



Port Moody Waterfront Boulevard

Investment or Losses in the Public Realm: Murray Street Evolution

The Port Moody Waterfront
Community Interest Group

A Citizens Committee Providing Review & Input for the Official Community Plan- Waterfront Area Land Use.



URGENT

Decision time & impacts:

Current Pressures & Assumptions:

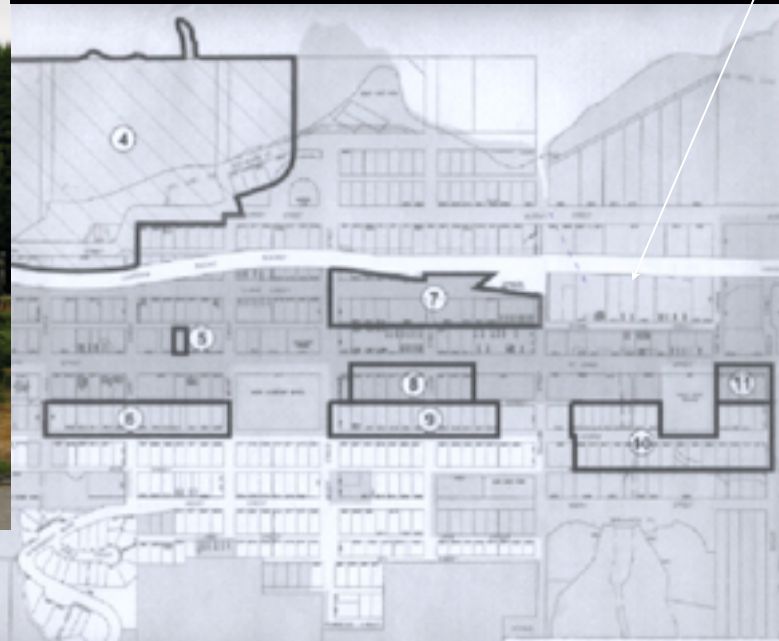
- OCP: ignoring the waterfront opportunities.
- Translink: even with Evergreen: still moving cars first (Murray Street as highway)
- Oil age planning: energy consumptive single land uses entrenched.
- Inability to adapt: frozen concepts in use does not stop change in industry.

Another approach & vision:

- OCP: expand the concept of the core or downtown & make the waterfront the centre piece, not an afterthought.
- Translink: add rail but do not create more arterial divisions of the community.
- Post oil planning: mixed uses & relocation of industry are inescapable, & the sooner, the better.
- Adaptability for coming global changes is essential for community health & safety.



The whole core needs revisiting...



OCP Current Amendment Areas: Adding Murray Park Frontage to Esplanade



An Ignored Prime Community Location.



- Official Community Plan designations should not attempt to fine tune to the degree zoning bylaws do.
- Broad designations of developing urban cores need expansive approaches, big picture options and give the opportunity to explore, not restrict the improvement of the community heart.
- The division of the heart of the community by rail, traffic & unworkable land use designations has to be corrected, in plan and in execution.
- Murray Street cannot be ignored: it is a vital stage setting for what Port Moody believes itself to be: the waterfront, park, rail and commerce finally realized as a viable place, a celebrated space.





Current Trend Lines.

- Treating Murray Street as a traffic collector first and considering the park and business and lifestyle options as secondary is an abuse of the existing local community and a loss to the greater community.
- The investment in the great waterfront park is put at risk with moving traffic up to first priority in planning.
- Maintaining a dying land use pattern is of no service to anyone.
- There is another way.



Having your cake and.....



- The existing land uses can be maintained while layering in additional commerce, new live work and residential uses, community functions and arts with industrial flavour. Architects and building codes can deal with potential conflicts:
- The old world mix of uses and celebration of the street is key to making Murray more than a street.
- The pedestrian environment on both sides of Murray must be enhanced and celebrated.





Move **traffic** yes, BUT....



- Traffic calming next to the park and business use is vital; Port Moody does not need another problem arterial with conflicts like St. Johns street already has. Another division of the core?
- Four lanes are not needed; make existing streets work, but in any case, use traffic calming, wide sidewalk, multiple crosswalks and street tree planting to remind the drivers this is not a freeway.
- On-street parking is a critical need; the occupants of the street need it more than outsiders need right of fast passage.





