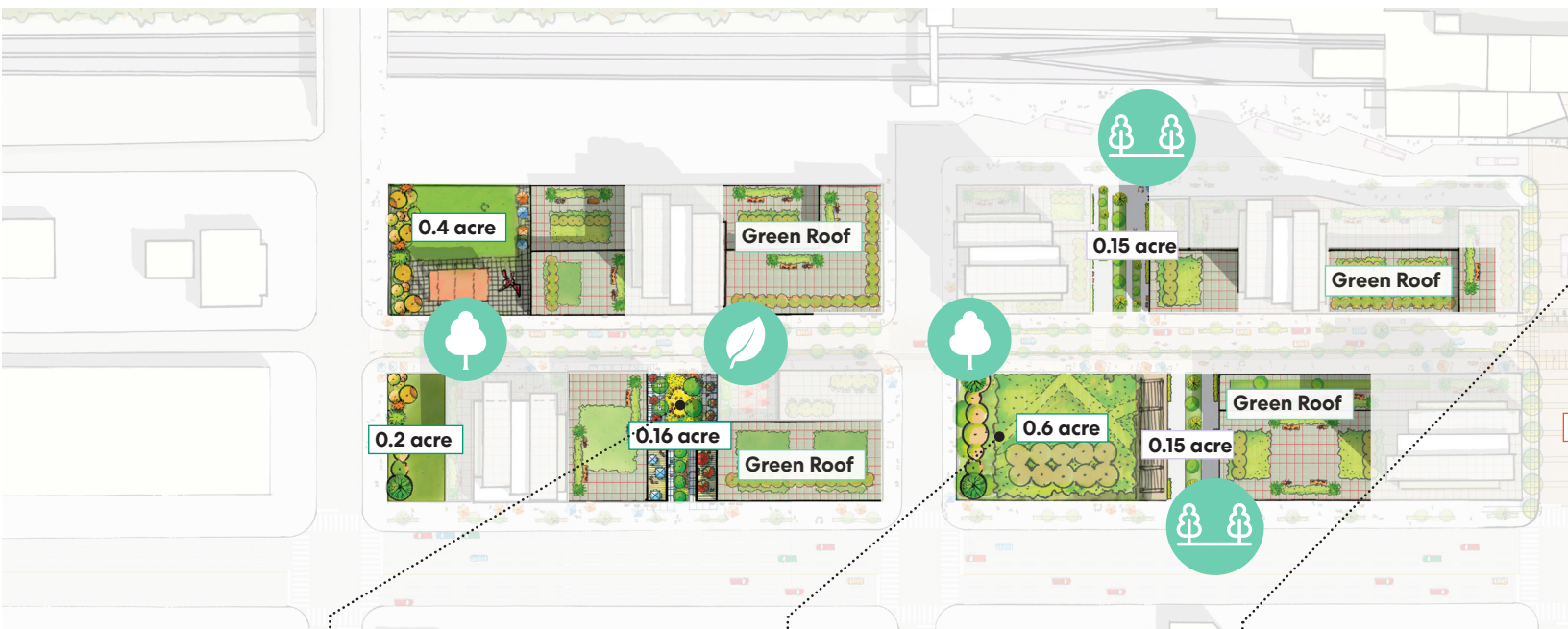
- 1: Volumes Collaborative Space,  
France, Stefano Borghi.
- 2: Craft Breweries, Vancouver  
British Columbia.
- 3: The Wharf, Washington DC.
- 4: Simon Fraser University Surrey,  
British Columbia.



# 1.5 Public Open Space

The revised Master Plan proposes an increase 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 will be programmed with input from the community at the Rezoning and Development Permit stages. The new open space is located in the following blocks:

- 84 Moody Street
- 86 Moody Street (Wai Man Woo Parcel)
- 2902, 2906, 2910 St Johns Street (3-Lot Parcel)
- 3010-3034 St Johns Street
- 3056 St Johns Street (Kai Youn Hui Parcel)



## Pocket Parks

**OCP:** Integrate mini parks as part of larger developments

**Proposal:** Spring Street pocket park providing mid block connections and spaces for placemaking



## Open Space Parks

**Feedback:** Lack of open spaces

**Proposal:** Existing owners will sell land to City at Fair Market Value using MC DCC Funds to buy additional park space.



