

CHAPTER 15: NEIGHBOURHOOD PLAN AREAS

The intention of this chapter is to address the approximate location, amount, type or density for various kinds of development and facilities as required under section 877 of the Local Government Act. Accordingly, this section of the Official Community Plan sets out development policies for each of the City's neighbourhoods which are unique in size, age, land use, densities and stage of development. As a result, the number of specific policies necessary to guide development varies in each neighbourhood. Visions for areas directly impacted by the proposed Evergreen rapid transit stations are also presented.

15.1 COLLEGE PARK, HARBOUR HEIGHTS, AND GLENAYRE



These neighbourhoods are predominantly residential and contain a mix of single-family homes, townhouses, and apartments with some commercial development on Clarke Road. Several of these areas are adjacent to the Suncor Refinery lands (potential future uses of these lands are addressed in Chapter 9 – Economic Development).

Most of the housing in Glenayre, Seaview and College Park has been built within the last 40-50 years and is not yet at the point where widespread redevelopment is likely to occur.

POLICIES

1. The existing land use and character of the Glenayre, College Park, and Harbour Heights neighbourhoods shall generally be retained.
2. Laneway housing will be considered on all single family properties with lane access.

15.2 THE NORTH SHORE NEIGHBOURHOODS

15.2.1 PLEASANTSIDE AND APRIL ROAD

The Pleasantside and April Road areas are composed primarily of single-family homes, with a small number of townhouse developments along loco Road, which serves as the primary traffic corridor in the neighbourhood.

Traffic on loco Road continues to be a major issue in this neighbourhood. The road is designated as part of the regional Major Road Network, carrying a large volume of traffic to and from the Belcarra and Anmore areas. For this reason, the City has generally discouraged any development in the neighbourhood that would significantly add to existing traffic levels. As a result, development in the area has generally been at single-family residential densities, a policy that will continue until alternative access to the Belcarra and Anmore areas is available.

POLICIES

1. The existing residential character of the Pleasantside and April Road neighbourhoods shall generally be retained.
2. Low density ground oriented units will be considered on the remaining developable parcels on the north side of loco Road subject to geotechnical and environmental investigation. A preplan will be necessary in situations where adjacent lands



possess redevelopment potential as part of any subdivision or rezoning application. The preplan must address access, and future lot layout, in addition to requirements contained in the City's Subdivision and Development Servicing Bylaw.

3. No new driveways will be permitted access off of loco Road until the western extension of David Avenue is completed.
4. The City shall continue to promote the use of Old Orchard Hall as a focal point for community events and shall encourage the use of the facility for child care purposes.
5. Laneway housing will be considered on all single family properties with lane access.
6. The City shall explore the feasibility of siting new single family homes on lower elevation sections of lots through the zoning bylaw in order to preserve the views of existing homeowners.

15.2.2 HERITAGE MOUNTAIN, TWIN CREEKS, NOONS CREEK, MOUNTAIN MEADOWS AND HERITAGE WOODS

The Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods neighbourhoods are relatively new and contain a mix of single family homes and townhouses, plus a small number of apartment units.

1. The existing character of the Heritage Mountain, Noons Creek, Twin Creeks, Mountain Meadows and Heritage Woods neighbourhoods shall generally be retained.
2. The remaining undeveloped parcels on Heritage Mountain shall be developed according to the housing mix, densities, land use and character requirements as specified in the Neighbourhood 2 Plan.
3. The fundamental land use within these neighbourhoods shall be residential.
4. A variety of multiple-family housing forms shall be permitted including duplexes, tri-plexes, four-plexes, townhouses, stacked townhouses and low rise apartments as specifically identified in the neighbourhood plans.
5. The City shall encourage additional land dedication for park purposes — over and above normal requirements — on multi-family sites and will consider site specific densities higher than those indicated in the neighbourhood plans provided that, where this occurs, the gross density does not exceed the indicated maximum prior to dedication.
6. Access to residential units shall be restricted to local roads and shall not be allowed off of arterial roads.
7. Commercial development in each neighbourhood shall generally be for the provision of local convenience shopping and other local needs.
8. The City will continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.