Removing the rail line as a barrier:

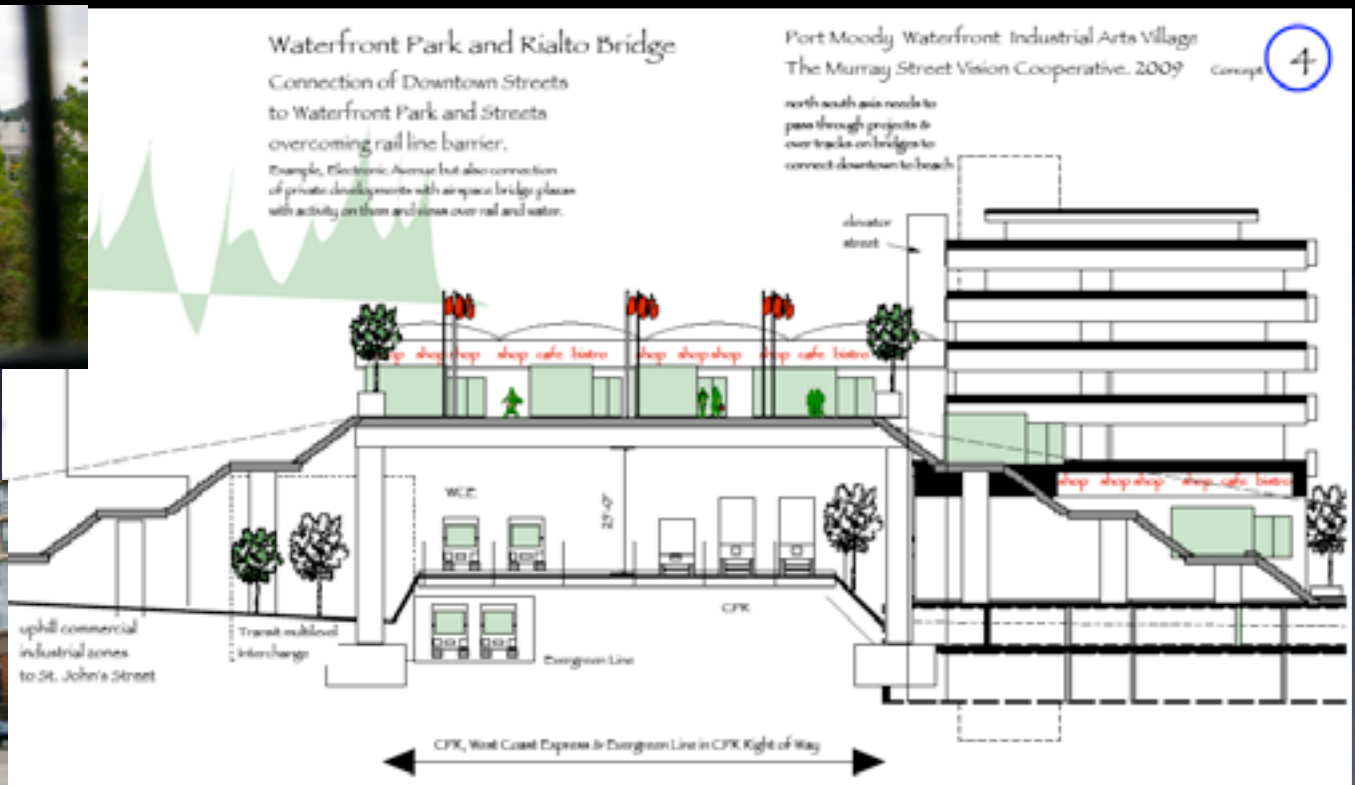
- While the rail line could be buried, it can be overcome as a barrier to full integration of the waterfront park to the rest of the core:
- Not just minor pedestrian connections but major full block coverage of the track should be encouraged and given incentive to marry St. Johns and the uphill to the beach.
- Higher density and mixed use is part of the package which makes the core to waterfront connection work.
- CP and others can use central transit station development more expansive and hurry up the community connections of north south streets and promenades.



Vision: Rialto Bridges over Rail.



build over top... ◀ ▶



New Rail as connector....

- part of post oil age planning now upon us, is the recognition that local rail in the form of waterfront line trolley can bring projected pedestrian traffic from the north shore into the waterfront village proposed shopping area of Murray Street. (See park/street sections.)
- Gondola connections on the hills, starting with link from LRT station to Como Lake will help make the needed transportation transition and allow for new opportunities in housing and lifestyle.



Port Moody Trolley...
Belcarra to South Shore..



Port Moody Gondolas..
Como Lake to Murray Boulevard..