## Plaza Space

**Policy:** Climate Emergency Declaration

**Proposal:** Higher density located near rail station and bus loop





Many of these sites are owned by 3rd-party landowners who are not actively involved with this OCP Application. The intent here, would be for those parcels to be purchased at fair market value based on permissible and feasible density using funds generated by Moody Centre TOD Parkland Acquisition DCC's. To date there has been positive preliminary discussions with these owners.

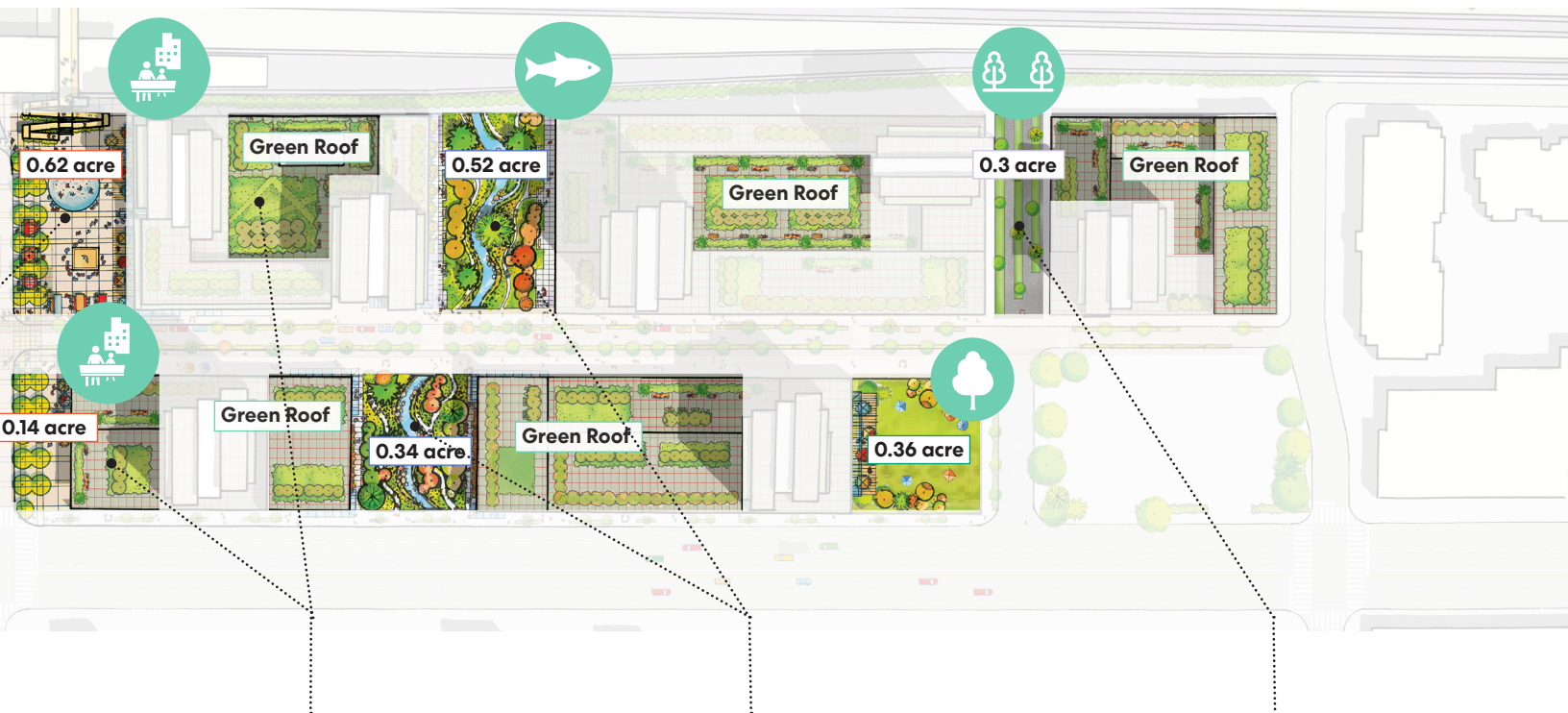
Original open space 2.4 acres or 104,500 sqft

Revised open park space ↑ increased to 4 acres or 174,200 sqft

↑ Increase of 66% in park space.



