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# Moody Centre

A Future Transit Oriented Neighbourhood

OCP Amendment Application - Book 1

*July 17, 2020*

# Acknowledgments

Application on behalf of the Landowner Moody Centre TOD Area Master Planning Group. The planning group is comprised of a collective of public and private owners:

Anthem Properties Group

Beedie Living

British Columbia Transportation Financing Authority

Bombelli Family

PCI Developments

Stevens Family

South Coast BC Transportation Authority (DBA TransLink)

Wildman Family

Woodbridge Homes

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# Executive Summary

# Executive Summary

## A Vision for Moody Centre

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 a broad outcome of the amendment approval, Port Moody's vision for a sustainable, inclusive, and vibrant Moody Centre will be realized.

The application primarily 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. In doing so, it proposes two main changes. Firstly, it extends the area of the Moody Centre TOD Area eastwards to extend one block east of Electronic Avenue. Secondly, it proposes an increase in maximum permitted height to 36 storeys in select locations within the TOD area.

These changes are in concert with a coordinated Master Plan that locates heights and densities according to a considered approach to site development potential based on the unique site context and geometries of parcels and blocks. Based on the transportation studies and collaboration with City Staff, the proposed densities can be effectively accommodated within the proposed improved street network. In this regard, the plan is situated in the realities of the location.

More importantly, these proposed changes have been developed in tandem with extensive community consultation and significant commitment in provision of amenities and infrastructure in response to community needs of Port Moody. This application – and the modest increase in development permissions that it requests - is the means by which Moody Centre's vision will be realized.

Our 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. These amenities include daylighting Slaughterhouse / Dallas Creek, delivering the pedestrian overpass to Rocky Point Park, delivering an Urban Plaza, providing public realm elements including

pocket parks, mews and public art, delivering affordable housing options, providing jobs along with high quality, inspiring architecture throughout Moody Centre. Drawing on important civic initiatives such as Port Moody's Climate Action Plan, Interim Affordable Housing Policy, and foundational principles within the OCP, the proposal places growth in the most suitable location in Port Moody to reduce or prevent the emissions of GHGs. By shaping a city around mobility choice and a strong public realm, both sustainability objectives and human health objectives can be met. By daylighting a creek, the proposal introduces local ecological habitat restoration into Moody Centre, promoting resilience and stewardship of the local environment. New infrastructure and landscape will emphasize sustainability and a whole systems approach.

The vision is to create a vibrant, mixed-use neighbourhood in Moody Centre that includes new local jobs and employment, a variety of housing types including a mix of market condo homes, market rental homes and affordable housing. Over 20% of the housing proposed in the plan are affordable housing choices comprised of market and below market rental and affordable home ownership. Employment generating spaces of this plan bring over 1,400 office, tech, post-secondary or light industrial jobs and over 600 retail jobs. **The amended OCP will create a 73%\* increase in affordable housing and further increase purpose built rental housing by 43%\*. For job supply the proposal brings a 27% increase over the existing conditions to the municipality.**

Bonus Density, CAC and other applicable municipal charges are projected to total over \$135M; \$75M of in-kind contributions and over \$60M residual funds for application by Port Moody to other community priorities.

## A Long-term Effort for a Long-Range Vision

In 2017, Port Moody's Official Community Plan was amended to reflect the unique opportunity of anchoring a City Centre on two major transit stations – the West Coast Express and the Evergreen Line. In February of 2018, the Port Moody TOD Area Master Planning Group was formed at the direction of

Port Moody Mayor, Council, and staff.

This Planning Group developed a set of objectives and, in 2019, worked with the Mayor and City Council to further identify and consider project priorities. The outcomes of this effort lead to continued investigations and planning preparations with City staff and the project team.

In July and October of 2019, Council debated the most suitable path on which to move forward for Moody Centre. The outcome of these discussions was to prioritize employment and affordable housing uses in the Moody Centre TOD area and terms of reference were established to collaborate with the Port Moody TOD Area Master Planning Group and to launch a voluntary pre-application engagement process comprised of stakeholders, community groups, and the broader public.

Between September 2019 and April 2020, community engagement and outreach commenced leading to a presentation and staff report on a draft vision for the Moody Centre TOD area. From that point, further refinements to the plan have been made which now comprise this application.

### **A Community Driven Effort**

Following more than a year of collaborative efforts with staff commencing in the Fall of 2019, the Moody Centre TOD Master Planning Group underwent an extensive public engagement process. Led by Pottinger Bird and Perkins and Will Architects, the public engagement has included four open houses with over 400 attendees and multiple stakeholder sessions. The engagement events were really successful demonstrated by the level of community engagement, passion, community input and support.

\* Calculations are based on existing and approved unit numbers.



## Key Features of the Application

The application presents noteworthy opportunities to the City of Port Moody to achieve significant, coordinated benefits for the community. These include:

- **A daylight Dallas / Slaughterhouse Creek** – a showcase of sustainable green infrastructure and the re-introduction of natural ecology to Moody Centre, this amenity will stretch from St. Johns Street to Rocky Point Park and the Burrard Inlet.
- **A new overpass** - a pedestrian and cyclist overpass from Moody Centre TOD Area to Murray Street and Rocky Point park, knitting the community together and connecting new residents to major open spaces.
- **A new Urban Plaza** – a major urban amenity, this plaza will be a centerpiece of the community and create a place for gatherings and celebrations. Programming of adjacent buildings will help to bring animation and a sense of vibrancy to the place.
- **Enhanced Public Realm** – while the Urban Plaza is a signature highlight of the public realm improvements, the total contributions are significant and include new pocket parks, pedestrian mews connections, public art contributions, an enhanced pedestrian realm.
- **Comprehensive Urban Design Strategy**- the overall approach to height, massing, tower separation, distribution of public open spaces, and application of land-uses and programming is developed through a comprehensive design strategy.
- **Additional Cash Contributions**- in addition to the amenities listed above, cash contributions towards affordable housing and public amenities are included in the proposal.
- **Diverse Employment Generating Uses**- the proposal creates a planning framework for diverse land uses to occur, this sets in motion a plan that actualizes a transit oriented, complete community for Port Moody.

## Focused on Housing

In addition to the comprehensive suite of amenities defined in the application, the proposal has given deep consideration to focusing on a key priority of Port Moody: providing a range of housing types and tenures including affordable home ownership and rent-to-own. This emphasis on affordable housing reflects the feedback of Council and community and is a demonstration of how the new Moody Centre TOD area is the actualization of priorities and aspirations of the people of Port Moody.

## This Application

This application articulates our vision for Moody Centre. **Book 1 - Vision**, describes the contents and rationale for our proposal. **Book 2 - Technical Inputs**, provides details on technical work, background studies, and comprehensive summaries of the engagement process. As the approval's process unfolds, additional detail and information will be provided in concert with the inputs and insights of Council, staff, and the community.



*Open House Boards illustrating updated information from previous open houses (Community Open House #3)*

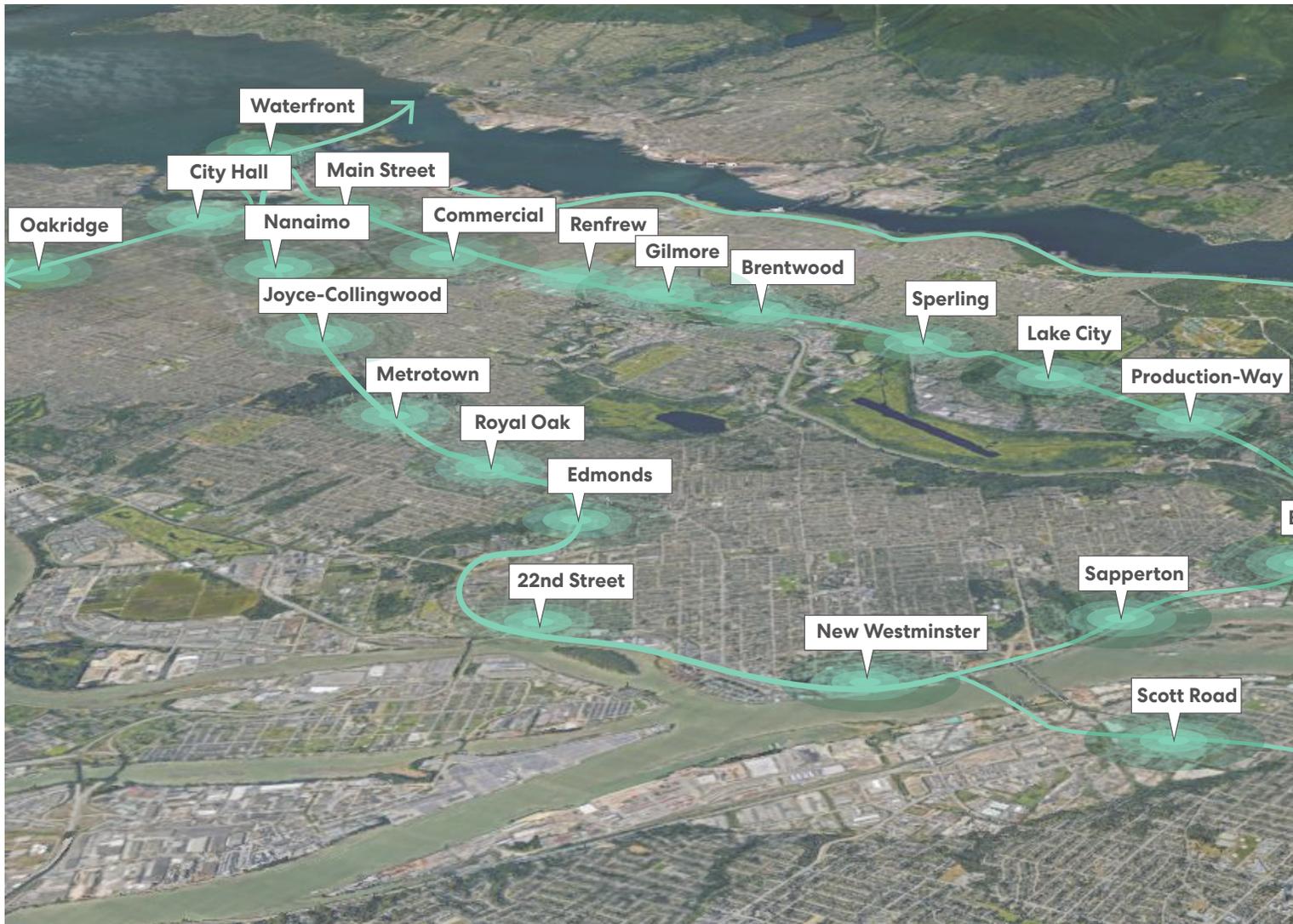




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# 1.0 Context

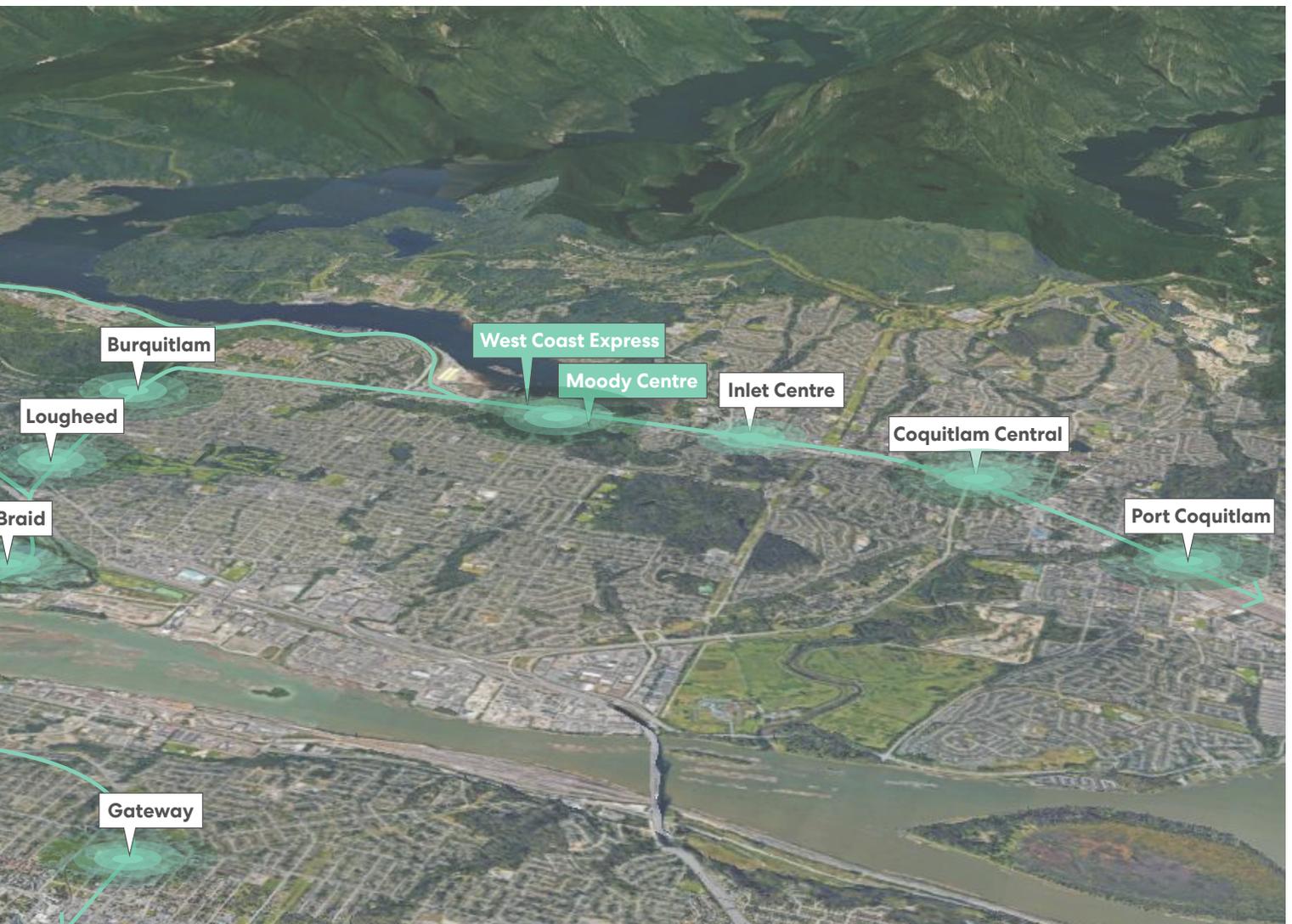
- Regional Context
- City Context
- Local Context
- Policy Context



## 1.1 Regional Context

Metro Vancouver’s Regional Growth Strategy is centered on creating mixed-use urban areas at transit stations and along transit corridors .

The Metro Vancouver Regional Growth Strategy Plan has identified this Master Plan area as a Frequent Transit Development Area. Here, strategic planning efforts should be made to capitalize on the Ministry of Transportation and TransLink investments, Moody Centre Station, and the West Coast Express Station.



Illustrating high density Transit Oriented Stations in Metro Vancouver, Source: Google Earth

The Moody Centre Master Plan is aligned with all 5 goals of the Metro Vancouver Regional Growth Strategy:

**GOAL 1** Create a Compact Urban Area

**GOAL 2** Support a Sustainable Economy

**GOAL 3** Protect the Environment and Respond to Climate Change Impacts

**GOAL 4** Develop Complete Communities

**GOAL 5** Support Sustainable Transportation Choices.

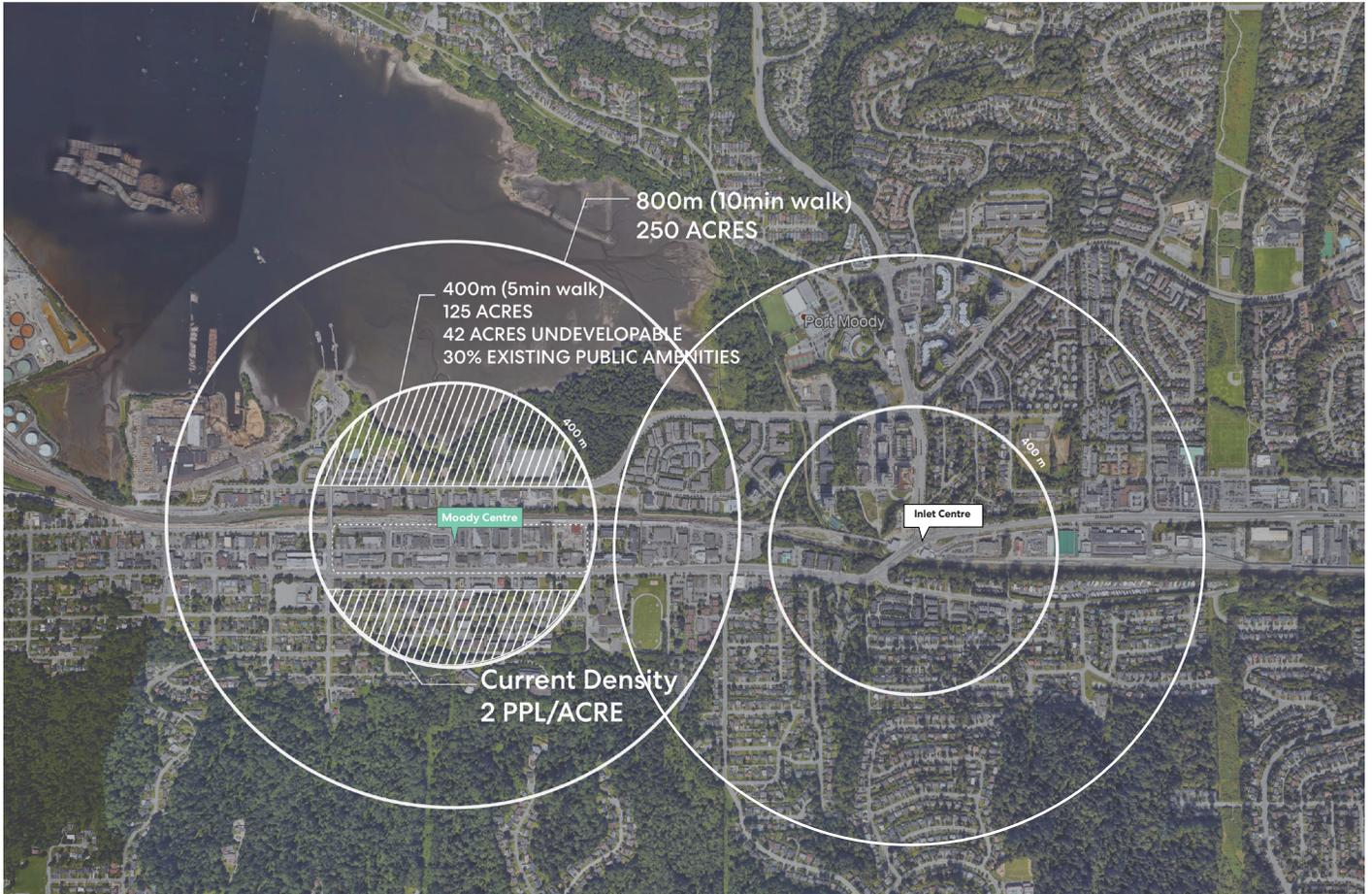


The area highlighted in white hatching above represents the 33% of land area where future growth may occur.  
 Image source: Google Earth City of Port Moody Municipality

## 1.2 City Context

Port Moody’s municipal boundaries help illustrate land available for future growth development and areas within the municipal boundaries unsuited for development. Such areas are protected for industrial uses and ecological habitat. Recognizing Port Moody’s rich biodiversity and expansive ecological habitat, a large portion of Port Moody’s municipal area is dedicated to protecting its natural landscape. This strategy is mirrored in the Metro Vancouver Regional Growth Strategy Plan, highlighting that “Protecting the region’s valuable natural environment and promoting ecological health and supporting land use and transportation patterns that improve the region’s ability to adapt to climate change”.

Port Moody has a total area of 6,400 Acres, roughly 47% of that area is dedicated to park, open space, and ecological reserve. Another 20% of that area is zoned for single family housing, leaving 33% of the remaining area feasible for growth and increasing tax base (highlighted in white, Figure 3.2). Of this remaining area called out in white, two existing SkyTrain stations are situated, making these locations strategically optimal for increasing density, jobs, and affordability, all while reducing carbon footprint and trips by privately owned vehicles.



