SECTION 3

Appendices



APPENDIX 1

Regional Context Statement

Metro 2050 Regional Targets

In compliance with section 447(1) of the *Local Government Act*, a regional context statement must specifically identify the relationship between the official community plan and the matters referred to in section 429(2), which includes a comprehensive statement requirement, and other regional matters included under section 429(3). A regional context statement must also identify how the official community plan is to be made consistent with *Metro 2050* over time.

Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	The Urban Containment Boundary is shown on Map 1 – Overall Land Use Plan and encompasses all of Port Moody. All new growth will be within the Urban Containment Boundary. See Chapter 14: Neighbourhood Plan Areas for detailed policy which guides future development in Port Moody. Population, Dwelling Unit and Employment Projections (Estimates) for Port Moody (2025 – 2050): **Population** • Year 2025: 39,155 • Year 2030: 45,881 • Year 2040: 59,995 • Year 2050: 74,284 **Dwelling Units** • Year 2025: 15,923 • Year 2030: 19,131 • Year 2040: 26,126 • Year 2050: 32,262 **Total Employment** • Year 2025: 12,981 • Year 2030: 14,511 • Year 2040: 15,561 • Year 2050: 18,255	The OCP identifies South of St. Johns Street as a new Special Study Area. In addition to the policies in the OCP, the area has been identified as one requiring further neighbourhood level planning. This work will continue into 2026, and when finished will be reflected in the OCP to guide future development.

Policy with Target	Applicable OCP Policies	Supplementary Information
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	The location and boundaries of the Municipal Town Centre and the Frequent Transit Development Area (FTDA) are shown on Schedule 2 – Urban Centres and Frequent Transit Development Areas. A FTDA is identified around the future Moody Centre Station. **Dwelling Units** Inlet Centre Municipal Town Centre = 22.1% which exceeds the 13% target for Municipal Town Centres. Moody FTDA = 16.4% which is below the 28% target for FTDAs. These numbers are based on developments in the pipeline, and are affected by a number of factors resulting in a level of uncertainty. This projection does not reflect a full build-out capacity. **Employment** Inlet Centre Municipal Town Centre = 32.1% which exceeds the 16% target for Municipal Town Centres. Moody FTDA = 0% which is below the 27% target for FTDAs. These numbers are based on proposed land use changes to the Moody FTDA. This projection does not reflect a full build-out capacity.	The City's 2022 Economic Development Master Plan (EDMP) states goals of prioritizing employment growth and upper-floor office around Moody Centre and other locations that make sense such as Inlet Centre (a Municipal Town Centre). This statement in the EDMP is closely aligned with the objective of residential and employment density around FTDAs and Urban Centres. The EDMP also states an objective of trying to bring more quality jobs to the city to align with the skill sets of residents.

Policy with Target	Applicable OCP Policies	Supplementary Information
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** ***c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	The City's FTDA aligns with the Moody Centre Station Transit-Oriented Area – Core. Chapter 14, 14.6.2 includes a detailed policy framework to guide redevelopment within the FTDA to include high-density mixed-use development. Chapter 14, 14.5 Inlet Centre neighbourhood boundary includes the Inlet Centre Municipal Town Centre. This section of the OCP includes a detailed policy framework to guide redevelopment within this Urban Centre to include high-density mixed-use development.	The Moody Centre TOD Guidance Framework for OCP and Rezoning Amendment Applications provides additional detail on density distribution and employment targets.

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations. The Port Moody's OCP designates dedicated lands for conservation and recreation as parks and open spaces. This category includes areas meant to be public open space that offer locals recreational activities and safeguard environmentally sensitive areas. Relevant policies include: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 5 • Natural Environment, Goals 1-5 • Parks, Open Spaces, and Recreation Facilities, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 2, Biodiversity policies 1-8 • Objective 3, Urban Forest Policy 1-15 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 6, Marine Habitat Policies 1-4 • Objective 7, Green Infrastructure Policies 5, 6.	The City has adopted the 'Urban Forest Management Strategy 2050' in 2023. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas outside of parks and industrial lands from 28% to 31%; • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2.

Policy with Target	Applicable OCP Policies	Supplementary Information
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	Port Moody's climate action commitments and carbon neutrality goals are articulated in the OCP and are a critical part of the plan to reduce the City's greenhouse gas emissions and ensure resiliency to climate change for current and future generations. These initiatives are further discussed in the following: Chapter 4: Overall Land Use Strategy, provides mixed-use designations for Urban Centre and Frequent Transit Development Areas (FTDAs). Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policy 3(g) Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 3, Life-long Learning Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change 1-8 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 5.	The City has adopted the 'Port Moody Master Transportation Plan' which helps in meeting the regional greenhouse gas emission reduction targets. Master Transportation Plan (2017) targets by 2045: • Double the proportion of trips (from 20% to 40%) made by Port Moody residents via walking, cycling, and transit to accommodate new trips related to growth. • Reduce by 30% the average vehicle distance driven (from 10km per day per person to 7km) by Port Moody residents. • Eliminate traffic-related injuries from the transportation system. Climate Action Plan (2020) outlines the list of actions to achieve Port Moody's goals of reducing GHG emissions 40% from 2007 levels by 2030 and to carbon neutrality by 2050. Tri-Cities Zero Emissions Mobility Plan (2023).

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Affordable rental units are crucial for ensuring access to housing for individuals and families with low to moderate incomes. The following OCP policies ensure that a provision of market and non-market purpose built rental housing options are provided to meet the needs of diverse household compositions within the Urban Centre and Frequent Transit Development Areas: Chapter 3: Community Vision and Goals • Built Environment, Goal 1, 5 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 1, 2 • Objective 5, Policy 1-3 Within the Neighbourhood Area Plans, the following are within the Urban Centres and Frequent Transit Development Areas and include site-specific policies or principles that support the creation of affordable rental housing: • 14.1.1 Woodland Park, • 14.1.2 Seaview Neighbourhood • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Centre – Site Specific Policies.	City of Port Moody's Inclusionary Zoning - Affordable Rental Units policy sets the following requirements for any projects proposing a residential density greater than 2.0 FAR, the City requires either: • a minimum 15% of residential FAR as Below-Market Rental Units; or • a minimum 6% of residential FAR as Non-Market Rental Units. The City received a Housing Target Order to complete a minimum of 1,694 units by 2028. In the guidelines associated with that order, the City is recommended to complete 238 below-market rental units.

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	Please see response in Targets section.	Please see response in Targets section.
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	Please see response in Targets section.	Please see response in Targets section.
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** ***c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Please see response in Targets section.	Please see response in Targets section.

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Please see Schedule 1 – Regional Land Use Designations.
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please see response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Refer to the following relevant policies: Chapter 13: Community Infrastructure • Objective 2, Storm and Sanitary Sewer System Policy 4. Chapter 5: Natural Environment • Objective 8, Contaminated Sites and Hazardous Waste Policy 3.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Refer to OCP's Map 1, Overall Land Use Plan, which separates the industrial uses from the residential uses. Refer to the following relevant policies: Appendix 2: DPA Guidelines • Section 3: Development Permit Area 2: Moody Centre, 3.11 Industrial Uses, 3.11.2 (e, g, j) and 3.11.3(a). Chapter 9: Economic Development • Objective 4, Industrial Lands Policies 1-8 Chapter 14: Neighbourhood Plan Areas • 14.6 Moody Centre General Policies – Land Use, Policy 6.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.2.23	**Adopt Regional Context Statements that:**		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please see response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Refer to Schedule 2 – Urban Centres and Frequent Transit Development Areas, and Map 11: Moody Centre and Inlet Centre Station Transit-Oriented Areas – Core Areas (to come fall 2025).
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	*Please see response in Targets section*

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	The OCP allows for the development of office uses in the Moody Centre Station Transit-Oriented Area - Core, and the Mixed Use - Inlet Centre land use designations which are located within the Inlet Centre Station Municipal Town Centre and the Frequent Transit Development Area. The following relevant policies are applicable: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 1, 2 • Objective 2, Office Employment Policies 2, 5 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road, Policy 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use, Policy 1 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 2, 3, 4. In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the Transit-Oriented Development areas (please note Port Moody 2050 has re-titled the TOD areas to "Transit-Oriented Area – Core".

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Transportation is currently the dominant source of energy use and greenhouse gas (GHG) emissions in Port Moody, therefore reduced parking requirements are encouraged through following policies: Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policy: 9 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Mobility, Policy 5. Many areas in the OCP (particularly in Chapter 14, where policy applicable to the UC and FTDA are located, it is noted in several instances that while residential parking requirements are no longer allowed, Transportation Demand Management Strategies (TDM) will be required. The City of Port Moody's Transportation Master Plan focuses on creating compact, dense, and complete communities that support walking, cycling, and transit, and provide multi-modal connections to the city's distinct neighbourhoods. Refer to Port Moody Master Transportation Plan. Notably, the City of Port Moody's Urban Centre and Frequent Transit Development Area both fall within a provincially mandated Transit-Oriented Area, which do not permit residential parking requirements.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	The City is dedicated to ensuring that residents have access to affordable housing within the Inlet Centre and Moody Centre Station Transit-Oriented Area - Cores, that promotes community well-being, happiness, and inclusion irrespective of factors like age, gender, family size, income, ability, background, or other circumstances. Refer to the following relevant policies: Chapter 7: Built Environment • Achieve the City's housing targets as outlined in Housing Action Plan (2022 - 2032) • Objective 2, Affordable Housing Policies 1-8 • Objective 3, Rental Housing Policies 1-4 Additionally refer to the following: • City of Port Moody Social Well-Being Design Guidelines. • Refer to the City's Sustainability Report Card that identifies performance measures in cultural, economic, environmental, and social sustainability categories. • Tenant Relocation Assistance Policy lays out the City's guidelines around notification, financial compensation, and relocation should a tenant be displaced. Chapter 12: Community Well-Being and Resilience • Objectives 1-8 Policies.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Quality child care services are critical for the social and economic well-being of the community. The following OCP policies relate to child care spaces within the Urban Centre and the FTDA: Chapter 12: Community Well-Being and Resilience • Objective 5, Child Care Accessibility Policies 1-7 • Objective 6, Child Care Affordability and Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented Area – Core – Policy 3(iv) • 14.5.2 Coronation Park, Area A and Area B Policy 2, Area A with the exception of 103 Ioco Road Policy 10, Area C Policy 6 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 5 • 14.6.3 Moody Centre – Site Specific Policies • 2505-2721 St. George Street, 123-129 Mary Street, 195 Mary Street, 2602-2722 Henry Street, and 143 Moody Street: Policy 4 In addition, refer to Council's endorsed Child Care Action Plan.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	vii)	consider the implementation of green infrastructure	Green infrastructure may consist of elements like parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, green roofs, and natural heritage assets and systems. The following policies ensure that green infrastructure initiatives are incorporated into the Inlet Centre and Moody Centre Station TOD: Chapter 3: Community Vision and Goals • Natural Environment, Goal 3 • Community Infrastructure, Goal 5 Chapter 5: Natural Environment • Objective 3, Urban Forest Policies 7, 13 • Objective 7, Green infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 5 • Objective 4, Trail and Greenway Network Policy 3 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policy 5 • Objective 6, Asset Management Policy 4 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 9(c) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • Moody TOA Core Policies – Parks and Open Space 7, Moody TOA Core Policies – Climate Change, Policy 4 • 14.6.9 – Oceanfront District, Oceanfront District Policies – Environment and Climate Change 6(iv) There is ongoing work to complete a Green Infrastructure Policy. Phase 1 is completed. Phase 2 is anticipated to be completed in 2026.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	The OCP's Overall Land Use Plan map (Map 1) depicts existing and future land uses for the purpose of guiding future land use decisions. Refer to the following: Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Are - Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, • Area A and Area B Policies 7, 8, • Area A, with the exception of 103 Ioco Road Policy 11 • 14.6.2 Moody Centre Station Transit-Oriented Development Area - Core, Moody TOA Core Policies – Parks and Open Space 1, 2.
	ix)	support the provision of community services and spaces for non-profit organizations	The City seeks to provide inclusive community services to support health and wellness that reflect the needs of all residents regardless of age, ethnicity, ability, or orientation. Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Community Well-Being and Resilience, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-11 • Objective 6, Partnership and Outreach Policy 2 Chapter 12: Community Well-Being Resilience • Objectives 1-8 policies In addition, refer to Council endorsed, Child Care Action Plan.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	The following are relevant policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 3 • Built Environment, Goal 2 Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Area – Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation • Mixed Employment Land Use Designation • Urban Industrial Land Use Designation Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 1, 4, 11 • Objective 2, Office Employment Policy 2 • Objective 4, Industrial Lands Policies 1-8 • Objective 5, Outreach and Partnership Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road Policies 8, 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1, 3 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 3.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	The following OCP policies focus on mitigating the negative impacts of noise, and air quality: Chapter 3: Community Vision and Goals • Climate Change, Goal 4 Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policies 1, 3(c) Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-Oriented Communities Policy 3 • Objective 4, Movement of People and Goods Policies 1-7 • Objective 6, Sustainable Transportation Policies 1-5 Appendix 2: DPA Guidelines • Development Permit Area 3: Inlet Centre, 4.3.4(a) Policy bullet 4.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Schedule 1 – Regional Land Use Designations.
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Through OCP land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: • Expanded the Moody Centre Station TOD area to the south side to accommodate higher density growth, refer to Chapter 14: Neighbourhood Plan Areas, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. • Incorporated non-residential uses in Inlet Centre, Inlet Centre Station Transit-Oriented Area – Core, Moody Centre, and Moody Centre Station Transit-Oriented Area – Core.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Diverse housing options, such as townhouses, mid-rise apartments and other forms of gentle density initiatives are considered at appropriate locations within walking distance of the Frequent Transit Network. These built forms fit seamlessly into existing residential neighborhoods and support walkability, locally serving retail, and public transportation options. Refer to the following: • Refer to Map 1 - Overall Land Use Plan; • Chapter 4: Overall Land Use Strategy, Multi-Residential Duplex, Multi -Residential – 3 Storeys, and Multi-Residential – 6 storeys Land Use Designations; and • Bus route 160 is a Frequent Transit Network, therefore appropriate infill growth is being considered along the bus stops of this FTN. Refer to Map 5 – Transit Map.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	iv)	encourage neighbourhood-serving commercial uses	Neighborhood serving commercial uses consist of retail commercial, small professional offices, community and cultural facilities, food stores, and similar uses that serve the daily needs. The following policies are provided: Chapter 4: Overall Land Use Strategy • Neighbourhood Commercial Land Use Designation Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Woodland Park Policy 1 • 14.1.2 Seaview Neighbourhood, Seaview Area 6 – Neighbourhood Commercial Node, Policy 1 • 14.2 Pleasantside and April Road, Policy 2 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 3 • 14.5 Inlet Centre, Inlet Centre Policies 1, 3 • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented – Core – Policy 3(iv) • 14.5.2 Coronation Park, Area A and Area B, Policy 2 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1 – 3, 7 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 3, 5.
	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-residential major trip-generating uses include, for example, large format retail, and high-density office towers, commercial uses (e.g. daycares, grocery stores, movie and performing arts theatres, restaurants, financial institutions) and institutional uses (hospitals, post-secondary schools, community/recreation centres, library, City Hall). Within Urban Centres and FTDAs in Port Moody, these uses are not permitted.

	Section	Policy	Applicable OCP Policies
Policy 1.2.23	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	The City has expanded the FTDA boundary to the east. Refer to Chapter 14 and section 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, section 14.6.1 South of St. Johns Street (SOSJ) Special Study Area, and section 14.6.2 Moody Centre Station Transit-Oriented Area - Core policies. The City has incorporated the major transit growth areas.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 • Transportation and Mobility, Goal 4 • Arts and Culture, Goal 1 • Heritage, Goal 4 • Community Well-Being and Resilience, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation Facilities • Objective 5, Marine Protection and Recreation Policy 5 • Objective 6, Partnership and Outreach Policy 6 Chapter 8: Transportation and Mobility • Objective 7, Partnership and Advocacy Policies 1-7 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policies 1-3, 5, 7 Chapter 11: Heritage • Objective 1, Truth and Reconciliation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 6, Child Care Affordability Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 4.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	Complete communities offer a variety of employment opportunities, amenities, and services that are within walkable distance, as well as a variety of housing options to recognize diverse community's needs. Refer to the following policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 2 • Transportation and Mobility, Goal 2 • Economic Development, Goal 2 Chapter 7: Built Environment • Objective 2, Affordable Housing Policies 1-8 • Objective 4, Diversify Housing Policies 1-5 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-Friendly Policy 5 • Objective 4, Movement of People and Goods Policy 7 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, General Policies 5, 6 • Seaview Area 3, Policy 1(d) • Seaview Area 4, Policy 2(b) • Seaview Area 5, Policy 1(b) • Seaview Area 6 – Neighbourhood Commercial Node, Policy 1(d) • Seaview Area 8, Policy 4 • 14.2 Pleasantside and April Road, Policy 5 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek • Mountain Meadows and Heritage Woods, Policy 5.

	Section	Policy	Applicable OCP Policies
Policy 1.3.7			• 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5(v) • 14.5.2 Coronation Park, Area A and Area B Policy 4, 5, Coronation Park, Area C Policy 2 • 14.6 Moody Centre, Moody Centre General - Land Use Policy 2, • Connections Policy 2 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area, Land Use and Built Form • Policies 1, 3, • Mobility Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Mobility Policy 1 • 14.6.4 Westport Village, Policy 6 • 14.6.8 Murray Street Boulevard, Policies 4, 6 • 14.6.9 Oceanfront District, Oceanfront District Policies – Mobility Policies 1, 4 Chapter 15: Development Permit Area Guidelines • Development Permit Area 6: Small-Scale, Multi-Unit Housing.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Community and cultural facilities, including quality child care services are critical for the social and economic well-being of the community. The following OCP policies facilitate the cultural, recreational and child care facilities within the Urban Centre and the FTDA: Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 5, Child Care Accessibility Policies 1-7 • Objective 6, Child Care Affordability and Partnership Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 3(iv) • 14.5.2 Coronation Park, • Area A and Area B, Policy 2, • Area A, with the exception of 103 Ioco Road, Policy 10, • Area C, Policy 6 • 14.6.7 Cultural Node, Policies 1-5 In addition, refer to Council endorsed, Child Care Action Plan.

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	The following policies ensure that recreational facilities and public spaces are incorporated within the neighbourhoods: Chapter 3: Community Vision and Goals • Arts and Culture, Goals 1, 3, 4 Chapter 6: Parks, Open Spaces, Recreation • Objective 1, Parkland Supply Policies 5, 6, 8 • Objective 3, Inclusive Parks and Community Services Policies, Policy 5 Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policy 1 Chapter 9: Economic Development • Objective 3, Arts, Culture and Heritage Policy 2 Chapter 10: Arts and Culture • Objective 1, Art in Public Places Policy 5 • Objective 2, Cultural Capacity and Placemaking Policies 1-7 Chapter 11: Heritage • Objective 4, Heritage Partnership Policy 6 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 5 • Objective 7, Food Security Policies 6-9 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 4 • 14.5 Inlet Centre Policy 2 • 14.5.2 Coronation Park, • Area A and Area B Policy 8, • Area C, Policy 9 • 14.6 Moody Centre, General Policies – Connections 1 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core – Parks and Open Space, Policies 1-3 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core – Built Form and Height, Policy 3 • 14.6.9 Oceanfront District, Oceanfront Policies – Parks and Open Space, 1(iv).

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	Refer to the following OCP policies regarding equitable recreation facilities: Chapter 3: Community Vision and Goals • Parks, Open Spaces and Recreation Facilities, Goal 3 Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-4 • Objective 6, Partnership and Outreach Policies 2, 5 Chapter 12: Community Well-Being and Resilience • Objective 2, Equity and Inclusion Policies 2, 7 • Objective 3, Life-long Learning Policy 3.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Refer to Chapter 6: Parks, Open Spaces, and Recreation Facilities, Objectives 1-6 Policies. Please also refer to the City's Parkland Strategy (2025).
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Refer to the following OCP policies relating to transportation and mobility which ensure that a safe walking and cycling active transportation initiatives are provided for all age and abilities: Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policies 1-10 Refer to OCP's Map 6 Bike Routes.

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Refer to the following relevant policies of the OCP that ensure various amenities and food security is provided: Chapter 6: Parks, Open Space, and Recreation • Objective 3, Inclusive Parks and Community Services Policy 5 Chapter 12: Community Well-Being and Resilience • Objective 7, Food Security Policies 1-9 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 4 • 14.5.2 Coronation Park, Area A and Area B Policy 8, and Area C Policy 9.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Refer to Chapter 12: Community Well-Being and Resilience, Objective 1, Health and Wellness Policy 8.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Policies relating to inclusivity and increase social interaction are included in the following: Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policies 1-3, 6 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 4 • Objective 2, Walkable/Bike-friendly Policy 8 • Objective 5, Safe and Liveable Community Policy 4 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 3 • Objective 2, Equity and Inclusion Policies 1-11 • Objective 4, Age-friendly Policy 1 Chapter 14: Neighbourhood Plan Areas: • As they relate to new development within the Inlet Centre, 14.5.2 Coronation Park Appendix 2, DPA Guidelines • Development Permit Area 2: Moody Centre • Development Permit Area 3: Inlet Centre Refer to City of Port Moody Social Well-Being Design Guidelines.

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Policies relating to recognition of indigenous and other cultures are provided below: Chapter 3: Community Vision and Goals • Heritage, Goal 5 Chapter 7: Built Environment • Objective 5, Housing Advocacy Policy 4 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policy 5 Chapter 10: Arts and Culture • Objective 1, Cultural Capacity and Placemaking Policy 4 Chapter 11: Heritage • Objective 1, Truth and Reconciliation Policies 1-5 Chapter 14: Neighbourhood Plan Areas • 14.6.7 Cultural Node, Policies 1-5 Chapter 16: Implementation Plan Amendments • Implementation Policies 4, 5.

Strategy 1.4: Protect Rural lands from urban development			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Not Applicable
	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	Not Applicable
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Not Applicable
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Not Applicable
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Not Applicable

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Following relating policies are provided: Chapter 3: Community Vision and Goals • Built Environment, Goal 2 • Economic Development, Goals 1-5 Chapter 4: Overall Land Use Strategy • Mixed Use – Moody Centre Land Use Designation • Moody Centre Station Transit-Oriented Area - Core Land Use Designation • Mixed Employment Land Use Designation • Mixed Use – Inlet Centre Land Use Designation • Mixed Use – Oceanfront District Land Use Designation • Mixed Use – Westport Village Land Use Designation • Urban Industrial Land Use Designation Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 2 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policies 2, 3, 5 • Objective 2, Office Employment Policies 2, 5 • Objective 3, Arts, Culture and Heritage Policy 8 Chapter 14: Neighbourhood Plan Areas • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with the exception of 103 Ioco Road Policy 9 • 14.6 Moody Centre, Moody Centre General Policies – Land Use 1 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Land Use Concept 2.

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOA Core. Refer to the following: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 2 • Objective 2, Office Employment Policies 2, 5 Chapter 14: Neighbourhood Area Plans • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A, with exception of 103 Ioco Road, Policy 9 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Land Use Concept 2 • Expanded the Moody Centre Station TOD area to the south side to accommodate higher density growth, refer to chapter 14, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the TOD areas.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Land use designations and related policies for the Moody Centre FTDA and the Inlet Urban Centre support a mix of uses including commercial, and residential near existing SkyTrain stations at densities that would support major commercial uses. The City of Port Moody OCP does not include high density mixed-use land use designations outside of these areas, except for the Oceanfront District which is anticipated to be limited to locally serving commercial uses. The OCP does not contemplate new areas for institutional use. Existing institutional designated lands remain unchanged. e.g. Eagle Ridge hospital, schools, community centres, etc.

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land			
	Section	**Policy**	**Applicable OCP Policies**
Policy 2.2.9	**Adopt Regional Context Statements that:**		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Refer to Map 1 – Overall Land Use Plan.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	Captured under General industrial land use designation, which specifically references port related uses. Areas designated General Industrial in the OCP are strategically located near the CPKC railway, Barnet Highway, and port access along Burrard Inlet. The general industrial sites are intended to remain as large-scale parcels.
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Refer to OCP Map 1 – Overall Land Use Plan. Refer to the following relevant policies: Chapter 4: Overall Land Use Strategy • General Industrial Land Use Designation Chapter 9: Economic Development • Objective 4, Industrial Lands Policies 1 and 3 Refer to City's Industrial Land Strategy to understand the retention of industrial lands.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Refer to Chapter 9: Economic Development, Objective 1, Employment Floorspace Policy 11.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	Urban Industrial uses only are permitted along Murray Street Boulevard between Mary and Moody Streets. Refer to Map 1 Land Use Plan, and Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 1. For the Urban Industrial designated areas west of Moody Street, building forms up to 3 storeys are permitted. Storey heights appropriate for urban industrial uses will be accommodated.

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Chapter 3: Community Vision and Goals • Economic Development, Goals 4 and 5 Chapter 9: Economic Development • Objective 4, Industrial Land Policies 1-8.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Refer to Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 1. For the Urban Industrial designated areas west of Moody Street, building forms up to 3 storeys are permitted. Storey heights appropriate for urban industrial uses will be accommodated. These properties are well-serviced by transit infrastructure.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	The City's Industrial Land Strategy provides guidance on managing the continued evolution of industrial land to retain vital industrial uses, sustain and expand quality job opportunities, and support a strong local tax base and complete community. Refer to City's Industrial Land Strategy, completed in 2023.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Refer to Chapter 9: Economic Development, Objective 5, Outreach and Partnership Policy 7.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Refer to Chapter 9: Economic Development, Objective 4, Industrial Lands Policy 6.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Moody Centre has 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. Refer to Appendix 2, DPA Guidelines, section 3.11 of the DPA 2: Moody Centre Guidelines.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	The general industrial sites are intended to remain as large-scale parcels.

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	d)	include policies for Employment lands that:	
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The OCP's Mixed Employment land use designation applies to the development of a combination of uses, including urban industrial, commercial, office, breweries, and entertainment. 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. Refer to Chapter 4: Overall Land Use Strategy: Mixed Employment Land Use Designation.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Port Moody's Light Industrial (M1) zone allows for a limited amount of retail to complement light industrial uses. These properties are designated as Urban Industrial in the OCP.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: • Chapter 14: Neighbourhood Plan Areas, 14.6.2 Moody Centre Station Transit-Oriented Area - Core. • Incorporated non-residential uses in 14.5 Inlet Centre, 14.6 Moody Centre, and 14.6.2 Moody Centre Station Transit-Oriented Area - Core.
	iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Through OCP's land use designations and associated policies, all major development is directed to the Inlet Centre and the Moody Centre Station TOD. Refer to the following: Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 2 • Objective 2, Office Employment Policies 2, 5 • Objective 3, Arts, Culture and Heritage Policy 8 Chapter 14: Neighbourhood Plan Areas: • 14.5 Inlet Centre, Inlet Centre Policy 1 • 14.5.2 Coronation Park, Area A policies, with the exception of 103 loco Road 9 • 14.6.2 Moody Centre Station Transit-Oriented Area, Moody TOA Core Policies – Land Use Concept 2 In addition, refer to Port Moody Economic Development Master Pan which encourages location of office space in the TOD areas.

	Section	Policy	Applicable OCP Policies
Policy 2.2.9	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Policies to promote limited residential uses within Mixed Employment land use designations include: Chapter 14: Neighbourhood Plan Areas, 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 1.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policies to promote reductions in greenhouse gas emissions for existing and new businesses: Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 1-10 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	The OCP emphasizes building a strong local economy that supports the City's climate change goals by incorporating employment options near transit, encouraging the use of active transportation modes for residents to commute to work, and enabling a more effective transportation system that reduces personal vehicle use, commuting time, and greenhouse gas emission. Refer to the following policies: Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Climate Change 1-9 • 14.6.9 Oceanfront District, Oceanfront Policies – Environment and Climate Change 1-11.

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
	Section	**Policy**	**Applicable OCP Policies**
Policy 2.3.12	**Adopt Regional Context Statements that:**		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Not Applicable
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Refer to Chapter 12: Community Well-Being and Resilience, Objective 7, Food Security Policy 5, 7, 8. OCP highlights Tri-Cities Food Security Action Plan in Chapter 12, Objective 7, Food Security Policy 3.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	Not Applicable
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Not Applicable
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Not Applicable
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collabo- ration with other governments and agencies	Not Applicable
	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Not Applicable
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	Not Applicable
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Not Applicable
	Section	**Policy**	**Applicable OCP Policies**
Policy 2.3.13	**Adopt Regional Context Statements that:**		
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Refer to Chapter 12: Community Well-Being and Resilience, Objective 7, Food Security Policies 8, 10.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40%** by the year 2050.	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations. The Port Moody's OCP designates dedicated lands for conservation and recreation as parks and open spaces. This category includes areas meant to be public open space that offer locals recreational activities and safeguard environmentally sensitive areas. Specifically Chapter 5: Natural Environment, Objective 1, Natural Areas Policy 1, states that the City will "Protect, acquire, and connect sensitive ecosystems, striving to increase the total areas of land protected for nature in Port Moody from 28.5% to 48.7% by 2050, in alignment with Metro 2050." Other relevant policies include: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 5 • Natural Environment, Goals 1-5 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 2-7 • Objective 2, Biodiversity Policies 1-8 • Objective 3, Urban Forest Policies 1-15 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 6, Marine Habitat Policies 1-4 • Objective 7, Green Infrastructure Policies 5, 6.	Additionally in 2023, the City adopted the 'Urban Forest Management Strategy 2050'. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas excluding parks and industrial lands. • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2. Ongoing update of the Tree Protection Bylaw, anticipated completion in 2025.

Goal 3 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	Port Moody's climate action commitments and carbon neutrality goals are articulated in the OCP and are a critical part of the plan to reduce the City's greenhouse gas emissions and ensure resiliency to climate change for current and future generations. These initiatives are further discussed in the following: Chapter 4: Overall Land Use Strategy provides mixed-use designations for Urban Centre and Frequent Transit Development Areas (FTDAs). Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policy 3(g) Chapter 8: Transportation and Mobility • Objectives 1, Minimize Emissions Policies 1-10 • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 3, Life-long Learning Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change 1-8 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 5.	In 2017, the City adopted the 'Port Moody Master Transportation Plan' which helps in meeting the regional greenhouse gas emission reduction target. In 2023, the City adopted an Urban Forest Management Strategy.

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The location of Conservation and Recreation areas is shown on Schedule 1 – Regional Land Use Designations.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	The following relevant policies ensure protection and enhancement of conservation and recreation lands: Chapter 3: Community Vision and Goals • Natural Environment, Goals 1-5 • Parks, Open Spaces, and Recreation Facilities, Goals 1-5 Chapter 5: Natural Environment • Objectives 1-10 policies Chapter 6: Parks, Open Spaces, and Recreation • Objectives 1-6 policies Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	i)	drinking water supply areas	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Community Infrastructure, Goal 4 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 3-5, 7 • Objective 3, Urban Forest Policies 7, 11 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 7 • Objective 4, Trail and Greenway Network Policies 5, 11 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policies 1-5 • Objective 7, Collaboration Policy 2 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	ii)	environmental conservation areas	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 2, Biodiversity Policies 1, 2 • Objective 3, Urban Forest Policies 12, 15 • Objective 4, Wildlife Management Policies 9 • Objective 5, Aquatic Ecosystem Policy 9 • Objective 10, Partnership and Outreach Policies 2, 4 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policies 1, 2, 6 • Objective 5, Marine Protection and Recreation Policies 1 • Objective 6, Partnership and Outreach Policies 3, 4, 7, 8 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	iii)	wildlife management areas and ecological reserves	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1-7 • Objective 3, Urban Forest Policies 12, 13 • Objective 4, Wildlife Management Policies 1-9 • Objective 5, Aquatic Ecosystem Policies 1-13 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	iv)	forests	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 4 • Overall Land Use Strategy, Goal 5 Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-6 • Objective 3, Urban Forest Policies 1-15 • Objective 7, Green Infrastructure Policy 5 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policies 3, 5 • Objective 4, Trail and Greenway Network Policy 3 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park Policy 12 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 1 • 14.6.2 Moody Centre Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 6 • 14.6.5 Spring Street Promenade, 3. Moody Centre Station Area between Moody and Buller Streets Policy bullets 1-4 • 14.6.9 Oceanfront District, • Oceanfront District Policies – Parks and Open Space 3(ix) • Oceanfront District Policies – Environment and Climate Change 6(iv) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-7 • Objective 5, Aquatic Ecosystem Policy 6 • Objective 6, Marine Habitat Policies 1-4 Chapter 6: Parks, Open Spaces, and Recreation • Objective 5, Marine Protection and Recreation Policies 1, 2, 4, 5 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Area Policies 1-7 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policies 1, 6 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood • Seaview Area 1 – Evergreen Drive: Policy 1(a) • Seaview Area 2 – 1031-1089 Cecile Drive Policy 1(a) • Seaview Area 3 Policy 1(b) • Seaview Area 4 Policy 2(c) • Seaview Area 7 – Charles Street Cul-de-sac Policy 2 • Seaview Area 8 Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Inlet Centre Transit-Oriented Area – Core – Policies 3(ii), 5(i) • 14.6.3 Moody Centre – Site Specific Policies • 3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3387 Viewmount Drive, Policy 1 • 2105-2131 St. Johns Street, Policy 1(i) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	The OCP policies ensure protection and enhancement of all ecosystems that are vulnerable to climate changes and natural hazard impacts, refer to the following: Appendix 2, DPA Guidelines • Development Permit Area 5: Hazardous Lands.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	Conservation and recreation designated lands in Port Moody include: local parks, regional parks, environmentally sensitive lands including the Chines, riparian corridors, Noons Creek, South Schoolhouse Creek, North Schoolhouse Creek, Melrose Creek, Dallas Slaughterhouse Creek, Turner Creek, and Mossom Creek. Coastal Flood Management Strategy is currently underway. In OCP Chapter 12: Community Well-Being and Resilience, Objective 8, Policy 9, supports developing a Coastal Development Permit Area to minimize risks associated with sea-level rise and other climate change impacts.