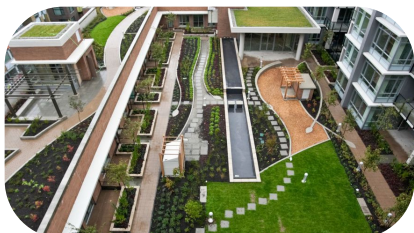
**Total open space offering of 4 acres or 174,200 sqft**



### Green roofs

**OCP:** Landscape to create a softer, green edge to the built environment

**Proposal:** On-Site storm water management



### Daylighting Creek

**OCP:** Daylighting Dallas / Slaughterhouse Creek

**Proposal:** Daylighting Dallas / Slaughterhouse Creek between Murray & St Johns



### Mews

**OCP:** Sustainable practices

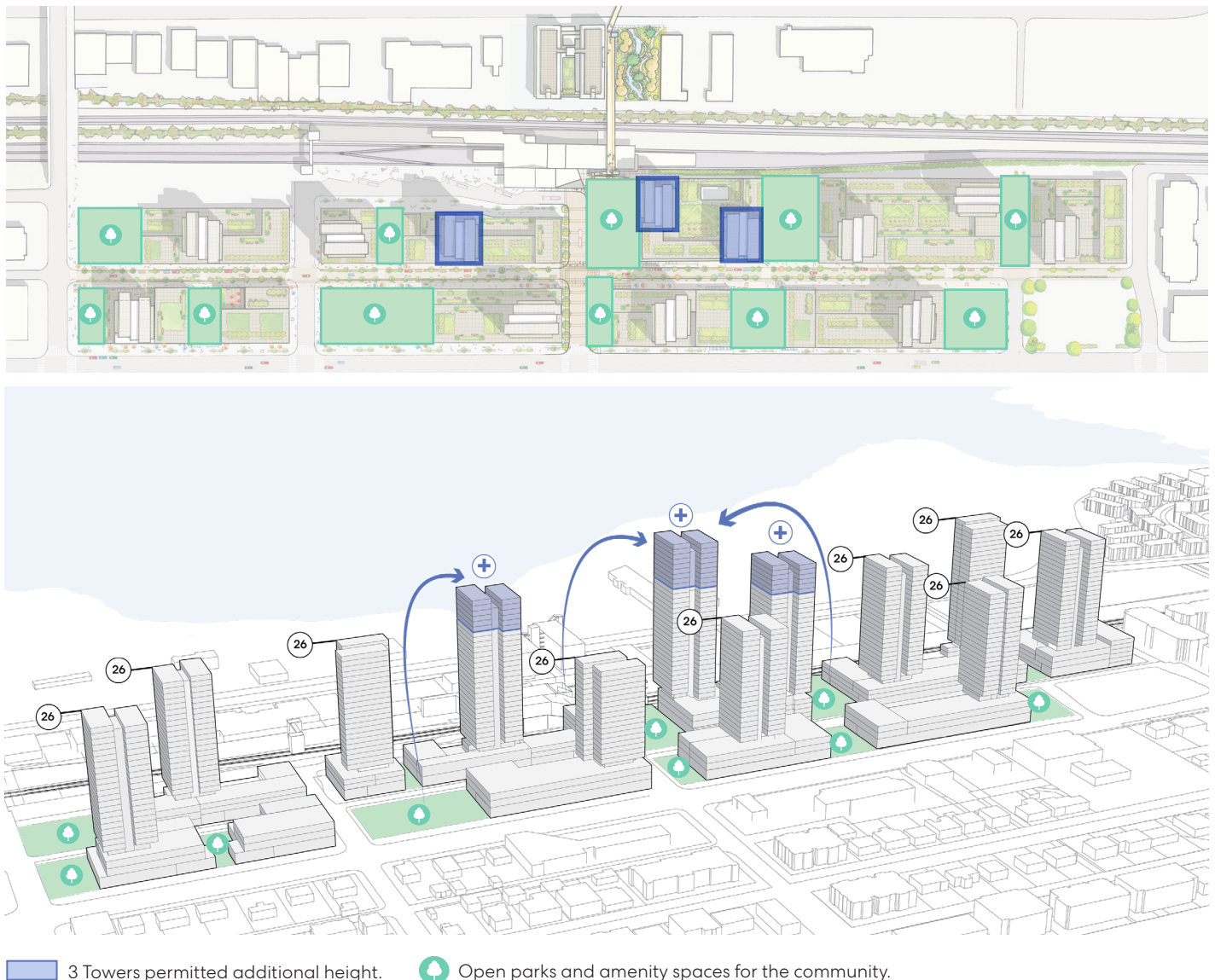
**Proposal:** High Performing Buildings, exploring LEED green building standards