Much of the land within walking distance to the Evergreen Line Station is not presently suitable for development, leaving Moody Centre as the primary growth area in the City. Google Earth Port Moody, Moody Centre TOD

### 1.3 Local Context

By taking a closer look at the local context and studying the area surrounding the two SkyTrain stations—Moody Centre Station and Inlet Centre Station—we develop a greater understanding where development can feasibly occur. In the image above, the inner circle illustrates a 400m radius equating to a 5 minute walk, and the outer circle graphically illustrates an 800m radius or 10 minute walk. Through analyzing the 125 Acre (400m radius) region centered around Moody Station, roughly 42 acres of the area is undevelopable, due to it being a rail corridor, zoned single family housing, the Burrard Inlet, Rocky Point Park, or with a current density measured at 2 people per acre. Additionally 30% of the 125 acre site, as it sits today, is Port Moody public amenity. **This leaves the Moody Centre TOD as one of the last remaining locations for smart growth, achieving regional, sustainable, and associated transit targets.**



Rocky Point Park, Canada Day



Rocky Point Park, City of Port Moody

## 1.4 Policy Context

In addition to the physical context of the region, City, and site, the policy context has informed our vision for Moody Centre.

This includes:

- **the Port Moody Climate Action Plan** which focuses on managing growth to reduce emissions through managing development patterns and improving the energy performance of buildings;
- **the City's Interim Affordable Housing Policy** which seeks to contribute to an economically diverse and inclusive City Centre;
- **the 2017 Official Community Plan** which anticipates a vibrant mixed-use Moody Centre.
- **the City's Community Amenity Contribution and Density Bonus Policy** which leverages new development to enable the creation of community amenities.
- **the TransPort Moody Plan** which sets out a multi-modal transportation system that supports the development of a unique, safe and vibrant waterfront city.

The summary diagram on the opposite page outlines some of the ways in which our proposed vision builds upon and realizes the ambitions and aspirations of the City. Part 2, 'The Vision' delivers more detail on how this will be achieved.



### Quality Urban Design

- Maximise sunlight/views
  - Setbacks
- Transition to neighbourhood
  - Tower separations
  - Podium heights
- Required Lot Consolidation



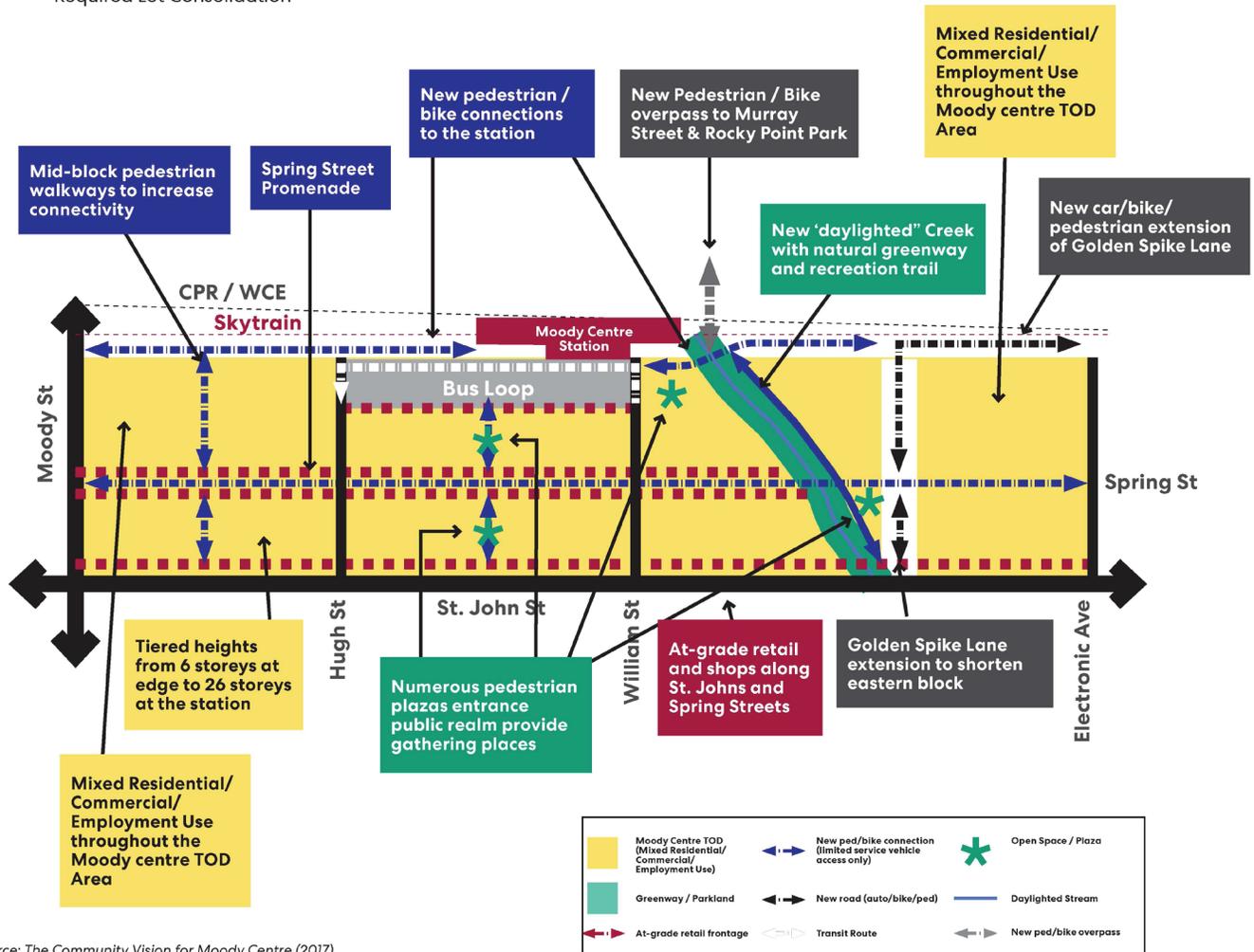
### Public Realm

- Internal Plazas (Pocket Parks)
- Urban Plaza Near Station
- Connection to Greenway (Rocky Point Park)



### TOD Parking Standards

- Encourage more use of sustainable travel options (walk, cycle and public transit)
  - Underground parking
  - Loading in front of multi-family
  - Park 'n Ride



Source: The Community Vision for Moody Centre (2017)



### Sustainable Practices

- Rooftop Gardens
- Green Roofs



### Housing

- A Range of Forms
- A Range of Tenures
- A Range of Unit Sizes

# 1.5 Growth / Demographic

## **Future Growth and Climate Change**

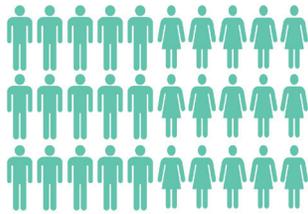
Referring back to the regional and City scale analysis related to responsible growth, the Port Moody Climate Action Plan aims to have 90% of all new residents live within an easy walk of their “daily needs”. This plan delivers a proposal that positions Moody Centre to accommodate this growth today. Furthermore reducing the cost and carbon footprint associated with spreading new growth in other locations. This increase in density concentrated along this transit oriented location will help the City create tangible leaps towards its sustainable mode-shifts goals, as stated in the Climate Action Plan.

## **Demographics**

According to Statistics Canada in 2016 Port Moody’s current population sits at 33,551 people, its projected growth for 2041 is at 50,000 people. According to Metro Vancouver’s Regional Growth Strategy this population growth is to be focused within walking distance to transit. Looking at the population age distribution has further informed the planning and design, where empty nesters are looking to move out of their large homes into smaller more manageable apartments-that are close to their daily needs. Where student and young families are growing in population, greater variety in unit size, adaptability and ability to provide multi-generational housing has been considered.

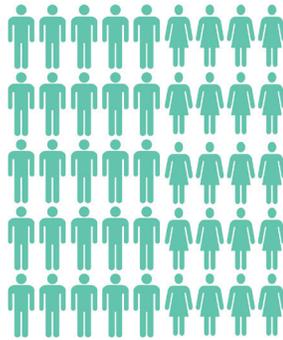
Creating variety and choice creates equity. The plan provides a variety of market and rental options taking into consideration the diversity in economic positions that exists within Port Moody today. The plan presents 2,500-3,300 Market condo homes, 300-385 Market rental homes and 400-450 below market affordable homes.

## Current Port Moody Population



**33,551**  
2016 Population

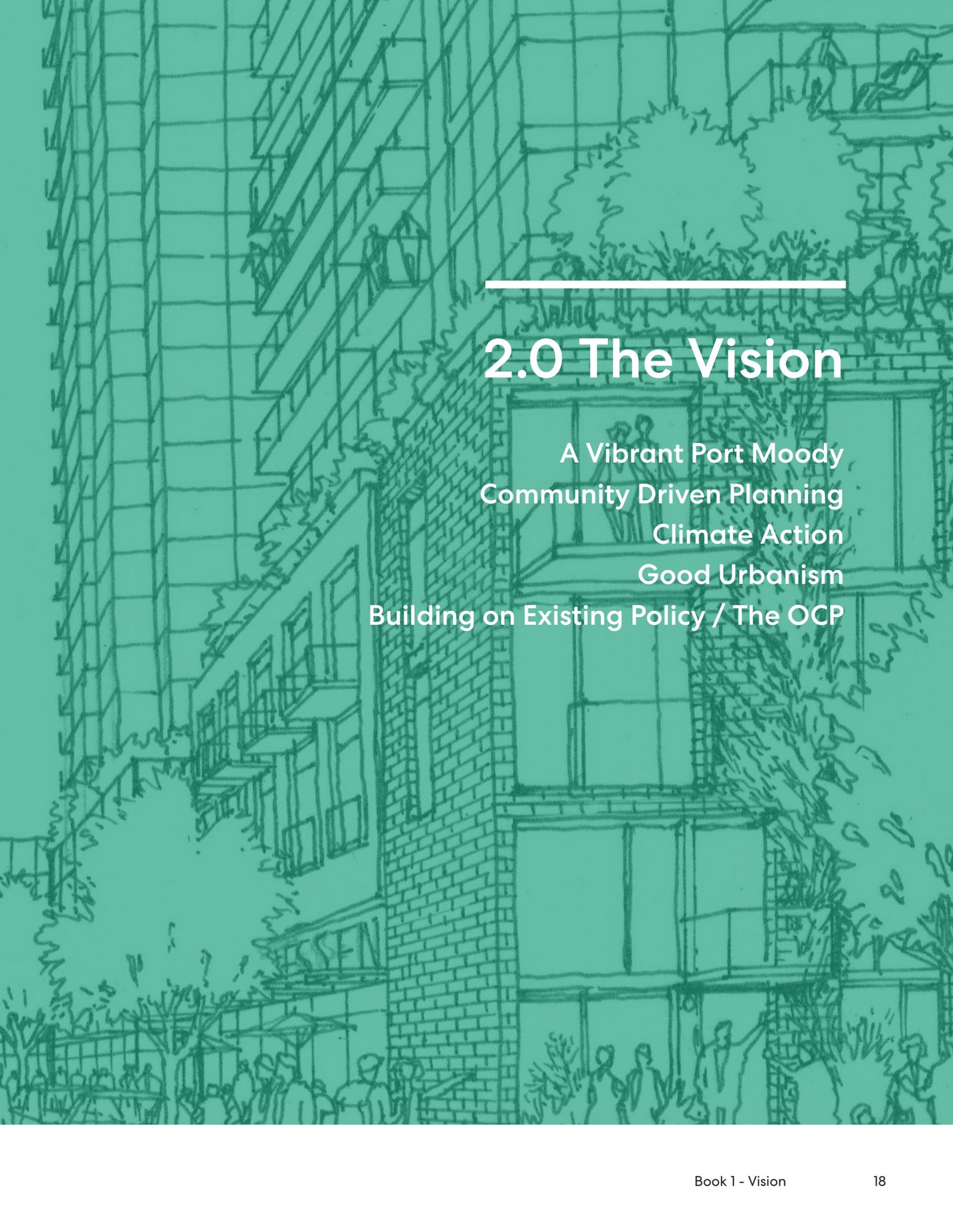
## Future Port Moody Population



**50,000**  
2041 Population







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# 2.0 The Vision

A Vibrant Port Moody  
Community Driven Planning  
Climate Action  
Good Urbanism  
Building on Existing Policy / The OCP



# 2.1 A Vibrant Port Moody

Our proposal for Moody Centre is based on a shared vision for Port Moody where we bring a positive addition to the City and celebrate its strengths. We seek to create an amenity-rich, walkable district that is a destination and a draw for Port Moody residents and emblematic of a diverse, economically active, and socially inclusive neighbourhood.

Our vision is centered around prioritizing the public realm. Streets are places to gather, socialize, interact, and linger. They are our living rooms and back yard—places to exercise, places for cafes and restaurants, and places for commerce. We seek to redefine Moody Centre streets into places for Port Moody as opposed to a means to move *through* Port Moody. To achieve this we have created a holistic vision for a downtown district that places people, jobs, and ecology near transit. This vision is complimented by ideas, initiatives, and investments in the public realm, public art, and exceptional contributions to the City of in-kind amenities and bonus density dollars excess of \$135 million.

With 2,500 -3,300 Market condo homes, 300-385 Market rental homes, 400-450 below market affordable homes, retail uses, office uses, tech uses, and light industrial uses included in the proposal, we are creating a place that has an engine of its own. The proposal will enable Port Moody residents—both within Moody Centre and nearby—to walk or bike to work to shop and to use outdoor amenities. The diverse range of employment generating land uses provide the ingredients for a vibrant Centre, where different uses bring vibrancy and street activation at varying times of the day, this mix of uses supports key CPTED principles over a singular use. Therefore these 24/7 active land uses allow for a safe, lively and complete community for residents to live, work and play all in the one Centre. For those traveling elsewhere in the region, there is no better location to live due to its immediate proximity to the West Coast Express and the Evergreen Line. In this way, the Moody Centre proposal is consistent with local, regional, and even global best practices on sustainable City building and a shift towards greater options in mobility.

Retail uses will be deployed along vibrant streets and comfortable public places to both animate the City and serve residents' needs. The location of these uses have been carefully curated to create positive impact on the City's vibrancy.

The community benefits associated with this vision are immense. Many are essential but unseen: Infrastructure upgrades, significant employment generation, and diversity of housing tenure. Physical connections such as a pedestrian overpass, pocket parks, and new pedestrian links not only provide greater mobility, but create a sense of place and identity for Moody Centre. Sustainability and climate resilience is addressed through the daylighting of Dallas/Slaughterhouse Creek (creation of ecological value), a commitment to new standards of design and construction in energy efficiency and environmental stewardship, and reduced reliance on the automobile. Economic sustainability is furthered through the creation of upwards of 2,000 jobs within a diverse mix of employment types. These commitments help address key initiatives such as the Clean BC initiative where energy efficient buildings, cleaner transportation, and reduction of polluting emissions are being tackled through our plan.

Centering all of this is a neighbourhood-scale Urban Plaza: a place where all of Moody Centre can come together. Moreover, through proposed educational partnerships, this plaza will represent a link between community, innovation, commerce, and learning, only made possible at this unique moment. Spring Street will play an important role as an intimate, unique street unlike anywhere in our region. Its character will be buoyed by the diversity of uses and residents that live along it, and its qualities will be further enhanced through the incorporation of public art and artist spaces in the 'City of the Arts.'

The opportunity that a comprehensive vision presents enables district scale design initiatives to take root. This plan provides a robust balance between density and public open space to achieve a holistically complete community.

## **2.2 Community Driven Planning**

For the Moody Centre vision to be realised, it must resonate with the people who know and love Port Moody the most: Port Moody residents and business owners. With this in mind, the plan has been directly influenced and informed by those who have participated in our engagement process to date. These community engagements and helping step towards the actualization of the City's vision, building on 2 years of existing OCP consultation. As part of the ongoing discussion, Pottinger Bird Community Relations ("Pottinger Bird") were engaged to facilitate a Preliminary Public Engagement Program with the Port Moody community on the future of this important neighbourhood. Port Moody's Mayor, Council and Senior City Staff were formally notified of the commencement of the Public Engagement Program which included:

### **September 2019**

- Six Stakeholder Discussion Groups focused around important themes to help focus preliminary feedback. 3 The group themes included Environmental Interest; Transportation, Circulation and Public Realm; Housing; Economic Development; Community Associations; Non-Profit and Arts Organizations.

*38 members of the community participated over the course of three evenings.*

### **October 2019**

- Presentation to the Tri Cities Chamber of Commerce Young Professionals Group 13 members of the TCYP Group joined the presentation
- Community Open House #1 – A publicly advertised (via mail drop notification and local newspaper) to introduce the local landowners who make up the Master Planning Group; share preliminary ideas based & solicit feedback from the community and neighbours.

*109 attendees, 55 official comment forms received.*

### **November 2019**

- Project Website Launch detailing preliminary project details (*4,700+ visits*)
- Community Open House #2 – A publicly advertised (via mail drop notification and local newspaper) to introduce the local landowners who make up the Master Planning Group; share preliminary ideas based & solicit feedback from the community and neighbours.

*208 attendees, 90 official comment forms received.*

### **December 2019**

- Three Stakeholder Discussion Roundtables – The forums noted above helped in the identification of three key areas for further exploration to help inform the next iteration of the Moody Centre

TOD Master Plan concept. As a result, the following Stakeholder Discussion Roundtables were hosted. The group themes included Urban Architecture and Design; Public Realm and Art; Transportation and Circulation.

*24 members of the community participated.*

### January 2020

· Community Open House #3 – A publicly advertised (via mail drop notification and local newspaper) to share our ideas based on community feedback and established priorities and receive further feedback from the community and our neighbours.

*63 attendees, 26 official comment forms received.*

### February 2020

· Community Open House #3 – A publicly advertised (via mail drop notification and local newspaper) to share our ideas based on community feedback and established priorities and receive further feedback from the community and our neighbours.

*141 attendees, 66 official comment forms received.*

· Presentation and discussion with the Port Moody Friendship Society (accessibility interest) to improve the overall accessibility of the project in order to assist the eventual plan in being welcoming and inclusive to a wide range of ages, and abilities.

*12 Members of the Port Moody Seniors Friendship Society participated.*

· Presentation and discussion with the Port Moody Stream Keepers (environmental interest) to engage in a focused discussion on the daylighting and overall enhancements of Slaughterhouse/ Dallas Creek.

*11 Members of the Port Moody Stream Keepers Network participated (Burrard Inlet Marine Enhancement Society, Port Moody Ecological Society, Burke Mountain Naturalists)*

### November 2017

City of Port Moody- Moody Centre  
Community Engagement

### September 2019

6 Stakeholder Discussion Groups

### October 2019

Presentation & Discussion to the  
Tri-Cities Group

**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**

### February 2020

**Community Open House #3**

Presentation & Discussion to Port  
Moody Friendship Society

Presentation & Discussion to Port  
Moody Stream Keepers

### April 2020

Presentation & Discussion to Simon  
Fraser Student Society Board

Community Engagement Timeline

## 2.0 The Vision

### April 2020

· Presentation and discussion with the Simon Fraser Student Society Board (student/ U35 interest) to engage in a focused discussion on how the Master Plan concept could best accommodate younger demographics looking to live, work and socialize in Port Moody long term. Approximately

*15 members of the Simon Fraser Student Society Board participated.*

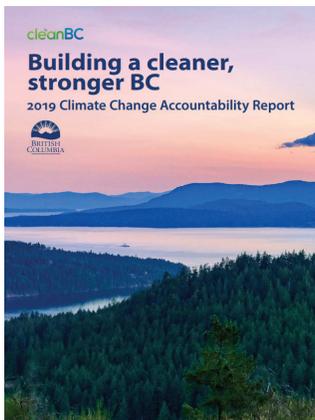
The feedback received from the **630+ residents** who participated in our public engagement program has proved invaluable in refining and evolving the Master Plan concept presented in this application. We look forward to furthering our engagement efforts with the Port Moody community going forward!



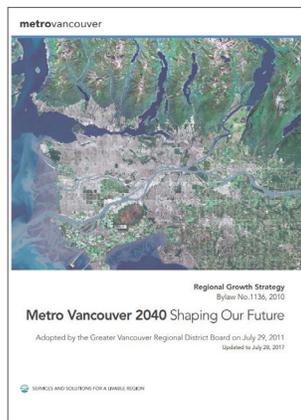
*Open House Boards illustrating updated information from previous open houses (Community Open House #3)*

## 2.3 Climate Action

Port Moody is actively engaged in policies and initiatives regarding a climate action plan. A comprehensive strategy will involve multiple ways of making meaningful impact against climate change. New building code and innovations in building design and construction help address energy consumption as one of the biggest contributors to greenhouse gas emissions. 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. 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.



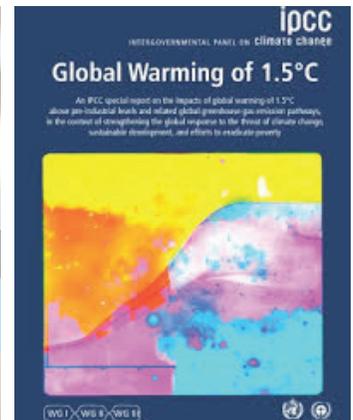
Clean BC, Government of British Columbia



Metro Vancouver 2040 Regional Growth Strategy Plan



TransLink Transport 2040 Plan



The United Nations’ Intergovernmental Panel on Climate Change’s Special Report 2019

## 2.4 Good Urbanism

As a whole, this project is emblematic of good urbanism and urban design.