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	The following DPA's ensure protection and conservation: Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	The majority of conservation and recreation designated lands in Port Moody are designated as parkland and environmentally sensitive areas. These lands are not expected to be subdivided or fragmented. Chapter 3: Community Vision and Goals • Parks, Open Spaces, and Recreation Facilities, Goal 5 Chapter 6: Parks, Open Spaces, and Recreation • Objective 2, Natural Environment and Biodiversity Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.6 Moody Centre, General Policies – Connections, Policy 3 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 3 • 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 2. These policies encourage and prioritize the daylighting of Kyle Creek, Dallas Slaughterhouse Creek, and South Schoolhouse Creek, and their integration as part of a network of north-south greenways through the redevelopment in Moody Centre. While these areas are not currently designated conservation and recreation, the connection of green space will contribute to regional conservation and recreation goals, and new conservation and recreation areas.

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please see response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	The following OCP policies support the protection and enhancement of the natural environmental areas and provide density bonusing and other incentives: Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 5 • Objective 3, Urban Forest Policy 6 • Objective 9, Hazardous Lands Policies 2 Chapter 6: Parks, Open Spaces, and Recreation • Objective 6, Partnership and Outreach Policy 1 Chapter 12: Community Well-Being and Resilience • Objective 8, Climate Resilience Health Policy 8 Chapter 13: Community Infrastructure • Objective 3, Integrated Stormwater Management Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 12 • 14.1.2 Seaview Neighbourhood, General Policy 3 • Seaview Area 1 – Evergreen Drive Policy 1(a) • Seaview Area 2 – 1031-1089 Cecile Drive Policy 1(a)

	Section	Policy	Applicable OCP Policies
Policy 3.2.7			• Seaview Area 3 Policy 1(c) • Seaview Area 4 Policy 2(c) • Seaview Area 7 – Charles Street Cul-de-sac Policy 2 • Seaview Area 8 – Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Development, Inlet Centre TOD Policy 3(ii) • 14.6.3 Moody Centre – Site Specific Policies • 3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3387 Viewmount Drive: Policy 1 • 2105-2131 St. Johns Street: Policy 1(i) • 14.6.8 Murray Street Boulevard, Murray Street Boulevard Policy 2 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 9 Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policies 1, 4 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policy 1 • Objective 6, Marine Habitat Policies 1, 2 • Objective 7, Green Infrastructure Policy 6, 7 • Objective 10, Partnership and Outreach Policies 1-8 Chapter 6: Parks, Open Spaces, and Recreation • Objective 1, Parkland Supply Policies 1-8 • Objective 8, Partnership and Outreach Policies 1-5.

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Refer to the following pertinent policies: Chapter 3: Community Goals and Vision • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 3 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policy 6 DPA 4 Environmentally Sensitive Areas, outlines the requirements for land development including best management practices such as low-impact development guidelines, mitigation hierarchy, etc.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Refer to Appendix 2, DPA Guidelines Development Permit Area 4: Environmentally Sensitive Areas.
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Refer to the following relevant policies: Chapter 3: Community Goals an Vision • Natural Environment, Goal 1 Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 3 • Objective 2, Biodiversity Policy 1 • Objective 5, Aquatic Ecosystem Policies 1-13 • Objective 7, Green Infrastructure Policy 6 Chapter 13: Community Infrastructure • Objective 6, Asset Management Policies 1-7 DPA 4 Environmentally Sensitive Areas, outlines the requirements for land development including best management practices such as low-impact development guidelines, mitigation hierarchy, etc.

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Ongoing update of the Tree Protection Bylaw, anticipated completion in 2025. In 2023, the City adopted Urban Forest Management Strategy 2050. The overall intent of this strategy is to maintain, protect, and enhance the city's urban forest for the next 30 years. Trees provide protection to ecosystems from the damaging consequences of climate change, such as excessive heat, and flooding. The relevant information is provided in the chapters below: • The Target - Canopy cover at 59% city-wide by 2050, and increased from 28% to 31% in urban areas outside of parks and industrial lands from 28% to 31%; • Chapter 4, section 4.1, chapter 6, and sections 6.1, 6.2.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Refer to the following pertinent policies: Chapter 5: Natural Environment • Objective 1, Natural Areas Policy 4 • Objective 2, Biodiversity Policies 4, 5 • Objective 3, Urban Forest Policy 12
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Natural Environment, Goal 3 • Community Infrastructure, Goal 5 Chapter 5: Natural Environment • Objective 3, Urban Forest Policies 7, 13 • Objective 7, Green Infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation Facilities • Objective 2, Natural Environment and Biodiversity Policy 5, 7 • Objective 4, Trail and Greenway Network Policies 1-14.

	Section	Policy	Applicable OCP Policies
Policy 3.2.7	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Refer to the following pertinent policies: Chapter 3: Community Vision and Goals • Community Infrastructure, Goals 2, 4 Chapter 5: Natural Environment • Objective 3, Urban Forest Policy 7 • Objective 5, Aquatic Ecosystems Policy 13 • Objective 7, Green Infrastructure Policies 1-6 Chapter 6: Parks, Open Spaces, and Recreation • Objective 4, Trail System Policy 11 Chapter 12: Community Well-Being and Resilience • Objective 8, Climate Resilience Health Policy 8 Chapter 13: Community Infrastructure • Objective 1, Water Conservation Policies 1-5 • Objective 3, Integrated Stormwater Management Policies 1-5 • Objective 7, Collaboration Policy 1 Chapter 14: Neighbourhood Plan Areas • 14.4 Ioco Lands, Policy 1(d) • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change 4(viii), 6(iii) Appendix 2, DPA Guidelines • Development Permit Area 4: Environmentally Sensitive Areas • Development Permit Area 5: Hazardous Lands.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please see response in Targets section*
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: • existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. In addition, the OCP focuses on retrofitting and constructing new climate ready homes and buildings (i.e., small-scale homes, small businesses, multi-residential dwellings and industrial buildings) that meet low carbon and high energy-efficiency standards and will help the city work towards carbon neutrality. Refer relevant policies in Chapters 7: Built Environment and Chapter 14: Neighbourhood Plan Areas. The majority of Port Moody's current built environment will remain in place in 2050. Therefore, to lower emissions, these buildings will be retrofitted to mitigate the impacts of climate change. Refer to the following policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 2 • Overall Land Use Strategy, Goal 1 • Built Environment, Goal 4 Chapter 7: Built Environment • Objective 1, Climate Ready Housing Policies 1-4 • Objective 3, Rental Housing Policy 2, 3 Chapter 9: Economic Development • Objective 5, Outreach and Partnership Policy 7 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 6 • Objective 4, Age-Friendly Policy 1, 2 • Objective 8, Climate Resilience Health Policy 3, 5

	Section	Policy	Applicable OCP Policies
Policy 3.3.7			Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Policy 9(b) • 14.4 Ioco Lands, Policy 1(e) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Climate Change, Policies 1, 7 • 14.6.9 Oceanfront District, Oceanfront District Policies – Environment and Climate Change, 5(i-iii) Additionally, refer to City's ongoing Climate Ready Homes and Buildings initiative. Policies that promote neighbourhood design and facility provision that encourages transit, cycling and walking include: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 3 • Transportation and Mobility, Goal 1 Chapter 4: Overall Land Use Strategy • Moody Centre Station Transit-Oriented Area – Core Land Use Designation • Mixed Use – Inlet Centre Land Use Designation Chapter 6: Parks, Open Spaces, and Recreation • Objective 3, Inclusive Parks and Community Services Policy 11 • Objective 4, Trail and Greenway Network Policies 3, 7, 8, 9, 11 Chapter 8: Transportation and Mobility • Objective 2, Walkable/Bike-friendly Policies 1-10 • Objective 3, Transit-oriented Communities Policy 2 • Objective 6, Sustainable Transportation Policies 1-5 • Objective 7, Partnership and Advocacy Policy 1

	Section	Policy	Applicable OCP Policies
Policy 3.3.7			Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview General Policy 5 • Seaview Area 5 Policy 1(b) • 14.5 Inlet Centre, Inlet Centre Policies 1, 2, 3(ii), • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core Polices 5(v), 7 • 14.5.2 Coronation Park, • Area A and B Policy 4(i), • Area A, with the exception of 103 Ioco Road Policy 2, • Area C Policy 2 • 14.6 Moody Centre, Moody Centre General Policies – Connections 1, 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies – Parks and Open Space 2, 4, 5 • Moody TOA Core Policies – Mobility 1(i), 2, 3, 9 • Moody TOA Core Policies – Built Form and Height 3 • Moody TOA Core Policies – Climate Change 3 • 14.6.3 Moody Centre – Site Specific Policies, 2405 – 2411 St. Johns Street 1(ii) • 14.6.5 Spring Street Promenade, 2. Commercial Mixed-Use Area between Queens and Moody Streets, Policy bullets 1-7, 3. Moody Centre Station Area between Moody and Buller Streets, Policy bullets 1-4 • 14.6.6 Heritage Commercial District, Heritage Commercial District Policies 1(iv), 6 • 14.6.7 Cultural Node, Policy 3 • 14.6.8 Murray Street Boulevard, Policies 2, 4-6 • 14.6.9 Oceanfront District, • Oceanfront District Policies – Parks and Open space 5, • Mobility 4, 5, 7.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Chapter 13: Community Infrastructure of the OCP discusses different components of community infrastructure. Objective 6 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 and regularly update the City's Development Cost Charges to fund these improvements.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
	Section	**Policy**	**Applicable OCP Policies**
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Climate change and natural hazards risk is managed through the location and design of new development. Climate change is discussed in different Chapters (3, 5, 6, 7, 8, 9, 10, 12, 13, and 14) of the OCP and include policies to develop and implement strategies to increase municipal resiliency to climate change. Additionally, Schedules 4 and 5 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 Appendix 2, DPA Guidelines.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	DPA 4 and 5 identify known hazardous lands in Port Moody. DPA 5: Protection of Development from Hazardous Conditions deals specifically with the protection development within areas identified as hazardous as outlined in DPA 5 of Appendix 2. Additional policies related to hazardous lands are included in OCP Chapter 5: Natural Environment, Objective 9, Hazardous Lands Policies 1 – 4, which address areas subject to earthquake events, flooding, debris flow hazards and steep slopes.
	Section	**Policy**	
Policy 3.4.6		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Chapter 13: Community Infrastructure, Objective 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. Chapter 13 policies generally states that the City will explore opportunities for incorporating green infrastructure alternatives where feasible and manage the City's assets.

	Section	Policy	
Policy 3.4.7		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	The OCP integrates these (refer to, Community Vision Goals, Natural Environment, Parks, Open Spaces and Recreation, Community Infrastructure, Transportation and Mobility 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; and • Finalizing and developing strategies to implement a community energy and emissions plan.
	Section	**Policy**	
Policy 3.4.8		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Refer to OCP's Appendix 2 Development Permit Area Guidelines.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Affordable rental units are crucial for ensuring access to housing for individuals and families with low to moderate incomes. The following OCP policies ensure that a provision of market and non-market purpose built rental housing options are provided to meet the needs of diverse household compositions within the Urban Centre and Frequent Transit Development Areas: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 5 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 1, 2 • Objective 5, Policy 1-3 Within the Neighbourhood Area Plans, the following are within the Urban Centres and Frequent Transit Development Areas and include site-specific policies or principles that support the creation of affordable rental housing: Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Centre.	City of Port Moody's Inclusionary Zoning - Affordable Rental Units policy sets the following requirements for any projects proposing a residential density greater than 2.0 FAR, the City requires either: • a minimum 15% of residential FAR as Below-Market Rental Units; or • a minimum 6% of residential FAR as Non-Market Rental Units. The City received a Housing Target Order to complete a minimum of 1,694 units by 2028. In the guidelines associated with that order, the City is recommended to complete 238 below-market rental units.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The land use plan included in this OCP identifies capacity for an additional 21,490 dwelling units which fully accommodates the 2050 housing demand estimate. In addition, the following will be completed: • Updates to the OCP to reflect the Interim Housing Needs Report that were completed in December 31, 2024.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Chapter 3: Community Vision and Goals, Built Environment 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. The Built Environment Goals also includes affordable housing options by encouraging rental housing stock through the renewal of existing purpose-built rental housing as well as creating new rental housing. This Community Goal is supported by a similar policy included in: Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 2-3 • Objective 5, Policy 1, 3 Chapter 14, Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.1.2 Seaview Neighbourhood • 14.5.2 Coronation Park, Area A and Area B • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.3 Moody Center – Site Specific Policies.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1, 3 • Objective 2, Policy 1-7 • Objective 3, Policy 1-3 • Objective 4, Policy 2-3 • Objective 5, Policy 1, 3 Chapter 12: Community Well-Being and Resilience • Objective 8, Policy 3 Within the Neighbourhood Area Plans, the following are Plans include policies that increase the supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum: Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit - Oriented Area – Core • 14.6.3 Moody Center – Site Specific Policies – Moody Centre Station Transit-Oriented Area (TOA) Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 5 Chapter 7: Built Environment • Objective 2, Policy 1-7 • Objective 4, Policy 1-5 • Objective 5, Policy 3 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park, Area A and B • 14.6.2 Moody Centre Station Transit-Oriented Area – Core Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing, Objectives.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals: Built Environment 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. Chapter 3: Community Vision and Goals • Built Environment, Goal 1 Chapter 7: Built Environment • Objective 1, Policy 1 • Objective 2, Policy 1, 3, 4, 6, 7 • Objective 3, Policy 1-4 • Objective 4, Policy 1-3 • Objective 5, Policy 1, 3 Within the Neighbourhood Area Plans, the following are Plans include policies that meet the need for diverse and affordable housing options: Chapter 14, Neighbourhood Plan Areas • 14.1.1 Woodland Park • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core • 14.6.3 Moody Center – Site Specific Policies Chapter 15: Development Permit Area Guidelines • Development Permit Area 6, Small-Scale, Multi-Unit Housing.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	iv)	increased density and supply of diverse ground oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 2 Chapter 7: Built Environment • Objective 2, Policy 1-9 • Objective 4, Policy 1-5 Chapter 8: Transportation and Mobility • Objective 1, Policy 1-10 • Objective 2, Policy 5 • Objective 4, Policy 7 Within the Neighbourhood Area Plans, the following are Plans include policies that increase the supply of ground-oriented and infill housing forms in low-density neighbourhoods in proximity to transit: Chapter 14, Neighbourhood Area Plans • 14.1.2 Seaview Neighbourhood • 14.2 Pleasantside and April Road • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods • 14.5.2 Coronation Park • 14.6.1 South of St. Johns Street (SOSJ) special Study Area • 14.6.4 Westport Village Chapter 15: Development Permit Area Guidelines • Development Permit Area 6: Small-Scale, Multi-Unit Housing.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 2 Chapter 7: Built Environment • Objective 2, Policy 1-9 • Objective 4, Policy 1-5 Chapter 8: Transportation and Mobility • Objective 1, Policy 1-10 • Objective 2, Policy 5 • Objective 4, Policy 7 Within the Neighbourhood Area Plans, the following are Plans include policies that seek to integrate land use and transportation planning such that households can reduce their combined housing and transportation costs: • 14.1.2 Seaview Neighbourhood • 14.2 Pleasantside and April Road • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.5.2 Coronation Park • 14.6 Moody Centre • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • 14.6.4 Westport Village • 14.6.8 Murray Street Boulevard.
	vi)	increased social connectedness in multi-unit housing	Refer to Chapter 1: Community Well-Being and Resilience, Objective 1, Health and Wellness Policy 3.

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	vii)	integrated housing within neighbourhood contexts and high quality urban design	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Overall Land Use Strategy, Goal 4 Within the Neighbourhood Area Plans, the following are Plans include policies that seek to integrate housing within the neighbourhood context and high quality urban design: Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core • 14.6 Moody Centre, Moody Centre General Policies – Urban Design • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Built Form and Height, Moody TOA Core Policies - Urban Design • 14.6.5 Spring Street Promenade • 14.6.9 Oceanfront District, Oceanfront District Policies.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 2 • Overall Land Use Strategy, Goal 1 Chapter 7: Built Form • Objective 1, Minimize Emissions Policies 1-4 • Objective 3, Transit-Oriented Communities Policy 3 Chapter 12: Community Well-Being and Resilience • Objective 4, Policy 4 • Objective 8, Policy 6, 8 Chapter 14: Neighbourhood Plan Areas • 14.4 Ioco Lands, Policies 1,2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Climate Change 1 • 14.6.9 Oceanfront District, Oceanfront District Policies - Environment and Climate Change Policy 5(ii).

	Section	Policy	Supplementary Information
Policy 4.1.9	**Prepare and implement housing strategies or action plans that:**		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	The Housing Needs Report (2021, 2024) identified: • Rapid increase of housing costs • Growing gap between what households can afford and what is available. • 1 in 5 Port Moody residents living below the standard measure of affordability and spending greater than 30% of their income towards housing costs. These findings shaped the Housing Action Plan's four strategic directions and 73-subactions: 1. Improve Affordability 2. Catalyze Rental 3. Diversify Housing 4. Be a Housing Champion As per the Provincial requirements, housing needs report are required every five years after 2028 and will inform official community plans and housing action plans.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	As part of drafting policies and plans, the City regularly assesses the local housing market conditions through the Housing Needs Report (2021, 2024) to shape strategic direction to address housing supply, demand and affordability. For example, in 2021, one in four residents in Port Moody were renters. In addition, Statistics Canada, Census of Population, information from 2006, 2011 and 2016 showed that people living in rental properties faced slightly higher adequacy challenges requiring major repairs. As such, Strategic Direction: Catalyze Rental, Action 14 saw to the development of a Standards of Maintenance Bylaw to ensure rental accommodations are maintained to basic standards for health, fire, and building requirements. Please see Port Moody's Housing Needs Reports (2021, 2024) and Housing Action Plan (2022) for more examples of how the preparation of strategies and plans can be shaped by the needs of community.

	Section	Policy	Supplementary Information
Policy 4.1.9	**Prepare and implement housing strategies or action plans that:**		
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	The Housing Action Plan 2022 - 2032 addresses the housing priorities based on the gaps and needs identified in the City of Port Moody's Housing Needs Report 2021. In the 2024 Interim Housing Needs Report, Metro Vancouver's 5-year and 20-year housing need calculation, over 3,000 homes are required for the 5-year need, and over 9,700 homes are required for the 20-year need. The number of homes required homes for individuals facing core housing need. Beyond the HNR and HAP, housing priorities based on understanding local conditions, household incomes, climate change, natural hazard resilience are identified in Chapter 7: Built Environment of Port Moody 2050. For statements to address special needs housing and housing needs for equity-seeking groups, please see Chapter 7, Built Environment, Objective 4: Diversify Housing, Policy 5 and Objective 5: Continue to advocate for housing, Policy 5.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	To implement local plans and policies to meet the need for diverse and affordable housing, the City will build in public awareness to the housing objectives, and will endeavour to create touchpoints and opportunities for continuing dialogue with the community. Financial capabilities for implementation will be taken into account on a case-by-case basis. Please refer to the Housing Needs Report (2021, 2024), the Housing Action Plan, 2022–2032 and Chapter 7 of Port Moody 2050.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.2.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 3 Chapter 7: Built Form • Objective 3, Rental Housing Policies 1-3 Chapter 15: Development Permit Area Guidelines • General Authority Policy bullet 11.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Refer to the following relevant policies: Chapter 7: Built Form • Objective 2, Affordable Housing Policy 9 • Objective 3, Rental Housing Policies 1-3 • Objective 4, Diversify Housing Policy 2 Chapter 14: Neighbourhood Plan Areas • 14.6.3 Moody Centre – Site Specific Policies, Site Specific Policies – Moody Centre Transit-Oriented Area (TOA), 3002 - 3048 Henry Street Policy 1(i), Development Block: 2900 Block of St. George Street (North and South), 125 - 137 Williams Street Policy 1(ii) Chapter 15: Development Permit Area Guidelines • General Authority Policy bullet 11 The City currently has a Tenant Relocation Policy and a Rental Replacement Policy in place that will be updated to become a bylaw under new Provincial bylaw authority.

	Section	Policy	Applicable OCP Policies
	d)	identify policies and actions that contribute to the following outcomes:	
Policy 4.2.7	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Refer to the following relevant policies: Chapter 3: Community Goals and Vision: • Built Environment, Goal 5 Chapter 7: Built Environment • Objective 2, Preamble and Affordable Housing Policy 9 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core Policies 1-7 • 14.5.2 Coronation Park, Area A and Area B Policy 1, Area C Policy 4 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody TOA Core Policies - Land Use Concept 1 • Moody TOA Core Policies – Development Applications 2. The following policies also support provision of affordable housing units as part of redevelopment city-wide and increasing supply of affordable rental housing on publicly-owned land: • Inclusionary Zoning Policy • The Housing Action Plan Strategic Direction 1) Improve Affordability, Action 3: *Create guidelines and policies for the strategic use of city-owned land for affordable housing*. This was developed to address barriers to accessing development land by non-profit housing providers by creating OCP policies that encourage the inclusion of affordable housing on city-owned lands and for the co-location of affordable housing with municipal facilities. • Zoning Bylaw, 2018, No. 2937, P1 allows for Non-Market Housing (Temporary shelter, emergency shelter, transitional housing, supportive housing, and other affordable housing types).

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goals 1, 3 Chapter 7: Built Form • Objective 3, Rental Housing Policies 1-3 • Objective 4, Diversify Housing Policies 1-5 Chapter 14: Neighbourhood Plan Areas • 14.5.2 Coronation Park, Area A and Area B, Policy 1. The City currently has a Rental Protection Policy, which includes retention and replacement of existing affordable rental housing in place.
	iii)	protection and renewal of existing non-market rental housing	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 3 Chapter 7: Built Form • Objective 2, Affordable Housing Policy 2 • Objective 3, Policies 1-4 Chapter 14: Neighbourhood Plan Areas • 14.5.1 Inlet Centre Station Transit-Oriented Development, Inlet Centre TOA Core Policies 3(iii), 5(d) • 14.5.2 Coronation Park, Area C, Policy 5 • 14.6.2 Moody Centre Station Transit-Oriented Development, Moody TOA Core Policies – Land Use Concept 1.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 Chapter 7: Built Form • Objective 2, Policy 2 • Objective 3, Policy 4 • Objective 5, Policy 1 Chapter 14: Neighbourhood Area Plans • 14.6.3 Moody Centre – Site Specific Policies, 3002-3048 Henry Street Policy 1, Development Block: 2900 Block of St. George Street (North and South), 125 - 137 Williams Street Policy 1(ii).

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 4 Chapter 7: Built Form • Objective 1, Climate Ready Housing Policies 1, 3 • Objective 3, Rental Housing Policies 2, 3.
	Prepare and implement housing strategies or action plans that:		
Policy 4.2.8	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Please see Port Moody's Housing Action Plan (2022). • Action 10: Update Rental Replacement to clarify the affordability expectations when existing rental apartments redevelop. Additional policies: • The Rental Protection Policy discourages removing rental housing and encourages the replacement of existing rental options as part of redevelopment. • Tenant Relocation Assistance Policy aims to guide developers, the community, Council, and staff to assist in the challenge of dealing with tenant relocation brought about as a result of redevelopment of existing residential housing sites. In-process policies or programs: • Future Secure Market Rental Housing Policy and Renewal Program to encourage the development of purpose-built rental apartments, and the retention of existing secure market rental stock.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Please see Port Moody's Housing Action Plan (2022). • Strategic Direction 4: Be a Housing Champion to advocate for legislative changes and senior government action to support tenant protections. Example includes the City advocated to UBCM for the Provincial Government to increase renter protections and supports to minimize displacement. The Tenant Relocation Assistance Policy which aims to guide developers, the community, Council, and staff to assist with tenant relocation as a result of redevelopment of existing residential housing sites.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	The City is in discussions with Metro Vancouver Housing (MVH) over a townhouse community and applying Digitally Accelerated Standardize Housing to streamline multi-family rental housing delivery.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.3.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Refer to the following relevant policies: Chapter 7: Built Environment • Objective 2, Affordable Housing Policies 3, 4 • Objective 5, Housing Advocacy Policy 1 Chapter 12: Community Well-Being and Resilience • Objective 4, Policy 3 Examples of recent collaboration include the following two projects: Portwood: • Partnership through the successful cooperation of multiple levels of government, a combined $201 million in Federal and Provincial financial contributions and a development cost charge fee reduction by the municipality, project will increase Port Moody's social housing by 50%. • Current site of 200 townhomes built in the 1960s to be redeveloped into more than 2,000 homes (strata homes, market rentals, and BC Housing (BCH) supported below-market rentals). Metro Vancouver Housing's Moray Place: • Digitally Accelerated Standardized Housing (DASH) project team to investigate opportunities to integrate the DASH approach within the Moray Place. The City will work with MVH and DASH to attempt to speed up development permits and building permits and looking into how prefabrication may be permitted on-site.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 5 Chapter 7: Built Environment • Objective 2, Policies 1, 3, 4, 7 • Objective 5, Housing Advocacy Policies 1, 2 Chapter 12: Community Well-Being and Resilience • Objective 2, Policy 5 • Objective 4, Policy 3.

	Section	Policy	Supplementary Information
Policy 4.3.8	**Prepare and implement housing strategies or action plans that:**		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Housing Action Plan (2022) • Action 1: Expedite the creation of non-market housing built and funded by senior governments and non-profit housing partners • Sub-Action 8.3 Consider alignment with senior government financing programs to encourage inclusion of low end of market rental homes.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Housing Action Plan (2022) • Strategic Direction 4: Be a Housing Champion • Objective: Build partnerships, convene stakeholders, and provide information.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Housing Action Plan (2022) • Focus on homelessness prevention and understanding level of risk. • Sub-Action 7.1 Engage the Tri-Cities Homelessness and Housing Task Group to collect more information about hidden homelessness and risks of displacement within Port Moody and the Tri-Cities.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 3 • Built Environment, Goal 2 • Transportation and Mobility, Goal 1, 2 Chapter 4: Overall Land Use Strategy • Mixed Use – Inlet Centre Designation Chapter 6: Parks, Open Spaces • Objective 1, Natural Environment and Biodiversity Policy 3 • Objective 4, Trail System Policy 2 Chapter 7: Built Environment • Objective 2, Affordable Housing Policy 9 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policies 2, 7 • Objective 2, Walkable/Bike-friendly Policies 1-5 • Objective 3, Transit-oriented Communities Policies 1-6 • Objective 4, Movement of People and Goods Policy 5 • Objective 6, Sustainable Transportation Policy 3 • Objective 7, Partnership and Advocacy Policies 2, 3 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 5(a) • Objective 2, Office Employment Policy 2 Chapter 12: Community Well-Being and Resilience • Objective 1, Health and Wellness Policy 2 • Objective 5, Child Care Accessibility Policy 5 Chapter 14: Neighbourhood Plan Areas • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 5 • 14.5.5 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Mobility 1, 2 • 14.6.9 Oceanfront District, Oceanfront Policies – Parks and Open Space 5.

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Refer to the following relevant policies: Chapter 7: Built Environment • Objective 2, Affordable Housing Policy 6 Chapter 8: Transportation and Mobility • Objective 1, Minimize Emissions Policy 8 • Objective 2, Walkable/Bike-friendly Policy 9 • Objective 4, Movement of People and Goods Policy 6 • Objective 6, Sustainable Transportation Policy 6 • Objective 7, Partnership and Advocacy Policy 2 Chapter 9: Economic Development • Objective 1, Employment Floorspace Policy 7 Chapter 14: Neighbourhood Plan Areas • 14.1.1 Woodland Park, Woodland Park Policy 9(a) • 14.5.2 Coronation Park, Area A and Area B Policies 6, 7, Area C Policy 7 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Mobility 2 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, Inlet Centre TOA Core Policies 5(vi) • 14.6.9 Oceanfront District, • Oceanfront Policies – Mobility 2.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Built Environment, Goal 2 Chapter 8: Transportation and Mobility • Objective 2, Walkable-Bike-friendly Policies 4, 8 • Objective 7, Partnership and Advocacy Policy 1 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3 Chapter 14: Neighbourhood Plan Areas • 14.5.2 Coronation Park, Area A and Area B, Policies 4, 10 • 14.6.9 Oceanfront District, Oceanfront Policies – Land Use Concept 6, Oceanfront Policies – Mobility 4, 6.

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	d)	support the transition to zero-emission vehicles	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Climate Change, Goal 3 • Overall Land Use Strategy, Goal 2 • Transportation and Mobility, Goal 5 Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policies 2-5 • Objective 7, Partnership and Advocacy Policy 1.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Refer to the following relevant policies: Chapter 6: Parks, Open Spaces, and Recreation • Objective 1, Natural Environment and Biodiversity Policy 7 • Objective 3, Parkland Supply Policy 3 • Objective 4, Trail System Policies 5, 12, 13 Chapter 14: Neighbourhood Plan Areas: • 14.5 Inlet Centre, Inlet Centre Policy 2 • 14.6 Moody Centre, General Policies – Connections: 1, 3 • 14.6.5 Spring Street Promenade, Moody Centre Station Area between Moody and Buller Streets Policy bullet 3 • 14.6.2 Moody Centre Station Transit-Oriented Development, Moody TOA Core Policies - Parks and Open Space 2, 4 • Moody TOA Core Policies – Built Form and Height: Policy 3 bullet 2 • 3001 - 3017 & 3033 St. Johns Street policies 1(c)(f). • 14.6.3 Moody Centre Station - Site Specific Policies • 14.6.9 Oceanfront District, • Oceanfront Policies – Parks and Open Space, Policy 1 bullet 6.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Refer to the following relevant policies: Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policy 5 Chapter 14: Neighbourhood Plan Areas • 14.1.2 Seaview Neighbourhood, Seaview Area 7 – Charles Street Cul-de-sac, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core, Moody TOA Core Policies – Climate Change 2, 3 • 14.6.9 Oceanfront District, Oceanfront Policies – Mobility 7.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
	Section	**Policy**	**Applicable OCP Policies**
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	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; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Refer to Schedule 3 – Goods Movement Routes.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goal 1 Chapter 8: Transportation and Mobility • Objective 4 • Movement of People and Goods Policies 1, 2, 4, 6, 7 • Objective 6, Sustainable Transportation Policies 1-5 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3.
	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	Refer to the following relevant policies: Chapter 3: Community Vision and Goals • Transportation and Mobility, Goals 1, 3 Chapter 8: Transportation and Mobility • Objective 4, Movement of People and Goods Policies 1, 2, 4, 6, 7 • Objective 6, Sustainable Transportation Policies 1-5 • Objective 7, Partnership and Advocacy Policies 1-7 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3.

