

Considered at the April 20, 2021 Council meeting

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City of Port Moody Report/Recommendation to Council

Date: March 15, 2021
Submitted by: Community Development Department – Development Planning Division
Subject: Multi-Family – Rezoning – 148-154 James Road (Laidler)

Purpose

To present for Council consideration a proposed rezoning to facilitate a 111-unit apartment building.

Recommended Resolution(s)

THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 53, 2021, No. 3308 (148 and 154 James Road) (CD84) be read a first time as recommended in the report dated March 15, 2021 from the Community Development Department – Development Planning Division regarding Multi-Family – Rezoning – 148-154 James Road (Laidler).

AND THAT Bylaw No. 3308 be read a second time;

AND THAT Bylaw No. 3308 be referred to a Public Hearing.

Executive Summary

Bill Laidler, on behalf of Dulex Sitka House Development Ltd., has submitted a rezoning application for two properties located at 148-154 James Road. The application proposes a six-storey apartment building containing 111 residential units including 57 micro dwelling, 49 one-bedroom, and five two-bedroom units. While no rental units are being offered with this proposal, the smaller sized units are intended to provide for affordable home ownership. The development does propose to apply a rent-to-own program for 15% of the units, and to construct 10% of the units as fully accessible per the BC Building Code. The development would include four separate indoor amenity rooms, and a rooftop patio space as common areas.

The City does not have guidelines pertaining to micro-dwelling units, but the application has positive merits as described in the report. Therefore, staff are recommending first and second readings of the proposed bylaw and a public hearing to receive input.

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Background

This application was originally submitted to the City on August 9, 2019, but has been modified substantially by the applicant in February 2020.

Council provided early input on the current proposal at the March 17, 2020 Committee of the Whole meeting, which proposed 114 units with 109 units being micro dwellings or one-bedroom units. Key discussions between staff and applicant over the past year focussed on Council's input and the provision of micro dwelling units, unit density, a substantial parking variance, and the location of the proposal. An Application Fact Sheet is included as **Attachment 1** and a draft rezoning Bylaw No. 3308 is included as **Attachment 2**.

Key Changes by Applicant

The applicant has made several changes to the application based on the input provided by Council, staff, the Community Planning Advisory Committee (CPAC), and the public, including the following:

- Reduced number of units by three (from 114 to 111);
- Increase of parking spaces from 70 (59 residential, 11 visitor) to 84 (73 residential, 11 visitor);
- Addition of 57 long-term e-bike charging facilities;
- Addition of 11 mobility scooter parking spaces;
- Addition of a 300m² (3,234ft²) common rooftop amenity space;
- Addition of six private rooftop decks ranging from approximately 39m² (416ft²) to 61m² (652ft²) for five sixth-floor units;
- Increase in indoor amenity space from 197m² (2,116ft²) to 242m² 2,606ft²;
- Addition of a pet washing station;
- Addition of bike maintenance facility;
- Modification of the housing component; the previously proposed affordable home ownership program included 11 affordable rental units reserved for persons earning less than \$51,000 per year, 11 strata units reserved for persons earning less than \$51,000 per year, and 11 market rental units. This program has been replaced with 15% of the units (17 total units) to be available for a "rent-to-own" program. Qualified applicants will be registered for a draw and the remaining units would be sold at market values;
- Modification of a public art piece of a seal to be replaced with cash-in-lieu to the City's Public Art Reserve Fund per the Public Art policy;
- Modification of a dedicated car share for the building to one car share vehicle provided on the City right-of-way for the public; and
- Removal of the donation of one residential unit to a non-profit group.

Micro Dwelling Design

The City of Port Moody has minimal examples of micro dwelling units and therefore, there are no established minimum unit sizes or design guidelines for this concept. However, the City of Vancouver has published Micro Dwellings Policies and Guidelines (**Attachment 3**), which applies to self-contained units smaller than 30m² (320ft²). While this document is intended for rental units, the applicant is proposing a strata building with market ownership that follows this concept. That said, these policies and guidelines ensure that the suites provide a livable

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environment regardless of housing tenure. Although the majority of the 59 units identified as micro dwellings in this proposal are larger than Vancouver's definition for micro dwellings, it is a useful reference document as the design guidelines are still relevant for the project.

The City of Vancouver's Micro Dwellings Policies and Guidelines has been taken into consideration by the applicant and adjustments to the units have been made to address the relevant design guidelines including the following:

- Guideline: Units located in buildings that include a variety of unit sizes and located in close proximity to open green space, commercial, and community and recreational facilities.
 - How applied: the proposal is close to open green space and outdoor recreation, but limited in commercial and community facilities.
- Guideline: Opportunities for higher ceilings to mitigate areas of the unit that have limited access to daylight.
 - How applied: units are designed with a 9ft ceiling height versus a standard 8ft ceiling height.
- Guideline: Consideration of open residential balconies or sun decks.
 - How applied: a rooftop amenity space is being proposed, and 106 of 111 units include a private balcony.
- Guideline: a minimum of two operable vents placed as far apart as possible, to facilitate good airflow.
 - How applied: ventilation for each unit will be designed to meet the BC Building Code.
- Guideline: a minimum dimension of the main living/sleeping space of 3m (9.8ft).
 - How applied: unit layouts have been revised to address this guideline.
- Guideline: consideration of storage space, with preference for in-suite open and closed shelving units and loft areas, in addition to consideration of accessible and secure storage lockers located outside the unit.
 - How applied: inclusion of closet shelving units and increased closet space will be considered, and vertical steel mesh bike lockers will be offered as an option for those that require storage lockers.

Discussion

Property Description

The development site is located at the south end of James Road and east of Moody Middle School, as shown on the Location Plan (**Attachment 4**). The total development site is approximately 1,670m² (0.41ac) in size and gently slopes upwards from the north to the south with a 3.5m (11.5ft) change in elevation. The subject lots are currently occupied, each with a single family dwelling.

Neighbourhood Context

Surrounding development mainly consists of the following:

- North: Single Detached Residential (RS1) lot. The site is developed with a single family home but designated for multi-family residential uses;

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- East: Low Density Townhouse Residential (RM3) lot. The site is developed with a 52-unit townhouse complex owned by Metro Vancouver Housing (Moray Place). The townhouses are two storeys in height and provide non-market rental housing;
- South: Low Density Townhouse Residential (RM3) lot. The site is developed with a 50-unit three-storey townhouse strata development (Tall Tree Estates); and
- West: Moody Middle School zoned Civic Service (P1).

The subject site is approximately a 370m walk to access eastbound bus service on St. Johns Street and 480m for westbound service. The site is also located in between SkyTrain Stations, approximately 900m from Inlet Centre Station and 935m to Moody Centre Station walking distance. This equates to a 12- and 13-minute walk to each station, respectively.

Land Use Policy

Official Community Plan (OCP):

The OCP designates the subject lands as Multi-Family Residential, which permits residential development ranging from three to six storeys in height.

The site is located within Development Permit Area 1: Neighbourhood Residential, which regulates the form and character of multi-family residential developments. The site is also located within Development Permit Area 5: Hazardous Conditions due to the existence of the potential for soil liquefaction.

Zoning:

The subject lots are presently zoned Single Detached Residential (RS1).

The OCP and Zoning designation maps are included as **Attachment 5** and **Attachment 6**.

Proposal

The applicant is proposing to rezone the subject site from RS1 to a Comprehensive Development (CD) Zone (**Attachment 2**). The development is described by the applicant as creating affordable ownership through a multi-generation housing community which features mostly micro dwellings in the form of smaller studio and one-bedroom units. The small unit sizes are intended to make them more affordable.

The development proposal consists of a six-storey residential building containing 111 units over a two-level underground parkade. The building features 11 fully accessible units, a large rooftop amenity space (approximately 3,200ft²), common indoor amenity spaces on four of the six floors, and private outdoor amenity spaces for 106 of 111 units. In addition, there is ample bicycle parking, dedicated mobility scooter parking, and dedicated spaces for bike maintenance and pet washing.

Project and landscape plans are included as **Attachment 7** and **Attachment 8**.

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Unit Mix

The unit mix ranges from micro dwelling units to two-bedroom units with the following breakdown:

| Unit Type | Unit Count | Percentage of Overall Units | Size Range | Average Unit Size |
|------------------------|------------|-----------------------------|---|---|
| Micro Dwellings | 57 | 51% | 28m ² - 36m ² (300ft ² - 392ft ²) | 33m ² (351ft ²) |
| One-Bedroom | 49 | 44% | 36m ² - 60m ² (391ft ² - 651ft ²) | 45m ² (487ft ²) |
| Two-Bedroom | 5 | 4.5% | 60m ² - 89m ² (644ft ² - 935ft ²) | 73m ² (791ft ²) |

Accessible Units

The development proposal provides 48 adaptable units plus 11 accessible units with accessible features such as wider hallways and bathrooms for wheelchairs, a walk-in bathtub, and lower set kitchen counter. The 59 units (53%) that are either adaptable or accessible exceeds the Zoning Bylaw requirement of 50% of single-storey units to be adaptable.

Rent-to-own Units

The application is exempt from the Interim Affordable Housing Guidelines Policy as it was submitted prior to the policy's approval. However, based on previous approvals, it was communicated to the applicant that an affordable housing component is expected where additional density is being sought. In this case, the applicant is proposing 17 units (15% of the total) as rent-to-own, similar to other development projects within Port Moody. The total amount paid in rent will be allocated towards the down payment for a total of two years. Of the 17 units selected for this program, 12 micro dwelling units and five one-bedroom units will be available.

Amenity Spaces

As many of the units are small in size, the developer is proposing dedicated private outdoor amenity space for 95.5% of the units in the development. Six sixth-floor units also have access to large private rooftop patios.

The development also provides common indoor and outdoor amenity spaces. This includes indoor common amenity rooms on levels two to five with a variety of programming such as a gym, library/computer workstations/gaming station, and a meeting room/flex space. The indoor amenity space totals 242m² (2,606ft²), averages approximately 61m² (653ft²) for each room, and includes a small outdoor balcony space. To complete the outdoor amenity space, a large rooftop patio is proposed, 300m² (3,234ft²) in size. The combined amount of indoor and outdoor amenity space is 5m² (54ft²) per dwelling unit, which goes beyond the RM8 Zone requirement of 3.0m² (32ft²) per dwelling unit.

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Zoning Compliance

The proposal has a floor area ratio (FAR), of 3.08. Due to the higher FAR, a CD Zone being sought is based on the conventional Six-Storey Apartment Residential (RM8) Zone, which permits a maximum FAR of 2.4. In addition to the increase in density when compared to the RM8 Zone, the proposed CD Zone also reduces the parking requirements by approximately 37%. Based on the plans that were submitted, all other aspects of the CD Zone are aligned with the RM8 Zone. A summary of the CD Zone regulations that require a variance when compared to the RM8 Zone is seen below:

| Zoning Comparison | | |
|-------------------|---|---|
| | Proposed CD Zone | RM8 Zone |
| Density (FAR) | 3.08 | 2.4 |
| Parking | 84 parking spaces (73 residential, 11 visitor) | 135 parking spaces (113 residential, 22 visitor) |

While the project would provide a total of 84 parking spaces for 111 residential units, the project plans show four accessible residential parking spaces for the building, which includes 11 accessible residential units. The four accessible parking spaces meet the Zoning Bylaw based on the number of parking spaces that are required under the bylaw. Although there are 11 accessible units, the shortfall of accessible parking spaces is being supplemented by providing 11 dedicated mobility scooter parking spaces.

Parking Variance

The project proposes a parking reduction of approximately 38%. The reduction in parking is supported by a Parking Study from Watt Consulting Group (**Attachment 9**). The development proposes an 84-stall underground parkade, which requires a reduction of 51 stalls from the required 135 based upon the bylaw requirement. The reduced parking rate was calculated using proposed parking rates for “micro dwellings,” which are not currently included in the Zoning Bylaw, as well as the provision of Transportation Demand Management (TDM) measures. While the Zoning Bylaw requires one parking space per one-bedroom or studio unit, the parking study recommends a parking rate of 0.45 spaces per micro dwelling. Measures to support the micro dwelling parking rate and TDM measures for a general parking reduction are listed below.

Measures to Support Micro Dwelling Parking Rate of 0.45 Per Unit

- i. Extend multi-use pathway to St. Johns Street along the west side of James Road.
- ii. Provide an additional 31% long-term bicycle parking.
- iii. Provide 57 long-term electric bicycle (e-bike) charging stations.
- iv. Provide nine shared e-bikes.
- v. Provide 11 mobility scooter parking stalls.

TDM Measures to Support Parking Reduction

- i. Provide a bicycle maintenance facility.
- ii. Provide a “Transportation Welcome Package.”
- iii. Provide one on-street car share stall.

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Parking Reduction Calculation

The table below shows the bylaw requirements and the subsequent reductions in parking due to the reduced micro dwelling parking rate and TDM measures. Note that the micro dwellings and the rent-to-own units have been separated for the purpose of the calculation. Based on the review of the parking study, as well as the consideration for accessibility to amenities and transit, staff support the proposed parking reduction.

| Parking Requirements and Reduction Calculations | | | | | | | |
|---|-------|--------------------|------------|------------------------------|-----------|--|-----------|
| Unit Type | Units | Bylaw Requirements | | Micro Dwelling Rates Applied | | TDM Measures Applied | |
| | | Per unit | Total | Per unit | Total | TDM | Total |
| 1-Bedroom | 44 | 1 | 44 | 1 | 44 | <ul style="list-style-type: none"> • Bike Maintenance Facility • Transportation Welcome Package • One (1) Car Share Stall – On Street | 40 |
| 1-Bdrm Rent-to-own | 5 | 1 | 5 | 1 | 5 | | 5 |
| 2-Bedroom | 5 | 1.5 | 7 | 1.5 | 7 | | 6 |
| Micro Dwelling | 45 | 1 | 45 | 0.45 | 20 | | 18 |
| Micro Rent-to-own | 12 | 1 | 12 | 0.45 | 5 | | 5 |
| Visitor | 111 | 0.2 | 22 | 0.1 | 11 | | 10 |
| Total | | | 135 | | 92 | -9% | 84 |

Frontage and Off-Site Improvements

In addition to meeting the servicing standards outlined in the City of Port Moody Subdivision and Development Servicing Bylaw (SDSB) 2010, No. 2831, the applicant is required and has agreed to address the following requirements:

- Installation of a full traffic signal at the St. Johns Street and James Road intersection. The applicant will be responsible for \$85,000 of the construction cost with the balance recoverable by future development through a registered Latecomers Agreement.
- Registration of a 2.5m statutory right-of-way (SRW) along the James Road frontage for the provision of public access, municipal and private services including BC Hydro, telecommunications and gas, as necessary. Building setbacks will be applied from the SRW and not the existing property line.
- Construction of a multi-use path along the west side of James Road (as indicated under the Parking Variance section of this report).

Sustainability Report Card

The completed Sustainability Report Card for the development proposal is included as **Attachment 10** and the following table summarizes the scoring at this point in the process.

| Sustainability Pillar / Application | Cultural | Economic | Environmental | Social | Overall Total |
|-------------------------------------|----------------------|---------------------|-----------------------|-----------------------|---------------|
| 148-154 James Road | 36% (4 out of 11) | 71% (5 out of 7) | 47% (25 out of 53) | 57% (25 out of 35) | 51% |

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Other Option(s)

If Council determines that substantial changes are needed before the project proceeds to the next steps, staff recommend in that case to give the bylaw first reading only and refer the project back to staff and applicant to consider specific changes.

Financial Implications

Community Amenity Contributions (CACs)

The CAC amount will be established at the development permit stage once the final residential floor area is confirmed and prior to the adoption of the rezoning bylaw. Based on the proposed residential floor area of 5,123m² (55,147ft²) at \$6.00/ft², the contribution would be approximately of \$318,882 after a credit of \$12,000 for the existing parent parcels. Of that total, approximately \$106,294 would be directed to the Affordable Housing Reserve Fund and the remaining \$212,588 would go towards general community amenities.

Density Bonus

The Zoning Bylaw makes provision for bonus density where a FAR greater than 2.5 is being proposed. In this case, the bylaw stipulates that a financial contribution for community amenities equivalent to 75% of the land value of the additional density above a FAR of 2.5 is required. For the purpose of the density bonus calculation, floor areas for commercial and below-market housing are excluded. In this case, a payment of 75% of the land value of an additional 0.58 FAR would be required. The exact amount will be determined for payment prior to adoption of the zoning amendment bylaw.

Public Art Contributions

The applicant has committed to providing a contribution to the Public Art Reserve Fund, which will be based on 0.5% of the cost of construction in accordance with the Public Art Policy. Based on a construction cost estimate of approximately \$11,000,000 by the applicant, the contribution would be \$55,000.

Communications and Civic Engagement Initiatives

Community Planning Advisory Committee (CPAC)

The latest design and proposal was reviewed by CPAC on May 11, 2020 and the committee provided a number of comments for consideration including some concerns around the size of the units, and the location of the development. Full meeting minutes are included as **Attachment 11**.

Community Information Meeting

The applicant held an online Community Information Meeting on March 11, 2021, with approximately 50 people who attended the session. The majority of comments were complimentary of the project. In addition to the virtual meeting, submissions for feedback were received over a ten-day period through an online feedback form. The applicant reported that there were 269 responses to the online feedback form with positive comments specifically on the micro dwellings, accessible units, and rent-to-own program.

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Public Notification

A notification sign informing the public of the rezoning application has been placed on the subject site in accordance with the City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918.

Should the rezoning application be given first and second readings, the public will have an opportunity to comment at the Public Hearing, which will occur following a mail-out notification to adjacent residents, an advertisement placed in the local newspaper, and a decal of the public hearing time and date placed on the notification sign.

Council Strategic Plan Objectives

The proposal is consistent with the goals of Council's 2019-2022 Strategic Plan related to a Healthy City by planning for a variety of housing types to meet community needs.

Attachment(s)

1. Application Fact Sheet.
2. Zoning Amendment Bylaw No. 3308 (CD84).
3. City of Vancouver Micro Dwelling Policies and Guidelines.
4. Location Map.
5. OCP Map.
6. Zoning Map.
7. Project Plans.
8. Landscape Plans.
9. Parking Study from Watt Consulting Group.
10. Sustainability Report Card.
11. CPAC Meeting Minutes – May 11, 2020.

Report Author

Wesley Woo, MCIP, RPP
Development Planner

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Report Approval Details

| | |
|----------------------|--|
| Document Title: | Multi-Family - Rezoning - 148-154 James Road (Laidler).docx |
| Attachments: | <ul style="list-style-type: none">- Attachment 1 - Application Fact Sheet.pdf- Attachment 2 - Zoning Amendment Bylaw No. 3308.pdf- Attachment 3 - City of Vancouver Micro Dwelling Policies and Guidelines.PDF- Attachment 4 - Location Map.pdf- Attachment 5 - OCP Land Use Designation Map.pdf- Attachment 6 - Zoning Map.pdf- Attachment 7 - Project Plans.pdf- Attachment 8 - Landscape Plans.pdf- Attachment 9 - Parking Study.PDF- Attachment 10 - Sustainability Report Card.pdf- Attachment 11 - CPAC Meeting Minutes - May 11, 2020.pdf |
| Final Approval Date: | Apr 12, 2021 |

This report and all of its attachments were approved and signed as outlined below:

André Boel, City Planner - Apr 7, 2021 - 3:29 PM

Kate Zanon, General Manager of Community Development - Apr 8, 2021 - 8:37 AM

Dorothy Shermer, Corporate Officer - Apr 8, 2021 - 12:15 PM

Rosemary Lodge, Manager of Communications and Engagement - Apr 8, 2021 - 3:27 PM

Paul Rockwood, General Manager of Finance and Technology - Apr 8, 2021 - 3:33 PM

Tim Savoie, City Manager - Apr 12, 2021 - 10:22 AM

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Application Fact Sheet

| | |
|---------------------------|---|
| Applicant: | Bill Laidler |
| Application Type: | Rezoning |
| Project Description: | A multi-family apartment building containing 111 units consisting of 57 micro dwelling units, 49 one-bedroom units, and five 2-bedroom units. |
| Development Permit Area: | Development Permit Area 1: Neighbourhood Residential Development Permit Area 5: Hazardous Lands |
| Application Number: | 6700-20-195 |
| Addresses: | 148 and 154 James Road |
| Existing Zoning: | Single Family Low Density (RS1) Zone |
| Proposed Zoning: | Comprehensive Development (CD84) Zone |
| Existing OCP Designation: | Multi-Family Residential |
| Proposed OCP Designation: | No change |
| Surrounding Development: | North: Single Detached Residential (RS1) lot. The site is developed with a single family home but designated for multi-family residential uses; East: Low Density Townhouse Residential (RM3) lot. The site is developed with a 52-unit townhouse complex owned by Metro Vancouver Housing (Moray Place). The townhouses are two storeys in height and provide non-market rental housing; South: Low Density Townhouse Residential (RM3) lot. The site is developed with a 50-unit tree-storey townhouse strata development (Tall Tree Estates); and West: Moody Middle School zoned Civic Service (P1). |

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Development Statistics:

| | RM8 Zone | Proposed Development |
|--|---|--|
| Number of residential units | N/A | 111 |
| Lot Coverage | 60% maximum | 55% |
| Height | Six Storeys not exceeding 21.5m | Six Storeys not exceeding 21.5m |
| Density | 2.4 FAR max | 3.08 FAR |
| Front Lot Line Setback Side Lot Line Setback Rear Lot Line Setback | 3.0m minimum 3.0m minimum 4.5m minimum | 5.5m 3.0m 4.5m |
| Parking Spaces | 135 (113 residential and 22 visitor) | 84 (73 residential and 11 visitor) |
| Bicycle Parking | 166 minimum | 171 long-term bicycle parking spaces, including 57 electric bike charging parking spaces |
| Common Amenity Space | 333m ² minimum indoor/outdoor combined | 242m ² indoor 320m ² outdoor 562m ² total |

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City of Port Moody

Bylaw No. 3308

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the development of a six-storey residential apartment building at 148 and 154 James Road.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 53, 2021, No. 3308 (148 and 154 James Road) (CD84)”.

2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following lands from Single Detached Residential (RS1) to Comprehensive Development Zone 84 (CD84):

Lot 57 District Lot 190 Group 1 New Westminster District Plan 32978
PID: 000-852-996; and

Lot 58 District Lot 190 Group 1 New Westminster District Plan 32978
PID: 006-760-104.

as shown on the location map in Schedule A of this Bylaw.

- 2.2 City of Port Moody Zoning Bylaw, 2018, No. 2937 is further amended by adding the following section CD84 to Schedule D:

“CD84. Comprehensive Development Zone (CD84)

CD84.1 Intent

The intent of this zone is to facilitate the development of a six-storey residential apartment building containing a maximum of 111 units, including 11 fully accessible units.

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CD84.2 Permitted Uses

The following uses are permitted in the CD84 Zone:

- a) Principal Use
 - (1) Apartment.
- b) Secondary Use
 - (1) Home Occupation – Type A; and
 - (2) Community Care.

CD84.3 Floor Area Ratio (FAR)

The maximum permitted Floor Area Ratio in the CD84 Zone shall not exceed 3.08.

CD84.4 Lot Coverage

The maximum permitted Lot Coverage is 55%.

CD84.5 Building Height

Buildings in the CD84 Zone shall not exceed six storeys and 21.5m, whichever is less.

CD84.6 Setbacks

Minimum setbacks in the CD84 Zone shall be in accordance with the following:

- Front Lot Line: 5.5m
- Side Lot Line: 3.0m
- Rear Lot Line: 4.5m.

CD84.7 Parking

A total of 84 Parking Spaces in the CD84 Zone shall be provided with the following allocations:

- (a) 40 residential spaces for one-bedroom units;
- (b) 5 residential spaces for one-bedroom rent-to-own units;
- (c) 6 residential spaces for two-bedroom and greater units;
- (d) 18 residential spaces for micro dwelling or studios units;
- (e) 5 residential spaces for micro dwelling or studios rent-to-own units; and
- (f) 10 visitor spaces.

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CD84.8 Bicycle Parking

A total of 171 long-term bicycle parking spaces in the CD84 Zone shall be provided, including 57 long-term electric bike charging parking spaces.

A total of 20 short-term bicycle parking spaces in the CD84 Zone shall be provided.

CD84.9 Landscaping

Refer to section 5.2.10 of this Bylaw for landscaping requirements.

