



APPENDIX 1: REGIONAL CONTEXT STATEMENT

REGIONAL CONTEXT STATEMENT (RCS)

1. PURPOSE

As required under Sections 866 and 850(3) of the Local Government Act, the purpose of a Regional Context Statement is to identify, specifically, the relationship between the OCP and the Metro Vancouver regional growth strategy with respect to the future of the region, including social, economic and environmental objectives, population and employment projections and with respect to any actions proposed to provide for the needs of the projected population in relation to housing, transportation, regional district services, parks and natural areas, economic development, any targets, and actions to achieve such targets, for the reduction of greenhouse gas emissions in the region and any other regional matter.

2. RCS CONTENTS

The OCP Regional Context Statement is as follows:

2040 METRO VANCOUVER REGIONAL GROWTH STRATEGY (RGS) GOALS

2040 Metro Vancouver Regional Growth Strategy (RGS) Goals

The Regional Context Statement (RCS) Policy
(e.g. provides examples of how the OCP is or can be made consistent with the 2040 RGS)

RGS GOAL 1 – CREATE A COMPACT URBAN AREA

STRATEGY 1.1 CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Role of Municipalities

1.1.3 Adopt Regional Context Statements which:

a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map2);

The Urban Containment Boundary is shown on “Schedule 1 – Regional Land Use Designations”.

b) Provide municipal population, dwelling unit and employment projections, with reference to guidelines contained Appendix Table A.1 (RGS), and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.

Population, Dwelling Unit and Employment Projections (Estimates) for Port Moody (2021 – 2041)

	Year 2021	Year 2031	Year 2041
Population	39,660	44,820	50,000
Dwelling Units	14,896	16,994	19,170
Total Employment	9,814	10,585	11,527

These employment projections can be refined in the future should any changes occur in response to new economic development initiatives in the City.

STRATEGY 1.2 FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Role of Municipalities

1.2.6 Adopt Regional Context Statements which:

a) Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Units and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);

Inlet Centre Municipal Town Centre	Dwelling Units (% Growth 2021 – 2041)	Employment (% Growth 2021 – 2041)
2041	12.9%	31.8%
Moody Centre Frequent Transit Development Area	Dwelling Units (% Growth 2021 – 2041)	Employment (% Growth 2021 – 2041)
2041	20.8%	34%

b) Include policies for Urban Centres which:

i) Identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);

The location and boundaries of the Municipal Town Centre and the Frequent Transit Development Area are shown on “Schedule 2 – Urban Centre”.

ii) Focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

The lower percentages of growth in dwelling units and employment for the Inlet Centre Municipal Town Centre shown above in Strategy 1.2.6 a) reflect the fact that much of this area has been recently redeveloped and opportunities for additional growth are limited. Growth and development envisioned for the Moody Centre Frequent Transit Development Area is generally consistent with the guidelines in Table 3 of the RGS.

iii) Encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

The OCP allows for the development of office uses in the Mixed Use – Moody Centre, the Mixed Use – Inlet Centre, and the Moody Centre Station Transit-Oriented Development land use designations which are located within the Inlet Centre Station Municipal Town Centre and the Frequent Transit Development Area.

The OCP identifies the need to update the Port Moody Zoning Bylaw (Chapter 17, Section 17.3) which will include a density bonus program. A community amenity program will also be developed following the adoption of this OCP (Chapter 12, Policy 13). As part of these programs, exemptions for office and commercial space will be considered in an effort to incentivize new office and commercial development.

iv) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres,

Policies supporting reduced parking standards are included in Chapter 8 – Policy 12, Chapter 9 – Policy 6 and Chapter 13 – Policy 19). Reduced parking standards are also included within the draft Port Moody Zoning Bylaw currently under review.

c) Include policies for Frequent Transit Development Areas which:

i) Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:

- Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);
- TransLink's Frequent Transit Network, which may be updated over time;
- Other applicable guidelines and policies of TransLink for the Frequent Transit Network;

The location and boundary of the FTDA is shown on "Schedule 2 – Municipal Town Centre and Frequent Transit Development Area". A FTDA is identified around the future Moody Centre Station.

ii) Focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

The area within the FTDA is designated Moody Centre Station Transit-Oriented Development which applies to the development of higher density, mixed use, pedestrian friendly development within a 400 metre radius of the Moody Centre Station. A diversity of building heights is permitted up to 12 storeys.

