CITY OF PORT MOODY
OFFICIAL COMMUNITY PLAN

Schedule "A" to Bylaw No. 2955

PORT MOODY
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The City of Port Moody wishes to thank all of the community members who participated in the Official Community Plan process. Your contributions are invaluable.

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CHAPTER 1: **PURPOSE AND SCOPE OF THE PLAN**

1.1 PURPOSE AND LEGISLATIVE AUTHORITY

The Official Community Plan (OCP) is a municipality's statement of its long-term vision for the future. It is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government. Implementation of the OCP occurs through zoning, development permit guidelines, subdivision requirements and other instruments which are more detailed tools for managing and controlling development in the community.

An OCP is adopted as a bylaw by municipal Council, taking into account residents' and property owners' views about the future, regional trends, and legislative requirements. Once adopted, the OCP has legal status which requires that all development and use of land be consistent with the policies of the plan.

The OCP can only indicate a desired direction. For actual changes in land use to occur, the property owner or their agent must make application to the City to initiate a change in the property's land use designation. Only after a Public Hearing is held and Council has approved the proposed change can the OCP be amended.

1.2 SCOPE AND ORGANIZATION

The Local Government Act is the Provincial legislation which defines the powers of a local government in British Columbia. The Act specifies that an OCP must include certain statements and map designations for the area covered by the Plan, including:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- the approximate location and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- other matters that may, in respect of any plan, be required or authorized by the minister.

A community plan must also include policies with respect to affordable housing, rental housing and special needs housing. The OCP must also include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

In addition to the content required under section 877 of the Local Government Act, section 878 of the Act allows for an OCP to include a number of policy statements including:

- City policies relating to social needs, social well-being and social development; and
- City policies relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity

The Local Government Act also allows the OCP to designate areas as development permit areas for one or more of the following purposes:

- protection of the natural environment, its ecosystems and biological diversity;

- protection of development from hazardous conditions;

- revitalization of an area in which a commercial use is permitted;

- establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

Development within these designated areas requires a development permit, which the municipality has the power to issue, provided that the proposed development meets specified standards and guidelines.

1.3 OCP TIMELINE

This OCP is intended to reflect a 30 year plan (to 2041).

1.4 EFFECT OF THE OFFICIAL COMMUNITY PLAN

Section 884 of the Local Government Act states that an OCP "does not commit or authorize a municipality, regional district or improvement district to proceed with any project that is specified in the plan" but it does require that "all bylaws enacted or works undertaken...must be consistent with the…plan." No development may occur unless it is consistent with the OCP and with the other instruments such as zoning and subdivision control bylaws."

1.5 CONSIDERATION OF THE FINANCIAL PLAN, WASTE MANAGEMENT PLAN AND THE REGIONAL GROWTH STRATEGY

Section 882 of the Local Government Act requires municipal Councils to examine the OCP in conjunction with the municipality's financial plan and any applicable waste management plan to ensure consistency between them. A local government may also consider a proposed OCP in conjunction with any other land use planning and with any social, economic, environmental or other community planning and policies that the local government considers relevant.

In accordance with Section 866 of the Local Government Act, the Port Moody Official Community Plan must also include a Regional Context Statement which states how the municipality will comply with the goals and objectives of the Metro Vancouver 2040: Shaping Our Future Regional Growth Strategy adopted on July 29, 2011.

1.6 OCP UPDATE CONSULTATION PROCESS

On February 28, 2012 Council directed staff to update the City's Official Community Plan to reflect the presence of the Evergreen Rapid Transit Line targeted for completion in Summer 2016 and guide development in a manner that is consistent with community goals and objectives.

To achieve this, a number of different consultation processes took place involving individuals throughout the community including:

1.6.1 PUBLIC INPUT SESSION

On May 10, 2012 a Public Input Session was held to launch the OCP update process and gather feedback on the community's vision for development in Port Moody, particularly around the two proposed rapid transit stations. Transit-oriented development principles were presented and community members were asked to provide input on these with respect to future development around stations on feedback forms available at the session and on-line as well as directly to staff via the OCP email address.

1.6.2 OCP DESIGN CHARRETTE

On June 16, 2012 members of the community, local businesses, property owners, developers and City staff spent the day together brainstorming ideas about what future development around the proposed Evergreen Line stations could look like. In total, 44 participants representing land owners, developers, community groups and residents took part, each group assisted by a staff facilitator and design professional. Groups were asked to develop a vision for the areas within a 400 and 800 metre radius of the two proposed Evergreen Line stations and the future potential station near the western end of Moody Centre. Ideas and concepts for redevelopment were described in terms of overall building heights, densities, different land uses, patterns of movement and sense of place/character themes. In general, the results indicated an acceptance for change in the study areas in the form of increased density, particularly closest to proposed stations. Results stressed that stronger connections to the waterfront are critical and an enhanced pedestrian experience is considered necessary in order to create an inviting and distinct neighbourhood unique to this part of Port Moody.

1.6.3 PUBLIC INPUT SESSIONS – APRIL/MAY 2013

Following revisions to the DRAFT OCP in March 2013, five public input sessions were held to gather community feedback on the visions proposed for each of the Evergreen Line sub-areas. Participants and the wider community were encouraged to submit their feedback on these visions through paper feedback forms provided at the sessions or available at City Hall and the City's website. The feedback results were used to inform potential revisions to the OCP for Council's consideration.

1.6.4 TOWN HALL MEETINGS – JUNE AND NOVEMBER 2013

Two OCP Town Hall Meetings were held on June 8 and 18, as well as on November 27, 2013. These meetings provided an opportunity for the community to provide direct feedback to Council on the changes proposed in the DRAFT OCP. These events also provided a venue for community members to hear the opinions and concerns of other residents, businesses and land owners. Together with all of the feedback received during this OCP update process, the results of these meetings helped to refine proposed policies and land uses under consideration.

1.7 ISSUES REQUIRING FURTHER STUDY

Not all issues raised during the OCP review process have been resolved. Some are complex and require further research, analysis and discussion before appropriate policies can be developed to deal with them. For a complete list of work in progress, see Chapter 17, Implementation and Monitoring.

1.8 CHANGING CONDITIONS REQUIRE THAT THE PLAN EVOLVE

The OCP is not a static document. For the OCP to reflect the needs and aspirations of Port Moody residents, it must evolve as conditions and values change in the community and region. New opportunities will present themselves and new approaches to addressing issues and needs will be developed. Although it is not expected to be revised on a frequent basis, an OCP can be amended to respond to changing conditions and values thereby keeping the plan alive and relevant.

1.9 PUBLIC INVOLVEMENT IS ONGOING AND NECESSARY

As a statement of objectives and policies to guide decisions on planning and land use management, an OCP is consulted and tested on a daily basis. When individual land development projects are considered by Council and given a Public Hearing, the public may comment on the project, how well it carries out the intent of the OCP, and the appropriateness of the OCP in dealing with the site and neighbourhood concerns. Council will take these views into account when it makes its decision to approve or not approve a project. In addition, as area plans and other planning studies are prepared, the community will be provided the opportunity to share their views with the City with respect to the proposal.

CHAPTER 2: **KEY TRENDS AND ISSUES**

As part of a major metropolitan region, Port Moody continues to be influenced by many of the same social, economic and environmental issues that face other communities within Metro Vancouver and urbanized areas worldwide. Change in all aspects of daily life is occurring at a heightened pace and transforming the nature of cities and smaller communities. Advances in communication, transportation and information technologies have hastened the process of globalization such that events, markets and day-to-day activities in one part of the world have significant impacts for people thousands of kilometres away.

This section highlights some of the key trends and issues facing cities and discusses how Port Moody is affected.

2.1 ENVIRONMENTAL TRENDS

2.1.1 CLIMATE CHANGE

The term climate change refers to the effect of global warming, an average increase in the Earth's temperature, which in turn causes changes in climate. A warmer Earth has been documented through increases in global average air and ocean temperatures, widespread melting of snow and ice and rising global sea levels, all resulting in a wide range of impacts on plants, wildlife and humans. Coastal areas and small islands are particularly vulnerable. Extreme fluctuations in weather patterns and severe weather events are also attributable to this increase in global warming.

Climate change is often referred to as one of the greatest environmental, social and economic threats facing the planet. Most of this warming has occurred over the last 50 years and has been linked to human activities including the burning of fossil fuels, agriculture and land-use changes like deforestation. The carbon dioxide and other greenhouse gases emitted as a result of these activities are responsible for climate change. To bring climate change to a halt, global greenhouse gas emissions must be reduced significantly.

Local governments can play a significant role in the reduction of greenhouse gas emissions. The development of compact, complete communities with a mix of commercial and residential uses in close proximity to transit services helps to make walking, cycling and transit use more attractive than the use of automobiles. Green building strategies, energy efficient infrastructure and the use of renewable energies all contribute to a reduction in fossil fuel consumption and greenhouse gas emissions. The protection of natural habitats is also critical component in reducing vulnerability to climate change.

Addressing climate change also requires adaptation. Increases in climate variability and extreme weather events could have serious impacts on existing infrastructure. The potential negative implications of climate change underline the need to anticipate and adapt local systems to ensure safety and quality of life, as well as reduce long-term costs.

FAST FACTS ON CLIMATE CHANGE*

- Average annual temperatures have warmed by between 0.5 – 1.7 degrees Celcius in different regions of the province during the 20th century. In fact, parts of British Columbia have been warming at a rate more than twice the global average.
- Over the last 50 – 100 years, B.C. has lost up to 50 per cent of its snow pack, and total annual precipitation has increased by about 20 per cent.
- Communities have been experiencing longer summer droughts as weather patterns grow increasingly erratic.
- Sea levels are expected to rise up to 30 cm on the north coast of British Columbia and up to 50 cm on the north Yukon coast by 2050.

- Sea levels rose by 4 to 12 cm along most of the coast, with high-water sea levels in the Vancouver area up 16 – 34 cm over the past century.

- Current projections indicate that B.C. could experience a further warming of 0.9 – 1.8 degrees Celsius by 2080. This climate change will affect water, fish, forests, range and other natural resources, along with the communities and ecosystems that depend on them.

* Source: BC Ministry of Environment, LiveSmart BC

2.1.2 BIODIVERSITY

As an expression of the variety of life forms, biodiversity is recognized as a key measure of the health of local and global ecosystems. Local initiatives can have significant positive impacts on the biodiversity of an area. The City of Port Moody has been successful in preserving large forested areas and protecting environmentally sensitive areas. Ongoing monitoring, maintenance and replanting are necessary to sustain the health and longevity of these areas and the species which inhabit them. The City has also been active in discouraging pesticide use and encouraging the use of native plantings through the Naturescape Program. Biodiversity is also a component of the City's Sustainability Checklist.

2.2 POPULATION TRENDS

It is estimated that Metro Vancouver's population will increase to 3,142,000 by 2036. This growth will be dispersed throughout the region changing the demographic characteristics of all municipalities including Port Moody. These demographic changes will have far reaching impacts influencing transportation, land use patterns, employment opportunities, housing types, cost of living and quality of life.

2.2.1 POPULATION CHANGES IN PORT MOODY

In 2012, Port Moody's population was estimated to be 34,567, approximately 1.4% of the total population of Metro Vancouver. Since 1986, the City's population has seen consistent growth. Between 2001 and 2011, Port Moody's population grew by 36.3%, making it one of the fastest growing municipalities in the region during this period. Since the 2001 Census the total number of dwelling units in Port Moody grew by 48%, the majority of this growth concentrated in the Inlet Centre neighbourhood.

In 2011, the average family size in Port Moody was 2.61, down from 2.79 in 2001. Household sizes of 3 or more now make up 45.4% of the total number of households in Port Moody, down from 48.6% in 2006 and 50.3% in 2001. Two person households continue to grow (31.8% in 2006 to 32.3% in 2011) and one person households now make up almost 22.3% of all households in the City.

TABLE 1: POPULATION GROWTH IN PORT MOODY

YEAR	PORT MOODY	% INCREASE	METRO VANCOUVER	% INCREASE
1976	11,955		1,118,298	
1981	15,353	28.4%	1,209,365	8.1%
1986	16,340	6.4%	1,324,245	9.5%
1991*	18,216	1.1%	1,586,139	19.8%
1996	21,631	18.7%	1,911,498	20.5%
2001**	25,308	17.2%	2,199,121	9.5%
2006	28,747	13.6%	2,116,581	5.1%
2011	34,509	20%	2,406,446	9.4%

Source: BC Stats, Figures include an estimate of census undercount.
* Includes extension of Port Moody boundary to take in the loco area.
** Metro Vancouver boundary expansion to include Maple Ridge and Pitt Meadows

While families with young children still make up a significant proportion of Port Moody households, there continues to be a growing number of seniors and younger single and couple households reflective of broader demographic trends within the region. This trend toward smaller households, coupled with increasing housing costs, has led to increased demand for smaller housing units.

2.2.2 AGING POPULATION

It is estimated that by 2021, the number of senior citizens in British Columbia could outnumber the number of children 19 and under. This "greying" of society is often associated with the significant number of baby boomers who are now entering the 65+ age range, increases in life expectancy and changes in fertility patterns. There are significant implications associated with population aging including impacts to housing, labour markets, health care and recreation.

Housing markets will change to respond to increasing demands for housing types that seniors seek and require as they age. These trends will reflect the changing housing behaviour of seniors as they live longer, healthier and more independent lives. It is expected that there will be a general shift away from collective and institutional housing towards independent housing such as owner-occupied ground oriented dwellings and apartments.

On a local level, the preference among seniors to age in place will influence the provision of adaptable housing, support services and neighbourhood design that provides for a mix of housing, transportation options and uses in close proximity. Safety and accessibility will also continue to be of importance as will recreation and community programs to suit the demands of a growing senior population.

2.3 ECONOMIC TRENDS

2.3.1 ENERGY CONSERVATION

In an effort to reduce the amount of energy consumed in public buildings, the City of Port Moody has adopted a Energy and Green House Gas Management Corporate Action Plan to retrofit existing facilities to achieve better energy efficiency. New facilities such as the Public Safety Building have incorporated alternative energy sources such as geothermal energy. On a community wide level, the City is embarking on a Community Energy and Emissions Plan to track current energy consumption levels and set targets for energy reduction in new and existing buildings.

2.4 SOCIAL TRENDS

2.4.1 HOUSING AFFORDABILITY

Housing affordability continues to be one of the key challenges facing municipalities in Metro Vancouver as housing prices climb throughout the region. In 2013, the Metro Vancouver average house price was 9.5 times the median household income. This is significantly above the national average of 4.7 making Metro Vancouver housing the least affordable in Canada. Low vacancy rates (less than 3%) have also made it increasingly difficult to find rental accommodation. This trend is expected to continue as new rental supply remains very limited.

The incidence of homelessness continues to be a concern, not only on a broader regional basis, but also increasingly more locally within the Tri-Cities. Efforts to address homelessness and affordable housing at a local level is the focus of the Tri-Cities Homelessness and Housing Task Group.

The Metro Vancouver Affordable Housing Strategy adopted in November 2007 outlines a number of actions which could be adopted at both regional and municipal levels to expand housing choice and affordability in the region. To address the affordability challenge, several municipalities in the region, including Port Moody, have been working on innovative approaches to address this issue including affordable housing reserve funds and support for affordable housing types such as secondary suites, laneway housing and live/work housing types. To adequately address this issue, however, support from both provincial and federal governments is critical.

2.4.2 PORT MOODY'S RESIDENT LABOUR FORCE AND LOCAL EMPLOYMENT OPPORTUNITIES

Finance and business services as well as educational, health and social services dominate employment among the labour force both locally and regionally. This trend is expected to continue. A large proportion of local residents are also employed in the service sector which is expected to be the source of most new employment in the future.

One of the goals of this Official Community Plan is the development of a complete community within Port Moody. Among other objectives, a complete community involves achieving a balance between the number of employment opportunities and the number of employed residents within a municipality. In general terms, the ultimate goal is to achieve a 1:1 ratio of jobs to employed residents. The 2011 Census results show that the total number of jobs in Port Moody was 7315. This figure represents an increase of 850 jobs or 13.1% during the period of 2006 – 2011. The resulting jobs to employed residents ratio of 0.21 remains largely unchanged from 2006 due to increases in both jobs and population during this period.

To help increase the number of employment opportunities in Port Moody, the City continues to promote developments that generate local jobs and integrate residential areas with retail and other forms of commercial space. In order to encourage residents to seek employment within their own community, economic development strategies also need to promote jobs that are reflective of the resident labour force. To minimize the loss of existing employment opportunities, land use policies need to ensure that redevelopment of existing industrial areas continues to integrate intensive employment generating uses.

TABLE 2: POPULATION GROWTH ESTIMATES, 2011 – 2041

YEAR	POPULATION ESTIMATE
2011	34,509
2021	39,660
2031	44,820
2041	50,000

TABLE 3: OCCUPATIONS OF PORT MOODY RESIDENTS, 2011

INDUSTRY	2011	SHARE (%)
Sales and service	3,535	18.7%
Business, finance and administration	3,245	17.2%
Management	3,085	16.4%
Education, law and social, community and government services	2,635	14.0%
Trades, transport and equipment operation	1,990	10.6%
Natural and applied sciences	1,790	9.5%
Health	1,200	6.4%
Arts, culture, recreation and sport	920	4.9%
Manufacturing and utilities	335	1.8%
Natural resources, agriculture and related production	95	0.5%
Total	**18,830**	**100%**

TABLE 4: PORT MOODY RESIDENTS' SECTOR OF EMPLOYMENT, 2011

INDUSTRY	2011	SHARE (%)
Wholesale and retail trade	2,835	15.1%
Professional, scientific & technical services	2,205	11.6%
Health care and social assistance	1,840	9.8%
Education	1,810	9.6%
Finance, insurance & real estate	1,505	8.0%
Public administration	1,305	6.9%
Construction	1,295	6.9%
Accommodation & food services	1,075	5.7%
Information & cultural industries	1,015	5.4%
Manufacturing	970	5.2%
Other	880	4.7%
Management & administrative services	780	4.1%
Transportation & warehousing	655	3.5%
Arts, entertainment & recreation	340	1.8%
Utilities	165	0.9%
Primary industries, including agriculture, forestry, mining and oil & gas	155	0.8%
Total	**18,830**	**100%**

Tables 3 and 4 show that the majority of employed Port Moody residents have jobs in the sales and service area; government, health and education fields; and the finance and business service sectors. In order to facilitate a better match between jobs and the skills of employed residents, land use policies and development bylaws need to support employment opportunities in these sectors.

2.5 TRANSPORTATION OPTIONS

Transportation is intricately tied to land use and the economy. It is necessary for the efficient movement of goods and people and strongly influences land use decisions on both a regional and local level.

Port Moody's transportation system is complex and operates within the larger context of events on a subregional, regional and provincial level. Population growth within the northeast sector and the Fraser Valley has led to increasing volumes of traffic for residents and commuters and pressure for improved transit and roadways. Given its location in the region, Port Moody has long experienced the impacts of traditional and historical commuting patterns as traffic passes through its borders en route to points east and west.

The Evergreen Rapid Transit Line is expected to be completed in 2016 connecting Coquitlam and Port Moody to the existing Millennium Line. Studies are also underway to determine how the Murray-Clarke Corridor should evolve to serve the future transportation needs of the community and region. Both of these projects will help support the high density residential and commercial development in Inlet Centre and stimulate redevelopment in other parts of the City, particularly Moody Centre.

There is also a need to continue to promote alternative forms of transportation including walking and cycling through land use policies that support an integrated bicycle and pedestrian trail system and the development of complete, compact communities that reduce reliance on private automobiles.

CHAPTER 3: **COMMUNITY VISION AND GOALS**

Port Moody, City of the Arts, is an urban sustainability leader inspiring innovation, pride and progress towards greater ecological integrity, liveability, economic vitality and community resiliency; confronting the changes facing society and the planet today and for generations to come, while building on Port Moody's strengths as a harbour-centred historic community that provides exceptional quality of life through arts and cultural experiences, a beautiful natural setting, walk-able neighbourhoods of unique character, and a thriving core that is a gem in the region.

Port Moody's OCP sets out a guiding framework for the City's future development consisting of the Overall Community Vision, Community Goals, Community Wide Policies, Neighbourhood Policies, and Development Permit Area Objectives and Guidelines. This framework provides a logical set of guiding elements, covering all aspects of community development, beginning at a city-wide, general level and moving to a neighbourhood or site-specific level of detail.

3.1 THE OVERALL COMMUNITY VISION

During the public consultation phase of the OCP update process, residents confirmed a number of elements that formed part of the vision identified in the previous OCP. This feedback has been used to provide an updated overall Community Vision:

Port Moody, City of the Arts, is a unique, safe, vibrant waterfront city of strong neighbourhoods; a complete community that is sustainable and values its natural environment and heritage character as well as:

- Protecting, remediating and enhancing the community's environmentally sensitive resources, recreation areas and heritage assets for public use and enjoyment;
- Maintaining the "small town" character of the community;
- Encouraging developments that respect the community and are functional, universally accessible, exhibit good urban design and are environmentally sound;
- Encouraging physical development and cultural activities that enhance the sense of community in the City distinguishing Port Moody from its neighbours;
- Encouraging and maintaining a strong and diversified economy and tax base;
- Supporting community involvement and input when determining future directions for the City.
- Seeking a balance between environmental, economic, social and cultural sustainability in all decision-making.

3.2 COMMUNITY GOALS

Port Moody's community vision will be accomplished through the pursuit of the following goals:

3.2.1 SUSTAINABILITY

Comprehensive Approach: To consider each of the four pillars of sustainability—environment, economic, social and cultural—within a framework for decision-making in Port Moody.

Energy Efficiency: To promote energy efficient planning, design and construction and to support efforts to reduce energy consumption and promote alternative energy sources which are environmentally friendly and sustainable.

3.2.2 ENVIRONMENT

Stream Protection: To protect streams and aquatic ecosystems as key features in Port Moody.

Forested Character: To foster and maintain a treed and forested character in all parts of the community, mitigating tree and vegetation loss by the use of Naturescape principles (see Section 6.11).

Environmentally Sensitive Areas: To enhance and protect important environmentally sensitive areas within the City.

Development: To develop a Green Building Policy and continue to implement and update the Sustainability Checklist to ensure that the environmental impacts of development do not compromise the ability of future generations to meet their needs and enjoy the quality of life that we enjoy today.

3.2.3 HOUSING

Range of Choices: To promote and maintain a wide range of housing forms and tenures to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles.

Complete Neighbourhoods: To encourage and create pedestrian oriented neighbourhoods which provide the necessary and appropriate amenities, affordable housing, as well as social and cultural facilities to foster a sense of community cohesion and identity.

3.2.4 APPROPRIATE DEVELOPMENT

Sensitive Infill: To encourage infill developments which incorporate thoughtful urban design, including high quality architecture, opportunities for green space, appropriate transitions in building forms and buffering and protection of view corridors.

Transit-Oriented Development: To focus higher density development around Evergreen Line transit stations and along transit corridors.

Connections: To enhance pedestrian and cycling connections between and within neighbourhoods.

Well-Served Development: To support any significant higher density development only where it is well served by public transit, by public amenities such as parks, pedestrian connections, and civic facilities, by public schools, and by commercial and other services.

3.2.5 PARKS, OPEN SPACE AND RECREATION FACILITIES

Health and Wellness: To promote social and physical wellness and enhance the quality of life for all Port Moody residents.

Community Facilities: To provide adequate parks, open space and community facilities to meet the health, educational, recreation and cultural needs of the community.

Waterfront Access: To enhance opportunities for public access to and enjoyment of the waterfront.

3.2.6 HERITAGE CONSERVATION

Buildings and Character: To protect and enhance the City's heritage buildings and maintain the heritage character of its neighbourhoods and original commercial areas for future generations.

Public Awareness: To provide opportunities for increased public awareness and educational opportunities through heritage planning, information and communication.

3.2.7 TRANSPORTATION

Traffic: To relieve traffic congestion on major streets and intersections and reduce the negative impacts of regional through-traffic on the livability of the City.

Transportation Choices: To increase transit, bicycle, and pedestrian facilities which promote transportation choices and reduce the use of the private automobile and the congestion and pollution which accompanies it.

3.2.8 ECONOMIC DEVELOPMENT

Range of Opportunities: To provide a range of office, retail, high technology, tourism, home-based business and other commercial opportunities which meet existing and future market and service needs of the community and contribute towards the achievement of a more complete community.

Improved Economic Base: To expand the City's economic base through encouraging a range of high technology, environmentally sensitive, and employment intensive businesses to move toward a balance between the resident labour force and jobs in the City and accommodate the diverse needs and skills of the community. To maintain and cultivate jobs through redevelopment and encourage businesses to operate in a sustainable manner.

Moody Centre: To strengthen the shopping and business district of Moody Centre as one of the core commercial areas of the community capable of meeting the daily needs of residents while conserving and maintaining its unique heritage resources, character and view corridors of the waterfront and North Shore.

3.2.9 ARTS AND CULTURE

Economic Generator: To recognize arts and culture as an important employment sector in the City.

City of the Arts: To capitalize on the "City of the Arts" theme and continue to promote cultural industries and attract further art industry investments.

Cultural District: To coordinate existing significant cultural resourced in the community and support the development of a cultural district in Moody Centre uniquely positioning Port Moody in the region as the "City of the Arts".

3.3 PORT MOODY'S SUSTAINABILITY FRAMEWORK

The City of Port Moody is recognized as a leader in environmental protection and sustainable land use. These priorities resonate not only with Council and City staff but are prevalent among many Port Moody residents who place a high value on the City's unique environmental resources and take pride in their protection and enhancement.

The City of Port Moody supports the Brundtland[1] definition that sustainability means "meeting the needs of the present without compromising the ability of future generations to meet their own needs". In Port Moody this will be accomplished by working to allow future generations to meet their potential by defining how we live today. Port Moody's sustainability framework is based on a four pillar model, namely: Environment, Economic, Social and Cultural.

Port Moody has adopted a number of commitments to specific programs relative to sustainability, particularly environmental measures. These will require organization-wide and community action in a number of different areas. Some examples of current sustainability commitments that are underway include:

- Community Sustainability Plan
- FCM Partners for Climate Protection
- Naturescape Policy
- Energy and Greenhouse Gas Management Corporate Action Plan
- Wildlife Protection Programs
- Community Energy and Emissions Plan
- Turn-It-Off Challenge
- Tree Protection Bylaw (under review)
- BC Climate Change Charter
- Sustainability Checklist
- Parks and Recreation Master Plan
- Master Transportation Plan (reducing auto dependency)
- Cycling Master Plan
- Environmentally Sensitive Areas Management Strategy and related Development Permit Area requirements
- Recycling Programs and Organic Waste Collection
- Partner in the Burrard Inlet Environmental Action Program
- Zero Waste Challenge
- Chines Integrated Stormwater Management Plan
- Arts and Culture Master Plan
- Heritage Strategic Plan

Of particular priority is the implementation of the Sustainability Checklist to assess development applications on a project-by-project basis for their compliance with a range of sustainability criteria. The checklist provides Port Moody with another means to clearly communicate the City's objectives to the development community regarding sustainability initiatives and smart growth. The checklist also serves to integrate livability and sustainability concepts into the planning process and provides "checks and balances" for Council's review of development proposals.

Policies to advance environmental, economic, social and cultural aspects of sustainability are interspersed throughout this Official Community Plan document and take many different forms. From the protection of environmentally sensitive areas and asset management to supporting the arts and encouraging affordable housing, all of these policies work together to achieve a more complete vision of sustainability for Port Moody.

1 In 1987, the United Nations World Commission on Environment and Development released the report Our Common Future, now commonly named the 'Brundtland Report' after the commission's chairperson, the then Prime Minister of Norway Gro Harlem Brundtland. The report included what is now one of the most widely recognized definitions for sustainable development.

CHAPTER 4: **OVERALL LAND USE STRATEGY**

The OCP Overall Land Use Plan map (Map 1) depicts existing and future land uses for the purpose of guiding future land use decisions. The land use designations set out in this Chapter and depicted on Map 1 are the approximate locations, amount, type or density for various kinds of development and facilities as required under section 877 of the Local Government Act. This means that the specific land uses and their boundaries should be read as a general guide, as they may not represent precisely what would be allowed on any particular property.

Map 1 Overall Land Use Plan is intended as a general land use concept plan. An OCP does not commit or authorize the City to proceed with any project that is specified in the OCP. However, after an OCP has been adopted, all bylaws enacted or works undertaken by Council must be consistent with the OCP.

A Public Hearing is required to adopt or change a land use designation.

4.1 LAND USE DESIGNATIONS

Land use designations are the broad categories of permitted land uses. The following provides a brief description of each land use designation

4.1.1 SINGLE FAMILY FORM

The Single Family/Low Density form designation is intended to accommodate the development of single family homes with the option for a secondary suite.

This form of housing generally consists of one house, or one house with a secondary suite, on a single lot. Laneway housing will be considered when associated with heritage conservation or to allow for a modest amount of infill that preserves the scale and character of existing single family areas. Density will not exceed that permitted in the zoning regulations for single family low density forms except in cases where secondary suites and/or laneway housing are permitted in an effort to conserve heritage buildings.

Laneway housing refers to a detached dwelling unit that is secondary to the primary residence of the property owner and includes a detached rear garage apartment or cottage style structures.

4.1.2 MULTI-FAMILY RESIDENTIAL

The Multi-Family Residential designation is intended to support the development of low to medium density attached housing. Building forms will range from ground oriented duplexes, townhouses or stacked townhouses to apartment structures and will generally range from 3 to 6 storeys in height depending upon area specific policies.

4.1.3 HIGH-RISE RESIDENTIAL

The High-Rise Residential designation is intended to support the development of residential towers on podia, with ground oriented housing (e.g., apartment or townhouse units). Building heights will be determined by area specific policies.

4.1.4 MIXED USE – OCEANFRONT DISTRICT

The Mixed Use – Oceanfront District designation applies to the development of a mix of residential, commercial, light industrial, institutional, and public open space uses on the waterfront site currently occupied by the Mill and Timber sawmill.

4.1.5 MIXED USE – MOODY CENTRE

The Mixed Use – Moody Centre designation applies to an area intended for the development of a variety of retail, service, office and stand-alone commercial activities. Multi-family residential uses will also be permitted in association with commercial uses. A range of building heights are permitted up to a maximum of 6 storeys.

4.1.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. 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; and building heights will not exceed 26 storeys. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.

4.1.7 MIXED EMPLOYMENT

The Mixed Employment designation applies to the development of a combination of uses including light industrial, commercial, office and residential. A maximum of 6 storey building forms within this designation will be considered, the first storey of which must be employment related non-residential uses.

4.1.8 MIXED USE - WOODLAND PARK

The Mixed Use – Woodland Park designation applies to the redevelopment of the Woodland Park site, illustrated on Map 1 – Woodland Park, for multi-family residential purposes with complementary commercial uses and park spaces.

Map 1 – Woodland Park

4.1.9 MIXED USE – INLET CENTRE

The Mixed Use – Inlet Centre designation applies to the development of low, mid and high rise forms of pedestrian oriented higher density mixed use development within the Inlet Centre neighbourhood. Within these areas, a mix of uses will be permitted including residential, retail, office, service, civic, institutional, recreational, and cultural. Building heights for mid rise building forms will not exceed 12 storeys. Building heights for high rise building forms will not exceed 26 storeys, except for Area A of Coronation Park, where building heights up to 31 storeys will be considered.

4.1.10 MIXED USE – MARINA

The Mixed Use – Marina designation applies to areas intended for the development of a variety of retail, service, office and stand-alone commercial activities including marina related uses. Multi-family residential uses will also be permitted in association with commercial uses with heights not to exceed four storeys.

4.1.11 NEIGHBOURHOOD COMMERCIAL

The Neighbourhood Commercial designation applies to isolated properties within the Seaview, Heritage Mountain and Pleasantside neighbourhoods that are intended to provide local retail opportunities in keeping with the scale and character of the surrounding neighbourhood. Stand-alone commercial or mixed use commercial/residential uses are permitted within this designation.

4.1.12 SPECIAL STUDY AREA

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.

4.1.13 PARKS AND OPEN SPACE

The Parks and Open Space designation encompasses lands intended for public open space providing recreational opportunities for Port Moody residents. It also provides protection for environmentally sensitive lands.

4.1.14 PUBLIC AND INSTITUTIONAL

The Public and Institutional designation is intended for a range of sites that provide public amenities and facilities for Port Moody residents (e.g. schools, hospitals, places of worship).

4.1.15 GENERAL INDUSTRIAL

The General Industrial designation provides for the development of heavier industrial uses such as manufacturing and port related uses.

4.1.16 SECTION 286 AGREEMENT AREA

The Section 286 Agreement Area designation applies to areas that are subject to an agreement between the City, Park Lane Homes Ltd. and the Province under what was section 286 of the Municipal Act. This area is located within the Heritage Woods neighbourhood area.

4.1.17 AND AND GRAVEL EXTRACTION

Based on available soils information and in light of existing and future settlement patterns, it has been determined that there are no significant sand and gravel deposits suitable for extraction within the City of Port Moody.

4.1.18 AGRICULTURAL USES

There are no present or proposed agricultural lands within the City of Port Moody.

CHAPTER 5: **SUSTAINABLE RESOURCE USE AND CLIMATE CHANGE RESPONSE**

While climate change and energy security are often thought of as the domain of senior governments and local governments have a significant role to play. Buildings, infrastructure and transportation are among the largest consumers of fossil fuels and consequently also the largest producers of greenhouse gases (GHG) and other emissions. Community planning and land use decisions on a local level strongly influence the location and types of buildings where people live, work, study, shop and gather, and how they travel between these destinations. Significant energy and GHG implications are associated with all this activity.

The City of Port Moody has taken action on a number of levels to reduce the consumption of non-renewable resources and the generation of GHG emissions and other air pollutants. In 1996 Port Moody joined the Federation of Canadian Municipalities' Partners for Climate Protection (PCP) Program which supports municipalities in their efforts to develop energy and emissions inventories and develop plans to increase energy efficiency and reduce greenhouse gas emissions. In 2007, Port Moody became signatory to the B.C. Climate Action Charter thereby committing to a voluntary goal of becoming carbon neutral in its corporate operations by 2012. This commitment also involves measuring and reporting on Port Moody's greenhouse gas emissions and creating a compact and more energy efficient community.

The Local Government Statutes Amendment Act now requires that local governments include greenhouse gas emission reduction targets, policies and actions in their official community plans.

This chapter reflects the importance of GHG and sustainable resource use in Port Moody's Official Community Plan with implications for all aspects of community life including housing, economic development, the natural environment, neighbourhood design, infrastructure, transportation and overall livability.

5.1 PARTNERS FOR CLIMATE PROTECTION PROGRAM

Participation in the Partners for Climate Protection Program involves the completion of the following five Milestones in municipal and community-wide activity:

MILESTONE 1:

Conducting an inventory and forecast of greenhouse gas emissions for municipal operations and community-wide emissions.

MILESTONE 2:

Establish reduction targets for both municipal operations and the community.

MILESTONE 3:

Develop and adopt action plans that reduce energy use and emissions from municipal operations and across the community.

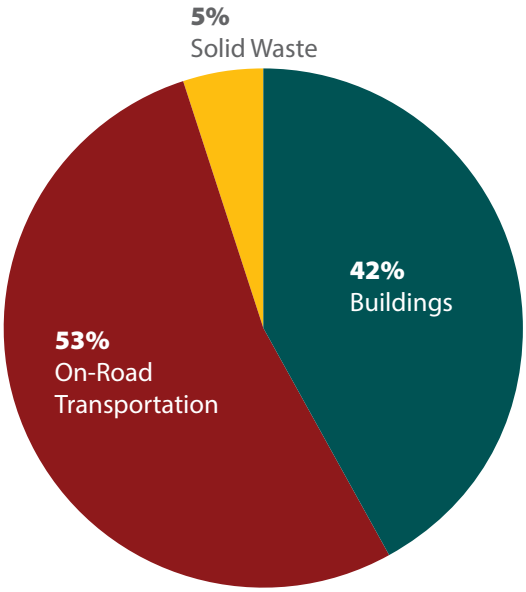
MILESTONE 4:

Begin implementation of measures within the action plans to reduce greenhouse gas emissions.

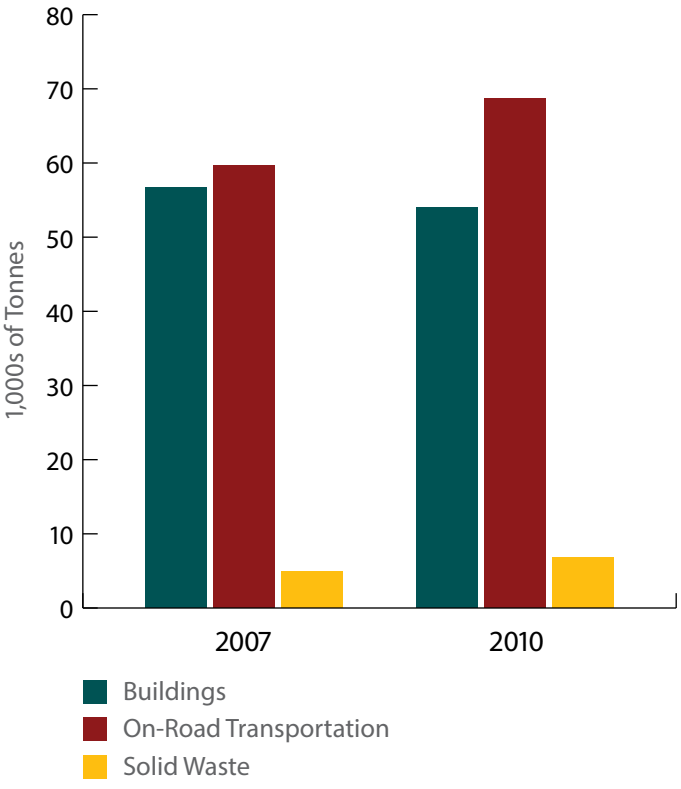
MILESTONE 5:

Continue to monitor, verify and report greenhouse gas reduction achievements and amend action plans accordingly to reflect new strategies on both municipal and community-wide levels.

2010 GHG EMISSIONS SOURCES



GHG EMISSIONS COMPARISON



5.2 COMMUNITY-WIDE GHG EMISSION REDUCTION TARGET

In 2010, the city's community emissions were approximately 130,000 tonnes CO2e, a number that could continue to grow as population increases. The community energy and emissions plan encourages action to curb the growth in emissions with reduction initiatives focusing on those sectors over which the city has influence: buildings, transportation, solid waste, as well as land use. The overall success of the implemented plan will come down to individual actions to put reduction actions into practice.

Upon completion of a community GHG and energy management plan, the City of Port Moody will move into Milestone 4 of the PCP program when action on local measures to reduce GHG emissions will take place.

A community GHG emission reduction target of 10 percent below 2007 levels by 2017 has been identified. This target is included here as as interim community GHG emission reduction target pending Council endorsement of a community GHG and energy management plan. It is recognized that many of the reduction related actions and strategies included here and outlined in a plan will require cooperation with senior governments. The community GHG emission reduction target of 10 percent below 2007 levels by 2017 may be subject to change in the future as new data and technologies become available.

POLICIES

ENERGY AND CLIMATE PREPAREDNESS – MUNICIPAL OPERATIONS

1. The City will continue to promote energy efficient building design and practices for all City-owned buildings and operations through the following targets and policies:

   (a) The City will conduct an inventory of energy and greenhouse gas emissions from municipal operations, set corporate emission reduction targets, and develop and implement an action plan for meeting targets.

   (b) The City will include considerations within the Corporate Purchasing Policy to reduce lifecycle GHGs as well as increase its use of products and services that are cost-competitive, socially just and environmentally responsible in their production, use, transportation, packaging and disposal.

(c) The City will consider linking energy and GHG emissions to the City's asset management system to allow for integrated life cycle decisions with respect to facility and infrastructure management and fleet maintenance.

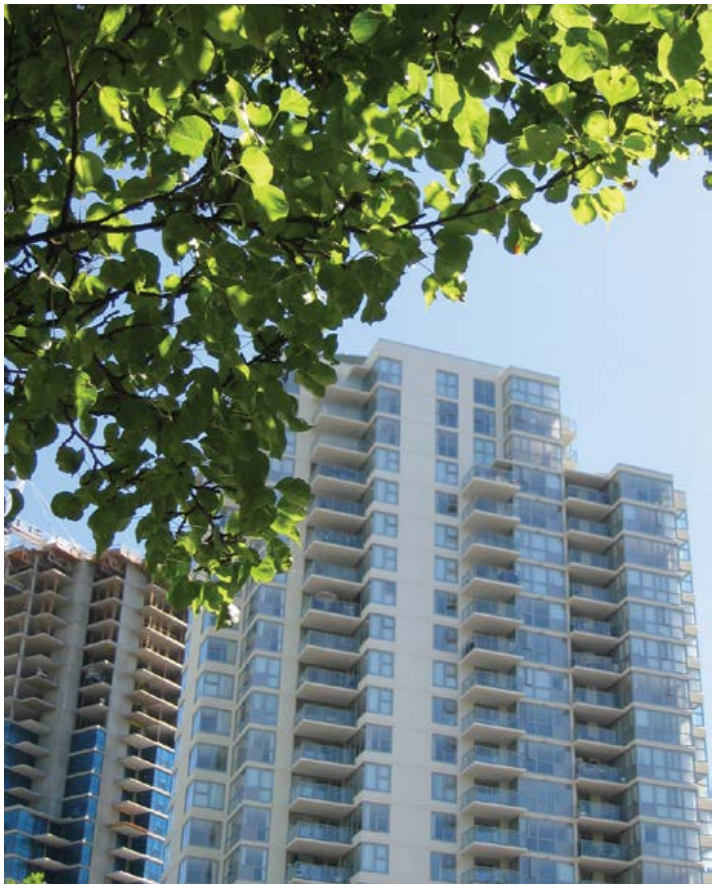
(d) The City will explore and implement measures to increase municipal resiliency to climate change, including but not limited to designing climate change resilient infrastructure.

(e) Sustainable building best practices that pertain to design, operation and long term maintenance will be followed for all new and renovated civic facilities.

(f) Build new City buildings and undertake retrofits to existing facilities to meet a high standard for sustainable building performance.

(g) The City will develop energy use and GHG reduction targets for its corporate buildings and explore demand-side reduction strategies, increasing use of renewable energy sourcing and other sustainable energy options.

(h) The City will develop energy use and GHG reduction targets for its corporate fleet and explore demand-side reduction strategies, and other sustainable transportation options including carpooling incentives for City employees.



SUSTAINABLE TRANSPORTATION

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.

NEW AND EXISTING BUILDINGS

3. The City will develop a Community-wide Sustainable Building Policy to encourage the renovation of existing buildings and the creation of new development that meets a high standard of sustainable building performance with features that may include but are not limited to:

   (a) Alternative transportation facilities;

   (b) Sustainable landscaping;

   (c) Building retention and re-use;

   (d) Passive building systems;

   (e) Energy efficiency technology;

   (f) On-site renewable energy technology;

   (g) District renewable energy systems; and,

   (h) Efficient plumbing fixtures and systems.

COMMUNITY-WIDE ENERGY AND CLIMATE PREPAREDNESS PLANNING

4. The City will report community-wide energy and greenhouse gas emissions inventory as conducted by the Province.

5. The City will develop, implement and regularly update a community GHG and energy management plan as a means to plan for an energy-wise and low-carbon future where energy demand is reduced and needs are met through sustainable practices through the community and by sustainable energy systems (e.g., renewable, affordable, reliant, efficient, etc.).

6. The City will explore opportunities for implementing adaptation strategies to reduce the risk of property damage and harm and loss of life to residents, and increase community resiliency to climate change.

7. The City will integrate provincially established sea level rise estimates into appropriate municipal regulations to protect the community and future development from the impacts of rising sea levels.

NEIGHBOURHOOD PLANNING AND DESIGN

8. Support carbon sequestration through various means including tree protection and the integration of carbon retention objectives into key policies, plans and programs (e.g. Environmentally Sensitive Areas Strategy, Parks and Recreation Master Plan, development permit area guidelines, tree retention/protection bylaw).

9. The City will continue to participate in the development of integrated stormwater management plans for all watersheds in the City to address extreme storm events and prevent subsequent erosion in streams.

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. This includes, but is not limited to:

- Sustainable area and subdivision planning and design;
- Informed site planning, including building orientation;
- High performance building design;
- Use of renewable energy sources;
- Naturescape landscaping;
- Transit-friendly access;
- Incorporating car-free areas;
- The provision of bicycling facilities (bike lanes, racks and storage);
- Encouraging higher density mixed use commercial and residential development;
- Encouraging a balance between jobs and the resident labour force; and
- Encouraging transit-oriented development.

11. The City will encourage local low carbon energy systems, including district energy, as part of larger developments and within areas expected to experience significant redevelopment.

12. The City will encourage sustainable project development by applying the Sustainability Checklist, including energy considerations, to assess the relative strengths of a development proposal from a sustainability perspective and encourage the most sustainable project possible.

13. The City will review its development permit area guidelines to incorporate sustainable energy and climate change adaptation considerations.

14. To encourage strong energy performance, the City will consider incentives for developers including variances, density bonusing, modified/alternative development standards or other appropriate mechanisms available under the Local Government Act.

15. The City will work to provide information to local developers, builders and homeowners about energy efficient building practices and available incentives and funding programs.

COMMUNITY ENGAGEMENT

16. The City will work with the community to improve local and regional air quality, and reduce greenhouse gas emissions by:

    (a) encouraging residents and businesses to investigate and adopt new behaviours and technologies;

    (b) continuing to regulate open air burning;

    (c) developing a formal "No Idling" policy or bylaw to limit unnecessary marine vessel idling;

    (d) supporting the air quality monitoring programs of federal, provincial and regional agencies in order to achieve a sufficient database to establish and evaluate air quality objectives and determine the need for changes to air quality regulations;

(e) encouraging the upgrade and cleaner operation of Burrard Thermal by BC Hydro.

SOLID WASTE AND RESOURCE RECOVERY

17. The City will continue to work to exceed its original goal of 70% waste diversion by 2015 through the implementation of organic pick up and resource recovery for residential, industrial, commercial and institutional sectors.

18. The City will support senior governments in limiting the manufacturing of non-recyclable products and the use of wasteful packaging, and promoting manufacturer accountability for product handling and recycling.

WATER CONSERVATION

19. The City will consider water conservation initiatives to reduce water consumption among residential, commercial and industrial users.

PARTNERSHIPS

20. The City will partner with Metro Vancouver, member municipalities, senior governments and agencies, utilities, non-profit organizations and businesses, as appropriate, to reduce energy consumption and increase renewable energy use through land use, transportation and buildings, and solid waste.

21. As a signatory to the British Columbia Climate Action Charter, the City will work with the Province to develop strategies and take actions to achieve carbon neutrality with respect to City operations.

22. The City will work with other partners and agencies in the transportation and development fields to reduce energy consumption and GHGs.

23. The City will participate in relevant senior government programs that address climate change impacts and that help municipalities adapt to climate change.

24. The City will continue to participate in the Partners for Climate Protection Program.

CHAPTER 6: **THE NATURAL ENVIRONMENT**

6.1 PROTECTION OF THE NATURAL ENVIRONMENT: A SHARED RESPONSIBILITY

Port Moody residents place a high value on environmental protection. This strong focus on environmental awareness and initiatives is evident in the number of dedicated volunteer groups which play an important role in educating the general public on the importance of environmental stewardship and the need to embrace change to more sustainable behaviour.

The protection of the natural environment is complex and a responsibility shared by the Federal, Provincial, Regional (Metro Vancouver) and local governments through a variety of strategies and regulations. While the focus of this chapter is on policies and initiatives within the jurisdiction of municipalities, there is a recognition of the City's role in collaborating with senior agencies and other stakeholders on strategies that are not strictly within the mandate of local governments.

6.2 THE NEED FOR BALANCE

As Port Moody continues to grow there will be competing demands for open spaces, including the need for active recreation areas, sports fields and facilities, civic parks and gardens, waterfront access and housing. There are also increasing pressures on natural resources as well as opportunities for protection.

The policy directions chosen must address the inseparable linkages between the natural environment objectives in the Environmentally Sensitive Areas (ESA) Management Strategy and other goals and objectives within the OCP to meet the City's long term needs.

6.3 CHANGING LEGISLATION

Recent changes in provincial legislation have passed some control and responsibility over to municipal governments in order to protect aspects of the natural environment. Along with other municipalities in British Columbia, Port Moody has taken a more active role in this area. An example is the protection of riparian habitat including the setback distance required for buildings around fisheries sensitive streams. To meet the requirements of the provincial Fish Protection Act (1997) and the associated Riparian Area Regulation (2004), the City has incorporated streamside setback requirements into the Port Moody Zoning Bylaw.

The City will endeavour to work with provincial and federal agencies to ensure environmental protection legislation is adequate and adhered to.

6.4 ENVIRONMENTAL ISSUES AND POLICIES

This section provides an overview of the issues and policies associated with the natural environment. Specifically discussed are: the ESA management strategy, the importance of wildlife corridors, contaminated sites management, brownfield redevelopment, hazardous wastes, the Naturescape program, urban forestry, streams and riparian habitat, marine protected areas, wetland areas, biodiversity and species at risk, hazardous lands and the importance of community involvement in environmental planning.

The specific policies outlined in this section are prefaced with a number of general policies regarding the natural environment.

GENERAL POLICIES

1. The City will participate in environmental initiatives at the federal, provincial, and regional government levels, wherever possible, ensuring that senior governments maintain responsibilities for funding where appropriate.

2. The City will strive to preserve sensitive ecosystem areas, their living resources and connections between them in a natural condition and maintain these areas free of development and human activity to the maximum extent possible.

3. All development proposals that involve a change in zoning, should incorporate the objectives and guidelines of current Best Management Practices. For example:

- Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia;
- Best Management Practices for Amphibians and Reptiles in Urban and Rural Environments in British Columbia;
- Standards and Best Management Practices for Instream Works;
- Riparian Areas Regulation Assessment Methods;
- Stream Stewardship: A Guide for Planners and Developers;
- Access Near Aquatic Areas: A Guide to Sensitive Planning, Design and Management; and
- Community Green Ways Linking Communities to Country and People to Nature.

ENVIRONMENTAL POLICY STATEMENT

The City has developed an Environmental Policy statement through the Environmentally Sensitive Area Management Strategy which includes a commitment to:

- Preserve and protect our natural environment;
- Encourage the stewardship of our natural environment by all levels of government, Port Moody's residents, businesses and visitors;
- Include environmental considerations when making municipal decisions;
- Seek to involve the residents and businesses of Port Moody in the establishment of policies and strategies that work towards meeting the City's environmental objectives where Council deems it appropriate; and
- Identify opportunities to promote environmental consciousness within the City in order to act as an example for the community.

6.5 ENVIRONMENTALLY SENSITIVE AREAS (ESA) MANAGEMENT STRATEGY

In 2003, a new management strategy for environmentally sensitive areas (ESAs) was developed to play a key role in the City's long range planning framework and to help balance the pressures of population growth with the protection of the natural environment. ESAs in Port Moody include critical habitat for fish, birds, amphibians, wildlife and plant species. As part of the ESA process, natural areas within the City were inventoried and 33 candidate ESAs were identified. In addition, management prescriptions were developed to protect specific areas, provide information to land owners of sites requiring specific care and ensure that proposed land development projects include appropriate mitigative features. Protecting designated ESAs on private land requires a management approach which takes into account both the public benefit of protecting critical habitat and the private property owners' interests. The management recommendations included in the Strategy will assist applicants in preparing development plans and addressing potential mitigation measures and compensation options within these areas.

Many of the ESAs in Port Moody have already been designated as parks and open space. These areas have a higher degree of protection as they are secured by public ownership. In order to provide environmental protection on privately owned lands, ESAs have been designated as having high or medium levels of sensitivity each with corresponding requirements for protection and management. High and Medium Sensitivity ESAs are designated as Development Permit Areas (DPAs) requiring development permit approval by Council prior to any development activity. A detailed set of Development Permit Guidelines for High and Medium Sensitivity ESAs is included in Appendix 2 accompanies and forms part of the OCP.

6.5.1 ESA MANAGEMENT PRINCIPLES

The ESA Management Principles and Guidelines deal with the following:

- Broad landscape level management to conserve biodiversity and provide for a network of greenbelts that connect the upland forested areas with marine areas using wildlife corridors and riparian areas;
- Watershed management recommendations including the need to plan for integrated storm water management;
- Guidelines to preserve and protect specific ecosystems, notably:
    - forested areas;
    - watercourses and riparian areas;
    - lakes and freshwater wetlands;
    - intertidal and subtidal marine areas and special features;

- species at risk consideration;
- raptor and heron bird nesting sites;
- wildlife habitats;
- unique plant associations (generally found in old growth forests); and
- unique landforms (eg. rock bluffs).

ESA POLICIES

4. The City will continue to identify and provide protection for High and Medium Sensitivity ESAs by requiring development permits for proposed development activity and by requiring environmental impact assessments in cases where proposed developments may negatively impact the ESA.

5. The City will continue to integrate the ESA Management Strategy with the City's Parks and Open Spaces strategy so that ESAs with the potential for multiple benefits such as linkages to the trails system can be acquired if necessary.

6. The City will protect environmentally significant land by retaining or acquiring ownership of such lands, reserving or dedicating such lands, through the registration of section 219 Land Title Act covenants or through the use of management agreements.

7. Areas with unique environmental character shall be preserved and enhanced. The design of new development shall consider: landscaping using Naturescape principles and tree retention, replanting, viewscapes, buffering of nearby properties, the retention of watercourses and wildlife corridors, and the safety aspects of trees which have been retained.

8. The City recognizes that areas outside of designated ESAs also contribute to the ecological and environmental values of the City of Port Moody. When redevelopment is proposed for those areas, consideration should be given to restoring the natural environment. For example, barriers to fish movement should be removed (e.g. poorly designed or installed culverts) and watercourses should be daylighted.

9. The City will consider using one or more of the following measures to protect and preserve sensitive ecosystems, where appropriate:

    a. dedication as a city park or trailway component if the area complements the goals and objectives of the city's park or trailway systems. Sensitive ecosystems acquired as parks or trailways will be managed to protect their sensitive features from public use;

    b. dedication to a private land trust or non-government organization that is eligible to receive donations of land under the Federal Ecological Gifts Program for conservation purposes;

    c. use of conservation covenants to preserve the natural values of sensitive ecosystems. The covenants may be held by the City, the Province and/or a non-government organization eligible to hold conservation covenants;

    d. registration of a statutory right-of-way under the Land Title Act;

    e. adoption of bylaws to exempt eligible riparian property from property taxes if a property is subject to a conservation covenant under section 219 of the Land Title Act; and/or

    f. density bonusing or other development incentives to facilitate the protection of all or a significant portion of sensitive ecosystems.

10. The City will continue to update ecological information on ESAs and, where significant gaps exist, establish an ongoing system of data collection. The City will enlist the assistance of individuals, community groups and educational institutions in this data gathering.

11. The City will continue to work with local stewardship groups, community organizations and education institutions on conservation and enhancement programs and projects within the City.

12. The City will continue its efforts to raise public awareness and educate its residents and visitors on the importance of ESAs. The City will continue to develop interpretative signage on specialized environmental topics.

13. The City will continue to work with its neighbouring municipalities on environmental issues, particularly in the protection and conservation of those ESAs that border Anmore, Belcarra, Burnaby and Coquitlam.

14. The City will continue its efforts to restore and enhance habitat based on community priorities and available resources, particularly in areas of the city where natural areas have been modified or ecological functions have been impaired. Of particular relevance are access for fish populations, the restoration of watercourse and riparian vegetation and the daylighting of creeks.

15. Restoration plans prepared by a qualified environmental professional are required where environmentally sensitive areas have been disturbed through unauthorized activities.

16. Stewardship groups should be consulted in the planning of daylighting streams to take advantage of their considerable local knowledge base.

6.6 WILDLIFE CORRIDORS

Our network of parks and greenways plays a vital role in maintaining our City's ecological integrity. In addition to providing habitat for plants, fish and wildlife, greenways can serve as corridors for wildlife travel including mammal migration. Additional land acquisition may be required in the future to ensure the connectivity of wildlife habitat and where practical, wildlife corridors will be constructed to facilitate the safe movement of wildlife across roadways in the City. Policies specific to wildlife corridors are included in the ESA Strategy and are considered in the review of development projects and city capital projects.

WILDLIFE CORRIDOR POLICIES

17. The City recognizes the importance of wildlife corridors and other measures such as underpasses and fences to mitigate the effects of development on wildlife as part of an overall environmental assessment. New developments and roads should be sited and designed in order to facilitate and improve wildlife movement and access, particularly from the north shore upper watersheds to the lower reaches of the north shore drainages from Turner Creek westward to North Schoolhouse Creek, to minimize disruption to known and suspected wildlife corridors.

18. The City will continue to provide opportunities to educate the public on ways to prevent and reduce conflicts between people and black bears in the community.

19. The City shall require all new garbage storage areas in multi-family developments to be bear-resistant as appropriate.

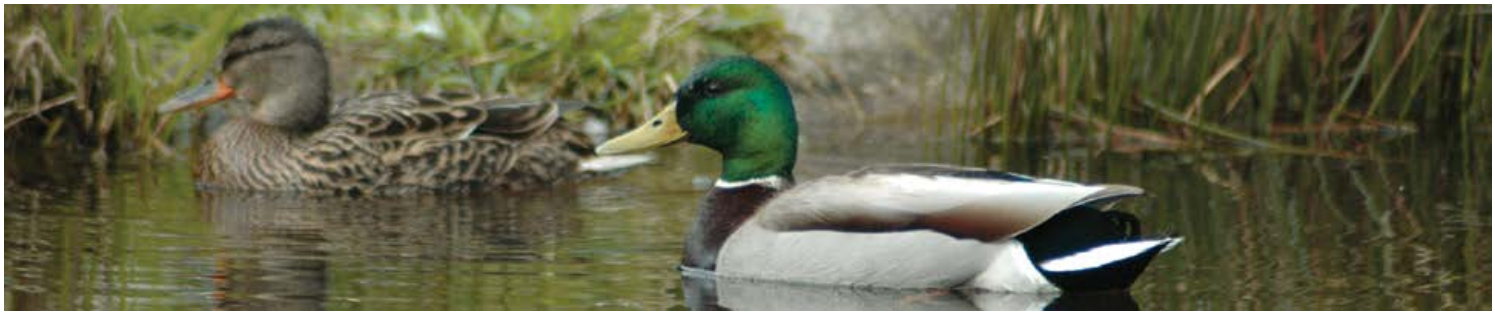
6.7 BIRD FRIENDLY DESIGN GUIDELINES

Birds exist naturally in urban areas. However, migratory species can become confused in urban environments by the combination of light pollution and the reflection of glass during flyover. This can result in a significant number of birds colliding with buildings and unnecessary deaths. A set of bird friendly design guidelines and an accompanying rating system was developed in 2007 by the City of Toronto as part of that city's Green Development Standard. The use of these guidelines and rating system has been incorporated into the Port Moody Sustainability Checklist for new development.

Light pollution is the artificial brightening of the night sky through excessive lighting, usually the result of inefficient and poorly designed light fixtures. To achieve bird-friendly buildings, light pollution from external lighting can be minimized by implementing a number of building design features and operational practices including the installation of lighting that projects downward and reducing spill lighting.

Migratory birds are less likely to be drawn into a building site within an urban area if light pollution levels are reduced and glass is treated with a visual marker. This can be achieved by designing glass features in such a way to create visual barriers and reduce glass reflection and by employing bird friendly site ventilation grates (e.g. with mesh covers).

Photo detail from the Peter Hulbert Collection



BIRD FRIENDLY DESIGN POLICIES

20. The City recognizes the importance of Burrard Inlet and surrounding forested areas in Port Moody as part of the Pacific Flyway and for providing habitat for migratory bird species and will require the evaluation and use of mitigative design strategies to reduce the potential for bird strikes as a result of proposed developments depending on the location and scale.

21. The City supports the use of light pollution reduction techniques to reduce light trespass from buildings and sites and its impact on the nocturnal environment.

6.8 CONTAMINATED SITES MANAGEMENT

Past or present activities on some industrial and commercial sites may have resulted in spills or deposits of chemicals or hydrocarbons onto land. To address historic contamination the Provincial Contaminated Sites Regulation (CSR) came into effect April 1, 1997.

This regulation is designed to protect human health and the environment from toxic chemicals at potentially contaminated sites. It is used on a site-specific basis where toxic chemicals in soil, water or air may exist. Upon redevelopment of potentially contaminated properties, site profiles are required as per provincial legislation.

The following outlines the City's contaminated sites policies:

22. The City of Port Moody requires site profiles in accordance with the Provincial Contaminated Sites Regulation as part of the development approval process.

23. The City will minimize impacts of hazardous spills through spill response preparedness.

24. The City will increase public awareness to reduce environmental damage and human health hazards related to the discharge of toxic substances into the water, air and soil.

6.9 BROWNFIELD REDEVELOPMENT

Brownfields are abandoned, vacant or underutilized commercial and industrial properties with actual or perceived site contamination issues. The cleanup and redevelopment of brownfield sites has many benefits including:

- reducing the pressure for urban sprawl;
- improving public and environmental health;
- revitalizing underutilized neighbourhood areas;
- increasing property values; and,
- concentrating redevelopment efforts in locations with existing services and in close proximity to transportation infrastructure.

BROWNFIELD REDEVELOPMENT POLICIES:

25. The City will promote the cleanup and redevelopment of brownfield sites and to utlitize the expert assistance of provincial environmental staff on a project-by-project basis as outlined in the provincial brownfield renewal strategy (2008).

26. The City will encourage the integration of green building technologies in the redevelopment of brownfield sites.

6.10 HAZARDOUS WASTES

The Provincial government has stewardship programs for electronic products, waste paints, used motor oils, antifreeze and automobile batteries. The City supports continued development of stewardship programs to reduce the negative impacts to our natural environment when hazardous wastes are disposed of illegally. The illegal disposal of hazardous wastes affects storm water quality, water quality at regional treatment plants and their receiving waters, leachate at regional landfills or the contamination of soils on public property. It is the City's position that special and household hazardous wastes are a provincial responsibility as the Province has the legislative authority through the Hazardous Waste Regulation and the BC Environmental Management Act to ensure hazardous wastes are managed safely.

HAZARDOUS WASTE POLICIES

27. The City will continue to encourage the Province to provide effective management and disposal of hazardous wastes.

28. The City will work to reduce the generation of hazardous wastes through purchasing policies and operating practices.

29. The City will provide information to assist in the safe and convenient disposal of household hazardous wastes.

PROVINCIAL WASTE MANAGEMENT PROGRAM

The Province's Waste Management Program is responsible for providing advice on policy and standards for the program reflected in the Environmental Management Act and the Hazardous Waste Regulation. The Program works with generators, carriers and receivers of hazardous waste to ensure that they handle, store, transport treat and dispose of hazardous waste according to the Hazardous Waste Regulation and ensure the safety of human health and the environment is not compromised.

Wastes may be "hazardous" for many different reasons:

- they are corrosive, ignitable, infectious, reactive, and toxic (the "acute" hazard characteristics)
- they have the potential to harm human health or the environment in a subtle manner over long periods of time (the "chronic" hazards)
- they may range from paints, oils and solvents to acids, heavy metal-containing sludges and pesticides.

Due to their inherently hazardous nature these wastes must be handled or disposed of properly to prevent harm to human health and safety and to the environment.

6.11 NATURESCAPE B.C. PROGRAM

Naturescape is a Provincial program that focuses on the use of native species in landscaping. Native plants are recognized as providers of food and shelter for wildlife and have naturally adapted to our climate and soil conditions, pollinators, predators and disease.

In 1997, Port Moody became the first municipality in B.C. to adopt a policy to follow the principles of the Naturescape program for all publicly owned lands and encourage its use on private land where appropriate. The Naturescape program is used in landscaping for restoration, maintenance, improvement and preservation of wildlife habitat.

In 2003, Port Moody became the first municipality in Western Canada to adopt a Pesticide Use Control Bylaw to prohibit the use of pesticides, herbicides and other chemicals for cosmetic purpose in Port Moody.

NATURESCAPE POLICIES

30. The City will regulate and restrict the use of pesticides within its jurisdiction through the Pesticide Use Control Bylaw and provide public education on pesticide-free gardening.

31. The City will continue to develop demonstration sites to promote sustainable landscaping practices and will expand into xeriscaping and rain garden landscapes.

NATURESCAPE STEWARDSHIP PRINCIPLES

- Restore, maintain and enhance the natural habitat on your property;
- Care for and co-exist with the species you have attracted to your property; and
- Improve your living environment by recycling and composting.

6.12 URBAN FORESTRY

There is a growing realization among the public that trees and forests provide more than aesthetic and recreational value. The increase in air pollution and the degradation of watercourses in other parts of the region have awakened people to the value of forests as a key component of the health of an urban ecosystem. In addition, well designed landscaping will allow development areas to regain their green qualities and can assist with the energy management of buildings.

Since 1999 the City of Port Moody has a tree retention bylaw in place to help preserve the scenic qualities and significant forested areas within development sites. The bylaw has been updated to include the protection of trees within streamside protection and enhancement areas. A comprehensive review of the City's Tree Protection Bylaw is planned.

In order to maintain the City's green character, there is a need at the neighbourhood and building design level to replace trees and plants removed during construction. The nursery stock used for replanting must also be considered to ensure an appropriate mix of species and sizes. Larger trees used for replanting must overcome barriers such as drought or lack of nutrients more so than smaller trees.

Trees can be subject to blow-downs causing significant property damage. Port Moody includes significant forested areas within close proximity to residential areas highlighting the need to ensure that forests are managed in a safe manner, particularly along the forest edge. Risks associated with invasive plant species and wildfires must also be considered to ensure the health and longevity of forested areas.

URBAN FORESTRY POLICIES

32. The urban forest policy will include the development of a management plan to investigate the short and long term survival of street trees and protect them from pests, diseases and urban impacts. The development of an urban street tree management plan will form part a component of the overall urban forest management strategy.

33. Street tree planting and other landscaping will be required in new neighbourhoods and with redevelopment. Naturescape principles will be utilized where appropriate.

34. The City will endeavor to maintain the forested character of the city by preserving ravines and escarpments, wildlife habitat and corridors, and policies relating to tree retention, replanting and pre-planting in newly developed areas.

35. All new developments and redevelopments within the City shall be evaluated to see if and how, parts of the lands under discussion, can be used to develop or maintain urban forest values where considered appropriate.

36. The City will encourage and regulate the retention and replanting of trees through applicable City bylaws and policies.

37. Decisions about whether to retain or remove trees within designated tree retention areas require assessment by an certified arborist, registered professional forester, worksafe/ ISAPNW certified hazard tree assessor or other professional. In order to have the best information available, the City will have such trees assessed prior to making a decision. Where tree removal is required, the arborist's assessment will recommend a replanting ratio, species type, and size with a preference for native species.

38. Wherever possible, the City will maintain or enhance the ecological viability of the urban forest, and in designing larger areas for tree retention, a minimum width of at least two tree heights will be utilized as a basic planning guideline. The City will also retain a network of protected lands that will allow the urban forest to serve as connections to adjacent forested lands.

39. The City recognizes that trees on private lands make a significant contribution to the urban forest and wishes to encourage sound planning and management of all trees on private land. Wherever possible, private landowners will be encouraged to retain trees that are not a hazard, and to replant trees that will match the existing forested character of the area.

40. The City will seek to protect private lands that possess significant environmental, urban forest or recreational value by covenant when associated with rezoning or subdivision applications. The City will also encourage joint public and private ownership of such areas.

41. The City will encourage salvage replanting prior to clearing and development where possible.

42. The City will develop a long term re-forestation plan and urban forest management plan to guide the maintenance and renewal of the City's treed areas including the promotion and recognition of street trees.

43. The City will endeavor to protect nesting birds by restricting tree cutting and vegetation removal during nesting season.

44. The City will review its tree retention policies as part of the Urban Forest Management program and require windthrow assessments by a qualified registered professional forester when development/re-development is resulting in the removal of a significant number of trees.

45. The City will seek to establish long term city-wide tree cover targets within an Urban Forest Management Strategy.

46. The City will set annual tree planting targets and will investigate the use of carbon sequestering as part of community energy and emissions planning.

47. The City will continue to involve Port Moody Fire and Emergency Services in the planning and development process for projects that may pose a wildland interface threat in accordance with the City's Community Wildfire Protection Plan.

48. The City recognizes the value of mature trees for habitat for wildlife, improved air quality, carbon storage, and cooler temperatures in summer and will strive to ensure that intact treed areas are preserved and enhanced as part of redevelopment.

6.13 STREAMS AND RIPARIAN HABITAT

The City of Port Moody is fortunate to have a number of fish bearing watercourses that flow into Burrard Inlet (with the exception of the headwaters of Stoney Creek which flow into the Brunette Basin in the Fraser River system). These watercourses provide critical spawning and rearing habitat for a variety of species including coho, chum, chinook, and pink salmon, as well as rainbow and coastal cutthroat trout. Fish populations are sensitive to land use changes within their watersheds and many populations which are at risk are supported by artificial propagation by volunteer run hatcheries.

Watercourses have been inventoried, mapped and assessed as part of the ESA Strategy completed in 2003. In keeping with the provincial Streamside Protection Regulation (2001) under the Fish Protection Act, the City of Port Moody has established streamside protection and enhancement areas in residential, commercial and industrial zones. Regulations within the Port Moody Zoning Bylaw outline conditions under which different Streamside Protection and Enhancement Area widths are required.

The City of Port Moody's watercourse protection objectives are:

- to maintain and enhance, wherever possible, the ecological, recreational, aesthetic and economic values of Port Moody's streams;

- to develop and implement policies which would maintain or improve the quality of the natural environment including fish habitat and water quality; and

- to establish and implement policies which would integrate the conservation of natural resources with other community values.

SALMON COME HOME

The habitat requirements for salmonids are linked to their life history cycles, and include: a continuous supply of clean, well oxygenated water; an optimum ratio of pools and riffles; the provision of large, woody debris, clean gravel substrates for spawning, benthic food production; and a healthy riparian habitat.

Because watersheds do not recognize municipal boundaries, Port Moody initiated the North East Sector Stream Stewardship Committee (now the North East Sector Environmental Stewardship Committee) whose mandate includes the development of a common regulatory approach to watershed protection and the communication of shared issues.

STREAM PROTECTION POLICIES

49. The City will work with the Federal and Provincial Governments to promote public awareness and to advise development proponents that all developments are to be planned on the basis of achieving no net loss of fish habitat and be in accordance with senior government legislation.

50. The City of Port Moody will require streamside protection measures as outlined in the City's Zoning Bylaw and Development Permit Guidelines in Appendix 2.

51. The City will manage Streamside Protection and Enhancement Areas by avoiding the disturbance of soils and the creation of impervious surfaces within the riparian area. Impacts will be strictly limited or mitigated by: retaining or replanting or maintaining vegetation in streamside protection and enhancement areas to meet fish protection objectives; and avoiding the placement or creation of harmful substances in streamside protection areas.

52. The City will maintain a stream classification system which will assist in implementing watercourse and streamside protection policies.

53. The City of Port Moody shall strive to manage all Class A and B natural watercourses as open streams (no culverting). Any proposals for culverting or realignment of streams shall require approval from all applicable authorities, in addition to City Council.

54. The City will require all road crossings over Class A and B streams to be in the form of open-span bridges that allow for the natural movement of the channel within the floodplain. The City will require a daylighting feasibility study for developments that contain culverted sections of a watercourse that is fish-bearing or potentially fish-bearing with the removal of barriers.

55. The City will encourage the restoration of natural habitats to enhance ESAs, particularly those which are under City control.

56. The environment and habitat of all fish-bearing watercourses shall be maintained in order to protect them as fish-bearing watercourses.

57. Prior to trail development occurring adjacent to any watercourse, verification will be required to ensure that important fish habitat and associated riparian zones will not be damaged. New trails should not be situated within any areas that are designated as streamside protection and enhancement areas.

58. In existing developed neighbourhoods and for infill development on sites less than 2 hectares (5 acres) in size, a Streamside Protection and Enhancement Area of a minimum of 15 metres from any development to the top-of-bank of a stream shall generally be maintained, provided that areas may in places be less than the said 15 metres where incentives are used to encourage greater overall protection or enhancement of streamside areas. In areas of new development and for redevelopment parcels greater than 2 hectares in size, the Streamside Protection and Enhancement Area shall be established in accordance with the provisions of the Zoning Bylaw.

59. In ravine areas, a minimum of the first 15 metres from the top-of-bank, and the ravine itself, shall, where possible through the rezoning or subdivision processes, be reserved in public ownership. In shallow areas, a minimum of the first 15 metres from top-of-bank and the stream itself, shall, where possible through the rezoning or subdivision processes, be reserved in public ownership.

60. The minimum building or structure setback in areas adjacent to Mossom and Noons Creek shall be 30 metres from the natural boundary of these creeks as defined in the Zoning Bylaw.

61. The City encourages the stewardship of Port Moody's streams by volunteer associations and will consider variances to setback areas required in the Zoning Bylaw for fisheries enhancements when these enhancements meet senior government legislation and are supported by Council.

62. The City recognizes the ecological importance of the Mossom Creek and North Schoolhouse Creek watersheds and will strive to ensure their long term enhancement and protection e.g. through the development of integrated stormwater management plans (ISMPs).

63. The City will work towards the development of integrated stormwater management plans for all watersheds within the City in partnership with local stewardship groups and the broader community.

SPEA DEFINITION

The Streamside Protection and Enhancement Area (SPEA) is defined as an area adjacent to a stream that links to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the stream, the width of which is determined to meet the requirements of the Streamside Protection Regulation 10/2001 for the City of Port Moody.

WATERCOURSE CLASSIFICATION

Class A: Watercourses inhabited by salmonids year round and/or rare or endangered fish species or potentially inhabited by such fish with access improvements (e.g. removal of culverts)

Class B: Watercourses that are a significant source or a potentially significant source of food and nutrients to downstream fish populations. These watersheds are characterized by no fish presence and no reasonable potential for fish presence through flow or access enhancement.

Class C: Watercourses that provide an insignificant contribution of food or nutrients to downstream areas supporting or potentially supporting fish populations. No documented fish present and no reasonable potential for fish. These are usually man made watercourses aligned parallel to roadways.

Class D: Watercourses for which there is a lack of adequate fisheries or flow information to permit classification.

6.14 MARINE PROTECTED AREAS

The City of Port Moody does not have direct jurisdiction over marine areas, but does work in partnership with other agencies in managing these areas. For this reason, only the prominent intertidal areas including the mud flats at the head and sides of Port Moody Arm are categorized as ESAs. The City does have regulatory authority over land uses within upland areas that may have downstream effects on the marine environment.

For example, development in the watersheds can affect water quality in streams that discharge into Burrard Inlet. The City has taken the proactive step to protect sensitive mud flats at the head of Port Moody Arm by entering into a lease agreement with the Port Metro Vancouver to include these areas within Tidal Park.

64. In light of the ending of the Burrard Inlet Environmental Action Program (BIEAP), the City will explore alternative strategic planning processes for ensuring that upland use decisions protect and enhance the intertidal foreshore and marine environment of Burrard Inlet.

6.15 WETLAND AREAS

Port Moody has both saltwater coastal wetlands and freshwater inland wetlands. These areas are a source of biodiversity and provide breeding grounds and habitats for a variety of wildlife species.

Two inland wetlands on the north shore of Port Moody are tributaries of Hett Creek and Mossom Creek. Inland wetlands play an important ecological role by providing food and habitat for plants, waterfowl and wildlife. They improve water quality by serving as a filter. During storms, wetlands reduce flooding and erosion by absorbing water and controlling downstream creek flow. In dry periods, a wetland is a valuable source of water, gradually releasing it to groundwater reserves or nearby creeks. The coastal wetlands of Port Moody's Shoreline Park protect the quality of our marine waters by diluting, filtering, and settling out sediments, excess nutrients and pollutants.

The ESA Strategy outlines a number of proposed management principles, guidelines and best management practices for the protection of wetland areas.

WETLAND POLICY

65. The City has identified and mapped wetland areas as special features within the ESA Management Strategy and will require the identification of new wetlands as part of development review process where applicable.

6.16 BIODIVERSITY AND SPECIES AT RISK

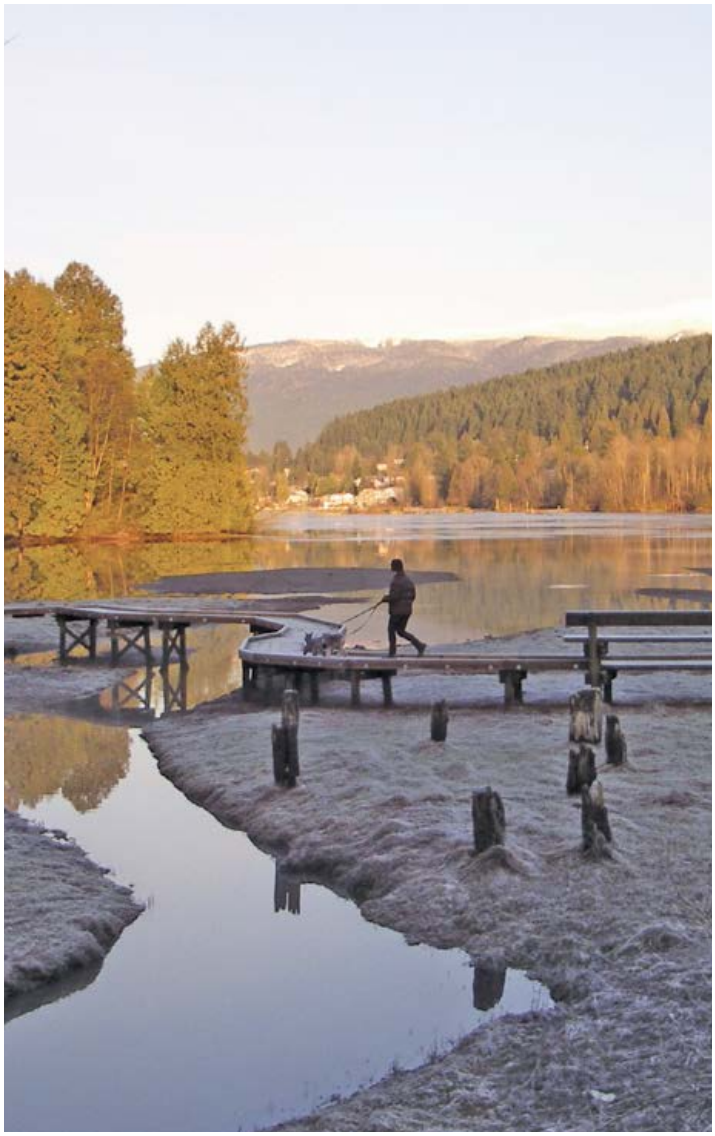
The City of Port Moody has been recognized with a United Nations Livable Communities Award for its long term planning. A key component of this planning has been concentrating new development within existing brownfield and urban infill areas (Inlet Centre) and a movement away from continued sprawl and encroachment into environmentally sensitive areas. The identification and preservation of environmentally sensitive habitat is the most effective way to ensure the continued biodiversity of local species and to meet the requirements of the federal Species at Risk Act and the provincial Wildlife Act.

With increasing threats to biodiversity as a result of climate change, the need to ensure habitat requirements are adequately addressed becomes even more important.

The Environmentally Sensitive Areas Management Strategy (2003) documents fourteen known species of conservation concern within Port Moody and classifies them as red, blue, and yellow listed species according to their level of vulnerability. This list has since grown and will be updated as additional areas are studied. Requirements for development within areas identified as containing species at risk are included in Development Permit Area 4 (Chapter 16) and detailed in the Port Moody Development Permit Area Guidelines (Appendix 2).

BIODIVERSITY AND SPECIES AT RISK POLICIES

66. The City will monitor threats to its local biodiversity and consider the development of invasive plant management strategies as part of the urban forest management program.



67. The City will work in partnership with stewardship groups, federal and provincial authorities to maintain habitat, nesting colonies, plant communities or related ecosystem attributes that support red and blue listed plants or animals as identified in the provincial Wildlife Act , the federal Species At Risk Act and by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC).

68. The City will require consideration of species at risk and habitat protection as part of the development review process where applicable.

6.17 HAZARDOUS LANDS

The natural environment which has endowed Port Moody with a long shoreline, numerous watercourses, and treed slopes with magnificent views also poses certain hazards which need to be considered when reviewing applications for development. Hazardous lands include land that is subject to or is likely to be subject to flooding, mud flows, debris flows, debris torrents, erosion, land slip, rockfalls, earthquake, subsidence or avalanche. Maps 14 and 15 identify known hazardous lands in Port Moody and Development Permit Area 5 guidelines (Chapter 16 and Appendix 2) outline requirements for development in these areas.

HAZARDOUS LANDS POLICY

69. The City will apply a risk management framework for assessing the suitability of proposed development on hazardous lands.

6.18 SEISMIC EVENTS

Greater Vancouver's location places it at some risk from earthquakes. The Provincial Building Code and the City's Building Bylaw require for all new buildings used for assembly, personal care, detention, or high hazard industrial use, and for all new residential, commercial or industrial buildings, that the foundations and building structures be designed to resist earthquake forces to a level specified in the BC Building Code, as amended from time to time.

The nature of local soils and geography influences the degree of risk. Most of Port Moody is covered by soils, typically tills, that were consolidated in the most recent glaciation and these are considered excellent foundation materials and stable, if not disturbed by excavation or erosion.

The Geological Survey of Canada identifies a rim of lands around the head of Burrard Inlet composed of unconsolidated sediments that may be suspectible to liquefaction in an earthquake of sufficient severity. Liquefaction refers to a loss of strength that may occur in loose soils lying below the water table, when exposed to prolonged shaking from a major earthquake. Areas where liquefaction may possibly occur are shown on Map 14. The geology of these areas is complex and the specific risk on any particular site can only be determined by sub-surface investigation.

SEISMIC POLICY

70. Where an application is made for subdivision or the construction of a new principal building within the areas as identified on Map 14 as moderate to high risk of earthquake soil liquefaction, it is prudent to require submission of a geotechnical report that includes subsurface investigation. Such report may recommend measures to reduce risk of injury or property damage. Development Permit Area 5 guidelines implement this policy and include situations when exemptions may apply (Chapter 16 and Appendix 2).

6.19 FLOODING, STEEPLAND AND DEBRIS FLOW HAZARDS

Where watercourses traverse steep slopes, there is natural potential for flooding, erosion, landslides and debris flows. The Geological Survey of Canada's surficial geology mapping indicates several areas along the Chines hillside and Harbour Heights escarpment where significant landslide activity has occurred in historic times. These locations are shown by the symbol "RS" on Map 14.

In more recent times, ravine erosion and debris flows along the Chines hillside have caused property damage (e.g. Ottley Creek, 1979). A thorough study of the Chines hillside by Dayton and Knight in 1988 concluded that:

- inappropriate placement of fill and drainage outlets at the crest of slope in Coquitlam was a contributing factor;

- certain areas at the base of the slope were subject to hazard of debris flow and flooding, as shown on Map 14;

- basins and barriers to intercept debris flows, and drainage improvements, should be constructed.

Since then, Metro Vancouver has worked with the City of Port Moody and City of Coquitlam to manage this inter-municipal issue. Most of the physical improvements recommended by Dayton and Knight as a high priority have been constructed. These measures have reduced risk, particularly with regard to debris flow, but a residual risk remains, especially with respect to flooding. The City continues to work with the City of Coquitlam and Metro Vancouver to manage drainage and debris concerns in the Chines area.

Past studies of North Shore watercourses (McElhanney, 1982) identify areas that are susceptible to flooding (see Map 13). In addition to the mapped flood hazard areas, localized flooding may occur during a storm event due to blockage of drainage works by debris or limited conveyance capacity of the downstream system. Metro Vancouver in coordination with the City of Port Moody and the City of Coquitlam has completed the Chines Integrated Stormwater Management Plan (ISMP). The objectives of this Plan, and other ISMPs, are to identify strategies to manage flows effectively to prevent major storm event flooding, stream erosion, and slope instability and protect and enhance stream and watershed health.

Any steep ravine has the potential for erosion and debris movement which could block culverts and negatively affect drainage patterns necessitating review of all new development and redevelopment in steep ravine areas. Streamside protection and enhancement area regulations and the City's tree retention bylaw also work collectively to reduce disturbance to natural vegetation and drainage patterns in these areas.

Another potentially hazardous area is the east flank of Burnaby Mountain, which takes the form of an escarpment wrapping around the Harbour Heights neighbourhood. Because of the composition of soils and groundwater conditions, this slope may be susceptible to gully erosion and landslides where seepage flows occur or are opened by excavation. This area is labelled "Steepland Sediments" on Map 14.

FLOODING, STEEPLAND AND DEBRIS FLOW HAZARDS POLICY

71. Where application is made for a subdivision or a new principal building is proposed on lands shown on Map 13 as being at some hazard from debris flow or flooding, or within the Harbour Heights escarpment, it is prudent that a report prepared by a professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study be submitted, assessing risk specific to the site, and making recommendations to reduce the risk of injury and property damage. This report will be reviewed in the context of the City's accepted risk management framework. Development Permit Area 5 guidelines deal with this in greater detail (Chapter 16 and Appendix 2).

6.20 STEEP SLOPES

Even where steeper slopes are stable in their natural condition, development activity can result in hazards. Such activity typically includes stripping vegetation, altering drainage patterns, excavation and placement of fill. When this occurs on steep slopes, potential is created for land slip, erosion, stream sedimentation, property damage and personal injury, particularly where excavation taps groundwater zones. While many of the City's steeper slopes are precluded from development by their designation as "Parks and Open Space" (e.g. ravine areas, Chines hillside, North Shore Escarpment), there are steep slopes on some lands with development potential, mainly in the North Shore Development Area, but also in scattered locations in other parts of the City. On some of these lands, it is important that geotechnical investigation take place, and resulting recommendations be incorporated into development plans, before any site clearing or earth moving takes place.

STEEP SLOPES POLICY

72. Where application is made to subdivide or develop on any site, a substantial portion of which exceeds 20% (11°) grade, a geotechnical investigation should be undertaken. Development Permit Area 5 guidelines deal with this in greater detail including application requirements and situations when exemptions may apply (Chapter 16 and Appendix 2).

6.21 COMMUNITY INVOLVEMENT

The City of Port Moody values and promotes community involvement in the protection of our natural environment. Community involvement can take many forms, including active stewardship groups that conduct public education programs, as well as other activities aimed at protecting and enhancing the natural environment. These programs are important in teaching residents how our daily activities impact the City's natural setting.

COMMUNITY INVOLVEMENT POLICIES

73. The City will encourage public education processes directed at protections of the natural environment, waste reduction and reduced energy consumption.

74. The City will continue to support community involvement and partnerships in environmental stewardship by:

    (a) Supporting community events such as Port Moody's Ecological Society's Fingerling Festival and other such events;

    (b) Encouraging public participation in greening the City through initiatives such as the Naturescape Policy and the annual Environmental Awards Program

75. The City will continue to support participation in community stewardship through the existing Volunteers in Parks policy.

CHAPTER 7: PARKS, OPEN SPACES AND RECREATION

The delivery of Parks and Recreation services in Port Moody aims to provide benefits, either direct or indirect, to all citizens in the community. There is a strong focus in Port Moody on promoting health and wellness and preserving and enhancing the City's parks, open spaces and public facilities.

The City's mission, as outlined in the Parks & Recreation Master Plan (2003), is as follows:

The Parks & Recreation Commission and Community Services Department promote social and physical wellness and enhance the quality of life for all Port Moody residents.

The Plan also outlines a number of goals related to the City's mission. These include:

- ***Community Services Foster Growth of Individual Citizens*** by encouraging the social, emotional, physical, educational, intellectual and creative growth of each member of the community.

- ***Community Services Foster a Sense of Community*** by first establishing a broadly shared community identity, and then developing widely held community spirit and pride, finally progressing to the evolution of a distinct community culture.

- ***Parks Foster the Protection and Enjoyment of Public Lands*** by supporting a wide array of active recreation – such as sports fields and cycling trails – and passive recreation – such as natural forest reserves and flower beds – for the benefit of all residents, present and future.

7.1 TRENDS

As trends arise, they will serve to inform the use of Port Moody's parks and recreational facilities and continue to influence the direction of City policy.

7.2 CONTINUED DEMAND FOR OUTDOOR RECREATIONAL ACTIVITIES

There continues to be strong public interest in the expansion of outdoor recreational opportunities including more walking trails, bicycle paths, parks for both passive and active uses and other outdoor recreational activities.

7.3 CHANGING POPULATION, CHANGING INTERESTS

Since 2001, the number of Port Moody residents aged 65 years and over has grown substantially. Seniors in this age group now make up 9.1% of the City's total population, up from 6.7% in 2001. The baby boom generation (aged 45 – 64) which makes up 28.7% of the City's population will continue to be active and place a high demand on recreation services and more individualized activities.

Youth aged 19 and under make up 25.3% of the population, a decrease of 3.2% since 2001 but still higher than the regional average of 21.8%. Families with children make up over half of all Port Moody households placing continued demand for active recreational spaces and playing fields to meet their needs. Associated with the demands of these diverse populations is the need to ensure that parks and other recreational opportunities are accessible and inclusive.

7.4 CULTURAL ASPECTS OF PARKS AND RECREATION

In keeping with its designation as the "City of the Arts", Port Moody's parks and recreational facilities serve as focal points for many community cultural events. The beautiful natural settings provide inspiration for many creative and artistic pursuits as well as opportunities for people to socialize and interact.

There are a number of outdoor festivals and events that take place in parks, particularly Rocky Point Park. These include the very successful "Arts in the Park" program featuring many local artists and drawing crowds from around the region. The outdoor stage at Rocky Point is a regular venue for performing arts and outdoor concerts, especially during the summer months.

The Arts Centre, the Port Moody Station Museum and Inlet Theatre are other facilities which also play a key role in facilitating the growth and development of the arts and an appreciation of the City's rich history. Further discussion on these facilities can be found in Chapter 10 – Arts and Culture.

7.5 HEALTH AND WELLNESS

Parks and recreation is increasingly being recognized as a vital element in affecting community health and wellness. Wellness is used broadly to refer to mental and emotional, as well as physical fitness. The City supports initiatives to increase the overall fitness level of every resident of the community, regardless of whether they are sedentary or already fit. This translates to the need to create opportunities at various levels.

The City's most recent commitment to community health and wellness is evident in the expansion of the Port Moody Recreation Complex. The Recreation Complex provides opportunities for a range of individual and group activities and facilities to support injury prevention and rehabilitation. The Community Services Department is also working in partnership with School District 43 to develop programs to address youth inactivity and obesity.

7.6 CONSIDERATIONS FOR THE FUTURE

Park space in Port Moody currently makes up approximately 18% of the City's total land area. The preservation of green space and a desire for enhanced linkages between urban open spaces and greenways, trails and bike paths remain of great importance to Port Moody residents.

7.7 PARKS AS PART OF PORT MOODY'S IDENTITY

Port Moody's unique location and geographic features set it apart from other areas within Metro Vancouver and provide both residents and visitors with many opportunities for a variety of outdoor recreational opportunities. Its spectacular setting and the significant number of parks and natural open spaces have contributed to the image of Port Moody as an oasis in the growing urbanization of the region. Public feedback received during this Official Community Plan update indicates support for preserving green space and considering higher density development in certain areas as a means of achieving this. There is also a desire within the community for enhanced linkages between urban open spaces as well as greenways, trails and bike paths.

7.8 URBAN FOREST MANAGEMENT

Urban forestry includes not only city streets, but also city parks and recreation areas as well as suburban areas. Much of Port Moody's parkland includes stream ravines and forested areas necessitating the management of those forests to ensure their long term health and viability as part of a comprehensive urban forest management plan. The need for such a plan is identified in the Parks and Recreation Master Plan and highlighted through the considerable urban forestry work undertaken in 2007 as a result of severe windstorms of 2006/2007.

Urban forest management strives to create a thriving and sustainable mix of tree species and ages resulting in a healthy ecosystem that is valued and cared for by the City and its residents as an essential environmental, economic and community asset. An urban forest management plan provides direction for the maintenance and improvement of an urban forest and makes recommendations to enhance and improve this valuable resource now and in the future. Such a plan would also include a re-forestation program and the monitoring and removal of hazardous trees.

The potential of urban forests for carbon sequestration and mitigating the effects of climate change further emphasizes the need to ensure the long term viability of Port Moody's local forests.

7.9 INCREASED USE OF SHORELINE PARK AND OTHER ENVIRONMENTALLY SENSITIVE AREAS

With the significant population increase in Inlet Centre, there is concern that some of the more environmentally sensitive public areas may be at risk due to overuse. The trails in Shoreline Park and Bert Flinn Park are well used and valued amenities in the community that require regular monitoring and maintenance to ensure visitors are safe and environmental values are protected.

The City will follow the management objectives and policies identified in the Environmentally Sensitive Areas Strategy for city projects within these areas.

7.10 ENVIRONMENTAL CONSIDERATIONS AND THE CONTINUED IMPORTANCE OF A COMPLETE COMMUNITY

As part of the City's sustainability planning, there is a need to ensure that residents have access to a range of recreational opportunities within Port Moody. Proximity to local recreational opportunities helps to reduce reliance on the automobile to access recreation locations elsewhere and the use of fossil fuels.

7.11 DIVERSITY OF PARKS

The Parks and Recreation Master Plan identifies five types of parks in Port Moody and makes recommendations for enhancing these areas to meet the needs of the community. The Plan also includes a set of public open space standards for each type of park. In general, the existing supply of parks meets or exceeds these standards with the exception of neighbourhood parks.

City Parks are large urban parks with a variety of active recreational facilities that serve the entire population of the City. They also provide passive recreational areas, often with special natural features. The Shoreline Park system which includes Town Centre Park, Rocky Point Park, Inlet Park and Old Orchard Park is an example of this type of open space.

Community Parks, approximately 4 to 8 hectares (10 to 20 acres) in size, offer active and passive open space to several neighbourhoods, and a wide range of facilities and services. Westhill and Old Orchard Parks are examples of this type of open space.

Neighbourhood Parks are local parks of approximately 1 to 2 hectares (3 to 5 acres) that provide playing fields, children's playgrounds, and passive recreation within walking distance of about 0.8 kilometre (half a mile) of residential neighbourhoods. They are also desirably located adjacent to elementary schools. The City is generally well served in most areas with neighbourhood parks except in Moody Centre and the April Road/Barber Street sub-division. Seaview Park is an example of this type of park.

Mini-Parks or Parkettes are small parks, offering children's playground equipment and passive seating areas within residential areas. In some cases, these mini-parks are dedicated to the City during subdivision development. Other mini-parks are created within multiple family developments, and ownership and maintenance remains in the private sector. Within Inlet Centre, the Suterbrook and Klahanie developments have included mini-parks connected by greenway trail systems.

Natural Open Space consists of areas that remain undeveloped by virtue of natural features such as watercourses, ravines, steep slopes, unstable soil conditions, or unique characteristics. Recreational use of natural open space is usually limited to passive enjoyment and informal pedestrian routes. Depending on the size, location and characteristics of the natural open space, it may be used by residents of one neighbourhood or the entire city. The Chines area and Bert Flinn Park are examples of this type of open space. Although Port Moody has a significant amount of natural open space, it is important that the City remain alert to opportunities to protect undeveloped land that has unique features, particularly those identified as environmentally sensitive areas.

In addition to these five categories of parks, Port Moody also encompasses a portion of Belcarra Regional Park (maintained by Metro Vancouver) and maintains a number of horticultural displays in public areas throughout the City.

7.12 RECREATION FACILITIES IN EACH NEIGHBOURHOOD

Port Moody has a wide array of indoor and outdoor civic facilities that serve the needs of its residents. Some serve the entire community while others have a greater neighbourhood focus. The Parks and Recreation Master Plan provides an overview of these facilities and includes comments on anticipated improvements in order to better serve the needs of the community.

The most significant recent renovation and expansion to the City's recreation facilities is the Port Moody Recreation Complex. The complex provides a full scope of sports and activity opportunities that contribute to community health and wellness. The facilities also provide training and competitive opportunities for sports at all skill levels.

An update to the Parks and Recreation Master Plan is anticipated in 2014 in order to identify and plan for the community's future recreation needs.

7.13 PEDESTRIAN TRAILS AND BIKEWAYS

Port Moody residents place a high priority on the development and maintenance of bikeways, greenways and pathway systems in the city. The City also recognizes the benefit of a comprehensive pedestrian and cycling network to both personal and environmental health as well as to the overall livability of Port Moody.

A detailed discussion of proposed improvements to the pedestrian and cycling networks including rail crossings, is included in the City's Master Transportation Plan and the Master Cycling Plan. In the case of new development, pathway connectors are encouraged in an effort to link neighbourhoods with parkland, school areas and transit nodes. Pedestrian and cyclist facilities are also required as part of new developments.

Maps 6 and 7 show the existing and proposed pedestrian and bicycle routes.

7.14 MARINE RECREATION

Port Moody has been experiencing increasing pressures for marine recreational facilities. The City provides public boat launching facilities at Rocky Point Park and there are demands for increased launching access for other marine recreational and commercial users (kayaks, sailing boats, rowboats). The City will work to promote continued or expanded marina use.

POLICIES

RECREATION

1. The full range of recreational needs of the community will be met through a combination of approaches, including providing parks (for both active and passive recreational uses), public sports facilities, open spaces, trails and bike paths, protected forested and natural areas, and the provision of recreational, cultural and environmental programs.

2. The City will continue to support sustainable initiatives to increase the overall fitness level of every resident of the community.

3. The City will continue to modify and add park amenities as community needs change.

4. Together with School District 43, the City will continue to jointly explore increased community use of school space to ensure that public use of available public buildings is maximized.

5. The City will work to ensure that the use of existing playing fields is maximized and explore a formal policy for field allocations to ensure fairness for all user groups.

PARKS

6. The City will include universal accessibility principles in the construction of new park facilities and look to model leadership in univeral accessibility in parks.

7. School sites and neighbourhood parks will generally be located adjacent to each other where joint use is in the best interest of the community.

8. The City will work in partnership with Vancouver Port Authority to designate Tidal Park as a Marine Protected Area.

9. Using the Shoreline Park Master Plan as a guide, the City will undertake improvements in an environmentally sensitive manner along the waterfront of Burrard Inlet from Old Orchard Park to Rocky Point Park where appropriate to protect sensitive habitat and where possible enhance the public's enjoyment of the unique resource of Burrard Inlet and adjoining parks. This includes projects to upgrade existing boardwalks and bridges.

10. The remaining private parcels of land to the north of Murray Street and east of Rocky Point Park shall be considered for the eventual acquisition and integration within Rocky Point Park where feasible.

11. Land will be acquired for a neighbourhood park in Moody Centre and April Road/Barber Street sub-division area where feasible.

12. The City will investigate the feasibility of additional artificial turf playing fields.

13. The City will actively plan for the integration of passive recreational opportunities throughout the urban forest, and whenever possible, will attempt to develop a mix of trail types within, or along the edges of, tree retention areas. A longer-term goal will be to develop a comprehensive trail and walkway network system, which links up parts of the urban forest throughout the City with neighbouring communities.

14. The North Shore escarpment, which has been dedicated as park land, will continue to be protected and preserved because of its value to wildlife, its visual and physical presence on the North Shore as an area of relatively untouched green, and its potential for passive recreational enjoyment by all.