The site today consists primarily of commercial and industrial uses at a low density. According to TransLink's *West Coast Express Line Summaries 2019 Report*, Moody Centre Station has the 5th lowest transit ridership in the region. In order to capitalize on existing transit infrastructure and provide a mixed-use complete community, a new plan must be formed and adopted under good urbanism.

Its 'bones' are that of a 'Transit Oriented Development' (T.O.D.) or district that is centered around providing accessible, high quality links, and connections to transit, cycling, and walking. The co-location of transit, high density development, and a diversity of land uses represent benefits to the City and Region in terms of reduced GHG emissions. For those who live or work in Moody Centre, this means a pedestrian friendly environment that also contributes to personal health and wellness.

The density proposed for Moody Centre is in balance with amenities and services to complete the community. This means that housing choices will exist for a diversity of incomes and people at all stages of their life. It also means that the services required to support these residents will be in place, such as day cares, seniors' services, open space, and rooftop gardens promoting live, work, learn, and play lifestyles.

The plan also promotes and creates new connections. The Moody Centre station will be directly visible to St. Johns Street as a new Urban Plaza is proposed. A new elevated pedestrian and cyclist overpass will link residents and visitors from Port Moody to one of its greatest natural assets—the waterfront.

Through initiatives such as the daylighting of the creek and new building standards in energy performance, this project will provide a positive response to climate action. Ecological restoration and enhanced energy performance are direct contributors to meeting the City's sustainability objectives. Density and redevelopment of existing areas is inherently another positive contributor to sustainability and the environment.

These aspects of the proposal also represent contributions to the well being of its inhabitants—residents, employees, and visitors to Moody Centre.

In this sense, individual aspects of the proposal are highlighted for clarity throughout this application. However, it is the interconnected and holistic nature of a comprehensive plan that represents the key opportunity for Moody Centre. The linking of environmental, mobility, built form, and social initiatives into a comprehensive plan offers significant potential to positively contribute to Port Moody and create a place that is memorable and vibrant.



*Large graphic spreads illustrating the Master Plan helped translate key concepts and strategies of the plan when speaking with the community. (Community Open House #3)*

## 2.5 Building on Existing Policy / The OCP

The 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:



Flexible outdoor spaces



Creating Urban Plazas and mini parks



Pedestrian and cyclist links to improve connectivity between existing and planned amenities



Integration of public art



Encouraging a range of housing options (i.e. ownership and rental housing)



Housing that is accessible, affordable, and intergenerational



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



Incorporating landscaping to create a softer, green edge to the built environment



Consideration of view corridors



Consideration toward commuter parking and visitor parking for Rocky Point Park

### ● Elements of the 2017 OCP

# Collaboratively Identified Objectives

The proposal also incorporates additional elements adopted within the Master Plan:



An improved public realm plan with greater public green space plazas and parks



Public art that creates a vibrant, thriving Moody Centre Neighbourhood and reflects Port Moody moniker of "City of the Arts" (Art work Migration, Parvaneh Roudgar)



Response to Climate Emergency Declaration



Inclusion of employment generating space



A greater overall value of public benefit to the City and residents, through both in-kind amenities and fund increased off site bonus and funding off site priorities through bonus density dollars



Greater critical mass to support the Municipal and Provincial investment in the Moody Centre SkyTrain station and Evergreen Line Extension



Maximum economic value to the City of Port Moody



Diverse housing form and tenure



All daily needs located within Moody Centre along vibrant Spring Street



Increase in the supply of affordable and purpose-built rental homes



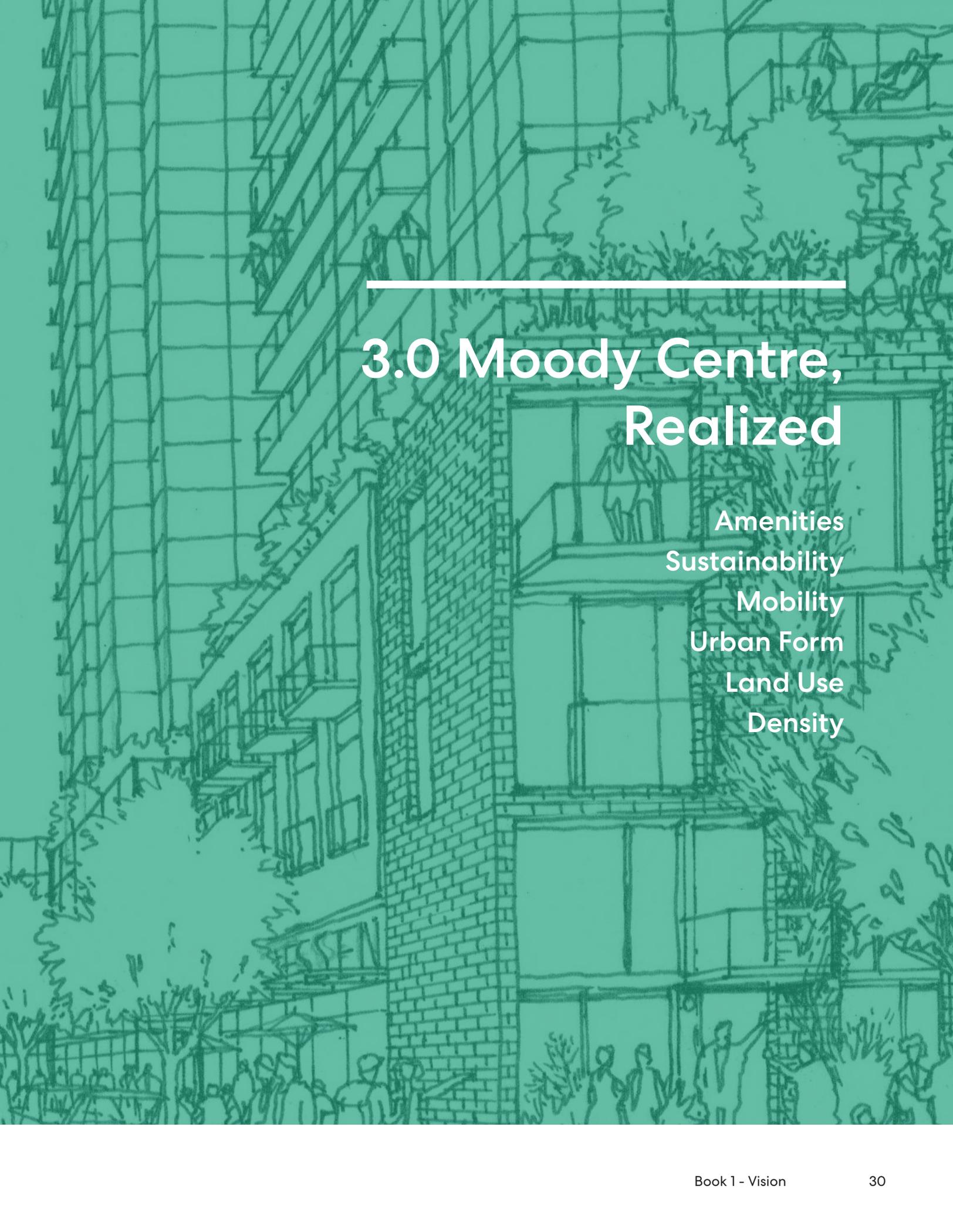
Innovative architecture that embodies "City of the Arts"



A more elegant and dynamic skyline, while respecting view corridors and sunlight to public at grade spaces

## Additional Master Plan elements via Consultation





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# 3.0 Moody Centre, Realized

Amenities  
Sustainability  
Mobility  
Urban Form  
Land Use  
Density



### 3.0 Moody Centre, Realized

#### **Overview**

Port Moody created a vision for its future in its OCP that is reflective of forward thinking planning, unique locational challenges and opportunities, and the input of its residents and business owners. This vision outlined the importance of Moody Centre to deliver on many broad City goals and objectives and to thrive as a vibrant, transit-oriented neighbourhood. The vision is based on understanding and meaningful action relative to responding to climate change, population trends, economic parameters, social factors, and transportation options.

The Moody Centre Transit Oriented Development Master Plan proposal builds on this work and on the input gathered from our extensive public engagement and consultation process over the past 10 months. It is not a ‘rethink’ of what Port Moody needs but an actualization of the City’s vision. Through comprehensive design and planning, the proposal incorporates a diversity of factors and influences—those same factors and influences identified in the City’s own Official Community Plan—into a concise direction and cohesive design strategy.

This is an exciting forward step in the history of the City. As the community’s aspirations become realized, we have an opportunity to celebrate and emphasize the strengths and uniqueness of the City as a whole.

The proposal seeks to further the vision of Port Moody, creating a better Moody Centre and an enhanced Port Moody.

This section describes the alignment—both broad and specific—between the City’s Official Community Plan and a vision for Moody Centre.

*“ It is not a ‘rethink’ of what Port Moody needs but an actualization of the City’s vision.”*

## Overview of Existing OCP and City Initiatives Realized in this Proposal

The proposed Moody Centre TOD Master Plan is based on an integrated view of all six key topics (Amenities, Sustainability, Mobility, Urban Form, Land-Use, and Density) and delivers or exceeds on aspirations that the City put forward in the Official Community Plan.



### Amenities

**OCP:** Green spaces that contribute to community well-being and enhanced linkages between open spaces

**Proposal:** New green spaces for ecology, people, and events. Access to Rocky Point Park and shoreline trail network.



### Sustainability

**OCP:** Climate change resiliency through landscape design, urban design, and building design.

**Proposal:** Daylit creek create ecological value, a compact-walkable neighbourhood well-served by rapid transit reduces reliance on automobiles, and new buildings will be energy efficient exploring LEED Green Building standards. All working towards meeting Port Moody's Climate Action Plan.



### Mobility

**OCP:** Support the use of sustainable and safe transportation solutions and reduce automobile use

**Proposal:** Integration with Moody Centre Station, pedestrian and cycling links across the railway tracks, bicycle infrastructure, and an enhanced pedestrian environment that leverages the investment in rapid transit.



## Additive

Everything east of Electronic avenue is an addition to the original OCP.



### Urban Form

**OCP:** Buildings that are sited to maximize sunlight and views, set-back from surrounding lower-scale areas, and capitalize on opportunities for placemaking.

**Proposal:** Sufficient tower separation, siting, and orientation to meet the City's objectives.

### Land-Use

**OCP:** A diversity of uses including residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses.

**Proposal:** A diversity of uses with strategic placement of retail and civic uses to energize the public realm.

### Density

**OCP:** Expressed as a maximum tower height and with a prioritization to place density near transit.

**Proposal:** New heights proposed with all higher densities concentrated closest to transit.



**3.0 Moody Centre, Realized**



*Hand Rendering of Spring Street Pocket Park illustrating active edges and vibrant uses surrounding public spaces.*

## 3.1 Amenities

This Master Plan represents a coordinated vision between multiple land owners in order to deliver open spaces and public realm amenities. It is a unique opportunity for the City of Port Moody to realize a sustainable, vibrant Moody Centre. The proposed amenities outlined in the Amenities Overview (page 39-40) document section are being proposed as in-kind amenities and that these can only be delivered in conjunction with the proposed plan.

At the core of the amenities plan is an approach that reveals a socially cohesive glue that binds its amenity elements together. The main components of the amenities plan are as follows:

- **Flexibility**, the ability for spaces around amenities to be flexible and programmable showcasing Port Moody arts and festivities culture. This strategy relates to the planning and design of the Urban Plaza on Williams Street fronting Moody Centre Station, that will be designed in ways that allow festivities and large gathering to occur.
- **Inclusivity**, creating spaces within the plan that conform to accessibility parameters and can accommodate for all ages and abilities.
- **Vibrancy**, designing Spring Street to reduce vehicular road width and expand sidewalks. This will allow for activity spill out and create animated urban edges. This will make it more likely for these amenities to thrive and succeed in Moody Centre.
- **Connectivity**, Moody Centre's ability to provide neighbourhood connectivity enhances livability and safety, but additionally allows the amenities on site to be connected to a larger system of mobility. These include the regional commuter cycling network along St Johns Street and the Pedestrian Overpass connecting to Port Moody's vast network of natural parks and trails.

This Master Plan is the best opportunity to achieve significant public amenities within Moody Centre. In addition to the keystone amenities of the Urban Plaza and day-lit creek, the plan proposes to concentrate amenities and key nodes along Spring Street. The prioritization of these amenities within the public realm has been reinforced through the placement of buildings in a manner that preserves solar access. In addition, what was created after laying these amenities across the site was a linear journey across Spring Street that provides rich and diverse experiences at each intersection. Across this plan a variety of enclaves have the ability to foster diverse activities related to its surrounding land uses.



## What We Heard

The Master Plan concept envisions community amenities that will benefit not only future residents of the area, but the Port Moody community as a whole. These amenities include daylighting Dallas / Slaughterhouse Creek, delivering the Pedestrian Overpass to Rocky Point Park, the proposed Urban Plaza, the delivery of affordable housing options and employment spaces, infrastructure upgrades as well as the pocket parks throughout the site.

A critical component to the successful delivery of these amenities, however, lies in the overall Master Plan concept and the proposed densities required to pay for the overall amenity package. Given the two components are directly linked, our Preliminary Public Engagement Program was designed to seek feedback on confirming these community-wide benefits while making the connection to the required building density to pay for them.

Generally, a high level of support was received for the delivery of all the above-mentioned community amenities with some expressing that they:

Some expressing that they *“currently live in a single-family home and would happily relocate to a vibrant centre as seen in the posters”*.

Widespread support was also received for the pedestrian overpass which was described as a *“marvelous asset”* for the community, and that *“daylighting the creek was huge!”*.

It was further acknowledged by some that:  
*“all these wants come at a price, and [that they] recognize that price is density”*

General sentiment expressed that the package was:  
*“well thought out & a comfortable combination of amenities”*

### 3.0 Moody Centre, Realized

## Building on Port Moody's Vision

### Guiding Policy

The 2017 OCP identifies a range of amenities that are anticipated in Moody Centre including:

- incorporation of a diversity of housing types, tenures, and ownership models, consistent with the City's interim Affordable Housing Policy;
- amenities of a scale that are aligned with the City's Bonus Density Policy;
- incorporation of green roofs and rooftop gardens; aligning with many Climate Action Plans and the Clean BC strategies;
- the creation of an urban greenway by daylighting Dallas / Slaughterhouse Creek;
- a plaza around the station entrance;
- opportunities for Public Art;
- a realized Spring Street Promenade.



*The Community Open Houses saw large attendance from the Port Moody Community (Community Open House #2)*



## What We Propose

### A New Creek

The daylighting of Dallas / Slaughterhouse Creek is a significant amenity that also has value for people, not just habitat. Through the incorporation of overlook areas and the creation of places for people to linger along the riparian edge, this daylit creek is a rich contrast to the urban environment in which it is situated.



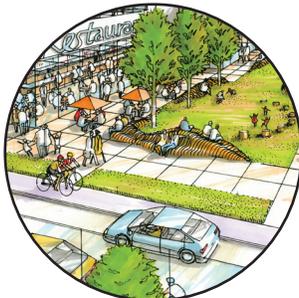
### A New Plaza

In addition to pocket parks, pedestrian mews, and a generally enhanced public realm, a new plaza is proposed around the station entrance. The creation of this plaza is a unique opportunity associated with this particular moment in time - the Moody Centre Master Plan.



### Spring Street Promenade

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.



### Pocket Parks

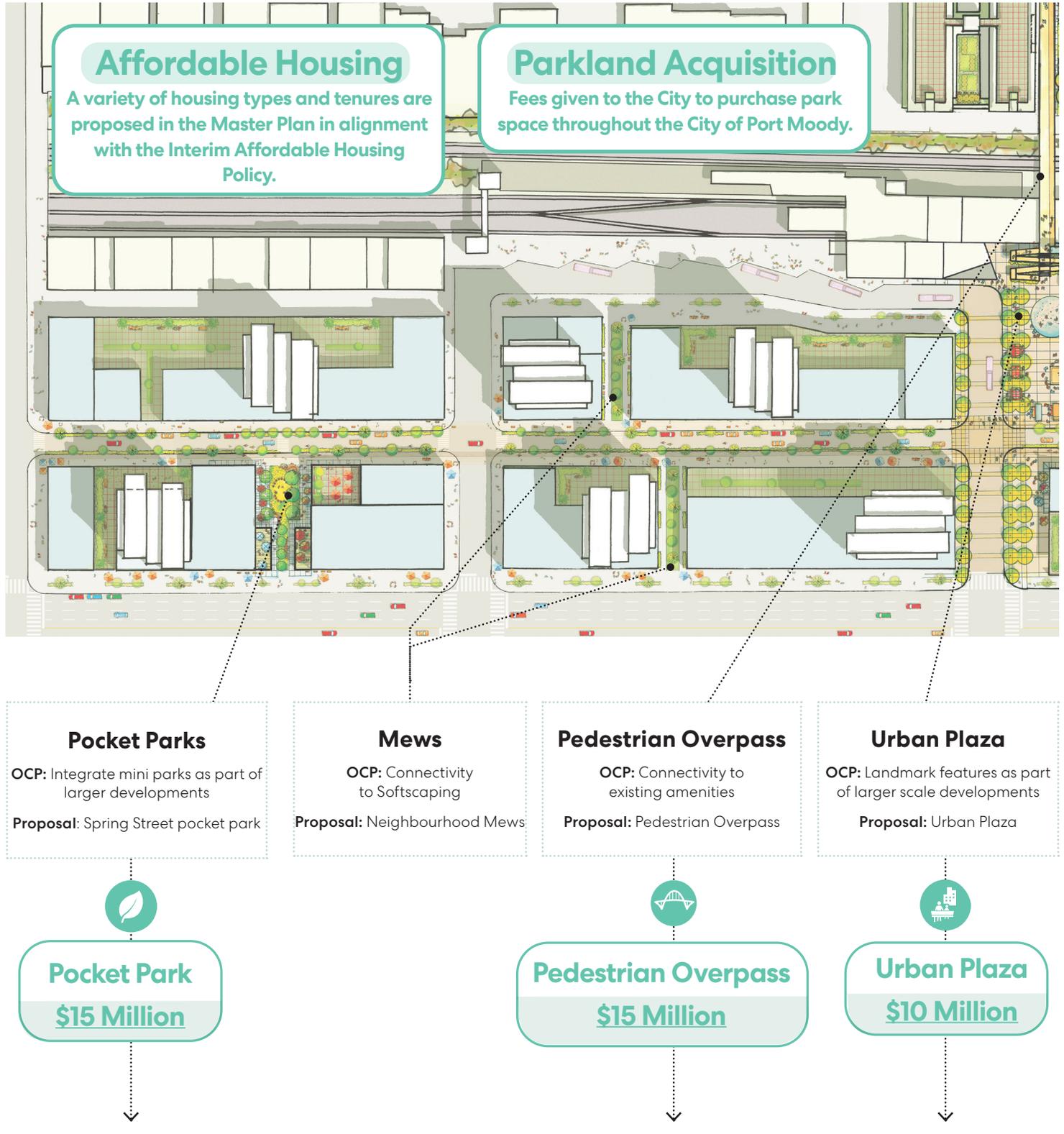
Pocket parks provide intimate scaled, weather protected and sheltered spaces that create comfortable micro-climate condition for its users. Pocket parks provide both a cooling effect against the urban island heat effect while also providing healthy green spaces and soft urban edges promoting well-being and outdoor activity.