Following adoption of this OCP, the City will be developing a density bonus and community amenity program. As part of both of these programs, exemptions for certain uses in specific locations will be considered. OCP policies that support these programs are noted in Chapter 12, Policy 13 and Chapter 17, Section 17.3).

iii) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;

Policies supporting reduced parking standards are included in Chapter 8 – Policy 12, Chapter 9 – Policy 6 and Chapter 13 – Policy 19). Reduced parking standards are also included within the draft Port Moody Zoning Bylaw currently under review.

d) Include policies for General Urban areas which:

i) Identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

The General Urban area is shown on "Schedule 1 – Regional Land Use Designations".

ii) Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density areas within Urban Centres and Frequent Transit Development Areas;

The OCP identifies lower density land use designations generally outside of Urban Centres and FTDA's.

These lower density land use designations include 6 storey Moody Centre – Mixed Use, 6 storey Mixed Employment and 3 storey Multi-Family land use designations outside of the Inlet Centre Municipal Town Centre and the Moody Centre FTDA (Map 11 – Evergreen Line Sub-Areas).

iii) Where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);

iv) Exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;	Non-residential major trip-generating uses include, for example, large format retail, and high density office towers, commercial uses (eg. daycares, grocery store, movie and performing arts theatres, restaurants, financial institutions) and institutional uses (hospitals, post-secondary schools, community/recreation centres, library, City Hall). Through OCP land use designations and associated policies, all major development is directed to the Inlet Centre Municipal Town Centre and the FTDA.
v) Encourage infill development by directing growth to established areas, where possible;	Infill development in lower density neighbourhoods is encouraged through policies related to laneway housing (Section 4.1.1, 8.8, 8.9.1, Chapter 8 – Policies 8 and 11).
e) Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	Neither the Inlet Centre Municipal Town Centre nor the FTDA contain Industrial or Mixed Employment designated lands. Conservation and Recreation designated lands within the Inlet Centre Municipal Town Centre have a corresponding Parks and Open Space land use designation or are identified as Environmentally Sensitive Areas within the OCP.
f) For Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:	The OCP includes policies to discourage the conversion of existing industrial lands for residential or other uses and to support the infrastructure and transportation services required for industrial development (Chapter 9 – Policies 1 and 7).
i) Support continued industrial uses by minimizing the impacts of urban uses on industrial activities;	
ii) Encourage safe and efficient transit, cycling and walking;	Policies to promote safe and efficient transit, cycling and walking: <ul style="list-style-type: none"> • Chapter 3, Section 3.2.7 • Chapter 5, Policy 2 • Chapter 7, Policy 42 • Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38 • Chapter 15, Section 15.5.4, Policy 6 Also addressed within the City's Master Cycling Plan. Map 4 (Road Network), Map 5 (Transit Map), Map 6 (Bike Routes) and Map 7 (Pedestrian Routes) outline the City's plans for safe and efficient transit, cycling and walking routes.
iii) Implement transit priority measures, where appropriate;	Policies that support transit are included throughout Chapters 7, 13 and 15. Additional details on specific transit priority measures will be addressed as part of the update to the City's Master Transportation Plan. Completion of the Transportation Master Plan (TMP) update is expected in 2015. Following completion of the TMP update, relevant sections of the OCP (including the RCS) will be updated as appropriate.
iv) Support district energy systems and renewable energy generation, where appropriate.	Policies that support district energy systems and renewable energy generation: <ul style="list-style-type: none"> • Chapter 3, Section 3.2.1 • Chapter 5, Policy 5, 7, 8, 9, 17 • Chapter 15, Section 15.2.3, Policy 1 and Section 15.5.5

STRATEGY 1.3 PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Role of municipalities

1.3.3 Adopt Regional Context Statements which

a) Identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Rural areas and their boundaries is shown on “Schedule A – Regional Land Use Designations”.
b) Limit development to a scale, form and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	All City land designated as RGS “Rural” is located outside the Urban Containment Boundary and as such no development requiring municipal/regional sewer service will be allowed.
c) Include policies which:	Development within the City lands designated as RGS “Rural” are subject to the provisions of the existing zoning (A-2* – Extensive Rural and Recreational Zone) which limits development to one dwelling unit per 10 acres.
i) Specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;	
ii) Support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.	There are no Agricultural lands designated in the OCP.

RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY

STRATEGY 2.1 PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Role of Municipalities