15. The presently undeveloped City owned areas of the Chines shall remain in their natural forested state for the enjoyment of all Port Moody residents.

16. Public access to the Chines area and ravines shall generally be limited to planned trails with minimal geotechnical impacts, where grades permit. The City will not develop mountain bike trails in the Chines area due to the unsuitability of the terrain.

17. The City will explore the feasibility and pursue opportunities to develop controlled access pedestrian trails within the Chines area.

18. The City will work with School District 43 to explore the possibility of joint use of the playing fields at Glenayre and Pleasantside schools to make them more suitable for summer play.

19. The City will explore options for the future redevelopment of Chip Kerr VC Park to allow for more active recreational use in consultation with Moody Centre residents.

20. The City will explore opportunities for improving transportation choice to parks eg. promoting carpooling, improved transit connections and enhanced pedestrian and biking access to city parks.

21. The City will encourage the creation and integration of green spaces in private developments eg. community gardens and green roofs.

22. The City will consider the development of a policy with respect to urban agriculture to encourage podiums and mid-rise concrete developments to accommodate green roofs for urban agriculture in addition to stormwater management and to provide for on-site composting and rain water collection.

23. City owned land, streets and lanes, which may be surplus to City needs, will be reviewed for use as public open space and the formation of open space corridors.

24. The City will encourage the creation of open spaces (such as urban plazas and other places of interest) in commercial centres with new developments/redevelopment and their integration to form open space corridors.

25. The City will continue to place a high priority on public access to and the preservation of important view corridors to the waterfront.

26. The City will support and expand volunteers in the park programs to further develop community stewardship including support for volunteer tree planting programs.

27. The City will develop park standards to ensure that new park facilities include life cycle cost analyses and meet energy targets.

28. The City will look for opportunities to decrease light pollution in parks and around recreation facilities while ensuring public safety standards are met.

29. As part of the next update to the Parks and Recreation Master Plan the City will strive to ensure that the current amount of natural green space in the City is maintained.

30. As part of the next update to the Parks and Recreation Master Plan the City will evaluate the need for additional playing fields in relation to anticipated population increase and demand and strive to accommodate any future fields witout encroaching onto natural green space.

31. The City will conduct an assessment of park usage in Rocky Point Park, Old Orchard Park, and Shoreline Park, and estimate future usage based on increased population and better access from Skytrain. The City will utilize this information and draft a Parks Plan in order to plan for future parks needs and potential expansion.

PEDESTRIAN TRAILS AND BIKEWAYS

32. Improved public access to the waterfront and the City's forest reserves, such as the Chines and the North Shore escarpment, shall be pursued by protecting road ends where these provide suitable access points.

33. The City will develop an incentive program to encourage the daylighting and enhancement of key drainages including Dallas/Slaughterhouse Creek, Kyle Creek and South Schoolhouse Creek as priorities and their integration as part of a network of N-S greenways as part of the review of redevelopment proposals in Moody Centre.

34. The City will continue to pursue opportunities for a pedestrian and bicycle link in proximity to Queen's Street to ensure the continuity of the Trans-Canada Trail and connect the Shoreline Trail with Moody Centre.

35. The Trans Canada Trail will continue to be a priority route in the City's pedestrian and bicycle route systems.

36. The City will attempt to provide public access to the waterfront as industrial properties redevelop and in other areas where appropriate.

37. The City will continue to work with the local mountain bike community in the planning and development of trails and to minimize impacts of mountain bike use on sensitive habitats within the park system.

38. The City supports the use of abandoned rail corridors for pedestrian/bicycle trails should these corridors become available in the future.

39. The City will work with developers to ensure that trail systems built within new developments meet City construction standards.

40. The potential of segments of Murray Street, Spring Street, Clarke Street and St. Johns Street as future east-west pedestrian linkages and bicycle routes will be explored, including upgrades to sidewalks, street lighting and landscaping.

41. Consideration will be given to the recommendations outlined in the Mountain Biking Task Force Report (June 2008), in particular:

    (a) Priority should be given to upgrades of existing trails before additional trails are added to inventory unless a new connection is identified as a City priority.

    (b) Neighbourhood development should include a review of existing trail linkages and consider the provision of trail right of ways within planning processes to avoid cutting off trail networks.

    (c) New trails should be situated outside the Streamside Protection and Enhancement Area (SPEA) as designated in Port Moody's OCP and Zoning Bylaw. It is desirable to add additional width to the SPEA during development planning where trail development is desirable and then fit the trail to the natural topography.

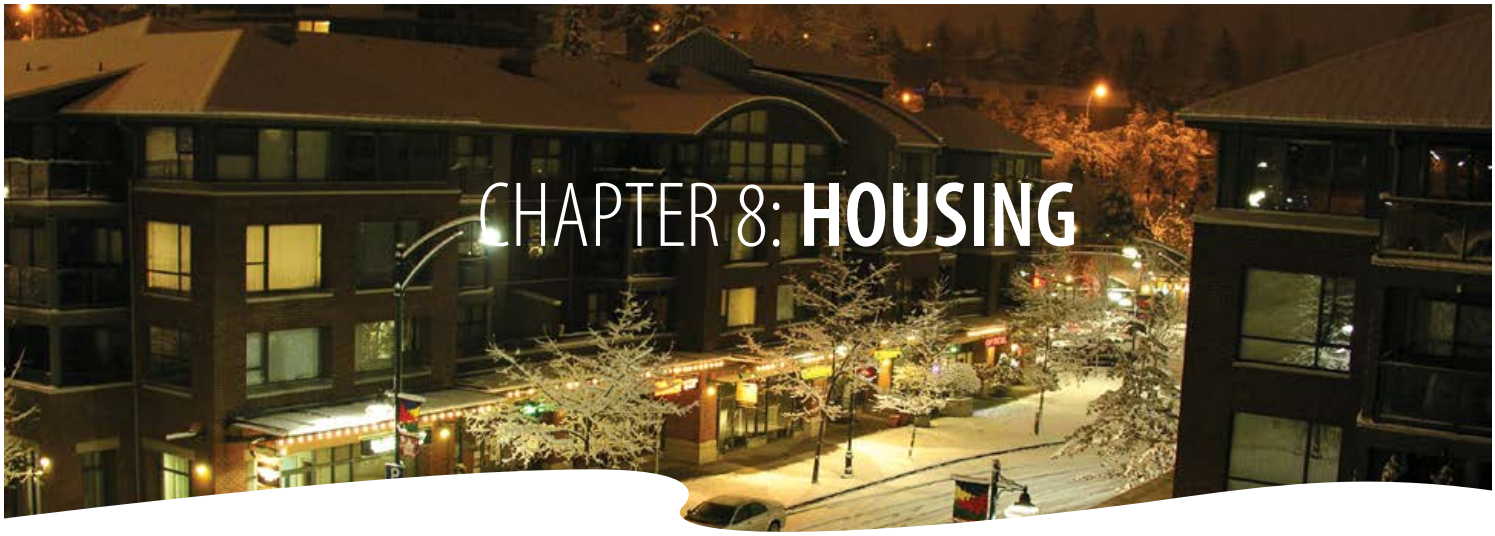
    (d) The City should encourage the Village of Anmore to keep open the road allowance connection to Strong Road as this is the only point of access between Anmore (and surrounding upland areas) and Bert Flinn Park not only for cyclists but for all trail users.

    (e) The City should explore any opportunity to establish a trail through the Upland Reserve Area of Neighbourhood 2 and possibly the Urban Reserve.

42. A north shore trail system will continue to be maintained on the north shore.

43. The City will continue to consider alternate tools, as listed in the Master Cycle Plan's toolkit, to supplement cycling infrastructure investments including mechanisms to improve cycling wayfinding, strategically improve cycling related communications, improve and encourage end-of-trip facilities, improve road safety for cyclists, consider narrower vehicle lanes to accommodate cycling infrastructure, and implement monitoring programs.

44. The City will work with Metro Vancouver to identify opportunities to connect municipal walkways, bikeways and greenways to the Regional Recreational Greenway Network where appropriate.



CHAPTER 8: **HOUSING**

Port Moody has traditionally been a family oriented community. Based on the 2011 Census, 64% of all census families include children. Overall the number of dwelling units in Port Moody has increased from 10,125 dwelling units in 2006 to 12,989 dwelling units in 2011, a 28% increase during this period and the largest increase noted among cities in Metro Vancouver.

During this same period the mix of housing also continued to change. Once dominated by single family homes, the proportion of single detached dwellings has seen a steady decline from 47% in 2000 and 38% in 2006 to 32% in 2011. The current housing stock is dominated by multi-family housing forms with 31% ground-oriented multi-family (townhouses, rowhouses, duplexes) and 36% apartment (low and high rise units).

Of these units, 2011 Census statistics indicate that 77% are owned and 23% are rental units.

More recent building permit statistics indicate that the proportion of multi-family housing (townhouses and apartments) will continue to increase in the future. In 2009, permits were issued for 26 multi-family units compared to 16 single family dwellings. In 2010, the number of single family dwellings dropped to 11 while the number of multi-family units rose to 185 new units. In the following years, fluctuations continued with permits for 18 and 8 new single family dwellings and 23 and 106 new multi-family units issued in 2011 and 2012 respectively.

It is anticipated that the single family home's share of the total housing mix will continue to decline due to: a dwindling supply of land suited for this form of housing; the promotion of compact growth patterns that support transit and preserve green space; and a desire to maintain housing affordability.

Secondary suites represent an important share of Port Moody's housing stock. Based upon the number of licenses issued in 2012, there are approximately 366 known secondary suite in the City, with perhaps slightly more than double that number actually in existence. This would suggest that between 9% and 18% of Port Moody's single family homes may have a suite. While many suites are unauthorized, they are prevalent in single family neighbourhoods due to their use as mortgage helpers and the lack of affordable and available rental housing in the community.

8.1 HOUSING AFFORDABILITY (INCOME, DEMAND, SUPPLY, CHOICES)

Metro Vancouver is recognized across Canada as the country's most expensive place to buy or rent housing, compared to all other urban areas. A strong economy, continuing migration and the shortage of land available for new housing developments will likely continue to keep land prices high, making all forms of new development relatively expensive.

Because of the region's high prices, many people who would buy a home in another region are forced to continue renting in the Lower Mainland. This places additional pressure on the rental market, keeping vacancy rates low and rents high. This will have an important impact on housing affordability especially for households at the low end of the income distribution.

Even though Port Moody residents were found to be somewhat better off than Metro Vancouver as a whole with regard to household income, the 2011 census indicates that 25% of owners (2428 households) and 40% of renters (1166 households) spent more than 30% of their pre-tax income on shelter. For housing to be "affordable", a household should not have to spend more than 30% of its gross income on shelter.

According to the 2011 Census, 23% of Port Moody households live in rented housing which is lower than the regional average of 35%. Rental units may be conventional apartment buildings, detached houses, townhouses or duplexes, but in recent years they are also likely to be investor-owned condominiums or

secondary suites in detached houses. There are concerns with the diminishing proportion of rental housing in the region, particularly as the existing supply of purpose-built rental housing is aging and vulnerable to redevelopment.

Port Moody currently has approximately 580 units of affordable housing in social housing developments providing housing for families, seniors and those with special needs. Whether rentals or cooperatively owned, these units provide affordable housing for people who cannot afford housing in the marketplace. As well, as of December 2012, 96 households were receiving rent supplements through provincial programs for a total of 676 affordable units.

Since the construction of 86 new units of subsidized housing in the Inlet Centre Residences project, no new subsidized units have been created in Port Moody.

8.2 ROLE OF FEDERAL AND PROVINCIAL GOVERNMENTS

Most of Port Moody's subsidized housing units were built in the 1970s and 1980s, when the federal government financed two-thirds of the cost of new projects. Federal subsidies through CMHC were phased out in the early 1990s. In 2006, by way of agreement, responsibility for housing was officially devolved to the provincial government from the federal government. To clearly articulate future directions in housing, the province mapped out its housing strategy in Housing Matters BC. While this strategy addresses the entire housing continuum, it focuses primarily on improved access to housing for the most vulnerable citizens and those with low incomes. Among its six strategies are:

- Supported housing for the homeless;
- Improved access to rental housing for low-income households; and
- Home ownership as a means of self-sufficiency.

In keeping with these strategies, the province, through BC Housing, has launched a Homelessness Outreach Program and a Housing Endowment Fund. It also offers a number of programs that provide rent supplements to low income families, seniors, the homeless and mental health clients.

No new subsidized units have been built in Port Moody since the completion of the Inlet Centre Residences in 2003.

8.3 ROLE OF REGIONAL GOVERNMENT

As a result of the rising incidence of poverty in the region, low vacancy rates and increasing rents, Metro Vancouver completed a regional Affordable Housing Strategy in 2007. The Strategy has three goals:

- Increase the supply and diversity of modest cost housing;
- Eliminate homelessness across the region; and
- Meet the needs of low income renters.

The strategy focuses on ways to increase the supply and diversity of modest cost housing, enhancing the continuum of housing and supports for those who are homeless, and expanding the supply of affordable rental housing. Proposed actions in the Strategy include specific actions the Region or member municipalities could take and potential partnership opportunities or actions requiring the commitment and support of others including senior levels of government, the non-profit and co-op sectors and the private sector.

8.4 MUNICIPAL ROLE

The primary role of funding the capital costs for affordable housing continues to be the responsibility of the federal and provincial governments. Ongoing and adequately funded programs from senior levels of governments are essential to create additional supply of permanent, affordable housing for low and modest income households. However, municipalities can positively influence affordability and assist the creation and retention of affordable housing in their boundaries.

In 2009, the City completed an Affordable Housing Strategy. This Strategy builds upon the work undertaken as part of the 1993 Affordable Housing Study and its 1999 update. It was developed by examining the most recent housing and income data from the City and the region as well as other municipal Affordable Housing Strategies. Public consultation with stakeholders and interested community residents provided valuable feedback on identifying local affordable housing needs and potential strategies. All of this information was used to develop nine new work plan actions to confirm and strengthen the City's continuing commitment to ensure that a broad range of housing options are available in the community to meet the needs of all Port Moody residents.

There are a number of ways the City can address this issue such as by allowing laneway housing units in single family neighbourhoods, providing land on a lease basis for the development of affordable housing, density bonusing, fast-tracking of the approval process for affordable housing projects, municipal affordable housing funds, encouraging the development of adaptable housing, and inclusionary zoning, to name a few.

8.5 CHANGING POPULATION, CHANGING NEEDS

In 20 years, Greater Vancouver will have a significantly older population than it does now as baby boomers born in the post war period pass through middle age into the senior demographic. Empty-nesters will leave the detached houses, duplexes and townhouses they raised their children in, seeking smaller, more maintenance-free alternatives. Many will wish

to stay in communities in which they feel rooted, close to friends, neighbours, churches, doctors and social circles.

At the other end of the age spectrum, young adults are much more likely to live alone, or, if married, to put off starting families. These smaller households often cannot find suitable and/or affordable homes in traditional suburban neighbourhoods.

In the next 15 years it is expected that single person households and families without children will make up about 60% of the forecast household growth in Metro Vancouver, while families with children and lone parent families will make up 30% of the forecast growth.

In an effort to accommodate growth pressures within the broader regional context, Metro Vancouver member municipalities adopted the Metro Vancouver 2040: Shaping Our Future Regional Growth Strategy (RGS) in 2011. Some of the key goals in the RGS are to promote a pattern and form of development that maintains harmony with nature, fosters community well-being and ensures economic prosperity. By promoting complete and compact communities, the RGS plays a role in influencing the location and form of new housing in the region.

Most of Port Moody is located within the Urban Containment Boundary identified in the Regional Growth Strategy. Potential options for accommodating an increasing population include:

- Redevelopment in existing neighbourhoods, particularly in close proximity to proposed Evergreen Line transit stations;
- Encouraging commercial developments to include a significant residential component;
- The continued redevelopment of the Inlet Centre neighbourhood.

8.6 DEMANDS FOR NEW FORMS OF HOUSING

The combined forces of population growth, smaller households and higher prices are leading increasing numbers of people to seek housing options other than the detached single family house which is Metro Vancouver's traditional form of housing. Townhouses, apartments, duplexes, small lot houses and detached houses with secondary suites are all sought after. 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. Design efforts in this regard have included:

- Smaller houses on smaller lots;
- Attention to the pedestrian experience with the inclusion of boulevards with street trees and other sidewalk enhancements;
- The use of traditional architecture including porches;
- Better utilization of back lanes and rear garages;
- The integration of local commercial and social amenities into residential neighbourhoods; and,
- The development of live/work and work/live spaces.

A range of housing choices will continue to be provided for Port Moody's residents in both newly developing areas of the community and redeveloping neighbourhoods.

8.7 A COMPLETE AND SUSTAINABLE COMMUNITY

The City acknowledges the importance of creating a complete and sustainable community where residents can live, work, play and shop. Complete communities provide opportunities for housing, jobs, a better distribution of public services, a more effective transportation network and a reduction in energy use and green house gas emissions. By providing a wide range of housing options, complete communities help create a diverse and vibrant community life and allow residents to stay in their community as their needs change.

In this respect, much of the new housing will, where possible, be clustered in "villages" or neighbourhoods. In planning for new housing, consideration will be given to creating accessible pedestrian oriented developments with the necessary and appropriate amenities, as well as social and cultural facilities to encourage a sense of community and identity. Multi-family developments should, where feasible, include a mix of uses, be pedestrian oriented, add visual interest and identity to the streetscape and be situated in proximity to public transit.

8.8 INFILL DEVELOPMENT

The residents of Port Moody continue to take pride in the "small town feel" and character of their community. They appreciate the uniqueness and human scale of their neighbourhood and the preservation of green belts throughout the city. These are qualities which continue to draw new residents to Port Moody who seek not only a place to live, but a community that provides a quality of life and vitality which many traditional suburban communities have lacked. In this respect, infill development resulting from subdivision or redevelopment should be undertaken in a sensitive manner respecting the scale and character of existing neighbourhoods and surrounding development particularly with respect to a building's pedestrian scale, location, design etc.

Infill development refers to building homes, businesses and public facilities on unused or underutilized land within existing urban areas. They range from the single vacant lot to surface parking lots to the redevelopment of underused buildings and sites and the rehabilitation of historic buildings for new uses.

Successful infill development can offer these rewards for communities:

- Provide housing (both affordable and market rate) near job centres and transit;
- Increase the property tax base;
- Preserve open space at the edge of urban areas;
- Provide new residents to support shopping districts and services;
- Capitalize on community assets such as parks, infrastructure and transit; and,
- Create new community assets such as child care centre, arts districts and shopping areas.

8.9 RESIDENTIAL DENSITIES

In order to achieve its housing goals, Port Moody has provided for a range of housing forms and densities in this community plan:

8.9.1 SINGLE FAMILY LOW DENSITY FORM

This designation includes detached single family homes, single family homes with secondary suites and mew housing. Single family low density housing forms will not exceed that permitted in existing zones, except in cases where secondary suites and mews housing are permitted in an effort to conserve heritage buildings. This form of housing generally consists of one house, or one house with a secondary suite, on a single lot.

Laneway housing may also be considered as part of the low density single family form to allow for a modest amount of infill that preserves the scale and character of existing single family areas.

Laneway housing refers to a detached dwelling unit that is secondary to the primary residence of the property owner and includes a detached rear garage apartment or cottage style structures (also known as "mews housing" or "granny flats").

8.9.2 MULTI-FAMILY FORMS

a. Low Density Multi-family Forms (2-3 storeys)

This designation provides for two-family homes (side-by-side and up-and-down duplexes), tri-plexes, four-plexes, townhouses (side-by-side or stacked), row housing and cluster housing on individual or common lots. Buildings will in most cases be two to three storeys in height.

b. Medium Density Multi-Family Form (up to 6 storeys)

This designation provides for higher densities that may include townhouses (side-by-side or stacked), apartments or a combination, including apartments over townhouses in mid-rise building forms. Buildings will typically be four to six storeys in height dependent upon area specific policies.

c. Medium Density Mixed Use: Mid-Rise (6 to 12 storeys)

This designation provides for medium density residential development predominantly in the form of mid-rise apartments that range from 6 to 12 storeys in height.

d. High Density Multi-Family Form: High Rise (up to 26 storeys)

This designation is limited to the the Inlet Centre Station Transit-Oriented Development Area and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys.

e) High-Density Multi-Family Form: High Rise (up to 38 storeys)

This designation is limited to the Oceanfront District and provides for high density residential development predominantly in the form of apartment buildings. Building heights are limited to 38 storeys.

POLICIES

Port Moody's housing goals will be achieved by the following policies:

1. The future housing needs of the City will be met through a variety of housing types and forms and tenures, providing residential accommodation ranging from affordable to affluent to serve the needs of a wide range of people, including families, singles, seniors and those with special needs.

2. Residential development in new and established neighbourhoods shall:

    - Enhance the quality of the community by providing opportunities for social interaction between residents;
    - Be sited, designed and landscaped in a manner which respects the character of the neighbourhood, including social and physical infrastructure and minimizes possible negative impacts;
    - Provide a gradual transition of scale and density through the stepping down of a building towards, and setbacks from, existing lower density residential areas;
    - Results in neighbourhoods which are energy efficient, minimize greenhouse gas emissions and are pedestrian and bicycle oriented;
    - Include, where possible, back lanes with rear detached garages, boulevards with street trees, walkway/cycling connections to parks and open space; and,
    - Be designed in a manner sensitive to lands with high environmental value.

3. Residential development or redevelopment, including infill, will be evaluated for its suitability according to whether it:

    - Creates the physical attributes of a village-like community, helping to strengthen the sense of place and the social fabric of an area;
    - Results in buildings and spaces which encourage the interaction of residents of all physical abilities and the development of a sense of community;
    - Minimizes the impact of and reliance on the automobile in terms of subdivision layout, building design, parking requirements and public transit planning by the use of community energy planning principles;
    - Results in neighbourhoods which are energy efficient, minimize greenhouse gas emissions and are pedestrian

and bicycle oriented;
- Incorporates green building technology such as alternative forms of energy use and methods of reducing water consumption, waste production and stormwater runoff;
- Provides appropriate landscaping, clustered tree retention and replanting and contributes its fair share to the open space of the surrounding community, as part of a comprehensive approach to the creation and maintenance of a natural environment for the enjoyment of all residents; and
- Maintains view and migratory corridors, where possible.

4. The location and type of residential developments shall be as set out in the Overall Land Use Plan – Map 1 of this OCP.

5. Parcels already zoned for multiple family residential (RM) use shall generally continue to be used for this purpose when redeveloped.

6. In commercial areas, mixed use developments incorporating a residential component shall generally be encouraged, subject to the criteria in Housing Policies 3 and 4 above being satisfied.

7. To encourage the conservation of buildings with heritage value, the City will consider commercial or mixed residential and commercial uses within residential buildings. Additional building floor area, including the restoration of existing floor area or adding new compatible floor area, either to the existing building, or as a separate building on the same property (e.g. laneway housing or garden suites) will also be considered when associated with heritage conservation.

8. All multi-family and infill developments in the City, including two-family developments, shall be subject to a development permit and/or a development authorization.

9. In the design of multi-family development, the needs of households with children will be considered as well as the opportunity to provide ground oriented units.

10. Consideration of measures to address the maintenance of existing affordable housing units and the continued development of new affordable housing as outlined in the City's Affordable Housing Strategy, including:

    - Requiring affordable housing as a condition of the sale of City-owned land, where appropriate;
    - Exploring the feasibility of establishing an affordable housing "land bank";
    - Encouraging the development of partnerships among community groups, non-profit organizations, the business community, professionals, the school district and all levels of government to provide affordable/ special needs housing;
    - Consideration of an inclusionary housing policy and/or density bonus provisions as a means of encouraging new affordable rental and/or ownership housing stock as part of new residential or mixed use projects. Implementation of these measures will involve further work to determine appropriate requirements regarding the provision of affordable housing units or cash-in-lieu contributions to the City's Affordable Housing Reserve Fund;
    - In the case of the redevelopment of existing rental accommodation, exploring requirements for the replacement of existing rental units or cash-in-lieu contributions to the City's Affordable Housing Reserve Fund;
    - Developing a set of policies to protect the existing affordable market rental housing stock from either demolition or conversion to strata title;
    - Reviewing the current secondary suite policy in order to encourage the development of new suites in appropriate zones;

- Consideration of a Standards of Maintenance bylaw to provide the City with the ability to enforce minimum maintenance standards on the landlords of rental housing;
- Streamlining the regulatory and approval process for developments which include affordable housing units;
- Developing partnerships with community groups, not-for-profit housing organizations and for-profit developers as well as all levels of government to encourage the development of a range of affordable housing;
- Encouraging laneway housing in all single family areas;
- Consideration of future small-house/small-lot developments, cluster housing and detached secondary dwelling units (such as laneway housing and garden suites) through amendments to the zoning bylaw;
- Encouraging adaptable housing in multi-unit buildings to help people remain at home as their mobility declines with age, illness or injury;
- The identification and pre-zoning of appropriate sites for supportive housing and treatment facilities for persons with mental illness and addictions;
- Ensuring that affordable housing is allocated across the community, with all neighbourhoods considered appropriate for such housing;
- Investigating the potential of garden suites to provide additional small scale affordable infill housing within single family areas; and
- Tracking, on a regular basis, key affordability indicators to monitor the achievements of the City's Affordable Housing Strategy.

11. Residential land shall be pre-zoned where it is considered to be in the community interest to do so in order to promote affordability or achieve other public benefits.

12. Consideration will be given to allowing residential parking variances associated with mixed commercial/residential and other residential developments when broader community benefits can be realized. The variances will be considered by Council on a case-by-case basis where supported by an approved traffic and parking analysis prepared by the project proponent and the provision of amenities to encourage alternatives to single occupant vehicle use (e.g. bicycle parking spaces, bicycle storage space, car sharing or co-operative auto network spaces, subsidized transit passes).

13. Review and update the current Zoning Bylaw to reflect new housing trends, a wider range of densities and improved site design requirements.

14. Encourage the provision of housing and services to meet the diverse needs of seniors and allow them to age in place within their community.

15. Encourage a mix of rental, strata and freehold housing units in proximity to transit stations.

16. Encourage the location of low income, affordable and seniors' housing units near transit stations and transit corridors to support transit-dependent individuals.

17. The use of a density bonus provision, to allow owners to develop at a higher density in return for provision of community amenities, will be permitted throughout the City where lands are rezoned to permit higher density residential development.

Potential amenities to be provided include:

- Community facilities
- Parks and Recreation Facilities
- Environmental Enhancements
- Arts and Cultural Facilities
- Public Art
- Streetscape and/or Pedestrian Related Improvements
- Affordable or special needs Housing or Contributions to the Affordable Housing Reserve

CHAPTER 9: ECONOMIC DEVELOPMENT

A key component for a vibrant and sustainable community is the availability of a range of commercial and industrial opportunities to serve its citizens. Economic activities provide goods, services, and jobs, the essential needs of a growing and complete community. Port Moody's attractive natural environment, waterfront setting, unique character and history provide the City with additional opportunities for economic development.

This chapter outlines the commercial and industrial policies that are intended to increase the range of economic opportunities for Port Moody residents while improving the City's employment and economic base.

9.1 COMMERCIAL DEVELOPMENT

Commercial activities provide the daily and long term needs of residents for goods and services, as well as employment in a broad range of retail, service and business activities.

Port Moody's main commercial areas are located in the Moody Centre and Inlet Centre neighbourhoods. Approximately 47,150 sq. m. (507,518 sq. ft.) of commercial floorspace currently exists in Moody Centre in a variety of commercial developments. The Inlet Centre neighbourhood presently contains approximately 16,800 sq. m. (180,834 sq. ft.) of retail and office space, plus, a total of 30,000 sq. m. (322,917 sq. ft.) upon build out of commercial space at the Suter Brook and Village sites.

9.1.1 ECONOMIC TRENDS

A number of trends are shaping the regional economy that have implications for Port Moody's commercial sector. These changes in the regional and national economy will influence the success of commercial development in Port Moody. These can be briefly summarized as follows:

- Both regionally and nationally, there has been a shift of recent industrial development away from traditional "blue collar" industries (eg. heavy industry and manufacturing) towards technology oriented, office, retail, service, health care and research activities. According to the 2006 Census, 78% of the jobs in Port Moody are service oriented (retail, professional, technical, food services, public administration, recreation, and information and cultural services). Seventy-five percent of employment in Metro Vancouver is now in service industries.

- There has been a blurring of activities in industrial areas, whereby many newer industrial developments involve combinations of uses (eg. research, storage/distribution, sales/service, light manufacturing, and management/ administration uses) and do not fit into the distinct categories of more traditional industries (eg. distribution, warehouse and manufacturing).

- Rising industrial land values have led to certain developed industrial areas becoming simultaneously less attractive to traditional industrial users and more attractive for higher density residential and commercial development.

- Regionally, the tourist industry continues to strengthen due to the high quality of attractions in Metro Vancouver. Tourism is British Columbia's second largest industry after forestry, accounting for 7.2% of jobs in the province.

- The retail sector continues to change with the growth of large format discount retailers or member stores, on-line shopping, as well as an increase in specialty, high-service small retail stores. There is also growing interest among consumers for "green friendly" products and business practices.

- Aging baby-boomers remain a dominant demographic market group who are influencing shopping patterns and the demand for health related services.

- Commercial office floorspace has been dispersing throughout the region. Business parks have become favoured locations for office jobs due to lower rents, less expensive land costs and lower construction and parking costs.

- Many low-skilled manufacturing jobs in Canada have been lost to lower wage countries and caused Canada's focus to shift to activities that require highly skilled workers, advanced technology, developed infrastructure or other areas where Canada has an advantage.

- Advanced professional and business services, including technology intensive services, will be an increasingly important part of the regional economy.

- Health and education will both be growth industries as the population ages and as life-long learning becomes more important.

9.1.2 COMMERCIAL DEVELOPMENT – CONSIDERATIONS FOR FUTURE DIRECTIONS

COMPLETE AND SUSTAINABLE COMMUNITIES

One strategy of Metro Vancouver's Regional Growth Strategy involves the development of complete communities. Complete communities offer an increased range of opportunities to residents of all abilities by providing a balanced distribution of jobs and housing, a wider choice of housing types, a better distribution of public services and a more effective transportation system. The provision of a wide range of services and amenities close to home, including commercial, office and retail activities, is an integral aspect of this concept.

The jobs to housing balance is intended to promote urban growth that maintains a sustainable local tax base, provides an adequate range of shops and services in each area and allows people to live close to work or work close to home. Closely linked to this balance is the provision of a sufficient number of employment opportunities to match the resident labour force. Based on the 2006 Census, Port Moody had a jobs to employed residents ratio of 0.42. This ratio has consistently decreased from 0.44 in 2001 and 0.55 in 1991. Although in absolute terms, the number of jobs in Port Moody increased by 28% since 2001, this figure is overshadowed by the significant population growth in the city during this same period.

Of the 15,535 Port Moody residents who were employed at the time of the 2006 Census, 16% (2485) people) had their regular place of employment within Port Moody. Of this total, 8.7% were employed in home-based businesses. Seventy-four percent of employed residents left Port Moody to travel to jobs in other municipalities, predominantly in Vancouver, Burnaby and Coquitlam. While the number of residents living and working in Port Moody is growing, the commuting pattern of the majority of employed residents continues to have a significant impact on the consumption of fossil fuels, greenhouse gas emissions, air quality, traffic congestion and reduces employees' quality of life.

In an effort to support the development of a complete community and achieve a better balance between jobs, employed residents and housing, mixed use developments (commercial/residential) will continue to be encouraged in areas zoned for this use to create retail and service opportunities and employment for Port Moody residents while at the same time providing the consumer base necessary to support these ventures.

THE CONTINUED EVOLUTION OF MOODY CENTRE

In June 2005, the Moody Centre Commercial Market Assessment and Revitalization Strategy was completed to provide an overview of the market position and a redevelopment strategy for the retail component of the Moody Centre Commercial District. The Strategy noted the locational advantage of the area as well as the presence of an exciting range of residential and mixed use redevelopment opportunities. The area's greatest potential was strongly linked to an increase in the local population base through densification, beautification initiatives and the development of landmark or anchor retail projects. All of these actions were intended to give Moody Centre a clear role and function within the community and a more distinct identity.

As a result of growing interest in the evolution of Moody Centre and the anticipated completion of the Evergreen Line in 2016, it is anticipated that there will be opportunities to transform the area into a higher quality, more diverse and viable area. Increased residential densities will help attract developers to Moody Centre and contribute to a wide range of community amenities. A larger local population base is also considered necessary to support local commercial enterprises.

Commercial development in Moody Centre will be encouraged within the historic commercial area along Clarke Street and supported through the provision of heritage conservation incentives. Opportunities for linkages between this historic area and an emerging cultural district around the existing Arts Centre will be pursued to create a unique shopping and recreational district attractive to both local and regional residents.

Higher density mixed use developments will be encouraged along St. Johns Street and in proximity to future transit stations to provide a focal point for convenient, "close to home" access to commercial facilities and services to meet the day-to-day and occasional shopping needs of the surrounding residential areas.

THE DEVELOPMENT OF INLET CENTRE

Inlet Centre has undergone considerable growth within the last 20 years resulting in a compact, urban, mixed use environment serving the needs of a dense local population. Inlet Centre is often cited as one of the most successful examples of a complete and compact urban development in Metro Vancouver. Ongoing and planned development in the area will continue to provide high density residential, commercial and employment opportunities for Port Moody residents in an enhanced pedestrian oriented environment.

ECONOMIC DEVELOPMENT AND ARTS AND CULTURE

The 2011 City of Port Moody Arts and Culture Master Plan recognized the potential contribution of arts and culture to the City's economy. The Master Plan outlines an Arts and Culture Vision for Port Moody that acknowledges the City's strong arts and culture base and encourages the development of a cultural district in Moody Centre. The successful "City of the Arts" branding, together with very active local arts and cultural organizations, have continued to distinguish Port Moody as both a local and regional destination for arts and culture.

According to the 2006 Census, 4.0% of all jobs in the City of Port Moody are arts and culture related. The number of arts based cultural industries in the City continues to grow capitalizing on the popularity of the "City of the Arts" theme and the synergies created among these uses.

ECONOMIC DEVELOPMENT AND TOURISM

A Tourism Strategic Plan was completed for Port Moody in 2004 and updated in 2005 that derives both from Port Moody's strong historical roots and the successful branding as the City of the Arts. The Plan proposes a strategic direction that will serve Port Moody's economic development by focusing on short and medium term actions that set the course for the future. Background studies in support of the Plan suggest that the target tourist market for Port Moody is first the local community and secondly, residents from other municipalities within Metro Vancouver.

The Plan outlines a number of initiatives to promote tourism in Port Moody, many of which have been successfully completed. Public input received during this OCP update suggests the need to continue to promote the City of Arts theme and to recognize and capitalize on the link between the arts, heritage, tourism, economic development and the lure of the waterfront.

COMMERCIAL POLICIES

1. The City will discourage the conversion of existing commercial lands for residential or other uses.

2. Commercial land use needs for Port Moody will be met through a number of strategies calling for:

    - Continued high density mixed use development in Inlet Centre
    - Mixed use development within Moody Centre at increased densities
    - Opportunities to include commercial activities in any redevelopment of waterfront lands
    - Special measures to revitalize the historic commercial area along Clarke Street and to encourage the development of a cultural district around the existing Arts Centre
    - Incorporating transit oriented development principles to encourage concentrations of higher density, mixed use development around future transit stations

3. Residential densities in the Moody Centre area will be enhanced as outlined in Chapter 15 – Neighbourhood Plan Areas, so as to stimulate commercial redevelopment and revitalization of the area and provide support for rapid transit. All new intensive forms of development will conform to Development Permit Area guidelines (Chapter 16 and Appendix 2), so as to enhance the character of the area.

4. The City supports the continued improvement of the physical appearance and strengthening the economic viability of the heritage conservation and heritage character areas of Moody Centre by:

    - Ensuring that new buildings are compatible with the heritage values and heritage character of the area through the application of the Moody Centre Heritage Conservation Area (Appendix 4) and Development Permit Area guidelines (Chapter 16 and Appendix 2)
    - Exploring and encouraging the use of heritage conservation tools and incentives provided by the Local Government Act, such as heritage revitalization agreements, heritage zoning and the use of density transfer mechanisms to preserve heritage buildings
    - Encouraging businesses to restore and revitalize their frontages to conform with the Moody Centre Heritage Conservation Area (Appendix 4) and Development Permit Area guidelines (Chapter 16 and Appendix 2)
    - Establishing a Heritage Revitalization Tax Exemption program to foster the revitalization of heritage buildings and increase the economic viability of these projects
    - Supporting community arts and culture facilities in the area
    - Exploring with Translink provincial and regional agencies the feasibility of improving traffic conditions on St. Johns and Clarke Streets for pedestrians, shoppers and local business people and encouraging north/south bicycle and pedestrian connections to the waterfront over the railway tracks at the time of redevelopment
    - Developing a strategy for linking Moody Centre with the Inlet Centre neighbourhood

5. As part of the City's efforts to enhance the image of Moody Centre, no further Service Station Commercial Zones and Automobile-Oriented Commercial Zones shall be permitted. Existing properties zoned for automobile-oriented use shall be encouraged to be rezoned and redeveloped for high quality commercial and mixed use developments with buildings located close to the front lot line.

6. Consideration shall be given to allowing residential parking variances associated with mixed commercial/residential developments when broader community benefits are realized. The variances will be considered by the City on a case-by-case basis where supported by an approved traffic and parking analysis prepared by the project proponent.

7. A range of retail, office and professional and personal service uses will be encouraged in Inlet Centre and Moody Centre provided they contribute positively to the completeness of the neighbourhood and the provision of local employment opportunities.

8. High rise mixed use commercial/residential uses will be limited to areas within a 400-metre radius of the Inlet Centre station. Other area specific building height limitations are outlined in Chapter 15 – Neighbourhood Plan Areas and on Map 11: Evergreen Line Sub-Areas.

9. The City recognizes the role of arts and culture as an important employment sector and will continue to promote Port Moody as the "City of the Arts" through community festivals, events and support for local arts initiatives.

10. The City will encourage businesses to operate in a sustainable manner.

11. The City will explore opportunities to attract new businesses that can contribute to the local economy and encourage a better match between the skills of the City's resident labour force and the jobs available in Port Moody.

12. The City will continue to support home based businesses that do not negatively impact the residential neighbourhoods where they are located.

13. The City will encourage the provision of locally scaled commercial retail outlets in suitable locations close to residential neighbourhoods.

14. The City will promote Port Moody as a year-round tourist destination by engaging partners for successful tourism experiences and developing a marketing plan to showcase local cultural and recreational opportunities.

15. The City will explore tourism and other economic development opportunities for Port Moody.

16. The City will undertake a commercial parking study for Moody Centre to identify options for increasing public parking to support shoppers accessing local businesses.

17. Temporary commercial and industrial use permit applications will be considered by Council on a case by case basis within areas designated as Multi-family Residential, Mixed Use, Mixed Employment, General Industrial, Parks and Open Space, and Public and Institutional on Map 1: Overall Land Use Plan.

18. The City will encourage the Ministry of Health and the Fraser Health Authority to expand services at Eagle Ridge Hospital.

19. The City will seek to attract public and private health and wellness sectors to make investments in Port Moody and will work with existing health services providers to grow the health and wellness sector further.

20. Entertainment uses are encouraged as part of the revitalization and redevelopment of Moody Centre. These uses include, but are not limited to, performing arts centres, movie theatres, restaurants, specialty retail stores and night clubs.

21. Street front retail and open air retail centres are encouraged to provide an attractive environment for convenient, unique and interesting owner-operator businesses and enhanced opportunities for connections between community members and local businesses.

9.2 INDUSTRIAL DEVELOPMENT

The City's location on tidewater and the transcontinental railway provided the stimulus for resource based industries in Port Moody. With sawmills, two oil refineries, a shipping port, power generating facility, and a number of smaller related industrial and warehousing operations, the growth of Port Moody has been closely tied to industrial development.

While manufacturing remains an important part of the regional economy, the focus is changing from the processing and handling of natural resources to wholesale and distribution services, and high technology and knowledge-based industries. Traditional industry sectors that remain are having to change in order to survive and prosper, as evidenced by how the industrial landscape is changing throughout much of the region.

9.2.1 ECONOMIC ACTIVITY

At the time of the 2006 Census, approximately 830 (13%) of the 6465 jobs in Port Moody were in the industrial sector, of which the majority were in manufacturing, wholesale trade and transportation and warehousing. However, recent changes in the city's industrial base reflect broader economic shifts, as firms in certain sectors down-size, reorganize, relocate or close altogether. Although the industrial sector has historically paid a substantial share of Port Moody's property taxes, the trend has been changing due to the significant residential growth in the City in recent years.

9.2.2 LAND BASE

Lands currently zoned heavy industry in Port Moody occupy approximately 1158 acres (468 ha), or 18.2% of the City's land base. The majority of these lands are accounted for by the two former refinery facilities. By contrast, only about 60 acres (24ha), or 1% of the land base, are zoned for light industrial uses. Not only are these industrially zoned lands significant in the Port Moody context, but they also account for approximately 4.0% of Metro Vancouver's industrial land base.

9.2.3 PORT-RELATED ACTIVITIES

Most of Port Moody's industrial land is either on or close to the waterfront. Port Metro Vancouver — a federal agency — plays an important role in the future use of the waterfront, since it has jurisdiction over most of the non-municipal waterfront land. The Port Plan (2005) provides direction for the ongoing development and utilization of lands under its jurisdiction, including Pacific Coast Terminals (PCT) in Port Moody. PCT is designated as a major bulk terminal specializing in handling sulphur and petrochemicals. Other lands under the Port's jurisdiction include the waterside facilities for Mill and Timber Products, Imperial Oil's IOCO Terminal and the BC Hydro Burrard Thermal Plant. The land uses intended for these areas include a mixture of port industrial, marine commercial, recreational and residential waterfront moorage uses.

9.2.4 INDUSTRIAL BUSINESS DEVELOPMENT – CONSIDERATIONS FOR FUTURE DIRECTIONS

LIGHT INDUSTRIAL AND TECHNOLOGY BASED INDUSTRY

There continues to be a shift in regional employment from heavy resource-based industry to light, clean industry, including the high technology and knowledge-based sectors. These industries are not necessarily located on designated industrial lands because they do not require the same degree

of infrastructure and transportation support and are able to be integrated into communities in other forms such as live/work or work/live arrangements. Emerging new industrial firms include those in the areas of high-tech, bio-tech and environmental technology and services.

There is growing pressure on industrial lands for conversion to other uses. As heavy industrial lands become available for re-use, careful consideration should be given to their redevelopment, including possible continued light industrial business and high technology uses.

Across Greater Vancouver, old warehousing areas and former sawmill sites have been redeveloped into medium to high density residential use as the region's high housing market prices out other uses. The result has been soaring prices for industrial land when large enough parcels can be assembled.

Vacant lands — the former landfill site, for example — may be considered suitable for light industrial or compatible commercial purposes due to the site's location on a major transportation route and potential for redevelopment.

CHANGING USE OF INDUSTRIAL LAND

In an effort to accommodate the crossover that is occurring between traditional industry and other business activities, light industrial areas in Port Moody are designated for mixed employment development. This designation encompasses smaller, corporate headquarter facilities and businesses involving combinations of research, sales/service, light manufacturing and management/administration as well as the potential for residential uses. These businesses tend to be more job intensive and complementary to other commercial services helping the City develop its economic base and employment growth objectives.

Recent trends in the evolution of traditional industrial lands have shown interest in the development of multiple-use industrial centres that combine both residential and industrial uses resulting in mixed neighbourhoods where people work and live. Another emerging approach in the design/redesign of industrial sites is eco-industrial networking; that is, establishing relationships between industrial businesses to use new and existing energy, material, and water thereby improving competitiveness and community and ecosystem health. For example, the heat or waste generated from one industrial cluster could be used by another industrial activity (also known as eco-industrial parks, zero emissions clusters, industrial ecosystems and sustainable technology parks).

IMPORTANCE OF WATERFRONT INDUSTRIAL LANDS

The redevelopment of waterfront lands to other uses, and the importance of port-related activities in Port Moody's economic development suggest the wisdom of continuing to protect appropriate lands for future industrial use. This requires careful assessment of any planned adjacent land uses to ensure that they will not conflict with the ability of industry to continue to operate successfully. Conversely, there is the necessity for industry to recognize the need for visual screening, noise mitigation and other measures to reduce impacts on adjoining residential uses.

In the event that waterfront industrial activities cease operation, consideration should be given to alternative long-term uses for these sites. A variety of uses will be considered, provided that they generate employment and improve safe public access to waterfront areas. Longer term redevelopment can build on Port Moody's industrial heritage while at the same time embracing more intensive use of waterfront industrial lands for light industrial, business/office park, commercial, residential and marine related uses.

In 2003, an update to the Waterfront and Area Economic Visioning Study (1998) was completed. The Vision recognizes the trend away from traditional heavy industry and explores the future use of a number of larger industrial sites and the resulting potential impacts on the City.

INDUSTRIAL POLICIES

1. In general, the City will discourage the conversion of existing industrial lands for residential or other uses. In cases where Council considers a change to the industrial land use designation appropriate, the City will strive for a no net loss of employment generating uses. The City will also strive for no net increase in greenhouse gas emissions, no increase in background noise 100 metres from property lines and no net increase in water pollution.

2. The future employment needs of Port Moody will be met by a number of strategies such as:

    - Supporting existing industrial businesses
    - Building upon the existing employment base in the areas of light industry and warehousing, retail, service commercial, related office activities and cultural related activities
    - Encouraging the redevelopment of some underutilized general industrial lands for hybrid industrial/business, high technology and knowledge-based businesses
    - Ensuring a sufficient supply of industrial land to meet future business needs, including the protection and enhancement of existing industrial lands

- Encouraging intensification on sites designated for industrial use such as the development of multi-storey, multi-tenant spaces creating the opportunity for more attractive building forms while optimizing the use of industrial land
- Considering the integration of employment generating uses as part of the sale and development of City-owned lands

3. The City will encourage clean, sustainable light industrial uses that contribute to local economic growth and diversification, with special emphasis on high technology and knowledge-based industry.

4. The City will encourage synergies between industries in an effort to reduce energy consumption, waste production, and greenhouse gas emissions (e.g. eco-industrial networking).

5. All new industrial development shall be evaluated as to its physical and aesthetic quality, impact on the environment, efficient use of land and relationship to the surrounding community and be developed in a manner consistent with the Development Permit Area Guidelines (Chapter 16 and Appendix 2).

6. The City will continue discussions with affected industries on the creation of a continuous pathway system along Burrard Inlet providing access to the waterfront for pedestrians and cyclists.

7. The City will continue to support the infrastructure and transportation services required for industrial development including the protection of rail rights-of-way and access points to navigable waterways where potential environmental impacts have been adequately addressed.

8. The City will strive to ensure that changing uses on existing industrial lands will continue to include employment generating uses.

9. The City will review municipal regulations, including zoning, to ensure that they meet the needs of those industry sectors the City wishes to attract and retain.

10. Temporary commercial and industrial use permit applications will be considered by Council on a case by case basis within areas designated as Multi-family Residential, Mixed Use, Mixed Employment, General Industrial, Parks and Open Space, and Public and Institutional on Map 1: Overall Land Use Plan.

11. A local area or development plan should be prepared for each of the following lands in order to determine the most appropriate uses for these areas should they become available for redevelopment provided that adequate capacity for traffic and utility services can be provided and all environmental issues and other community impacts have been satisfactorily addressed:

(a) Suncor Lands (Formerly Petro Canada) in the Glenayre Neighbourhood

Land uses may include residential, commercial, institutional and recreational uses, as well as clean industrial/business activities, provided that such development is compatible with adjacent uses. Sustainable building technologies will be encouraged.

(b) IOCO Lands

It is envisioned that a significant portion of this site will be eventually used for an innovative combination of uses, including single-family residential, multi-family residential of varying densities, and mixed-use commercial/residential. Redevelopment will require significant infrastructure and transportation improvements, as well as environmental considerations.

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 Ioco Townsite
- Protection and enhancement of environmentally sensitive areas
- 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. low-carbon energy systems, and waste and water recycling)
- Integration and transition with surrounding neighbourhoods, including Anmore
- Potential traffic impacts on Ioco Road
- Creation and/or maintenance of employment-generating uses
- Maintaining public access to the waterfront
- Future recreational needs of the community.

In an effort to initiate a rebirth of the Ioco Townsite, infill single-family residential development will be allowed within the Ioco 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.

CHAPTER 10: **ARTS AND CULTURE**

10.1 INTRODUCTION

Port Moody's objective is to build a distinctive community that residents feel proud to call home, that visitors select as a destination, and where businesses find attractive opportunities.

Port Moody has many outstanding attributes including a beautiful natural setting on the waterfront, many leisure opportunities in parks and recreation facilities, and walkable neighbourhoods offering a variety of amenities. While many municipalities in the Metro Vancouver region have these amenities, it has been the focus on the arts that has set Port Moody apart from other communities. By adopting the slogan "City of the Arts" in 2001, Council recognized that the arts complement the other important attributes of the City while also reflecting a distinctiveness found only here.

10.2 CULTURAL POLICY

Since the last Official Community Plan update in 2011, Council adopted the Arts and Culture Master Plan (2011–2015) to guide artistic and cultural development in Port Moody. The overarching goals include integrating the arts into everyday life, building on strengths, and contributing to the economic life of Port Moody. With successful implementation of these goals, Port Moody will experience an abundance of cultural expressions, including public art, art installations, murals, galleries and performing arts complimented with year-round arts and culture events and activities.

The philosophy of this Master Plan is to enrich community life by encouraging and supporting culture and the development of the arts, inspiring a vibrant future, while respecting the past.

The Arts and Culture Master Plan identifies Moody Centre's historic downtown and the site of the Port Moody Arts Centre as a cultural precinct. This area is envisioned as a vibrant and active pedestrian place that will attract businesses and visitors and encourage the development of artist studios, live/work studios, and other innovative forms of development.

10.3 PUBLIC ART

An important component of the Master Plan is its focus on public art through the Public Art Policy (2001) and Public Visual Art Master Plan (2003), both of which are expected to be updated in the near future.

The City of Port Moody is committed to developing a strong public art program which is accessible to the community. Public art helps to make Port Moody aesthetically pleasing and interesting. It builds our community by enhancing quality of life, contributing to economic development and helps us to celebrate our rich history. It brings art to life for our citizens in many everyday settings. Public art shows Port Moody's commitment to local artists and provides residents with access to art from British Columbia, Canada, and around the world.

The current Public Art Policy and Public Visual Art Master Plan provide a framework for the creation and placement of works of art in public spaces and publicly accessible spaces around Port Moody. It establishes a program for the placement of art in public spaces, ranging from public buildings, to parks, and walkways. It also provides for the placement of art in private spaces which are publicly accessible and which encourage the private sector to participate, maximizing both how and where public art can be experienced. Art diversity is shared community vision encouraging arts and culture in all its mediums, forms, and representations, such as film, crafts, music, heritage, culinary arts, and dance, to name only a few.

The goals of the Public Art Policy are:

1. To incorporate and integrate the public art program into the planning, design and execution of civic projects in Port Moody;

2. To demonstrate, through projects, that public art can significantly enhance the quality of life of Port Moody residents and contribute to economic development;

3. To ensure that through its selection process, qualified artists provide a variety of arts and cultural expressions and to ensure that the selection process is meaningful, fair and equitable, and compatible with development aspirations;

4. To encourage community members to participate in developing the resources of public art;

5. To reflect the diversity of Port Moody and its citizens; and,

6. To encourage participation of, and partnership with, the private sector to provide for enhanced public art in private spaces which are publicly accessible.

10.3.1 NEW PUBLIC ART PROJECTS

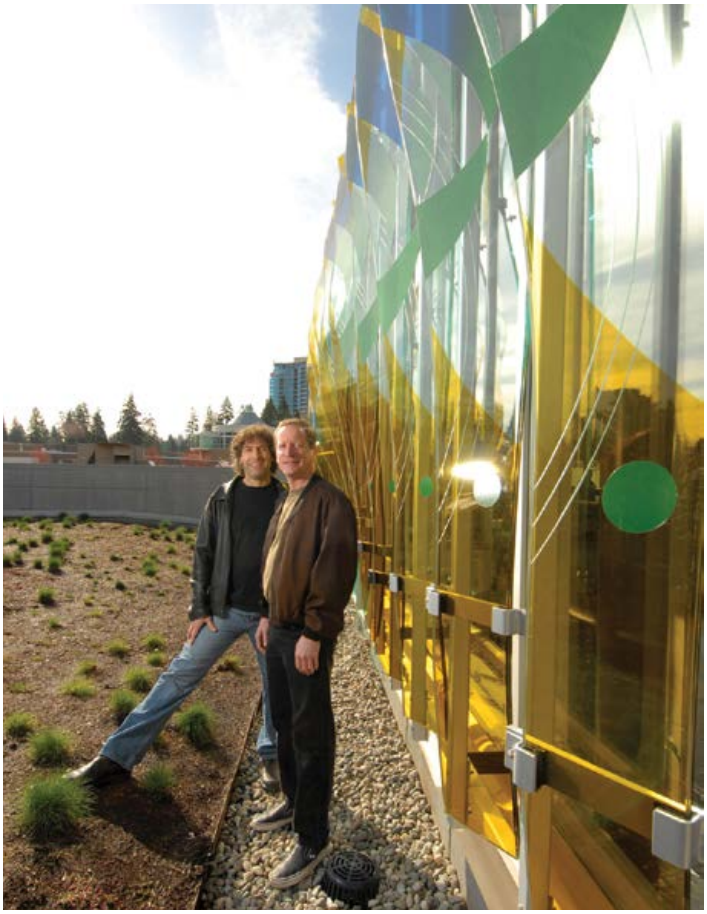
The City continues to grow its public art inventory by allocating 0.3% of the overall capital and operating budget to include a public art component. While there is currently no public art policy directed to the private sector, a significant number of private developers have included public art within their developments.

City staff continue to work with developers to encourage the inclusion of art in public places by identifying opportunities in the development process. Some good examples of this cooperative working relationship where public art has been integrated into new development include the Klahanie, Newport Village, Corbeau, Heritage Woods and Suterbrook projects.

10.4 CULTURAL AND INNOVATION DISTRICT

Port Moody, as City of the Arts, spurs and supports artistic, cultural, and economic activity. There are many examples around the world that can be examined as models, as well as recent developments within the City, including Inlet Centre's Newport Village, Suter Brook and Klahanie projects. Historic Moody Centre has been identified as one area with great potential for the development of a successful cultural and innovation district to assist in revitalization.

To support this vision, the Arts and Culture Master Plan recognizes the need for residential densification within a cultural and innovation district to achieve a vibrant, active pedestrian oriented place that will attract businesses and visitors and encourage the development of artist studios, live/work studios and other innovative forms of development and commercial activity. This environment is also critical to support and attract an entrepreneurial, creative and innovative technology community.



Artists Markian Olynyk and Brian Baxter on the Port Moody Recreation Complex's roof with their glass piece, "Movement: The Search for Perfect Form."

10.5 CULTURAL FACILITIES

The Arts and Culture Master Plan focuses on developing the professional capacity of the City's main cultural organizations to deliver effective programs and services rather than the creation of new cultural facilities. As a result of the success of the Port Moody Arts Centre, the Port Moody Station Museum and Inlet Theatre existing facilities are at capacity and many groups are experiencing a lack of space for cultural activities.

In 2012, the City acquired the Appleyard-Centennial House and relocated the heritage home near the Port Moody Arts Centre, the same area identified for expansion of arts and culture activities in Moody Centre. The Appleyard-Centennial House is intended to provide additional space needed for expanded arts and culture programming.

10.5.1 PORT MOODY ARTS CENTRE

The Arts Centre opened in 1996 following extensive renovation of the former City Hall. Since 1999, the facility has been run by the non-profit Port Moody Arts Centre Society. The Arts Centre is home to the Blackberry Gallery, a gift shop, arts classes of all kinds, and many different community arts groups. The facility is very popular and heavily used by a variety of artists both novice and professional.

Space at the Arts Centre is limited and use of the facility is expected to increase as both the City's population and interest from residents within the region continues to grow. Strategic directions for continued development of arts and culture will be addressed through application of the recently updated policies of the Arts and Culture Master Plan.

10.5.2 PORT MOODY STATION MUSEUM

The City recognizes the contribution of the museum as an important historic institution in Port Moody. The Port Moody Station Museum is owned and operated by the Port Moody Heritage Society and serves to promote increased awareness and knowledge of Port Moody's heritage and history. Through exhibitions, interactive displays, tours, special events and workshops, the museum brings to life events and people who influenced the community of Port Moody.

The City will continue to work with the Port Moody Heritage Society to develop a long term plan for the potential relocation of the current Port Moody Station Museum facility or expansion on the existing site as part of the future development of a cultural and innovation district in Moody Centre.

10.5.3 INLET THEATRE

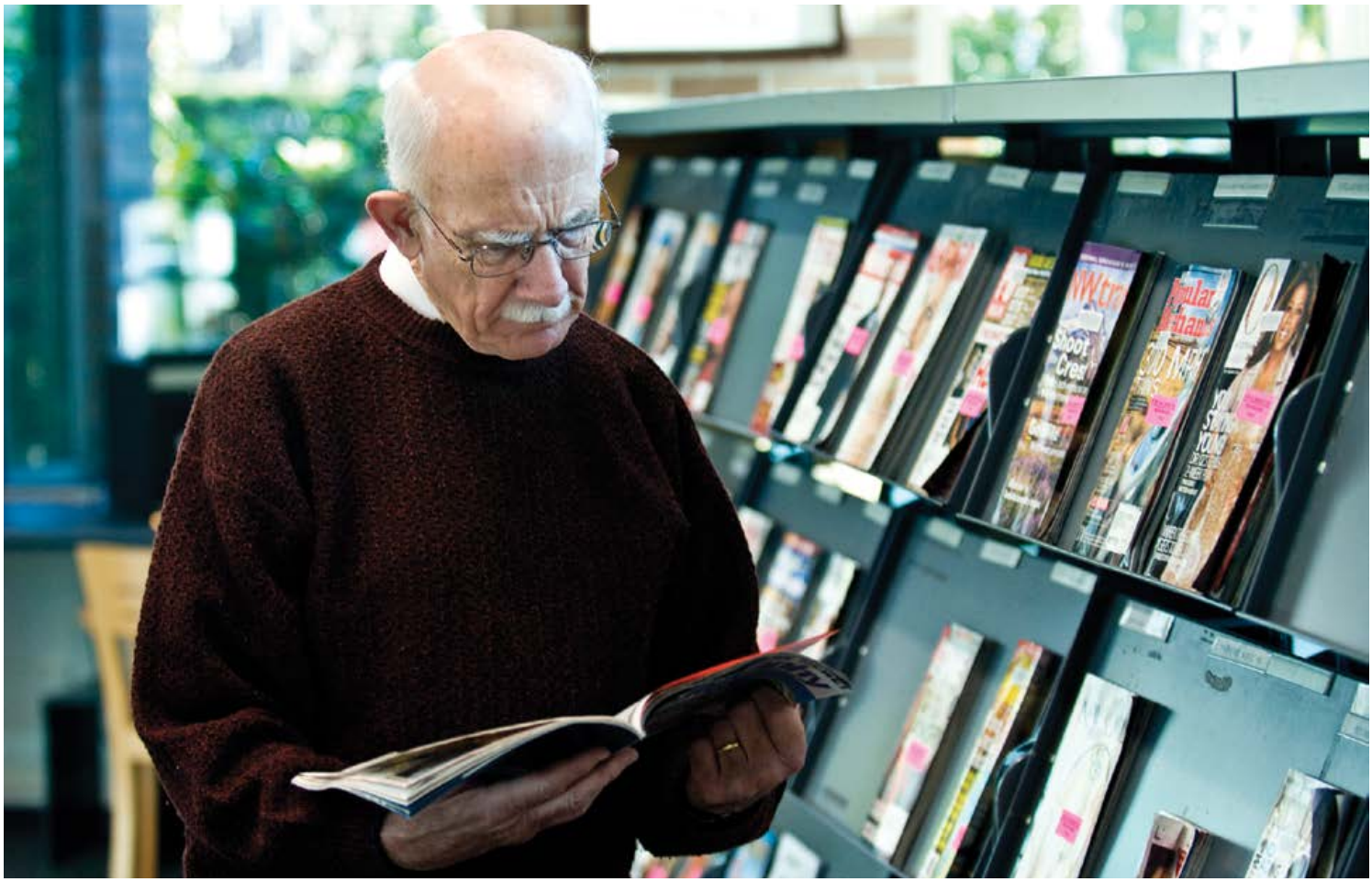
The Inlet Theatre at the Port Moody Civic Centre is a state of the art facility and regularly features plays, concerts and dance performances, as well as a host of special events including the Port Moody Canadian Film Festival and the Festival of the Arts. The theatre and the adjacent Galleria have become the focal point for many cultural events in the City and are well used by cultural groups within the community.

10.5.4 LIBRARY SERVICES

The Port Moody Public Library was established in 1943 and since 1995 has been located within the Port Moody Civic Complex. The Library offers a wide range of services, programs and collections (online, print and multimedia) for all ages. It is a well used community facility with over 300,000 in-person visits per year and more than 22,000 active registered borrowers.

The vision for the Port Moody Public Library, as highlighted in its 2013 – 2017 Strategic Plan, is:

"To be a welcoming, open and free community gathering place where all can reflect, learn, create, share and debate."



Its mission is:

"To connect people with ideas and information, to inspire imagination and a love of reading, and to facilitate lifelong learning and discovery."

The strategic plan helps the Library Board to set priorities and make decisions about resource allocation. Community input was a critical driving force in shaping the current strategic plan which prioritizes four areas: investing in new technologies; infusing library space with new energy and purpose; inspiring a generation of young readers and learners; and igniting the imagination of the community.

10.6 FUTURE CULTURAL FACILITIES

As part of Port Moody's continued emphasis on "City of the Arts", the City is interested in attracting a diversity of arts facilities including a post-secondary arts institute, versatile black box theatre space and production facilities.

GENERAL POLICIES

1. The City will support arts and culture in the community by working in cooperation with other agencies in the provision of arts and culture facilities and services.

2. The Arts Centre, Youth Centre and Museum shall continue to be maintained for community use.

3. The City will provide a range of cultural facilities for its residents, in various neighbourhoods and convenient locations, as the necessary population and financial levels are reached to support such facilities.

4. The City will develop an incentive program to encourage arts related space.

PUBLIC ART POLICIES

5. The City will continue to provide a variety of public art projects through the Public Visual Art Policy and the 0.3% funding formula from capital projects.

6. The City shall encourage developers to provide public art in publicly accessible or publicly owned spaces as part of major developments and will develop guidelines to facilitate this process.

CULTURAL FACILITY POLICIES

7. The City will undertake a needs assessment and analysis with respect to cultural facility development in partnership with existing cultural facility operators.

8. The City will investigate options for the development of land surrounding the Kyle Centre and the Arts Centre as it continues to encourage the development of the Moody Centre Cultural District. Ideally, this development will include a signature arts centre, community cultural activity and innovation space, in addition to residential opportunities.

9. The City will work with the Port Moody Heritage Society to develop a long term plan for the potential relocation of the Port Moody Station Museum facility as part of the future development of a cultural district in Moody Centre.

LIBRARY POLICIES

10. The City will continue to provide financial support for the operation of the Port Moody Public Library so that it can continue to provide access to a rich collection of materials and programming promoting literacy and lifelong learning for all Port Moody residents.

11. The City will work with the Port Moody Library Board to conduct programming studies and investigate options for the development of a new facility for the Port Moody Public Library in order to meet the current and future needs of Port Moody residents.

CHAPTER 11: **HERITAGE CONSERVATION**

Port Moody's heritage character is linked to its rich industrial history and status as the original western terminus of the transcontinental railway. Located at the head of Burrard Inlet, the area was settled around the turn-of-the-century primarily as a resource industry town with the creation of a deep-sea port, construction of several sawmills and establishment of two oil refineries. A legacy of wood frame commercial and residential buildings contribute to the small town character and charm of Port Moody.

Historic buildings are recognized as landmarks in the community, adding to the vibrancy and character of a place. The conservation of heritage buildings allows a community to retain and convey its sense of history and provides opportunities for education, awareness and aesthetic enrichment. An understanding of the past helps residents to appreciate the continuum from past to present to future in the built environment. Port Moody has enjoyed active political, public and administrative support in pursuing the goal of heritage conservation.

People are increasingly realizing the value of heritage and the role it can play in preserving neighbourhood character. A survey conducted as part of the previous Official Community Plan update process revealed a high level of support in Port Moody for the broad goal of heritage conservation. The goal of advancing heritage awareness and education, including support for the museum and fostering partnerships between heritage, arts, culture and tourism was also strongly supported.

11.1 PORT MOODY'S HERITAGE RESOURCES

There are five distinct categories of heritage resources that can be identified within Port Moody's boundaries. Even though these resources are diverse in age, style and condition they contribute to a unique sense of place and continuing community tradition.

11.1.1 HERITAGE BUILDINGS AND SITES

In 2004, City Council endorsed the creation of a heritage register. The register is based on the previously prepared heritage inventory of significant heritage buildings in the city identified according to architectural, historical and environmental criteria. To date, 65 properties and two conservation areas have been documented as part of the heritage register. In addition, six buildings have been designated as municipal heritage sites, two of which are maintained by the city (the Port Moody Arts Centre and Port Moody Station Museum buildings).

11.1.2 HERITAGE AREAS

Although heritage resources can be found throughout the City, built heritage resources are clustered in two identifiable areas: the Moody Centre commercial and residential neighbourhood and the early oil refining company town of Ioco.

Early commercial activity occurred in Moody Centre near the working waterfront of the Burrard Inlet. A number of buildings remain intact along Clarke Street, the original settlement area and commercial core. Ioco was developed as an early company town for the Imperial Oil Company and a number of buildings and community amenities have survived (e.g. the bowling green). A unique opportunity exists for creative adaptive reuse of the site, conserving the existing heritage buildings and allowing redevelopment of the area.

Both Moody Centre and the Ioco Townsite are designated as Heritage Conservation Areas in this plan in recognition of their historic value. A secondary area in Moody Centre is also identified as a Heritage Character Area. Map 3 shows these areas.

11.1.3 ARCHAEOLOGICAL HERITAGE

Archaeological sites consist of the physical remains of past human activity. The scientific study of these remains provides a greater understanding and appreciation of pre-contact and historic cultural development in British Columbia. Archaeological sites are protected under the Provincial Heritage Conservation Act and managed for their historical, cultural, scientific and educational value to the general public, local communities and First Nations.

11.1.4 NATURAL HERITAGE

Landscape features, such as saltwater marshes, mudflats and other natural elements contribute to neighbourhood character and present opportunities for the celebration of Port Moody's natural and cultural heritage. A number of plantings brought by early settlers remain and tree preservation is valued highly by residents. Council has endorsed the development of a process to identify Significant Trees in the City.

11.1.5 INDUSTRIAL HERITAGE

A number of industrial buildings and sites remain that reflect the early industrial nature of Port Moody, including the Mill and Timber site and the Ioco townsite. Industrial elements and artifacts may be integrated with new developments or used to inform the design of new buildings in the waterfront area.

11.2 HERITAGE CONSIDERATIONS

11.2.1 RECOGNIZING THE BENEFITS OF HERITAGE CONSERVATION

Community heritage resources are the physical elements unique to a community that set it apart. They are the tangible embodiments of historical, social and cultural values that give a community its distinctive sense of place and time. When a community places value and retains symbols from its past, the result is a more interesting and unique urban environment.

Heritage conservation has a number of potential cultural, social, environmental and economic benefits. The preservation of culture heritage is the most frequently given reason for the conservation of structures, landscapes and sites. Conserving heritage allows a community to convey a sense of history, to provide aesthetic enrichment and to offer educational opportunities.

The economic benefits associated with heritage conservation may also relate to spinoffs from the movie and tourist industries. There are a number of regional examples that demonstrate the success of promoting linkages between

the heritage, tourism and education sectors. From an environmental perspective, the retention and adaptable reuse of heritage buildings is consistent with the principle of sustainability through recycling materials thereby reducing landfill waste.

11.3 INTEGRATING HERITAGE CONSERVATION INTO COMMUNITY PLANNING

Port Moody has an overall strategy to retain heritage structures for the enjoyment of future generations. Port Moody is fortunate to have an active Heritage Commission, whose members participate in heritage building identification and documentation process as well as heritage education and awareness raising events. In 2001, Council endorsed a Heritage Strategic Plan which was prepared in consultation with the community and set out a five year action plan to implement recommendations in the short and long term. A Heritage Strategic Plan Update was prepared in 2007, revising the goals, tasks and timelines related to the City's natural, industrial, archaeological and built heritage resources. Port Moody has also adopted Parks Canada's "Standards and Guidelines for the Conservation of Historic Places in Canada" to guide restoration and rehabilitation efforts on protected heritage resources.

In 2011 the City adopted a Heritage Revitalization Tax Exemption Bylaw. The purpose of this Bylaw is to support conservation of heritage properties, foster revitalization through heritage and cultural awareness, increase economic viability of the Heritage Conservation and Heritage Character Areas, and enhance the overall quality of life in the City. To accomplish these objectives, the program establishes a financial incentive for redevelopment by lowering the costs of investment in the restoration, rehabilitation and repair of heritage properties,

cultivating a heritage district for business attraction and cultural tourism, and improving the sense of place and historic vitality of these areas within the City by promoting a heritage aesthetic.

The overarching goal of the City respecting heritage is to encourage the conservation of buildings and neighbourhoods that reflect Port Moody's traditions and history, as well as the role played by its residents in the history of the region. The following policies are identified to preserve and enhance Port Moody's heritage resources:

HERITAGE CONSERVATION POLICIES

1. The City will actively pursue the conservation of community heritage resources by implementing the appropriate legislative tools available for this purpose.

2. The identification and conservation of community heritage resources will continue to be considered within the development process.

3. The City will review the existing zoning in Moody Centre and develop a zone in the Moody Centre Heritage Character Area designed to retain the heritage character of Moody Centre's residential and commercial areas *(see Map 3 for the location of the Moody Centre Heritage Character Area)*.

4. The City will continue to explore various incentive programs to foster heritage conservation and other ways to encourage the preservation of heritage buildings.

5. The City will consider allowing an appropriate reuse of commercial, multifamily or other historical buildings in order to ensure their ongoing viability and preservation.

6. The City will consider transferring potential density from a site included on the heritage register or located within a Heritage Conservation Area to a non-heritage site in an effort to retain and enhance the City's heritage resources.

7. The City will explore opportunities to conserve, restore and enhance the integrity of the Ioco Townsite and its residential and community structures located on the site in cooperation with the property owner.

8. The City requires all developments within the Ioco Townsite Heritage Conservation Area and the Moody Centre Heritage Conservation Area to respect and reinforce the area's existing architecture and heritage character.

9. In consultation with property owners, the City will continue to add properties to its heritage register as a means of informing the conservation and maintenance of historic buildings.

10. In cooperation with the community and Port Moody Heritage Commission, the City will continue to implement heritage planning initiatives identified in the Port Moody Heritage Strategic Plan (2001-2006) and Heritage Strategic Plan Update (2007-2011).

11. The City will continue to support activities of community heritage groups that work towards developing programs and methods to educate the public regarding local heritage resources and foster an awareness of heritage.

12. The City will explore partnerships and linkages between heritage and arts, culture and tourism to further the community's social and cultural goals.

13. The City will continue to maintain the former City Hall (Arts Centre) and support the Port Moody Heritage Society in the preservation of the Port Moody Station Museum for community purposes.

14. Given the historic importance of industry in the development of Port Moody, the City will undertake the compilation of an inventory of industrial heritage sites and artifacts.

15. The City will explore the development of a memorial garden or memory park to recognize and celebrate early Port Moody residents.

16. The City will continue to draw upon the names of Port Moody pioneer residents for street naming purposes, at Council's discretion.

CHAPTER 12: **COMMUNITY WELL BEING**

12.1 COMMUNITY WELL BEING

As Port Moody's population continues to grow and change, so will the needs of the community. A healthy and complete community provides opportunities and support for the social development, personal growth, health, safety and education of all its residents. This chapter describes the range of services in Port Moody that contribute to community well being including social, health, education, child care, police and fire protection services.

12.2 COMMUNITY AND HEALTH SERVICES

The Ministry of Children and Family Development funds a range of social services in Port Moody and throughout the Tri-Cities area. It delivers child protection and child and youth mental health services and contracts out to local non-profit agencies a number of services related to developmental and support services to children and youth with special needs. These agencies also rely on community fundraising and grants from federal, provincial and local governments as well as charitable organizations in order to provide social services to meet the needs of local residents. Places of worship and local service clubs also play a role in providing services and supporting non-profit organizations already working in the community.

The Ministry of Health, through the Fraser Health Authority, delivers health services to the Tri-Cities. This includes the operation of Eagle Ridge Hospital in Port Moody which provides emergency, ambulatory, rehabilitation, outpatient, long-term care and acute care programs as well as elective and day surgeries. The hospital currently operates 96 medical and surgical beds and 10 hospice beds. A 75-bed long-term care facility was added in 1994. The hospital has adequate vacant land and it is anticipated to continue to expand as the Northeast Sector's population grows.

12.3 EDUCATION

The future of any community rests with its youth, with paramount importance being placed on their education and social development. There are currently seven elementary schools in Port Moody with an enrolment of approximately 1628 students. In addition, Port Moody has one middle school with 746 students and two senior secondary schools with a total of 2526 students. School locations can be seen on Map 2. Since 2000, two new schools have opened in Port Moody to serve the needs of students primarily on the North Shore.

As a result of declining enrolment since 2000, School District 43 undertook a review of school facilities to determine the need for school closures. As a result of this review, two elementary schools which serve the needs of Port Moody students — College Park and Coronation Park — were closed at the end of the 2006/2007 school year.

Funding has been approved for the rebuilding of Moody Middle School and a new middle school for Anmore which will serve the needs of Port Moody residents, is under construction.

This OCP recognizes the important role of schools in Port Moody and the potential for more intensive use of existing school sites to serve the future needs of the community.

12.4 CHILDCARE FACILITIES

In today's economic conditions, childcare becomes a necessity for many people. Many municipalities have completed childcare studies and developed policies that deal with this important area of community life with one approach being the requirement of day care centres in major developments. The City will encourage developers to provide a demographic analysis and indication of the child care demand produced by proposed new development. The developer would be required to indicate how this demand would be accommodated and, if necessary, contribute towards the provision of daycare spaces.

Given the ongoing demand for childcare in Port Moody, the City has sought to facilitate the creation of new group childcare spaces within existing developed areas by allowing for group childcare as a permitted use in a variety of commercial and mixed use commercial/multi-family zoning districts.

12.5 PLACES OF WORSHIP

Historically, places of worship served an important role both geographically and spiritually in communities. This is evidenced by the fact that one of Port Moody's oldest buildings is St. John the Apostle Church, which is located in Moody Centre.

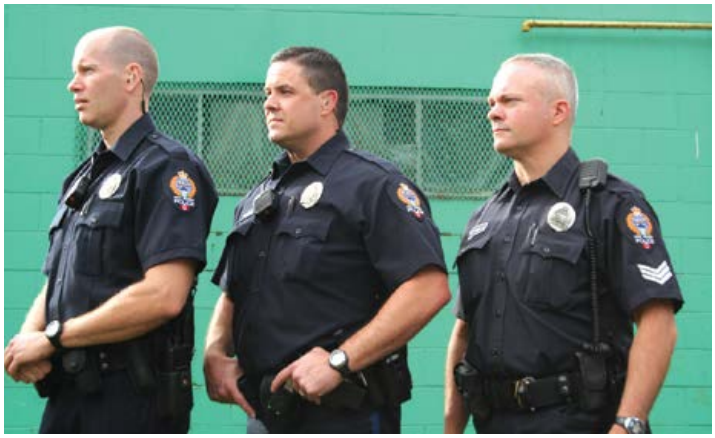
As our community becomes more culturally diverse, there may be a need to develop additional places of worship to meet changing needs. New places of worship should be designed with siting and parking layouts to ensure safe access and egress and to mitigate against impacts on adjacent properties.

12.6 POLICE SERVICES

Since 1913 the City of Port Moody has had its own Police Department which currently consists of 52 uniformed members and 19 civilian members. In September 2006, the Police Department moved into a new building designed to meet policing needs for the next 20 to 30 years. The building features an energy efficient geothermal system providing heating in the winter and cooling in the summer furthering Port Moody's commitment to environmentally friendly and sustainable heating solutions.

The Department motto is "no call too small" and this philosophy is reflected in an average response time of less than four minutes to calls for service. The community is proud of their low crime rate and attributes this low rate to the cooperative relationship between the Police Department and the citizens of the City.

The Port Moody Police Department includes a number of specialized teams including the Patrol Section, the Traffic Section, the Emergency Response Team, the Major Crime Section, and the Forensic Identification Squad. The Department also includes youth services officers stationed at Port Moody high schools and the Victim Services Program. A number of volunteer programs are also run out of the Police Department including Block Watch, Crime Watch, Speed Watch and the Stolen Auto Recovery Program. The Department is committed to providing a safe and secure environment for residents and visitors and meeting the demands of a growing population in a realistic and cost effective manner.



12.7 FIRE SERVICES

The role of the Port Moody Fire Rescue is to prevent or minimize the loss of life and property from fire and natural or man-made emergencies. The Department is involved in a number of programs and services including fire suppression, fire prevention, community relations, training, and emergency programs. Fire Rescue staff are involved in reviewing development proposals in areas adjacent to greenbelts, parks and forested areas to reduce the fire risk on residential properties.

There are two firehalls in Port Moody that serve the needs of residents. Recent residential growth within the City places additional demands on the City's fire services to ensure that all neighbourhoods receive timely and efficient fire protection. The new Firehall #1 in Inlet Centre will ensure that Port Moody Fire Rescue can continue to provide all residents with a high level of fire protection services, both now and in the future.

12.8 EMERGENCY PREPAREDNESS

Events such as the December 2006 windstorm highlight the need for a coordinated and efficient emergency response to ensure the safety and security of Port Moody residents. The Port Moody Disaster Response Plan includes emergency pre-event planning, emergency event response, training, and disaster recovery requirements to prepare the City to respond effectively in the event of an emergency. The City has also developed an Emergency Social Services Plan to be implemented by City employees, other organizations, and volunteers to provide basic services such as food, shelter and clothing, essential for the immediate wellbeing of the community until regular social services are in place. The City's emergency operations centre, the Public Safety Building, is the command centre for the City of Port Moody's emergency response.

POLICIES

1. The City will undertake social planning studies as required and will liaise with relevant community coordinating committees provided that adequate funding is available from senior governments for this purpose.

2. The City will liaise with the provincial government and other agencies to encourage the development of local health services.

3. The City encourages community use of schools and to that end will enter into joint use partnership agreements with School District 43 to share facilities and park space in order to better serve the community.

4. The City will continue to work with the School District to ensure that streets around schools are safe for students.

5. The City will provide opportunities for youth to contribute and participate in community life through participation in municipal and community organizations and recreation opportunities available at drop-in centres.

6. In large family-oriented development projects, the City will encourage the inclusion of space dedicated for child and family friendly amenities, such as child care facilities or play space.

7. The City encourages the provision of child care facilities in the community and will support the inclusion of childcare space as part of mixed use and multi-family developments.

8. Through the development process, the City will encourage the development of community care facilities which provide for children and those with special needs as well as seniors' housing and care facilities to meet a range of needs, including independent and assisted living, in a suitable location and with appropriate amenities.

9. The City will support the development of places of worship in appropriate locations when a positive contribution is provided to the City and potential impacts on neighbouring properties are addressed.

10. The City will continue to support a variety of safety initiatives and programs to combat crime and provide for safe neighbourhoods.

11. The City will continue to ensure that all neighbourhoods receive timely and efficient fire protection.

12. The City will continue to utilize crime prevention through environmental design (CPTED) principles in the review of new developments.

13. The City will identify community amenities needed as a result of future growth throughout the city and explore mechanisms to support the provision of these amenities.

14. The City will support cultural and arts related programs that lead to the enrichment of community life.

CHAPTER 13: **TRANSPORTATION**

13.1 CONTEXT

An effective transportation system is critical to the livability of a community. Most residents realize this on a daily basis as traffic congestion is frequently ranked in public opinion surveys as the number one problem in the Lower Mainland. Our travel patterns play a critically important role in this problem. Over half of Lower Mainland residents commute by automobile every day in which the driver is the only occupant. The challenge becomes one of providing and promoting convenient and more sustainable alternatives to replace this traditional form of transportation.

This chapter outlines Port Moody's modes of transportation, considerations for future direction and transportation policies for the City.

13.2 ROAD NETWORK

Port Moody's road classification system is an orderly grouping of roads into systems according to the type of service they provide to the public. The classification establishes a hierarchy of roads that provides for the gradation in function from access to mobility based on the Transportation Association of Canada (TAC) criteria. The system is composed of the following:

Local Roads: provide everyday access to individual properties, generally carrying between 1,000 and 3,000 vehicles per day for residential and industrial/commercial uses respectively. Most of the roads in Port Moody fall into this category.

Collector Roads: provide links between groups of local roads and transfer traffic to municipal arteries. Collector roads are not intended for the use of non-local and commuter through traffic. They usually move from 1,000 to 8,000 vehicles a day in residential areas and 3,000 to 12,000 vehicles per day in industrial/commercial areas. Examples of these are: Noons Creek Drive, Forest Park Way, Ravine Drive, and College Park Way.

Municipal Arterial Roads: provide for through movement of City traffic. Examples include Heritage Mountain Boulevard, David Avenue and Ungless Way. Arterial roads generally carry from 5,000 to 30,000 vehicles per day and have limited private access.

Major Road Network (MRN) Routes: link major areas of the community and region. This classification of roadway plays a significant role in providing mobility and connectivity at the regional level. While these major roads are owned and operated by the respective municipalities, they are governed by the South Coast B.C. Transportation Authority (TransLink) who also provides funding for operations, maintenance and rehabilitation of the MRN and shares in the cost of eligible capital improvements. Barnet Highway, Clarke Road, St. Johns Street, Ioco Road, Murray Street, First Avenue and Guildford Way, serve as major regional/provincial transportation arteries.

The City's current and proposed major roads are shown on Map 4.

Two major transportation improvements have directly affected Port Moody. One is the Barnet/Hastings People Mover Project completed in September, 1996 and includes one general purpose and one High Occupancy Vehicle (HOV) lane in the westbound direction. A before and after study by the Ministry of Transportation and Highways indicated a 24% decrease in travel time using the general purpose lane and a 36% reduction in travel time using the HOV lane compared to the travel time prior to the upgrade. The HOV lane allowed increased travel speeds of up to an additional 20 kph compared to the Barnet Highway before the upgrade.

New sections of David Avenue and Heritage Mountain Boulevard completed in 2003 and the widening of Ioco Road between Barnet Highway and Murray Street in 2008 have also provided improved access into the Heritage Mountain and Heritage Woods areas, as well as neighbouring municipalities such as Anmore, Belcarra, and Coquitlam.

13.3 TRANSIT AND FUTURE ROAD IMPROVEMENTS

WEST COAST EXPRESS COMMUTER RAIL

A major transportation improvement in Port Moody was the West Coast Express Commuter Rail which started operations in November 1995. This commuter rail service connects Mission, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam, Port Moody and downtown Vancouver at peak travel periods. The West Coast Express operates five trains inbound to downtown Vancouver in the morning peak period and five trains outbound during the afternoon peak period.

Ridership levels on the West Coast Express have steadily climbed with an overall 40% increase from 1998 to 2011. TransLink statistics (2011) indicate that approximately 11,000 people aboard the West Coast Express weekly, 3,000 of which board at the Port Moody Station, the majority of those riders being local residents.

MURRAY-CLARKE CORRIDOR VISION

In late 2012, the City hosted a Stakeholder Consultation to discuss the future vision of Murray Street. Visioning Boards and other materials identified key principles to consider for the vision of the Murray-Clarke corridor, and design concepts for roadway use and function. The Murray-Clarke Corridor links Barnet Highway in the west to Coquitlam. This corridor forms an important part of the City's road network. Recent stakeholder discussions, and the planned Evergreen SkyTrain Line through Port Moody, have produced alternate concepts for traffic routing and alleviation. Several key considerations were raised at the 2012 consultation, including establishing Port Moody as a destination point, reconsidering St. Johns Street or alternate route as a connector, enhancing Murray-Clarke in terms of users and waterfront amenity, north-south connections, and consideration of existing industry.

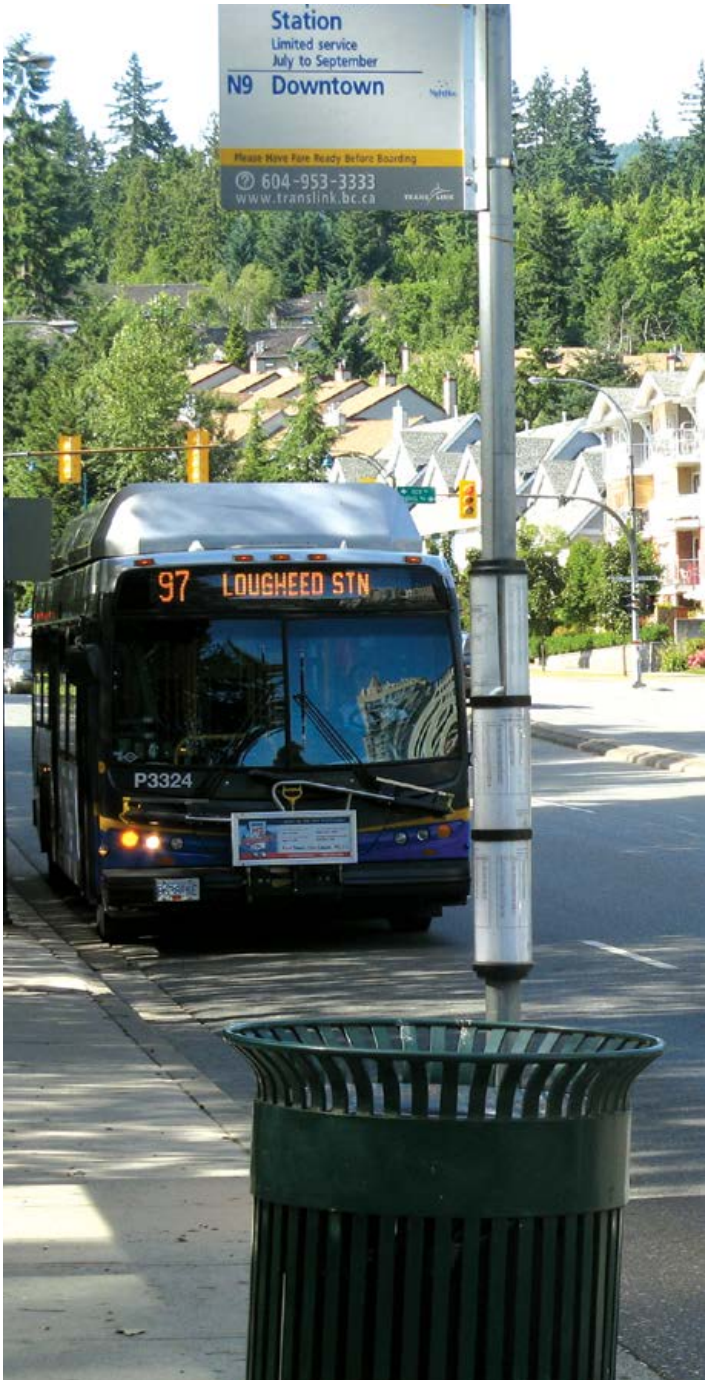
The Murray-Clarke Corridor enhancements and the Evergreen SkyTrain Line are critical to support the existing high density residential and commercial development within Inlet Centre and to support future redevelopment in other parts of the City.

EVERGREEN SKYTRAIN LINE

Plans are underway for the northwest alignment of the Evergreen SkyTrain Line through Port Moody with an operation date projected for 2016. Two SkyTrain stations have been confirmed within the City, one being the Moody Central Station, located adjacent to the current West Coast Express Station, and the second below the overpass at Barnet Highway and Ioco Road.

13.4 WATER TRANSPORT

At present, water transport is used only for the shipment of goods to and from Port Moody. The possibility of using water transport as an alternative form of travel for commuters to downtown Vancouver and North Vancouver has been raised in the past and offers interesting possibilities.



13.5 PUBLIC TRANSIT OPPORTUNITIES

At present, Port Moody residents have two limited public commuter transportation options available to them. The first being regional bus services provided by TransLink which provides service to some of the City's neighbourhoods and the West Coast Express, a fixed rail commuter train, which provides transportation to and from downtown Vancouver at peak travel periods. Map 5 identifies and locates these public transit options, as well as the future Evergreen SkyTrain Line.

Port Moody residents, as part of the public process associated with the previous review of this OCP, indicated a need for more frequent bus and rail service, more bus routes and increased parking for West Coast Express users. The City will continue to encourage TransLink to upgrade service to Port Moody's neighbourhoods.

13.6 PEDESTRIAN AND BICYCLE ROUTES

Pedestrian routes in the City vary from paved sidewalks to non-paved (natural) walking trails. Bicycle routes within the City generally utilize the existing roadway system. Notable exceptions to this are the Shoreline Park, David Avenue, and Forest Park Way bicycle pathways. Public feedback received during the past OCP update indicated very strong support for better pedestrian and bike access in the City.

The Master Cycling Plan, currently under review, and the future Livable Streets Plan will advocate support for improved connections to amenities and frequent transit. The pedestrian and bicycle routes outlined on Maps 6 and 7 and in the City's Master Transportation Plan and future Master Cycling Plan should be consulted when developing new pedestrian and bicycle routes.

13.7 CONSIDERATIONS FOR FUTURE DIRECTIONS

13.7.1 REGIONAL THROUGH TRAFFIC

Port Moody is both an integral part of, and dependent upon, the regional traffic and transportation system, and thus, the region's congestion and pollution problems are local problems as well. This requires careful consideration, particularly due to jurisdictional realities and the trade-off between what is good for Port Moody and what is good for the region. For example, local interest in limiting the large volume of commuter traffic on St. Johns Street may become a regional concern given that approximately 50,000 vehicles pass through Port Moody daily on this major east-west arterial. These interrelationships highlight the importance of coordinating with neighbouring communities to create regional transportation plans. Similarly, instituting increased transit to help Port Moody will depend upon the development of solutions for the whole region, which has the resources to fund other creative alternatives to the automobile.

This OCP recognizes the need to reduce negative impacts of non-local traffic passing through the City both on main roads and side street. Several key transportation improvements the City will pursue to mitigate traffic problems include the implementation of:

- the Evergreen SkyTrain Line between Lougheed Town Centre and Coquitlam Centre with two planned stations (Moody Centre Station and Inlet Centre Station) in Port Moody;

- improvements to the intersection of Barnet Highway and Ioco Road including the upgrade of the existing CP Rail bridge overpass;

- improvements to the road network to accommodate increasing traffic to recreational facilities such as Buntzen Lake and Belcarra Regional Park, which includes a proposed westerly extension of David Avenue west of Heritage Mountain Boulevard; and

- safety improvements to Ioco Road between First Ave and Maude Road.

13.7.2 LIVABLE NEIGHBOURHOODS

Livable neighbourhoods are important to the residents of Port Moody and, as an additional mechanism to ensure all new developments are designed to achieve such a standard, the City plans to develop a Livable Streets Plan. The Livable Streets Plan will provide guidelines for new development within Moody Centre, including concepts and strategies required to successfully achieve great streets. The benefits of incorporating livable streets include creating stronger local economies, inviting places, improved safety, better access and healthier cities. Key considerations in establishing this plan include access and linkages, uses and activities, comfort and image, and sociability.

Traffic calming measures also need to be considered in existing and proposed residential neighbourhoods when deemed necessary to mitigate traffic impacts on residential streets. In addition, arterial and collector routes should maintain their classification capacity to mitigate congestion and discourage traffic rat-running through local residential neighbourhoods. Reducing the number of residential driveways on arterial and collector corridors is also an important goal to enhance mobility and road safety. In addition, growth should be encouraged in the form of complete communities that reduce the need for vehicle trips and facilitate alternative transportation modes. Wider sidewalks should be mandated, allowing for increased public access, pedestrian traffic and vibrant streets.

13.7.3 ALTERNATIVE TRANSPORTATION MODES

Metro Vancouver's new Regional Growth Strategy: Metro Vancouver 2040 Shaping Our Future, was adopted in 2011 (formerly the Livable Region Strategic Plan) after being unanimously accepted by all local governments in the region. The Regional Growth Strategy looks out to 2040 and provides a framework on how to accommodate the over 1 million people and 600,000 new jobs that are expected to come to Metro Vancouver in the next 30 years. The policies within the strategy focus on increasing transportation choices, encouraging the use of public transit and discouraging the dependence on single occupant automobile travel by placing priority on alternative modes of transportation. Taking this into consideration, this OCP's focus includes policies to reduce the use of the automobile, and thereby reducing congestion and pollution, by:

- encouraging transit oriented development to support future rapid transit and gain additional frequent bus service to the City's neighbourhoods;
- encouraging the provision of pedestrian connections and bicycle facilities in new developments providing linkages with existing neighbourhoods;
- continuing to cluster high density residential areas and employment/commercial activities in Inlet Centre;
- encouraging higher density mixed commercial and residential development within Moody Centre particularly in proximity to the proposed Moody Central SkyTrain station; and
- encouraging intensification of industrial, commercial and institutional uses to create a better balance between jobs in Port Moody and the resident labour force.

13.7.4 MASTER TRANSPORTATION PLAN

In 2005 Council endorsed the City of Port Moody Master Transportation Plan (MTP). The MTP was prepared to address concerns about traffic congestion and the need for transit, bicycle and pedestrian facilities to promote transportation choices. The MTP recognized that transportation is both a local and regional issue and recommended a medium and long term capital improvement program for the City. The MTP prioritized transportation strategies to maintain or improve the mobility of travellers in Port Moody. The objectives of the Master Transportation Plan are to:

- identify improvements to the existing network to facilitate the safe and efficient movement of people and goods within the context of this Official Community Plan, Metro Vancouver's Regional Growth Strategy and the Transport 2021 Plan;
- provide alternate transportation opportunities;
- identify suitable Intelligent Transportation System measures to optimize the existing road network; and
- mitigate the negative impacts of non-local traffic on the community.

TRANSPORTATION POLICIES

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. Sidewalks shall be wheelchair accessible and free of obstructions so as to facilitate the movement of all pedestrians regardless of physical ability.

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. While additional frequent transit services to Port Moody's neighbourhoods are now in operation, more services may be requested from TransLink including shuttle buses in coordination with the expansion of the City's cycling and pedestrian network.

3. The City will require in all new developments the provision of pedestrian connections, bicycle facilities and associated elements that are universally accessible to all persons.

4. The City road network shall be developed in conformity with the routes identified on Map 4 (Road Network). The City will update its transportation plan for a range of transportation modes including movement of vehicles, regional transit systems, local transit (e.g. improved transit to the north shore), pedestrians, bicycles (both recreational and commuter) and goods movement.

5. The City supports the use of sustainable and safe transportation solutions to reduce air emissions, energy use and life cycle costs.

6. The City will work with provincial and regional agencies and neighbouring municipalities with implementation of the Evergreen Rapid Transit Project to meet the region's transportation needs and to mitigate adverse impact on local residents, the natural environment and heritage resources.

7. The City will explore options for additional north-south vehicular connections over the CPR right of way to accommodate future growth.

8. The City will encourage provincial and regional agencies to expand West Coast Express service.

9. The City will encourage provincial and regional agencies to fund construction of the westerly extension of David Avenue (East-West Connector) through to Belcarra Regional Park, west of Heritage Mountain Boulevard, to reduce traffic on Ioco Road.

10. The City supports the provision of high quality bus shelters and transit related amenities by provincial and regional agencies developed and located in a manner consistent with Port Moody's unique neighbourhoods and integrated with the cycling and pedestrian network.

11. The City will work with regional agencies and neighbouring municipalities to upgrade the intersection of Barnet Highway and Ioco Road including the upgrade of the existing CP Rail overpass.

12. As a long term transportation alternative, the City supports the development of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver.

13. New residential development shall be designed with consideration given towards the provision of transit opportunities by ensuring direct pedestrian and cyclist access to transit stops.

14. The City shall continue to strive for universal accessibility for all Port Moody residents including the use of curb letdowns and curb standards accessible by wheelchairs.

15. The City will explore traffic calming measures in residential neighbourhoods when deemed necessary in an attempt to mitigate traffic impacts on local streets.

16. The non-vehicular movement of people in Moody Centre will be encouraged by creating improved pedestrian connections, accessible pedestrian friendly streets, space for cyclists and wider sidewalks.

17. The City shall reduce the number of driveways on arterial and collector corridors such as Ioco Road and St. Johns St. to improve road safety and mobility.

18. The City will leverage transportation funding from developers and senior government agencies.

19. The City will consider reducing parking requirements for developments in close proximity to transit nodes to encourage reduced vehicle usage. Alternatives to parking provision will be explored including the possibility of a cash- in-lieu parking program to support local pedestrian and cycling related improvements and potential centralized parking facilities.

20. Where possible, on-site parking should be provided below grade in order to increase land use efficiency, increase walkablility in neighbourhood centres, and encourage the use of alternative modes of transportation. Exposed surface parking is discouraged.

21. Integrated traffic calming measures should be considered in the design of local and collector streets when proposed with new developments.

22. The City will work with other organizations, including schools, federal and provincial programs, ICBC, and advocacy groups to encourage and facilitate alternative modes of transportation and improve traffic safety.

23. The City will encourage higher density mixed use development near neighbourhood centres and transit nodes in order to reduce additional traffic impact on existing corridors and support rapid transit.

24. The City will consider initiatives to promote alternative transportation options among staff including preferential parking for carpooling and the use of city-owned vehicles, transit or bicycles for civic-related activities.

25. In consideration of an aging population, the City will consider increasing the size of street name signs for motorists as well as improved wayfinding for pedestrians, and enhance the traffic signal system to accommodate visual impairments and decreased mobility.

26. The City will encourage the provision of electric vehicle charging stations as part of new development.

27. The City will review the use of on-street parking in Moody Centre and consider methods to encourage parking turnover in commercial areas and efficient use of on-street parking as appropriate.

28. The city will encourage the provision of car share programs and dedicated parking for car shares in new developments and other areas throughout the community.

PEDESTRIAN AND BIKE ROUTE POLICIES

29. The City will develop a Livable Streets plan to identify detailed streetscape design for distinct areas within Moody Centre.

30. The City will consider improving pedestrian and cyclist facilities as a part of all development projects and road related capital projects in keeping with the Pedestrian and Bicycle Routes identified on Maps 6 and 7 and included in the City's Master Transportation Plan and future Master Cycling Plan.

31. An integrated walkway network shall be developed linking all areas of the City and providing pedestrian connections, where possible, to adjacent communities and rapid transit stations.

32. An integrated bicycle route system, connecting with adjacent communities, shall be developed throughout the City for recreational and commuter cyclists based on the future Master Cycling Plan, and the the routes identified on Map 6.

33. Opportunities for upgrading the Moody Street overpass to allow increased space for pedestrian traffic will be pursued.