CD84.10 Common Amenity Space

Indoor and outdoor Common Amenity Space in the CD84 Zone shall be in accordance with the following:

- (a) The minimum amount of indoor Common Amenity Space shall be 242m²; and
- (b) The minimum amount of outdoor Common Amenity Space shall be 320m², which includes a rooftop amenity space of, at minimum, 300m².

CD84.11 Adaptable Units

A minimum of 48 units shall be adaptable units and constructed to comply with the standards specified in the *British Columbia Building Code*.

A minimum of 11 units shall be fully accessible units and constructed to comply with the standards specified in the *British Columbia Building Code*.

3. Attachments and Schedules

3.1 The following schedules are attached to and form part of this Bylaw:

- Schedule A – Location Map.

4. Severability

4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

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Read a first time this ___ day of _____, 2021.

Read a second time this ___ day of _____, 2021.

Read a third time this ___ day of _____, 2021.

Adopted this ___ day of _____, 2021.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3308 of the City of Port Moody.

D. Shermer
Corporate Officer

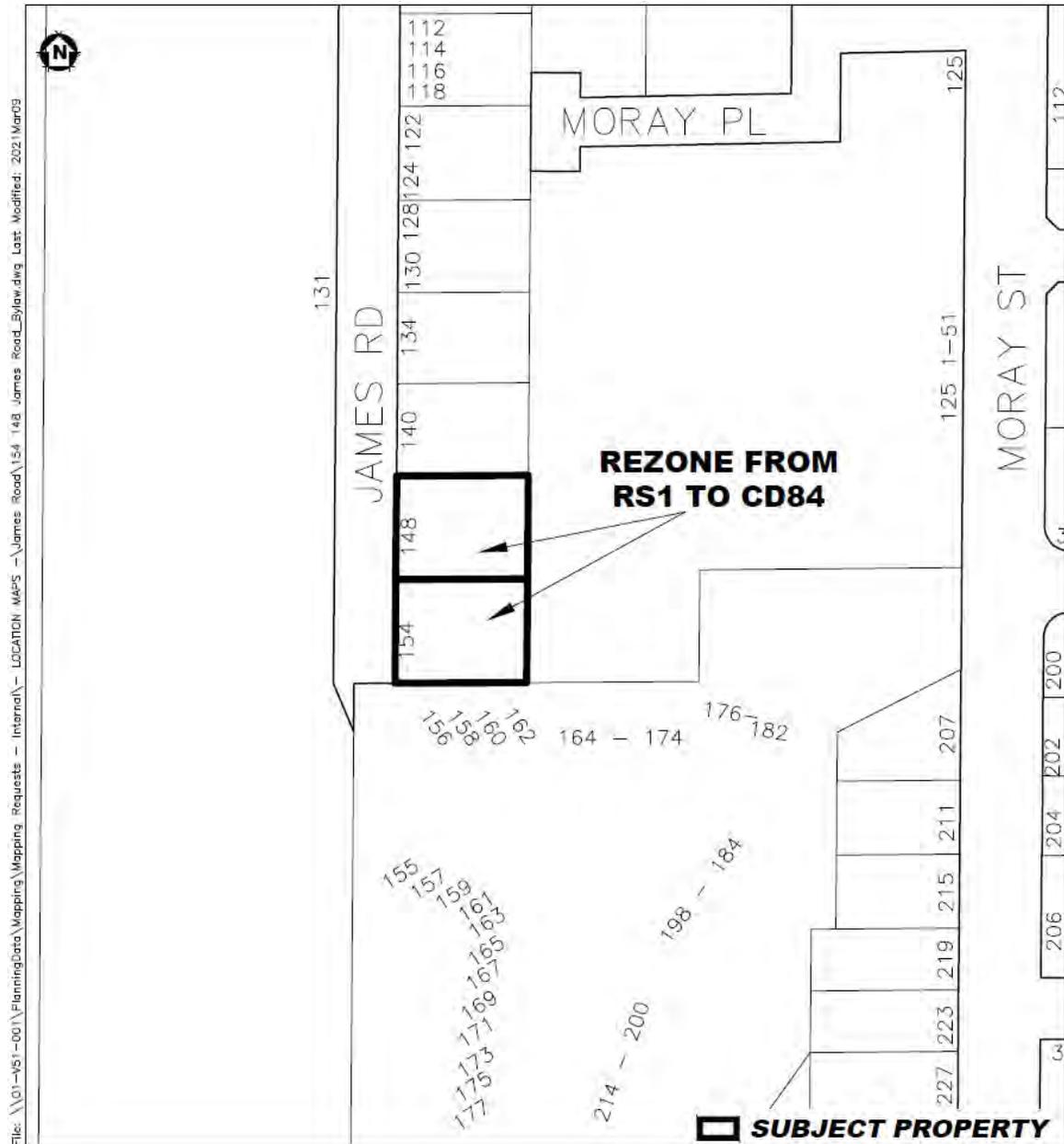
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Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 53, 2021, No. 3308 (148 and 152 James Road) (CD84).

Corporate Officer





City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100
website: vancouver.ca | email: planning@vancouver.ca | app: VanConnect

MICRO DWELLING POLICIES AND GUIDELINES

*Adopted by City Council on March 15, 2014
Amended October 31, 2017*

1 Intent

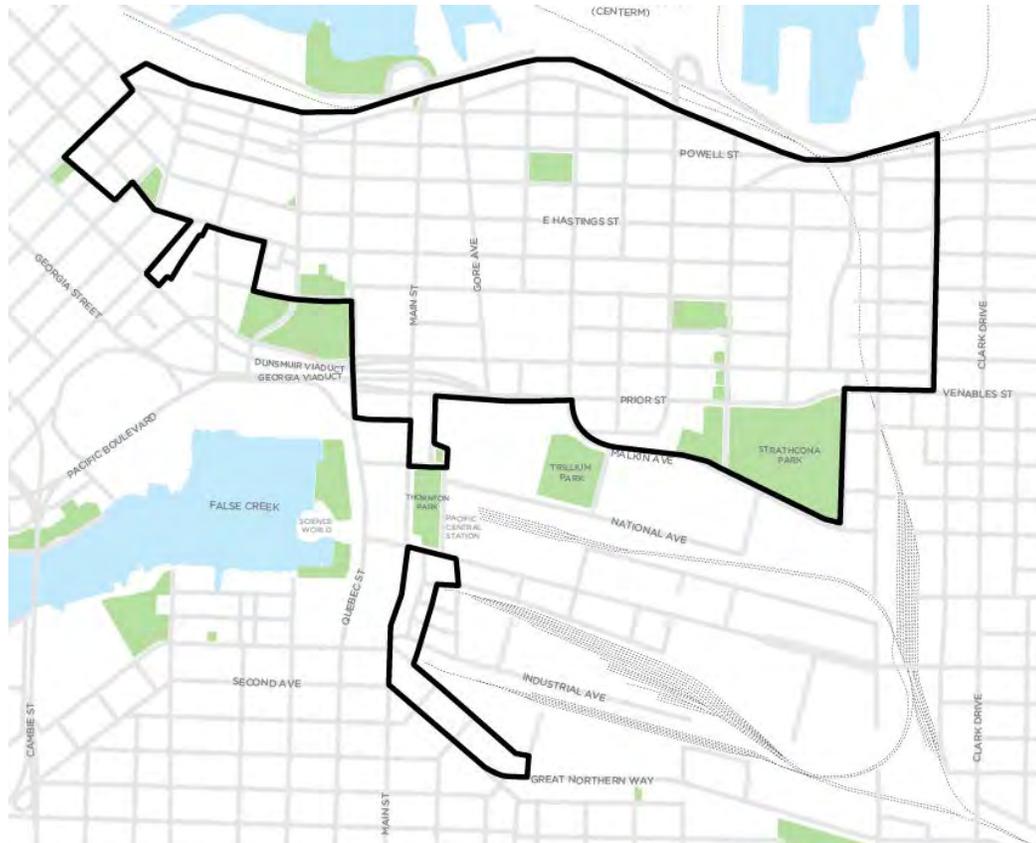
The intent of these guidelines is to encourage the creation of new livable, affordable micro dwelling rental units in the Downtown Eastside and the False Creek Flats areas. Micro dwellings will preferably be located in buildings with a variety of unit sizes and located in close proximity to open green space, commercial, and community and recreational facilities. The aim of these policies and guidelines are to provide flexibility to achieve the City's affordable housing objectives for replacement housing for low-income singles and affordable housing for moderate income renters in the Downtown Eastside, and for low-income singles and moderate income renters as outlined in the False Creek Flats Plan.

2 Application

These policies and guidelines are to be used in conjunction with the Zoning and Development By-law, the Downtown Official Development Plan (Victory Square or C2) or a CD-1 By-law, the Downtown Eastside Oppenheimer District Official Development Plan (Victory Square), the HA-1 and HA-1A (Chinatown), HA-2 (Gastown), FC-1 (the area North of National Avenue), FC-2 (False Creek Flats), IC-3 and the Rezoning Policy for the Downtown Eastside which permit a Micro Dwelling Unit as illustrated in the map below. These policies and guidelines should be consulted in seeking approval for this conditional use.

The Micro Dwelling Unit policies and guidelines are only applicable for development permit applications and applicants should also refer to the Vancouver Building By-law and depending on type of rental, applicants should also refer to the Social Housing Design Guidelines and the Rental 100 program. Micro dwelling unit will be secured through a Housing Agreement which must be registered against the title of the property prior to issuance of the Development Permit. The covenant is to ensure that the units are secured as either non-market or market rental units for 60 years or the life of the building (or whichever is greater).

Micro Dwelling Units are new self-contained units (with private bathrooms and kitchens) which are smaller than 320 square feet and may be relaxed down to 250 square feet and are intended for single occupancy.



3 General Design Considerations

An application for a Micro Dwelling Unit is a conditional use and requires approval by the Director of Planning or Development Permit Board. In the consideration to allow this use, livability and affordability will be primary goals. These policies and guidelines delineate a set of principles for livability, which include light and ventilation, privacy, and amenity and outdoor space, as well as affordability.

3.1 Light and Ventilation

Natural day light and well ventilated spaces are essential to occupant comfort and well-being. The provision of good day lighting and proper ventilation is an especially important design consideration for Micro Dwelling Units, due to their small size and limited window area. Maximum exposure to daylight and ventilation and fresh air for all small units is encouraged. The Horizontal Angle of Daylight provisions should be considered.

- (a) A minimum of two operable vents should be placed as far apart as possible, to facilitate good air flow.
- (b) Opportunities for higher ceilings (minimum of 9'6") and reflective light shelves that allow light further into the unit should be considered. When the principal living area, including the kitchen space, is more than 7.6 m deep, a strategy to provide natural light to the rear portion of the area must be demonstrated.
- (c) The provision for open residential balconies or sun decks should be considered.

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3.2 Noise

Good sound separation between units is a key aspect of livability.

- (a) The placement of balconies, windows and their operable vents and their adjacencies must be considered to minimize noise.
- (b) Where casement windows are used, the windows must open in opposite direction to each other to lessen sound transfer between units.

4 Guidelines Pertaining to Regulations

4.1 Internal Design and Facilities

4.1.1 Living/Sleeping Space

Due to small unit size, the principal living area of a Micro Dwelling Unit may also serve as the main sleeping area. As a result, consideration should be given to ensure the thoughtful design of this area so that it may accommodate a multitude of different functions.

- (a) The minimum dimension of the main living/sleeping space should be 3 metres; enough to accommodate a fold down bed and circulation space and day lighted by a large window.
- (b) The sleeping area may be located in a wall recess away from the main living area, but the space must remain contiguous with the main living area and not be enclosed.
- (c) A sleeping area located in the main living area must include built-in hide-a-beds and fold-down kitchen tables that consider day and night uses of the space.

4.1.2 Bathroom

Consideration should be given to the overall design of the unit with regard to privacy, unit identity, sight lines and the direction of the door swing.

- (a) A complete bathroom must be provided which is equipped with a wash-basin, toilet, and a shower and/or bath.
- (b) Bathrooms must be physically separated from the remainder of the unit by partitions and a door to ensure privacy and to isolate noise and odours.

4.1.3 Kitchen

The ability to cook is an essential component of livability. Each Micro Dwelling must include kitchen that is properly ventilated and includes a sink, ample counter space for food preparation, a stove/oven and a modestly-sized refrigerator with freezer.

- (a) Kitchens must include a fridge and freezer combination with a minimum 12 cubic foot unit with a footprint of 24" x 24" and bulk food storage options.
- (b) The kitchen and dining area should include room for two people to stand or sit side-by-side.

4.1.4 Flexibility for Future Unit Reconfiguration

Considerations should be given to the consolidation of building services (i.e. electrical, plumbing, etc.) in order to allow the potential combining of units (conversion to one or two bedrooms) to address future housing need in the area.

4.2 Storage, Outdoor and Amenity Space

4.2.1 In Suite Storage Space

Considerations should be given to storage space for micro dwelling units, with preference for in-suite open and closed shelving units and loft areas in addition to the consideration of accessible and secure storage lockers located outside of the unit. Bulk storage is still required (see Administrative Bulletin Bulk Storage – Residential Developments 1997).

Considered at the April 20, 2021 Council meeting

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4.2.2 Outdoor Space

Access to outdoor space and fresh air are important to health and well-being and will improve the livability of smaller units. The provision of outdoor space, either in the form of private or shared space, based on an aggregate of 4.52 m² per unit is required for all Micro Dwelling Units. If physical limitations impact the quality of the outdoor space, less may be required.

Privacy for residents should be considered.

- (a) Usable private outdoor space should be provided for each micro dwelling unit in the form of balconies, decks or patios.
- (b) Usable shared open space should include be provided in the form of shared courtyards, and common roof decks.
- (c) The private open space should have a minimum single horizontal dimension of 1.8 m and a minimum area of 4.5 m² and should be designed to capture sun and views where possible, as well as to avoid noise and to take account of visual privacy and security.
- (d) Alternatively, a micro dwelling unit that is designed to provide a strong open relationship with the exterior in the form of large operable windows and/or “Juliet” balconies may also be considered. Such operable doors and windows should allow a large amount of area to be open to the exterior, such as casements, sliders, double or single hung types. The amount of openness to the exterior should be large enough to accommodate two adults side-by-side.

4.2.3 Amenity Space

Micro Dwelling Units should include amenity space throughout the building that is accessible to all tenants and includes things such as lounge space, common meeting rooms, etc.

5 Unit Type and Distribution

A mix of Micro Dwelling Units and larger studio, 1-bedroom and 2-3 bedroom units in a building is encouraged. Flexibility may be given to achieve determined housing objectives for the neighbourhood, such as the need for low-income single housing to replace Single Room Occupancy hotels or flexibility to support project design and viability to allow more 3-bedroom family units within a development.

6 Affordability

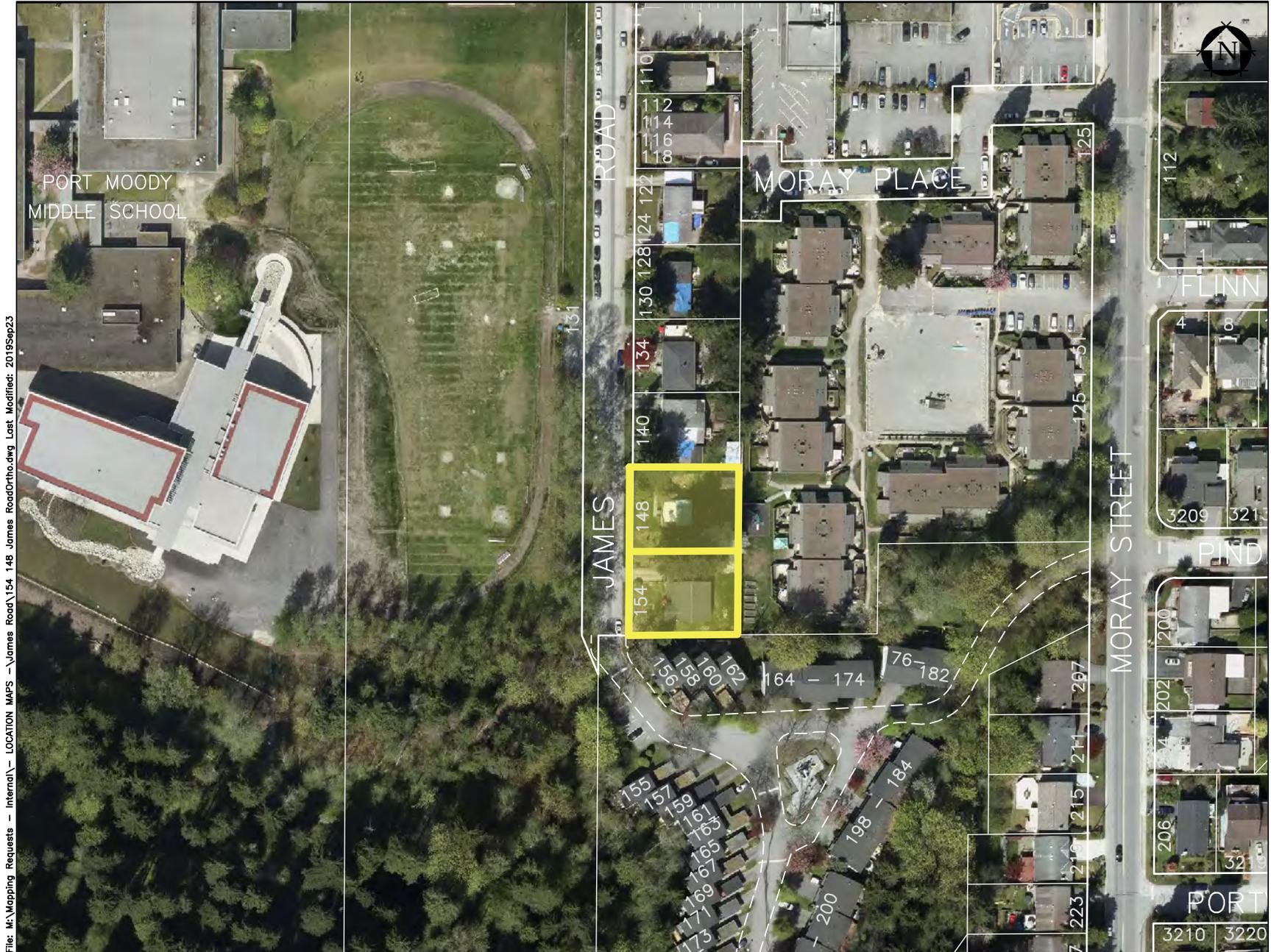
Rents must be below average market rents for studio apartments in the local area, in accordance with the annual Canadian Mortgage and Housing Corporation Rental Housing Market Survey. It should be noted that other targets for affordability may be applied. Rental amounts are to be secured in the Housing Agreement.

Considered at the April 20, 2021 Council meeting

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Location Map - 148 & 154 James Road

 SUBJECT PROPERTY

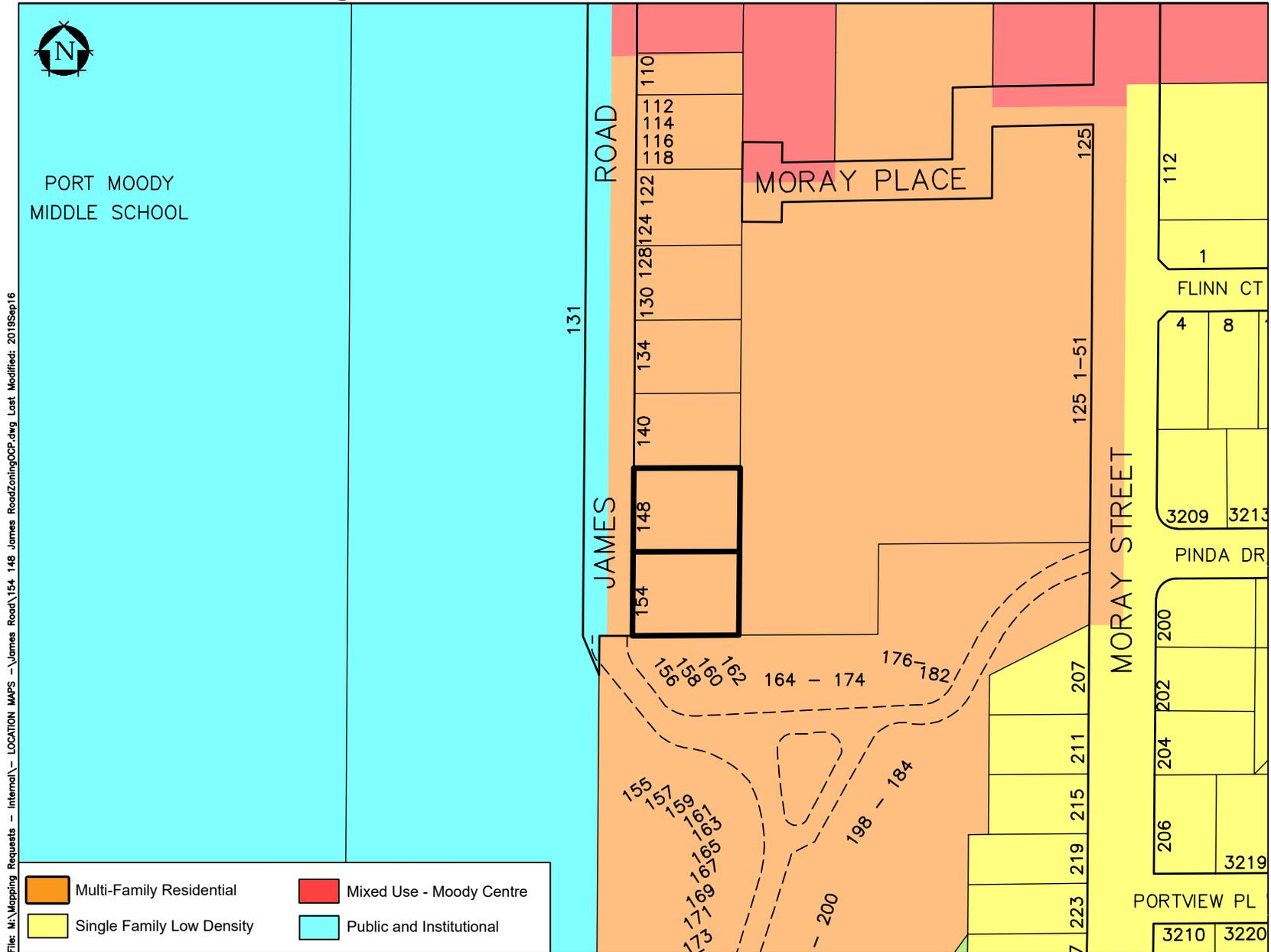


Considered at the April 20, 2021 Council meeting

255

OCP Land Use Designations - 148 & 154 James Road

 SUBJECT PROPERTY



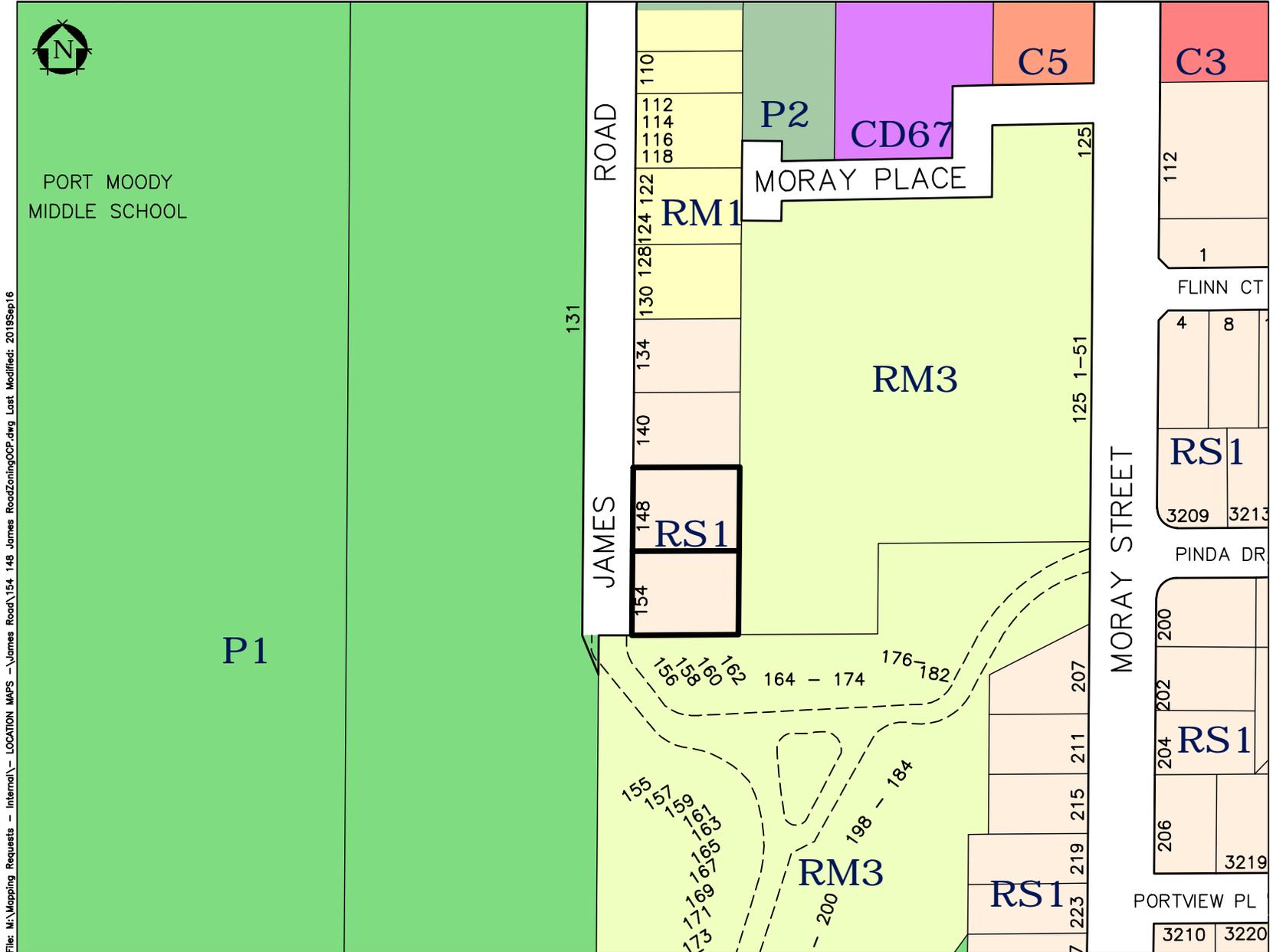
File: M:\Mapping Requests - Internal\ - LOCATION MAPS - James Road\154_148 James RoadZoningOCP.dwg Last Modified: 2019Sep16