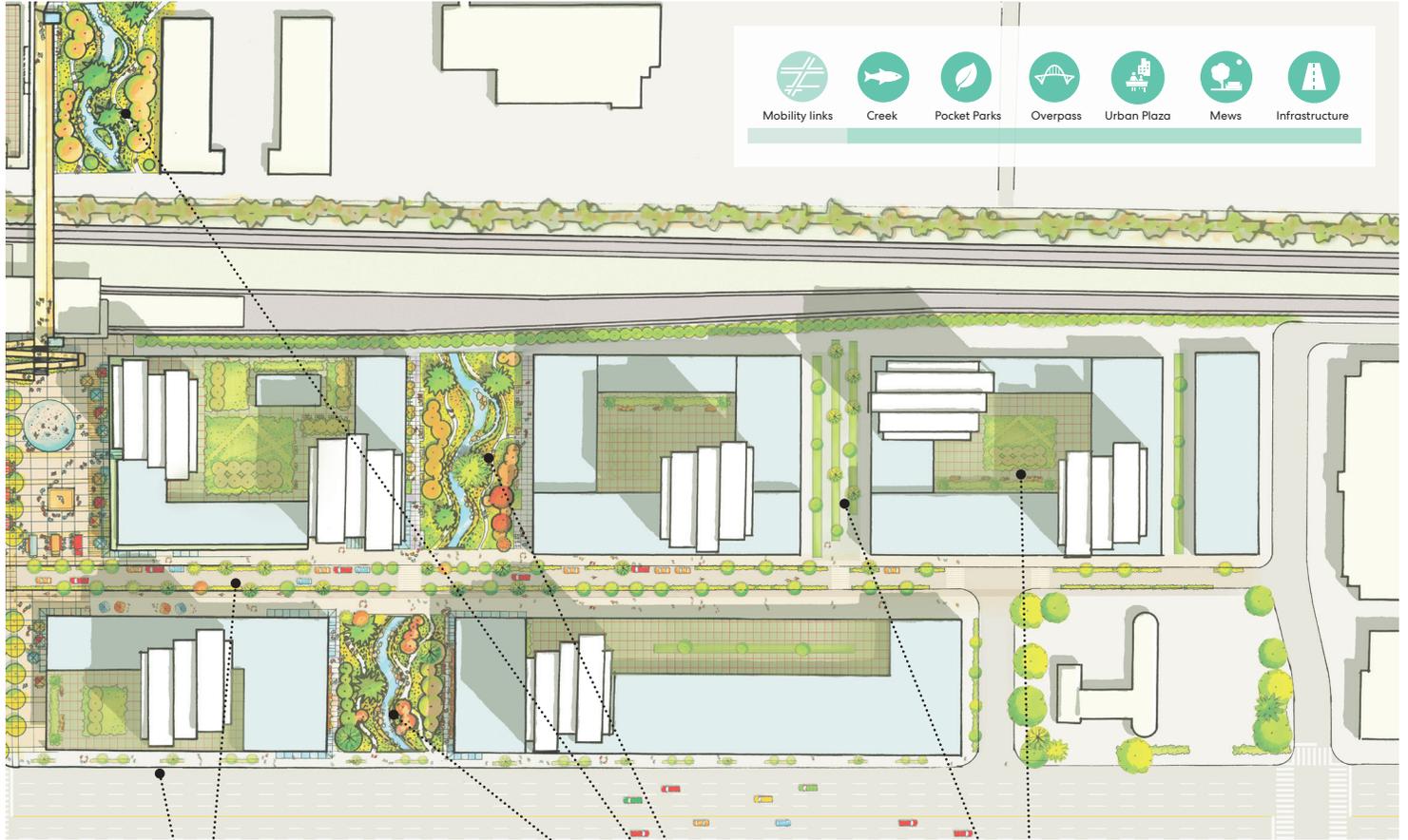


### Pedestrian and Bike Overpass

Through the development of PCI's future project on Murray Street, the Master Plan will see the opportunity to have constructed a pedestrian and bicycle overpass connecting Moody Centre to Rocky Point Park. Improving connectivity to the station for residents and visitors of the community and promoting active and public transportation use.

**Amenities Overview**





Mobility links



Creek



Pocket Parks



Overpass



Urban Plaza



Mews



Infrastructure

### Indirect Infrastructure

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

**Proposal:** Infrastructure Upgrades



**Indirect Infrastructure**  
**\$15 Million**

### Daylighting Creek

**OCP:** Daylighting Dallas / Slaughterhouse Creek

**Proposal:** Daylighting Dallas / Slaughterhouse Creek between Murray & St Johns Street, also adds 1 acre of park



**Daylit Creek**  
**\$20 Million**

### Sustainability

**OCP:** Broad application of sustainable practices

**Proposal:** Rooftop gardens, green roofs, parks, pedestrian connections / ground level mews

**\$135 Million**

**in financial benefits to Port Moody is made up of \$75 Million in in-kind upgrades and \$60 Million in cash.**

### **3.0 Moody Centre, Realized**

#### **Rationale for Proposed Amenities**

The proposed amenities for Moody Centre were developed in concert with the City's vision and existing policy, community input, and urban design principles. Each of these amenities provide tangible infrastructural benefits in their own right but also include a number of inherent soft benefits that these amenities bring to the plan as well. These amenities are described below:

#### **Spring Street Pocket Park**

This pocket park provides an intimate scaled, weather protected space that creates comfortable micro-climate condition for its users. This park allows the commercial and retail uses space to spill out, adding to vibrancy and activity for Spring Street. The naturalized condition of this park ensures healthy green spaces and soft urban edges promoting well-being and outdoor activity for everyone.



#### **Neighbourhood Mews**

The plan delivers a series of pedestrianized neighbourhood mews providing economic, social and ecological benefit to neighbourhoods. Mews can be locations for social gathering as they generate safe, economically vibrant spaces. Furthermore these spaces can be purposefully landscaped, mitigating urban island heat effect while creating weather protected, sheltered places for the community all year round.

Additionally the mid-block mews create porosity through the development allowing for higher visibility and more eyes on the street, creating natural surveillance and a safer environment.





*Members of the local community participating in an interactive activity about amenity placement within the Master Plan area (Community Open House #3)*

### **3.0 Moody Centre, Realized**

#### **Pedestrian Overpass**

Through the development of PCI's future project on Murray Street, the Master Plan will see the opportunity for a pedestrian overpass connecting Moody Centre to Rocky Point Park. This overpass will improve connectivity to the station for residents and visitors of the community, promoting active and public transportation use. Preliminary bridge concept discussions have occurred within the planning group in order to realize this vision.



#### **Urban Plaza**

This Master Plan will realize a unique and significant amenity only possible to achieve at this moment in time - the Urban Plaza. The plan delivers an Urban Plaza outside of Moody Centre Station along Williams Street, the 15,000 sf plaza provides ample space for community gatherings, food trucks and seasonal placemaking activities.

In planning the Urban Plaza, connectivity and land use were considered in the process, to achieve “sticky edges” which promotes long term social spaces and vibrancy. The Urban Plaza and its connections to the larger Master Plan provide ample opportunity to capture pedestrian footfall from the SkyTrain station, while also creating a platform for seasonal activities.



#### **New Infrastructure**

The Master Plan delivers new infrastructure utilities to the site, replacing the site's aged infrastructure and upgrading it to support the land use and density designated for this growth corridor. These infrastructural elements range from parking and civil infrastructure to active transportation such as bike lanes and pedestrian walkways.





### **Daylit Creek**

The Master Plan will daylight Dallas/ Slaughterhouse Creek which will restore the natural ecology of the site, celebrate its natural assets, uphold a resilient and forward-thinking approach to a sustainable development and foster a connection between the community and its local natural environment. This enhanced ecological feature runs from St. Johns Street to Rocky Point Park.



### **Employment Space**

The Master Plan delivers employment generating spaces that bring upwards of 2,000 jobs. The total number of jobs this proposal brings will increase job supply by 27% for Port Moody. Furthermore the land use diversity contributes to a sense of vibrancy, street animation and works to create a complete community for Moody Centre. Additionally this mix supports key CPTED principles negating the challenges associated with singular land use communities.



### **Affordable Housing**

The plan presents over 400 below market affordable homes. Affordable housing 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 housing stock. The proposal's purpose built rental housing will increase Port Moody's current supply by 43% and increase affordable housing to 73% over existing supply.

**3.0 Moody Centre, Realized**



*Hand Rendering of daylight Dallas / Slaughterhouse Creek along Spring Street.*

## 3.2 Sustainability

This Master Plan considers the 2019 Port Moody Action Plan and Climate Change Emergency Declaration to drive more forward thinking and planning around sustainability. Within the Master Plan, sustainability has addressed the following:

- Sustainable Growth Locations: Housing and Density;
- Sustainability and Transportation;
- Sustainability Related to Environment and Ecology;
- Sustainable Built Form and Architecture.

### **Sustainable Growth / Location: Housing and Density**

As identified in the background analysis and density studies, the Master Plan site provides the opportunity for sustainable growth and densification due to its proximity to rail transportation and bus services. The Port Moody Climate Action Plan aims to have 90% of all new residents live within an easy walk of their “daily needs”. The Moody Centre TOD area is well-positioned to accommodate this growth today and would provide residents short walking distances to their daily needs including schools, parks, employment space and retail suburban amenities. Focusing this growth in the Moody Centre TOD area will reduce the number of cars on the road compared to spread-out development.

In alignment with the Interim Affordable Housing Guidelines, the proposed plan incorporates below-market rental units and a diverse housing mix.

### **Sustainable Transportation**

The Master Plan contemplates a number of initiatives to promote sustainable transportation and help achieve the City of Port Moody Climate Action Plan goals to lower the automobile travel mode split to no more than 40% by 2030. Reduced parking supply rates, enhanced and secured bicycle storage, cycling and pedestrian infrastructure connecting key points in the neighbourhood are key initiatives. In addition,

mobility hubs to accommodate carshare, e-bikes and ride hailing are planned. A number of EV charging stations within the parking infrastructure are also considered.

### **Sustainability Related to Environment and Ecology**

The Master Plan will daylight Dallas/Slaughterhouse Creek and will restore ecology, celebrate nature, uphold a resilient and forward-thinking approach to a sustainable development and foster a connection between the community and its local natural environment .

### **Sustainable Built Form and Architecture**

The proposed Master Plan will be exploring Step Code and other similar green building standards, including low emission green buildings. The plan will adopt best sustainable practices related to surface water run-off and storm water management. All buildings in Moody Centre will meet Step Code guidelines in terms of reduced emissions and energy performance.

### **3.0 Moody Centre, Realized**

#### **Sustainability and Stormwater Management**

As part of the approval process, the City of Port Moody requires the completion of a stormwater management plan for all proposed developments within the City. This document provides details concerning how a development parcel could meet specific requirements related to stormwater management. These requirements generally fall into three categories, rate control, volume reduction, and water quality. These issues normally arise on developments due to the increase of non-permeable surfaces when compared to a property in its predevelopment or existing state. Rate control is generally handled through the construction of detention facilities. Volume reduction and water quality can be maintained using on site vegetation and mechanical treatment facilities. Additionally, low impact development (LID's) measures can be implemented where possible to assist with control flow and water quality.

To better mitigate potential stormwater issues during the development of the Moody Centre neighbourhood, the City of Port Moody retained Kerr Wood Leidal Associates to prepare the 'Moody Centre Stormwater Management Servicing Plan' (File 0310.055, October 2019). This report provides criteria for the three categories identified above.

<b>ISSUE</b>	<b>CRITERIA</b>
<b>Water Quality</b>	Minimum target: Treat 90% of annual runoff from all impervious surfaces to provide 80% removal (by mass) of TSS loading
<b>Rate Control</b>	Control post-development runoff rate to the lesser of pre-development condition or current zoning condition for up to the 5-year return period flow
<b>Volume Reduction</b>	All other land uses (other than single family): onsite rainfall capture and infiltration of 72% of the 2- year 24-hour rainfall depth (58mm) for the increased impervious area from pre- to post-development condition

To meet the criteria given above, each development parcel within this project will determine its own specific requirements and design stormwater management facilities, which will be presented in each site-specific stormwater management plan.

Rate control will be accomplished through detention systems consisting of oversized pipes, concrete tanks, or other materials. These systems would be managed by a flow control device located near the storm service connection of each development. During storm events when runoff flows exceed the permitted release rate, excess flow would be directed into a detention system until it could be released at the predetermined rate. Runoff would bypass the flow control device and flow into the municipal system.

It is anticipated volume reduction will be achieved using onsite landscaping. Vegetation with minimum topsoil depths would provide an opportunity for runoff to infiltrate into the soil. Evaporation, plant uptake and evapotranspiration will also contribute to volume reduction. An impervious area target of 80% will aid in ensuring enough vegetation is provided to achieve capture objectives.

Water quality would be maintained using best management practices (BMP's) such as trapping hoods and sumps in catch basins, or allowing runoff to pass through vegetated areas prior to entering the developments drainage system. Additionally, a mechanical treatment system such a continuous deflection separation (CDS) manhole could be installed upstream of the flow control device to reduce the maintenance requirements of the detention system and prevent deleterious materials from entering the municipal storm system, where appropriate.

In addition to site specific measures, the 'Moody Centre Stormwater Management Servicing Plan' also identifies green infrastructure opportunities. For this project, soil cells along St Johns Street and the daylighting of an existing Metro Vancouver storm sewer between (in this case, a daylight creek) St Johns Street and the Evergreen SkyTrain line have been identified as potential opportunities. Soil cells provide additional soil volume for street trees allowing them to grow to much larger sizes than they would in a traditional tree

pit. Larger trees have larger canopies which can capture rainwater and provide numerous other environmental benefits. Design of these soil cells could be integrated into the proposed roadway design along St John's Street.

The daylighting of a previously piped stream would directly improve the health of the stream and watershed by extending the creek's riparian area. Riparian areas provide fish and wildlife habitat, filter runoff, and act as a buffer between developments and natural areas. Educational opportunities also arise with the creation of these natural areas in close proximity to developments and can foster a sense of environmental stewardship.

Water quality will also need to be maintained during the construction phase of the proposed developments. The 'Moody Centre Stormwater Management Servicing Plan' provides specific water quality targets which need to be achieved during the construction of each development. Erosion and sediment control (ESC) plans will be developed for each site, ensuring conformance to municipal, provincial, and federal standards.

### 3.0 Moody Centre, Realized



*The groundwork for foundational principles such as Sustainability was created through community conversation at Open House #1.*

## What We Heard

Port Moody is rich in environmental values which was an important guiding principal of the Master Planning Group's concept for Moody Centre. The TOD Area alone intends to encourage a more sustainable way of life for those who both live and visit the area. Throughout the Preliminary Public Engagement Program, the Master Planning Group was able to have in depth conversations with the Port Moody Environmental Stewardship community and the general public. These conversations were centered around how they would like to see the Moody Centre TOD Area celebrate the neighbourhood's environmental assets, and minimize the future neighbourhood's footprint.

Through these discussions it was confirmed that the community were:

The community was **"thrilled the program allows for daylighting of Dallas / Slaughterhouse Creek"**

Some weren't aware such an amenity was possible at this location—**"I had no idea Dallas Creek even existed - I love the idea of daylighting that!"**

General sentiment expressed that the package was:  
**"well thought out & a comfortable combination of amenities"**

It was further discovered that there was interest in exploring **"viewing opportunities"** or ways to incorporate a **"pedestrian walkway along the creek"** so the wider community could interact with Port Moody's stream network.

More generally, the notion of sustainable living in a transit-oriented community was widely welcomed by those who attended the various engagement forums. Many recognized the importance of the area as **"a key transportation hub for getting downtown without a vehicle"**

That development like this **"makes sense"** in this location given the plans proposed **"integration of places to work, live and play close to transit"**.

Generally, the feedback received confirmed that **"Port Moody is a progressive community [who are] willing to try bold new ideas to get people out of their cars"**.

## Building on Port Moody's Vision

### Guiding Policy

The City targets a general approach to sustainability that builds upon existing and emerging City Policy.

- **Consideration of natural environment, infrastructure, human health, and land-use and growth management in a holistic manner so as to reduce GHG emissions and focus on climate adaption. Through decisions on buildings, urban design, and mobility, the plan comprehensively addresses climate change adaptation.**

Consistent with Port Moody's Climate Action Plan

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- **Community wide GHG Emission Reduction Targets: 95% of 2010 GHG emission sources were from on-road transportation and buildings. Consequently, encouraging energy efficient building design and practices and promoting transit, cycling and walking are central to the OCP.**

Consistent with OCP 5.2.2 - "The City will encourage transit and a network of walking and cycling routes to improve affordability, reduce resource consumption, improve air quality and reduce greenhouse gas emissions." and OCP 5.2.3- "The City will develop a Community-wide Sustainable Building Policy to encourage...the creation of new development that meets a high standard of sustainable building performance."

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- **Integration of stormwater management plans into new development;**

Consistent with OCP 5.2.3 - "The City will develop a Community-wide Sustainable Building Policy to encourage...the creation of new development that meets a high standard of sustainable building performance with features that may include but are not limited to...sustainable landscaping."

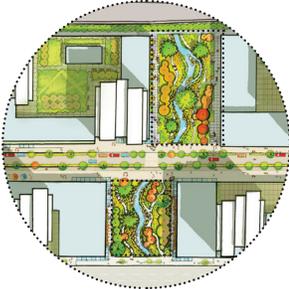
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- **Encouraging higher-density mixed-use development in proximity to transit.**

Consistent with OCP 5.2.10 - "The City will encourage the planning, design and construction of efficient neighbourhoods and buildings to minimize resource consumption, increase use of renewable resources, increase alternative modes of transportation, reduce greenhouse gas emissions and prepare for climate change."

## What We Propose

### Daylit Creek



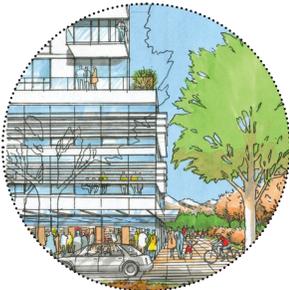
Moving forward, we propose condensing the creek name to simply “Dallas Creek”, a consideration consistent with many who attended our various public engagement forums.

### Broad Habitat Value



The daylit creek provides more value than fish habitat and stormwater management. The riparian areas alongside the creek may be planted with bird and pollinator friendly plants bringing opportunities for local biophilia to thrive.

### Architecture / Step-Code



The proposed Master Plan will be exploring Step Code and other similar green building standards, including low emission green buildings. The plan will adopt best sustainable practices related to surface water run-off and storm water management.

### Greening and Softscaping



The Master Plan provides a series of dispersed pocket parks, neighbourhood mews and riparian creek landscapes that provide softscaped conditions. These improvements reduce the effects of urban heat island effect and assists passively in ground water management.

### Transit Oriented Development / Mobility Shift Considerations



By placing density and growth within walking distance to existing transit infrastructure the plan directly promotes sustainability particularly in relation to highly mixed use nature of the plan, promoting a complete community. Additionally the Master Plan contemplates providing locations on site where car-share, e-bikes and ride hailing could occur. These planning considerations will help reduce the number of cars within the community, while also promoting a shift in vehicle energy source and aligning our master plan with Climate Action Plan goals to have 50% of all cars driven on City roads be zero emissions vehicles by 2030.

# Sustainability Overview



## Pocket Parks

OCP: Integrate mini parks as part of larger developments

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



## Pedestrian and Bike Overpass

OCP: Active Transportation

Proposal: Murray Street Overpass for accessible to pedestrians and cyclists



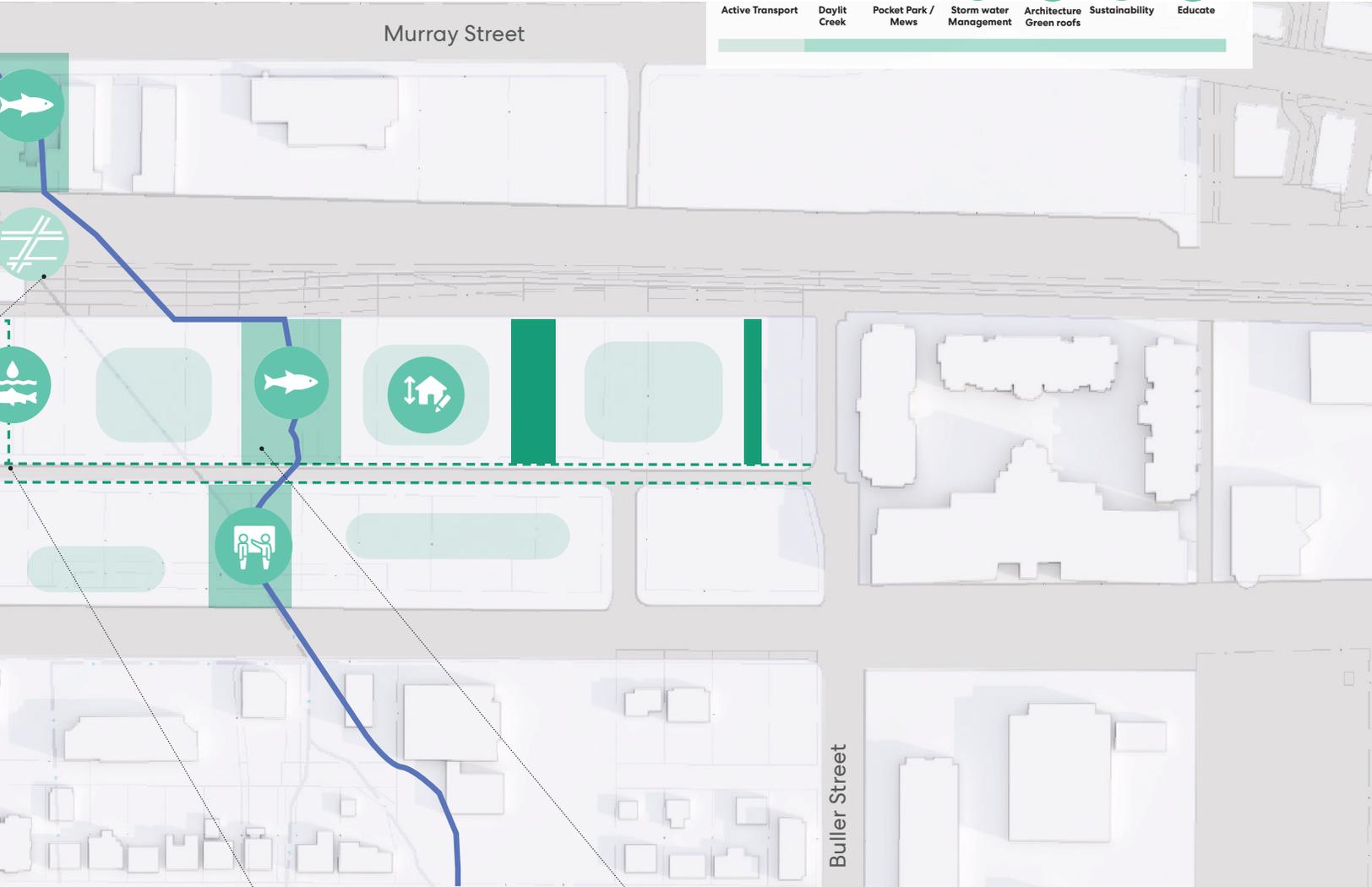
## Responsible Growth/Density

Policy: Climate Emergency Declaration

Proposal: Higher density located near rail station and bus loop



Active Transport   Daylit Creek   Pocket Park / Mews   Storm water Management   Architecture Green roofs   Sustainability   Educate



### Landscape

**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



### Sustainable Architecture

**OCP:** Sustainable practices

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



**3.0 Moody Centre, Realized**



*Hand Sketch Rendering of vibrant Moody Centre Urban Plaza along Williams and Spring Street.*

## 3.4 Mobility

The Moody Centre TOD plan presents multiple environmental, economic and social opportunities for the City. Predominantly, the plan presents a large opportunity for the City to concentrate growth in a transit-oriented location that preserves open and rural space. Most of the municipalities in the Lower Mainland with SkyTrain and or West Coast Express stations have implemented plans to develop these transit nodes/hubs into important mixed-use community nodes.