34. Opportunities to improve north-south pedestrian linkages between Moody Centre and the waterfront along Queens, Kyle, Moody, and Williams Streets will be pursued through rights-of-way acquisition, "greening" of streets as appropriate and pedestrian crossings over the railway, where feasible.

35. The City will pursue shared, separated or off-road bike lanes along Murray Street, east of Moody Street and Guildford Way to integrate with bicycle facilities in Coquitlam.

36. Opportunities to increase the safety of on-road cycling routes and the provision of end-of-trip facilities will be pursued as part of new development in an effort to encourage the use of bicycles for commuting.

37. The City's pedestrian and bicycle route system shall be developed in accordance with the general guidelines and recommendations of the Master Transportation Plan, the future Master Cycling Plan and the Transportation Association of Canada (TAC) guidelines.

38. As part of the proposed bike route system, the City will encourage better links with transit stations to support "bike and ride" trips including the provision of end-of-trip facilities.

39. The installation of additional marked or signalized pedestrian crossings on arterial streets will be considered to improve key pedestrian and cyclist connections.

CHAPTER 14: **COMMUNITY INFRASTRUCTURE**

The provision, maintenance and renewal of the City's road and utilities infrastructure are critical to the well being and quality of life in Port Moody. The key components of City infrastructure to be discussed in this chapter include roads, storm and sanitary sewers, water, street lighting, traffic control, utility and telecommunications networks. The City, through the Engineering and Operations Department, is responsible for water, sewers, roads, transportation, fleet maintenance, recycling, and waste disposal.

The infrastructure issues facing Port Moody include the provision of new systems in areas experiencing population growth and the maintenance and renewal of existing aging systems in those neighbourhoods where little change is taking place. The City is continually working to ensure community infrastructure is of a high standard and is sustainable following leading best management practices.

One of the primary goals of this OCP is the creation of complete and compact communities. When compared to more sprawling forms of development, complete communities, which feature a densification of mixed land uses within close proximity, have many advantages including the requirement for less infrastructure investment per capita.

14.1 WATER SYSTEM

The City of Port Moody receives bulk treated water from the Greater Vancouver Water District (GVWD). Metro Vancouver uses a combination of watersheds, dams, reservoirs and water mains to provide water to municipalities. The regional district maintains the supply, treats it to drinking quality and delivers it to municipalities for distribution. Member municipalities are responsible for the operation and maintenance of a water distribution system in order to provide water to all residences and businesses in the municipality. Map 8 shows the water system plan for Port Moody.

The City of Port Moody and other municipalities in Metro Vancouver are working collaboratively to reduce the per capita water consumption in the region. When compared with other North American cities, the region has an above average per capita consumption pattern which, combined with the additional stress placed on this resource by the region's growing population, could lead to substantial infrastructure costs to meet future demand.

Reducing water consumption can delay infrastructure expansion, save money and reduce environmental impacts over the long term. Water conservation programs have been developed including a range of activities from public education to initiatives such as the Rain Barrel Program, water sprinkling regulations, and water system upgrades through leak detection and repair. Conservation is desirable from both an environmental and economic perspective.

14.2 STORM SEWERS, DRAINAGE AND SANITARY SEWERS

The City of Port Moody maintains separated storm sewers and sanitary sewer systems. Rainfall runoff is captured in storm sewers and released into major watercourses or receiving water bodies. Sanitary sewage is collected in a separated sewer system and conveyed to the Metro Vancouver trunk sewer and treatment facilities.

In 2011 Metro Vancouver's updated Integrated Liquid Waste and Resource Management Plan was approved by Metro Vancouver's Board and the BC Ministry of Environment. Liquid waste management from sources such as on-site treatment and septic systems, agricultural runoff, and marine pump-out facilities for pleasure craft is cross-jurisdictional. Their management is addressed in the plan by Metro Vancouver and members though collaboration with senior government agencies and stakeholders.

Metro Vancouver manages liquid waste by operating and maintaining the network of trunk sewers, pumping stations and wastewater treatment plants. To protect the quality of the region's water bodies, most wastewater is treated before it is released into the ocean environment. This treatment occurs at one of Metro Vancouver's five wastewater treatment plants. Port Moody sanitary sewage is treated at the Metro Vancouver Annacis Island treatment plant. Map 9 shows the sanitary sewer plan for Port Moody.

The regional district, through the Greater Vancouver Sewerage and Drainage District (GVS&DD), also maintains waterways and drainage facilities within the Port Moody — Coquitlam Drainage Area. This drainage area encompasses a significant portion of southern Port Moody from Schoolhouse Creek east to Dallas Creek, including the Chines escarpment. The GVS&DD's primary responsibility within this drainage area is to prevent flooding by ensuring that culverts, drains, and grills are kept clear and functioning properly. The Port Moody — Coquitlam Drainage Area has a highly developed land base and stormwater flows can be significantly affected by moderate to heavy rain storms.

The majority of the Integrated Liquid Waste and Resource Management Plan's actions are specific to Metro Vancouver's wastewater collection and treatment systems, and the users connected to these systems, including municipalities, businesses, and homeowners. In addition, the plan sets specific action for GVS&DD members regarding their management of stormwater runoff. This plan outlines the steps and commitments from Metro Vancouver and member municipalities to protect the health of the region's water sources in preparation for future population growth. Regional storm water and sanitary sewage management policy and planning services are provided to member municipalities as part of the region's Liquid Waste and Resource Management Plan.

14.3 INTEGRATED STORMWATER MANAGEMENT

Stormwater management is the planning, analysis and control of storm runoff. It involves the planning and design necessary to mitigate the hydrological impacts of land development or land use changes. As communities grow, the percentage of our watersheds that are covered in impervious surfaces tends to increase.

Impervious surfaces such as rooftops, roads, sidewalks and parking lots prevent rainwater from being absorbed by the soil and increase the amount of water entering streams through the storm water system. Adverse hydrological impacts include increased peak runoffs and frequency of flows, erosion, sedimentation, flooding, reduced surface infiltration, reduced groundwater recharge and stream baseflows, water quality deterioration, and degradation of fish and wildlife habitat. Measures can be implemented to reduce these impacts through improved stormwater management practices.

Urbanization and increased impervious areas can also reduce base flows in streams, particularly during dry summer months. Impervious surfaces tend to collect pollutants deposited from the atmosphere, leaked from vehicles or other sources such as illegal spills. Reducing the effective impervious areas recognizes the role of watercourses as both a drainage and flood control system and as an ecosystem that provides valuable fish habitat.

Port Moody shares many of its watersheds with other municipalities. For example, both Mossom and Noons Creeks have their headwaters in Anmore and Coquitlam, respectively. Therefore, any effort to maintain watershed health must involve and be coordinated over a larger area with neighbouring municipalities. An Integrated Stormwater Management Plan, specific to the south shore (i.e. the Chines) of Port Moody was recently completed, to provide direction for future development plans and identify infrastructure needs. The goal of this plan is to ensure a balance of land use planning, stormwater engineering, flood and erosion protection, and environmental protection.

14.4 ROADS

Roads, including bridges, serve many functions within the City. While primarily thought of as a way to get from one place to another, roads also establish the spatial organization of a community contributing to its character and identity. Road design dictates the pace and safety of traffic and serves as an important public space that can accommodate pedestrian and cyclist activity as well as the use of the private automobile and transit. Accompanying street trees, boulevard landscaping, lighting and street furniture further contribute to creating an environment that is safe and comfortable for both pedestrians and motorists.

Roads manage surface drainage and serve as a conveyance route for surface water from adjacent lands. Roads also act as service and utility corridors accommodating a wide range of municipal services and private utilities. This function necessitates the provision of adequate horizontal, vertical, above-grade and below-grade space for the location and maintenance of this infrastructure and landscaping within the existing rights-of-way.

The City has a road pavement management program which assesses pavement conditions on a regular basis and identifies an annual work program for pavement repairs and rehabilitation. The City of Port Moody is responsible for the operations and maintenance of all roads within the City totalling over one hundred and twenty-five kilometres. Roads included as part of the region's Major Road Network are also maintained by the City with partial funding from TransLink.

14.5 SOLID WASTE AND RECYCLING

In July 2009, the City of Port Moody initiated an in-house automated collection system for garbage, recycling and green waste pickup. To reduce the amount of garbage destined for landfills, the new system includes larger carts for recycling and green materials.

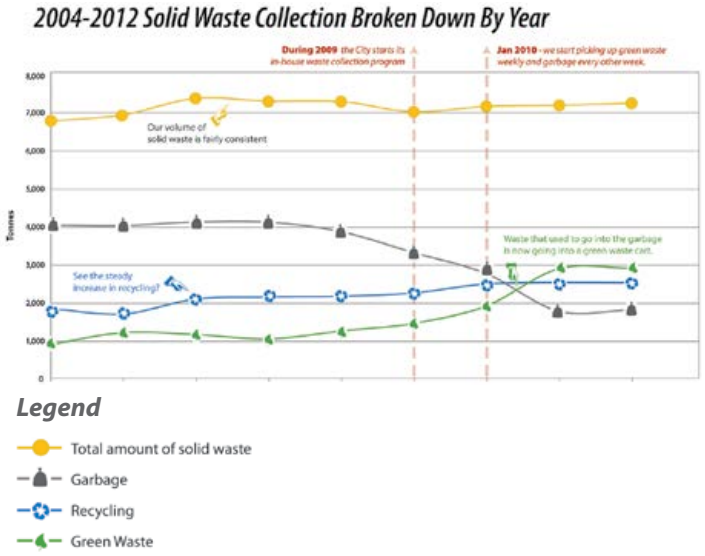
In 2007, Metro Vancouver initiated the Zero Waste Challenge in an effort to engage residents, businesses and industry to reduce the amount of solid waste that is going into landfills. The challenge involves a regional material disposal ban on all recyclable materials. The program also involves expanding the region's waste management strategy and services to give the people living and working in metropolitan Vancouver more options to help them meet the Zero Waste Challenge.

The management of materials and waste is an important way to improve cost efficiencies and reduce GHG emissions. Improved recycling programs and waste reduction means fewer materials entering landfills. Each tonne of material recycled reduces carbon emissions by nearly 3 metric tonnes.

There are no waste processing facilities or operating disposal sites within Port Moody as these services are provided by Metro Vancouver or private companies. The City will investigate opportunities to partner with neighbouring communities to encourage the building of local mixed waste material recovery facilities.

Canadians are among the highest per capita generators of solid waste in the world. The City of Port Moody, as a member of Metro Vancouver, has committed to reducing solid waste generation in the region through a broad array of waste reduction programs. In 2011 the province approved the Integrated Solid Waste Resource Management Plan (formerly the Regional Solid Waste Management Plan). Currently about 57% of Metro Vancouver's solid waste is being recycled. Further reductions in solid waste will be achieved through expanded recycling and refund programs, packaging reduction legislation and other initiatives. An early priority in the Integrated Solid Waste Resource Plan is to reduce the waste we each generate by 10% of 2010 volumes, per capita, by 2020. The plan will incorporate the goals and strategies of the Zero Waste Challenge including a new interim target of 70% by 2015 and 80% by 2020.

2004 – 2012 SOLID WASTE COLLECTION BROKEN DOWN BY YEAR



This graph shows the yearly totals for garbage, recycling and green waste. In 2008, the City collected more garbage than recycling and green waste combined. Since then the City has cut its 2008 garbage levels by over 50%. A big factor in this shift is weekly green waste collection. A huge variety of material can now go in a green waste cart.

As of 2011, Port Moody has achieved the goal of 70% waste diversion, with an average of 75% diversion since 2011, for all municipally collected waste. A major factor in achieving this goal was through the increase to weekly green waste collection. The City has also adopted a Waste Management Bylaw, the purpose of which is to encourage the appropriate diversion of construction and demolition waste from the region's landfills.

14.6 ASSET MANAGEMENT

The City of Port Moody is currently in the process of completing an asset management system which includes maintenance management, financial asset reporting, infrastructure lifecycle management, fleet maintenance and facility management. The goal of this system is to monitor the condition of assets over their life cycle, project future demand, predict needs and costs, develop operation, maintenance and replacement plans, and establish sustainable financial plans.

Once completed, the asset management system will include the ability to plan, track and estimate the resources required to maintain, repair and replace the City's water system, sewer system, road system and parks facilities and optimize capital and maintenance program expenditures. The facility management component will be used to maintain information on the age and condition of all major systems, such as electrical, mechanical, and structural, attached to each building the City owns. It is proposed that energy and GHG emissions be linked to the asset management system to allow for integrated life cycle decisions.

GENERAL POLICIES

1. The City will provide the required range of public utility services in partnership with senior levels of government to support current and future urban development.

2. The City will consider the impacts of climate change on infrastructure planning and identify ways to adapt local systems to ensure safety and quality of life, as well as reduce long-term costs.

3. The City will identify necessary improvements to water, sewer, drainage, and transportation infrastructure, as well as parks and recreation facilities, required as a result of future development in Moody Centre and update the City's Development Cost Charges to fund these improvements.

4. The City will explore opportunities for incorporating green infrastructure alternatives where feasible.

ROADS AND BRIDGES

5. The City will ensure that roads and bridges are designed to industry best practices and are efficient to maintain over their life-cycle.

6. The City will employ best practices to manage roads and bridges in a cost-effective manner to provide a desirable level of service for all users and optimize their lifespan.

ASSET MANAGEMENT

7. Through the City's Asset Management System, community infrastructure will be effectively managed in keeping with industry best practices and provincial requirements.

8. The City will seek to integrate energy and GHG reduction goals with asset management analyses.

WASTE MANAGEMENT

9. The City will encourage resource conservation and waste reduction by continued emphasis on the 3-R's: Reduce, Reuse, Recycle and by community education initiatives with respect to recycling and composting options.

10. In coordination with Metro Vancouver, the City will continue to encourage all property sectors to reduce solid waste generation and increase recycling towards the target of zero waste.

11. The City supports Metro Vancouver's Zero Waste Initiative. The City has developed a position on waste to energy within its community boundaries (see Appendix 5).

12. The City will phase in recycling facilities and waste reduction initiatives in all major parks and sports facilities.

13. The City will work with Metro Vancouver to implement the strategies of the Integrated Liquid Waste and Resource Management Plan and the Integrated Solid Waste and Resource Management Plan.

14. The City will continue to provide appropriate education programs to public and private sectors emphasizing the importance of waste reduction.

15. The City will include sustainability considerations within the Corporate Purchasing Policy that emphasize the purchase of recycled products over non-recycled products and prevent waste at the source through purchasing policies.

WATER CONSERVATION

16. The City will encourage water conservation measures including sprinkling regulations, the distribution of educational material which encourages water use reduction, metering of businesses, the use of drought resistant landscaping and the promotion of rain barrels and low flow fixtures in buildings. The City will meter industrial, commercial and institutional consumption and also assess the feasibility of water meters for residential users.

17. The City will demonstrate water conservation best practices in City facilities and seek to pilot innovative systems where appropriate. The City will set water conservation targets for parks, facilities and operations and monitor these on an annual basis.

18. The City will continue to work in cooperation with Metro Vancouver and other Tri-City municipalities with respect to conservation efforts.

STORM WATER MANAGEMENT

19. Integrated stormwater management plans will be developed prior to the development of any neighbourhood plans.

20. The City will work to implement the recommendations of the Integrated Stormwater Management Plan (ISMP) for the south shore watersheds (i.e. the Chines) of Port Moody as per Metro Vancouver's Integrated Liquid Waste and Resource Management Plan.

21. The City plans to develop Integrated Stormwater Management Plans (ISMP) specific to the north shore watersheds of Port Moody.

22. The City will support the development and implementation of Integrated Stormwater Management Plans that recognize and integrate the role of watercourses both as drainage and flood control systems and as ecosystems that provides valuable fish habitat.

23. The City will work in co-operation with neighbouring municipalities, Metro Vancouver and senior government agencies to develop an integrated watershed management approach to manage shared watersheds based on sound science related to hydrology and hydraulics.

24. Developers will be required to develop Stormwater Management Plans and Erosion and Sediment Control Plans to ensure that pre-development, construction and post-development stream flows remain the same and that any suspended solids in the runoff from a development site are controlled, treated and monitored.

25. Contractors will be required to control construction sedimentation and erosion from runoff water in accordance with the City's Stream and Drainage System Protection Bylaw.

26. The City will require treatment of all "first-flush" waters from impervious surfaces prior to discharge to watercourses (e.g. oil/water separators for parking lots) for newly created parking facilities.

27. The City will continue the community-wide storm drain marking program to remind residents that materials dumped into storm drains may result in the death of fish and damage habitat.

28. The City will examine its Zoning Bylaw and Subdivision and Development Servicing Bylaw from the perspective of reducing the amount of impervious surfaces in accordance with the ESA Management Strategy, Integrated Stormwater Management Plans, and Metro Vancouver's Integrated Liquid Waste and Resource Management Plan.

29. The City will encourage innovations in development form, alternative design standards, and efficient transportation planning to reduce the amount of effective impervious surfaces and the overall impact of urban development on watershed health where feasible.

30. The City will investigate opportunities within road maintenance and construction to manage stormwater in place and retain water for re-use in landscape watering.

31. The City will require the use of features such as permeable pavement systems, landscaped features (e.g. vegetated buffers or swales, natural infiltration basins) and encourage green roofs to reduce stormwater runoff from building sites.

32. Where feasible, the City will consider setting impervious area targets for development or redevelopment within watersheds.

33. The City will encourage, where feasible, the permeability of grassed or landscaped areas by protecting native soil, preventing soil compaction and aerating or loosening compacted soils.

34. The City is committed to the application of the latest stormwater management best practices to maintain or improve biodiversity in watercourses and to meet objectives of overall improvement to watershed health. The design of drainage systems will incorporate techniques such as:

    - Minor-major drainage systems;
    - Parcel grading;
    - Source controls such as infiltration facilities, rain gardens, swales, absorbent landscapes, green roofs;
    - Subsurface disposal;
    - Detention retention storage;
    - Erosion control;
    - Sediment removal;

    and other acceptable methods to mitigate the runoff impacts due to changes in land use (refer to Metro Vancouver's Stormwater Source Control Design Guidelines, 2012, for additional information).

35. The City will require a Stormwater Management Plan for all subdivisions, which includes all drainage facilities, parcel grading (showing pre and post-development ground elevations), major flood path routing and other appropriate information to the design unless otherwise included in a watershed study or Integrated Stormwater Management Plan adopted by Council.

36. The City will require that all downstream drainage infrastructure is not adversely affected by runoff from new developments.

37. The City will require that new development applications are in accordance with the Fisheries and Oceans Canada (DFO) Lower Fraser Mainland Stormwater Guidelines which are intended to protect the receiving environment from erosion and deterioration of aquatic habitat.

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, Harbour Heights, and Seaview neighbourhoods shall generally be retained with the exception of the redevelopment of the Woodland Park site.

2. Laneway housing will be considered on all single family properties with lane access.

15.1.1 WOODLAND PARK

The following policies apply to the redevelopment of the area known as Woodland Park identified on the accompanying Map 1.

For reference, where maps and illustrations identify building locations and shapes, they are intended to be representative only. Detailed building designs will be established through future Development Permit application reviews.

Map 1 – Woodland Park

Map 2 – Woodland Park Master Plan

Woodland Park is envisioned as a complete, sustainable neighbourhood composed of a mix of housing tenures complemented by small-scale commercial and childcare uses and neighbourhood park spaces, as illustrated on the accompanying Master Plan (Map 2). For reference, the buildings identified on the Master Plan are shown schematically for illustration only. Actual building siting will be determined in conjunction with the review of individual development permits. Aside from the provision of a range of housing tenures, the key cornerstone of the Master Plan is the protection and enhancement of the existing Environmentally Sensitive Areas on the site for the long-term benefit of Woodland Park and the surrounding community.

The vision for Woodland Park is based on the following principles:

- the creation of a complete, sustainable neighbourhood;
- the provision of a range of housing tenures to accommodate the housing needs for different segments along the housing continuum;
- the integration and enhancement of the existing natural elements, including watercourses and forest resource environmentally sensitive areas (refer to Map 3 - Environmentally Sensitive Areas and Open Space Concept Plan);
- the provision of usable park spaces incorporating a variety of recreational and social uses, complemented by a perimeter pedestrian trail and green spaces between buildings for passive or active purposes and green infrastructure;
- the provision of a range of local retail uses and childcare to serve the daily needs of the local population;
- improvement to neighbourhood access and egress; and
- the provision of a strong arts and culture focus through the installation of a variety of public art elements throughout the site.

To support this vision, it is expected that future buildings will be designed to create a distinct architectural identity on the site and incorporate a variety of sustainable building technologies intende to address climate change issues and ensure a livable environment for occupants.

Map 3 – Woodland Park Environmentally Sensitive Areas and Open Space Concept Plan

While the Master Plan and the Environmentally Sensitive Areas and Open Space Concept Plan are provided as a visual representation of the proposed development, these plans represent a singular point in time rather than final decisions. As redevelopment will be phased over a lengthy period of time, it is recognized that the Master Plan may be adjusted by Council in response to changing demographic and economic conditions and City requirements.

DEVELOPMENT PHASING

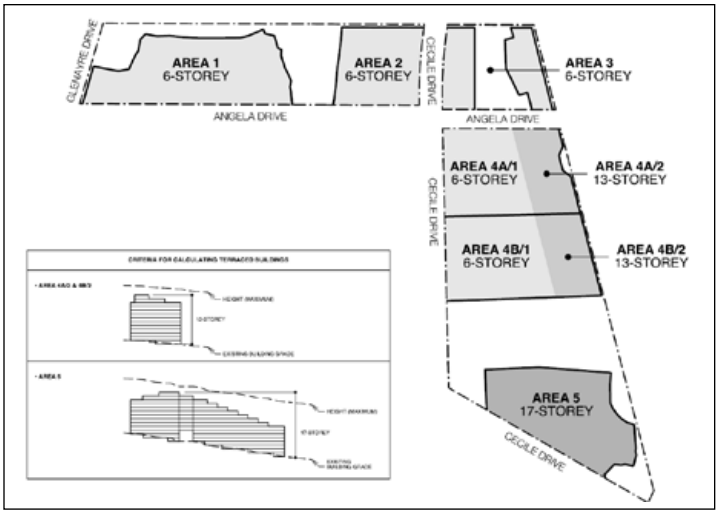
Redevelopment within Woodland Park will be gradual, spread across five individual neighbourhood Areas, on a phased basis. Map 4 illustrates the five Neighbourhood Areas. While this Map illustrates the current phased development approach, this approach may be altered over time.

Map 4 – Woodland Park Phasing Plan

A key community benefit of the project is the provision of a variety of amenities, which will be provided commensurate with the approval of individual development permits for each phase.

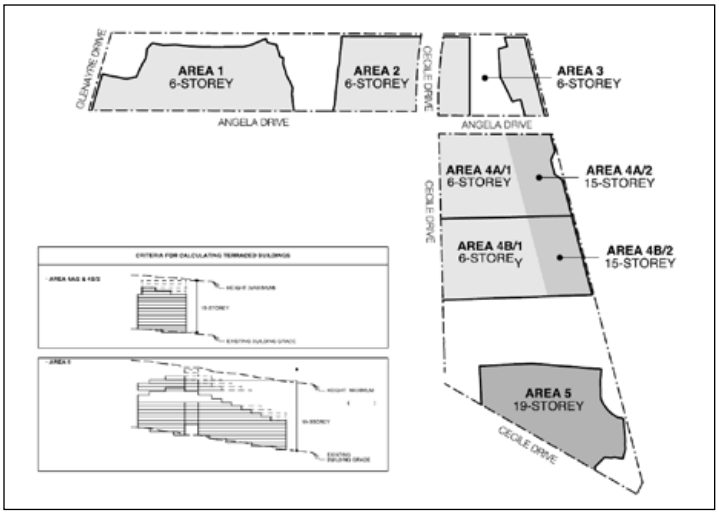
WOODLAND PARK POLICIES

1. Within Woodland Park a variety of housing types and tenures will be provided including, below-market rental units, market rental units and strata units. Neighbourhood serving uses, including commercial and childcare uses will also be provided for.
2. Opportunities for other flexible housing options to respond to changes in household needs (e.g. lock-off units) will be considered.
3. Building heights may range from six storeys up to a maximum of 12 storeys, except where sloping grades result in a greater number of storeys as illustrated on the following Map 5 - Building Heights.



Map 5 – Woodland Park Building Heights

4. In the case of a transfer of density associated with the provision of land for improvements to neighbourhood access and egress and associated community benefits, building heights would be permitted to increase above 12 storeys in selective areas, as illustrated in Map 5b - Building Heights Including Density Transfer.



Map 5b – Woodland Park Building Heights Including Density Transfer

5. A public path around the perimeter of the property, as shown on the Master Plan, is required, which will generally define the extent of the Environmentally Sensitive Areas to be protected and enhanced.
6. The phased development of Woodland Park shall include the provision of road improvements to enable a safer and operationally effective means of access to, and egress from, the neighbourhood.
7. In accordance with the Master Plan, two parks, Cecile Bend and 'The Hub', shall be provided with a total minimum area of approximately 0.81 ha (2 ac). These parks shall incorporate a variety of opportunities to promote physical and social activities to meet the needs of a variety of user groups.
8. Detailed plans for each park shall be provided and, once developed, the two parks, along with the perimeter path

and on-site environmentally sensitive areas shall either be dedicated to the City, or in the case of The Hub' park public access may be otherwise secured

9. In order to support the creation of a sustainable community at Woodland Park, development shall address the City's policies related to climate change adaptation and shall include the incorporation of:

   a) transportation demand management strategies, including, but not limited to:
      - an improved neighbourhood pedestrian and cycling network along the site frontages of Angela and Cecile Drives; and
      - parking requirements;

   b) best management green building and energy efficiency practices; and

   c) green infrastructure strategies.

10. A cohesive Public Art Master Plan that identifies opportunities and priorities for the provision of public art in Woodland Park.

11. Opportunities along the perimeter trail to incorporate interpretative and educational signage.

12. Development Permit Area 4: Environmentally Sensitive Areas and Development Permit Area 5: Hazardous Conditions development permit area guidelines shall apply to the preservation and enhancement of the on-site watercourses and forest resources and address hazardous conditions as necessary.

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 Ioco Road, which serves as the primary traffic corridor in the neighbourhood.

Traffic on Ioco 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 Ioco 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 Ioco 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.

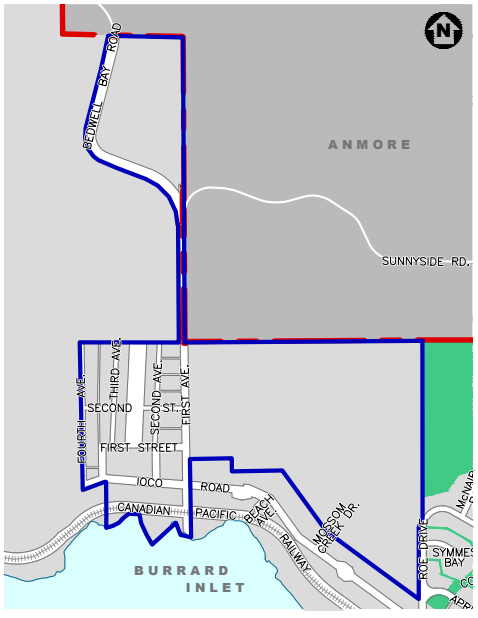
8. The City will continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.

15.2.3 IOCO AREA

1. 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 Ioco Townsite
   - Protection and enhancement of environmentally sensitive areas
   - 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. low-carbon energy systems, and waste and water recycling)
   - Integration and transition with surrounding neighbourhoods, including Anmore
   - Potential traffic impacts on Ioco 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 Ioco Townsite, infill single-family residential development will be allowed within the Ioco 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. For that portion of the Ioco Lands outlined in the following map, a maximum residential density of 253 dwelling units will be permitted.



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 Ioco 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.

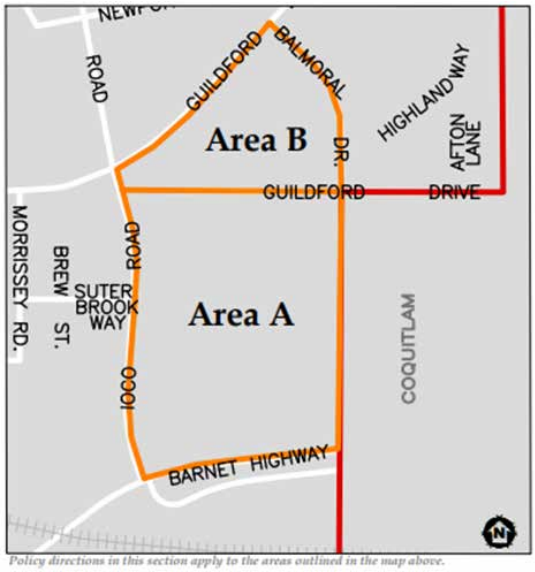
15.3.1 CORONATION PARK

Coronation Park is envisioned as a transit-oriented mixed-use neighbourhood. It is made up of a variety of multi-family housing forms and includes a significant commercial component to serve residents and create employment. Strong emphasis is placed on pe estrian circulation within the neighbourhood as well as connections to surrounding areas, including Inlet Centre Station. A large centrally-located public park will help meet the recreational needs of

residents and create opportunities for social interaction.

The neighbourhood is divided into two areas:

- Area A will be assembled and redeveloped for medium- to high-density mixed-use. The only exception to the land assembly in Area A is the lot at 103 Ioco Road, which is currently zoned Service Station Commercial (C4). This lot is designated in the OCP as Mixed Use - Inlet Centre but is anticipated to remain in service station use for the foreseeable future.
- Area B will be assembled and redeveloped for medium- to high-density residential use.



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

POLICIES

1. The following policies apply to both Area A and Area B:

i. Residential uses shall include a range of forms (e.g., ground-oriented and stacked townhomes and low-rise and high-rise apartments), tenures (e.g., strata, market rental and affordable below-market rental), and unit sizes (e.g., studio to 3+ bedrooms and family-friendly units). Residential buildings shall include ground-oriented accessible units at grade.

ii. Redevelopment is encouraged to provide space for child, family, and senior-friendly amenities, such as childcare, community care, and seniors care, with outdoor amenity and play space. Rezoning applications within the neighbourhood shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand can be accommodated, and if necessary, how the development will contribute towards the provision of childcare spaces.

iii. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.

iv. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:

   a. pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and

   b. an overpass between the neighbourhood and Inlet Centre Station.

v. At least one additional road connection shall be required to serve the neighbourhood and the location must be resolved prior to the City approving any rezoning applications within the neighbourhood.

vi. Given the proximity to Inlet Centre Station, TOD parking standards are encouraged, subject to the implementation of transportation demand management strategies to reduce personal car ownership and use.

vii. All long-term off-street parking shall be underground.

viii. Use of building rooftops for uses such as outdoor amenity space, community gardens, and green roofs is encouraged.

ix. All rezoning applications shall include a phasing plan and may be required to support up-fronting / oversizing of infrastructure.

x. A public art plan shall be required as part of all rezoning applications within the neighbourhood.

2. The following additional policies apply to Area A, with the exception of 103 Ioco Road:

i. All the properties in Area A shall form part of a comprehensive development.

ii. Building placements and heights, land uses, pedestrian and vehicle circulation, and public park space shall generally be as shown on the Area A - Land Use Concept Plan.

iii. The maximum permitted residential gross floor area is 194,276m^2, excluding private indoor amenity space.

iv. A minimum of 7,780m^2 of the residential gross floor area shall be purpose-built rental housing.

v. Six high-rise buildings shall be permitted, ranging in height from 26 to 31 storeys.

vi. Low-rise buildings, including tower podiums, shall range in height up to a maximum of eight storeys.

vii. A minimum of 1,483m^2 of gross floor area shall be provided for private indoor amenity use.

viii. The minimum required commercial gross floor area is 9,780m^2.

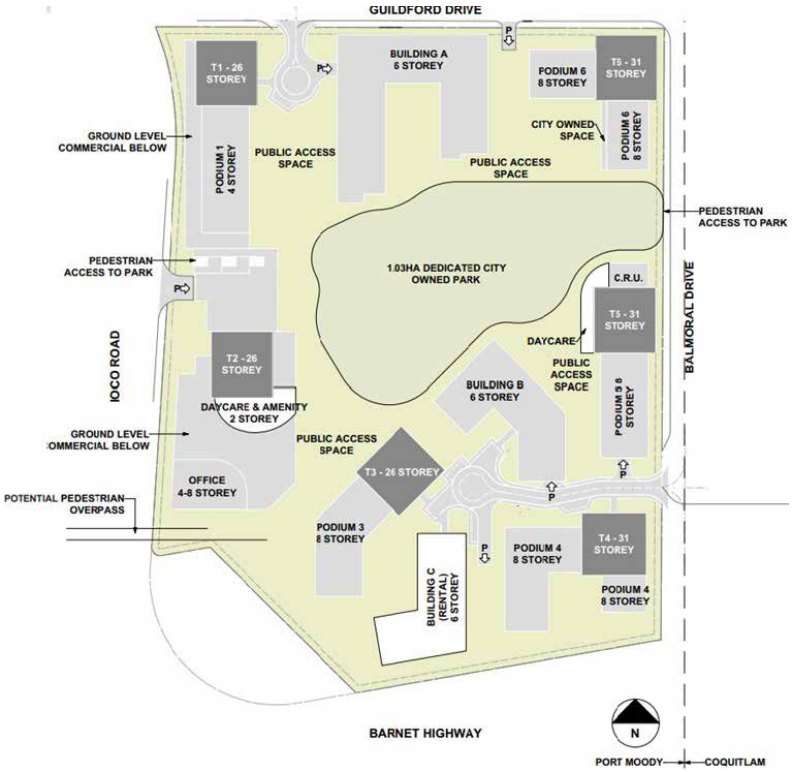
ix. A minimum of 2,717m^2 of the commercial gross floor area shall be for purpose-built office use.

x. A minimum of 883m^2 of gross floor area shall be provided for childcare use.

xi. A public park a minimum of 1,03ha in size shall be provided, generally as configured on the Area A - Land Use Concept Plan.

xii. The public park shall be designed and programmed to accommodate all age groups, from children to seniors, and will include both passive and active space, as well as barrier-free fully accessible circulation.

xiii. A civic facility with a minimum gross floor area of 186m^2 shall be provide in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.



Area A – Land Use Concept Plan. Note: This Land Use Concept Plan is for illustrative purposes only, with further details to be determined at the rezoning stage.

3. The following additional policies apply to Area B:

i. High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.

ii. Low-rise residential buildings shall be a maximum of four storeys and a mix of apartments and townhomes.

iii. For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.

iv. For high-rise residential buildings, floorplates in the range of 700m^2 above the podium are encouraged.

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, tri-plex, 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.

9a. 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.

9b. For the multi-family designated properties on Lots 17-20 Henry Street, a maximum height of 11 storeys is permitted provided that the proposed development exhibits an exceptional architectural design, reduces the perception of the building scale by stepping the building back up the existing slope, and protects environmentally sensitive areas of the site.

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

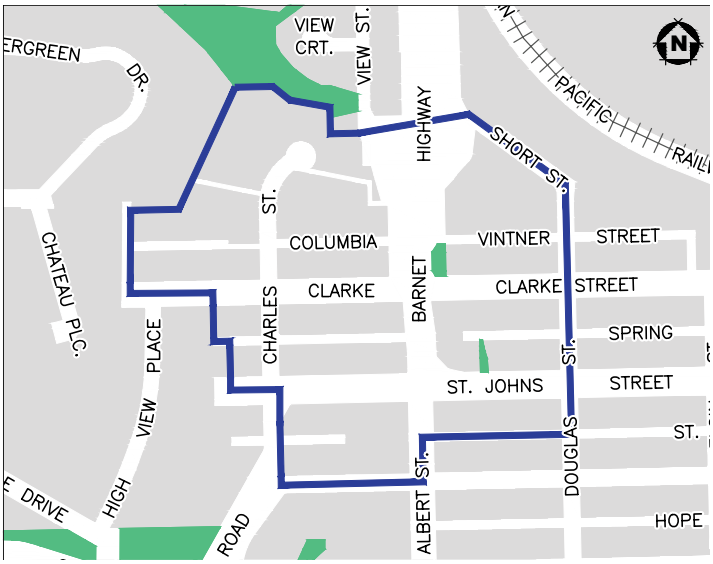
As part of new development in this area, a number of desirable components have been identified including:

- 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 up to 6 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. It is envisioned that in the future this area may transition into a comprehensive development with a mix of uses taking advantage of its proximity to rapid transit.



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

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 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.

3. For the Mixed Use designated property at 2036 St Johns St, a maximum height of 6 storeys will be considered.

4. 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.

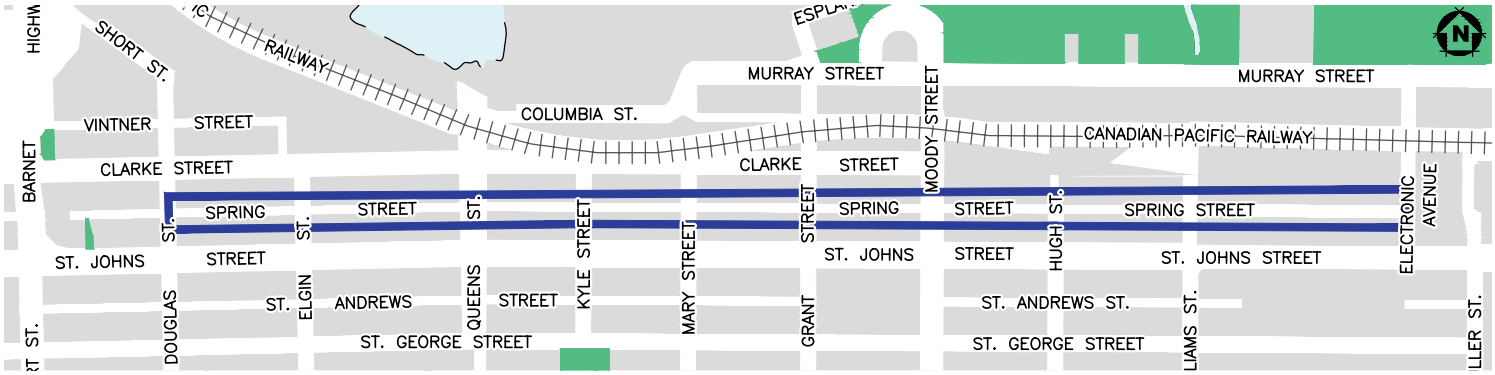
5. Identified heritage buildings in the Westport area should be conserved and retained as part of any redevelopment project.

6. 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.

7. For the multi-family designated properties in the cul-de-sac on Charles Street, a maximum height of six storeys will only be considered when the form and siting of redevelopment results in the creation of significant open/green space, connections to existing parks and trails, and the protection and enhancement of local watercourses.

8. The consolidation of two or more parcels within the Charles Street cul-de-sac is encouraged to provide a more comprehensive development for this area.

9. 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.

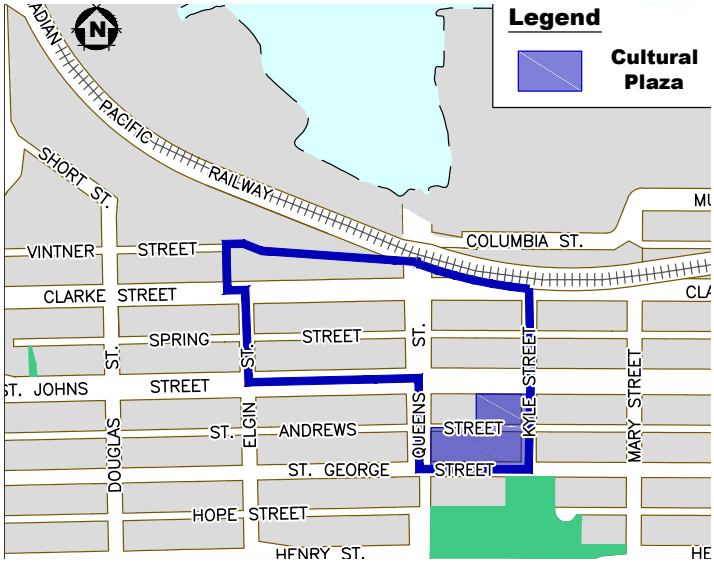
3. Moody Centre Station Area between Moody Street and Electronic Avenue

- 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.



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

In this area:

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

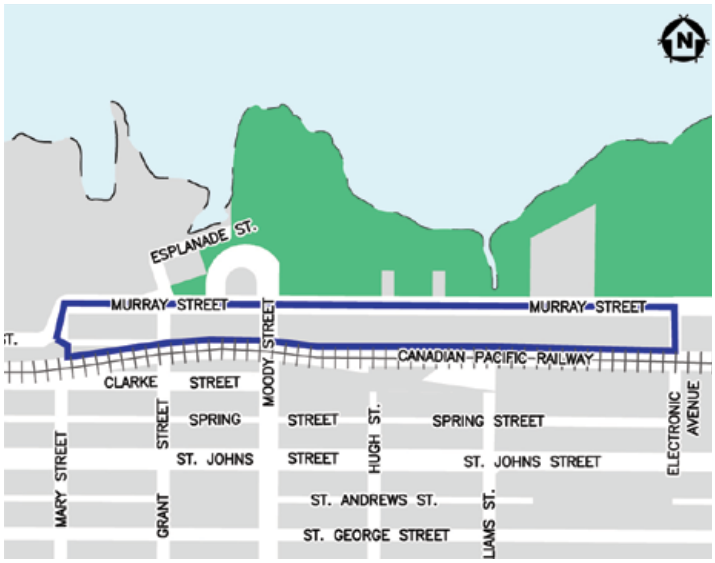
3. Opportunities for the creation of a Cultural Plaza will be pursued on city-owned land around the existing Arts Centre with consideration of a range of uses including residential, retail, performance/cultural centre.

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.

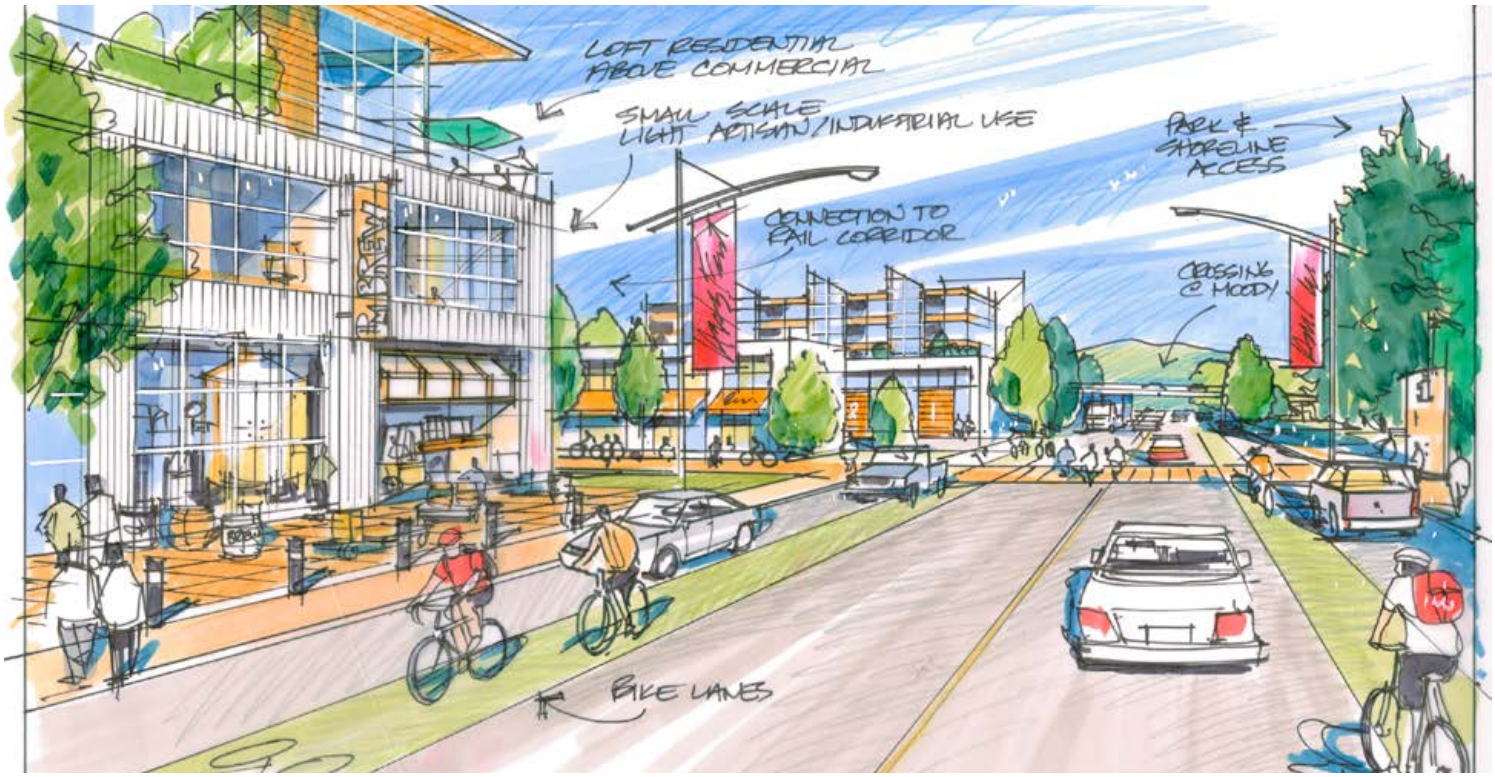
In this area:

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 core area and the rest of Moody Centre with the ocean by introducing an urban presence along the water. The district is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience.

The vision for this area includes:

- Opening the entire oceanfront to the community by permitting uses that encourage greater public activity, such as retail/commercial, residential, entertainment, open space, and an institutional/research facility
- An emphasis on creating intensive employment generating activities
- Consideration of eco-industrial networking to capitalize on synergies between compatible businesses
- Preserving north-south view corridors with the development of an articulated skyline by encouraging a variety of building heights and floorplates
- Siting residential land uses to minimize the conflict with adjacent industrial uses
- Buildings set back to provide sufficient space for open/green space and to provide a buffer/transition between the waterfront and buildings
- Retention of ecological values along the foreshore and Kyle Creek
- Applying transit oriented development principles for areas within 400 – 800 metres of rapid transit
- Provision of public open space/facilities to serve the needs of future residents as well as the wider community
- Providing linkages to the existing Shoreline Trail in Rocky Point Park and extending this trail along the perimeter of the site to provide public access to the ocean
- Integrating the existing community and the Oceanfront District through vehicle, pedestrian, and cyclist linkages over the CP Rail and Evergreen Line rights-of-way connecting this site with the historic commercial area on Clarke Street, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations
- Integrating a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design
- Creating a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit
- 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
- Integration of sustainable building technologies (e.g. district energy heating, waste, and water recycling)
- Mitigation of any environmental concerns for the site

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

- Enhancing the environmental values of Kyle Creek as part of redevelopment
- Incorporating artificial platforms 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
- Incorporating nesting platforms for birds, such as osprey and purple martins.

OCEANFRONT DISTRICT POLICIES

1. The land use concept plan for this site is shown in the figure below. This concept plan is included for illustrative purposes only and will be refined as part of any rezoning of the site.

2. The maximum permitted density of development on the site for all uses combined is 357,064m^2 of gross floor area.

3. The maximum permitted density of all forms of residential development on the site, including live-work, is 314,794m^2 of gross floor area and 3,397 units. This maximum excludes any congregate care facility.

4. A minimum of 5,110m^2 of the residential development shall be purpose-built permanent rental accommodation.

5. A minimum of 2,785m^2 of private indoor amenity floor space shall be provided on the site, which may be in a central facility or disbursed among phases. All private indoor amenity space shall be excluded from the maximum permitted density of development on the site set out in Policy 2.

6. The maximum permitted building height on the site is 38 storeys.

7. Permitted employment generating uses on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, congregate care, artist studios, and live-work.

8. A minimum of 42,270m^2 of gross floor area on the site shall be employment generating floor space, of which a minimum of 9,570m^2 of gross floor area shall be light industrial.

9. The maximum permitted size of a grocery store on the site is 1,400m^2 of gross floor area.

10. Lands south of the current Columbia Street right-of-way form part of the Oceanfront District and provide an opportunity to act as a transition between the rail line and the lands to the north. Any future uses proposed for these lands shall be for employment generation and shall have a maximum gross floor area of 2,200m^2. This gross floor area is in addition to the values set out in Policy 8.

11. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.

12. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers topics such as:
- A passive and active open space needs analysis
- The programming and design of public park space
- Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity
- Providing floating platforms on the water for birds and seals, subject to required approvals being obtained
- Providing bird nesting boxes, subject to required approvals being obtained

VIEW ALONG WATERFRONT BOARDWALK

- Setting site-specific stormwater runoff management targets and developing a stormwater runoff management strategy
- Public access opportunities
- Integration with the climate change risk assessment and adaptation strategy.

13. A public trail shall be created along the entire waterfront perimeter of the site that is integrated with the existing Shoreline trail system and provides the potential for extension of the trail west of the site if the opportunity arises in the future. As part of the first rezoning of the site, a plan shall be prepared that establishes the detailed design of the trail system taking into consideration the need to ensure that environmentally sensitive areas of the waterfront are protected.

14. Pedestrian and cycling routes shall be created that enhance the connectivity between the site and surrounding areas, including to the Moody Centre rapid transit station. A plan shall be prepared that establishes the detailed design of the pedestrian and cycling routes as part of the first rezoning of the site.

15. The barge basin shall be retained and enhanced for public access as part of the redevelopment of the site. A plan for how the basin is used will be part of the first rezoning of the site.

16. A traffic study, including an impact assessment, route alternative evaluation, and a transportation demand management plan shall be completed as part of the first rezoning of the site that considers not only traffic generated by the site, but also the traffic associated with future growth outside of the Oceanfront District.

17. The appropriate parking standards for each permitted use on the site shall be determined as part of the first rezoning of the site. The parking standards may be revisited with subsequent rezoning(s) of the site when actual travel demand and parking demand patterns for completed portions of the redevelopment can be observed and assessed.

18. The road network layout and functional level design shall be determined as part of the first rezoning of the site.

19. A combined vehicle, pedestrian, and cycling connection shall be further analyzed, consistent with the City's Master Transportation Plan, and may include a new Mary Street alignment (as shown in the concept plan) or an expanded Moody Street, which is part of the City's existing road network. Further infrastructure may be necessary to accommodate increased traffic from the site including new overpasses, intersections, and roads, or upgrades to existing overpasses, intersections, and roads. These two connection options, and possibly others, as well as other infrastructure requirements, will be evaluated in detail as part of the first rezoning of the site and in conjunction with the results of the traffic

study set out in Policy 16. The City shall determine the best option taking into consideration the land use, traffic, aesthetic, financial, and other community impacts, the proportional share of traffic generated by the site versus the broader community, and all other relevant factors.

20. A demographic and school impact analysis shall be undertaken as part of the first rezoning of the site, including determining if there is sufficient demand to justify an elementary school being located on the site.

21. A climate change risk assessment and adaptation strategy shall be completed as part of the first rezoning of the site. The strategy will include a flood risk study, assessment of climate change risks and impacts (e.g., sea level rise, saltwater groundwater intrusion, loss and/or degradation of shoreline lands) and identify adaptation measures to address the impacts, including topics such as:

- Peripheral site protection (e.g., seawalls and dykes)
- The appropriate flood construction level
- Finished floor elevations
- Sub-surface parking elevations
- Building setbacks and design
- Foreshore management strategies
- Landscape design standards
- Stormwater management systems.

22. An energy plan shall be completed as part of the first rezoning of the site that considers topics such as:

- Minimizing greenhouse gas emission;
- Increasing the energy performance of buildings
- Deploying renewable and low-carbon energy technologies
- The feasibility of a district energy system for the site.

23. A geotechnical study shall be completed as part of the first rezoning of the site to determine the specific measures required to address seismic events, groundwater conditions, climate change, and other pertinent topics.

24. An Archaeological Impact Assessment (AIA) shall be conducted that follows the recommendations of the Archaeological Overview Assessment completed for the site in 2016. The AIA will include a combination of subsurface testing and monitoring of demolition of existing infrastructure on the site and preliminary development activities.

25. A Development Agreement shall be required as part of the first rezoning of the site that sets out the servicing and infrastructure requirements, on- and off-site amenity contributions, provision of public park space, public art, phasing of development, and all other pertinent conditions of development.

26. Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), shall be prepared and adopted as part of the first rezoning of the site. These guidelines shall take into consideration the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location, and other factors that will help create a comprehensively designed neighbourhood that is unique to Port Moody.

27. The *Development Permit Area 4: Environmentally Sensitive Areas* guidelines shall apply to Kyle Creek and the 30-metre stream buffer.

28. The entire site shall also be subject to the *Development Permit Area 5: Hazardous Lands* guidelines.

OCEANFRONT DISTRICT LAND USE CONCEPT PLAN

Note: For illustrative purposes only and subject to change as part of rezoning of the site.

15.5.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys.

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
- 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
- In addition to including parking to support their own building, new developments will consider including commuter parking and visitor parking for Rocky Point Park
- All residential development will require a rental housing component
- A Park and Ride with free and plentiful parking for all Port Moody residents.

In this area:

1. Residential uses shall include a range of forms (e.g., ground-oriented townhomes and stacked townhomes, and low-rise and high-rise apartments), tenures (e.g., strata, market rental, and affordable/non-market rental), and unit sizes (e.g., studio to 3+ bedrooms, family-friendly units, and lock-off units). New residential buildings shall include ground oriented/ accessible units at grade.

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

2. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/ production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At grade commercial/employment uses shall be oriented to the street and designed at a pedestrian scale.

3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. 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.

4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m2 are encouraged.

5. Redevelopment shall support alternative transportation modes, prioritize pedestrian mobility to/from the station, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and include:

- a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block north-south pedestrian connections
- an extension of Golden Spike Lane west to the station (pedestrian/bike/possibly vehicles)
- bike lanes connecting inside and out
- wide sidewalks in all new developments.

6. Given its proximity to the station, and the City's vision towards creating a complete and walkable community, TOD parking standards (i.e. parking relaxations in certain areas) are encouraged for the Moody Centre TOD Area, while still ensuring adequate parking to support retail vitality. All off street parking should be underground. On-street loading areas in front of multi-family residential entrances are encouraged.

7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.

8. Redevelopment shall create an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. The greenway will be provided through dedication as part of a redevelopment proposal. Density may be transferred to the remainder of the parcel. Its design and function will be determined through further study. New buildings adjacent to the greenway shall front/face it and be designed to minimize overshadowing by stepping back of building heights away from the greenway.

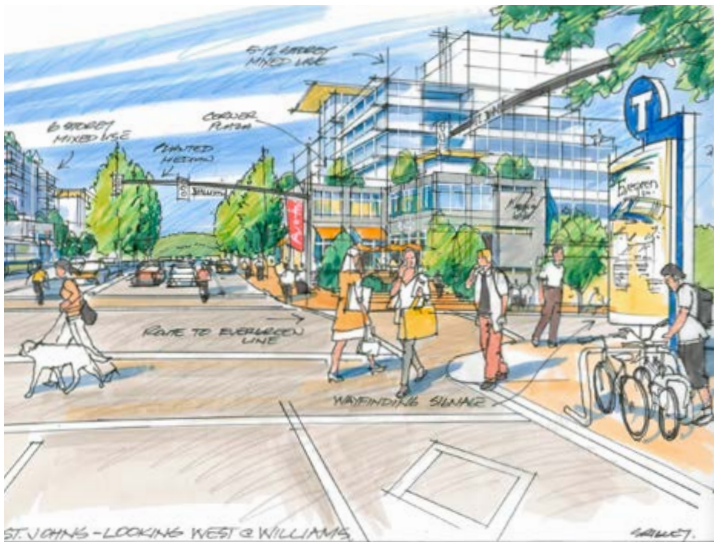
9. Sustainable building practices, including rooftop gardens and green roofs, are encouraged, where feasible.

10. The public realm shall include:

- Public space for residents and visitors (plazas, open space, civic use)
- A plaza around the station entrance, connecting to the greenway
- Internal plazas within the blocks nearest the station
- Opportunities for public art
- A realized Spring Street Promenade.

11. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as child care, community care, and seniors care facilities, an outdoor amenity, and play space. Development applications shall provide a demographic analysis identifying the estimated child care demand produced by the proposed development, how this demand could be accommodated, and if necessary, how the development would contribute towards the provision of daycare spaces.

12. The City will continue to work with School District 43 and Fraser Health on servicing the expected population growth in the Moody Centre TOD Area.



13. Substantial lot consolidation is required. For a site to be considered for a rezoning within this area, it shall be of such a size and configuration that it can reasonably accommodate a form of development as outlined in the plan. Rezoning of lot configurations that unreasonably preclude future planning and design opportunities (i.e., that result in excluded, isolated, or small lots that cannot reasonably be redeveloped) will not be considered. Rezoning applicants shall demonstrate that any sites "left behind" can be reasonably developed with consideration for building massing, underground parking, and project economics.

14. Further study will be required to determine the design of daylighting of Dallas/Slaughterhouse Creek as well as the pedestrian overpass in proximity to the station.

15.5.7 INLET CENTRE 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 has been developed to determine appropriate density and building forms prior to any redevelopment within this area. These policies are contained in Section 15.3.1 of this OCP.

In this area:

1. Building heights up to 26 storeys will be considered for the following Mixed Use - Inlet Centre designated areas:

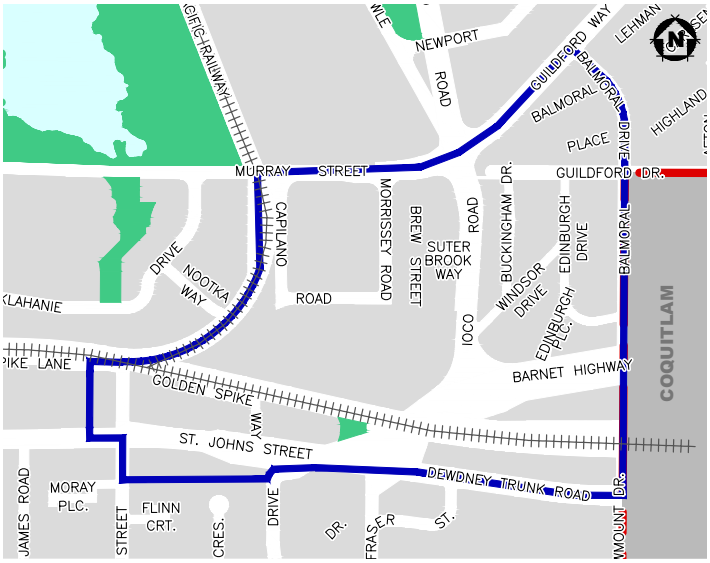
- 130 loco Rd;
- The triangular portion of land between the Klahanie and Suter Brook developments; and
- The 2400 block of Barnet Hwy (Honda dealership site).

2. Within the Coronation Park neighbourhood:

- Building heights up to 26 storeys will be considered for the area designated Hi-Rise Residential; and
- Building Heights up to 31 storeys will be considered for the area designated Mixed Use - Inlet Centre. ;

3. 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.

4. The 3300 block of Dewdney Trunk Road is designated for the development of multi-family housing to a maximum height of 4 storeys with the exception of the property at 3370 Dewdney Trunk Road which, if redeveloped as a rental housing project, is permitted to a maximum height of 6 storeys.



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

5. The 3200 block of the north side of St. Johns Street and the properties at 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.

6. 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.

7. Above 4 storeys, upper floors will be set back from St. Johns Street, Ioco Road and Barnet Highway.

8. 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.

9. Additional policies for the Coronation Park Neighbourhood portion of Inlet Centre can be found in Section 15.3.1 of this OCP.


PORT MOODY
LOOKING WEST - ALONG BARNET HWY - TO 1040 RD.

CHAPTER 16: **DEVELOPMENT PERMIT AREA GUIDELINES**

GENERAL AUTHORITY FOR DEVELOPMENT PERMIT AREAS

Under sections 919.1 and 920 of the Local Government Act, an official community plan may designate development permits areas for or one or more of the following purposes:

- protection of the natural environment, its ecosystems and biological diversity;
- protection of development from hazardous conditions;
- protection of farming;
- revitalization of an area in which a commercial use is permitted;
- establishment of objectives for the form and character of intensive residential development;
- establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- establishment of objectives to promote energy conservation;
- establishment of objectives to promote water conservation;
- establishment of objectives to promote the reduction of greenhouse gas emissions.

DESIGNATIONS AND LOCATIONS

The following areas of the City are hereby designated as development permit areas:

1. as identified on the attached Map 12:

Development Permit Area 1: Neighbourhood Residential (DPA 1);
Development Permit Area 2: Moody Centre (DPA 2);
Development Permit Area 3: Inlet Centre (DPA 3);

2. as identified on the attached Map 13:

Development Permit Area 4: Environmentally Sensitive Areas (DPA4);

3. as identified on the attached Map 14 and Map 15:

Development Permit Area 5: Hazardous Lands and Steep Slopes (DPA 5).

This Chapter describes the special conditions or objectives that justify the development permit area designations. The guidelines set out in Appendix 2 of this Official Community specify the manner by which the special conditions or objectives will be addressed.

POLICY

1. The City shall review its Development Permit Area designations, objectives and guidelines, as appropriate, in order to ensure their compatibility with community objectives.

16.1 DEVELOPMENT PERMIT AREA 1: NEIGHBOURHOOD RESIDENTIAL

Purpose of Designation Category: Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-family residential development.

Justification: Much of the developable land in the City is devoted to residential neighbourhoods comprised of a range of single and multi-family housing, as well as, small-scale commercial uses, and community facilities such as schools, churches and public recreation facilities. Although these neighbourhoods differ in age, character, and rate of development, there are a number of common objectives for all neighbourhoods:

- to ensure that developments are compatible in scale, form and character with the existing community and consistent with the desired future development plans for the particular neighbourhood;
- to encourage developments that serve to preserve and enhance the special natural, historical or aesthetic features which help define the identity of the area;

- to provide ease of access for all Port Moody's residents, regardless of physical capabilities;
- to ensure that, where necessary, the design of development which creates a suitable transition between adjacent differing land uses or residential densities;
- to ensure that multi-family development is designed so as to provide the features and amenities suitable for the needs of residents expected to reside in these developments.

These objectives provide the basis for a set of design guidelines to be applied to all multi-family residential, commercial, and community/public uses within DPA 1.

As shown on Map 11, DPA 1 includes all the existing and planned residential neighbourhoods in the City, except for several residential areas within Moody Centre (which fall within DPA 2), Inlet Centre (DPA 3) and those areas under the jurisdiction of the City's North Shore Development Authorization (NSDA). It is intended that the areas lying within DPA 1 remain or are developed predominantly for residential use. In addition to residential development, complementary land uses traditionally found in local residential neighbourhoods will be supported in these areas.

16.2 DEVELOPMENT PERMIT AREA 2: MOODY CENTRE

Purpose of Designation Category: Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial, intensive residential, or multi-family residential development.

Justification: Moody Centre is the historic core of the City, with much of its early development related to the completion of the first transcontinental railroad in 1885. The City wishes to reflect this history in the future development of much of Moody Centre in order to preserve and enhance the neighbourhood's heritage character and to provide for continuity between the community's past and future. The Heritage Conservation Area of this DPA includes the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial, and adaptive commercial uses. The Heritage Character Area encompasses a larger area between Albert St. and Williams St. and consists largely of single family homes with some commercial uses. Both of these areas are illustrated on Map 3.

Also of importance, the City sees this area as one where significant economic growth is possible. In order to encourage this growth, the area needs the ability to attract new residents and businesses by striking a balance between preservation of its heritage character and natural environment, and the facilitation of new development that meets future demand for housing and commercial services.

Much of the commercial activity in Moody Centre has traditionally been comprised of highway commercial uses. The community has expressed a desire to create a more complete community within Moody Centre to serve the daily needs of residents in this area, reduce reliance on vehicle use and enhance its pedestrian environment. Given the diverse character of Moody Centre, the objectives of this Development Permit Area designation are:

- in the Heritage Character Area, to ensure that high quality redevelopment and rehabilitation promote the economic growth of the area as well as respect the integrity of its historical buildings and encourages a pedestrian-oriented environment;
- to retain the single family character of residential properties when associated with Adaptive Commercial uses;
- to ensure that commercial development contributes to the economic revitalization of the area and the creation of a more complete community, as well as, remaining sensitive to the residential component in mixed-use buildings;
- to ensure that multi-family development respects the character of surrounding low density residential uses through its siting, design and exterior finishings;
- to discourage low density single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street; and,
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from the region.

16.3 DEVELOPMENT PERMIT AREA 3: INLET CENTRE

Purpose of Designation Category: Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-family residential development.

Justification: This area of the City is a major focus of commercial, institutional, and higher density residential development. Due to its location near the head of Burrard Inlet at the City's eastern boundary, the area provides a critical linkage between the more established south shore and the newer north shore neighbourhoods. Major public services exist in this developing area including Eagle Ridge Hospital, the Social/Recreation Centre, a fire hall, City Hall/Community Theatre and Library complex, and other community amenities in Inlet Centre.

DPA 3 has experienced considerable growth and development in recent years, with the completion of Newport Village, ongoing development at the Klahanie and Suter Brook areas, and the expansion of the Social/Recreation Centre. The area will continue to see development. The overall objective for DPA 3 is to create an environment of mixed land uses of high-quality design, which will contribute to the creation of a cohesive, identifiable, accessible town centre with a strong pedestrian orientation.

Because of the size and complexity of some of the developments anticipated within DPA 3, these developments must be consistent with both the general design criteria contained herein, and site specific design guidelines established by the developer at the time of rezoning.

16.4 DEVELOPMENT PERMIT AREA 4: ENVIRONMENTALLY SENSITIVE AREAS

Purpose of Designation Category: Pursuant to subsection 919.1(a) of the Local Government Act, the purpose of this designation is to protect the natural environment, its ecosystems and biological diversity.

Justification: An Environmentally Sensitive Area (ESA) Management Strategy study completed in 2003 identifies areas of high and medium sensitivity and recommends that these be designated as Development Permit Areas. Areas noted as Special Features or within the 30 metre stream buffer are considered to be of high sensitivity and are also designated as Development Permit Areas. These areas were identified for one or more of the following reasons:

- they provide critical habitat for protected species;
- they contain watercourses, wetlands, forested riparian areas, and intertidal zone that are recognized for their critical importance for fish and wildlife;
- they are important wildlife corridors;
- they are undeveloped or less intensely developed portions of watersheds with low overall levels of urban development and that drain into fish bearing watercourses;
- they are areas where species at risk (as identified by the provincial Wildlife Act, the federal Species At Risk Act and the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) exist; and,
- they are areas or sites with high species richness or an unusual species assemblage.

The objectives of this designation are to protect public safety and environmentally sensitive areas, as well as, to provide natural amenity areas to the residents of the community. The areas being protected are also expected to promote the economic development of the City as they help create a unique environment.

16.5 DEVELOPMENT PERMIT AREA 5: PROTECTION OF DEVELOPMENT FROM HAZARDOUS CONDITIONS

Purpose of Designation Category: Pursuant to subsection 919.1(b) of the Local Government Act, the purpose of this designation is to protect development from hazardous conditions.

Justification: The section on "Hazardous Lands" in Chapter 6 of the Official Community Plan discusses certain areas of the City where development is subject to above-average risk from natural hazards including:

- susceptibility to soil liquefaction in the event of an earthquake;
- land slippage due to soil erosion on steepland sediments and sloping sites; and
- areas subject to flooding and debris flow during abnormal storm events.

Maps 14 and 15 identify these areas, and Development Permit Area 5 boundaries encompass these lands. Because these natural hazards pose some potential risk of personal injury and property damage, special consideration needs to be given to applications for development on such sites. This is done through a requirement for submission of a geotechnical report, certified by a qualified professional, being a professional engineer or a professional geoscientist with experience or training in geotechnical study and geohazard assessments stating that the subject land may be used safely for the use intended. The geotechnical report will analyze risks specific to the site, including any anticipated adverse effects on the area's surface water, groundwater, slope stability, erosion or other geotechnical issues affecting development safety and may address the means by which these can be minimized. As part of the geotechnical investigation, pre- and post-development/construction measurements and monitoring shall be undertaken to determine any ground subsidence or lateral movement that may occur.

As part of such applications, the City may also require:

a) the owner of the land covenant with the City to use the land only in the manner certified by the qualified professional as enabling the safe use of the land for the use intended;
b) that the covenant contain conditions respecting reimbursement by the owner for any expenses that may be incurred by the municipality as a result of a breach of a covenant under paragraph (a); and
c) the covenant be registered under section 219 of the Land Title Act.

A development permit must be approved by Council prior to any development proceeding to verify site suitability and identify any necessary safeguards. Responsibility for the safety of any development and liability arising from that development continues to rest exclusively with the property owner and not the City.

Development Permit Area 5 constitutes an "overlay" dealing with protection of development from hazardous conditions, to parts of Development Permit Areas 1, 2 and 3, which deal with the form and character of commercial, industrial or multi-family residential development. As noted in the Development Permit Area 5 guidelines, within that Development Permit Area, only applications requiring a development permit by virtue of their status within Development Permit Areas 1, 2 and 3 are required to apply for such a permit. However, for certain classes of application not requiring a development permit, a geotechnical report may nevertheless be required (see DPA 5 guidelines in Appendix 2 for further details).

CHAPTER 17: IMPLEMENTATION & MONITORING

The policies contained in this Official Community Plan are designed to help guide day-to-day decision-making on land use issues in Port Moody. Effective implementation of these policies is the key to transforming this document into reality and keeping the Plan vision alive and relevant. Given the broad nature of these policies, implementation will require the involvement of many individuals and organizations in a variety of different ways. This includes federal and provincial governments, private sector builders and developers, the school board and non-profit agencies. Council appointed advisory bodies are also involved in providing guidance to Council on a regular basis, as are individual actions by concerned residents, business operators, employees and property owners. With this input in mind, policies in the OCP are ultimately carried out by the decisions made by Council.

An OCP does not commit or authorize the City to proceed with any project that is specified in the OCP. However, after an OCP has been adopted, all bylaws enacted or works undertaken by Council must be consistent with the OCP.

Implementation mechanisms will involve both City programs and activities that are currently in place, as well as new programs and initiatives that need to be considered.

There are a number of strategies that can be used to implement this OCP including:

17.1 PUBLIC AWARENESS AND INVOLVEMENT

Building public awareness and understanding of the goals of the OCP and its policies are integral to achieving support for the Plan and its effective implementation. Public involvement in Port Moody is essential to maximize community benefits and minimize negative impacts. In this regard, the City will continue to work towards improving its communications and public engagement practices in the implementation of this OCP.

17.2 MONITORING

Monitoring can be an effective tool in determining how well OCP goals and policies are being met. Monitoring programs can help to show which areas are being adequately addressed and which may require further attention. Monitoring methods may include the development of targets or indicators to track the City's progress on OCP policies and reporting the results on a regular basis.

17.3 POLICY PLANNING

This OCP is intended to assist future decision making, but it must also evolve on a continuing basis, or it will become obsolete and a hindrance to managing change within the City. Part of the implementation of the OCP involves resolving those issues which — for reasons of complexity or time — could not be addressed within this document but would benefit from more detailed study or analysis. To do this, a number of studies and plans will be undertaken following the adoption of this OCP. These include:

- Master Transportation Plan Update
- Parks and Recreation Plan Update
- Zoning Bylaw Update
- Heritage Zoning Development – Moody Centre
- Density Bonus Provisions for Community Amenities e.g. affordable housing
- Sustainable Building Policy
- Community Energy and GHG Emission Reduction Plan
- Update to the Corporate Energy and GHG Management Plan
- Liveable Streets Plan
- Completion of a Moody Centre Parking Strategy

17.4 ZONING BYLAW

The Zoning Bylaw is one of the principal tools used to implement OCP land use plans and policies. Amendments to the Zoning Bylaw may be necessary to bring it into conformity with the directions included in the OCP with respect to encouraged land uses, densities and building heights. Such amendments will be considered as part of the Port Moody Zoning Bylaw update underway in order to ensure its compatibility with this OCP.

17.5 GROWTH MANAGEMENT AND THE OCP

The OCP is a broad statement of goals, directions and policies guiding change in the City of Port Moody. City Council will use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures and its support for proposed land developments.

The OCP is a statement of objectives and policies to guide decisions on planning and land use management, within the City of Port Moody and, to the extent that it deals with these matters, the OCP should work towards the purpose and goals of Metro Vancouver's regional growth strategy. After the OCP is adopted, all bylaws enacted, including zoning, subdivision and development bylaws and all works undertaken by City Council, must be consistent with the OCP.

The OCP and other planning tools provide a framework for assessing the suitability of every proposed land development. When proposals to develop land are brought forward to City Council, it turns to the OCP and the Zoning Bylaw to determine what would be acceptable. If a development application meets the City's requirements, then a development permit may be issued. If a development application does not meet the zoning requirements, then a rezoning application will be necessary. Before applying for a zoning amendment, applicants should check the zoning to confirm whether an amendment to the OCP is required. An OCP amendment will be required when a rezoning application is not consistent with the OCP designation. A rezoning and OCP amendment may proceed together at the same time. The Local Government Act sets out requirements for amending the OCP or zoning bylaw. Pursuant to section 879 of the Local Government Act, during the amendment of an OCP, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected 890 of the Local Government Act. A local government must not adopt an OCP bylaw or a zoning bylaw without holding a public hearing on the bylaw for the purpose of allowing the public to make representations to the local government respecting matters contained in the proposed bylaw.

17.6 ONGOING CONSULTATION

In order to ensure that residents are familiar with the OCP and are involved in the land use decision making process, the City will engage in consultation, on a regular basis, with groups and members of the community, in addition to the Public Hearings required under the Local Government Act. This continuing dialogue with the community will also help to keep the OCP a vital and significant document, ensuring that it guides Port Moody to build and maintain a city which promotes and protects the quality of life for all people living, working and visiting the community, now and in the future.

POLICIES

1. The City will consider establishing a monitoring process to track progress on the goals and policies outlined in this OCP.

2. The City will undertake an update of the Port Moody Zoning Bylaw to ensure its compatibility with the directions included in this OCP.

3. The City will continue to provide opportunities to enhance public awareness and understanding of this OCP.

4. The City will continue to provide residents with information on changes proposed for their neighbourhoods and ensure processes are in place for residents to provide input into the proposed changes.

5. The City will continue to consult with residents, organizations, businesses and agencies during policy planning exercises.

6. The City will conduct consultation for special study areas and neighbourhood plans where identified.

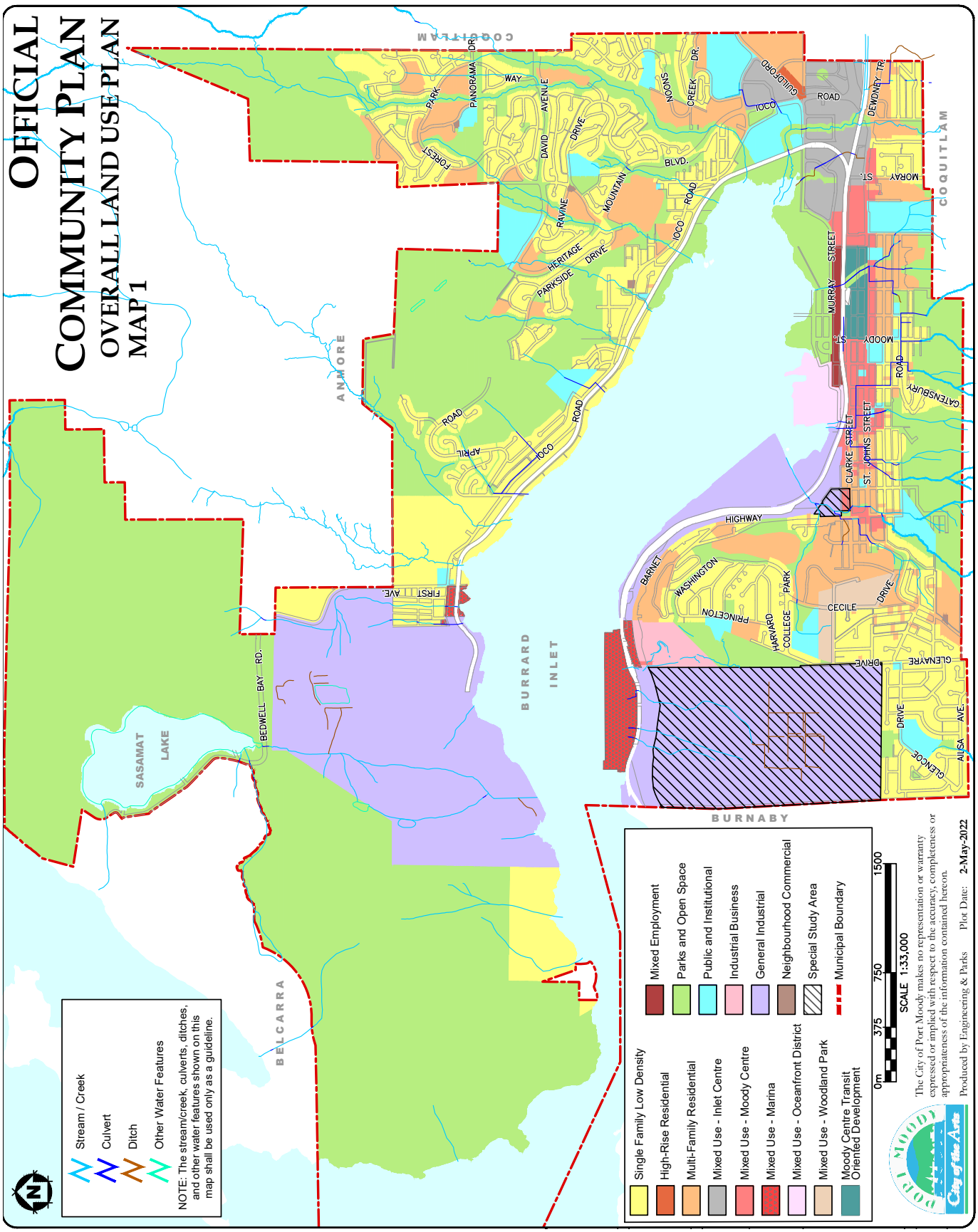
7. At the time of the drafting of the OCP, the Murray-Clarke Corridor visioning process is still underway and upon completion policy changes may be made to the OCP as required.

MAPS

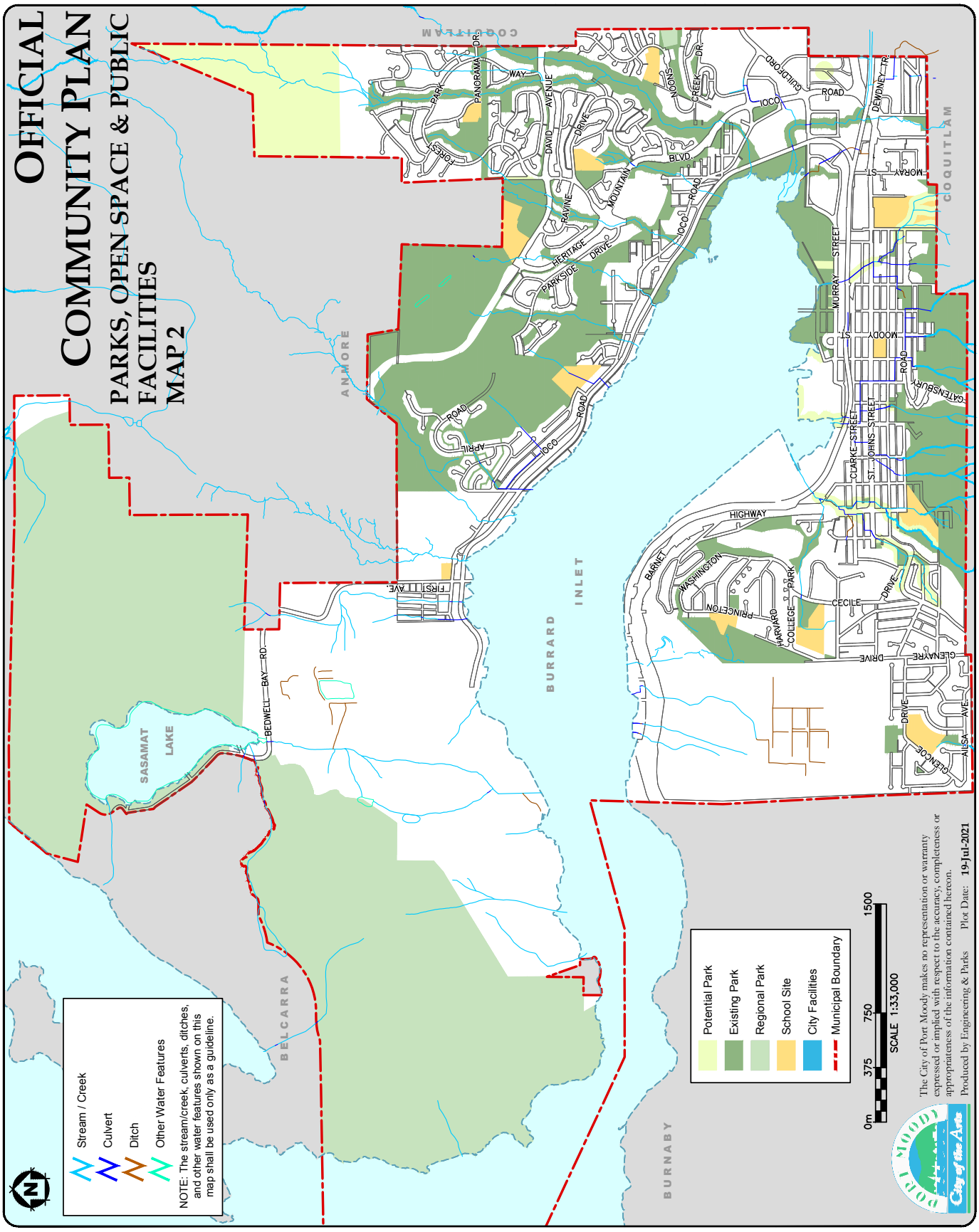
MAPS

1. Overall Land Use Plan
2. Parks, Open Space and Public Facilities
3. Heritage Conservation and Character Areas
4. Road Network
5. Transit Map
6. Bike Routes
7. Pedestrian Routes
8. Water System Plan
9. Sanitary Sewer Plan
10. Neighbourhood Plan Areas
11. Evergreen Line Sub-Areas
12. Development Permit Areas
13. Environmentally Sensitive Areas
14. Hazardous Lands
15. Steep Slopes
16. Areas Referenced in OCP
17. Named Watercourses

