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
	Adopt Regional Context Statements that:		
Policy 2.1.10	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**
	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.
Policy 4.1.8	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
Policy 4.2.7	d)	identify policies and actions that contribute to the following outcomes:	
	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
	Adopt Regional Context Statements that:		
Policy 5.1.14	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.

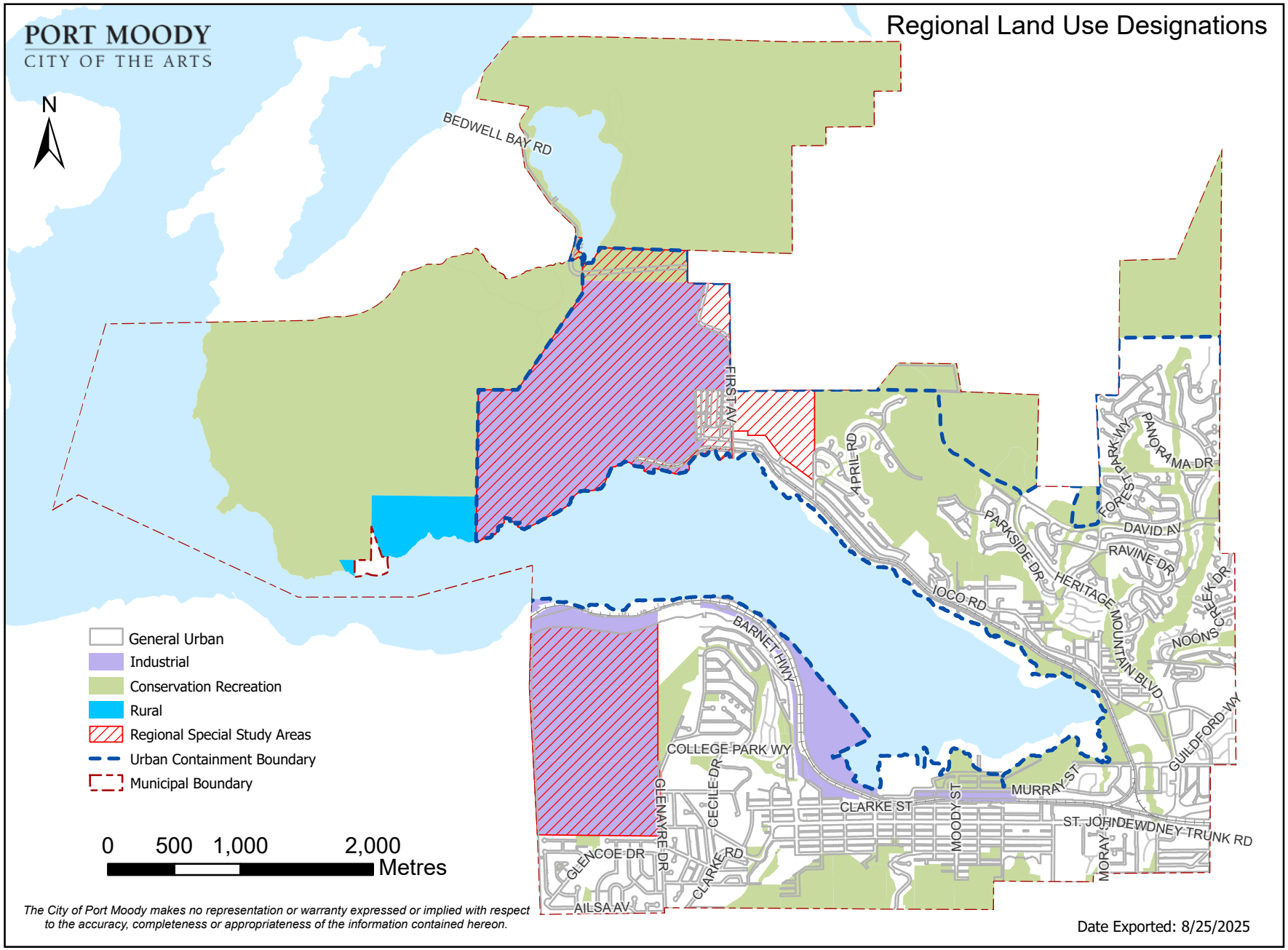
	Section	Policy	Applicable OCP Policies
Policy 5.2.6	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Refer to the following relevant policies: Chapter 9: Economic 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