2.1.4 Adopt Regional Context Statements which

a) Include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	Higher density mixed use land use designations are applied to the Inlet Centre Municipal Town Centre and the Frequent Transit Development Area around the Moody Centre Station.
b) Support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions encourage office development, variable development cost charges, and/or other financial incentives;	Office uses are included within the Mixed Use – Inlet Centre and Moody Centre Station Transit-Oriented Development land use designations applied to the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre station. The OCP identifies the need to update the Port Moody Zoning Bylaw (Chapter 17, Section 17.3) which will include a density bonus program. A community amenity program will also be developed following the adoption of this OCP (Chapter 12, Policy 13). As part of these programs, exemptions for office and commercial space will be considered in an effort to incentivize new office and commercial development.
c) Include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	New commercial and institutional development is encouraged within areas designated as Mixed Use – Inlet Centre and Moody Centre Station TOD (ICMTC and FTDA) through the provision of higher building heights (up to 26 storeys in the ICMTC and up to 12 storeys in the FTDA). Lower density land use designations are generally located outside of the ICMTC and the FTDA and include 6 storey Mixed Use – Moody Centre and 6 storey Mixed Employment land use designations (noted on Map 11 – Evergreen Line Sub-Areas).
d) Show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies	The OCP designates Eagle Ridge Hospital as Public and Institutional supporting its continued operation as a significant institution within Port Moody. Access routes to the hospital are maintained and enhanced through the designation of surrounding arterials (Guildford Way, Ungless Way) and cycling routes (see Maps 5 and 6).

STRATEGY 2.2 PROTECT THE SUPPLY OF INDUSTRIAL LAND.

Role of Municipalities

2.2.4 Adopt Regional Context Statements which:

a) Identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Industrial areas is shown on “Schedule 1 – Regional Land Use Designations”.
b) Include policies for Industrial areas which:	
i) Support and protect industrial uses;	Policies that support and protect industrial lands are included in Chapter 9, Section 9.2.4, Policy 1.
ii) Support appropriate accessory uses, including commercial space and caretaker units;	Accessory caretaker units are permitted within industrial zones included within the Port Moody Zoning Bylaw.
iii) Exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;	Within all areas designated as RGS Industrial, non-industrial related uses are not permitted. In the case of the RGS Industrial designated lands on the Flavelle (Mill and Timber) site and the northern portion of the Andres Wines site, applications for redevelopment to other uses could be considered following detailed comprehensive development planning for these sites.
iv) Encourage better utilization and intensification of industrial areas for industrial activities;	The intensification of industrial areas is encouraged in Chapter 9, Section 9.2.4, Policy 2.
c) Identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location of Mixed Employment areas is shown on “Schedule 1 – Regional Land Use Designations”.

d) Include policies for Mixed Employment areas which:

- i) Support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;
- ii) Allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;
- iii) Support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centre and Frequent Transit Development Areas;
- iv) Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centre or Frequent Transit Development Areas;
- v) Allow low density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;
- vi) Exclude residential uses, except for an accessory caretaker unit;

City lands designated as RGS "Mixed Employment" are encompassed within the Murray Street Boulevard Evergreen Line sub-area in the OCP (Section 15.5.4). The OCP Mixed Employment land use designation applies to the development of a combination of uses including light industrial, commercial, office and residential. New development within this area is encouraged through increased potential for development up to 6 storeys. The majority of the Mixed Employment area is located within a 400 metre radius of the Moody Centre station.

e) Include policies which help reduce environmental impacts and promote energy efficiency.

Policies related to reducing the environmental impact of new development are included throughout Chapter 6 and development permit area guidelines for environmentally sensitive areas included in Appendix 2. Energy efficiency within new development is addressed throughout Chapter 5 through the identification of energy efficiency targets for industrial buildings. Additional policies to encourage businesses to operate in a sustainable manner are included in Chapter 9 (Commercial Policy 10 and Industrial Policies 3 and 4). Energy considerations are also included within the development permit area guidelines in Appendix 2 which apply to form and character of new industrial and commercial development. Energy efficiency is also a key component of the City's Checklist for Sustainable Development against which all new development proposals are assessed.

STRATEGY 2.3 PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION.

Role of Municipalities

2.3.6 Adopt Regional Context Statements which:

a) Specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

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

b) Include policies to support agricultural viability including those which:

i) Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;

ii) Discourage subdivision of agricultural land leading to farm fragmentation;

iii) Where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;

iv) Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning;

v) Demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);

vi) Encourage use of agricultural land, with an emphasis on food production;

vii) Support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

Chapter 7, Policies 21 and 22 refer to encouraging the integration of green roofs and community gardens in private developments and the development of a policy with respect to urban agriculture which encourages the use of podiums and mid-rise concrete developments for green roofs. Urban agriculture is promoted through existing City sponsored programs including seminars on patio gardening.

Two community gardens are located on City-owned land (Port Moody Public Safety Building and Inlet Park).

RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

STRATEGY 3.1 PROTECT CONSERVATION AND RECREATION LANDS.