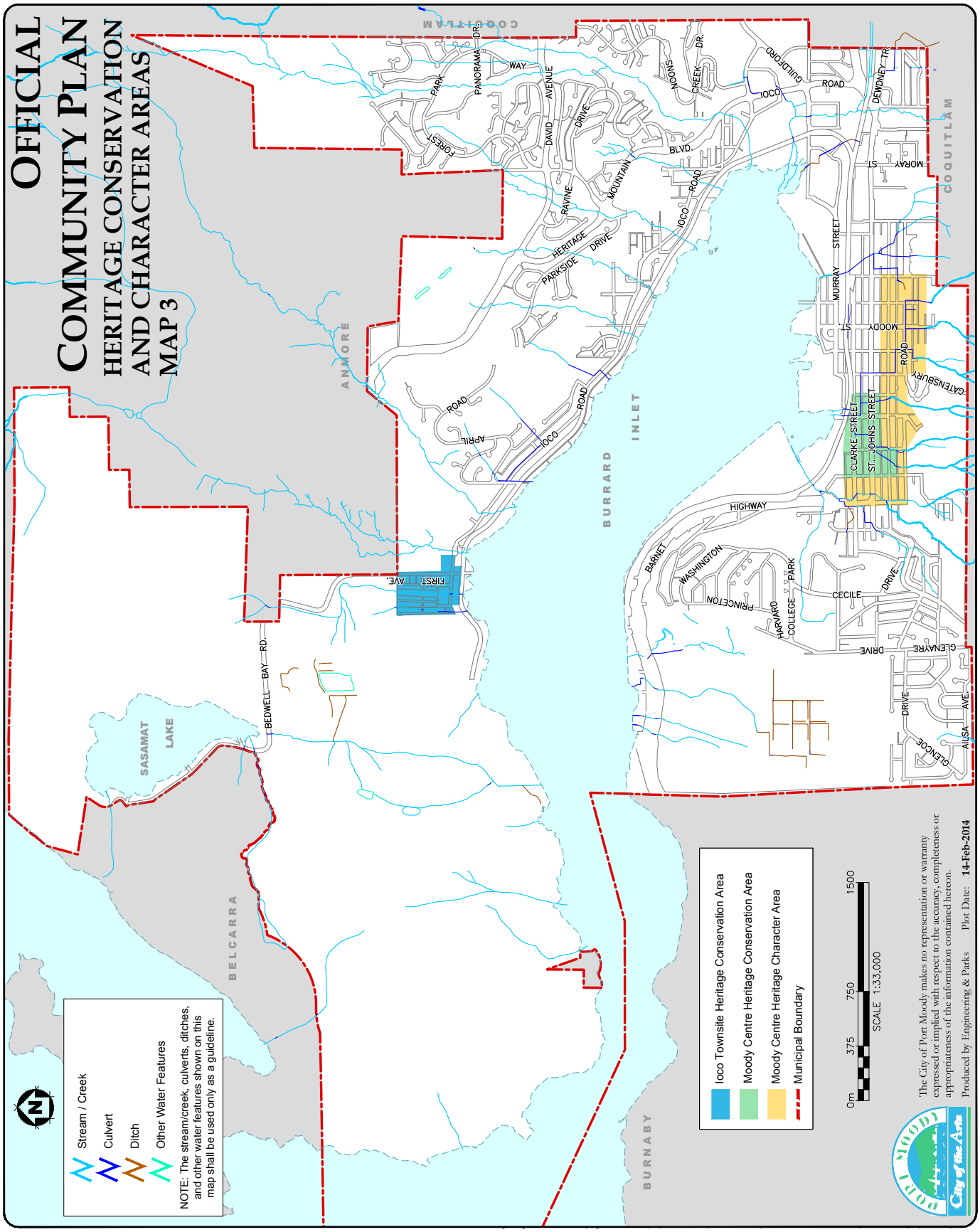
MAP 1: OVERALL LAND USE PLAN



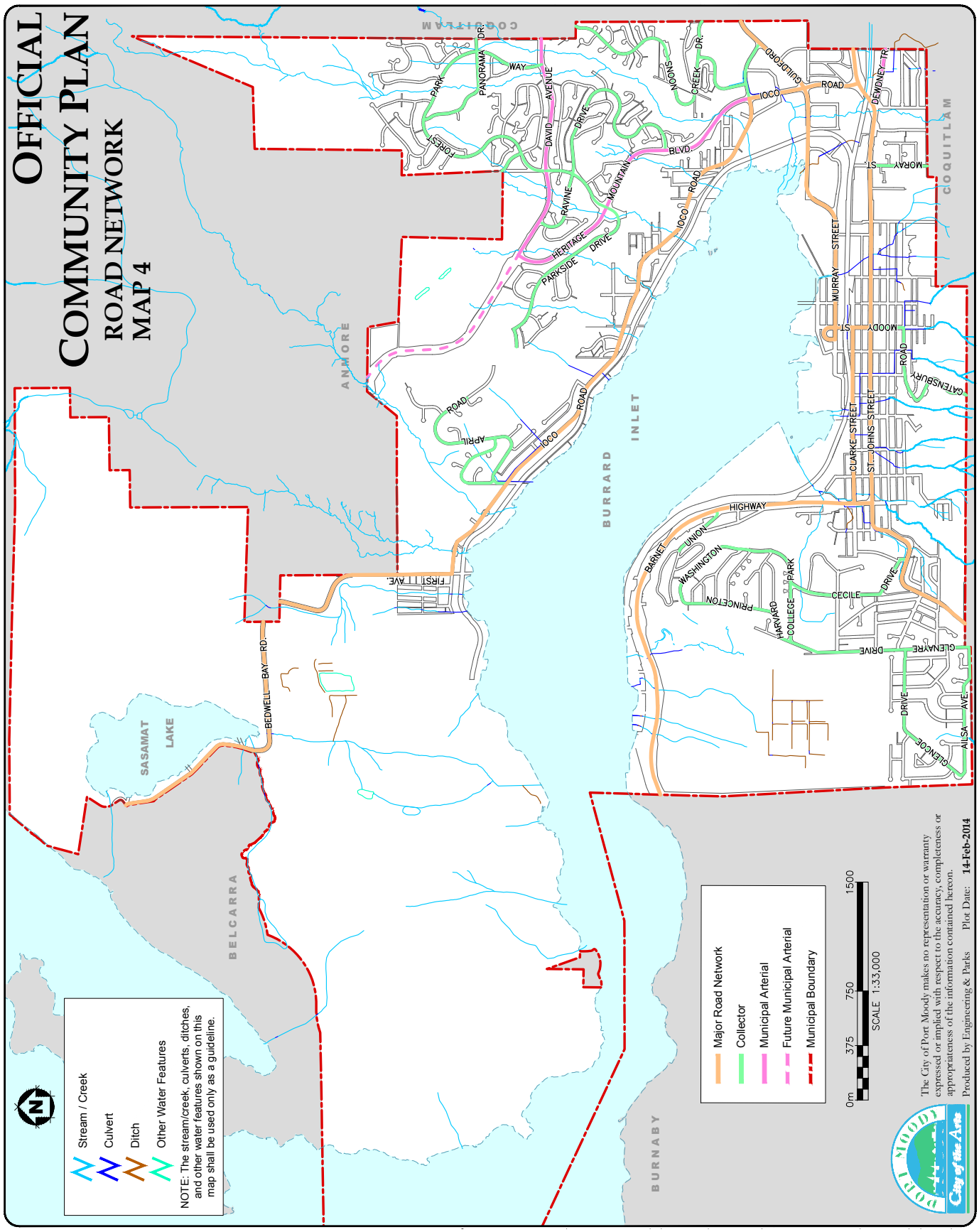
MAP 2: PARKS, OPEN SPACE AND PUBLIC FACILITIES



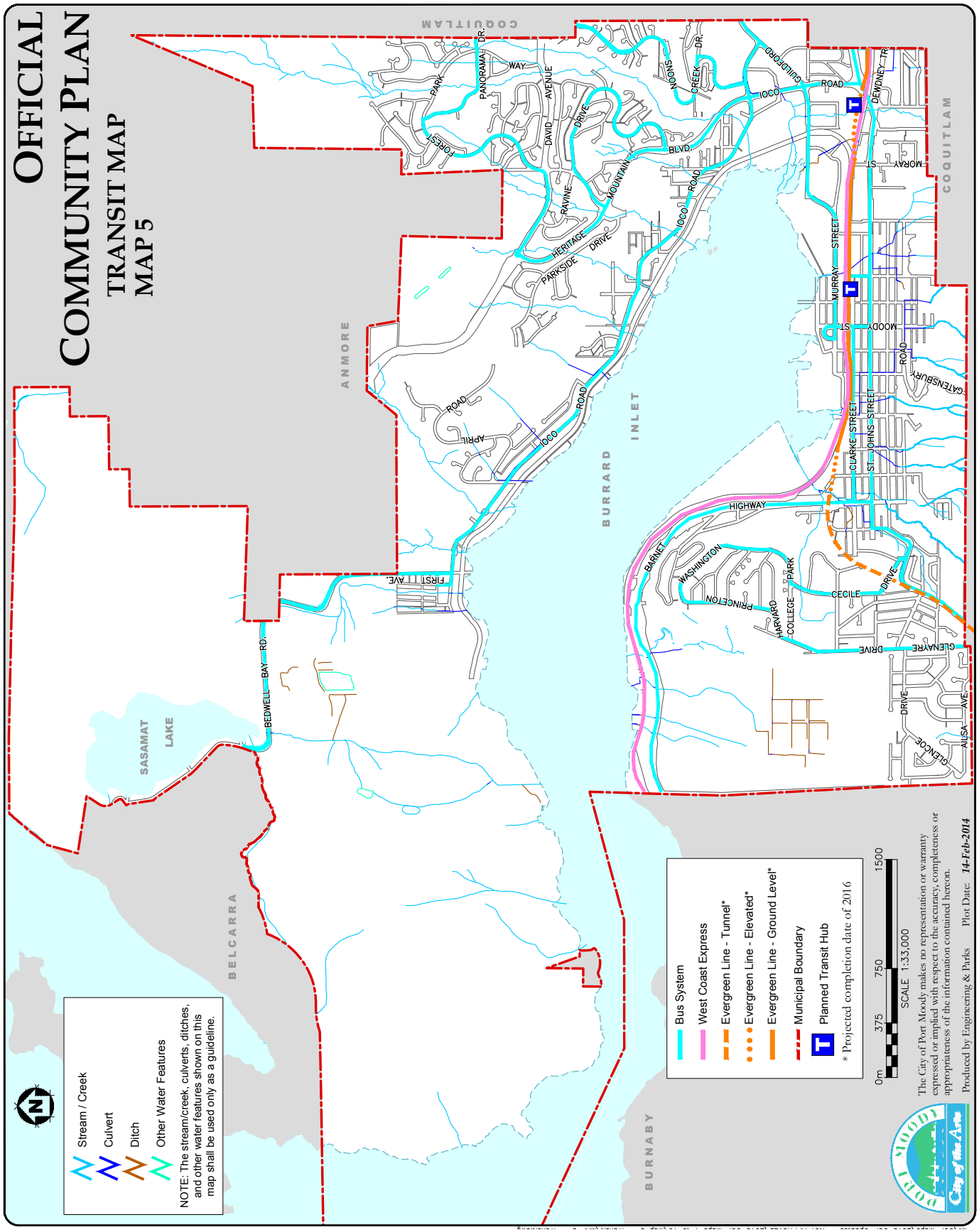
MAP 3: HERITAGE CONSERVATION AND CHARACTER AREAS



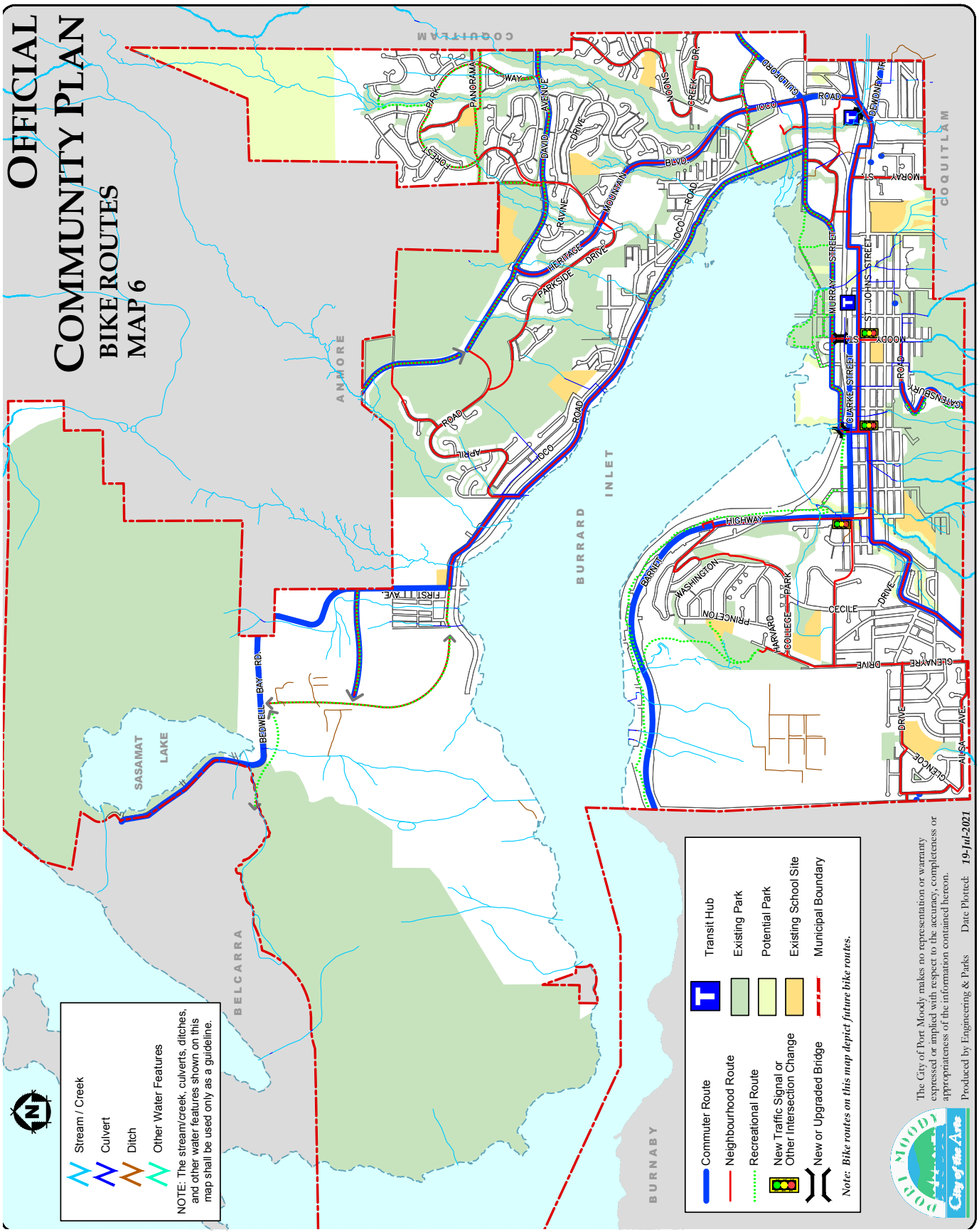
MAP 4: ROAD NETWORK



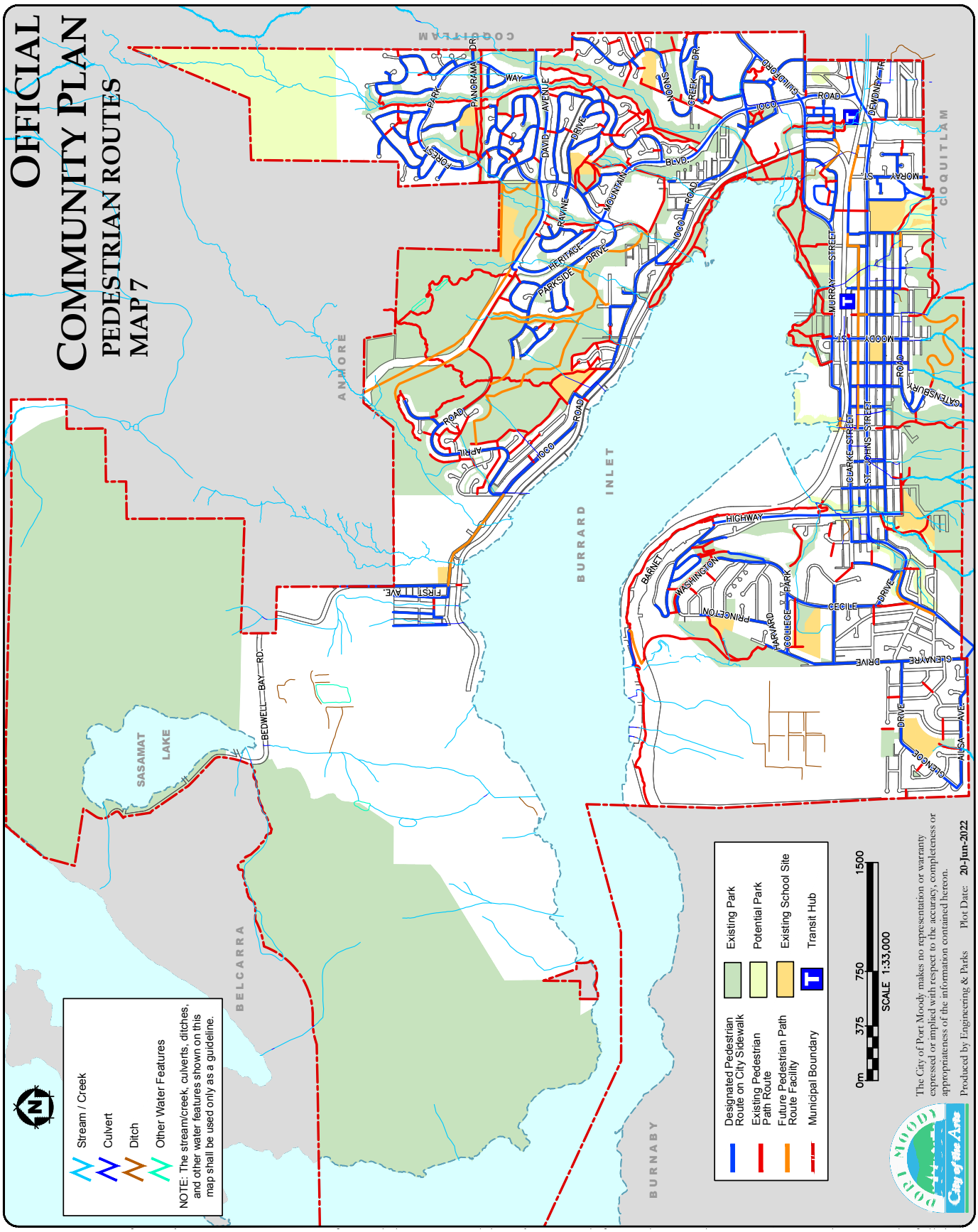
MAP 5: TRANSIT MAP



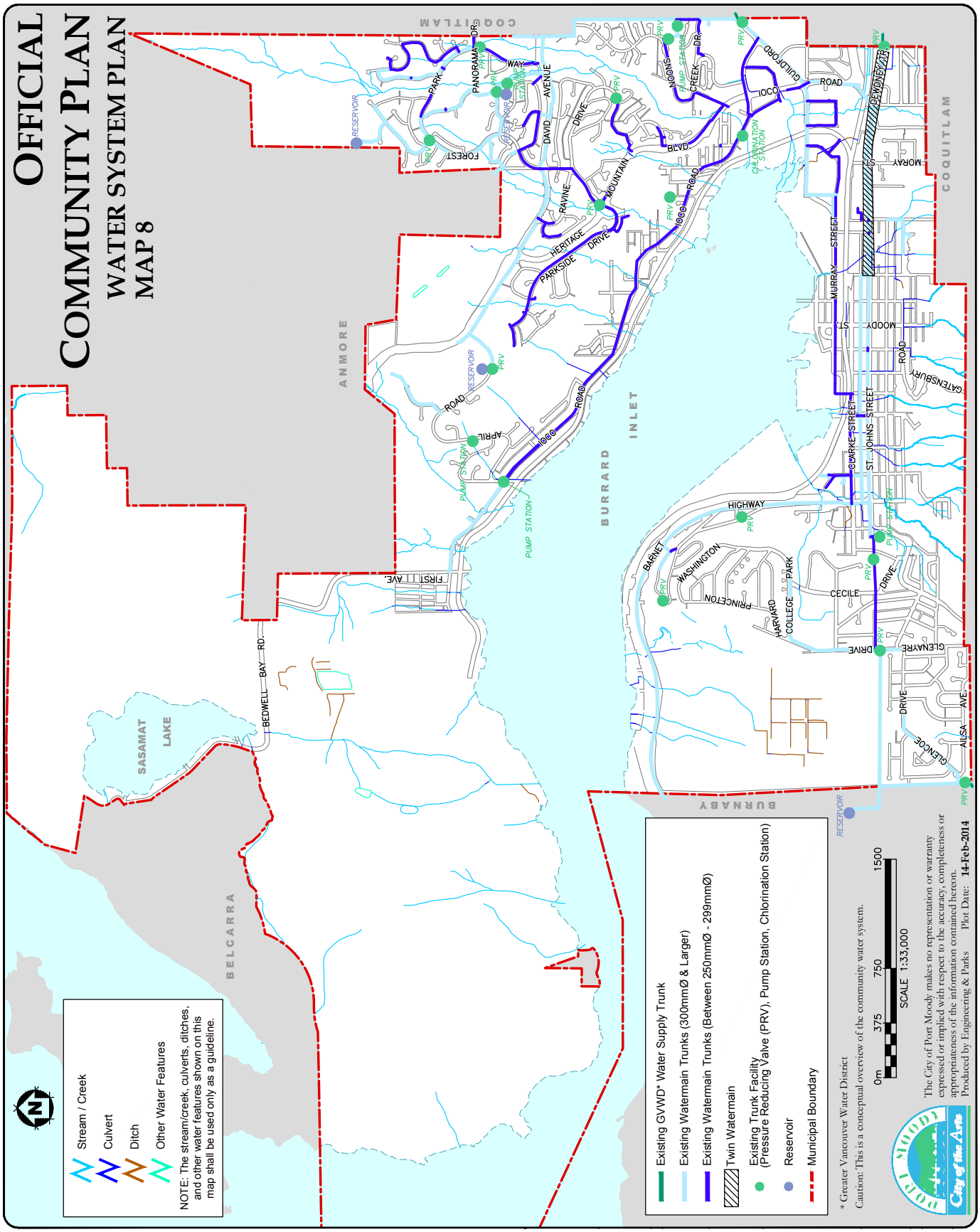
MAP 6: BIKE ROUTES



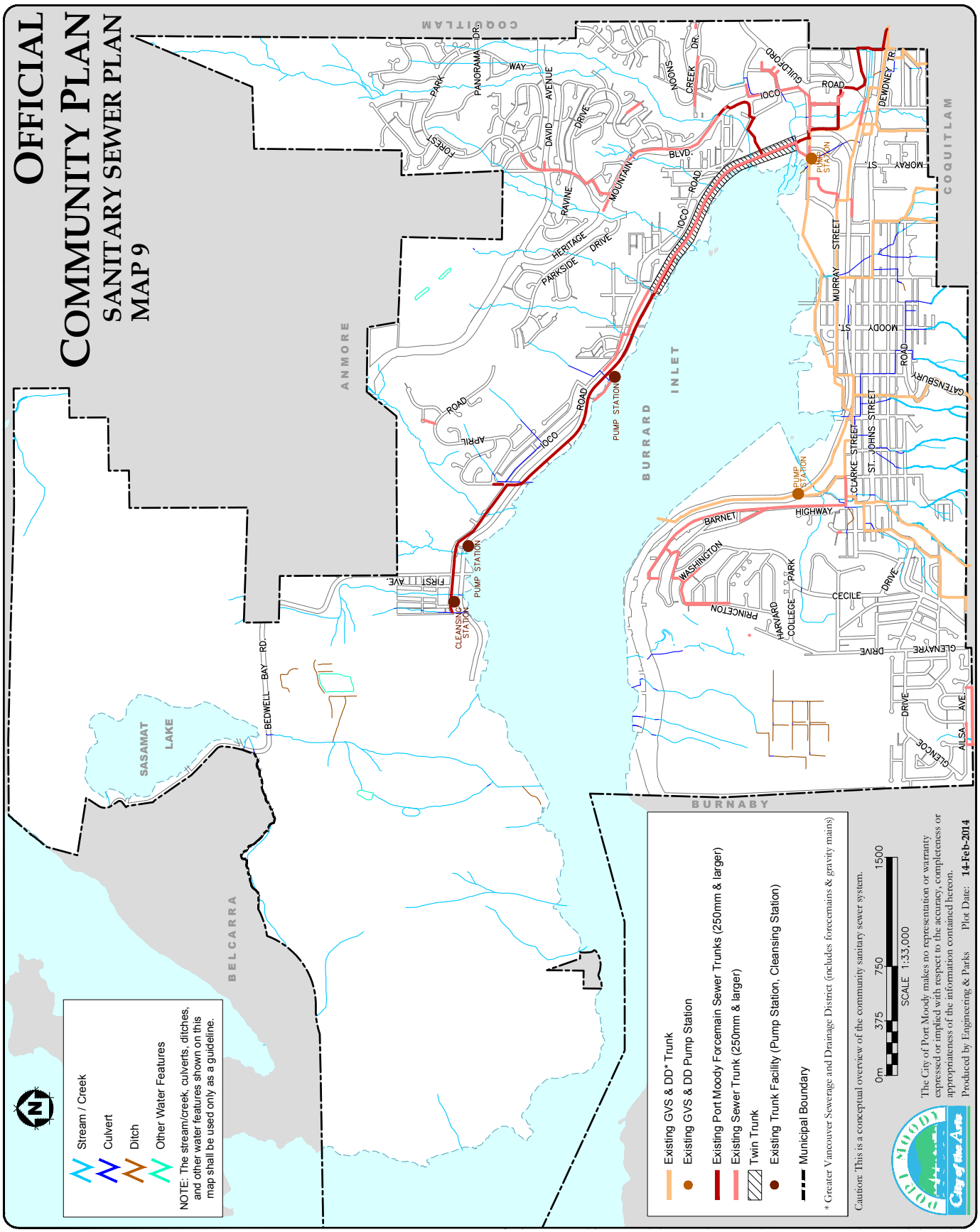
MAP 7: PEDESTRIAN ROUTES



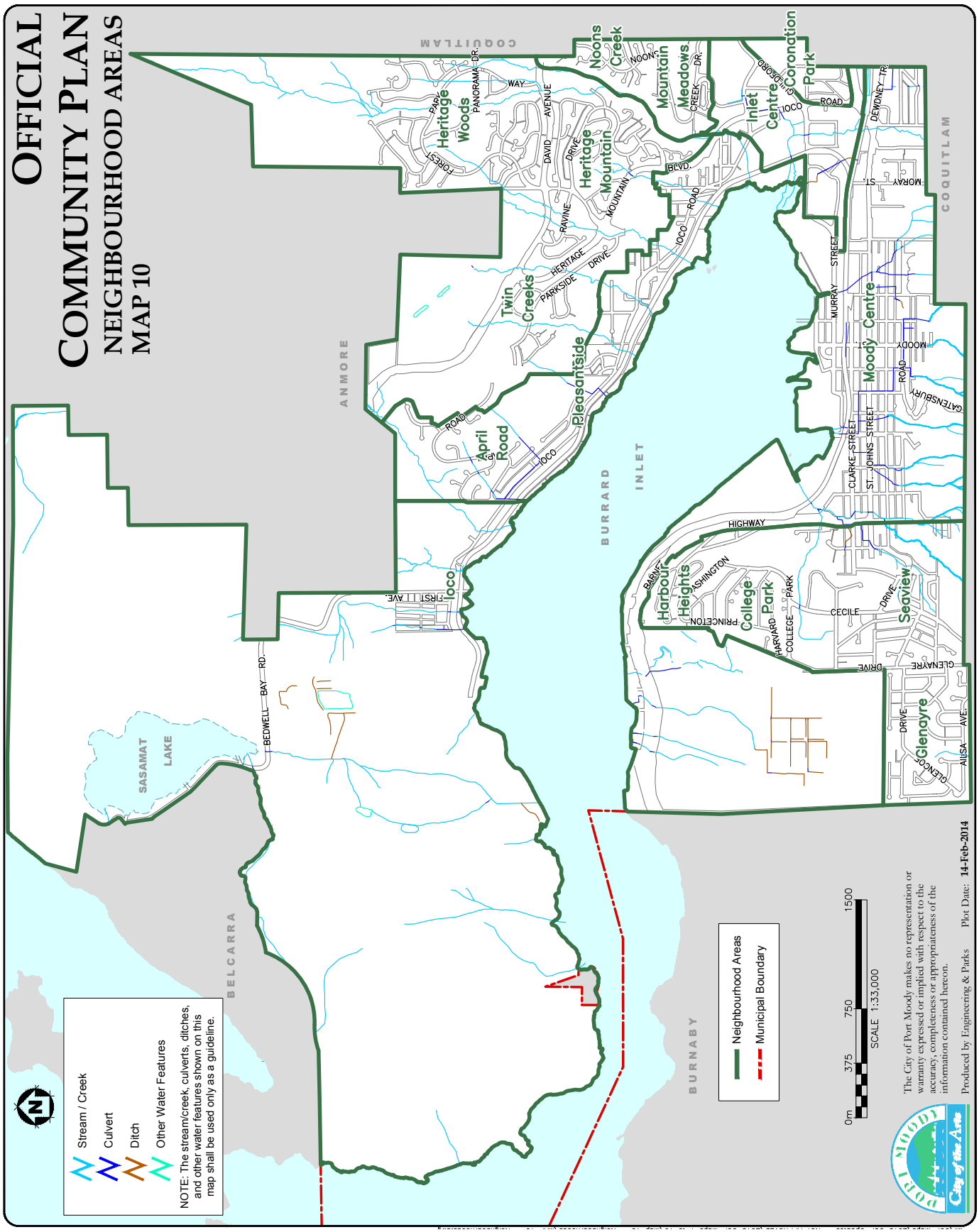
MAP 8: WATER SYSTEM PLAN



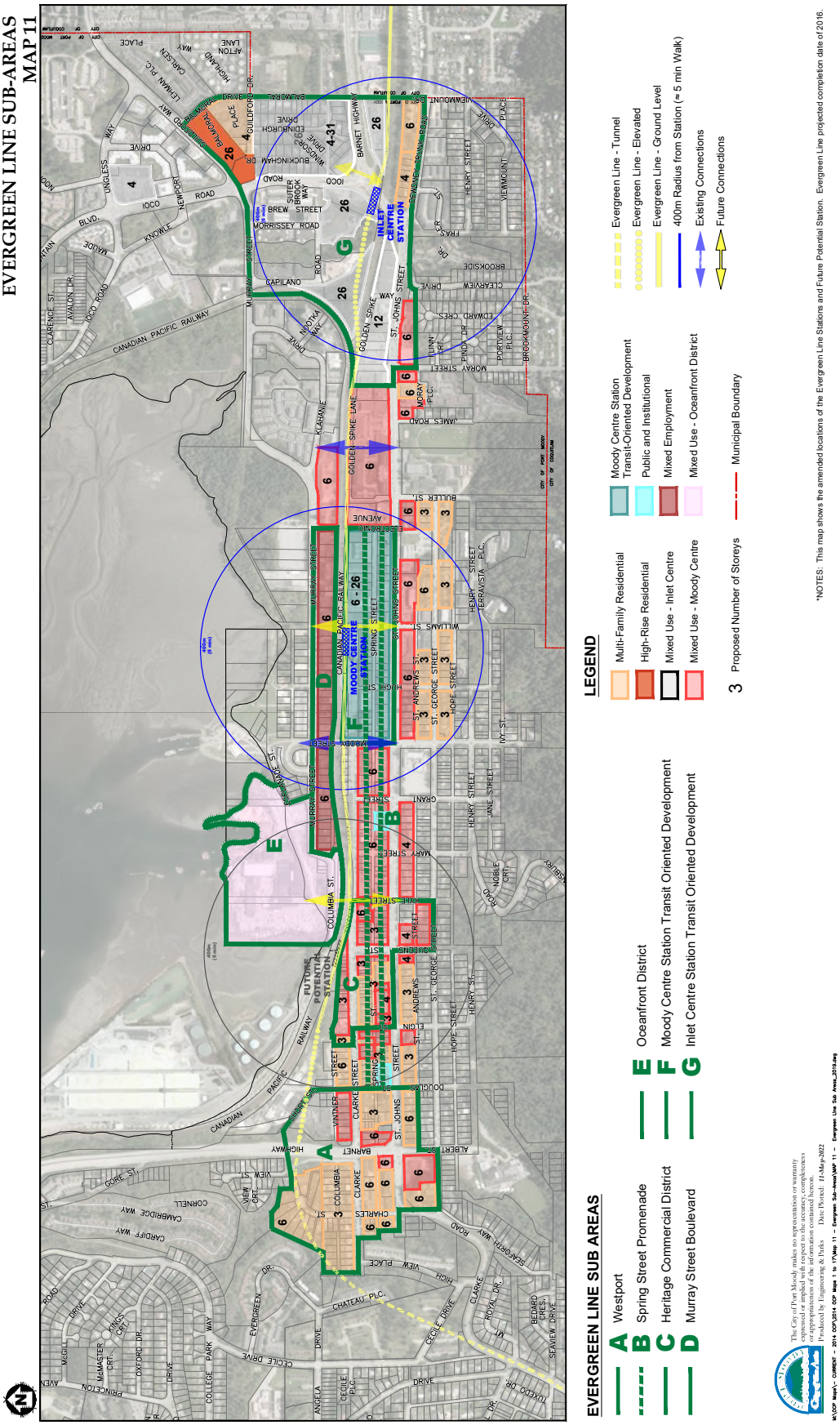
MAP 9: SANITARY SEWER PLAN



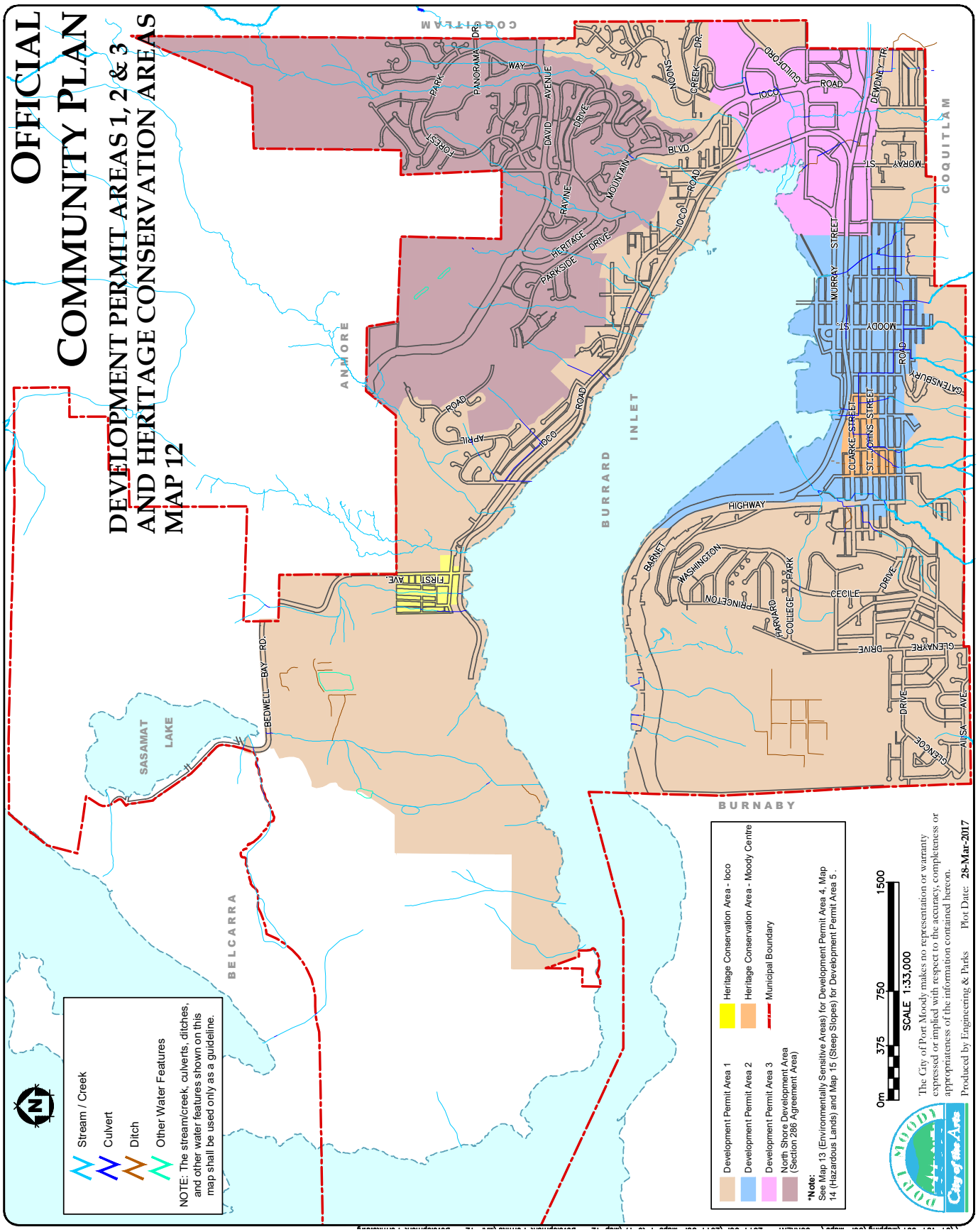
MAP 10: NEIGHBOURHOOD PLAN AREAS



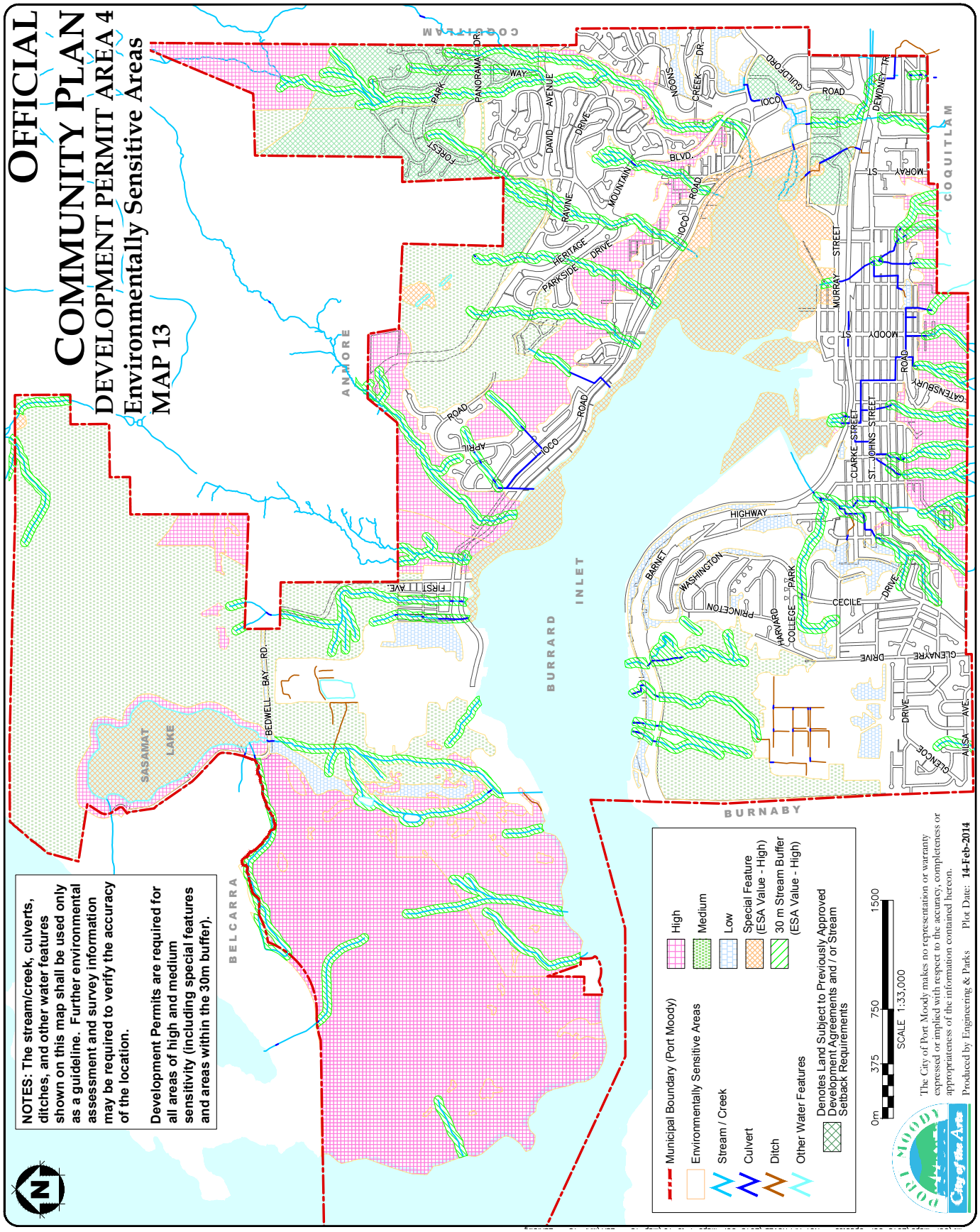
MAP 11: EVERGREEN LINE SUB-AREAS



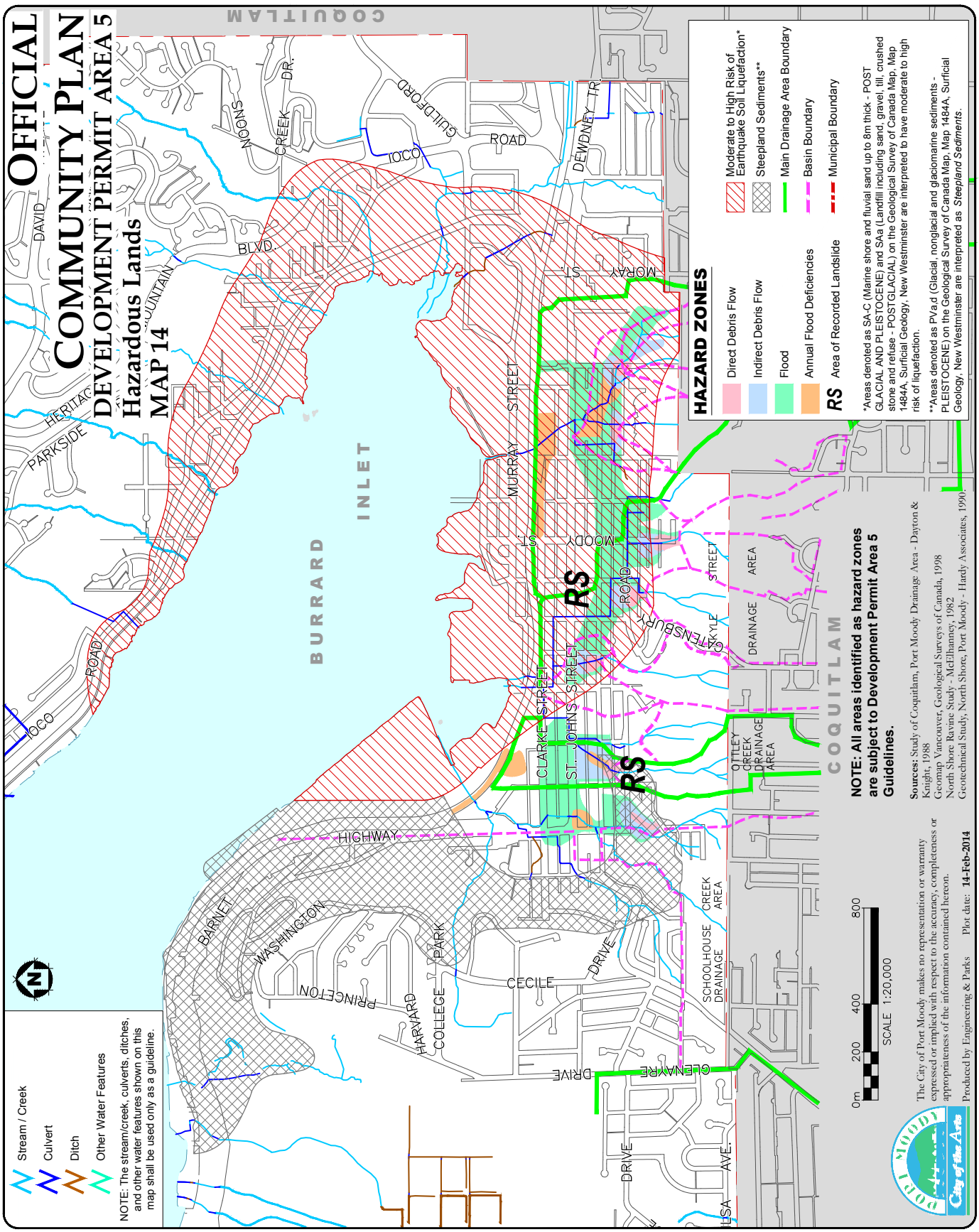
MAP 12: DEVELOPMENT PERMIT AREAS



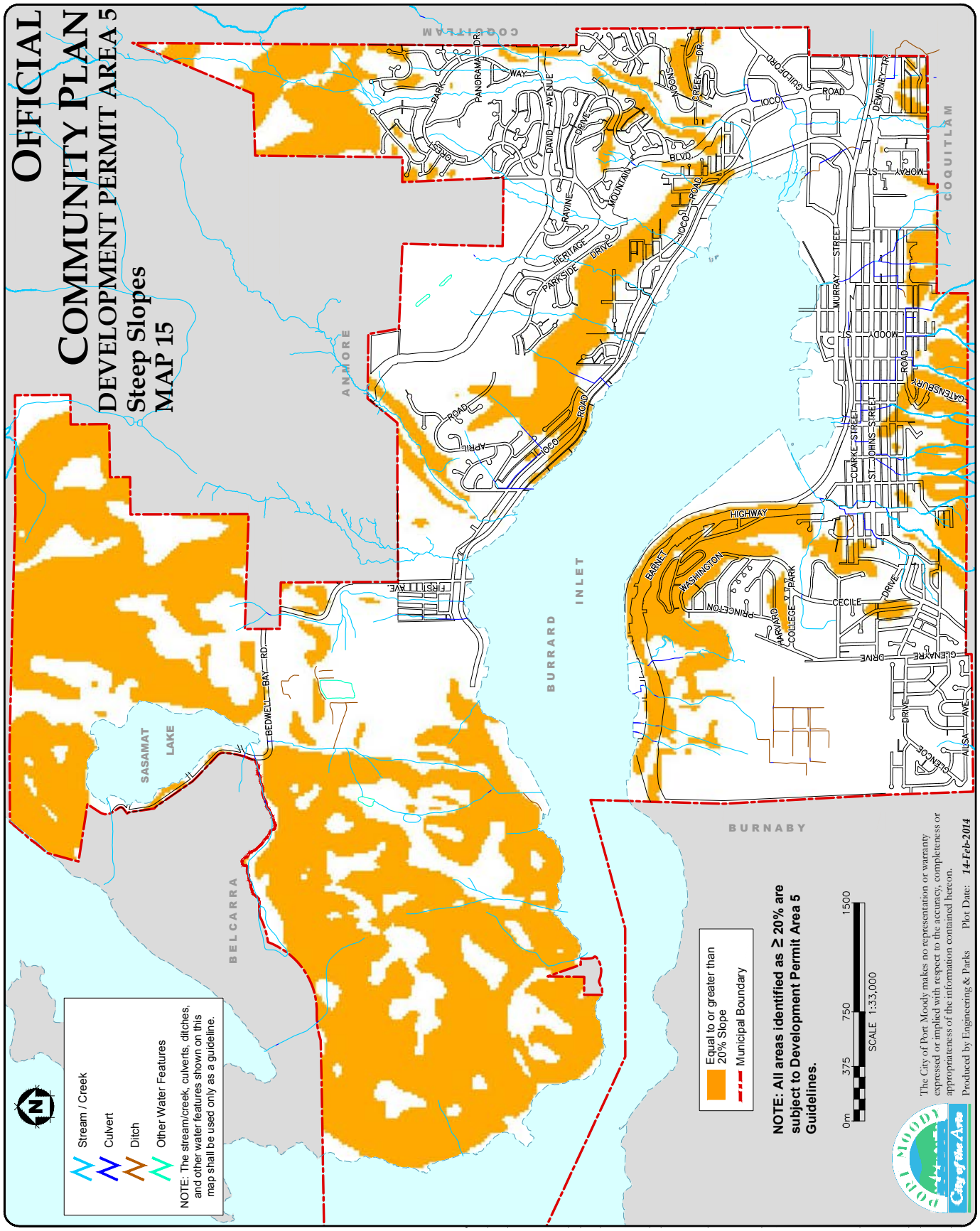
MAP 13: ENVIRONMENTALLY SENSITIVE AREAS



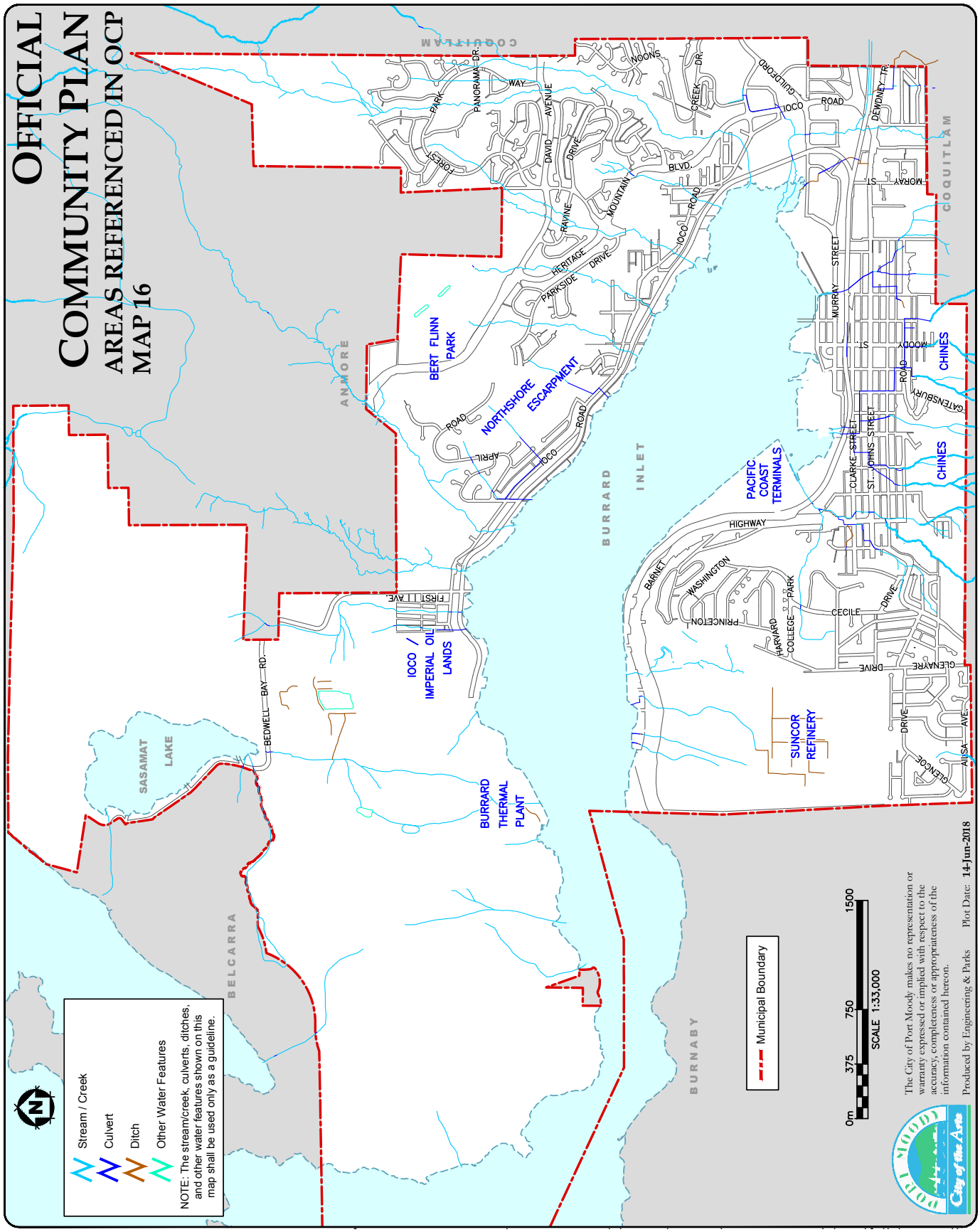
MAP 14: HAZARDOUS LANDS



MAP 15: STEEP SLOPES



MAP 16: AREAS REFERENCED IN OCP



MAP 17: NAMED WATERCOURSES

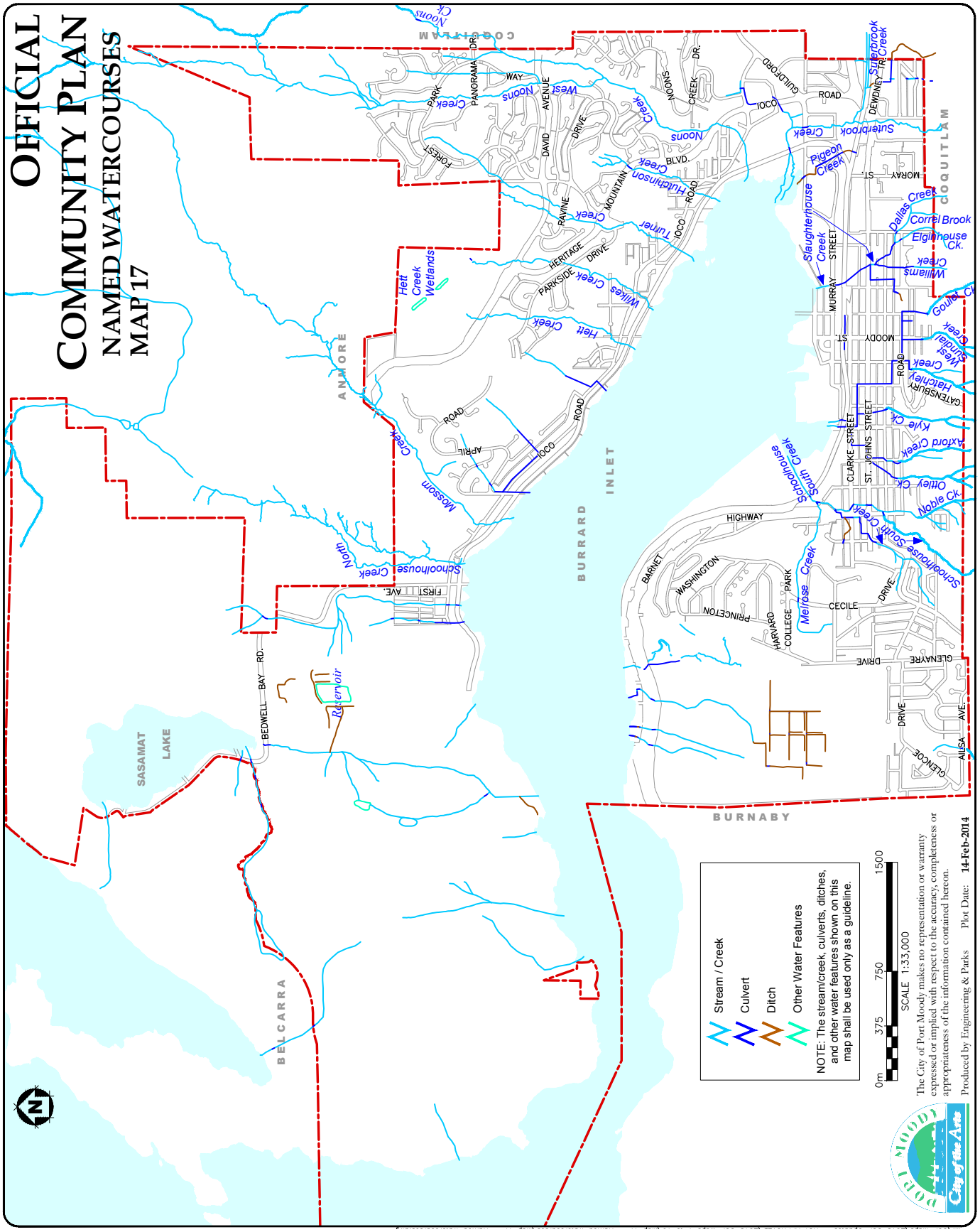


Photo detail by Karen Cooper

APPENDIX 1: REGIONAL CONTEXT STATEMENT

REGIONAL CONTEXT STATEMENT (RCS)

1. PURPOSE

As required under Sections 866 and 850(3) of the Local Government Act, the purpose of a Regional Context Statement is to identify, specifically, the relationship between the OCP and the Metro Vancouver regional growth strategy with respect to the future of the region, including social, economic and environmental objectives, population and employment projections and with respect to any actions proposed to provide for the needs of the projected population in relation to housing, transportation, regional district services, parks and natural areas, economic development, any targets, and actions to achieve such targets, for the reduction of greenhouse gas emissions in the region and any other regional matter.

2. RCS CONTENTS

The OCP Regional Context Statement is as follows:

2040 METRO VANCOUVER REGIONAL GROWTH STRATEGY (RGS) GOALS

2040 Metro Vancouver Regional Growth Strategy (RGS) Goals	***The Regional Context Statement (RCS) Policy (e.g. provides examples of how the OCP is or can be made consistent with the 2040 RGS)***
RGS GOAL 1 – CREATE A COMPACT URBAN AREA	
STRATEGY 1.1 CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY	
Role of Municipalities 1.1.3 Adopt Regional Context Statements which:	
a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map2);	The Urban Containment Boundary is shown on "Schedule 1 – Regional Land Use Designations".
b) Provide municipal population, dwelling unit and employment projections, with reference to guidelines contained Appendix Table A.1 (RGS), and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	Population, Dwelling Unit and Employment Projections (Estimates) for Port Moody (2021 – 2041) **Year 2021 / Year 2031 / Year 2041** Population: 39,660 / 44,820 / 50,000 Dwelling Units: 14,896 / 16,994 / 19,170 Total Employment: 9,814 / 10,585 / 11,527 These employment projections can be refined in the future should any changes occur in response to new economic development initiatives in the City.

STRATEGY 1.2 FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Role of Municipalities

1.2.6 Adopt Regional Context Statements which:

a) Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Units and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);

Inlet Centre Municipal Town Centre	**Dwelling Units** (% Growth 2021 – 2041)	**Employment** (% Growth 2021 – 2041)
2041	12.9%	31.8%
Moody Centre Frequent Transit Development Area	**Dwelling Units** (% Growth 2021 – 2041)	**Employment** (% Growth 2021 – 2041)
2041	20.8%	34%

b) Include policies for Urban Centres which:

i) Identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);

The location and boundaries of the Municipal Town Centre and the Frequent Transit Development Area are shown on "Schedule 2 – Urban Centre".

ii) Focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

The lower percentages of growth in dwelling units and employment for the Inlet Centre Municipal Town Centre shown above in Strategy 1.2.6 a) reflect the fact that much of this area has been recently redeveloped and opportunities for additional growth are limited. Growth and development envisioned for the Moody Centre Frequent Transit Development Area is generally consistent with the guidelines in Table 3 of the RGS.

iii) Encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

The OCP allows for the development of office uses in the Mixed Use – Moody Centre, the Mixed Use – Inlet Centre, and the Moody Centre Station Transit-Oriented Development land use designations which are located within the Inlet Centre Station Municipal Town Centre and the Frequent Transit Development Area.

The OCP identifies the need to update the Port Moody Zoning Bylaw (Chapter 17, Section 17.3) which will include a density bonus program. A community amenity program will also be developed following the adoption of this OCP (Chapter 12, Policy 13). As part of these programs, exemptions for office and commercial space will be considered in an effort to incentivize new office and commercial development.

iv) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres,

Policies supporting reduced parking standards are included in Chapter 8 – Policy 12, Chapter 9 – Policy 6 and Chapter 13 – Policy 19). Reduced parking standards are also included within the draft Port Moody Zoning Bylaw currently under review.

c) Include policies for Frequent Transit Development Areas which:	
i) Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • Other applicable guidelines and policies of TransLink for the Frequent Transit Network;	The location and boundary of the FTDA is shown on "Schedule 2 – Municipal Town Centre and Frequent Transit Development Area". A FTDA is identified around the future Moody Centre Station.
ii) Focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);	The area within the FTDA is designated Moody Centre Station Transit-Oriented Development which applies to the development of higher density, mixed use, pedestrian friendly development within a 400 metre radius of the Moody Centre Station. A diversity of building heights is permitted up to 12 storeys. Following adoption of this OCP, the City will be developing a density bonus and community amenity program. As part of both of these programs, exemptions for certain uses in specific locations will be considered. OCP policies that support these programs are noted in Chapter 12, Policy 13 and Chapter 17, Section 17.3).
iii) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;	Policies supporting reduced parking standards are included in Chapter 8 – Policy 12, Chapter 9 – Policy 6 and Chapter 13 – Policy 19). Reduced parking standards are also included within the draft Port Moody Zoning Bylaw currently under review.
d) Include policies for General Urban areas which:	
i) Identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The General Urban area is shown on "Schedule 1 – Regional Land Use Designations".
ii) Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density areas within Urban Centres and Frequent Transit Development Areas;	The OCP identifies lower density land use designations generally outside of Urban Centres and FTDAs. These lower density land use designations include 6 storey Moody Centre – Mixed Use, 6 storey Mixed Employment and 3 storey Multi-Family land use designations outside of the Inlet Centre Municipal Town Centre and the Moody Centre FTDA (Map 11 – Evergreen Line Sub-Areas).
iii) Where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);	

iv) Exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;	Non-residential major trip-generating uses include, for example, large format retail, and high density office towers, commercial uses (eg. daycares, grocery store, movie and performing arts theatres, restaurants, financial institutions) and institutional uses (hospitals, post-secondary schools, community/recreation centres, library, City Hall). Through OCP land use designations and associated policies, all major development is directed to the Inlet Centre Municipal Town Centre and the FTDA.
v) Encourage infill development by directing growth to established areas, where possible;	Infill development in lower density neighbourhoods is encouraged through policies related to laneway housing (Section 4.1.1, 8.8, 8.9.1, Chapter 8 – Policies 8 and 11).
e) Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	Neither the Inlet Centre Municipal Town Centre nor the FTDA contain Industrial or Mixed Employment designated lands. Conservation and Recreation designated lands within the Inlet Centre Municipal Town Centre have a corresponding Parks and Open Space land use designation or are identified as Environmentally Sensitive Areas within the OCP.
f) For Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which: i) Support continued industrial uses by minimizing the impacts of urban uses on industrial activities;	The OCP includes policies to discourage the conversion of existing industrial lands for residential or other uses and to support the infrastructure and transportation services required for industrial development (Chapter 9 – Policies 1 and 7).
ii) Encourage safe and efficient transit, cycling and walking;	Policies to promote safe and efficient transit, cycling and walking: • Chapter 3, Section 3.2.7 • Chapter 5, Policy 2 • Chapter 7, Policy 42 • Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38 • Chapter 15, Section 15.5.4, Policy 6 Also addressed within the City's Master Cycling Plan. Map 4 (Road Network), Map 5 (Transit Map), Map 6 (Bike Routes) and Map 7 (Pedestrian Routes) outline the City's plans for safe and efficient transit, cycling and walking routes.
iii) Implement transit priority measures, where appropriate;	Policies that support transit are included throughout Chapters 7, 13 and 15. Additional details on specific transit priority measures will be addressed as part of the update to the City's Master Transportation Plan. Completion of the Transportation Master Plan (TMP) update is expected in 2015. Following completion of the TMP update, relevant sections of the OCP (including the RCS) will be updated as appropriate.
iv) Support district energy systems and renewable energy generation, where appropriate.	Policies that support district energy systems and renewable energy generation: • Chapter 3, Section 3.2.1 • Chapter 5, Policy 5, 7, 8, 9, 17 • Chapter 15, Section 15.2.3, Policy 1 and Section 15.5.5

STRATEGY 1.3 PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Role of municipalities
1.3.3 Adopt Regional Context Statements which

a) Identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Rural areas and their boundaries is shown on "Schedule A – Regional Land Use Designations".
b) Limit development to a scale, form and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	All City land designated as RGS 'Rural' is located outside the Urban Containment Boundary and as such no development requiring municipal/regional sewer service will be allowed.
c) Include policies which: i) Specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;	Development within the City lands designated as RGS "Rural" are subject to the provisions of the existing zoning (A-2* – Extensive Rural and Recreational Zone) which limits development to one dwelling unit per 10 acres.
ii) Support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.	There are no Agricultural lands designated in the OCP.

RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY

STRATEGY 2.1 PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Role of Municipalities
2.1.4 Adopt Regional Context Statements which

a) Include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	Higher density mixed use land use designations are applied to the Inlet Centre Municipal Town Centre and the Frequent Transit Development Area around the Moody Centre Station.
b) Support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions encourage office development, variable development cost charges, and/or other financial incentives;	Office uses are included within the Mixed Use – Inlet Centre and Moody Centre Station Transit-Oriented Development land use designations applied to the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre station. The OCP identifies the need to update the Port Moody Zoning Bylaw (Chapter 17, Section 17.3) which will include a density bonus program. A community amenity program will also be developed following the adoption of this OCP (Chapter 12, Policy 13). As part of these programs, exemptions for office and commercial space will be considered in an effort to incentivize new office and commercial development.
c) Include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	New commercial and institutional development is encouraged within areas designated as Mixed Use – Inlet Centre and Moody Centre Station TOD (ICMTC and FTDA) through the provision of higher building heights (up to 26 storeys in the ICMTC and up to 12 storeys in the FTDA). Lower density land use designations are generally located outside of the ICMTC and the FTDA and include 6 storey Mixed Use – Moody Centre and 6 storey Mixed Employment land use designations (noted on Map 11 – Evergreen Line Sub-Areas).
d) Show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies	The OCP designates Eagle Ridge Hospital as Public and Institutional supporting its continued operation as a significant institution within Port Moody. Access routes to the hospital are maintained and enhanced through the designation of surrounding arterials (Guildford Way, Ungless Way) and cycling routes (see Maps 5 and 6).

STRATEGY 2.2 PROTECT THE SUPPLY OF INDUSTRIAL LAND.

Role of Municipalities

2.2.4 Adopt Regional Context Statements which:

a) Identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Industrial areas is shown on "Schedule 1 – Regional Land Use Designations".
b) Include policies for Industrial areas which:	
i) Support and protect industrial uses;	Policies that support and protect industrial lands are included in Chapter 9, Section 9.2.4, Policy 1.
ii) Support appropriate accessory uses, including commercial space and caretaker units;	Accessory caretaker units are permitted within industrial zones included within the Port Moody Zoning Bylaw.
iii) Exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;	Within all areas designated as RGS Industrial, non-industrial related uses are not permitted. In the case of the RGS Industrial designated lands on the Flavelle (Mill and Timber) site and the northern portion of the Andres Wines site, applications for redevelopment to other uses could be considered following detailed comprehensive development planning for these sites.
iv) Encourage better utilization and intensification of industrial areas for industrial activities;	The intensification of industrial areas is encouraged in Chapter 9, Section 9.2.4, Policy 2.
c) Identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Mixed Employment areas is shown on "Schedule 1 – Regional Land Use Designations".

d) Include policies for Mixed Employment areas which:	
i) Support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;	City lands designated as RGS "Mixed Employment" are encompassed within the Murray Street Boulevard Evergreen Line sub-area in the OCP (Section 15.5.4). The OCP Mixed Employment land use designation applies to the development of a combination of uses including light industrial, commercial, office and residential. New development within this area is encouraged through increased potential for development up to 6 storeys. The majority of the Mixed Employment area is located within a 400 metre radius of the Moody Centre station.
ii) Allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;	
iii) Support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centre and Frequent Transit Development Areas;	
iv) Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centre or Frequent Transit Development Areas;	
v) Allow low density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;	
vi) Exclude residential uses, except for an accessory caretaker unit;	
e) Include policies which help reduce environmental impacts and promote energy efficiency.	Policies related to reducing the environmental impact of new development are included throughout Chapter 6 and development permit area guidelines for environmentally sensitive areas included in Appendix 2. Energy efficiency within new development is addressed throughout Chapter 5 through the identification of energy efficiency targets for industrial buildings. Additional policies to encourage businesses to operate in a sustainable manner are included in Chapter 9 (Commercial Policy 10 and Industrial Policies 3 and 4). Energy considerations are also included within the development permit area guidelines in Appendix 2 which apply to form and character of new industrial and commercial development. Energy efficiency is also a key component of the City's Checklist for Sustainable Development against which all new development proposals are assessed.

STRATEGY 2.3 PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION.

Role of Municipalities
2.3.6 Adopt Regional Context Statements which:

a) Specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	There are no agricultural lands within the City of Port Moody.
b) Include policies to support agricultural viability including those which:	
i) Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;	
ii) Discourage subdivision of agricultural land leading to farm fragmentation;	
iii) Where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;	
iv) Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning;	
v) Demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);	
vi) Encourage use of agricultural land, with an emphasis on food production;	
vii) Support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	Chapter 7, Policies 21 and 22 refer to encouraging the integration of green roofs and community gardens in private developments and the development of a policy with respect to urban agriculture which encourages the use of podiums and mid-rise concrete developments for green roofs. Urban agriculture is promoted through existing City sponsored programs including seminars on patio gardening. Two community gardens are located on City-owned land (Port Moody Public Safety Building and Inlet Park).

RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

STRATEGY 3.1 PROTECT CONSERVATION AND RECREATION LANDS.

Role of Municipalities
3.1.4 Adopt Regional Context Statements which:

a) Identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Conservation and Recreation areas is shown on "Schedule 1 – Regional Land Use Designations".
b) Include land use policies that support the protection of Conservation and Recreation areas that are generally consistent with the following: i) Public service infrastructure, including the supply of high quality drinking water; ii) Environmental conservation; iii) Recreation, primarily outdoor; iv) Education, research and training facilities and uses that serve conservation and/or recreation users; v) Commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi) Limited agricultural use, primarily soil-based;	Conservation and Recreation designated lands are given a Parks and Open Space land use designation in the Port Moody OCP. This designation encompasses lands intended for public open space providing recreational opportunities for residents and also provides protection for environmentally sensitive lands. Relevant policies include: • Chapter 3 (Sections 3.2.2, 3.2.4 and 3.2.5) • Chapter 6, Policies 2, 4 – 6, 9 – 16, 33 – 34, 37, 41, 50 – 59, 62 – 65, 70 – 72 • Chapter 7, Policies 13 – 17, 20, 26, 29, 36 • Chapter 14, Policy 20
c) Include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.	Conservation and Recreation areas within the urban containment boundary are integrated with existing development. Development permit area guidelines and provisions within the Zoning Bylaw address buffering and required setbacks.

STRATEGY 3.2 PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Role of Municipalities 3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1)	The OCP identifies environmentally sensitive areas on Map 3 and further identifies steep slopes on Map 15. Section 6.5 in Chapter 6 includes a number of policies related to the management of environmentally sensitive areas which encompass intertidal and subtidal areas and special features; wildlife habitats; unique plant association; unique landforms; forested areas; watercourse and riparian areas; and, lakes and freshwater wetlands. Policies specific to these areas can be found in Sections 6.5, 6.6, 6.13. 6.14, 6.15, 6.16, 6.17, 6.18, 6.19 and 6.20. Development Permit Area guidelines for Environmentally Sensitive Areas (DPA 4) and Hazardous Lands (includes steep slopes, DPA 5) are included in Appendix 2 and outline objectives for these areas as well as guidelines/best practices to ensure these objectives are met.
3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	The Regional Recreation Greenway Network in Port Moody is limited to small portions within the Upland Reserve area and Belcarra Regional Park. The OCP includes a number of policies, however, that address the need for an integrates walkway and bicycle route system linking all areas of the City and providing connections to adjacent communities and rapid transit stations (Chapter 7, Policies 33, 34 and 43; Chapter 13, Policies 30, 31, 34 and 37).
3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).	Measures to protect and preserve sensitive ecosystems are included in Chapter 6, Policy 9 (a) – (f) including conservation covenants, ecological gifting, and park dedication.
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	Chapter 14, Section 14.3 discusses the importance of an integrated approach to stormwater management. The Chines Integrated Stormwater Management Plan has been completed. A number of policies related to the daylighting of Dallas, Kyle and Schoolhouse Creek have been included in the OCP reflecting the importance of these watercourses within the Chines ISMP (Chapter 7, Policy 32; Chapter 15, Policy 16). Additional policies related to the need for the development of an ISMP for the north shore and support for a cooperative approach to integrated stormwater management are included in Chapter 14, Policies 18 – 22.

STRATEGY 3.3 ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY.

Role of Municipalities 3.3.4 Adopt Regional Context Statements which:	
a) Identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;	Port Moody has adopted an interim community GHG reduction target of 10% below 2007 levels by 2017. In 2006, the City adopted an Energy and GHG Management Corporate Action Plan which identified energy targets for new City-owned buildings and established energy efficiency targets for existing local government buildings (Chapter 5, Policy 1). This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station.

b) Identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as: • Existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels, geoexchange systems, and electric vehicle charging infrastructure; • Community design and facility provision that encourages transit, cycling and walking (e.g, direct and safe pedestrian and cycling linkages to the transit system);	Chapter 5, Policy 3 states that the City will develop a Sustainable Building Policy to encourage the renovation of existing buildings and the creation of new development that meets a high standard of sustainable building performance with features including alternative transportation facilities, passive building systems, energy efficiency technology, on-site renewable energy technology and district energy systems. Policies that support district energy systems and renewable energy generation: • Chapter 3, Section 3.2.1 • Chapter 5, Policy 5, 7, 8, 9, 17 • Chapter 9, Industrial Policies, Policy 11 (c) • Chapter 15, Section 15.2.3, Policy 1 and Section 15.5.5 Policies that promote neighbourhood design and facility provision that encourages transit, cycling and walking include: • Chapter 3, Section 3.2.7 • Chapter 5, Policies 7 – 12 • Chapter 7, Policy 42 • Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38 • Chapter 15, Section 15.5.4, Policy 6
c) Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	Chapter 14 of the OCP discusses different components of community infrastructure. Policy 3 states that the City will identify necessary improvements to water, sewer, drainage and transportation infrastructure, as well as parks and recreation facilities, required as a result of future development in Moody Centre and update the City's Development Cost Charges to fund these improvements.
d) Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	Chapter 14, Section 14.3 discusses the importance of an integrated approach to stormwater management. The Chines Integrated Stormwater Management Plan is nearing completion. A number of policies related to the daylighting of Dallas, Kyle and Schoolhouse Creek have been included in the OCP reflecting the importance of these watercourses within the Chines ISMP (Chapter 7, Policy 32; Chapter 15, Policy 16). Additional policies related to the need for the development of an ISMP for the north shore and support for a cooperative approach to integrated stormwater management are included in Chapter 14, Policies 18 – 22. Policies and programs related to water conservation are included in Chapter 5, Policies 7 and 16 as well as Chapter 14, Policies 15 – 17.

STRATEGY 3.4 ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS.

Role of Municipalities 3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).	Climate change and natural hazards risk is managed through the location and design of new development. Climate change is discussed in Chapter 5 which includes policies to develop and implement strategies to increase municipal resiliency to climate change (Policies 1d, 6 – 8 and 20). Maps 14 and 15 identify known hazardous lands in Port Moody. Development Permit Area 5: deals specifically with the protection development within areas identified as hazardous as outlined in Chapter 16, Section 16.5 and Appendix 2. Additional policies related to hazardous lands are included in Chapter 6, Policies, 66 – 69 which address areas subject to seismic events, flooding, debris flow hazards and steep slopes.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	Chapter 14, Policy 2 states that the City will consider the impacts of climate change on infrastructure planning and identify ways to adapt local systems to ensure safety and quality of life, as well as reduce long term costs. Chapter 14, Policy 4 states that the City will explore opportunities for incorporating green infrastructure alternatives where feasible.

RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES

STRATEGY 4.1 PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Role of Municipalities
4.1.7 Adopt Regional Context Statements which:

a) Include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand set out in Appendix A Table A.4, which:	The land use plan included in this OCP identifies capacity for an additional 17,000 dwelling units which fully accommodates the 2041 housing demand estimate.
i) Ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;	Chapter 3, Section 3.2.3 includes a community goal to promote and maintain a wide range of housing forms and tenures to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles. A similar policy is also included in Chapter 8, Policy 1. Infill development within existing single family areas is promoted by encouraging laneway housing (Chapter 4, Section 4.1.1; Chapter 8, Section 8.8; Policy 10; Chapter 15, Policies 15.1.2, 15.2.15, 15.4.11).
ii) Increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;	
iii) In collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;	Specific measures to increase the supply of affordable rental housing are included in Chapter 8, Policies 10 – 12. These include consideration of density bonus provisions for affordable housing, inclusionary zoning, pre-zoning lands, and reduced parking standards. Policy 16, Chapter 8 specifically encourages the location of low income, affordable and seniors' housing units near transit stations and transit corridors to support transit-dependent individuals.
iv) Encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamline and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.	

Role of Municipalities:
4.1.8 Prepare and implement Housing Action Plans which:

a) Assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;	The City's 2009 Affordable Housing Strategy (AHS) meets the goals and intent of the Housing Action Plans.
b) Identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;	The AHS and the OCP include a number of measures to address the maintenance of existing affordable housing units and the continued development of new affordable housing that are consistent with the RGS. These are included in the OCP, Chapter 8, Policies 10, 11, 12, 15 and 16. The housing demand estimates by tenure and household income in Table A.4 of the RGS will be addressed as part of a future update to the AHS.
c) Identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	
d) Encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	
e) Identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	
f) Cooperate with and facilitate the activities of Metro Vancouver Housing Corporation under Action 4.1.5.	

STRATEGY 4.2 DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES.

Role of Municipalities

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:

a) Support compact, mixed use, transit, cycling and walking oriented communities;	This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. Policies that promote transit, cycling and walking are included in Chapter 3, Section 3.2.7; Chapter 5, Policies 7 – 12; Chapter 7, Policy 42; Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38; and, Chapter 15, Section 15.5.4, Policy 6.
b) Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	Community, arts, cultural, recreation, and institutional facilities and affordable housing are all permitted within the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station.
c) Provide public spaces and other place-making amenities for increased social interaction and community engagement;	Policies related to the provision of public spaces to increase social interaction are included in Chapter 15 Neighbourhood Plan Areas as they relate to new development within the Inlet Centre and Moody Centre neighbourhoods (Sections 15.3, 15.4 and 15.5 and Development Permit Area 2 and 3 guidelines in Appendix 2).
d) Support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	The provision of recreation facilities, parks and trails is supported through the community goal outlined in Chapter 3, Section 3.2.5 which states that the City will provide adequate parks, open space and community facilities to meet the health, educational, recreation, and cultural needs of the community. Related policies can be found in Chapter 7 Parks and Recreation Facilities. Policies to promote safe and inviting pedestrian and cycling environments include: • Chapter 3, Section 3.2.7 • Chapter 5, Policy 11 • Chapter 7, Policy 42 • Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38 • Chapter 15, Section 15.5.4, Policy 6
e) Support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands, and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	Chapter 7, Policies 21 and 22 refer to encouraging the integration of green roofs and community gardens in private developments and the development of a policy with respect to urban agriculture which encourages the use of podiums and mid-rise concrete developments for green roofs. Urban agriculture is promoted through existing City sponsored programs including seminars on patio gardening.
f) Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	The OCP enables such assessments (see Community Well Being, Sustainable Resource Use and Climate Change Response, Parks, Open Spaces and Recreation, The Natural Environment, Community Infrastructure and Neighbourhood Plan Areas) for example, by: • Outlining a plan based on pedestrian, cycling and transit networks in an urban setting • Providing and planning for safe infrastructure (roads, sewer, trails, transit, buildings) • Continued support for adequate policing, emergency and fire fighting services • Consulting with Metro Vancouver to improve air quality • Finalizing and developing strategies to implement a community energy and emissions plan • Working with provincial agencies to encourage the development of local health services.

g) Support universally accessible community design;	Policies in the OCP related to improving community accessibility are included in: • Chapter 3, Sections 3.1 and 3.2.3; • Chapter 7, Policy 6; • Chapter 8, Section 8.7; • Chapter 13, Policies 1, 3, 14 and 16; • Chapter 15, Policies 15.4.1 and 15.5.4.6, and Section 15.5.6; • Throughout Development Permit Area guidelines in Appendix 2.
h) Where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	The OCP does not identify any Local Centres.
i) Recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	The OCP does not identify any Special Employment Areas. Eagle Ridge Hospital is located within the Inlet Centre Municipal Town Centre.

RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

STRATEGY 5.1 COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING.

Role of Municipalities:
Adopt Regional Context Statements which:

a) Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. Policies that promote transit, cycling and walking are included in Chapter 3, Section 3.2.7; Chapter 5, Policies 7 – 12; Chapter 7, Policy 42; Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38; and, Chapter 15, Section 15.5.4, Policy 6.
b) Identify policies and actions that support the development and implementation of municipal and regional transportation systems and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	The OCP identifies such policies and actions in Chapter 13,for example, by: • Reducing parking requirements for developments in close proximity to transit nodes to encourage reduced vehicle usage; • Exploring alternative to parking including a cash-in-lieu program to support local pedestrian and cycling related improvements and potential centralized parking facilities • Initiatives to promote alternative transportation options among staff including preferential parking for carpooling and the use of city-owned vehicles, transit or bicycles for civic related activities
c) Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	The OCP identifies such policies and actions in Chapter 13, for example, by requiring that new residential development consider the provision of transit opportunities by ensuring direct pedestrian and cyclist access to transit stops, improving the network of cycling and pedestrian routes and promoting ride sharing programs.

STRATEGY 5.2 COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES.

Role of Municipalities
5.2.3 Adopt Regional Context Statements which:

a) Identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	The location of Goods Movement Routes is shown on "Schedule 3 – Goods Movement Routes". Map 4: Road Network also identifies the Major Road Network (MRN) and municipal arterial roads which contribute to the movement of goods and service vehicles in Port Moody.
b) Identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	Chapter 13 in the OCP includes a number of policies that support efficient, movement of goods, services and people including: • Working with TransLink to provide additional transit services to Port Moody's neighbourhoods including shuttle buses in coordination with the expansion of the City's cycling and pedestrian network; • Updates to the City's transportation plans for a range of transportation modes including movement of vehicles, regional transit systems, local transit (e.g. improved transit to the north shore), pedestrians, bicycles (both recreational and commuter) and goods movements. • Completion of the City's Transportation Master Plan (TMP) update is expected in 2015. Following completion of the TMP, relevant sections of the OCP (including the RCS) will be updated as appropriate. • Working with regional agencies and neighbouring municipalities to upgrade the intersection of Barnet Highway and Ioco Road including the upgrade of the existing CP Rail overpass.
c) Support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	Policies and actions related to transportation system management strategies, including transit priority measures and intelligent transportation systems can be found in the current Master Transportation Plan. Parking management strategies and workplace TDM programs are included in Chapter 13 of the OCP (Policies 19 and 24).
d) Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The OCP includes policy to continue to support the infrastructure and transportation services required for industrial development including rail rights-of-way (Chapter 9, Section 9.2.4, Policy 7).

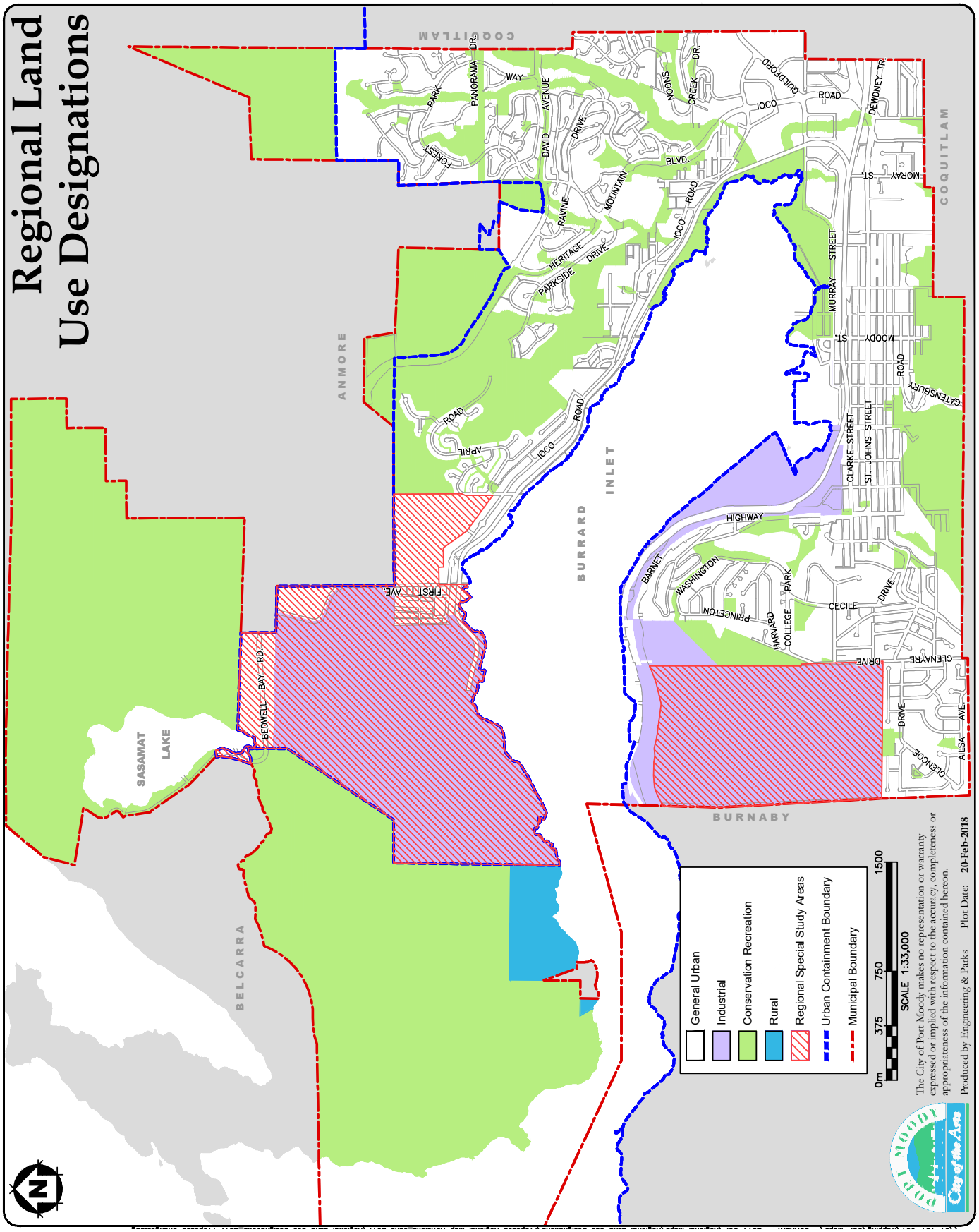
2040 RGS AND PORT MOODY OCP AND RCS IMPLEMENTATION (SEE RGS SECTION F IMPLEMENTATION)

RGS SECTION F IMPLEMENTATION POLICIES

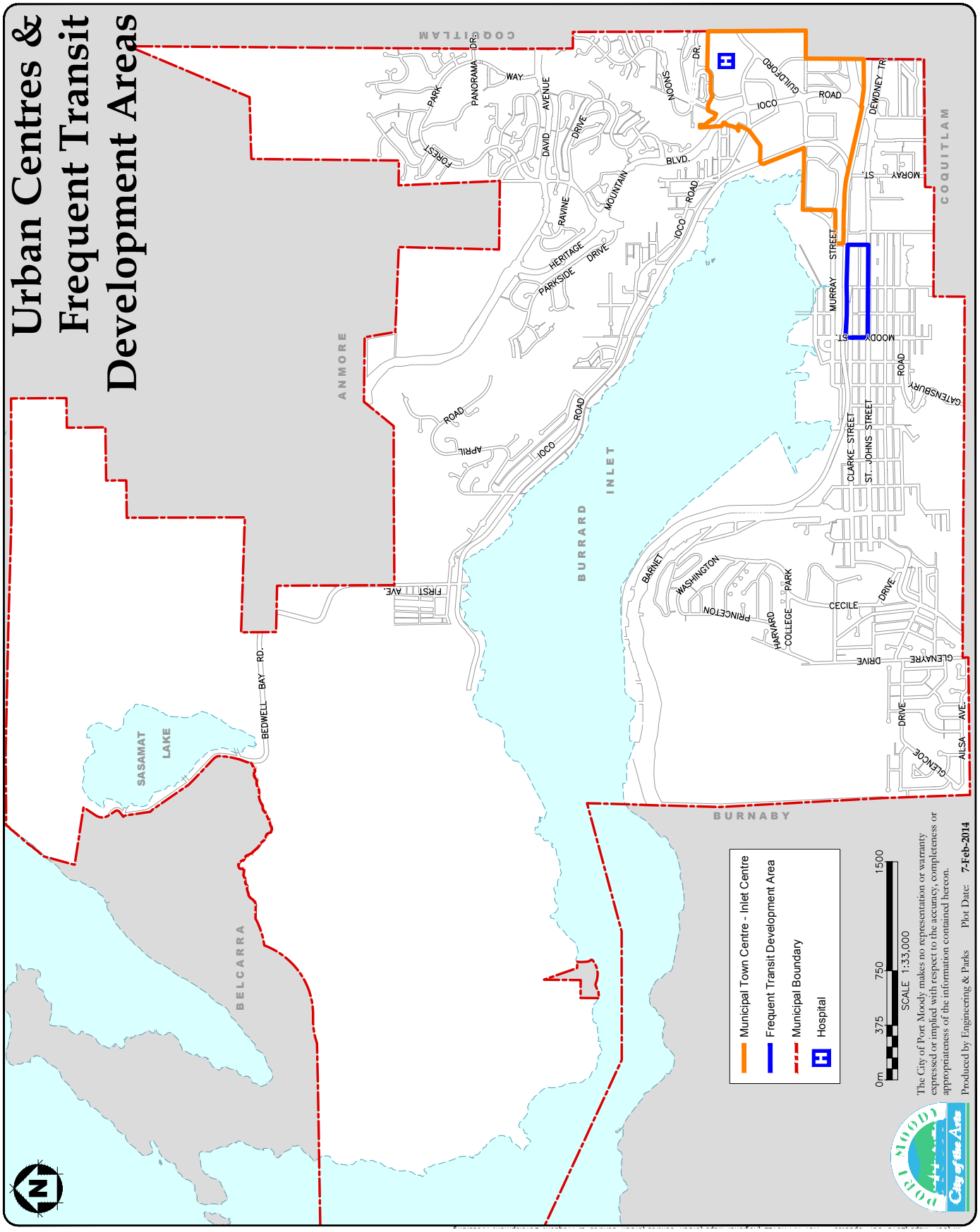
Providing for Appropriate Municipal Flexibility 6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:	
a) The municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;	The OCP hereby permits such amendments.

b) Notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land: • From Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or • From Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved transit station on TransLink's Frequent Transit Network, provided that: ▪ The re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and ▪ The aggregate area of all proximate sites that re-designated does not exceed three hectares;	The OCP hereby permits such amendments.
c) The aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.	The OCP hereby permits such amendments.
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided that such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The OCP hereby permits such amendments.
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 ad 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.	The City will implement RGS policy 6.29.
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.	The OCP hereby permits such amendments.

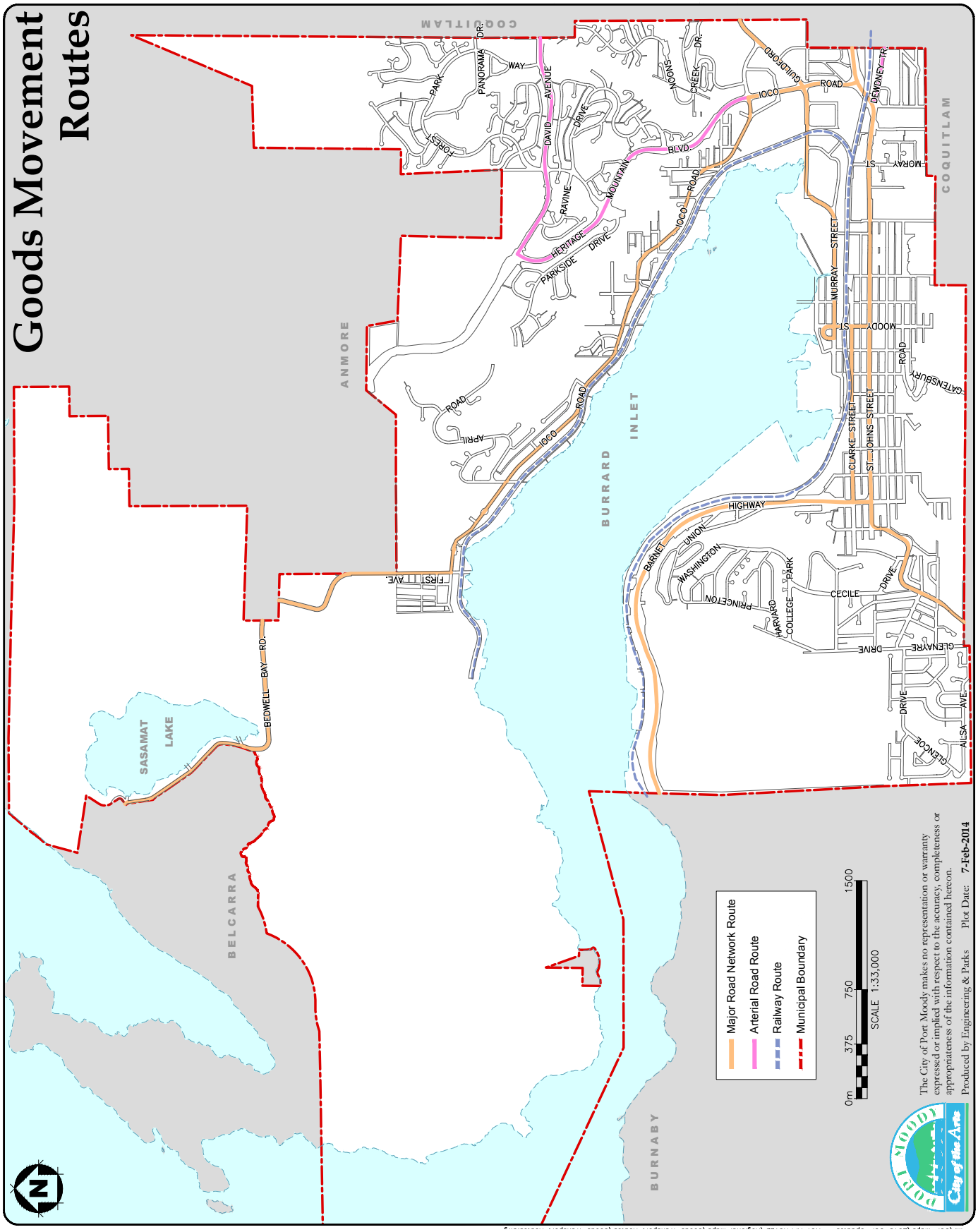
SCHEDULE 1: REGIONAL LAND USE DESIGNATIONS



SCHEDULE 2: URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS



SCHEDULE 3: GOODS MOVEMENT ROUTES



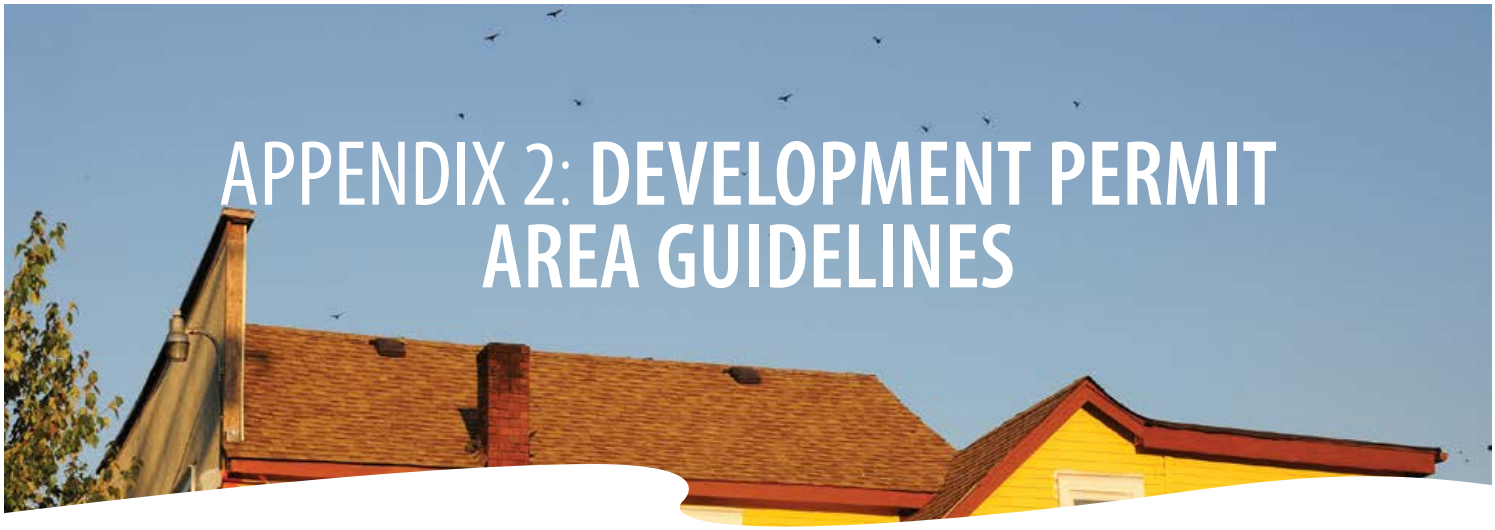


Photo detail by Tracy Riddell

APPENDIX 2: DEVELOPMENT PERMIT AREA GUIDELINES

DEVELOPMENT PERMIT AREA GUIDELINES TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 APPLICATION AND INTENT

General Authority for Development Permit Areas

Under sections 919.1 and 920 of the Local Government Act, an official community plan may designate development permits areas for or one or more of the following purposes:

- protection of the natural environment, its ecosystems and biological diversity;
- protection of development from hazardous conditions;
- protection of farming;
- revitalization of an area in which a commercial use is permitted;
- establishment of objectives for the form and character of intensive residential development;
- establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- establishment of objectives to promote energy conservation;
- establishment of objectives to promote water conservation;
- establishment of objectives to promote the reduction of greenhouse gas emissions.

Designations and Locations

The following areas of the City are hereby designated as development permit areas:

a. as identified on the attached Schedule 1:

Development Permit Area 1: Neighbourhood Residential ("DPA 1");
Development Permit Area 2: Moody Centre ("DPA 2");
Development Permit Area 3: Inlet Centre ("DPA 3");

b. as identified on the attached Schedule 3:

Development Permit Area 4: Environmentally Sensitive Areas ("DPA4"); and

c. as identified on the attached Schedules 4 and 5:

Development Permit Area 5: Hazardous Lands and Steep Slopes ("DPA 5").

All new multi-family, commercial, industrial, mixed use and community/public use related developments within these designated development permit areas require compliance with the relevant development permit guidelines prior to the issuance of a development permit.

Major renovations to existing buildings (e.g. restoration or reconfiguration of a building's total façade) also require compliance with DPA guidelines with the exception of building siting and for those items which cannot be reasonably achieved due to the structure and fundamental design of the building.

1.2 EXEMPTIONS

Where a site is located in a designated development permit area, a development permit is not required where:

a. only internal alterations are made to buildings or structures
b. minor renovations involve only partial changes to the exterior of a building, for example:

- repairs or repainting of the building exterior or roof
- repair or replacement of windows and doors provided their location is not altered
- small building additions of 46.5 m^2 (500 sq. ft.) or less
- replacement or addition of canopies/awnings.

In such cases, conformity with the guidelines is still required with respect to colours, landscaping and signage.

c. an accessory building of 46.5 m^2 (500 sq. ft.) or less is proposed provided that the design and exterior finishing of the accessory building is in keeping with the character of the principal building
d. ecological restoration and enhancement projects undertaken or authorized by the City of Port Moody

More specific exemptions related to areas within the Environmentally Sensitive and Hazardous Lands Development Permit Areas are included in Sections 5.0 and 6.0 respectively.

1.3 IMPLEMENTATION

Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment of the Development Permit, subject to the approval of the Director of Planning and Development Services.

2.0. DEVELOPMENT PERMIT AREA 1: NEIGHBOURHOOD RESIDENTIAL

2.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-family residential development.

2.2 JUSTIFICATION

Much of the developable land in the City is devoted to residential neighbourhoods comprised of a range of single and multi-family housing, as well as small-scale commercial uses, and community facilities such as schools, churches and public recreation facilities. Although these neighbourhoods differ in age, character, and rate of development, there are a number of common objectives for all neighbourhoods of Port Moody.

These common objectives are:

- to ensure that developments are compatible in scale, form and character with existing development, or with the desired future development plans for the particular neighbourhood
- to encourage developments to preserve and enhance the special natural, historical or aesthetic features which help define the identity of the area
- to provide ease of access for all Port Moody residents, regardless of physical capabilities
- to ensure that, where necessary, the design of development creates a suitable transition between adjacent differing land uses or residential densities
- to ensure that multi-family development is designed so as to provide the features and amenities suitable for the needs of residents expected to reside in these developments.

These objectives provide the basis for a set of design guidelines to be applied to all multi-family residential, commercial, and community/public uses within DPA 1. As shown in Schedule 1, DPA 1 includes all the existing and planned residential neighbourhoods in the City, except for several residential areas within Moody Centre (which fall within DPA 2), Inlet Centre (DPA 3) and those areas under the jurisdiction of the North Shore Development Authorization (NSDA). It is intended that the areas lying within DPA 1 remain or are developed predominantly for residential use. In addition to residential development, complementary land uses traditionally found in local residential neighbourhoods will appear in these areas.

2.3 MULTI-FAMILY RESIDENTIAL USES

2.3.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody Zoning and Subdivision Bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.3.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building materials

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance.

Materials such as reflective glass, metal sheeting and fiberglass are not acceptable.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material in smaller residential developments, where it can be demonstrated that the roof style is compatible with the building and also with the character of the area for which it is proposed.

Concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances.

Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- exposed aggregate finish, and/or
- camouflaged with adequate landscaping.

(b) Building colours

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, gray, beige, sepia, ochre and yellow are encouraged. Bright, acid, or strong primary colours are not acceptable. The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim.

Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development.

Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the colour scheme of the site's principal building(s).

(c) Compatible elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials and roof lines.

(d) Rooflines

Buildings with a pitched roofline will have a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets. Flat rooflines should be embellished with accents, cornices/dentils, decorative bands, or special treatment of eaves in order to relieve the visual monotony of a flat roofline.

Larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

(e) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, vertical elements, changes in material/colours, and creative design of balconies.

(f) Bird friendly design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

(g) Incorporating natural systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment e.g. sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption. Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

(h) Children's play area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced.

Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- for separation of play areas for pre-school and older children, if possible.

(h) Parking areas

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(i) Surface parking

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment (e.g., pavers, stamped concrete, concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of surface parking.

(j) Screening of utility/garbage areas

Garbage/recycling containers, utility boxes, fans, vents and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a solid or lattice wood fence which features landscaping along its perimeter.

(k) Fencing

Any fencing on site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for any residential site. However, residential sites abutting a public pathway, ravine, or greenbelt area may use chain-link perimeter fencing, or bollard fencing, when such fencing is appropriately coloured, and of a design that is compatible with a residential context.

During a construction phase, any chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(l) Transition areas

Multi-family residential developments abutting single-family houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-family housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials.

(m) Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the block fronts in multi-family residential areas. To this same end, designs for multi-family residential buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another within this DPA. To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

2.3.3 LANDSCAPING

(a) Natural landscape areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

(b) Landscape groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf or other similar types of soft materials as the primary ground cover is not acceptable.

(c) Interplanting for expanses of paved areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping installed or use alternate materials such as stamped concrete or unit pavers, in order to break the image of any extensive hard surface. Such landscaping is required for large outdoor parking areas, or paved outdoor recreation/amenity areas.

(d) Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(e) Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family houses which share a common property line.

(f) Landscape screening and fencing

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed to restrict traffic noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(g) Amenities

All common outdoor areas on-site should be landscaped and provided with seating.

(h) Landscaping materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(i) Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.). The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers.

2.3.4 LIVABILITY

(a) Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- create or maintain view corridors from the subject site
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

(b) Balconies/Decks

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces.

Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

(c) Dwelling unit entranceways

Outdoor private entrances to multi-family townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent unnecessary visual intrusion.

(d) Bicycle Storage

Appropriately located secured storage areas for bicycles are encouraged.

(e) Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

(f) Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.3.5 CIRCULATION AND ACCESS

(a) Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas.

(b) Universal accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Access to natural amenity areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided. Bollard fencing should be used to delineate the public green areas from private development.

(d) Lighting

On site lighting of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian pathways

Interference between pedestrian movement and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

2.4 TWO-FAMILY DWELLINGS

2.4.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.4.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building character

New two-family dwellings/duplexes should respect the character of surrounding residential uses in terms of their siting, design, scale, massing and height. Side-by-side dwelling units should be individuated as much as possible and take the form of separate units rather than a single monolithic structure. "Mirror image" facades are discouraged. For up/down or front to back forms this appearance may vary, though the scale, massing and height should also take into account the neighbourhood's character.

(b) Unit configuration

Side-by-side, mid-block two-family developments can be broken up by articulating/offsetting the front elevations. Two-family dwellings on corner lots should be designed so that they address both frontages equally, i.e. the entrance to one unit fronts onto the primary street, with the second unit fronting the flanking street.

Front to back two-family dwelling units should be staggered so as to provide some visibility from the fronting street, and to provide a greater opportunity for usable private outdoor space than just the linear spaces along each side of the units.

(c) Building form, materials and detailing

Building materials should be residential in character. Acceptable materials include, wood, standard dimension brick, stone, hardiplank siding and shingles which simulate a wood appearance. The use of two or three types of cladding material, architectural detailing and or accent colours should be considered, particularly on street fronting elevations. Architectural elements and detailing should be carried around to the side elevations.

Colours can also help to differentiate one unit from another, though the number of colours should be limited to no more than three (3) and be in keeping with the common colour palette of the surrounding area. Additional colours should be used only as accents or trim.

As an architectural feature, particularly for windows visible from the street, incorporate wooden or high quality vinyl windows with muntins and mullions. Similarly, the appearance of front doors should be of a quality appropriate for a street facing elevation.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Natural gas fireplaces should have the gas flue encased in a chimney structure that extends beyond the roof lines.

Exposed concrete foundations should be kept to a minimum and where present should be finished with brick, paint, sandblasting, exposed aggregate finish, and/or screened with adequate landscaping.

(d) Massing

The portion of the development fronting the street should be a maximum of two storeys. Where third storeys are proposed they should be setback from the second storey and/or enclosed within the roof structure.

(e) Site topography

The integration of a development into the natural topography of the site is a key element in ensuring it fits into its immediate surroundings. Duplex developments are encouraged to step the buildings and units harmoniously with the natural grade of the site.

(f) Roof structures

Sensitively varying the roof structure between the two units is encouraged in order to highlight unit individuality and break up its massing, though care should be taken to ensure that roof lines are not too "busy". The roofline can also be broken up by incorporating dormers, gables and architectural detailing. Deep roof overhangs should also be incorporated where appropriate. Monolithic roof structures which span both units are strongly discouraged.

2.4.3 LANDSCAPING

(a) Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting and with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(b) Soft landscaping

Strategies to maximize stormwater retention, including the use of permeable surfaces, minimum building footprints and rain barrels are encouraged. To achieve this, the total area of impermeable surfaces, including the building envelope, should not exceed 50% of the total lot area. For the front yard a minimum of 65% of the area should be in the form of soft landscaping.

Landscaping should include a variety of species appropriate to their setting, to include trees, ground covers, shrubs and similar plantings. Adherence to the City's Naturescape Guidelines is strongly encouraged. Other acceptable landscaping materials include sod, river rock, wood chips and bark mulch. The use of landscaping to delineate the garden areas of the two units is also encouraged.

(c) Retaining walls

The need for retaining walls should be minimized as far as possible through the design of the project. Where required, the height of retaining walls should ideally be limited to under 0.9 metres (3 ft.). On steeper lots, the lot should be gradually terraced with a number of retaining walls. Allan Block is the preferred material for retaining walls. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches should be used. Where possible, retaining walls should include landscaping directly in front of them to mitigate their visual impact.

2.4.4 LIVABILITY

(a) Entrances, porches and verandahs

Front doors should be the dominant feature facing the street, with front porches and verandahs encouraged as a means of encouraging neighbour interaction. Front porches, where included, should have a minimum width of 2.0 metres (6.5 ft.) and be limited to a single storey in height. Verandahs and porches should having a minimum 1.5 metre (5.0 ft.) depth and also include wooden or metal railings and balustrades, as appropriate.

Ground level private outdoor spaces are preferred to balconies and decks to maximize access to privacy and light for adjacent properties.

2.4.5 CIRCULATION AND ACCESS

(a) Parking and driveways

All parking should be located within the rear yard, for properties that have lane access or a street that functions as a lane. Where hard surfaces are required for driveways, pervious surfaces, such as permeable concrete and pavers are encouraged. The width of the driveways should be minimized as far as possible in order to limit the amount of hard landscaping on a lot.

(b) Garages

Garages located in the rear yard should be treated to similar design standards as the principal building, in terms of design, detailing, materials and colour schemes. Garages and other accessory buildings should be located as close to the rear yard property line as setbacks permit, in order to maximize usable open space and privacy for both units.

On properties with no lane access, garages should be located to the side of units, closest to the property lines, and recessed a minimum of 2.0 metres (6.5 ft.) behind the front facade. Garage entrances should not occupy more than 50% of the width of the front facade. Double car garages are not permitted facing the front facade unless they are of a tandem form. Garages, particularly those that front a street should include glazing in the upper panels of the doors.

2.5 NEIGHBOURHOOD COMMERCIAL USES

2.5.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

2.5.2 FORM AND CHARACTER OF DEVELOPMENT

Within established and new residential neighbourhoods, the "corner store" is an accepted small-scale commercial use intended to serve the local neighbourhood. Traditionally, these stores have appeared as small, free-standing, one-storey structures on corner lots often not larger than the standard residential lot size in the area. For the most part, these have been convenience grocery stores.

Over the past decade, residents increasingly have come to expect a wider range of commercial services available within their neighbourhood. Video stores, specialty food shops (bakeries, delis), and coffee bars/pubs are examples of local commercial uses which locate in residential areas. Small-scale office commercial uses for copying/fax services, medical offices, vet services, lawyers'/insurance offices and the like have also appeared in residential neighbourhoods, usually in "mini-mall" settings.

The following guidelines are not neighbourhood-specific. The intent of these design guidelines is to ensure that retail, office commercial and mixed use commercial/residential uses occurring within residential areas remain small-scale, are of a design character which is compatible with the surrounding residential uses, and minimizes impacts upon adjacent properties.

(a) Building character and siting

On corner sites, both street-facing facades should be fully developed as front elevations.

Commercial buildings should strive to ensure that existing views enjoyed by adjacent developments are not unduly compromised by their siting, massing or orientation. Freestanding commercial buildings should be sited so as to be as accessible as possible from public sidewalks.

(b) Streetscape

Commercial uses occurring within a "mini-mall" setting are encouraged to provide for as much individuation among the storefronts as possible, by means of changes in colours, facade, textures, and design of windows and doorways.

Where outdoor seating areas for cafes and restaurants occur, the design of seating, awnings, guardrails, etc. should be compatible with the design of the building.

Where two or more storeys occur in a commercial building, the massing of the building should respect the scale of adjacent residential buildings in order to minimize over-shadowing and visual intrusion onto adjacent residential properties.

(c) Parking/loading areas

No parking/loading area is to be located within the required front yard of the site.

(d) Garbage/recycling areas

All garbage/recycling areas should be located at the rear of the site, or in a location that is not in public view from the fronting street.

(e) Rear walls

Building walls abutting a lane that is shared with residential buildings should be finished so as to appear attractive to neighbouring developments.

(f) Building materials

Building finish materials which are acceptable for commercial and mixed use buildings in this area are:

- stucco of smooth or pebble finish
- standard-dimension brick
- horizontal clapboard or channel siding of wood or a material similar in appearance.

Exposed concrete block and giant brick are not acceptable as building material.

(g) Building colours

Building colours should generally be limited to one colour, except for accent and trim. A range of colours in traditional tones is acceptable: brown, gray, pale blue, pale yellow, pale green, ochre, and white. Bright, fluorescent tones or strong primary colours are not acceptable.

Contrasting colours in bold or geometric designs are not acceptable.

(h) Rooflines

Single or two-storey freestanding commercial buildings having a flat or shed roof should use a decorative shaped roofline, such as false mansards or parapets. The building silhouette should reflect the style of surrounding residential buildings, wherever possible.

(i) Gas station storage

Where above-ground storage of tanks occurs on gas station sites, the tanks (containing propane, chemicals, etc.) must be screened with lattice/solid fencing and landscaping.

(j) Transition Areas

Neighbourhood commercial development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights and building materials.

2.5.3 LANDSCAPING

(a) Perimeter landscaping

The required front and sideyard setbacks should be landscaped to provide a compatible appearance with the lawned/landscaped areas of surrounding residential yards or properties.

Required setbacks adjacent to public thoroughfares should be landscaped to provide the commercial building with a "green border" to the public view.

Landscaping should be provided along rear lanes, provided that plantings are kept clear of the lane right-of-way, and that site security is not compromised.

Landscaped screening should be provided between all commercial development and adjacent residential properties.

(b) Retention of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

Compliance with the City's Naturescape Policy is required.

(c) Landscape groundcovers

Areas of the commercial site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs, and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary groundcover is not acceptable.

(d) Signage

Commercial signage should be compatible with the design of the building. Signage should be structurally integrated into the design of buildings rather than added at a later date. Signage not shown at the time of the Development Permit application would likely not be considered acceptable, unless it can be clearly demonstrated as architecturally compatible with the building.

Signage options include:

- painted letters upon windows, walls and canopies
- painted wood or metal signs, mounted flush to walls/windows, or projecting perpendicularly from the building
- illuminated signage only if indirectly illuminated.

The following are not acceptable in this DPA:

- backlit acrylic signs
- banners or pennants.

All signage is to conform to the regulations of the City's Sign Bylaw.

(e) Amenities

Wherever outdoor seating for use by customers is provided, such seating should be located away from areas of parking, loading, or ingress/egress.

(f) Pedestrian weather protection

Continuous weather protection in the form of canopies or awnings should be provided along storefronts. Canopies/awnings may be of a variety of materials, soft or hard, but must be of durable quality and well-integrated with the overall design of the building.

Weather protection over the commercial entrance to the building should be provided.

(g) Lighting

All building and site lighting will be located, and of a design, so as to prevent light-spill onto adjacent properties.

(h) Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.5.4 CIRCULATION AND ACCESS

(a) Pedestrian walkways

Sidewalks should be located adjacent to building storefronts. Unrelieved asphalt is not desirable for pedestrian walkways. Where large areas of pedestrian walkways occur, use of stamped concrete, banding, or unit pavers is encouraged. Interference between pedestrian movement and vehicle access should be minimized. Wherever pedestrian walkways on-site intersect with areas of vehicular access to parking, or points of ingress/egress, the pedestrian right-of-way should be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

(b) Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities (e.g. people in wheelchairs, visually impaired).

(c) Parking areas

For commercial buildings which include residential units, required on-site parking areas serving the commercial and residential uses in the building should be separate, and clearly delineated by site signage and pavement markings. Where spatial separation is not possible, the use of signage, pavement markings and landscaping should be used to differentiate those areas intended for commercial customers from those intended for residents/visitors.