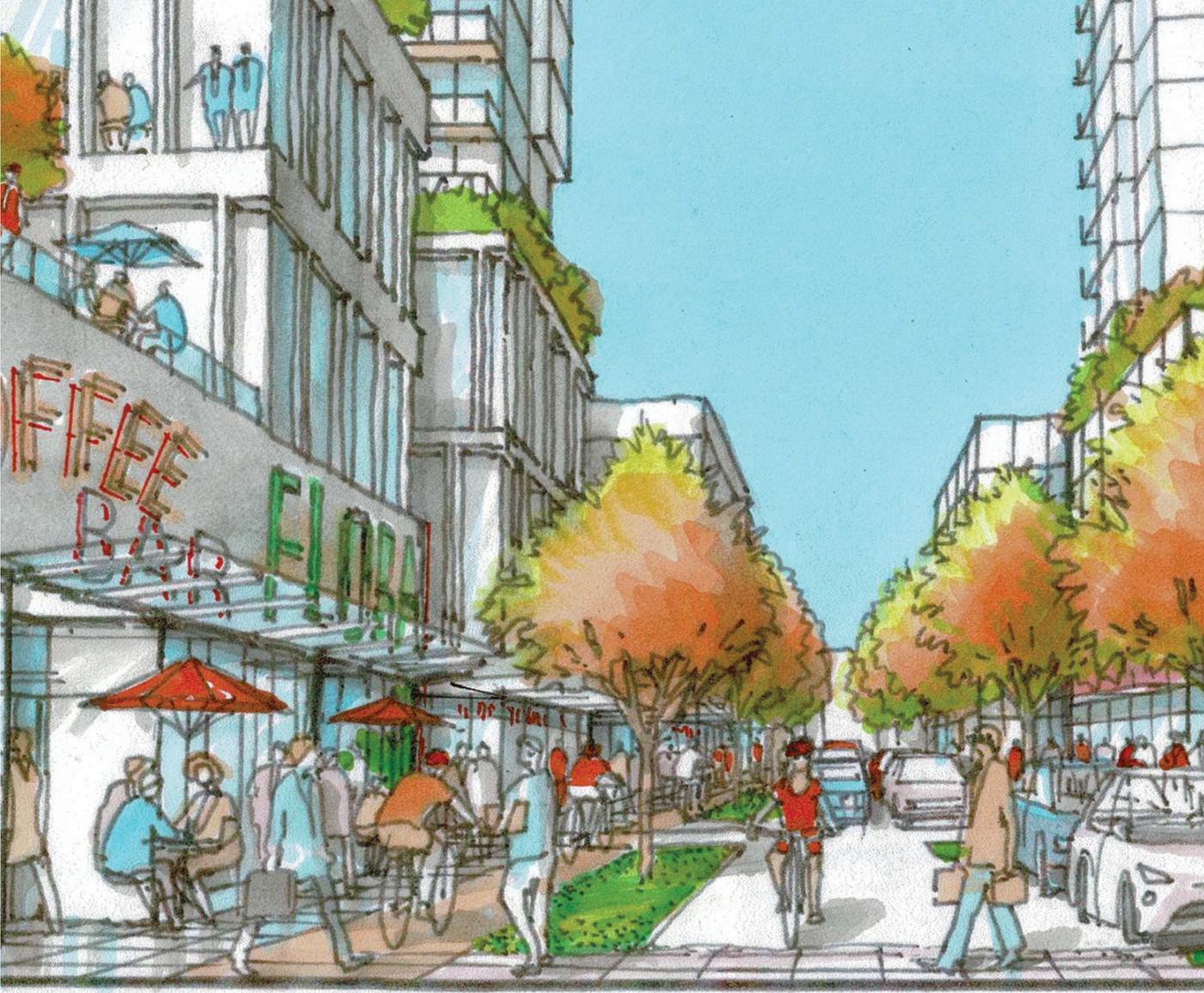
The plan presents an exciting prospect for a new and holistic approach towards transportation. The site will integrate multiple modes of mobility to provide a centralized nexus for transportation, helping the City realize its plans for a walkable and inviting City Centre area. New growth and the integration of transit into the urban fabric will contribute to the revitalization of Spring Street.

The City of Port Moody is geographically located in a natural commuter conduit for car traffic from Coquitlam, Burnaby and other municipalities traveling through Port Moody on their way to someplace else. The flow of traffic through Port Moody has long been an issue. The question is whether this external condition should continue to limit the opportunity to create a truly wonderful City Centre within Port Moody, one that can be far less car dependent than the farther afield communities that feed traffic into the area. Moody Centre provides the opportunity to improve the urban fabric by influencing the nature and destination of the traffic that causes the congestion. Moody Centre is Port Moody's key to providing various housing options in the heart of the City that is supported by alternative transit modes and commuting options.

Interestingly the car traffic that the new City Centre does generate will utilize some of the street capacity that the external traffic from other communities would otherwise count on. In this way, the new local development will serve to deter longer distance traffic from continuing to flow through the City.



**3.0 Moody Centre, Realized**



*Hand Sketch Rendering of bustling, multi-modal, walkable Spring Street.*

## What We Heard

Given the foundation of the Moody Centre Station Area Master Plan is focused around creating a transit-oriented development, special attention was taken throughout the Preliminary Public Engagement Program to discuss and gather feedback and ideas from the community around what makes a viable, livable and functioning transit-oriented community.

It was determined early on that walkability and transit are important factors to consider but significant thought was needed to be given to parking and traffic, when it comes to developing a viable TOD Area Master Plan. It was further acknowledged by many participants that innovative parking and traffic management solutions would be critical to the success of the Master Plan. While it was recognized that the existing traffic situation was a community and region-wide issue, many also shared enthusiasm to see the use of shared and environmentally conscious mobility solutions such as e-bikes and car share.

Such feedback has been invaluable in confirming that the submitted Master Plan concept needs to find the right balance of traffic flow and mitigation strategies while also encouraging alternatives to motor vehicle use (i.e. cycling facilities, car share, public transit incentives, connection of cycling routes to other parts of Port Moody). Many acknowledged a traffic impact study was necessary as part of a formal submission, which is found in Book 2.

Some expressing that they *“walkability and transit are important, but [that] parking and traffic will really need work”*

Many also shared enthusiasm to see *“new solutions, such as e-bikes and car share, being considered to help with the age-old transportation problems”*.

## **Building on Port Moody's Vision**

### **Guiding Policy**

The OCP recognizes the importance of a transportation system to a community and the challenge of providing more sustainable alternatives of transportation than the private automobile. The City targets a general approach to mobility that builds upon existing and emerging City Policy. Specific policies include:

- **A reduction or prevention of GHG emissions through land-use and growth management as well as supporting choices in mobility;**

Consistent with Port Moody's Climate Action Plan

- **Reduction of negative impacts of non-local 'through' traffic in the City through both road network modifications and especially for development of land around the Evergreen SkyTrain Line;**

Consistent with OCP 13.7.1 - "This OCP recognizes the need to reduce negative impacts of non-local traffic passing through the City both on main roads and side street.

- **Supporting sustainable and safe transportation solutions including accessible connections to transit and the incorporation of cycling infrastructure and facilities in new development;**

Consistent with OCP 13.7.4.1 - "The City will address the needs of its residents to move about the community safely through a number of means, including a system of streets and lanes, sidewalks, commuter and recreational bicycle paths, walking and hiking trails, and the associated parking areas and other facilities." and 13.7.4.2 "The City supports efforts to reduce automobile use, and to this end will encourage the use of public transit and the development of non automobile and alternative transportation systems."

- **Encouraging higher density, mixed use development near transit nodes in order to reduce additional traffic impact on existing corridors.**

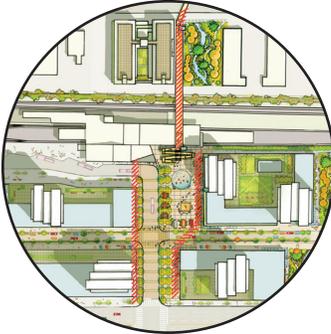
Consistent with OCP 13.7.2 - growth should be encouraged in the form of complete communities that reduce the need for vehicle trips and facilitate alternative transportation modes.

- **Using an equitable lens upon the framework of Moody Centre that considers gender, race, ability, sexual orientation, age and language to incorporate accessibility in the development process transportation modes.**

Consistent with British Columbia's province adopted Gender Based Analysis Plus (GBA+)

## What We Propose

### Connections to Transit



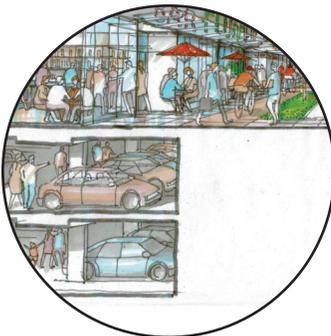
As all of Moody Centre is in close proximity to the Moody Centre Station and the West Coast Express, the neighbourhood is poised to prioritize transit over other modes of movement. The plan proposes strong visual and physical connections to transit infrastructure.

### Spring Street, Pedestrian Links, and Cycling Infrastructure



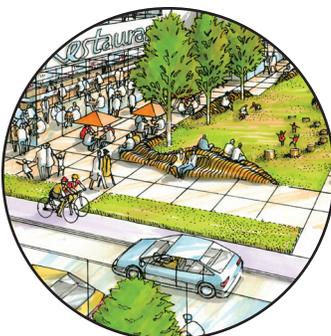
The design of the streets and public spaces has a direct influence on mobility choice. This proposal incorporates mid-block pedestrian linkages and a 'shared-street' concept design for the spine of the TOD- Spring Street. This results in a more accessible and enjoyable pedestrian environment. As identified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

### Parking and Loading



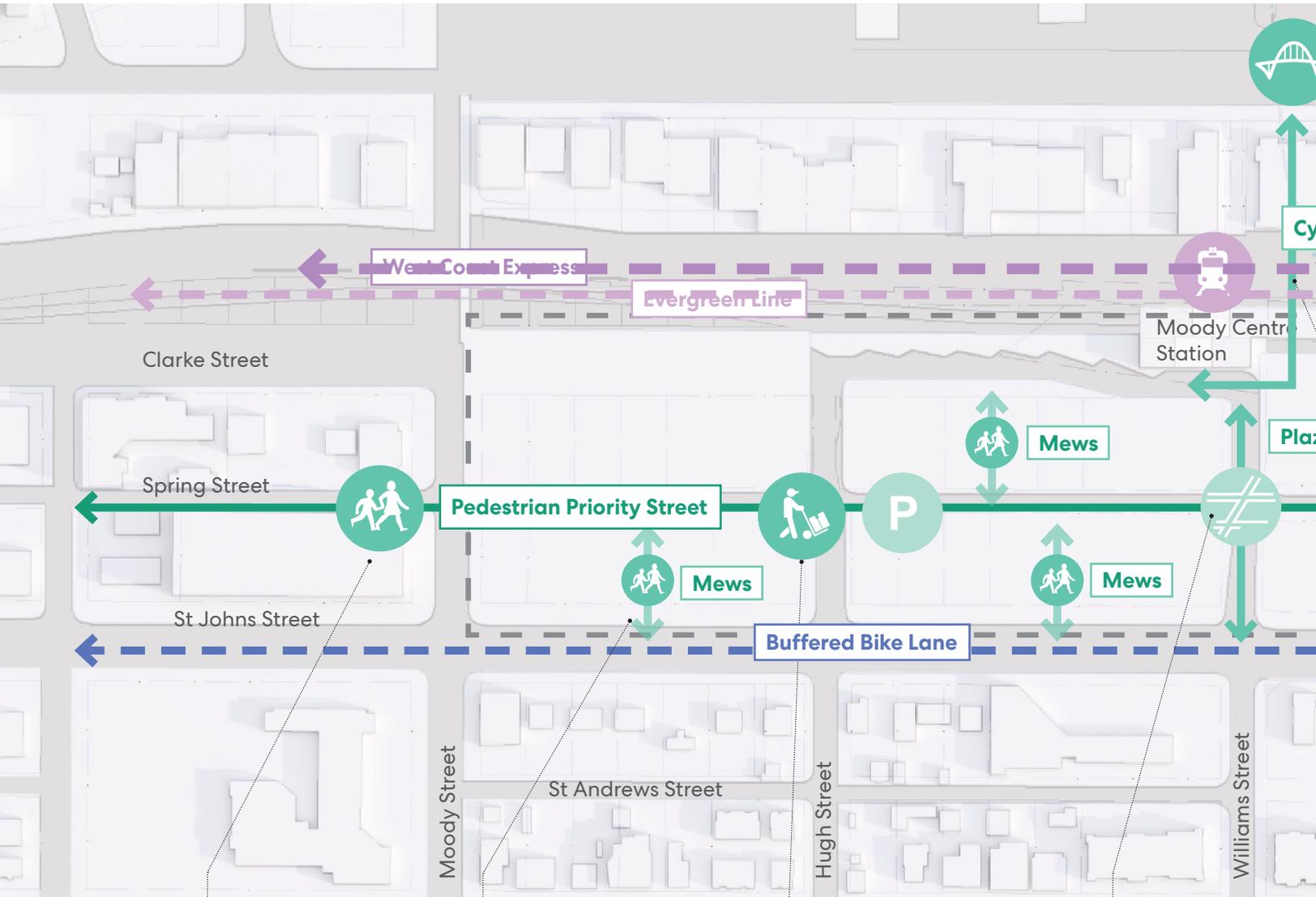
As an urban, high-density, mixed-use precinct, the automobile is not the primary means of movement within the neighbourhood. Parking will be located within the development and screened. In some instances, underground parking may have public right-of-ways or sidewalks above. Loading will be located off of secondary streets and screened. All existing at grade parking will be replaced with the potential for a park and ride structure adjacent to Moody Centre Station. Reduced parking supply rates, consistent with neighbouring Coquitlam City Centre, are proposed to support more sustainable transportation modes and reduce traffic congestion during the weekday rush hour, while achieving the Port Moody Climate Emergency target.

### Moody Centre Streets, Not 'Through' Streets



The choices we have made in terms of neighbourhood design and transportation are focused on prioritizing Moody Centre streets as neighbourhood streets that serve Port Moody rather than simply moving traffic through Port Moody. As seen in Bunt & Associates Transportation Report with existing regional vehicular movements saturated, new development will instead focus on providing local needs and better environments for pedestrians and cyclists. Most importantly, new development is centered around the Evergreen Line and the West Coast Express.

# Mobility Overview



## Pedestrian Priority

Designed pavement treatments and conditions to create slower streets

## Block Porosity/Mews

Mews and mid block connections help produce shorter north/south crossings for people

## Curb Demand

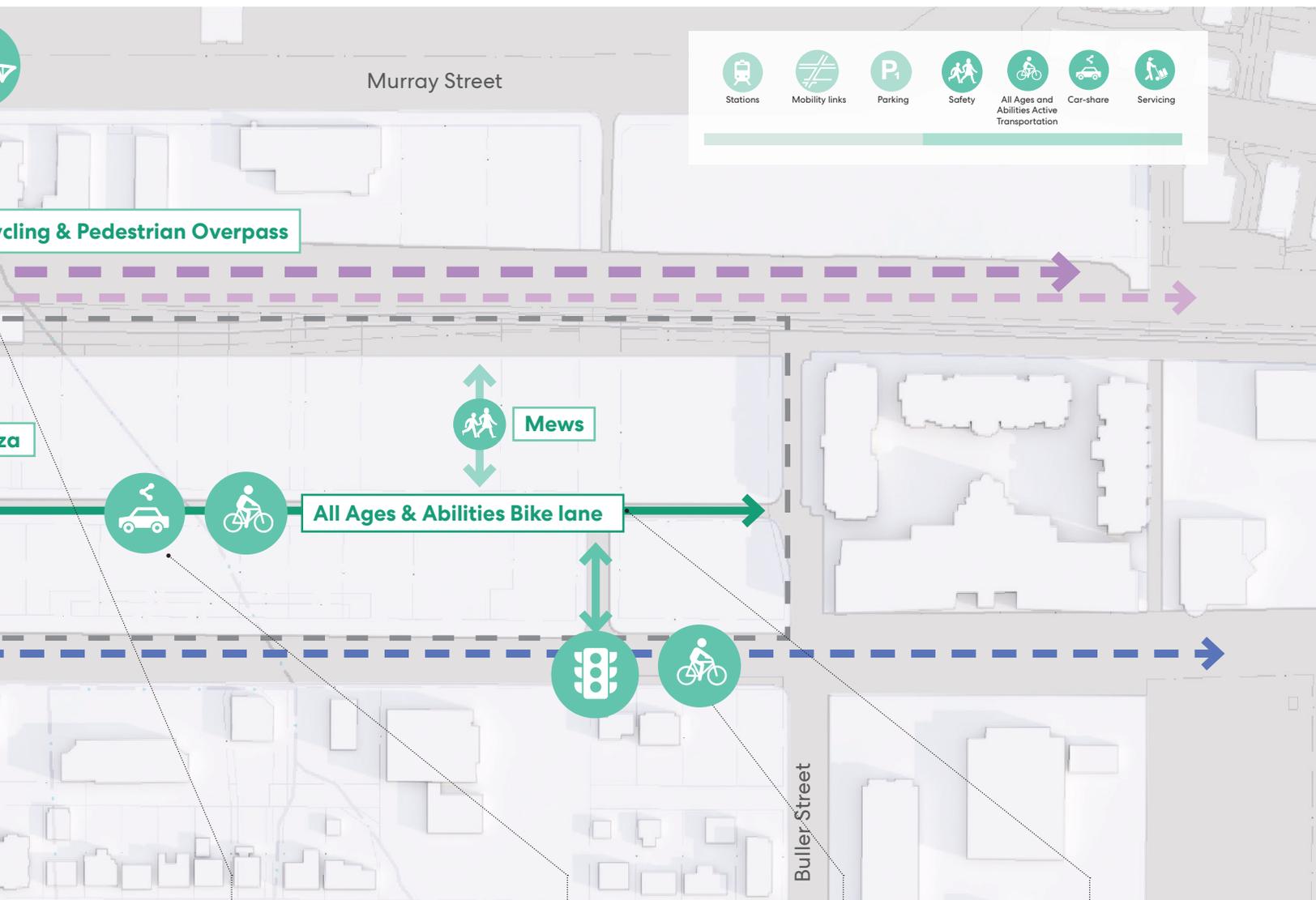
Coordinated loading and servicing are planned to promote and preserve vibrancy on street

Spring Street is a one way vehicular road, limiting congestion and the ability for high speeds to be reached.

## Local Traffic

Traffic studies show that the more vehicles generated by local developments, the more external traffic will be displaced.