15.2.3 IOCO AREA

The area to the west of April Road is owned primarily by the Imperial Oil Company, including the historic loco Townsite. The loco area was incorporated into the municipality as part of a City boundary expansion in 1988 and 1993. The preparation of an area plan will be required prior to any large scale redevelopment. Redevelopment will require significant infrastructure and transportation improvements as well as environmental considerations.

POLICIES

1. The IOCO area is designated as a Special Study Area subject to further analysis. Future development of this area will require the developer and/or landowner to prepare a comprehensive land use plan and full environmental assessment prior to any large scale development application that addresses the following:
 - Opportunities to preserve the historical character of the loco Townsite
 - The protection and enhancement of environmentally sensitive areas
 - The potential consolidation of environmentally sensitive areas into Bert Flinn Park
 - Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks
 - Integration of sustainable building technologies (e.g. district energy heating using surplus heat from Burrard Thermal, and waste and water recycling)
 - Integration and transition with surrounding neighbourhoods including Anmore
 - Potential traffic impacts on loco Road
 - Creation and/or maintenance of employment generating uses
 - Maintaining public access to the waterfront
 - Future recreational needs of the community
2. In an effort to initiate a rebirth of the loco Townsite, infill single family residential development will be allowed within the loco Heritage Conservation Area provided that new development maintains the integrity of and is compatible with the scale of the existing development and is consistent with the guidelines established for this area.
3. The completion of an east-west connection to David Avenue will be required for any future development in the IOCO lands area except for infill houses within the loco Heritage Conservation Area.



15.3 INLET CENTRE

Inlet Centre is where Port Moody's higher density residential and commercial development has been focussed to date. Port Moody's City Hall/Library/Community Theatre, Recreation Complex, Firehall, Eagle Ridge Hospital and Crossroads Hospice are located within the Inlet Centre neighbourhood.

There are a number of reasons why Inlet Centre is important to the community:

- Higher density forms of housing are needed to ensure that the City provides a range of housing choices for its residents, including first-time home buyers, singles, couples and seniors;
- An intense mix of land uses is desired in close proximity to one another to reduce automobile usage and to create a pedestrian-oriented environment;
- The area is in close proximity to the proposed loco Evergreen Line rapid transit station;
- The neighbourhood serves as a focal point in helping link the north and south shores of the community;
- The provision of local shopping and employment opportunities; and
- Increased densities will have a net positive effect on the City's tax base.

GENERAL POLICIES

1. Inlet Centre as defined on Map 10 – Neighbourhood Plan Areas shall serve as a focal point of pedestrian oriented higher density development in the community. Within this area, a mix of uses shall be permitted, including residential, retail and office commercial, civic, institutional, recreational, cultural and religious institutional.
2. Within Inlet Centre, the City shall investigate opportunities to create urban plazas and pedestrian oriented public gathering spaces as part of a wider system of connected greenways, trails and parks including a forested trail extending from the civic centre to the Inlet Centre SkyTrain station.
3. The property at 221 Ioco Rd (Heritage Shoppers Mall) is designated as Mixed Use – Inlet Centre and will be considered for redevelopment to a maximum height of 4 storeys.
4. Land use options for the City owned Works Yard and former Firehall site will be explored including a range of uses such as residential, institutional, commercial and parks and open space.

15.4 MOODY CENTRE

Moody Centre encompasses the south shore of Port Moody and is the City's most diverse neighbourhood from a land use perspective. It is composed of a number of distinct areas, each with its own character. These include:

- The waterfront industrial area, which is bounded on the east by the Mill and Timber sawmill site and on the west by Pacific Coast Terminals. This area also contains industries such as Reichhold Chemicals.
- A light industrial area of Port Moody, which is largely made up of small manufacturers and distributors located on Murray Street and Spring Street.
- Moody Centre Heritage Conservation Area and Heritage Character Area are located in Moody Centre. These areas contain a number of buildings that are listed on the City's heritage register.
- The remainder of St. Johns Street outside of the Heritage Conservation Area is primarily commercial, although there are some residential land uses at both the eastern and western ends of the St. Johns Street corridor.
- Rocky Point Park acts as the major south shore access to the head of Inlet Park, which extends to Shoreline Park and Old Orchard Park on the City's north shore.
- The primary residential area in Moody Centre is to the south of St. Johns Street, containing a mix of single-family homes, townhouses, and apartments. There is one manufactured (mobile) home site at the eastern end of Moody Centre on Dewdney Trunk Road. The age of the housing in Moody Centre varies considerably, but some of the existing housing stock is nearing redevelopment age. Very few parcels of undeveloped land remain in Moody Centre.