## 1.6 Building Height and 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 on a site not actively engaged in this application and we have reduced the height on all other towers to sit at or below 26 storeys, with the exception of 3 towers located immediately adjacent to the Moody Centre rapid transit station at the centre of the Moody Centre community. These buildings that exceed the 26 storeys height cap are a by-product of creating ground floor

open space on these sites or immediately adjacent to these 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. These are all examples of where open space or lower tower heights have resulted in additional height for these specific buildings (highlighted in blue).





# 1.7 Housing Diversity

## Equity in housing

### Housing tenure

The amended application proposes a diverse range of housing options including affordable housing which consists of a range of strategies such as below market 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 close proximity to public rapid transportation.

#### Original OCP amendment

 2,500-3,000 Condo Homes

 300-385 Market Rental Homes

 400-450 Affordable Units

3,200-3,835 Total Homes

#### Revised OCP amendment

1,800-1,925 Condo Homes

950-1,000 Market Rental Homes

250-275 Affordable Units

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.



## 1.8 Spring Street

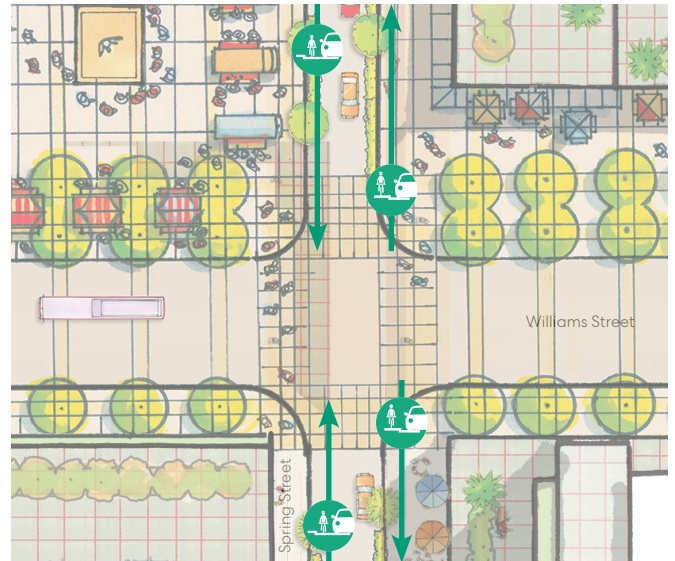
As a clearly stated ambition of the City's OCP, the creation of an intimate street experience unlike any other in the lower mainland, is also a priority of our proposal.

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.

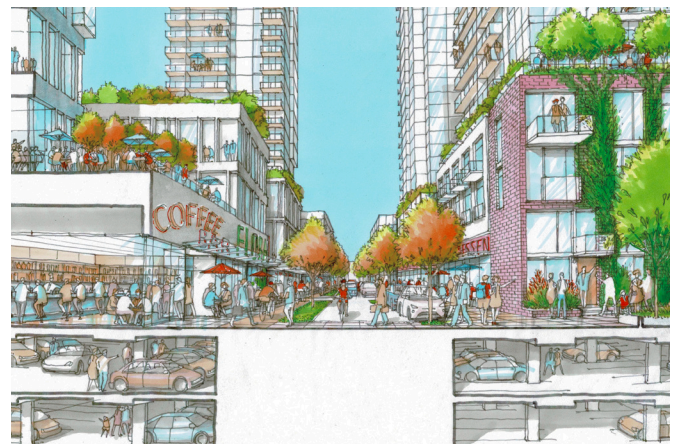
The design of the streets and public spaces has a direct influence on mobility choice. This proposal incorporates mid-block pedestrian linkages and a 'shared-street' concept design for the spine of the TOD- Spring Street.