Role of Municipalities

3.1.4 Adopt Regional Context Statements which:

a) Identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

The location of Conservation and Recreation areas is shown on "Schedule 1 – Regional Land Use Designations".

b) Include land use policies that support the protection of Conservation and Recreation areas that are generally consistent with the following:

Conservation and Recreation designated lands are given a Parks and Open Space land use designation in the Port Moody OCP. This designation encompasses lands intended for public open space providing recreational opportunities for residents and also provides protection for environmentally sensitive lands.

i) Public service infrastructure, including the supply of high quality drinking water;

Relevant policies include:

ii) Environmental conservation;

- Chapter 3 (Sections 3.2.2, 3.2.4 and 3.2.5)
- Chapter 6, Policies 2, 4 – 6, 9 – 16, 33 – 34, 37, 41, 50 – 59, 62 – 65, 70 – 72
- Chapter 7, Policies 13 – 17, 20, 26, 29, 36
- Chapter 14, Policy 20

iii) Recreation, primarily outdoor;

iv) Education, research and training facilities and uses that serve conservation and/or recreation users;

v) Commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

vi) Limited agricultural use, primarily soil-based;

c) Include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

Conservation and Recreation areas within the urban containment boundary are integrated with existing development. Development permit area guidelines and provisions within the Zoning Bylaw address buffering and required setbacks.

STRATEGY 3.2 PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Role of Municipalities

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1)

The OCP identifies environmentally sensitive areas on Map 3 and further identifies steep slopes on Map 15. Section 6.5 in Chapter 6 includes a number of policies related to the management of environmentally sensitive areas which encompass intertidal and subtidal areas and special features; wildlife habitats; unique plant association; unique landforms; forested areas; watercourse and riparian areas; and, lakes and freshwater wetlands. Policies specific to these areas can be found in Sections 6.5, 6.6, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19 and 6.20. Development Permit Area guidelines for Environmentally Sensitive Areas (DPA 4) and Hazardous Lands (includes steep slopes, DPA 5) are included in Appendix 2 and outline objectives for these areas as well as guidelines/best practices to ensure these objectives are met.

3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

The Regional Recreation Greenway Network in Port Moody is limited to small portions within the Upland Reserve area and Belcarra Regional Park. The OCP includes a number of policies, however, that address the need for an integrates walkway and bicycle route system linking all areas of the City and providing connections to adjacent communities and rapid transit stations (Chapter 7, Policies 33, 34 and 43; Chapter 13, Policies 30, 31, 34 and 37).

3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).

Measures to protect and preserve sensitive ecosystems are included in Chapter 6, Policy 9 (a) – (f) including conservation covenants, ecological gifting, and park dedication.

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

Chapter 14, Section 14.3 discusses the importance of an integrated approach to stormwater management. The Chines Integrated Stormwater Management Plan has been completed. A number of policies related to the daylighting of Dallas, Kyle and Schoolhouse Creek have been included in the OCP reflecting the importance of these watercourses within the Chines ISMP (Chapter 7, Policy 32; Chapter 15, Policy 16). Additional policies related to the need for the development of an ISMP for the north shore and support for a cooperative approach to integrated stormwater management are included in Chapter 14, Policies 18 – 22.

STRATEGY 3.3 ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY.

Role of Municipalities

3.3.4 Adopt Regional Context Statements which:

a) Identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

Port Moody has adopted an interim community GHG reduction target of 10% below 2007 levels by 2017. In 2006, the City adopted an Energy and GHG Management Corporate Action Plan which identified energy targets for new City-owned buildings and established energy efficiency targets for existing local government buildings (Chapter 5, Policy 1).

This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station.

b) Identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- Existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels, geoexchange systems, and electric vehicle charging infrastructure;
- Community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);

Chapter 5, Policy 3 states that the City will develop a Sustainable Building Policy to encourage the renovation of existing buildings and the creation of new development that meets a high standard of sustainable building performance with features including alternative transportation facilities, passive building systems, energy efficiency technology, on-site renewable energy technology and district energy systems.

Policies that support district energy systems and renewable energy generation:

- Chapter 3, Section 3.2.1
- Chapter 5, Policy 5, 7, 8, 9, 17
- Chapter 9, Industrial Policies, Policy 11 (c)
- Chapter 15, Section 15.2.3, Policy 1 and Section 15.5.5

Policies that promote neighbourhood design and facility provision that encourages transit, cycling and walking include:

- Chapter 3, Section 3.2.7
- Chapter 5, Policies 7 – 12
- Chapter 7, Policy 42
- Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38
- Chapter 15, Section 15.5.4, Policy 6

c) Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;

Chapter 14 of the OCP discusses different components of community infrastructure. Policy 3 states that the City will identify necessary improvements to water, sewer, drainage and transportation infrastructure, as well as parks and recreation facilities, required as a result of future development in Moody Centre and update the City's Development Cost Charges to fund these improvements.

d) Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

Chapter 14, Section 14.3 discusses the importance of an integrated approach to stormwater management. The Chines Integrated Stormwater Management Plan is nearing completion. A number of policies related to the daylighting of Dallas, Kyle and Schoolhouse Creek have been included in the OCP reflecting the importance of these watercourses within the Chines ISMP (Chapter 7, Policy 32; Chapter 15, Policy 16). Additional policies related to the need for the development of an ISMP for the north shore and support for a cooperative approach to integrated stormwater management are included in Chapter 14, Policies 18 – 22. Policies and programs related to water conservation are included in Chapter 5, Policies 7 and 16 as well as Chapter 14, Policies 15 – 17.