- The Murray-Clarke Corridor is located in Moody Centre. As part of the Corridor Visioning Study, ideas for improvements to this area were compiled and included in the Murray-Clarke Stakeholder Summary to be considered as part of the final plan.

15.4.1 CULTURAL PLAZA

It is envisioned that a cultural plaza will be developed on city-owned land around the existing Arts Centre as part of the redevelopment of Kyle Recreation Centre. The Cultural Plaza is intended to be a heritage and arts focused development area, and potentially a performance and cultural centre and a library. This area would also be considered a suitable location for the preservation of heritage buildings that may be donated to the City. The Cultural Plaza could include a range of components such as public art, flexible performance, exhibit and gathering spaces, unique landscaping and street furniture elements.

GENERAL POLICIES

1. The City shall continue to pursue revitalization of the Moody Centre historic commercial area, with emphasis on a strong heritage theme and a pedestrian oriented environment. This will be accomplished through:
 - Encouraging more businesses that serve the daily shopping needs of residents, as well as, specialty retail businesses such as arts, cultural and entertainment oriented activities that attract people from elsewhere in the Lower Mainland.
 - Maintaining and improving the appearance and heritage character of the area through Development Permit Area design guidelines (Appendix 2) and the Moody Centre Heritage Conservation Area guidelines (Appendix 4).
 - Undertaking the development of zoning and development permit area guidelines for intensive residential development forms in keeping with the scale and character of existing low density single family areas e.g. laneway housing, duplexes, triplex, four-plex, small lot subdivisions.
 - Encouraging the retention and revitalization of heritage character buildings.
 - Upgrading the pedestrian environment through such means as widening sidewalks, additional street trees and soft landscaping, special lighting, street furniture, signage and the installation of pedestrian overpasses.
 - Investigating opportunities to create urban plazas and pedestrian oriented public gathering spaces as part of a wider system of connected greenways, trails and parks.
 - Pursuing opportunities for the creation of a Moody Centre Cultural Plaza as part of new development on City-owned lands in the Kyle Centre/Arts Centre area.
 - Encouraging mixed use developments with residential or office commercial uses above street-level commercial businesses. Culturally related commercial activities would also be appropriate.
 - Considering work/live, as well as live/work, opportunities within commercial areas in Moody Centre.