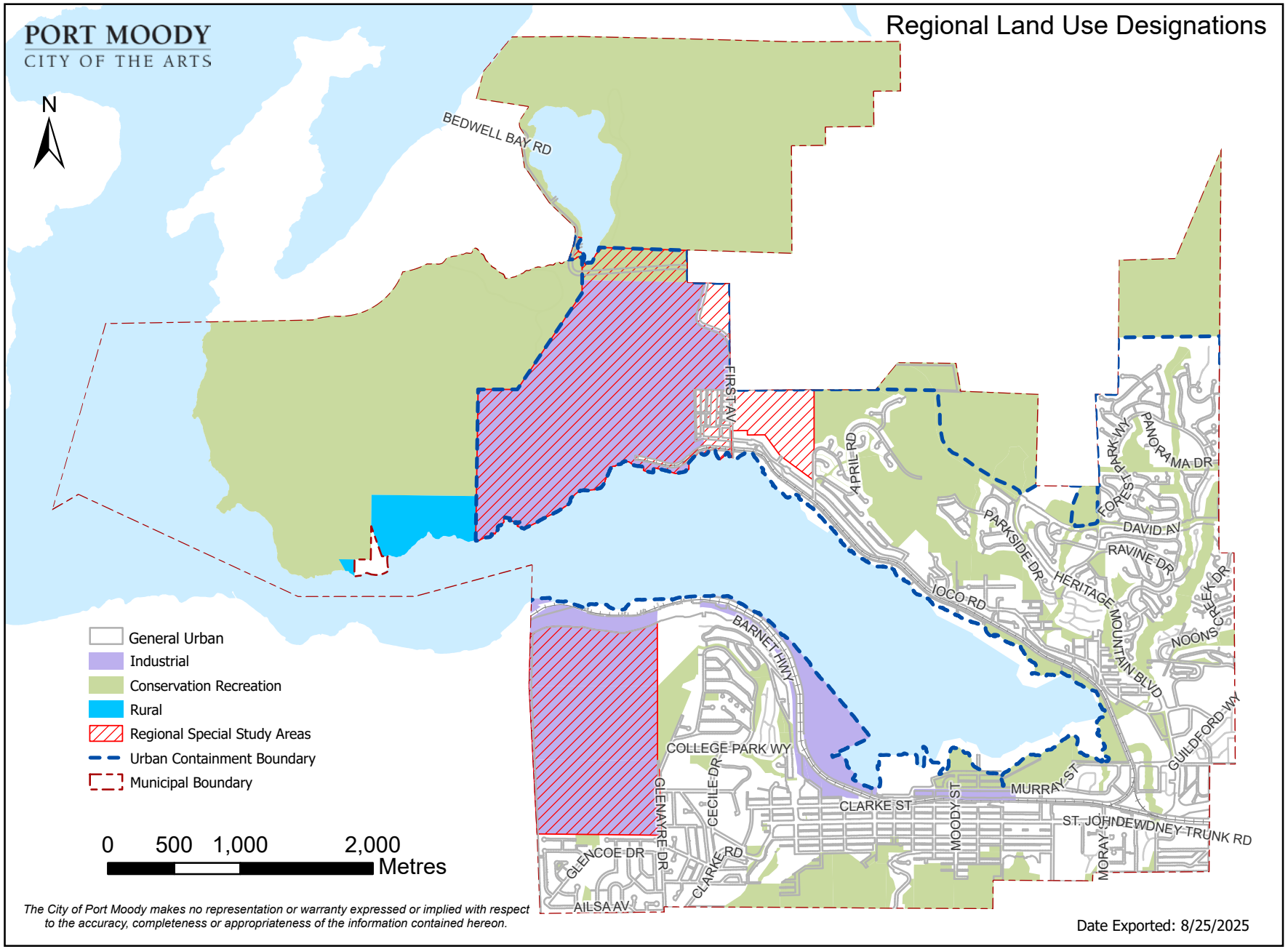
	Section	Policy	Applicable OCP Policies
Policy 5.2.6	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Refer to the following relevant policies: Chapter 9: Economic Development • Objective 4, Industrial Lands Policy 6 Chapter 14: Neighbourhood Plan Areas • 14.6.9 Oceanfront District, Oceanfront Policies – Mobility 5 Chapter 13: Community Infrastructure • Objective 4, Road and Bridge Infrastructure Policies 1-3
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Refer to Chapter 13: Community Infrastructure, Objective 4, Road and Bridge Infrastructure Policy 1.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Refer to the following relevant policies: Chapter 8: Transportation and Mobility • Objective 6, Sustainable Transportation Policy 4 Chapter 13: Community Infrastructure • Preamble • Objective 6, Asset Management Policies 1-7.

Implementation

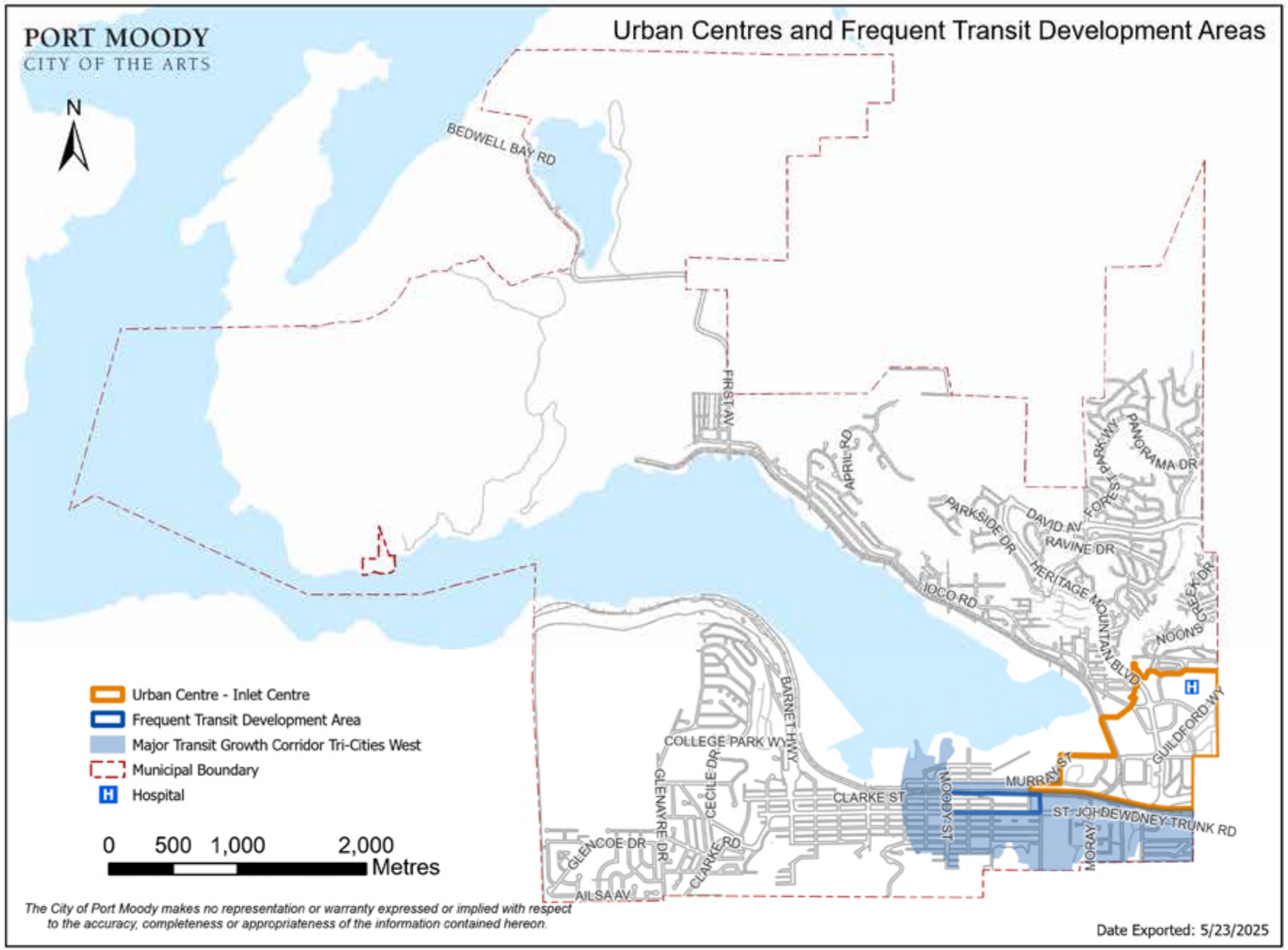
Regional Growth Strategy Implementation Framework Policies.

Providing for Appropriate Municipal Flexibility	
6.2.7 A Member Jurisdiction 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 within the Urban Containment Boundary, as follows: *Revised by Bylaw 1380, 2024* a) the Member Jurisdiction 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 (1) hectare; b.) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares. c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	The OCP hereby permits such amendments.
6.2.8 A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided 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.

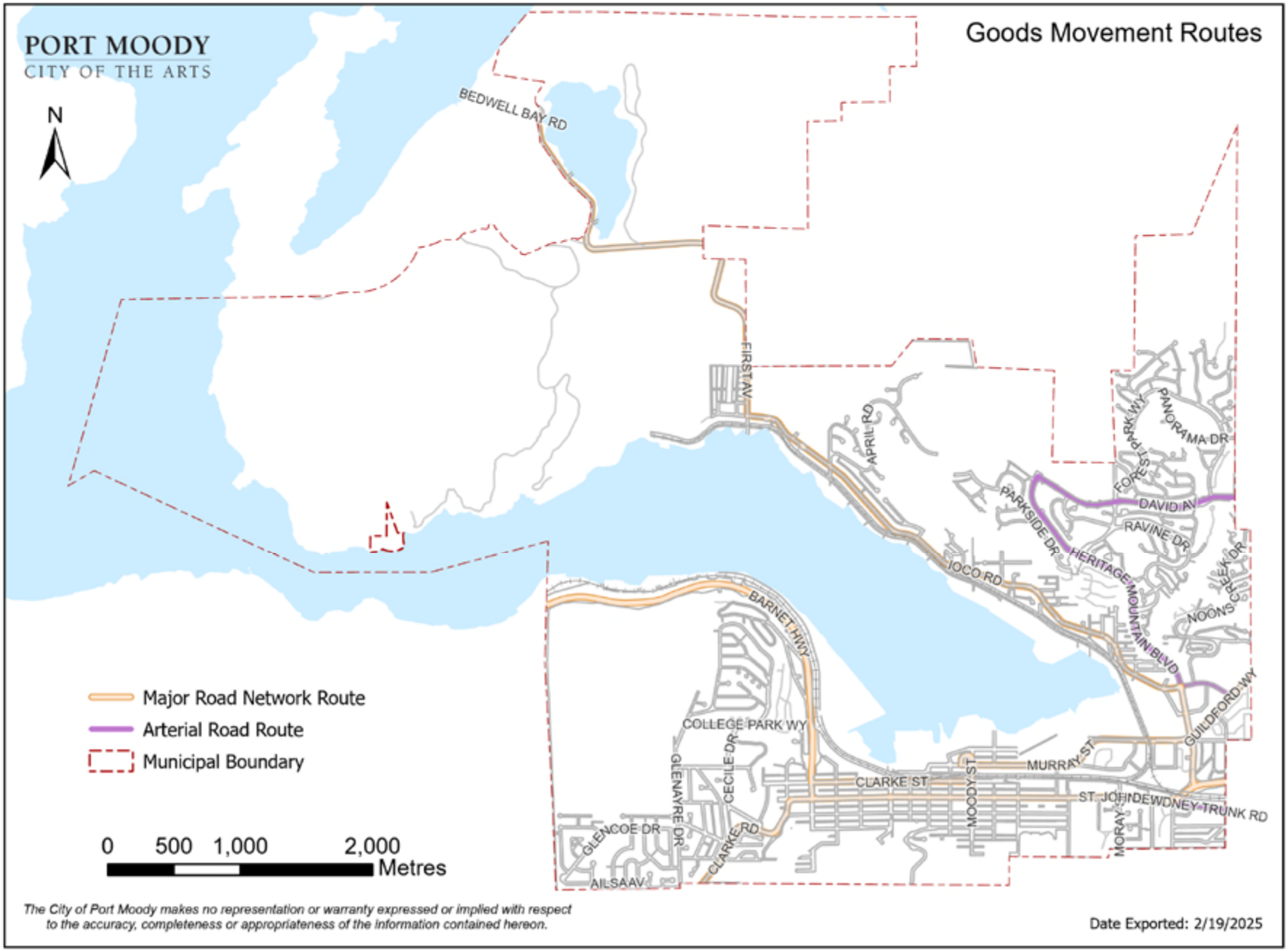
Schedule 1 – Regional Land Use Designations



Schedule 2 – Urban Centres and Frequent Transit Development Areas



Schedule 3 – Good Movement Routes



APPENDIX 2

Development Permit Area Guidelines

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1. Introduction

1.1 Application and Intent

General Authority for Development Permit Areas

Under section 488(1) of the *Local Government Act*, an official community plan may designate Development Permits 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;
- 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-residential 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 2: Development Permit Area 6: Small-Scale, Multi-Unit Housing ("DPA 6");

c. as identified on the attached Schedule 4:

- Development Permit Area 4: Environmentally Sensitive Areas ("DPA 4"); and

d. as identified on the attached Schedules 5 and 6:

- Development Permit Area 5: Hazardous Lands and Steep Slopes ("DPA 5").

All new intensive residential, 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 encouraged 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 amendments to an approved development permit that are considered to be in accordance with the terms of the issued development permit may be issued as authorized by the City's Development Approval Procedures Bylaw.

2. Development Permit Area 1: Neighbourhood Residential

2.1 Purpose of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

2.2 Justification

Much of the developable land in the City is devoted to residential neighbourhoods comprised of a range of single detached and multi-residential housing, as well as small-scale commercial uses, and community facilities such as schools, place of worship 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 intensive residential and commercial developments in areas undergoing revitalization 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 intensive residential and commercial development creates a suitable transition between adjacent differing land uses or residential densities
- to ensure that multi-residential development is designed so as to provide the features 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 forms of intensive residential, commercial, and community/public uses within DPA 1. Intensive residential development forms include:

- multi-residential forms (townhouse, low-rise apartments - to a maximum of 8 storeys);
- two-unit dwellings (duplex); and,
- intensive residential development on small lots zoned RS1-S (principal dwelling and additional secondary dwelling unit).

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 Intensive Residential Development - Multi-Residential Forms

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 preferred.

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 should 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 preferred 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 should 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.

i. 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.

j. 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.

k. 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 locations where residents are accessing garbage/recycling areas should be barrier free.

l. 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.

m. Transition areas

Multi-residential residential developments abutting single-detached houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-detached housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials.

n. Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the block fronts in multi-residential residential areas. To this same end, designs for multi-residential 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 residential 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 residential 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.

e. Buffering

Landscaped screening should be provided between all multi-family residential development and adjacent single-detached 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 and architecturally compatible with the design of buildings. The location of signage should be shown at the time of the Development Permit application.

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 residential 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, should 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 residential 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-residential 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 Intensive Residential Development - 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-unit 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-unit developments can be broken up by articulating/offsetting the front elevations. Two-unit 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-unit 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.

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 metres (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 Intensive Residential Development - Small Lots Zoned RS1-S

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 Purpose

The purpose of the DPA guidelines for Intensive Residential Development on small lots is to guide the form and character of intensive residential development on RS1-S zoned parcels in the Seaview and Pleasantside neighbourhoods. Development on small lots zoned RS1-S includes a principal dwelling and an additional secondary dwelling unit. Prior to construction of new principal buildings or additions, an owner of a property located within DPA 1 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 the Seaview and Pleasantside neighbourhoods. Infill may occur incrementally on a lot-by-lot basis and within close proximity to existing buildings. Infill housing may include new construction of single detached dwellings on subdivided property on lots larger than 325m^2 (3,489ft^2) with the intent to increase housing choices and affordability within neighbourhoods.

2.5.3 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.

The objectives of these guidelines are to:

- provide guidance for the use of large lot residential configurations in a modern context that will accommodate livable, 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
- create a legible sreetscape that maintains the existing quality and character of the streets
- Incorporate sustainable design that is site-sensitive, long-lasting, and efficient
- 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
- 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).

2.5.4 Application

Intensive residential development on small lots 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:

- residential development on small lots, developed under the RS1-S zone
- new forms of infill development, including Additional Dwelling Units.

2.5.5 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, adapting 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.

Significant elevation changes may be present in the Seaview and Pleasantside neighbourhoods, and the existing topography may affect lot utilization and potential forms of redevelopment. 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 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.

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

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.

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.

e. Building Materials

Durable, high quality materials should be used and should demonstrate sustainability principles with high-quality design and detailing.

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.

To minimize overviewing and to protect the privacy of both neighbors and adjacent properties, the size and placement of windows should be designed and located to be sensitive to adjacent properties, buildings, and topography.

g. Roof Design: Form and Materials

There are a variety of roof designs in the Seaview and Pleasantside neighborhoods; proposed roof design should be 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.

2.5.6 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 rainwater management features should be used (i.e., permeable pavers, pervious asphalt/concrete, reinforced paving/grass) to increase site permeability.

2.6 Neighbourhood Commercial Uses

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

2.6.1 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.

2.6.2 Form and Character of Development

Within established and new residential neighbourhoods in revitalized areas, small-scale commercial use intended to serve the local neighbourhood is desirable. Traditionally, these uses 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. Specialty food shops (bakeries, delis), and coffee shops/pubs are examples of local commercial uses which locate in residential areas. Small-scale office commercial uses for medical offices, vet services, lawyers'/ insurance offices and the like have also appeared in residential neighbourhoods.

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 undergoing revitalization 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.

All locations where residents are accessing garbage/ recycling areas should be barrier free.

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. 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.

2.6.3 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.

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 should be included as part of the Development Permit application and sign design guidelines are encouraged where appropriate.

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.

2.6.4 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.

2.7 Community/Public Use Facilities

2.7.1 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.

2.7.2 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 place of worshipes 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.

All locations where residents are accessing garbage/recycling areas should be barrier free.

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.

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.

2.7.3 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. 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.

2.7.4 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.

2.7.5 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.

2.8 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-detached 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

Design Guidelines

2.8.1 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

2.8.2 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-detached 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-detached 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-residential 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.

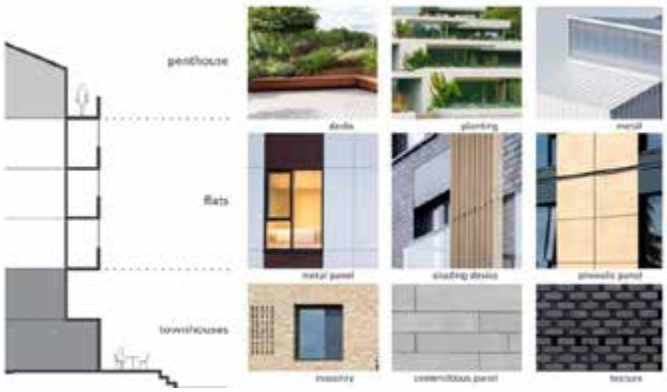


Figure 14: Architectural Character



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-residential 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.

2.8.3 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

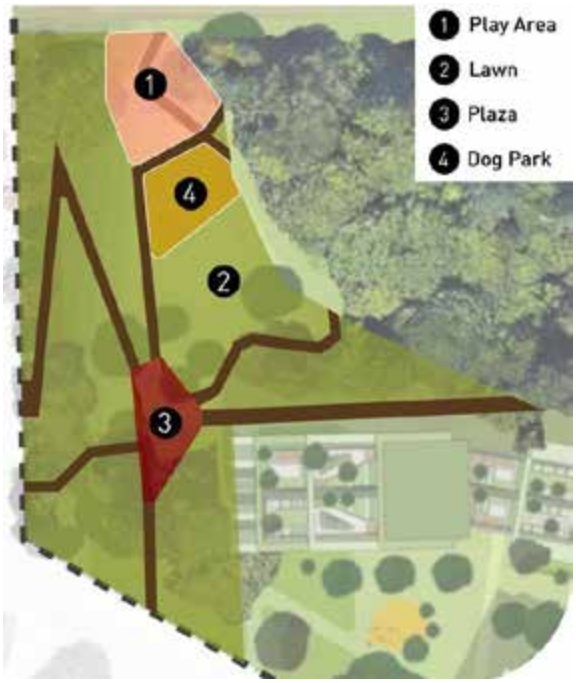


Figure 25: Cecile Bend Park

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-detached neighbourhood.



Figure 28: Open Green Space

2.8.4 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.

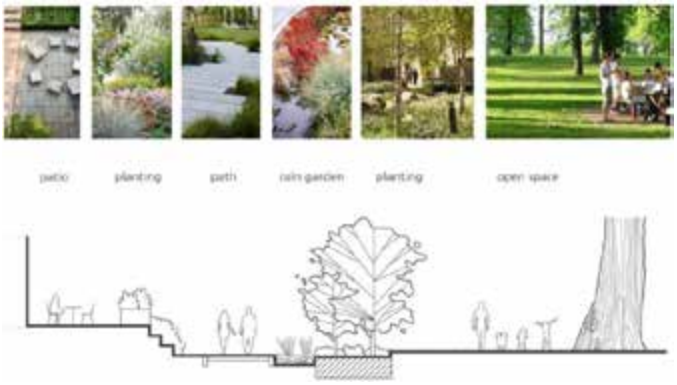


Figure 30: Site Materials

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.

2.8.5 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.

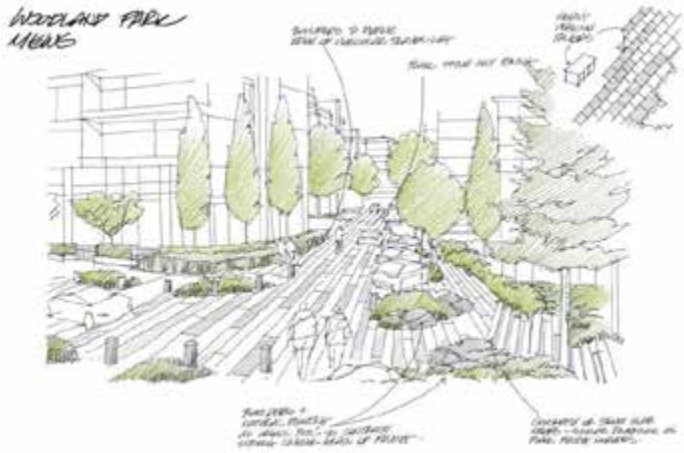


Figure 34: Mews Street

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-residential 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.

2.8.6 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. Development Permit Area 2: Moody Centre

3.1 Purpose Of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

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 SkyTrain 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-detached 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 intensive residential 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.

These objectives provide the basis for a set of design guidelines to be applied to all forms of intensive residential development, commercial, and community/ public uses within DPA 2. Intensive residential development forms include:

- multi-residential forms (townhouse, low rise apartments);
- two-unit dwellings (duplex); and,
- intensive residential development on small lots zoned RS1-S (principal dwelling and accessory dwelling unit).

As shown in Schedules 1 and 2, DPA 2 includes the historic commercial and residential areas of the City between Albert Street/Barnet Hwy and James Road and south of Burrard Inlet to the Chines area. As shown on Map 3, DPA 2 also includes the Moody Centre Heritage Conservation Area (the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial and adaptive commercial uses) and the Moody Centre Heritage Character Area (a larger area between Albert Street and Williams Street consisting largely of single residential homes with some commercial uses).

3.3 Intensive Residential Development - Multi-Residential Forms

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-residential residential development in DPA1 apply to multi-residential residential development in DPA2, as follows:

a. Building Materials

i. Low-rise Development

Low-rise development refers to building forms up to 6 storeys in height. 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 preferred. 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 Station Transit-Oriented Area – Core area where a more urban form of development is encouraged, building materials for multi-residential low-rise development should be consistent with section (ii) below.

ii. Mid-rise and High-rise Development

Mid-rise development refers to building forms ranging from 6-19 storeys. High rise development refers to building forms 20 storeys and above. Building materials for mid-rise and high-rise development exceeding six 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 should 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)] should 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 locations where residents are accessing garbage/recycling areas should be barrier free. 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-residential residential developments abutting single-detached houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-detached 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-residential residential areas. To this same end, designs for multi-residential 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 features that contribute to a unique architectural identity in the built form and ground plane which 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. Pursuant to subsection 614 (1) and (2) of the Local Government Act, a portion of Moody Centre has been designated as a Heritage Conservation Area to provide for the long terms protection of its heritage resources. The Heritage Conservation Area (HCA) is contained within the broader Development Permit Area for Moody Centre and includes the core heritage area west of Kyle Street consisting of multi-residential residential, historic commercial, and adaptive commercial uses. The boundaries of the Moody Centre HCA is shown on the maps included in Schedules 1 and 2. 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.

Moody Centre Heritage Character Area

A Heritage Character Area has also been identified encompassing a larger area surrounding the core HCA which includes multi-residential, commercial and mixed use commercial/residential uses. Both the Heritage Conservation Area and Heritage Character Area for portions of Moody Centre are illustrated on the map in Schedule 2. 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-residential 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.

xv. 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.

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-residential 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-residential 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.

e. Landscape Screening/Buffering

Landscaped screening should be provided between all multi-residential development and adjacent single-detached 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.

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-residential 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-residential 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-residential 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-residential 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

These guidelines apply to residential development on properties within 100 metres of 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 Intensive Residential Development - 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-unit 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-unit developments can be broken up by articulating/offsetting the front elevations. Two-unit 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-unit 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-residential 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-residential 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.

e. Landscape Screening/Buffering

Landscaped screening should be provided between all multi-residential development and adjacent single-detached 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 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-residential 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 on Small Lots Zoned RS1-S

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. Development on small lots zoned RS1-S includes a principal dwelling and an additional secondary dwelling unit. Prior to construction of new, or additions to existing, principal buildings or additional secondary dwelling units, 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 325m^2 (3,498ft^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 (new, or additions to existing, principal buildings or additional secondary dwelling units)
- retention of heritage buildings
- 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 comply with the City's Naturescape Principles Policy. 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

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

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 should meet the following general guidelines:

- 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 with building faces that exceed 20 metres in length, 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 with building faces that are 20 metres or less in length, 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.

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 features that contribute to a unique architectural identity in the built form and ground plane which 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 locations where residents are accessing garbage/recycling areas should be barrier free. 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 shown on a formal landscape plan prepared by a landscape professional. 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

These guidelines apply to "Service Station Commercial" and "Automobile Sales and Service" zones under the Zoning Bylaw and located along St. Johns Street.

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".

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. All locations where residents are accessing garbage/recycling areas should be barrier free.

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. 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 development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required.

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

These guidelines apply to the "Adaptive Commercial Zone" under the Zoning Bylaw.

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. 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 Principles 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.

For the Moody Centre TOA - Core:

- high-rise towers should be slender and a three to six-storey podium is encouraged;
- the minimum recommended tower separation is 30.5 m. (100ft.) in a diagonal direction or 45 m. (148 ft.) in an orthogonal direction. Reduced tower separation, both diagonally and orthogonally, may be considered in order to maintain view corridors or to create green/open space, but in no case shall towers be any closer than 28 m. (93 ft.);
- all new buildings shall be of high-quality urban design, sited to maximize sunlight and public views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods
- new buildings shall capitalize on opportunities for 'placemaking' around the Moody Centre Station, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station;
- tower height and placement should contribute to a varied, distinct and understandable skyline;
- the maximum permitted gross enclosed tower floorplate areas, per level, is 790 sq. m. (8,500 sq. ft.), excluding balcony projections. Larger maximum floorplate areas may be considered on the lower one third of total tower heights, contingent on architectural expression that is compatible with other City objectives (e.g., preservation of view corridors, creation of open space and amenities);
- upper floors should be set back from St. Johns Street; and,
- weather protection and pedestrian scaled amenities should be provided to facilitate walking.

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 park area lighting into dwelling units.

f. Views

For new development, protect identified view corridors between designated features and established public vantage points and site buildings to minimize impacts.

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. Residential units should comply with 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.

For the Moody Centre Station TOA - Core, the following public realm components should be considered:

- 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;
- active green spaces and play spaces for residents and visitors; and
- a realized Spring Street Promenade consistent with the Moody Centre Spring Streetscape Design Guidelines adopted by the City.

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

Physical 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 gathering spaces, mid-block, 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 features that contribute to a unique architectural identity in the built form and ground plane which 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. This section of Spring Street should be consistent with standards adopted by the CIty for this area.

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

These guidelines apply to residential development on properties within 100 metres of 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-residential 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.

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-residential 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

These guidelines apply to "Industrial" zones under the Zoning Bylaw.

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.

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 and architecturally compatible with the design of buildings. The location of signage should be shown at the time of the Development Permit application.

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. Development Permit Area 3: Inlet Centre

4.1 Purpose Of Designation Category

Pursuant to the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of intensive residential development [subsection 488(1)(e)], industrial development [subsection 488(1)(f)] and commercial development in areas undergoing revitalization [subsection 488(1)(d)].

4.2 Justification

This area of the City is a major focus of commercial, institutional, and higher density residential development. As shown on the map in Schedule 1, DPA is located 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.

These objectives provide the basis for a set of design guidelines to be applied to all forms of intensive residential, commercial, and community/public uses within DPA 3. Intensive residential development forms include multi-residential forms (low, mid and high rise apartments).

4.3 Intensive Residential Development - Multi-Residential Forms

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

Low-rise development includes building forms up to 6 storeys. 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

Mid-rise development includes building forms between 7 and 19 storeys. High-rise development includes building forms 20 storeys and above. Buildings materials for mid-rise and high-rise development 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 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, roof forms and mansards.

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.

All locations where residents are accessing garbage/recycling areas should be barrier free.

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-residential 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-residential residential areas. To this same end, designs for multi-residential 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 contribute to a unique architectural identity in the built form and ground plane which 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-residential 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 preferred. Compliance with the City's Naturescape Policy is required.

c. Interplanting for expanses of paved areas

Areas of a multi-residential 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. Replanting details should be included on a formal landscape plan prepared by a landscape professional and submitted at the time of architectural drawings.

e. Buffering

Landscaped screening should be provided between all multi-residential 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.

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-residential 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-residential 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-residential 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.

Off-site lighting should conform to the standards for this area included in the Subdivision and Development 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-residential 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

These guidelines apply to residential development on properties within 100 metres of 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

Commercial development includes any proposed development zoned for commercial uses under the Zoning Bylaw.

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 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 contribute to a unique architectural identity in the built form and ground plane which 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

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease. Off-site lighting should conform to the standards for this area included in the Subdivision and Development 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 and sign design guidelines are encouraged where appropriate.

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.

All locations where residents are accessing garbage/recycling areas should be barrier free.

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:

1. provision/protection of view corridors for upper-storey residential units.
2. adequate penetration of natural light into the dwelling units and into any outdoor common open space (e.g., courtyards).
3. adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent development.
4. avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas.
5. minimizing adverse impacts from building shadows onto surrounding public spaces and residential units.
6. 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-residential 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. Residential units should comply with 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 contribute to a unique architectural identity in the built form and ground plane which 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

These guidelines apply to residential development on properties within 100 metres of 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:

1. building faces should be oriented to respect the established street grid.
2. on corner sites, both street-facing facades should be fully developed as front elevations.
3. 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.
4. building mass should occur close to the street edge, particularly the first two storeys.
5. monotonous building facades should be avoided by the incorporation of variety, articulation, fenestration, vertical elements, and colour/texture changes to add interest.
6. 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.
7. 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:

1. building faces should be oriented to respect the established street grid.
2. on corner sites, both street-facing facades should be fully developed as front elevations.
3. except for schools and recreation facilities, community/public use buildings should be of a height and scale which is compatible with surrounding residential buildings.
4. 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.
5. 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;

6. outdoor activity areas on site should be located so as to minimize impacts of noise and visual intrusion upon neighbouring residential properties.

7. 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.

8. siting, massing and orientation of buildings must ensure that existing views enjoyed by adjacent residential properties are not unduly compromised.

9. 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.

10. garbage/recycling areas on site should be located at the rear of the site, and be adequately screened by fencing, or landscaping, or both. All locations where residents are accessing garbage/recycling areas should be barrier free.

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 contribute to a unique architectural identity in the built form and ground plane which 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 should be indicated on a landscape concept plan prepared by a qualified professional and 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 Ioco Road is to contain the major commercial focus within the Inlet Centre area at the head of Burrard Inlet. Significant multi-residential 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-residential 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 loco 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 loco 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"

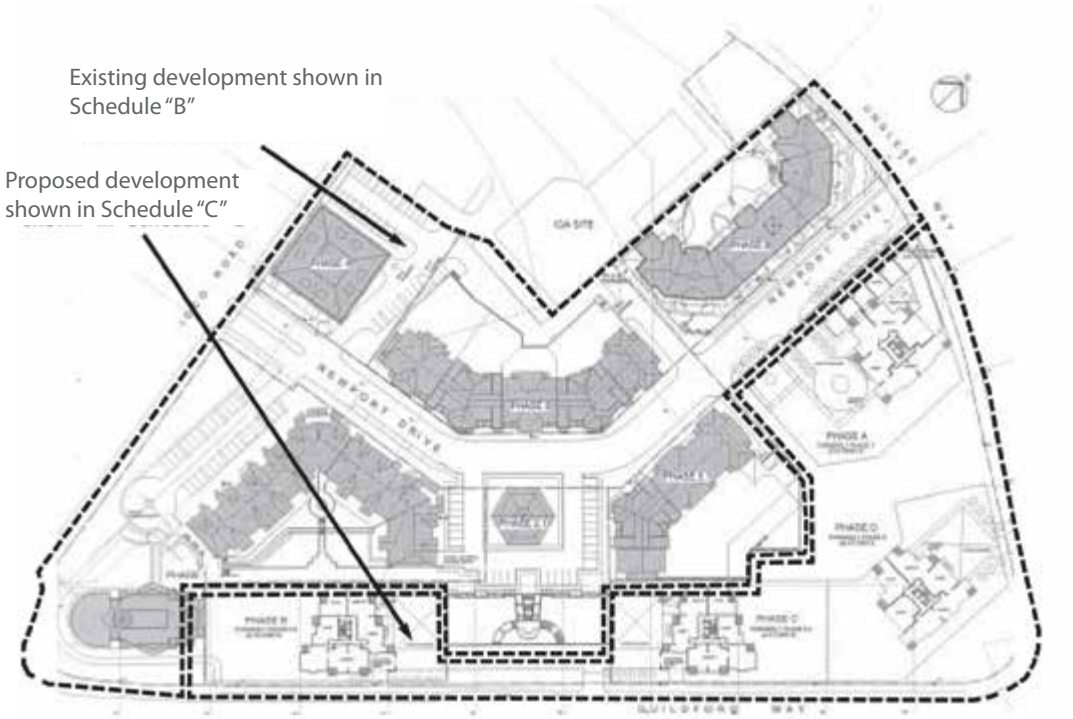


Figure 2

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.