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256

Zoning Map - 148 & 154 James Road

☐ SUBJECT PROPERTY



File: M:\Mapping Requests - Internal\ - LOCATION MAPS - James Road\154_148 James RoadZoningOCP.dwg Last Modified: 2019Sep16

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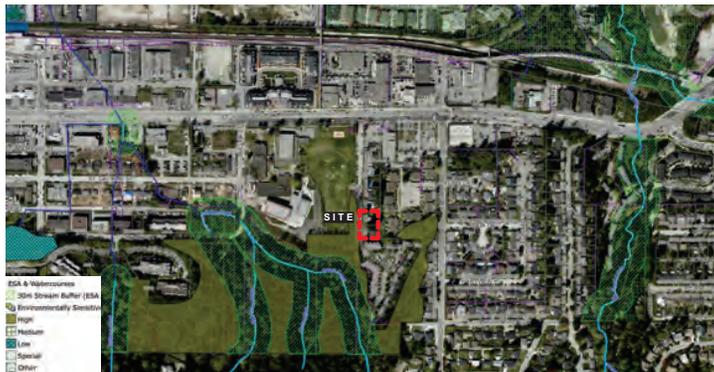
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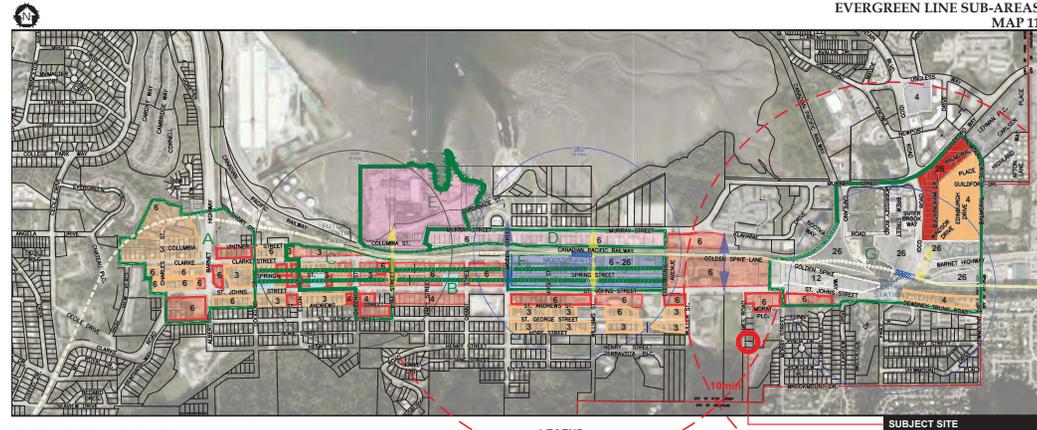
EXISTING ZONING - RS1 SINGLE DETACHED RESIDENTIAL



OCP DESIGNATION - MULTI-FAMILY RESIDENTIAL ATTACHED



ENVIRONMENTAL - ESA AND WATERCOURSES



EVERGREEN LINE SUB AREAS

- A Westport
- B Spring Street Promenade
- C Heritage Commercial District
- D Murray Street Boulevard
- E Oceanfront District
- F Moody Centre Station Transit Oriented Development
- G Inlet Centre Station Transit Oriented Development

LEGEND

- Multi-Family Residential
- High-Rise Residential
- Mixed Use - Inlet Centre
- Mixed Use - Moody Centre
- Moody Centre Station Transit Oriented Development
- Public and Institutional
- Mixed Employment
- Mixed Use - Oceanfront District
- Evergreen Line - Tunnel
- Evergreen Line - Elevated
- Evergreen Line - Ground Level
- 400m Radius from Station (+ 5 min Walk)
- Existing Connections
- Future Connections
- Municipal Boundary

OCP MAP 11 - EVERGREEN LINE SUB AREAS

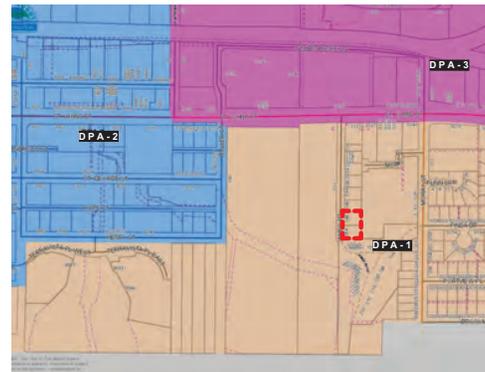
PROJECT LOCATED OUTSIDE OF DESIGNATED EVERGREEN LINE SUB-AREAS
ESTIMATED 10 MIN WALK TO INLET CENTRE STATION



OCP - NEIGHBOURHOOD AREAS - MOODY CENTRE

OCP - MULTI-FAMILY RESIDENTIAL
LOW TO MEDIUM DENSITY RESIDENTIAL
-COMMUNITY AMENITY SPACE
-HEIGHT 3 - 6 STOREY (LOW TO MEDIUM DENSITY)

PROPERTY LOCATION WITHIN:
-DEVELOPMENT PERMIT AREA DPA-5 (HAZARDOUS CONDITIONS)
-DEVELOPMENT PERMIT AREA DPA-1 (FORM AND CHARACTER)



OCP DPA 1 - FORM AND CHARACTER

OFFICIAL COMMUNITY PLAN EVERGREEN LINE SUB-AREAS MAP 11



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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE
DEVELOPMENTS

(PROJECT)

RESIDENTIAL
DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

ZONING OCP

18447

(PROJECT)

(SCALE)

MARCH 22, 2021

(DATE)

ISSUE 06 - REZ SUBMISSION

(DRAWING)

A-0.020

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GEORGE DEVELOPMENT



50 ELECTRIC AVENUE

- SKYTRAIN TRANSIT LINE STATIONS
- BUS LINES : 183 & 184
- PROPOSED DEVELOPMENTS
- PARKS & RECREATIONAL
- SCHOOLS & INSTITUTIONS
- SUBJECT SITE - 148-154 JAMES ROAD



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TALL TREE ESTATES

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(ARCHITECT SEAL)

(CLIENTS)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT

148 - 154 JAMES ROAD, PORT MOODY, BC

(TITLE)

SITE LOCATION

18447

(PROJECT)

(SCALE)

MARCH 22, 2021

(DATE)

ISSUE 06 - REZ RESUBMISSION

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(PROJECT TEAM)



JAMES RD - VIEW NORTH AT SUBJECT SITE



NORTH PL - EXISTING ADJACENT 2 STOREY



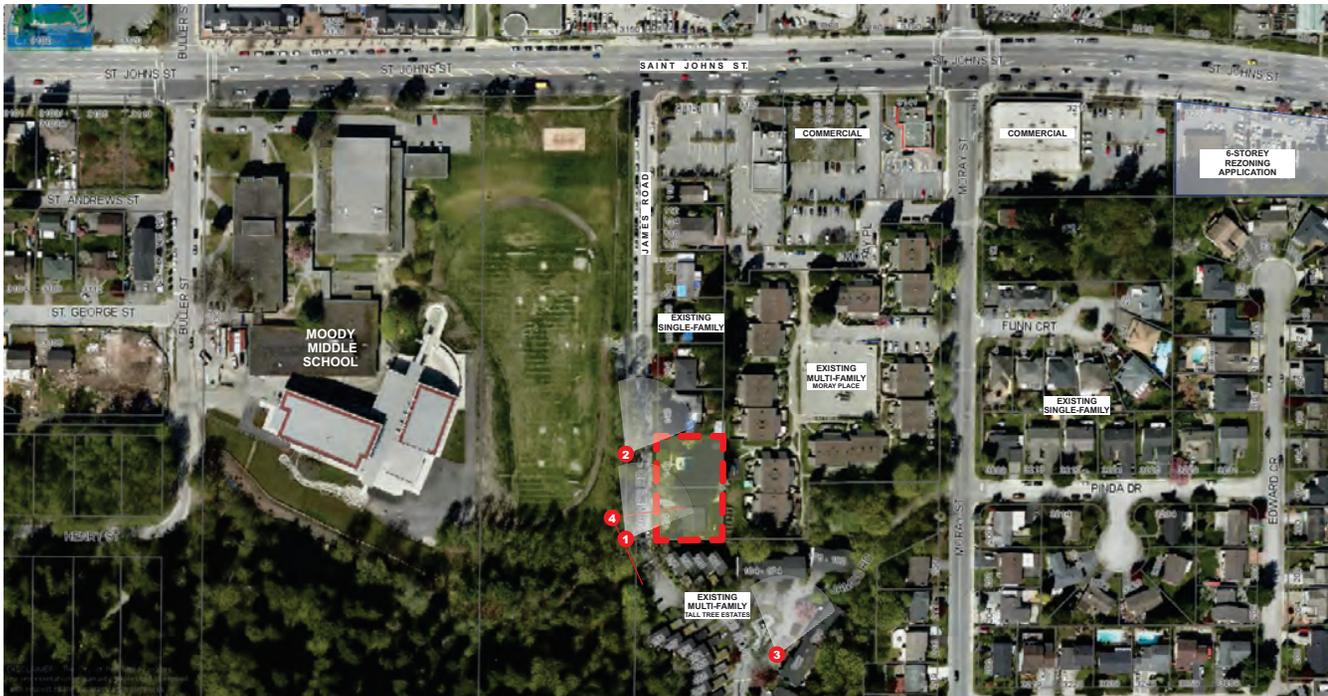
ADJACENT MULTI-FAMILY - INTERNAL VIEW



SOUTH PL - EXISTING ADJACENT TOWNHOMES



SITE CONTEXT - AERIAL VIEW NORTH



ADJACENT MULTI-FAMILY - INTERNAL COURTYARD

(ARCHITECT SEAL)



ADJACENT MULTI-FAMILY TALL TREE ESTATES

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT

148 - 154 JAMES ROAD, PORT MOODY, BC

(TITLE)

SITE CONTEXT PHOTOS

18447 (PROJECT)

(SCALE)

MARCH 22, 2021 (DATE)

ISSUE 06 - REZ SUBMISSION (DRAWING)



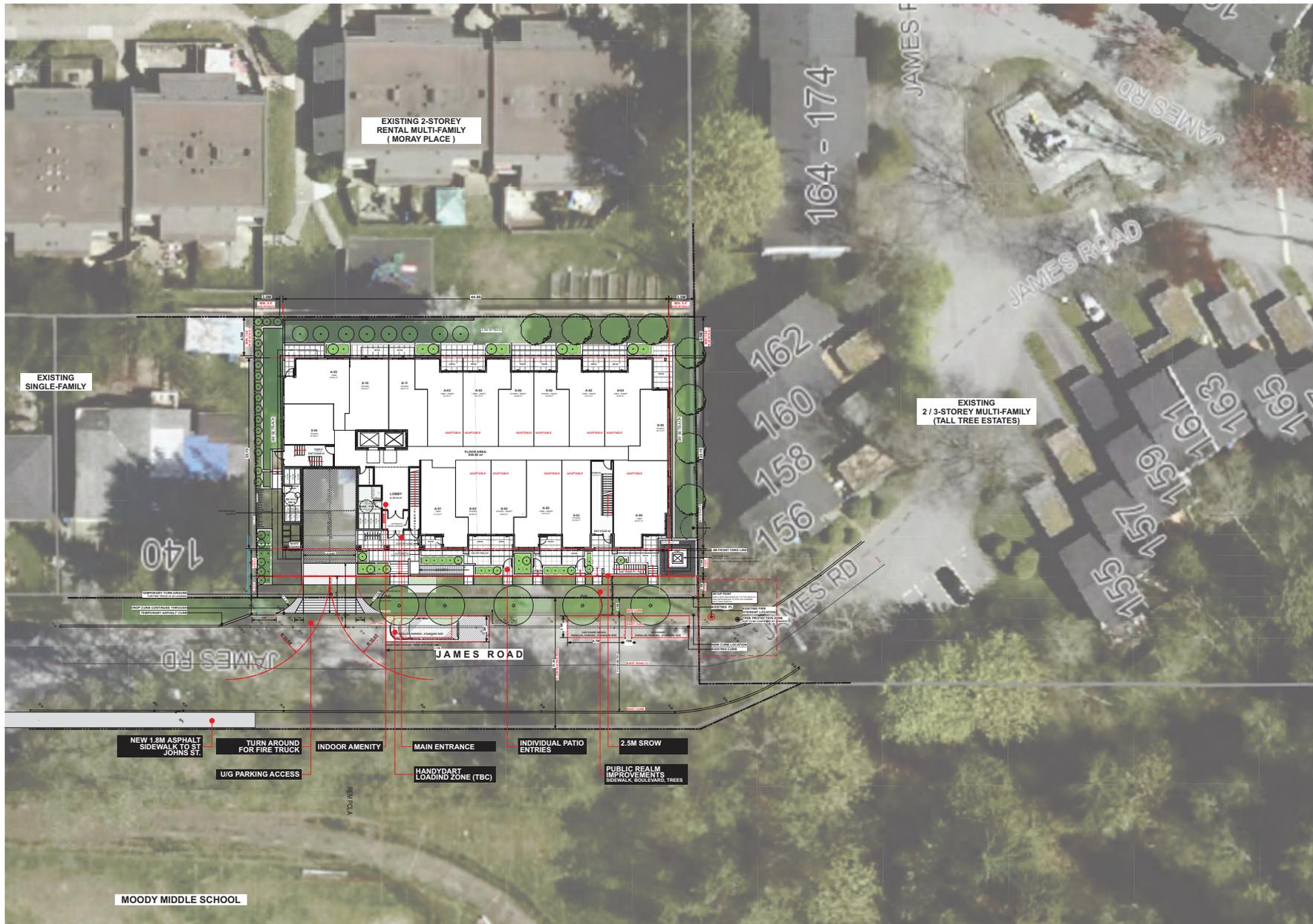
MORAY PLACE - MULTI-FAMILY RENTAL

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(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

CONTEXT PLAN

18447 (PROJECT)

1/16" = 1'-0" (SCALE)

MARCH 22, 2021 (DATE)

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(DRAWING)

A-0.060

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ROOF DECK OUTDOOR - AMENITY / PLANTING (AWAY FROM THE EDGES - PRIVACY)



GATHERING / VIEWS

URBAN GARDENING PLOTS

STEP AT TOP STOREY TO THE SOUTH AND NORTH - TRANSITION TO LOW DENSITY



REDUCED MASSING - TOP STOREY PATIOS

2 STOREY BUILDING BASE - TO RESEMBLE TOWNHOUSE FACADE TO REINFORCE THE NEIGHBOURHOOD CHARACTER, TRANSITION



RHYTHM ALONG THE STREETScape

PATIOS - STREET ENTRIES

PRIVACY / SEPARATION / MINIMIZING OVERLOOKING



BALCONY SCREENS

LANDSCAPE BUFFER

PUBLIC REALM - ROAD DEDICATION, NEW SIDEWALK, BOULEVARD, LIGHTING



STREETScape IMPROVEMENTS

LIGHTING

GRASSCRETE

PRIVATE OUTDOOR SPACE



LARGE BALCONIES

INDOOR AMENITY - GATHERING, MEETINGS



INDOOR AMENITY

INDOOR AMENITY / LOBBY

DURABLE MATERIALS - RESIDENTIAL CHARACTER



FIBRE CEMENT PANEL / PLANK, WOODGRAIN SOFFIT, CULTURED STONE



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[ARCHITECT SEALS]

[CLIENTS]

DULEX SITKA HOUSE
DEVELOPMENTS

[PROJECTS]

RESIDENTIAL
DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

DESIGN
CONCEPT

18447

[PROJECT]

[SCALE]

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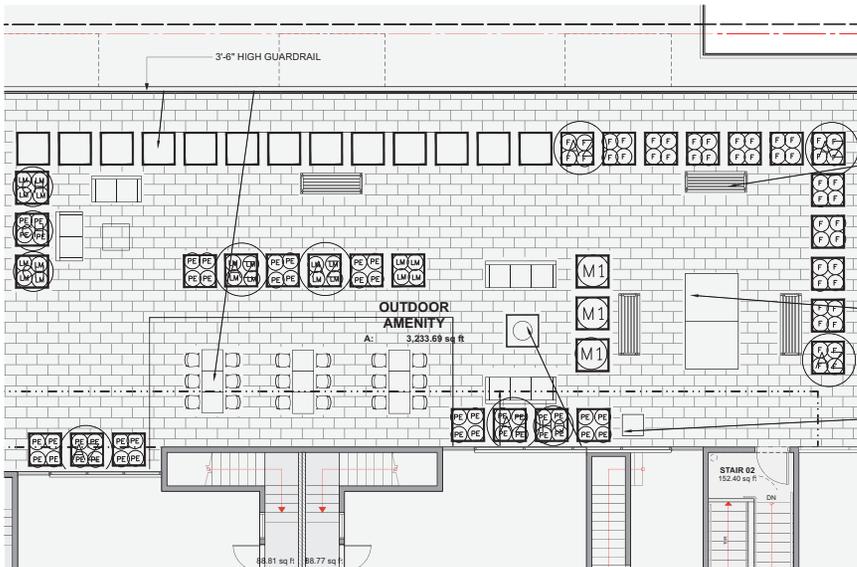
FLEX AREA



COMMON AMENITY SPACES AT EVERY LEVEL



OUTDOOR AMENITY



INDOOR OUTDOOR AMENITY EXAMPLE



WORK STATIONS



COMMON SPACES - KITCHENETTE, SEATING



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(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

CONCEPT COMMON AMENITY

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JAMES ROAD STREETScape

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[ARCHITECT SEAL]

[CLIENT]

DULEX SITKA HOUSE DEVELOPMENTS

[PROJECT]

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

PERSPECTIVE VIEWS

18447 [PROJECT]

[SCALE]

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ARIAL VIEW SOUTH - ALONG JAMES ROAD

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[ARCHITECT SEAL]

[CLIENT]

DULEX SITKA HOUSE DEVELOPMENTS

[PROJECT]

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

PERSPECTIVE VIEWS

[PROJECT]

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[SCALE]

MARCH 22, 2021

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JAMES ROAD MAIN ENTRANCE AND INDOOR AMENITY - VIEW SOUTH EAST GROUND LEVEL TREATMENT



JAMES ROAD STREETSCAPE - OVERALL VIEW SOUTH EAST



JAMES ROAD - TWO STOREY 'TOWNHOUSE FACADE'



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[ARCHITECT SEAL]

[CLIENT]

DULEX SITKA HOUSE
DEVELOPMENTS

[PROJECT]

RESIDENTIAL
DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

**PERSPECTIVE
VIEWS**

[PROJECT]

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OVERALL VIEW ALONG JAMES ROAD - VIEW NORTH EAST

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[ARCHITECT SEAL]

[CLIENT]

DULEX SITKA HOUSE DEVELOPMENTS

[PROJECT]

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

PERSPECTIVE VIEW

[PROJECT]

18447

[SCALE]

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ARIAL VIEW NORTH - ALONG EAST PROPERTY LINE

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[ARCHITECT SEAL]

[CLIENT]

DULEX SITKA HOUSE DEVELOPMENTS

[PROJECT]

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]

PERSPECTIVE VIEWS

18447 [PROJECT]

[SCALE]

MARCH 22, 2021 [DATE]

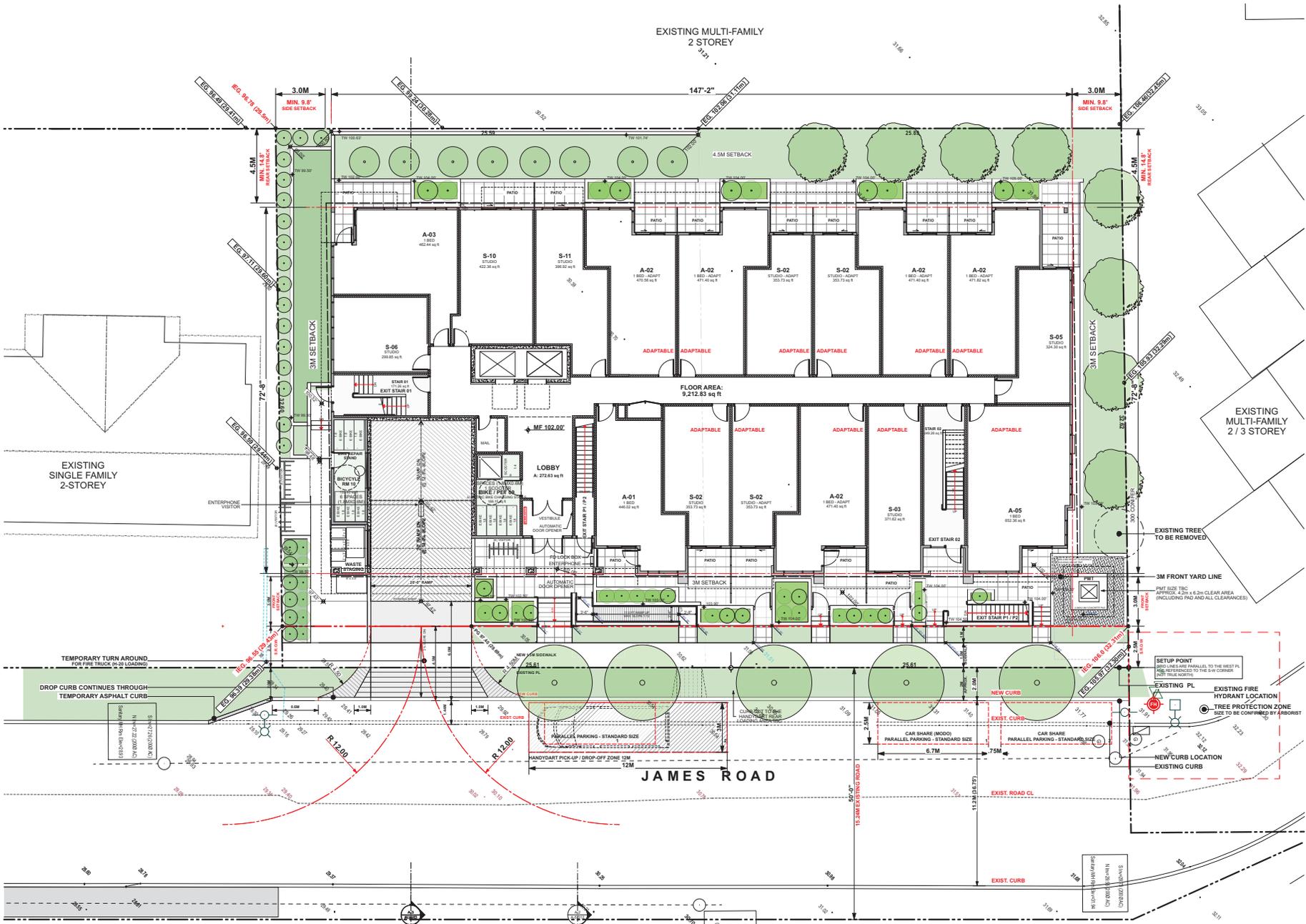
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(ARCHITECT SEAL)