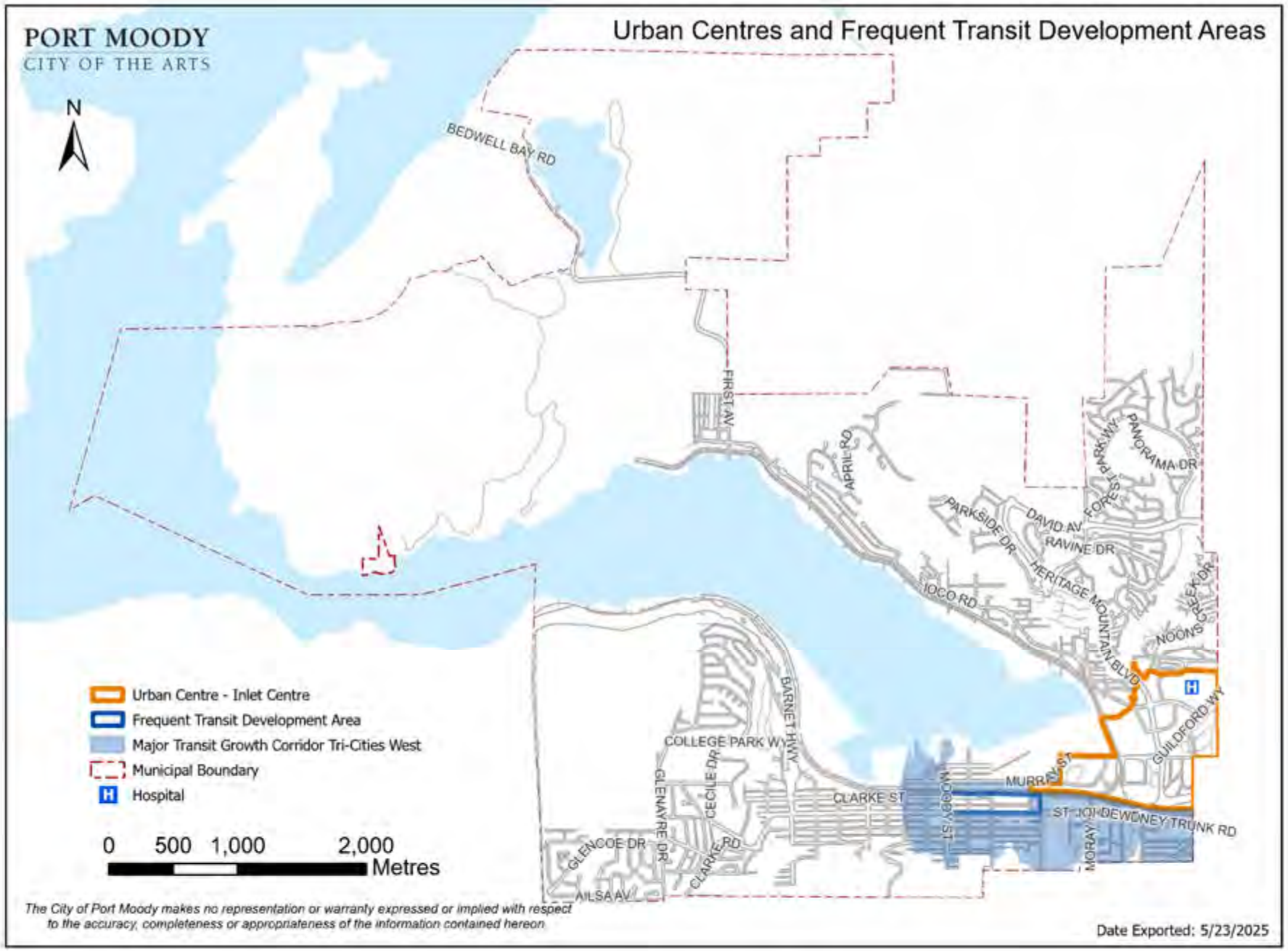
Regional Growth Strategy Implementation Framework Policies.

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

