

TO: CITY MANAGER
FROM: ACTING DIRECTOR PLANNING & BUILDING OUR FILE: 01.226.1
SUBJECT: CITY OF PORT MOODY OFFICIAL COMMUNITY PLAN
PURPOSE: To provide comment on the City of Port Moody Official Community Plan

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to the City Clerk, City of Port Moody, P.O. Box 36, Port Moody, B.C. V3H 3E1.

REPORT

1.0 BACKGROUND

Appearing on the Council agenda is a letter from the City of Port Moody requesting comment on its Official Community Plan (OCP). This referral is made under section 947 2(b) of the Municipal Act which requires that an OCP be referred to adjoining Municipalities for comment. This report responds to the referral.

2.0 DISCUSSION

2.1 Context

Port Moody has undertaken a comprehensive process to update and revise its original OCP adopted in 1984. The OCP sets broad policy directions for the next ten years and beyond. The OCP has advanced specific policies not only to address Port Moody's needs but also to help address some of the issues facing the Region.

The OCP foresees the population of Port Moody growing from 17,700 in 1991 to a projected low of 25,000 by 2006 and a high of 30,000 by 2002. To meet the needs of this population, the OCP sets directions for housing; commercial development; industrial development; parks open space and the environment; traffic and transportation; community facilities; heritage conservation; and neighbourhood development. The major goals associated with these subject areas are outlined in Appendix 1.

2.2 Relationship to Burnaby

Burnaby shares a common waterfront on Burrard Inlet with Port Moody as well as being its immediate neighbour to the east. In reviewing the Port Moody OCP, the areas that could potentially have an impact on Burnaby are the overall land use strategy; traffic and transportation plans and environmental policies. A more detailed discussion on these areas follow:

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Overall Land Use Strategy

The overall land use plan is shown on the attached Figure 5-1. Two aspects of the plan of particular note are the designation of the Petro Canada site immediately adjacent to the Burnaby border to mixed use (excluding heavy industry) and the designation of the New Town Centre at the head of the Inlet.

With respect to the Petro Canada lands the OCP recognizes the continued use of the existing facilities. However, for those lands currently not used for processing and storage purposes, they are designated for residential, golf course and light industrial uses provided such uses are compatible with adjacent land use and all environmental concerns have been satisfactorily addressed.

This designation is considered compatible with the Burnaby's designation of the adjacent Burnaby Mountain lands as a Conservation area. In the longer term, the Port Moody designation could reduce the need for increased tanker use of the Inlet as related to this property. Such a reduction would also be consistent with Burnaby Council's objective of establishing a sustainable level of hazardous goods movement in the Burrard Inlet basin.

The New Town Centre site is located at the head of the Inlet. Within the Town Centre there will be a mix of uses including residential, retail, office, civic, institutional and recreational. Proposals for the Town Centre include a new City Hall, library and community theatre complex. The retail and office uses is proposed to serve the Port Moody area and is not of a Regional Town Centre scale.

It should be noted that this Port Moody OCP specifically excludes the Ioco area which was brought into the City as part of the 1988 boundary extension. This area includes the Imperial Oil properties and the Burrard Thermal Plant. As part of the boundary extension process, an agreement was reached whereby the existing plan for the area would not be amended or repealed by the City prior to 1998 unless an Advisory Planning Committee of Ioco residents recommends changes to the Plan to Council. In the OCP, the City has undertaken to prepare a plan for the area in anticipation of the 1998 date to determine the most appropriate future uses for the area.

Traffic and Transportation

Port Moody like Burnaby, because of their regional location is significantly affected by vehicular traffic. Alternatives to the automobile at both the local and regional level are advanced in the Port Moody OCP. The Rapid Transit Options proposed are shown in the attached Figure 10-2. Provision has been made for a possible commuter route along the CPR tracks, as well as a possible ALRT corridor that could connect the Lougheed Mall area to Coquitlam Centre through Port Moody. These alternatives would not be inconsistent with the Lougheed LRT Corridor option favoured by the City of Burnaby.