(d) Entranceways

The ground-level entranceway for upper-storey residential units having an upper corridor in commercial buildings should be clearly separated from any ground-level commercial entrances. On corner sites, side-street residential entries are encouraged. The ground-level entranceway for the upper storey residential units should feature weather protection for the area of the security callboard.

2.6 COMMUNITY/PUBLIC USE FACILITIES

2.6.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody's zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City specific bylaws in all cases.

2.6.2 FORM AND CHARACTER OF DEVELOPMENT

This DPA contains a number of decentralized community and public use facilities which serve their local neighbourhood. Schools are the most prevalent of these, but other small-scale community facilities such as churches or daycare centres also appear throughout the residential neighbourhoods. It is important to ensure that the design and siting of these community facilities be exemplary because within residential neighbourhoods, they need to be of a scale and design which minimizes the impact upon the surrounding residential areas.

Public use facilities should meet the following criteria with respect to building character and siting:

(a) Building character and siting

On corner sites, both street-facing facades should be fully developed as front elevations.

(b) Compatibility of scale and form

Where possible, public use buildings should be of a height and scale which is compatible with surrounding residential buildings.

(c) Parking areas

All required off-street parking should be located preferably at the rear of the site, or in a location not wholly visible from the fronting street, and on all sites parking/loading areas are not to be located with the required frontyard setback.

(d) Building materials

Building finishing materials should reflect the residential nature of the site context. Acceptable exterior materials include:

- wood
- building materials
- standard dimension brick
- stone
- smooth stucco finish
- siding which simulates a wood appearance.

Materials not acceptable are concrete block of any type, reflective glass, and metal sheeting (except as a roofing material).

(e) Building colours

Building colours should generally be limited to one primary colour, building colours with a second colour for accent and trim. Traditional tones which are acceptable are muted tones of blue, green, yellow, brown, gray, ochre, and white. Contrasting colours in bold or geometric design are not acceptable.

(f) Open space linkages

Outdoor activity areas on site should be located so as to minimize impacts of noise and visual intrusion upon neighbouring residential open space linkages properties. Where courtyards, common green spaces or children's play areas exist or are proposed in residential developments adjacent to public open space, linkages are encouraged.

(g) Views

Siting, massing and orientation of buildings should strive to ensure that existing views enjoyed by adjacent residential properties are not unduly compromised.

(h) Garbage/recycling areas

Garbage/recycling areas on site should be located at the rear of the site, and be adequately screened by fencing, or landscaping, or both.

(i) Transition Areas

Community/Public Use development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

(m) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

2.6.3 LANDSCAPING

(a) Screening and interplanting of parking areas

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, or use of alternate paving materials such as stamped concrete or unit pavers, in order to break up the image of large areas of asphalt.

(b) Retention of mature vegetation

Wherever possible, new development or redevelopment should retain the mature vegetation on site. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City. Compliance with the City's Naturescape Policy is required.

All front yards are to be landscaped. Landscaped areas fronting onto major streets should use trees wherever possible.

(c) Fencing

Where solid fencing is used, landscaped screening should be used in addition, in order to break up the image of a wall of fencing.

Where required for reasons of security, chain-link fencing should be appropriately coloured, and of a design that is compatible with a residential context.

Standard uncoloured chain-link fencing is acceptable only for schoolyards and certain recreation facilities.

(d) Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials for these areas is not acceptable.

(e) Signage

Signage for community/public use buildings should be compatible with the design of the building(s). The location of signage should be indicated at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Sign options include:

- lettering painted directly upon windows, walls or canopies
- painted or carved wood mounted flush to walls or windows, or projecting from the building(s)
- illuminated signage, only if indirectly illuminated
- freestanding signs of a height that meets Sign Bylaw requirements.

The following are not acceptable in this DPA:

- backlit acrylic signs
- banners or pennants.

All signage is to conform to the regulations of the City's Sign Bylaw.

(f) Amenities

Wherever possible, seating should be provided near the public entrance(s) to the building, and in other public areas.

Where developments are proposed adjacent to transit stops, this should be considered in the location of walkways and public seating for the community/public use development.

(g) Pedestrian Weather Protection

If located at or near the fronting property line on a pedestrian-oriented street, the community/public use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways. This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

(h) Lighting

All site lighting will be of a design, and so located, so as to prevent light-spill onto adjoining properties.

2.6.4 CIRCULATION AND ACCESS

(a) Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from semi-public areas.

(b) Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Parking/loading areas

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines, or with unit pavers. They must also be landscaped, as described in the foregoing guidelines. All required off-street loading spaces should be located at the rear of the property. Except for schools and large recreation facilities, vehicular access to parking, loading, and service areas should be provided from the rear. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement. Wherever pedestrian pathways intersect with areas of vehicular movement, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

(d) Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas, for reasons of security and public safety. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

2.6.5 ADDITIONS

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community/public use buildings contained herein, Sections 2.6.2 through 2.6.4.

2.7 WOODLAND PARK

INTENT OF GUIDELINES

The intent of these site specific guidelines is to guide future development of the former 1042 Cecile Drive and 300 Angela Drive sites (hereafter referred to as Woodland Park) in general accordance with the Port Moody Official Community Plan and the CD83 Zone.

Given the anticipated development timeline, it is recognized that, over time, design trends may change. However, the intent of the design guidelines is to develop and maintain a consistent design theme throughout the development integrating all architectural and landscape elements. The design guidelines outline both general and specific requirements for achieving the desired character and form of development for Woodland Park and are organized according to the following general categories:

1. Neighbourhoods
2. Building Form and Character
3. Open Space
4. Landscape
5. Streets, Sidewalks & Public Realm
6. Public Art

GENERAL SITE DESCRIPTION

Woodland Park is nestled in the mature College Park neighbourhood of Port Moody, with forest woodlands and mountain views, surrounded by single-family detached homes to the west, townhouse developments (rental and strata) to the south and east, Seaview Elementary School to the north, and Suncor Energy (industrial) to the northwest.

The site is 23.4 acres and consists of three areas, divided and accessed by Angela Drive and Cecile Drive. The grade slopes down significantly from northwest to southeast, with a cross fall of approximately 44m (144 feet).

There are two Environmentally Sensitive Areas (ESA) on the site. The northwest ESA, adjacent to Seaview Elementary School, consists of urban forest, which is designated 'low sensitivity', and two riparian areas: an unnamed ditch and wetland complex, and Melrose Creek, which are considered 'high sensitivity'. The southeast ESA, predominantly located on the steeply sloped area of the site, consists of mostly urban forest, which is designated 'low sensitivity', and one riparian area: an unnamed stream complex, which is designated 'high sensitivity'. There are several existing buildings that are located within the 'high sensitivity' ESAs. The majority of the urban forest within the ESAs is mature, with trees ranging in height from 70-143 feet.

The site has two Statutory Right of Ways (SRWs). The SRW running east-west through the southern lot, in line with Valour Drive, is an utility right-of-way. The SRW running southwest-northeast through the southern lot is for the TransLink Evergreen Line tunnel transit system.

MASTER PLAN OVERVIEW

Woodland Park is a multi-phase master plan (Fig. 1) for the gradual growth of a complete community. The scale of the 23.4 acre site has been broken down into five distinct neighbourhoods (Fig. 2): the Creek, the Gardens, the Hub, the Mews, and the Terraces. Each neighbourhood will have a distinct identity – defined by unique environmental features – while maintaining a unified architectural and landscaping design expression that is common throughout the Woodland Park master plan.
The Environmentally Sensitive Areas of urban forest and streams will be protected, remediated and enhanced by removing existing structures that are inside the riparian setbacks, removing invasive plants and replanting with native species. These protected, naturalized environments will integrate with two new neighbourhood parks and a multi-use park trail system, as well as connect with numerous multi-age, active play areas and the expansive publicly accessible open green space surrounding the buildings.

Woodland Park will provide a range of outdoor amenities. These amenities are woven together through the design of a naturalized open space and public parks to create a vibrant and diverse community.

Figure 1: Master Plan

Figure 2: Neighbourhoods

2.7.1 NEIGHBOURHOODS

a) The Creek

The Creek (Fig. 3 & 4) neighbourhood will consist of multi-unit apartment buildings in the range of six storeys, with a mix of unit types above ground level family-oriented units.

Interfacing with an environmentally sensitive area, the Creek neighbourhood celebrates its relationship with the adjacent creek and natural forest surroundings, with paths woven throughout the development.

Rainwater management features of the site tell the story of the larger watershed. Rainwater infiltrates through generous boulevards at the streetscape where large, existing trees are retained. Residential buildings are oriented to celebrate the natural topography of the site. The character of the open space takes cues from the surrounding forest riparian character through an overall re-wilding approach.

Outdoor community space includes a range of programming including private and public outdoor amenity space, passive use, comfortable courtyards, play areas, multi-use paths and a community plaza.

Figure 3: The Creek

Figure 4: The Creek

b) The Gardens

The Gardens (Fig. 5 & 6) neighbourhood will consist of a multi-unit U-shaped apartment building in the range of six stories, with a mix of unit types above ground level family-oriented units.

Interfacing with an environmentally-sensitive area, the Gardens neighbourhood celebrates the ecological relationship with its surrounding landscape. Here, a gardenesque landscape is used to create strong seasonal interest for both residents and wildlife.

This neighbourhood benefits from the nearby energy of the Hub. Materials and character of the landscape are more formal but contribute to the overall naturescaping and rainwater management principles of the site. Small plazas placed at the street provide gathering spots for community interaction.
A generous streetscape promotes safe connections for pedestrians and cyclists via a multi-use path within the parcel. Orientation of the building creates a large, sunny courtyard with opportunities for all-ages play.

Figure 5: The Gardens

Figure 6: The Gardens

c) The Hub

The Hub (Fig. 7 & 8) neighbourhood will consist of multi-unit apartments with a mix of unit types, in the range of six stories, above a ground level neighbourhood retail area and child care facility.
The Hub neighbourhood is the heart of Woodland Park. The outdoor space allows for programming for the community at large, including areas for active play. The interfaces between the specific building programming and the outdoor open space within this area will be designed to complement one another and maximise livability.

The space will be designed so that it may accommodate community events both big and small. The landscape character is a more formal 'urban ecosystem' to facilitate a range of community activities.

Rain-gardens and other rainwater management strategies become feature elements within the landscape. Raised crossings, shade and cooling features, and quality materials at the streetscape promote a safe, pedestrian-friendly zone that can accommodate block parties or farmers markets.

A rooftop garden will provide residents opportunities for urban agriculture.

Figure 7: The Hub

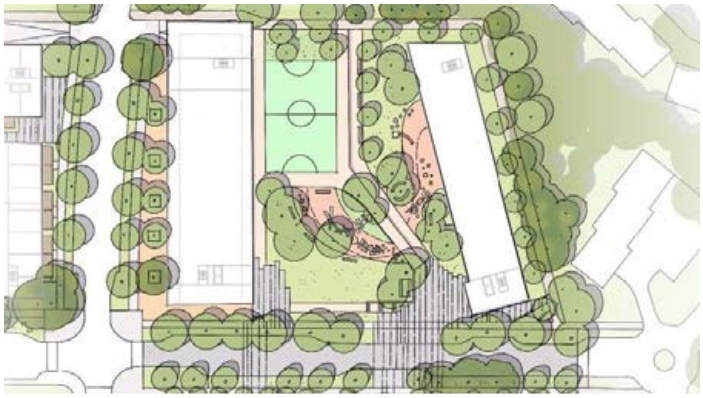


Figure 8: The Hub

d) The Mews

The Mews (Fig. 9 & 10) neighbourhood will consist of multi-unit apartments with a mix of unit types above ground level family-oriented units, interconnected via a pedestrian orientated mews street.

The open space associated with the Mews neighbourhood takes its design inspiration from the existing open space character found in Woodland Park.
This landscape is envisioned as the outdoor living room for the residents of Woodland Park and the community at large. Its linear nature creates a series of open spaces that offer a range of programming opportunities including informal lawn areas, all-ages play areas, and passive recreation. Visibility is of importance, with smaller play areas spread throughout the neighbourhood. Adult health and wellness is emphasized with many walking routes including a multi-use trail.

Naturescaping and rainwater management elements are key components to the open space. Central to the neighbourhood is the mews, which acts as the central spine of the community, and provides local access and a safe circulation route through the site.

Figure 9: The Mews

Figure 10: The Mews

e) The Terraces

The Terraces (Fig. 11) neighbourhood will consist of multi-unit apartments with a mix of unit types above ground level family-oriented units.

The Terraces neighbourhood is nestled within an existing mature forest stand. The character of the landscape and natural grade transition create a gateway for the larger neighbourhood.

Rainwater management features of the site tell the story of the larger watershed. Rain-gardens connected with runnels and weirs and other rainwater management strategies are feature elements within the landscape. Residential buildings are oriented to celebrate the natural topography of the site. The character of the open space takes cues from the surrounding forest riparian character through an overall naturalized approach.

Outdoor community space includes a range of programming, including private and public outdoor amenity space, passive use, comfortable courtyards, play areas for a range of ages, connection to the community multi-use path, as well as a community plaza.

Figure 11: The Terraces

2.7.2 BUILDING FORM & CHARACTER

a) Building Forms

The massing and form (Fig. 12) is primarily six-storey buildings, stepping down to four and five-storeys across from neighbouring single-family homes.

Four mid-rise nine to fifteen-storey buildings occupy a single zone set back the furthest from the street against a backdrop of mature forest trees ranging in heights from 70 to over 140 feet.

The steepest sloping and lowest area of the site, adjacent to the new Cecile Bend Park, will accommodate mid-rise nine to nineteen-storey buildings*, nestled against and surrounded by ESA forest.

Figure 12: Building Forms
(note: at the mid-rise zones, the number of storeys increases on the downhill slope where ground-orientated floor levels are each counted as a separate storey)

b) Siting and Orientation

The siting and orientation of the buildings is primarily driven by the extent of the enhanced Environmentally Sensitive Areas and the provision of the parks and generous open green spaces.

Predominantly, the narrow ends of buildings front Angela Drive and Cecile Drive to facilitate a gradual transition from the adjacent single-family neighbourhood and maximize public views to and through the open green spaces (Fig. 13). The buildings will be designed to address the streetscape, as well as the park and open spaces between the buildings.

Elsewhere, the heavily treed boulevards and the enhanced Environmentally Sensitive Areas will help to soften the visual impact on the surrounding neighbourhood.

Wherever possible, buildings will be located and configured to maximize natural light penetration into the dwelling units, to minimize shadow impacts on common outdoor areas and adjacent sites, and to maximize and maintain views and surveillance on public spaces.

Figure 13: Siting and Orientation

c) Architectural Character

The architectural form and expression will reinforce the overall master plan aesthetic and will be contemporary in style, reflecting a West Coast modernist idiom characterized by simplicity, minimalism and functionality (Fig. 14 & 15). Each neighbourhood will have a distinctive character and may be expressed through subtle changes in material, colour, or articulation.

The architectural character of the multi-family residential buildings may be expressed as three horizontal bands: the ground-orientated townhouse base; the stacked multi-unit apartment middle, and the articulated penthouse rooftop.

The two-storey townhouses anchor the buildings with a strong base element, providing plenty of open space and street interaction with extensive patios and decks.

The stacked multi-unit apartment middle, depending on the various balcony and fenestration requirements, may be expressed either horizontality or vertically. Further variety could be achieved through the application of shading devices and directed views.

The pitched and flat roof penthouse articulation may include setbacks for roof terraces and gardens, dormers and skylights.

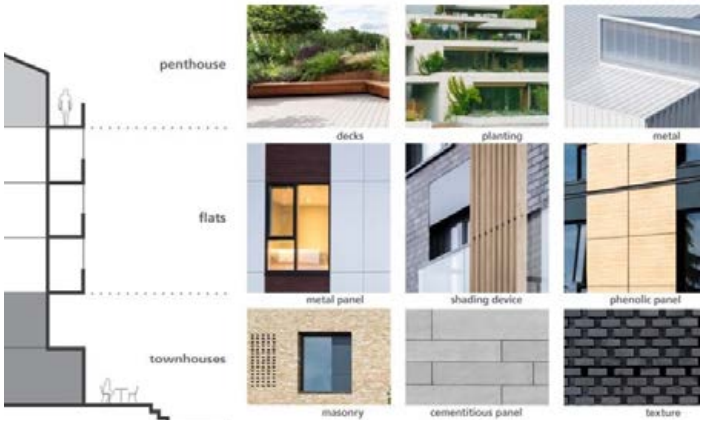


Figure 14: Architectural Character

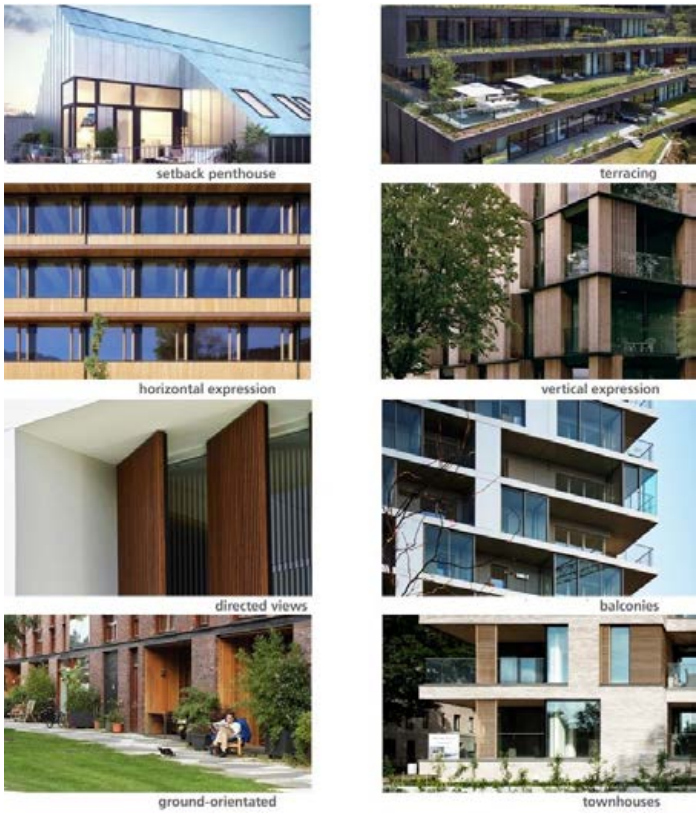


Figure 15: Architectural Character

d) Design Considerations

Careful consideration will be given to the design of buildings in order that they respond to the natural topography of the site and step with the existing site grades. Where building foundations and underground parking are exposed, their impact will be mitigated as much as possible, through landscaping and/or architectural treatment.

Where possible, multi-family dwelling units will be provided with private outdoor space in the form of decks, patios, and/or balconies. Juliette balconies and operable glazed balcony enclosures will also be considered in certain instances, in order to add variety and living adaptability. Wherever possible, balconies will be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Where possible, roof top mechanical equipment, elevator overuns and venting will be minimized and integrated into the design of the buildings.

Bird friendly building design measures such as bird friendly glazing and lighting will be considered and integrated.

e) Materials

Buildings materials may include masonry, wood, metal and various composite panelized products, all contemporary in style and detailing. Products such as non-integral fiber cement paneling, vinyl siding and stucco will not be used.

f) Parking and Loading

Where possible, existing on street parking will be retained and redefined along Cecile Drive and Angela Drive, calming traffic and buffering pedestrians from the roadway. The majority of the residential parking will be located within neighbourhood underground parking structures, with vehicular ramp access from either Cecile Drive, Angela Drive, or the internal Mews street.

Security in the residential parking structures will be designed in accordance with CPTED standards, where possible. Careful consideration will be given to the design of exposed faces of underground parking through landscaping or architectural treatment.

Loading areas/spaces will be carefully considered, located and designed in order that they provide the required functionality (deliveries, garbage and recycling pick-up, and residents moving in and out), while having a minimal impact on the public realm.

g) Signage

There will be a range of signage throughout Woodland Park. Types of signage will include:

- Interpretive Signage will provide public education and information on the Public Art and the enhanced Environmentally Sensitive Areas.
- Neighbourhood Specific Signage will be located prominently at vehicle and pedestrian entries and will incorporate design and materials that complement the architecture of the development.
- Retail Signage at the Hub will appeal to pedestrian and driver and add to the community ambience.

h) Energy Efficiency

Where possible, buildings will be designed to make use of passive energy conserving strategies which would include: maximizing daylighting potential through carefully located windows; building orientation; natural ventilation; and passive solar heat gain.

i) Crime Prevention Through Environmental Design

Residential unit living spaces, balconies, terraces, and patios will provide "eyes" on dedicated parks, open spaces and streets to enhance safety and security of these areas.

All streets, parks and pathways are to be appropriately lit and reflect visibility needs of motorized vehicles, pedestrians and cyclists.

2.7.3 OPEN SPACE

Woodland Park will consist of generous open space, comprised of environmentally sensitive areas, dedicated parks and open green space (Fig. 16).

The proposed character and experience of Woodland Park is defined by the open space network. In addition to the dedicated parks, each of the five neighbourhoods offer generous open green space areas, significantly contributing to the overall open space network of Woodland Park. These open green spaces represent opportunities to incorporate unprogrammed and programmed outdoor amenities for a range of age groups, interests, group sizes and seasonal activities, and the opportunity for residents to move through the spaces with ease. To facilitate this public access will be secured for both open space and trail connections. The open space network will seek to maximize the retention of mature trees and connection to the ESA areas. The overall canopy coverage area will range approximately between 30 - 40%, increasing with the maturity of the proposed trees. The site design will incorporate bird-friendly design by creating conditions for native birds to thrive in and around the development.

In addition to the programming opportunities, these generous open spaces allow for robust green infrastructure measures, including a rainwater management strategy, to further connect the residents to the naturalized features of the lands and the ecosystem services that they provide. All open space, including dedicated parkland will be irrigated based on individual requirements. Areas with native plants and trees will be self-sufficient part of the local eco-system after irrigation establishment period.

Figure 16: Open Space

a) Environmentally Sensitive Areas

The proposed open space network is positioned to highlight the existing and enhanced Environmentally Sensitive Areas, as well as many of the large specimen trees that exist on site today (Fig. 17 & 18).

At the 'high sensitivity' management areas, all the existing buildings will be removed and the new buildings, including balcony projections and patios, will be located outside of the enhanced Riparian Transition Areas. In certain instances, the minimum distance of a Riparian Transition Area may be reduced, provided there is no loss in total Riparian Transition Area.

At the 'low sensitivity' management areas, the heavy vegetation buffer will be protected and extended (Fig. 19).

The development aims to further achieve high environmental standards by protecting the treed and forested character of the site. Trees of significance will be identified for retention, with the overall number of trees to be equal or greater than existing.

Figure 17: Tree Canopy

Figure 18: ESA Enhancement

Figure 19: ESA buffer

b) Parks

The park spaces consist of three key open space areas; the Hub Park, the Cecile Bend Park, and the Multi-Use Park Trail. Collectively, these open spaces offer a range of outdoor amenities and programming opportunities for a variety of age groups, interests, group sizes and seasonal activities.

i) Hub Park

The Hub Park (Fig. 20 & 21) is the heart of the Woodland Park community. Here, a range of programmed open spaces offer a number of recreational opportunities for the local residents. The park connects with the Multi-Use Park Trail.

The various programmed areas include an arrivals plaza, passive open lawn areas for flexible use, age dedicated play areas (1- 5y and 5 -12y) for the community at large, as well as a dedicated play area for children in the local child care. The public play area will utilize elements of water play and water cooling. Additional open space opportunities within the Hub Park include a multi-use sports court which will allow for a range of sports and group sizes and a dedicated off leash dog park. These open spaces (Fig. 22 & 23) are envisioned to be used by a range of age groups and group sizes, with opportunities for programming through all seasons.

Figure 20: Hub Park

Figure 21: Hub Park,
(note: the child care outdoor play area is not part of the Hub Park)

Figure 22: Urban Park Setting

Figure 23: Water Play & Dog Park

ii) Cecile Bend Park

Cecile Bend Park (Fig. 24 & 25) is an important open space shared by the Woodland Park community. Here, a number of programmed open spaces offer a range of opportunities for the local residents and the surrounding neighbourhoods.

The various programmed areas include an arrivals plaza, a natural amphitheater, passive open lawn areas for flexible use and sports, a play area for the community at large, a community stage, picnic areas, a fenced off-leash dog park, and outlooks into the adjacent ESA areas and mature tree stands. The park connects with the Multi-Use Park Trail. The park allows for daily use, as well as seasonal community events such as movie night, farmers markets and cultural celebrations. These open spaces are envisioned to be used by a range of age groups and group sizes, and with opportunities for programming through all seasons

Figure 24: Cecile Bend Park

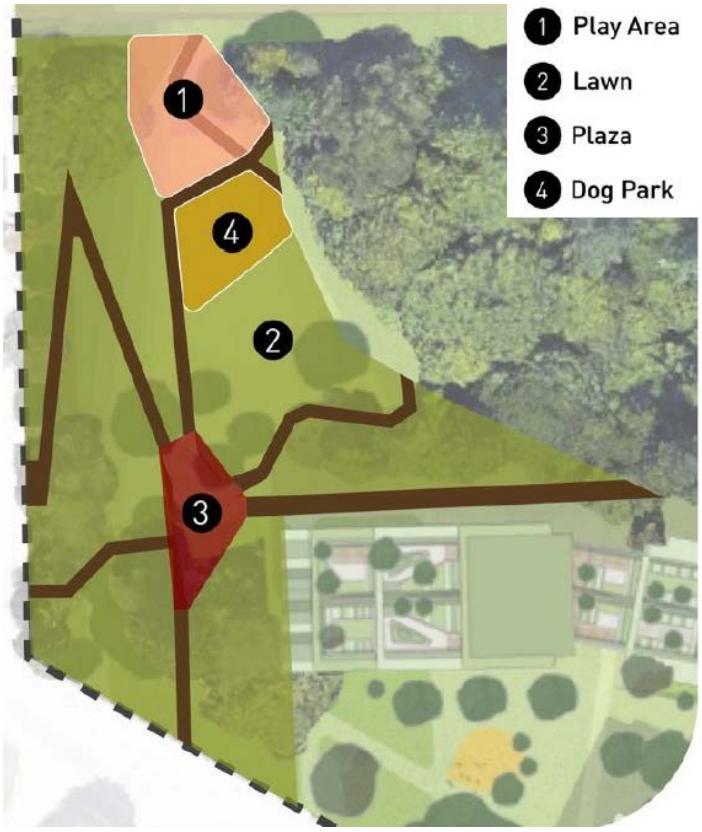


Figure 25: Cecile Bend Park

iii) Multi-Use Park Trail

The Multi-Use Park Trail (Fig. 26 & 27) of Woodland Park is an important aspect of the open space network. The whole community of Woodland Park is connected via a 2-3m wide multi-use trail. The trail will be universally accessible wherever feasible. The trail connects to a number of nodes, dedicated parks, ESA areas, residential areas, as well as a number of parklets. These parklets allow for the community to stop along the path to

enjoy a range of programmed spaces, which may include public art, adult fitness areas, play spaces, public courtyards, gardens and nature outlooks.

In addition to the Multi-Use Park Trail, each neighbourhood offers a number of pathways, secured via rights of way in the neighbourhoods, to further the interconnectivity of the community.

Figure 26: Multi-Use Park Trail

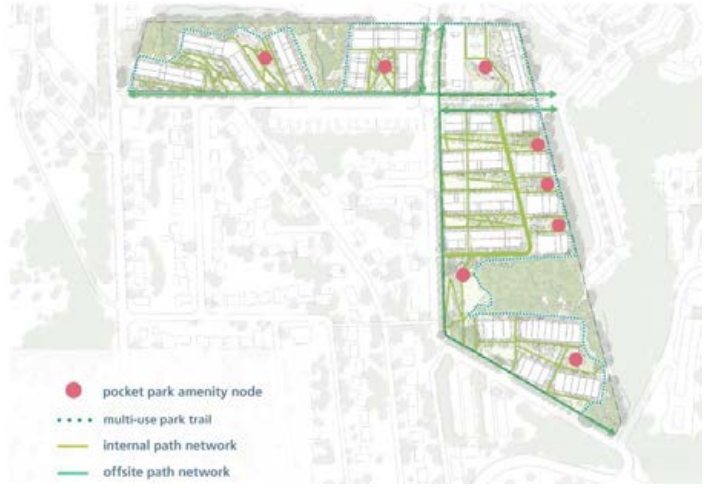


Figure 27: Trail Networks

c) Open Green Space

The master plan will contribute generous publicly accessible open green space (Fig. 28) for all residents and the wider community, improving the pedestrian experience and promoting physical wellness.

The development results in open green spaces between buildings that greatly exceed typical urban developments, making the form of development more suburban than urban in its relationship to the adjacent and surrounding single family neighbourhood.

Figure 28: Open Green Space

2.7.4 LANDSCAPE

a) Landscape Character

The overall landscape character of Woodland Park (Fig. 29) has been developed to be one of the key defining character elements within the community. Inspired by the current cultural landscape of Woodland Park, the coastal rainforest and local materials, the landscape character is envisioned to be an important unifying element amongst the five distinct neighbourhoods. This approach will ensure that the community as a whole, reads as one unified place.

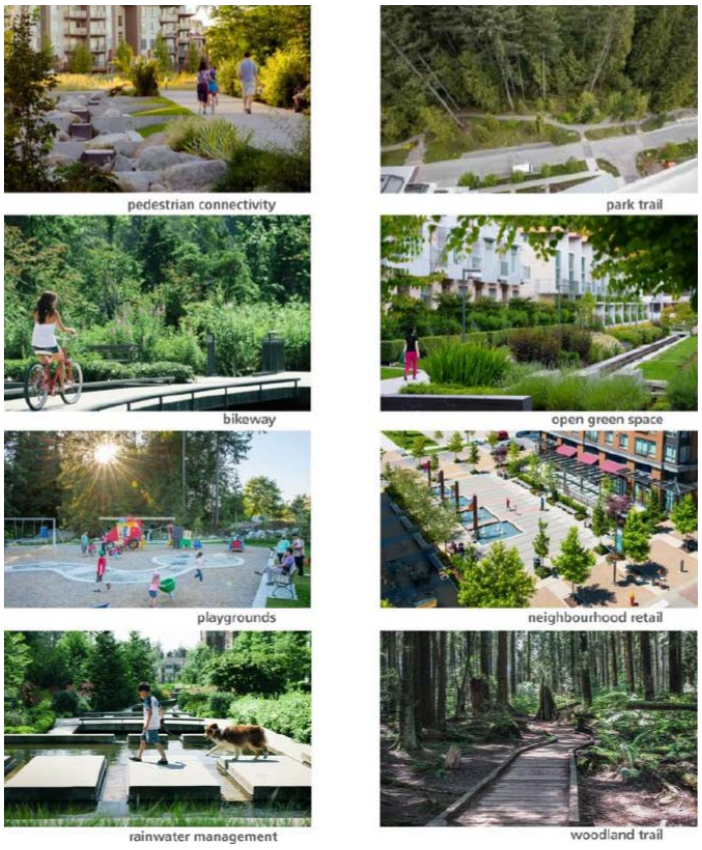


Figure 29 : Landscape Character

b) Planting and Habitat

The planting approach will be a defining element to the landscape character (Fig. 29 & 30). Inspired by the plant systems of the Pacific Northwest, a range of plant pallets will use used with consideration of seasonal interest, maintenance, adaptability, drought tolerance and re-wilding principles. These plant pallets will include naturalized habitat plantings, pollinator plantings, park plantings, and plantings associated with private open space. Wherever possible, healthy mature existing trees will be retained. The overall canopy coverage area for the development will range between 30 – 40%, increasing with the maturity of the proposed trees. Naturescaping strategies will be integrated into all aspects of the open space design including the preservation of mature trees, the preservation of existing environmentally sensitive areas, the integration of diverse ecological systems, and rainwater management strategies. The plant and tree selection will be carefully determined in order to foster rich bird habitat. Elements for bird nesting and bird baths will be incorporated in the overall naturalized character of the bio-habitat.

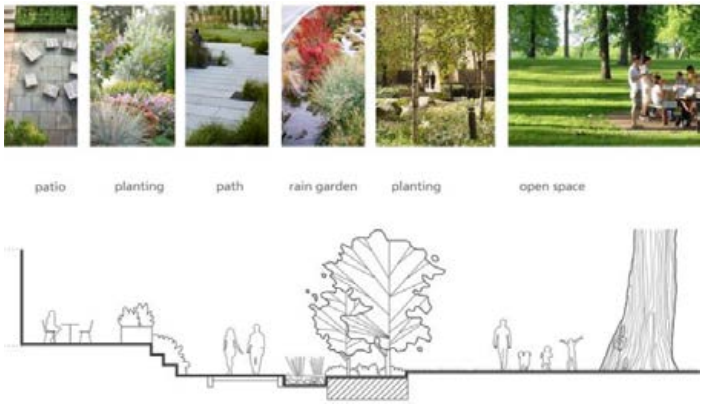


Figure 30: Site Materials

c) Site Materials

The materials throughout the community will be a unified element (Fig. 30). Selected to complement the architecture, the paving materials will allow for a range of types, based on the intended use, to contribute to the overall character, and enrich and unify the public realm. Materials within the open space network shall also be selected in consideration of their response to sustainability, with a focus on mitigating climate change, improving social health and well-being. The furnishings in the public realm will consider existing wildlife and will be resistant to negative impact (e.g. wildlife resistant garbage containers).

d) Site Programming

Program amenities for the open space network will be part of a broader community-focused open space strategy that includes a series of open space types, including the preservation and enhancement of environmentally sensitive areas, the provision of an extensive neighbourhood trail network (Fig. 27), accessible open spaces, neighbourhood scale public parks, semi-public open space areas and private open space associated with the ground orientated units. The open space network will provide a range of programming opportunities to serve all members of the Woodland Park community including passive, active and cultural activities. Park amenities should aspire to foster a sense of community and attract the widest range of ages, abilities and interests, through all times of the day and year, and shall allow for health and wellness activities for all ages and interests.

e) Rainwater Management

To limit the demand for resources, reduce the overall contribution to climate change and to create a community that is mindful of natural systems, a robust rainwater management approach will be applied to the open space network. Through design, the enhanced rainwater management system will use a series of measures within the open space network to capture, convey, infiltrate and reuse the rainwater within the site.
As currently proposed the intention is to manage water according to three tiers of effectiveness (Fig. 31):

Tier 1 : rainwater is encouraged to flow and infiltrate into the ground in line with the natural hydrological process.

Tier 2 : soils exist but are limited in depth and does not have the same connection to the natural hydrological cycle.

Tier 3 : the collection points for larger rainwater detention and reuse systems proposed for the project.

In all instances rainwater will flow from Tier 1 strategies to Tier 3. In this way rainwater has every feasible chance to be infiltrated before being finally managed by grey infrastructure.

Figure 31: Rainwater Management

f) Site Grading

The natural topography at Woodland Park is a defining characteristic. The open space will be designed to respond to this natural topography. This will ensure the open space is connected to the natural landscape and will provide an open space that is unique to Woodland Park.

2.7.5 STREETS, SIDEWALKS & PUBLIC REALM

The streets and sidewalks (Fig. 32) of Woodland Park serve as an important aspect of the community, not only for circulation, but also connectivity and the overall outdoor experience. For the community, a bi-directional bike lane is proposed along Cecile Drive and Angela Drive, as well as a robust planted boulevard and separated sidewalks.

Figure 32: Streets and Sidewalks

a) Boulevards

A number of trees exist along the sidewalks. Based on the arborist report, some trees will be determined as high quality and will be retained, while others, deemed as poor quality will be replaced with high value boulevard trees. New boulevard trees should follow minimum spacing and soil volume requirements as set out in applicable City guidelines.

With the adjacent parks and public open spaces, a series of parklets will be located along the boulevard (Fig. 33). These areas will allow for seating nodes as well as a strong connection to the community of Woodland Park.

Figure 33: Boulevards

b) Mews Street

The streetscape within the Mews neighbourhood is envisioned as a shared space between pedestrians and vehicles (Fig. 34). This street will provide the standard vehicular services required for the associated community including emergency access, parkade entry ramps, as well as delivery and drop offs to the building entries. Parking within this streetscape will be limited to emergency vehicles and short-term loading areas to limit the number of vehicles within the open space area. While this streetscape accommodates these daily uses, the street is designed with the intention to be a welcoming place for the local residents to walk and cycle through the heart of the community.

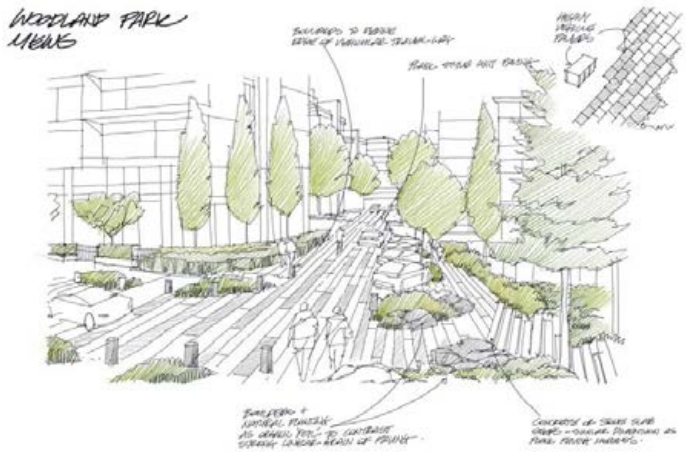


Figure 34: Mews Street

The use of specialized materials and traffic calming measures will ensure the vehicular movement and overall character is in consideration of this shared use approach. This pedestrian connection will be further informed with a bold crosswalk connection that extends the Mews north to the adjacent Hub Park.

c) Public Realm

Universal Accessibility: Wherever possible, all common areas of a multi-family development site are to be accessible by persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

d) Lighting

A comprehensive lighting plan will be required that addresses the integration of lighting for the neighbourhood that provides sufficient lighting for streets, sidewalks/walkways, public open spaces. Key considerations include:

- Lighting on site of walkways, common areas, public entranceways and buildings should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.
- Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.
- Site lighting shall be of a design which minimizes light pollution and prevents "light-spill" onto adjacent properties, into the bedroom areas of dwelling units on the site and into the naturalized portions of the site.

- All lighting should be compliant with Dark Sky and energy efficiency standards.

e) Utilities

All utilities including transformers will be underground wherever feasible. Where utility elements, including transformers, gas, venting etc. are at grade, they shall be so located to limit their visual impacts, e.g. within buildings, appropriately screened (landscaping, fencing, vinyl wraps etc.) setback from pedestrian pathways and the public realm.

2.7.6 PUBLIC ART

Supporting the City's theme of "City of the Arts" and contributing to the distinctive character of each of Woodland Park's neighbourhoods and open space network, public art will energize the public realm and support the flow and integration between public spaces (Fig. 35). Envisioned as an active, pedestrian-oriented feature, a collection of public artworks that includes sculptures, sculptural series, as well as integrated and functional artworks, will activate the broader public realm, to create a distinct sense of place, and promote healthy living, encouraging people to explore, gather, interact, and engage with the artwork on display.

Figure 35: Public Art

3.0 DEVELOPMENT PERMIT AREA 2: MOODY CENTRE

3.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial, intensive residential, or multi-family residential development.

3.2 JUSTIFICATION

Description of Heritage Value and Heritage Character

Moody Centre is the historic core of the City, with much of its early development related to the completion of the first transcontinental railroad in 1885. The early commercial core along Clarke Street, located near the junction of the railway and working waterfront, developed at a time when Port Moody was growing rapidly as a mill town. The heritage value of the Clarke Street commercial area is associated with its development as an early twentieth century small resource industry town in the pre-automobile era. A number of significant commercial, residential and institutional buildings have survived in Moody Centre, many of them typical of a working mill town with modest vernacular architecture. The heritage character of the Clarke Street commercial core is defined by its pedestrian orientation and unified streetscape consisting of one and two storey wood frame commercial buildings built close to the street frontage.

In response to the emergence of the automobile, St. Johns Street, one block south of the Clarke Street commercial core, later developed as a service corridor and throughway linking Port Moody with the Lower Mainland. The buildings on St. Johns Street were constructed to higher densities and were larger in scale to service the greater traffic volume. Residential neighbourhoods were developed adjacent to the downtown and were based on the imposition of a regular grid system on irregular topography and the development of houses on spacious lots with rear lane access. Houses were typically of wood frame construction, modest in form and scale and often included the use of pitched roofs, porches and verandas, wood siding and wood sash windows.

Vision for Development in Moody Centre

The City wishes to reflect this history in the future development of Moody Centre in order to preserve and enhance the neighbourhood's heritage character and to provide for continuity between the community's past and future. Much of the commercial activity in Moody Centre has traditionally been comprised of highway commercial uses. The community has expressed a desire to create a more complete community within Moody Centre to serve the daily needs of residents

in this area, reduce reliance on vehicle use and enhance its pedestrian environment.

Moody Centre is regarded as an area where significant economic growth is possible. In order to encourage this growth, the area needs the ability to attract new residents and businesses by striking a balance between preservation of its heritage character and natural environment, and the facilitation of new development that meets future demand for housing and commercial services.

With the presence of the Evergreen Rapid Transit Line through Moody Centre, the area is anticipated to evolve into a walkable, mixed use village with local serving shops and services and a mix of housing types concentrated near local transit hubs.

Objectives of the Moody Centre Development Permit Area

Given the diverse character of Moody Centre, the objectives of this Development Permit Area designation are:

- to retain the single family character of residential properties when associated with Adaptive Commercial uses
- to ensure that commercial development contributes to the economic revitalization of the area and the creation of a more complete community, as well as remaining sensitive to the residential component in mixed-use buildings
- to ensure that multi-family development respects the character of surrounding low density residential uses through siting, design and exterior finishings
- to discourage single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from around the region
- to integrate transit-oriented development principles as part of the redevelopment of Moody Centre, particularly in those areas within a 400 to 800 metre radius of transit stations
- to encourage a variety of building forms and architectural diversity while still providing for an overall cohesive neighbourhood.

3.3 MULTI-FAMILY RESIDENTIAL DEVELOPMENT

3.3.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.3.2 FORM AND CHARACTER OF DEVELOPMENT

3.3.2.1 GENERAL GUIDELINES

All design guidelines pertaining to the form and character of multi-family residential development in DPA1 apply to multi-family residential development in DPA2, as follows:

(a) Building Materials

(i) Low-rise Development

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish. Materials such as reflective glass, metal sheeting, and fiberglass are not acceptable. Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Along St. Johns Street and within the Moody Centre TOD area where a more urban form of development is encouraged, building materials for multi-family low-rise development should be consistent with section (ii) below.

(ii) Mid-rise and High-rise Development

Building materials for mid-rise and high-rise development exceeding four storeys in height should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass. Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

(b) Building Foundations

Concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances. Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- exposed aggregate finish and/or camouflaged with adequate landscaping

(c) Building Form

Towers must display interesting articulation and fenestration in order to create a quality design facade. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Where low-, mid-, and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(d) Building Colours

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, grey, beige, sepia, ochre, and yellow are encouraged. Bright, fluorescent or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings. The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim. Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development. Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the colour scheme of the site's principal building(s).

(e) Compatible Elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials, and roof lines.

(f) Human Scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

(g) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, and/or vertical elements to break up the horizontal scale of the building and delineate individual units, changes in material/colours, and creative design of balconies. Entrances to ground-oriented units should be easily identifiable and include front doors that face the street.

(h) Rooflines

All buildings in low-rise developments should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets. For mid and high rises, the roof shape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building. All larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

(i) Bird-Friendly Design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

(j) Incorporating Natural Systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment (e.g. sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption). Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

(k) Children's Play Area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced. Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- separation of play areas for pre-school and older children, if possible

(l) Parking Areas – Location

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Within the Moody Centre TOD Area, required off-street parking should be underground. Pedestrian pathways and vehicle access should be clearly separated. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Exposed surface parking is discouraged. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(m) Parking Areas – Materials

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment, (e.g., pavers, stamped concrete, or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the volume of stormwater runoff.

(n) Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a solid or lattice wood fence which features landscaping along its perimeter. All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(o) Fencing

Any fencing on-site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for fencing any residential site. However, residential sites abutting a public pathway or public park/green area may use chain-link perimeter fencing, or bollard fencing, when such fencing is coloured, and of a design that is compatible with a residential context. During a construction phase, any perimeter chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(p) Transition Areas

Multi-family residential developments abutting single-family houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-family housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials, and landscaping. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, Spring, and Hope Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(q) Design Repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-family residential areas. To this same end, designs for multi-family residential buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development. To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(r) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(s) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

3.3.2.2 HISTORIC AND HERITAGE CHARACTER BUILDINGS

Moody Centre Heritage Conservation Area

Portions of Moody Centre have been identified by the community as having special heritage value and heritage character. Council has designated a portion of Moody Centre as a Heritage Conservation Area to provide for the long term protection of its community heritage resources. The Heritage Conservation Area (HCA) are contained within the broader Development Permit Area for Moody Centre and includes the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial, and adaptive commercial uses. The boundaries of the Moody Centre HCA is shown on Map 3. The Moody Centre HCA contains a concentration of heritage buildings, including four designated properties and 18 properties listed on the heritage register. Exterior alterations to these legally protected heritage properties are subject to the *Standards and Guidelines for the Conservation of Historic Places* (Parks Canada 2003).

The remaining properties in the HCA are considered to be non-heritage but still significant because they contribute to the overall character of the Moody Centre core historic area. For this reason, Design Guidelines have been prepared to guide exterior alterations and new construction for the non-heritage properties within the Moody Centre HCA. These Guidelines have been developed to preserve the character of Moody Centre by managing change – not preventing it. The Guidelines recommend that existing non-heritage buildings be renovated in a way that is consistent with their era of construction and context; it is not intended that inappropriate ornamentation be applied to to non-heritage buildings to achieve a "heritage look".

The Moody Centre Heritage Conservation Area Guidelines are included as Appendix 4 in this Official Community Plan document. If there are inconsistencies between the HCA Design

Guidelines and the Development Permit Area 2 Design Guidelines relating to the non-heritage properties within the Heritage Conservation Area, the HCA Design Guidelines shall prevail.

Permit Requirements for Heritage Properties

Owners of heritage and non-heritage properties within the Moody Centre Heritage Conservation Area must first obtain a Heritage Alteration Permit before undertaking the following:

- Subdivision of property
- Addition or alteration to the exterior of a building
- Construction of a new building
- Demolition of a building.

Heritage Alteration Permits are not required for interior renovations, exterior building maintenance and repair or for landscaping.

Moody Centre Heritage Character Area

A Heritage Character Area has also been identified encompassing a larger area surrounding the core HCA which includes multi-family, commercial and mixed use commercial/residential uses. Both the Heritage Conservation Area and Heritage Character Area for portions of Moody Centre are illustrated on Map 3. Design Guidelines for development of properties within the Heritage Character Area are contained throughout section 3 of the DPA 2 Guidelines.

Portions of Moody Centre outside the Heritage Conservation Area and the Heritage Character Area contain some heritage character buildings, most of which have not been formally identified as heritage sites by either the municipality or the Province. However, they are important to address in any design guidelines for the area because they present important opportunities for the preservation of heritage character in Port Moody, and for ensuring the complementary integration of new development within this area.

(a) New Development

In addition to the preservation of heritage character buildings, the City encourages new and infill development to achieve a form and character which is compatible with the style, era and character of historic buildings. With respect to new multi-family residential development or infill buildings in the Heritage Character Area, the following design criteria apply:

(i) Setbacks
The compatibility of setbacks with existing conditions on the blockfront.

(ii) Additions
The use of historically accurate add-on structures as the principal means of making an addition to existing historical buildings, while protecting their heritage value. The addition should be physically and visually compatible with, subordinate to and distinguishable from the historic building.

(iii) Building Form
Except for major new community/public use buildings where complexity of form may be require the form of a new building in infill development should echo the simplicity/ complexity of other heritage character building forms on the street.

(iv) Building Height Transitions
Building height transitions shall be used to ensure compatibility between multi-storey buildings and lower intensity development on adjacent properties.

(v) Rooflines
Roof forms for new residential buildings can vary, but should relate to neighbouring historic buildings in terms of type, roof pitch, level of complexity, and materials.

(vi) Building Face
New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). On residential buildings, most windows should have a vertical proportion (being taller than they are wide).

(vii) Heritage Character Features
New development should be compatible with the style, era and character of surrounding historic buildings.

(viii) Lighting
The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. In residential areas, lighting should be restricted to porch lights for private outdoor areas, and security lighting to illuminate pedestrian pathways and parking areas, both of which should be of a design so as to prevent light-spill onto adjacent properties.

(ix) Crime Prevention
Guidelines for Crime Prevention Through Environmental Design should be followed.

(x) Accessory Structures
Accessory Structures should be compatibile with the principal building.

(xi) Utility elements
Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers should be placed in unobtrusive locations on site or screened with landscaping, or fencing, or both.

(xii) Signage
Signage materials and colours should be compatible with surrounding historic buildings. Residential signs can be freestanding signs placed perpendicular to the house in the

front yard, or small projecting/flat signs attached to the wall at the first floor. Backlit acrylic signs are not appropriate.

(xiii) Spacing of Buildings
The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

(xiv) Parking
Surface parking should be limited to driveways which occur to the side and rear of the building.

(xiii) Fencing
New/infill development should incorporate fencelines/walls when adjacent to historic properties with fencelines/walls, and the fencing should be of compatible materials and colours. Chain link fences are not acceptable.

(b) Restoration of Buildings

Owners of properties containing historic buildings or heritage character buildings are encouraged to evaluate the architectural value of each structure prior to any major renovation or addition, to changes to the site layout of the property, or to any building improvements which will alter the facade of the building. Owners are encouraged to research their properties by consulting historic photographs or archival records before undertaking any work. In addition, owners should consider ways to improve the energy performance of their properties without destroying heritage character defining elements.

Any facade change is encouraged to remain in keeping with the architectural traditions found on the site. Specifically, this may be accomplished by:

- returning the exterior of the building to its original condition
- making renovations which are sympathetic to historical styles
- making improvements which maintain architectural styling of the building and provide for its longevity.

3.3.3 LANDSCAPING

(a) Natural Landscape Areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

(b) Landscape Groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf or other similar types of soft materials as the primary ground cover is not acceptable.

(c) Interplanting for Expanses of Paved Areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping or alternate paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas.

Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

(d) Conservation of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(e) Landscape Screening/Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed so as to restrict noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(f) Amenities

All common outdoor areas on-site should be landscaped, and provided with seating.

(g) Landscaping Materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(h) Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area in which it is proposed.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

3.3.4 LIVABILITY

(a) Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- retain or create view corridors from the subject site, wherever possible
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

(b) Balconies/Decks

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and balconies. Balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Balconies for multi-family units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

Balconies/decks will be configured so as to minimize visual intrusion or shadowing from adjacent commercial/ mixed-use buildings.

(c) Screening of Entrances

Outdoor private entrances to multi-family townhouse units will be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

(d) Bicycle Storage

Appropriately located secured storage for bicycles is encouraged.

(e) Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

(f) Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.3.5 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas.

(b) Universal Accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Access to Natural Amenity Areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

(d) Lighting

Lighting on site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular Access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian Pathways

Interference between pedestrian movement/pathways and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

3.3.6 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

(a) Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

(b) Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

(c) Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

(d) Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

(e) Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

(f) Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

(g) Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

(h) Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

(i) Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

(j) Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

(k) Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

3.4 TWO-FAMILY DWELLINGS

3.4.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.4.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building character

New two-family dwellings/duplexes should respect the character of surrounding residential uses in terms of their siting, design, scale, massing and height. Side-by-side dwelling units should be individuated as much as possible and take the form of separate units rather than a single monolithic structure. "Mirror image" facades are discouraged. For up/down or front to back forms this appearance may vary, though the scale, massing and height should also take into account the neighbourhood's character.

(b) Unit configuration

Side-by-side, mid-block two-family developments can be broken up by articulating/offsetting the front elevations. Two-family dwellings on corner lots should be designed so that they address both frontages equally, i.e. the entrance to one unit fronts onto the primary street, with the second unit fronting the flanking street.

Front to back two-family dwelling units should be staggered so as to provide some visibility from the fronting street, and to provide a greater opportunity for usable private outdoor space than just the linear spaces along each side of the units.

(c) Building form, materials and detailing

Building materials should be residential in character. Acceptable materials include, wood, standard dimension brick, stone, hardiplank siding and shingles which simulate a wood appearance. The use of two or three types of cladding material, architectural detailing and or accent colours should be considered, particularly on street fronting elevations. Architectural elements and detailing should be carried around to the side elevations.

Colours can also help to differentiate one unit from another, though the number of colours should be limited to no more than three (3) and be in keeping with the common colour palette of the surrounding area. Additional colours should be used only as accents or trim.

As an architectural feature, particularly for windows visible from the street, incorporate wooden or high quality vinyl windows with muntins and mullions. Similarly, the appearance of front doors should be of a quality appropriate for a street facing elevation.

Roof materials should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Natural gas fireplaces should have the gas flue encased in a chimney structure that extends beyond the roof lines.

Exposed concrete foundations should be kept to a minimum and where present should be finished with brick, paint, sandblasting, exposed aggregate finish, and/or screened with adequate landscaping.

(d) Massing

The portion of the development fronting the street should be a maximum of two storeys. Where third storeys are proposed they should be setback from the second storey and/or enclosed within the roof structure.

(e) Site topography

The integration of a development into the natural topography of the site is a key element in ensuring it fits into its immediate surroundings. Duplex developments are encouraged to step

the buildings and units harmoniously with the natural grade of the site.

(f) Roof structures

Sensitively varying the roof structure between the two units is encouraged in order to highlight unit individuality and break up its massing, though care should be taken to ensure that roof lines are not too "busy". The roofline can also be broken up by incorporating dormers, gables and architectural detailing. Deep roof overhangs should also be incorporated where appropriate. Monolithic roof structures which span both units are strongly discouraged.

3.4.3 LANDSCAPING

(a) Natural Landscape Areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

(b) Landscape Groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs, and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary ground cover is not acceptable.

(c) Interplanting for Expanses of Paved Areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping or alternate paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas. Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

(d) Conservation of Mature Vegetation

The retention of mature vegetation on-site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(e) Landscape Screening/Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed so as to restrict noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(f) Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

(g) Landscaping Materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(h) Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area in which it is proposed. Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development. Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site. Free-standing signage will be limited to a height of approximately 1.8m (6ft) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs, or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

(i) Weather Protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible. In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

(j) Street Furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

3.4.4 LIVABILITY

(a) Entrances, porches and verandahs

Front doors should be the dominant feature facing the street, with front porches and verandahs encouraged as a means of encouraging neighbour interaction. Front porches, where included, should have a minimum width of 2.0 metres (6.5 ft.) and be limited to a single storey in height. Verandahs and porches should having a minimum 1.5 metre (5.0 ft.) depth and also include wooden or metal railings and balustrades, as appropriate.

Ground level private outdoor spaces are preferred to balconies and decks to maximize access to privacy and light for adjacent properties.

3.4.5 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

(b) Universal Accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Access to Natural Amenity Areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse, or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

(d) Lighting

Lighting on-site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible. Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular Access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian Pathways

Interference between pedestrian movement/pathways and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

(g) Access to Adjoining Sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

3.5 INTENSIVE RESIDENTIAL DEVELOPMENT

3.5.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.5.2 PURPOSE

The purpose of the Moody Centre Intensive Residential DPA Guidelines is to guide the form and character of intensive residential development on RS1-S zoned parcels in the Moody Centre Heritage Character Area. Prior to construction of new principal buildings or additions, an owner of a property located within DPA 2 must apply to the City for a development permit.

Residential infill and the creation of small lots will lead to the sensitive densification of the existing residential character area in Moody Centre. Infill may occur incrementally on a lot-by-lot basis, often involving heritage properties, or those with potential for heritage retention, and within close proximity to existing buildings. Infill housing may include new construction of single detached dwellings on subdivided property on lots larger than $300m^2$ ($3230ft^2$) with the intent to increase housing choices and affordability within neighbourhoods.

3.5.3 OBJECTIVES

The City's OCP has a vision of creating a complete community that includes increasing density and the diversity of housing across the City while protecting heritage and maintaining a small town feel.

The objectives of these guidelines is to:

- provide guidance for the continued use of Moody Centre's historical large lot residential configuration in a modern context that will accommodate small-scale residential infill development
- manage the general character of development, including siting and form, landscaping, and the exterior design and finish of buildings and structures
- reinforce the traditional character of Port Moody's historical residential areas
- create a vibrant street presence
- support sustainable design
- protect heritage buildings through additions to the City's Heritage Register and/or heritage designation bylaws
- integrate new infill development with the existing character neighbourhood
- provide new housing forms that are affordable and appropriate to the needs of different groups and demographics
- support growth through small, adaptive, and gradual change;
- increase the quantity of detached dwelling lots while providing other options
- meet changing needs, wants, and values of existing and future residents throughout the life cycle (e.g. the need for ground-oriented housing for families with children, the desire for smaller houses and yards for seniors, couples, empty nesters, or singles)
- make optimal use of neighbourhood infrastructure (i.e. schools, water, and sewer).

3.5.4 APPLICATION

Intensive residential development requires careful application and design to ensure that new development respects the character of the neighbourhood and adjacent properties while also creating an attractive, livable environment. These guidelines apply to:

- small-lot residential development under the RS1-S zone
- retention of heritage buildings
- conservation of neighbourhood character and streetscape
- new forms of infill development.

3.5.5 FORM AND CHARACTER OF DEVELOPMENT

(a) Site Planning

The natural site conditions of slope, landform, hydrology, and other characteristics should be assessed, and housing should be designed to fit with these features.

Existing mature vegetation and other natural features should be retained where feasible as part of the site layout. Arborist reports and site plans are required to confirm the siting and health of trees, and replacement trees are required in accordance with the City's Tree Protection Bylaw.

(b) Siting

Buildings should be oriented to maximize passive solar design opportunities, and minimize overlooking of adjacent residential properties though building heights, careful placement of windows, balconies/decks, and landscape screening.

Privacy of and sunlight into neighbouring backyards should be respected.

The principal dwelling should be sited close to the minimum front yard setback line to allow for more internal open space.

(c) Architectural Style and Details

Varied appearances that reflect the character of the surrounding neighbourhood should be used.

A scale that is sensitive to surrounding homes should be maintained.

Building design, materials, colours, and landscaping that reflect elements found in the surrounding residential area should be used. This includes elements such as pitched roofs and detailed trim work.

Articulation of building facades, particularly facing the street, with bay windows, recessed porches, overhangs, and roof canopies is encouraged. Street front porches or verandas are suggested as architectural features to define entryways and as usable outdoor space.

Visual variety should be provided along streetscapes by varying individual unit designs.

(d) Colour

Building colour palettes that are cohesive and sensitive to surrounding residential buildings are encouraged. Older character homes often have painted wood surfaces – siding or shingles, using muted colour schemes with one or two stronger accent colours on trim elements.

(e) Building Materials

Durable, high quality materials should be used.

(f) Openings (Windows and Doors)

A clearly defined main entrance should be provided for each principal building that faces a public road.

Building entrances should be clearly defined through the use of lighting, architectural details, colour, paving texture/materials, landscaping, or other similar features.

Entryways should be clearly visible from the fronting street.

Windows should be architecturally compatible with the building style and materials.

Window surfaces should be recessed from the face of the building wall. Acceptable alternatives to recessed windows include the use of prominent window trim as highlights, or projecting sills and/or lintels.

(g) Roof Design: Form and Materials

Pitched roofs are the predominant traditional roof design for residential buildings in Moody Centre; alternative roof design may be considered when effectively integrated into an overall building design that complements the surrounding neighbourhood.

(h) Accessibility and Connectivity

A maximum area of parking for a single driveway/parking pad must not exceed 2.6m by 5.6m. The use of non-permeable materials is discouraged but will be considered with the inclusion of intermittent soft landscaping.

Principal building entrances should be connected to the public sidewalk or street edge with safe, accessible, hard surface, permeable walkways.

3.5.6 LANDSCAPING

Site planning and design should be guided by the identification and preservation of existing trees, and natural features. Retention of mature trees and vegetation is strongly encouraged where feasible.

On-site landscaping should create a streetscape that is green and welcoming and includes a combination of shrubs, perennials, trees, and grassed areas. New landscaping should respect neighbouring property views, sunlight, and privacy.

The design and materials used in fences should complement the principal building design. Fences that are adjacent to the street or located in the established front yard should be somewhat transparent (i.e. picket type fence) and should be in combination with landscaping along the street edge. Solid board, concrete block, and chain-link fencing is not permitted in the established front yard area.

All landscape materials must be Naturescape compliant. The use of native, drought tolerant plants is preferred.

Landscape groundcover plants should be used, as opposed to mulch, gravel, or rocks.

Integrated rain water management features should be used (i.e. permeable pavers, pervious asphalt/concrete, reinforced paving/grass) to increase site permeability.

3.6 COMMERCIAL USES

3.6.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.6.2 FORM AND CHARACTER OF DEVELOPMENT

3.6.2.1 GENERAL GUIDELINES

The historic downtown core of Port Moody, primarily located adjacent to the waterfront along Clarke and St. Johns Streets, is included within the Moody Centre Heritage Conservation Area (HCA). The form and character of commercial development for properties within the HCA, as identified on Map 3, shall adhere to the Design Guidelines for the Moody Centre Heritage Conservation Area included as Appendix 4 of this document.

Guidelines in this subsection (3.5.2.1) apply to all new commercial development outside of the Heritage Conservation Area of Moody Centre.

New commercial development will meet the following general guidelines:

- provide opportunities for multi-family residential uses within mixed use buildings
- contribute to the economic revitalization of this area
- provide opportunities for retail and office uses which serve a City-wide and regional catchment area
- maximize opportunities for public enjoyment of the area's natural amenities and views
- maintain the environmental integrity of the area
- provide for a diverse and visually interesting streetscape which will attract visitors and tourists as well as local shoppers
- encourage a pedestrian environment
- demonstrate sensitive and exemplary design and landscaping
- where renovation of heritage commercial buildings occurs, retain the heritage features of the site and of the external building(s).

The form and character of commercial development in the Moody Centre TOD Area will differ significantly from that in the Historic Commercial Area in that it will occur in mixed use buildings accommodating high-density residential or office uses. The following guidelines set out how these general guidelines will be met.

New commercial development outside of the TOD Area will also meet the following general guidelines:

- ensure building design is compatible with and yet distinct from the heritage character of the adjacent area

- maintain the appearance of small-scale, retail frontage that is compatible with the surrounding area.

(a) Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, boardwalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable. Building setbacks should be compatible with existing conditions on the blockfront. For the Moody Centre TOD Area, the intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. All required parking should be underground.

(b) Spacing of New Buildings

The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

(c) Building Form

Except for major new community/public use buildings where complexity of form may be required, the form of a new building in infill development should echo the simplicity/complexity of other building forms on the street.

(d) Street Wall

Streetscape variety that encourages a pedestrian orientation is encouraged. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances. Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness, as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities.

(e) Building Face

New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). Retail frontages should be transparent and reinforce the scale of a walking, shopping street. Ground floor glass storefronts should generally have more horizontal proportions than upper-storey windows.

(f) Small Store Frontages

The creation of small store frontages is encouraged. For larger commercial buildings, variations in the design, colour, and/or texture of the building will be required. Long continuous wall fronts should be varied and articulated and feature numerous entranceways in order to simulate a series of store frontages, and add visual variety, distinctiveness, and human scale. Projecting elements such as awnings, canopies, and arcades that protect pedestrians from the weather are effective means of integrating the building with adjoining pedestrian areas, adding 3-dimensional interest to the facades, and enhancing the sense of entry into a building. Clear or translucent materials for building overhangs are encouraged where appropriate to provide shelter while maintaining natural light on the sidewalk. If required off-street parking is provided at grade, then it is to be located at the rear of the site. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment is intended. Underground parking is encouraged.

(g) Fenestration

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for windows and openings, and by providing differing shapes and sizes of windows between storeys. Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full face of the building, but reflective glass at ground level is not acceptable. Windows that are recessed or protrude from the frontal plane of the building are encouraged. Ground levels of commercial buildings on the front and flanking streets should be transparent for the main part, up to a minimum height of 3m (10 feet) to maximize visibility between streets, sidewalks, and buildings.

(h) Entranceways

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.

This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width
- the use of recession, hoods, or framing, or distinctive materials for the door(s) to provide for individuation along the block front and must be compatible with the overall style of the commercial building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

(i) Design Repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the block fronts within commercial areas. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another.

To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors; colours; and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(j) Building Height Transitions

Building height transitions shall be used to ensure compatibility between multi storey buildings and lower intensity development on adjacent properties. Buildings should be articulated and sculpted to provide a creative and sensitive transition in scale to neighbouring uses. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(k) Rooflines

False fronts and other artificial rooflines that are not an integral component of the architectural design should be avoided. Rooflines should be compatible with existing conditions on the blockfront. Gable, mansard, and hipped roofs and dormers, facing either the front or flanking street are permitted. All buildings having a pitched roofline or parapet should have a minimum slope of 5 in 12.

(l) Building Materials

A single primary building material should be used for any building facade visible from the street. Contrasting accent materials are acceptable. The types of materials which reflect a traditional image include:

- horizontal clapboard
- channel siding (wood comparable) with a narrow dimension
- smooth-finish stucco
- split-granite
- traditional molded or pressed brick.

Exposed concrete block and giant brick is not acceptable as primary building materials along the ground plane (first two storeys). Any exposed concrete used for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- aggregate finish
- and/or camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

(m) Building Colours

For smaller commercial buildings, building colours should generally be limited to one colour except for accent or trim. For commercial developments with larger street frontage, the use of several colours is encouraged in order to break up the frontages. A range of colours within a traditional palette is acceptable. These colours would include ochre, brown, grey, pale blue, green, yellow, and white. Bright primary colours or fluorescent tones are not acceptable. Mural paintings, graffiti, stenciling, and bold painted geometric designs on walls visible from the street are discouraged. Mural paintings will only be considered where it can be clearly demonstrated that they fit into the heritage theme of the area. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details. Canopies and awnings should be incorporated into and be compatible with the design and overall colour scheme of the building.

(n) Lighting

The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. Lighting for heritage character buildings should be restricted to sensitively located floodlights or light bollards which highlight signage or pedestrian walkways, and security lighting which prevents light-spill onto adjacent properties. Site lighting of buildings, walkways, parking lots, common areas, and all other areas where lighting is required should be of a type and standard which:

- maintains compatibility with the heritage character of the Heritage Character Area;
- orients lighting to maximize lighting efficiency and eliminate blind spots or dead zones; and
- prevents "light-spill" onto adjoining properties.

Site lighting should conform to the established City standards for this area.

(o) Crime Prevention

Guidelines for Crime Prevention Through Environment Design should be followed.

(p) Accessory Structure

Accessory structures should be compatible with the principal building.

(q) Utility Elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers should be placed in unobtrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(r) Signage

Signage materials and colours should be compatible with building design elements. Commercial signs or signs for commercial buildings that are not set back from the street can be flat wall signs located above the storefront; small projecting signs; window signs; or lettering on awnings/canopies. Commercial signs for buildings set back from the street are similar to residential signs. Roof signs, large projecting signs, and flashing/strobe signs are not acceptable. Internally illuminated plastic signs will only be considered acceptable where it may be clearly demonstrated that they are compatible with the building design, and also do not appear out of character with adjacent developments. Free standing signs are not acceptable. All signs are required to be in conformity with the City's Sign Bylaw. In new developments, sign location, type, and materials will be formalized as part of the Development Permit process.

(s) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(t) Diversity of Frontages

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building. Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

3.6.3 LANDSCAPING

(a) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials as a primary ground cover is not acceptable. Compliance with the City's Naturescape Policy is required. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(b) Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles. This can be achieved by means of a solid wood fence or landscaped screen, or both. All roof mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design.

(c) Perimeter Fencing

Chain-link perimeter fencing is generally not acceptable. However, any commercial site abutting a public walkway, or a public park/green area may use chain-link fencing that it is appropriately coloured, and of a design compatible with an urban commercial context. During construction phases, any perimeter chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months. New/infill development should incorporate fence lines/walls when adjacent to historic properties with fence lines/walls, and the fencing should be of compatible materials and colours. Chain-link fences are not acceptable.

(d) Parking Areas

Exposed surface parking is discouraged. When it is necessary to locate at-grade parking adjacent to a walkway or a roadway, the parking area should be adequately screened or landscaped, or a combination of the two. Surface parking areas should be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

(e) Use of Both Natural and Contrived Landscape Treatments

Landscaping in this area should reflect a combination of both natural and urban treatments. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

3.6.4 CIRCULATION AND ACCESS

(a) Pedestrian Weather Protection

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

(b) Treatment of Pedestrian Surfaces

Surface materials and landscaping are to be used for on-site pedestrian circulation in such a manner that important site features are highlighted, and that public circulation areas are clearly differentiated from semi-public areas. All pedestrian surfaces should be surfaced in concrete or in pavers, with accents,

decorative paving stones, or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

(c) Universal Accessibility

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

(d) Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

(e) Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

(f) Access to Adjacent Sites

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

(g) Accessibility to Public Areas

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

(h) Vehicular Access

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

(i) Pedestrian Pathways

Wherever pedestrian pathways on-site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing. Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

(j) Public Plazas and Open Space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

3.7 HIGHWAY COMMERCIAL

3.7.1. GENERAL GUIDELINES

Highway Commercial uses typically require sites that abut major roads, and are large enough to accommodate on-site parking that is easily visible and accessible to drive-by traffic.

Because these uses lie along the City's "main street" (which is also a Provincial Highway), it is critical that development or redevelopment occurs in a manner that is sensitive to the high-visibility profile of this area, and prevents it from assuming the more negative image of an "auto-strip".

The following design guidelines relate to Highway Commercial uses along St. John's Street. Where applicable, guidelines from section 3.5 Commercial uses can be applied to new Highway Commercial uses buildings.

(a) Building Elevations

All building elevations which are visible from a street or public area should have an elevation which is similar to the front facade of the building. Monotonous building faces along any elevation subject to public view are not acceptable. Diversity can be achieved by means of articulation of building surfaces, or changes in material/colours.

(b) Building Frontage

Buildings are encouraged to have their footprint siting constructed near the fronting property line.

(c) Siting

All off-street loading spaces should be located at the rear of the property.

(d) Parking

Surface parking should be discouraged. Where suface parking areas are required, all surface parking areas should be paved curbed, drained, and appropriately marked with painted lines. The use of rain gardens and permeable pavers is encouraged. Surface parking areas must also be landscaped, as described later in this section.

(e) Storage

All material storage is to be kept at the rear of the property, and should be enclosed in most circumstances.

(f) Building Materials

A single primary building finish material should be used for any building facade visible from a street or public area. Contrasting accent materials are acceptable.

Acceptable building finish materials are:

- smooth-finish or "pebble-finish" stucco
- brick
- split-granite; and
- traditional molded or pressed brick.

Exposed concrete block is not acceptable in this DPA, unless it is painted or rough-textured, and even then other materials should be used to soften the facade. Any exposed concrete used for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- and/or camouflaged with adequate landscaping.

Roofing materials acceptable for sloped roofs visible from the street are textured or corrugated metal, and clay/terra cotta tiles, if compatible with the overall building character, and the character of the surrounding area.

(g) Building Colours

Building colours should generally be limited to one colour, except for building colours accent or trim which are required. A range of colours within a muted-tone palette is acceptable: these colours would include ochre, brown, gray, pale blue, pale yellow, sienna, brick-red, and white.

Accent/trim colours used for windows, doors, rooflines and other similar building details should not clash with the primary building colour.

(h) Rooflines

Buildings having flat or shed roofs are encouraged to provide parapets or rooflines, false mansards along street-fronting elevations.

The use of false mansards and parapets is encouraged wherever machinery on a single storey might be visible from a public road or walkway.

(i) Fenestration

Where office commercial space occurs above the ground-floor level, the fenestration of upper storeys should feature fenestration which provides the office areas with plenty of natural light.

(j) Screening

Garbage/recycling containers, utility boxes, fans, vents and unenclosed screening of utility/garbage areas outdoor storage areas should be screened from public view. This can be accomplished by solid or lattice wood fencing, or landscaping, or a combination of the two.

(k) Storage

Where above-ground storage of tanks occurs on gas station sites, the gas station storage tanks (containing propane, chemicals, etc.) must be screened with lattice/solid fencing and landscaping.

(l) Signage

All signage on site should be compatible with the design and colours of the principal building, and should be structurally integrated into the signage design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s). All signage is to conform to the regulations of the City's Sign Bylaw.

3.7.2 LANDSCAPING

(a) Parking Areas

Surface parking/loading areas on the site should feature a continuous landscaping for parking areas landscape border which is comprised of ground covers, shrubs, trees, or a combination of these. Extensive surfacing of the landscape border with bark mulch, gravel, other similar loose materials, or artificial turf, is not acceptable.

Large expanses of paved-over areas on site should feature interplanting with trees and/or other landscaping in order to break up the image of any extensive asphalt surface. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

(b) Retention

The retention of mature vegetation on site is encouraged for all new conservation of mature vegetation development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(c) Weather Protection

Continuous weather protection in the form of canopies or awnings should be provided along the storefront. Canopies/awnings may be of a variety of materials, soft or hard, but must be durable and well-integrated with the overall design of the building.

(d) Lighting

All lighting of the site and of buildings should be located, and of a type, so as to prevent "light-spill" onto adjoining properties. Lighting for the parking areas should be decorative, and not strictly utilitarian.

(e) Amenity Areas

Wherever possible, the provision of outdoor seating for use by customers amenities is encouraged. Such seating should be located away from areas of parking, loading, or ingress/egress.

Banners and pennants are not acceptable signage, except as specified by the Sign Bylaw.

Where freestanding signs are used, the base of the sign should be surrounded by landscaping. Artificial turf or chain link fencing surrounding the sign base are not acceptable.

Signage options encouraged include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows, or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, appearing as a box or as individually mounted letters or individually - shaped signs. These may be projecting or fascia mounted.

(f) Site Furnishings

All site furnishings such as benches, bollards, trash containers and kiosks are to be compatible with the overall design of the building(s).

(g) Fencing

The use of chain link fencing is discouraged in Highway Commercial zones, but when it is required for security reasons, it shall occur at the rear of the building only.

3.7.3 CIRCULATION AND ACCESS

(a) Surfaces

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner than entranceways to the site are highlighted, and that public circulation areas are clearly delineated.

(b) Pedestrian Access

Sidewalks should be located adjacent to building storefronts, to provide separation from the parking area.

Wherever pedestrian walkways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way should be emphasized by means of painted roadlines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

(c) Universal Accessibility

Wherever possible, all public areas of the site should be wheelchair accessible. To this end, all site furnishings such as lighting, bollards, signage, seating, guardrails, and trashcans are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

3.8 ADAPTIVE COMMERCIAL

3.8.1 FORM AND CHARACTER OF DEVELOPMENT

3.8.1.1 GENERAL GUIDELINES

The intent of the Adaptive Commercial zones is to allow for the conversion of residential buildings to specified commercial uses. It is intended that minimal exterior alterations will be made to the existing buildings and that the grounds of the site will largely be preserved.

(a) Maintaining Building Character

Building improvements, additions, renovations, and new construction building should, in its design, siting and landscaping, retain the character of the existing building on the site. The external appearance of the building must remain low-density residential.

(b) Parking Areas: Use of Pavers

All surface parking areas should be located at the rear of the lot, and must be properly drained. The use of permeable surface treatments and unit pavers are encouraged to increase permeability and reduce the volume of stormwater runoff.

Pedestrian walkways must be hard-surfaced, and use of decorative materials is encouraged. Unrelieved asphalt is not an acceptable material for walkways.

(c) Building Colours

Building colours should be those traditionally used in residential areas: ochre, gray, brown, sepia and muted tones of green, yellow and blue are acceptable. Bright, fluorescent or strong primary colours are not acceptable.

(d) Building Materials

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, traditional dimension brick, stone, smooth finish stucco, and siding which simulates a wood appearance.

Materials which are not acceptable include reflective glass, metal sheeting, fiberglass, and plexiglass bubbles.

Roof materials should be limited to steel, vinyl, wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Exposed concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is sandblasted, painted, finished with stucco (or other finishing material), or when textured concrete blocks are used. Lock-blocks are not acceptable under any circumstances.

(e) Residential Compatibility

Building faces should provide visual interest by means of articulation of surfaces, use of verandahs or porches, fenestration, and creative use of building materials to provide texture. The fronting face of the building should have the appearance of a residential building.

Any outdoor storage of goods or products, or accessory workshops on site, should occur in structures which appear as small sheds or a garage.

3.8.1.2 HISTORIC AND HERITAGE CHARACTER BUILDINGS

Because commercial uses in the Adaptive Commercial zones are required to maintain the exterior facade and character of residential buildings, design guidelines for heritage character buildings accommodating Adaptive Commercial uses are the same as the guidelines for residential buildings, which appear in Section 3.3.2.2 of DPA 2.

3.8.2 LANDSCAPING

(a) Conservation of Mature Vegetation

The retention of mature vegetation on site is encouraged. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City. Compliance with the City's Naturescape Policy is required.

(b) Screening

Landscaped screening should be provided between all Adaptive Commercial development and any adjacent residential sites.

(c) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary groundcover is not acceptable. Compliance with the City's Naturescape Policy is required.

(d) Signage

Commercial signage should be limited to materials which appear on the principal building of the site. All signage, if illuminated, should be indirectly illuminated. Backlit signage is not acceptable unless it can be clearly demonstrated to be compatible with the building design and also not appear out of character with adjacent developments. Illuminated signage must not create light-spill onto adjoining properties.

All signage is to conform to the regulations of the City's Sign Bylaw.

(e) Lighting

Lighting of the site and buildings should be located, and of the type, so as to prevent light-spill onto adjacent properties.

Lighting design should be of a heritage character.

(f) Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.8.3 CIRCULATION AND ACCESS

(a) Pedestrian Walkways

Wherever vehicular access to the site intersects a pedestrian pathway or sidewalk, the pedestrian right-of-way should be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

(b) Universal accessibility

Wherever possible, all public areas of the site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and benches are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

3.9 MIXED-USE COMMERCIAL AND RESIDENTIAL BUILDINGS

Mixed-use buildings refer to buildings which accommodate residential units above commercial uses. In the Heritage Character Area, as well as in other designated mixed use areas within DPA 2, such mixed buildings are encouraged as a means of increasing residential densities so as to stimulate commercial redevelopment, improve the area, and facilitate the development of neighbourhood-serving businesses. All guidelines pertaining to commercial buildings are applicable to mixed use buildings in this area. The following guidelines are provided as additional design criteria for mixed use buildings. These additional criteria are intended to enhance the livability of residential units which occur above commercial uses in mid and high-rise buildings.

(a) Siting

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

- provision/protection of view corridors for upper-storey dwelling units
- minimizing adverse impacts from building shadows onto surrounding public spaces and residential units
- adequate penetration of natural light into dwelling units, and into any outdoor common open space (e.g. courtyards)
- adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent dwellings
- avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas
- clear transitions between public, semi-public, and private space.

(b) Building Form

As with wholly commercial buildings, the intention is to provide a street facade along the block front that is two or more storeys in height but which still maintains a comfortable pedestrian scale. Therefore, when residential units occur above commercial uses, the upper storeys should be kept pulled to the front, while allowing for adequate balcony/deck space for each unit. Buildings should be designed with setbacks, articulation, and materials that minimize massing in order to break down the scale of buildings to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Tower forms should be slim and well separated, with distinct base, middle, and top elements. Where low-rise, mid-rise, and high-rise buildings comprise a single development, the siting, design, and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(c) Balconies/Decks

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor. All residential units should be provided with private outdoor space. Wherever possible, balconies should be a minimum dimension of 1.8m (6ft) by 2.4m (8ft). Balconies visible from the street level should be of a design and material which screen balcony activities/ contents from view.

(d) Entranceways

The ground-level entranceway for upper-storey residential units should be clearly separated from any ground level commercial entrances. On corner sites, side street residential entries are encouraged. The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

(e) Light-spill Mitigation

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or parking area lighting into dwelling units.

(f) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts. On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

(g) Parking Areas

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(h) Noise Mitigation

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. The City will require noise mitigation measures (e.g., unit layout, triple glazing, fresh-air ventilation

systems) as are necessary to have the residential units meet the noise standards for habitable areas set out by Canada Mortgage and Housing.

(i) Plazas and Open Space

Publicly accessible plazas and open spaces are encouraged in mixed use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces, as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

(j) Integration of Landmark Features

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, or public gathering spaces, or at key intersections within Moody Centre.

(k) Transition Areas

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, St. George, and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(l) Street Wall

Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

(m) Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

(n) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(o) Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

(p) Utility Elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers, should be placed in unobstrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

3.9.1 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

(a) Noise Mitigations

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

(b) Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography, and

nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation, and façade materials can all minimize the acoustic impacts of railway operations.

(c) Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right of way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum nose reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight. Alternatively, the barrier itself may be construction as a living wall, which also has the benefit of providing additional noise attenuation.

(d) Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium commercial building space. If the residential tower is set back, then the podium acts to provide increase distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

(e) Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

(f) Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

(g) Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

(h) Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sounds Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

(i) Doors

In order to ensure proper acoustic insulation of doors, heavy thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows as assessing attenuation performance.

(j) Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

(k) Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

3.10 COMMUNITY/PUBLIC USE FACILITIES

3.10.1 DEVELOPMENT STANDARDS

Specific standards for development have been as established in the City of Port Moody's zoning and subdivision bylaws, and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.10.2 FORM AND CHARACTER OF DEVELOPMENT

Because of its central location, DPA 2 contains a number of community and public use facilities, some of which serve not only a neighbourhood but a City-wide function.

It is important to ensure that the design and siting of these community facilities be exemplary because:

- some facilities occupy relatively large sites in prominent locations in DPA 2;
- they contribute significantly to the "public face" of the City as seen by visitors and tourists;
- when located in residential neighbourhoods, they need to be of a scale and design which creates minimal impact upon the surrounding residential area.

As set out in the following guidelines, the specific design requirements for Community/Public Use facilities depend upon their location within DPA 2.

(a) Within the Mixed Use – Moody Centre Area

Where they occur within the Mixed Use – Moody Centre Area, Community/Public Use facilities should follow, by and large, the relevant guidelines for commercial buildings. Exceptions or changes to certain historic commercial guidelines may be acceptable in the case of certain large-scale institutional uses.

(b) Within the Heritage Character Area

Where they occur within the Heritage Character Area, but outside of the Heritage Conservation Area, Community/Public Use facilities should follow the guidelines applicable to multi-family development within the Heritage Character Area.

3.10.3 LANDSCAPING

(a) Parking Areas

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, in order to break up the image of large areas of asphalt. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

Materials and treatments such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

(b) Retention of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development or redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be mature and of a quality and specifications acceptable to the City.

Landscaped areas fronting onto major streets should use trees wherever possible.

(c) Fencing

Solid fencing is not acceptable as an alternative to a landscaped screen, but may be used in addition to landscaped screening, where appropriate.

Chain-link fencing is generally not acceptable as screening or as perimeter fencing, except for schoolyards and certain recreation facilities. However, any Community/Public Use facility which abuts a public walkway or park space may use chain-link fencing or bollard fencing which is appropriately coloured, and of a design compatible with an urban downtown context.

(d) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, other soft fill materials or artificial turf is not acceptable. Compliance with the City's Naturescape Policy is required.

(e) Signage

If located within the Heritage Character Area, the building site should feature signage which complies with the guideline for signage which applies to commercial buildings within that subarea of DPA 2.

If located within the Heritage Character Area, but outside of the Heritage Conservation Area, the building site should feature signage which complies with the guideline for signage which applies to multi-family development within the Heritage Character Area.

All signage is to conform to regulations of the City's Sign Bylaw.

(f) Amenities

Wherever possible, public seating should be provided near the public entrance to the building, or along the fronting property line.

(g) Plazas and Public Open Space

Publicly accessible plazas and open spaces are encouraged within community and public use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

(h) Pedestrian Weather Protection

If located at or near the fronting property line on a pedestrian-oriented street, the Community/Public Use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways.

This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

(i) Lighting

All site lighting will be of a design, and so located, so as to prevent light-spill onto adjoining properties.

If located within the Heritage Character Area, the Community/ Public Use facility should feature lighting which is of a heritage character.

3.10.4 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from semi-public areas.

(b) Universal Accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Parking/Loading areas

All required off-street parking/loading spaces should be located at the rear of the property.

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines. They must also be landscaped, as described earlier in the previous section.

Vehicular access to parking, loading, and service areas should be provided from the lane. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement.

(d) Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas.

(e) Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.10.5 ADDITIONS

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community use buildings contained herein, Sections 3.9.2 through 3.9.5.

3.11 INDUSTRIAL USES

3.11.1 DEVELOPMENT STANDARDS

Specific standards for development have been as established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.11.2 FORM AND CHARACTER OF DEVELOPMENT

Within this DPA lie a number of light and heavy industrial uses which have been longtime business residents of the City. Some occupy large, relatively high-profile sites, and are expected to remain in their present locations for the foreseeable future.

Smaller-scale, light-industrial uses are found predominantly along Clarke, Spring and Murray Streets where a variety of manufacturing, storage, and industrial research firms are based. The buildings tend to be one or two storeys, with small sideyards and on-site parking appearing at the front of the property. These areas present a street face which is akin to highway commercial blockfronts, and the intention of the guidelines here is to provide for some continuity in scale and massing along the street front, as well as to improve the appearance of the area with landscaping and fencing, whenever possible.

On Spring and Clarke Streets, these industrial sites lie in proximity to commercial uses. Industrial uses along Murray Street lie across the road from the Museum, and from future expansion of the Rocky Point Park lands, and so will likely become increasingly visible to visitors and tourists. For these reasons, these guidelines are intended to help provide a less harsh "edge" between industrial uses and other adjacent uses.

(a) Integrated Site Design

All buildings, structures, expansions and additions on industrial lots should maintain a coordinated appearance with respect to:

- site layout and relationship between buildings and open space
- compatibility of building materials and colours
- efficient use of the internal circulation system
- design compatibility with surrounding developments, if applicable.

(b) Front Yard Setbacks

All light industrial or high technology buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, sidewalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable.

If required off-street parking is provided at grade, then it is to be located at the rear of the site where lane access is provided or where access can be accommodated from a flanking street. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment in intended.

(c) Building Character

Monotonous building facades should be avoided by means of incorporating articulation, vertical elements, and colour or material changes, wherever possible.

Buildings accommodating work areas occupied by employees are encouraged to be designed/oriented so as to capture as much natural light in the work areas as possible.

(d) Storage and Garbage/Recycling Areas

Storage of materials and goods should be screened from public view by means of an opaque/translucent screen or wood fencing which has an optimum height of 2m (6.6 ft).

Even when the storage area is out of public view, if the materials being stored are vulnerable to weather conditions which may create fugitive odours or dust, enclosure is encouraged.

In the light industrial use zones, storage areas, where permitted, should be located at the rear of the property and appropriately screened.

Garbage/recycling areas on all industrial lots should be located out of public view, or be fully enclosed on all sides with opaque/translucent screening, or wood panels, or a combination of the two.

(e) Screening

Where an industrial lot being redeveloped or developed abuts a zoning district which permits residential, commercial or institutional use, such development should feature screening by means of a solid fence.

(f) Parking Areas

On industrial sites where overnight parking of trucks and other service vehicles occurs, this parking should be at the rear, wherever possible.

All parking areas should be hard-surfaced, adequately drained, and parking spaces appropriately marked by means of surface paint or signage. Materials such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

(g) Employee Amenities

Industrial properties are encouraged to provide small outdoor amenity areas for employees, for use during work breaks. These areas are to be located so as to receive natural light, and be away from heavy noise, traffic, or fumes/odor emissions on-site.

(h) Auxiliary Commercial Space

Where wholesaling/retailing activities occur on an industrial site, they should occur in auxiliary office/warehousing space which is located near the main public entrance to the site, and public entrances are to be visible to fronting public roads wherever possible.

(i) Security

Buildings, siting, landscaping, and internal circulation routes should be configured so as to maximize opportunities for surveillance of public and semi-private areas of the site. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

(j) View Protection

Wherever possible, waterfront industrial properties should protect view corridors to the waterfront from public roads by means of siting and orientation of buildings, and of storage areas.

(k) Building Colours/Materials

All exterior walls should be painted. Bright, fluorescent, or strong colours colours are not acceptable. Where rough-textured concrete block is used as a primary building material, other materials should be used to soften the facade. This may be achieved by use of brick or wood for example, as accent materials. In this case, painting of the rough-textured concrete block will likely not be required.

(l) Weather Protection

Fronting and flanking elevations should feature canopies/awnings over doorways, and continuously along the building frontage, wherever possible.

3.11.3 LANDSCAPING

(a) Screening of Parking Areas

On-site parking areas for truck fleets, employees or customers/

visitors which are visible from a public road or from an adjacent residential development should be landscaped so as to provide screening.

Landscaping at the front should separate the site from the public sidewalk.

Interplanting of parking areas featuring large expanses of unbroken pavement is encouraged where possible. This planting should include shrubs or trees, or a combination of the two.

(b) Screening from Public Roads

Any property line of an industrial site abutting a public road should feature landscaped front yards which are planted and maintained with any combination of trees, shrubs, ornamental plants or groundcover. Landscaped areas facing onto major streets will use trees wherever possible.

(c) Perimeter Fencing

Where chain-link fencing is required, it should generally occur only at the side and rear of the property.

(d) Retention of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City, and will appear on a landscape plan for the site submitted at the time of the architectural drawings.

(e) Landscape Groundcovers

Areas of the site which occur near the general office, employee amenity areas, or public areas, which are not developed with hard surfaces, should be landscaped with groundcovers, shrubs or ornamental plants. Extensive use of mulches, gravel or other similar type of soft materials should be softened by use of landscape plantings. Compliance with the City's Naturescape Policy is required.

(f) Lighting

Site lighting should be of a design, and so located, so as to prevent light- spill onto adjoining properties.

(g) Signage

For all industrial development, signage will be designed so as to be compatible with the character of the primary building(s), and, if illuminated, to prevent light-spill onto adjoining properties. Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s).

Free standing signs should feature a curbed, landscaped area at their base.

Banners and pennants are not acceptable signage for any industrial property, except as specified by the Sign Bylaw.

Signage options encouraged in industrial areas include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, which are compatible with the building design.

Along Murray and Clarke Streets, site/building signage is encouraged to remain compatible with the style and scale of signage for other industrial lots along the blockfront.

Signage on all industrial properties is to conform to the regulations of the City's Sign Bylaw.

3.11.4 CIRCULATION AND ACCESS

(a) Sidewalks

All pedestrian walkways used by employees or the public are to be hard-surfaced.

(b) Pedestrian Pathways

Sidewalks should be provided between employee/customer parking areas and office or retail space on site.

Wherever pedestrian walkways on site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way should be emphasized by means of painted roadlines, raised pavers, signage, or some such other device intended to alert vehicle drivers to the pedestrian crossing.

(c) Security Lighting

All pedestrian areas on-site should be provided with sufficient lighting in order to permit easy surveillance and safe use by pedestrians at night.

(d) Vehicular Access to Site

Vehicular access to industrial properties along Murray and Clarke Streets should be designed so as to permit easy and safe

ingress and egress. Because of traffic volumes along these streets, industrial property owners should ensure that clear visibility of the vehicular entrance to the property is not obstructed by landscaping, signage, or other site activities in order to permit vehicles quick and safe turning from and onto the fronting or flanking streets.

The industrial site should, wherever possible, provide sufficient area for trucks/vehicles to manoeuvre so as to minimize the probability of vehicles being forced to back out onto Murray and Clarke Streets.

(e) Universal Accessibility

Wherever possible, all public areas of the site should be accessible by persons with physical disabilities.

4.0 DEVELOPMENT PERMIT AREA 3: INLET CENTRE

4.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-family residential development.

4.2 JUSTIFICATION

This area of the City is a major focus of commercial, institutional, and higher density residential development. Due to its location near the head of Burrard Inlet at the City's eastern boundary, the area provides a critical linkage between the more established south shore and the newer north shore neighbourhoods. Major public services exist in this developing area including Eagle Ridge Hospital, the Recreation Complex, a fire hall, City Hall/Community Theatre and Library complex, and other community amenities in Inlet Centre.

DPA 3 has experienced considerable growth and development in recent years, with the completion of Newport Village, ongoing development at the Klahanie and Suter Brook areas, and the expansion of the Recreation Complex. The area will continue to see development. The overall objective for DPA 3 is to create an environment of mixed land uses of high-quality design, which will contribute to the creation of a cohesive, identifiable, accessible town centre with a strong pedestrian orientation.

Because of the size and complexity of some of the developments anticipated within DPA 3, these developments must be consistent with both the general design criteria contained herein, and site specific design guidelines established by the developer at the time of rezoning.

4.3 MULTI-FAMILY RESIDENTIAL USES

4.3.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.3.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building materials

(i) Low-rise development

Building materials for low-rise development should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material if it can be demonstrated that the roof style is compatible with the building and surrounding area for which it is proposed.

(ii) Mid-Rise and High-rise development

Buildings materials for mid-rise and high-rise development exceeding four storeys in height should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass.

Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

(b) Building foundations

Exposed concrete block is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances.

Exposed concrete foundation and retaining walls should be finished with:

• brick
• paint
• sandblasting
• applied stucco
• reveal, and/or
• camouflaged with adequate landscaping.

(c) Building form

Towers must display interesting articulation and fenestration in order to create a quality design facade befitting a town centre. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development.

Where low-rise and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(d) Building colours

Colours of buildings in lowrise development should generally reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, gray, beige, sepia, ochre and yellow are encouraged. Bright, fluorescent, or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings.

The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim.

Among a number of buildings in a single development, variations on a colour theme are acceptable if these variations contribute to the overall integrated appearance of the development design.

Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the materials and colour scheme of the site's principal building(s).

(e) Compatible elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials and roof lines.

(f) Human scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

(g) Rooflines

All buildings in low-rise development should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets.

For high-rises, the roofshape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building.

All larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

(h) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, vertical elements, changes in material/colours, and creative design of balconies.

(i) Children's play area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced.

Children's play areas should be designed so as to provide:

• seating for supervising adults
• play activity equipment
• for separation of play areas for pre-school and older children, if possible.

(j) Parking areas

With the exception of some visitor parking spaces, required off-street parking should be underground, or enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended.

Pedestrian pathways and vehicle access should be clearly separated. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. The use of a variety of surface materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are

to be avoided, and to this end, will require landscaping and/or other treatment (e.g., pavers or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of surface parking.

(k) Screening of utility/garbage areas

When not enclosed in a parking structure, garbage/recycling containers, utility boxes, fans, vents and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a screen that complements the colour and materials of the site's principle building and features landscaping along its perimeter.

Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(l) Fencing

Any fencing on site should be wood, standard dimension brick, concrete, ornamental metal work, or a combination of these materials.

Chain-link fencing is not generally acceptable as perimeter or internal fencing for any residential site. However, wherever a residential site abuts a public walkway, greenbelt or other public amenity area, chain-link fencing is acceptable if it is appropriately coloured and of a design and quality befitting a town centre.

During a construction phase, any exterior perimeter of chain-link fencing should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(m) Transition areas

Multi-family residential developments abutting residential developments of differing density/form should strive to achieve a "soft edge" transition between the two sites. This can be accomplished by a variety of means such as attention to siting, rooflines, building heights, and building materials.

(n) Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-family residential areas. To this same end, designs for multi-family residential buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development.

To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(o) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(p) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

4.3.3 LANDSCAPING

(a) Natural landscape areas

Residential development which occurs adjacent to or in proximity to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment.

(b) Landscape groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Use of mulches, gravel, artificial turf or other similar types of soft materials for ground cover is not acceptable. Compliance with the City's Naturescape Policy is required.

(c) Interplanting for expanses of paved areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping or alternate surface materials such as stamped concrete, pavers, or banding installed in order to break the image of any extensive hard surface. Such landscaping is required for large outdoor parking areas, or paved outdoor recreation/amenity areas.

(d) Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City, and will be indicated on a landscape concept plan submitted at the time of the architectural drawings.

(e) Buffering

Landscaped screening should be provided between all multi-family development and adjacent commercial or community/ public use sites.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed to restrict traffic noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(f) Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

(g) Landscaping materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(h) Signage

Building signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. The design of signage submitted at a later date for municipal review will demonstrate that the signage is architecturally compatible with the building and with the surrounding area for which it is proposed.

Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers. Artificial turf and chain link fencing surrounding the sign base are not acceptable.

(i) Weather protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible.

In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

(j) Street furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

4.3.4 LIVABILITY

(a) Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- create or maintain view corridors from the subject site, wherever possible
- provide a pedestrian scale street edge by stepping back upper storeys
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

(b) Balconies/decks

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Balconies for multi-family units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

(c) Dwelling unit entranceways

Outdoor private entrances to multi-family townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent visual intrusion.

(d) Bicycle storage

Appropriately located secured storage areas for bicycles are encouraged.

(e) Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

All site lighting should be in conformity with the lighting requirements established by the City for this area, and the North Shore Development Area, as specified in the Subdivision Servicing Bylaw. Alternate lamp standards may be considered, if they support the creation of a unique, pedestrian-oriented environment.

(f) Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

4.3.5 CIRCULATION AND ACCESS

(a) Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation in such a manner that entranceways to the site and other important site features are highlighted and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

(b) Universal accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible by persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Access to natural amenity areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

(d) Lighting

Lighting on site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular access

Vehicular access to underground parking, loading, and service areas should be provided from the lane. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian pathways

Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

(g) Access to adjoining sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

4.3.6 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

(a) Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

(b) Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

(c) Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

(d) Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

(e) Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

(f) Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

(g) Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

(h) Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

(i) Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

(j) Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

(k) Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

4.4 COMMERCIAL USES

4.4.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.4.2 FORM AND CHARACTER OF DEVELOPMENT

The form and character of commercial development in Inlet Centre will differ significantly from that in the Historic Commercial Area in that much of the new commercial space in this DPA will occur in mixed use buildings accommodating high-density residential or office uses. Within Inlet Centre, it is intended that the form and character of commercial development meet the following criteria:

- encourage a pedestrian environment
- provide for a diverse and visually interesting streetscape with a continuous retail frontage which will attract visitors and tourists as well as local shoppers
- provide opportunities for multi-family residential uses within mixed use buildings
- provide opportunities for retail and office commercial uses which serve a City-wide and even regional catchment area
- maximize opportunities for the public enjoyment of the area's natural amenities and views
- maintain the environmental integrity of the area
- demonstrate sensitive and exemplary design and landscaping which is befitting of a town centre.

(a) Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable), or adjacent to an on-site public thoroughfare. Only if the building features a continuous portico, arcade, boardwalk, public seating area, or other significant public amenity along its frontage, would a building setback from the public thoroughfare be considered acceptable.

The intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. Developments which provide extensive surface parking along their roadway or circulation system frontage would not be considered supportive of the objective for this area.

All required parking should occur underground, wherever possible.

If required off-street parking is provided at grade, then it should be located at the rear of the site. Surface parking will generally not be accommodated between the front face of the building and the front property line or the fronting road, an area where a pedestrian environment is intended.