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 cycling node.

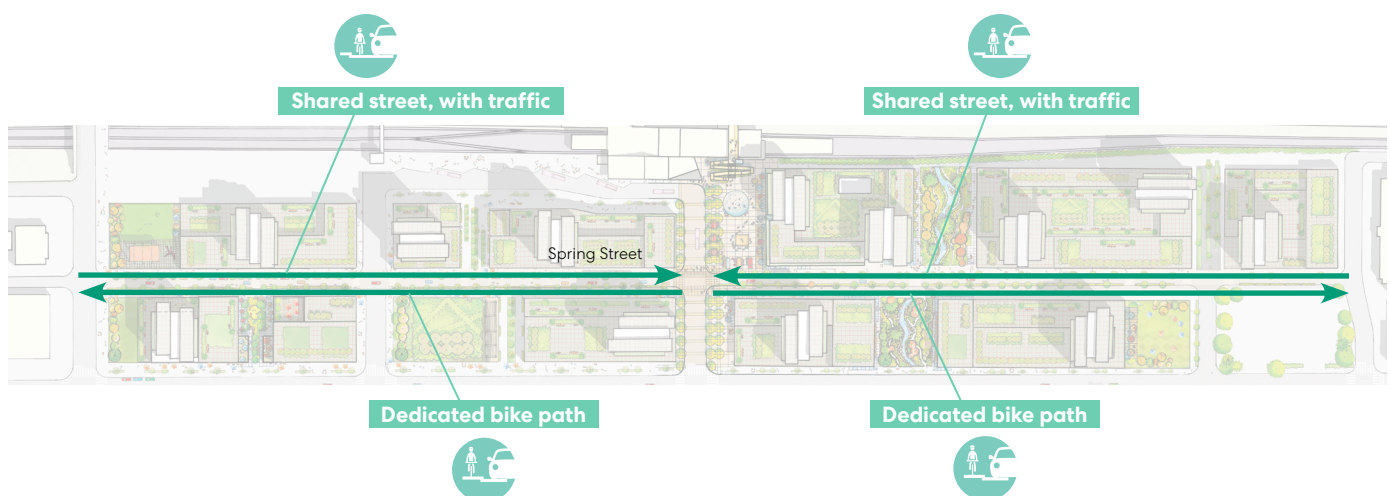
A pedestrian-first Spring Street - pedestrian + bike friendly but also car accessible, permitting personal and service vehicles to access residential buildings and store frontages along with commercial loading; we're considering alternating one-way traffic through development to minimize "rat-running"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



Spring Street at Williams Street intersection.



Spring Street looking east.