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The designation of the Barnet Highway through Port Moody as a controlled access highway is consistent with its designation through Burnaby.

Environment

Burnaby's OCP recognizes Burrard Inlet as an environmentally sensitive area. One of the policies in the Port Moody OCP is "to ensure that the scenic and environmental qualities of Burrard Inlet and the lands immediately adjacent to it are protected for public use and enjoyment". Through complementing policies like these, by all jurisdictions who share the Burrard Inlet waterfront, the protection of this valuable resource will be ensured.

3.0 CONCLUSION

Port Moody's proposed OCP is comprehensive in setting policy directions at the local and city level. This report deals only with those proposals that could potentially have an impact or influence on Burnaby. It is our view that the adoption of Bylaw No. 2136, "City of Port Moody Official Community Plan Bylaw 1992" would not conflict with any of the policies and plans as contained within the OCP for the City of Burnaby. It is recommended that a copy of this report be forwarded to the City of Port Moody.



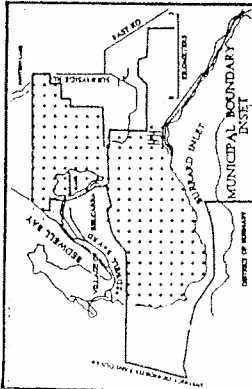
D.G. Stenson, Acting Director
PLANNING & BUILDING

BLS/db
Attachment

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THE MAJOR GOALS - PORT MOODY OCP









- to maintain an independent social and physical character which differentiates Port Moody from other communities;
- to permit quality developments which not only respect their neighbourhood, but which are functional, architecturally appropriate, aesthetically graceful and environmentally sound;
- to create neighbourhoods which provide the necessary and appropriate amenities, as well as social and cultural facilities to encourage a sense of community and identity;
- to ensure the provision of a wide range of housing suitable for a diverse population;
- to ensure that the scenic and environmental qualities of Burrard Inlet and the lands immediately adjacent to it are protected for public use and enjoyment;
- to foster a treed and forested character in all parts of the community;
- to protect and preserve the important and sensitive environmental features of the City;
- to enlarge the City's economic base through encouraging light industry, and retail, service and office job creation;
- to preserve the City's historical buildings and to protect neighbourhoods with a heritage character;
- to strengthen the traditional St. John's Street shopping and business area;
- to develop the City's town centre at the head of the inlet as the focal point of the community, with higher density development providing residential, commercial, civic, institutional and recreational opportunities;
- to reduce the negative impacts of regional through-traffic within the older residential and established business areas of Port Moody;
- to enhance opportunities for public access to and enjoyment of the waterfront;
- to encourage greater use of public transit, and increased pedestrian and bicycle travel, so as to reduce the use of the automobile and the congestion and pollution which accompanies it;
- to provide an appropriate level of public facilities and open spaces to meet the recreation needs of City residents; and
- to maintain a sound tax base so that the necessary services and facilities are provided for current and future residents, without causing high levels of City taxation.