### Overpass

This connection ensures pedestrian safety and promotes walkability and accessibility, bringing the community closer to Port Moody's civic, cultural and natural assets.



### Mode Split

Moody Centre TOD can achieve a mode split of 45% automobile) 45% transit (consisting of bus, SkyTrain, West Coast Express), and 10% active (walk & cycle)



### Buffered Bike

Connected cycling lanes (leisurely and for commuters)



### Street Grid

Street creating a tighter street network, in effect promoting clear pedestrian and vehicular visual corridors and wayfinding connections

### 3.0 Moody Centre, Realized

## Rationale for Proposed Mobility Network and Measures

### Future Growth Capacity

Based on Bunt’s projections assuming a large number of projected new SkyTrain trips generated by the Moody Centre TOD calculations confirm that there is sufficient SkyTrain capacity to serve the projected demand without the need for physical improvements (i.e. lengthening stations to accommodate longer trains).

### Mode Split

Transportation modeling based on a review of existing mode splits in well-established transit-oriented developments directly adjacent to SkyTrain stations illustrate that it is reasonable to expect that at full build-out, the Moody Centre redevelopment can achieve a mode split of 45% automobile (consisting of driver and passenger), 45% transit (consisting of bus, SkyTrain, West Coast Express), and 10% active (walking and cycling). These statistics help confirm ideas related to responsible and resilient growth near transit, further reducing transportation related emissions generating a significant step towards meeting its accelerated climate emergency-driven mode split target. Expectations for suburban single-family areas such as loco and Heritage Mountain to achieve a 40% non-auto mode split is improbable. Supporting large transit-oriented development that can achieve significantly better than 40% non-auto mode split/use will offset the impact of other auto-oriented areas to arrive at a Citywide average of 40%.

### Local Traffic, Not Through Traffic

Based on projections capturing the effects of surrounding developments, arterial roads such as Murray Street and St Johns Street are expected to operate at Capacity by 2050 without the redevelopment of the Moody Centre area. Studies have shown that proceeding with any development in central Port Moody without additional road capacity will not increase vehicle volumes on the study area road network rather, the number of vehicles on the road will stay constant and external trips passing through the study area will be replaced by local trips. The more vehicles generated by local developments, the more external traffic will be displaced. Based on Bunt’s projections (Visum Modelling Exercise, Moody Centre OCP Application Book 2) assuming a 35% car driver mode split, approximately 1,240 – 1,420 vehicles generated by Moody Centre site will replace a total of 890 – 980 external trips during the weekday AM and PM peak hours to maintain the same level of road congestion in Moody Centre study area.

### Continuation of the Existing Street Grid

The Master Plan’s road network and mobility system reflects and compliments its surrounding street grid, the organization and mobility network creates a continuation of connections such as Williams Street, Hugh Street and Moody Street. The plan additionally proposes to extend Spring Street to Buller Street creating a tighter street network, in effect promoting clear pedestrian and vehicular visual corridors and wayfinding connections. These connections are especially important when considering pedestrian safety for children and parents traveling to Port Moody Elementary school and Moody Middle School of Arts.

Sources: 1. 2011 Metro Vancouver Regional Trip Diary Analysis Report, 2. SkyTrain and WCE Line Summaries, Tableau Public TransLink (2019)



### **Curb Demand**

Spring Street's restricted width allows the plan to provide a vibrant street wall and edge, however curb space along this edge is in high demand. Therefore transportation considerations such as limited on street parking helps discourage driving during peak traffic periods. Additionally, for retail and residential access, coordinated loading and servicing are planned to promote and preserve vibrancy on street.

The plan seeks to remain resilient and flexible to future changes and shifts in mobility and provide feasibility where carshare, e-bikes and ride hailing could occur.

### **Cycling**

Spring Street is proposed as a bi-directional cycling street to the existing network, by following (AAA) All Ages and Abilities guidelines to forge the design thinking and planning. Spring Street is proposed as a one-way vehicular traveling road, shared with cyclists heading in the aligned direction of traffic. From Moody Street to Williams Street vehicles and cyclists travel west to east, from Buller to Williams Street vehicles and cyclists travel east to west.

When cyclists are traveling against vehicular movement, a separated bike lane is demarcated on Spring Street for their safety. The mobility network provided along Spring Street caters to a leisurely route for cyclists and pedestrians. The planned cyclist network along St Johns Street provides the appropriate conditions for a commuter network spanning regionally to neighboring cities.

### **Block Porosity**

Urban porosity allows high levels of accessibility and connectivity through its urban fabric. As illustrated in the Port Moody OCP, a robust street network that enhances connectivity and active transportation is required. The Spring Street pocket park and mews connections within the plan provide block porosity increasing neighbourhood connectivity. These alleys, and greenways help produce shorter crossings for people helping develop a healthier Neighbourhood that promotes walking and active modes of transportation which in turn helps encourage non-motorized travel, further reducing GHG emissions.

### **Slowed Streets**

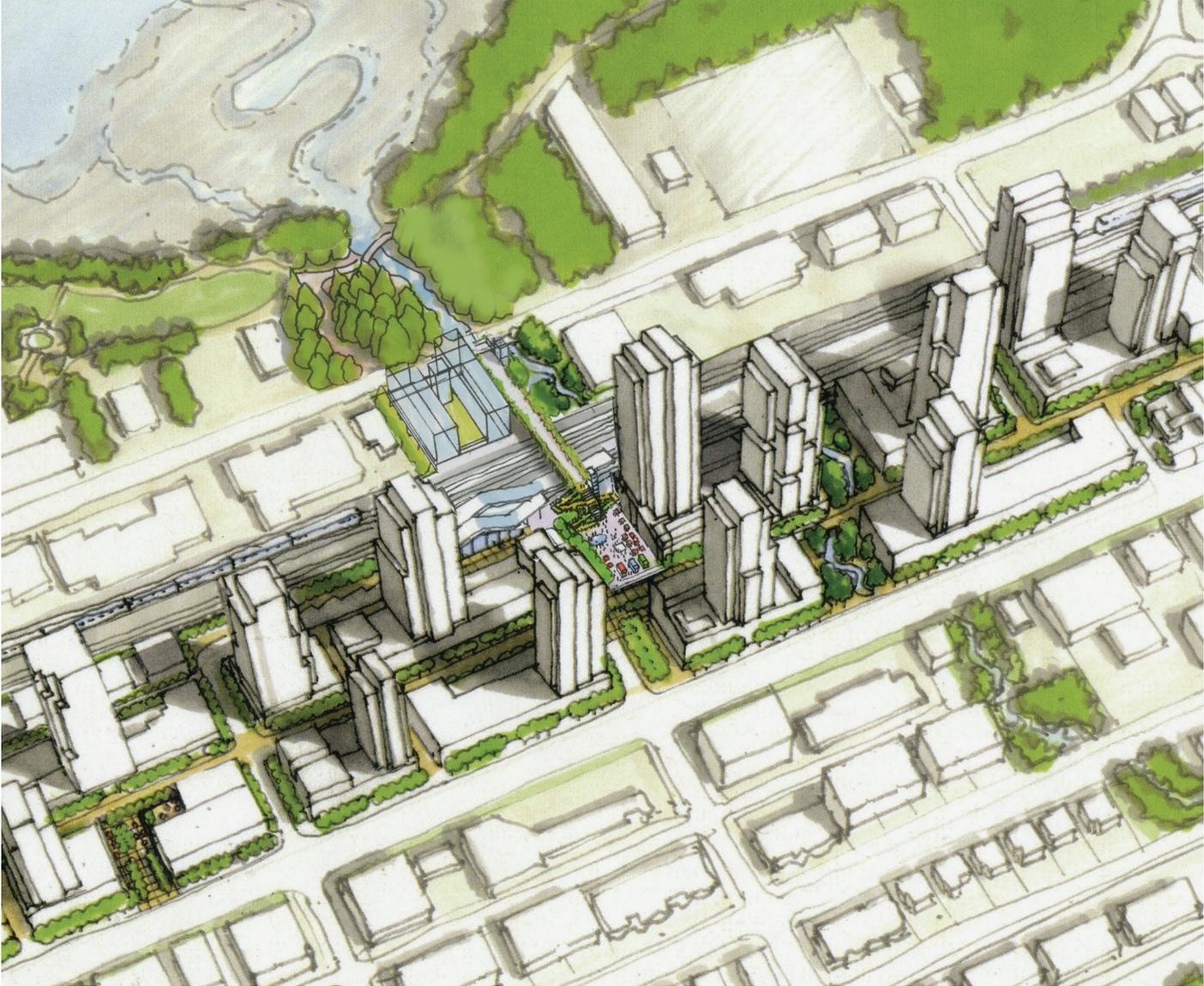
Promenade like conditions such as the interface between Spring Street and Williams Street bordering the Urban Plaza, emphasize pedestrian safety and convenience. Pavement treatments and street grade leveled finishes are proposed to cater to and assist in mobility for residents or visitors of all ages, those with physical disabilities and even strollers.

Spring Street and Williams Street have been planned for and are flexible to become pedestrian only streets subject to bus movement. These streets will also be designed to coordinate with seasonal activities and cultural street events for the community. The plan allows streets to be closed temporarily and for traffic to be diverted for seasonal festivities.

### **Overpass & Connections**

Providing this pedestrian overpass spanning from the Urban Plaza adjacent to Moody Centre Station over the tracks landing on Murray Street connects Port Moody to the Burrard Inlet waterfront and Rocky Point Park amenities. This connection ensures pedestrian safety and promotes walkability and accessibility, bringing the community closer to Port Moody's civic, cultural and natural assets.

**3.0 Moody Centre, Realized**

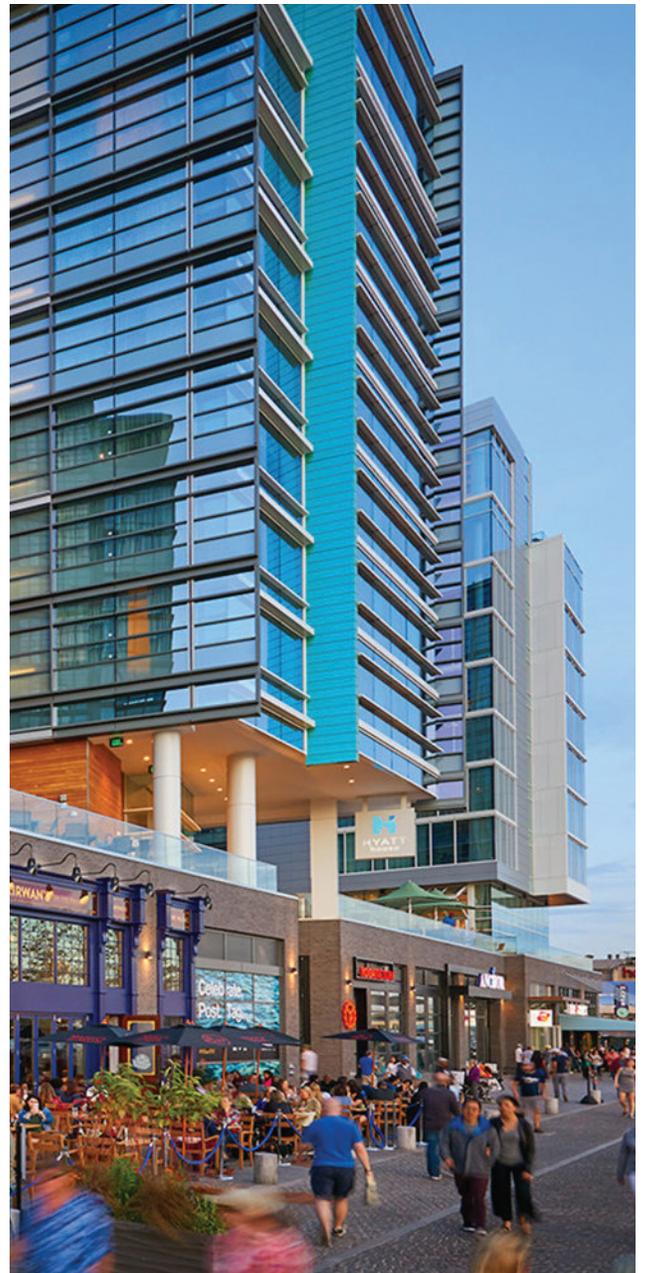


*Hand Rendering of Moody Centre TOD illustrating examples of schematic tower massing.*

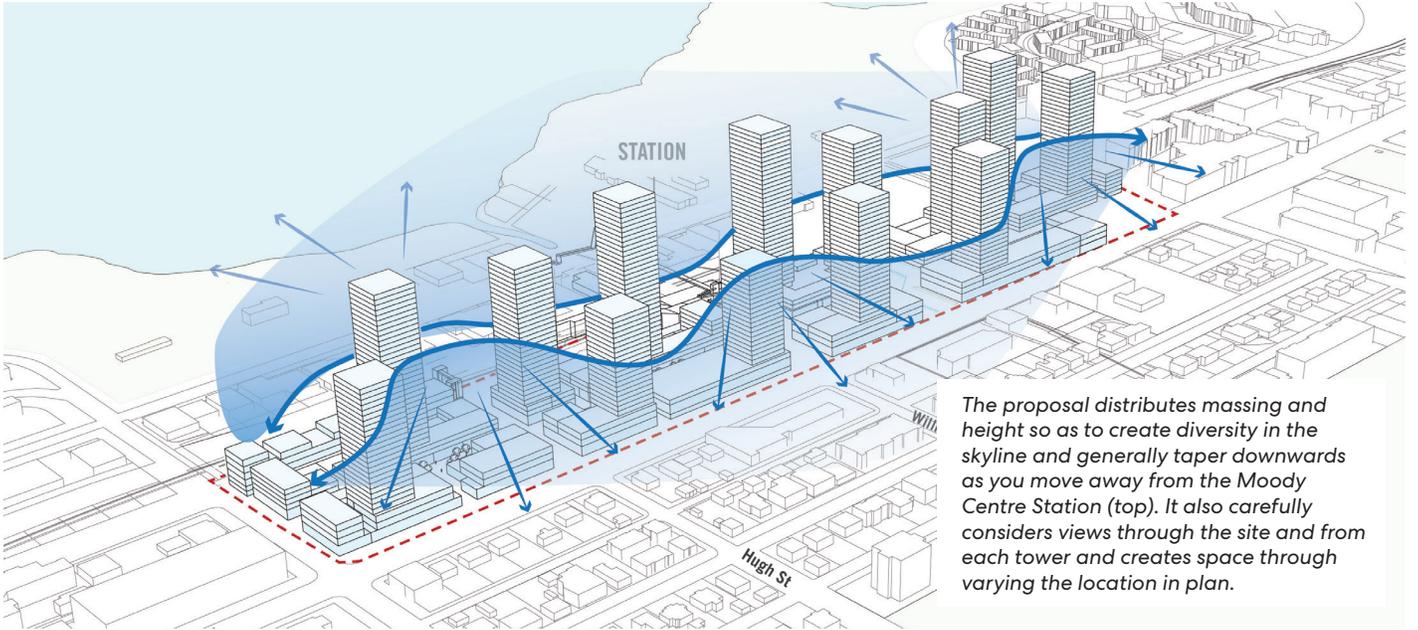
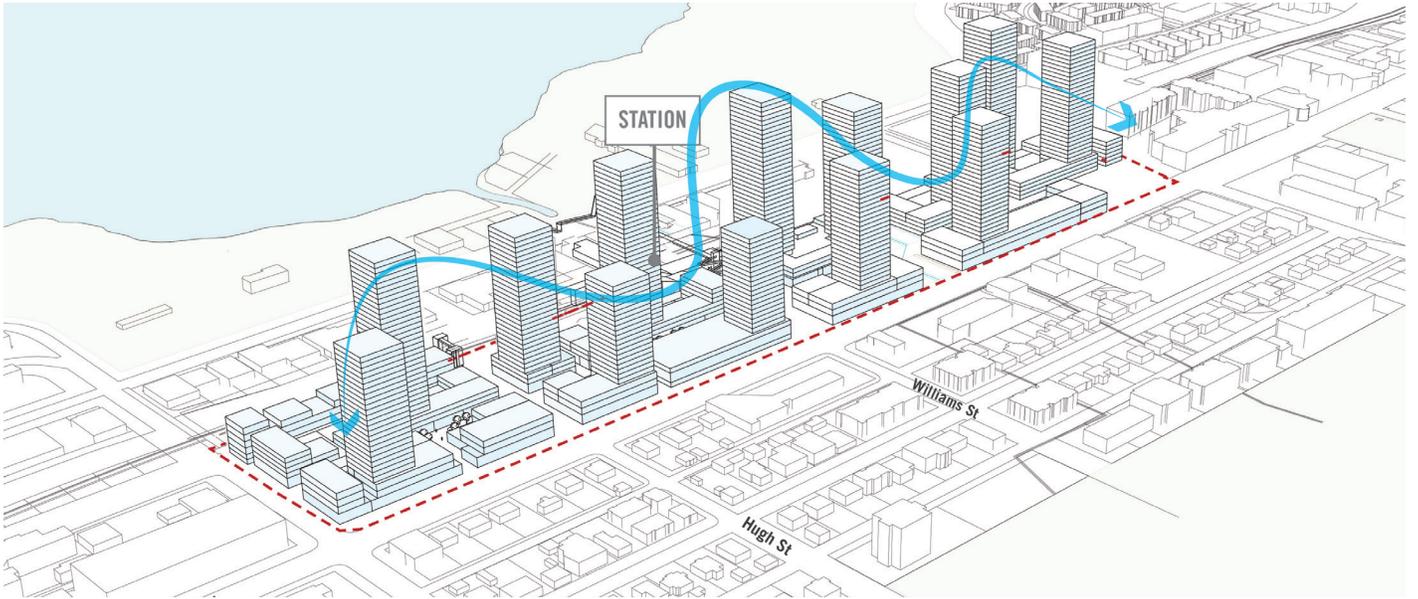
## 3.4 Urban Form

Our proposal puts forward urban form that has been derived from the cost of the amenities that are being proposed. Along with density and land-use, the proposal incorporates strategies around urban form that contribute to the quality of the urban environment. These strategies include:

- Buildings are highest near Moody Centre and West Coast Express station and generally taper downwards for sites farthest away from the station;
- Diversity in building heights are anticipated within the framework of the downward taper;
- Tower spacing is incorporated so as to enable ample daylight to permeate the Moody Centre area and to create separation between residential units located in towers. Furthermore tower spacing allows for view porosity to be achieved from grade surrounding view corridors;



Urban Form Overview



The proposal distributes massing and height so as to create diversity in the skyline and generally taper downwards as you move away from the Moody Centre Station (top). It also carefully considers views through the site and from each tower and creates space through varying the location in plan.

## What We Heard

The urban form and feel of the Moody Centre TOD Area has been an important topic of conversation throughout the Preliminary Public Engagement Program. It's imperative to both the Moody Centre Planning Group and the general community that any development in this neighbourhood needs to be thoughtfully planned and strike the right balance between what we experience and see at street level, and the density above that is required to make it all possible.

Particular attention to the design of the first 60 feet (what is expected most pedestrians will experience) was deemed as critically important, and it was consistently shared that any new Port Moody development needs to have its own unique identity that is not resembling developments of North Vancouver or any other community.

*“the area needs a unique identity, emphasizing that Port Moody is not Coquitlam, North Vancouver or any other community.”*

*“capture Port Moody’s unique essence”*

*“create a range of urban spaces for different activities [like] entertainment, quiet reflection and social gathering”.*

A place designed to

*“naturally draw people in” and is “encouraging of social interaction”;*

*a “place of vibrancy” that will be “activated year-round”*

Other comments urged the plan to

*“consider flexible multi generations gathering spaces conducive to all mobility levels”.*

## **Building on Port Moody's Vision**

### **Guiding Policy**

Through the Moody Centre Station Transit-Oriented Development Neighbourhood Plan Area, the City targets a general form of development that builds upon existing and emerging City Policy:

- **Concentrating tower density towards Moody Centre and West Coast Express Stations**

Consistent with Port Moody's Climate Action Plan to create walkable communities located near transit and everyday amenities.

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- **The incorporation of view corridors through new development;**

Consistent with OCP 15.5.6 - Consideration of view corridors and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections.

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- **Strong visual links from St. Johns Street to the station;**

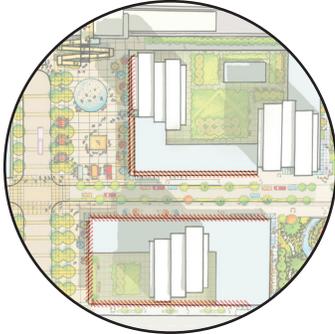
Consistent with OCP 15.5.6 - New buildings shall capitalize on opportunities for 'placemaking' around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.