(CLIENT)
DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)
RESIDENTIAL DEVELOPMENT

(TITLE)
148 - 154 JAMES ROAD,
PORT MOODY, BC

SITE PLAN

(PROJECT)
18447

(SCALE)
1/8" = 1'-0"

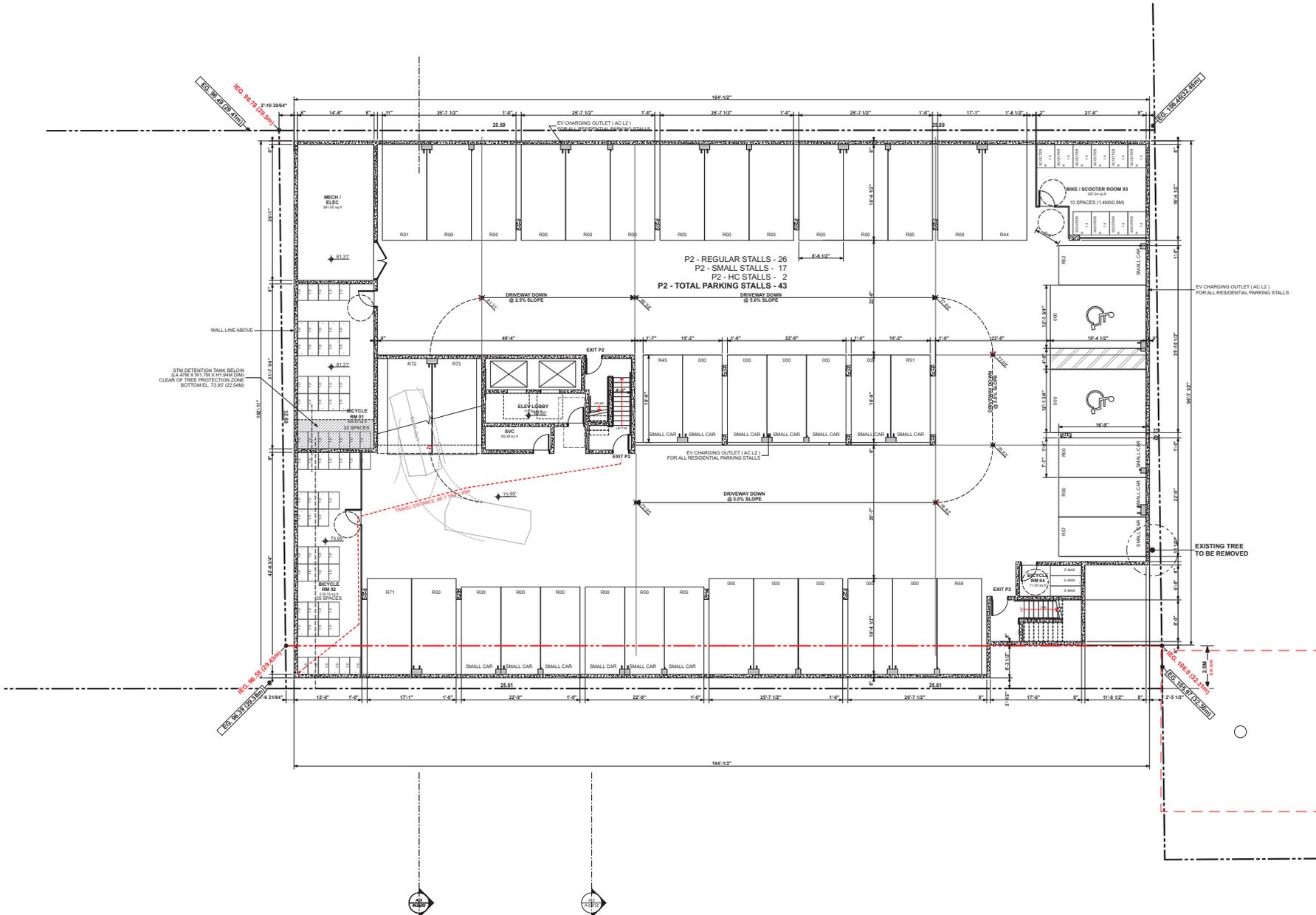
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DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

PARKING -P2

18447 (PROJECT)

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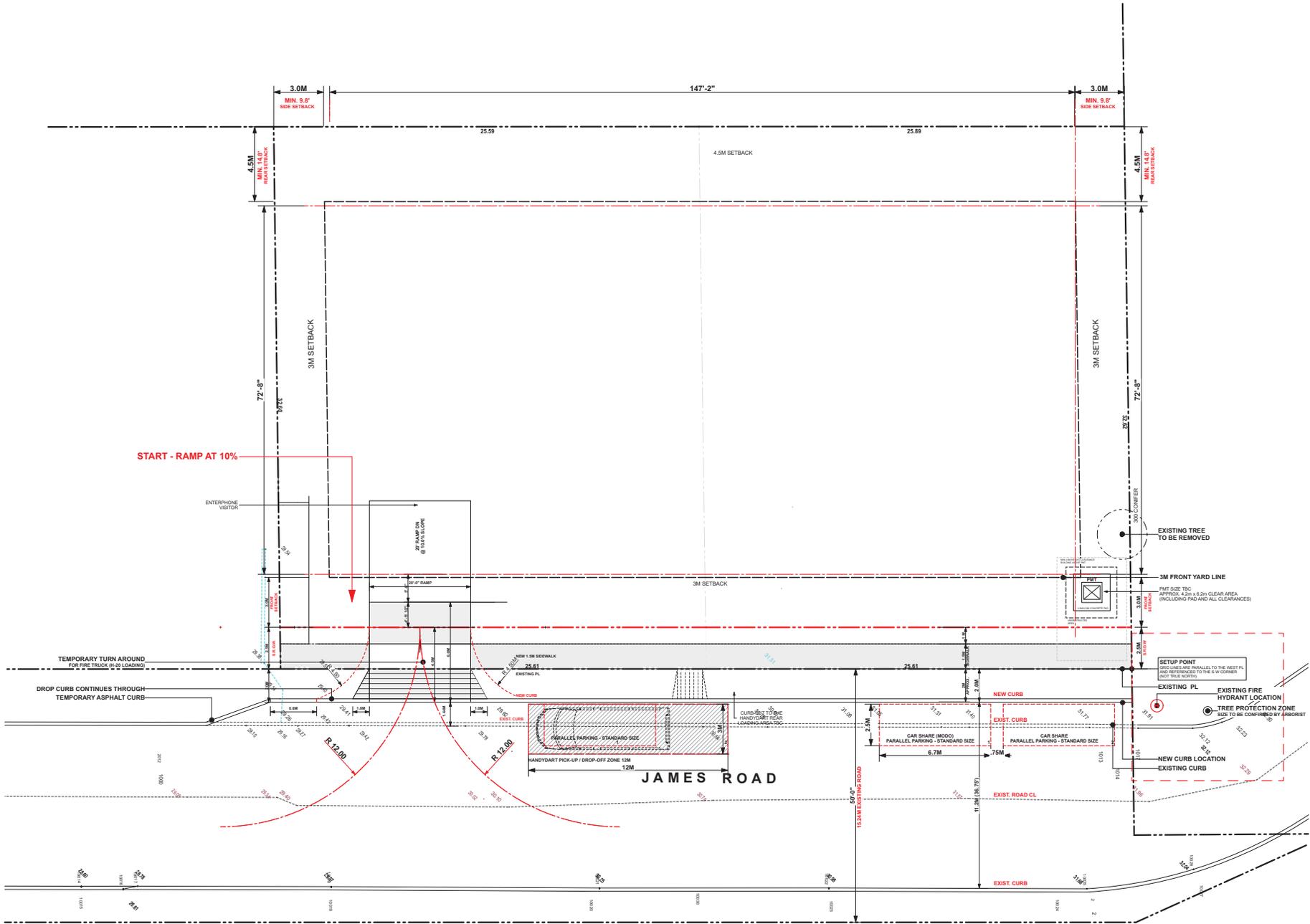
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A-2.002

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(CLIENT)

RESIDENTIAL DEVELOPMENT
(PROJECT)

148 - 154 JAMES ROAD,
PORT MOODY, BC
(TITLE)

18447 (PROJECT)

1/8" = 1'-0" (SCALE)

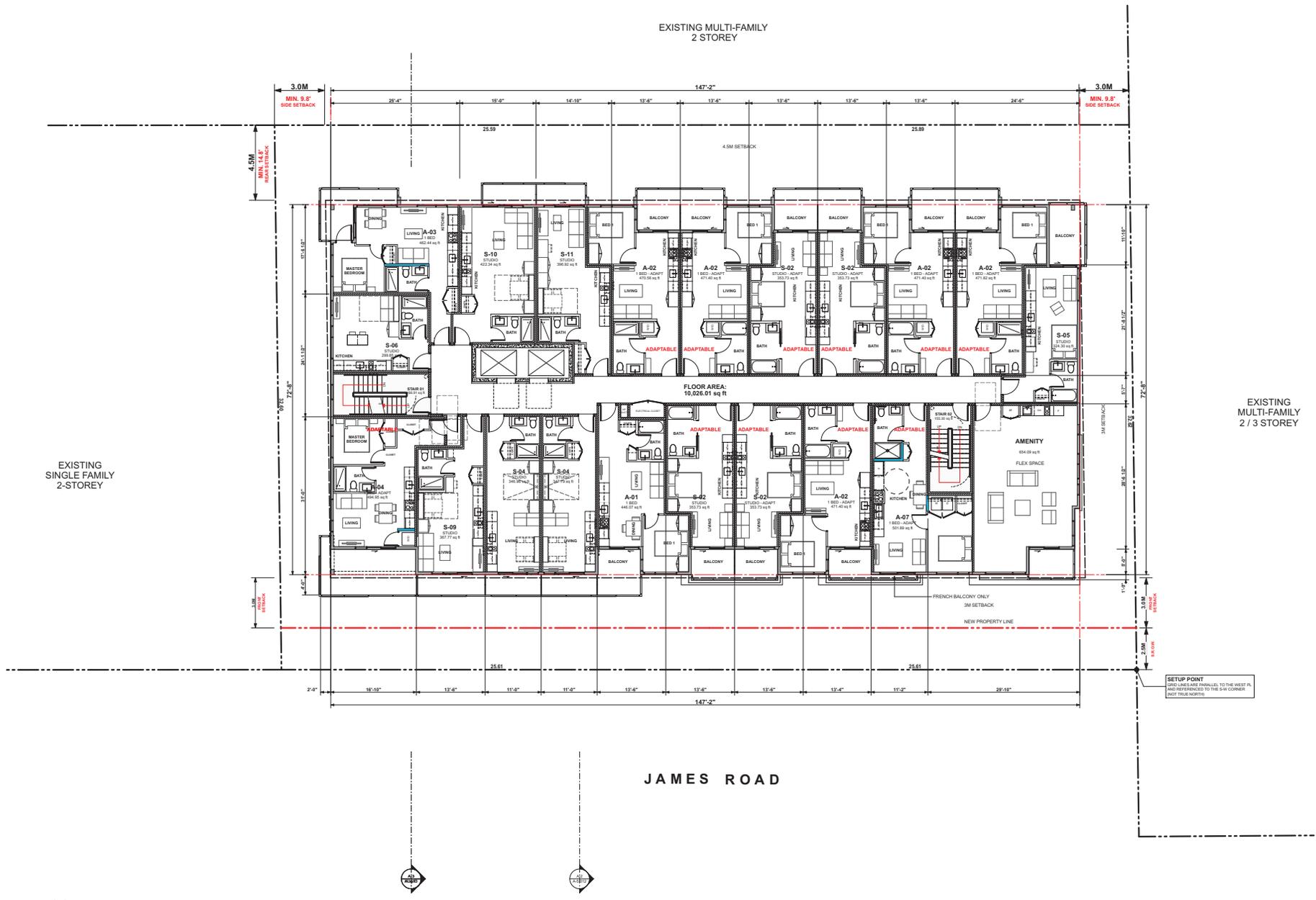
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3RD FLOOR



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(PROJECT TEAM)

EXISTING
MULTI-FAMILY
2 / 3 STOREY

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

3RD FLOOR

18447 (PROJECT)

1/8" = 1'-0" (SCALE)

MARCH 22, 2021 (DATE)

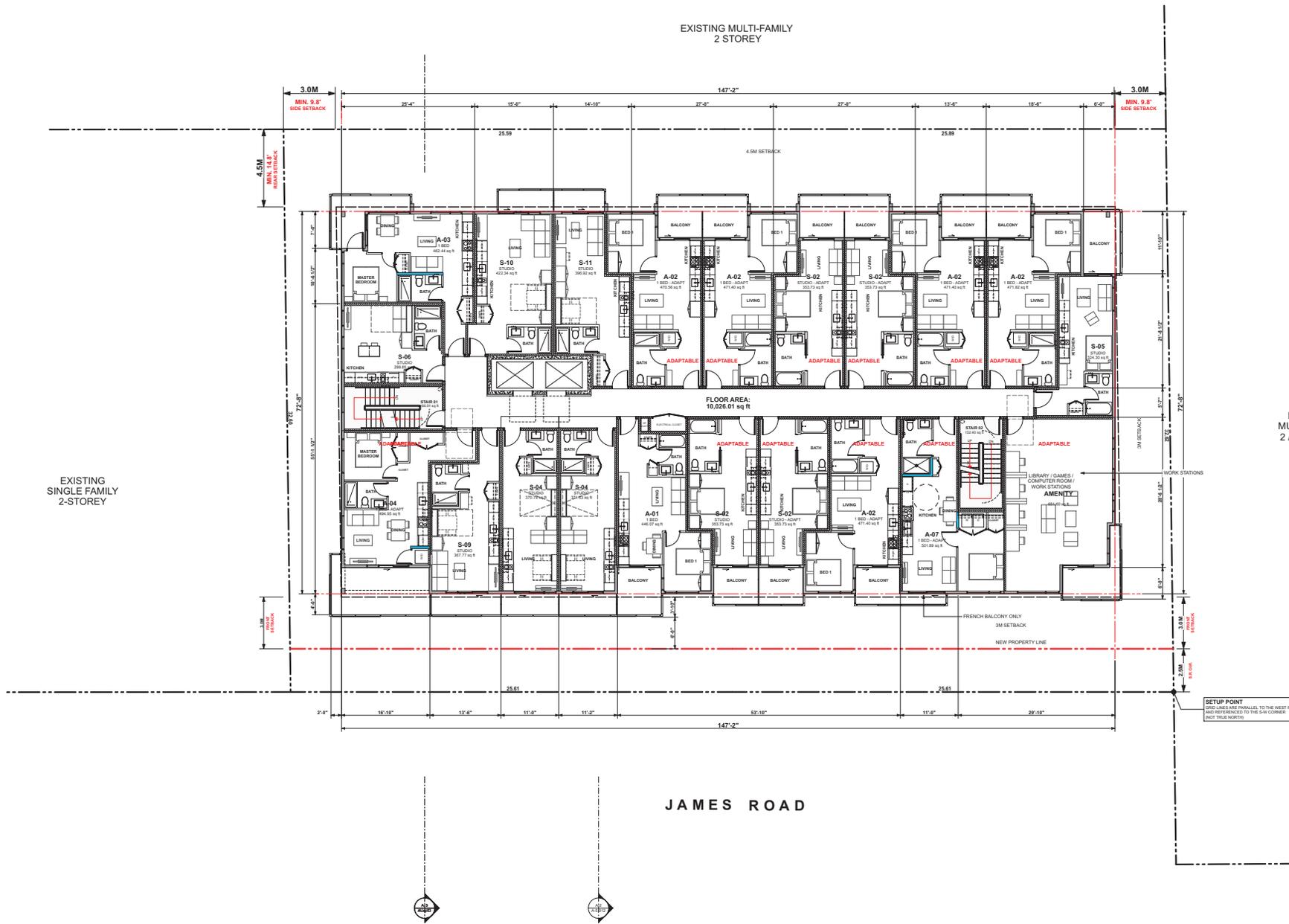
ISSUE 06 - REZ RESUBMISSION (DRAWING)

(DRAWING)

A-2.030

Considered at the April 20, 2021 Council meeting

279



EXISTING
SINGLE FAMILY
2-STOREY

EXISTING
MULTI-FAMILY
2 / 3 STOREY



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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

4TH FLOOR

18447 (PROJECT)

1/8" = 1'-0" (SCALE)

MARCH 22, 2021 (DATE)

ISSUE 06 - REZ RESUBMISSION (DRAWING)

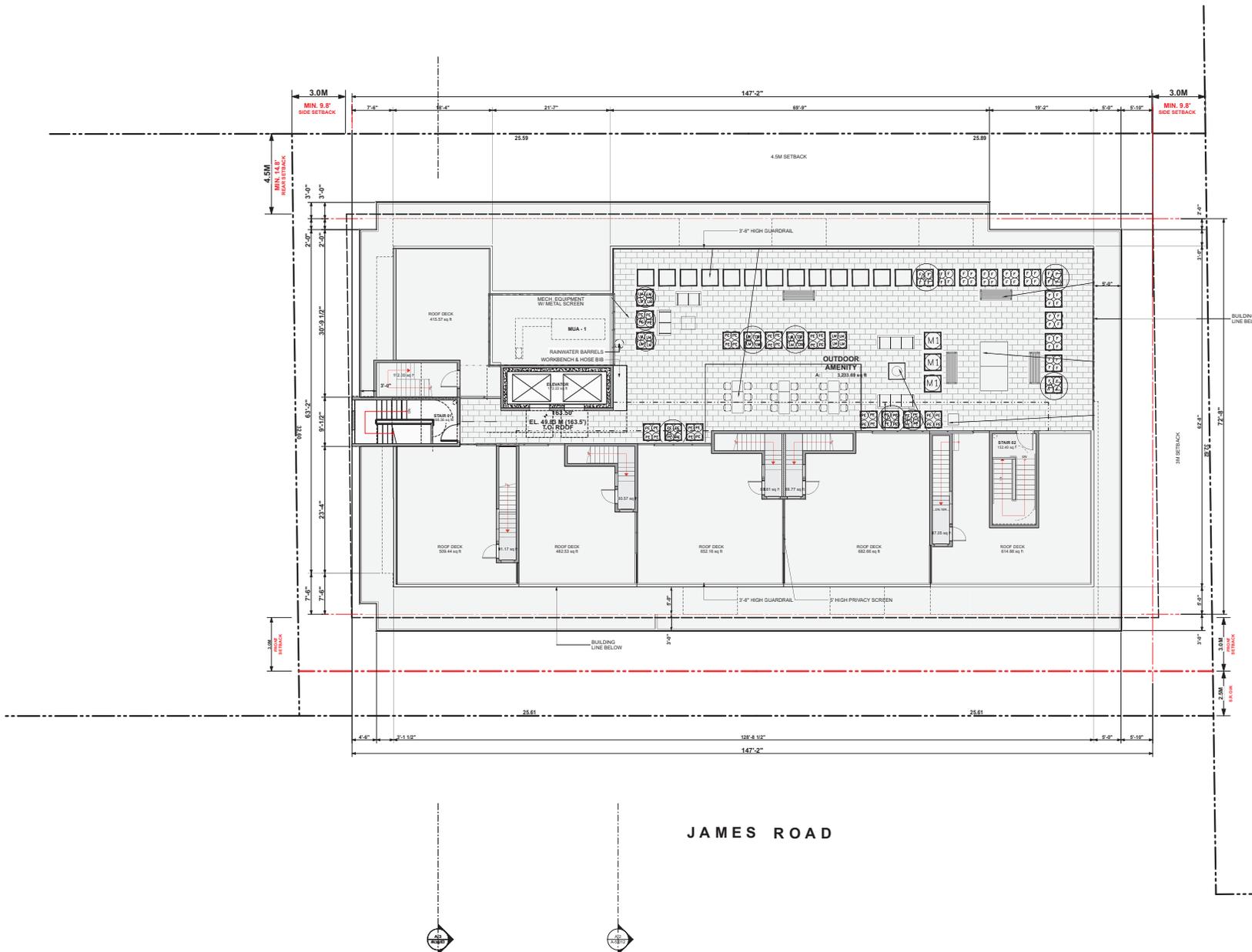
(DRAWING)

A-2.040

4TH FLOOR

Considered at the April 20, 2021 Council meeting

282



ROOF LEVEL



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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

ROOF PLAN

18447 (PROJECT)

1/8" = 1'-0" (SCALE)

MARCH 22, 2021 (DATE)

ISSUE 06 - REZ RESUBMISSION (DRAWING)

(DRAWING)

A-2.070

Considered at the April 20, 2021 Council meeting

283

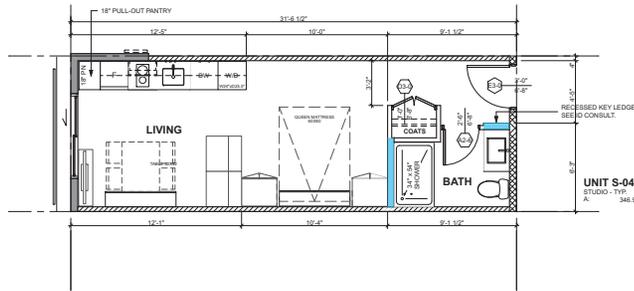


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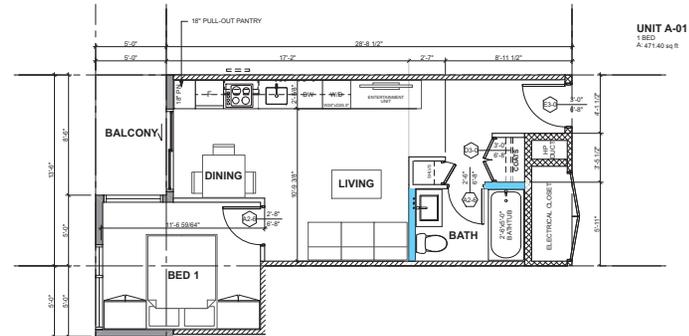
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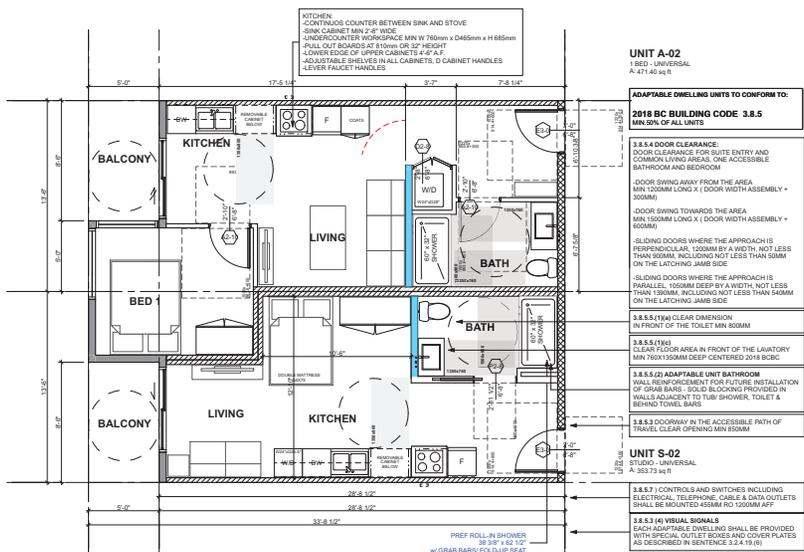
[PROJECT TEAM]



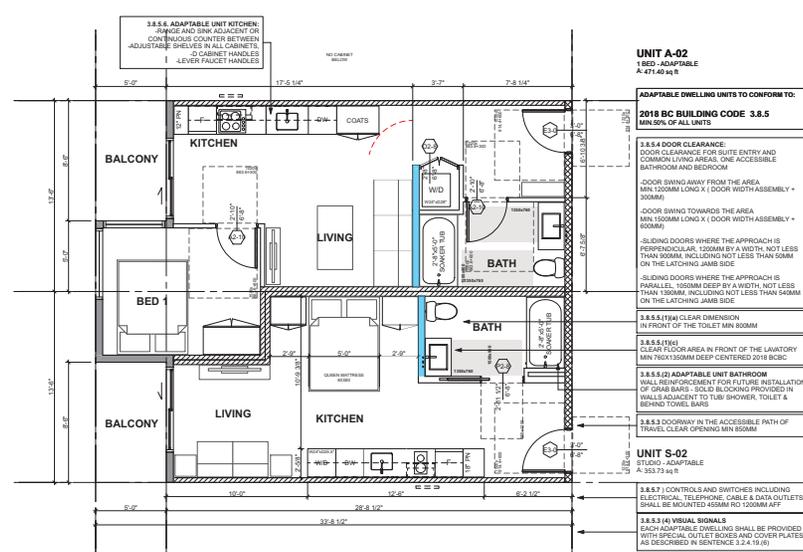
S-04 STUDIO - TYPICAL UNITS



A-01 1 BEDROOM - TYPICAL UNITS



S-02 STUDIO / A-02 1 BEDROOM - UNIVERSAL UNITS



S-02 STUDIO / A-02 1 BEDROOM - ADAPTABLE UNITS

[ARCHITECT SEAL]

(CLIENT)
DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)
RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

[TITLE]
UNIT PLANS TYP.