Legend

**FIGURE 5-1:
OVERALL LAND USE
STRATEGY PLAN**

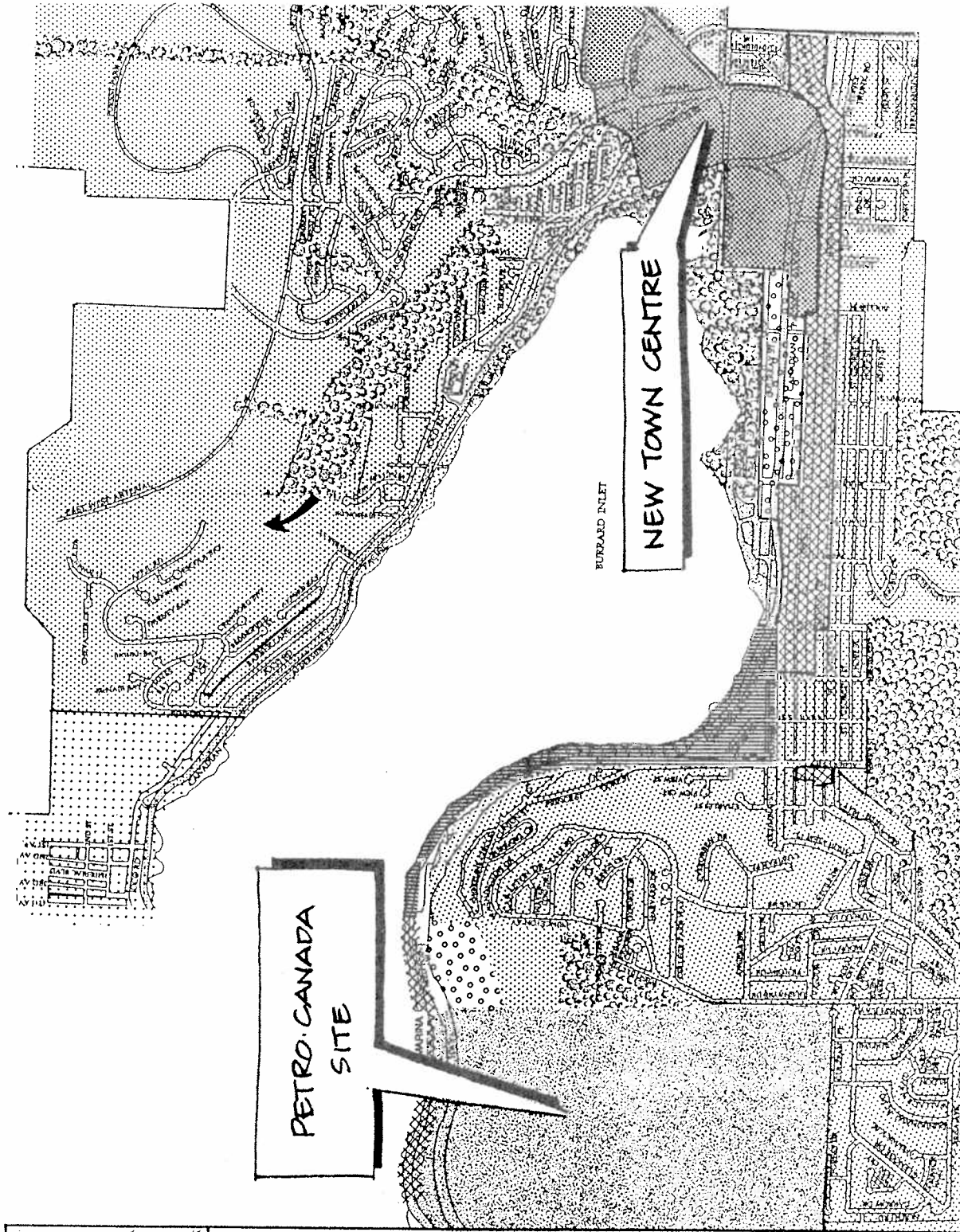
PRIMARY USES:

-  IOCO SETTLEMENT PLAN AREA
-  LOW-MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY MIXED RESIDENTIAL, COMMERCIAL & INSTITUTIONAL
-  COMMERCIAL
-  MAJOR PUBLIC OPEN SPACE
-  MIXED USE, EXCLUDING HEAVY INDUSTRY
-  LIGHT INDUSTRY
-  HEAVY INDUSTRY



City of Port Moody

**Official
Community
Plan**



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LEGEND

- PROVINCIAL HIGHWAY: CONTROLLED ACCESS
- PROVINCIAL HIGHWAY: ARTERIAL
- PROVINCIAL HIGHWAY: SECONDARY
- MUNICIPAL ARTERIAL
- POSSIBLE ALRT CORRIDOR
- POSSIBLE ALRT STATION
- POSSIBLE COMMUTER RAIL CORRIDOR
- POSSIBLE COMMUTER RAIL STATION

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**FIGURE 10-2:
RAPID TRANSIT OPTIONS**

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