- Permitting varying building heights along major arterial streets and in the vicinity of the proposed Moody Centre transit station to create an attractive accessible pedestrian and street environment and taking into consideration potential impacts to adjoining lower density land uses.
 - Consideration of stepping back upper storeys to provide for a more pedestrian scaled environment and reduce the street wall.
 - Consideration of view corridors and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections.
2. In order to encourage the preservation of heritage character homes, adaptive commercial re-use of existing residential buildings shall be considered if the building is located within the heritage character area of the City or if the building has been identified on the City's heritage register.
 3. Single storey commercial development along St. Johns Street shall be discouraged in order to reduce the commercial "strip" image of the street.
 4. Multi-family housing shall be encouraged in designated areas of Moody Centre in order to provide a range of housing opportunities for residents and to support the commercial area and future transit improvements. The following objectives shall be taken into consideration in evaluating the merits of specific multi-family development proposals:
 - Ensuring developments comply with the form and character guidelines established for the designated Moody Centre Heritage Conservation Area and the Heritage Character Area.
 - Ensuring that development densities and building forms fit the character of the neighbourhood.
 - Encouraging housing that meets a range of demographic, socio-economic and physical needs.
 - Encouraging the development of both ownership and rental housing.
 - Encouraging live/work and work/live units as part of multi-family and mixed use development as a means of creating local jobs and small business opportunities and reducing commuter traffic.
 - Incorporation of transit oriented development principles to promote development of higher concentrations of commercial and residential uses within close proximity to transit stations.
 5. With the exception of parts of the Heritage Commercial District along Queens and Clarke Streets, the area west of Queens will remain largely residential. Building heights of multi-family designated properties within this area will be considered to a maximum of 3 storeys in a ground-oriented form compatible with adjacent low density residential areas. In cases where multi-family redevelopment includes the conservation and integration of heritage buildings, a fourth storey may be considered. For those multi-family designated properties within the 2200 block of the north side of Clarke Street, building heights up to a maximum of 6 storeys will be considered, with the exception of the property at 2224 Clarke Street which will be limited to a maximum of 3 storeys.
 6. Mixed Use – Moody Centre designated areas along St. Johns Street between Kyle and Moray Streets, along Clarke Street between Kyle and Moody Streets, as well as the 3100 block of Murray Street, are envisioned as more intensely concentrated commercial and residential areas. These areas will provide for a more vibrant and enhanced pedestrian environment supported by local commercial opportunities and residential development in a lower scale building form. Maximum building height in these areas will be limited to 6 storeys.
 7. Redevelopment within the Mixed Use – Moody Centre designated areas on the south side of St. Johns Street between Elgin and Grant Streets will be considered up to a maximum height of 4 storeys.
 8. New development should provide a sensitive transition in height between new mixed use and multi-family developments along the south side of St. Johns Street and adjacent lower density residential areas.
 9. The north side of the 3300 block of Dewdney Trunk Road is designated as Multi-family Residential for consideration of redevelopment to a maximum height of 4 storeys.
 10. Laneway housing will be considered on all single family properties with lane access.
 11. The conversion of large heritage character homes to multifamily use shall be considered in order to encourage their conservation.
 12. Heavy industry shall be confined to those areas currently zoned for this use. In cases where heavy industry operations cease, opportunities for alternative uses of the subject properties may be explored.
 13. Institutional uses are considered appropriate within areas designated for residential or mixed use commercial/residential purposes.
 14. Additional north-south connections for pedestrians, cyclists and/or vehicles across the CPR right of way will be required as part of new development opportunities in Moody Centre.
 15. The City will develop an incentive program to encourage the daylighting of key drainages including Kyle Creek, Schoolhouse Creek, and Dallas Creek and their integration as part of a network of N-S greenways as part of the review of redevelopment proposals in Moody Centre.
 16. A pedestrian overpass crossing of St. Johns Street, in the vicinity of Moody Middle School, is a desirable amenity to be pursued as part of any new development along St. Johns Street, east of Moody Street.

15.5 EVERGREEN LINE SUB-AREAS

Map 11 shows all of the Evergreen Line Sub-Areas and includes more detailed information related to OCP land use designations and permitted building heights for these areas.

15.5.1 WESTPORT

As part of new development in this area, a number of desirable components have been identified including:

- artist live/work space
- public arts presentation space
- seniors accommodation
- assisted living accommodation
- high tech mixed employment space
- enhanced green space
- new parks
- commercial/retail service space
- a pedestrian trail connecting Seaview, Glenayre, and College Park to the area.

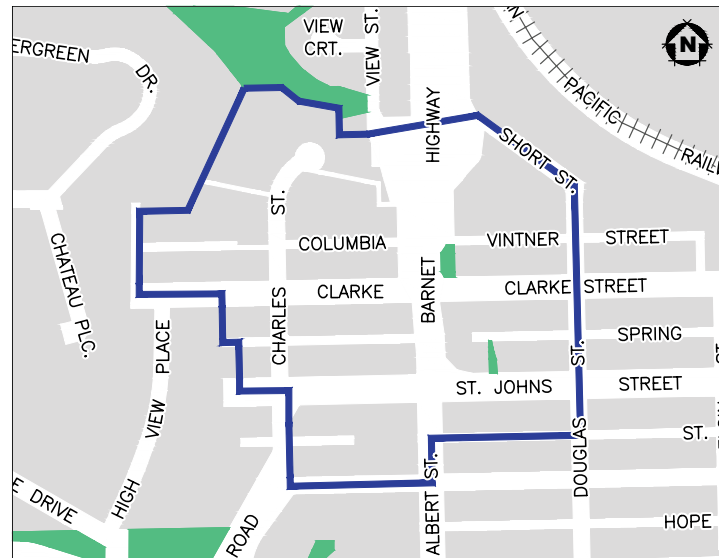
The western end of Moody Centre adjacent to Barnet Highway is envisioned as the western gateway to Port Moody. Future development in this area will strive to balance the local residential character and functions with new opportunities for locally serving commercial uses, as well as more diverse housing options.