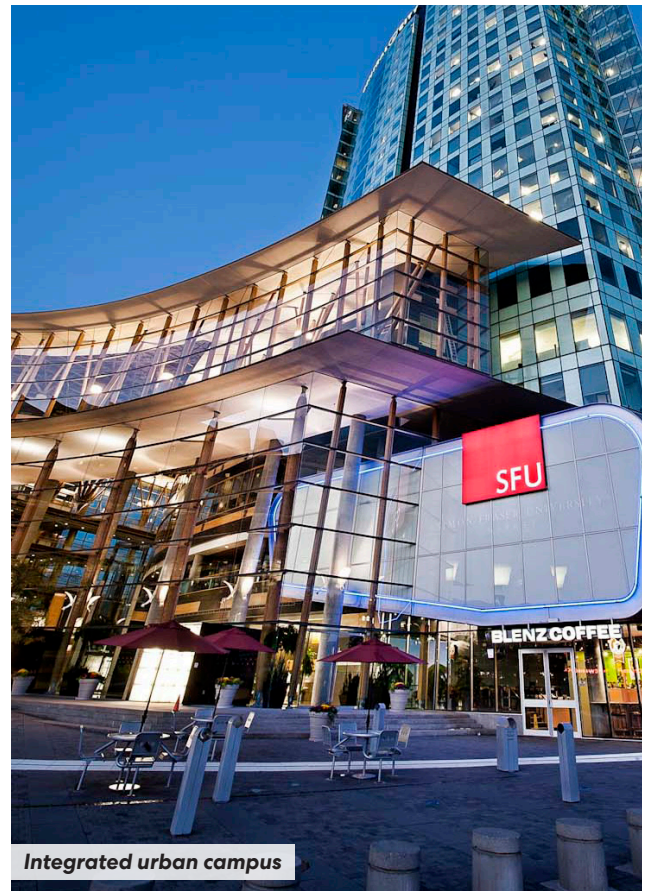


## 1.9 Institutional

## Educational Partnership

### Institutional Campus

Urban post secondary educational institutions bring vibrancy and vitality to communities and encourage job growth. The Moody Centre Master Plan 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.

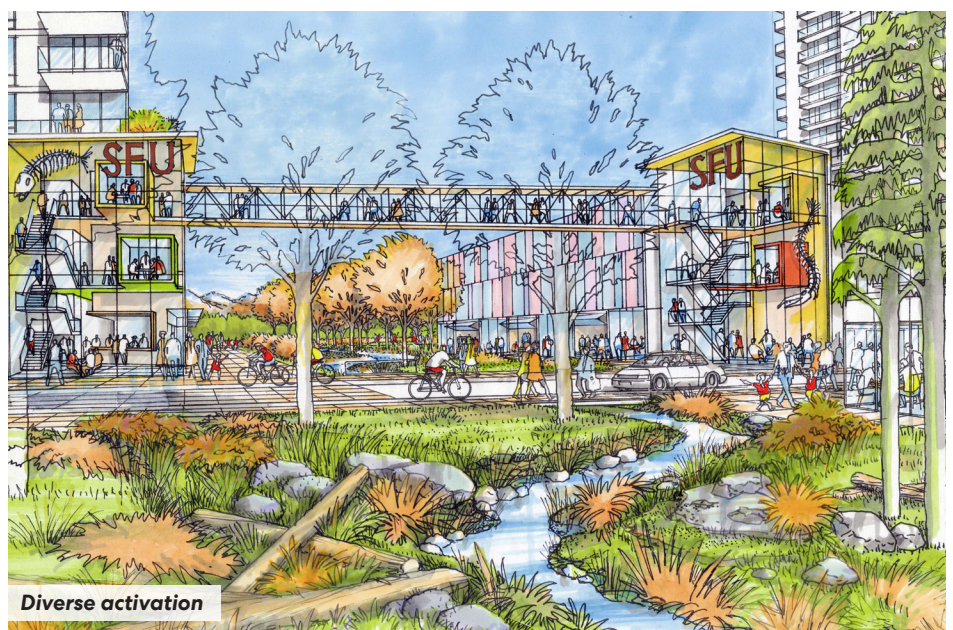


*Clockwise from top right.*

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.