(PROJECT)
18447

(SCALE)
1/4" = 1'-0"

(DATE)
MARCH 22, 2021

(ISSUE)
6-RZA RESUBMISSION

(DRAWING)

A-3.001

Considered at the April 20, 2021 Council meeting

284

MATERIAL AND COLOUR LEGEND

| to match: | | | |
|-----------|-------------------------|---|---|
| ● A | Light Grey | IKO Roofing SBS Modiflex Charcoal Grey | 2 Ply SBS Roofing membrane at flat roofs |
| ● B | Grey | James Hardie ColorPlus Collection | Aged Pewter HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● C | Charcoal | James Hardie ColorPlus Collection | Iron Gray 7/16" Hardie-Reveal Panel and Reveal Trims, smooth texture, c/w Hardie-Reveal Surround Trims |
| ● D | OffWhite | James Hardie ColorPlus Collection | Cobble Stone HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● E | Woodgrain | Prefinished Fibre Cement Siding | Woodtone Rustic Series - Mountain, pre-finished 5 1/4" exposure at selected locations |
| ● F | Charcoal | Benjamin Moore Universal Black | BM 2118-10 Painted Trims, Roof Fascia and Hardie Panel, smooth texture accent panel at window locations |
| ● G | Black or Clear Anodized | Windows | Standard Black Typical Vinyl windows and sliding doors w/ matching flashing |
| ● H | Light Grey - Brown | Stone Veneer | Echo-Ridge Pro-Fit Alpine Ledgestone Manufactured Stone Veneer Panels at selected locations |
| ● I | Woodgrain | Prefinished Fibre Cement | Woodtone Rustic Series - Mountain, pre-finished soffits @ roof soffit and u/s of balconies |
| ● H | Grey | Aluminum Soffit | Genek Slate 4 panel perforated aluminum soffit u/s of balconies at lane elevation |
| ● J | Black | Tiger Drylac Powder Coatings | Flat Black or to match BM 2118-10 Pre-finished aluminum c/w safety glass railing @ balconies |

| | | | |
|-----|-------------|--------------------------------|--|
| ● K | Black | Makin Metals Ltd. | Matte Black Flashing at roofs, flashing at dark windows, downspouts, gutters |
| ● L | White | Makin Metals Ltd. | Regal White Flashing at all other locations with finish (D) |
| ● M | Light Beige | Architectural concrete | Clear water repellent coating Architectural concrete finish at exposed concrete walls, landscape walls |
| ● N | Prefinished | WPC or Aluminum Powder Coating | Decorative Screens 4x1 (slats) horizontal bar grille at balconies selected locations front mounted |
| ● O | Black | Storefront Doors and Windows | Black Double glazed, aluminum storefront doors, windows at main lobby, amenity and roof deck exit. |
| ● P | Black | Overhead Security gate | Pre-finished Standard Finish 'Black' Overhead vertical security gate, aluminum open grill with concentrated pickets at corners and top-middle (for extra security to manufacturer's recommendations) |



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140 JAMES ROAD
SINGLE FAMILY
2-STOREY



RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

JAMES RD - WEST ELEVATION

18447 (PROJECT)
1/8" = 1'-0" (SCALE)
MARCH 22, 2021 (DATE)
ISSUE 06 - REZ RESUBMISSION (DRAWING)

A-4.001

Considered at the April 20, 2021 Council meeting

285

MATERIAL AND COLOUR LEGEND

| to match: | | | |
|-----------|-------------------------|---|--|
| ● A | Light Grey | IKO Roofing SBS Modiflex Charcoal Grey | 2 Ply SBS Roofing membrane at flat roofs |
| ● B | Grey | James Hardie ColorPlus Collection | HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● C | Charcoal | James Hardie ColorPlus Collection | 7/16" Hardie-Reveal Panel and Reveal Trims, smooth texture, c/w Hardie-Reveal Surround Trims |
| ● D | Off-White | James Hardie ColorPlus Collection | HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● E | Woodgrain | Pre-finished Fibre Cement Siding | Woodtone Rustic Series - Mountain Cedar |
| ● F | Charcoal | Benjamin Moore | BM 2118-10 Universal Black |
| ● G | Black or Clear Anodized | Windows | Standard Black |
| ● H | Light Grey - Brown | Stone Veneer | Echo-Ridge Pro-Fit Alpine Ledgestone |
| ● I | Woodgrain | Pre-finished Fibre Cement | Woodtone Rustic Series - Mountain Cedar |
| ● II | Grey | Aluminum Soffit | Genek Slate |
| ● J | Black | Tiger Drylac Powder Coatings | Flat Black or to match BM 2118-10 |
| ● K | Black | Makin Metals Ltd. | Matte Black |
| ● L | White | Makin Metals Ltd. | Regal White |
| ● M | Light Beige | Architectural concrete | Clear, water repellent coating |
| ● N | Pre-finished | WPC or Aluminum Powder Coating | - |
| ● O | Black | Storefront Doors and Windows | Black |
| ● P | Black | Overhead Security gate | Pre-finished Standard Finish 'Black' |

| | | | | |
|-----|--------------|--------------------------------|--------------------------------------|---|
| ● K | Black | Makin Metals Ltd. | Matte Black | Flashing at roofs, flashing at dark windows, downspouts, gutters |
| ● L | White | Makin Metals Ltd. | Regal White | Flashing at all other locations with finish (D) |
| ● M | Light Beige | Architectural concrete | Clear, water repellent coating | Architectural concrete finish at exposed concrete walls, landscape walls |
| ● N | Pre-finished | WPC or Aluminum Powder Coating | - | Decorative Screens 4x1(stata) horizontal bar grille at balconies selected locations front mounted |
| ● O | Black | Storefront Doors and Windows | Black | Double glazed, aluminum storefront doors, windows at main lobby, amenity and roof deck exit. |
| ● P | Black | Overhead Security gate | Pre-finished Standard Finish 'Black' | Overhead vertical security gate, aluminum open grill with concentrated pickets at corners and top-middle (for extra security to manufacturer's recommendations) |



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EAST ELEVATION

(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENTS)

(PRODUCT)

(TITLE)

(PROJECT)

(SCALE)

(DATE)

(SUBMISSION)

(DRAWING)

18447

MARCH 22, 2021

ISSUE 06 - REZ RESUBMISSION

A-4.002

Considered at the April 20, 2021 Council meeting

286

MATERIAL AND COLOUR LEGEND

| to match: | | | |
|-----------|-------------------------|--|---|
| ● A | Light Grey | IKO Roofing SBS Modiflex Charcoal Grey | 2 Ply SBS Roofing membrane at flat roofs |
| ● B | Grey | James Hardie ColorPlus Collection | HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● C | Charcoal | James Hardie ColorPlus Collection | 7/16" Hardie-Reveal Panel and Reveal Trims, smooth texture, c/w Hardie-Reveal Surround Trims |
| ● D | Off White | James Hardie ColorPlus Collection | Cobble Stone HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● E | Woodgrain | Prefinished Fibre Cement Siding | Woodtone Rustic Series - Mountain, prefinished 5 1/4" exposure at selected locations |
| ● F | Charcoal | Benjamin Moore | BM 2118-10 Universal Black Painted Trims, Roof Fascia and Hardie Panel, smooth texture accent panel at window locations |
| ● G | Black or Clear Anodized | Windows | Standard Black Typical Vinyl windows and sliding doors w/ matching flashing |
| ● H | Light Grey - Brown | Stone Veneer | Echo-Ridge Pro-Fit Alpine Ledgestone Manufactured Stone Veneer Panels at selected locations |
| ● I | Woodgrain | Prefinished Fibre Cement | Woodtone Rustic Series - Mountain Pre-finished soffits @ roof soffit and u/s of balconies |
| ● H | Grey | Aluminum Soffit | Genek Slate 4 panel perforated aluminum soffit u/s of balconies at lane elevation |
| ● J | Black | Tiger Drylac Powder Coatings | Flat Black or to match BM 2118-10 Pre-finished aluminum c/w safety glass railing @ balconies |
| ● K | Black | Makin Metals Ltd. | Matte Black Flashing at roofs, flashing at dark windows, downspouts, gutters |
| ● L | White | Makin Metals Ltd. | Regal White Flashing at all other locations with finish (D) |
| ● M | Light Beige | Architectural concrete | Clear water repellent coating Architectural concrete finish at exposed concrete walls, landscape walls |
| ● N | Prefinished | WPC or Aluminum Powder Coating | - Decorative Screens 4x1 (slats) horizontal bar grille at balconies selected locations front mounted |
| ● O | Black | Storefront Doors and Windows | Black Double glazed, aluminum storefront doors, windows at main lobby, amenity and roof deck exit. |
| ● P | Black | Overhead Security gate | Pre-finished Standard Finish 'Black' Overhead vertical security gate, aluminum open grill with concentrated pickets at corners and top-middle (for extra security to manufacturer's recommendations) |



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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT

148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

NORTH ELEVATION

18447 (PROJECT)

1/8" = 1'-0" (SCALE)

MARCH 22, 2021 (DATE)

ISSUE 06 - REZ. RESUBMISSION (DRAWING)

(DRAWING)

A-4.003

Considered at the April 20, 2021 Council meeting

287

MATERIAL AND COLOUR LEGEND

| to match: | | | |
|-----------|---|---|--|
| ● A | Light Grey IKO Roofing SBS | Modiflex Charcoal Grey | 2 Ply SBS Roofing membrane at flat roofs |
| ● B | Gray James Hardie ColorPlus Collection | Aged Pewter | HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● C | Charcoal James Hardie ColorPlus Collection | Iron Gray | 7/16" Hardie-Reveal Panel and Reveal Trims, smooth texture, c/w Hardie-Reveal Surround Trims |
| ● D | Off-White James Hardie ColorPlus Collection | Cobble Stone | HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| ● E | Woodgrain Prefinished Fibre Cement Siding | Woodtone Rustic Series - Mountain Cedar | Fibre Cement Lap Siding - cedarmill texture, pre-finished 5.1/4" exposure at selected locations |
| ● F | Charcoal Benjamin Moore | BM 2118-10 Universal Black | Painted Trims, Roof Fascia and Hardie Panel, smooth texture accent panel at window locations |
| ● G | Black or Clear Knobs | Windows | Standard Black Typical Vinyl windows and sliding doors w/ matching flashing |
| ● H | Light Grey - Brown | Stone Veneer | Echo-Ridge Pro-Fit Alpine Ledgestone Manufactured Stone Veneer Panels at selected locations |
| ● I | Woodgrain | Prefinished Fibre Cement | Woodtone Rustic Series - Mountain Cedar Pre-finished soffits @ roof soffit and u/s of balconies |
| ● I1 | Grey | Aluminum Soffit | Genek Slate 4 panel perforated aluminum soffit u/s of balconies at lane elevation |
| ● J | Black | Tiger Drylac Powder Coatings | Flat Black or to match BM 2118-10 Pre-finished aluminum c/w safety glass railing @ balconies |
| ● K | Black | Makin Metals Ltd. | Matte Black Flashing at roofs, flashing at dark windows, downspouts, gutters |
| ● L | White | Makin Metals Ltd. | Regal White Flashing at all other locations with finish (D) |
| ● M | Light Beige | Architectural concrete | Clear, water repellent coating Architectural concrete finish at exposed concrete walls, landscape walls |
| ● N | Prefinished | WPC or Aluminum Powder Coating | Decorative Screens 4x1 (slats) horizontal bar grille at balconies selected locations front mounted |
| ● O | Black | Storefront Doors and Windows | Black Double glazed, aluminum storefront doors, windows at main lobby, amenity and roof deck exit. |
| ● P | Black | Overhead Security gate | Pre-finished Standard Finish 'Black' Overhead vertical security gate, aluminum open grill with concentrated pickets at corners and top-middle (for extra security to manufacturer's recommendations) |



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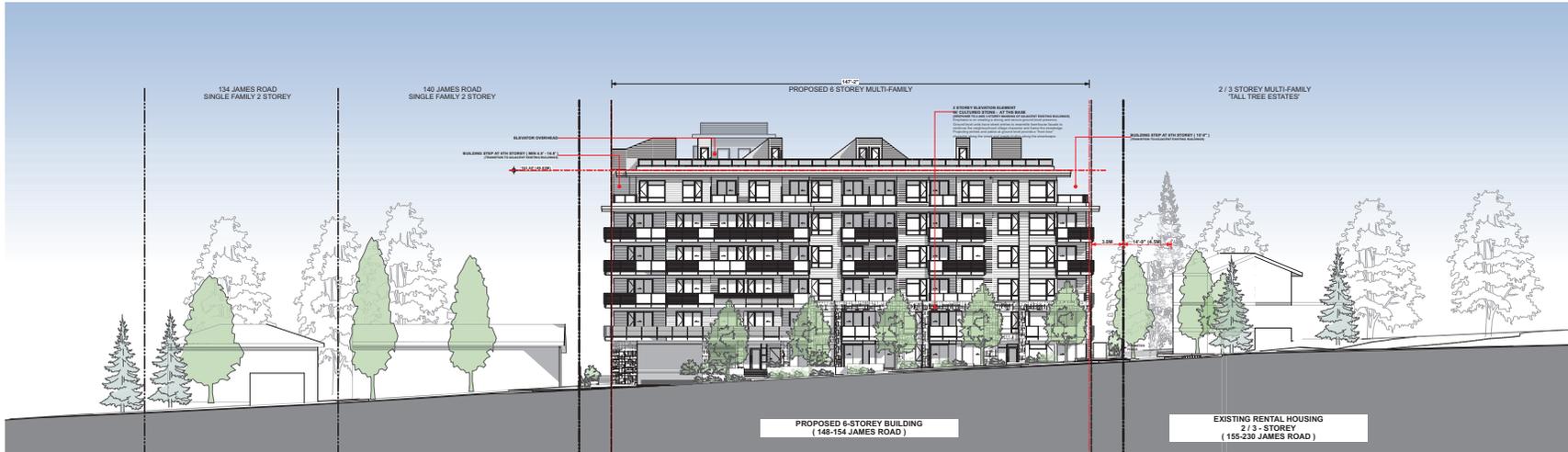


PROJECT: RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD, PORT MOODY, BC
DATE: MARCH 22, 2021
SCALE: ISSUE 06 - REZ RESUBMISSION
DRAWING: A-4.004

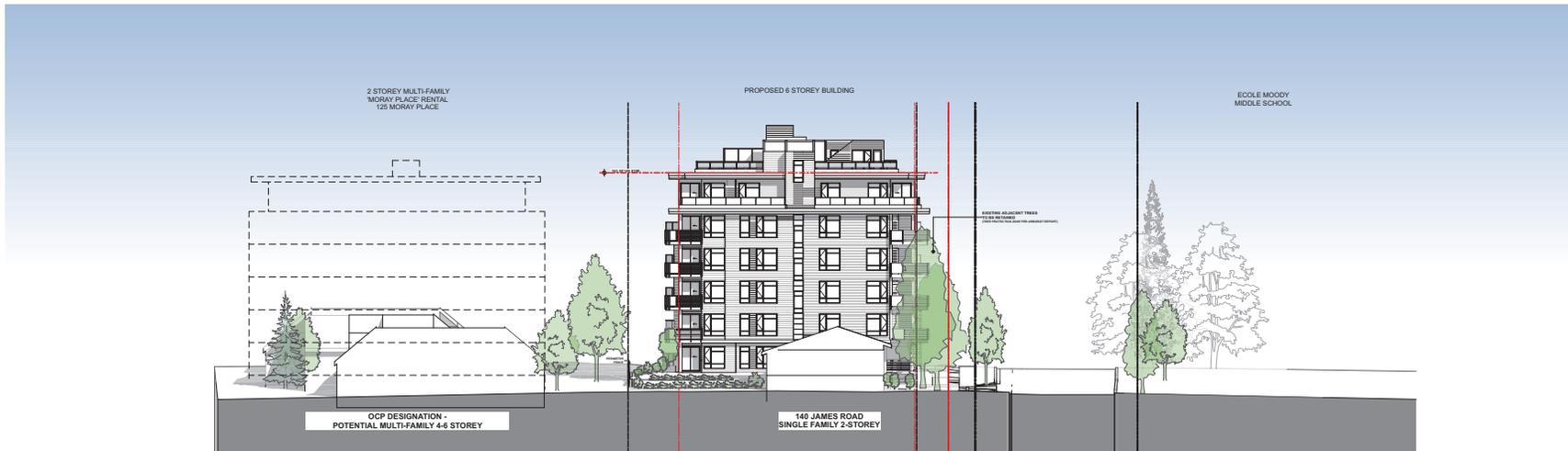
SOUTH ELEVATION

Considered at the April 20, 2021 Council meeting

288



JAMES ROAD - STREETScape



CONTEXT SITE ELEVATION - EAST WEST



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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

DULEX SITKA HOUSE DEVELOPMENTS

(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

(TITLE)

JAMES RD - STREET ELEVATION

(PROJECT)

18447

(SCALE)

1/16" = 1'-0"

(DATE)

MARCH 22, 2021

(DRAWING)

ISSUE 06 - REZ SUBMISSION

A-4.005

Considered at the April 20, 2021 Council meeting

289



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SITE SECTION A-1

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

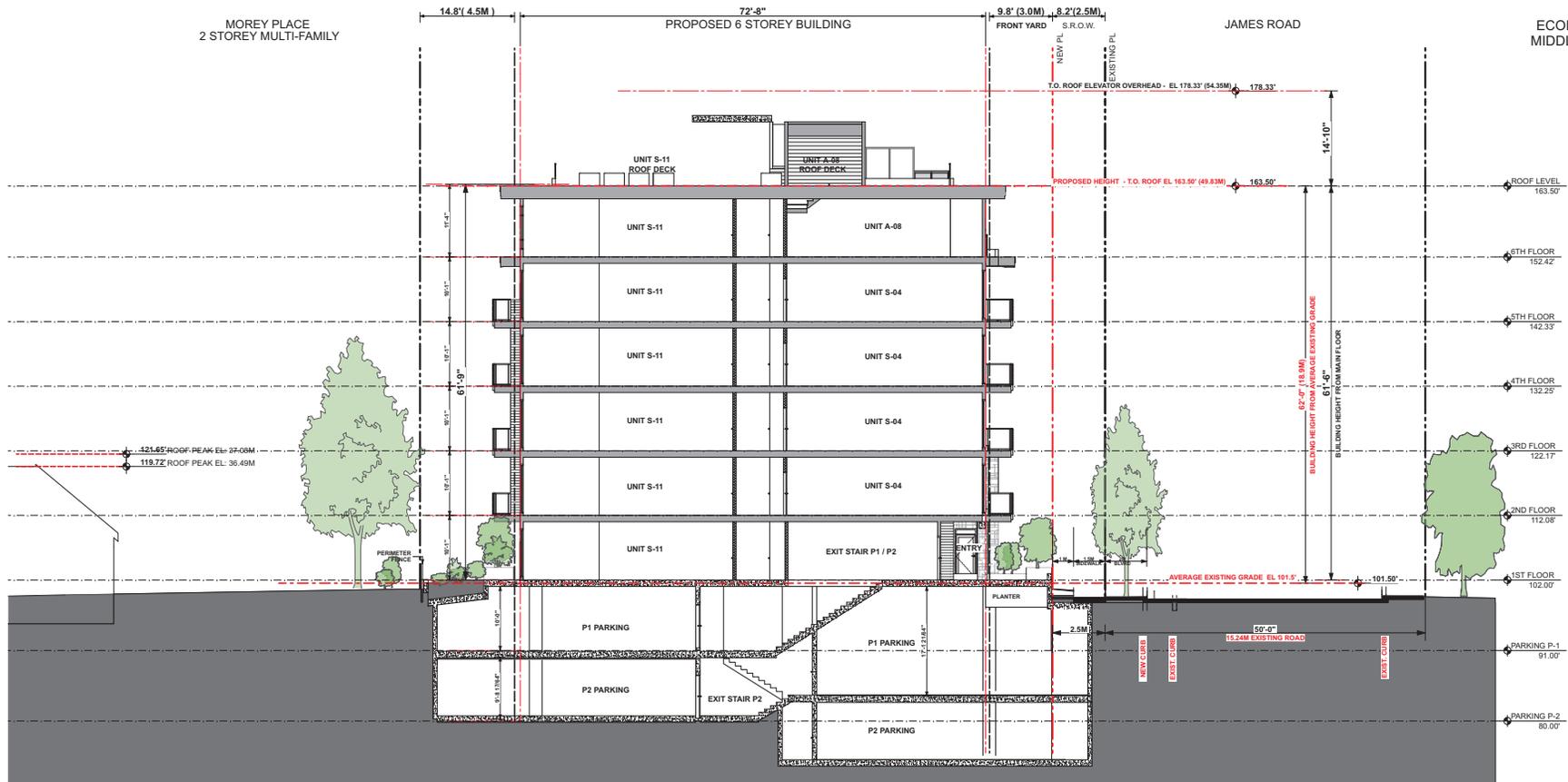
SITE SECTION A-1

18447 (PROJECT)
1/8" = 1'-0" (SCALE)
MARCH 22, 2021 (DATE)
ISSUE 06 - REZ SUBMISSION (DRAWING)

A-5.000

Considered at the April 20, 2021 Council meeting

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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENT)

(PRODUCT)

(TITLE)

(PROJECT)

(SCALE)

(DATE)

(SUBMISSION)

(DRAWING)

DULEX SITKA HOUSE DEVELOPMENTS

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC

SITE SECTION A-2

18447

1/8" = 1'-0"