To achieve this, a number of properties adjacent to Barnet Hwy have been designated as Mixed Use – Moody Centre with building heights ranging from 6 to 26 storeys. The remainder of the proposed land use changes encourage multi-family residential forms including ground-oriented and apartment forms. As an entrance into Port Moody from the west, this area provides a unique opportunity for the incorporation of a welcome or identity feature potentially through the use of a prominent piece of public art. This area borders the Moody Centre Heritage Conservation Area (HCA) to the east. Development in this area is expected to be distinct from yet compatible with the objectives of the HCA.

The property commonly known as the Andres Wines site is designated as a Special Study Area in the OCP. The Special Study Area designation applies to lands where more detailed planning is required by way of an area plan or a site specific development plan.

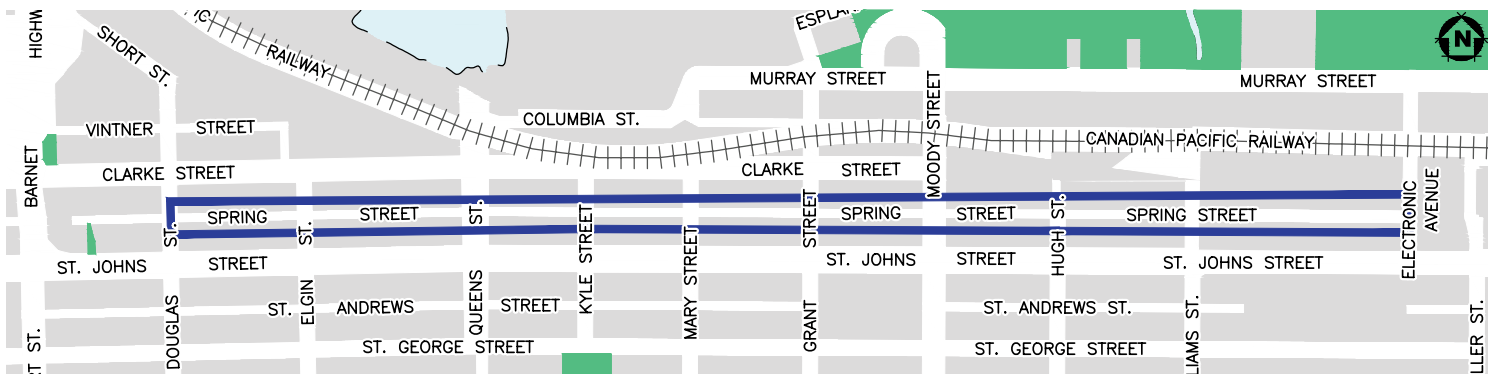
In this area:

1. The existing land use and character of the Glenayre, College Park, Seaview and Harbour Heights neighbourhoods shall generally be retained.
2. For Mixed Use designated properties on the north side of 2100 block of Clarke Street and the property commonly



Policy directions in this section apply to the area outlined in the map above. known as the Andrés Wine site, a maximum height of 26 storeys will be considered.