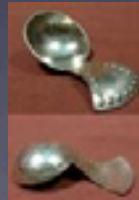
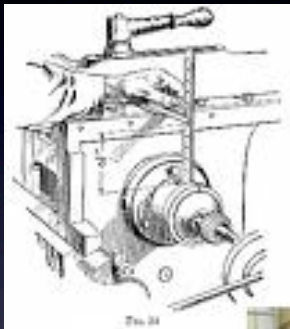


Vision: Port Moody Transition Town Realities.

- Moving more cars is antithetical to the transit improvement; post oil community planning has to provide for rapid and radical changes to the pattern of community.



The Vision: Waterfront Park & Arts/Industry/Commercial village.





Land Use Vision: OCP



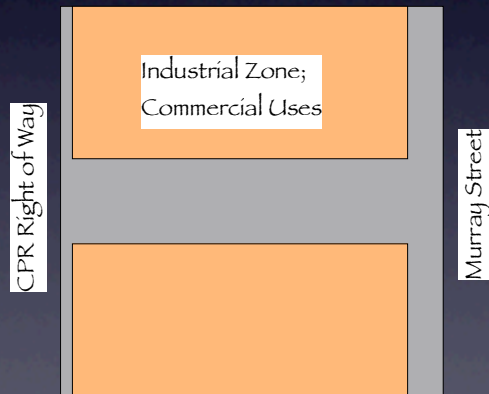
- Provide for continuation of existing light commercial and light industry, BUT ALSO add in:
- Increase of density to 3.0, buildings of non-combustible construction to 6.6 floors,
- A layering in a new mix of uses: commercial, live-work, arts lofts, residential, industrial arts, technical and educational uses.
- This is an old world formula which is what would have evolved on a vital waterfront like Port Moody in a non-car age which is fast approaching
- It is time to adapt to the future we cannot escape.



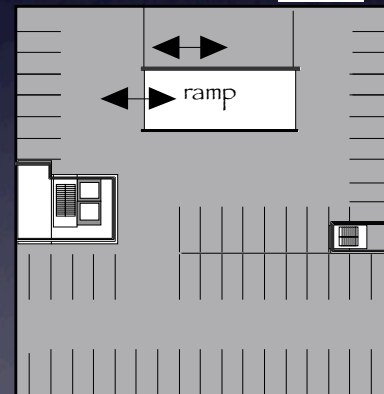
Schematic Sections

Waterfront Village

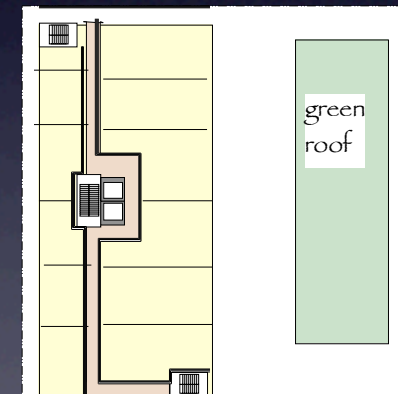
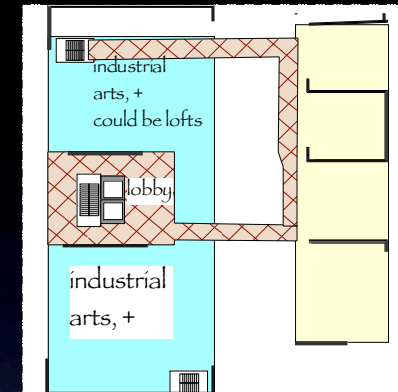
Existing Subject Lot A
 164' frontage
 depth 161' = 26404' sf
 Buildings: 2 each of 141 x 64'



Current Use: Poor



New uses added to existing...