MARCH 22, 2021

ISSUE 06 - REZ RESUBMISSION

A-5.012

SITE SECTION A-2

Considered at the April 20, 2021 Council meeting

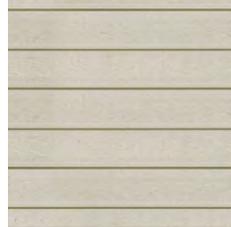
292



B HARDIEPLANK LAP SIDING - AGED PEWTER



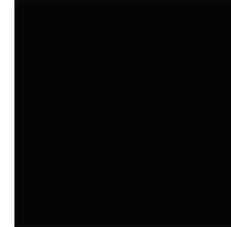
C HARDIE REVEAL PANEL - IRON GREY



D HARDIEPLANK LAP SIDING - COBBLE STONE



E FIBER CEMENT SIDING - WOODTONE MOUNTAIN CEDAR



F TRIMS, ROOF FASCIA - CHARCOAL



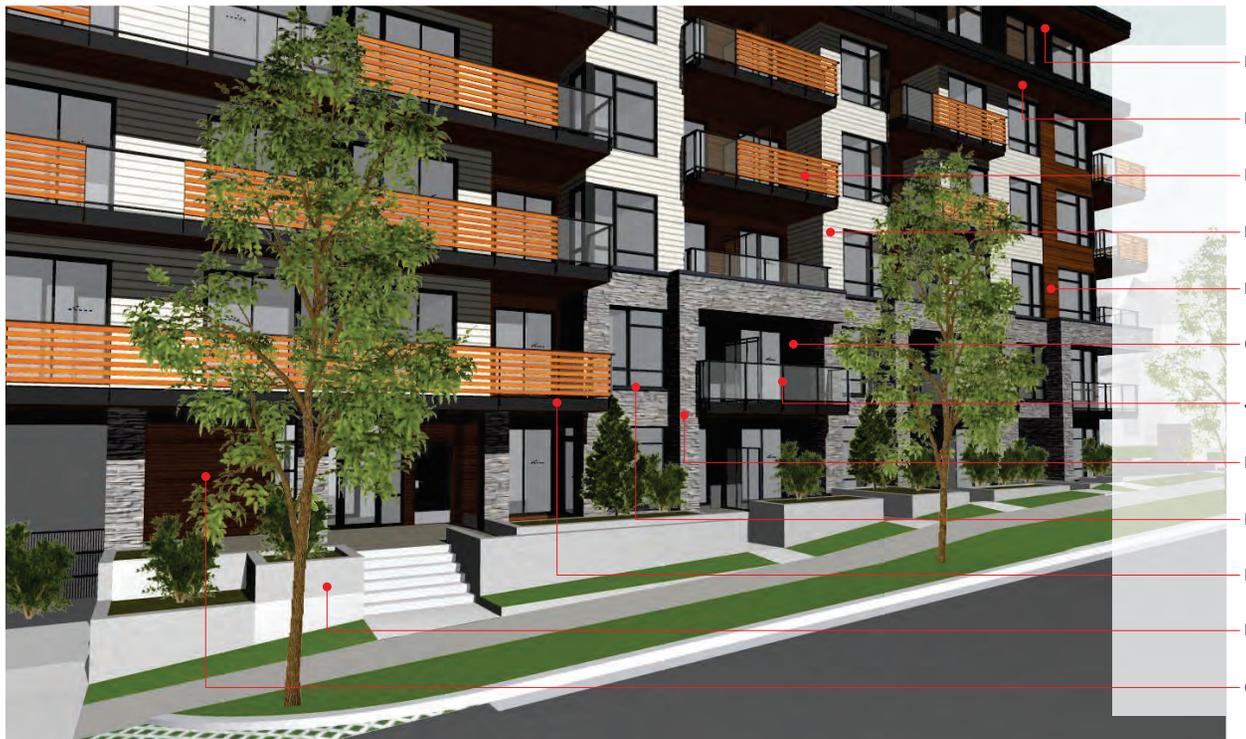
H STONE VENEER - MANUFACTURED STONE



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MATERIAL AND COLOUR LEGEND

| to match: | | | |
|-----------|-------------------------|-----------------------------------|---|
| • A | Light Grey | IKO Roofing SBS | Modiflex Charcoal Grey 2 Ply SBS Roofing membrane at flat roofs |
| • B | Grey | James Hardie ColorPlus Collection | Aged Pewter HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| • C | Charcoal | James Hardie ColorPlus Collection | Iron Grey 7 1/8" Hardie-Reveal Panel and Reveal Trims, smooth texture, c/w Hardie-Reveal Surround Trims |
| • D | Off-White | James Hardie ColorPlus Collection | Cobble Stone HardiePlank Lap Siding - cedarmill texture, 7" exposure - exterior walls |
| • E | Woodgrain | Pre-finished Fibre Cement Siding | Woodtone Rustic Series - Mountain Cedar Fibre Cement Lap Siding - cedarmill texture, pre-finished 5 1/4" exposure at selected locations |
| • F | Charcoal | Benjamin Moore | BM 2118-10 Universal Black Painted Trims, Roof Fascia and Hardie Panel, smooth texture accent panel at window locations |
| • G | Black or Clear Anodized | Windows | Standard Black Typical Vinyl windows and sliding doors w/ matching flashing |
| • H | Light Grey - Brown | Stone Veneer | Echo-Ridge Pro-Fit Alpine Ledgestone Manufactured Stone Veneer Panels at selected locations |
| • I | Woodgrain | Pre-finished Fibre Cement | Woodtone Rustic Series - Mountain Cedar Pre-finished soffits @ roof soffit and u/s of balconies |
| • II | Grey | Aluminum Soffit | Geniek Slate 4 panel perforated aluminum soffit u/s of balconies at lane elevation |
| • J | Black | Tiger Drylac Powder Coatings | Flat Black or to match BM 2118-10 Pre-finished aluminum c/w safety glass railing @ balconies |
| • K | Black | Makin Metals Ltd. | Mate Black Flashing at roofs, flashing at dark windows, downspouts, gutters |
| • L | White | Makin Metals Ltd. | Regal White Flashing at all other locations with finish (D) |
| • M | Light Beige | Architectural concrete | Clear, water repellent coating Architectural concrete finish at exposed concrete walls, landscape walls |
| • N | Pre-finished | WPC or Aluminum Powder Coating | - Decorative Screens 4x1 (slats) horizontal bar grille at balconies selected locations front mounted |
| • O | Black | Storefront Doors and Windows | Black Double glazed, aluminum storefront doors, windows at main lobby, amenity and roof deck exit. |
| • P | Black | Overhead Security gate | Pre-finished Standard Finish Black Overhead vertical security gate, aluminum open grill with concentrated pickets at corners and top-middle (for extra security to manufacturer's recommendations) |

[PROJECT TEAM]

[ARCHITECT SEAL]

[CLIENTS]

DULEX SITKA HOUSE DEVELOPMENTS

[PROJECT]

RESIDENTIAL DEVELOPMENT
145 - 154 JAMES ROAD, PORT MOODY, BC

MATERIALS FINISHES

18447 [PROJECT]

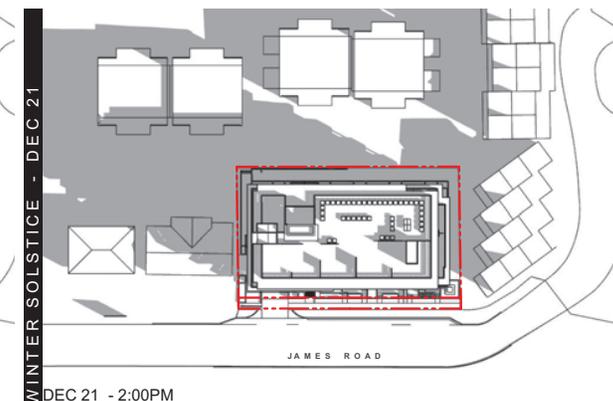
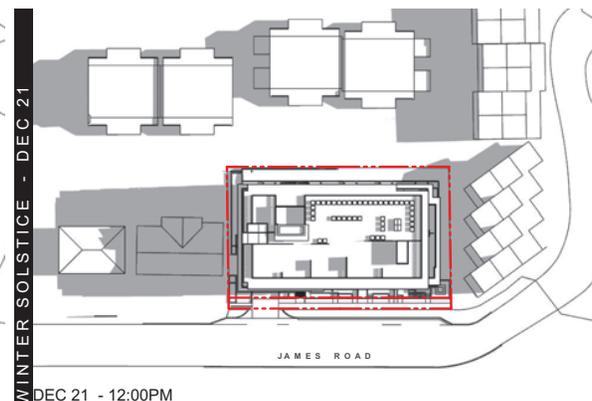
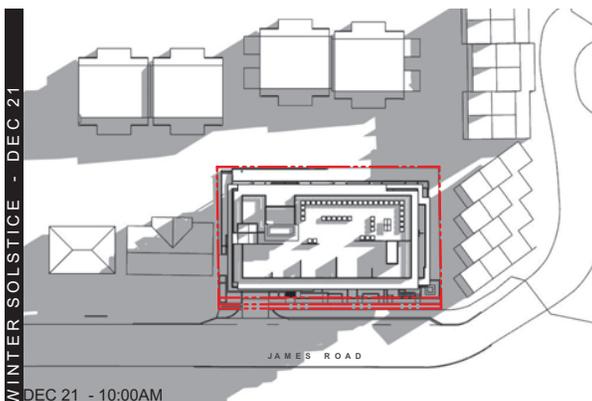
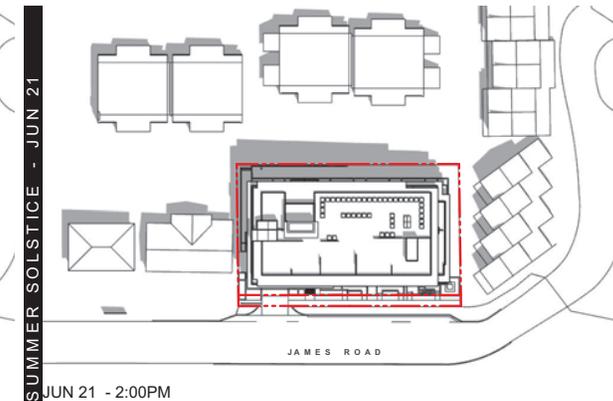
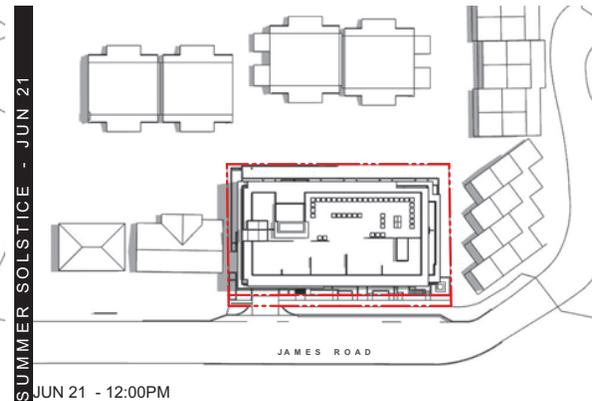
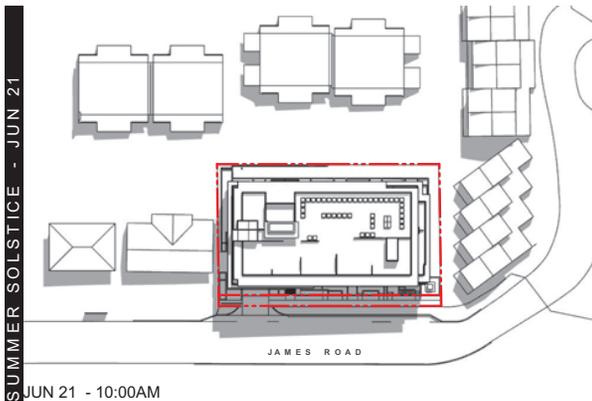
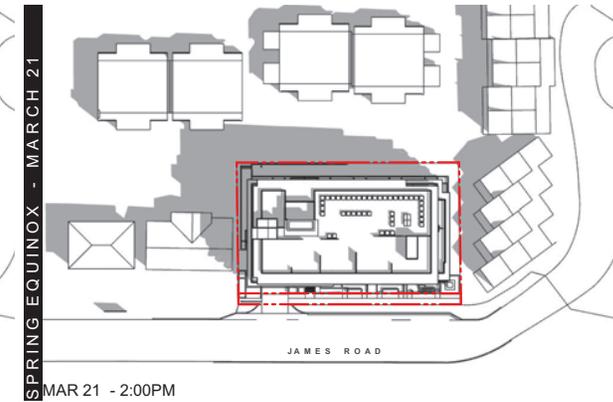
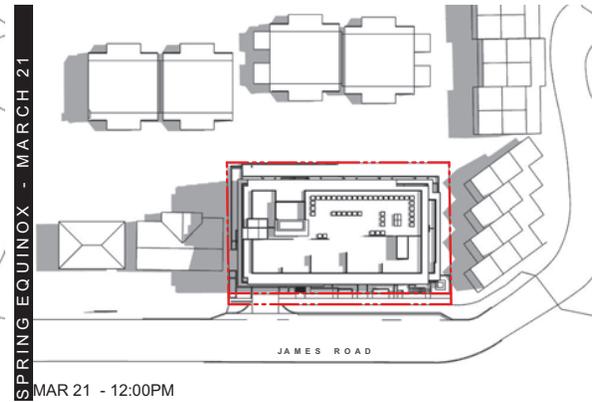
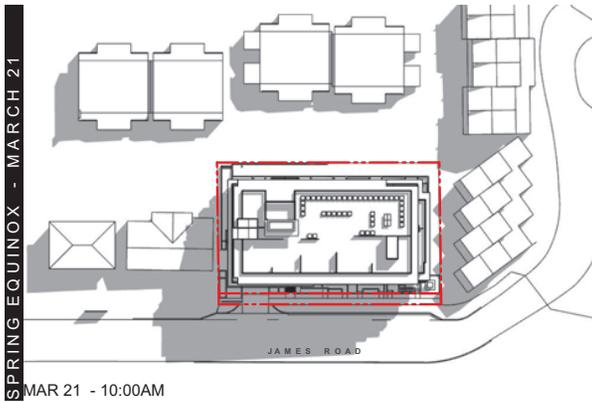
MARCH 22, 2021 [DATE]

ISSUE 06 - REZ RESUBMISSION [DRAWINGS]

A-8.010

Considered at the April 20, 2021 Council meeting

293



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ARCHITECTURE INC.

2330-200 Granville Street
Vancouver, BC, V6C 1S4
www.integra-arch.com
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(PROJECT TEAM)

(ARCHITECT SEAL)

(CLIENTS)
DULEX SITKA HOUSE DEVELOPMENTS
(PROJECT)

RESIDENTIAL DEVELOPMENT
148 - 154 JAMES ROAD,
PORT MOODY, BC
(TITLE)

SHADOW STUDY

18447 (PROJECT)

MARCH 22, 2021 (DATE)

ISSUE 06 - REZ SUBMISSION (DRAWING)

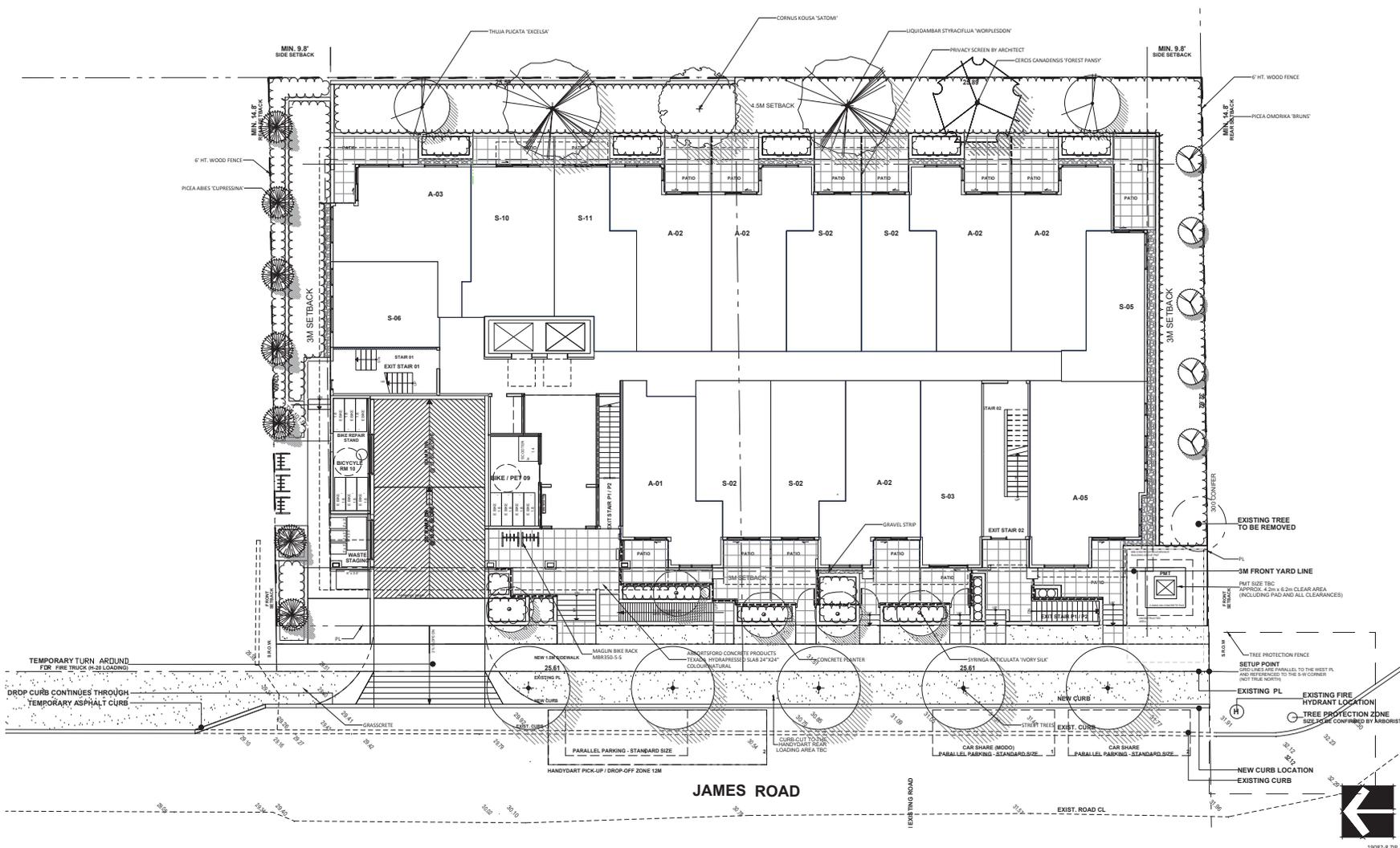
A-8.500

Considered at the April 20, 2021 Council meeting

294

| PLANT SCHEDULE | | COMMON NAME | PLANTED SIZE / SETBACK |
|----------------|-------------------------------------|--------------------------------|------------------------|
| 1 | CERCIS CANADENSIS FOREST PANSY* | FOREST PANSY FREESIDE | 60M CAL, 1.5M STD. BAB |
| 1 | CORNUS KOUSA 'SATOM' | PINK KOUSA DOGWOOD | 50M CAL, 1M STD. BAB |
| 1 | LIQUIDAMBAR STRACIFLUA 'WORPLESSON' | WORPLESSON BIRCH | 60M CAL, 2M STD. BAB |
| 1 | PICEA ABIES 'CUPRESSINA' | COLUMBIAN NORWAY SPRUCE | 2.5M HT. BAB |
| 1 | PICEA OMORICA 'BRUNO' | BRUNO NORWAY SPRUCE | 1.5M HT. BAB |
| 2 | BYRINGA RETICULATA 'IVORY SILK' | IVORY SILK JAPANESE TREE LILAC | 1.5M STD. BAB |
| 2 | THUJA PUGATA 'EXCELSA' | WESTERN RED CEDAR | 2.5M HT. BAB |

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SHOWN ARE PERSONAL STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. ** REFER TO SPECIFICATIONS FOR DETAILED CONTAINER SIZES AND OTHER ALL NECESSARY REQUIREMENTS. SEARCH AND RESERVE SIZES ARE NOT AVAILABLE FOR OFFERING. REFER TO SPECIFICATIONS FOR DETAILED CONTAINER SIZES AND OTHER ALL NECESSARY REQUIREMENTS. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY. FOR REQUEST TO SUBSTITUTE, SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY: ** ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. ** ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. ** SO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



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P: 604 294-0011 | F: 604 294-0022

SEAL:

| NO. | DATE | REVISION DESCRIPTION | DR. |
|-----|----------|----------------------|-----|
| 1 | 19.07.24 | UPDATE SITE PLAN | MC |
| 2 | 19.08.20 | UPDATE PLANTING | RJ |
| 3 | 20.08.15 | NEW SITE PLAN | MC |
| 4 | 20.08.18 | NEW SITE PLAN | JB |
| 5 | 20.08.21 | NEW SITE PLAN | JB |
| 6 | 21.08.16 | NEW SITE PLAN | MC |
| 7 | 21.08.21 | NEW SITE PLAN | JB |

CLIENT:

PROJECT:

APARTMENT
148 - 154 JAMES ROAD
PORT MOODY, BC

DRAWING TITLE:
GROUND LEVEL LANDSCAPE PLAN

DATE: 19 JUN 18 DRAWING NUMBER:
SCALE: 1/8"=1'-0"
DRAWN: RJ
DESIGN: RJ
CHKD: MCV OF 4

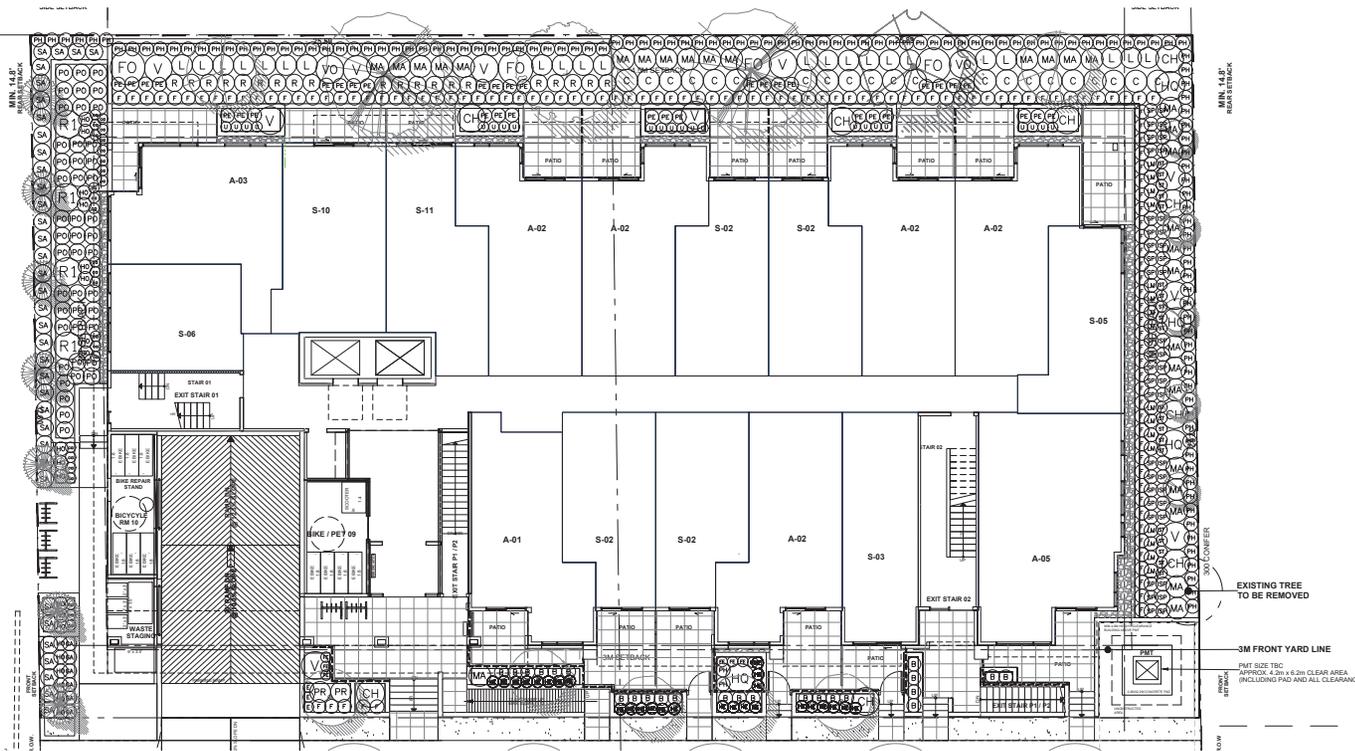
PMG PROJECT NUMBER: 19-082

Considered at the April 20, 2021 Council meeting

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| PLANT SCHEDULE | | | | PNG PROJECT NUMBER: 19-002 |
|------------------|-----|------------------------------------|--|----------------------------|
| KEY | QTY | BOTANICAL NAME | COMMON NAME | PLANTED SIZE / REMARKS |
| SHRUB | | | | |
| (B) | 24 | BUXUS MICROPHYLLA 'WINTER GEM' | LITTLE-LEAF BOX | #3 POT, 40CM |
| (C) | 9 | CHOCYIA TERNATA 'SUNDANCE' | MEXICAN MOON ORANGE | #3 POT, 50CM |
| (D) | 21 | CORNUS SERICEA 'KELSEY' | KELSEY RED OSIER DOGWOOD | #3 POT, 80CM |
| (E) | 4 | FOTHERGILLA MAJOR 'MOUNT AIRY' | MOUNT AIRY FOTHERGILLA | #3 POT, 60CM |
| (F) | 4 | HYDRANGEA QUERCIFOLIA | OKALEAF HYDRANGEA | #3 POT, 80CM |
| (G) | 30 | MAHONIA AQUIFOLIUM | OREGON GRAPE | #3 POT, 50CM |
| (H) | 127 | PHYSCARPUS CARTATUS | PACIFIC NINEBARK | #3 POT, 50CM |
| (I) | 2 | PRUNUS LAUROCEARUS 'OTTO LUYKEN' | OTTO LUYKEN LAUREL | #3 POT, 50CM |
| (J) | 20 | RHODODENDRON 'BOW BELLS' | RHODODENDRON | #3 POT, 50CM |
| (K) | 4 | RIBES SANGUINEUM 'KING EDWARD VII' | RED FLOWERING CURRANT | #3 POT, 80CM |
| (L) | 44 | SPINAEA JAPONICA 'LITTLE PRINCESS' | LITTLE PRINCESS SPINAEA, PINK | #2 POT, 40CM |
| (M) | 36 | SYMPHORICARPOS ALBUS | SNOWBERRY | #3 POT, 50CM |
| (N) | 2 | VACCINIUM OVATUM 'THUNDERBIRD' | EVERGREEN HUCKLEBERRY | #3 POT, 60CM |
| (O) | 10 | WEINMANNIA DAVOURI | DAVOR'S VEIBURNUM | #3 POT, 50CM |
| GRASS | | | | |
| (P) | 26 | CAREX OSHIMENSIS 'EVERGOLD' | EVERGOLD JAPANESE SEDGE | #1 POT |
| (Q) | 7 | FESTUCA OVINA 'SILVACA' | BLUE FESCUE | #1 POT |
| (R) | 35 | PENNSETUM ALOPECUROIDES 'HAMELIN' | DWARF FOUNTAIN GRASS | #1 POT |
| (S) | 20 | STIPA TENUISSIMA | MEXICAN FEATHER GRASS | #1 POT |
| PERENNIAL | | | | |
| (T) | 118 | FRAGARIA CHILOENSIS | BEACH STRAWBERRY | 15CM POT |
| (U) | 27 | HEMEROCALLIS 'WHITE TEMPTATION' | DAILEY, WHITE | #1 POT, 20CM |
| (V) | 20 | HOSTA 'PATRIOT' | HOSTA, GREEN AND WHITE VARIEGATED | #1 POT, 1 EYE |
| (W) | 16 | LAVENDULA ANGUSTIFOLIA 'MUNSTEAD' | ENGLISH LAVENDER, COMPACT; VIOLET-BLUE | #1 POT |
| (X) | 22 | ARCTOSTAPHYLOS UVA-URSI | KINKKINICK | #1 POT, 20CM |
| (Y) | 3 | ERICA CARNEA 'SPRINGWOOD PINK' | WINTER HEATH, PINK | #1 POT |
| (Z) | 6 | GAULTHERIA SHALLOW | SALAL | #1 POT, 25CM |
| (AA) | 22 | LONICERA PILEATA | PRIVET HONEYSUCKLE | #2 POT, 25CM |
| (AB) | 45 | POLYSTICHUM MUNITUM | WESTERN SWORD FERN | #1 POT, 25CM |

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. ** REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. *** SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY: ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.