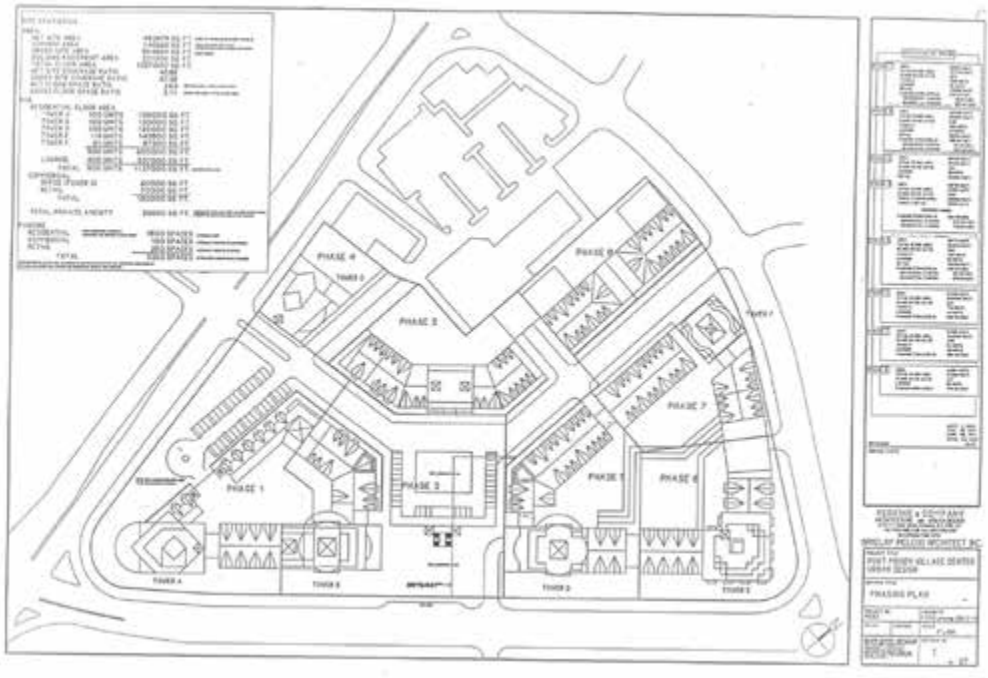


Figure 3

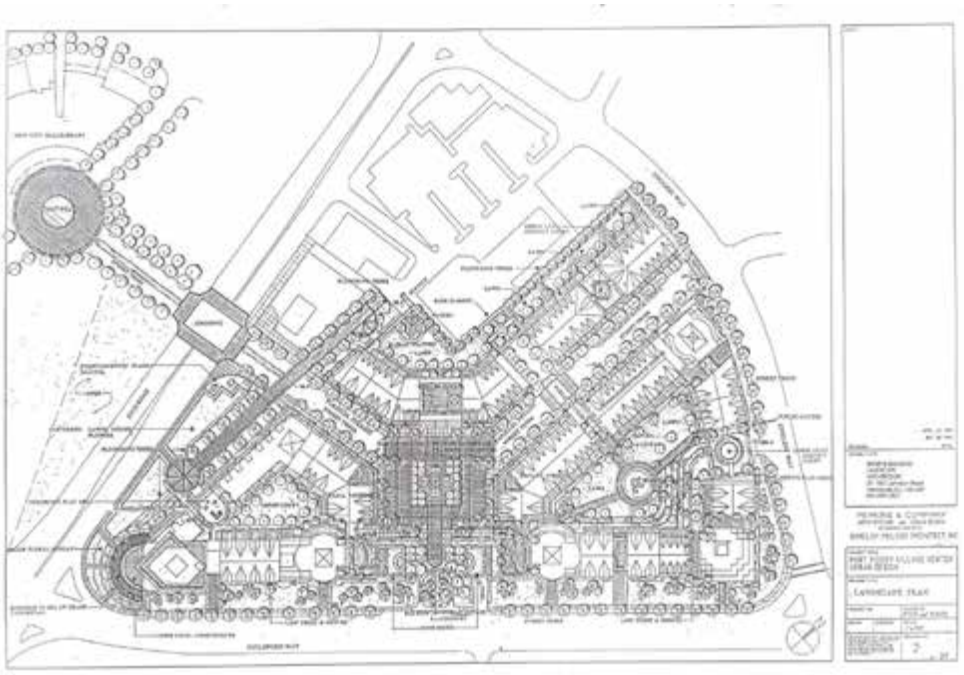


Figure 4

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)

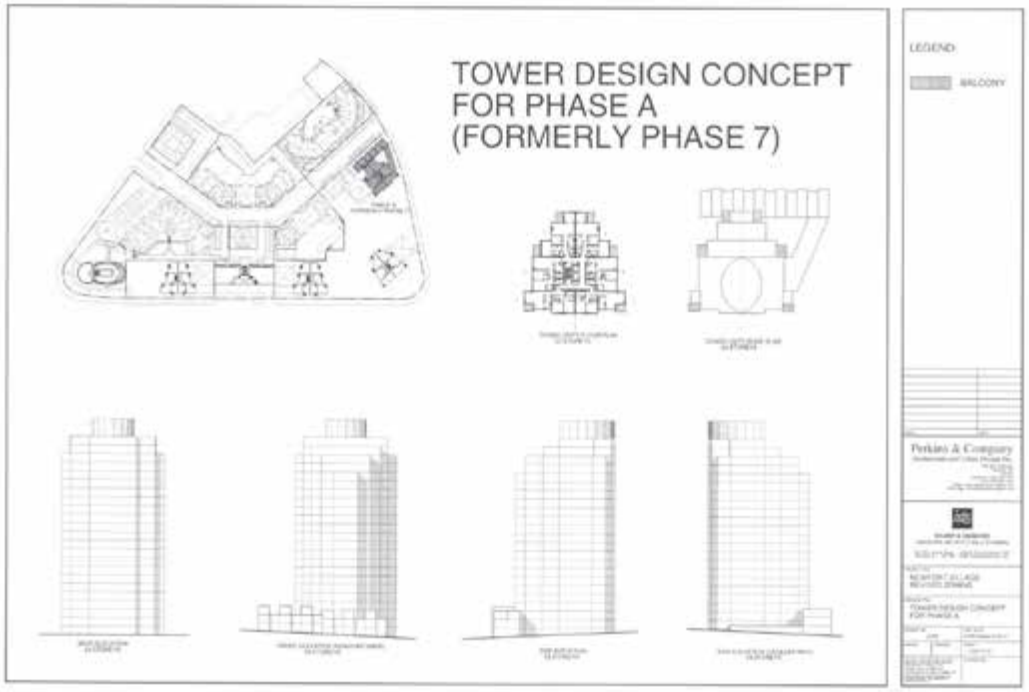


Figure 7

Tower design concept for Phases "B" (formerly Phase 2.2)

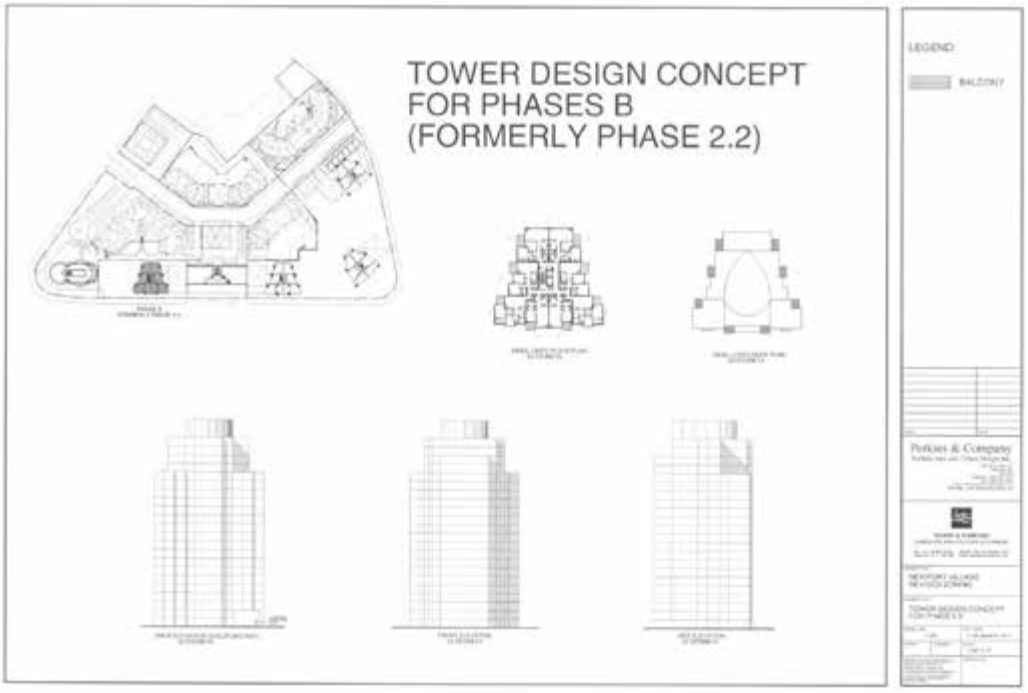


Figure 8

Tower design concept for Phases "C" (formerly Phase 5.2)

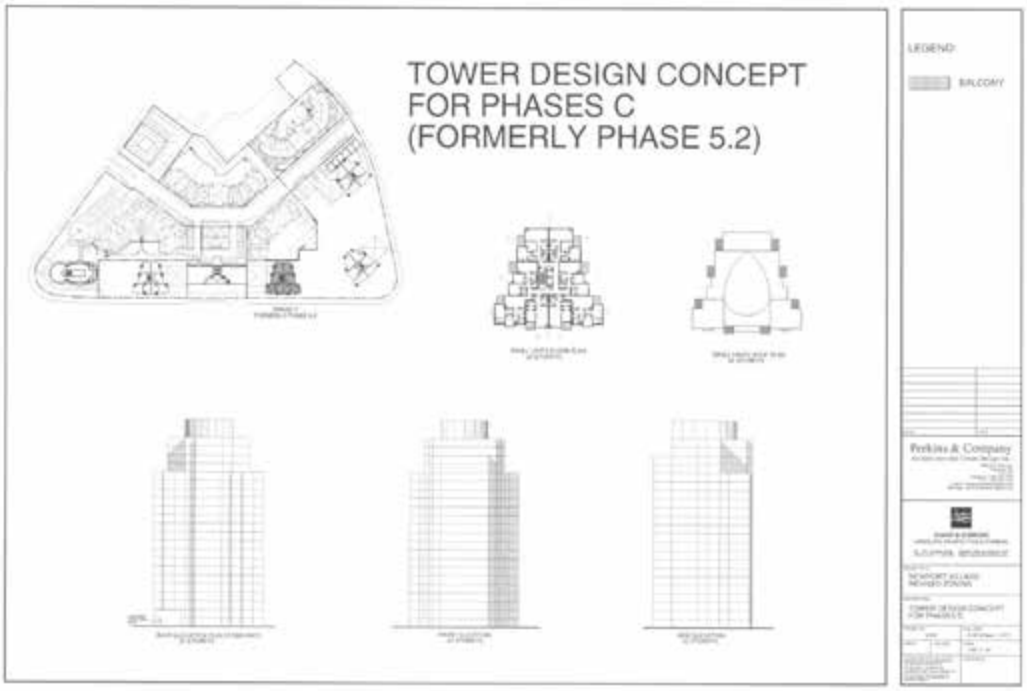


Figure 9

Tower design concept for Phase "D" (formerly Phase 6)

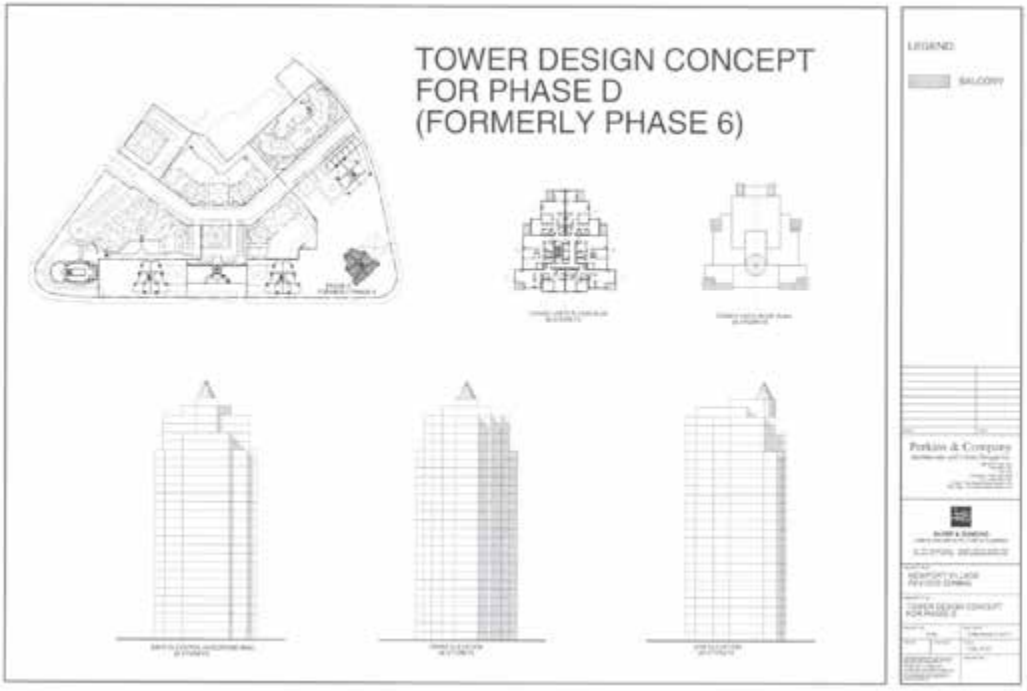


Figure 10

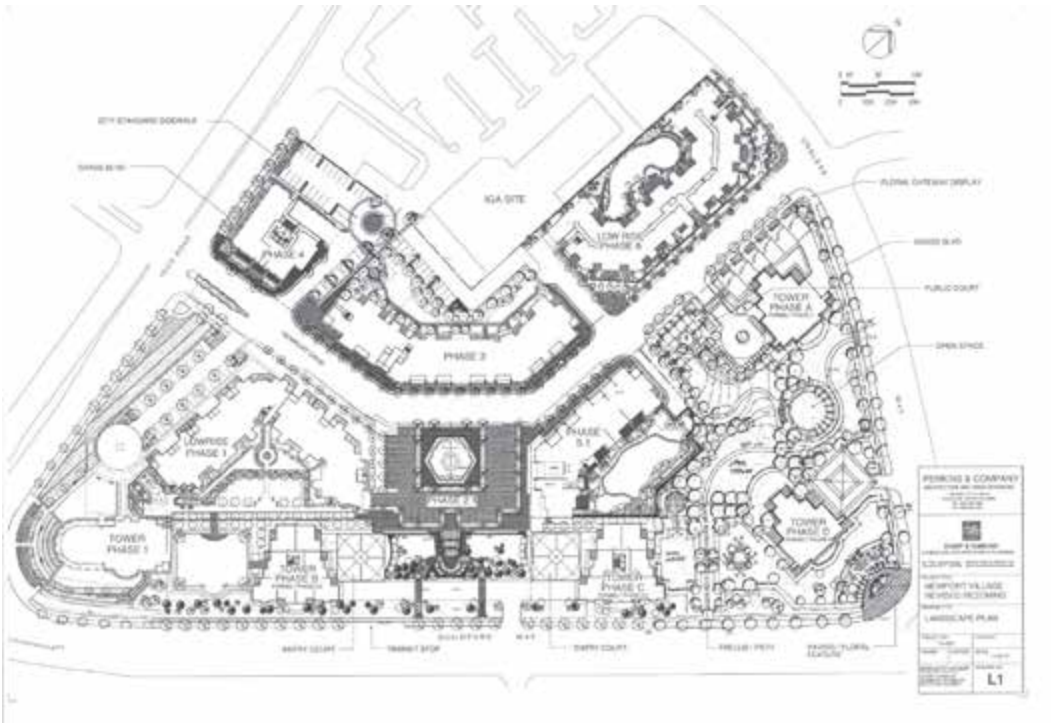


Figure 11

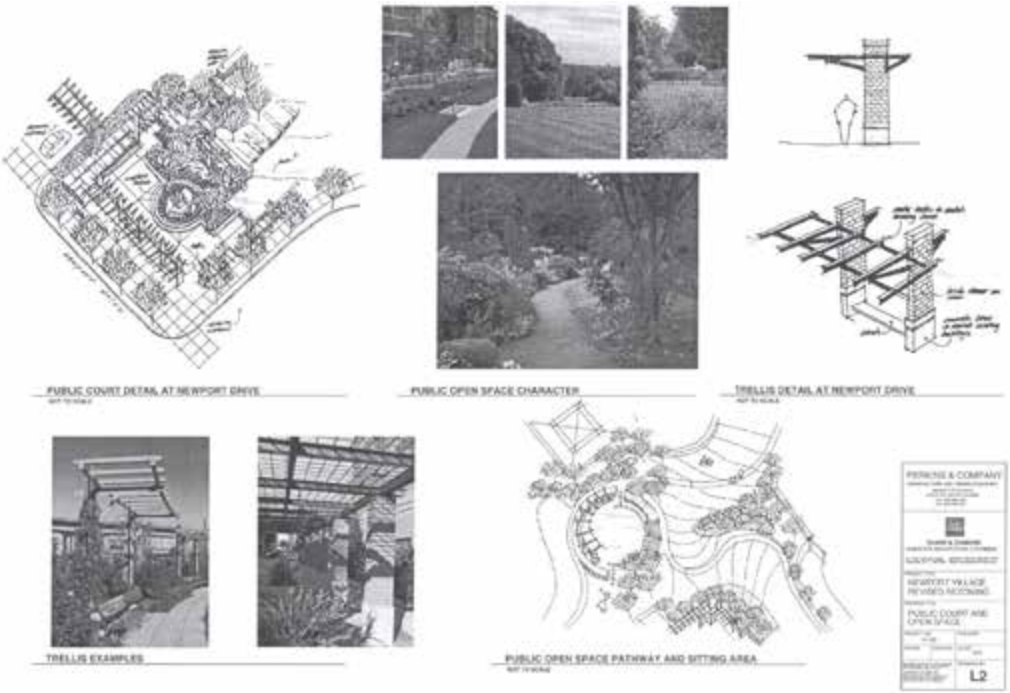
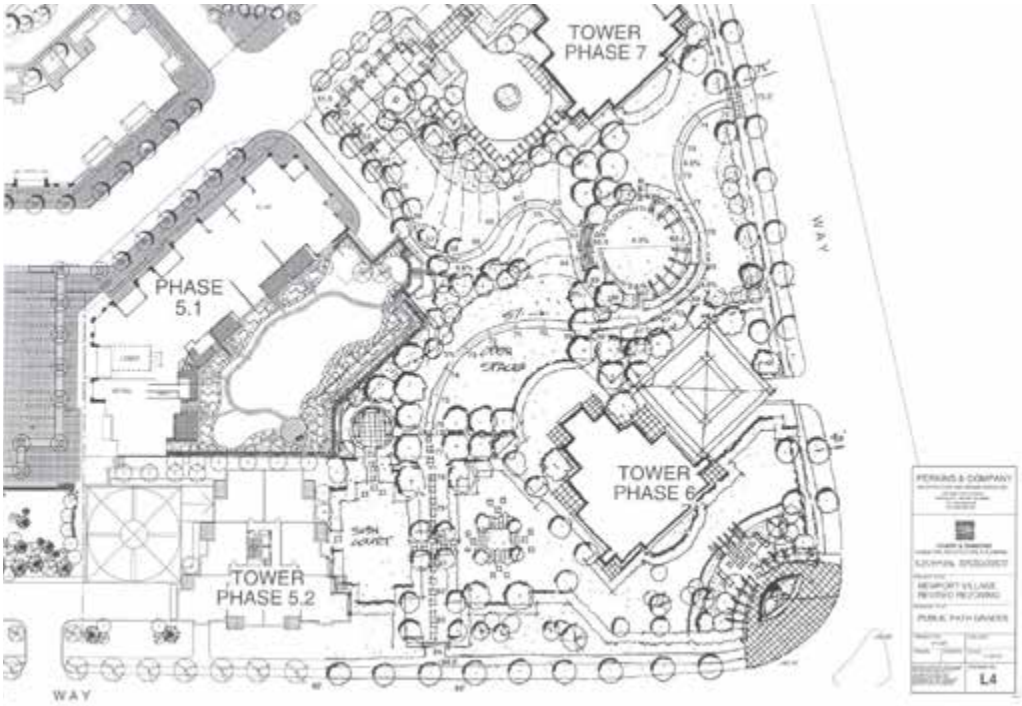


Figure 12



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.

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, 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.

Figure 1

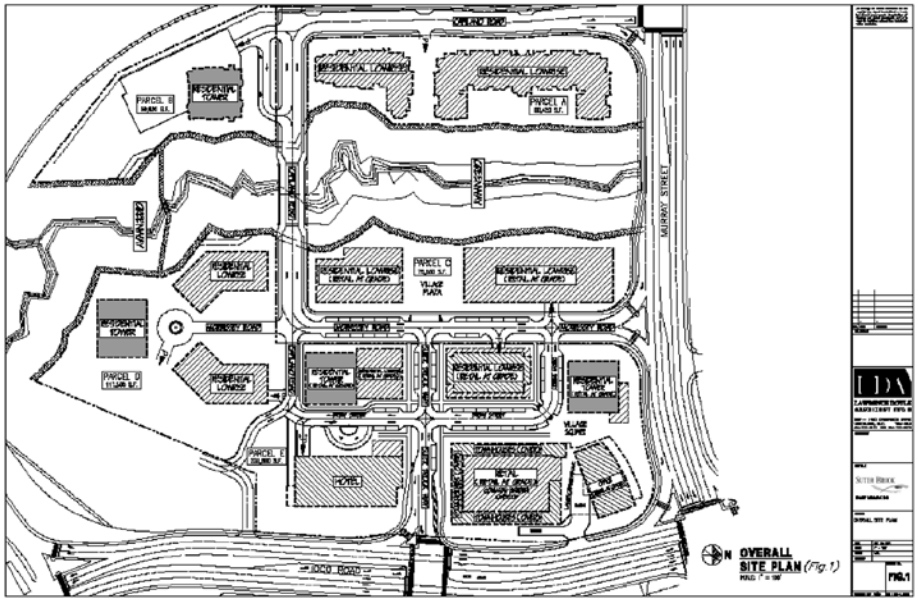


Figure 2

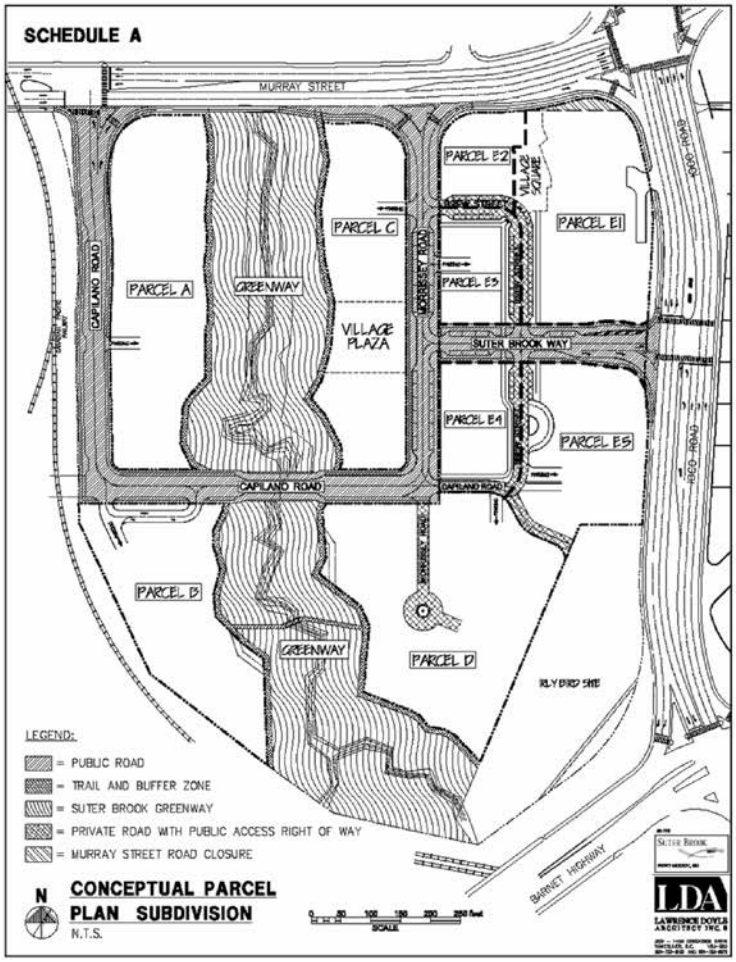
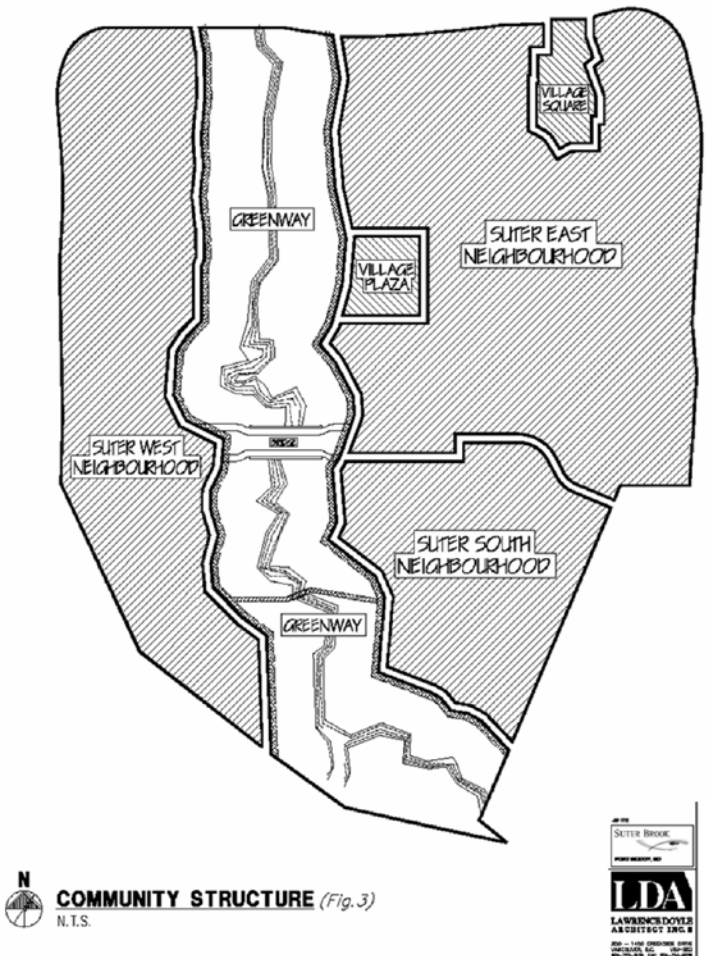


Figure 3



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

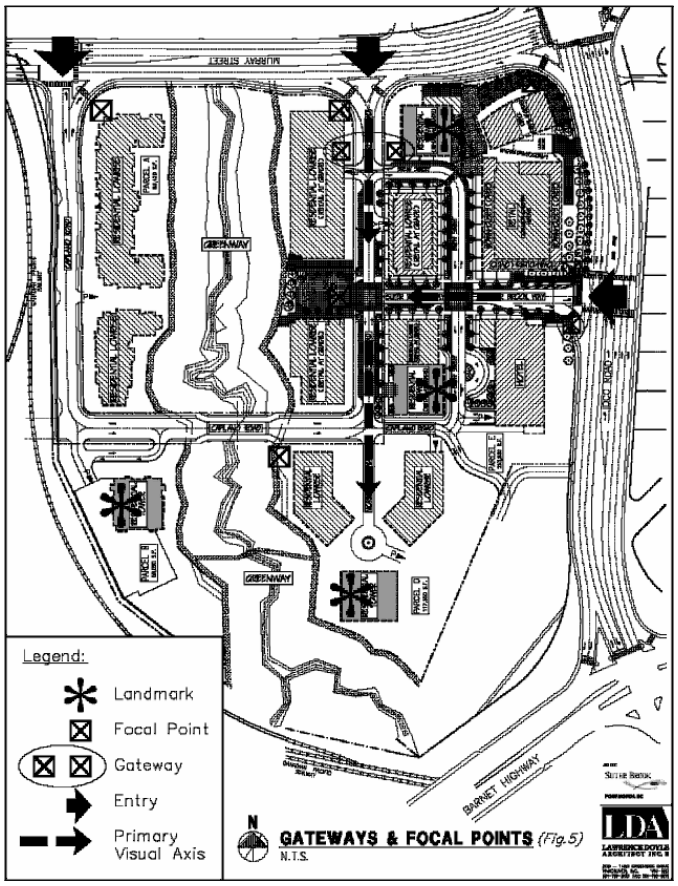
The following will apply:

- 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)

Figure 5:



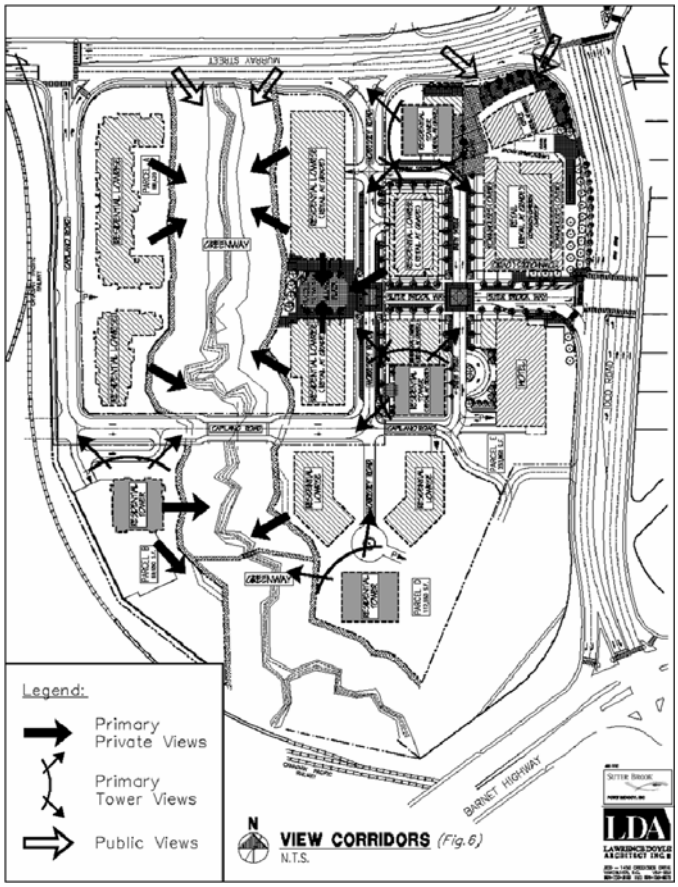
4. Livability

- 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
- 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.

Figure 6:



4.2 Safety

The following will apply:

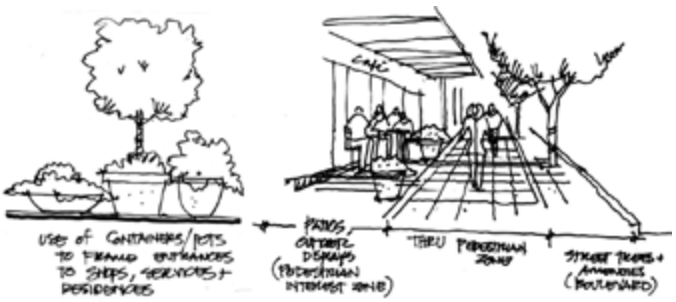
- Define street edges with residential units that have either at grade access or, for mixed-use buildings, windows facing the street over commercial space at grade, to provide 'eyes on the street' for pedestrian safety.
- Incorporate traffic calming measures.
- Provide sidewalks on both sides of streets 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)

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 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.

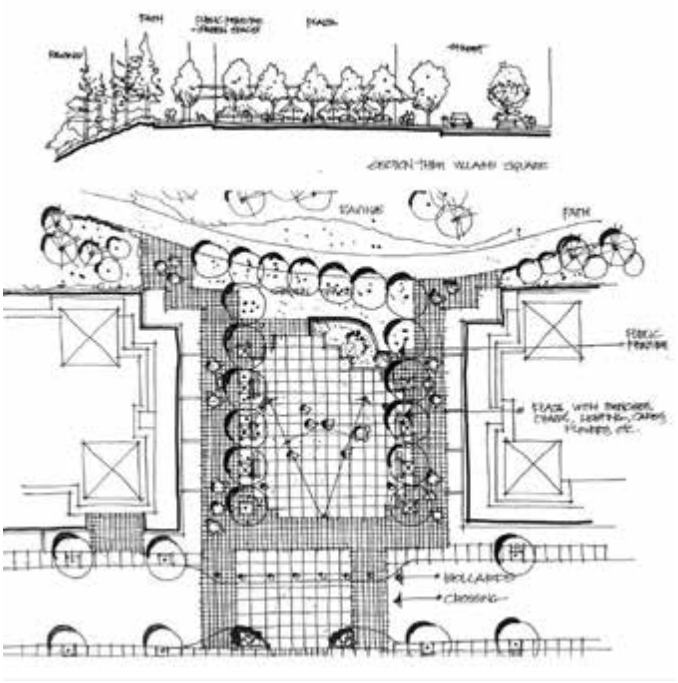
2. Village Plaza

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.