3. For multi-family residential designated properties south of Clarke St and north of St Johns St in the 2100 block, building heights up to a maximum height of 3 storeys will be considered.
4. For the Mixed Use designated property at 2036 St Johns St, a maximum height of 6 storeys will be considered.
5. For the Mixed Use designated properties in the 2000 blocks of St. George Street and the south side of St Johns Street (former Barnet Hotel site and adjacent properties), a maximum building height of 6 storeys will be considered. Commercial uses will be limited to the St. Johns St and Albert St frontages. A comprehensive development plan will be required for these blocks taking into consideration the change in grade, access, potential traffic impacts and compatibility with adjacent single family uses.
6. Identified heritage buildings in the Westport area should be conserved and retained as part of any redevelopment project.
7. Above 2 storeys, upper floors will be set back from St. Johns and Clarke Streets. Above 4 storeys, upper floors will be set back from Barnet Highway.
8. For the multi-family designated properties in the cul-de-sac on Charles St, a maximum height of 6 storeys will be considered in order to create open space for intact forests, creeks and trails.
9. Prior to any significant redevelopment in the Charles Street neighbourhood, the City will develop a comprehensive plan for this area.
10. Multi-family designated properties in the 2100 block of the south side of St. Johns Street will be considered for redevelopment up to a maximum height of 6 storeys.



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

15.5.2 SPRING STREET PROMENADE

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

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

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

Spring Street can be divided into 3 distinct sections:

1. Historic area between Douglas and Queens Streets

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



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

2. Commercial Mixed Use Area between Queens and Moody Streets

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

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

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

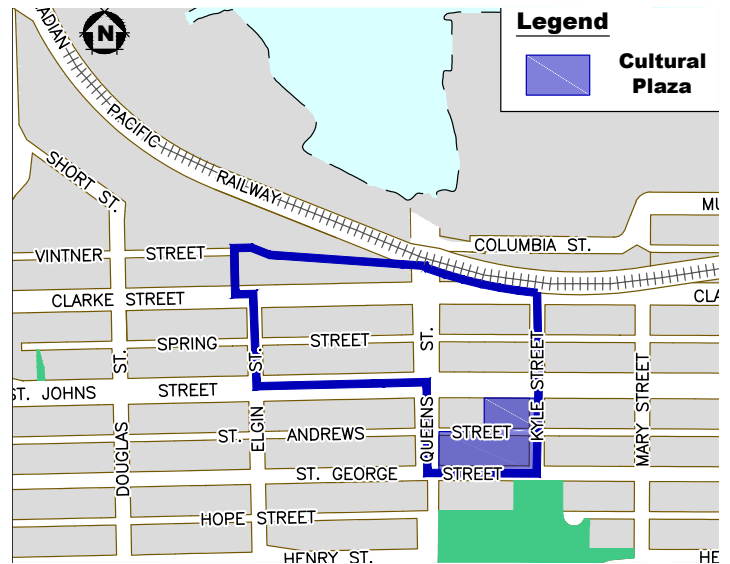
15.5.3 HERITAGE COMMERCIAL DISTRICT

The Heritage Commercial District is envisioned to be an attractive and eclectic mix of boutique style retailers and an economically vibrant heritage themed tourist destination. The Heritage Commercial District encompasses the heritage register buildings in the Moody Centre Heritage Conservation Area along Clarke Street and a portion of St. Johns Street. The objective of this area is to preserve existing heritage buildings and ensure their sensitive integration within new development. Queens Street Plaza is the heart of this heritage district providing opportunities for community events, seasonal markets and daily enjoyment. The area is not envisioned as exclusively commercial. A residential component is considered vital to creating activity all day and supporting local businesses.

New development within the Heritage Commercial District should be architecturally consistent with and complementary to existing heritage structures and comply with the Moody Centre Heritage Conservation Area guidelines where applicable. Buildings should enhance the pedestrian experience through the creation of patio spaces, display areas and other opportunities for interaction along or adjacent to the sidewalk. The existing tree lined streetscape is an important feature of this area and should be enhanced where possible. Consideration should be given to including a planted median to slow traffic and to distinguish this area from the rest of Clarke Street.

In this area:

1. Mixed Use – Moody Centre designated areas within the Heritage Commercial District are intended to be compatible



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

in scale and character with other parts of the Moody Centre Heritage Conservation Area. For the vacant lots on the eastern portion of the 2400 block of Clarke Street, building heights up to 6 storeys will be considered. In other areas within the Heritage Commercial District, building heights up to a maximum of 3 storeys will be considered. In cases where redevelopment includes the conservation or integration of heritage buildings, a fourth storey may be considered.