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SEAL:

| | | | |
|-----|----------|----------------------|-----|
| NO. | DATE | REVISION DESCRIPTION | DR. |
| 1 | 19.07.24 | UPDATE SITE PLAN | MC |
| 2 | 19.08.20 | UPDATE PLANNING | RL |
| 3 | 20.04.15 | NEW SITE PLAN | MC |
| 4 | 20.05.18 | NEW SITE PLAN | RL |
| 5 | 20.05.21 | NEW SITE PLAN | RL |
| 6 | 21.04.20 | NEW SITE PLAN | MC |
| 7 | 21.04.21 | NEW SITE PLAN | RL |

CLIENT:

PROJECT:

APARTMENT
148 - 154 JAMES ROAD
PORT MOODY, BC

DRAWING TITLE:
GROUND LEVEL SHRUB PLAN

DATE: 19 JUN 18 DRAWING NUMBER:
SCALE: 1/8"=1'-0"
DRAWN: RJ
DESIGN: RJ
CHKD: MCV OF 4

19082 8.2P

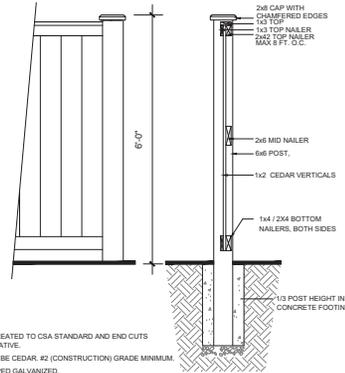
Considered at the April 20, 2021 Council meeting

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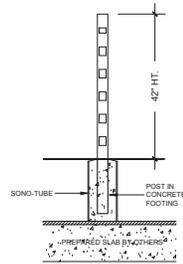
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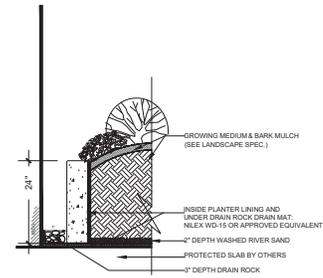
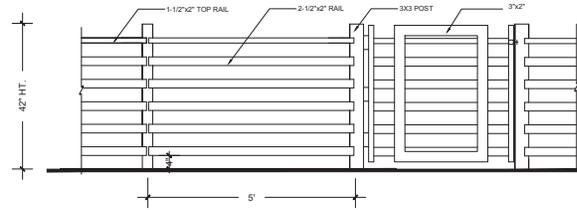
- NOTE
1. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVATIVE.
 2. ALL OTHER MEMBERS TO BE CEDAR #2 (CONSTRUCTION) GRADE MINIMUM.
 3. ALL HARDWARE HOT DIPPED GALVANIZED.
 4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION. FINISH SELECTION AS APPROVED BY PROJECT ARCHITECT.
 5. ALL FENCES TO BE LEVEL. CHANGES IN GRADE TO BE IN 12"-18" STEPS (MAX). GAPS TO GRADE TO FOLLOW FINISH GRADE. GAP TO BE 3/4"

1 6'-0" HEIGHT WOOD FENCE
3/4" = 1'-0"

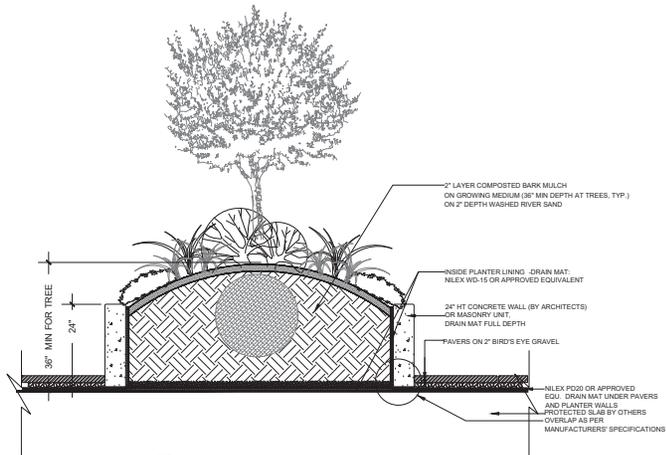


- NOTE:
- ALL METAL PICKETS TO HAVE 2 COATS OF POWDER COATING IN SEMI-GLOSS BLACK
 - ALL JOINTS TO BE WELDED

2 42" HT. METAL FENCE AND GATE DETAIL
3/4" = 1'-0"

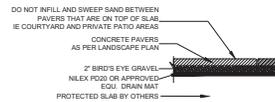


3 DRAIN STRIP ON SLAB
3/4" = 1'-0"



4 LANDSCAPE ON SLAB
3/4" = 1'-0"

- NOTE:
- PAVERS TO BE INSTALLED TO MANUFACTURERS SPECIFICATIONS
 - PAVERS NOT TO BE CUT MORE THAN HALF SIZE
 - ALL PAVERS TO BE DIAMOND CUT
 - ONLY PAVERS OFF SLAB ARE TO BE FILLED WITH POLYMER SAND
 - ONLY PAVERS OFF SLAB ARE TO HAVE BEDDING SAND LEVELING COARSE



5 HYDRAPRESSED SLABS ON SLAB
3/4" = 1'-0"

| NO. | DATE | REVISION DESCRIPTION | DR. |
|-----|-----------|----------------------|-----|
| 7 | 21 MAR 23 | NEW SITE PLAN | JR |
| 6 | 21 MAR 18 | NEW ROOF PLAN | MR |
| 5 | 20 DEC 21 | NEW SITE PLAN | JR |
| 4 | 20 DEC 18 | NEW SITE PLAN | JR |
| 3 | 20 APR 15 | NEW SITE PLAN | MR |
| 2 | 15 FEB 20 | UPDATE PLANTING | RJ |
| 1 | 19 FEB 24 | UPDATE SITE PLAN | MC |

CLIENT:

PROJECT:

APARTMENT
148 - 154 JAMES ROAD
PORT MOODY, BC

DRAWING TITLE:
LANDSCAPE DETAILS

DATE: 19 JUN 18 DRAWING NUMBER:
SCALE: AS SHOWN
DRAWN: RJ
DESIGN: RJ
CHKD: MCY OF 4

Considered at the April 20, 2021 Council meeting

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WATT VANCOUVER
550 – 888 Dunsmuir Street
Vancouver, BC V6C 3K4
(778) 309-1253

To: Bill Laidler, Dulex Sitka House Development Ltd. 2021-02-18 (Rev 10)
From: Victor Ngo, RPP, MCIP and Tim Shah, RPP, MCIP Our File No: 2834.B01
Re: **148-154 James Road Parking Study: Parking Demand and TDM Plan**

1 INTRODUCTION

This memorandum is a follow-up to the “148-154 James Road Parking Study” memo (dated August 17, 2020) and provides revised information regarding the parking demand forecast and proposed transportation demand management (TDM) plan.

2 PARKING SUPPLY BYLAW REQUIREMENT

2.1 Vehicle Parking

A minimum total of 135 off-street parking spaces are required under the Zoning Bylaw, including 114 resident spaces and 21 visitor spaces (see **Table 1**). The bylaw requirements are currently not satisfied with the proposed parking supply of 84 parking spaces, including 73 resident spaces and 11 visitor spaces (supply rate of 0.74 spaces per dwelling unit). This represents a shortfall of 51 spaces.

Table 1: Off-Street Parking Space Minimum Requirement

| Use | Subtype | Quantity | Bylaw Supply Rate | Required Spaces | Proposed Spaces | Difference |
|---|---------|----------|-------------------|-----------------|-----------------|------------|
| Apartment (Market Ownership) | Micro | 49 units | 1.0 spaces / unit | 49 | | |
| | 1 BR | 43 units | 1.0 spaces / unit | 43 | | |
| | 2 BR+ | 5 units | 1.5 spaces / unit | 7 | | |
| | Visitor | 97 units | 0.2 spaces / unit | 19 | | |
| Apartment (Below Market Rental) | Micro | 17 units | 0.9 spaces / unit | 15 | | |
| | Visitor | 17 units | 0.1 spaces / unit | 2 | | |
| Total Parking Spaces (including Accessible Spaces) | | | | 135 | 84 | -51 |
| Resident | | | | 114 | 73 | -41 |
| Visitor | | | | 21 | 11 | -10 |

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

Page 2

2.2 Bicycle Parking

A minimum total of 185 off-street bicycle spaces are required under the Zoning Bylaw, including 171 long-term resident spaces and 14 short-term visitor spaces (see **Table 2**).

The bylaw requirements are currently satisfied with the proposed bicycle parking supply of 232 long-term spaces (additional 36%, or 61 spaces), and 14 short-term spaces, for a total of 246 spaces.

Table 2: Off-Street Bicycle Space Minimum Requirement

| Use | Subtype | Quantity | Bylaw Supply Rate | Required Spaces | Proposed Spaces | Difference |
|-----------------------------|------------|-----------|-----------------------|-----------------|-----------------|------------|
| Residential Apartment | Long Term | 114 units | 1.5 spaces / unit | 171 | | |
| | Short Term | 114 units | 1.0 spaces / 50 units | 14 | | |
| Total Bicycle Spaces | | | | 185 | 246 | +61 |
| Long Term | | | | 171 | 232 | +61 |
| Short Term | | | | 14 | 14 | 0 |

3 PARKING DEMAND FORECAST

The baseline parking demand for the proposed development was forecasted using estimated parking demand for comparable sites (also known as proxy or representative sites) with similar land use, size, setting, and access to services and amenities.

3.1 Resident Parking Demand, One- and Two-Bedroom Units

The Metro Vancouver 2018 Apartment Parking Study provides parking demand data adjusted for transit proximity and unit size for sites located outside of the City of Vancouver and University of British Columbia (UBC) area (see **Table 3**).

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

Page 3

Table 3: City of Port Moody Off-street Parking Requirements and Metro Vancouver Parking Study Data

| Unit Size | Port Moody Base Requirement (Zoning Bylaw, Section 6.3.1) | Port Moody Transit-Oriented Development Requirement (Zoning Bylaw, Section 6.8.2) | Metro Vancouver Demand, 400 m of Frequent Bus Service |
|-------------------------|---|---|---|
| Market Ownership | | | |
| 1 BR | 1.00 space / unit | 1.00 space / unit | 0.92 space / unit |
| 2 BR | 1.50 spaces / unit | 1.35 spaces / unit | 1.32 spaces / unit |
| Market Rental | | | |
| 1 BR | 1.10 spaces / unit | 1.00 space / unit | 0.80 spaces / unit |
| 2 BR | 1.10 spaces / unit | 1.00 space / unit | 1.00 space / unit |

Resident parking demand for the one- and two-bedroom units was assumed to be equivalent to the City's off-street parking requirements:

- Resident parking demand of 1.0 space per unit for one-bedroom units.
- Resident parking demand of 1.5 spaces per unit for two-bedroom units.

No further parking demand analysis is required for the one- and two-bedroom units.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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3.2 Resident Parking Demand, Micro Units

Micro units are purpose-built, small studio or one-bedroom dwelling units with a kitchen and bathroom provided. There is no standard definition for micro units, but they typically range in size from 280 to 450 sq. ft., with an average size of less than 350 sq. ft.¹

Multi-family residential buildings with micro units in the District of Saanich and City of Victoria were reviewed to estimate an appropriate demand rate for the proposed development. WATT has previously completed parking studies for developments in the Greater Victoria area that included micro units. As such, we reached out to the municipalities to obtain information on the approved number of dwelling units, off-street parking supply, TDM measures, and proximity to services and amenities as requested by the City of Port Moody (see **Appendix A** for verification).²

- **Table 4** provides a summary of the approved development application with respect to the total number of approved dwelling units, residential parking supply (excluding non-residential and residential visitor parking), and the approved residential parking supply rate.
- **Table 5** provides a summary of the total number of approved dwelling units by unit size (number of bedrooms). Micro units are listed as zero bedrooms (studios).
- **Table 6** provides a summary of the TDM measures that were secured by the municipality to support the proposed parking supply as part of the application.
- **Table 7** provides a summary of proximity to the nearest bus stop by transit service.
- **Table 8** provides a summary of proximity to services and amenities for the census dissemination block that the site is in, sourced from the national StatsCan-CMHC Proximity Measure Database. The database provides an objective evaluation of proximity to services and amenities for each dissemination block in the country using a gravity model. The data are normalized and classified in quintiles (1 to 5) with a composite amenity index (1 = low; 2 = medium; 3 = high).

¹ Urban Land Institute. (2015). *The Macro View on Micro Units*. Retrieved from: https://uli.org/wp-content/uploads/ULI-Documents/MicroUnit_full_rev_2015.pdf

² Email correspondence with Chuck Bell, Planner (District of Saanich), September 1, 2020; Leanner Taylor, Senior Planner (City of Victoria), September 28, 2020 and October 21, 2020; and Chloe Tunis, Planner (City of Victoria), September 30, 2020 and October 20, 2020.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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Table 4: Comparable Micro Unit Developments, Approved Dwelling Units and Parking Supply

| Address | Tenure | Quantity | Bylaw Required Resident Parking Supply | Approved Resident Parking Supply | Approved Resident Parking Supply Rate (spaces per unit) |
|------------------------------|---------------|-----------|--|----------------------------------|---|
| 3185 Tillicum Road, Saanich | Market Rental | 104 units | 156 | 62 | 0.59 |
| 626 Gorge Road, Victoria | Market Rental | 23 units | 30 | 10 | 0.43 |
| 655 Douglas Street, Victoria | Market Rental | 146 units | 102 | 60 | 0.41 |

Table 5: Comparable Micro Unit Developments, Approved Unit Size Breakdown

| Address | Typical Micro Unit Size | Total | 0 BR (Micro Unit) | 1 BR | 2 BR | 3 BR |
|-------------------------------|-------------------------|-------|-------------------|------|------|------|
| 3185 Tillicum Road, Saanich | 325 sq. ft. | 104 | 23 | 36 | 36 | 9 |
| 626 Gorge Road East, Victoria | 240 sq. ft. | 23 | 18 | 5 | 0 | 0 |
| 655 Douglas Street, Victoria | 300 sq. ft. | 146 | 129 | 10 | 7 | 0 |

Table 6: Comparable Micro Unit Developments, Approved TDM Measures

| Address | Approved TDM Measure |
|-------------------------------|---|
| 3185 Tillicum Road, Saanich | <ul style="list-style-type: none"> Transit pass subsidy for the building's first two years (financial contribution of \$15 per month for up to two residents per dwelling unit) Transportation welcome package and communications |
| 626 Gorge Road East, Victoria | <ul style="list-style-type: none"> None |
| 655 Douglas Street, Victoria | <ul style="list-style-type: none"> Two (2) on-site carshare vehicles |

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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Table 7: Comparable Micro Unit Developments, Proximity to Frequent Transit Network

| Address | Network Distance to Frequent Transit Network |
|---|--|
| 3185 Tillicum Road, Saanich | 170 m (northbound stop on Burnside Road) 100 m (southbound stop on Burnside Road) |
| 626 Gorge Road East, Victoria | 100 m (westbound stop on Gorge Road East) 240 m (eastbound stop on Gorge Road East) |
| 655 Douglas Street, Victoria | 25 m (northbound stop on Douglas Street) |
| 148-154 James Road, Port Moody (subject site) | 370 m (eastbound stop on St. Johns St) 400 m (westbound stop on St. Johns St) |

Table 8: Comparable Micro Unit Developments, Proximity to Services and Amenities

| Address | Block | Amenity Index | Service and Amenity Proximity Quintiles (Out of 5) | | | | | | | | | |
|--|----------------|---------------|--|----------------|------------|-------------|------------|-------------------|---------------------|----------------|---------------------|-----------|
| | | | Employment | Grocery Stores | Pharmacies | Health Care | Child Care | Primary Education | Secondary Education | Public Transit | Neighbourhood Parks | Libraries |
| 3185 Tillicum Road, Saanich | 59 17 0361 001 | Medium | 3 | 5 | 3 | 2 | 5 | 4 | 4 | 5 | 3 | 5 |
| 626 Gorge Road East, Victoria | 59 17 0384 013 | Low | 4 | 4 | 4 | 3 | 1 | 0 | 5 | 5 | 5 | 0 |
| 655 Douglas Street, Victoria | 59 17 0401 014 | Medium | 4 | 5 | 5 | 4 | 3 | 5 | 0 | 5 | 5 | 5 |
| Median | | Medium | 4 | 5 | 4 | 3 | 3 | 4 | 4 | 5 | 5 | 5 |
| 148-154 James Road, Port Moody (subject) | 59 15 1601 002 | Low | 3 | 0 | 3 | 3 | 3 | 3 | 5 | 4 | 1 | 0 |

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3.2.1 Comparable Developments, Land Use

For the three comparable developments in Saanich and Victoria, the applications proposed a range of unit sizes from studios to three-bedroom units. The share of micro units relative to the total number of dwelling units ranged from 22% (3185 Tillicum Road) to 78% (626 Gorge Road East) and 88% (655 Douglas Street).

At the time of the development applications, the District of Saanich and City of Victoria did not have a micro unit use defined in their respective zoning bylaws; this is still the case as of today (February 2021). The micro units were classified as a multiple dwelling use by the municipalities.

3.2.2 Comparable Developments, Off-street Parking Requirement and TDM

3185 Tillicum Road, Saanich

The development was classified as an “Apartment” use under the District’s off-street parking requirements at the time of the application, which specified a requirement of 1.5 spaces per dwelling units. The District has a “flat” parking supply rate for the proposed residential use in the zoning bylaw, with the same rate applied to all units regardless of unit size.

The proposed residential parking supply of 62 spaces (104 unit building) was accepted by the municipality with after considering that: (1) actual parking demand was estimated to be 0.66 spaces per dwelling unit based on comparable developments, lower than the District’s off-street requirement; and (2) the provision of TDM measures by the applicant would close the gap between the baseline parking demand (104 units × 0.66 spaces per unit = 69 spaces) versus the proposed supply of 62 spaces.

The TDM measures consisted of a transit pass subsidy for the building’s first two years (financial contribution of \$15 per month for up to two residents per dwelling unit), and a transportation welcome package and communications to building residents.

626 Gorge Road, Victoria

The application proposed a conversion from an existing motel use to multi-family residential and retail. The development was classified as a “Multiple Dwelling” use under the City’s off-street parking requirements at the time of the application, which specified a requirement of 1.3 spaces per dwelling units. The City had a “flat” parking supply rate for the proposed residential use in the zoning bylaw, with the same rate applied to all units regardless of unit size.

The proposed residential parking supply of 10 spaces (23 unit building) was accepted by the municipality with no additional TDM requirements.

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655 Douglas Street, Victoria

The application proposed a conversion from an existing hotel use to multi-family residential. The development was classified as a “Residential” use in a “Central Area Zone” under the City’s off-street parking requirements at the time of the application, which specified a requirement of 0.7 spaces per dwelling units. The City had a “flat” parking supply rate for the proposed residential use in the zoning bylaw, with the same rate applied to all units regardless of unit size.

The proposed residential parking supply of 60 spaces (146 unit building) was accepted by the municipality with a condition that two carshare spaces be provided on-site.

3.2.3 Comparable Developments, Proximity to Transit

The Metro Vancouver 2018 Apartment Parking Study found a relationship between parking demand and proximity to frequent bus service using a threshold of 400 m.³

All comparable developments and the subject site are within 400 m of frequent bus service. Furthermore, the subject site is in proximity (less than 1 km) to rapid rail transit (higher order of transit service), unlike the comparable sites in Saanich and Victoria.

3.2.4 Comparable Developments, Proximity to Services and Amenities

The comparable sites were, on average, located within census dissemination blocks classified as a medium amenity dense area. The subject site is in a dissemination block classified as a low amenity dense area.

Of the ten proximity measures:

- Seven measures had a median score higher than the subject site (employment, grocery store, pharmacies, primary education, public transit, and neighbourhood parks).
- Two measures had a median score that was equal (health care and child care).
- One measure had a median score that was less (secondary education).

Four measures warrant further discussion:

- The employment and transit scores for the subject and comparable sites are similar. They are both in the third and fourth quintile respectively, meaning it ranks average or above average across the country. Future residents of the subject site will have access to employment opportunities within the area, and/or easy access to frequent transit to

³ Metro Vancouver. (2019). 2018 Regional Parking Study: Technical Report, p. 20. Retrieved from: <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf>

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access employment farther away. This can support residents living at the site without a vehicle (or be less reliant on a vehicle).

- There are a number of green spaces within proximity of the subject site, including James Park (650 m away; 8-minute walk) and Inlet Park (800 m away; 10-minute walk). These spaces are not classified as a “neighbourhood park”, and thus not reflected in the “neighbourhood park” measure.
- The subject site had a score of zero for grocery stores compared to the median score of five. The closest grocery stores to the subject site include the following:
 - Thrifty Foods (170 Brew Street; 1.2 km away).
 - Confetti’s European Meat Market & Grocery (1.2 km away).

While Thrifty Foods and Confetti’s are outside of a comfortable 800 m walking distance, they are still within reach by non-auto modes such as transit and cycling.

3.2.5 Baseline Parking Demand

To estimate an appropriate baseline parking demand rate for subject site’s proposed micro units, two sets of demand rates were calculated using the comparable developments. First, the approved residential parking supply rate was assumed to be equivalent to the comparable development’s parking demand as directed by the City of Port Moody. Second, vehicle ownership (measured as the number of insured vehicles) associated with the comparable sites were obtained from the Insurance Corporation of British Columbia (ICBC).