Figure 8: Conceptual Village Plaza Plan



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

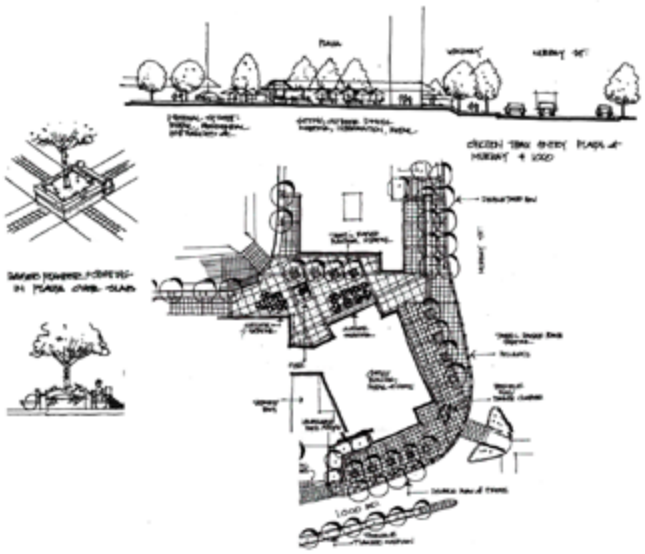
In addition to providing for vehicle movement, streets are designed to provide desirable pedestrian and cyclist environments. They also serve to emphasize structure of the community in reinforcing vistas, axis and view corridors.

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.

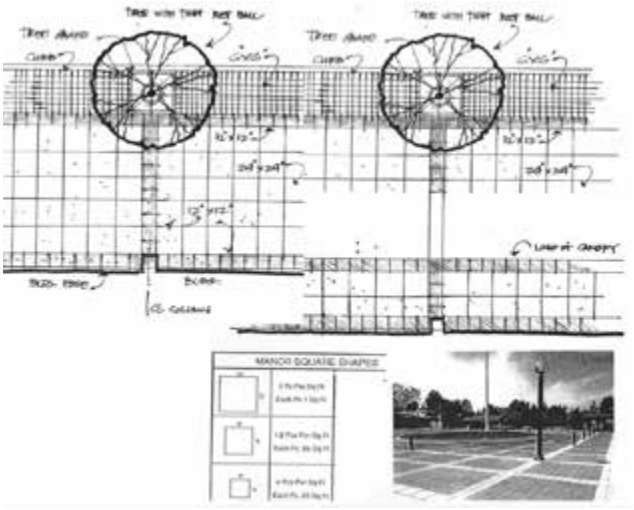
Figure 9: Conceptual Plan of Intersection, Ioco Road & Murray St.



5.2 Internal Street Conditions:

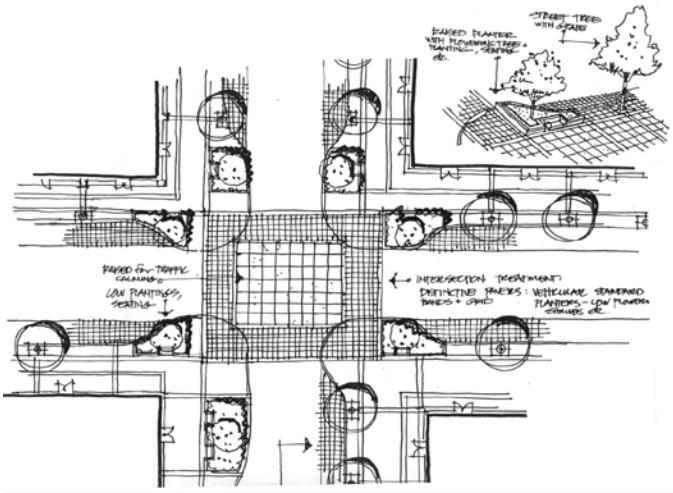
- A common relationship exists on all the internal streets. In principle, the following will apply:
- sidewalks and moving traffic are separated by a treed boulevard and parallel parking occurring on both sides of all internal streets where space permits;
- sidewalks are constructed in a variegated paver design with banding to align with architectural columns and to denote directional flow in open areas (Fig. 10);

Figure 10: Internal Street Sidewalk Paving Examples



- 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.

Figure 11: Example of Street Edge Condition – Suter Brook Way & Brew St. Intersection



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;
- 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.

5.4 Vehicle Bridge

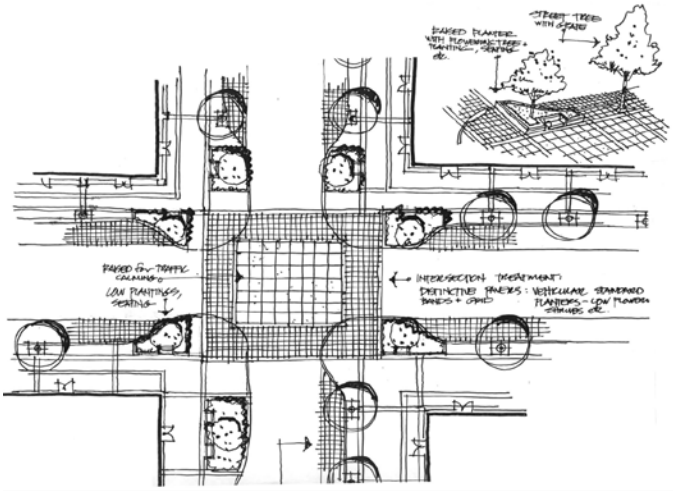


Figure 12: Conceptual Plan of Bridge Crossing

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.

6. 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.

7. 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.

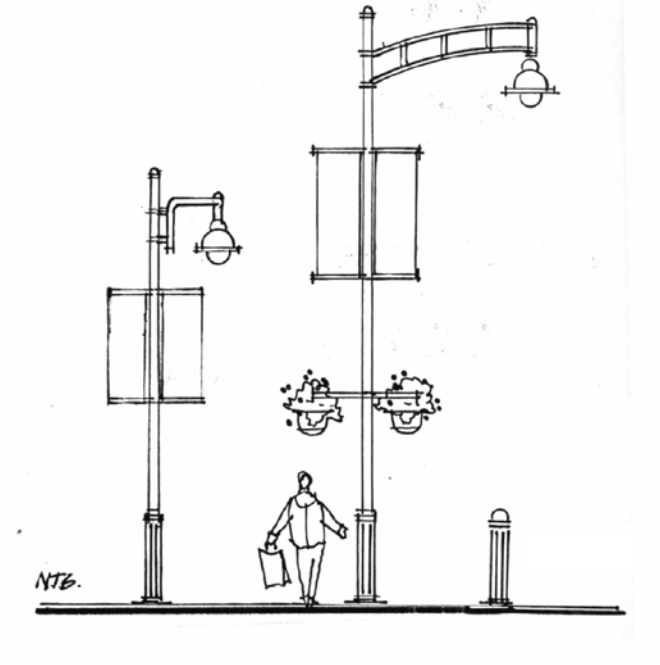


Figure 14: Examples of Lighting & Bollards

8. 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.

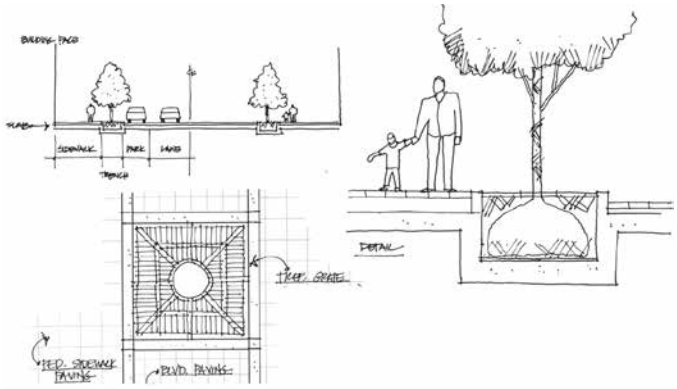


Figure 13: Examples of Internal Streets & Street Tree Features

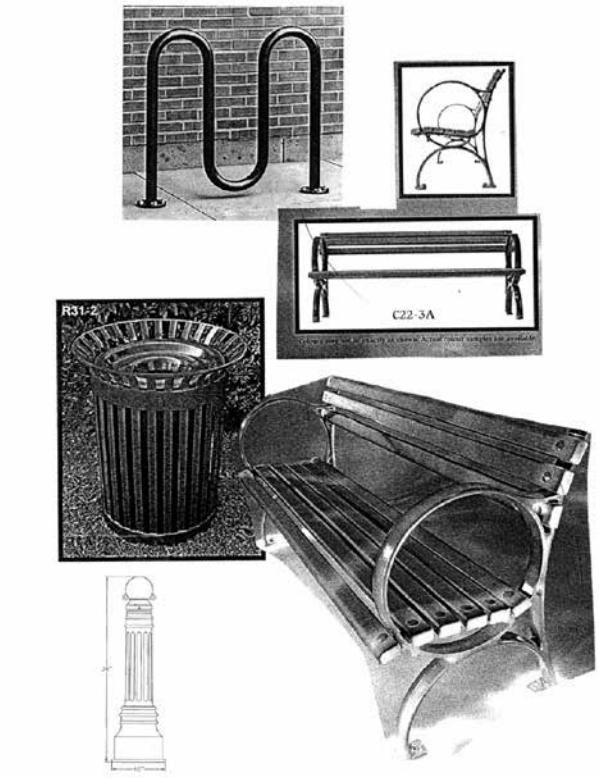


Figure 15: Examples of Trash Receptacles, Benches, Bollards & Bicycle Racks or Equivalent

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.

Figure 16: Examples of Highrise Building Character



Azura One - 1438 Richards, Vancouver



Nova – 989 Beatty, Vancouver



Domus – 1055 Homer, Vancouver

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 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. 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.

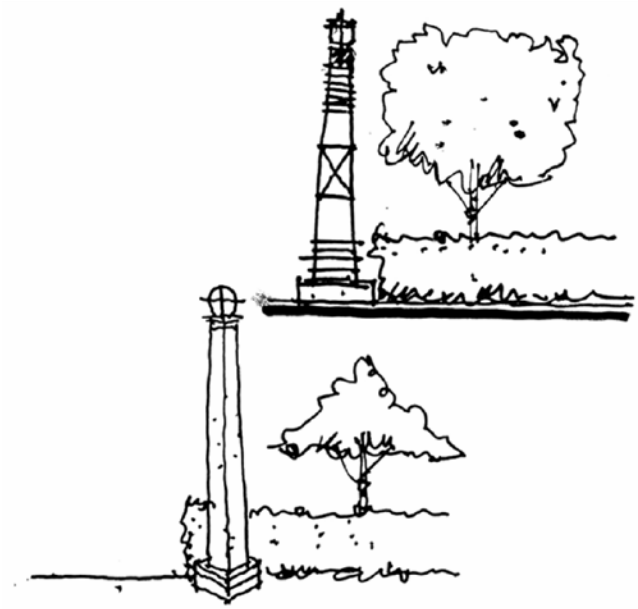


Figure 17: Gateway Elements

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);



Figure 19: Example of Office / Mixed Use Building

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.
- 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.



Figure 20: Elevation of loading bay on Murray & Ioco

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.

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

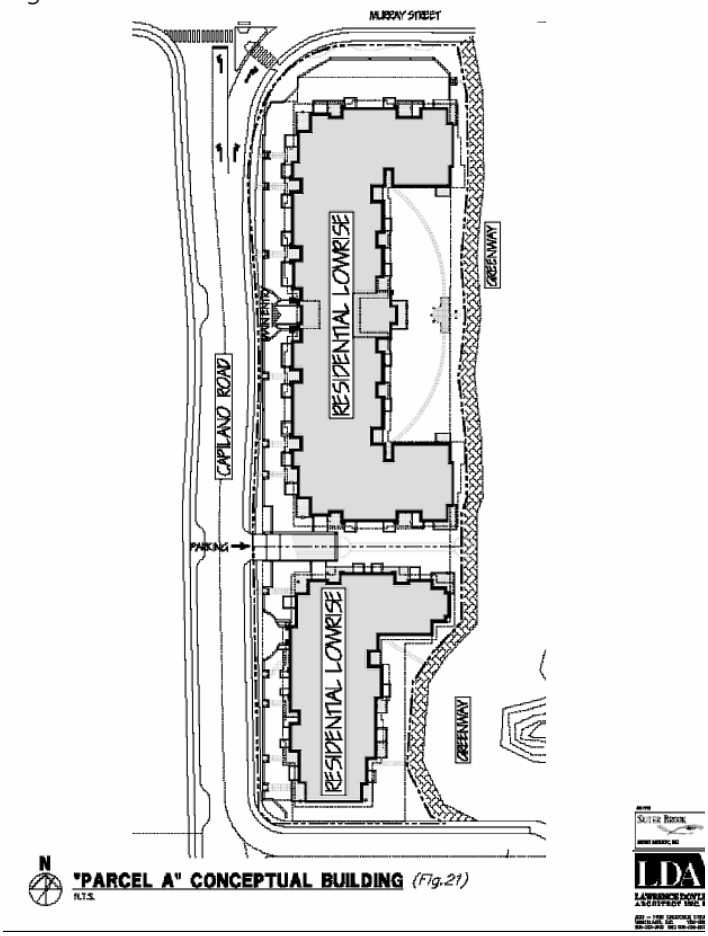


Figure 23

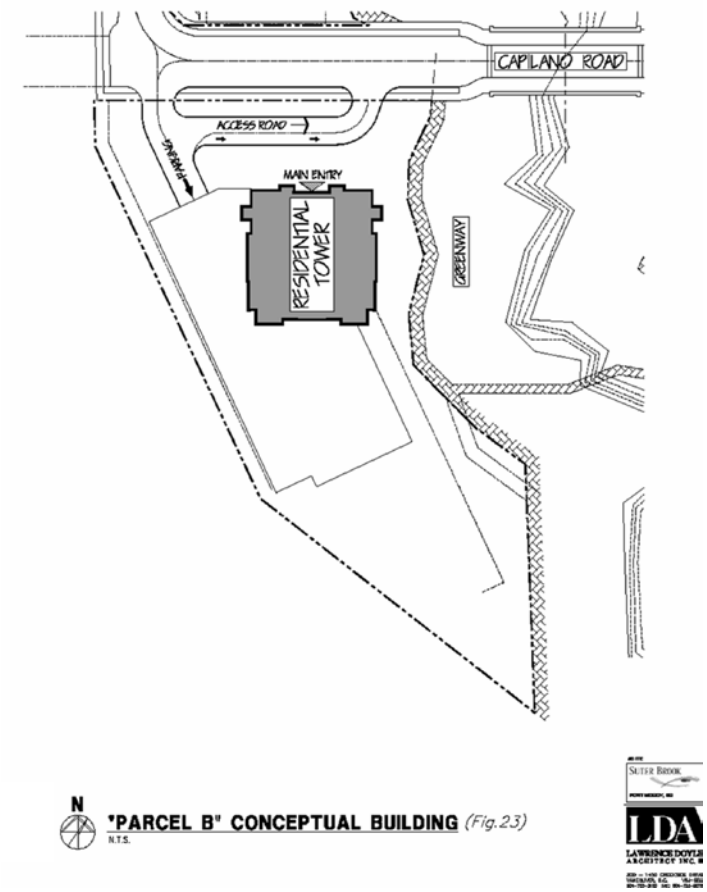


Figure 22: Hedges, Pathway, Node, and Nature-Scaping For Parcel A

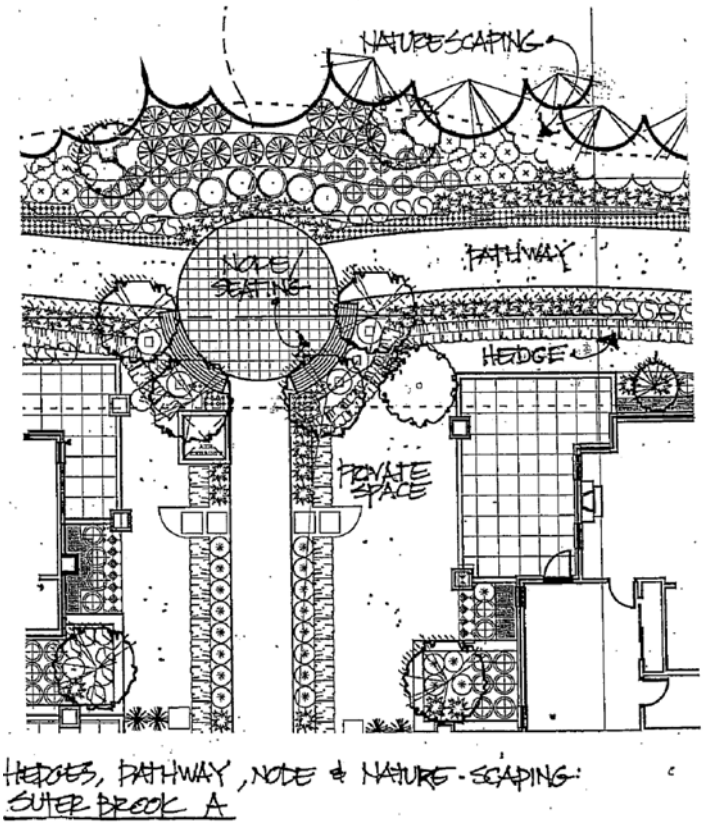


Figure 24: Conceptual Landscape Plan for Parcel B

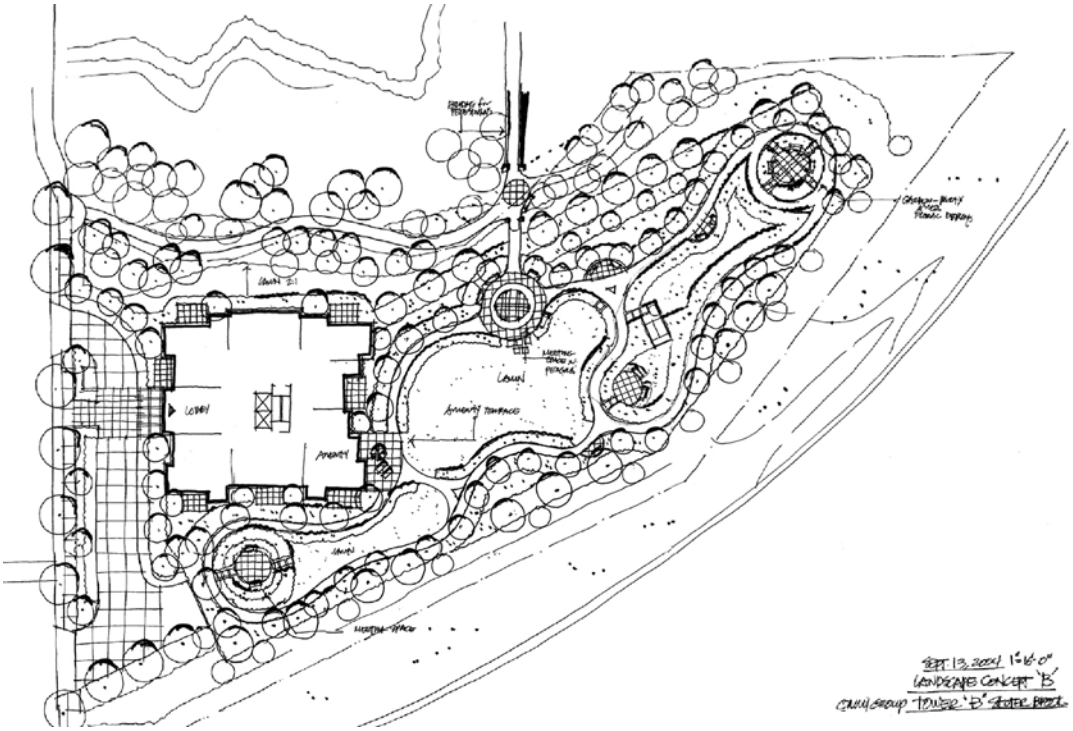


Figure 25

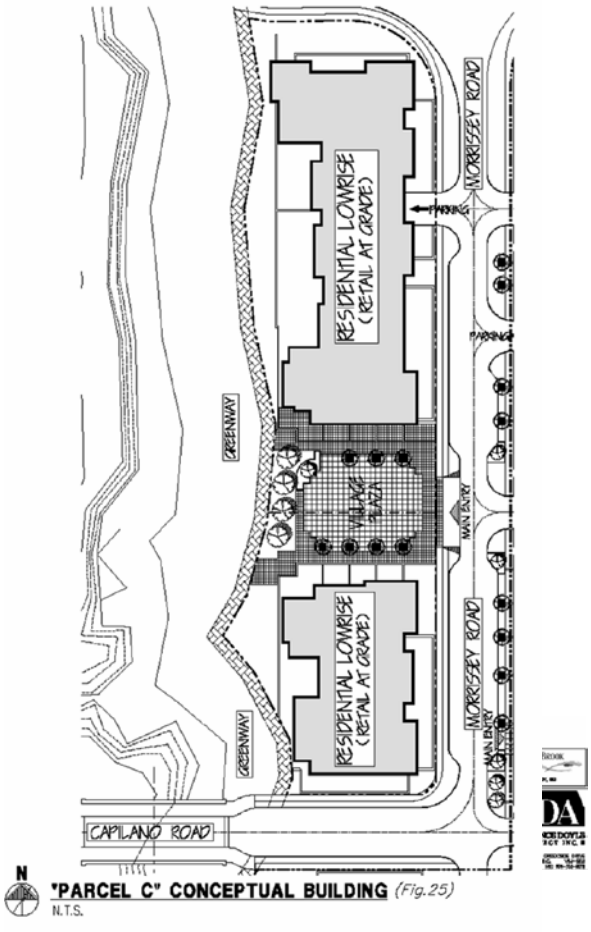


Figure 26: Conceptual Landscape Plan (Village Plaza Plan), Parcel C

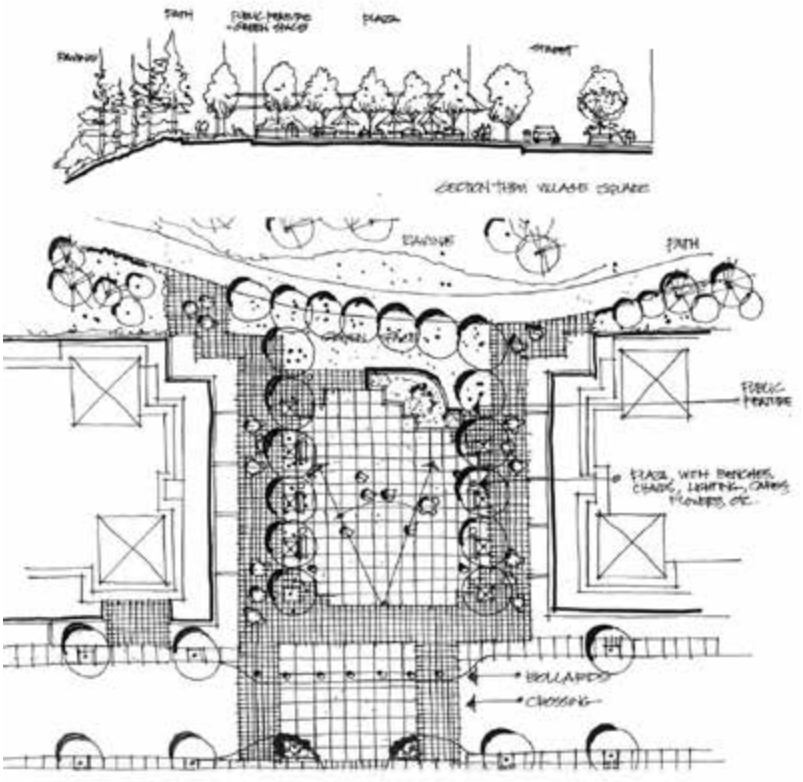


Figure 27

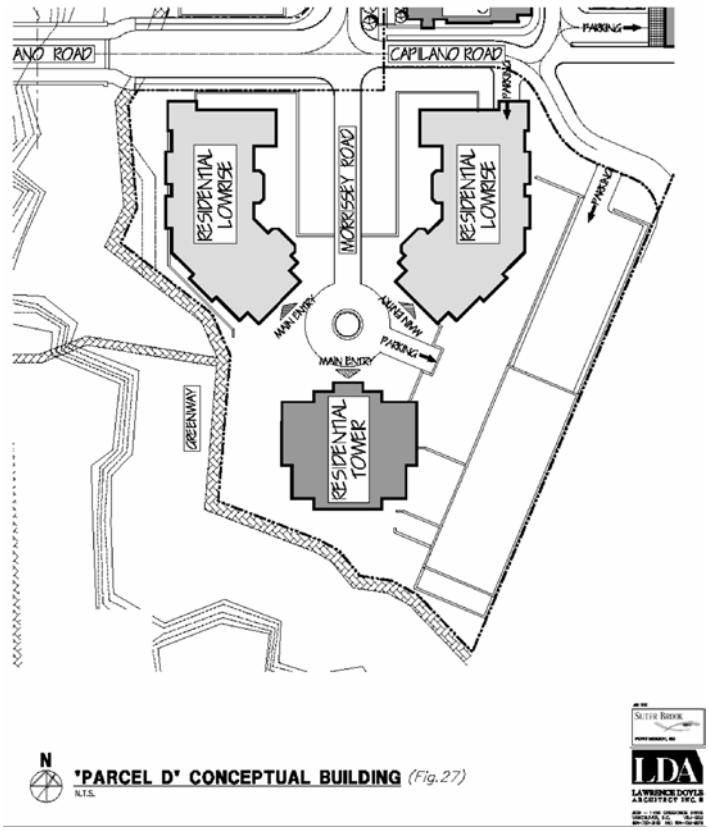


Figure 28: Conceptual Landscape Plan For Parcel D



Figure 29

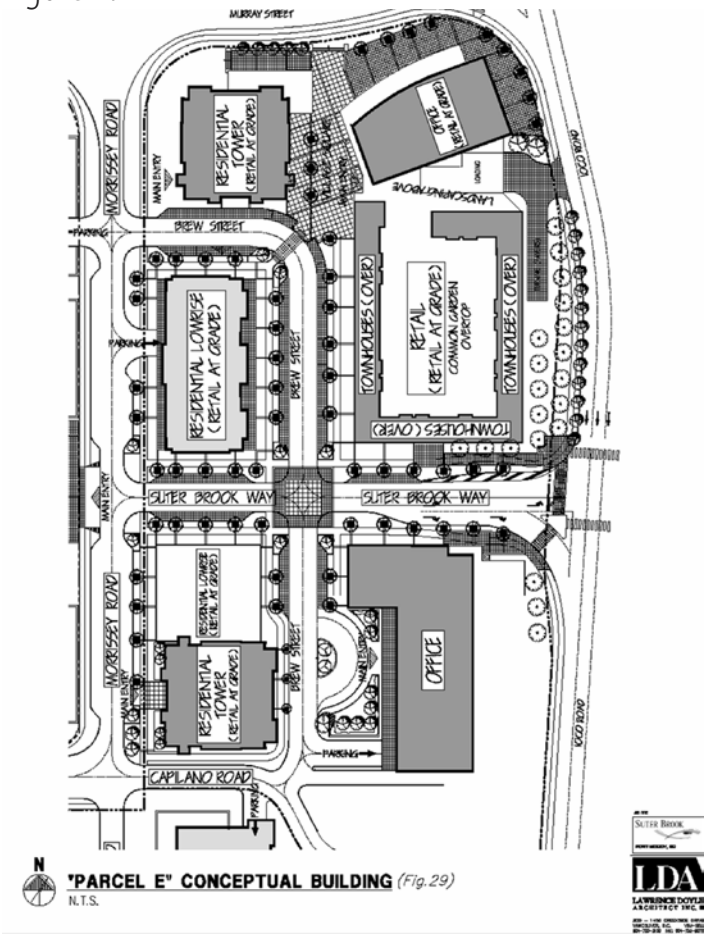


Figure 30

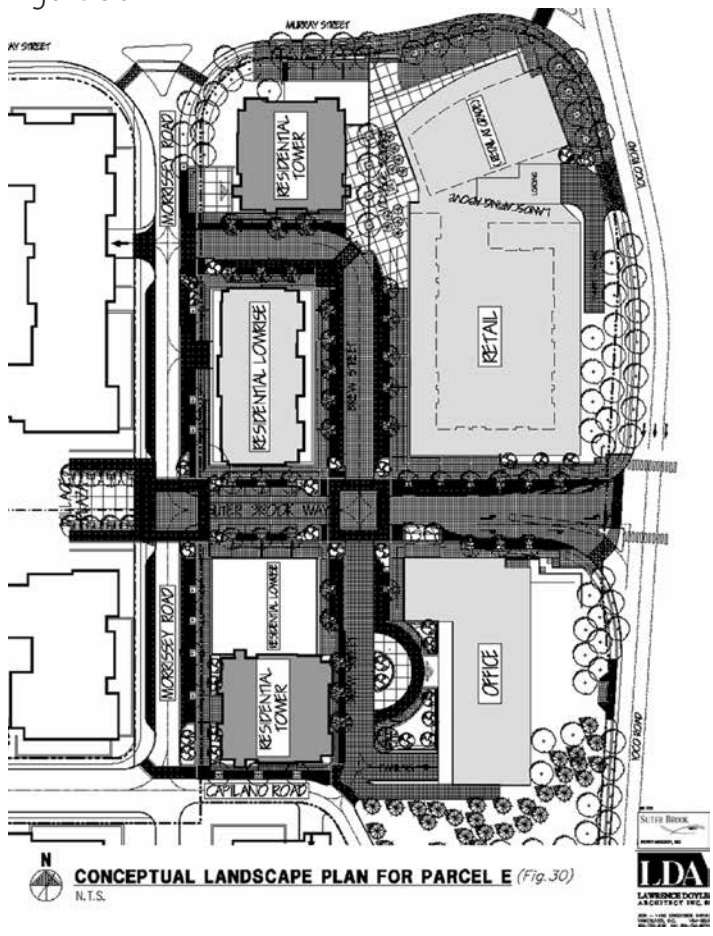


Figure 31

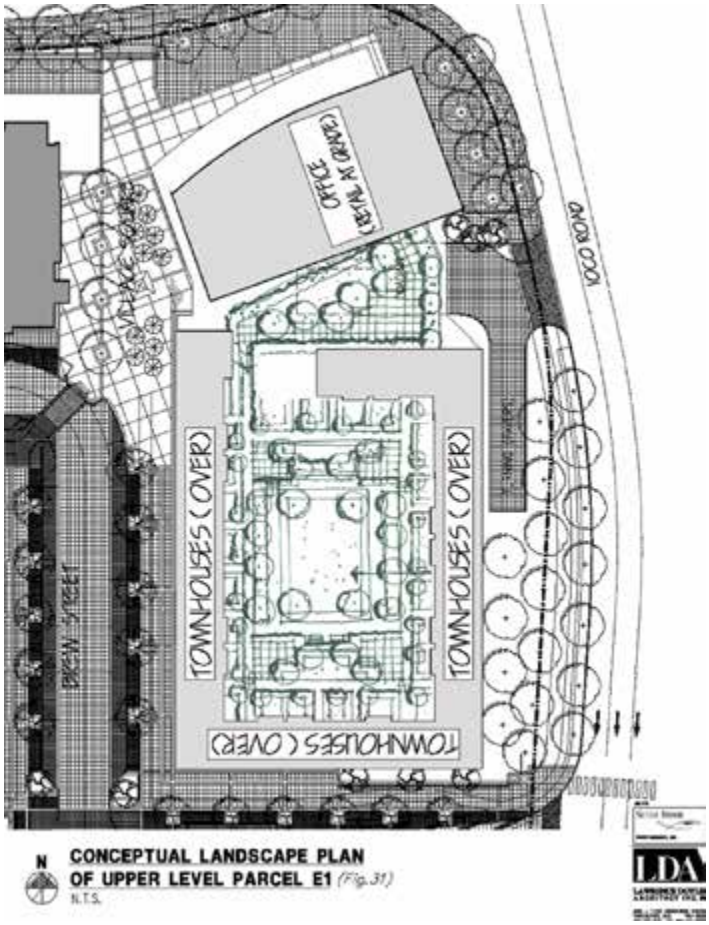
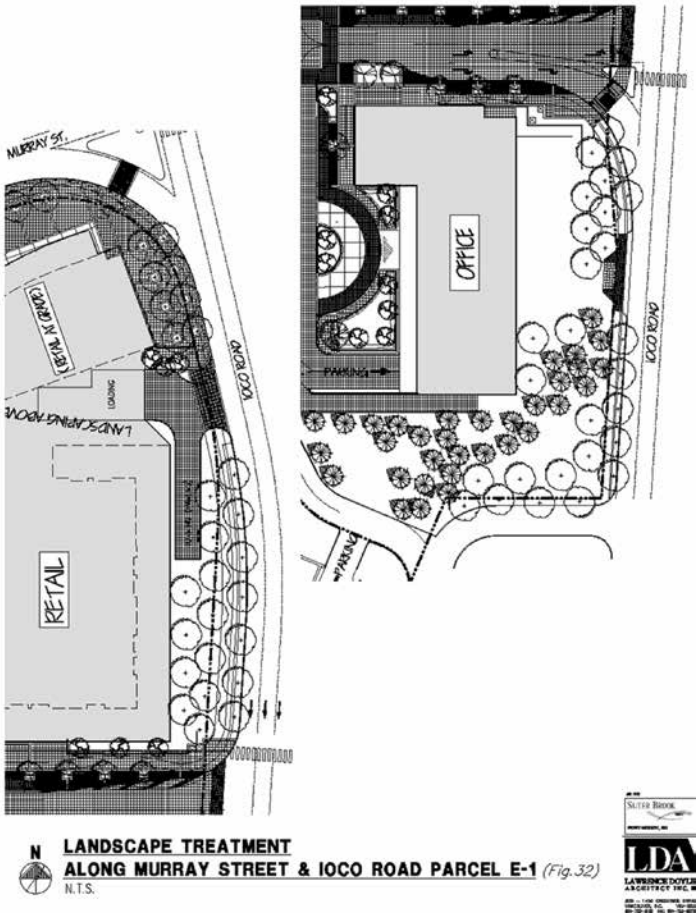


Figure 32



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

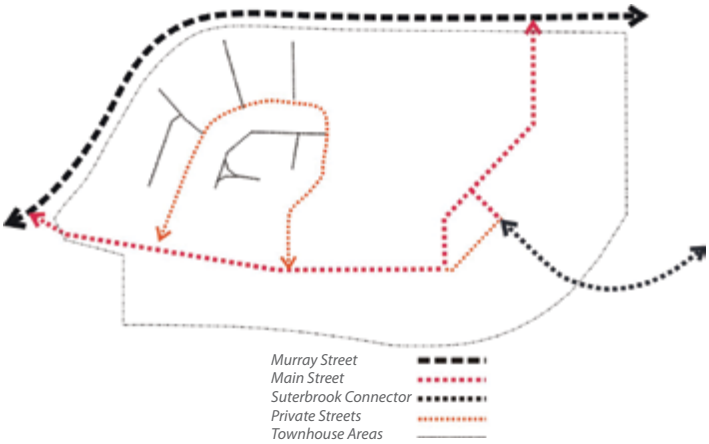
2.1 Street Network

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.