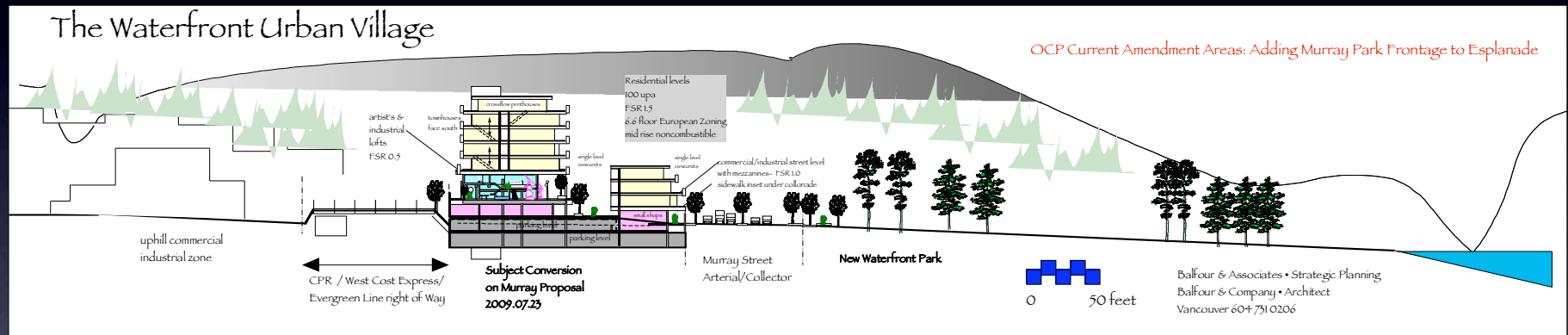


Upper Levels of 6.6 floor south section overlooking shopping and courtyard
 12 + 24 + 2 = 36 units Levels 3, 4, 5, 6 & 7

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Bellair + Associates + Strategic Planning

Modest scale, adding jobs via urban village uses & density.



Highway core, rail and airspace bridges, mixed uses, Murray Boulevard Promenade, trolley, park, beach.....

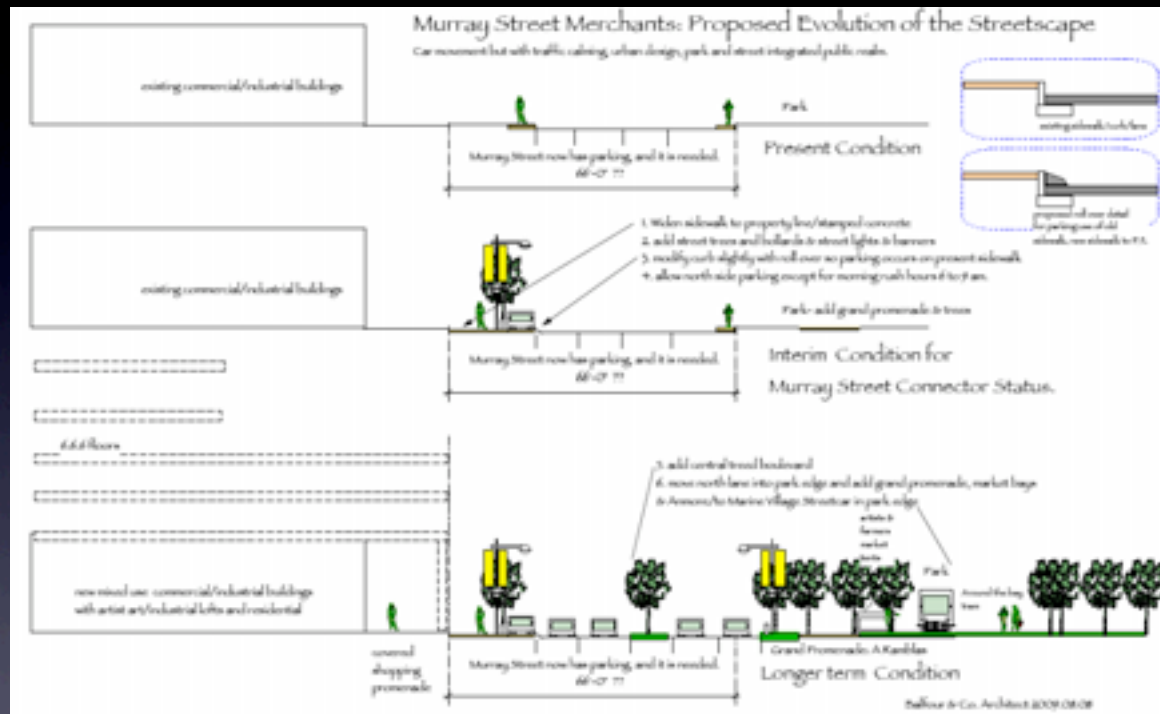
Schematics: Murray Boulevard



Celebrate
the public
realm.



Boulevard, Yes



Waterfront Freeway? NO.



Boulevard, Yes



- The Ramblas in Barcelona: The Ramblas of Port Moody?

Kids, and old folks, Artists, food and parties in the park.



Waterfront Freeway? NO



Vancouver said NO
to such things a
generation ago...