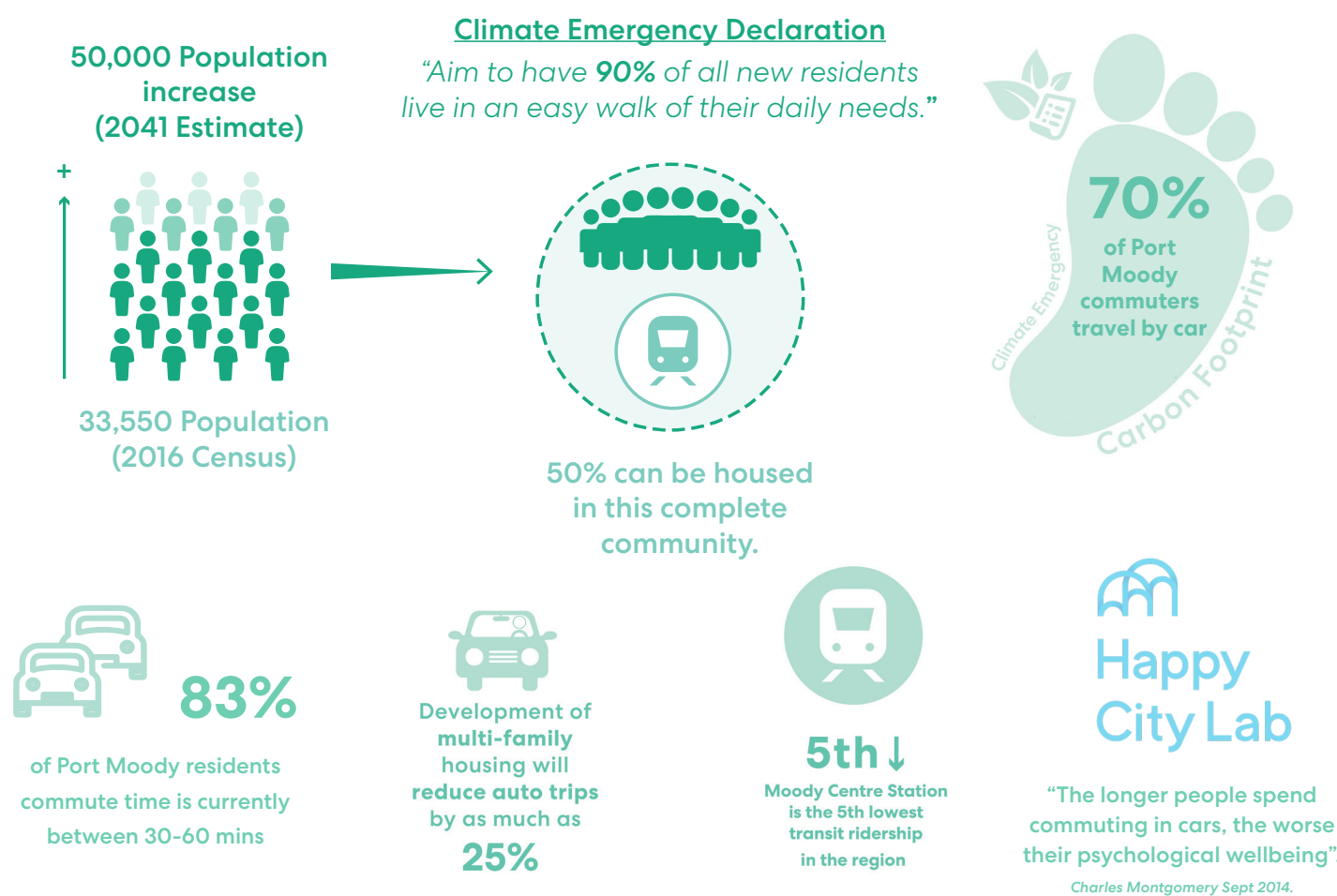


# 1.10 Social & Environmental Sustainability

Port Moody is actively engaged in policies and initiatives regarding a climate action plan. In Port Moody, additional focus has been placed on the opportunity to impact overall emissions through supporting mobility choices other than the private automobile and a shift towards electric vehicles and active transportation. This proposal positions Port Moody to make a difference on all three aspects identified above—building energy, increased mobility choices, and infrastructure to support electric vehicles. These are all 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*. More specifically to the City of Port Moody our proposal directly addresses mitigation strategies set out in the November 2019 *Port Moody Climate Action*

*Plan*. This Action Plan was spurred by the *Declaration of Climate Emergency* the City announced on June 2019, which puts forward strategies towards achieving the goals set out in the Intergovernmental Panel on Climate Change report (IPCC) in early 2019.

The amended application now incorporates social sustainability goals, championing *Happy City* principles that focus on the connection between resilient planned communities that reduce single vehicle commuting and their effects on livability. Promoting healthier lifestyles that improve the wellbeing of its occupants and reduce sprawling infrastructure waste and cost. Further to this, the Master Plan site provides the ideal location and opportunity site for BCTFA’s Active Transportation Pilot Project.