STRATEGY 3.4 ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS.

Role of Municipalities

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).

Climate change and natural hazards risk is managed through the location and design of new development. Climate change is discussed in Chapter 5 which includes policies to develop and implement strategies to increase municipal resiliency to climate change (Policies 1d, 6 – 8 and 20). Maps 14 and 15 identify known hazardous lands in Port Moody. Development Permit Area 5: deals specifically with the protection development within areas identified as hazardous as outlined in Chapter 16, Section 16.5 and Appendix 2. Additional policies related to hazardous lands are included in Chapter 6, Policies, 66 – 69 which address areas subject to seismic events, flooding, debris flow hazards and steep slopes.

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

Chapter 14, Policy 2 states that the City will consider the impacts of climate change on infrastructure planning and identify ways to adapt local systems to ensure safety and quality of life, as well as reduce long term costs. Chapter 14, Policy 4 states that the City will explore opportunities for incorporating green infrastructure alternatives where feasible.

RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES

STRATEGY 4.1 PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Role of Municipalities

4.1.7 Adopt Regional Context Statements which:

a) Include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand set out in Appendix A Table A.4, which:	The land use plan included in this OCP identifies capacity for an additional 17,000 dwelling units which fully accommodates the 2041 housing demand estimate.
i) Ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;	Chapter 3, Section 3.2.3 includes a community goal to promote and maintain a wide range of housing forms and tenures to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles. A similar policy is also included in Chapter 8, Policy 1. Infill development within existing single family areas is promoted by encouraging laneway housing (Chapter 4, Section 4.1.1; Chapter 8, Section 8.8; Policy 10; Chapter 15, Policies 15.1.2, 15.2.15, 15.4.11).
ii) Increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;	
iii) In collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;	Specific measures to increase the supply of affordable rental housing are included in Chapter 8, Policies 10 – 12. These include consideration of density bonus provisions for affordable housing, inclusionary zoning, pre-zoning lands, and reduced parking standards. Policy 16, Chapter 8 specifically encourages the location of low income, affordable and seniors' housing units near transit stations and transit corridors to support transit-dependent individuals.
iv) Encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamline and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.	

Role of Municipalities:

4.1.8 Prepare and implement Housing Action Plans which:

a) Assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;	The City's 2009 Affordable Housing Strategy (AHS) meets the goals and intent of the Housing Action Plans.
b) Identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;	The AHS and the OCP include a number of measures to address the maintenance of existing affordable housing units and the continued development of new affordable housing that are consistent with the RGS. These are included in the OCP, Chapter 8, Policies 10, 11, 12, 15 and 16. The housing demand estimates by tenure and household income in Table A.4 of the RGS will be addressed as part of a future update to the AHS.
c) Identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	
d) Encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	
e) Identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	
f) Cooperate with and facilitate the activities of Metro Vancouver Housing Corporation under Action 4.1.5.	

STRATEGY 4.2 DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES.

Role of Municipalities

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:

- | | |
|--|---|
| <p>a) Support compact, mixed use, transit, cycling and walking oriented communities;</p> | <p>This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. Policies that promote transit, cycling and walking are included in Chapter 3, Section 3.2.7; Chapter 5, Policies 7 – 12; Chapter 7, Policy 42; Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38; and, Chapter 15, Section 15.5.4, Policy 6.</p> |
| <p>b) Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;</p> | <p>Community, arts, cultural, recreation, and institutional facilities and affordable housing are all permitted within the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station.</p> |
| <p>c) Provide public spaces and other place-making amenities for increased social interaction and community engagement;</p> | <p>Policies related to the provision of public spaces to increase social interaction are included in Chapter 15 Neighbourhood Plan Areas as they relate to new development within the Inlet Centre and Moody Centre neighbourhoods (Sections 15.3, 15.4 and 15.5 and Development Permit Area 2 and 3 guidelines in Appendix 2).</p> |
| <p>d) Support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;</p> | <p>The provision of recreation facilities, parks and trails is supported through the community goal outlined in Chapter 3, Section 3.2.5 which states that the City will provide adequate parks, open space and community facilities to meet the health, educational, recreation, and cultural needs of the community. Related policies can be found in Chapter 7 Parks and Recreation Facilities.</p> <p>Policies to promote safe and inviting pedestrian and cycling environments include:</p> <ul style="list-style-type: none"> • Chapter 3, Section 3.2.7 • Chapter 5, Policy 11 • Chapter 7, Policy 42 • Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38 • Chapter 15, Section 15.5.4, Policy 6 |
| <p>e) Support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands, and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;</p> | <p>Chapter 7, Policies 21 and 22 refer to encouraging the integration of green roofs and community gardens in private developments and the development of a policy with respect to urban agriculture which encourages the use of podiums and mid-rise concrete developments for green roofs. Urban agriculture is promoted through existing City sponsored programs including seminars on patio gardening.</p> |
| <p>f) Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;</p> | <p>The OCP enables such assessments (see Community Well Being, Sustainable Resource Use and Climate Change Response, Parks, Open Spaces and Recreation, The Natural Environment, Community Infrastructure and Neighbourhood Plan Areas) for example, by:</p> <ul style="list-style-type: none"> • Outlining a plan based on pedestrian, cycling and transit networks in an urban setting • Providing and planning for safe infrastructure (roads, sewer, trails, transit, buildings) • Continued support for adequate policing, emergency and fire fighting services • Consulting with Metro Vancouver to improve air quality • Finalizing and developing strategies to implement a community energy and emissions plan • Working with provincial agencies to encourage the development of local health services. |

g) Support universally accessible community design;	<p>Policies in the OCP related to improving community accessibility are included in:</p> <ul style="list-style-type: none"> • Chapter 3, Sections 3.1 and 3.2.3; • Chapter 7, Policy 6; • Chapter 8, Section 8.7; • Chapter 13, Policies 1, 3, 14 and 16; • Chapter 15, Policies 15.4.1 and 15.5.4.6, and Section 15.5.6; • Throughout Development Permit Area guidelines in Appendix 2.
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h) Where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	The OCP does not identify any Local Centres.
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i) Recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	The OCP does not identify any Special Employment Areas. Eagle Ridge Hospital is located within the Inlet Centre Municipal Town Centre.
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RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

STRATEGY 5.1 COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING.

Role of Municipalities:

Adopt Regional Context Statements which:

a) Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	<p>This OCP concentrates increased residential and commercial densities with the Inlet Centre Municipal Town Centre and the FTDA around the Moody Centre transit station. Policies that promote transit, cycling and walking are included in Chapter 3, Section 3.2.7; Chapter 5, Policies 7 – 12; Chapter 7, Policy 42; Chapter 13, Section 13.7.2, Policies 1, 5, 17, 22, 29 – 38; and, Chapter 15, Section 15.5.4, Policy 6.</p>
b) Identify policies and actions that support the development and implementation of municipal and regional transportation systems and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	<p>The OCP identifies such policies and actions in Chapter 13, for example, by:</p> <ul style="list-style-type: none"> • Reducing parking requirements for developments in close proximity to transit nodes to encourage reduced vehicle usage; • Exploring alternative to parking including a cash-in-lieu program to support local pedestrian and cycling related improvements and potential centralized parking facilities • Initiatives to promote alternative transportation options among staff including preferential parking for carpooling and the use of city-owned vehicles, transit or bicycles for civic related activities
c) Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	<p>The OCP identifies such policies and actions in Chapter 13, for example, by requiring that new residential development consider the provision of transit opportunities by ensuring direct pedestrian and cyclist access to transit stops, improving the network of cycling and pedestrian routes and promoting ride sharing programs.</p>

STRATEGY 5.2 COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES.

Role of Municipalities

5.2.3 Adopt Regional Context Statements which:

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| a) Identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings; | The location of Goods Movement Routes is shown on “Schedule 3 – Goods Movement Routes”. Map 4: Road Network also identifies the Major Road Network (MRN) and municipal arterial roads which contribute to the movement of goods and service vehicles in Port Moody. |
| b) Identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities; | Chapter 13 in the OCP includes a number of policies that support efficient, movement of goods, services and people including: <ul style="list-style-type: none">• Working with TransLink to provide additional transit services to Port Moody’s neighbourhoods including shuttle buses in coordination with the expansion of the City’s cycling and pedestrian network;• Updates to the City’s transportation plans for a range of transportation modes including movement of vehicles, regional transit systems, local transit (e.g. improved transit to the north shore), pedestrians, bicycles (both recreational and commuter) and goods movements.• Completion of the City’s Transportation Master Plan (TMP) update is expected in 2015. Following completion of the TMP, relevant sections of the OCP (including the RCS) will be updated as appropriate.• Working with regional agencies and neighbouring municipalities to upgrade the intersection of Barnet Highway and Ioco Road including the upgrade of the existing CP Rail overpass. |
| c) Support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management; | Policies and actions related to transportation system management strategies, including transit priority measures and intelligent transportation systems can be found in the current Master Transportation Plan. Parking management strategies and workplace TDM programs are included in Chapter 13 of the OCP (Policies 19 and 24). |
| d) Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities. | The OCP includes policy to continue to support the infrastructure and transportation services required for industrial development including rail rights-of-way (Chapter 9, Section 9.2.4, Policy 7). |