(b) Building materials

A single primary building material should be used for any building facade visible from a road or pedestrian pathway. Contrasting accent materials are acceptable. The types of materials which will be considered include:

- concrete
- traditional molded or pressed brick
- smooth-finish or pebble stucco
- split-granite
- horizontal clapboard
- channel siding (wood or comparable) with a narrow dimension
- in certain circumstances, painted concrete when done to a high quality of design and finish.

Exposed concrete block and giant brick are not acceptable as a primary building material along the groundplane (first two storeys). Any exposed concrete used for commercial buildings, or for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- aggregate finish, and/or
- camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material if it can be demonstrated that the roof style is compatible with the building and surrounding area for which it is proposed.

(c) Building colours

Building colours should generally be limited to one colour except for accent or trim. A range of colours within a traditional palette is acceptable: these colours would include ochre, brown, gray, white, and pastel tones of blue, green, and yellow. Bright primary colours or fluorescent tones are not acceptable.

Mural paintings, sgraffito, stenciling, and bold painted geometric designs on walls visible from the street are discouraged, except for buildings whose architectural style demonstrates the need for such embellishments.

Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details.

Canopy/awning colours should be compatible with the colour scheme of the building.

(d) Continuity of elevations

All free-standing commercial buildings or those occurring within an outdoor mall setting should possess a street face that is, or appears, higher than a typical flat-roofed structure. The desired height of several storeys may be achieved by the use of false fronts, decorative rooflines, or other facade treatment

which achieves the same effect. Where buildings have an elevation on two property lines which are visible from a street, the "false-front" design feature should continue along both visible frontages.

All free-standing commercial buildings should feature rooflines which have a pitched roof silhouette. Gable, mansard and hipped roofs facing either the front or flanking street are encouraged. Pitched roofs should have a minimum slope of 5 in 12.

All commercial buildings occurring within an outdoor mall setting should attempt to present an individuated roofline, wherever possible. If this is not possible, the continuous roofline along the length of the mall should include some roofline features which break up the image of one flat, continuous roofline.

(e) Diversity of frontages

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building.

Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

(f) Fenestration

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for and windows openings, and by providing differing shapes and sizes of windows between storeys. Generally, front facade windows should be decorated more elaborately than the utilitarian windows on secondary elevations.

Ground levels of commercial buildings should be transparent for the main part, up to a minimum height of 3 m (10 ft) to maximize visibility between streets, sidewalks and buildings.

Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full face of the building, but reflective glass at ground level is not acceptable. Arched or circular windows as an accent feature are acceptable at any level of the building. Similarly, windows which are recessed or protrude from the frontal plane of the building are encouraged.

(g) Entranceways

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.

This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width
- the use of recession, decorative cornices, hoods, framing, or distinctive materials for the door(s) to provide for individuation along the streetscape
- compatibility with the overall style of the commercial or mixed-use building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

(h) Design repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the blockfronts within Inlet Centre. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development.

To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(i) Gas station storage areas

Where above-ground storage tanks occur on gas station sites, the tanks (storing propane or chemicals, for example) must be screened with solid/lattice fencework and landscaping.

(j) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

4.4.3 LANDSCAPING

(a) Use of both natural and contrived landscape treatments

Landscaping in this area should reflect a combination of both natural and urban treatments. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

(b) Parking areas

Where required off-street parking is provided on site at grade, this parking area should be concealed from view by solid fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping or alternate surfacing materials such as pavers or banding, installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

Materials such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of parking.

(c) Perimeter landscaping

The perimeter of any commercial site abutting roadways should be landscaped so that a grass verge is provided behind the sidewalk and continuous street trees should be planted.

(d) Site lighting

All site lighting is to be in conformity with the lighting requirements established by the City for this area and the North Shore Development Area, as specified in the Subdivision Servicing Bylaw. Alternative lamp standards which support the creation of a unique, pedestrian-oriented environment may be considered.

Any lighting used on the site must be located, and of a design, so as to avoid light-spill onto adjoining properties.

(e) Signage

Building signage should be structurally integrated into the design of building(s). The location of signage will be shown at the time of the Development Permit application. The design of signage submitted for municipal review at a later date will demonstrate the signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Signage should be limited to routered or sandblasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of these. Murals and artwork may be desirable elements of a building's design, but are not considered to be "signage", and will be considered on a case-by-case basis where they fit into the overall design image of the development.

In new commercial development, wall mounted signs should be flush mounted or recessed into the building.

Free-standing signs are not acceptable, except for road entrances to commercial developments where one freestanding sign provides a directory for the commercial tenants of the mall. Such signage must be of high quality design compatible with the overall development.

Banners and pennants are not acceptable as signage, except as permitted by the City's Sign Bylaw.

All signs within Inlet Centre are required to be in conformity with the City's Sign Bylaw.

(f) Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped in a manner which promotes the image of being part of an urban commercial area, achieved by solid landscaping of groundcovers, shrubs and similar planting. Use of mulches, gravel, other similar type of soft or loose materials, or artificial turf, is not acceptable. Compliance with the City's Naturescape Policy is required.

(g) Garbage/recycling

When not enclosed in a parking structure, garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of the building and be screened from public view. This can be achieved by means of a solid wood fence, or landscaped screen, or both.

(h) Perimeter fencing

Chain-link fencing is not acceptable, except during construction phases, at which time the exterior perimeter of the chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months.

(i) Crime prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

4.4.4 CIRCULATION AND ACCESS

(a) Pedestrian surfaces

All pedestrian surfaces should be surfaced in concrete or in pavers, with accents, decorative paving stones or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

(b) Access to adjacent sites

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

(c) Accessibility to public areas

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

(d) Pedestrian weather protection

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable, and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

(e) Vehicular access

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

(f) Pedestrian pathways

Wherever pedestrian pathways on site intersect with areas of vehicular access to the site, or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

(g) Universal accessibility

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

(h) Public plazas and open space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

4.5 MIXED USE RESIDENTIAL AND COMMERCIAL BUILDINGS

Mixed use buildings refer to buildings which accommodate residential units above commercial uses.

All guidelines pertaining to commercial buildings in the Inlet Centre (Sections 4.4.2 through 4.4.4 are applicable to mixed use buildings throughout this DPA. The following guidelines are provided as additional design criteria for these mixed use buildings. They are intended to enhance the livability of the residential units which occur above commercial uses in either low-, mid- or high-rise buildings.

(a) Siting

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

(i) provision/protection of view corridors for upper-storey residential units.
(ii) adequate penetration of natural light into the dwelling units and into any outdoor common open space (e.g. courtyards).
(iii) adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent development.
(iv) avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas.
(v) minimizing adverse impacts from building shadows onto surrounding public spaces and residential units.
(vi) clear transitions between public, semi-public and private space.

(b) Building form

Building should be designed with setbacks, articulation and materials that minimize massing in order to break down the scale of building to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development.

Towers should be slim and well separated, with distinct base, middle and top elements. Where low-rise, mid-rise and high-rise buildings comprise a single development, the siting and design and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(c) Balconies/Decks

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor.

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.).

Balconies with high visibility from the street level should be of a design and material which screen balcony activities/contents from view.

(d) Entranceways

The ground level entranceway for upper-storey residential units should be separated from any ground level commercial entrances. On corner sites, side-street residential entries are encouraged.

The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

(e) Light-spill mitigation

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or parking area lighting into dwelling units.

(f) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

(g) Parking areas

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within an underground structure. Surface parking will generally not be accommodated between the property line and the front face of the building where a pedestrian environment is intended.

Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(h) Noise mitigation

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. The City will require noise mitigation measures (e.g. unit layout, triple glazing, fresh-air ventilation systems) as are necessary to have the residential units meet the noise standards for habitable areas set out by Canada Mortgage and Housing.

(i) Plazas and open space

Publicly accessible plazas and open spaces are encouraged in mixed use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

(j) Integration of landmark features

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, public gathering spaces or at key intersections within Inlet Centre.

(k) Transition areas

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

(l) Street wall

Mid block breaks in the street wall are encouraged to allow for sunlight, views and a feeling of openness as well as to provide access to interior courtyards, public plazas, pedestrian linkages and opportunities for sidewalk cafes, restaurant seating and other commercial activities.

Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

(m) Interconnections

Interconnections for pedestrian are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways and other destinations.

(n) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this

designation.

(o) Utility elements

Utility elements such as wires, utility poles, antennae, vents, fans, exterior heat exchangers, should be placed in unobstrusive locations on site or screened with landscaping, or fencing, or both.

Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

4.5.1 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures;
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives; and,
- All mitigation measures should be designed to the highest possible urban design standards.

(a) Noise Mitigation

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

(b) Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impacts of railway operations.

(c) Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

(d) Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

(e) Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

(f) Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

(g) Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

(h) Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that

different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

(i) Doors

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

(j) Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

(k) Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

4.6 COMMUNITY/PUBLIC USE FACILITIES

4.6.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

4.6.2 FORM AND CHARACTER OF DEVELOPMENT

Inlet Centre will contain a number of major community/public use buildings which serve a City-wide function. It is important to ensure that the design and siting of these community facilities be exemplary because:

- some facilities do, and will, occupy relatively large sites in prominent and central locations of Town Centre;
- they contribute significantly to the "public face" of the City as seen by visitors and tourists;
- when occurring within a residential context, community facilities need to be of a scale and design which creates minimal impact upon the surrounding residential uses.

(a) Building character and siting – on commercial streets

Where a commercial, pedestrian-oriented streetfront exists, community/public use facilities should meet the following criteria with respect to building character and siting:

(i) building faces should be oriented to respect the established street grid.
(ii) on corner sites, both street-facing facades should be fully developed as front elevations.
(iii) buildings should be two or more storeys in height, or should feature false mansards, parapets, or other architectural features which will maintain the height of the street wall.
(iv) building mass should occur close to the street edge, particularly the first two storeys.
(v) monotonous building facades should be avoided by the incorporation of variety, articulation, fenestration, vertical elements, and colour/texture changes to add interest.
(vi) where pedestrian-oriented commercial storefronts directly abut each side of the community/public use site, the public use site will be developed so as to provide opportunity for a continuum of any weather protection, landscaping, street furnishings, or public seating areas which the adjacent commercial or mixed-use properties have provided.
(vii) all surface parking areas and loading areas should be located at the rear of the property.

(b) Building character and siting – in residential areas

Where a residential context exists, community/public use facilities should meet the following criteria with respect to building character and siting:

(i) building faces should be oriented to respect the established street grid.
(ii) on corner sites, both street-facing facades should be fully developed as front elevations.
(iii) except for schools and recreation facilities, community/public use buildings should be of a height and scale which is compatible with surrounding residential buildings.
(iv) all required off-street parking should be located at the rear of the site, or in a location not wholly visible from the fronting street.
(v) building finishing materials and colours should reflect the nature of the site context. Acceptable exterior materials include:
  - wood
  - standard dimension brick
  - smooth stucco finish
  - siding which simulates a wood appearance.

Materials not acceptable are concrete block of any type, reflective glass and metal sheeting. Building colours should generally be limited to one primary colour, with a second colour for accent and trim. Traditional tones which are acceptable are muted tones of blue, green, yellow, brown, gray, ochre, and white;

(vi) outdoor activity areas on site should be located so as to minimize impacts of noise and visual intrusion upon neighbouring residential properties.
(vii) wherever appropriate, setbacks to upper floors may be required in order to maintain the appearance of a low-rise facade along the residential block front.
(viii) siting, massing and orientation of buildings must ensure that existing views enjoyed by adjacent residential properties are not unduly compromised.
(ix) where courtyards, common green spaces or children's play areas exist in adjacent residential developments, new community/public-use developments are encouraged to link their open space with adjacent public open space.
(x) garbage/recycling areas on site should be located at the rear of the site, and be adequately screened by fencing, or landscaping, or both.

(c) Transition areas

Community/Public Use development abutting residential uses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials and landscaping.

(d) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

4.6.3 LANDSCAPING

(a) Parking areas
Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, in order to break up the image of large areas of asphalt. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

(b) Retention of mature vegetation

Wherever possible, new development or redevelopment should retain the mature vegetation on site, or provide replanting with appropriate tree species and other vegetation. All plantings will be of a quality and specifications acceptable to the City, and indicated on a landscape concept plan submitted at the time of the architectural drawings.

Landscaped areas fronting onto major streets should use trees wherever possible.

(c) Fencing

Solid fencing is not acceptable as an alternative to a landscaped screen, but may be used in addition to landscaped screening, where appropriate.

Chain-link fencing is not generally acceptable as screening or as perimeter fencing, except for schoolyards and certain recreation facilities. Where a community/public use site occurs adjacent to a public walkway, or other public amenity area, chain-link fencing is acceptable for reasons of security, but it should be appropriately coloured and of a design compatible with the surrounding area.

(d) Landscape groundcovers

Areas of the site not developed with hard surfaces should be landscaped with lawn, ground covers, shrubs, and similar plantings. Use of mulches, gravel, other soft fill materials, or artificial turf, are not acceptable. Compliance with the City's Naturescape Policy is required.

(e) Signage

Building signage should be structurally integrated into the design of buildings. The location of signage will be shown at the time of the Development Permit application. The design of signage submitted for municipal review at a later date will demonstrate the signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Signage shall be limited to routered or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development.

(f) Amenities

Wherever possible, public seating should be provided near the public entrance to the building, or along the fronting property line.

(g) Plazas and public open space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces

should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

(h) Pedestrian weather protection

If located at or near the fronting property line on a pedestrian-oriented street, the community/public-use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways. Overhead protection may also be required between buildings. This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

(i) Lighting

All site lighting will be of a design, and so located, so as to prevent light- spill onto adjoining properties.

All site lighting shall be in conformity with the lighting requirements established by the City for this area and the North Shore Development Area, as specified in the Subdivision Servicing Bylaw. Alternative lamp standards may be considered which support the creation of a unique, pedestrian oriented environment.

(j) Perimeter landscaping

The perimeter of each site abutting a roadway should be landscaped so that a grass verge is provided behind the sidewalk and continuous street trees shall be planted.

4.6.4 CIRCULATION AND ACCESS

(a) Pedestrian surfaces

Pedestrian areas are to be hard-surfaced in materials other than unrelieved asphalt. Wherever possible, roadways and pedestrian areas throughout the site are to be surfaced with a variety of paving materials rather than a homogenous material such as asphalt.

This includes sidewalks, crosswalks, or common areas and all other access areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

(b) Universal accessibility

Wherever possible, all public areas of the site should be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, seating and trashcans should be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Parking/loading areas

All required off-street parking and loading spaces should be located at the rear of the property and, in most, cases will be underground.

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines. They must also be landscaped, as described in the previous section.

Vehicular access to parking, loading, and service areas should be provided from the lane. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement.

(d) Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

(e) Access to adjoining sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

(f) Accessibility of public access

All pedestrian areas and parking areas for public amenities shall be available for public use on a 24 hour basis.

4.6.5 ADDITIONS

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community use buildings contained herein, Sections 4.6.2 through 4.6.3.

4.7 SITE SPECIFIC GUIDELINES

4.7.1 NEWPORT VILLAGE

4.7.1.1 FORM AND CHARACTER OF DEVELOPMENT

(a) Introduction and General Guidelines

Newport Village is bounded by Ungless Way, Guildford Way and loco Road is to contain the major commercial focus within the Inlet Centre area at the head of Burrard Inlet. Significant multi-family residential and office development shall be encouraged, while, at the same time, retail commercial will emphasize smaller units in order to increase vitality and pedestrian usage. Overall design of development will integrate these various uses into a unique and distinctive site.

Vehicle and pedestrian usage shall, wherever possible, be separated. Pedestrian interconnections shall be oriented towards

the existing and planned recreation facilities within the civic recreation area and towards transit facilities serving the site.

In order to create a unique project identity, various types of amenity usable by the public shall be encouraged, e.g. plaza areas, public market, amenity features, fountains, adequate seating, and areas of lawn and landscaping.

The treatment of the site, at the intersection of Guildford Way and Ioco Road, is considered to be very important as one of the major entranceways to the City's north shore development area. Major entries to the site off Ioco Road and Ungless Way shall be formed by wide streets with landscaped/areas, treed boulevards and special paving treatment.

(b) Conceptual Drawings and General Guidelines

Newport Village has been developed in general accordance with the drawings within Attachment "B" until 2001. With amendment of the overall Newport Village plan in 2001, revised plans have been drafted and included within Schedule "C." The shaded buildings in Phases 1, 2.1, 3, 4 and 5.1 as shown on Schedule "A" are subject to the original drawings in Schedule "B" and the buildings and site development in Phases A to D is to be guided by the drawings within Schedule "C."

The character of development shall emphasize shapes and materials that are designed to fit in with Port Moody's westcoast heritage and historical setting. Particular attention shall be paid to street furniture, street lighting, landscape, entryway elements and integration of these into building design to produce an integrated composition.

The development shall consist of four major components:

1. Residential
2. Office Commercial
3. Retail Commercial
4. Public Amenities and Open Space

The centre and heart of the development will be a Market Square which will be accessed by cars and pedestrians via a street connecting across Ioco Road to the proposed Civic Plaza to align with the access to Eagle Ridge Hospital at Ungless Way. The Market Square will form a retail precinct at the street level along with two sections of flanking street. By integrating residential above the retail greater urban vitality will be encouraged. A village atmosphere will be engendered with both pedestrian and automobile activity.

The Market Square core will be surrounded by residential neighbourhoods formed by the end of the street connecting to Ungless Way and by two semi-public courtyards providing open green space.

A single office tower adjacent to both the existing shopping centre and the proposed City Hall precinct will form a transitional anchor pivoting these two areas and the proposed Port Moody Village Centre.

Definitive transitions will be made from public to semi-public to private space by the use of landscaping, changes in level, gates and other features.

A consistent design vocabulary is to be used throughout the development integrating all elements of architectural facade, roofs, landscape, paving and street furniture. This should be reflected in the scale, consisting of small elements with any large forms broken down to smaller human-scale components; and also in the style which should provide classical proportions and reflect an urban character.

The residential component of the development shall be placed mainly towards the east side of the site to take advantage of the westerly face of the natural, west-facing bank at this location, so that the residential area may overlook the balance of the site and take advantage of the fine westerly view of Burrard Inlet. This positioning of residential use also provides a logical transition between existing multi-family housing to the east side of the site, and the proposed commercial area.

The high-rise portion consists of five modified point-towers (one in Schedule "B" and four in Schedule "C") carefully arranged and spaced to minimize impact. It is strongly felt that high-rise form, when properly handled, is the most appropriate building form to handle much of the volume generated by the development densities called for.

One of the major concerns for this development is vehicular circulation, parking and parking access. The bulk of the required underground parking must be assigned to the centre of the site due to topographical and soil constraints. It is a given that a certain amount of surface parking is needed for the retail area. This is provided by perpendicular "street" parking on a drive through the centre of the area of the site.Surface retail area would be surfaced and treated similar to adjacent pedestrian areas to diminish the "street" effect and downplay distinction between vehicular and pedestrian space equivalent to Granville Island.

Pedestrian access from the surrounding neighbourhood to the retail/office area would be predominantly from Ioco Road and Ungless Way frontages and may be somewhat controlled in order to "soften" the street impact. Sidewalk traffic counts are not expected to be high on either of these streets and a full commercial exposure is not considered appropriate. There should be, however, a strong sense that the public is welcome to the inner areas of the site.

(c) Guidelines: Siting and Form

The following guidelines for building siting and form shall apply to the Newport Village site:

1. General siting of buildings for various uses shall be as follows:

    (i) retail/commercial village in the flat centre of the site, surrounded by residential and office uses generally as

shown within Schedule "B" attached to these guidelines.

(ii) retail and office connections shall integrate with the existing retail mall at the north.

(iii) gateways of retail office uses shall be located at the Ioco Road site entrance to define both the density and character of the village.

2. The form of the buildings shall be as follows:

(i) Residential Form – High Rise

Consistent with the high density objectives prescribed for the residential component, the most desirable and feasible form of development is a series of five high-rise towers (one within Schedule "B" and four within Schedule "C").

These towers shall be carefully arranged and spaced on the site in a manner that minimizes their impact. This approach provides view and sunlight opportunities between towers and minimizes the potentially adverse effects of a "continuous wall" of buildings that would be necessary if a mid-rise form of development were pursued with a similar density.

When properly proportioned and articulated, high-rise towers introduce the opportunity for giving distinct form and presence to the development, providing the strong visual signal that is necessary to establish this development's identity in the Inlet Centre area of Port Moody.

The height of the towers would vary in response to the topography of the site and view opportunities from residential development to the east across Guildford Way and shall be generally in accordance with the drawings within Schedule "C" attached to these guidelines. The maximum number of storeys permitted shall be 26. The minimum number of storeys in the towers shall be 12 storeys.

(ii) Residential Form – Low Rise

A second form of housing is provided in the form of low-rise terraced structures that may link the towers at their bases and provide a transition between the tower forms and other low-rise forms of commercial and residential developments. The terraced form responds to the topography along Guildford Way cascading down the natural land bank facing west toward the Inlet Centre neighbourhood.

The Guildford facade shall be set back from the street and highly articulated in plan to eliminate any visual impression of a continuous wall, as shown within Schedule "B" attached to these guidelines.

Low-rise residential buildings shall be 3 or 4 storeys in height.

(iii) Commercial Form

The commercial development will be predominantly accommodated in low-rise structures of three to seven storeys in height.

The retail component relates to the existing retail development at the corner of Ioco Road and Ungless Way in order to shield the backside of the shopping centre with new buildings and landscaping.

This lower building form for commercial development responds to the need to respect view and sun potential for the residential forms on the eastern edge of the development, and will provide an animated village scale of building elements in relation to pedestrian circulation.

The office component will be located in one building of five to seven storeys located in proximity to the existing shopping centre, adjacent to Ioco Road.

3. The form and siting of buildings shall be generally in accordance with the cross-sections and elevations shown on the drawings within Schedule "B" and Schedule "C" attached to these guidelines.

(d) Guidelines: Design Elements

1. Tower Elements

- Towers to step back with decreasing floor plates at upper levels.
- Lower 4 to 6 floors to integrate with adjacent low rise using similar materials, proportions and elements, where applicable.
- Massive elements terminating the tops of the towers are to be avoided. Use of small scale elements and proportions repeated from the lower facades to achieve interest and integration.
- Each of the three corner towers should be different, providing complexity and diversity, creating visual anchors at the corners of the site.
- The two towers along Guildford Way, flanking the Market Square shall be lower in height and symmetrical, framing the Square and forecourt, and providing a strong, unifying focus.

2. Street Facade Along Guildford and Ungless Ways

- Facades the Ungless and Guildford Ways shall be generally as shown in drawings attached to Schedule "C."
- Create landscaped and treed buffer to the street and the existing development to the south-east along Guildford Way.
- Use repeating small scale elements to unify the facades and to provide a soft, human scale where possible, on the ground floors of buildings.

3. Inlet Centre Entry Zone Along Ioco Road

- The intersection at mid-block should provide a fitting introduction to the City Hall and civic plaza. Extend and repeat planting and hard landscaping elements from the City Hall to the intersection and from the intersection to the proposed Market Square. Ensure that detailed intersection design conveys the quality and character of the City Centre and the City Hall.

- Ensure good sight-lines to City Hall and the squares, leading the eye into the civic and urban squares. No visual obstructions are to be placed along the cross street including no large median planting. No large planting is to be placed within the angles of the Village Green triangle on either side of Ioco Road. Increase the spacing of any tree planting on the south side of the cross street to dilute the screening effect of the connection.
- Provide a termination for the Village Green on Ioco Road.
- This area should act as a landmark/reference point for the whole area. Ensure that the proposed office tower is about 3 or 4 storeys higher than the building immediately to the east thereby emphasizing the intersection. Buildings on both sides of the intersection (east and west) should be similar in height, materials, detailing and profile, with the highest building elements on both sides of the intersection occurring close to Ioco Road and the building profiles stepping back from these points.
- Provide good vehicular and pedestrian links between the component areas of the Civic Plaza and the Market Square. Provide four lanes east/west across the intersection. Provide clearly marked pedestrian cross walks with compatible paving, lighting and traffic lights. Provide left turning lanes on Ioco Road. Provide generous sidewalk. Provide special sidewalk paving, landscaping and street furniture.
- Harmonize with general landscape concept.
- Accommodate transit drop-off functions.

4. "Retail Streets"

- Provide village ambiance with retail at ground level and residential above. Retail should be diverse with storefronts and signage.
- Provide covered continuous arcade with private outdoor terraces above.
- Provide pedestrian link to the existing shopping centre.
- Provide street trees and parallel parking.

5. Market Square Parking

- Character to be "village square". Provide stall parking around a central pedestrian and floral feature area. Encourage attractive and safe day and evening pedestrian activity mingled with the parking using seating, landscaping, lighting and street furniture.
- Break up the parking with street trees. Provide special paving. Planting to be at grade rather than in raised planters.
- Provide a forecourt at Guildford Way with a formal entry into the Plaza. Reinforce the symmetry of the two flanking towers. Terrace down from Guildford Way providing seating and an overlook of the plaza.

6. "Residential" Street

- Provide entries to the lower residential units directly from the street using exterior stairs, porches and entry courts to create an urban residential neighbourhood. Provide a landscaped transition from the street to the buildings along with the stairs and porches.
- Residential units always to be at or above the level of the street, never below.
- Provide street trees and parallel parking.
- Create a landscape buffer to the existing shopping centre.

7. Semi-Public Courtyards

- Provide entries to the lower residential units directly from grade using exterior stairs, porches and entry courts.
- Residential units always to be at or above the level of the courtyard, never below.
- Terraced private courts and balconies to overlook the courtyard.
- Provide grassed commons with shade trees, children's play area, seating (both open and sheltered by gazebos). Grade changes to be made by terracing.
- Exposed edge of south-west courtyard to be screened with hedges, vines and trees.

8. Parking

- Surface parking to be integrated with pedestrian activity, associated with the retail and "residential" streets as well as the Market Square.
- Retail, office and residential parking to be separated for security.
- Residential parking to be designed for security and broken into small neighbourhood parcels associated with each phase of the development with multiple entry points to be provided. Underground parking shall be hidden or screened from exterior view.

(e) Sequence of Subdivision and Construction: Newport Village

(i) The land shall be subdivided and buildings shall be constructed in phases as shown on Schedule "A" attached to these guidelines. The boundaries of the areas within each phase and the sequence of subdivision and development (particularly in Phases 4 through 8) may be varied by Council.

(ii) Amenities (including without limitation the Market Square, Village Green, public and semi-public open spaces and play areas) shown within each phase on the drawings within Schedule "B" and Schedule "C" where applicable shall be provided prior to subdivision or development of the next-numbered phase.

(f) Drawings

The drawings attached to Schedules "A," "B" and "C" which follow form part of these guidelines.

FIGURE 1

Schedule A

Key plan of Newport Village showing existing development within Schedule "B" and proposed development within Schedule "C"

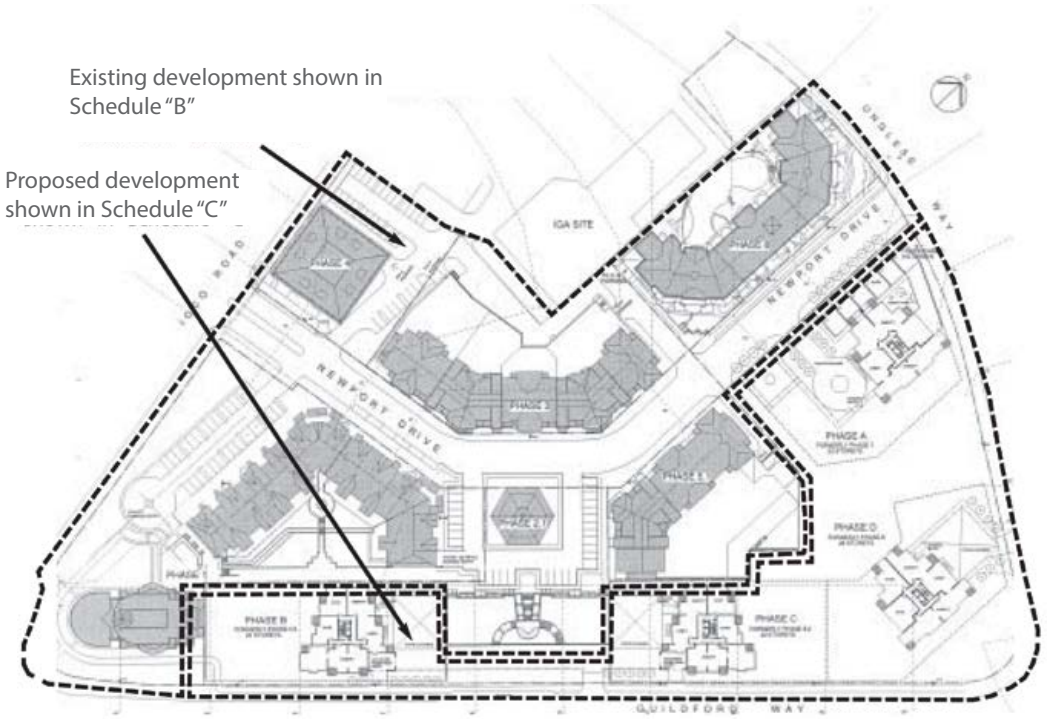


FIGURE 2

Schedule B

Key plan of Newport Village showing general form and character of existing development within Phases 1, 2.1, 3, 4 and 5.1

NOTE: Only portions of the following plans as shown on Schedule "A" are applicable.

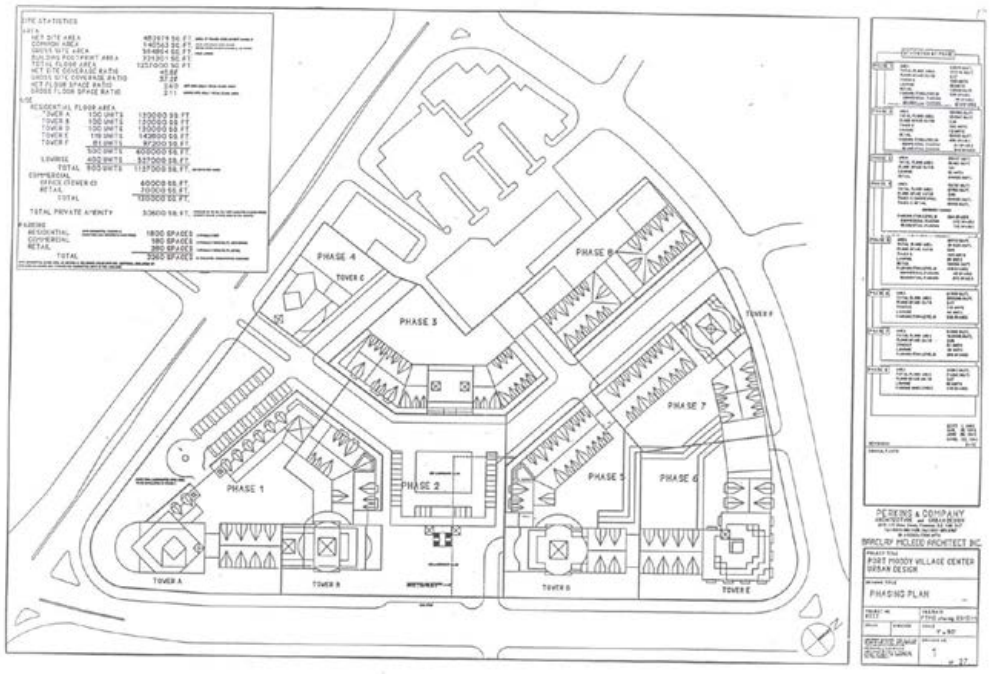


FIGURE 3

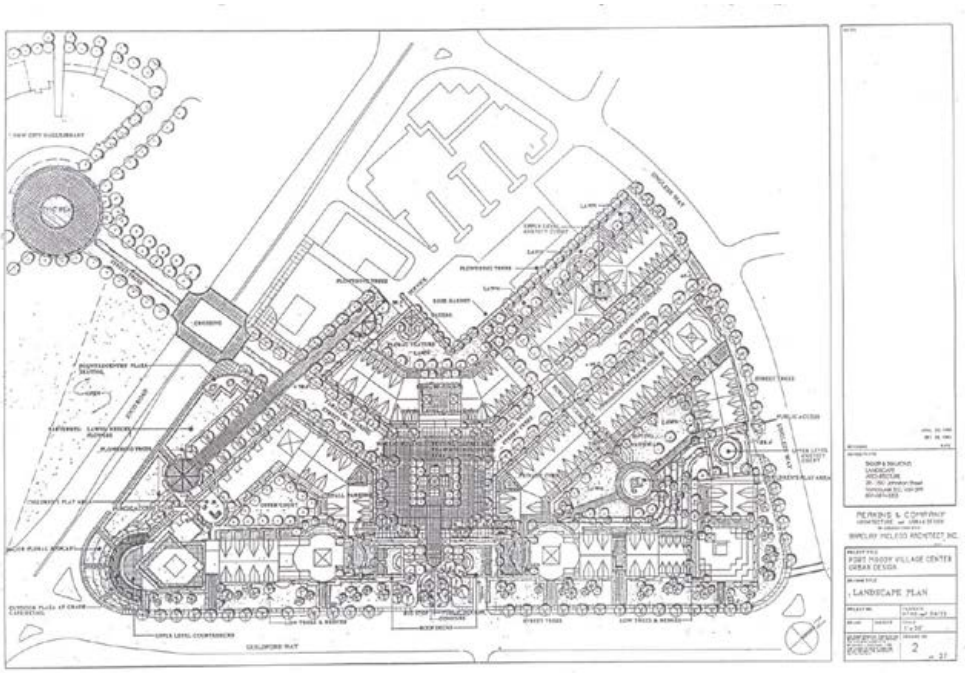


FIGURE 4

Schedule C: Plans showing general form and character of the proposed development within phases A to D

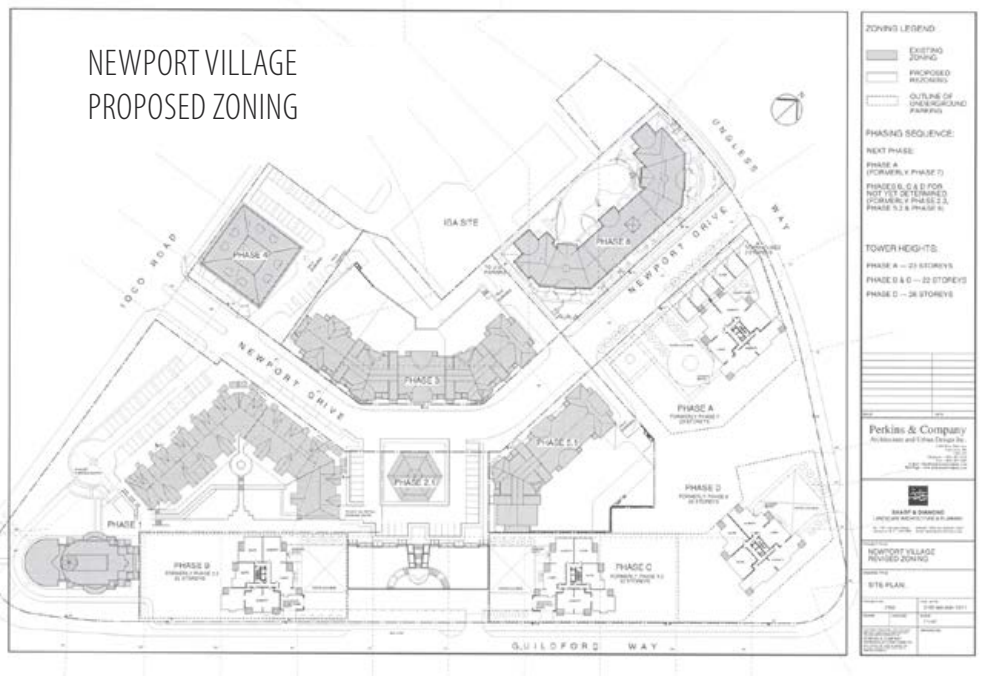


FIGURE 5

Summary of Remaining Development in Phases A to D shown on Schedule "C"

Phase B .....143 Units (22 storeys) Formerly Phase 2.2
Phase C .....143 Units (22 storeys) Formerly Phase 5.2
Phase D .....134 Units (26 storeys) Formerly Phase 6
Phase A .....125 Units (23 storey tower & 3 storey townhouse) Formerly Phase 7
Total .....545 units (distribution of units by phase may vary) Total area above grade 780000 S.F.
Remaining units ..355 units (either completed or unchanged)
Grand Total.....900 Units

Note: The unit counts and floor areas for each of the phases are approximate and are provided for illustrative purposes. The exact number of units within each phase may vary somewhat, but will be within the context of the design guidelines and cannot exceed the 900-unit maximum density set out in the TC1 (Town Centre) zone under the City of Port Moody Zoning Bylaw.

FIGURE 6

Tower design concept for Phase "A" (formerly Phase 7)

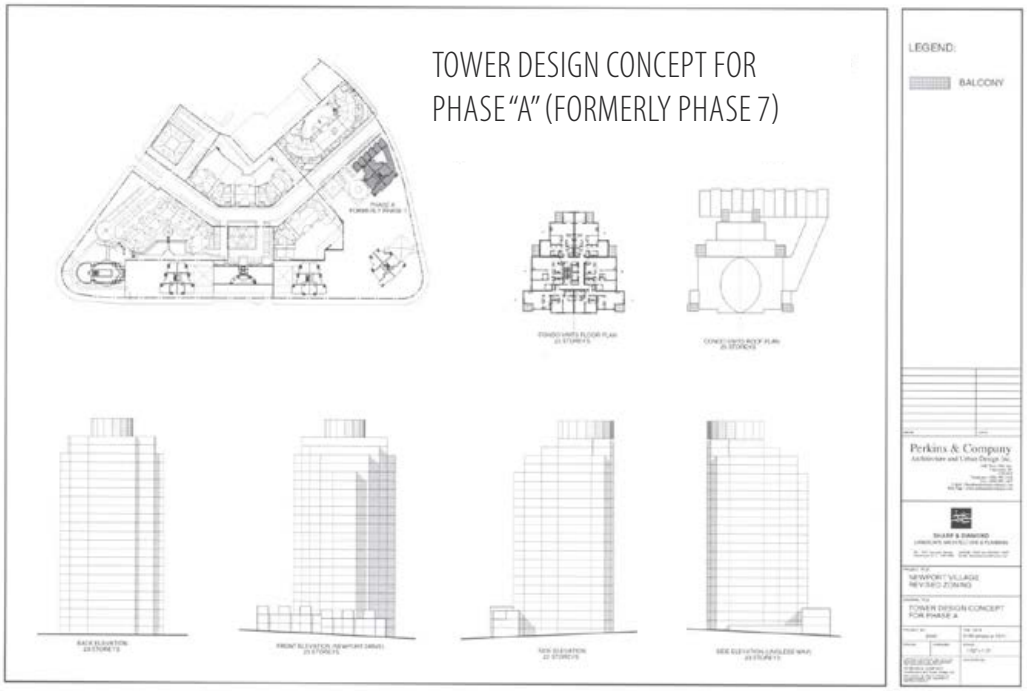


FIGURE 7

Tower design concept for Phases "B" (formerly Phase 2.2)

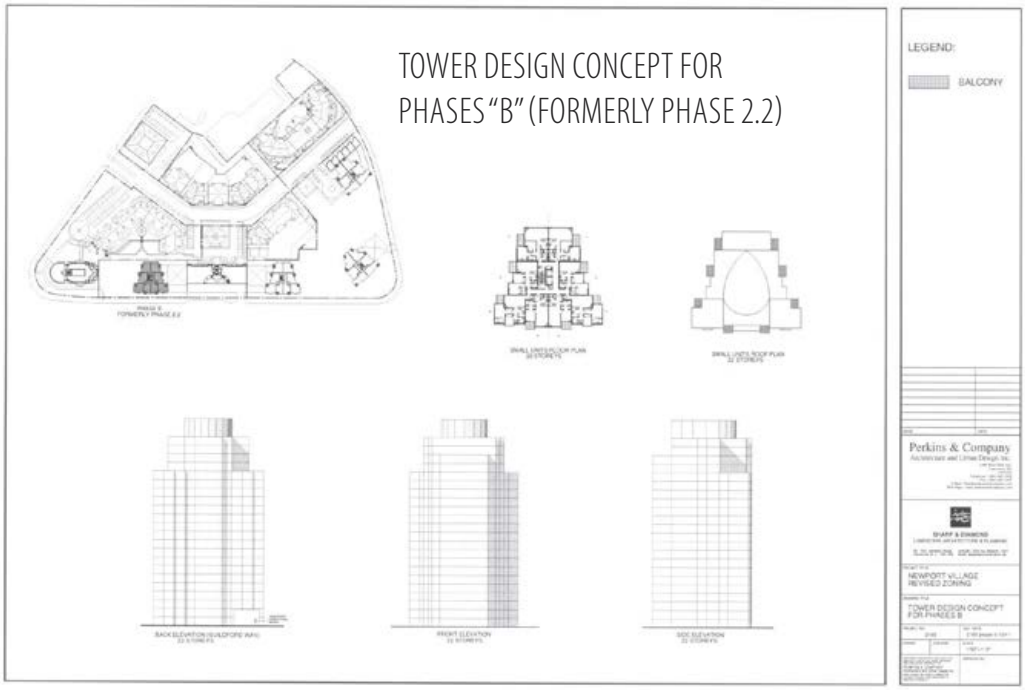


FIGURE 8

Tower design concept for Phases "C" (formerly Phase 5.2)

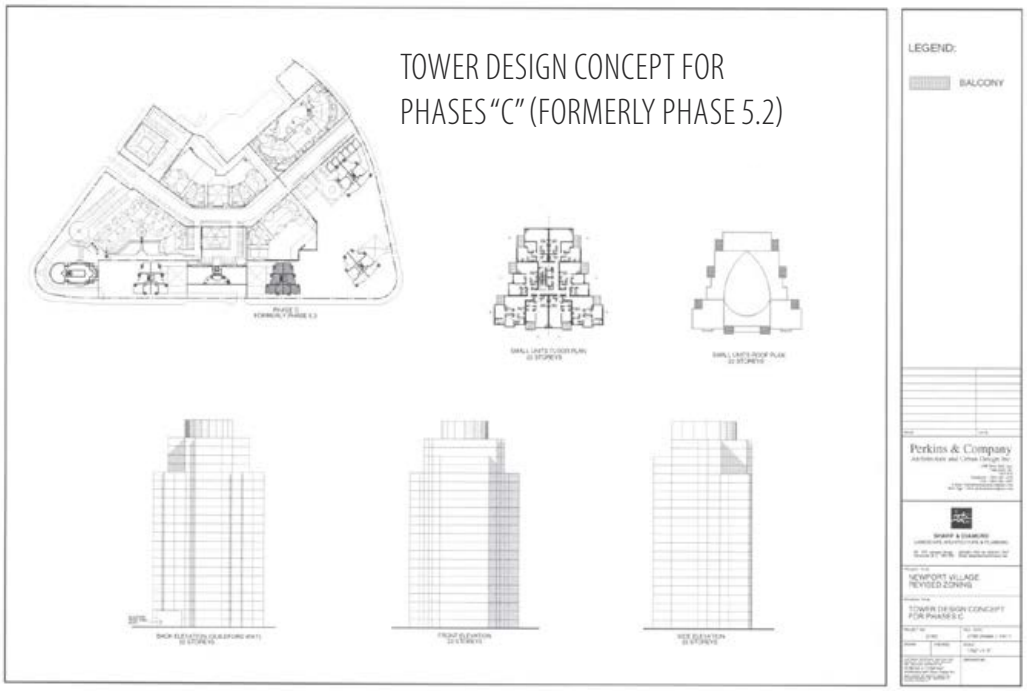


FIGURE 9

Tower design concept for Phase "D" (formerly Phase 6)

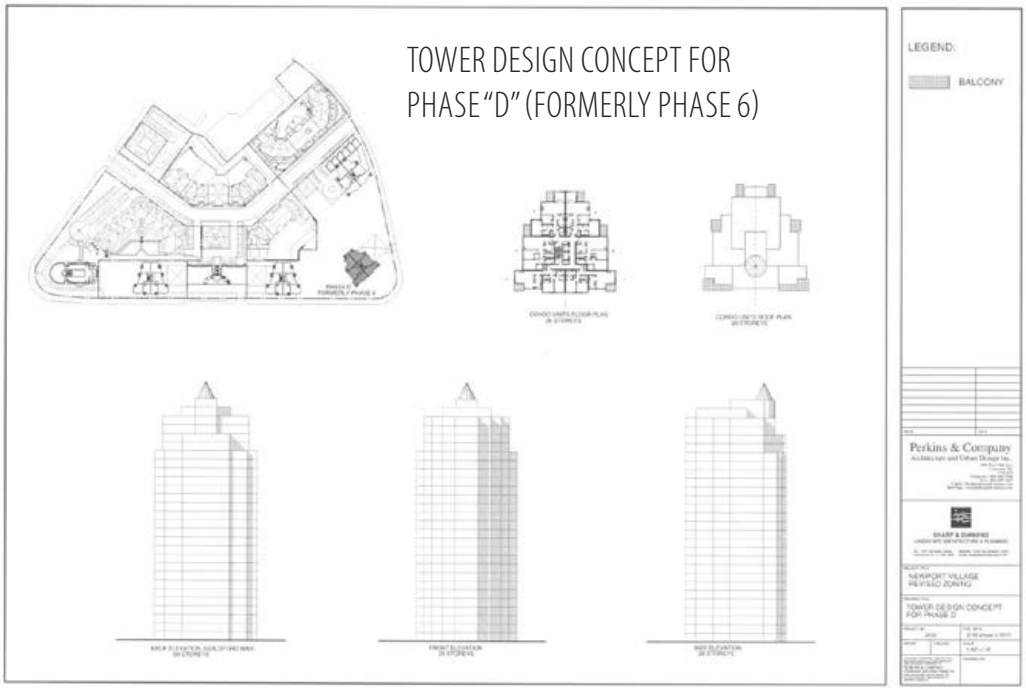


FIGURE 10

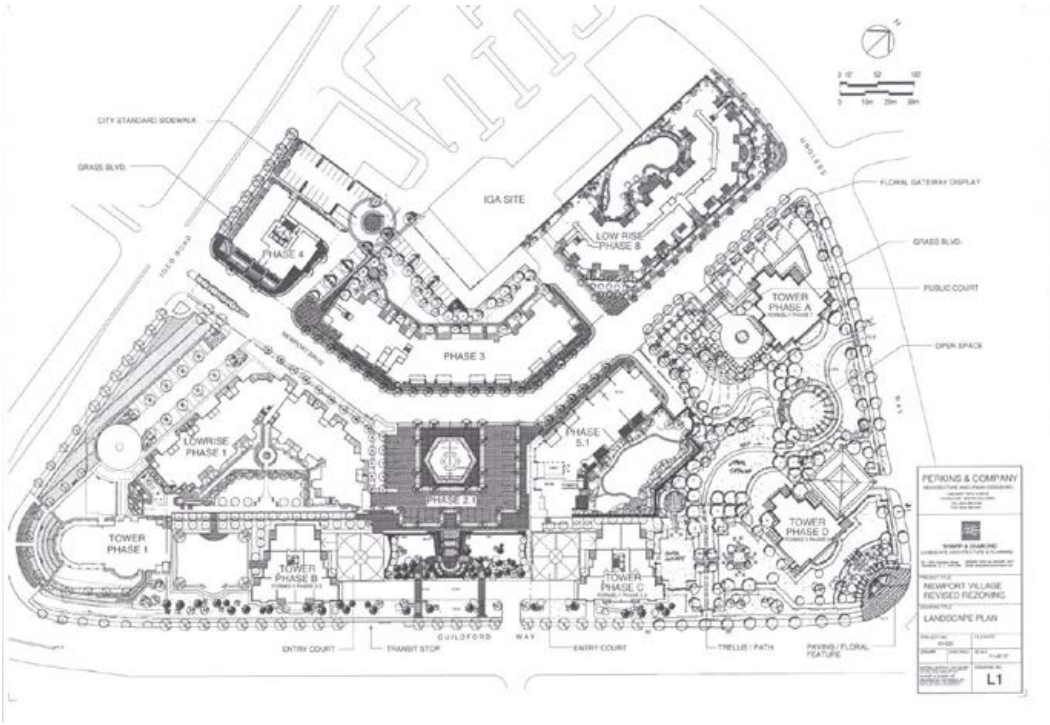


FIGURE 11

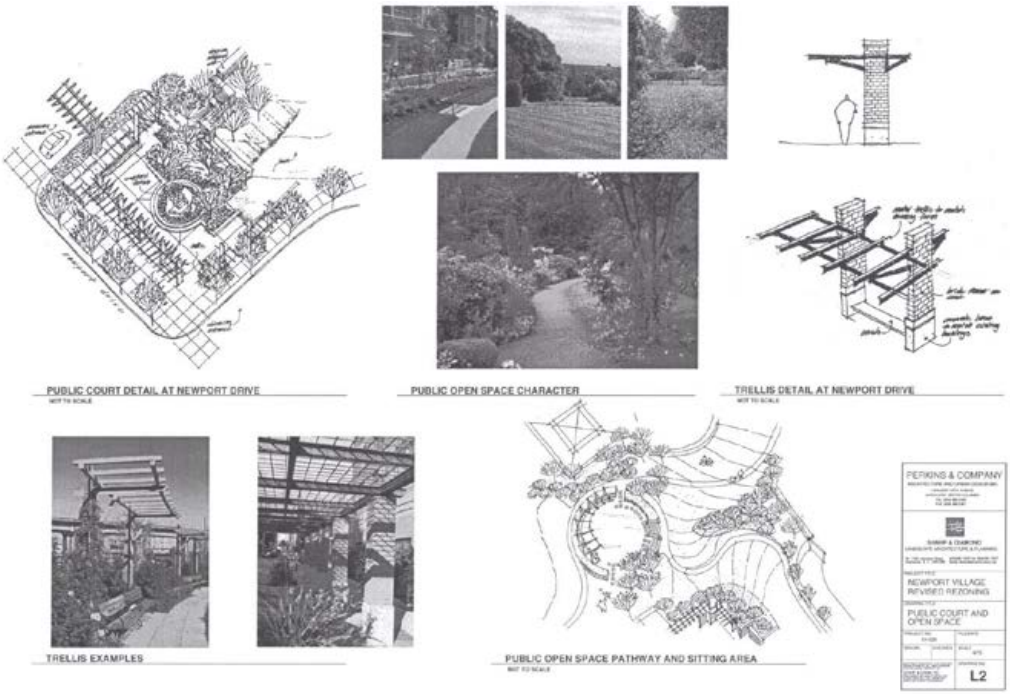
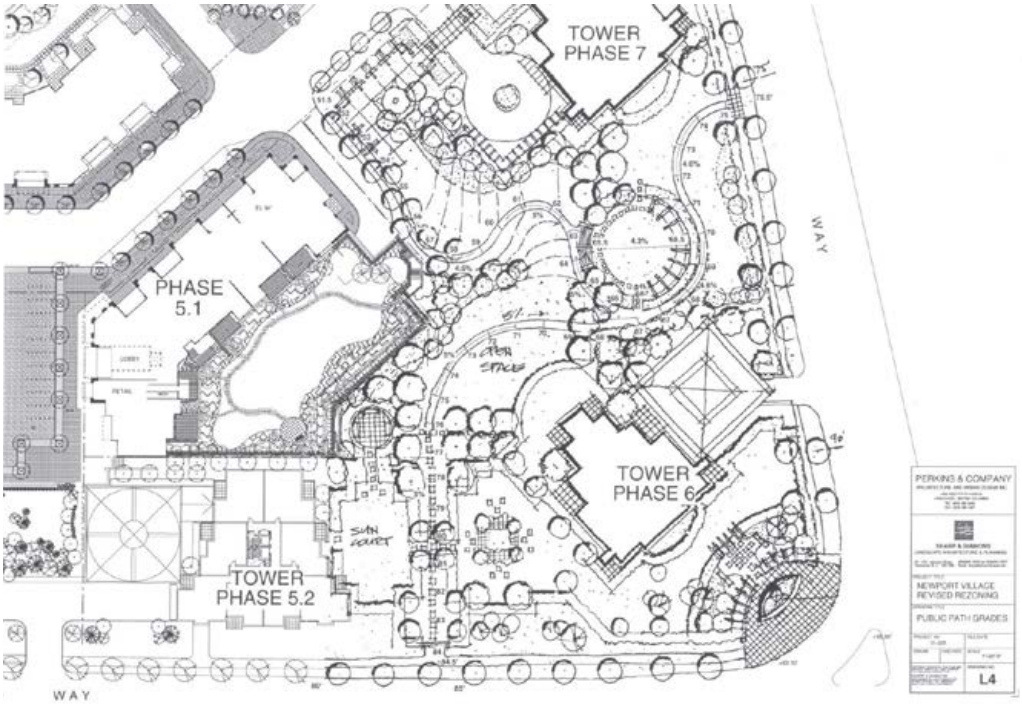


FIGURE 12


TOWER
PHASE 7
PHASE
5.1
TOWER
PHASE 6
TOWER
PHASE 5.2
WAY
WAY
PERKINS & COMPANY
NEWPORT VILLAGE
REVISED REZONING
PUBLIC PATH GRADES
L4

4.7.2 SUTER BROOK

A. INTRODUCTION AND GENERAL GUIDELINES

These site specific guidelines have been developed for the Suter Brook site and supplement the City's Development Permit Area 3 Guidelines.

1. General Site Description

The Suter Brook community is central to Development Permit Area 3 of Port Moody's Inlet Centre. Situated at the southwest corner of Ioco Road and Murray Street and at the base of the surrounding hills, the 8.93 hectare (22 acre) site encompasses Suter Brook as it flows off the Chines escarpment to the south on its route to Shoreline Park to the north and Burrard Inlet beyond. Suter Brook itself is the focus and greatest asset of this community.

2. Master Plan Overview

The Master Plan for Suter Brook includes:

(a) a conceptual overall site plan (Fig. 1), which outlines building locations and their use;
(b) a conceptual parcel plan (Fig. 2), which separates the Suter Brook site into development parcels and is derived for the land use contract (the "Land Use Contract") governing the Suter Brook site; and
(c) the design philosophy and major objectives for the development of this site, which are described in detail below. At the core of the vision for Suter Brook is the enhancement and preservation of the Suter Brook stream and adjoining riparian habitat area. The residential and commercial uses and built forms of the new community are to respect this important resource while also achieving a high quality of design, materials and construction.

The development of the Suter Brook site is intended to complement the adjacent Inlet Centre areas, providing up to 1,250 housing units. A retail and office component, as well as a public plaza and public square, will provide an important community focus and the primary public gathering place for the site.

FIGURE 1

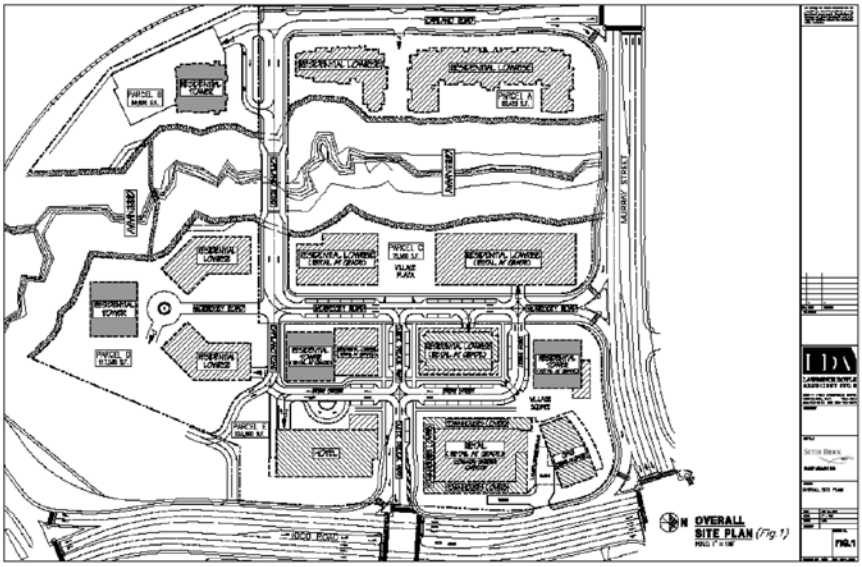
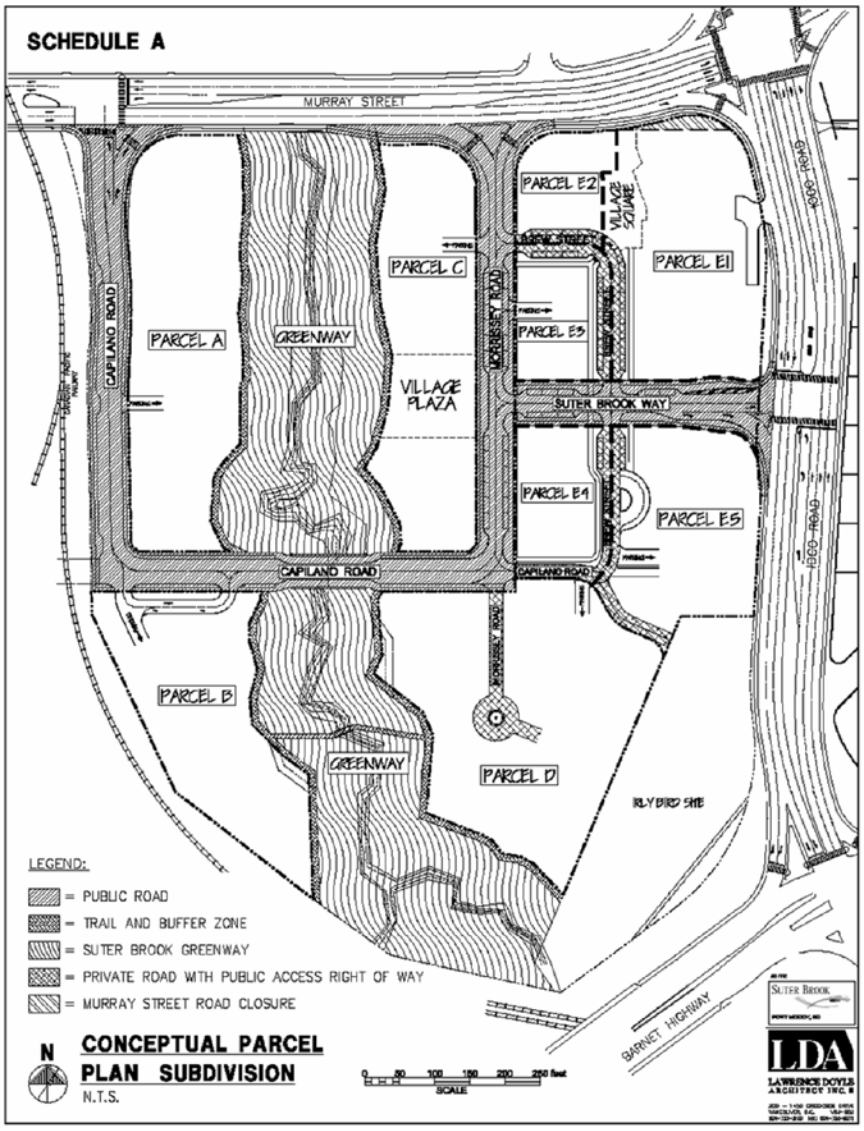


FIGURE 2



The community will include a diversity of buildings and open spaces, and provide opportunities for meeting the housing needs of a variety of residents, while respecting the Suter Brook Greenway environment. By incorporating a significant commercial component, the community will augment the vibrancy of Port Moody's Inlet Centre and provide significant local employment and business opportunities.

3. Community Components

The Suter Brook community consists of three major components:

- the Suter Brook Greenway, including two linkages across the Greenway and a trail at its outside edge;
- the Village Plaza; and
- three distinct residential neighbourhoods.

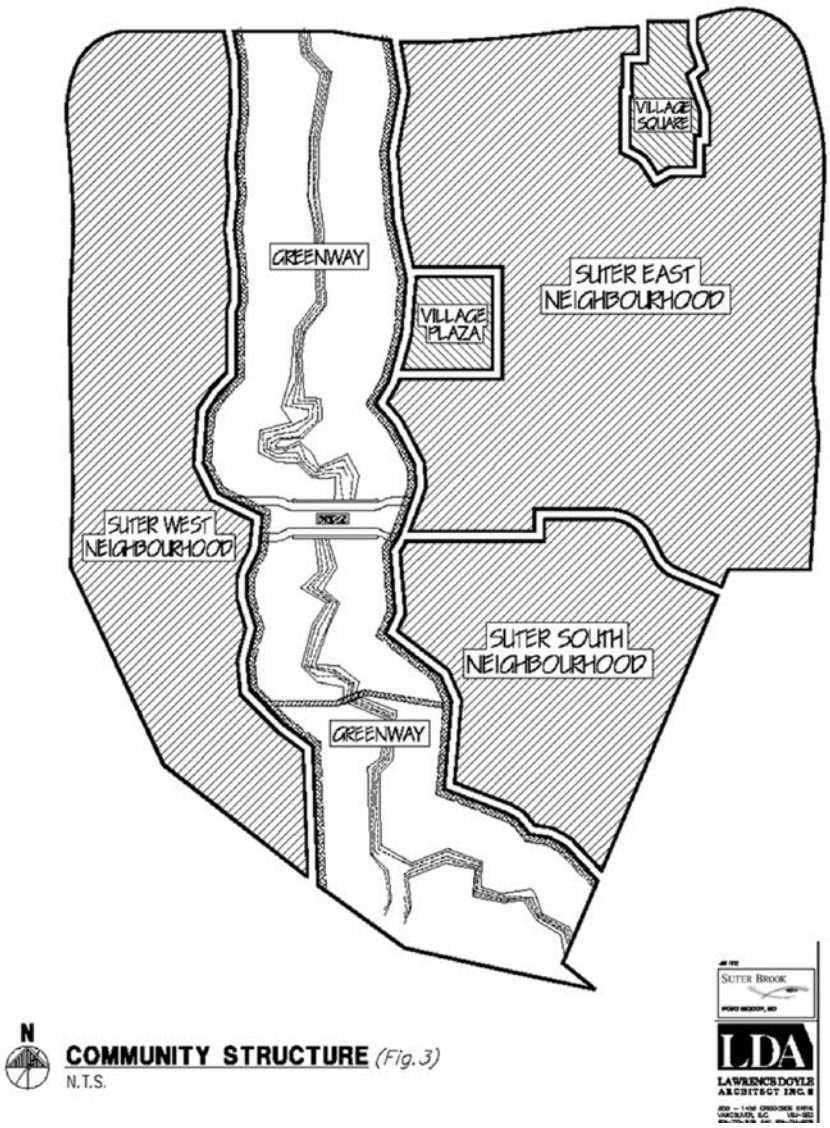
The following is a general outline of these community components. Refer to Sections C, D and E of these design guidelines for details of these various components.

Suter Brook Greenway: The Greenway, which contains Suter Brook, is set aside as a protected environmental area incorporating a pedestrian loop trail system along a portion of its length, signage and interest points emphasizing the ecological importance of Suter Brook as a fish bearing stream, bird, animal and plant habitat. A central bridge will be constructed providing for vehicle, bicycle and pedestrian traffic to cross Suter Brook.

Village Plaza: A plaza central to the entire Suter Brook community serves as a gathering place for the community, a location for community cultural and other events and a primary point of entry to the Suter Brook trail system.

Neighbourhoods: Three neighbourhoods (Fig. 3), have been established to complement and respect the Greenway; each with a distinct yet compatible building and landscape character. Two of these neighbourhoods are purely residential while a large portion of the site east of Suter Brook will incorporate residential uses with retail/commercial amenities and businesses, such as a major grocer, a pub,

FIGURE 3



office space, as well as the Village Plaza and Village Square. The character and guidelines applicable to each neighbourhood are set out in Section E.

4. Role of Design Guidelines

These guidelines are intended to outline development controls that will guide developers of individual parcels in achieving the following general objectives:

- ensure the long term preservation and enhancement of the Suter Brook Greenway;
- establish the distribution and compatibility of land uses, development parcels, built form, and provision of public spaces and facilities;
- establish consistent performance standards for the character and construction of buildings and open spaces for which the community will be recognized;
- provide a framework for the orderly build out of development parcels over time; and

- provide a mechanism for reviewing and approving development proposals.

In preparing these guidelines, project decision makers are provided a set of detailed requirements that are integral and complimentary to applicable City policies and bylaws. They establish controls that will ensure that the Master Plan 'vision' is achieved.

For consultants, land developers and builders, these guidelines are intended to:

- encourage thoughtful attention to sensitive and good design and especially to the details that contribute to livable communities;
- encourage designers to think of their project as contributing to part of a larger coherent and cohesive 'whole' community; and
- discourage 'object' buildings designed in isolation from the surrounding context.

These design guidelines are not intended to be exhaustive or conclusive of the design criteria that may ultimately be applied within the detailed design of each parcel.

For parcel specific information, refer to the sketch plans contained in Section E Parcel Specific Development Guidelines. Also, for other development requirements refer to the Land Use Contract bylaw.

B. GENERAL DEVELOPMENT PRINCIPLES

1. Broad Design Concepts

The Master Plan for the Suter Brook community has been generated from a number of key urban design concepts. These concepts include:

- focusing the community on the protection and enhancement of the Suter Brook Greenway;
- establishing opportunities for community education and participation in the protection and enhancement of the Greenway;
- providing adequate public gathering space to encourage social interaction between residents and to provide community focal points;
- providing pedestrian linkages throughout the community, particularly at the periphery of the Greenway, and to adjacent areas of Port Moody;
- for the Mixed Use Precinct, designing streets that are urban in scale and character and strongly pedestrian oriented (Fig. 4);
- utilizing focal points and visual axes to reinforce the structure within the community;
- utilizing residential towers as a visual and architectural focus for the residential neighbourhoods; and
- providing quality indoor amenity spaces in sufficient quantity to satisfy the neighbourhood's needs as well as municipal requirements.

FIGURE 4: MIXED USE CONCEPTS

2. Environmentally Sensitive Design

2.1 Natural Environments

(i) General Practices

The following will apply:

- Protect the Suter Brook Greenway as a significant environmentally sensitive area and integrate it into the community.
- Maintain the ecological integrity of the Greenway.
- Provide opportunities for residents to participate in the protection and enhancement of the Greenway (eg. an environmental stewardship program).
- Use enforceable construction guidelines to protect sensitive on site areas, including the Greenway and its trees and riparian system.
- Reinforce awareness of the Suter Brook Greenway through education programs, signage and information kiosks.
- Minimize environmental effects through built design features such as "green roofs" and private patio gardens, where possible, and careful use and controlled placement and depth of parkade structures in order to limit disruption of natural water table levels, and containing car wash facilities that are connected to the sanitary sewer system.
- Prepare a storm water management plan that ensures separation and treatment of unclean water, as well as the directed use of clean water.

(ii) Naturescape

The following will apply:

- Incorporate standards contained in the Port Moody Naturescape Guidelines where possible, particularly sites adjoining the Greenway.

- Ensure careful placement of Naturescape planting along the Suter Brook Greenway to discourage public access to sensitive riparian areas.
- Create or improve wildlife habitats with the use of native plant material and plant massing.
- Ensure a visual integration of the residential building rear yards with the natural Suter Brook Greenway.
- Promote the use of indigenous plants in private landscaping.

2.2 Built Environments

The following will apply:

- Create compact forms of development leading to a more efficient use of land and infrastructure.
- Integrate land uses including significant employment generating activity.
- Provide shopping and entertainment opportunities on site, within easy walking distance.
- Provide varied choice of housing types, costs and lifestyles.

2.3 Social Environments

The following will apply:

- Create public open spaces that promote activity and social interaction.
- Provide a diversity of recreational opportunities and facilities.
- Provide safe pedestrian and cycle friendly streets.
- Encourage businesses that promote a vibrant urban character and interaction between residents and encourage visits from members of the community outside Suter Brook.

3. Gateways & Focal Points

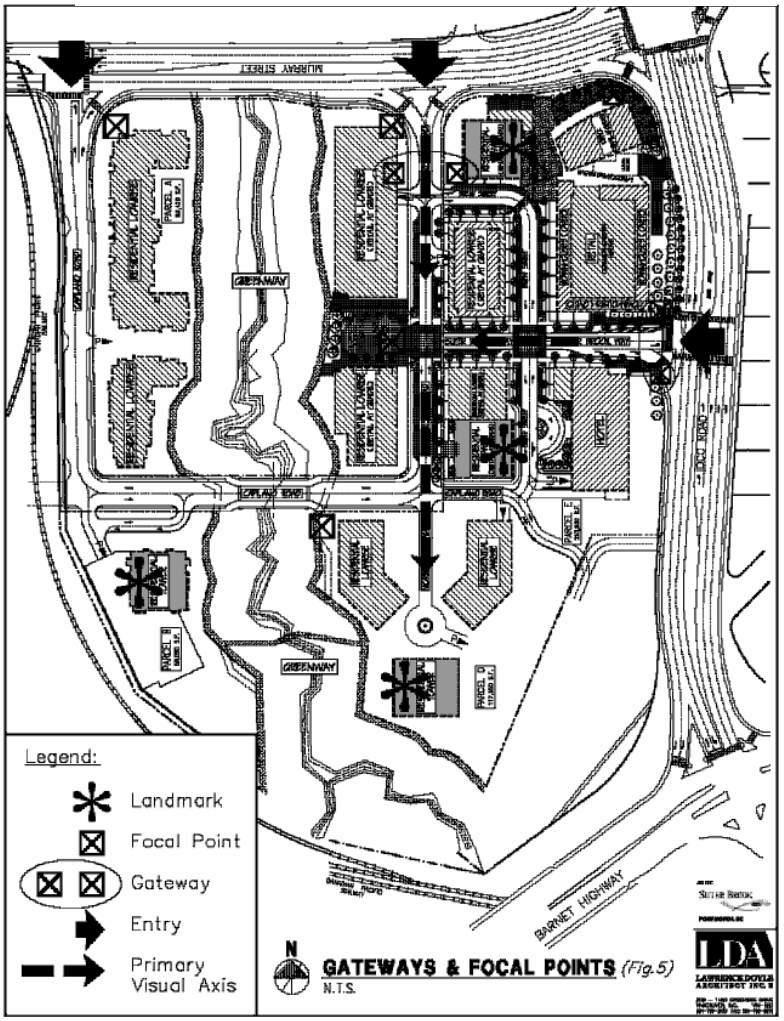
Entries to the community are designed to create a sense of arrival and identity, while focal points are intended to provide neighbourhood identity. (Fig.5)

4. Livability

In addition to previously mentioned principles, a number of factors further contribute to the overall livability and enjoyment of the community. General conditions include:

- street corners with tree plantings and benches to create interest and community interaction;
- accessibility to public areas including Greenway trails, the Village Plaza and Village Square and the commercial precinct;
- parking for people with disabilities both on-street and in underground parking facilities in proximity to elevators or movators; and

FIGURE 5



- maximize natural light penetration into dwelling units and corridors/stairwells.

4.1 Private Views

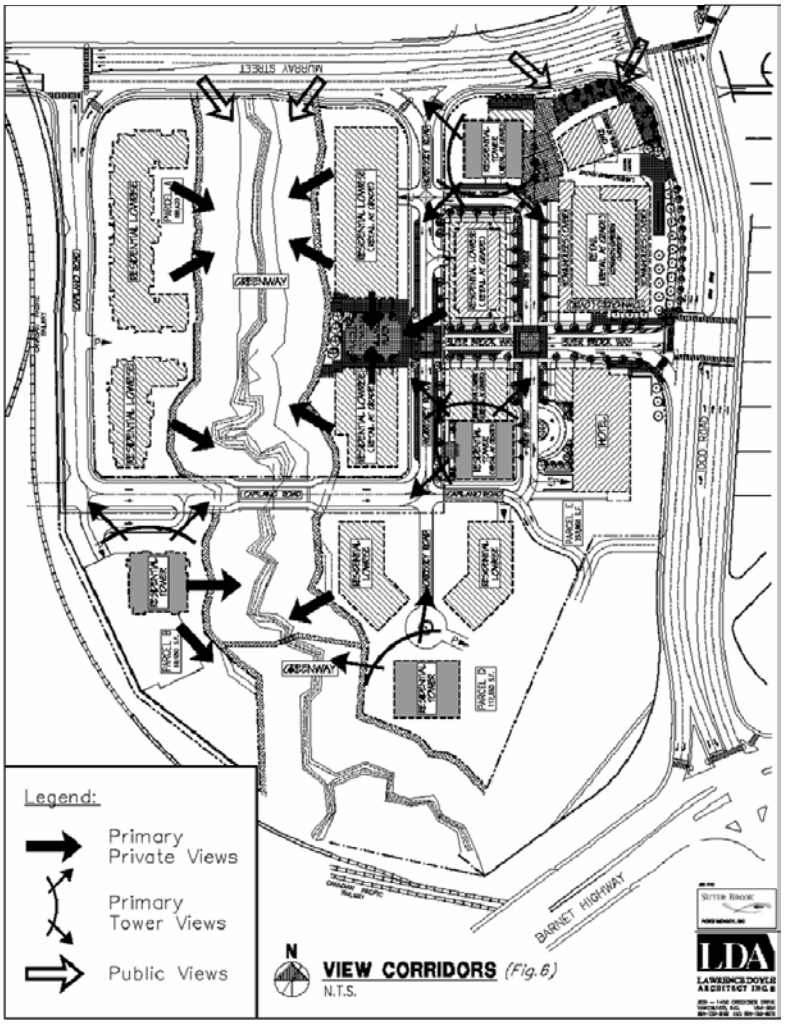
Views will be maximized from units on to public spaces such as the Greenway and the Village Plaza, on to internal courtyard areas where applicable and on to the Inlet and mountains to the north and northwest. (Fig.6). The Greenway, Village Plaza, and Village Square are the primary focuses for the views into and within the community.

4.2 Safety

The following will apply:

- Define street edges with residential units that have either at grade access or, for mixed-use buildings, windows facing the street over commercial space at grade, to provide 'eyes on the street' for pedestrian safety.
- Incorporate traffic calming measures.

FIGURE 6



- Provide sidewalks on both sides of streets with street trees and parallel parking separating pedestrians from moving traffic.
- Make intelligent use of concrete pavers of varying colour and size to clearly demarcate pedestrian, parking and traffic areas and to slow vehicular traffic on internal streets
- Ensure that all buildings satisfy visibility and access standards for fire fighting and community policing.
- Provide areas within open spaces which invite active use.
- Promote opportunities for audible and visual contact between neighbours.
- Provide secure parking areas.

4.3 Privacy

The following will apply:

- Provide a clear definition between public and private realms through the use of semi private front yards and interior courtyards.
- Maintain a spatial separation that maximizes privacy for all dwelling units on the site.
- Use planting, concrete pavers, low fencing, and/or limited changes in grade, to provide soft edges between public and semi private spaces (Figure 7)

4.4 Sun, Shade and Rain

The following will apply:

- Design open spaces to maximize solar exposure where desirable and landscaping to provide shading as needed.
- Use shade trees and streets to provide shade in summer while permitting maximum light penetration during winter.
- For protection from rain, incorporate continuous canopies along pedestrian zones fronting commercial/retail units in the Suter East Neighbourhood.

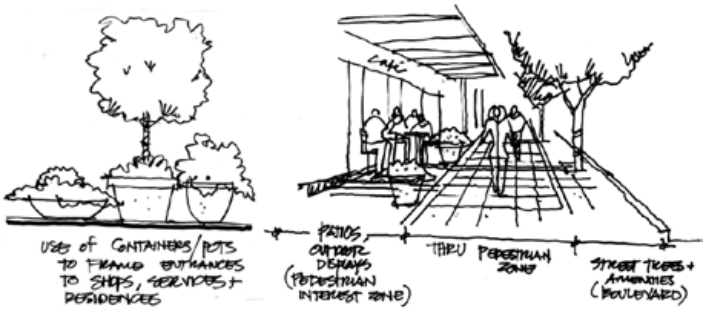
C. PUBLIC ENVIRONMENTS

1. Suter Brook Greenway

1.1 General Description

The Greenway is a minimum of 21.0m wide from the top of bank on both sides Suter Brook, providing a total Greenway width of between 50m and 100m. This Greenway includes the Suter Brook Reserve Zone, which is a minimum of 18.0m wide from top of bank, together with an outside 3.0m wide Buffer and Trail Zone on either side of the Greenway. This Greenway will be publicly dedicated as a protected environmental management area. Habitat trees and shrubs will be retained, or supplementary planting added throughout the Greenway as part of a program designed to

FIGURE 7



protect and enhance Suter Brook; in accordance with the approved habitat management plan. Using the principles of Naturescape, only native species will be planted; the goal being to restore the natural ecosystems as much as possible and to manage public access. At the south end of the site, salmon rearing ponds and spawning channels will be constructed. Selected natural barrier planting will protect the sensitive environment of the Reserve Zone

from direct access, in accordance with an approved controlled access management plan. Educational information detailing the ecological importance of Suter Brook as a salmon stream and wildlife habitat, together with community information such as trail maps, will be provided. Interpretive signs and kiosks will serve as gateways which link the on-site Greenway trail system to the City's broader Shoreline Park trail system.

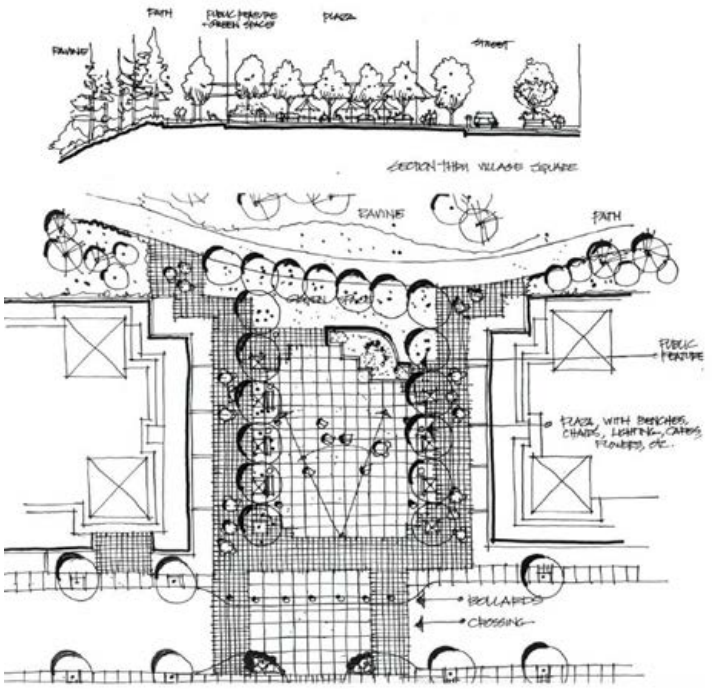
1.2 Trails and Bridges

The Greenway trail system consists of two primary loop trails; one between Murray Street and the Village Plaza and central bridge, and a second between the central bridge and a wooden pedestrian crossing within the southern portion of the site.

A central bridge will be constructed to allow vehicle, bicycle and pedestrian traffic to cross Suter Brook. The central bridge incorporates sidewalks widened to 3.0m which will provide view points to the stream and places for seating and interpretive information while maintaining an unobstructed pedestrian sidewalk. Wider than standard travel lanes across the bridge provide for the safe passage of cyclists.

1.3 Environmental Protection
Habitat protection and enhancement of the Suter Brook Greenway will be ensured by an Environmental Assessment Report, a Construction Monitoring Plan and a Storm Water Management Plan. Each development phase must comply with all requirements and standards of these approved plans.

FIGURE 8: CONCEPTUAL VILLAGE PLAZA PLAN



2. Village Plaza

The Village Plaza is a publicly accessible plaza which will be central to the community and directly adjacent to the Greenway (Fig.8). As the western terminus of the main entry road (Suter Brook Way) off Ioco Road, the Village Plaza will provide views to the Suter Brook and provide an ideal location for the placement of public art.

The Village Plaza has the following attributes:

- it is a public amenity space open for the enjoyment of not only the residents of Suter Brook, but the Port Moody community as a whole;
- it will have a combination of hard and soft landscaping;
- this will be the main stage where people will gather, cafes will have outdoor seating, and community events will occur;
- public benches with backs provide a comfortable location to rest or enjoy the activities taking place in the Plaza;
- at-grade commercial space in the buildings to the north and south of the plaza to possibly house cafes and restaurants with patios bordering the plaza;
- trail entrances to the Suter Brook Greenway trail system and transitional green space;
- sun orientation and shadow impacts will be taken into consideration in designing the Village Plaza;
- a raised "stage" area could be added for use during local music festivals, community days and the like; and
- public art will be installed to provide interest and a central focal point.

3. Village Square

The Village Square is the main plaza for the commercial precinct. It will reflect a European style, which alludes to open, primarily paved nature of the plaza, and how it is defined and enclosed by the buildings. This European style plaza provides a central point for pedestrians orienting themselves within the village and a transition for those entering from Murray & Ioco.

Some trees and fixed features are present around the edge, and the paving patterns are rich and interesting, but primarily the space is open to allow for a variety of uses. It can be used for events, café eating, or simply open to allow for free movement. A central feature will provide an important landmark for the plaza while outdoor seating will create a social hub in the midst of commercial activity.

4. The Corner of Murray Street & Ioco Road

The corner of Murray and Ioco will be an important focal point and pedestrian gateway for the Suter Brook community. It is the threshold for pedestrians coming into the area, and a visual focal point for drivers. The connection to the existing Newport Village will be a strong one, embracing and inviting the established community into the new village. Paving patterns direct people beyond this point up Ioco, or along Murray into

the village. The shape of the building provides some view to the beginning of the plaza and helps to draw people in that direction. The building corner is most prominent here, and the landscape makes way for it to show through. Specific landscape features, such as flagpoles, will indicate that people are arriving at a special place.

5. Street Rights of Way & Edges

In addition to providing for vehicle movement, streets are designed to provide desirable pedestrian and cyclist environments. They also serve to emphasize structure of the community in reinforcing vistas, axis and view corridors.

5.1 External Street Conditions:

The following will apply:

- The Murray Street and Ioco Road edges to the community are to be softened by street trees in a grassed boulevard between the curbs and sidewalk, and in the case of Ioco Road, an additional row of street trees on the inside of the sidewalk (Fig. 9).
- Except at the corner of Ioco Road and Murray Street, sidewalks, street lighting and curb/gutter are to match the existing Town Centre standard. Sidewalks and curb/gutter at the corner of Murray Street and Ioco Road will match the design elements chosen for Suter Brook's internal streets.

5.2 Internal Street Conditions:

A common relationship exists on all the internal streets. In principle, the following will apply:

- sidewalks and moving traffic are separated by a treed boulevard and parallel parking occurring on both sides of all internal streets where space permits;
- sidewalks are constructed in a variegated paver design with banding to align with architectural columns and to denote directional flow in open areas (Fig. 10);
- moving traffic will be slowed as the travel lanes are narrow and straight sections of the roads are short;
- cyclists are safely accommodated within the carriageway of the street;
- pedestrian crossings exist at all intersections and will be marked using pavers in a band that is visible to traffic, and in accordance with City approved policy (Fig. 11);
- street lighting will provide both traffic and pedestrian oriented illumination from separate light sources;
- electrical receptacles will be provided to street trees on select internal roads and open spaces, including the Village Plaza and Village Square, to allow for the installation of seasonal lighting; and
- all utilities will be underground and low profile transformer (LPT) boxes will be integrated with the landscaping.

5.3 Building Street Interface & Edge:

Where the street meets the outside edge of the building base and underground parkade, typical conditions will be:

- underground parkades extending beyond the above ground footprint of a building are landscaped as a residential yard or internal courtyard area;
- if necessary, raising the top of a parkade structure between 0.5m and 1.0m above the level of the sidewalk and street or imbedding the structure into existing slopes to limit disruption of the existing water table;
- all buildings containing commercial/retail space at grade, with the exception of the building at the corner of Ioco Road and Murray Street, will incorporate additional residential storeys with windows fronting the street;

FIGURE 9: CONCEPTUAL PLAN OF INTERSECTION, IOCO ROAD & MURRAY ST.

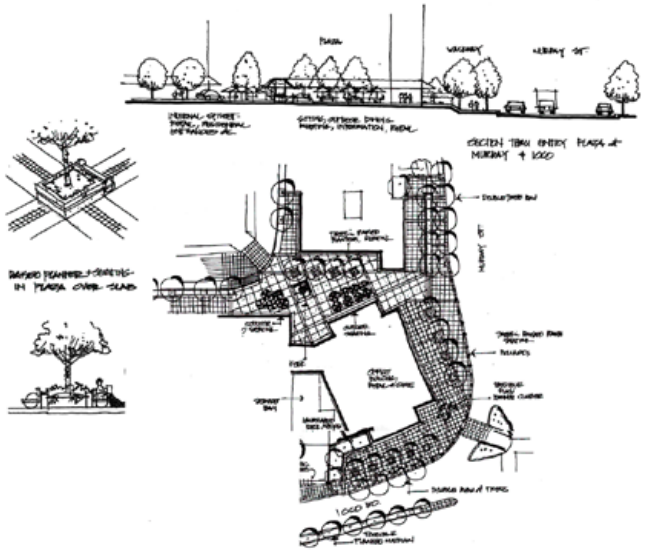
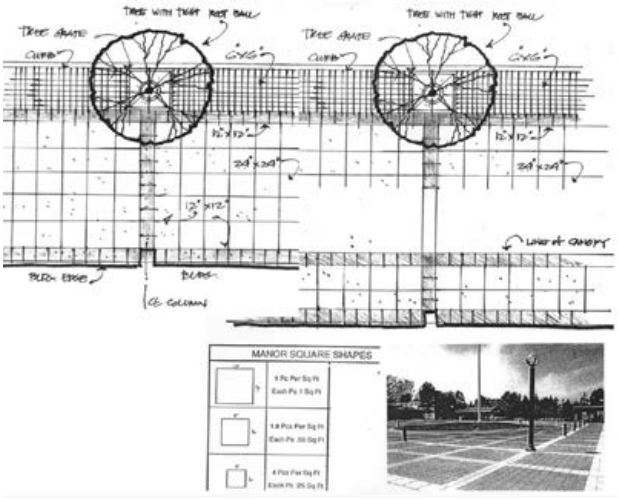


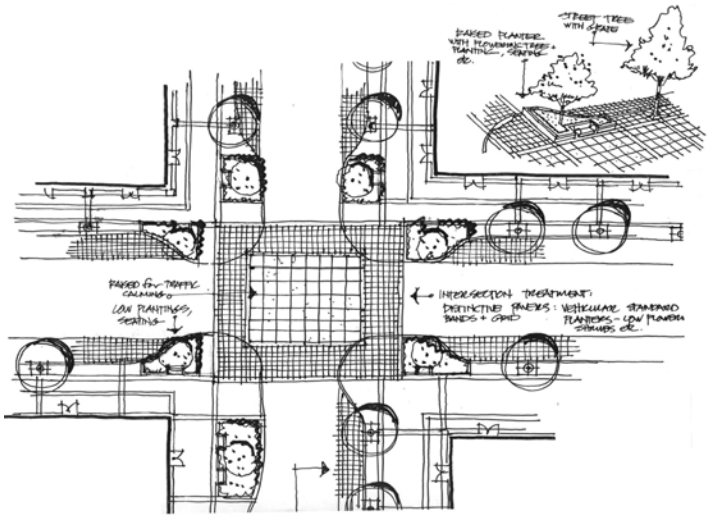
FIGURE 10: INTERNAL STREET SIDEWALK PAVING EXAMPLES



- the building at Ioco Road and Murray Street will incorporate office space with a predominantly glass window facade on the floors above ground level retail; and
- grade changes will be gradual on the sidewalk and stepped up or down adjacent to building entrances to ensure neutral grade at entrances for maximum accessibility.

These conditions will ensure that a pedestrian friendly edge treatment is achieved in all instances.

FIGURE 11: EXAMPLE OF STREET EDGE CONDITION – SUTER BROOK WAY & BREW ST. INTERSECTION



5.4 Vehicle Bridge (Fig. 12)

The bridge across Suter Brook provides shared vehicular, bicycle and pedestrian crossing. The central bridge crossing Suter Brook is designed to present a sense of arrival and crossing by narrowing the apparent right of way and by giving the travel surface a rise and fall. Consequently, the crossing will feel and look more like a traditional bridge. Other required features include:

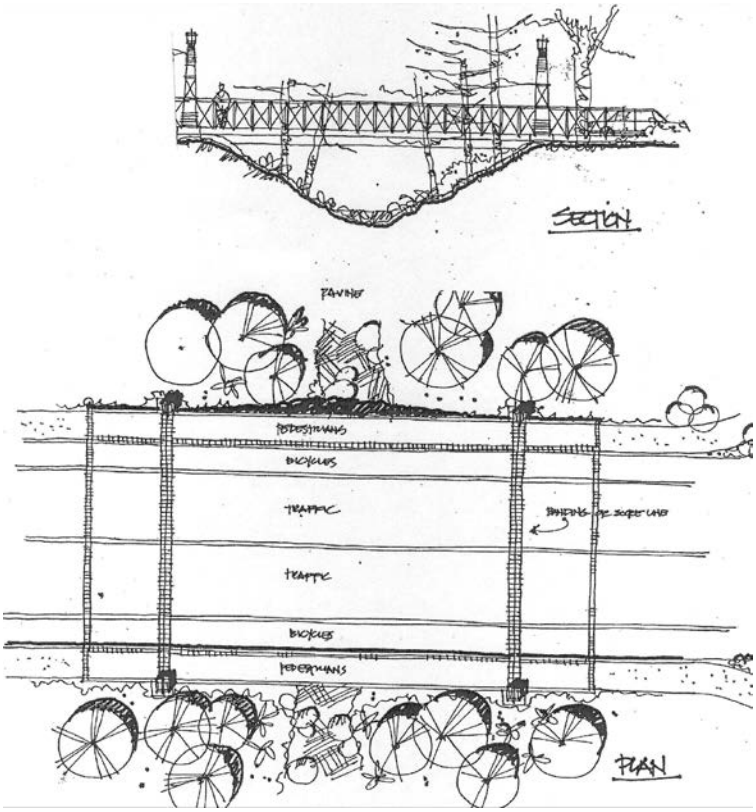
- widened sidewalks allowing for gathering places and Greenway interpretive nodes;
- open railings to emphasize the experience of crossing the stream, allowing people to see the Greenway corridor;
- lighted piers at each end of the bridge mark the crossing, and provide an important landmark for orientation;
- banding pattern on the road surface;
- widened travel lanes for ease of bicycle passage; and
- designed to minimize the impact on the stream banks.

4. Public / Private Open Spaces

A hierarchy of public and private open spaces exists throughout the community. In general, the separations are:

- publicly dedicated spaces include the Greenway and some street and sidewalk areas;
- a publicly accessible (via statutory rights of way) Village Plaza area that is privately owned;
- a publicly accessible (via statutory rights of way) Village Square area that is privately owned;
- semi private landscaped courtyard areas within most development parcels, in some cases on top of parkades or on top of commercial /retail space;
- semi private yards; and
- private balcony or patio areas directly adjacent to the buildings.

FIGURE 12: CONCEPTUAL PLAN OF BRIDGE CROSSING



5.Streetscape

Suter Brook will consistently employ streetscaping fixtures throughout all parcels and at the intersection of Ioco Road and Murray Street to give the entire community common aesthetic elements. Examples of these elements are as follows:

- street trees along boulevards (Fig. 13);
- lighting to be coordinated with style, colour and base of other appointments;
- a Domus type luminaire with pedestrian and street scale lighting;
- light fixtures to have banner and hanging basket support (Fig. 14);
- bollards to match base of light fixture; and
- seating to be Francis Andrew Centennial style type series 22-3 with series 31-2 receptacle or equivalent (Fig 15).

Streetscape elements will be consistent with, or complement, the streetscape elements found throughout Inlet Centre.

6. Public Art

Public art at Suter Brook will help to enrich the pedestrian space, particularly in the Village Plaza and Village Square. Locally designed art will be encouraged that speaks to the place, and adds a rich level of detail. The art will help to create pedestrian scale landmarks for use by residents, animating the plazas and making the space unique.

FIGURE 14: EXAMPLES OF LIGHTING & BOLLARDS

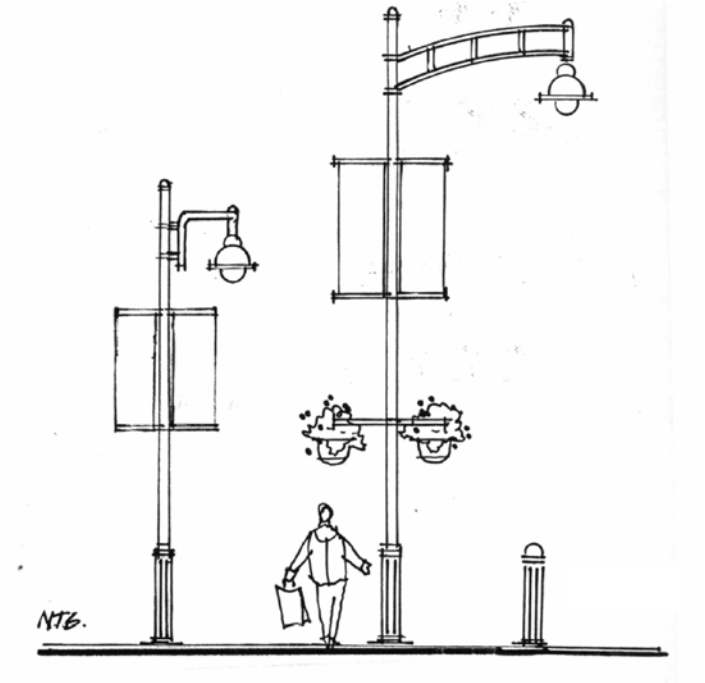


FIGURE 13: EXAMPLES OF INTERNAL STREETS & STREET TREE FEATURES

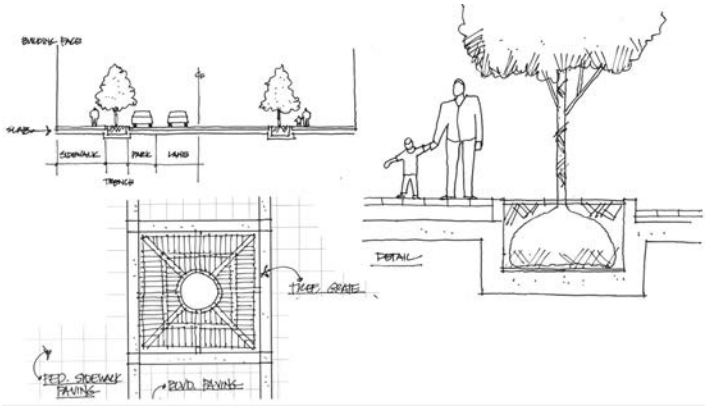
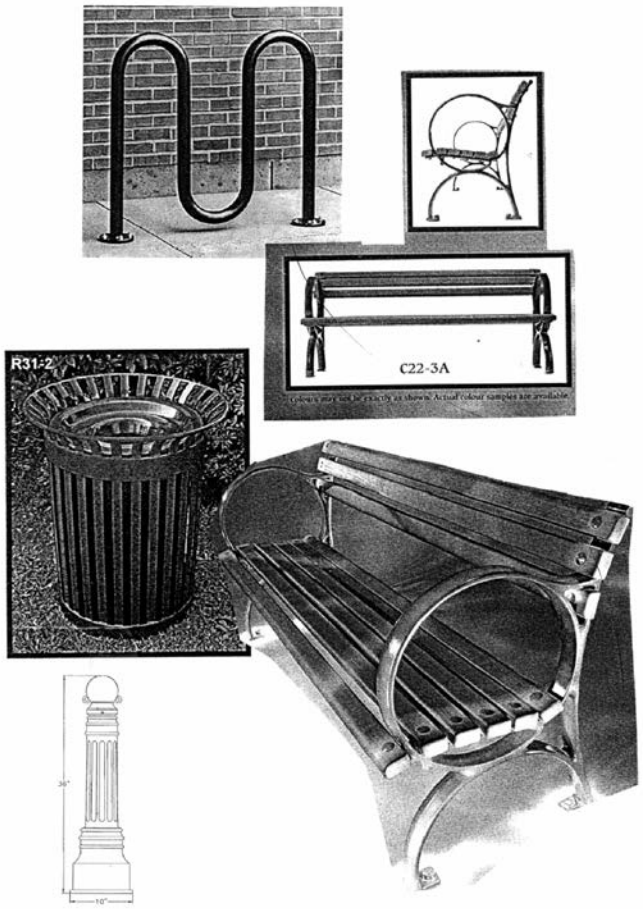


FIGURE 15: EXAMPLES OF TRASH RECEPTACLES, BENCHES, BOLLARDS & BICYCLE RACKS OR EQUIVALENT



D. NEIGHBOURHOODS – GENERAL GUIDELINES

1. Overall Concept

Residential areas within the Suter Brook community have distinct characteristics and give rise to a variety of forms and massing suited to a variety of future residents. The completed community is expected to accommodate between 1,050 and 1,250 units.

2. Neighbourhoods

There are three residential neighbourhoods in the Suter Brook community

a) Suter East Neighbourhood
b) Suter South Neighbourhood
c) Suter West Neighbourhood

For parcel specific information refer to the sketch plans contained in Section F Parcel Specific Development Requirements. Also, for details on permitted uses, densities and related provisons, refer to the Land Use Contract bylaw.

Characteristics common to all neighbourhoods; buildings will reflect the following:

- Towers emphasize vertical forms and edges to accentuate a slender appearance. A defined base on each tower corresponds to the scale of the surrounding residential buildings (Fig. 16).
- Buildings designed to suit the west coast environment with emphasis on overhangs for sun and rain protection of exterior walls, including significant cornice treatments on buildings incorporating flat roofs.
- Use of a variety of materials and building articulation to help break up building massing and provide visual interest.
- Minimize visible roof venting.
- Minimize visibility of antenna and other wireless communications facilities.
- Rooftop mechanical equipment must be architecturally integrated.
- All residential parking requirements, including visitor parking, are accommodated in parkades under the buildings. Some on street parking is also available throughout the community.
- Rooftop decks where practical on both highrise and lowrise buildings.

The landscape for all of the parcels will have two aspects to it: urban area planting and natural area planting. Urban area planting style will include primarily ornamental plant material, or native plant material used in ornamental planting style. These will be more manicured areas, including use of trimmed hedging, lawn, and perennial flower beds. Plant material will typically be smaller, and carefully selected and arranged to ensure Crime Prevention through Environmental Design (CPTED) principles are adhered to. Decorative fence and gates at property edges will reflect the character of each

FIGURE 16: EXAMPLES OF HIGHRISE BUILDING CHARACTER

Azura One - 1438 Richards, Vancouver

Nova – 989 Beatty, Vancouver

Domus – 1055 Homer, Vancouver

neighbourhood. Low hedges in conjunction with decorative metal fence will mark the property perimeter. Natural area planting will follow the Naturescape guidelines as outlined in the Naturescape British Columbia Native Plant and Animal Booklet published by the British Columbia Ministry of Environment, Lands and Parks, 1995. This publication outlines specific native plants and approved near native plants and their use in natural planting schemes. This will be the primary style of planting adjacent to any natural edge, such as the ravine edge. CPTED principles will also be used for maintaining sightlines along trails through natural planting areas. All planting areas will also be designed to have an appropriate diversity of plant types, combining a mix of evergreen and deciduous plants. Different forms, scales, and textures will be used to provide all season interest.