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



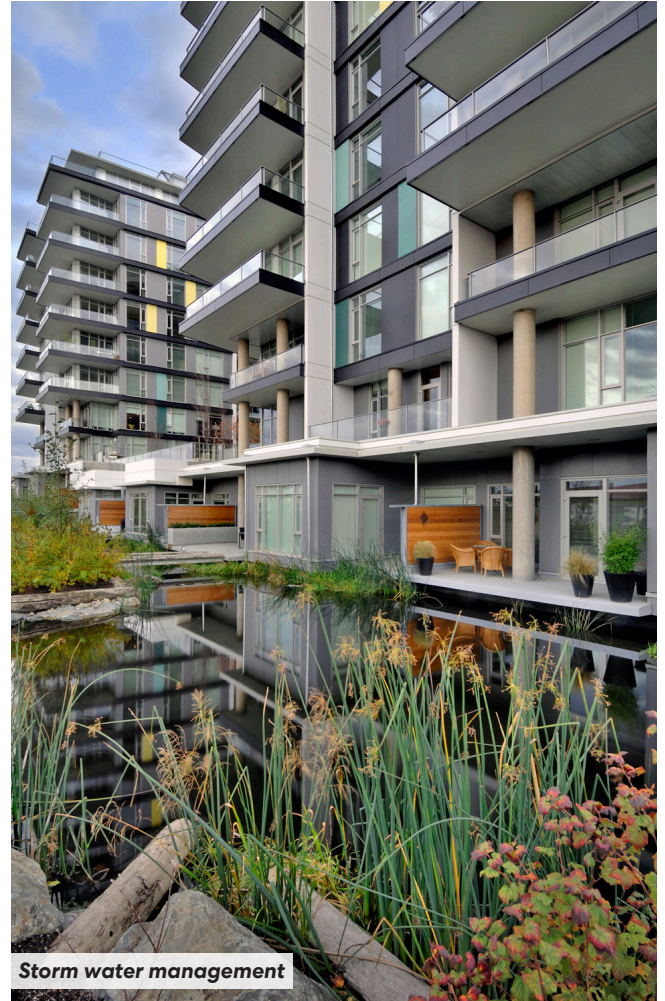
# Addressing Climate Change



**Ecologically friendly**



**Green roofs**



**Storm water management**



**Educational & playful**

*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.

## 2.0 Conclusion

### A Vision for Moody Centre

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

- Fewer units / less people  
providing a range of 3,000-3,200 units
- A higher proportion of jobs to residents  
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

This sincere effort brings positive additions to open spaces within the Master Plan, increased jobs and affordable housing with reduced building heights and improved massing. The intention remains to create an amenity-rich, walkable downtown district that is a destination, a draw for Port Moody residents, and emblematic of a diverse, economically active, and socially inclusive neighbourhood.

The plan provides a holistic approach to its land use, offering a complete community with new local jobs and employment. The amended application increases the job ratio to a range of 0.35 to 0.42. Additionally a variety of housing types including a mix of market condo homes, market rental homes and affordable housing are provided within the Master Plan.

The proposal brings much needed growth and amenities that will benefit not only future residents of the area, but the Port Moody community as a whole. The Master Plan presents a resilient strategy that reduces sprawling infrastructure waste and cost while promoting healthier lifestyles that will improve the wellbeing of its local occupants. The application represents a coordinated vision and comprehensive plan for redevelopment of the Moody Centre Transit Oriented Development (TOD) Area as encouraged in the Official Community Plan. This application – and the modest increase in development permissions that it requests – **is the means by which Port Moody's vision will be realized.**







An architectural sketch of a city street scene. Two tall, multi-story buildings with many windows and balconies line the street. The balconies have some plants and people. The street is filled with people walking, some carrying bags. There are trees and bushes along the sidewalks. A car is parked on the right side of the street. The overall style is a detailed line drawing with some shading.

# Moody Centre

Transit Oriented Development Area