2040 RGS AND PORT MOODY OCP AND RCS IMPLEMENTATION (SEE RGS SECTION F IMPLEMENTATION)

RGS SECTION F IMPLEMENTATION POLICIES

Providing for Appropriate Municipal Flexibility

6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

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| a) The municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare; | The OCP hereby permits such amendments. |
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b) Notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:

- From Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or
- From Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved transit station on TransLink’s Frequent Transit Network, provided that:
 - The re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and
 - The aggregate area of all proximate sites that re-designated does not exceed three hectares;

The OCP hereby permits such amendments.

c) The aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.

The OCP hereby permits such amendments.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust boundaries of the municipality’s Urban Centres and Frequent Transit Development Areas, provided that such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

The OCP hereby permits such amendments.

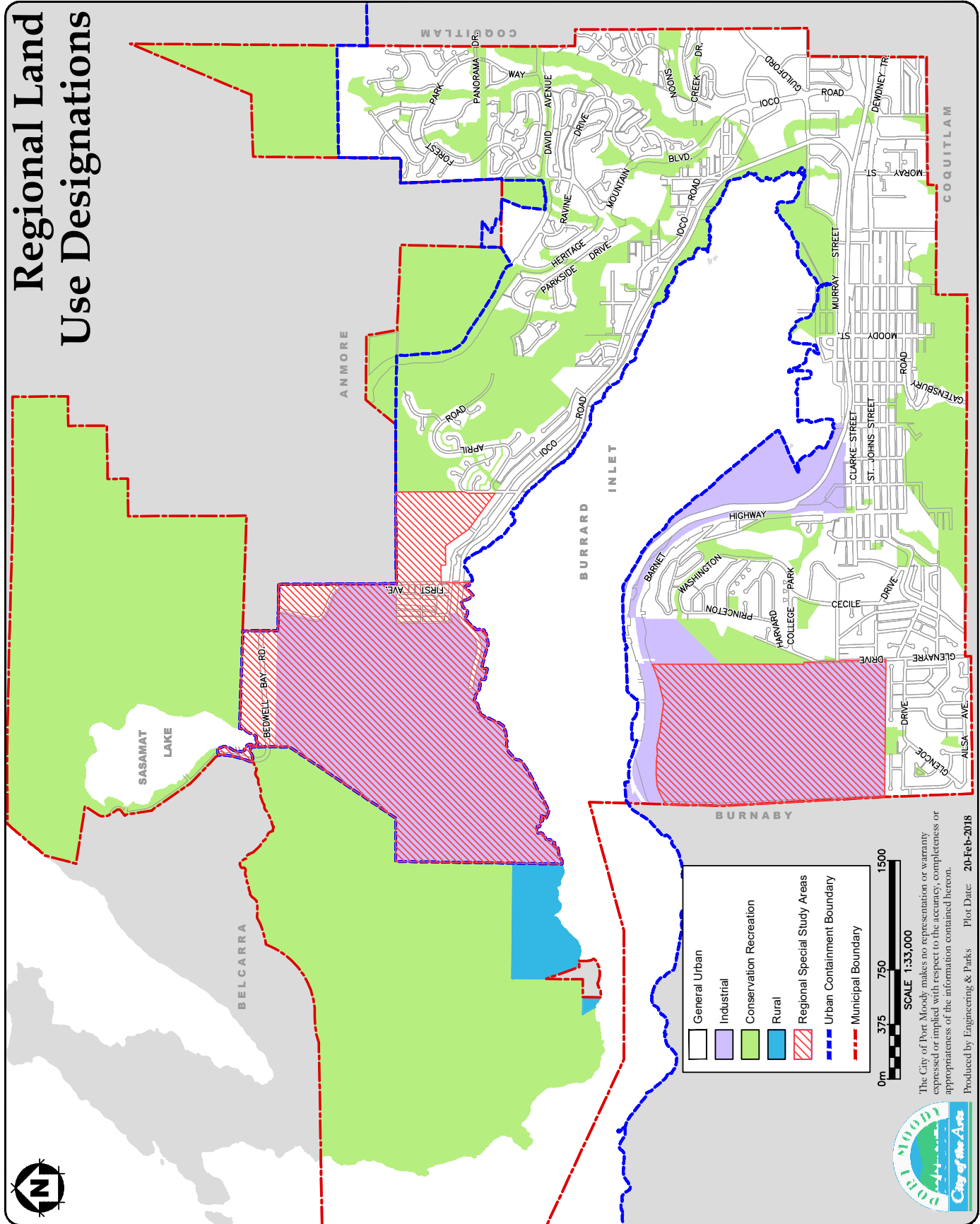
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 ad 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

The City will implement RGS policy 6.29.