2.1 Suter East Neighbourhood

General Character

The following will apply:

- Character is expressed through simple non-homogenous building forms, expressive colour and materials that give the appearance of steel, painted concrete, flat cladding panels, brick and glass.
- Overall appearance is urban and sophisticated.
- A variety of housing styles, including high and low rise apartments and townhouses, will attract a variety of residents.

Building Character

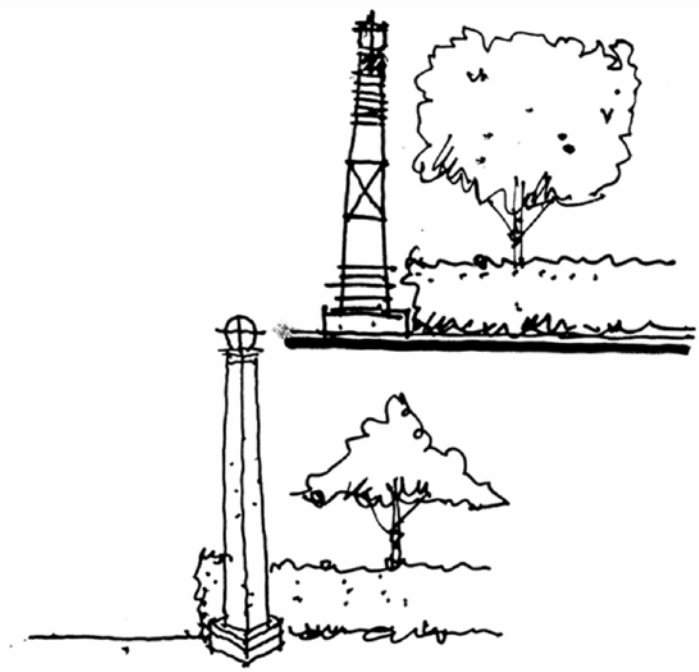
The following will apply:

Highrise Buildings
- Use of materials such as steel, painted concrete, brick and glass.
- Emphasis on vertical definition of dwelling units along street facades to create rhythm and to shorten the visual length of the building.
- Highrise towers will incorporate one or more curved facades to maximize view opportunities.
- Strong cornice lines and lines expressing mid and base points.

Townhouses
- Townhouses above the main retail building (Parcel E-1) maintain the strong façade on the street side and look onto an internal landscaped green roof courtyard and private patios above the ground level retail.

Lowrise Buildings
- Use of varying trim appearances for window surrounds to compliment expression lines.
- Roofs will be predominantly flat with inset pitched roof forms to mitigate view impacts onto the roof from neighbouring residential areas where appropriate. Rooftop mechanical equipment must also be architecturally integrated.
- There will be an effort to incorporate private yards as well as "green roofs" where practical.
- The gateway entry off Ioco Road is marked by a building corner element on each side. (Fig. 17)
- The four storey buildings on Parcel C will have substantial elements to match the appearance of the seven storey building across the street on Parcel E-3.

FIGURE 17: GATEWAY ELEMENTS



Landscape Character

The following will apply:

- Landscape character will be comprised of clean lines, expressed by manicured hedges and architectural massing of plants.
- Fence material is metal and the low walls and piers are scored concrete and/or brick.
- The ground plane treatment will be concrete unit pavers in varying size and colour.
- Planting adjacent to the Greenway follows the concepts of Naturescape.

Mixed Use Precinct

The Mixed Use Precinct, which is located in the Suter East Neighbourhood, will have an urban village character created by its mix of uses (e.g., office, retail, pub/restaurant), its blending of architectural styles, its use of high quality materials such as brick, concrete, glass and pavers, and its commingling of residential densities. It will provide employment and business opportunities for Port Moody and a vibrant sense of community for the residents of Suter Brook.

a) Urban Design

The following will apply:

- avoid a cookie-cutter look and feel by employing a variety of complementary materials and architectural styles;
- include predominantly flat roofs with architecturally integrated parapets and cornices;
- provide for a diverse and visually interesting streetscape with a continuous retail frontage which will attract visitors and tourists as well as local shoppers;
- provide continuous weather protection for pedestrians along the retail and other appropriate frontages;
- integrate residential units above the main floor retail to reinforce the sense of an urban village while providing a prominent complementary building facade to frame the space; and
- treat the corner of Ioco Road and Murray Street such that the angled office/retail building is a feature and pedestrian traffic is naturally drawn into the Commercial Precinct through the strategic use of high-quality landscaping and pavers. The corner itself should not be the feature but should operate to draw pedestrians into Suter Brook, including through incorporation of public art.

b) Retail

The retail component of the Mixed Use Precinct will:

- provide local services, financial services, a major grocer, a pub and licensee liquor retailer and specialty retail and food outlets to promote customer activity throughout the day and evening;
- utilize the ground floor of the office building for retail at grade fronting onto the Village Square open space provided at the terminus of the main internal commercial street;
- encourage retail spaces to "spill out" onto the Village Plaza and other open spaces in the form of informal and flexible patio spaces;
- accommodate retail in generally narrow frontages to permit a larger number of tenants to give greater diversity and customer activity; and
- have predominantly transparent glass in retail frontages (Fig.18).

FIGURE 18: EXAMPLE OF RETAIL/GROCER WITH RESIDENTIAL ABOVE

c) Signage

The following will apply:

- building signage will be structurally integrated into the design of the buildings;
- opportunities for a big screen television will be explored;
- signage will not dominate the building facades; and
- the location and details of the signage will be reviewed and approved by the municipality to demonstrate that the signage is architecturally compatible with the building and surrounding area prior to development approval for Parcel C or Parcel E.

d) Office

Office Space will:

- primarily be provided in the floors above ground level in the building at corner of Ioco Road and Murray Street;
- be the focus of the Murray Street and Ioco Road corner, with a primarily glass façade and potential for a curved wall element.;
- use a central lobby in the building shared by office tenants and the residents of townhouses over the neighbouring major commercial building; and
- require service access at the back of the building via the main commercial retail loading access off Ioco.

e) Additional Office Space
This building will:

- be architecturally consistent with the design employed in the Suter East Neighbourhood and will use high quality building materials such as brick, steel and glass (Fig. 19);

f) Parking & Loading

The following will apply:

- Customer parking required to support the retail and office components will be provided in an underground parking garage, which will also support much of the parking requirements of the residential component of the Commercial Precinct.
- Retail customers will access grade level retail from parking level via a movator or elevator. A movator will be located adjacent to the entry to the major grocer.

FIGURE 19: EXAMPLE OF **OFFICE** / MIXED USE BUILDING

- On street parallel parking will also be provided on both sides of all internal roads where space and grades permit and will help meet typical daily needs for success of the retail.
- Parking for the office component will be provided within a separate secured area of the underground parkade on Parcel E.
- Loading and unloading for both major retail and office needs will be provided from a loading access off Ioco Road behind and between the retail/office building and the major commercial building. This loading bay will be landscaped on top, gated and landscaped around its entrance to be made as inconspicuous as possible from Ioco Road (Fig. 20).
- Short term service parking and loading/unloading will be provided at grade adjacent to the retail units.
- Accessible parking for people with disabilities will be incorporated both on street and in the underground parking facilities in proximity to elevators or a movator.
- Use will be made of coloured stamped concrete or similar hard surfacing to define loading areas, along with such measures as down cast lighted bollards, landscaping, and screening as appropriate.

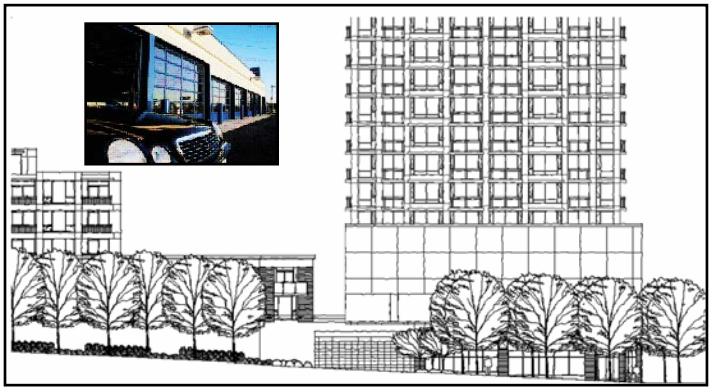
2.2 Suter South Neighbourhood

General Character

The following will apply:

- The neighbourhood character is expressed through building forms with natural colours and materials that give the appearance of wood, brick, stone and slate.
- Extensive use of materials such as brick and stone on facades and walls of the tower base and low rise buildings.
- Distinct from other neighborhoods in both materials and color scheme.
- The neighbourhood suggests the sensibility of a private enclave with a single entry approach and landscaped auto court.
- The relationship to the "Irly Bird" site to the east will be taken into consideration in designing road access and setting grades of buildings and other structures.

FIGURE 20: ELEVATION OF LOADING BAY ON MURRAY & IOCO



Building Character

The following will apply:

Lowrise Buildings

- Lowrise buildings to show simple pitched roof forms throughout with straight eave lines and inset gables.
- Lowrise buildings may incorporate some townhouses.
- Balconies are a combination of recessed and exposed and may partially extend beyond the face of the building.
- Extensive use of matching detail trim on lintels and sills, columns and gables.

Highrise Building

- The tower above the base should be concrete in a complementary colour to the base with window wall and "punched" windows.
- Vertical elements should be emphasized by use of the building elements and colour.
- The tower design is symmetrical on the north south axis to reinforce its position as a central vista, but is not necessarily symmetrical on all facades.
- The tower will be stepped in on its upper storeys. (Fig. 16)

Landscape Character

The following will apply:

- Entry to the neighbourhood defined with stone piers and walls identifying the enclave.
- Heavily landscaped with trees, hedges and planting to separate Suter South Neighbourhood from the commercial precinct.
- Garden trellis, formal bench groupings and water spray pools are used as feature elements.
- Unit pavers used as auto court paving material to reinforce an upscale and formal nature of the landscape.
- Planting adjacent to the Greenway following the concepts of Naturescape.

2.3 Suter West Neighbourhood

General Character

The following will apply:

- The Suter West Neighbourhood is expressed through combinations of natural colour and materials that give the appearance of wood siding and brick massing.
- The overall ambiance of the neighbourhood reflects its primary orientation towards the Greenway.

Building Character

The following will apply:

Lowrise Buildings

- The 'Suter West' low rises have a defined and articulated facade that alludes to townhouse units along the street.
- Vertical elements are expressed by different colour and/or materials under the roof pitches to break up the horizontality of the building.
- Brick material forms the massing of the ground floor as well as vertical columns that frame many of the balconies.
- Balconies predominantly project from the building face with covered gable roofs.

Highrise Building

- The 'Suter West' tower is set amid extensive landscaping in an English Garden style, which will be constructed on top of the underground parking garage.
- A strong base element for the tower will relate to the low rise development to the north and give the tower an appropriate scale at street level.
- The tower should be finished in concrete, coloured to relate to the base, with window walls and 'punched' windows.
- Glass panel balconies will be a combination of recessed and projecting.
- These elements should be arranged to emphasize the verticality of the tower so it will have an overall slim appearance.
- The top of the tower should be stepped back to reduce the bulk of the tower and to give a sense of slimness.

Landscape Character

The following will apply:

- Landscape theme reflects the values of the English garden. Plant massing is formal in nature, but informal in appearance.
- Fence and gate material is wood and the low walls and piers are brick or stone.
- Planting adjacent to the Greenway follows the concepts of Naturescape.
- 'The landscaping over the parking structure for the tower should be both useable and visually interesting from the tower.

E. PARCEL SPECIFIC DEVELOPMENT GUIDELINES

Development of the parcels in accordance with the Design Guidelines is illustrated in the conceptual parcel plans which follow.

Parcel A

- Conceptual architectural plan for Parcel A (Fig. 21)
- Hedges, pathway, node, and nature-scaping for Parcel A (Fig. 22)

Parcel B

- Conceptual architectural plan for Parcel B (Fig. 23)
- Conceptual landscape plan for Parcel B (Fig. 24)

Parcel C

- Conceptual architectural plan for Parcel C (Fig. 25)
- Conceptual landscape plan (Village Plaza Plan), Parcel C (Fig. 26)

Parcel D

- Conceptual architectural plan for Parcel D (Fig. 27)
- Conceptual landscape for Parcel D (Fig. 28)

Parcel E

- Conceptual architectural plan for Parcel E (Fig. 29)
- Conceptual landscape plan for Parcel E (Fig. 30)
- Conceptual landscape plan of upper level (Site Corner Ioco & Murray), Parcel E (Fig. 31)
- Landscape treatment along Murray Street and Ioco Road, Parcel E (Fig. 32)
- Also refer to the Loading Elevation Concept Plan (Fig. 20)

FIGURE 21

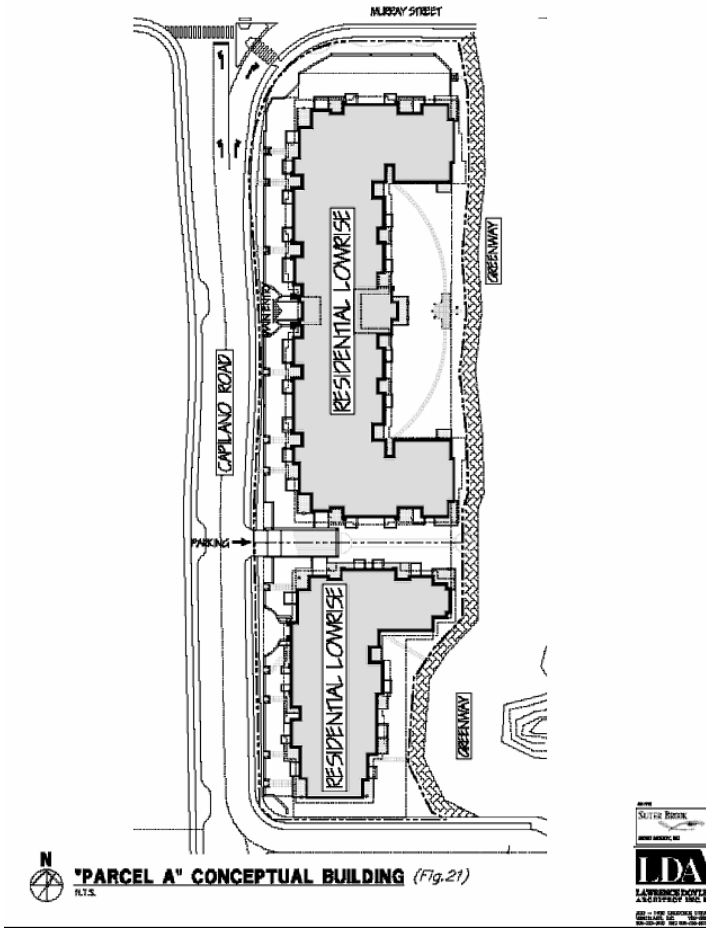


FIGURE 23

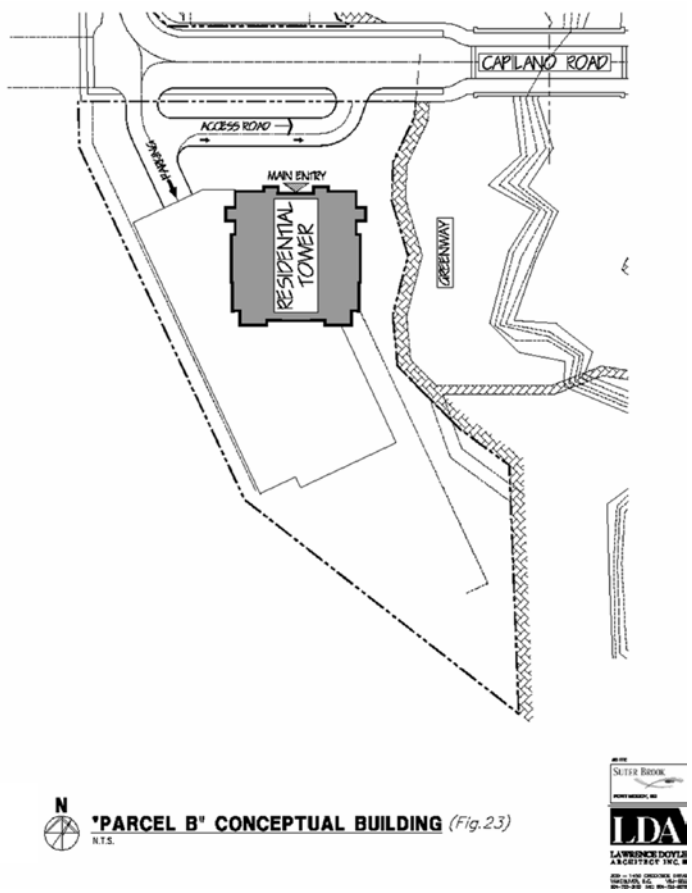


FIGURE 22: HEDGES, PATHWAY, NODE, AND NATURE-SCAPING FOR PARCEL A

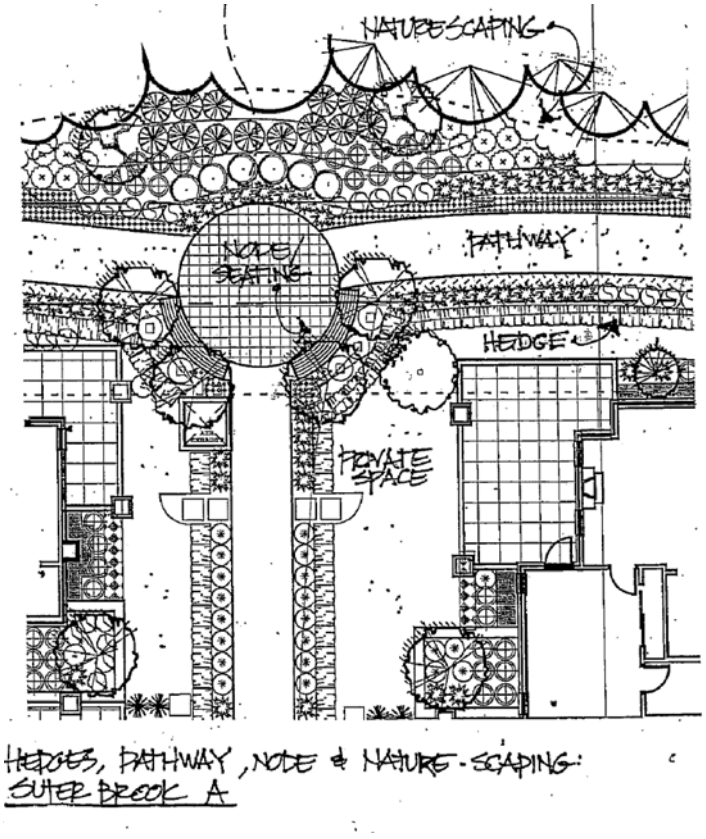


FIGURE 24: CONCEPTUAL LANDSCAPE PLAN FOR PARCEL B

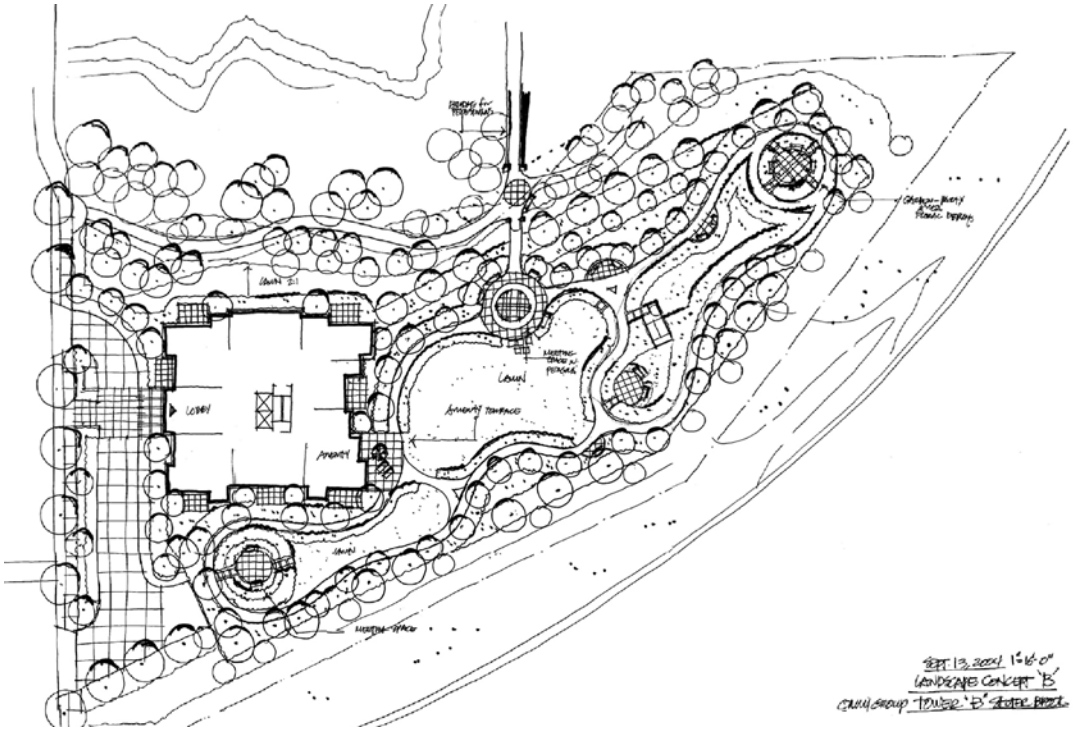


FIGURE 25

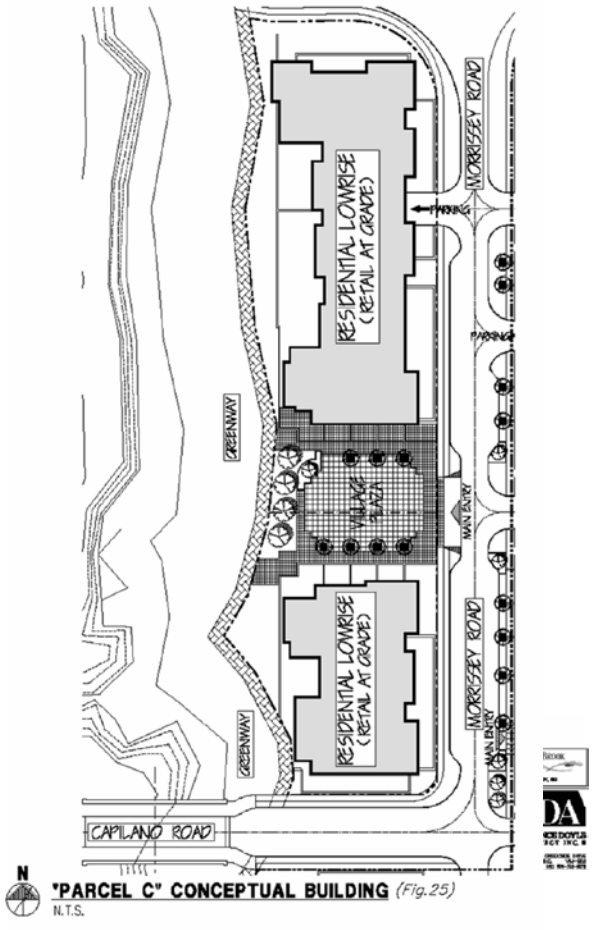


FIGURE 26: CONCEPTUAL LANDSCAPE PLAN (VILLAGE PLAZA PLAN), PARCEL C

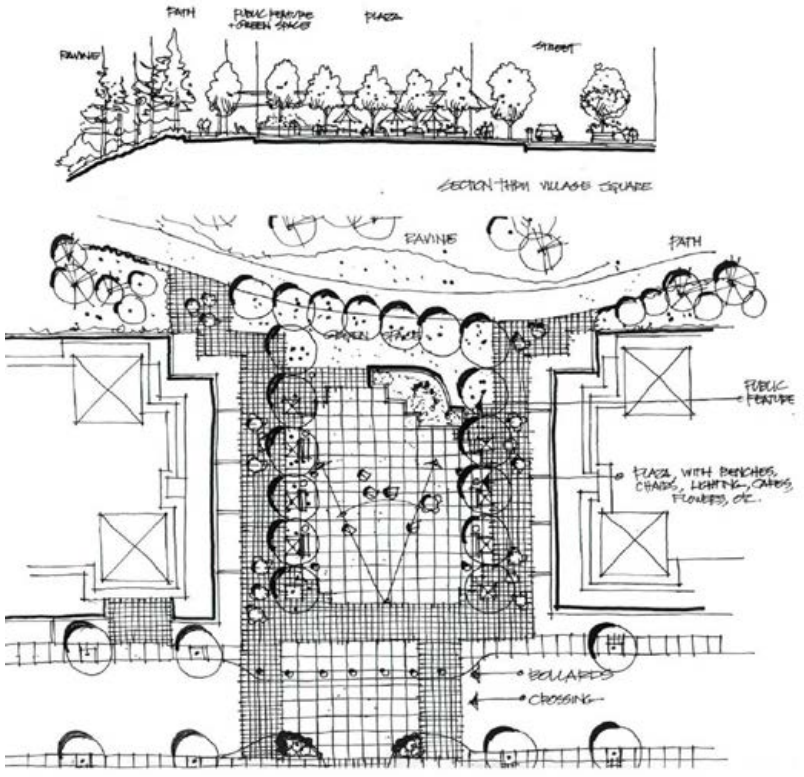


FIGURE 27

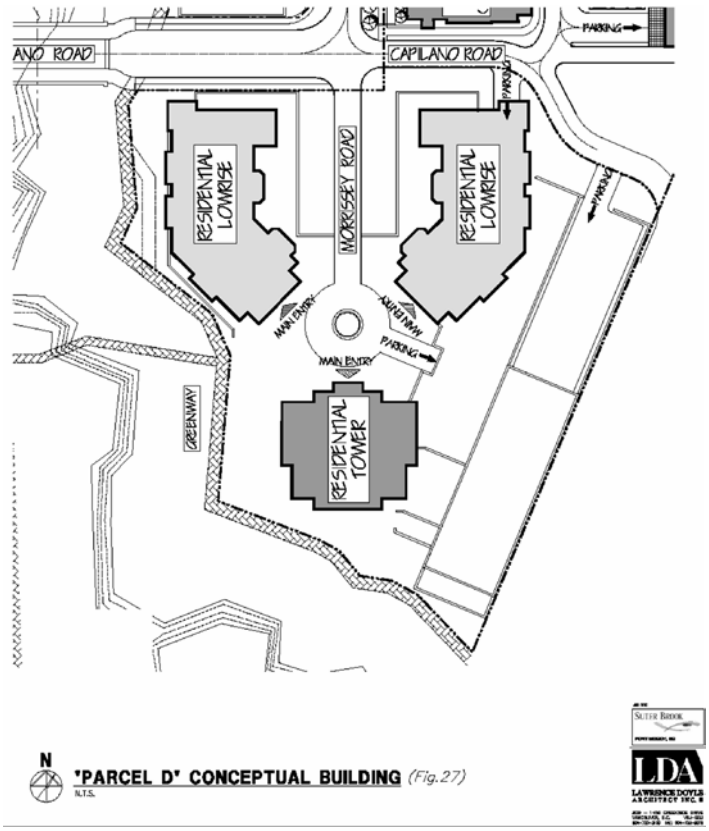


FIGURE 28: CONCEPTUAL LANDSCAPE PLAN FOR PARCEL D

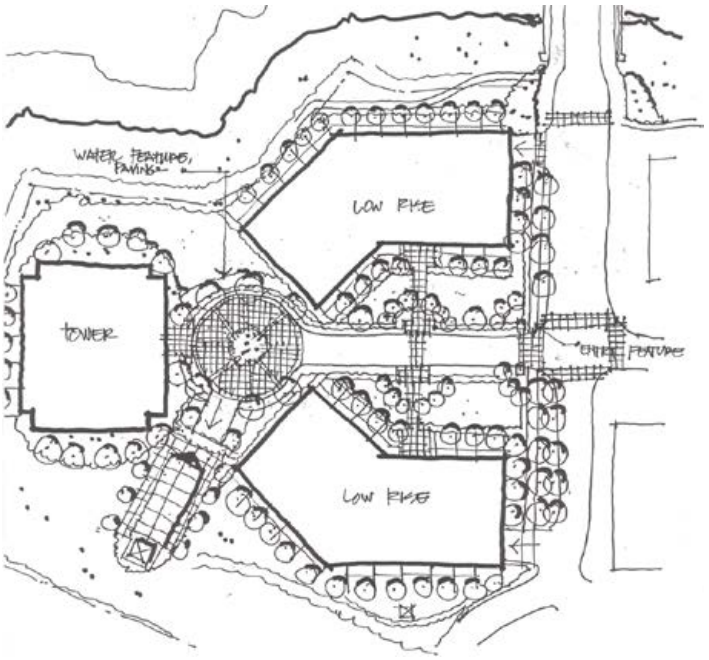


FIGURE 29

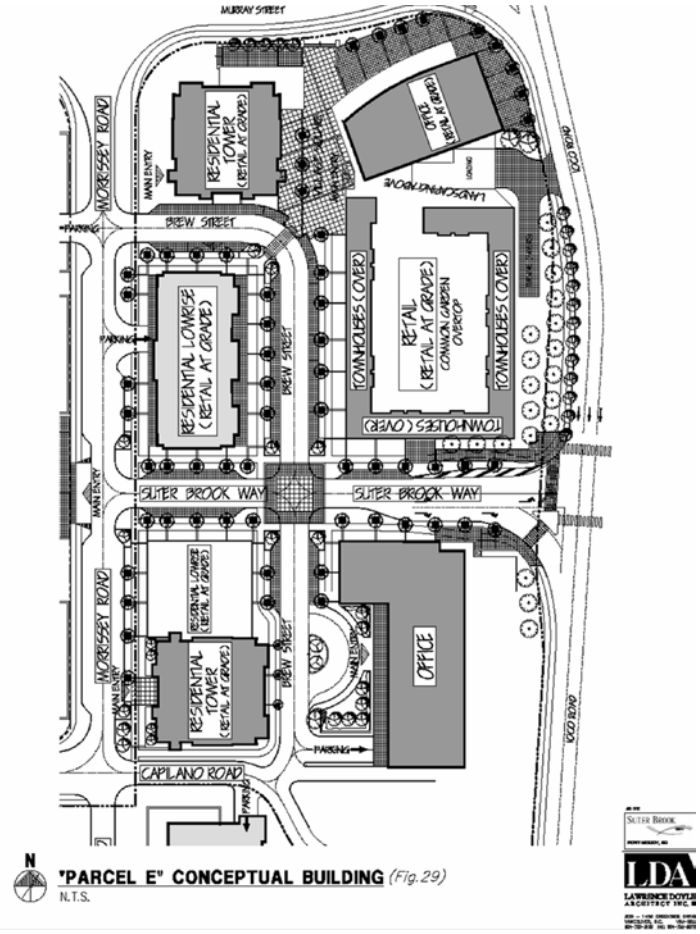


FIGURE 30

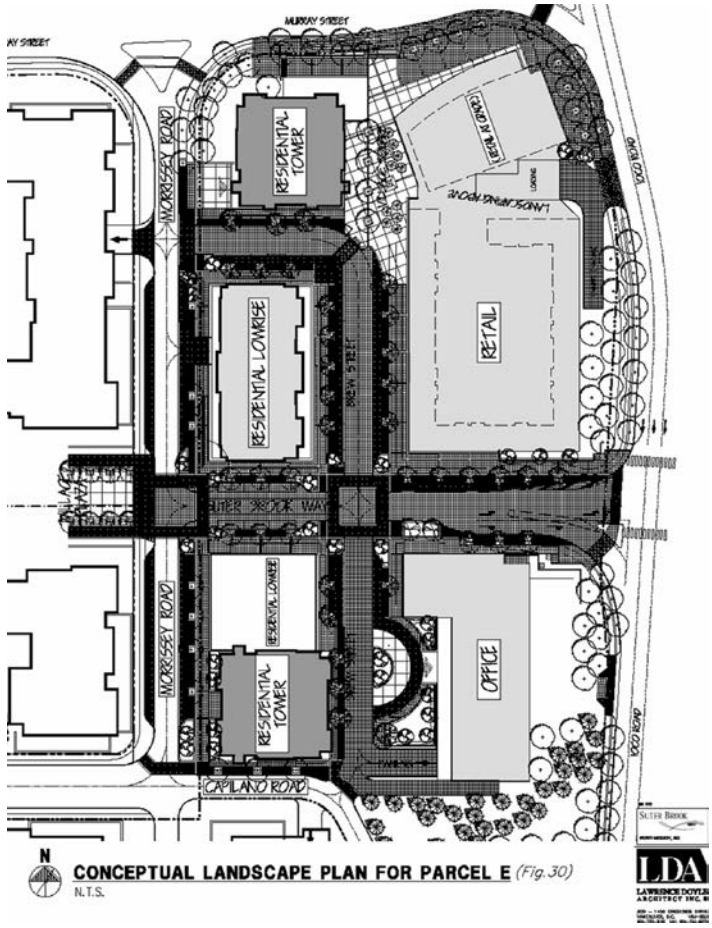


FIGURE 31

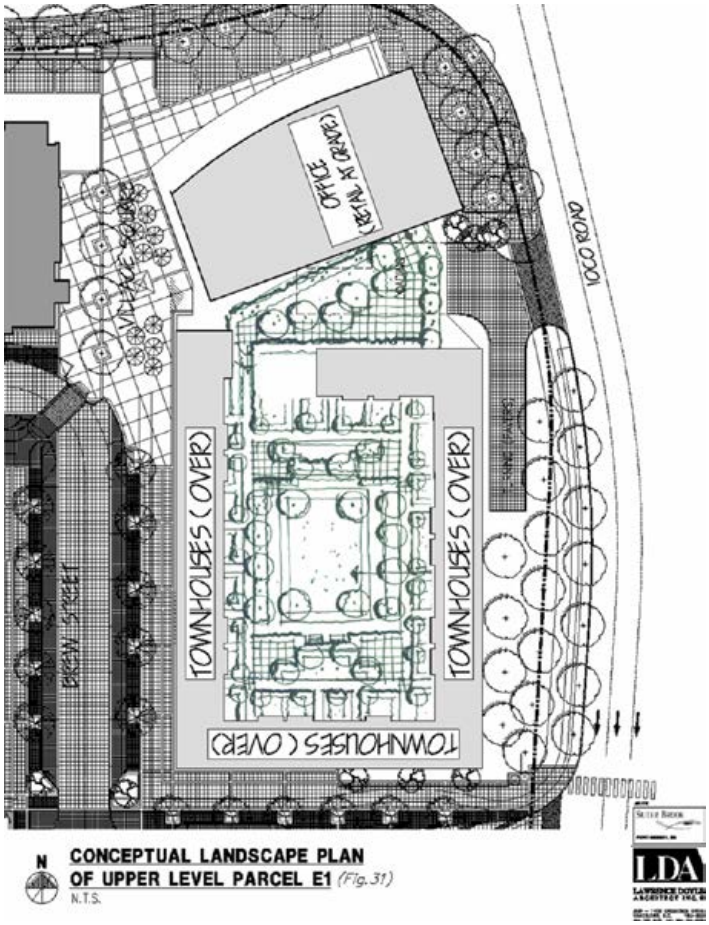
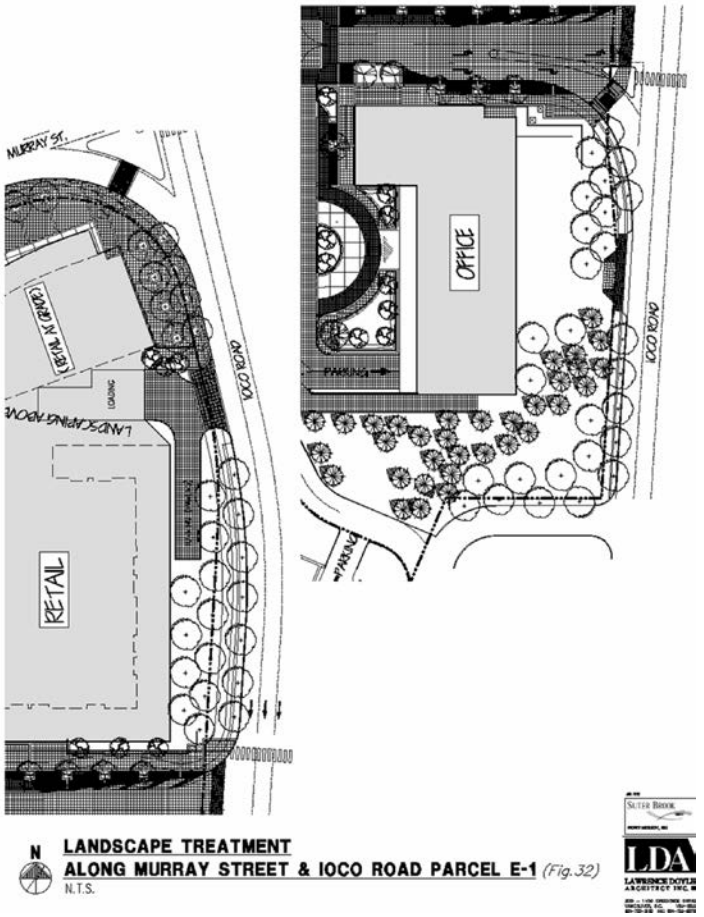


FIGURE 32



4.7.3 KLAHANIE DESIGN GUIDELINES

Prepared by Ramsay Worden Architects and Phillips Wouri Long Landscape Architects for Polygon Klahanie Development Ltd.

1.0 INTRODUCTION

1.1 INTENT OF GUIDELINES

The intent of these guidelines is to guide future development of the former IPSCO Inc. site (hereafter referred to as Klahanie) in general accordance with the Port Moody Official Community Plan and the CD-28 Zoning By-law. The guidelines will allow for variances to the CD-28 By-law and subdivision By-law through the Development Permit process. The guidelines will also facilitate the coordinated development of an identifiable, mixed-density, pedestrian-oriented residential development that is sympathetic to the surrounding community and environmental context while reinforcing the City's vision for a vibrant Port Moody Inlet Centre.

A consistent design theme is to be used throughout the development integrating all architectural and landscape elements. An additional component throughout Klahanie will be the incorporation of public art. A policy and direction for this element will be determined in consultation with City Staff.

The design guidelines outline both general and specific requirements for achieving the desired character and form of development for Klahanie and are organized according to the following general categories:

- Street Network
- Public Realm
- Landscape
- Building Form and Character

It is worth emphasizing that while the guidelines are separated into the above four categories, they are to be seen as an integrated and mutually supporting set of strategies. For example, achieving the desired village character is dependent upon (among other things) the creation of a fine-grained network of streets and paths as well as the creation of a positive relationship between buildings, streets, and open spaces. It is anticipated that these guidelines be applied comprehensively to the site and involve coordination between various departments, agencies and specialists involved in developing the site as development proceeds.

2.0 DESIGN GUIDELINES

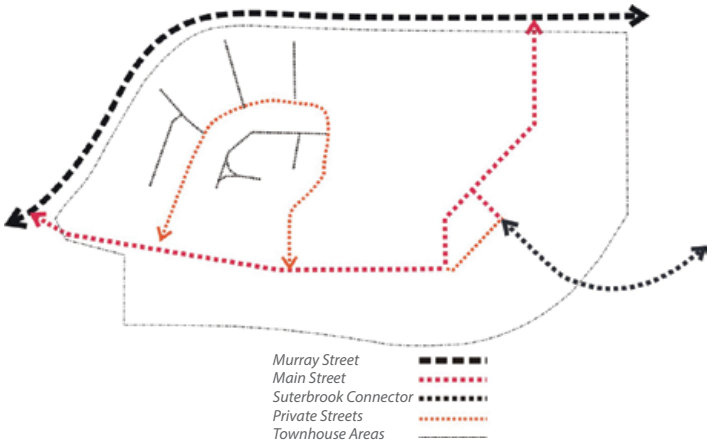
2.1 STREET NETWORK

An integrated road network will facilitate efficient local traffic flow on a primary Main Street and a series of private neighbourhood streets. Trees, sidewalks, on-street parking, traffic calming and building setbacks will define the majority of street edges and provide a pleasant envelope for local vehicular, bicycle and pedestrian traffic.

2.1.1 Hierarchy

The hierarchy of streets is designed to suit the specific travel functions of each street type and to maximize interconnectivity through the site. Local through-traffic is accommodated on the Main Street spine, which connects to Murray Street at the west and north edges of the site. A secondary public street will provide access to the Suterbrook site via Main Street at the Neighbourhood Square. A local (private) street network, consisting of the Private Loop and secondary townhouse access roads, provides access to the townhouse area north of Main Street.

2.1.2 Street Profiles



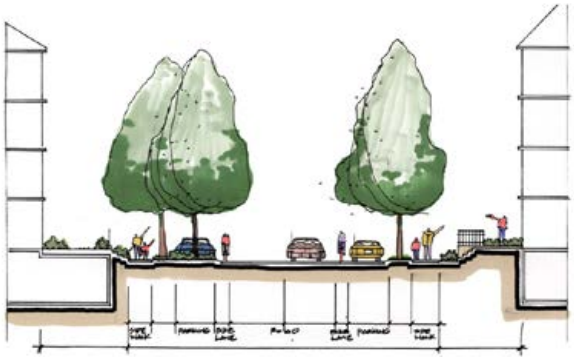
Murray Street
Murray Street upgrades will be consistent with the requirements of the Development Agreement regarding dimensions and landscaping. See additional notes on the landscape treatment in Section 2.3.3 Edges.

Main Street

Possible Main Street character

The profile for Main Street will reinforce the vision for a lively, pedestrian-oriented urban street. On-street parking, building frontages, street furnishings, lighting, and street trees will be provided to frame the street and create a pleasant envelope for drivers and pedestrians. Key intersections within and into the site, around the Neighbourhood Square and at some building entries will feature special treatment (i.e., corner bulges and / or decorative paving) to highlight these special areas.

Road edges are to be softened by street trees in a grassed boulevard between the curbs and sidewalk.

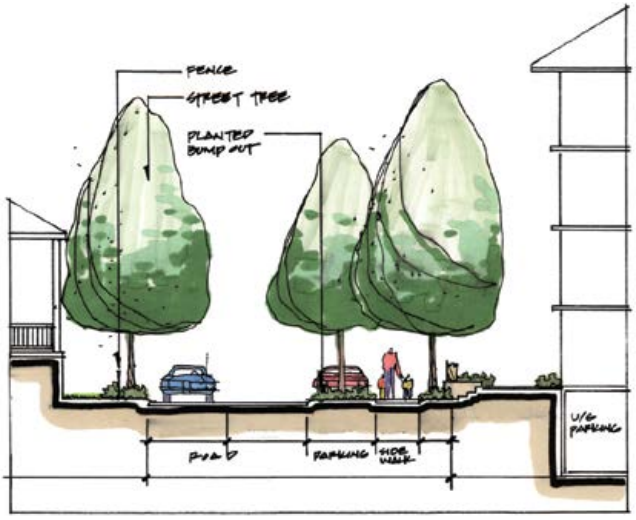


Typical Section Through Main Street

Street lighting and curb / gutter detail are to match the existing Inlet Center standards as included in the Development Agreement.

Private Streets
Private streets will reflect the character of smaller-scale residential streets. The provision of street trees and boulevard planting will be provided to reduce the overall feeling of scale and soften the impact of parked vehicles.

Boulevard bulges will be planted with street trees to separate parking bays. Parking will be separated from the street via a concrete band or concrete roll curb. Decorative paving will soften the visual impact of parking bays.



Typical section through private street

2.1.3 Parking

On street parking is provided on one or both sides of the majority of streets as a means of increasing parking capacity, increasing activity on the street, calming traffic and buffering pedestrians from the roadway. Underground parking in apartments and tandem parking in townhomes will be provided.

Security in residential parking structures will be designed with CEPTED standards where possible. Careful consideration will be given to the design of exposed faces of underground parking through landscaping or architectural treatment.

On-street parking and boulevards planted with trees will separate sidewalks from traffic.

2.1.4 Gateways

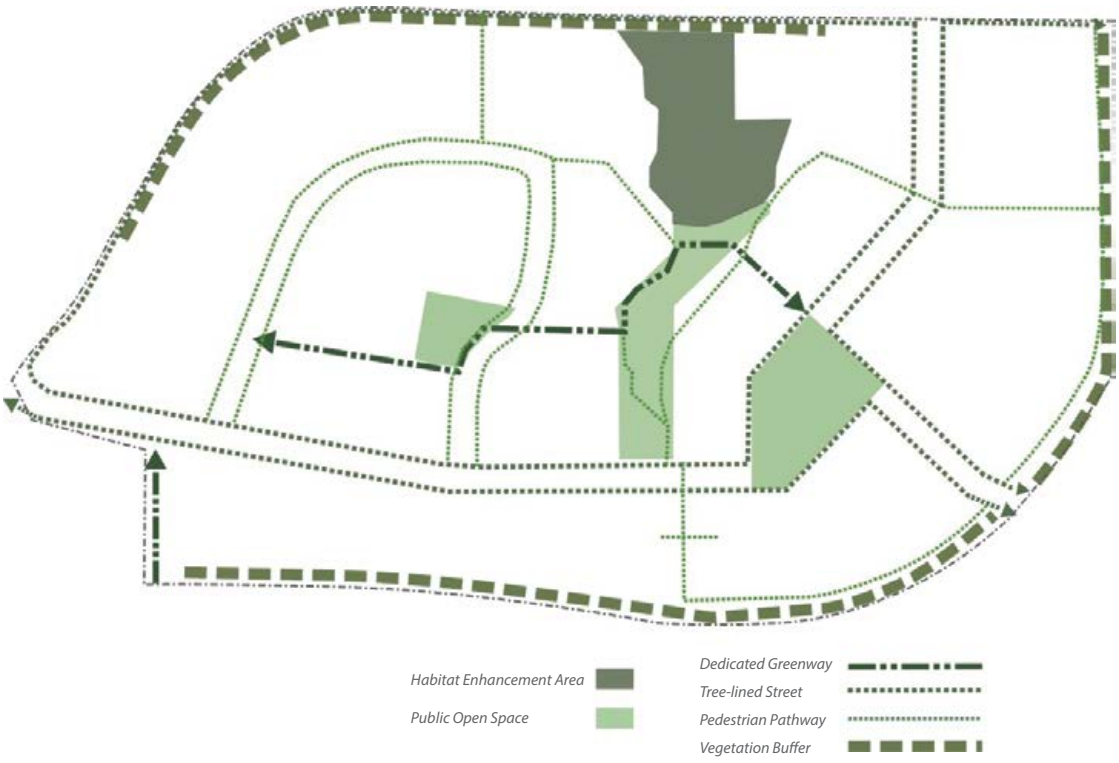
The Murray Street edge is the primary public edge to Klahanie and contains two primary entries into the neighbourhood. Design responses include:

- The two Murray Street intersections will be delineated as primary gateways to the site.
- Gateways will contribute to the creation of a unified image for the neighbourhood while being sympathetic to the distinct characters of the site as outlined in section 2.3.1, "Landscape Character."
- Materials, structures, and planting should belong to the family of materials utilized along Main Street and be consistent with the City's Inlet Centre streetscape standards. Choice and massing of vegetation, street furnishings, public art, lighting and surface treatment are among the elements that will support the creation of a strong and identifiable entry into the neighbourhood.
- Project or "neighbourhood-specific" signage may be used to define building entries and to reinforce the identity of specific areas.

Character image of possible gateway treatment.

2.2 PUBLIC REALM

A fine-grained system of streets and blocks will provide multiple and easily-accessible pathways throughout the site and to a series of distinct open spaces, which include the Neighbourhood Square, the Village Green, a greenway network, and the Water Feature at the southern end of the Habitat Enhancement Area.



2.2.1 Neighbourhood Open Spaces

Neighbourhood Square
At the heart of the community will be a Neighbourhood Square. It will form a pedestrian-oriented zone in the centre of the community, and encourage public gathering of neighbourhood and Port Moody residents for a wide variety of events and opportunities.

Character image of the Neighbourhood Square

The development of the neighbourhood square should include benches, drinking fountain and should be designed to allow for inclusion of public art as per the public art policy to be determined.

The one-way road adjacent to the Neighbourhood Square will have a distinctive surface treatment distinguishing it from the main road. Pedestrian crosswalks may require vertical traffic calming devices.

Possible design responses for this space include:

- Providing opportunities for public art and staged performances;
- Providing a mixture of hard and soft surfaces, active and passive areas, open and tree covered zones that can be integrated into the adjacent street and sidewalk fabric; and
- Utilizing surface treatments, vegetation, and spatial sequencing to integrate the square into the adjacent streetscape and pedestrian realm.

Character image of the Neighbourhood Square

Village Green
A secondary outdoor space is the Village Green. The Village Green will open onto the adjacent greenway trail, and Private Loop. This space will encourage both active recreation for children and adults as well as passive recreation and enjoyment of the landscape. Special consideration will be given to how the Village Green integrates with the greenway through appropriate planting, surface treatment, street furniture and lighting.

Character image of Village Green

2.2.2 Pedestrian Network

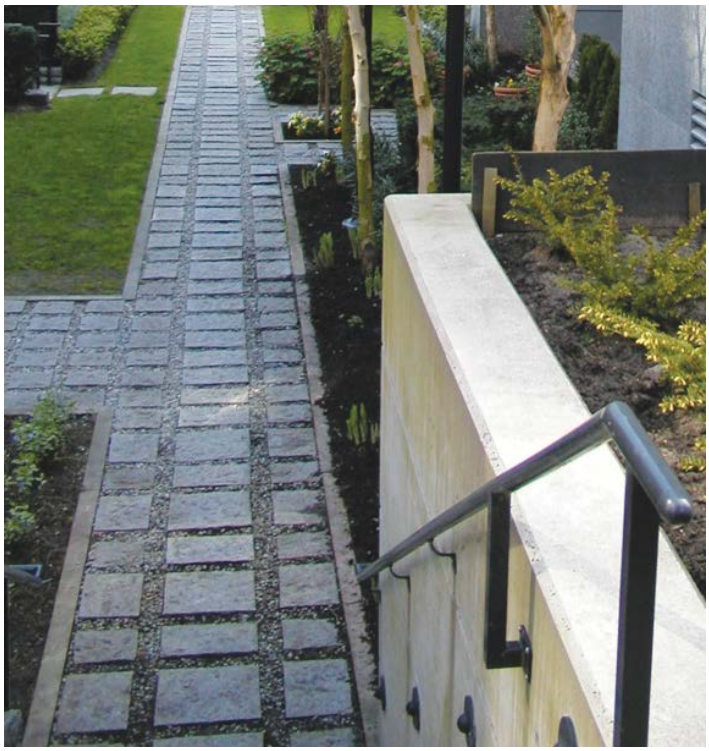
An interlinked system of greenways, trails, streets and sidewalks will extend Klahanie to the surrounding community and link eastward towards Inlet Centre, north-eastward to Newport Village, and southward to the proposed pedestrian bridge over the CPR rail tracks.

General design parameters for the greenways and trails will be governed by such factors as:

- Pedestrian trails will link residential areas to open space nodes or destinations throughout the site, including sidewalks, greenways, the Village Green, the Neighbourhood Square and the Murray Street sidewalk. Trails will extend between landscape nodes or destinations.
- The design and configuration of trail nodes or destinations will respond to street intersections, water course bridge heads, open space interfaces and reasonable walking distance between rest areas. These areas will be well-designed and reinforce the goals for a vibrant pedestrian realm. Design elements may include benches, bicycle racks, lighting, and trash receptacles and, at key locations, special paving treatment (i.e., unit pavers, stamped concrete or permeable paving).
- The orientation and configuration of the trail network will take advantage of internal site vistas to greenways, Village Green, Neighbourhood Square and open space areas where external views are not available.
- An overall design theme for visual continuity and interest should be incorporated into the streetscape elements with on-site signage, furniture and other elements relating to this theme.

2.2.3 Surface Materials and Structures

Surface materials will be chosen for their durability, ease of maintenance, accessibility, compatibility with stormwater management goals, and visual appeal. Some decorative paving materials will be used in the design of special areas, including the Neighbourhood Square, pedestrian and vehicular ways, pedestrian crossings, corner nodes and greenway / trail nodes. Repetition of surface material types is encouraged to enhance legibility of the public realm and to develop an overall cohesive image and identity for Klahanie. Consideration will be given to the use of pervious surface materials for pathways and sidewalks to permit the infiltration of stormwater.



Unit pavers allow infiltration of rain water

The use of continuous, impenetrable fencing is discouraged. Where used, vegetation and grading should screen solid walls / fences. Wood, stone and metal materials for fences that are sympathetic to building colors and materials are encouraged. The use of fences, other than those to separate private yards, will be limited or provided where needed for sound attenuation and security of incompatible non-residential uses and roads.

2.3 LANDSCAPE

2.3.1 Landscape Character

The overall landscape character will respond to the natural setting and strong sense of place evident in the neighbouring Pigeon Cove and Burrard Inlet. Two distinct but complementary landscape characters are emphasized.

The first character draws on the existing pioneer forest growth and vegetation on north and east periphery of the site. This existing condition provides the basis for the landscape character around the Habitat Enhancement Area, the Murray Street edge, the CPR ROW and the main Water Feature. The focus of this landscape treatment will be to provide a good integration to Shoreline Park across Murray Street and the Habitat Enhancement Area. Appropriate species selection, height, hierarchy, massing and configuration of vegetation will support this character. As per Naturescape principles, native vegetation or a site-appropriate alternative will be selected in order to enhance habitat value and promote biodiversity on the site.

The second character exemplifies the attributes of a vibrant urban neighbourhood. Key urban components of the Klahanie plan that reflect this character include the Neighbourhood Square, residential greenways, streets and residential parcels. Strategies for reinforcing this character include: using strong but simple forms and lines to delineate spaces; incorporating structures and materials that share similar design expression, color palette and materials to the surrounding architecture; and using vegetation to enrich spatial experience and enhance biodiversity.

Character image showing urban landscape treatment of an apartment area.

Example of townhouse fronting on a constructed wetland

2.3.2 Site Grading

Landform will be used whenever possible to create natural site relief and interest and to respond to the need to delineate site edges and / or create visual buffers.

Landscape grading will be coordinated with the Stormwater Management Measures outlined in an approved Stormwater Management Plan. Where possible every effort should be made to encourage natural groundwater discharge into the water feature and HEA.

2.3.3 Edges

- Along Murray Street, consideration should be given to berming and mounding of landscape areas that have been disturbed to maximize potential for a residential buffer. The retention of existing vegetation should be maximized for acoustic and visual screening, particularly adjacent to townhouses.
- Berming along Main Street for acoustic and visual buffering should be designed so as not to completely block buildings from Murray Street, especially towards the eastern 1/3 of the Murray Street frontage where the creation of a more urban streetscape is desired.
- Where it interfaces with the Habitat Enhancement Area, the Murray Street edge should be designed to complement the character of the Habitat Enhancement Area and enhance the character of the public realm at neighbourhood entries.
- Edge treatment along the CPR ROW will address the need for acoustic and visual screening while incorporating, where possible, the retention and enhancement of existing vegetation.
- Landscape treatment of the greenway edges adjacent to townhouse and apartment areas will reinforce a village character. Landscape edges at Greenways will be consistent with diagrams found in the Development Agreement. The treatment of Greenways between different phases of the development will incorporate CPTED principles to ensure pedestrian safety.
- A variety of sound attenuation and screening strategies may be employed at the southern edge of the site along the CPR ROW. These may include the site sections found in the Development Agreement as well as additional strategies employing building walls, fences, berming, and vegetation. The design of this edge will be consistent with CPR Guidelines and will require the input of an acoustic consultant.

Image of townhouse edge and greenway that supports a village character.

2.3.4 Water Feature

The Water Feature is an important ecological component. Located at the south edge of the Habitat Enhancement Area, the feature will enhance the riparian area for biofiltration and infiltration. This amenity will improve water quality, contribute to groundwater recharge, and enhance fish habitat downstream of the site.

- Landscape treatment for the Water Feature and Greenway will ensure a continuous and uninterrupted trail system that links into the site and to surrounding locations, habitat enhancement being a prime consideration.
- Bridge crossings will ensure east-west connections to the Greenway and the pedestrian system.
- Naturescape principles will reinforce the existing planting palette and ensure a transition between the Water Feature and Habitat Enhancement Area planting.
- Interpretive signage consistent with the overall design theme, will be provided proximate to the Water Feature.

2.3.5 Sustainable Landscape Practices

Landscape practices are to complement and support the CD-28 Zoning and an approved Stormwater Management Plan.

- Preference should be given to permeable surfaces (i.e., unit pavers or crushed stone) for paths, patios, and pedestrian areas to allow water to infiltrate.
- Landscapes should be designed for low requirements for watering, energy used for maintenance and herbicide and pesticide use.
- Wherever possible, landscape development on private and public parcels will follow Naturescape Principles.

Image showing the use of pervious materials and Naturescape planting in support of stormwater infiltration and habitat enhancement.

2.4 BUILDING FORM AND CHARACTER

2.4.1 Building Types

A mix of building types within close proximity to each other will promote integration among different household and family types and as a way of enriching the larger community.

A. Townhouse (medium / high density multi-family up to 4 storeys)

Emphasis is on creating a village neighbourhood atmosphere and promoting a pedestrian-oriented urban streetscape. Townhouse and apartment facades will be designed to reinforce the neighbourhood village character and frame the street edge. Projecting entries, courts and patios at ground level will provide a "front door" character along the street and create rhythm along the streetscape. The design of corner units will address both street edges.

B. Apartment (Med-Density Multi-family: low-mid rise (up to 8 storeys)

Emphasis is on creating a strong and secure ground-level presence. Some city home units may also have street entries. Apartment siting and orientation will embrace both the natural edge of the Water Feature and address the local streets in an urbane manner. Along the southern edge of the site, apartments are oriented to minimize visual and acoustic intrusion of the adjacent rail right-of-way.

C. Point Towers (High Density Multi-family: high rise up to 26 storeys)

Emphasis is on marking the southeast edge of the site, maximizing views and minimizing overlook between towers. The combination of the towers together with street fronting townhouses and city homes will create a continuous urban edge to the streets. Semi-private courtyards will be created behind the streetwall. On towers, vertical design elements will de-emphasize building bulk and create visual interest in the skyline.

D. City Homes

Medium to high-density city homes may combine two- or three-storey ground-oriented units as a base treatment for residential point towers. Introducing household variety to the neighbourhood, the city homes will balance high-density living with a high-quality urban realm through the design of ground-oriented units that address the Main Street and define the edges of the Neighbourhood Square.

E. Mixed use / Economic Activity (2 to 8 storeys)

Buildings along the south-west edge of the site will reinforce the goals for a pedestrian-oriented Main Street streetwall while minimizing the visual and acoustic impacts of the railway. Architectural expression for retail should be at-grade with covered arcades or awnings. Retail elevations should be broken down through material and window treatment to reinforce the village ambiance.

F. Common Indoor Recreation Facility

The architectural expression of the building will be compatible with adjacent structures and reflect a similar West Coast style. Use of natural materials, generous glazing and roof overhangs are design features that will support this.

2.4.2 Siting and Orientation

Siting and orientation goals reflect the desire to create a village neighbourhood with strong visual and physical connections to open space networks and pedestrian-oriented streets. Access to views, links to natural areas and the pedestrian trail system, minimizing overshadowing and effectively buffering adjacent land uses feature strongly in this strategy.

2.4.3 Architectural Character

Within the context of a diverse composition of housing types is a desire for a unified and coherent architectural character, expressive of a Regional West Coast vernacular.
The essential elements of this character are outlined below and on the facing page:

1. Massing and Articulation
The west coast character is based on a strong horizontal expression which should be expressed through low roof lines, window patterns, and a horizontal layering of materials. Vertical breaks in the massing, particularly at the first 2 floor levels, will create a street rhythm and emphasize the individual expression of homes. Generous roof overhangs will be provided for weather protection and to reduce solar gain in Summer. Generous use of glazing will enhance daylight on grey days.

On point towers, vertical design elements, stepping at upper floors and the integration of rooftop elements into the architectural form will reduce building bulk and create interest in the skyline.

Examples of buildings with generous roof overhangs that provide shade and horizontal emphasis.

2. Colors and Materials
Exterior colors are to reflect local character, history and climate and to express a high level of craft in their construction. The palette will include the use of natural materials such as cedar shingles, brick and stone. Paint colors will reflect the natural landscape including greens, warm greys, rust red, and other rich natural tones. Manufactured products such as composite siding (e.g.: Hardie Plank) and vinyl siding will be used in combination with natural materials and will be applied with a high level of craftsmanship.

Example of West Coast architectural expression. Key elements include: generous roof overhangs, low sloping roofs, generous glazing, the layering of materials, simple detailing, an emphasis on horizontal lines and the use of warm, natural colors.

3. Architectural Detailing
The Architectural details will reflect a tradition of the simple and careful expression of building elements, such as columns, roof overhangs, chimneys, railings etc.

Note: Sales offices housed in temporary buildings will reflect a similar Regional West Coast vernacular.

2.4.4 Relationship of Buildings to Streets and Open Space

Setbacks

Streets will be clearly defined by the relationship between adjacent building massing and the street dimension. Further definition will come from the adjacent private and semi-public usable open space as outlined in the CD-28 zoning.

Building setbacks & landscaped edge define the pedestrian realm.

Example of a common greenway separated from private backyard space with low walls and planting.

Building Scale

Building setback and massing will be used to create the appropriate scale along the street edge. Within the base of the west tower, two- to three-storey city-homes will reinforce this human-scaled relationship along the edges of the Neighbourhood Square.

Gradation of Private and Public Space

The design of buildings will establish a clearly defined semi-private realm between the residential unit and the street, with several units having individual, front door access to the street. For townhome and city home units, front doors shall be recessed or framed with a porch, be either at-grade or elevated and be designed to provide a clear distinction between private and public space. Windows and balconies on upper floors shall relate to the street and provide "eyes on the street" for safety and security.

In townhouse and apartment areas, garden walls, fencing and hedging shall delineate the public realm and semi-private front (or rear) yards. These shall be kept low, and designed in a manner in keeping with the architectural character of the building.

Concrete, wood, brick, stone, or artificial equivalents, are acceptable materials for fences. Gates, lattices, trellises and / or arbors will be designed in a style consistent with the walls and fencing and complement the overall architectural character of the building.

Apartment units abutting the Water Feature may require special treatment of fences and hedging to ensure an appropriate transition between the natural riparian edge and private yard spaces. Choice and configuration of vegetation and fencing, and the placement of public pathways are important considerations in this strategy (see Landscape Guidelines).

2.4.5 Useable Outdoor Space

Entries

Building entries and private outdoor spaces should be designed to contribute to neighbourhood identity and enrich the public realm. Common building entries should face onto the street and be accessed directly from the sidewalk. The use of porticos, double-height atria and glazing will allow maximum light into these areas and welcome users. Private patios and courtyards will allow customization by residences through such means as vegetation, potted plants, and furnishings.

Porches, Balconies and Decks

Balustrades around balconies are to complement the architecture. Where outdoor spaces are terraced, consideration will be given to minimizing the extent of overlook from one patio to another (i.e., through the use of privacy screens).

Balconies on apartment units and towers will be integrated harmoniously into the building massing.
Architectural elements such as patio walls, fences and screens will be designed to integrate with the building massing and material and ensure privacy while providing visual access for surveillance and safety.

2.4.6 Signage

There will be a range of signage throughout Klahanie. Types of signage will include:

- Interpretive Signage will be located proximate to the Water Feature and Greenway signage will be designed to be unobtrusive, durable, engaging and scaled to appeal to pedestrians.
- The purpose of this signage will be public education and information.
  Neighbourhood Specific Signage will be located prominently at entries to the development and will incorporate design and materials that complement the architecture of the development.
- Retail Signage will appeal to pedestrian and driver and add to the village ambience. Preference given to blade (hanging perpendicular to building face), banner and facia signs mounted on arcades spanning between columns.

Example of appropriate signage for retail frontages.

While the signage requirements are unique to each type they should be united with the overall site design and theme.

2.4.7 Energy Efficiency

Where possible, buildings will be designed to make use of passive energy conserving strategies which would include:
- maximizing daylighting potential through carefully located windows;
- building orientation;
- natural ventilation; and
- passive solar heat gain.

Additional mechanical, electrical and building technology initiatives are to be considered. Among items for consideration include:

- the use daylight and occupancy sensors to reduce energy consumption in public areas; and
- the use of compact fluorescent fixtures for exterior lighting including landscape and interior lighting in common areas (hallways, lobbies, exit stairs).

2.4.8 Crime Prevention through Environmental Design

The consideration of appropriate safety and natural surveillance measures as per CPTED (Crime Prevention Through Environmental Design) principles are an important aspect of ensuring community liveability. While most safety and natural surveillance considerations are incorporated into various other sections of these guidelines, the following aspects warrant particular emphasis.

- Residential units shall face onto greenways, natural areas, neighbourhood parks, and streets, with primary living space having a clear view towards these areas.
- Wherever possible, balconies, terraces, and patios will provide "eyes" on greenways, open spaces and streets to enhance safety and security of these areas.
- Individual garages on townhouse units and parking garages shall be oriented so that they do not block the view of the street.
- All streets and pathways are to be well-lit and reflect visibility needs of motorized vehicles, pedestrians and cyclists.

5.0 DEVELOPMENT PERMIT AREA 4: ENVIRONMENTALLY SENSITIVE AREAS

5.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(a) of the Local Government Act, the purpose of this designation is to protect the natural environment, its ecosystems and biological diversity.

5.2 JUSTIFICATION

An Environmentally Sensitive Area (ESA) Management Strategy Phase 2: Development of Management Recommendations study completed in 2003 identifies areas of high and medium sensitivity and areas with special features. These identified areas make up the areas covered by Development Permit Area 4. These areas were identified for one or more of the following reasons:

- They are areas where Landscape Scale Management may be possible, including the consideration of Wildlife Corridors and Refuges.
- They are part of important Watersheds and Catchment Areas.
- They are areas or sites with important Forest Ecosystems.
- They contain:
    - Watercourses and Riparian Areas
    - Lakes and Freshwater Wetlands
    - Intertidal and Subtidal Marine Areas
- They are areas or sites with important Rock Bluffs.
- They provide critical habitat for Species At Risk (as identified by the federal Species at Risk Act, the provincial Wildlife Act and COSEWIC (Committee on the Status of Endangered Wildlife in Canada).

A Development Permit will be required for all development and subdivision activity or building permits for:

- all areas designated as a High and Medium Environmentally Sensitive Areas
- all areas designated as a Special Feature Area
- all areas within 30 metres (98.5 ft.) of the natural boundary of Mossom Creek or Noons Creek
- all areas that are determined to be a Streamside Protection and Enhancement Area as defined by the City of Port Moody Zoning Bylaw 1988, No. 1890.

These areas are shown on Map 12 of the Official Community Plan and Schedule 3 of the DPA guidelines, however, there may be additional unmapped streams identified during the development review process that are not shown on this map. The Streamside Protection and Enhancement Area associated with any unmapped streams are required to comply with Section 4.0 Watercourses and Riparian Areas of the Environmentally Sensitive Area Development Permit Area Guidelines.

The objectives of this designation are to protect public safety and environmentally sensitive areas, as well as to provide natural amenity areas to the residents of the community. The areas being protected are also expected to promote the economic development of the City as they help create a unique environment. These objectives form the basis for a set of design guidelines to be applied to all properties within DPA 4.

5.3 GUIDELINES

5.3.1 LANDSCAPE SCALE MANAGEMENT AND WILDLIFE CORRIDORS

Development Permits issued for areas where Landscape Scale Management and Wildlife Corridors contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

Protection of watercourses and riparian areas according to the Fisheries Act and Land Development Guidelines for the Protection of Aquatic Habitat, 1992.

(i) Protection of watercourses and riparian areas according to the Water Act.

(ii) Landscape level and biodiversity objectives outlined under the Forest Practices Code of BC Act and the Biodiversity Objectives Guidebook. Note: these apply to provincial forest lands only, not municipal or private lands. However, the principles and best management practices may be applicable to forested areas.

(iii) The use of native plant species and restricting the use of invasive plant species which could out compete native species, as outlined in the City's Naturescape Policy.

(iv) Ensuring that proposed developments meet the requirements of the Tree Retention Bylaw No. 2425 and working with property owners to design "Tree Retention Areas" as outlined in the Tree Retention Bylaw No. 2425.

(v) Encouraging site plans that minimize fragmentation of large forest patches through careful siting of roads, infrastructure and other development.

(vi) Requiring the identification and protection of existing wildlife corridors to adjacent habitats include the existence of natural pathways (game trails), stream corridors, edge effects, natural landscaping enhancements, limitations on human access, and mitigation of intrusions such as roads.

5.3.2 WATERSHED MANAGEMENT

Development Permits issued for areas where Watershed Management contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

(i) Maintain as closely as possible, the natural predevelopment flow pattern and water quality in the receiving watercourse. This follows the Land Development Guidelines for the Protection of Aquatic Habitat, 1992. While the feasibility of implementing this guideline increases in proportion to the size of the development, a net improvement to the off-site run off rate for redevelopment sites is desirable. Achieving these improvements to run-off rates will require a coordinated approach for some streams that cross municipal boundaries.

(ii) All development must adhere to the requirements of the Water Act for works in and around a stream. For instream works, specific standards and best practices apply (see Instream Flow Guidelines for British Columbia). Proponents should contact the Provincial Government for specific regulations that apply.

(iii) The GVSDD Best Management Practices Guide for Stormwater should be consulted for specific non-structural, structural and operation and maintenance best management practices (BMPs).

(iv) Require a Sediment Control Plan according to Bylaw No. 2470 (Stream and Drainage System Protection Bylaw). The sediment control plan requires that suspended solids be controlled and treated from the construction site and that a monitoring program be implemented to measure the suspended solids in the run-off water discharged from the siltation control works.

(v) Require a comprehensive drainage plan for the site that incorporates BMPs for stormwater management.

(vi) Encourage developments to avoid or minimize impervious surfaces.

(vii) Encourage, where feasible, the permeability of grassed and landscaped areas by protecting native soil and preventing sold compaction during construction, aerating or loosening compacted soils, and incorporating soil admixtures to improve permeability. Treed or shrub plantings instead of grassed or paved areas are to be encouraged.

5.3.3 FOREST ECOSYSTEMS

The forested character of the City shall be maintained by preserving ravines and escarpments, wildlife habitat and corridors, and policies relating to tree retention, replanting and pre-planting in newly developed areas.

All new development and redevelopments within the City shall be evaluated to see if and how, parts of the lands under discussion can be used to develop or maintain urban forest values where considered appropriate.
Development Permits issued for areas where Forest Ecosystems contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

(i) Wherever possible, the maintenance or enhancement of the ecological viability of the urban forest will be achieved, and in designing larger areas for tree retention, a minimum width of at least two tree heights shall be utilized as a basic guideline. Retention of a network of protected lands that will allow the urban forest to serve as connections to adjacent forested lands will be a priority.

(ii) In new residential neighbourhoods where tree clearing is necessary, a minimum of four replacement trees for an average sized lot shall be encouraged and for larger lots a greater number of trees may be required.

(iii) Wherever possible, private landowners shall be encouraged to retain trees that are not a hazard, and to replant trees that will match the existing forested character of the area.

(iv) Private lands that possess significant environmental, urban forest or recreational value shall be protected by covenant when associated with rezoning or subdivision applications. The City shall also encourage joint public and private ownership of such areas.

(v) Salvage replanting prior to clearing and development shall be encouraged.

(vi) Proposed developments shall meet the requirements of the Tree Retention Bylaw No. 2425 and the City shall work with property owners to design "Tree Retention Areas" as outlined in the Tree Retention Bylaw.

(vii) Site plans that locate buildings, infrastructure, and other development an adequate distance away (e.g. beyond the root zone) from core forest ecosystem areas in order to maintain tree and forest health shall be encouraged.

(viii) Construction activities, including excavation, soil compaction, placement of fill, equipment storage, cutting, or understory vegetation removal shall not be undertaken within the drip line of any tree (excluding street trees).

(ix) Second growth deciduous forests should not be considered undesirable relative to conifer dominated forests.

(x) Discourage the spread of invasive non-native species, including English ivy, giant knotweed, and periwinkle (Vinca minor) within forested areas, or on trees through the use of active control methods including hand clearing, pruning, mowing, excavation, and planting of appropriate native species.

5.3.4 WATERCOURSES AND RIPARIAN ZONES

A Development Permit is not required for the following activities:

(i) gardening and yard maintenance activities within an existing landscaped area, such as mowing lawns, pruning trees and shrubs, planting vegetation and minor soil disturbance that does not alter the general contours of the land;

(ii) the construction of a fence if no native trees are removed and the disturbance of native vegetation is restricted to 0.5 m on either side of the fence;

(iii) where existing agreement with the federal or provincial governments or covenants are in place and the proposed activities comply with the agreements or covenants;

(iv) the construction of a small accessory building such as a pump house, gazebo, garden shed, or playhouse if all of the following apply:

- the building is located within an existing landscaped areas
- no native trees are removed
- the building is located a minimum 5 m from the high water mark of the stream
- the total area of small accessory buildings is less than 10 square metres
- compliance with building permits and zoning requirements.

(v) The construction of a private trail if all of the following apply:

- The trail is 1 metre wide or less;
- No native trees are removed;
- The surface of the trail is pervious (for example soil, gravel or wood chips);
- The trail is designed to prevent soil erosion where slopes occur; and
- Where the trail parallels the stream, the trail is more than 5 m away from the high water mark of the stream;

(vi) Ecological restoration and enhancement projects undertaken or authorised by the Director of Planning and Development Services, or the Manager of Parks and Environmental Services;

(vii) Construction, maintenance or operation of:

- Municipal works and services undertaken or authorised by the City of Port Moody, and

- Parks works and services undertaken by Metro Vancouver;

(viii). Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment or public or private property including:

- Forest fire, flood and erosion protection works;
- Protection, repair or replacement of public utilities;
- Clearing of an obstruction from a bridge, culvert or stream;
- Bridge repairs; and
- Removal of hazardous trees as authorised by a certified arborist or a qualified environmental professional.

Development Permits issued for areas where Watercourses and Riparian Zones contribute to a designation of High Sensitivity or Special Feature or within a Streamside Protection and Enhancement Area as defined in the City of Port Moody Zoning Bylaw shall be generally in accordance with the following guidelines:

(ix) All work in and around a watercourse or wetland shall be required to obtain the necessary approval from Fisheries and Oceans Canada under the Fisheries Act , shall comply with the laws, regulations and best management practices of the Water Act (e.g. for bank repairs, stormwater outfalls, road crossings and footbridges); and shall adhere to the Land Development Guidelines for the Protection of Aquatic Habitat, 1992.

(x) Any water management or other engineering structures that may affect fish habitat or populations should be designed to maintain or improve the fisheries values. New or rebuilt culverts should be fish passable.

(xi) All development must adhere to the requirements of the Water Act for works in and around a stream or wetland. For instream works, specific standards and best practices will apply as established by the BC Ministry of Environment. Where work is authorised, it must meet the conditions prescribed by these agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

(xiii) Streamside Protection and Enhancement Areas (SPEA) must be maintained or improved to be consistent with the provisions of the Fish Protection Act, Streamside Protection Regulation and the City of Port Moody Zoning Bylaw 1988, No. 1890, which shall generally include:

- Stabilization of streambanks
- Shading of streams to moderate water temperatures
- Providing leaf litter and insect drop for fish food
- Sustaining the natural capture of runoff water to maintain water quality
- Maximizing infiltration and intercept precipitation to moderate direct runoff contributions to stream flows
- Providing logs, snags, and root wads to provide habitat stream channels.
- Planting of native vegetation (Naturescape compliant) and removal of invasive non-native vegetation within the SPEA in accordance with an approved habitat restoration plan.
- Direct drainage of rainwater from developed areas into the Streamside Protection and Enhancement Area and watercourses is prohibited. Rainwater will be managed on site with a focus on infiltrating approaches to management.

(xiv) Maintain pre-development volumes, timing and rates of rainwater infiltration or recharge to groundwater systems, except where alterations restore or enhance natural regimes.

(xv) Minimize the extent of impervious areas covering groundwater infiltration areas and storm runoff associated with the riparian assessment area.

(xvi) Minimize alteration of the contours of the land outside the areas approved for buildings, structures, and site accesses by minimizing the deposit of fill and the removal of soil.

(xvii) Provision of a BCLS survey plan that identifies the top of bank of the stream, top of ravine bank and the SPEA boundary in relation to the property lines and existing and proposed development may be required.

(xviii) Install temporary fencing and signage to prevent encroachment into the SPEA during construction.

(xix) Where riparian corridor disturbances are unavoidable (e.g. repairs to municipal or other services), the disturbed areas shall be restored and replanted with native vegetation after the work has been completed in accordance with BC Ministry of Environment and Federal Department of Fisheries and Oceans requirements and/or guidelines.

(xx) City of Port Moody Zoning Bylaw setback requirements shall generally be followed.

(xxi) A daylighting feasibility study may be required for proposed developments that contain culverted sections of a watercourse that is fish-bearing or potentially fish-bearing with the removal of barriers.

(xxii) Trees in the SPEA shall be given stabilization treatments as necessary under supervision of a qualified arborist, to ensure a windfirm edge, such as by feathering, sail pruning, topping and removal of unsound trees. Trees in windward edge shall generally be located in deep soils and well-rooted, where possible. Windthrow assessment by a certified arborist will be required when proposed development/ re-development is resulting in the removal of a significant number of trees.

(xxiii) Root zones for all protected or retained trees shall be identified and protected during construction in accordance with the Tree Retention Bylaw No. 2425.

(xxiv) Sediment and erosion control measures as outlined in the Land Development Guidelines for the Protection of Aquatic Habitat, Stream Stewardship: A Guide for Planners and Developers and City of Port Moody bylaws shall be implemented by developers to prevent the release of sediments into watercourses or wetlands.

(xxv) Vegetation barriers or post and rail fences shall generally be placed and maintained along all riparian or watercourse covenant boundaries to discourage human access. Vegetation within covenant/conservation area should remain undisturbed. Reforest unvegetated or sparsely vegetated riparian zones, where feasible.

(xxvi) Removal of invasive non-native vegetation within a SPEA in accordance with an approved habitat restoration plan may be required.

(xxvii) Trails within riparian corridors shall be located and constructed in such a manner as to avoid removing or damaging trees and minimizing vegetation loss. Trails should avoid steep or unstable slopes and other sensitive areas, and should not alter the natural drainage of the area. Trail widths should generally be kept to a maximum of 2 metres and stream crossings should be perpendicular to the channel. Motorcycles and all terrain vehicles should be prohibited unless trails are specifically designed for their use. Trail surface materials should be inert and clean. Wood waste materials (e.g. bark mulch or hogfuel), limestone and asphalt should be avoided for new trails in riparian corridors, where possible. Access planning and construction should be consistent with the management principles of published guidelines on this topic and respect the spirit of conservation for fish and wildlife purposes.

(xxviii) New mountain biking trails should be situated outside of the Streamside Protection and Enhancement Area (SPEA) as designated in the Port Moody Zoning Bylaw, where possible. Mountain bike trails within a SPEA require careful review and should follow Best Management Practices such as a Controlled Access Management Plan. The review of new and existing mountain bike trails in environmentally sensitive areas should include a review of the Mountain Biking Task Force Report (June 2008).

5.3.5 LAKES AND FRESHWATER WETLANDS

Development Permits issued for areas where Lakes and Freshwater Wetlands contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

(i) All work in and around a watercourse must obtain any required federal approvals.

(ii) Adherence to the Land Development Guidelines for the Protection of Aquatic Habitat.

(iii) All development must adhere to the requirements of the Water Act for works in and around stream or wetland. For instream works, specific standards and best practices will apply as established by the BC Ministry of Environment. Where work is authorised, it must meet the conditions prescribed by these agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

(iv) Streamside protection and enhancement areas must be maintained consistent with the provisions of the Fish Protection Act and Streamside Protection Regulation, which shall generally include:

- Stabilization of streambanks;
- Shading of streams to moderate water temperatures;
- Providing leaf litter and insect drop for fish food;
- Sustaining the natural capture of runoff water to maintain water quality;
- Maximizing infiltration and intercept precipitation to moderate direct runoff contributions to stream flows; and
- Providing logs, snags, and root wads to provide habitat stream channels.

(v) Proposed developments shall meet the requirements of the Tree Retention Bylaw No. 2425 and work with property owners to design "Tree Retention Areas" as outlined in the Tree Retention Bylaw.

(vi) The filling, dumping, cutting or removal of native vegetation, excavation, drainage, pumping, or the introduction of organic or inorganic contaminants within lakes and wetlands is prohibited. Habitat enhancement activities and public education may be permitted within wetlands provided that such efforts do not compromise the wetland ecosystem.

(vii) Trees in the wetland buffer shall be given stabilization treatments as necessary under supervision of a qualified arborist, to ensure windfirm edge, such as feathering, sail pruning, topping, and removal of unsound trees. Ensure, where possible that trees in windward edge are located in deep soils and well rooted. Windthrow assessment by a certified arborist will be required when proposed development/re-development is resulting in the removal of a significant number of trees.

(viii) Land development activities shall be planned, designed, and implemented in a manner that will not adversely affect or disturb lakes and wetlands including:

- Wetland vegetation and structure
- Rare or uncommon wetland plants or plant communities
- Wildlife habitats such as breeding or nesting sites

(ix) Lakes and wetlands shall be buffered from development activities including roads, parking areas, structures, and related development with a set back from the outer extent of wetland soils or wetland soil vegetation.

(x) Limit access or design trails to minimize impacts to sensitive wetland areas that could be adversely impacted by human activity.

(xi) Trail, fencing, or landscape materials that would adversely affect wetlands, such as limestone, bark mulch, and certain types of preserved wood, shall be avoided.

(xii) The spread of exotic, invasive, wetland plants (e.g. purple loosestrife and reed canary grass, especially where they are competing with or excluding native species) shall be controlled.

5.3.6 INTERTIDAL AND SUBTIDAL MARINE ECOSYSTEMS

Development Permits issued for areas where Lakes Intertidal and Subtidal Marine Ecosystems contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

(i) Osprey nests and the structures that support them should be protected in compliance with the Wildlife Act.

(ii) Nests and structures that support the active nesting by birds should not be removed during the nesting season, March 1 to July 31, and in accordance with the Wildlife Act, and city policies including Bird Nesting Season: Tree and Brush Clearing.

5.3.7 ROCK BLUFFS

Development Permits issued for areas where Rock Bluffs contribute to a designation of High Sensitivity or Special Feature shall be generally in accordance with the following guidelines:

(i) Assess rock bluffs that are known or suspected of supporting red and/or blue listed plants or animals as identified in the provincial Wildlife Act and the federal Species At Risk Act in accordance with the Terms of Reference for a Vegetation and Wildlife Bio-Inventory.

(ii) Careful site planning shall be required to avoid disturbance to rock bluffs, particularly those known to support sensitive plant or wildlife communities.

(iii) To control the introduction or spread of invasive species, active control methods such as hand clearing, pruning, mowing, excavation and re-planting with appropriate native species is required.

(iv) Restrict, where possible, recreational access into rock bluff areas to prevent damage to soils and vegetation. Elevated boardwalks, fences, railings, seasonal trail closures, re-routed trails and signed should be used to reduce related impacts.

5.3.8 SPECIES AT RISK

Species at risk include species, sub-species or populations that have been designated by COSEWIC (designated by the Committee on the Status of Endangered Wildlife in Canada); Red and Blue listed species identified under the provincial Wildlife Act; species identified under the federal Species At Risk Act or considered regionally important. Development Permits issued for areas where species at risk as noted above exist are designated as High Sensitivity or Special Feature and shall be generally in accordance with the following guidelines:

(i) Any development application in High and Medium ESAs shall require the developer to assemble a comprehensive and updated list of all COSEWIC and provincially designated Red and Blue listed species and ecological communities (including vertebrates, plants, plant communities, fish and invertebrates) that potentially might occur within the study area. This information should be obtained from all possible sources, including:

- A request to the Conservation Data Centre (BC Ministry of Environment) to identify records for occurrence of red or blue listed vegetation or animal species (www.env.gov.bc.ca/atrisk/ims.html).
- A review of other appropriate species and ecosystems occurrence data sources (see list of data sources at South Coast Conservation Program web site – www.sccp.ca – on the View Species and Habitat Data page).
- Communication with relevant Lower Mainland Ministry of Environment staff.
- Communication with relevant local and regional governments, university researchers, First Nations organizations, local naturalists and local herbaria.
- Further information sources include:
    - COSEWIC, provincial and regional Status Reports, provincial Inventory Reports and provincial identified Wildlife Management Strategy species accounts
    - Provincial or federal Recovery Strategies and Action Plans
    - Sensitive Ecosystems Inventory (SEI) information and Species Inventory Data System (SPI)

(ii) Areas where red or blue listed plant, mammal, amphibian or reptile species are known or are likely to occur should be assessed in accordance with the Terms of Reference for a Vegetation and Wildlife Bio-Inventory by a biologist or other appropriate qualified professional, with documentation appropriate under the provincial Wildlife Act and the federal Species At Risk Act.

(iii) To facilitate monitoring of projects that might affect species and ecosystems at risk and to ensure that methods are considered credible, assessment results should be submitted to the Lower Mainland regional office of the Ministry of Environment.

(iv) Developers should survey the study area for all COSEWIC and provincially Red and Blue listed species and ecological communities identified as potentially occurring in the region and the study area in particular. Permits may be required for some survey procedures as specified in the B.C. Wildlife Act (www.env.gov.bc.ca/pasb/index.html) and/or federal Species at Risk Act (www.sararegistry.gc.ca/agreements/permits_e.cfm). Survey sampling must be conducted by a qualified environmental professional in accordance with any detailed standards recommended by the Ministry of Environment. Survey methods should be conducted at the appropriate time of year and adjusted to avoid incidental mortality of non-target species. Survey results should be submitted to the Lower Mainland regional office of the Ministry of Environment for review.

(v) To effectively avoid or mitigate impacts to species and ecosystems at risk (including individuals, residences and important habitats) developers should follow provincial best management practices guidelines that outline how development impacts can be mitigated in both terrestrial and aquatic environments (see www.env.gov.bc.ca/wld/BMP/bmpintro.html and the Guidelines page at www.sccp.ca). Mitigation strategies should be submitted to the Lower Mainland regional office of the Ministry of Environment for review.

(vi) Any development application in areas adjacent to sites where Red and Blue Listed Species exist must consider the potential impacts on these species and their habitat in accordance with the specific recovery plans identified under the federal Species At Risk Act.

6.0 DEVELOPMENT PERMIT AREA 5: PROTECTION OF DEVELOPMENT FROM HAZARDOUS CONDITIONS

6.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(b) of the Local Government Act, the purpose of this designation is to protect development from hazardous conditions.

6.2 JUSTIFICATION

Hazardous lands are considered to be areas of the City that may be subject to land slides, debris torrents, mud flows, earthquake liquefaction, erosion, or floods. Strict control of any development in these areas is necessary to protect development from hazardous conditions. In this respect, a development permit must be approved by Council prior to any development proceeding to verify site suitability and identify any necessary safeguards. Responsibility for the safety of any development and liability arising from that development continues to rest exclusively with the property owner and not the City.

Chapter 6 of the Official Community Plan describes certain natural conditions which pose above average hazard risks for development. These conditions include:

- Soils that may be susceptible to liquefaction in the event of an earthquake
- Risks of erosion and land slippage on the Harbour Heights escarpment
- Specific areas, mainly at the foot of the Chines hillside, at risk from flooding or debris flow during abnormal storm events.

The locations of the potentially hazardous lands in the City are shown on Maps 13 and 14 of the Official Community Plan and Maps 5-1 and 5-2 of the Development Permit Guidelines.

The objectives for Development Permit Area 5 are:

- To reduce the possibility of property damage, personal injury and death that may be associated with new development in areas at risk from certain natural hazards.
- To ensure that development applications in such areas include identification of specific risks and analysis of those risks at the subject site, prepared by a qualified professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments.
- To ensure that appropriate conditions are set for such development so as to reduce the degree of risk.

These objectives provide the basis for guidelines which shall apply to certain types of development applications on sites falling within the boundaries of Development Permit Area 5.

6.3 APPLICATION

The boundaries of Development Permit Area 5 (DPA 5), which addresses the protection of development from hazardous conditions, overlay portions of Development Permit Areas 1, 2 and 3, which address the form and character of development. Within these portions, where a development application requires a development permit, that development permit shall also deal with the DPA 5 guidelines, except as noted below. In some cases, development applications within DPA 5 may not require a development permit for form and character , but will still be subject to DPA 5 guidelines requiring submission of a geotechnical report to establish the feasibility of development in a safe manner. Such a report is required:

(a) in all cases where a development permit is required, except where the development permit is for minor alterations or additions to an existing building;

(b) in association with all subdivisions within DPA 5;

(c) in association with all applications for a new principal building, except where such new home is the replacement of an existing dwelling on the same site within the original building footprint, and no regrading of the site is involved (see Exemptions below for further details); and

(d) if the building inspector considers that construction would be on land that is subject to, or is likely subject to, flooding, mudflows, debris flows, debris torrents, erosion, land slip, rock falls, subsidence or avalanche, pursuant to s. 56 of the Community Charter.

6.4 EXEMPTIONS

The DPA 5 guidelines do not apply to the following kinds of applications:

(a) interior renovations to existing buildings;

(b) minor exterior renovations to existing buildings including additions subject to review by the City's building official;

(c) subdivision of a previously occupied building in accordance with the Strata Titles Act, provided that the building permit is limited to work included under (a) and (b) of the Exemptions;

(d) uninhabited accessory buildings of 10 m^2 (107 ft^2) or less in size, where no excavation or filling is required;

(e) the development takes place within the existing building footprint; and

(f) emergency actions (such as flood protection, erosion protection, clearing of obstructions or removal of dangerous trees) required to prevent, control or reduce an immediate threat to life, to public property or private property.

6.5 REQUIREMENT FOR ADDITIONAL INFORMATION

Additional inventory, assessment and planning requirements may be needed as part of an application for development within areas identified as hazardous lands. These requirements are outlined in specific regulations pertaining to the City's Building Bylaw, Subdivision Servicing Bylaw, Tree Retention Bylaw, Streamside Protection and Enhancement Areas regulation and other requirements included in the Environmentally Sensitive Areas Development Permit Area 4 guidelines. These could include:

- An environmental assessment;
- A grading plan;
- A tree and vegetation plan;
- A storm water management plan;
- A sediment control plan.

6.6 GUIDELINES

6.6.1 EARTHQUAKE HAZARDS

(a) Geotechnical Report Submission

Where an applicable development application is made relating to lands identified as "Potentially Susceptible to Earthquake Soil Liquefaction" or "Harbour Heights Escarpment" on Map 13 of the Official Community Plan and Map 5-1 of the Development Permit Guidelines, consideration of the application will be subject to submission of a geotechnical report, prepared by a professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments. Such report shall set out any conditions required to be met to enable safe use of the land for the intended purpose, provide an assessment of the potential risks in relation to the City's accepted risk management framework and may make recommendations, as appropriate, related to:

(i) the siting, structural design and maintenance of buildings, structure or earthworks and their foundations;
(ii) the manner and specifications for any excavation or placement of fill and supervision thereof;
(iii) drainage during and after construction;
(iv) an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties;
(v) a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and
(vi) to determine any other pertinent conditions regarding the safe use of the land, buildings or structures.

Where such report is related to lands susceptible to earthquake liquefaction, it shall include the results of subsurface investigation.

The geotechnical engineering consultant is required to review the Engineering Department Geotechnical Report Library as part of the preparation of a geotechnical report.

(b) Submission of a Registerable Covenant

Approval of any application pursuant to section 6.6.1 (a) shall be subject to the submission of a registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

6.6.2 FLOOD AND DEBRIS FLOW HAZARD

(a) Geotechnical Report Submission

Where an applicable development application is made on lands shown as being subject to "Direct Debris Flow", "Indirect Debris Flow", "Flood", or "Annual Flood Deficiencies" on Map 13 of the Official Community Plan and Map 5-1 of the Development Permit Guidelines, consideration of the application will be subject to the submission of a geotechnical report, prepared by a professional engineer or professional geoscientist with expertise and experience in geotechnical study and geohazard assessments, setting out:

(i) an identification and analysis of the specific risks on the subject site;
(ii) mitigative measures, if any, required to use the site safely for the intended use, including setting minimum elevation for habitable floor space; and
(iii) an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties within the context of the City's accepted risk management framework.

The geotechnical engineering consultant is required to review the Engineering Department Geotechnical Report Library as part of the preparation of a geotechnical report.

(b) Submission of a Registerable Covenant

Approval of any application pursuant to section 6.6.2 (a) shall be subject to submission of a registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

6.6.3 STEEP SLOPES

(a) Definition of Steep Slopes

Steep slopes are defined as lands in their natural state that have a slope angle of 20% (11°) or greater for a minimum horizontal distance of 10 metres. Map 14 of the Official Community Plan and Map 5-2 of the Development Permit Guidelines show those areas with slopes greater than 20%. More detailed slope analysis may be necessary in order to confirm site specific slope characteristics.

(b) Geotechnical Report Submission

Where an applicable development application is made on any site a substantial portion of which exceeds 20% (11°) slope, consideration of the application shall be subject to submission of a geotechnical report, prepared by a professional engineer or geoscientist with demonstrated expertise in geotechnical study and geohazard assessments, analyzing site conditions and setting conditions for the safe use of the site, including as appropriate:

(i) the results of slope stability analyses;
(ii) presentation of hazards, consequences and risks associated with the proposed development in a clear manner;
(iii) setbacks from the toe and crest of steeper slopes, for buildings, structures and fills;
(iv) prescriptions for the manner of excavation and placement of fill, and supervision thereof;
(v) the design, siting and maintenance of buildings, structures or works, including drainage and soil retaining works;
(vi) the maintenance or planting of vegetation;
(vii) an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties within the context of the City's accepted risk management framework;
(viii) a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and
(ix) any other pertinent conditions.

(c) Where a geotechnical report is required pursuant to section 6.6.3 (b), no clearing of vegetation and no construction of earthworks shall be undertaken for the proposed development before development plans have been approved by the City.

(d) Development on steep slopes shall take place in a manner which maximizes the retention of existing vegetation.

(e) Slope stability shall be addressed such that there is no net decrease in slope stability resulting from the proposed development.

(f) The geotechnical engineering consultant is required to review the Engineering Department Geotechnical Report Library as part of the preparation of a geotechnical report.

(g) Where a proposed development is in the vicinity of a watercourse, requirements included under the Fish Protection Act, Streamside Protection Regulation and the City of Port Moody Zoning Bylaw 1988, No. 1890 may also be in effect.

(h) Submission of a Registerable Covenant

Approval of any application pursuant to section 6.6.3 (b) – (g) shall be subject to submission of an registerable covenant in favour of the City and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the City harmless from any damages as a result of the approval.

7.0 DEVELOPMENT PERMIT AREA 7: DETACHED ACCESSORY DWELLING UNIT INTENSIVE RESIDENTIAL DEVELOPMENT

7.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 488(1)(e) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of detached accessory dwelling units as a form of intensive residential development.

7.1.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

7.1.2 PURPOSE

The purpose of the Detached Accessory Dwelling Unit Intensive Residential DPA Guidelines is to guide the form and character of detached accessory dwelling units (laneway housing), where this form of residential development is permitted in the City of Port Moody. Prior to construction of new detached accessory dwelling units, an owner of a property subject to DPA 7 must apply to the City for a development permit.

7.1.3 OBJECTIVES

The City's OCP has a vision of creating a complete community that includes increasing density and the diversity of housing across the City. The objectives of these guidelines are to:

- respect the scale and form of neighbouring properties
- ensure that the established neighbourhood character serves as inspiration for new development
- enhance and animate the lane and adjacent streets to encourage pedestrian orientation
- respect prominent trees and landscape features
- incorporate security and privacy into neighbourly development
- incorporate sustainable design that is site-sensitive, long-lasting, and efficient.

7.1.4 APPLICATION

As a form of intensive residential development, the development of detached accessory dwelling units requires careful application and design to ensure that new development respects the character of the neighbourhood and adjacent properties while also creating an attractive, livable environment. These guidelines apply to all detached accessory dwelling unit forms of development.

7.1.5 FORM AND CHARACTER OF DEVELOPMENT

(a) Accessibility and Access

Detached Accessory Dwelling Units are encouraged to be adaptable and accessible to the current and future needs of residents and encourage aging in place (refer to the BC Building Code Adaptable Housing Standards). Where possible, a minimum 1.0m (3.28 ft) emergency and pedestrian access pathway should be provided which connects the sidewalk or roadway at the front of the property and the rear lane to the front entrance of the Detached Accessory Dwelling Unit.

The access pathway should be constructed with permeable materials, adequately lit, and unobstructed from shrubs, trees, fences, or other structures.

(b) Architectural Elements

The design of the Detached Accessory Dwelling Unit should be secondary in character and respectful of and complementary to the principal building.

Architectural elements are encouraged in the building façade to enhance residential use facing the lane and minimize the visual impact of garage doors.

Designs that enhance existing neighbourhoods are encouraged, including heritage character.

Building products should demonstrate sustainability principles with high-quality design and detailing.

Incorporating skylights, clerestory windows, and/or obscured glazing into the building design is encouraged to promote natural lighting and maintain privacy. Light fixtures should complement the architecture and landscape design.

Roof designs should be respectful and sympathetic to the roof of the principal building on the lot.

Entrances are encouraged to be recessed or set back into the building envelope, should be designed to provide weather protection, and include such features as front porches and/or verandas.

(c) Corner Lots

On corner lots, design elements and residential features should establish the flanking street as the main entrance/public side of the detached accessory dwelling unit by incorporating front doors, porches, and gardens into the design.

On corner lots, parking is encouraged off the lane towards the interior side yard. For corner lots with no lane access, parking should be in the rear yard with access via the driveway from the flanking street.

On corner lots, transition in the massing is encouraged by increasing the scale from the interior side property line to the flanking street.

(d) Exterior Lighting

The address/unit identity should be clearly visible from the street and illuminated at night.

Lighting should be neighbour-friendly and avoid glare into the outdoor or indoor space of neighbouring properties or the principal residence.

Lighting within eaves should be restricted to the façade facing a lane or exterior side yard.

Motion sensor lights are discouraged. Energy efficient LED, non-glare, down cast photocells are encouraged.

(e) Exterior Stairs

Stairs to a second storey must be enclosed within the building and not be constructed outside the Detached Accessory Dwelling Unit. Exterior stairs should only be designed at the main entrance.

(f) Sloping Sites

Detached accessory dwelling units located on sloping sites should adapt the scale, massing, and location to follow the topography and natural features of the site and respect the views and privacy of adjacent properties.

Creative solutions for optimizing development on sloping sites are strongly encouraged.

(g) Privacy, Overlook, and Orientation

The design, siting, and orientation of windows, balconies, patios, and decks should provide for visual privacy between adjoining properties. Upper-level massing and primary outlook should be directed towards the lane.

Minimizing the amount of shadow cast on the private outdoor open space of adjacent properties and the principal building is encouraged to maintain solar access. The creation of visual interest by providing variation in height and massing within design is encouraged to promote visual interest and privacy.

Habitable space at grade which is oriented towards the lane is encouraged to mitigate potential privacy and overlook concerns onto the principal building and neighbouring properties.