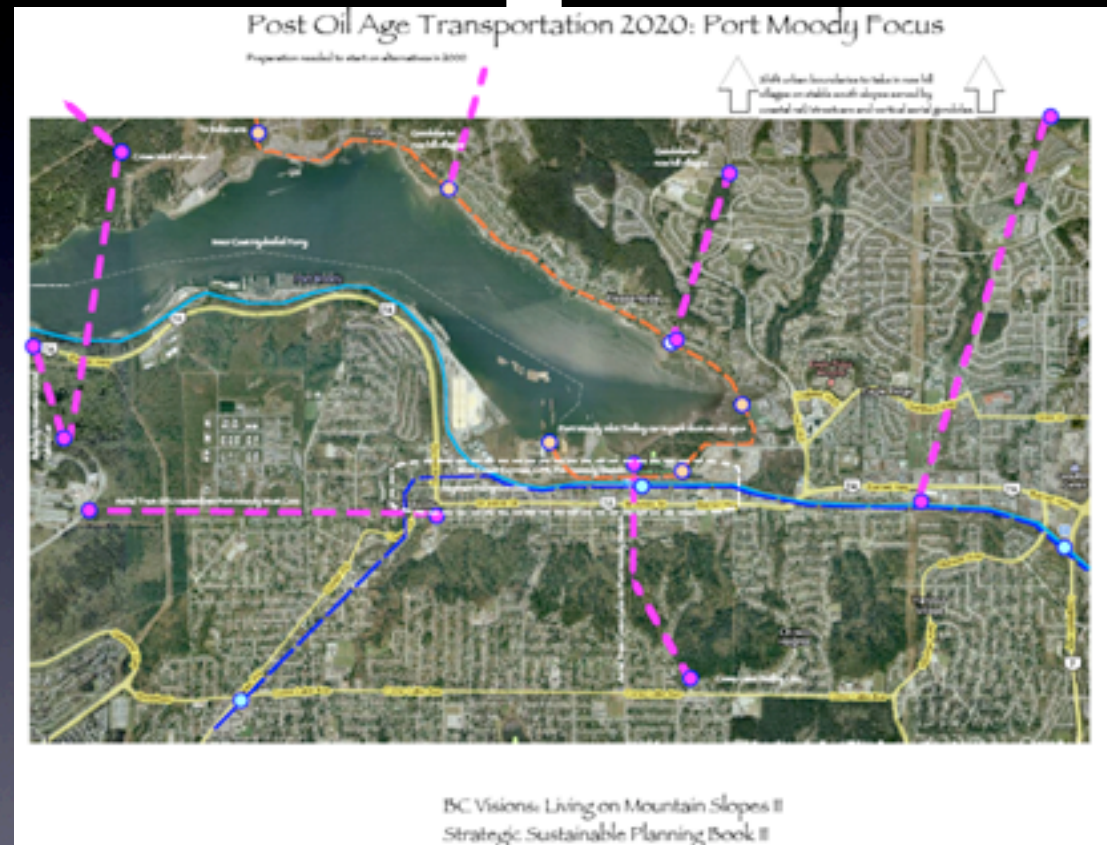
Parks & Arterials: not a good mix....



Translinks
vision for
Murray
Street?



Vision: Port Moody: Post Oil Transition



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Rail
Trolley
Gondola
Ferry

Bellair + Associates + Strategic Planning

Urban Design of Murray Boulevard OCP Review 2009



The Port Moody
Waterfront Community
Interest Group



Port Moody OCP

Evolution of Murray as Downtown Waterfront Street
Integration of Industrial, Arts, Commerce and Lifestyles



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Current Sidewalk



Existing &
future uses
need street
parking &
for calming.

6m sidewalk, parking verge.



Existing sidewalk becomes parking verge, new sidewalk is added: 6m. Curb adds roll-over lip.

Lights, bollards, action.



New uses
layer into
existing,
existing stay
in new
developments.

Trees, street furniture.



Change may
take time,
but allow
for it &
compliment
the park.

The Evolution of Murray Street & the Port Moody Station.

Densification

Mixed use includes existing industrial commercial....



This
augments
the park
use across
the street...

this is the
crossroads
of the core
& the park

Evolution of Murray as Downtown Waterfront Street
Integration of Industrial, Arts, Commerce and Lifestyles

Port Moody OCP

Murray Street Evolution: Car View

The New Mixed Use is Implied: the Street is NOT a freeway.

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Existing Looking East



Parking unto sidewalk...



Boulevard.....



But not before a new sidewalk!



And trees, many crosswalks...



The new mixed use & arts colony is layered into existing commerce & industry.

Murray Boulevard & Waterfront

- Ours to save and celebrate. Or lose it?