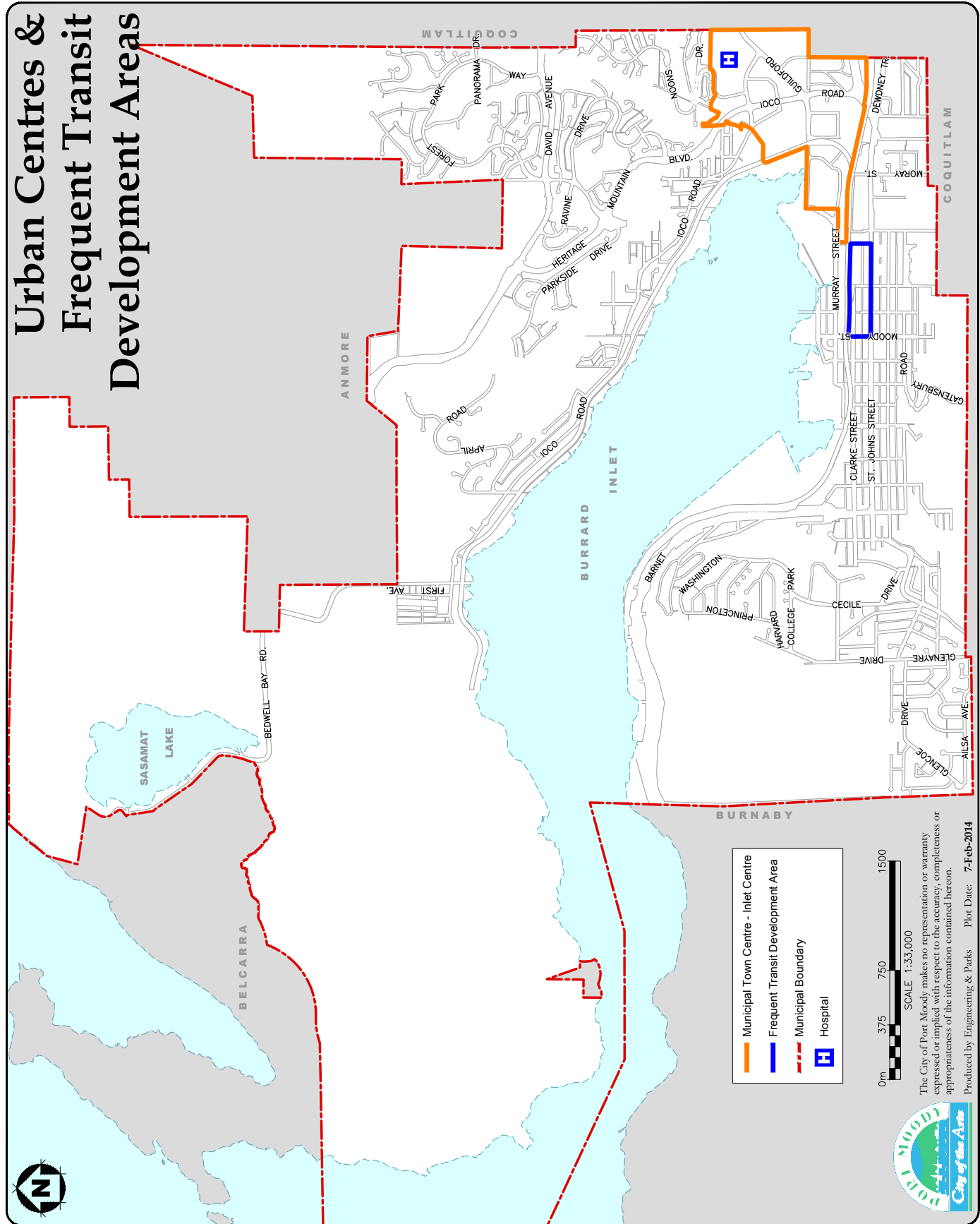
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality’s Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality’s Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

The OCP hereby permits such amendments.

SCHEDULE 1: REGIONAL LAND USE DESIGNATIONS



SCHEDULE 2: URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS



SCHEDULE 3: GOODS MOVEMENT ROUTES