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- **Mid block porosity through the site**

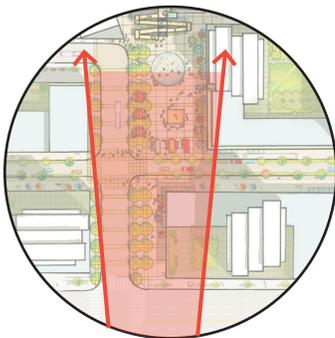
Consistent with OCP 15.5.6 Providing mid-block pedestrian/cyclist links along longer blocks to break down the scale of the block and create additional links to provide access from existing streets to existing and planned amenities.

## What We Propose



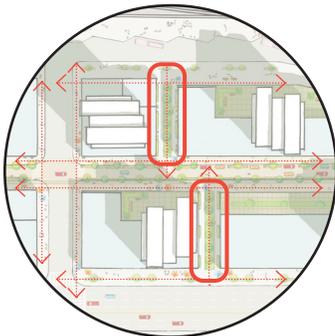
### Street Level

The proposal prioritizes active frontages, articulated facades, and high-quality materials. The lowest four storeys will define the street edge and be the predominate driver in contributing to the pedestrian experience.



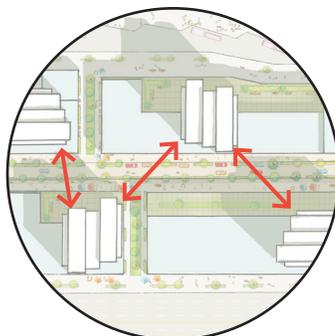
### Views

The spacing of tall buildings allows for views and sight lines to be maintained throughout the Moody Centre plan area. These primarily occur along street corridors and through the placement of taller buildings. Additionally, the building podium is setback on the eastern edge of William Street to provide a strong visual connection to the transit station from St. Johns Street.



### A Fine-Grained Development Pattern

By introducing street level public passages, pocket parks, a mews, a daylight creek, and a plaza, the overall development pattern is 'fine-grained.' This means that there are more options for circulation for pedestrians and more opportunity for special programming and a diverse pedestrian experience.



### Towers

The proposed strategy for tall buildings includes minimum tower separation of 25m and a maximum floor plate size of 8,500 sf for any buildings over 26 storeys. As the centre of Port Moody and a regional transit oriented development node, the proposed heights for Moody Centre are the tallest in Port Moody at 36 storeys.

### **3.0 Moody Centre, Realized**

**Skyline and Surrounding Context** The built urban form has an effect on the skyline and surrounding City context. By concentrating greater density near the SkyTrain Station at the center of the site, the massing can gradually transition as it meets its surrounding context on the east and west perimeters.

**Views Through the Site** Protecting views between towers and through the site is another key design driver that informed the form and location of density. Within the massing analysis, visual porosity was maintained as a priority for both future residents and from the street. This proposal distributes massing so as to maintain those views through the site.

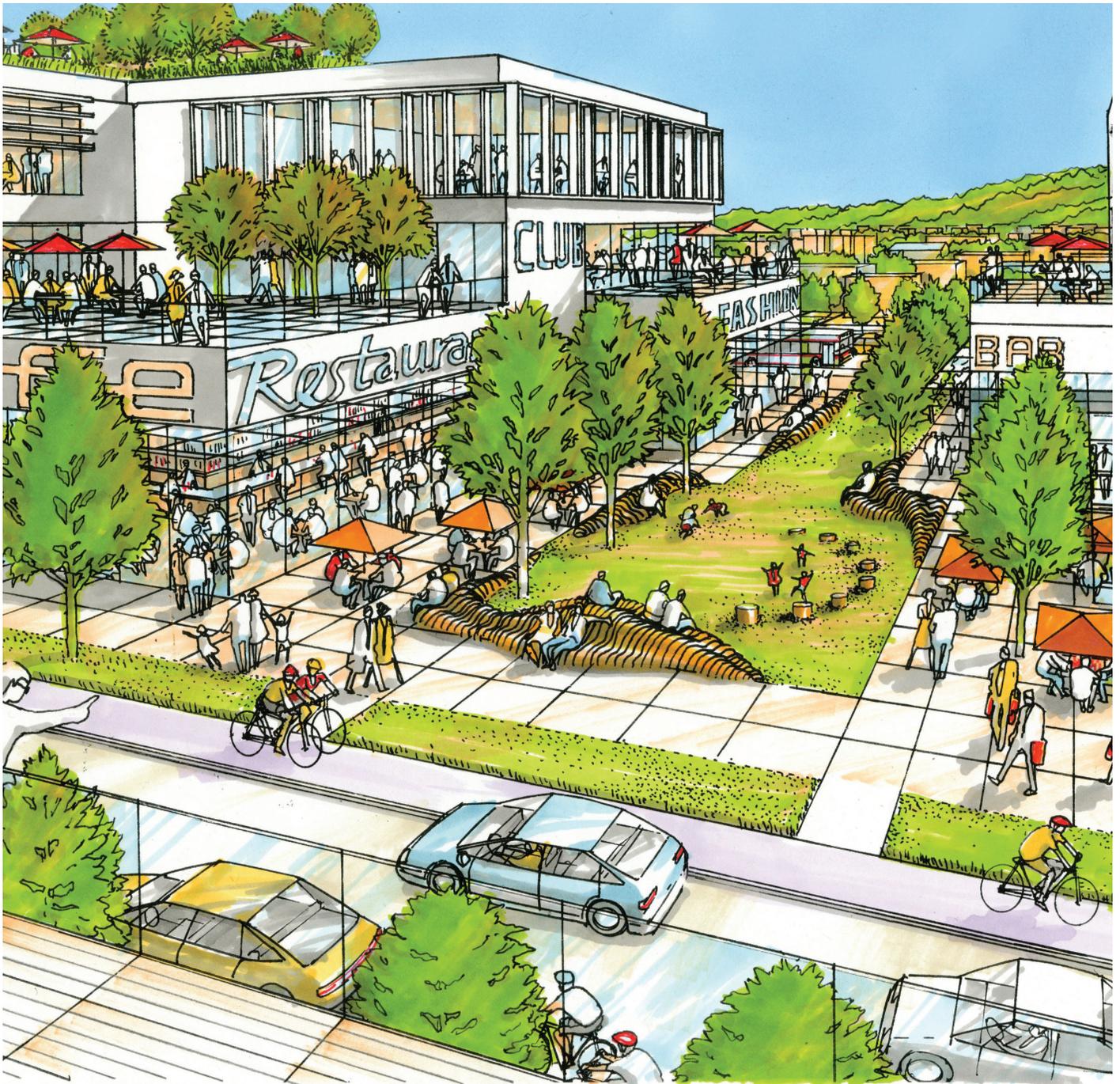


*Inlet Centre, Port Moody, British Columbia, 2013 (Source Jérôme Decq)*



Qualities of the built environment related to urban form envisioned for the Moody Centre development.

**3.0 Moody Centre, Realized**



*Hand Rendering of Spring Street Pocket Park illustrating active edges and vibrant uses surrounding public spaces.*

## 3.5 Land Use

Land use has been thought of in a holistic approach to fulfill the key components of a complete community. The Master plan spatially plans for larger retailers such as neighbourhood grocery stores as well as small scale local retailers, creating a balance between daily necessities and convenient goods and uniquely small retail specific to Port Moody's culture and identity.

By adopting a largely mixed land use plan, multiple objectives can be achieved. Firstly a highly diverse land use plan creates resiliency that protects the community from market changes and economic shifts. Secondly, a diverse land use plan provides an active and vibrant neighbourhood at varying times of the day. Finally, a mix in commercial and residential uses provide equity in accessibility to varying demographics of people from different cultural and economic backgrounds.

There are a number of reasons and benefits for adopting a mixed use approach to land use. By doing so within the plan it ensures, resilience, vibrancy and activation, social equity and balance.

Specifically the Moody Centre Master Plan delivers the following land uses to promote a live, work, play neighbourhood within a comprehensive mixed-use format:

- **Residential** The proposed residential land use addresses housing needs in quantity and quality. Providing market condo and affordable housing including rent-to-own, affordable home ownership models, and rental tenures. These housing options help cater to a variety of demographics across social and economic diversities.
- **Office & Technology** These commercial uses provide a diverse range of well paying jobs. In order to create a vibrant, equitable and complete community the plan requires this mix of diverse employment generating uses. The plan proposes to deliver over 1,400 office, institutional and light industrial jobs.
- **Retail** Retail jobs bring a variety of skilled employees to cities, the plan delivers over 600 retail jobs. Furthermore retail jobs help create vibrant store fronts and spill out into the public realm with activity at varying hours of occupation during the work and weekend week.
- **Institutional and Knowledge Centre's** Urban post secondary educational institutions bring vibrancy and vitality to communities and encourage job growth. The adoption of the OCP Amendment application will enable the ownership group to actualize this vision and attract a post-secondary institution.
- **Light Industrial** Port Moody's growing brewery culture provides an excellent location for the expansion of similar light industrial uses, artisan spaces and maker spaces.
- **Open Spaces** Lively open spaces promote livability by providing access to landscaping and biophilia where possible. The plan provides pocket parks, Urban Plazas, neighbourhood mews and a daylight creek.

### 3.0 Moody Centre, Realized



During community engagement, we heard that a broad range of uses is desired in Moody Centre. This photo—taken at a Community Roundtable in December 2019—references a community conversation about visualizing the look and feel of a diversity of uses.

## What We Heard

Finding the appropriate mix of land uses to ensure the Moody Centre TOD Area can thrive as a complete community is another critical piece in the puzzle. Leaning on the expertise of those who live in the community today, the Preliminary Public Engagement Program specifically sought feedback from residents on what kind of uses they believed would create a connected and vibrant community, morning to night.

The feedback received shared a broad range of desired uses—including spaces for outdoor dining, community gathering areas (both formal and informal), viable employment generating spaces and the full spectrum of housing choices. On many accounts, it was heard from the community that there is a serious housing shortage in Port Moody. Many comments were also shared regarding Port Moody’s role in planning for the future and that there is a real need to think about how this will play into Port Moody’s overall affordability for generations to come. Feedback relative to the proposed institutional land use found 31% of the formal responses from the second round of Community Open Houses expressed strong support for the addition of a post-secondary educational partnership. With some community members highly supportive of this component referring to the large population of children in the area. Overall, there was a general sense of excitement for the proposed vision and a desire to make Moody Centre a cultural destination.

On many accounts, it was heard that *“there is almost no available condo or rental products in Port Moody right now—which is a tragedy for young people and down-sizing families”* and that there was a strong *“need [for] homes and jobs close to transit.”*

Port Moody’s role in planning for the future—some shared *“the development is for future generations; it is for our kids!”*

*“very important and beneficial to all the residents, especially considering the large amount of children in the area”.*

*“Port Moody hasn’t invested in vertical living and as a result, Port Moody isn’t affordable for most people.”*

*“be creative with concepts and design to truly enhance the City of the Arts”—“I like that we are looking at a complete community.”*

## **Building on Port Moody's Vision**

### **Guiding Policy**

The City targets a general distribution of land use that builds upon existing and emerging City Policy:

- **A reduction or prevention of GHG emissions through land-use and growth management as well as supporting choices in mobility;**

Consistent with Port Moody's Climate Action Plan

- **A wide range of uses including residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses;**

Consistent with OCP 4.1.6 - "Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses)

- **Good urban design through the incorporation of an enhanced pedestrian realm, local amenities, and support of alternative transportation modes.**

Consistent with various policies throughout the OCP including 15.5.6.5 "Redevelopment shall....prioritize pedestrian mobility to/from the station", 15.5.6 "creation of Urban Plazas and the careful orientation of uses around this public space"

- **Co-locating these uses at a transportation hub means a significant reduction in shopping trips and commute time/cost for residents.**

Consistent with OCP 15.5.8.6 Demands for new forms of housing "There is also revived interest in traditional urban lifestyles, leading to increasing demand for communities in which housing is closer to shops, services and employment.

- **Developing conditions that create places for people, places that are vibrant, inclusive and equitable spaces that promote health and well-being.**

Consistent with OCP 15.5.8.7 Complete and Sustainable Communities "The integration of local commercial and social amenities into residential neighbourhoods; and the development of live/work and work/live spaces."

## Vibrant places for people

A large part of the design and planning behind land use in this Master Plan has been towards developing conditions that create places for people, places that are vibrant, inclusive and equitable spaces that promote health and well-being. The land use plan puts forward a robust framework for employment generation and uses that promote Port Moody's authentic culture of Arts and festivals, providing land uses that create synergies with the existing and aspiring culture of Port Moody.

The importance of co-locating these uses at a transportation hub means a significant reduction in shopping trips and commute time/cost for residents. 73% of current Port Moody residents travel by car to complete grocery shopping trips and 71% commute to work daily by car, this is significantly higher than the 44% of Vancouver residents who conduct shopping trips by car and 43% who commute to work by car. Further to this, on average 83% of Port Moody residents are spending between 30-60 mins commuting on their daily routes to work. This is where a mixed-use approach towards land use within a transportation hub provides excellent opportunity to create a holistically complete community and reduce daily commute time, cost and pollution.

1.



Shopping trips made by car in Port Moody

**73%**

The plan provides  
**600 Retail Jobs**

1.

The plan helps take residents out of their cars...



**83%**

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



The plan provides Office, Tech, Institutional & Light Industrial

**1,400 Jobs**

*A mixed-use neighbourhood with local-serving retail, a diversity of jobs, and residential land-uses will have a positive impact in encouraging the reduction of vehicular trips and commute times for those living in Port Moody.*

Sources: 1. 2011 Metro Vancouver Regional Trip Diary Analysis Report.

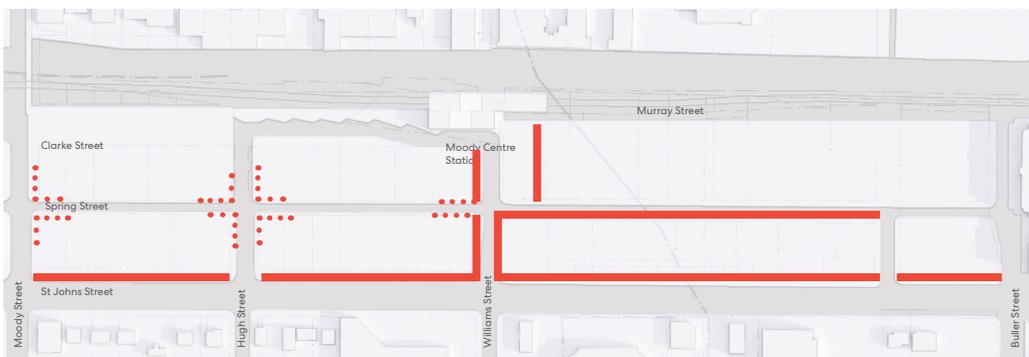
## Land Use Overview



### Moody Centre Mixed-Use

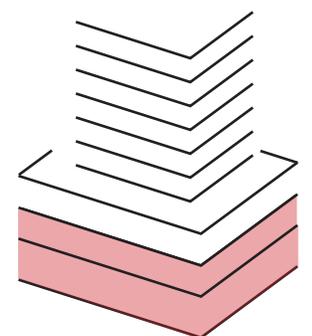
This application proposes a single land-use classification for Moody Centre with the intent of the proposed Master Plan is to retain maximum flexibility in terms of overall land-use choice and enable residential, commercial, institutional, and industrial to occur on all sites.

Through policy, design guidelines, and - eventually - zoning, the broad flexibility of uses can be managed to positive effect. In this way, key locations in Port Moody may be animated through considered programming of the site while flexibility is retained to optimize the viability of each project.



— Required retail frontage

..... Preferred retail frontage



Street-level location preferred

### Commercial - Retail

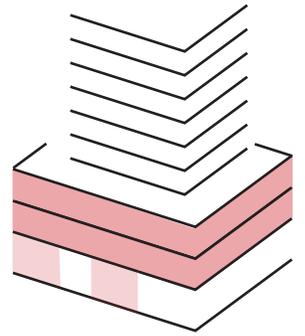
Street level retail uses are a core component of the proposal for Moody Centre. In order to maximize the positive impact of retail uses on street life and neighbourhood vibrancy, we have focused retail uses along St. Johns Street (entire length),

adjacent to the Urban Plaza, and in key nodal locations on Spring Street. In other locations, retail uses are welcome but not required.

### 3.0 Moody Centre, Realized



— Permitted office locations      ● Retail node concentrations



Street-level podium locations preferred

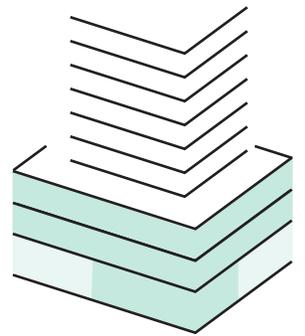
### Commercial - Office

In order to contribute to the 1,400 jobs proposed in this plan and to link more employment opportunities to transit and high-density areas, new office space is included in the proposal. In some instances, such as small-scale home-based

businesses along Spring Street, office uses may be permitted at street level. However, offices are preferred to be located in upper levels of building podiums and lower levels of towers.



— Permitted institutional / community locations      ○ Anticipated institutional / community locations (approximate)



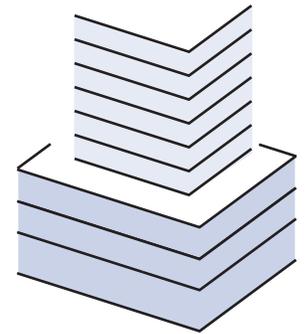
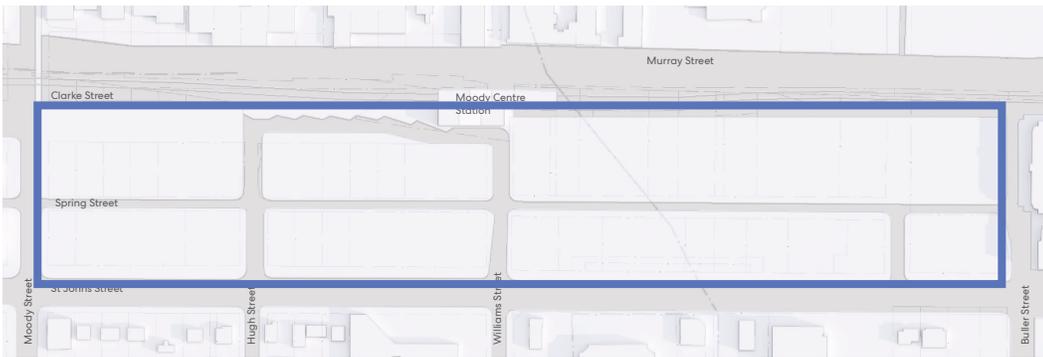
Podium locations preferred

### Institutional / Community Use

Institutional (such as university, for example) and Community Uses are proposed as a permitted use throughout the Moody Centre site and in all locations within buildings to provide maximum flexibility in incorporating these uses in the plan area. In general, locations close to the station and adjacent to open space are preferred for these uses as they will serve to optimize the interactions between the public realm and 'energizing' or 'animating' activities.

In terms of locations within buildings, institutional and community uses are proposed as a permitted use anywhere. It is anticipated and preferred that these uses occupy upper levels of building podiums to take advantage of flexible floor plates and over height spaces while still maintaining a visual connection to the street. When located at street level, there is an opportunity to 'feature' institutional entries at corner locations with the intent of leveraging pedestrian traffic in and out of the building to animate key nodes in the public realm.

Amenities  
Sustainability  
Mobility  
Urban Form  
**Land-Use**  
Density



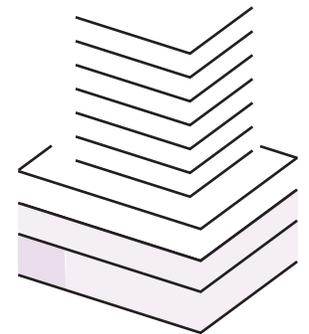
Street-level in some locations, podium and tower locations preferred

— Permitted residential locations

## Residential

Residential uses are proposed as permitted uses in all areas of Moody Centre and in all locations of buildings. The only exception is where street-oriented retail uses are prioritized along St. Johns Street, adjacent to the plaza, and at key nodes along Spring Street.

While the majority of residential uses will be located in tower forms, street level residential uses are encouraged where retail viability is less strong, such as along north south streets and mid-block sections of Spring Street.



Lower-level spaces near loading are preferred, podium locations permitted

— Permitted industrial locations

○ Anticipated industrial locations (approximate)

## Urban Industrial

Though not anticipated as a predominant land-use in Moody Centre, Port Moody's vibrancy will benefit from the flexibility to include urban, soft-industrial uses. This contributes both to the a diversification of job opportunities but also to the potential for a locally produced products and associated retail opportunities.