2. The adaptive re-use of existing heritage buildings is encouraged to support the commercial function of the area.



3. Opportunities for the creation of a Cultural Plaza will be pursued on city-owned land around the existing Arts Centre with consideration of a range of uses including residential, retail, performance/cultural centre.

15.5.4 MURRAY STREET BOULEVARD

A new Mixed Employment land use designation has been applied to the south side of Murray Street between Mary Street and Electronic Avenue. This designation includes the development of a combination of uses including light industrial, commercial, office and residential.

In this area:

1. Building forms up to 6 storeys are permitted provided that the first storey consists of employment related non-residential uses. Second storey job space is strongly encouraged where feasible and where such uses are compatible with adjacent residential uses.
2. Above 2 storeys upper floors will be set back from Murray Street to provide opportunities for outdoor spaces and allow a buffer from street level activities.
3. Weather protection along the building face fronting Murray Street is encouraged as are other pedestrian scaled amenities in order to facilitate walking and provide an attractive pedestrian environment.
4. Lot consolidation for new development in the Murray Street Boulevard sub-area is encouraged to reduce the number of driveways off of Murray Street and provide for a more continuous pedestrian environment.



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

5. Opportunities for additional N-S pedestrian connections between Murray St and the proposed Moody Central station will be pursued as part of new development in this area.
6. As part of new development, focus will be placed on improving Murray Street so that it is more accessible, safe and attractive for pedestrians and cyclists of all ages and abilities. These improvements include, but are not limited to, designated continuous bike lanes, continuous sidewalks, street furniture, public art, traffic calming measures and additional signalized crossings.
7. For new development, access to the properties on the south side of Murray Street is required through rear laneway access.



15.5.5 OCEANFRONT DISTRICT

One of the primary objectives for the Oceanfront District is to reconnect this part of the City with Port Moody's historic centre and the rest of Moody Centre with the ocean by introducing a residential presence along the water. The district is envisioned as a vibrant medium-high density mixed use area where the water's edge is integral to the experience.

The Oceanfront District is also designated as a Special Study Area which requires that a local area or development plan be prepared as part of any redevelopment proposal and that this plan address a number of objectives including the preservation of views, access to the waterfront, linkages across the CPR tracks, integration of the site's history and significant artifacts as well as mitigation of any environmental concerns.

The vision for this area includes:

- Opening the entire oceanfront to the community by permitting uses that encourage greater public activity (e.g., retail/commercial, residential, entertainment, open space, institutional/research facility)
- Provision of additional public open space/facilities to serve the needs of future residents as well as the wider community.
- Integrating the existing community and the Oceanfront District through vehicle, pedestrian and cyclist linkages over the CPR right-of-way connecting this site with the historic commercial area on Clarke Street, the Moody Centre commercial area and any future rapid transit station
- Integrating a West Coast sensibility (consideration of the natural aspects of light, air, mountains and water) in urban design
- Siting residential land uses to minimize the conflict with adjacent industrial uses
- Exploring locally relevant themes in the development of the public realm experience including the historical significance, role and influence of the industrial heritage of the site and integrating local industrial artifacts as part of this experience
- Providing linkages to the existing shoreline trail in Rocky Point Park and extending this trail along the perimeter of the site to



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

- provide public access to the ocean
- Preserving N-S view corridors
- Creating a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit
- An emphasis on creating intensive employment generating activities
- Consideration and mitigation of any heritage or environmental concerns for this site
- Consideration of eco-industrial networking to capitalize on synergies between compatible businesses
- Integration of sustainable building technologies (e.g. district energy heating, waste and water recycling)
- Applying transit oriented development principles for areas within 400-800 metres of rapid transit, considering both the proposed Moody Centre station and future potential station area
- Incorporating an artificial platform on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups
- Additional open space connecting to Rocky Point Park
- Buildings should be set back to provide sufficient space for open/green space and to provide a buffer/transition between the waterfront and buildings
- Exploring opportunities to enhance the environmental values of Kyle Creek as part of redevelopment
- Incorporating nesting platforms for birds, such as osprey and purple martins

15.5.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

The focal point of this area is the proposed Moody Centre station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed use, pedestrian friendly development within a 400 metre radius of the proposed station. Building forms include low and mid rise forms and a mix of residential, retail, office, service, civic, institutional, recreational and cultural uses. A variety of building heights is permitted to a maximum of 12 storeys. Lot consolidation into a minimum of one acre parcels is encouraged as part of any rezoning. Additional density and height allowances will be considered in exchange for community open space designations.