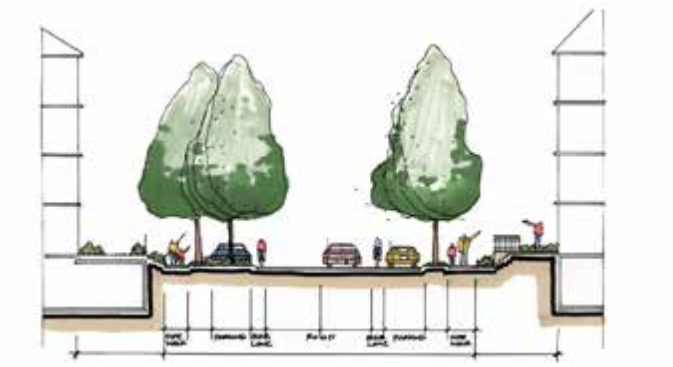
Main Street



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.



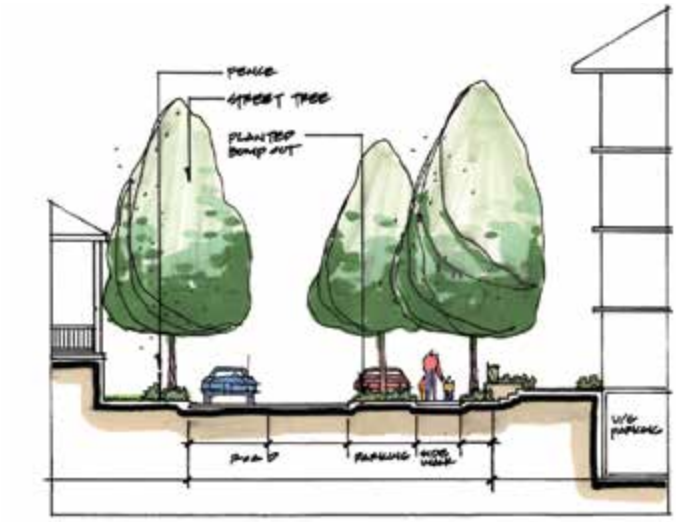
Typical Section Through Main Street

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.

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-residential 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-residential: 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-residential: 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. Development Permit Area 4: Environmentally Sensitive Areas

5.1 Purpose of Designation Category

The purpose of Development Permit Area (DPA) 4 is to protect the natural environment, its ecosystems and biological diversity as per section 488 (1)(a) of the *Local Government Act*.

The objectives of DPA 4 are to:

- protect Environmentally Sensitive Areas;
- provide natural amenities in the community;
- enhance public safety; and
- promote economic development through creating a unique environment.

These objectives form the basis for design guidelines to be applied to all properties within DPA 4.

5.2 Justification

High and medium environmental sensitivity areas are designated as part of DPA 4. Also included in DPA 4 are high environmentally sensitive areas noted as Special Features (areas or sites recognized for their unique or environmental significance), as well as areas within 30 metre stream buffers. These areas were initially identified in the City's Environmentally Sensitive Area (ESA) Management Strategy (2003). These designated environmentally sensitive areas and/or sites include one or more of the following characteristics:

- landscape scale management opportunities including wildlife corridors and refuges;
- watersheds and catchments;
- important forest ecosystems;
- watercourses and riparian areas;
- lakes and freshwater wetlands;
- intertidal and subtidal marine areas;
- important rock bluffs; and
- critical habitat for species at risk.

A Development Permit is required for all development and subdivision activity or building permits in areas that are identified on Map 13 and Schedule 4 of the DPA guidelines, which includes:

- High and Medium Environmentally Sensitive Areas;
- Special Feature Areas; and
- Riparian Management Zone (as defined by the City of Port Moody Zoning Bylaw).

Map 13 shall be used only as a guideline – further environmental assessment and survey information may be required to be provided by the applicant to verify the accuracy of this information. There may be additional unmapped watercourses identified during the development review process that are not shown on this map. The Riparian Management Zone associated with any unmapped watercourse is required to comply with Section 5.3.4 Watercourses and Riparian Areas of the Environmentally Sensitive Area Development Permit Area Guidelines.

A Development Permit is not required for the following activities:

a. 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 and does not impact any Tree Protection Zone, as defined in the Tree Protection Bylaw.

b. The construction of a small accessory building such as a gazebo, garden shed or playhouse if all of the following apply:

   i. The building is located within an existing landscaped area (e.g., lawn, ornamental landscaping);

   ii. No trees are removed or any Tree Protection Zone disturbed;

   iii. The building is located outside of the Riparian Management Zone as defined in the City's Zoning Bylaw; and

   iv. The total area of small accessory buildings on the lot is less than 10 m2.

c. Construction of a fence if it is outside of the Zoning Bylaw RPEA, no trees are removed, no Tree Protection Zone disturbed, impacts to wildlife are mitigated, and the disturbance of native vegetation is restricted to 0.5m on either side of the fence.

d. The construction of a private trail if all of the following apply:

   i. The trail is 1 metre wide or less;

   ii. No trees are removed or Tree Protection Zone disturbed;

   iii. The surface of the trail is pervious (for example soil, gravel or wood chips);

   iv. The trail is designed to prevent soil erosion where slopes occur;

   v. Where the trail is located in a Riparian Management Zone, the trail is outside of the Riparian Area Protection Regulation setback;

   vi. Any habitat impacts are restored and/or compensated; and

   vii. The proposed trail is reviewed and accepted by the City.

e. Except as part of a development application, ecological restoration and enhancement projects undertaken or authorized by the City.

f. Replacement, repair, alteration or addition of an existing structure provided there is no damage to or loss of trees and vegetation and no change to the building footprint, and work is outside of the Riparian Management Zone as defined in the City's Zoning Bylaw.

g. Construction, maintenance or operation of:

   i. Municipal works and services undertaken or authorized by the City of Port Moody .

   ii. Parks works and services within təmtəmíxʷtən/ Belcarra Regional Park undertaken or authorized by Metro Vancouver.

h. Emergency actions required to prevent, control or reduce an immediate threat to human life, the natural environment, or public or private property including:

   i. Wildfire, flood and erosion protection works;

   ii. Protection, repair or replacement of public utilities;

   iii. Clearing of an obstruction from a bridge, culvert or stream;

   iv. Bridge repairs; and

   v. Removal of hazardous trees as identified by an arborist certified with the Tree Risk Assessment Qualification.

i. For any of the above emergency exemptions, City staff may deem it necessary for the applicant to provide copies of senior government approvals/ notifications and any other documentation to support the exemption.

j. The ESA is already effectively protected (through Restrictive Covenant, Development Permit, Zoning, or land dedication) and the proposed development will not affect any portion of the ESA.

5.3 Guidelines

Applicants are required to demonstrate how their proposed development meets or exceeds the applicable Development Permit Guidelines. Where specific guidelines are not applicable or cannot be met, applicants should provide a clear rationale explaining why, including supporting evidence where appropriate.

5.3.1 General Guidelines for all Areas

All development must adhere to the Fisheries Act, Species at Risk Act, Migratory Birds Convention Act, Riparian Areas Protection Act, Water Sustainability Act, Weed Control Act, Wildlife Act, and any other applicable environmental senior government legislation. Relevant standards and best practices should also be followed, as established by the City or senior agencies, including the Vancouver Fraser Port Authority. Where work is authorized by senior government or the Port Authority, it must meet the conditions prescribed by these agencies.

- New development should utilize the mitigation hierarchy to protect and improve the integrity, ecological health and biodiversity of Port Moody's natural features and ecosystems. This involves a step-wise approach to development, where development first avoids impacts, then minimizes unavoidable impacts, restores onsite where possible and lastly, compensates offsite.
- Protect nests of protected birds year-round and protect active nests to ensure compliance with the provincial Wildlife Act and the federal Migratory Birds Convention Act, as per the City's Bird Nest Protection Policy.
- Meet the requirements of the City's Naturescape Policy and the City's Climate Resilient Landscape standards, including the use of native plant species.
- Meet the requirements of the City's Tree Protection Bylaw and Urban Forest Management Strategy, including canopy cover targets.
- Complete and implement a Windthrow Assessment for trees in an ESA under supervision of a qualified professional, to ensure a windfirm edge. A windthrow assessment by a qualified professional will be required when proposed development/ re-development is resulting in the removal of a significant number of trees.
- Encourage salvaging of trees and other vegetation for replanting prior to clearing and development.
- When ESAs will be protected through the development application, provide a Habitat Restoration Plan that aims to improve the ecological values of the ESA through tree and understory replanting and/or other habitat improvements. All relevant best management practices should be followed in preparing the plan, including site preparation, planting prescriptions, maintenance and monitoring.
- Require an Invasive Species Management Plan where appropriate and discourage the spread of invasive species and noxious weeds with active control methods including hand clearing, pruning, excavation, as per the recommended Best Management Practices. Revegetate with native species suitable for the area.
- An Environmental Assessment and Impact Mitigation Report, Arborist Report, or any other report as appropriate (e.g., hydrologist report, windfirm assessments, wildlife reports, construction environmental management plan, etc.) may be required and reviewed to the satisfaction of the City. Any requested reports or documentation must be completed to relevant professional standards. If a report is submitted and a significant amount of time has passed prior to its use in decision making or implementation, the City may require that the report be updated or supplemented to ensure the information remains current and accurate.
- Require an Erosion and Sediment Control Plan that complies with the City's Stream and Drainage Bylaw.
- Maintain pre-development volumes, timing and rates of rainwater infiltration or detention or recharge to groundwater systems and watercourse base flows, except where alterations restore or enhance natural regimes, and in accordance with area-specific Integrated Stormwater Management Plans, the Subdivision and Development Bylaw, best management practices, and senior government legislation/guidance.
- Implement green infrastructure features such as rain gardens, bioswales, green roofs, absorbent landscaping, integration of pervious spaces, space for a stand of trees to reach full maturity, where appropriate and consistent with area-specific ISMP, to reduce impervious areas.

5.3.2 Landscape Scale Management and Wildlife Corridors

Development Permits issued for areas where Landscape Scale Management and Wildlife Corridors contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet landscape level and biodiversity objectives outlined in the Develop with Care: Environmental Guidelines for Urban and Rural land Development in British Columbia and the City's Urban Forest Management Strategy.

b. Encourage site plans that minimize fragmentation of large forest patches through careful siting of roads, infrastructure, and other development.

c. Identify and protect existing wildlife corridors and adjacent habitats including natural pathways (wildlife trails), stream corridors, edge effects, natural landscaping enhancements, limitations on human access, and mitigation of intrusions such as roads (e.g., through the use of wildlife culverts).

5.3.3 Watershed Management

Development Permits issued for areas where Watershed Management contributes to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Maintain the natural predevelopment flow pattern and water quality in the receiving watercourse as closely as possible and in accordance with the Land Development Guidelines for the Protection of Aquatic Habitat, 1992; the Subdivision and Development Servicing Bylaw (2831); relevant Integrated Stormwater Management Plans; and/or, Metro Vancouver Liquid Waste and Resource Management Strategy. 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.

b. Consult the Metro Vancouver Stormwater Source Control Design Guidelines, 2023 for specific non-structural, structural, and operation and maintenance best management practices (BMPs)

c. Require a comprehensive drainage plan for the site that incorporates Best Management Practices for stormwater management, in accordance with related Integrated Stormwater Management Plans where available.

d. Avoid or minimize impervious surfaces.

e. Encourage permeable grassed and landscaped areas by protecting native soil and preventing soil compaction during construction; aerating or loosening compacted soils; and incorporating soil admixtures to improve permeability. Encourage tree or shrub plantings instead of grass or paved areas.

5.3.4 Forest Ecosystems

All new development and redevelopment will be evaluated for their potential contribution to the maintenance and enhancement of the City's forested character by preserving ravines, escarpments, wildlife habitat and wildlife corridors, in keeping with the goals of the City's Urban Forest Management Strategy. This includes tree retention and replanting in newly developed areas.

Development Permits issued for areas where Forest Ecosystems contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Where possible, retain larger forest stands of at least two tree lengths, avoiding narrow linear strips of forest susceptible to windthrow.

b. Retain a network of protected lands that will allow the urban forest to connect to adjacent forested lands.

c. Wherever possible, private landowners shall retain non-hazardous trees, and to replant trees in appropriate tree planting environments using species that are best suited for the site and climate requirements.

d. Permanently protect private lands that possess significant environmental or urban forest values when associated with rezoning or subdivision applications.

e. Encourage site plans that locate buildings, infrastructure, and other development an adequate distance away (e.g., beyond the tree protection zone) from core forest ecosystem areas to maintain tree and forest health.

f. Construction activities, including excavation, site drainage, soil compaction, placement of fill, equipment storage, cutting, or understory vegetation removal are not permitted within the tree protection zone, as defined in the Tree Protection Bylaw, of any tree.

g. Complete a windthrow assessment by a qualified professional when proposed development results in a newly exposed or vulnerable forest edge.

5.3.5 Watercourses and Riparian Zones

Development Permits issued for areas where Watercourses and Riparian Zones contribute to a designation of High or Medium Sensitivity or Special Feature or within a Riparian Protection and Enhancement Area (RPEA) as defined in the City's Zoning Bylaw must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act, Water Sustainability Act, and Riparian Areas Protection Regulation, and comply with the laws, regulations and best management practices for all changes in and about a watercourse, stream, or wetland (including isolated watercourses/wetlands). For instream works, specific standards and best practices will apply as established by senior agencies. Where work requires notification or authorized approvals, it must meet the conditions prescribed by these agencies, including adherence to any appropriate timing windows that are in effect at the time to protect fish habitat.

b. Design any water management or other engineering structures that may affect fish habitat or populations to maintain or improve the fisheries values. New or rebuilt culverts should be fish passable.

c. Maintain or improve the Riparian Management Zone to be consistent with the provisions of the Riparian Areas Protection Regulation, the City's Zoning Bylaw and all other regulatory requirements. A Habitat Restoration Plan is required and may include measures as follows:

    i. Stabilize streambanks.

    ii. Provide adequate shade to moderate water temperatures.

    iii. Provide leaf litter and insect drop for fish food.

    iv. Sustain the natural capture of runoff water to maintain water quality.

    v. Maximize infiltration and intercept precipitation to moderate runoff contributions to stream flows.

    vi. Provide logs, snags, and root wads to provide habitat within and adjacent to stream channels.

    vii. Remove invasive species and noxious weeds in accordance with an Invasive Species Management Plan where appropriate.

    viii. Plant native vegetation to restore riparian areas (consistent with the City's Naturescape Policy).

    ix. Maintenance and monitoring to ensure successful restoration.

d. Minimize the extent of impervious areas to promote groundwater infiltration and reduce stormwater runoff into the riparian assessment area.

e. Do not drain rainwater from developed areas directly into the RPEA and watercourses. Rainwater will be managed on site with a focus on infiltration or detention approaches to management.

f. 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.

g. Prepare a BCLS survey plan that identifies the top of bank of the stream, top of ravine bank, high water mark, and the Riparian Management Zone boundary in relation to the property lines and existing and proposed development.

h. Install temporary fencing and signage to prevent encroachment into the Riparian Management Zone during construction. Vegetation within RPEAs shall remain undisturbed.

i. Restore and replace native vegetation in areas where riparian corridor disturbances are unavoidable (e.g., repairs to municipal or other services), after the work has been completed in accordance with best management practices and/or senior agency requirements.

j. Complete a daylighting feasibility study for proposed developments that contain culverted sections of a watercourse that are fish-bearing or potentially fish-bearing with the removal of barriers. If deemed feasible, implement the daylighting in accordance with a daylighting plan.

k. Install permanent post and rail fences with signage and/or vegetation that deters encroachment along all RPEAs and related covenant boundaries to discourage human access. Vegetation within protected/covenant areas shall remain undisturbed.

l. Install educational signage along the temporary and permanent protection fences at regular intervals indicating that the area is environmentally sensitive.

m. Plan, locate and construct trails in a manner consistent with best management practices that respect environmental protection, including:

    i. Avoiding removal or damage to trees and minimizing vegetation loss.

    ii. Avoiding trails on or near steep or unstable slopes or within other sensitive areas.

    iii. Trails should not alter the natural drainage of the area.

    iv. Limiting trail widths to a maximum of 2 metres and ensure stream crossings are perpendicular to the channel.

    v. Limiting bicycles, motorcycles and all-terrain vehicles to trails specifically designed for their use.

    vi. Installing trail surface materials that are inert and clean. Avoid the use of wood waste materials (e.g., bark mulch, hog fuel), limestone and asphalt on new trails in riparian corridors where possible.

    vii. Limiting new trails to areas outside of the RPEA as defined in the City's Zoning Bylaw where possible. Trails within the RPEA require careful review and should follow best management practices.

5.3.6 Lakes and Freshwater Wetlands

Development Permits issued for areas where Lakes and Freshwater Wetlands contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act, Water Sustainability Act and Riparian Areas Protection Regulation for works in and around a lake or wetland. For instream works, specific standards and best practices will apply as established by senior agencies. Where work is authorized, it must meet the conditions prescribed by these senior agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

b. Maintain or improve the riparian protection area to be consistent with the Riparian Areas Protection Regulation, Zoning Bylaw and all other regulatory requirements. A Habitat Restoration Plan is required, including sustaining the natural capture of runoff water, stabilization of streambanks, maximizing infiltration, providing instream habitat complexity, invasive plant management, and planting of native vegetation.

c. Plan, design, and implement land development activities to not adversely affect or disturb lakes and wetlands including wetland vegetation and structure, rare or uncommon plants or plant communities, and breeding, denning, nesting, or roosting sites.

d. Buffer all lakes and wetlands (whether connected or isolated from downstream fish habitat, following the Water Sustainability Act) from development activities including roads, parking areas, structures, and related development with a setback from the outer extent of wetland soils or wetland vegetation.

e. Design trails to minimize impacts to sensitive wetland areas that could be adversely impacted by human activity, including limiting access through fencing.

f. Avoid trail, fencing, or landscaping materials that adversely affect wetlands, such as limestone, bark mulch, and certain types of preserved wood.

5.3.7 Intertidal and Subtidal Marine Ecosystems

Development Permits issued for areas where Intertidal and Subtidal Marine Ecosystems [i.e. includes the marine shoreline between low tide and high tide (intertidal zone) and the area below the low tide (subtidal zone)] contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Meet the requirements of the Fisheries Act and any other applicable senior legislation for works adjacent to marine ecosystems. Specific standards and best practices will apply as established by senior agencies, including the Vancouver Fraser Port Authority. Where work is authorized, it must meet the conditions prescribed by these senior agencies, including adherence to any seasonal fisheries construction windows that are in effect at the time to protect fish habitat.

b. Protect osprey nests and the structures that support them in compliance with the Wildlife Act.

5.3.8 Rock Bluffs

Development Permits issued for areas where Rock Bluffs contribute to a designation of High or Medium Sensitivity or Special Feature must adhere to the following guidelines:

a. Assess rock bluffs that are known or suspected of supporting Species at Risk.

b. Ensure careful site planning to avoid disturbance to rock bluffs, particularly those known or suspected to support species and ecosystems at risk .

c. Restrict recreational access into rock bluff areas to prevent damage to soils and vegetation. Where possible, use elevated boardwalks, fences, railings, seasonal trail closures, re-routed trails and signs to reduce related impacts.

5.3.9 Species and Ecosystems at Risk

Species at risk include species, sub-species or populations that have been designated by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC); Red and Blue listed species identified under the provincial Wildlife Act; and species identified under the federal Species at Risk Act. Development Permits issued for areas where species at risk exist are designated as High or Medium Sensitivity or Special Feature and must adhere to the following guidelines:

a. Provide a comprehensive and updated list of all species at risk (as defined above) that may be present or have habitat potential in the region and study area based on all available information sources.

b. Survey and assess areas where species at risk are known or are likely to occur, following all standards, requirements and submission of results required or recommended by senior agencies and completed by a qualified environmental professional.

c. Complete a survey for raptor, heron and other protected nests on and within 260 metres of the property and develop management plans as needed.

d. Ensure all required permits are in place as specified in the Wildlife Act and/or Species at Risk Act.

e. Follow best management practices from senior agencies that outline strategies to avoid or mitigate development impacts to species and ecosystems at risk in both terrestrial and aquatic environments and identify measures to enhance critical habitat for all life stages. Mitigation and enhancement strategies may need to be submitted to senior agencies for review and included in a Habitat Restoration Plan.

f. Consider potential impacts on species in areas adjacent to sites and their habitat in accordance with the specific recovery plans identified under the Species at Risk Act.

g. Where critical habitat for species at risk is identified by senior government and an Environmental Assessment Report determines that the site has the potential to support the species at risk, an Effective Protection Plan should be prepared and submitted to senior government

6. Development Permit Area 5: Protection of Development From Hazardous Conditions

6.1 Purpose of Designation Category

Pursuant to subsection 488(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 5 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 14 and 16 of the Official Community Plan and Schedules 5 and 6 of the Development Permit Area Guidelines.

The areas identified as potentially hazardous lands are based on information derived from geotechnical and drainage studies conducted for areas within Port Moody, as well as surficial geology maps prepared by the Geological Survey of Canada. Specific studies and maps are referenced on Map 14 and Schedule 5.

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

These guidelines apply to lands subject to hazard risks as identified on Schedules 5 and 6. Development within these areas requires the 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 measuring less than 100 square feet;

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 that do not exceed 100 square feet, subject to review by the City's building official;

c. subdivision of a previously occupied building in accordance with the Strata Property 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 and Development Servicing Bylaw, Tree Protection Bylaw, Riparian 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;
- An erosion and 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 14 of the Official Community Plan and the Schedule 5 map of the Development Permit Area 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:

a. the siting, structural design and maintenance of buildings, structure or earthworks and their foundations;

b. the manner and specifications for any excavation or placement of fill and supervision thereof;

c. drainage during and after construction;

d. an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties;

e. a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and

f. determination of 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 Report should consider studies available in the Engineering Department Geotechnical Report Library.

b. Submission of a Registerable Covenant

Approval of any application pursuant to section (a) above 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 14 of the Official Community Plan and Schedule 5 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:

a. an identification and analysis of the specific risks on the subject site;

b. mitigative measures, if any, required to use the site safely for the intended use, including setting minimum elevation for habitable floor space; and

c. 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 Report should consider studies available in the Engineering Department Geotechnical Report Library and relevant Integrated Stormwater Management Plan for overland flow routes..

b. Submission of a Registerable Covenant

Approval of any application pursuant to section (a) above 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 16 of the Official Community Plan and Schedule 6 of the Development Permit Area 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:

a. the results of slope stability analyses;

b. presentation of hazards, consequences and risks associated with the proposed development in a clear manner;

c. setbacks from the toe and crest of steeper slopes, for buildings, structures and fills;

d. prescriptions for the manner of excavation and placement of fill, and supervision thereof;

e. the design, siting and maintenance of buildings, structures or works, including drainage and soil retaining works;

f. the maintenance or planting of vegetation;

g. 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;

h. a construction management plan and a two year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and

i. any other pertinent conditions.

i. Where a geotechnical report is required pursuant to section (b) above, 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.

ii. Development on steep slopes shall take place in a manner which maximizes the retention of existing vegetation.

iii. Slope stability shall be addressed such that there is no net decrease in slope stability resulting from the proposed development.

iv. The geotechnical engineering consultant is required to review the Engineering Department Geotechnical Report Library as part of the preparation of a geotechnical report.

v. Where a proposed development is in the vicinity of a watercourse, requirements included under the Fish Protection Act, Riparian Areas Protection Regulation and the City's Zoning Bylaw may also be in effect.

c. Submission of a Registerable Covenant

Approval of any application pursuant to sections (b) above 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. Development Permit Area 6: Small-Scale, Multi-Unit Housing

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 Small-Scale, Multi-Unit Housing (SSMUH) as a form of intensive residential development.

As shown on Map 15 and Schedule 3, DPA 6 includes lands subject to Small-Scale, Multi-Unit Housing provisions under the Zoning Bylaw.

7.2 Justification

SSMUH is a significant change to the permitted density, number of dwelling units and form of development in Port Moody's existing single-family and duplex neighbourhoods. As a type of intensive residential development, SSMUH projects require careful application and design to ensure that this infill form of housing respects the character of these existing neighbourhoods and adjacent properties while also creating attractive, livable and functional ground-oriented dwellings for a range of households.

The objectives for the SSMUH Development Permit Area 6 (DPA 6) are:

- Increase housing stock and housing diversity
- Create more ground-oriented dwelling units for young people, seniors and families
- Respect the scale and form of neighbouring properties
- Ensure that the established neighbourhood character serves as inspiration for new development
- Enhance and animate fronting and adjacent streets and lanes to encourage pedestrian orientation and "eyes on the street"
- Respect prominent trees and landscape features to support neighbourhood character, canopy coverage and screening
- Seek opportunities for both on-site tree retention and replanting
- Provide site and building design guidance for accessibility, privacy between dwellings and security considerations
- Incorporate sustainable design that is site-sensitive, long-lasting and efficient

7.3 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. For SSMUH applications, reference should be made to City bylaws in all cases. In addition, DPA 6 development permit applications should be consistent with the design guidance provided in the City's "A Guide to SSMUH (Small-Scale, Multi-Unit Housing) Development."

7.4 Form and character of development

a. Building Configuration

The number of buildings and their arrangement should take advantage of lot size, slope, access, shape, solar exposure, and views to produce sensible building forms that are suitable to their context, efficient to construct, and livable.

Development that includes a single building should ensure access to daylight and fresh air for all dwelling units is provided and that acoustic privacy can be maintained within the building, while courtyard arrangements of two or more small buildings should ensure outdoor space for all dwelling units is provided and that visual privacy can be maintained between the buildings.

SSMUH developments on corner lots (lots with a flanking street) are encouraged to take advantage of the frontage on both streets. The design of buildings should account for and respond to the flanking street in a meaningful way. Rear buildings may establish a flanking street as their primary frontage by locating entries with porches, access pathways and landscaping features oriented toward it. If buildings are configured with side facades facing a flanking street, it is expected that these facades be designed with the same level of effort and attention as front facades.

b. Site Topography

The form and configuration of development on a lot should be derived from, and integrated with the existing natural topography. Floor levels of individual buildings may need to be stepped and/or multiple buildings may need to be located at different elevations to accommodate the slope of the site.

Development should take advantage of the unique potential that a sloped site affords for unobstructed views and access to daylight for multiple dwelling units.

Buildings should be recessed into the slope and, where possible, locate parking or walk-out basements in the resulting partially below-ground space to avoid blank foundation walls approaching one storey in height.

c. Parking

There are many possible parking configurations for SSMUH developments. The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the parking configuration(s) that may be possible or most appropriate for the situation.

Parking areas should always be accessed from a lane, where a lane is present. On lots that do not have a lane, access to parking may be provided from the street via a driveway, with parking areas setback and/or enclosed to reduce their visual impact. Only in cases of extreme hardship (i.e. due to site constraints/topography) will parking areas accessed directly from a street (without a driveway) be considered.

On corner lots that have a lane, parking access is encouraged along the interior side property line. For corner lots with no lane, access to parking should be provided from the street with a lower classification. Parking should be configured and located on a lot to avoid overly long on-site driveways or excessive manipulation of grade. The configuration and location of parking areas may be affected by the degree and/or direction of slope on a lot.

Unenclosed parking should be considered where it would create a more spacious and visually open ground plane within a development, or provide better visibility and identification of individual unit entries. The sides and front of unenclosed parking spaces should be screened with landscaping or fencing where not adjacent to building walls to avoid glare from vehicle headlights. Unenclosed parking spaces should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Pervious materials are encouraged to increase permeability.

d. Building Massing

Building massing should be simple and avoid complications that do not enhance the efficiency or livability of a building.

Shifts in massing should be carefully considered and employed to respond to site conditions (i.e. to navigate slope, access daylight, or retain trees), or to create/improve occupied space (i.e. recess to create courtyards for private outdoor space and/or to create spaces for larger windows, overhang to create shelter for entries, or articulate to create differentiation of units.

Roof forms should be simple, dormers on sloped roofs should only be used when necessary to create or enhance interior space.

e. Retained Existing Buildings

Retention of existing buildings is possible and encouraged for recently constructed buildings and heritage buildings. Buildings proposed for retention should be reviewed to ensure their existing form and location meet the current spatial requirements for emergency access and parking. The form and location of some existing buildings may prohibit development or require significant modification to permit retention. Any proposed alteration of a retained building will need to comply with the City's Building Bylaw and the BC Building Code. Depending on the extend of the proposed alteration of the retained building, Zoning Bylaw requirements may also be applicable, though heritage buildings may be eligible for certain relaxations.

The extent of upgrading to retained existing buildings is determined by the proposed form of development (infill vs. addition), the proposed tenure of development (strata vs. non-strata), and the type of construction (combustible vs. non-combustible). Developments that involve additions to existing buildings may require more extensive upgrading of the existing buildings than developments that only involve new infill buildings that are separate from any existing buildings.

f. Unit Configuration

There are many possible unit configurations for SSMUH developments. The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the unit configuration(s) that may be possible or most appropriate for the situation.

Dwellings units should be configured in such a way that they provide functional layouts, privacy, private outdoor space, and access to daylight and fresh air. Primary living spaces should generally face a front or rear property line, or central courtyard between buildings, though they can face an interior property line if an enhanced setback of 5.5 m (18.0') is provided.

Site characteristics such as size, slope, and shape will to some extent dictate which unit configurations are possible on a lot. The minimum required width of each dwelling unit is 15.5' (center of wall to center of wall).

g. Accessibility

Where possible, dwelling units are encouraged to follow the BC Building Code for adaptable dwelling units, to meet the current and future needs of all residents, and to encourage aging in place. The provisions for adaptable dwelling units in the BC Building Code include aspects related to the accessibility of common exterior and interior paths, clearances at unit entries, sizes of doors and hallways, clearances within bedrooms, bathrooms and kitchens, kitchen layout, and plumbing to accommodate future modifications for accessibility.

Depending on the form of development or configuration of units (apartment-style buildings, buildings with public corridors and/or common spaces, etc.), compliance with adaptable dwelling unit and/or accessibility regulations in the BC Building Code may be a requirement.

h. Building Character

Building character, including configuration, siting, massing, and height should be sensitive to adjacent neighbouring properties. Thoughtful exterior design and use of materials in keeping with the existing context are expected. Cladding materials, other architectural elements, and detailing should be continuous and consistent around all sides of buildings.

The composition of building facades should be derived from, and be an expression of, the uses contained within.

Buildings with two side-by-side dwelling units should individuate between the two as much as possible, expressing each unit as a unique part of the larger building. Strategies to achieve this may include staggering facades, varying heights, differing window/door compositions, different architectural styles and/or using distinct layouts for

each unit. 'Mirror image' facades should typically be avoided unless they are thoughtfully considered and part of a high-quality architectural design.

Buildings with more than two side-by-side dwelling units are encouraged to embrace the repetition of multiple unit fronts as a device for facade composition.

Buildings with front-back units should offset the unit massing to provide visibility to and from the fronting street to the rear unit and create opportunities for private outdoor space.

A clear strategy of similarity among or marked difference between buildings within a development should be thoughtfully considered regarding massing, style, color to create either cohesion or purposeful distinction.

i. Solid Waste and Recycling

Planning for solid waste and recycling storage and collection in a SSMUH development should be carefully considered and integrated into a design early on. SSMUH developments should provide space for on-site storage of solid waste and recycling, confirm there is an adequate set-out space available for collection, and facilitate efficient on-site manoeuvring of collection carts between storage and set-out locations. Convenience and practicality should be top priorities for waste and recycling design and location, to ensure adoption and use.

Every unit should have its own storage enclosure for its collection carts. Enclosures should be designed to be wildlife-resistant, as described in the Bear-Resistant Design Guidelines for Solid Waste, Organics and Recycling Enclosures & Containers, and should ensure carts are hidden from view, and that associated smells do not impact dwelling units. Storage enclosures should have minimum dimensions of 2.7 m (8.9') wide x 0.9 m (3.0') deep x 1.8 m (5.9') high with access along the long side. Enclosures can either be grouped together in a single location or be dispersed individually; and can either be in private garages or carports, within buildings, or in courtyards, side yards, or rear yards.