To minimize overviewing and to protect the privacy of both neighbours and tenants of the detached accessory dwelling unit, the size and placement of windows should be designed and located to be sensitive to adjacent properties, buildings, and topography.

(h) Green Building Initiatives

The integration of passive design into the architecture and landscape design is encouraged.

7.1.6 LANDSCAPING

(a) Outdoor Space

The outdoor living area should be defined and screened for privacy through the use of hard and soft landscaping, including plantings, architectural elements such as trellises, low fencing, or planters, and changes in grade or elevation where appropriate.

Space between a detached accessory dwelling unit and the rear property line should be enhanced by incorporating low-maintenance soft landscaping and/or high-quality permeable paving materials.

Screening and landscaping between the street and the outdoor space should be incorporated to define the transition between public and private spaces. Side yard spaces should be landscaped using permeable surfaces and drought resistant plant materials.

To optimize function and livability of the space between the detached accessory dwelling unit and the principal house, a combination of hard and soft landscaping, including trees, is recommended.

Detached accessory dwelling units should be located and designed to preserve and retain existing trees.

A minimum of 9.3m^2 (100 ft^2) of permeable private outdoor space for exclusive use of the detached accessory dwelling unit tenants should be provided which is separate and distinct from the principal dwelling.

The private outdoor space should be directly accessible from the Detached Accessory Dwelling Unit and be screened and/or landscaped to maximize privacy.

Balconies and decks should be appropriately screened and oriented to face the lane in order to provide privacy and minimize overlook onto neighbouring buildings and properties.

(b) Parking

Driveways should be constructed with permeable materials and be no more than 4.5m (14.7 ft) in width. Parking must be provided in the rear yard of the lot with direct access from an open lane.

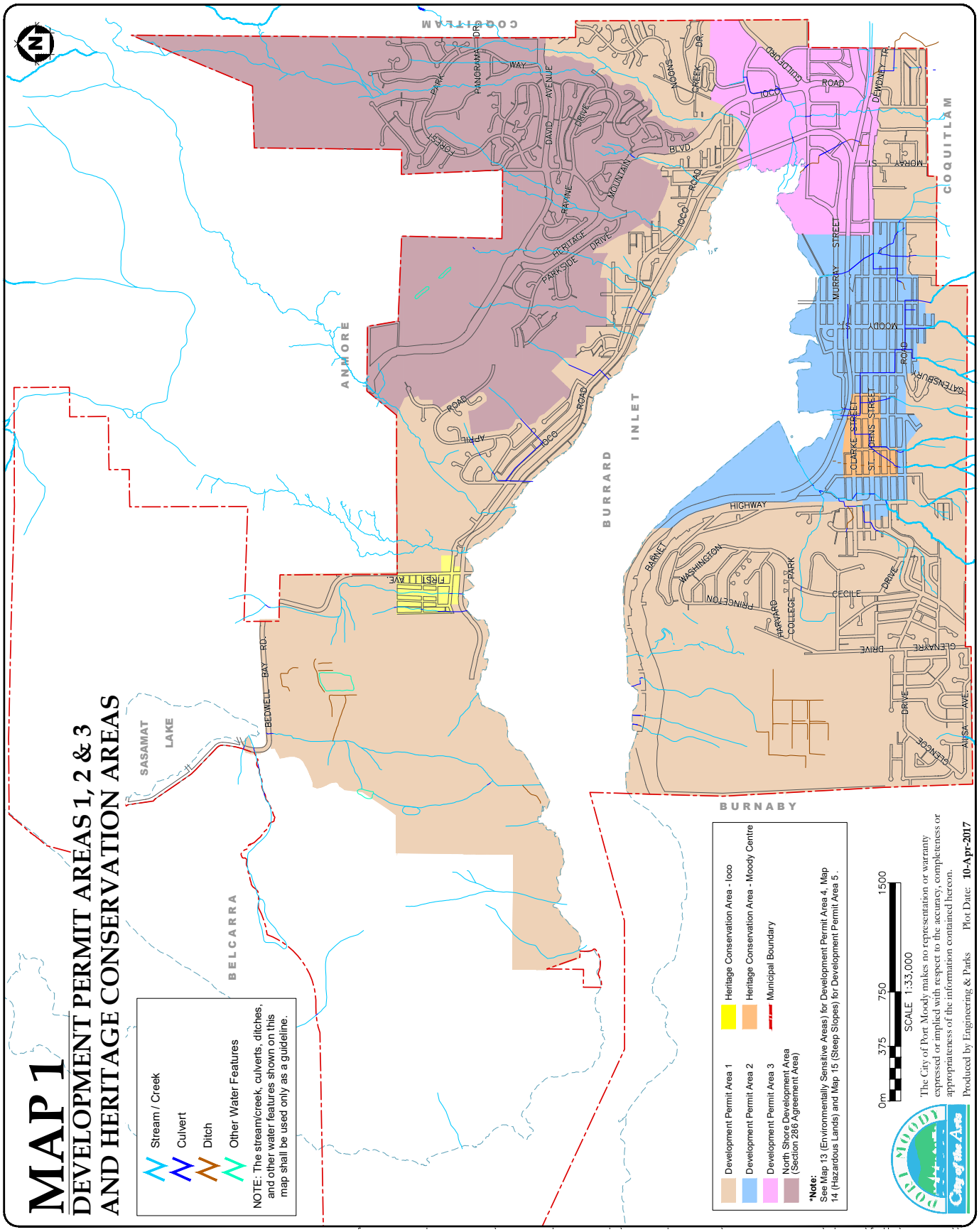
Uncovered parking space should be screened with landscaping or fencing. Permeable pavers, gravel, grass-crete, or impermeable wheel paths surrounded by gravel or ground cover planting are encouraged.

Parking for corner sites should be oriented to the interior side yard. An open parking space for a Detached Accessory Dwelling Unit should be screened with landscaping or fencing.

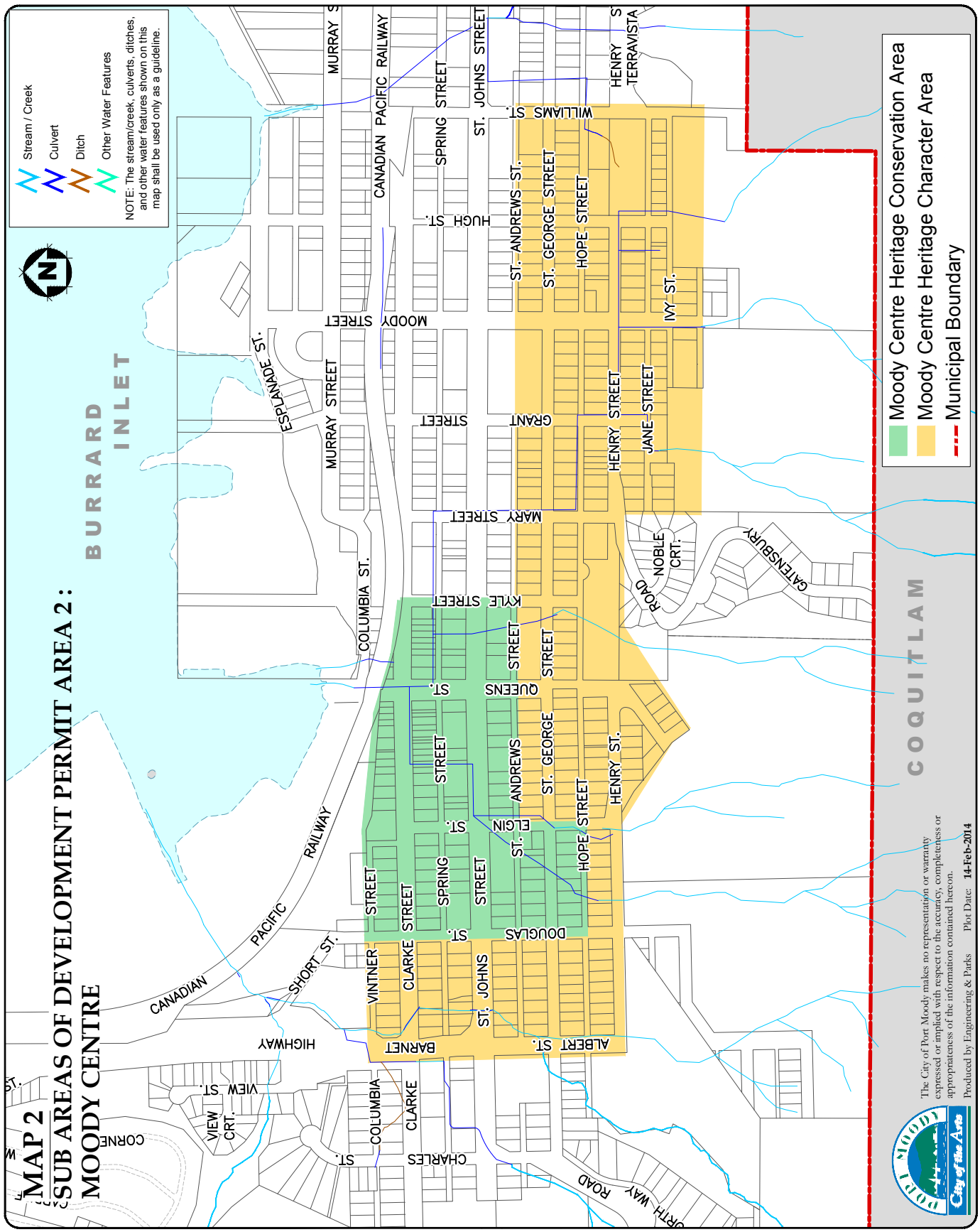
(c) Rainwater Management

Natural rainwater filtration is encouraged through the use of permeable materials on site, including pathways, patios, and parking areas. The installation of water retention components such as rain collection systems, rain gardens, or bio-swales to facilitate rainwater filtration is encouraged.

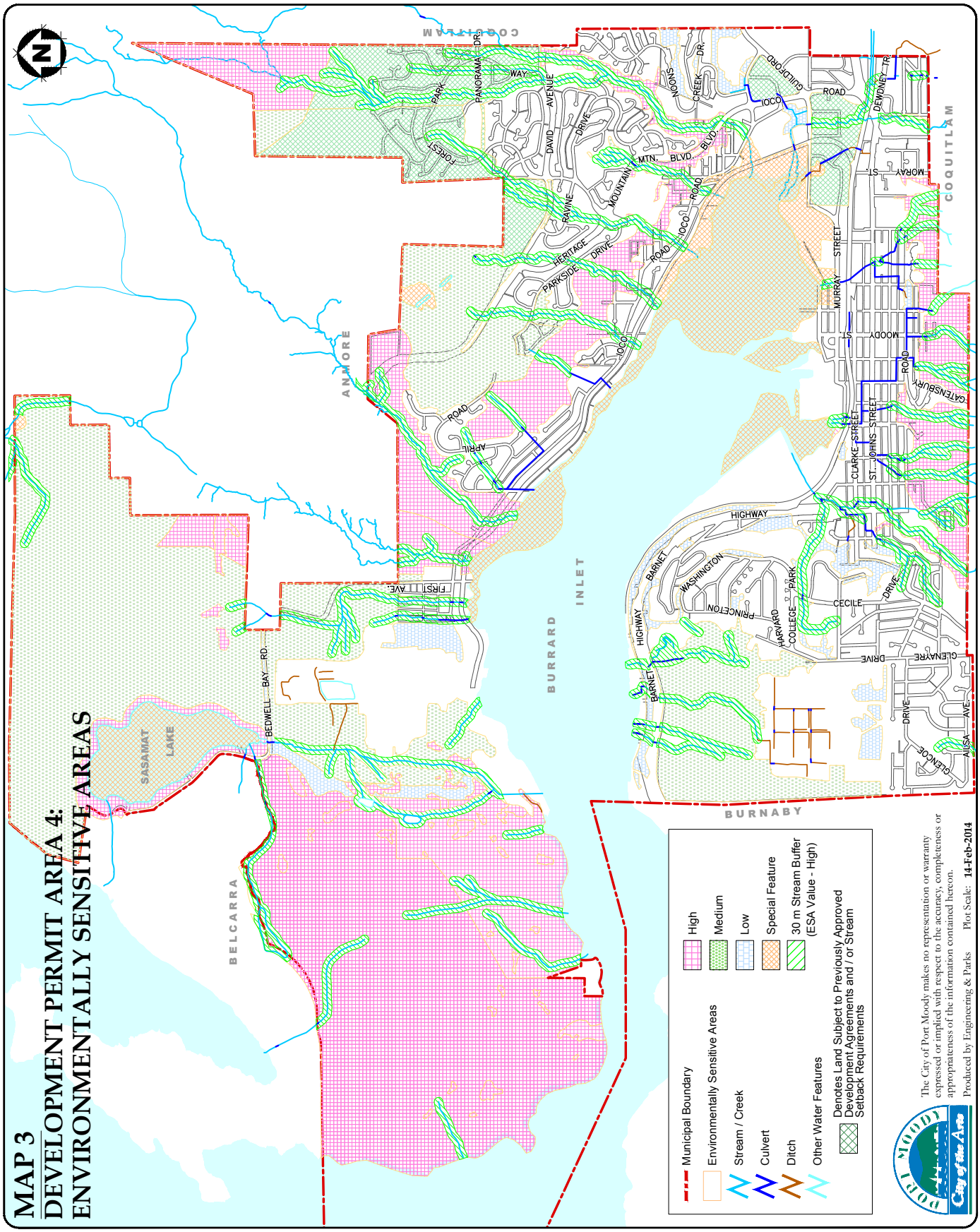
SCHEDULE 1: DEVELOPMENT PERMIT AREAS 1, 2, 3 AND HERITAGE CONSERVATION AREAS



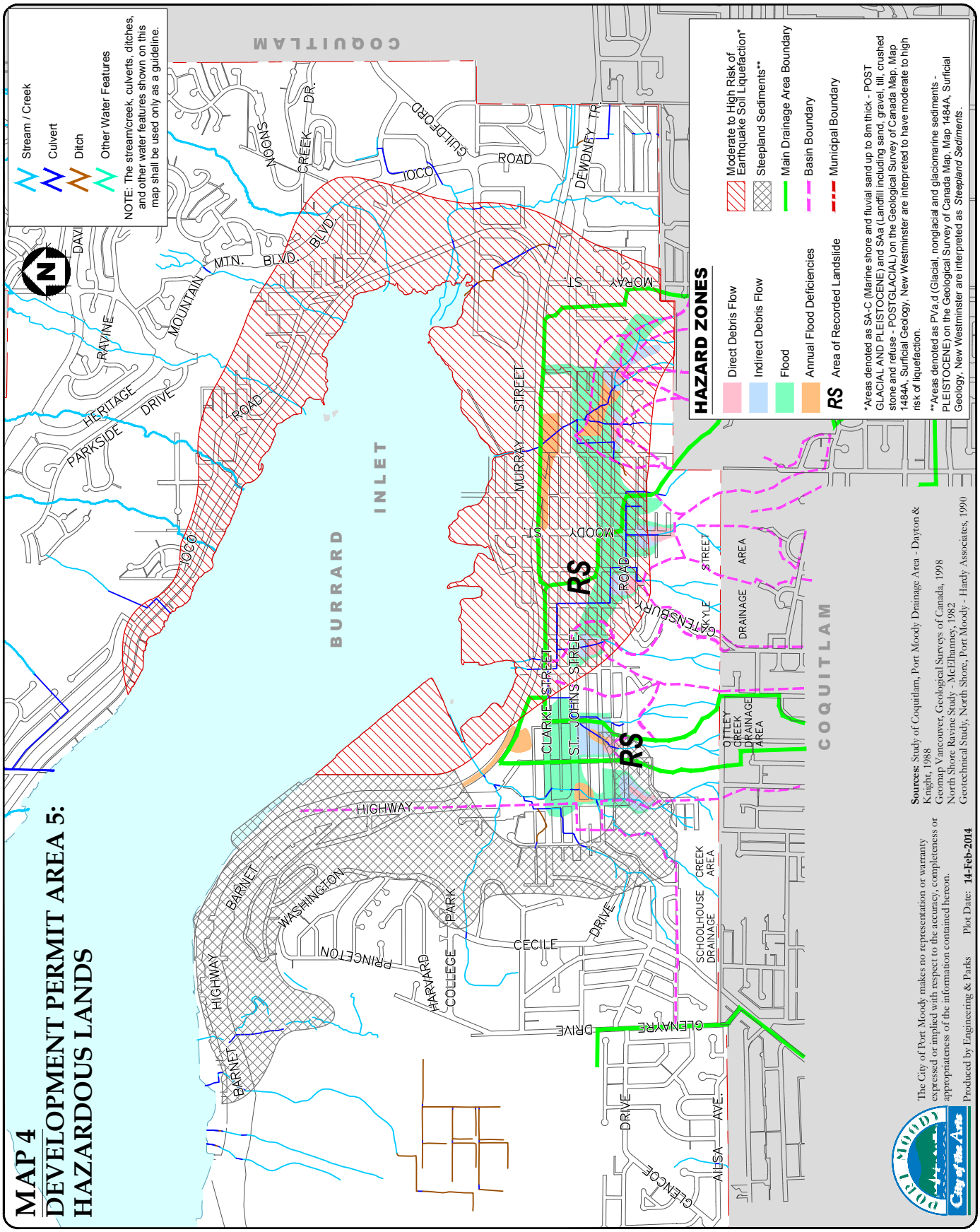
SCHEDULE 2: SUB AREAS OF DEVELOPMENT PERMIT AREA 2: MOODY CENTRE



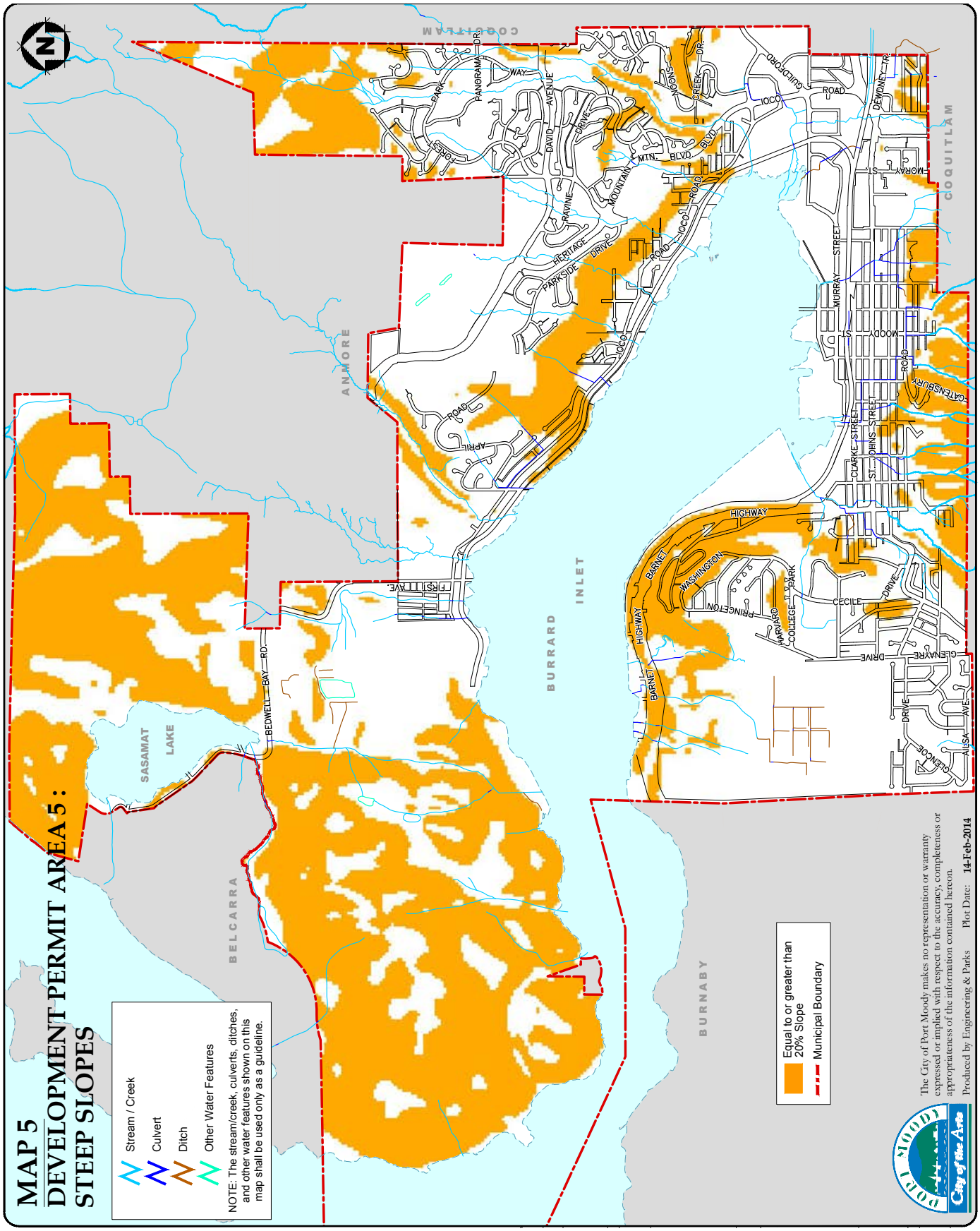
SCHEDULE 3: DEVELOPMENT PERMIT AREA 4: ENVIRONMENTALLY SENSITIVE AREAS



SCHEDULE 4: DEVELOPMENT PERMIT AREA 5: HAZARDOUS LANDS



SCHEDULE 5: DEVELOPMENT PERMIT AREA 5: STEEP SLOPES



APPENDIX 3: IOCO TOWNSITE HERITAGE CONSERVATION AREA GUIDELINES

1.0 DESIGNATION CATEGORY

The Local Government Act allows for the establishment of heritage conservation areas to provide for the long term protection of community heritage resources (Sections 970.1 and 971).

1.1 THE IOCO TOWNSITE HERITAGE CONSERVATION AREA

The Ioco Townsite stands as one of few surviving early company towns in the Lower Mainland. It is a distinct district with special heritage value to the City of Port Moody, and has been identified for long-term protection for heritage conservation purposes. Creating a Heritage Conservation Area for Ioco Townsite is the first step towards achieving the appropriate revitalization of Ioco.

That portion of the City identified in Schedule "B", which is attached to and forms part of this plan, is hereby designated as the Ioco Townsite Heritage Conservation Area (HCA). Map 3 of the Official Community Plan also shows this area. The HCA is the planning tool by which Ioco's heritage will be managed. Development procedures are specified in Bylaw No. 2489, and minimum standards of maintenance are specified in Bylaw No. 2490, both adopted on September 10, 2002. Certain actions within the Heritage Conservation Area will be exempt from the need for a Heritage Alteration Permit, as outlined in the subsection titled "Heritage Alteration Permits".

It is recognized that a comprehensive land use plan and the accompanying, appropriate rezoning for the entire Ioco site will be required, which will recognize and protect the Townsite's unique heritage character and development while defining new opportunities for sensitive new development on both the Townsite and surrounding lands. The area plan and rezoning (for either the Townsite alone or encompassing all of Imperial Oil's land holdings in the northwest portion of the City) will be prepared in conjunction with additional design guidelines, which will supplement those outlined in the subsection titled "Ioco Townsite Heritage Conservation Area Guidelines". In the meantime, this Bylaw recognizes that opportunities may arise at any time to work with the property owners and with community and other groups to achieve conservation and revitalization within the Townsite; the City will facilitate any potential conservation activity that can be achieved in both the short- and long-term. These planning initiatives and any building activities within the Conservation Area will recognize the following objectives:

1.2 OBJECTIVES

Objectives of the designation of the Ioco Townsite Heritage Conservation Area are:

- to recognize and enhance the historic nature of the Ioco Townsite for the benefit of present and future generations;
- to encourage the preservation, rehabilitation, restoration, or reconstruction of existing structures within the Townsite;
- to accommodate and manage infill development on existing lots to ensure that new buildings constructed within this historic area are designed and maintained so as not to detract from the overall effect and character of the buildings, structures, land and features listed in Schedule "A";
- to create an opportunity for a living, neo-traditional, pedestrian oriented, revitalized, waterfront community that allows for a wide range of residential, commercial, cultural, institutional and recreational uses;
- to re-establish the existing bowling green and baseball field for use by the community;
- to ensure that the buildings listed in Schedule "A" of this bylaw are neither demolished nor altered in any way that is not consistent with their original design or appearance;
- to retain the buildings listed in Schedule "A" in their original location to the greatest extent where practical and legally possible. Where relocation is essential, especially when buildings are located directly within watercourses, an appropriate new location will be determined within the

context of the above referenced area plan. As a preliminary step, an illustrative concept plan has been prepared through the HCA process to identify potential infill and redevelopment opportunities and is shown in Schedule "D";
- the City is committed to working with the property owners in arriving at a comprehensive area plan and appropriate rezoning for the Ioco Townsite (and as well the surrounding lands) that will deal in greater detail and refine the potential vision expressed by the illustrative concept plan. The area plan and rezoning process will engage the community for input;
- to support the use of reduced setbacks for existing and proposed buildings and structures from watercourses, down to 5 metres, so that the historic fabric of the central part of the site can be re-established, and the existing heritage buildings be adapted for reuse. This setback relaxation is supported in principle as a key condition of the Heritage Conservation Area Bylaw and is an essential component in revitalizing the existing Townsite;
- to accept the existing non-conforming road standards within the Townsite.

1.3 HISTORICAL SIGNIFICANCE

The Imperial Oil plant was one of the first refinery operations in Western Canada and a very significant site in the industrial development of British Columbia; the Townsite was a planned residential community that provided housing for the workers at the refinery. The Townsite, the majority of which is still owned by Imperial Oil Limited, is a lingering example of an early 20th century planned community developed to serve a major Canadian industry.

Construction of the refinery and the Townsite were significant aspects of the development of Port Moody. Conceived at a time when the local economy was booming, the project was barely underway when the outbreak of the First World War accelerated the need for fuel and ensured Ioco's completion despite a general, post-war economic collapse. The refinery provided employment for many people, and given its relative isolation, the Townsite was designed to provide workers' housing adjacent to the plant. Ioco was self-sufficient, with its own school, churches, commercial outlet, recreational opportunities and community hall. Primary access was by water until the 1930s when Ioco Road was constructed.

The Ioco Oil refinery was one of the first large industrial projects tackled by engineer and entrepreneur Alfred James Towle Taylor, who was later instrumental in the development of the Lions Gate Bridge and the British Properties. The townsite was cleared in preparation for construction during the fall and winter of 1920. In 1921, 43 new houses were built by Dominion Construction at the new townsite location and 15 houses that had been built elsewhere on the Ioco property were moved to the townsite. Seventeen (17) additional houses were built in 1922 and six (6) more were built in 1923 for a total of 81 houses. Houses were assigned on a first-come, first-served basis. Each house is somewhat unique, given the Company's practice of allowing owner input into the design of the dwelling.

The school was built in 1921, and two churches, a grocery and a community hall were all built during the 1920s. The houses and other buildings were well-designed and substantially built. There was an active community life at Ioco Townsite. Given its isolation, the churches, school and bowling green provided the local focus for the residents. The quality of landscaping at the Townsite was very high, and it was regularly maintained by a gardening crew selected from Imperial Oil employees.

The Townsite was a pedestrian oriented, self-sufficient traditional, community containing residential, commercial, and recreational opportunities for Ioco employees. The historic townsite consisted of the following types of buildings and community facilities:

- Two churches;
- A community store;
- A community hall;
- A school (the original one room school was replaced by the present school);
- A bowling green and clubhouse;
- Tennis courts;
- Baseball pitch;
- A dock;
- A boat house; and
- 81 residential houses.

While a number of buildings have since been demolished over the years, the following buildings presently remain on site:

- Community Store;
- Community Hall;
- One Church;
- One School;
- 13 residential houses.

The remaining building stock within the Ioco Townsite presents opportunities for creative, adaptive reuse. Ioco represents a unique opportunity to conserve a significant community heritage resource while allowing the area to redevelop and evolve simultaneously. The conservation of this site will preserve a regionally significant example of a once thriving company town.

Photos of the remaining structures are included as Schedule "C" to these guidelines.

1.4 VISION FOR IOCO'S REVITALIZATION

A revitalized Ioco Townsite could become the heart of a new community on the north shore of Burrard Inlet. With its gentle south-facing slopes, surviving heritage buildings and

historic land use patterns, this unique site presents a significant opportunity to act as a generator of new development, both infill within the site and in the surrounding vacant lands also owned by Imperial Oil. The Townsite itself offers tremendous opportunities for adaptive reuse, sensitive infill and revitalization. Ioco, as a restored and rehabilitated historic commercial and residential village, would be a source of pride to the citizens of Port Moody, and could augment the context of surrounding new development by providing clues as to appropriate form and scale, materials and design, and neo-traditionalist values.

The Townsite could accommodate a range of commercial and residential uses, and could become a vibrant and lively mixed-use community with its own special identity based on its heritage character. The southern part of the site traditionally accommodated commercial and institutional uses in larger structures, while the northern part was residential in character, with a lower form and scale. The revitalized Townsite should recognize this historical pattern of land use which will be addressed in the preparation of an area plan.
Heritage Character Statement

The historic Ioco Townsite was a unique, designed company town adjacent to a large industrial site, located close to the waterfront of Burrard Inlet, with road, rail and water access. Its heritage character defining elements include its south-sloping topography; its tightly laid out street grid (with major axes oriented north-south); its regular rhythm of rectangular housing lots, and its surviving early buildings. The southern part of the site was a cluster of commercial (the store), institutional (school, churches) and recreational (bowling green, community hall) uses. The northern part of the site was residential (a number of remaining houses). The surviving street grid, and its existing subdivision lines, is the strongest reminder of the historical form of the Townsite.

The small, intimate nature of the site - with its low scale of buildings, wide north-south streets (only partially curbed), and narrow sidewalks - recalls a traditional village centre. It was designed to be oriented to pedestrians, and the workers could walk to the adjacent industrial plant.

The most striking feature of the site was its architectural consistency. The buildings of the Townsite were built in a common vocabulary, based on the popular Craftman style of the era, using natural materials such as wood siding and shingle cladding. This architectural consistency is the essential element of the Townsite's heritage character, as only a company town - developed by one owner for a specific purpose - would display such tight control over form and appearance.

The mature landscaping also contributes to the character of the site. Early street trees line the public space of the bowling green, and are crucial to its identification as a public space. The site is bisected by a small stream with steep banks. Remnants of landscaped yards also provided an appropriate country cottage feeling to the early houses. The surrounding forest landscape forms a buffering element around the Townsite.

1.5 HERITAGE CONSERVATION STANDARDS AND GUIDELINES

Any work to be undertaken on existing buildings as listed on Schedule "A", should conform to accepted heritage conservation principles, standards and guidelines. For the purposes of this Bylaw, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (2003) will be used as the basis for the review of any proposed work. These standards were adopted by Port Moody City Council in November 2007 to guide conservation efforts.

1.6 HERITAGE ALTERATION PERMITS

Heritage Alteration Permits (HAP) will be required for the authorization of changes within the Heritage Conservation Area. These permits will be used in a flexible way to respond to the requests and needs of the owners of scheduled properties over time. A HAP can be used to vary or supplement portions of the Local Government Act, but may not vary land use or density.

Heritage Alteration Permits will be required if buildings listed in Schedule "A" are to be permanently relocated within the Townsite. However, the HAP will be expedited if the building must be relocated due to site drainage conditions, and the receiving site is appropriate to the redevelopment scenario envisoned in the Townsite area plan.

Heritage Alteration Permits will not be required under the following conditions:

- for the lifting, temporary relocation and/or storage of buildings listed on Schedule 'A', provided appropriate security measures are in place (and approved by the City) and provided the building is ultimately relocated on a new foundation at its original location. Grade must be returned to its original level, and the building must be relocated at the same relative relationship to original grade. [Note that a building permit will be required for the new foundations];

- environmental remediation of buildings listed on Schedule 'A', up to the building's perimeter, provided the building itself is not moved or altered in any way, and the site is returned to its original grade;

- environmental remediation of vacant sites, providing grade is returned to its original level; and

- minor repair or maintenance of buildings listed on Schedule 'A', including replacement in-kind of existing deteriorated materials on a limited basis.

1.7 IOCO TOWNSITE HERITAGE CONSERVATION AREA GUIDELINES

Although the form of development within the Townsite is yet to be determined through the preparation of the area plan, it is felt that the illustrative, concept plan provides a general, potential vision to revitalize the site and retain its existing heritage character and buildings. It is therefore essential that a comprehensive area planning and rezoning process for the Heritage Conservation Area and surrounding Ioco lands be undertaken. The area plan and rezoning should recognize historic land use patterns, and facilitate the introduction of a variety of land uses including commercial and institutional.

A unique feature of Ioco is its consistent use of an Arts and Crafts architectural vocabulary, reflective of its origins as a company town, the era in which it was conceived, and the rapidity of its construction. As the area plan and zoning bylaw are prepared, appropriate guidelines will be developed for both heritage and vacant sites. It is anticipated that any new buildings within the Townsite will reflect the common architectural vocabulary of the existing buildings, and that an appropriate form and scale will be developed to reflect a historic commercial town centre.

The following principles will be used as the basis of a comprehensive set of design guidelines to be prepared in conjunction with the area plan:

- buildings listed in Schedule "A" will be subject to the heritage conservation standards and guidelines as listed in the subsection titled "Heritage Conservation Standards and Guidelines";
- the form and scale of infill and new buildings will recognize the single family residential form to the north of the area, and the proposed, denser, mixed use residential/commercial/institutional uses to the south of the site;
- guidelines for new and infill buildings will recognize the consistent Arts and Crafts architectural vocabulary of the Townsite's original wooden buildings, including existing, relocated, and demolished examples. These guidelines will include, but not be limited to:
- building design, height and form;
- exterior materials and colour;
- roof design, material and orientation;
- windows and doors;
- porches and verandahs;
- signage;
- lighting; and
- landscaping.

1.8 HERITAGE CONSERVATION INCENTIVES

The City is enabled to provide appropriate incentives to assist with the conservation of heritage properties. These can be offered in several different ways, including developmental, financial and administrative incentives, as well as building code equivalencies. A range of incentives will be considered by the City, and may be utilized to facilitate the retention and rehabilitation of heritage properties by ensuring financial viability. Additional relaxations can be provided through Heritage Alteration Permits and Heritage Revitalization Agreements. Each situation will be different, and the City will endeavour to provide these incentives in the most flexible and effective manner as development issues are negotiated.

There may be other funding assistance available through other government programs, including the Federal Residential Rehabilitation Assistance Program (RRAP). The City will facilitate the delivery of heritage conservation incentives offered by senior levels of government.

For the properties listed in Schedule "A" the award of potential heritage conservation incentives would be subject to the following conditions:

- any proposed alterations conform to heritage conservation standards and guidelines;
- for larger incentives, proof of financial necessity may be required (pro forma analysis);
- municipal heritage designation would be required, and any further claim to compensation would be waived; and
- financial incentives would be subject to repayment if the heritage property is willfully destroyed or defaced.

SCHEDULE "A"

DESCRIPTION OF THE IOCO TOWNSITE EXISTING STRUCTURES AND LANDSCAPE FEATURES

The following existing buildings, structures, vacant lands and landscape features located within the Ioco Townsite Heritage Conservation Area are protected heritage property under the Local Government Act. Detailed Statements of Significance are in place for each building describing the heritage value and character defining elements for each property (see City of Port Moody Heritage Register).

COMMUNITY BUILDINGS

Ioco School (1921) The school building is one of the landmarks of Ioco and is believed to have been constructed in 1921. The school is located at the entry to the townsite and shares many architectural features with school buildings in other jurisdictions of the province. The building itself is a symmetrical design with banked multi-paned windows.

St. Andrew's Presbyterian Church (now Ioco United Church) (1924) This is the last remaining church located within the Ioco Townsite. This building marks the entry to the townsite from

the east. The front door has wrought iron strap hinges and the interior has a wooden tongue and grove ceiling. The building includes a distinctive bell tower roof element. Exterior materials include wooden siding and asphalt shingles.

Ioco Grocery (1922) This is a large and unusual structure with a broad hip roof and multipaned windows on the top floor. The building shares a number of features with other heritage buildings located within Moody Centre such as the treatment of the second storey with unpainted wooden shingles and the hipped roof previously identified.

Community Hall (1921) The community hall is one of the most prominent remaining structures in Ioco. The hall is a large utilitarian building with a jerkin headed roof, half timbering in the gable ends, and triangular eave brackets that are reminiscent of the Craftsman style. The building has been finished with wooden siding and asphalt shingles.

RESIDENTIAL BUILDINGS

306 First Ave (1921) This bungalow structure has superb proportions. The simple side facing gable structure is Craftsman inspired as is the textured siding made from shingles with alternating narrow and wide exposures.

205 Second Avenue (1921) This Ioco company house has several sophisticated details such as the triple wood columns, the use of shaped shingles to add texture to the façade, special shaping of the corner boards, projecting window box, sloping porch roof, clack trim and special notch and peg detailing along the eaves facia board.

300 Second Avenue (1923) This simple bungalow has an inset corner porch, triangular eave brackets, and shingle siding with a slight bellcast, where it meets the foundation skirting.

304 Second Avenue (1921) This building is detailed in a simple straight forward manner with a front porch and square columns. The structure has a hipped roof covered in asphalt shingles and wooden siding.

306 Second Avenue (1914) This is the only surviving two storey house at Ioco. It is believed to have been one of the first constructed houses within the townsite. The floor plan is square, with a pyramidal hip roof.

316 Second Avenue (1922) The design of this building has been influenced by the Craftsman style. The structure is in original condition except for the replacement of some of the window sash on the main floor. The simple side facing gable structure possess a front dormer and is finished in wooden siding.

207 Second Street (1921-1922) This variation on the Ioco company house features shingle cladding and an open front porch and hipped roof.

200 Third Avenue (1925) This well maintained modest bungalow sits on a corner lot and features two covered porches, a hipped roof and wooden siding.

206 Third Avenue (1922) This structure features shingle cladding and a side facing, low pitched gable roof.

207 Third Avenue (1922) This bungalow is set into the slope and features an inset corner porch, a front gabled roof and triangular eave brackets.

303 Third Avenue (1922) This structures features a side gabled roof, eave brackets and an inset corner porch. 307 Third Avenue (1921) This bungalow demonstrates the way that different rooflines and details were used to avoid monotony in the townsite's buildings. It features a side jerkin-headed roof with eave brackets at the roofline, and a shed roofed extension over the front porch.

203 Fourth Avenue (1923) This is the only remaining house on Fourth Avenue. The building exhibits a front facing gabled roof, triangular eave brackets, small front and side porches and wooden cladding.

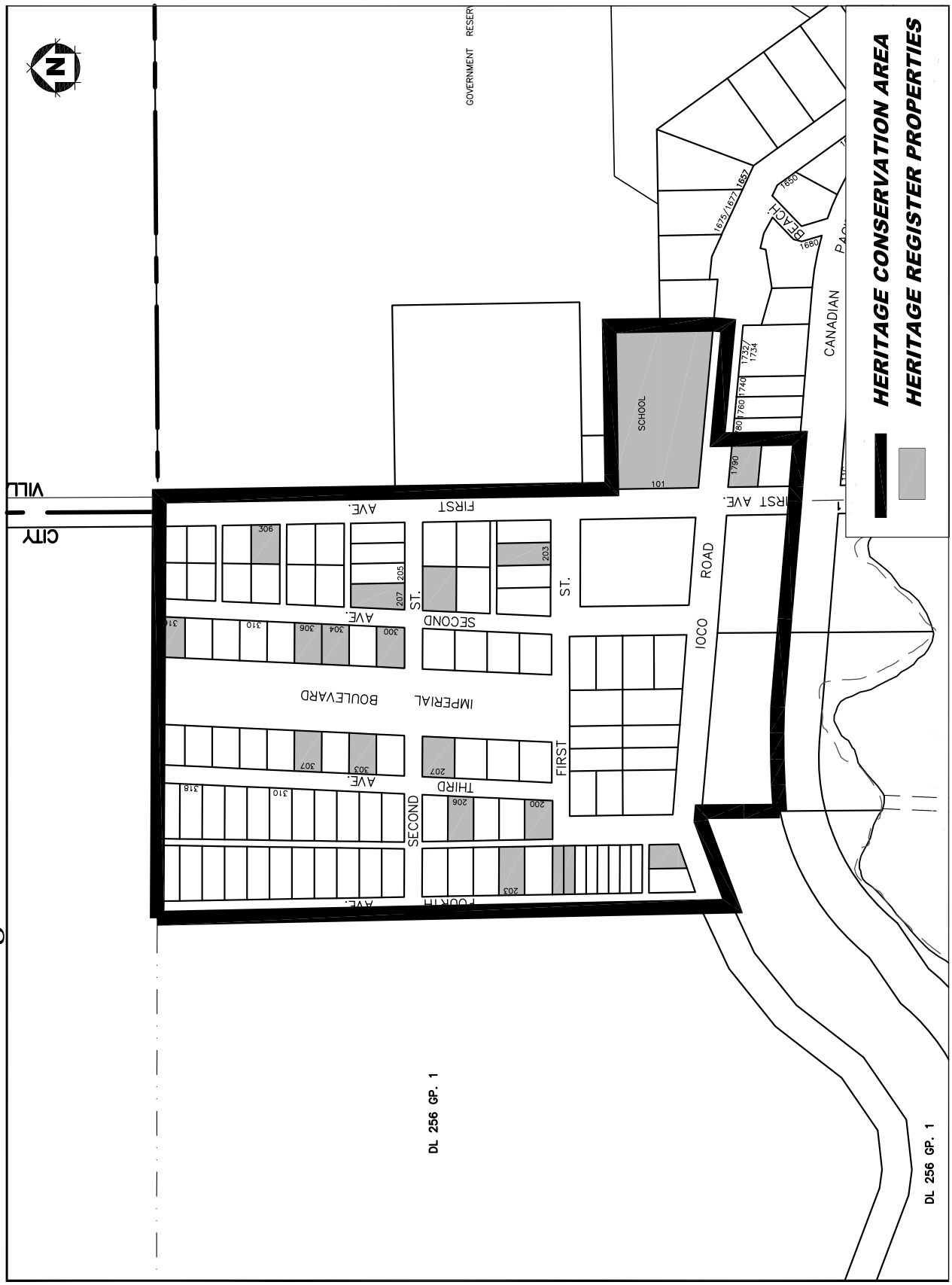
LANDSCAPE FEATURES

Bowling Green The former bowling green is bounded by First Street to the north, First Avenue to the east, Ioco Road to the south and Second Avenue to the west as shown on the accompanying map. This open space exists at the heart of this once thriving company town.

VACANT PROPERTIES

One of the objectives of the Ioco Townsite HCA is to accommodate and manage infill development on existing vacant lots to ensure that new buildings constructed within this HCA are designed and maintained so as not to detract from the overall effect and character of the original structures listed in Schedule "A". Therefore, all new construction built on vacant properties located within the boundaries of the Ioco Townsite Heritage Conservation Area, as shown in Schedule "B" and Map 3 of the Official Community Plan (OCP), must be consistent with the Ioco Townsite Heritage Conservation Area guidelines.

SCHEDULE B: IOCO TOWNSITE HERITAGE CONSERVATION AREA

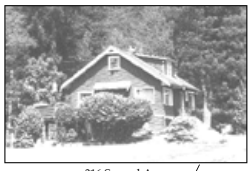


Ioco Townsite Heritage Conservation Area

SCHEDULE C: PHOTOS OF EXISTING STRUCTURES


303 Third Ave.


307 Third Ave.


316 Second Ave.


306 Second Ave.


306 First Ave.


207 Third Ave.


304 Second Ave.


206 Third Ave.


305 Second Ave.


205 Second Ave.


207 Second Street


203 Fourth Ave.


Ioco School First Ave


Community Hall - Third Ave.


Ioco Store - Third Ave.


200 Third Ave.


203 First Street

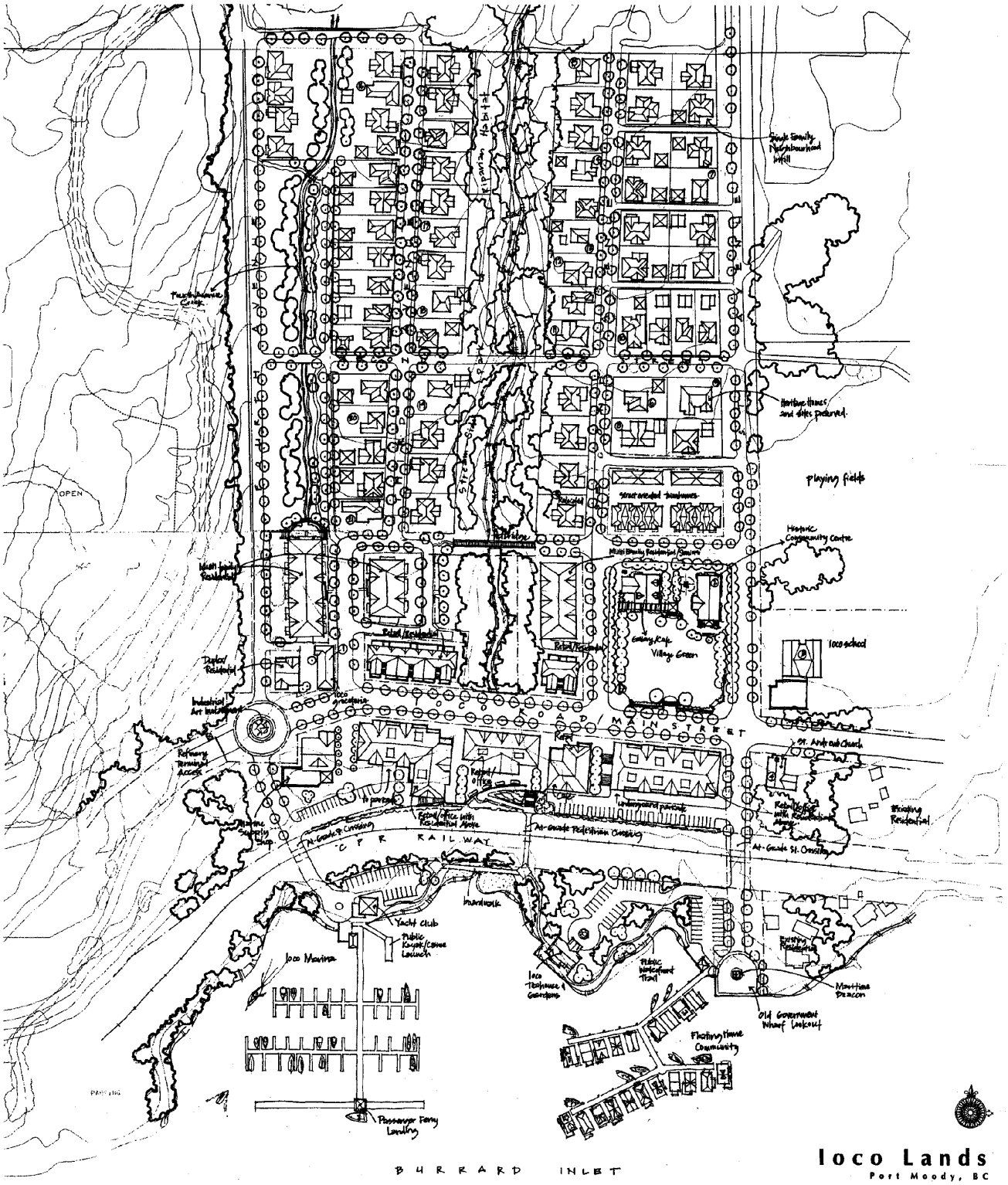

Ioco Church - 1790 Ioco Rd.

LEGEND

- Fire damage
- Vacant building
- Privately owned

SCHEDULE D: ILLUSTRATIVE CONCEPT PLAN

This preliminary conceptual plan is to be used for illustrative purposes only to show how Ioco Townsite may be redeveloped. It should be recognized that the revitalization consistent with the Ioco Townsite Heritage Conservation Area Guidelines would occur in an incremental manner over time through site-specific development and infill based on an area plan and appropriate zoning yet to be prepared. The illustrative concept plan should not be regarded as an approved development plan.



APPENDIX 4: MOODY CENTRE HERITAGE CONSERVATION AREA GUIDELINES

SECTION ONE: INTRODUCTION

Moody Centre is a unique area, and dates from the time of the city's earliest development. This was Port Moody's historic commercial and residential downtown, located at the eastern head of Burrard Inlet and adjacent to the Canadian Pacific Railway tracks. The land slopes north towards the waterfront, with the CPR running east-west. The commercial part of Moody Centre includes the City's two main commercial streets, Clarke and St. Johns Streets, that run east-west through the area. The residential part of Moody Centre is located directly south of the downtown commercial area and extends up the Chines, a steep forested slope to the south, to the edge of the buildable slope. The character of the area is augmented by superb views to the north and by many mature landscaping elements.

Clarke Street developed as Port Moody's commercial core, later followed by St. Johns Street as the city grew. This historic area retains a number of early heritage structures; Clarke Street also retains the pedestrian scale and character of an early twentieth-century commercial village. There have been a number of initiatives to revitalize the area, resulting in the preservation of individual structures and sympathetic street works.

In response to redevelopment pressures on the City's oldest areas, local residents have expressed a desire to preserve the character and quality of the Moody Centre area. Previous studies and neighbourhood consultation have identified the need for the conservation of existing heritage buildings, and provided guidance on the development of new buildings in the central area. In recognition of its heritage value to the citizens of Port Moody, Moody Centre has been designated as a Heritage Conservation Area. That portion of the City identified in Schedule "E" which is attached to and forms part of this Plan, is hereby designated as a heritage conservation area. This is a distinct area with special heritage value and character, identified for heritage conservation purposes in the 2000 Official Community Plan.

The intent of the Heritage Conservation Area is to manage, not prevent, change. The retention of existing buildings in their historical context and character along with compatible new developments will allow residents and visitors to continue to appreciate the significant history of Moody Centre, while protecting its heritage character and enabling appropriate interventions that will enhance economic viability.

These guidelines are intended to assist property owners, residents, merchants, designers and the City of Port Moody in designing and evaluating proposed restorations and renovations of existing buildings and construction of new buildings in the Moody Centre Heritage Conservation Area. Any person renovating or restoring existing buildings, or undertaking new construction within the heritage area should consult these guidelines prior to making plans for the work.

As it developed as the historic town centre, Moody Centre displayed a surprising mix of businesses, industries, commercial properties and residences. This has resulted in a rich legacy of heritage sites, as documented in the Port Moody Heritage Register, that are diverse in style, type and age. Therefore, there is no common style to these buildings, rather they represent a straight-forward response to life in a growing mill town. Their scale and materials tend to be modest, but they represent over a century of local community pride and a unique sense of place.

Within Moody Centre, there are two key groupings that deserve special attention in order to protect their fragile heritage character:

The Moody Centre Commercial Area: Centred on Clarke Street, this was the original town centre, and included a mix of commercial and residential buildings. The existing heritage buildings are generally 1 ½ to 2 storeys high, wood-frame in construction with gabled roofs, designed in a Frontier vernacular. The area still retains the character of an Edwardian era village, built at a time before automobiles. Clarke Street retains this character because St. Johns Street later developed as an arterial road that catered to automobile-based businesses, therefore bypassing the earlier town centre.

The Moody Centre Residential Area: Located south of St. Johns Street, people who worked in Port Moody began to establish more permanent housing on large lots up the Chines. Some of these houses were very grand, reflecting the status of those who could afford them, while other were much more modest, providing accommodation for the many workers at the local industries. These houses share a common vernacular, that reflects the European origins of most of the early settlers. Many of these houses have been well-maintained in their original condition, and represent the origins of the community, and its continuity over time.

In order to protect and preserve this rich historical legacy, it is necessary to understand the value of these unique heritage resources. Globally, there has been a shift in heritage conservation towards a "values-based approach" that recognizes the importance of embedded historical and cultural values as the basis for understanding our heritage. This approach is based on a recognition of the importance of different interpretations, levels and meanings of heritage value, and considers a broad-based view that goes beyond just architectural value. A values-based assessment of heritage also looks at environmental, social/cultural, economic and even intangible aspects of our shared experience. In the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, Heritage Value is defined as "the aesthetic, historic, scientific, cultural, social, or spiritual importance for past, present or future generations."

This evolving view of heritage also recognizes emerging trends in urban development and the need for integration and sustainability in community planning. This is a recognition of the environmental, social/cultural and economic importance of sustainability initiatives. Heritage conservation strongly supports all three pillars of sustainability.

Through community consultation, Statements of Significance were prepared that assessed the heritage value of these two significant sub-areas within Moody Centre, including their relation to each other and to the waterfront, historic infrastructure (e.g., survey patterns grids, roads and the railway), and other factors that defined their physical development.

1.1 HERITAGE VALUE OF MOODY CENTRE COMMERCIAL AREA

The Moody Centre commercial area is valued as an example of an early twentieth-century downtown, typical of a small resource industry town of the pre-automobile era. The consistent and distinctive built form of the historic area is associated with the early development of Port Moody, and is comprised of commercial and institutional buildings located near the junction of the railway and the working waterfront. The earliest section of the commercial core along Clarke Street adjacent to the working waterfront dates from the time when Port Moody was developing rapidly as a mill town prior to the First World War. The announcement in 1880 that Port Moody would be the western terminus for the CPR caused rampant land speculation. Although few buildings were actually constructed at this time, the surveys of Moody Centre predated the CPR survey of downtown Vancouver, and reflect the standardized use of a twenty-metre (sixty-six foot) survey chain. After 1887, when the CPR extended a branch line west along Burrard Inlet to Vancouver, Port Moody entered a local depression with the loss of the rail economy. The settlement struggled until it developed primarily as a resource industry town with the construction of several large sawmills, BC Union Oil in 1910 and Imperial Oil's first west coast refinery in 1914. Lumber was readily available in Port Moody, and the early residential and commercial buildings were built of wood-frame construction.

As the population of the Lower Mainland expanded, and as automobiles were increasingly utilized for the movement of goods and people, a network of roads - many of them undertaken as make-work projects during the Depression - were developed throughout the region. In response to the increasing dominance of automobile traffic, St. Johns Street - one block south of the original commercial core on Clarke Street which was adjacent to the railway - was developed as a throughway that connected Vancouver, Burnaby and Coquitlam to the west and the Fraser Valley to the east. St. Johns Street continued to develop as an automobile-oriented service corridor, with buildings that had wider setbacks and higher densities than those in the Clarke Street core.

Evocative of Moody Centre's early development, a number of significant historic commercial, residential and institutional buildings have survived. There are also many examples of modest vernacular architecture, typical of a working mill town, including private homes with large gardens in the back, several general stores, and a hotel. The railway connection is still maintained with commuter and freight services, and the cedar mill, located on the waterfront adjacent to the rail line is the last operating mill that still survives on Burrard Inlet.

Character-Defining Elements

Key elements that define the heritage character of Moody Centre's commercial area include its:

- location at the eastern head of Burrard Inlet at the junction of the CPR main line and the working waterfront
- views north to Burrard Inlet and south to forested hills
- unified streetscape of commercial buildings that illustrate the main development period of the first half of the twentieth century, including buildings built to the street frontages, typified by architectural features such as cubic massing, dense site coverage, punched window openings and projecting cornices at the rooflines
- one and two-storey commercial buildings, including early false-front buildings and a quiet residential area on Clarke Street, as well as larger commercial buildings along St. Johns Street, that are surviving evidence of the development and growth of Port Moody as a resource industry town

- commercial realm: narrow, pedestrian-oriented streetscape on Clarke Street; wider, more open streetscape on St. Johns Street with greater traffic volume
- continuing commercial viability with a variety of independent businesses, and a mix of institutional and residential uses
- wood-frame construction for both early residential and commercial architecture
- street facades that are more elaborate than the more utilitarian rear facades
- electrical and telephone distribution systems in the service lanes

1.2 HERITAGE VALUE OF MOODY CENTRE RESIDENTIAL AREA

The Moody Centre residential area is associated with the continuing early twentieth-century growth and economic development of Port Moody. The consistent and distinctive built form of the area dates from the time when Port Moody was developing rapidly as a mill town prior to the First World War. Clarke Street, adjacent to the working waterfront and the CPR main line, was its earliest commercial core. As the population grew throughout the Lower Mainland, the commercial area expanded to include St. Johns Street, used as a throughway that connected Vancouver, Burnaby and Coquitlam to the west and the Fraser Valley to the east. The city is naturally constrained by water and steeply-sloping topography. As Port Moody grew, the residential area, adjacent to the downtown area, expanded up the Chines as far up as houses could easily be constructed. Indicative of early residential development patterns, the houses at the top of the Chines denote the city's original limit of expansion. Some of the City's most prominent homes were located on the lots closest to the downtown, while more modest houses were built further to the south. The street realm also becomes less formal the farther one moves south from the downtown; the City's first concrete sidewalks were built in 1926, but farther south curbs and sidewalks have never been installed.

The large lots, the regular grid imposed on irregular topography and the use of back alleys all reflect the original land surveys of Moody Centre. The announcement in 1880 that Port Moody would be the western terminus for the CPR caused rampant land speculation, that ended with the construction of the branch line west to Vancouver in 1887. Although few buildings were actually constructed at this time, the surveys of Moody Centre predated the CPR survey of downtown Vancouver, and reflect the standardized use of a twenty metre (sixty-six foot) survey chain.

This area has retained a number of good examples of early residential architecture, mainly single family dwellings on large lots. The size of the lots indicates the importance of small subsistence gardens, which augmented the food supply, necessary because of the difficulty of supplying this small, originally somewhat remote, settlement. The diversity of the size, style and architectural elaboration of the houses illustrate that all levels of society shared the neighbourhood, from the mill owners to the workers. Subsequent periods of prosperity are evident in the intermittent growth of the mid 1920s and 1930s, and after the Second World War when the area was finally built out.

Character-Defining Elements

Key elements that define the heritage character of Moody Centre's residential area include its:

- location directly south of the commercial downtown core, reaching up the Chines on a steep slope, with east to west rolling hills and open views to Burrard Inlet and the North Shore mountains
- pedestrian-oriented streets, with east-west street ends contained within the area, with rear alleys and a more informal street realm to the south without curbs and sidewalks
- single-family, residential buildings, consistently modest in form, scale, massing and architectural design, dating from the first half of the twentieth century, featuring a common vernacular of wood-frame construction including the use of pitched roofs, porches and verandahs, wood siding and wooden-sash windows
- large, spacious lots, with wide side yards, setbacks, gardens and garages at the rear and relatively low ground coverage
- mature associated landscape features, including boulevards, trees and green spaces

SECTION TWO: GUIDELINES

The Guidelines provide for the conservation of the character of the Moody Centre Heritage Conservation Area by managing change that complements the established streetscape and maintains the integrity of the architectural forms. It is vital to the integrity of the Heritage Conservation Area to have the established heritage character serve as inspiration for new development.

These Guidelines are based on an examination of the existing conditions of the area and how best to manage the character of the historic building stock while allowing change in the area, including new construction. The character of Moody Centre is dependent on its entire collection of buildings, structures and landscape elements, and it is essential that all components work together to provide a harmonious appearance. The underlying principles of the Guidelines are based on the integrity of individual buildings, and respect for the original design concept for each structure, as well as integration of each building within a unified vision for the entire area. The overall framework should be the development of cohesive and visually appealing streetscapes based on authentic historic character.

The objectives of the Moody Centre Heritage Conservation Area are:

- to recognize and enhance the historic nature of Moody Centre for the benefit of present and future generations;
- to ensure that all building restorations, rehabilitations, renovations or alterations, and property development or redevelopment within the Moody Centre Heritage Conservation Area respects the history and enhances the heritage character and heritage value of Moody Centre;
- to promote conservation, restoration, and heritage sensitive rehabilitation and renovation of the heritage buildings in the Moody Centre Heritage Conservation Area;
- to regulate subdivision within the Moody Centre Heritage Conservation Area; and
- to accommodate infill development that is consistent with the existing heritage buildings and enhances the heritage character of Moody Centre.

The Guidelines are based on the preservation and enhancement of the individual historic character of each authentic heritage building. Therefore it is recommended that original materials be retained or uncovered, that lost details be replaced, and that historically inappropriate elements not be added.

Depending on the complexity of a project, building owners are encouraged to retain suitable professional consultants that can provide sound advice and prepare project designs that achieve a set of objectives and solutions that all parties — including, where applicable, the public and Council — can support. Illustrations in these guidelines should not be considered the only options available to designers. The design of new buildings should remain an expression of contemporary times while still respecting Moody Centre's authentic architectural legacy.

2.1 GENERAL REQUIREMENTS

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process. Within the context of the Heritage Conservation Area, and specifically for heritage projects, variances can be considered in order to achieve better outcomes.

The Heritage Conservation Area encompasses a number of different zoning schedules. Any proposed work must conform to existing zoning. Special requirements related to heritage situations can be enabled either through Heritage Alteration Permits or Heritage Revitalization Agreements. In non-heritage developments, variances can be considered if they will improve overall conformance with the area's heritage character. In those cases where zoning requirements are considered for variance, the heritage character of the area will remain the primary concern.

In addition, all applications must conform to the Moody Centre Development Permit Area Guidelines (DPA 2). These guidelines provide specific advice on situations not covered under the Heritage Conservation Area Guidelines.

Pursuant to Section 972 and 973 of the Local Government Act, Heritage Alteration Permits will be issued by the City, subject to the terms and conditions considered necessary by Council, or its delegate, to carry out work that complies with the guidelines. In those instances where a Heritage Alteration Permit is refused and the refusal to issue a permit prevents the use of land that is allowed under the applicable zoning by-law, or the development of land to the density that is allowed under the applicable zoning by-law in respect of that permitted use, City Council, or its delegate, shall inform the applicant of the requirements or conditions under which the applicant's proposal would be allowed. City Council, or its delegate, may refuse to issue a heritage alteration permit for an action that, in the opinion of the City Council, or delegate, would not be consistent with the purpose of the heritage protection of the property.

Property owners within the Heritage Conservation Area may do any of the following types of development with the approval of a Heritage Alteration Permit:

- Subdivision of a property;
- Addition/Alteration to the exterior of a building (including windows, doors, porches and exterior siding);
- Construction of a new building; or
- Demolition of a building.

A heritage alteration permit is not required for:

- Interior renovations, except those that affect structural integrity;
- Exterior maintenance and repairs that do not affect the heritage character of the area or heritage value of property, including repainting in identical colours or routine upkeep. Note: any alterations to windows, siding or architectural features will require a Heritage Alteration Permit;
- Landscaping that does not affect the heritage character of Moody Centre or the heritage value of the property;
- Construction and maintenance activities carried out by, or on behalf of, the City; or
- Regular and emergency City maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Heritage Conservation Area designation.

With respect to the heritage properties, the following general considerations support the objectives set out above:

(a) Rehabilitation of buildings and structures in the Moody Centre Heritage Conservation Area to accommodate the changing needs of residents and businesses is encouraged and should be done in a manner that respects the heritage character of the area and retains the heritage value of listed properties.

(b) Subdivision of land may be approved, but not until a heritage alteration permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a heritage alteration permit consistent with the Guidelines must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

(c) These heritage buildings are of special historic importance; consequently, a heritage alteration permit shall not be issued for these properties, except for an approved restora¬tion, rehabilitation or renovation, or subdivision. In instances where a building is damaged to the extent that 75% or more of its value above its foundations is destroyed and rehabilitation is not viable, a demolition permit may be issued by the City, provided that the proposed reconstruction or redevelopment of the site complies with the appropriate guidelines.

With respect to properties not listed in Schedule "A", the following guidelines are designed to achieve the objectives set out above:

(a) Rehabilitation or replacement of non-heritage buildings or structures in the Moody Centre Heritage Conservation Area is permitted, but must be done in a manner that:

(i) respects the heritage character of the area and is consistent with neighbouring heritage properties; or

(ii) conforms with the existing structure.

(b) Demolition of buildings or structures will not be approved unless a heritage alteration permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

The City of Port Moody also administers the B.C. Building Code and other technical codes and regulations that control development. In dealing with heritage buildings, where finding technical solutions is not always straightforward, The City can consider Building Code equivalencies that achieve an acceptable level of code compliance.

2.2 SUSTAINABILITY CONSIDERATIONS

Increasingly, there is an understanding of the vital need for sustainable building practices and energy conservation. Heritage conservation is inherently sustainable, as it minimizes the need to destroy building materials and retains established land use situations and infrastructure. It also conserves embodied energy, reduces pressure on landfill sites, avoids impacts of new construction and minimizes the need for new building materials. Heritage projects also encourage local employment of specialized trades and professionals. The conservation of heritage sites is also important from an urban design perspective. Our historic places contribute significantly to the City's unique sense of place by maintaining the context of streetscapes and providing a framework for the rhythm and massing of buildings. Preserving heritage values has a significant impact on all aspects of sustainability – social, environmental and economic. The intelligent reuse of our existing building stock will support the City's vision of becoming a more sustainable community.

New buildings are required to meet mandated energy performance standards. However, existing buildings will only meet sustainability objectives if we consider how to upgrade their performance characteristics. There are many ways in which this can be undertaken without destroying heritage character-defining elements, and consideration should be given as to how to balance heritage and upgrading requirements. Energy upgrading measures for heritage buildings should be assessed against the Standards & Guidelines. For further information on how to sensibly improve the performance of heritage and existing buildings, refer to the Vancouver Heritage Foundation's *Old Buildings: Your Green Guide to Heritage Conservation* available on their website at www.vancouverheritagefoundation.org.

GENERAL CONSIDERATIONS FOR EXISTING BUILDINGS

- Materials: Retain existing building envelope materials as possible, including siding. Do not install rainscreen sidings, as they introduce life cycle considerations and impair heritage character through the removal of original material.

- Windows and Doors: For historic buildings, every reasonable attempt should be made to repair original window sashes and doors, or to replace inappropriate later additions with replicas of the originals. Excellent thermal efficiency may be achieved through the repair and maintenance of existing wooden windows. Wood-framed storm windows will also aid with thermal efficiency and sound abatement. Replacement of originals windows should only be undertaken as a final resort in cases of extreme deterioration.

- Mechanical Systems: Inefficient mechanical systems are one of the main reasons why existing buildings are poor thermal performers. Consider installing new boilers, hot water tanks and energy-efficient appliances when possible.

- Insulation: Introduce extra insulation, especially in attic spaces. Consider the use of weather-stripping and other draft-proofing measures.

2.3 HERITAGE BUILDINGS

In recognition of their heritage value, the following sites have been legally protected in Schedule "A" of the Heritage Conservation Area Bylaw. Their proper conservation is crucial in maintaining the authentic historic character of Moody Centre:

Heritage Buildings:

- 2214 Clarke Street (Williams Residence)
- 2224 Clarke Street (McLean Residence)
- 2226 Clarke Street (C.P. Lumber Co. Residence)
- 2310 Clarke Street (Joseph Côté Residence)
- 2317 Clarke Street (B.C. Telephone Company Exchange)
- 2320 Clarke Street (Commercial Building)
- 2322 Clarke Street (Residence)
- 2326 Clarke Street (Residence)
- 2329 Clarke Street (Residence)
- 2335 Clarke Street (Etter's Beauty Salon and Barber Shop)
- 2337 Clarke Street (John's Barber Shop)
- 2341-45 Clarke Street / 49 Queen Street (Commercial Building)
- 2346 Clarke Street (Royal Bank)
- 2407-09 Clarke Street (Roe & Abernathy Grocery Store)
- 2419 Clarke Street (P. Burns and Co. Butcher Shop)
- 125 Elgin Street (Vaughan Residence)
- 2201 St. George Street (McNeice Residence)
- 2214 St. George Street (Dr. Cartwright Residence)
- 2221 St. George Street (Clement Elsdon Residence)
- 2225 St. George Street (Elsdon Residence)
- 2131 St. Johns Street (Martha Johnston Residence)
- 2206 St. Johns Street (St. John the Apostle Anglican Church)
- 2329 St. Johns Street (White Residence)
- 2414 St. Johns Street (Hotel Burrard)
- 2227 St. Johns Street (Roe Residence)
- 2425 St. Johns Street (Old City Hall)

These heritage buildings should be conserved in a manner appropriate to their authentic period and style. In all applications dealing with heritage sites, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada will be used as the basis for review. The Standards and Guidelines outline principles and procedures for the appropriate treatment of historic buildings and structures, including different levels of intervention. The Moody Centre Heritage Conservation Area Guidelines provide additional area-specific guidance for appropriate interventions.

Research is central to guiding proper conservation. Historic photos, archival records and a careful examination of the building itself often yield clues as to what was located where, what materials were used, original colours, etc. This is especially true for windows and doors, signature elements of every building. Statements of Significance have been prepared for all of the heritage buildings; these assessments of heritage value are available online at www.historicplaces.ca. Owners of heritage buildings are encouraged to gather as much information as possible before undertaking any alterations. Following are the guidelines for each project involving a heritage building:

General Considerations: Restorations or renovations shall retain the existing siting, roofline design, height, and number of storeys of the affected building or structure. Where foundations require replacement, the siting and height of the affected building or structure may be reasonably altered. Whenever possible, original forms, materials and details should be uncovered or left in place, and preserved.

Architectural Details: When developing design proposals for heritage buildings, they should be examined to determine what original architectural details remain and may be rehabilitated. The historic character of heritage buildings is dependent on a variety of architectural details; in some cases these features have been lost or obscured by many years of weathering, inappropriate renovation or lack of maintenance. Not every detail of every building may be feasibly restored, but surviving features should be retained and repaired. Inappropriate later additions should be removed or replaced. Inappropriate new architectural details or ad-hoc decorations should not be added, for example, fake Victorian gingerbread and vertical cedar siding. Building details should be compatible with the date the building was constructed or, where appropriate, a historically defensible later date, and be based on documentary evidence.

Additions: Additions should conform to the type of massing suggested by existing models. These are crucial in maintaining the heritage character of the area; obtrusive modern interventions can completely overwhelm an existing structure. Due to the nature of traditional construction methods, it is crucial that any new construction blend sensitively where it joins with an older building. The visual impact of building additions should be minimized from adjoining streets.

Projections: Front porches, verandahs and bay windows should be retained and, where possible, restored to their original design. Additions to the front of listed buildings will not be permitted, except where the proposed addition replaces an existing addition or where the addition is a porch.

Materials: Original materials should be maintained in order to ensure visual continuity. Any new materials used should respect both the style and the date of the individual building. Original materials should be left in place, or exposed when intact. All materials used in alterations or additions should be sympathetic in appearance. Original wood siding and trim should be repaired, painted and maintained to a generally acceptable standard. This is both a sound restoration and environmental practice. Through lack of proper maintenance, wooden elements may decay to the point where replacement is necessary. In these cases, the original configuration, assembly and appearance of wooden elements should be duplicated.

Roof Coverings: For pitched roofs the traditional material would have been cedar shingles. The use of cedar shingles is encouraged on the roofs of historic buildings.

Windows and Doors: There is a variety of fenestration in the area, but a majority of the early buildings originally had double-hung or casement wooden sash windows and wooden

doors. For heritage buildings, every attempt should be made to repair original windows or to replace inappropriate later additions with replicas of the originals. Wooden windows should not be replaced with metal-frame or vinyl windows. If the original windows have been removed, restoration should be considered. Windows that are blocked up in whole or in part should be opened and properly reglazed. Window openings that have been changed in size should be returned to their original dimensions and appropriate window sash reconstructed. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration, in which case only wood sash windows with matching profiles should be used. Original doors, transoms, sidelights and hardware should be retained, repaired and restored whenever possible.

Colour: For historic buildings, it is recommended that a return to their original colour scheme be considered; this is often the most attractive solution. When the original scheme can be determined, a close match or an updated interpretation should be attempted. The original builders knew from long experience and tradition what colours would look best on various building elements, and their original intentions should be respected. Generally, the historic buildings in Moody Centre would have had a maximum of three applied colours: a mid-range or dark body colour; a lighter trim colour; and a dark (often black) window sash colour. Paint was historically gloss enamel, and the use of at least semi-gloss finishes should be considered. Window sash and doors should be painted in high-gloss finishes. Further guidance is available through the Benjamin Moore Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Moody Centre's historic buildings.

Interior Features: While these guidelines do not apply to the interior of buildings, owners are encouraged to restore or retain historic interiors in a manner that is complementary to exterior facades.

2.4 EXISTING BUILDINGS

There are many existing buildings, of different styles and types, throughout Moody Centre. Some are modern structures, while some are renovated older buildings not considered to have heritage value. It is not intended that non-heritage buildings should be altered to have a "heritage look". Each building has its own integrity that can be interpreted and respected, and existing non-historic buildings should be renovated in a manner appropriate to their context.

Modern structures can have a particular character that is attractive in its own right. Materials intrinsic to that character should be maintained. Colour schemes that respect the original design can improve overall appearance, as can sympathetic details such as appropriate awnings and canopies for commercial buildings. These guidelines can be used for general guidance but the situation for each building should be reviewed to understand the best approach to any proposed upgrading. In each case, the existing streetscape should be considered so that each building can be a "good neighbour" within the Heritage Conservation Area.

Other buildings, especially residential buildings in Moody Centre, may have heritage value but have been altered in unsympathetic ways. Their heritage value can sometimes be recaptured through sympathetic alterations; these guidelines can provide appropriate advice, and if followed may result in an upgraded building worthy of heritage status.

2.5 NEW CONSTRUCTION: MOODY CENTRE COMMERCIAL AREA

Design concepts for proposed new construction or major alterations should attempt to blend harmoniously with the historic elements of both the commercial and residential streetscapes. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Moody Centre specifically, would be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Moody Centre depends on all of its built form, including the buildings, and landscaping elements, working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles which are clearly out of place with the historic evolution of historic Moody Centre should be avoided. The tendency to design individual houses in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

With respect to non-heritage properties, the following guidelines are designed to achieve the objectives set out above:

(a) Rehabilitation or replacement of non-heritage buildings or structures in the Moody Centre Heritage Conservation Area is permitted, but must be done in a manner that:

  (i) respects the heritage character of the area and is consistent with neighbouring heritage properties; or

  (ii) conforms with the existing structure.

(b) Subdivision of land may be approved, but not until a heritage alteration permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a heritage alteration permit, consistent with these guidelines, must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

(c) Off-street parking should be consistent with that provided for existing developed properties in the same street block and should be consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

(d) Demolition of buildings or structures will not be approved unless a heritage alteration permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

2.5.1 FORM AND SCALE

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process.

Renovations to existing buildings and proposed new construction should respect the precedent and scale of the intrinsic heritage character, and encourage a pedestrian environment. These considerations of appropriate form and scale are crucial if the historic character of Moody Centre is to be retained and augmented.

- ***Setbacks:*** New buildings and additions to existing buildings shall be set back a distance that is consistent with buildings on abutting or adjacent properties; in particular, historic buildings on adjacent properties or properties in the same street block.

- ***Building Height:*** The height and roofline of new or renovated buildings should be consistent with the low-rise heritage character of the area, including the character of buildings on adjacent properties or properties in the same street block.

- ***Retail Frontage:*** maintain the appearance of small-scale retail frontage.

- ***Corner Sites:*** Buildings on corner sites should be treated as if they have two main facades.

- ***Accessory Buildings:*** Should reflect the primary building in appearance and materials.

2.5.2 ARCHITECTURAL STYLE

- ***Architectural Style:*** Should be consistent with the traditional Frontier Commercial and False Front Commercial character of the area. Styles that do not relate to the integrity of the area should not be used either as a model or as an inspiration. New construction should show respect for historic methods, forms and detailing in an honest modern idiom, and should be sympathetic to the existing streetscape and surrounding buildings.

- ***Architectural Details:*** Any new construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as signs, should be of suitable appearance. Some attached elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

2.5.3 ROOF DESIGN

The historic buildings display a variety of gabled and hipped roofs, generally with a pitch of about 25-35 degrees from horizontal. Some of the early commercial buildings have false front, or "Boomtown" parapets, that increase their apparent size and provide opportunities for signage.

Roof Form: Mandatory

- New buildings are required to have the expression of a pitched roof, either gabled, hipped or a combination of the two

Roof Materials: Encouraged

- The use of cedar shingles is encouraged
- Duroid; fiberglass, asphalt or other appropriate shingles are permitted, provided they resemble the profile of cedar shingles or are of a simple tabbed design

Roof Materials: Prohibited

- Split cedar shakes
- Cement tile roofs
- Metal roofs

2.5.4 PORCHES AND VERANDAHS

Many of the historic commercial buildings of Moody Centre, especially those on Clarke Street, featured an open front entry porch or verandah. These open, welcoming elements facing the street are an integral part of traditional architecture. In situations where there is an alternative to retail storefronts, porches and verandahs can provide an attractive design feature.

Porches And Verandahs: Encouraged (when appropriate)

- New buildings are encouraged to have front entry porches or verandahs when appropriate
- Traditional wood railings and balustrades

Porches And Verandahs: Prohibited

- Metal or glass railings or guardrails

2.5.5 MATERIALS

The use of materials should conform to the overall context of the early buildings of the Moody Centre Heritage Conservation Area, which derived their character from the honest use of materials and a simple and logical deployment of their forms and proportions. Attention to materials helps new blend with old without adding fake details.

As Port Moody was a mill town, wood was readily available, and the historic buildings are of typical wood frame construction, and were generally clad with wood. Wood includes horizontal lapped siding and cedar shingles. For new construction, non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, non-combustible materials should resemble and complement materials used on other facades of the building.

In new construction wood siding should be smooth, horizontal, no more than 6 inches wide, and closely resemble traditional lapped wooden siding. Where appropriate, corner boards and window trim should be used, and applied over the siding. Wood siding and trim should be properly painted. Unfinished cedar should not be used. Plywood shall not be used as a primary facing material. Wooden shingles may be used, if appropriately detailed.

Materials: Encouraged

- Smooth wood resembling traditional lapped wooden siding, no more than 6 inches wide
- Sawn cedar shingles, as siding and on pitched roofs
- Duroid, fiberglass, asphalt or other appropriate shingles that resemble cedar shingles
- Board-and-batten siding
- Sidings that resemble traditional wood siding, when used in an appropriate manner
- Other materials appropriate within the St. John Street context include masonry such as brick, rough-cast stucco and properly-detailed concrete

Materials: Prohibited

- Vertical or diagonal wooden sidings (other than board-and-batten)
- Split cedar shakes as siding or roof cover
- Unfinished cedar siding
- Plywood as a primary material
- Aluminum, vinyl or plastic sidings
- Smooth-finished, swirled or heavily stippled stucco
- Concrete block or stone as a primary facing material
- Large-scale masonry units
- Glass curtain walls

2.5.6 WINDOWS AND DOORS

The form and detailing of windows and doors should be carefully considered in plans for new construction. Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim. In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they are in sympathy with the character of historic construction.

Where possible the style of windows and doors selected should match the prevailing vertical emphasis of the historic building types, and be placed on the building face in such a way as to reference the established rhythm of openings in the historic facades. The alternation of solids and voids (walls to openings) in the facade establishes a pattern that may be sensed by observing the building from a distance. This pattern is perceived as a rhythm by the passerby, and a sympathetic relationship between old and new construction may be achieved by incorporating similar rhythmic patterns. Windows should be inset in a traditional manner, not be flush with the facing material. Odd-shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged. Windows should not be set flush with the building face, but should be recessed in a traditional manner.

Some commercial buildings had single or continuous retail storefronts, with plate glass storefront windows. Any new storefronts should be detailed based on historic precedents, with wood or tile bulkheads, wooden window profiles and inset doorways.

Historically, entry doors would have been made of wood, with carved or molded detail, often with inset glass panels. Original hardware was usually of cast brass. Doors should be sympathetically detailed, and appropriate materials should be used. Proper consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

Windows And Doors: Mandatory

- Windows to be recessed a minimum of 2" from the building face
- Window and door openings to have appropriate trim (nominal 5" width preferred)

Windows And Doors: Encouraged

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no fake muntins)
- Clad wooden windows

- Wood-framed storm windows
- Retail storefronts of traditional appearance
- Wooden doors of traditional appearance

Windows And Doors: Discouraged

- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors

Windows And Doors: Prohibited

- Metal-sash windows
- Windows with fake muntins
- Mirrored or reflective glass

2.5.7 SIGNS

The form and detailing of signs should be carefully considered. Materials should be durable enough to last for years of continuous use. The materials should be well-crafted and appropriately designed in order to convey a good business image. Signs should always be opaque and directly lit rather than translucent and backlit. This rule should be strenuously followed.

Sign Materials: Encouraged

- Wood: either flat panels, preferably with a wooden border; carved or sandblasted panels; or three dimensional wooden letters
- Paint: either used on a sign board, or used directly on a building facade or glass
- Metal: used for sign hangers, or as three dimensional cast letters
- Neon: cold cathode tubing (not fluorescent tubing); most appropriate for window signs, but may be used for outdoor signs. Acceptable as lettering or outlining
- Incandescent Lighting: may be used for direct illumination, for outlining, or directly in signs

Sign Materials: Discouraged

- Plastic, either flat, painted or vacuum-formed
- Fluorescent Backlit Panels: not acceptable in any application
- Backlit Translucent Awnings: should always be opaque, with signs painted on the front and illuminated from above

Type Of Sign: Encouraged

- Fascia Signs: are affixed or painted parallel to the face of the building
- Projecting Signs: are fixed at ninety degrees to the face of the building
- Under-Awning and Under-Canopy Signs
- Window Signs: are painted, gold-leafed, or otherwise affixed to a window or door, and identify the business within
- Painted Awning Signs: restricted to painted signs on opaque fabric awnings
- Painted Wall Signs: can be effective and decorative elements on blank side walls

Type Of Sign: Discouraged

- Back-lit fluorescent signs
- Awning Signs (attached to or on the face of a awning, except for painted or under-awning signs)
- Signs on Satellite Dishes
- Roof Signs

2.5.8 AWNINGS AND CANOPIES

Awnings and canopies can provide the finishing touch to a building. They protect shoppers from the weather, thereby promoting commercial activity, and shield merchandise in store windows from exposure to sunlight. Careful design ensures visual harmony with the rest of the building, and provides a horizontal emphasis to the streetscape.

Awnings And Canopies: Encouraged

- Fabric awnings: should always be opaque, should fit the structural opening which they cover, and should not pass in front of vertical structural elements. Open or closed ends may be used. The following standard configurations are acceptable:

    - Three point, without valance
    - Three point, with fixed or drop valance
    - Retractable awnings, of appropriate period design

- Glass Canopies

Awnings And Canopies: Discouraged

- Arched, barrel, dome, convex, concave or random-shaped awnings

Awning And Canopy Materials: Encouraged

- Fabric: only non-shiny opaque outdoor awning fabric
- Metal: for fabric awning or glass canopy frame systems
- Glass

Awning And Canopy Materials: Prohibited

- Sheet metal
- Wood Panelling, Shakes, Shingles or Siding
- Plastic or Fibreglass
- Concrete

Attachments: Prohibited If Visible From The Front Street

- Metal Chimney Flues
- Satellite dishes

2.5.9 COLOUR

The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote a harmonious streetscape. In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstances. White should also be avoided; it can be a jarring element and was not used historically.

For existing buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit.

2.5.10 LANDSCAPING

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development of Moody Centre. Mature plantings that provide historic context, and character-defining elements, should be taken into consideration in any redevelopment of the site or before undertaking any new construction.

In order to maintain the existing open appearance, owners are encouraged to limit whenever possible the height of fences or solid hedges between the front of the principal building and the front lot line to 30 inches. Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence or wall of historic appearance e.g. various styles of pickets or stone walls.

Landscaping will not be regulated unless there is a proposed major alteration or redevelopment, in which case a landscape plan will be required as part of the permitting process.

2.6 NEW CONSTRUCTION: MOODY CENTRE RESIDENTIAL AREA

The character of the residential area south of St. John's Street generally reflects the traditional residential vernacular of the first half of the twentieth century. These simple, modest residential precedents should be respected whenever possible. Materials and textures should conform to the nature of historic construction.

Design concepts for proposed new construction should attempt to blend harmoniously with the historic elements of each streetscape. Existing non-historic buildings should be renovated in a manner appropriate to their context. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Moody Centre specifically, will be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Moody Centre depends on all of its built form, including the buildings and landscaping elements, working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles which are clearly out of place with the historic evolution of historic Moody Centre should be avoided. The tendency to design individual houses in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

2.6.1 FORM AND SCALE

All applications shall conform to existing City Bylaws, unless bylaws are varied or supplemented as part of the approval process.

- ***Setbacks:*** New buildings and additions to historic buildings should be set back at a distance that is consistent with buildings on adjacent properties, in particular the setbacks of historic buildings.

- ***Building Height:*** Should be visually consistent with the heritage character of the area. Traditionally, no building was higher than two and one-half storeys.

- ***Corner Sites:*** Buildings on corner sites should be treated as if they have two main facades.

- ***Accessory Buildings:*** Should reflect the primary building in appearance and materials.

Setbacks: Mandatory

- Setbacks for new buildings should be averaged between that of adjacent buildings so that the new building does not protrude further forward than its neighbours.

2.6.2 ARCHITECTURAL STYLE

- ***Architectural Style:*** Should be consistent with the overall modest vernacular of the area, which included examples of the Craftsman, Foursquare and Colonial Revival styles. Architectural styles that do not relate to the integrity of the area should not be used either as a model or as an inspiration.

New construction should show respect for historic methods, forms and detailing in an honest modern idiom, and should be sympathetic to the existing streetscape and surrounding buildings.

- ***Architectural Details:*** Any new construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as house numbers, should be of suitable appearance. Some attached elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

Attachments: Prohibited If Visible From The Front Street

- Metal Chimney Flues
- Satellite dishes
- Skylights

Staircases: Prohibited

- Open risers (staircases should resemble traditional models with closed risers)

2.6.3 ROOF DESIGN

The historic buildings in the area display a variety of cross-gabled and hipped roofs. The earliest buildings originally had cedar shingle roofs, but over the years were generally replaced with asphalt.

Roof Form: Mandatory

- New buildings are required to have the expression of a pitched roof, either gabled, hipped or a combination of the two

Roof Materials: Encouraged

- The use of cedar shingles is encouraged
- Duroid; fiberglass, asphalt or other appropriate shingles are permitted, provided they resemble the profile of cedar shingles or are of a simple tabbed design

Roof Materials: Prohibited

- Split cedar shakes
- Cement tile roofs
- Metal roofs

2.6.4 PORCHES AND VERANDAHS

The historic buildings of Moody Centre featured an open front entry porch or verandah, either projecting outwards or inset within the building envelope. These open, welcoming elements facing the street are an integral part of traditional architecture.

Porches And Verandahs: Mandatory

- New buildings are required to have front entry porches or verandahs

Porches And Verandahs: Encouraged

- Traditional wood railings and balustrades

Porches And Verandahs: Prohibited

- Metal or glass railings or guardrails

2.6.5 MATERIALS

The use of materials should conform to the overall context of the early buildings of the Moody Centre Heritage Conservation Area, which derived their character from the honest use of materials and a simple and logical deployment of their forms and proportions.
As Port Moody was a mill town, the buildings were built almost entirely of wood. In new construction, wood siding should be smooth, horizontal, no more than 6 inches wide, and closely resemble traditional lapped wooden siding. Where appropriate, corner boards and window trim should be used, and applied over the siding. Wood siding and trim should be properly painted. Wooden shingles may be used, if appropriately detailed. Non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, non-combustible materials should resemble and complement materials used on other facades of the building.

Masonry was sparingly used as a construction material in the historic buildings of Moody Centre, except for foundations and chimneys. The use of masonry should be discouraged in favour of wooden sidings.

Materials: Encouraged

- Smooth wood resembling traditional lapped wooden siding, no more than 6 inches wide
- Sawn cedar shingles, as siding and on pitched roofs
- Duroid; fiberglass, asphalt or other appropriate shingles, provided they resemble the profile of cedar shingles or are of a simple tabbed design
- Board-and-batten siding
- Sidings that resemble traditional wood siding, when used in an appropriate manner

Materials: Allowed

- Roughcast or "rock-dash" stucco

Materials: Prohibited

- Vertical or diagonal wooden sidings (other than board-and-batten)
- Split cedar shakes as siding or roof cover
- Unfinished cedar siding
- Plywood as a primary material
- Aluminum, vinyl or plastic sidings
- Smooth-finished, swirled or heavily stippled stucco
- Masonry as a primary facing material

2.6.6 WINDOWS AND DOORS

The form and detailing of windows and doors should be carefully considered in plans for new construction. Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim. In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they are in sympathy with the character of historic construction.
Where possible the style of windows and doors selected should match the prevailing vertical emphasis of the historic building types, and be placed on the building face in such a way as to reference the established rhythm of openings in the historic facades. The alternation of solids and voids (walls to openings) in the facade establishes a pattern that may be sensed by observing the building from a distance. This pattern is perceived as a rhythm by the passerby, and a sympathetic relationship between old and new construction may be achieved by incorporating similar rhythmic patterns. Windows should be inset in a traditional manner, not be flush with the facing material. Odd-shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged. Windows should not be set flush with the building face, but should be recessed in a traditional manner.

Historically, doors would have been made of wood, with carved or molded detail, often with inset glass panels. Original hardware was usually of cast brass. Doors should be sympathetically detailed, and appropriate materials should be used. Proper consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

Windows And Doors: Mandatory

- Windows to be recessed a minimum of 2" from the building face
- Window and door openings to have appropriate trim (nominal 5" width preferred)

Windows And Doors: Encouraged

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no fake muntins)
- Clad wooden windows
- Wood-framed storm windows
- Wooden doors of traditional appearance

Windows And Doors: Discouraged

- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors

Windows And Doors: Prohibited

- Metal-sash windows
- Windows with fake muntins
- Mirrored or reflective glass
- Metal doors

2.6.7 COLOUR

Colour is both an intrinsic quality of exposed materials and an applied surface treatment. This is one of the most important visual aspects of a building, as well as the most evident. It is also one of the characteristics of a building that is easiest to change, and a new coat of paint is the fastest, easiest and often the most inexpensive way to improve a building's appearance.

The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote a harmonious streetscape.

A proper colour scheme is crucial to a successful project; it costs no more to pick a handsome colour scheme than a bad one, but it may make all the difference between a successful project and a failure. Building owners are encouraged to seek the help of a design professional in choosing an appropriate colour scheme.

In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstances. White should also be avoided; it can be a jarring element and was not used historically.

The final colour scheme should be determined following consultation between City staff and the property owner. Once colours have been chosen, test swatches should be placed on the building, and the colours observed under daylight conditions. Final colour selection may then be confirmed.

For existing buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit. Further guidance is available through the Benjamin Moore Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Moody Centre's historic buildings.

2.6.8 LANDSCAPING

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development and natural backdrop of Moody Centre. Mature plantings that provide historic context, and character-defining elements, should be taken into consideration in any redevelopment of the site or before undertaking any new construction. Randomness in planting locations from one property to the next is encouraged as are soft edges and surfacing.

In order to maintain the existing open appearance, owners are encouraged to limit whenever possible the height of fences or solid hedges between the front of the principal building and the front lot line to 30 inches. Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence or wall of historic appearance e.g. various styles of pickets or stone walls.

Landscaping will not be regulated unless there is a proposed major alteration or redevelopment, in which case a landscape plan will be required as part of the permitting process.

SECTION 3: MAINTENANCE

Proper maintenance of buildings is an on-going issue. This is the best way to keep maintenance costs low, and help preserve property values. Poor maintenance, or visible deterioration, can not only impact heritage value, it can harm the overall public perception of the heritage area.

Heritage sites are subject to City of Port Moody Bylaw No. 2490, Minimum Standards of Maintenance, that requires a reasonable level of maintenance to be effectively retained and includes provisions for enforcement.

A three-part maintenance program is recommended to owners and tenants, so that small repairs may be undertaken before they worsen and begin to affect the integrity of each building.

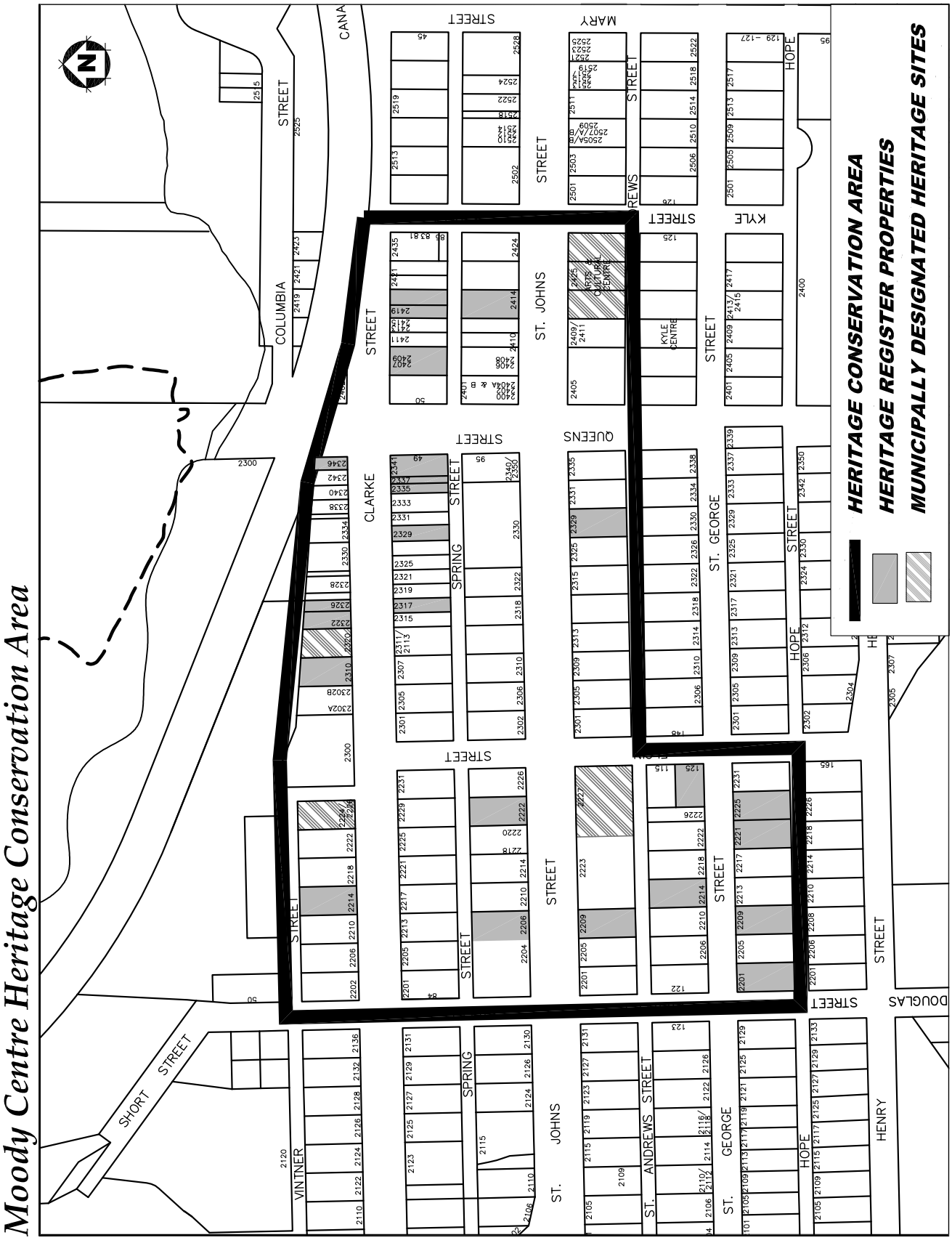
Recognizing Problems: The first step of maintenance is a regular building inspection from the top down to follow the path of water. Examine roofing, gutters, downspouts and flashings for any damage and water infiltration. Carefully examine damp spots, peeling paint, and mold growth on interior or exterior walls for indications of moisture infiltration and retention. Check foundations, crawlspaces, basements and drain tiles for any moisture problems. Periodically check exterior walls for deterioration, such as broken windows; repair minor maintenance problems immediately. Larger problem areas should be identified and assessed for the next stage of repairs.

Assessing Problems: After identifying the problems, determine the extent of damage and what repairs are required. Start again with the roof and work down. Does the roof cover need replacing, or would patching be effective? Areas of moisture retention should be repaired once the water infiltration has been rectified. Repair or replace deteriorated wood. These repairs should be undertaken after the cause of decay has been pinpointed and eliminated. The first step to any repair is to make the building watertight.

Repairs on a Continuing Basis: The most effective way to eliminate maintenance problems is to ensure all joints are properly caulked and sealed, and all surfaces that require painting are properly maintained. To best prevent decay, ensure the building is watertight, and free of obvious areas of deterioration. Have the building periodically inspected from top to bottom, paying special attention to problem areas. Under no circumstances should a water infiltration problem be ignored; it will only become worse. Whenever cleaning is required, the gentlest possible methods should be used.

Each property owner should institute an on-going maintenance program to ensure that their building receives the best possible long-term care.

SCHEDULE E: HERITAGE CONSERVATION AREA FOR MOODY CENTRE



APPENDIX 5: WASTE CONVERSION & WASTE MANAGEMENT COUNCIL RECOMMENDATIONS

On October 14, 2008, the following resolutions were passed by Port Moody City Council:

THAT the City of Port Moody is not an appropriate location for a waste conversion facility;

AND THAT the following Environmental Protection Task Force on Waste Conversion Facility recommendations be endorsed:

1. THAT any waste to energy technology must prove itself to be significantly more refined and stable than its predecessors, and to meet acceptable emission targets, before being implemented on a production scale in our region. The Task Force suggests that at minimum 18 months of independently verified operational data in a continually operating commercial scale facility would be needed to show that the technology operates within acceptable environmental impact parameters;

2. THAT there is no acceptable level of introduction of dioxins and furans into our environment;

3. THAT any process introducing air emissions, waste to energy, or otherwise, in the region would be the subject of full regulatory review, testing and monitoring, in a regional context, including net impacts on the entire Fraser Valley;

4. THAT further analysis and opinion of scientific experts should be obtained to determine an acceptable distance that such a facility should exist in relation to residential areas, and that full analysis of regional air shed impacts of such a facility in Metro Vancouver be conducted;

5. THAT any regional waste to energy initiative should be fully evaluated, in both a local and regional context, and should be temporary in nature as we take positive measures to increase diversion and thus reduce the residual waste to a level where it could be handled by existing methods, thus eliminating the need to consider any waste to energy solution;

6. THAT waste to energy should NOT be considered as 'RECOVERY' in the 5 R's model of waste management as a means to obtaining the 70% diversion goal. Waste to energy or waste conversion technologies should ONLY be considered in the context of 'RESIDUALS', after EVERY effort has been made to reducing the solid waste stream;

7. THAT Council relate the concerns listed in items 1-6 above to Metro Vancouver board.

THAT in the context of this application, any other application on this site, and waste management issues in general, the following recommendations of the Environmental Protection Task Force on Waste Conversion Facility be endorsed:

1. THAT a full traffic impact study be completed;

2. THAT the noise impacts would need to be fully studied and evaluated by the appropriate experts before permitting any such intensive industrial operation on this site;

3. THAT the city investigates the impact on plant and animals that would be associated with any development on this site, and that these impacts are mitigated as much as possible;

4. THAT the Fire Department would require a hazardous material study and a review of Fire Department access and fire safety systems be conducted;

5. THAT the city perform a review of the zoning/land use on this site, in community consultation, either within or in addition to the current OCP process;

6. THAT the city, through the Environmental Protection Committee, continues to investigate and implement initiatives for waste reduction, recycling enhancement, and public education.