**3.0 Moody Centre, Realized**



*Hand Rendering of Moody Centre TOD illustrating examples of schematic tower massing.*

## 3.6 Density

The Port Moody OCP presently manages density through height permissions and built form guidelines meaning that the Floor Area Ratio (FAR) will vary on a site by site basis. This application proposes to clarify the maximum permitted FAR for the Moody Centre TOD area.

A maximum baseline density is proposed to create an upper limit on FAR for the entire Moody Centre TOD area. Not all properties in the OCP area will necessarily be able to achieve the maximum FAR due to property size, parking limitations, or height guidelines (see Urban Form section). The final maximum permitted density will be determined during the rezoning process.

The distribution of density and 'shaping' of the urban form are closely related and foundational aspects of the proposal for Moody Centre. This proposal seeks to increase permitted heights with Moody Centre (in select locations) while maintaining generous tower separation, limiting tower floor plate size, and introducing new open spaces and street level view corridors to the public realm.

By placing higher density close to transit, there is a reduced need for personal vehicle ownership and transportation. Providing a greater amount of multi-family housing will reduce auto trips by as much as 25%, or more, on a per capita basis compared to single family housing while also meeting mode share targets.



*Members of the local community participating in the interactive amenity placement Master Plan (Community Open House #3).*

## What We Heard

The height and density proposed in order to deliver the overall Master Plan has been a main topic of discussion throughout the Preliminary Public Engagement Program. Throughout all engagement forums, the Master Planning Group have heard many differing opinions across the community including both concerns about “*too much density*” and encouragements to “*build higher*”.

When the topic was explored further, nuances were identified that appropriate height and density depended a lot on the overall Master Plan concept and its successful function as a complete, walkable and vibrant community. Through discussions with the community, it became evident that more importance was being placed on how density was being laid out across the site, rather than the number of storeys above street level. Particular attention to the design of the first 60 feet (what is expected most pedestrians will experience) was deemed more important than the overall height.

Many expressed views that

*“going above 26 storeys needs to be done in a sensitive and respectful manner”*

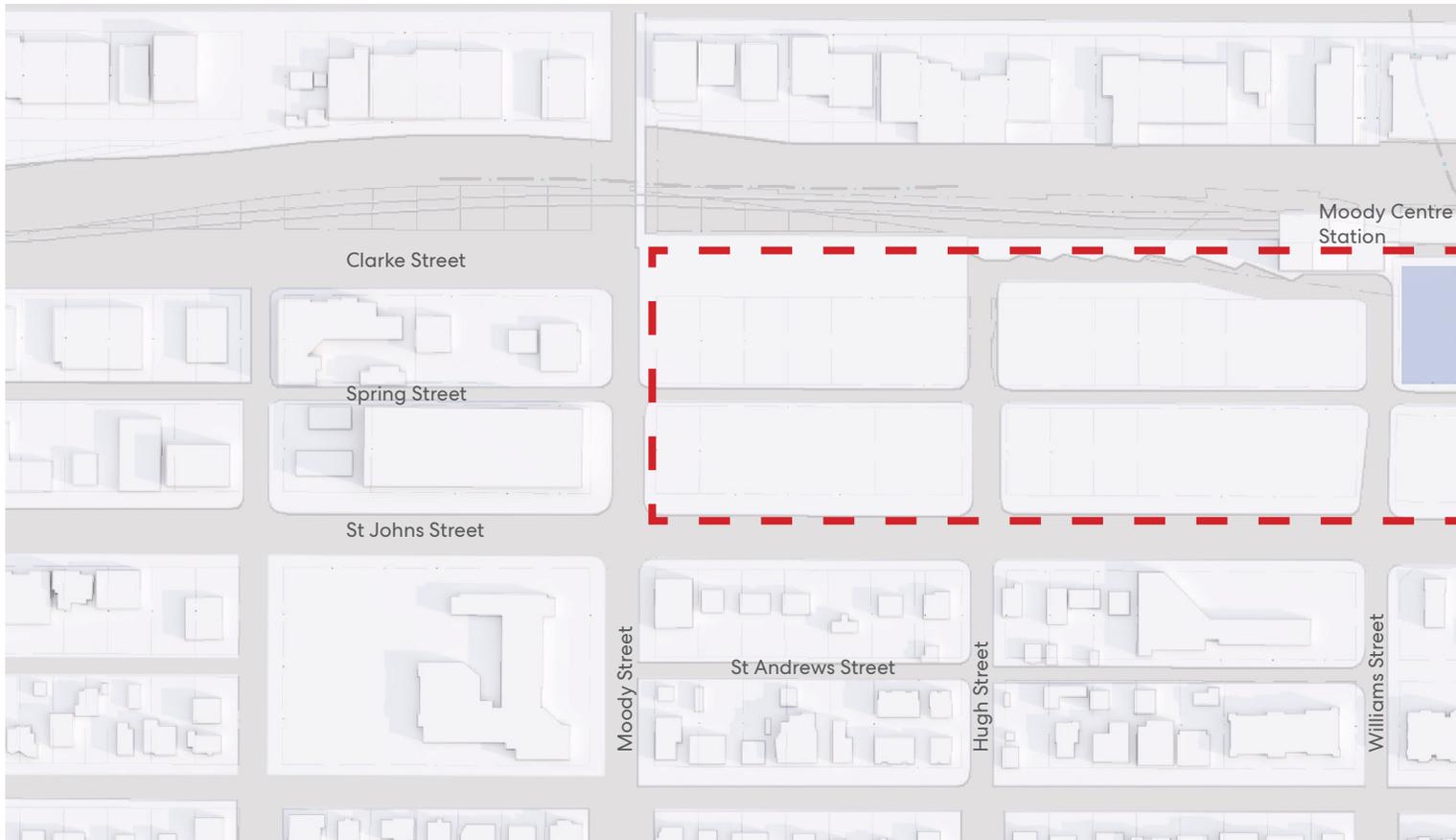
and that

*“the heights and densities in the concept looked appropriate given the intent of the design around Moody Centre as the heart of the neighbourhood” close to the Moody Centre SkyTrain Station.*

Opinions across the community including both concerns about “*too much density*” and encouragements to “*build higher*”

*“personally, I don’t care how high the buildings are, I care if the ground is opened up, activated and public”.*

## Density Overview



This proposal identifies an approximate range of maximum permitted FAR to provide clarity to the overall vision and to set a maximum density throughout the Master Plan application area. It also identifies a special sub-area in which densities greater than the maximum density are proposed in tandem with community amenity contributions. Unlike a bonus density scenario where an option for increased density in association with some public benefit is discretionary, this proposal articulates a commitment to provide specific amenities and pairs these amenities with the density required to finance the amenities. This results in an identified sub-area of 'peak' densities that exceed the maximum located elsewhere in the Moody Centre area but are directly associated with the delivery of public amenities including the

daylit creek, pedestrian overpass, affordable housing, job space, and a Urban Plaza. Moreover, properties within these sub areas are larger, are located at key locations, and have site geometries that enable them to provide the right amount of parking, the creek and plaza amenity.

The maximum and 'peak' densities identified in this application are based on massing and economic models to match 'fit' (in terms of urban form) with implementation potential. At this point, the densities maximum and 'peak' are identified as approximate ranges and will be refined throughout the approvals process.



 FAR Maximum - 4.25 FAR to 4.75 FAR\*

 'Peak' FAR - 5.5 FAR to 5.75 FAR\*\*

\* represents approximate range maximum density in Moody Centre, final number to be determined in approvals process

\*\* represents approximate range of 'peak' FAR in tandem with specified amenity contributions, final number and associated amenity value to be determined in the approvals process

**The proposal for the Moody Centre TOD plan includes sufficient density to deliver:**

-  • 2,500 - 3,300 Market Condo Homes
-  • 300-385 Market Rental Homes
-  • 400 - 450 Affordable Housing Units
-  • 1,400 Office, Tech, and Light Industrial Jobs
-  • 600 Retail Jobs

The affordable housing and number of jobs are minimum requirements to unlock market housing.

# Typical Parcel

## Tower Height

Tower height reaches up to 26 storeys for sites around 1 acre. Not all buildings may achieve the maximum height based on site constraints. Sites over 1 acre will see taller towers over the 26 storeys.

## Maximum Floor Plate Size for Towers

A maximum floor plate size of 696 m<sup>2</sup> (+/- 7,500 ft<sup>2</sup>) will be applied to all tower floors (any floor above 8 storeys). Based on building performance criteria some buildings taller than 26 storeys may have floorplates over 7,500 ft<sup>2</sup>.

## Flexible Upper Levels in the Podium

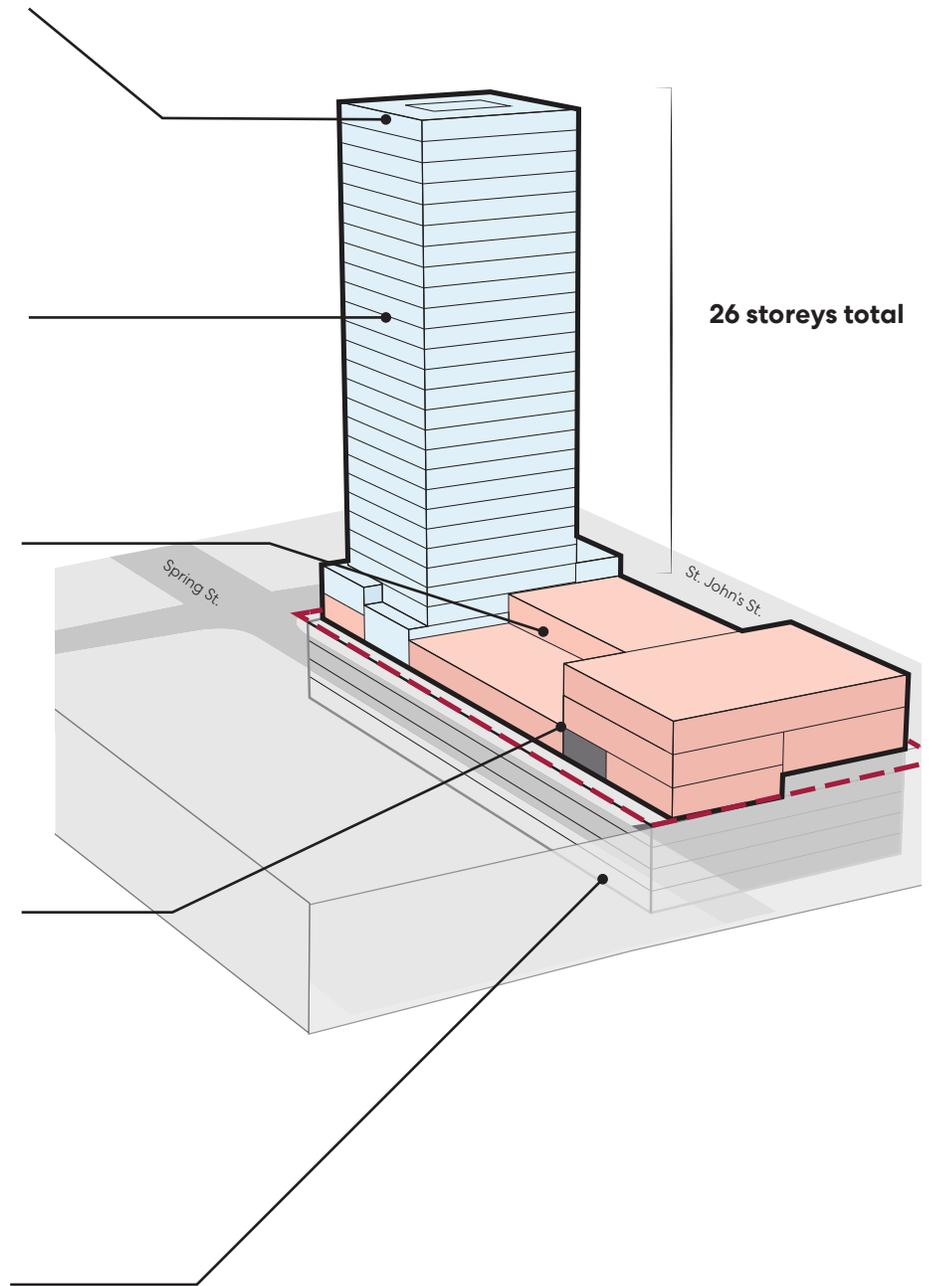
Generally, two to four storeys are envisioned for building podiums to create a comfortable and continuous street edge. However, the floor area of the podium will vary depending on use and associated building depth. No maximum or minimum floor area in the podium is proposed.

## Employment generating areas

All properties in the Moody Centre Area are proposed to include a minimum retail floor area of 0.25 FAR and a minimum area of 0.4 for office and industrial uses. Bringing the total Employment Generating FAR to 0.65.

## Parking is Out of Sight

All parking is to be located out of sight either underground or wrapped and screened by active uses. In some cases, parking depth will be limited by natural site conditions and cost creating a constraint on overall development potential of the site. In other cases, parking may be below grade with public ROW located above.



A typical 26-storey development project on a 1-acre site in Moody Centre is illustrated above.

# Larger Development Parcel

**Additional Density- Larger sites are proposed to accommodate an increase in maximum density (Peak Density). This additional density enables the provision of additional amenities and their associated costs in the creation of a complete community**

The associated amenities include:

## Architectural form

Greater density on larger sites requires an increase in height to a maximum of 36 storeys. This increase allows for a slightly larger floorplate (max. 790sm/8500 sf) yet retains opportunity for architectural expression, slender proportions and design excellence sought in the Moody Centre.

## Housing Choices

A variety of housing choices can be accomplished with an increase in density. This may include affordable options such as below-market rental, market rental, affordable homeownership, and market condominium.

## Daylit Creek

Daylighting of Dallas/Slaughterhouse Creek between Murray and St. John's Streets rehabilitates the natural wetland and the fish-bearing stream. This reduces the developable area of the sites through which the creek passes.

## Urban Plaza

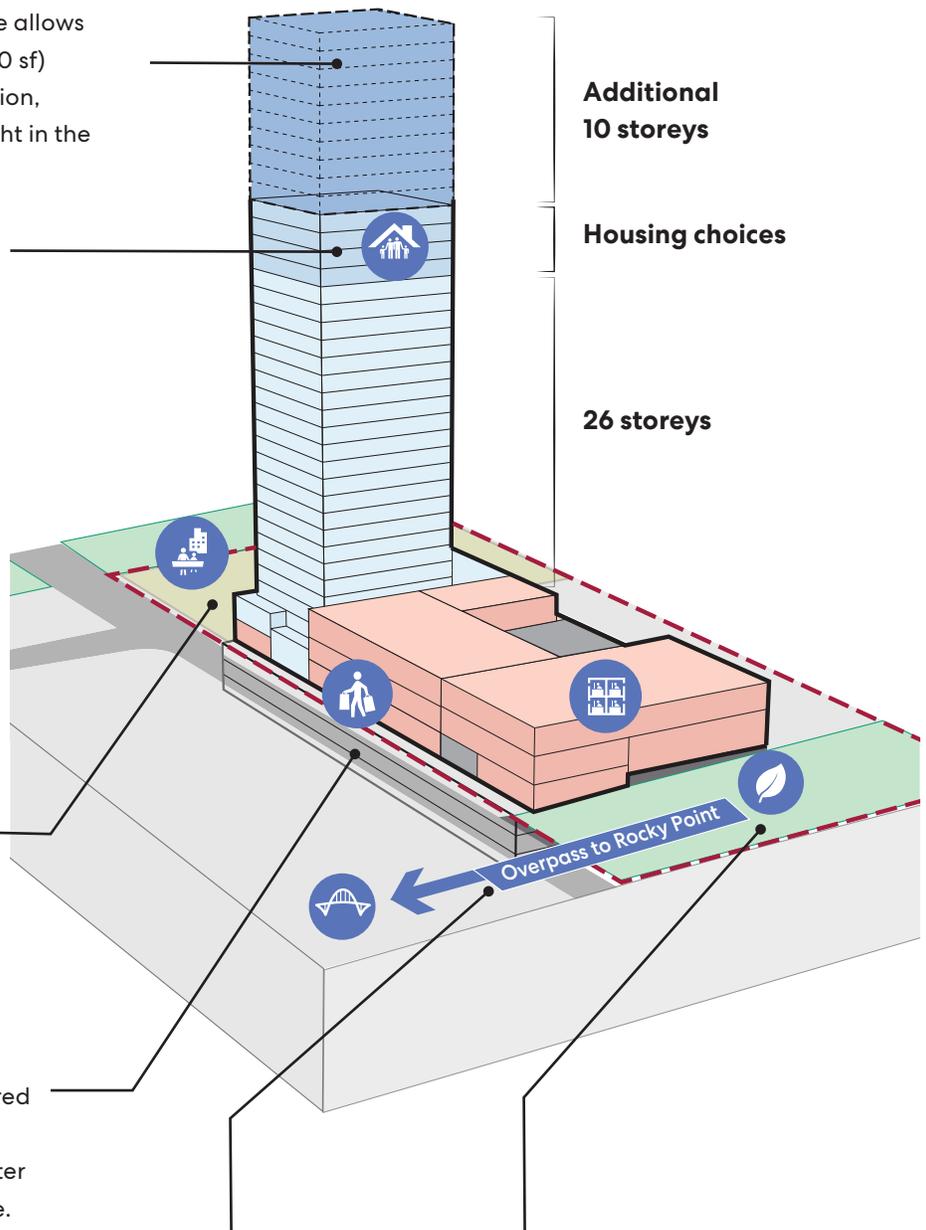
Creation of an Urban Plaza at 60 Williams, a new Living Room for the city, can be realised through its association with the development of larger sites along Spring Street.

## Parking

Larger sites, as a result of their dimensions, can provide parking below grade as well as structured parking above grade but still shielded from pedestrian view. This approach facilitates greater densities than the smaller sites in Moody Centre.

## Employment generating

Commercial uses provide a diverse range of well paying jobs creating a vibrant, equitable and complete community. Areas proposed are to include a minimum retail floor area of 0.25 FAR and a minimum area of 0.4 for office and industrial uses. Bringing the total Employment Generating FAR to 0.65.



## Pedestrian/Bike Overpass

The overpass identified in the OCP can be realised through its association with the development of a larger site along the rail lines.

## Mews/Pocket Park

Mews or pocket parks can expand the public realm in Moody Centre. These can be achieved by their association with the development of larger sites in Moody Centre.

# Conclusion

## A Vision for Moody Centre

The proposal for Moody Centre is based on a shared vision: a sincere effort to bring a positive addition to the city and celebrate its strengths. The intention is 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 vision is centered around prioritizing the public realm. Streets are places to gather, socialize, interact, and linger. They are our living rooms and back yard—places to exercise, places for cafes and restaurants, and places for commerce. There is a conscious effort to redefine Moody Centre streets into places for Port Moody, as opposed to a means to move through the city.

The proposal is to deliver on Port Moody's vision for Moody Centre by pairing increased height and density with the amenities, infrastructure, and land-uses that will elevate the neighbourhood into a vibrant City Centre. The plan provides a holistic approach to its land use, offering a complete community with new local jobs and employment, a variety of housing types including a mix of market condo homes, market rental homes and affordable housing. Over 20% of the housing proposed in the plan are affordable housing choices comprised of market and below market rental and affordable home ownership. Employment generating spaces of this plan bring over 1,400 office, tech, post-secondary or light industrial jobs and over 600 retail jobs. The amended OCP will create a 73% increase of affordable housing over current Port Moody supply and will increase Port Moody's jobs by 27%.

Bonus Density, CAC and other applicable municipal charges are projected to total over \$135M; \$75M of in-kind contributions and over \$60M residual funds for application by Port Moody to other community priorities.

For the Moody Centre vision to be realized, it must resonate with the people who know and love Port Moody the most: Port Moody residents and business owners. The plan has been directly influenced and informed by those who have participated in our engagement process to date. Following more than a year of collaborative efforts with

staff commencing in the Fall of 2019, the Moody Centre TOD Master Planning Group underwent an extensive public engagement process. Led by Pottinger Bird and Perkins and Will Architects, the public engagement has included four open houses with over 400 attendees and multiple stakeholder sessions. The engagement events were very successful in demonstrating the level of passion, community input and support shown from all parties.

The feedback received from the 630+ residents who participated in the public engagement program has proved invaluable in refining and evolving the master plan concept presented in this application.

Having actively engaged with the community and received feedback, the intention is to initiate an OCP amendment process that will allow to formalize and advance the discussions to date.

It is a unique point in time where the Moody Centre TOD Master Planning Group is at the table representing a significant breadth and diversity of the landowners and stakeholders in the area. This includes not only several developers, but also private landowners and public entities representing both provincial and regional interests who are all excited about this collective vision of Moody Centre. This vision has also attracted interest from post-secondary institutions and several other groups who want to take part and see it move forward.

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 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.**





# Moody Centre

Transit Oriented Development Area