Set-out space along the adjoining street or lane should be identified in the design of SSMUH developments. A minimum curbside length of 1.6 , (5.3') for every unit is necessary, though 2.1 m (6.9') is preferred to facilitate collection.

An access pathway from the enclosures to the set-out space is required. This pathway should be as short as possible and use materials with an overall smooth, durable surface to facilitate manoeuvring carts with ease.

j. Bird Friendly Design

Encourage integration of features to provide habitat for native bird species and reduce bird collisions. This can be accomplished through visual markers on glass, features that block glass reflections, ensuring open pipes, ventilation grates and drains are inaccessible to birds, and landscaping that incorporates a diversity of native plants that provide food options for birds throughout the year including ground cover, shrubs, understorey and canopy layers. For a comprehensive listing of bird friendly design guidelines, refer to City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

k. Incorporating natural systems

Where possible, buildings should be designed to operate passively by using natural systems that reduce reliance on mechanical equipment. Solar exposure and wind patterns should be taken advantage of for illumination and ventilation to reduce energy consumption, and existing vegetation or new landscape features should be incorporated in a way that moderates temperature extremes and maintains or enhances natural drainage patterns.

7.5 Landscaping

a. Conservation of mature vegetation

For lots subject to SSMUH development, retention of healthy, mature vegetation (shrubs and plants) on site is encouraged where possible, and retention of existing mature trees in good condition is expected. Relaxation of zoning regulations may be considered on a case-by-case basis to facilitate meaningful tree retention. Removal of existing mature trees for SSMUH development will be contemplated where modification of the development, including variances to building setbacks and height, parking reduction and other factors to maximize the retention of mature trees on the site have been explored and deemed unfeasible. Removal of existing trees, per an approved tree removal permit, will require on-site replanting and/or a cash-in-lieu contribution, as set out in the Tree Protection Bylaw.

b. Trees and Planted Areas

Trees and planted areas are an integral part of site design and should be located and configured to provide privacy, shade, and enhance the functionality and aesthetics of the building and site design. All areas of a lot not occupied by buildings, access pathways, driveways, or manoeuvring aisles should be landscaped with trees and/or planted areas designed to highlight entry to the site, unit entries and other important site elements. Tree planting is to be prioritized in the front and rear yard setbacks as well as courtyard spaces in SSMUH development.

Landscaping should include a bio-diverse variety of species appropriate to their setting, including a balanced mix of coniferous and deciduous trees, ground covers, shrubs and similar plantings; with priority given to native plants. Adherence to the City of Port Moody's Naturescape Policy is strongly encouraged. Other acceptable landscaping materials include sod, river rock, wood chips and bark mulch. The use of artificial turf is strongly discouraged.

The specific characteristics and context of each lot in conjunction with the form of development will ultimately determine the tree locations that may be possible or most appropriate for each SSMUH development. Tree placement should be carefully considered to ensure adequate space for root and canopy growth to maturity, while preventing damage to both buildings and trees. Recommended minimum setbacks between trees and buildings or structures are 3 m (9.8') for large trees (greater than 15 metres in height at maturity), and 2 m (6.6') for medium trees (10-15 metres in height at maturity).

Tree planting areas should be permeable and where encroachment of impermeable surfaces into these planting areas is unavoidable, the use of engineered solutions (i.e. soil cells, structural soil) to achieve the necessary soil volume under the impermeable surface, may be required.

If it is not feasible to plant the targeted number of trees as part of a SSMUH development, a cash-in-lieu contribution for off-site replanting for some of the identified trees may be an option, as set out in the Tree Protection Bylaw.

c. Screening

Adequate screening should be located to define the transition from common to individual spaces, provide privacy between dwelling units within the development and to neighbouring properties as well as create usable outdoor spaces. Screening should be designed to prevent visual intrusion and glare from vehicle headlights into exterior and interior spaces of dwelling units.

Screening can be provided by landscape structures (pergolas, sheds, fences, etc.) or by coniferous planting material of sufficient dimension and substance.

Fencing should be wood, brick, metal, or a combination of these materials. Chain-link fencing is not acceptable.

d. Landscape Walls and Retaining Walls

The need for landscape walls or retaining walls should be minimized as far as possible through the design of buildings and the site. Where necessary, the height of these walls should be no more than 0.9 m (3.0'). Allan Block or a similar product is the preferred material for landscape walls and retaining walls. Where wood is used, squared timber ties with a minimum dimension of 100mm (4") should be used. Landscaping should be provided directly in front of walls where possible, to mitigate their visual impact. Refer to the Zoning Bylaw for height, spacing, and setback requirements for landscape walls and retaining walls.

e. Stormwater Management

Stormwater must be managed on each lot using strategies to minimize runoff through retention and adequate infiltration.

The area of impermeable surfaces on each lot should occupy no more than 75% of the lot area. Impermeable surfaces include the footprint of buildings and all other structures or materials installed on or above ground that are capable of blocking water. The area of impermeable surfaces can be controlled by minimizing building footprints, reducing the area of impermeable surfaces (i.e. using wheel paths surrounded by ground cover planting or gravel instead of full driveways, and/or using surface materials that are permeable (i.e. pervious concrete, pervious paving stones or grasscrete.

Design features to maximize rainfall retention are encouraged, including green roofs, rain barrels, and permeable landscaped rain gardens that can collect run-off water from impermeable driveways and patios. Landscaped areas should be provided with absorbent growing medium: 300mm (12") for lawn, 600mm (24") for shrubs, and 30 m3 (39 yd3) for each tree to maximize stormwater retention.

Refer to the Chines Integrated Stormwater Management Plan, Moody Centre Stormwater Management Servicing Plan, Integrated Stormwater Management Strategy for Stoney Creek Watershed, and the forthcoming North Shore Integrated Stormwater Management Plans.

7.6 Livability

a. Siting

Buildings should be located and configured to maximize daylighting of dwelling unit interiors, minimize shadowing of exterior spaces within developments and on neighbouring lots, create or maintain view corridors where opportunity exists, and provide adequate separation to maintain privacy between dwelling units on site and on adjacent sites.

b. Daylight and Natural Ventilation

Every dwelling unit should have at least two exterior walls, preferably opposite each other, to allow natural cross ventilation and access to daylight throughout. All living spaces and bedrooms must be served by at least one window that can open. Ideally, primary living rooms should be provided with two opening windows on two exterior walls. Whenever possible, bathrooms should also be provided with a small opening window.

c. Entrances

Entrances should be clearly identifiable and welcoming, facing either front or side property lines, or a central courtyard between buildings. A porch space directly outside each unit entry should be provided with a minimum dimension of 1.5 m (4.9'). Porches should be covered for weather protection and well-lit to highlight entry doors and addresses. Porches that are recessed into the building massing as a way of providing cover are encouraged.

Access pathways to entries should be clearly marked with landscape features, address plinths or other wayfinding elements, and individual unit entries should be screened and/or landscaped to provide privacy while still allowing sufficient visibility for security and to encourage neighbour interaction.

d. Privacy

Achieving adequate privacy between dwelling units, both within a development and to adjacent neighbouring properties, is an important project design objective.

Visual privacy should be afforded through careful consideration of size, orientation, and location of windows and private outdoor space to avoid overlook of other windows and private outdoor space. Screening of windows, balconies, patios, and decks with architectural or landscape elements is encouraged where needed to ensure privacy. Skylights and clerestory windows are a strategy for avoiding overlook while maintaining access to daylight.

In courtyard configurations, the types of spaces that face each other across a courtyard can create privacy (i.e. offset primary living spaces in each building located on different floor levels). Trees and/or other landscape elements in courtyards, can also create privacy by providing screening at various heights between buildings.

Acoustic privacy should be afforded by thoughtful configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

Surface materials and landscaping are to be used in such a manner that public circulation areas are clearly differentiated from private outdoor space.

e. Outdoor Space

Provision of private outdoor space is strongly encouraged for every dwelling unit. This space should provide sufficient area for typical outdoor activities, and be at least 10 m^2 (108 ft^2) with a minimum dimension of 2.75 m (9.0') to permit use of a dining table. Where possible, private outdoor space should be adjacent and connected to interior primary living space.

Private outdoor space should be located and configured to ensure ample access to daylight and should be screened for privacy by building mass, building walls, trees, landscape structures (gazebos, pergolas, sheds, fences, etc.), substantial planting, changes in grade where appropriate, or a combination thereof. Surface materials should be used in such a manner that public circulation areas are clearly differentiated from private outdoor space.

The potential for gardening should be accommodated in private outdoor space through provision of planting beds that are appropriately located and sized for this activity.

Where dwelling units are partly below grade, sunken patios can be used for private outdoor space. Sunken patios should be located and configured for adequate access to daylight despite their lower grade, and should be designed to avoid needing perimeter guards by limiting grade changes to less than 0.6 m (2.0') and by landscape terracing.

f. Roof Decks

Roof decks can provide private outdoor space for dwelling units where at-grade space on a lot is limited. They should provide sufficient area for typical outdoor activities, equivalent to what would otherwise be provided at-grade.

The use of parapet walls as guards for roof decks is encouraged to create privacy to and from below, and adjacent roof decks of different dwelling units should be sufficiently separated by building mass, building walls, distance, substantial planting, elevation, or a combination thereof.

The internal planning of a dwelling unit should ensure appropriate and functional access to a roof deck and locate a roof deck in close proximity to primary living space, where possible. Access to roof decks can be provided either by an exterior stair from the floor directly below the roof deck or a small roof monitor that encloses the stair and top landing at the roof deck level.

g. Bicycle Parking

Off-street bicycle parking for SSMUH developments is not required, but as reduced vehicle parking is permitted with certain SSMUH projects, the inclusion of bicycle storage is strongly encouraged. Off-Street Bicycle Parking can be provided in a secure, centralized common space or in individual private spaces. Refer to section 6.10 in the Zoning Bylaw, for bicycle parking spaces criteria.

h. Lighting

Exterior lighting should be used to demarcate and illuminate individual unit entries for ease of wayfinding from the street and to each entry at night and should be sufficient to provide residents and visitors with a sense of personal safety and ease. Lighting should be neighbour-friendly and avoid glare into exterior or interior spaces of units both within the development and on neighbouring properties. Exterior lighting in building eaves should be restricted to the facade facing a lane or exterior side yard. Motion sensor lights are discouraged. Energy efficient LED, non-glare, down-cast photocells are encouraged.

7.7 Circulation and Access

a. Pedestrian Pathways

Pedestrian access pathways must be provided on-site for access from unit entries to the street, to vehicle and/or bicycle parking areas, and to garbage storage areas. Surface materials should be used in such a way that entry to the site, unit entries and important site elements are highlighted.

Pathways should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal), that are slip-resistant, and free of tripping hazards. Pervious materials are encouraged to increase permeability, though materials with an overall smooth surface should be employed where pathways will be used for wheeled items (waste collection carts, wheel chairs, strollers, etc.). Where possible, pathways providing access to dwelling units are encouraged to follow the provisions in the BC Building Code for adaptable dwelling units to meet the current and future needs of all residents and encourage aging in place.

b. Driveways and Manoeuvering Aisles

The width and extent of driveways should be minimized as much as possible to maximize space for street parking in front of a lot and to maximize the area for landscaping in the front yard.

Driveways and manoeuvring aisles should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Pervious materials are encouraged to increase permeability. Large expanses of pavement using single materials should be avoided

by integrating other surface treatments such as pavers, stamped concrete, concrete bands, or areas of ground cover planting or gravel.

Where driveways or manoeuvring aisles pass alongside buildings or side property lines, they should be setback and screened with landscaping.

In some circumstances it may be necessary for driveways and manoeuvring aisles to also provide pedestrian circulation on site. Where this occurs, care should be taken to ensure good visibility and adequate width for vehicles and pedestrians to pass each other. Pedestrian circulation within driveways and manoeuvring aisles should be highlighted and given priority by identifying pathways with distinctive pavers or some other design feature.

Refer to the Zoning Bylaw for driveway width requirements and maximum driveway areas allowed in front yards.

c. Emergency Access

As an important function of the above described pedestrian pathways, and/or driveways and manoeuvring aisles, emergency access to all units is required.

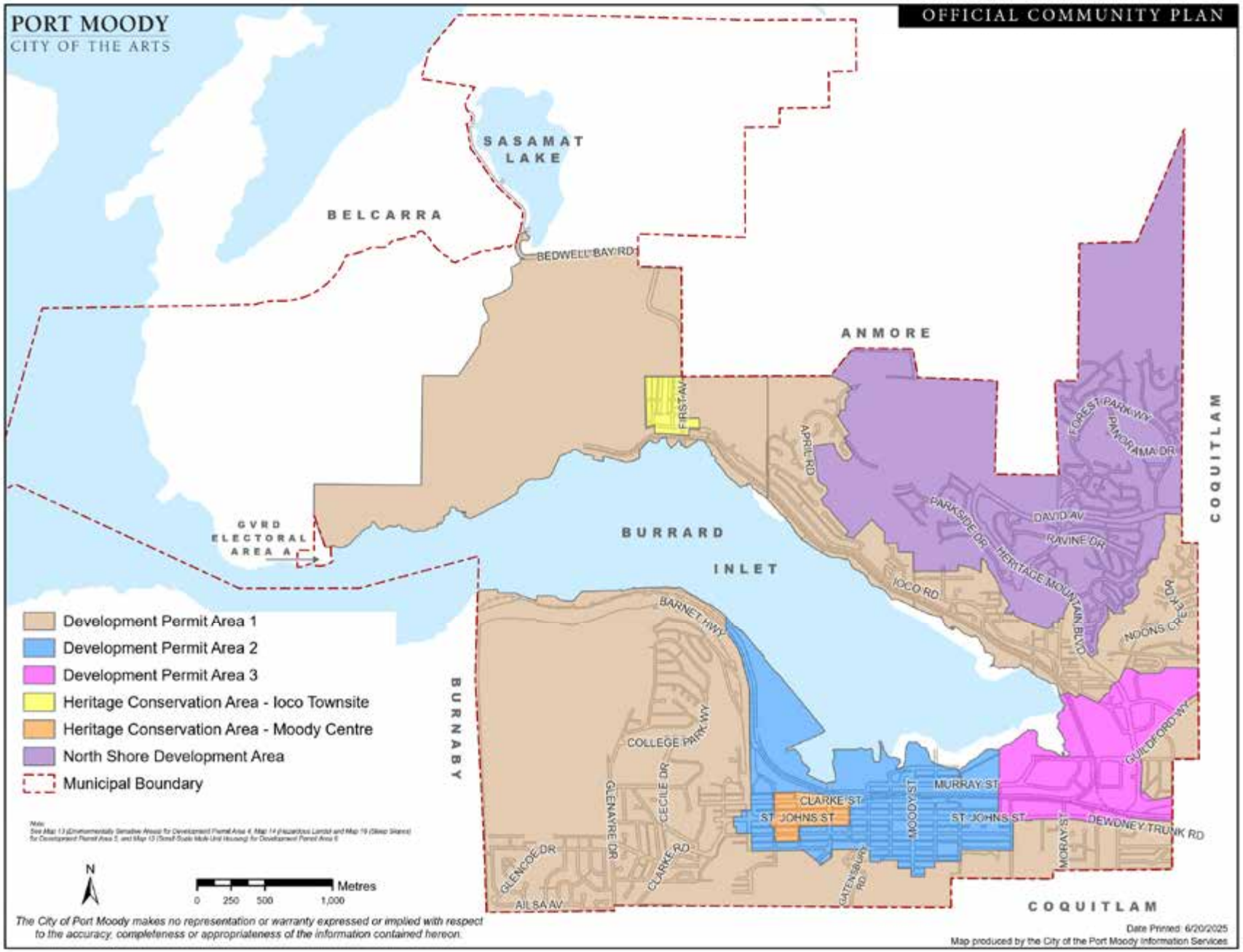
Pathways for emergency access must be provided to the principal entry of each unit so first responders can quickly respond from the fronting street, as lanes are not considered the primary access routes for emergency response.

Pathways for emergency access must have a 1.5 m (5.0') minimum width and should be clear, level, and constructed of materials that provide stable footing. They must be free of obstacles that could cause tripping or delay such as shrubs, debris, or loose gravel, and should be configured to prevent obstructions like parked vehicles or temporary storage. Pathway design should also prevent hazards that could endanger first responders such as exposed wiring or unstable structures. Lighting should be provided to ensure first responders can see clearly at night or in low-visibility conditions.

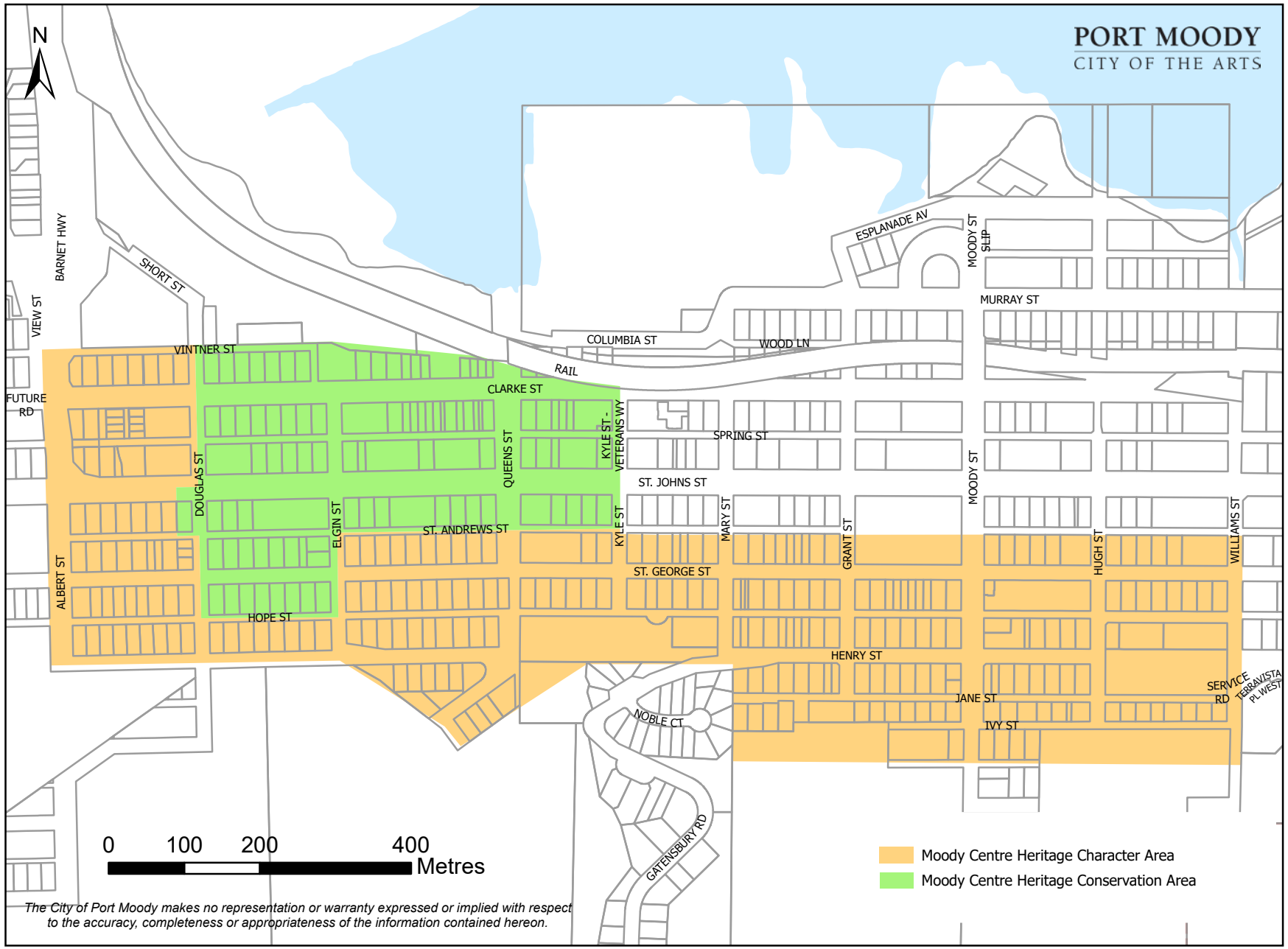
Any stairs necessary as part of an emergency access pathway must be constructed of non-combustible materials, designed to support the weight of firefighters with equipment, and meet the requirements of the BC Building Code.

Surface materials for driveways and manoeuvring aisles used for emergency access should be slip-resistant to help ensure that fire apparatus can safely and promptly access sites.

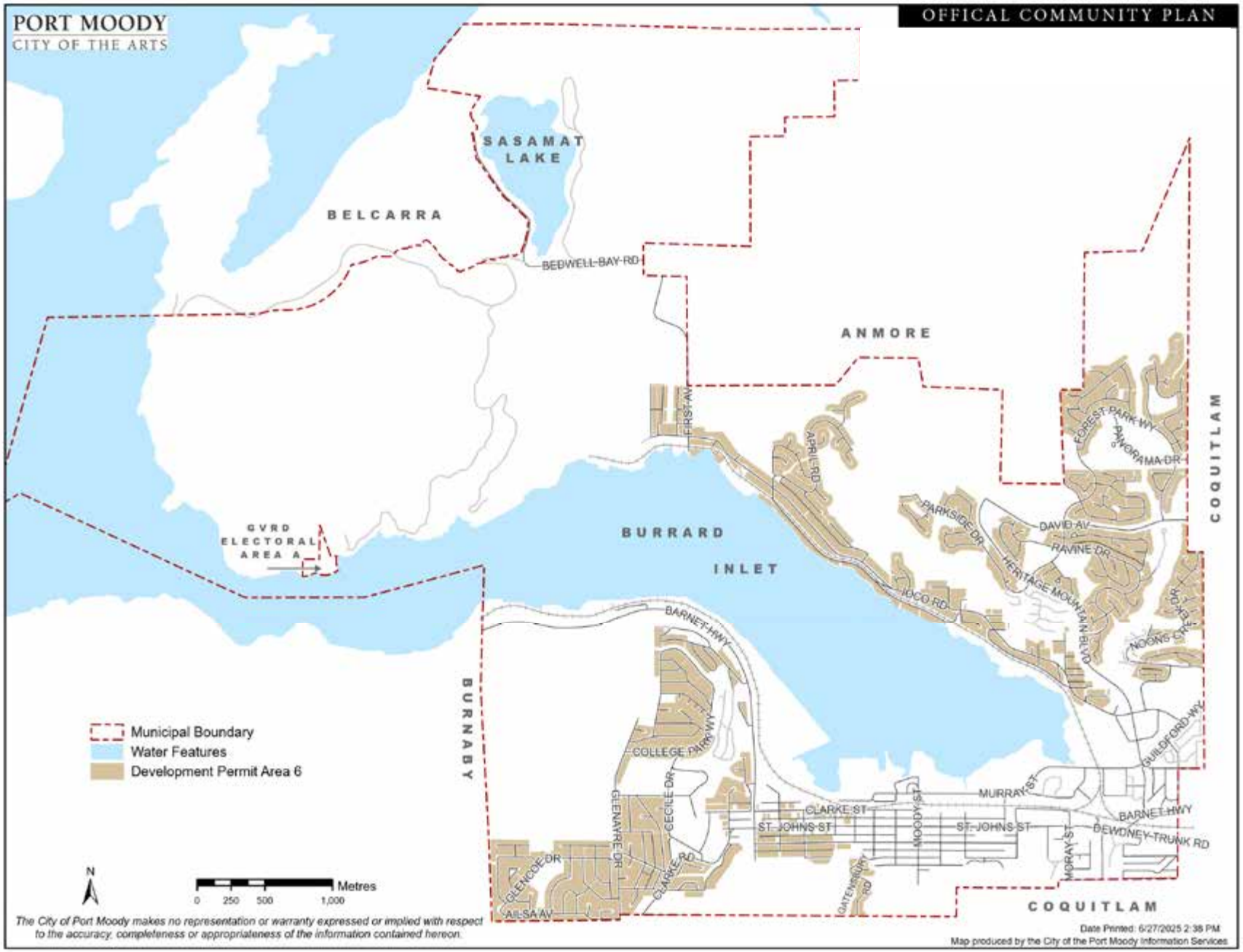
Schedule 1 – Development Permit Areas 1,2 & 3 and Heritage Conservations Areas



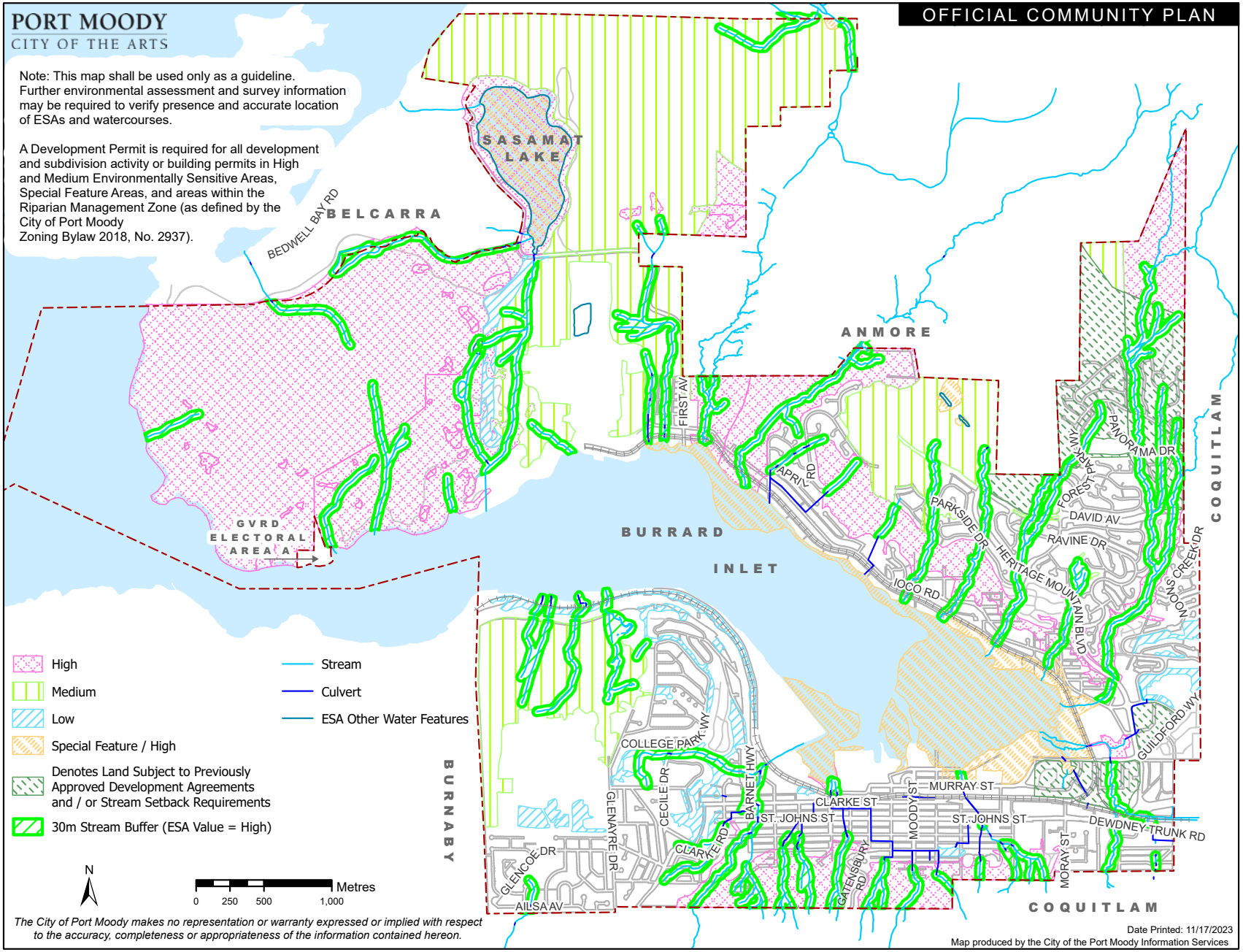
Schedule 2 – Sub Areas of Development Permit Area 2: Moody Centre



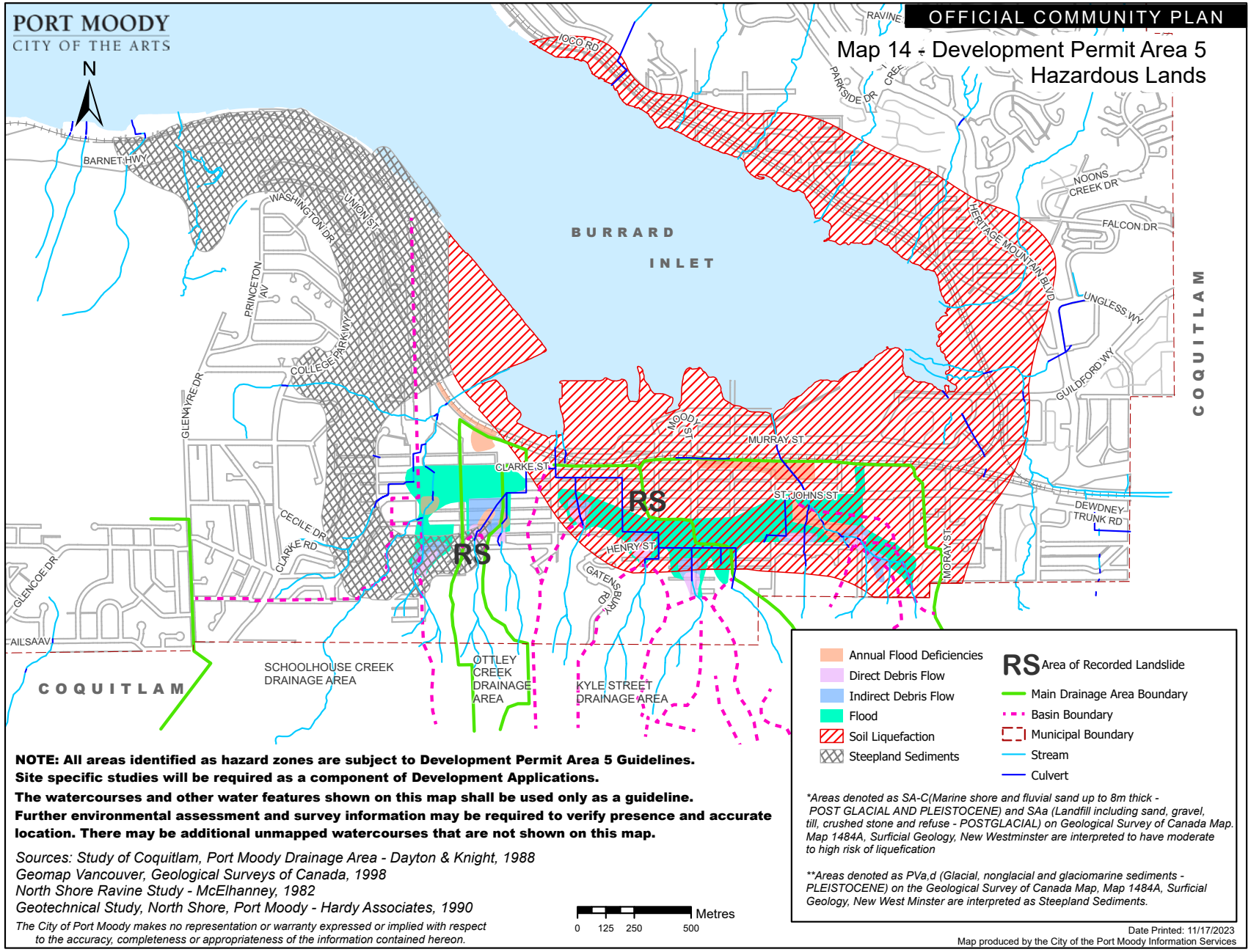
Schedule 3 – Development Permit Area 6: Small-Scale, Multi-Unit Housing



Schedule 4 – Development Permit Area 4: Environmentally Sensitive Areas



Schedule 5 – Development Permit Area 5: Hazardous Lands



NOTE: All areas identified as hazard zones are subject to Development Permit Area 5 Guidelines. Site specific studies will be required as a component of Development Applications.

The watercourses and other water features shown on this map shall be used only as a guideline. Further environmental assessment and survey information may be required to verify presence and accurate location. There may be additional unmapped watercourses that are not shown on this map.