The vision for this area includes:

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



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



15.5.7 INLET CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

The Inlet Centre Station Transit Oriented Development area encompasses the area north of Dewdney Trunk Road within a 400 metre radius of the proposed Inlet Centre Evergreen rapid transit station. This area also includes the Coronation Park neighbourhood bounded by Balmoral Drive and Guildford Way.

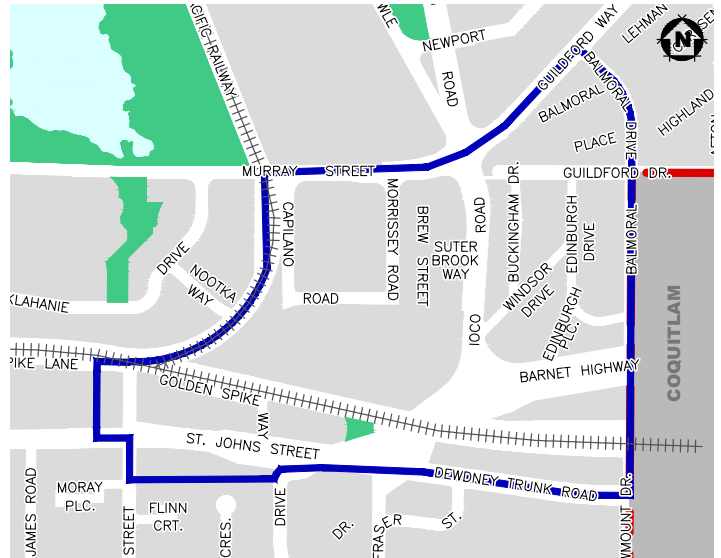
The objectives of the new land use designation changes for this area are to create a range of uses and concentrate density within closest proximity to the proposed transit station. Further objectives and policy directions related to new development in this area include:

- Providing a mix of housing options
- Enhancing the network of pedestrian connections, particularly to Inlet Centre Station
- Incorporating opportunities for parks and public open space
- Placement of buildings such that view corridors are generally maintained and shadowing is minimized
- Providing attractive, green streetscapes that encourage pedestrian activity and provide for a comfortable pedestrian scale

A neighbourhood plan for the area known as Coronation Park will be developed to determine appropriate density and building forms prior to any redevelopment within this area.

In this area:

1. Building heights up to 26 storeys will be considered for the following Mixed Use – Inlet Centre designated areas:
 - 130 Ioco Rd
 - The triangular portion of land between the Klahanie and Suter Brook developments
 - The 2400 block of Barnet Hwy (Honda dealership site)
 - Parcel D, Onni Suter Brook Development site
2. Redevelopment on the triangular portion of land between the Klahanie and Suter Brook developments will be subject to the provision of vehicle and pedestrian crossings over the CPR right of way providing linkages to Nootka Way and Capilano Road.
3. The 3300 block of Dewdney Trunk Road is designated for the development of multi-family housing to a maximum of 4 storeys.



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

4. The 3200 block of the north side of St. Johns Street and the properties at 103 Ioco Road (Esso site) and 3180/3190 St. Johns Street are designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 12 storeys.
5. The 3200 block of the south side of St. Johns Street is designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 6 storeys.
6. Above 4 storeys, upper floors will be set back from St. Johns Street, Ioco Road and Barnet Highway.
7. The construction of a pedestrian/cyclist overpass or underpass across Ioco Road to facilitate safe access to the Inlet Centre station will be required in conjunction with new development in this area.
8. That the City work with the Evergreen Line and TransLink such that any new developments could contribute to the funding of a ground level entrance to Inlet Centre SkyTrain station.