Sources: Study of Coquitlam, Port Moody Drainage Area - Dayton & Knight, 1988
Geomap Vancouver, Geological Surveys of Canada, 1998
North Shore Ravine Study - McElhanney, 1982
Geotechnical Study, North Shore, Port Moody - Hardy Associates, 1990

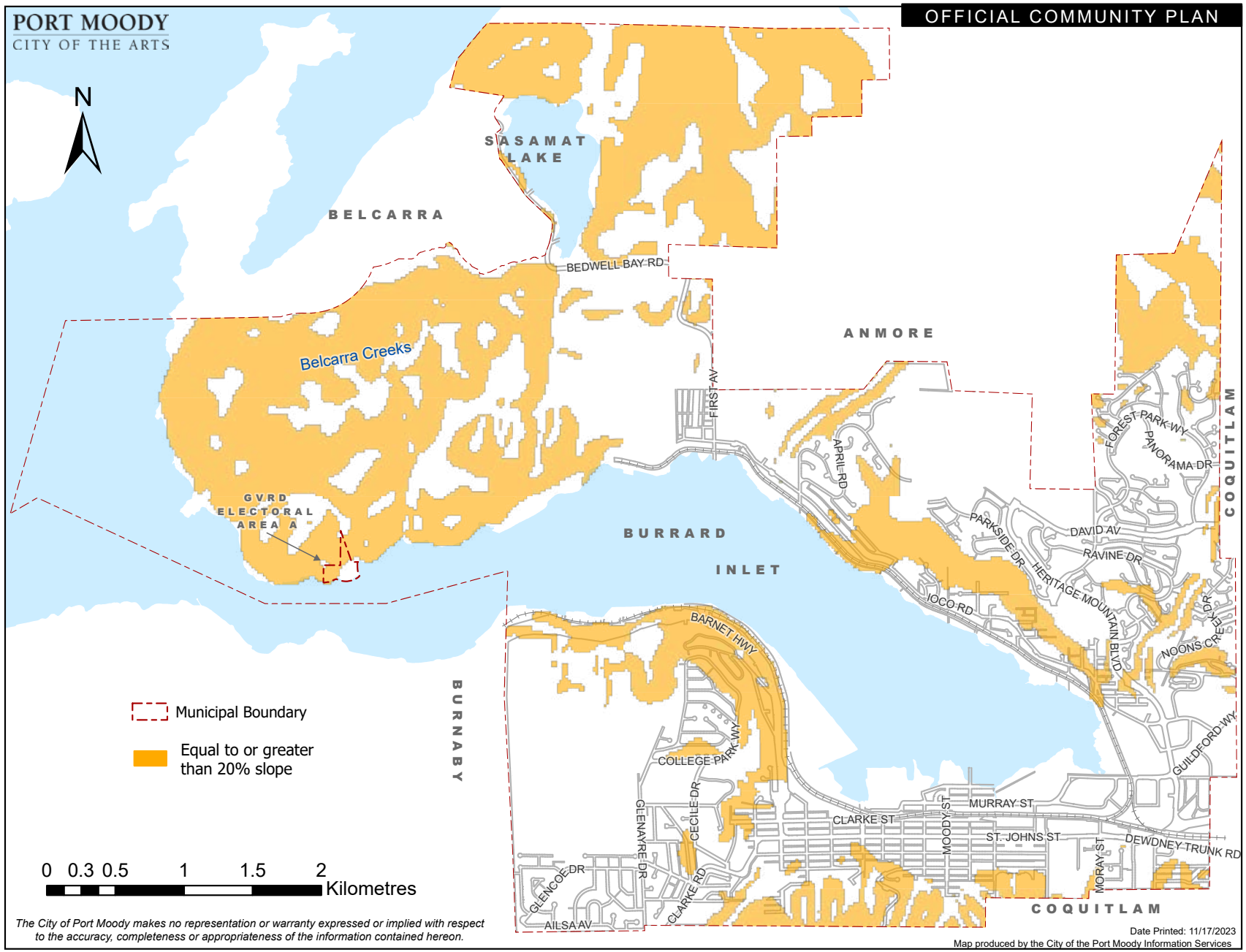
The City of Port Moody makes no representation or warranty expressed or implied with respect to the accuracy, completeness or appropriateness of the information contained hereon.

**Areas denoted as SA-C(Marine shore and fluvial sand up to 8m thick - POST GLACIAL AND PLEISTOCENE) and SAa (Landfill including sand, gravel, till, crushed stone and refuse - POSTGLACIAL) on Geological Survey of Canada Map. Map 1484A, Surficial Geology, New Westminster are interpreted to have moderate to high risk of liquefication*

***Areas denoted as PVa,d (Glacial, nonglacial and glaciomarine sediments - PLEISTOCENE) on the Geological Survey of Canada Map, Map 1484A, Surficial Geology, New West Minster are interpreted as Steepland Sediments.*

Date Printed: 11/17/2023
Map produced by the City of the Port Moody Information Services

Schedule 6 - Development Permit Area 5: Steep Slopes



APPENDIX 3

Ioco Townsite Heritage Conservation Area Guidelines

Designation Category

The *Local Government Act* (Sections 614 and 615) allows for the establishment of heritage conservation areas to provide for long term protection of community heritage resources.

The Ioco Townsite Heritage Conservation Area

The Ioco Townsite is one of the 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 establishing it as a Heritage Conservation Area in 2000 was the first step towards achieving the appropriate revitalization of Ioco Townsite. Schedule "B" of this appendix and Map 3 of the Official Community Plan identifies the boundaries of the area designated as the Ioco Townsite Heritage Conservation Area.

A comprehensive land use plan for the entire Ioco site will be required in the future, which will recognize and protect the Townsite's unique heritage character while defining opportunities for sensitive new development in both the Townsite and surrounding area.

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:

Objectives

The objectives of the Ioco Townsite Heritage Conservation Area designation are to:

- recognize and enhance the historic nature of the Ioco Townsite for the benefit of present and future generations;
- encourage the preservation, rehabilitation, restoration, and/or reconstruction of existing structures within the Townsite;
- accommodate and manage infill development on existing lots to ensure that new buildings are designed and maintained to be consistent with the overall character of the buildings, structures, land and features listed in Schedule "A";
- create an opportunity for a living, neo-traditional, pedestrian-oriented, revitalized, waterfront community that provides for a wide range of residential, commercial, cultural, institutional and recreational uses;
- re-establish the existing bowling green and baseball field for use by the community;
- ensure that the buildings listed in Schedule "A" are neither demolished nor altered in any way that is inconsistent with their original design or appearance;
- 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";

- collaborate with the property owners and engage the community to create a comprehensive land use area plan and appropriate rezoning for the Ioco Townsite (and as well the surrounding lands) that will address and refine the potential vision expressed in the illustrative concept plan;
- support the use of reduced setbacks for existing and proposed buildings and structures from watercourses, subject to Riparian Areas Protection Regulation, 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; and
- accept the existing non-conforming road standards within the Townsite.

Special Features and Characteristics

There are a number of special features and characteristics that justify the Ioco Townsite Heritage Conservations Area designation.

Historical Context

The historic Ioco Townsite is a unique, intentionally designed company town adjacent to a large industrial site, located close to the waterfront of Burrard Inlet, with road, rail and water access. The Imperial Oil plant was one of the first refinery operations in Western Canada and a significant site in the industrial development of British Columbia. 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 a planned residential community that provided housing for the workers at the refinery. Primary access was by water until the 1930s when Ioco Road was constructed. A portion of the Townsite is still owned by Imperial Oil Limited and is a lingering example of an early 20th century planned community developed to serve a major Canadian industry.

Character Defining Elements

The Ioco Townsite's 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, place of worshipes) and recreational (bowling green, community hall) uses. The northern part of the site was residential (where a number of remaining houses exist). The surviving street grid, and its existing subdivision lines, are the strongest reminders 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.

Architecture

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 Craftsman 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.

Landscaping

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.

Contribution to Port Moody and the Surrounding Area

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 with housing adjacent to the plant. Ioco was self-sufficient, with its own school, place of worshipes, commercial outlet, recreational opportunities and community hall.

Buildings and Structures

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 place of worshipes, 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 place of worshipes, 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 was comprised of the following original buildings and community facilities:

- Two place of worshipes;
- 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.

Existing buildings that remain on site include:

- Community store;
- Community hall;
- One place of worship;
- One school; and
- 13 residential houses.

Detailed descriptions are included as Schedule "A". Photos of the remaining structures are included as Schedule "C" to these guidelines.

Conserving and Revitalizing the Ioco Townsite

Ioco represents a unique opportunity to conserve a significant community heritage resource while allowing the area to redevelop and evolve simultaneously. The remaining building stock within the Ioco Townsite presents opportunities for creative, adaptive reuse. The conservation of this site will preserve a regionally significant example of a once thriving company town.

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, once owned by Imperial Oil and also considered part of the Ioco lands. The Townsite itself offers tremendous opportunities for adaptive reuse, sensitive infill and revitalization. As a restored and rehabilitated historic commercial and residential village, Ioco Townsite would be a source of pride to the citizens of Port Moody and could augment the context of surrounding new development by providing direction for appropriate form and scale, materials and design, and neo-traditionalist values.

The Townsite could accommodate a range of commercial and residential uses and 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 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 HCA, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (1st edition 2003, 2nd edition 2010) will be used as the basis for the review of any proposed work. Council determined that the Parks Canada Standards and Guidelines appropriately forward its objectives in designating the Ioco Townsite HCA.

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 owners of protected properties over time. An HAP can be used to vary or supplement provisions of *bylaws* listed under s. 617(2) subject to the restrictions under s. 617(4).

A Heritage Alteration Permit will be required if a building listed in Schedule "A" is to be permanently relocated within the Townsite. 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 envisioned in the Townsite area plan.

Heritage Alteration Permits will not be required under the following conditions:

- to lift, temporarily relocate and/or store 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.

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 an appropriate form and scale will be developed to reflect a historic commercial town centre.

The following principles guide 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 detached 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.

Heritage Conservation Incentives

The City may provide heritage conservation incentives to assist with the retention and rehabilitation of heritage properties. These may be offered through developmental, financial and administrative incentives, as well as building code equivalencies as permitted under the BC Building Code. 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. Where available, 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" - Existing Structures and Landscape Features in the Ioco Townsite

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 (refer to City of Port Moody Heritage Register).

Community Buildings

101 First Avenue - 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.

1790 Ioco Road - St. Andrew's Presbyterian Place of worship (now Ioco United Place of worship) (1924)

This is the last remaining place of worship 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.

Third Avenue - Ioco Grocery (1922)

This is a large and unusual structure with a broad hip roof and multi-paned windows on the top floor. The building shares a number of features with other heritage buildings located within Moody Centre. This includes the treatment of the second storey with unpainted wooden shingles and the hipped roof previously noted.

Third Avenue - 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 – Chivers Residence (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 – Tremaine Residence (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 fascia board.

300 Second Avenue - Belton Residence (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 - MacDonald / Betterton Residence (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 - Ioco Company Residence (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 - Potter Residence (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 possesses a front dormer and is finished in wooden siding.

207 Second Street - Clarke Residence (1921-1922)

This variation on the Ioco company house features shingle cladding and an open front porch and hipped roof.

200 Third Avenue - Medley Residence (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 - McFarlane Residence (1922)

This structure features shingle cladding and a side facing, low pitched gable roof.

207 Third Avenue - Reynolds Residence (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 - Runnels Residence (1922)

This structure features a side gabled roof, eave brackets and an inset corner porch.

307 Third Avenue – Horne Residence (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 - Kilvert Residence (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

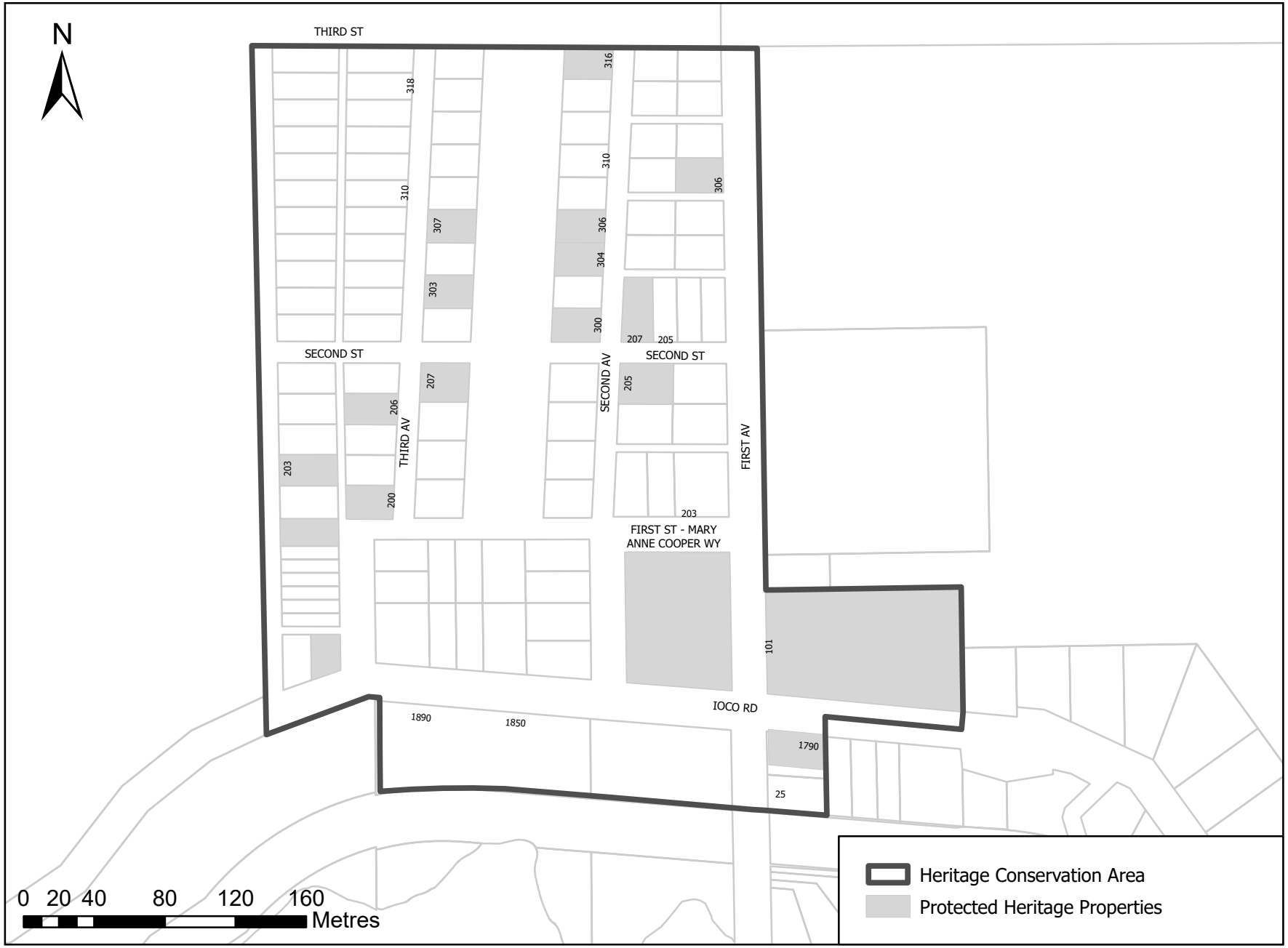
Second Avenue - Bowling Green

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. 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, must be consistent with the Ioco Townsite Heritage Conservation Area guidelines.

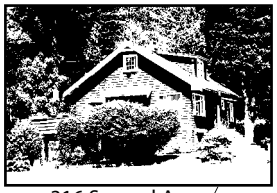
Schedule "B" - Ioco Townsite Heritage Conservation Area



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.

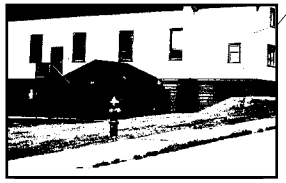

300 Second Ave.


205 Second Ave.


207 Second Street


203 Fourth Ave.


Ioco School First Ave


Community Hall - Third Ave.


Ioco Store - Third Ave.

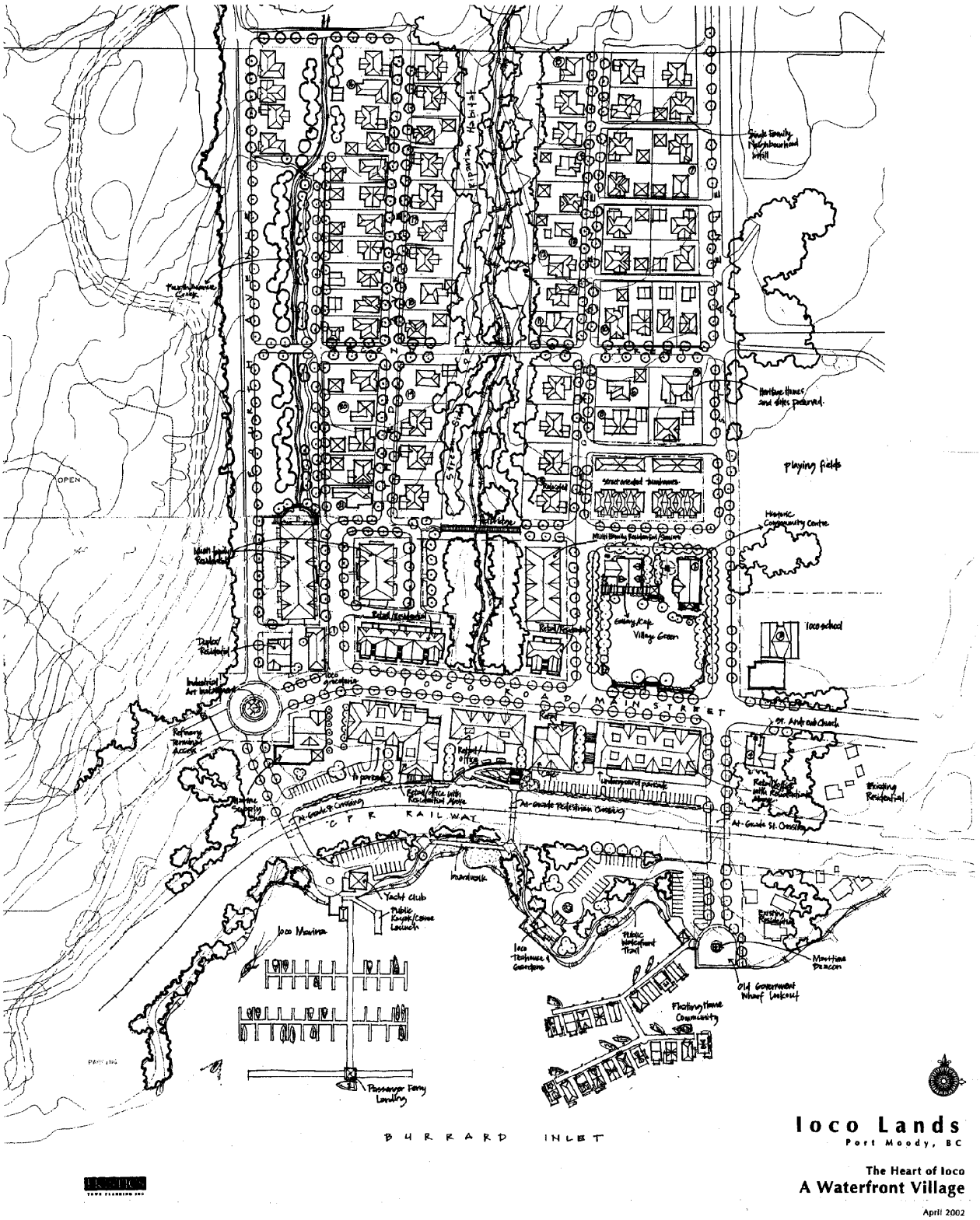

200 Third Ave.


Ioco Church - 1790 Ioco Rd.



Schedule "D" - Illustrative Concept Plan

This preliminary concept 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

1. Designation Category

The *Local Government Act* (Sections 614 and 615) allows for the establishment of heritage conservation areas to provide for long term protection of community heritage resources

2. 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, and 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.

2.1 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 was until recently the last operating mill 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

2.2 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-detached 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-detached, 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

3. 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.

3.1 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, bylaw 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, bylaw 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 614 and 615 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.

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 (e.g., maintains significant areas of planted/greenspace and limits paved areas);
- 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, subject to the approval of the General Manager of Community Development.

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 not be approved 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. Heritage Alteration Permits may be issued for these properties subject to approved restoration, rehabilitation or renovation, or subdivision plans that comply with these guidelines. 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 section 3.3, 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, as permitted under the BC Building Code.

3.2 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.

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.

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 subject to relevant requirements under the BC Energy Step Code and the Zero Carbon Step Code, as well as applicable related City bylaws and policies. 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.

3.3 Heritage Buildings

The following existing buildings located within the Moody Centre Heritage Conservation Area are protected heritage property under the Local Government Act. Their property conservation is crucial in maintaining the authentic historic character of Moody Centre. Detailed Statements of Significance are in place for each building describing the heritage value and character defining elements for each property (refer to CIty of Port Moody Heritage Register).

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 Place of worship)
- 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 were determined by Council to appropriately forward its objectives in designating the Moody Centre HCA and 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.

3.4 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.

3.5 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 should 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 not be approved 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. Johns 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.

3.6 New Construction: Moody Centre Residential Area

The character of the residential area south of St. Johns 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.

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.

4. 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.

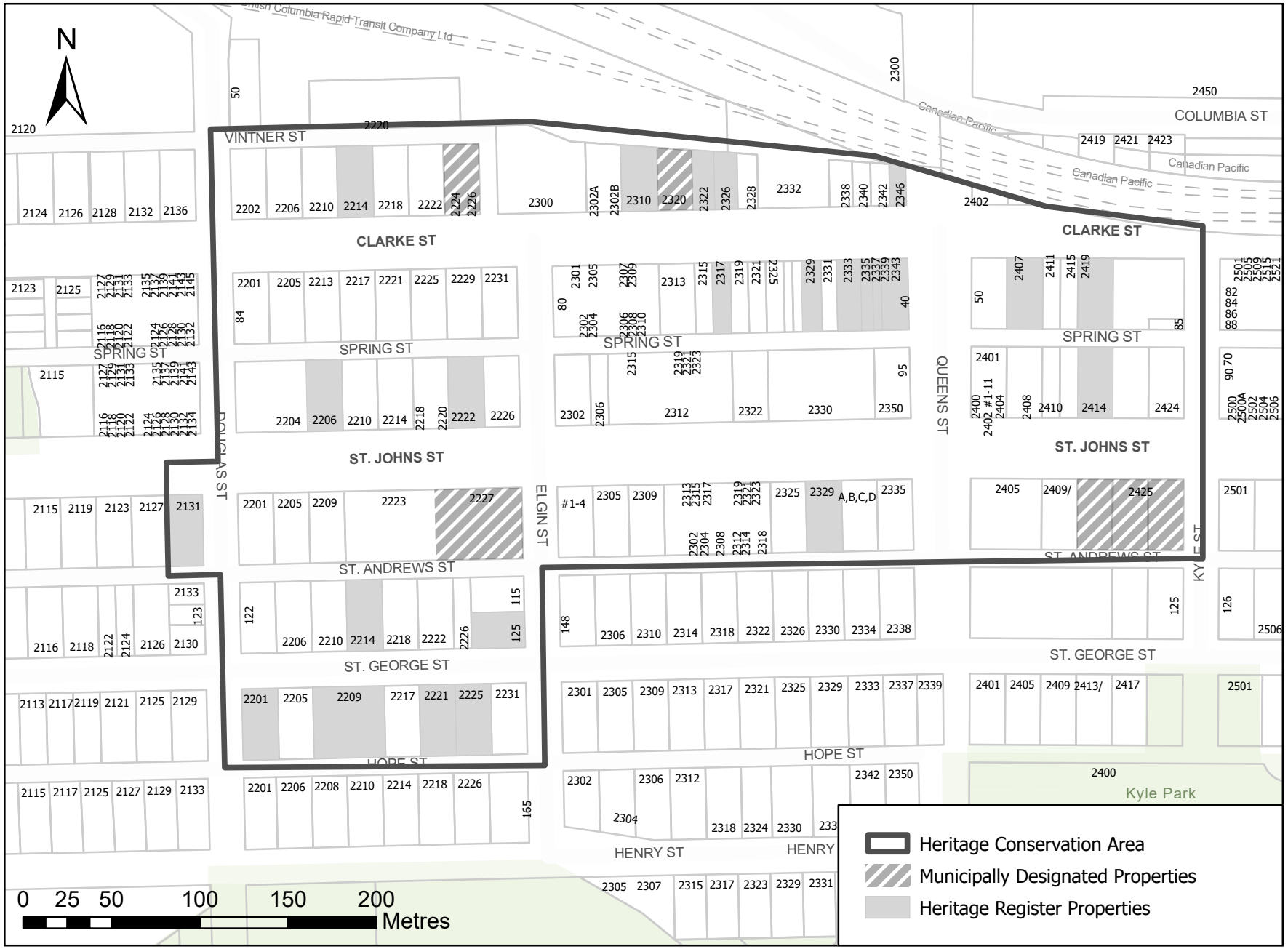
Recognizing Problems: The first step of maintenance is a regular building inspection from the top down to follow the path of water. Examine roofing, gutters, downspouts and flashings for any damage and water infiltration. Carefully examine damp spots, peeling paint, and mold growth on interior or exterior 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" - Moody Centre Heritage Conservation Area



APPENDIX 5

Official Community Plan Policies Supporting Housing Needs

The following table provides the references to the supporting Official Community Plan policies for each class of housing needs required under subsections 473(2) and 473.1(4) of the *Local Government Act*. According to these sections, the official community plan must include housing policies that address affordable housing, rental housing, special needs housing and the housing needs required by each class in a municipality's most recent housing needs report.

These provide clear/objective evidence that the City has turned its attention to the requirements under 473(2) and 473.1(4) for key areas of local need.

Key Areas of Local Need	OCP Policies
Affordable housing	**Chapter 3, Community Vision and Goals** • Built Environment, Goal 1, 5 **Chapter 7, Built Environment** • Objective 1, Policy 1, 3 • Objective 2, Policy 1, 2, 3, 4, 6, 7, 9 • Objective 3, Policy 1, 2, 3 • Objective 4, Policy 1, 2 • Objective 5, Policy 1, 2, 3 **Chapter 14, Neighbourhood Plan Areas** • 14.1.1 Woodland Park, Principles 2, Policy 1 • 14.1.2 Seaview Neighbourhood, Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core, Policy 3iii, 5iv • 14.5.2 Coronation Park • Area A and Area B, Policy 1 • Area C, Policy 5 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • Land Use and Built Form Policy, 2 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core • Land Use Concept, Policy 1 • 14.6.3 Moody Centre - Site Specific Policies • 2400 - 2424 St. Johns Street, Policy 4 • Development Block: 2900 Block of St. George Street (North and South) • 125 - 137 Williams Street, Policy 1iv

Key Areas of Local Need	OCP Policies
Rental Housing	**Chapter 3, Community Vision and Goals,** • Built Environment, Goal 1 **Chapter 7, Built Environment** • Objective 1, Policy 1 • Objective 2, Policy 1, 3, 4, 6, 7, 9 • Objective 3, Policy 1, 2, 3, 4 • Objective 4, Policy 1, 2, 3 • Objective 5, Policy 1, 3 **Chapter 14, Neighbourhood Plan Areas** • 14.1.1 Woodland Park, Principle 2 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policy 3iii, 5iv • 14.5.2 Coronation Park • Area A and Area B, Policy 1 • Area A, with the exception of 103 Ioco Road, Policy 4 • Area C, Policy 5 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • Land Use and Built Form, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area - Core • Land Use Concept, Policy 1 • 14.6.3 Moody Center - Site Specific Policies • Site Specific Policies –Moody Centre Transit-Oriented Area (TOA) • Development Block: 2900 Block of St. George Street (North and South) • 125 - 137 Williams Street, Policy 1iv • 14.6.3 Moody Center - Site Specific Policies • Site Specific Policies – Moody Centre Transit-Oriented Area (TOA) • 2400 - 2424 St. Johns Street, Policy 4

Key Areas of Local Need	OCP Policies
Special Needs Housing	Please see Port Moody's Interim Housing Needs Report (2024) and Housing Action Plan (2022) **Chapter 3: Community Vision and Goals** • Built Environment, Goals 1, 5 **Chapter 7, Built Environment** • Objective 2, Policy 1, 2, 3, 4, 5, 6, 7, 8 • Objective 4, Policy 2, 5 • Objective 5, Policy 3 **Chapter 14, Neighbourhood Plan Areas** • 14.1.1 Woodland Park Policy 2 • 14.1.2 B5 Neighbourhood Policy 1 • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policies • 14.5.2 Coronation Park+B5 Area A and Area B, Policy 1 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area • Land Use and Built Form, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • Land Use Concept Policy 1

Key Areas of Local Need	OCP Policies
Seniors Housing	Please see Port Moody's Interim Housing Needs Report (2024) and Housing Action Plan (2022) **Chapter 3: Community Vision and Goals** • Built Environment, Goals 1, 5 • Chapter 7, Built Environment • Objective 2, Policy 1, 2, 3, 4, 5, 6, 7, 8 • Objective 4, Policy 4, 5 • Objective 5, Policy 3 **Chapter 12, Community Well-Being and Resilience** • Objective 4, Policy 4 **Chapter 14, Neighbourhood Plan Areas** • 14.1.1 Woodland Park Principle 2, Policy 2 • 14.1.2 Seaview Neighbourhood Policy 1 • 14.5 Inlet Centre • 14.5.1 Inlet Centre Station Transit-Oriented Area - Core Policy 5iii • 14.5.2 Coronation Park • Area A and Area B, Policy 2 • Area C, Policy 6 • 14.6 Moody Centre • 14.6.2 Moody Centre Station Transit-Oriented Area Core • Land Use Concept Policy 1, 5 • 14.6.4 Westport Village, Policy 2 • 14.6.9 Oceanfront District Land Use Concept, Policy 2 **Chapter 15, Development Permit Area Guidelines** • Development Permit Area 6, Small-Scale, Multi-Unit Housing Objectives

Key Areas of Local Need	OCP Policies
Family Housing	**Chapter 3, Community Vision and Goals** • Built Environment, Goal 1, 5 **Chapter 7, Built Environment** • Objective 2, Policy 1, 2, 3, 4, 6, 7, 8, 9 • Objective 4, Policy 1, 2, 3, 4, 5 • Objective 5, Policy 3 **Chapter 14, Neighbourhood Plan Areas** • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5iii • 14.5.2 Coronation Park • Area A and B, Policy 1, 2 • Area C, Policy 4 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core • Land Use Concept Policy, Policy 1, 5 **Chapter 15, Development Permit Area Guidelines** • Development Permit Area 6, Small-Scale, Multi-Unit Housing, Objectives

Key Areas of Local Need	OCP Policies
Shelters and Housing for People At-Risk of Homelessness	**Chapter 3, Community Vision and Goals,** • Built Environment, Goal 5 **Chapter 7, Built Environment** • Objective 2, Policy 1, 2, 3, 4, 6 • Objective 5, Policy 1, 2 **Chapter 12, Community Well-Being and Resilience** • Objective 8, Policy 3

Key Areas of Local Need	OCP Policies
Housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation	**Chapter 3, Community Vision and Goals** • Transportation and Mobility, Goal 1, 2 **Chapter 7, Built Environment** • Objective 2 • Objective 4 **Chapter 8, Transportation and Mobility** • Objective 1, Policy 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 • Objective 2, Policy 5 • Objective 4, Policy 7 **Chapter 12, Community Well-Being and Resilience** • Objective 1, Policy 2 **Chapter 14, Neighbourhood Plan Areas** • 14.1.2 Seaview Neighbourhood, Policy 5, 6 • Seaview Area 3, Policy 1d • Seaview Area 4, Policy 2b • Seaview Area 5, Policy 1b • Seaview Area 6, Policy d • Seaview Area 8, Policy 4 • 14.2 Pleasantside and April Road, Policy 5 • 14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods, Policy 5 • 14.5.1 Inlet Centre Station Transit-Oriented Area – Core, Policy 5v • 14.5.2 Coronation Park Area A and Area B, Policy 4, 5, Corontation Park, Area C, Policy 2 • 14.6 Moody Centre • Land Use Policy 2 • Connections Policy 2 • 14.6.1 South of St. Johns Street (SOSJ) Special Study Area Land Use and Built Form, Policy Mobility, Policy 2 • 14.6.2 Moody Centre Station Transit-Oriented Area – Core Mobility Policy 1 • 14.6.4 Westport Village, Policy 6 • 14.6.8 Murray Street Boulevard, Policy 4, 6 • 14.6.9 Oceanfront District Mobility, Policy 1, 4 **Chapter 15, Development Permit Area Guidelines** • Development Permit Area 6: Small-Scale, Multi-Unit Housing, Policy

APPENDIX 6

Truth and Reconciliation Commission of Canada: Select Calls to Action for Municipal Governments

43. We call upon federal, provincial, territorial, and municipal governments to fully adopt and implement the *United Nations Declaration on the Rights of Indigenous Peoples* as the framework for reconciliation.

47. We call upon federal, provincial, territorial, and municipal governments to repudiate concepts used to justify European sovereignty over Indigenous peoples and lands, such as the Doctrine of Discovery and *terra nullius*, and to reform those laws, government policies, and litigation strategies that continue to rely on such concepts.

57. We call upon federal, provincial, territorial, and municipal governments to provide education to public servants on the history of Aboriginal peoples, including the history and legacy of residential schools, the *United Nations Declaration on the Rights of Indigenous Peoples*, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills-based training in intercultural competency, conflict resolution, human rights, and anti-racism.

75. We call upon the federal government to work with provincial, territorial, and municipal governments, churches, Aboriginal communities, former residential school students, and current landowners to develop and implement strategies and procedures for the ongoing identification, documentation, maintenance, commemoration, and protection of residential school cemeteries or other sites at which residential school children were buried. This is to include the provision of appropriate memorial ceremonies and commemorative markers to honour the deceased children.

77. We call upon provincial, territorial, municipal, and community archives to work collaboratively with the National Centre for Truth and Reconciliation to identify and collect copies of all records relevant to the history and legacy of the residential school system, and to provide these to the National Centre for Truth and Reconciliation.