Four adjustments were made to both of the estimated demand rates to account for differences in terms of TDM, location, unit size, and housing tenure:

1. **TDM Adjustment:** The parking demand rate was adjusted to remove the influence of TDM from parking demand (i.e., parking demand would be higher without the provision of the TDM measures).
2. **Location Adjustment:** Greater access to services and amenities is assumed to reduce vehicle parking demand. The parking demand rate was adjusted to remove the influence of location to be comparable with the subject site (i.e., parking demand would be higher for the comparable sites if they were located in the same location as the subject site). This was estimated by using the difference in the sum of the proximity measure scores for each comparable site to the subject site.
3. **Unit Size Adjustment:** Research has found a relationship between unit size and parking demand, with vehicle ownership increasing as household and unit size increases.⁴ Bedroom factors obtained from the *Metro Vancouver 2018 Apartment Parking Study*

⁴ Metro Vancouver. (2019). *2018 Regional Parking Study: Technical Report*, p. 18.

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were used to break down the parking demand by unit size. Parking demand for micro units were estimated using the following factors:

- a. One-bedroom rental units are 117% higher than studio rental units.
- b. Two-bedroom rental units are 24% higher than one-bedroom rental units.
- c. Three-bedroom rental units are 23% higher than two-bedroom rental units.⁵

4. **Tenure Adjustment:** The parking demand rate was adjusted to remove the influence of different residential tenures. Demand was adjusted by 15% to reflect the difference in parking demand for a rental versus strata studio and one-bedroom unit based on sites outside of the City of Vancouver (e.g., Port Moody) as described in the Metro Vancouver 2018 Apartment Parking Study.

Using the approved parking supply approach, a strata micro-unit parking demand of 0.56 spaces per unit and a rental micro-unit demand of 0.48 spaces per unit was estimated (see **Appendix B** for details).

Using the ICBC vehicle ownership approach, a strata micro-unit parking demand of 0.45 spaces per unit and a rental micro-unit demand of 0.39 spaces per unit was estimated (see **Appendix C** for details and **Appendix D** for a copy of the ICBC report).⁶ These demand rates were based on the maximum number of insured vehicles associated with each site over the course of a year, with a snapshot at three time periods (December 31, 2018; August 31, 2019; and December 31, 2019).⁷ If the demand rates were calculated using an average of the three snapshots, a strata micro-unit parking demand of 0.40 spaces per unit and a rental micro-unit demand of 0.34 spaces per unit was estimated.

The parking demand rates from the vehicle ownership approach using the maximum number of insured vehicles reported is recommended for a conservative approach.

⁵ Unit size factor for three-bedroom rental units versus two-bedroom rental units were assumed to be the same strata residential due to limited sample size in the Metro Vancouver Apartment Parking Study.

⁶ Demand rates calculated under the “approved parking supply” approach are based on the approved dwelling unit count and mix; refer to **Table 5**. Demand rates calculated under the “ICBC vehicle ownership” approach are based on the actual constructed dwelling unit count and mix based on BC Assessment data (retrieved from the 2018 Building Information Report); refer to **Appendix C, Table C-3**. This ensures demand rates are calculated consistently between the two approaches.

⁷ Five vehicle categories are provided by ICBC: (1) passenger; (2) commercial; (3) motorcycle/moped; (4) motorhome; and (5) utility trailers. Only passenger and commercial vehicles are considered in the analysis.

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3.3 Visitor Parking Demand

The Metro Vancouver 2012 Apartment Parking Study found that visitor parking was oversupplied across the region, and the standard municipal visitor parking requirement of 0.20 spaces per dwelling unit was excessive. Observed visitor parking demand was found to be below 0.10 spaces per unit, with a peak of 0.06 spaces per unit.

An average visitor parking demand of 0.10 spaces per unit has also been observed in other communities. For example, WATT found an average peak visitor parking demand of below 0.10 at multi-family residential strata sites in Langford, BC, a suburban community similar to Port Moody (see **Table 9**). Parking occupancy was collected between 9:00 p.m. and 10:30 p.m. at night, which corresponds with the peak period identified for visitor parking during the weekday and weekend as recommended by the Urban Land Institute (ULI).⁸

ULI's Shared Parking also provides monthly adjustment factors for visitor parking. September to June represent 100% of peak demand, with a modest reduction in July and August with a recommended monthly factor of 95%. Sizing visitor parking for a design day outside the typical weekday and weekend for infrequent peaks such as holidays is not recommended, as this would result, on average, unused parking for most of the year.

A visitor parking demand of 0.10 spaces per unit is recommended.

Table 9: Representative Parking Demand Rates, Residential Visitor

| Address | Number of Units | | | | | Visitor Parking Supply | Peak Visitor Occupancy | Parking Demand Rate |
|---------------------------|-----------------|------|------|------|-------|------------------------|------------------------|---------------------|
| | 0 BR | 1 BR | 2 BR | 3 BR | Total | | | |
| 3240 Jacklin Rd, Langford | 0 | 21 | 9 | 0 | 30 | 6 | 6 | 0.20 |
| 2711 Jacklin Rd, Langford | 0 | 0 | 8 | 10 | 18 | 6 | 2 | 0.11 |
| 2731 Jacklin Rd, Langford | 0 | 4 | 0 | 6 | 10 | 3 | 1 | 0.10 |
| 2747 Jacklin Rd, Langford | 0 | 9 | 19 | 0 | 28 | 2 | 2 | 0.07 |
| 2871 Jacklin Rd, Langford | 0 | 3 | 95 | 1 | 99 | 13 | 4 | 0.04 |
| 769 Arncote Ave, Langford | 0 | 1 | 20 | 0 | 21 | 2 | 0 | 0 |
| 908 Brock Ave, Langford | 1 | 13 | 0 | 0 | 14 | 3 | 0 | 0 |

Notes: Parking observations conducted between 9:00 p.m. and 10:30 p.m. on January 9, 10, 15, and 23, 2019.

⁸ Smith, M. (2020). *Shared Parking* (3rd ed.). Urban Land Institute. Parking utilization for residential visitor peaks at 100% from 7:00 pm to 11:00 pm inclusive for the weekday and weekend period.

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3.4 Summary of Parking Demand

A peak parking demand of 90 spaces is forecast for the proposed development, a difference of 45 spaces from the minimum bylaw requirement of 135 spaces (see **Table 10**). This represents an overall parking demand rate of 0.79 spaces per dwelling unit.

The estimated parking demand of 90 spaces is higher than the proposed parking supply of 84 spaces, resulting in a shortfall of six spaces. Transportation demand management (TDM) measures would be required to reduce the on-site parking demand until it can be accommodated by the proposed parking supply.

Table 10: Summary of Baseline Parking Demand

| Use | Subtype | Quantity | Baseline Parking Demand Rate | Baseline Parking Demand | Proposed Spaces | Difference |
|---------------------------------|---------|-----------|------------------------------|-------------------------|-----------------|------------|
| Apartment (Market Ownership) | Micro | 49 units | 0.45 spaces / unit | 22 | | |
| | 1 BR | 43 units | 1.00 spaces / unit | 43 | | |
| | 2 BR+ | 5 units | 1.50 spaces / unit | 7 | | |
| Apartment (Below Market Rental) | Micro | 17 units | 0.39 spaces / unit | 7 | | |
| Apartment | Visitor | 114 units | 0.10 spaces / unit | 11 | | |
| Total | | | | 90 | | |
| Resident | | | | 79 | 73 | -6 |
| Visitor | | | | 11 | 11 | 0 |

If the average demand rates for the micro units (0.40 spaces per unit for strata and 0.34 spaces per unit for rental) were applied instead of the maximum demand rates calculated from the ICBC data (see **Section 3.2.5**), the overall total demand would be 87 parking spaces, a reduction of three spaces.

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4 TRANSPORTATION DEMAND MANAGEMENT

An overview of TDM measures that the applicant has indicated interest to secure for the proposed development is provided below based on recommendations by WATT.

4.1 Carshare Vehicle

Carsharing allows individuals to access and rent a vehicle on a short-term basis. Two-way carshare systems require the user to return the vehicle to a station, and one-way carshare allows the user to begin and end their trip at any location within a specified boundary. A number of studies have found that carsharing programs can have a significant impact in reducing vehicle ownership and thereby lower parking demand.

In the Metro Vancouver region, one study found that households that joined Modo reduced their vehicle ownership from an average of 0.68 to 0.36 vehicles.⁹ A study by Metro Vancouver found that on average, up to three private personal vehicles were shed per car share vehicle. When the avoidance of acquiring a private vehicle was included, each carshare vehicle removed between 5 to 11 private vehicles from households.¹⁰ Currently, there is one private one-way carshare provider, Modo, that is operating in Port Moody.

A publicly accessible carshare vehicle should be located on the surface level, either on-site or off-street as an on-street parking space (i.e., public right-of-way) directly in front of the building to ensure high visibility with consideration to the site context. Alternatively, the carshare vehicle can be located in the underground parking if it's reserved only for building residents.

The City supports a reduction of six (6) vehicle parking spaces for every one (1) electric carshare vehicle provided by the applicant.

4.2 Off-site Active Transportation Infrastructure Improvement

Contributions towards off-site pedestrian and cycling infrastructure that completes gaps in the active transportation can support walking and cycling. A 170 m off-street multi-use pathway is proposed adjacent the site that would run parallel to James Road and terminate at St. Johns Street. The multi-use pathway would provide cycling connectivity for residents by connecting to the City's proposed cycle path/buffered bike lane on St. Johns Street as identified in Map 3

⁹ Namazu, M. & Dowlatabadi, H. (2018). Vehicle ownership reduction: A comparison of one-way and two-way carsharing systems. *Transport Policy*, 64: 38-50.

¹⁰ Metro Vancouver. (2014). *The Metro Vancouver Car Share Study*. Retrieved from: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

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(Long Term Bicycle Network) of TransPort Moody.¹¹ It would also provide pedestrians with an improved and more direct connection to access frequent transit on St. Johns Street.

The City of San Francisco's Transportation Demand Management Technical Justification Report estimated a 2% reduction in vehicle miles travelled as a result of pedestrian improvements in the adjacent road network.¹² In addition, a detailed transportation demand management study prepared for the City of Hamilton identifies off-site cycling infrastructure connections as the most effective walking & cycling TDM measure.¹³

A reduction of eight (8) vehicle parking space is supported if the applicant commits to providing contributions towards off-site active transportation infrastructure, such as a multi-use pathway to St. Johns Street from the site.

4.3 Additional Long-term Bicycle Parking Spaces

The provision of additional bicycle parking spaces can support residents in order to satisfy potential bicycle demand in the current and future. Insufficient bicycle parking is considered a key barrier to promoting cycling, with additional bicycle parking associated with an increase of cycling by 10 to 40%.¹⁴

A reduction of two (2) vehicle parking spaces is supported for every additional 10% of long-term bicycle spaces provided.

4.4 Shared Electric Bicycles and Electric Bicycle Parking Charging

E-bikes are electric bicycles with an electric motor of 500 watts or less and functioning pedals that are limited to a top speed of 32 km/h without pedalling. E-bikes are an emerging form of mobility and have the potential to displace and/or substitute vehicle trips and reduce vehicle ownership. Research has found that prospective e-bike users would feel more comfortable if they could park their bicycle in a locked or supervised area. The provision of energized outlets for long-term bicycle parking spaces can facilitate charging opportunities for future e-bike users

¹¹ City of Port Moody. (2017). Port Moody Master Transportation Plan, Map 3 Long Term Bicycle Network. Retrieved from: <https://www.portmoody.ca/en/city-hall/resources/Documents/Map-3-Long-Term-Bicycle-Network.pdf>

¹² City of San Francisco. (2016). Transportation Demand Management Technical Justification. Retrieved from: https://default.sfplanning.org/plans-and-programs/emerging_issues/tsp/TDM_Technical_Justification.pdf

¹³ IBI Group. (2016). Pier 7/8 Transportation Demand Management Detailed Report. Retrieved from: <https://www.hamilton.ca/sites/default/files/media/browser/2016-06-08/west-harbour-pier6-7-8-transportation-demand-management-report.pdf>

¹⁴ Hein, E. & Buehler, R. (2019). Bicycle parking: a systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour. *Transport Reviews*, 39(5).

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at the site.¹⁵ Furthermore, e-bikes are particularly popular among older adults, consistent with the target demographic of the building.¹⁶

A minimum of 25% of bicycle parking spaces should be energized to increase e-bike ownership, with priority for installation of plugs given to the horizontal bicycle parking. Furthermore, assignment of bicycle parking spaces with energized outlets should be considered to ensure e-bike users do not compete for these spaces with non-e-bikes.

A reduction of four (4) vehicle parking spaces is supported for the proposed development if nine (9) shared e-bikes are provided for exclusive use of building residents.

A reduction of four (4) vehicle parking spaces is supported for the proposed development if 25% of the long-term bicycle parking spaces (57 spaces) have access to a 110V outlet.

4.5 Bicycle Maintenance Facility

Residential developments can provide dedicated on-site bicycle maintenance facilities, such as bicycle repair tools, pumps, wash stations, etc., to support ongoing bicycle use among building users.¹⁷ This is particularly beneficial for residents living in smaller dwelling units where space is at a premium and/or access to a bicycle repair service may be inaccessible or present a financial barrier.

A reduction of two (2) vehicle parking spaces if a bicycle maintenance facility is provided for use of building residents.

4.6 Passenger Loading Space

The provision of a dedicated passenger loading zone can meet the expected demand for pick-up and drop-off activity, and reduce parking demand for the following users of the building:

- Seniors and people with disabilities who use specialized transit services such as HandyDART and other services (e.g., TaxiSaver, Hospital Transfers).

¹⁵ WATT Consulting Group. (2018). *Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Backgrounder*. Retrieved from: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/electric-vehicle-and-e-bike-infrastructure-backgrounder-sept-2018.pdf?sfvrsn=a067c5ca_2

¹⁶ Cauwenberg, J.V., de Bourdeaudhuij, I., Clarys, P., de Geus, B., & Deforche, B. (2018). "E-bikes among older adults: benefits, disadvantages, usage and crash characteristics." *Transportation*, 46: 2151–2172.

¹⁷ Victoria Transport Policy Institute. (2015). *Parking Management: Strategies for More Efficient Use of Parking Resources*. Retrieved from: www.vtpi.org/tdm/tdm28.htm#_Toc128220491

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- Students and young professional who use ride-hailing services. Reductions in vehicle ownership of 9% have been reported among ride-hailing users.¹⁸

The proposed on-street passenger loading zone located on James Rd directly in front of the building entrance can help ensure passenger loading activities can be conveniently accommodated for the future tenants. Furthermore, if approved, the applicant should formally designate the space on ride-hailing applications (e.g., Uber, Lyft) for pick-up/drop-off purposes. In the City of Vancouver, a parking reduction of 4 to 7% can be achieved through the provision of a loading space for transit vehicles (e.g., HandyDART) for strata and rental housing developments.¹⁹

A reduction of three (3) vehicle parking spaces is supported if a dedicated passenger loading zone is provided on James Rd.

4.7 Transportation Welcome Package

An information package on local sustainable transportation options specific to the site should be provided to new residents as part of the move-in process. Other transportation collateral, such as up-to-date bus schedules in print, should also be considered to be provided at key locations in the building, including the residential lobby entrance.

As part of the information package, the following information should be included:

- Bus schedules and route maps for nearby transit service (Route 160, 183, 184, and N9).
- Map showing best walking and cycling routes to nearest bus stop on St. Johns Street and Inlet Centre and Moody Centre SkyTrain stations.
- Registration information for HandyDART, including a copy of the application form.

The US Federal Highway Administration identifies a parking demand reduction ranging from 1 to 5% for information and promotion-based strategies.

A reduction of one (1) vehicle parking space is supported if a transportation welcome package is provided to building residents.

¹⁸ Henao, A. & Marshall, W.E. (2019). "The impact of ride hailing on parking (and vice versa)." *The Journal of Transport & Land Use*, 12(1): 127–147; Clewlow, R.R., & Mishra, G.S. (2017). *Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States*. Retrieved from: https://itspubs.ucdavis.edu/wp-content/themes/ucdavis/pubs/download_pdf.php?id=2752

¹⁹ City of Vancouver. (2019). *Transportation Demand Management for Developments in Vancouver*. Retrieved from: <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>

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4.8 Mobility Scooter Parking

11 of the 114 dwelling units proposed will be designed to accommodate people with disabilities (four of the two-bedroom units and six of the micro units). Dedicated mobility scooter parking is proposed to be provided to supplement the accessible vehicle parking spaces. Research has highlighted the importance of mobility scooters as a travel option:

- One study reported that mobility scooters enabled users to travel distances they previously would have made by foot (or short distance vehicle trips) without any physical effort. Furthermore, for some older people, a mobility scooter can be a replacement for a car and for the types of trips they would have made with a car.
- Another study surveyed 480 mobility scooter users of all ages in the United Kingdom. It found that most respondents used a scooter instead of a wheelchair because they are easier to use and more comfortable. It also reported that that users relied on their scooter to get around, with 74% of respondents saying they would not make the same trips without their scooter. Another study found a similar result reporting that scooters allowed users to travel to more destinations, achieve more daily tasks, maintain independence, and increased their sense of wellbeing.²⁰
- Lastly, a study from the US looked at the 2017 National Household Travel Survey to understand the travel patterns of American adults with disabilities.²¹ It found that regardless of age, people with disabilities make fewer trips per day on average than people without disabilities. It also reported that workers with disabilities age 18 to 64 make fewer trips compared for workers without disabilities. Mode share data reported that people with disabilities travel by personal vehicles—as drivers or as passengers—for a smaller share of trips than people without disabilities. And people with disabilities age 18 to 64 travel as passengers for a greater share of personal vehicle trips.

The last two statistics confirm that people with disabilities are less reliant on personal vehicles and more likely to be transported as a passenger or utilize a personal mobility device.

A reduction of ten (10) vehicle parking spaces is supported if dedicated mobility scooter parking is provided in the 11 units intended for persons with disabilities. The reduction is calculated based on the equivalent vehicle parking demand substituted by scooter parking.

- **Four (4) accessible 2-BR units × 1.5 parking spaces per unit = six (6) vehicle spaces**
- **Six (6) accessible micro units × 0.56 parking spaces per unit = three (3) vehicle spaces**

²⁰ Thoreau, R. (2015). "The impact of mobility scooters on their users. Does their usage help or hinder?: A state of the art review." *Journal of Transport & Health*, 2(2): 269-275;

²¹ Brumbaugh, S. (2018). Travel Patterns of American Adults with Disabilities. Issue Brief. Retrieved from: <https://www.bts.gov/sites/bts.dot.gov/files/docs/explore-topics-and-geography/topics/passenger-travel/222466/travel-patterns-american-adults-disabilities-11-26-19.pdf>

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4.9 Summary of TDM Plan

The proposed TDM plan represents a parking demand reduction of up to 43 spaces for the proposed residential uses, including the micro, one-bedroom, and two-bedroom units (see **Table 10**). This would reduce the estimated baseline demand from 91 spaces to 48 spaces.

The reduction of 43 spaces were distributed equally across the residential units, except for the mobility scooter parking measure with a reduction of six spaces to the four proposed accessible two-bedroom units, and three spaces to the six proposed accessible micro units. As a result, the proposed parking supply of 84 spaces would accommodate the peak demand of 47 spaces.

Table 11: Summary of TDM Plan and Parking Demand Reductions

| TDM Measure | Provision | Parking Spaces |
|---|-------------------|----------------|
| Baseline Parking Demand | | 90 spaces |
| Resident | | 79 spaces |
| Visitor | | 11 spaces |
| TDM Demand Reduction (Resident Only) | | -43 spaces |
| Carshare Vehicle | One (1) vehicle | -6 spaces |
| Off-site AT Improvement | Multi-use path | -8 spaces |
| Additional Long-term Bicycle Parking | 31% additional | -6 spaces |
| Shared E-Bikes | Nine (9) bicycles | -4 spaces |
| Long-term E-Bike Charging | 57 bicycle spaces | -4 spaces |
| Bicycle Maintenance Facility | One (1) facility | -2 spaces |
| Passenger Loading Space | One (1) space | -3 spaces |
| Transportation Welcome Package | Welcome package | -1 space |
| Mobility Scooter Parking | 11 spaces | -9 spaces |
| TDM-Adjusted Parking Demand | | 47 spaces |
| Resident | | 36 spaces |
| Visitor | | 11 spaces |
| Proposed Parking Supply | | 84 spaces |
| Resident | | 73 spaces |
| Visitor | | 11 spaces |
| Bylaw Requirement | | 135 spaces |
| Resident | | 114 spaces |
| Visitor | | 21 spaces |

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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The City of Port Moody has indicated a maximum permitted reduction of 12 spaces associated with TDM, with the following conditions:

- The building is not eligible for the Port Moody Multifamily Permit Parking program;
- The parking must be unbundled and rented to individual units based upon availability;
- Owners must be made aware of the parking availability at time of rental or sale;
- The multiuse pathway must be extended to St. Johns Street;
- Provision of shared e-bikes; and
- An ICBC ownership survey be provided for the example properties to confirm if on-street parking is supporting the project.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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5 CONCLUSION

A peak parking demand of 47 spaces (36 residents and 11 visitors) is forecast for the proposed development with the implementation of TDM, a difference of 88 spaces from the minimum bylaw requirement of 135 spaces. This represents an overall parking demand rate of 0.42 spaces per dwelling unit based on 114 proposed dwelling units.

The proposed parking supply for the site is 84 spaces (parking supply rate of 0.74 spaces) and is expected to accommodate the peak parking demand of 47 spaces, contingent on the provision of the TDM plan. **Table 11** provides an overview of the baseline versus TDM-adjusted parking demand and the proposed parking supply breakdown.

Table 12: Summary of TDM-Adjusted Parking Demand

| Use | Subtype | Quantity | Baseline Parking Demand Rate | Bylaw Req. | Baseline Parking Demand | TDM-Adjusted Parking Demand | Proposed Spaces | Diff. from TDM |
|---------------------------------|---------|-----------|------------------------------|------------|-------------------------|-----------------------------|-----------------|----------------|
| Apartment (Market Ownership) | Micro | 49 units | 0.45 spaces / unit | 49 | 22 | | | |
| | 1 BR | 43 units | 1.00 spaces / unit | 43 | 43 | | | |
| | 2 BR+ | 5 units | 1.50 spaces / unit | 7 | 7 | | | |
| Apartment (Below Market Rental) | Micro | 17 units | 0.39 spaces / unit | 15 | 7 | | | |
| Apartment | Visitor | 114 units | 0.10 spaces / unit | 21 | 11 | | | |
| Total | | | | 135 | 90 | 47 | 84 | +37 |
| Resident | | | | 114 | 79 | 36 | 73 | +37 |
| Visitor | | | | 21 | 11 | 11 | 11 | 0 |

Note: The TDM-adjusted parking demand is calculated by subtracting the parking demand reduction of 43 spaces attributed to the TDM plan from the baseline demand attributed to residents.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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5.1 Recommendation

City of Port Moody:

1. Support the proposed parking supply of 84 spaces (73 resident spaces and 11 visitor spaces), with a condition of implementation of a TDM plan.

Applicant:

1. Commit to a TDM plan to support the proposed parking variance.

Sincerely,

WATT Consulting Group



Victor Ngo, RPP, MCIP

Transportation Planner

T 778-309-1253 ext. 442

E VNgo@wattconsultinggroup.com



Tim Shah, RPP, MCIP

Senior Transportation Planner

T 778-410-1054

E TShah@wattconsultinggroup.com

#WEAREWATT

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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APPENDIX A: VERIFICATION FOR COMPARABLE SITE

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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APPENDIX B: BASELINE PARKING DEMAND ESTIMATION FOR MICRO UNITS (APPROVED PARKING SUPPLY APPROACH)

Table B-1: Baseline Parking Demand Estimation for Micro Units

| Address | Approved Resident Parking Supply Rate | TDM Adjustment Factor ¹ | Overall Parking Demand Rate Less TDM | Location Adjustment ² | Overall Parking Demand Rate Less Location | Parking Demand Rate for Micro Units (Rental) ³ | Tenure Adjustment ⁴ | Parking Demand Rate for Micro Units (Strata) |
|------------------------------|---------------------------------------|------------------------------------|--------------------------------------|----------------------------------|---|---|--------------------------------|--|
| 3185 Tillicum Road, Saanich | 0.59 spaces per unit | 11% | 0.65 spaces per unit | 36% | 0.89 spaces per unit | 0.41 spaces per unit | 15% | 0.47 spaces per unit |
| 626 Gorge Road, Victoria | 0.43 spaces per unit | 0% | 0.43 spaces per unit | 19% | 0.51 spaces per unit | 0.41 spaces per unit | 15% | 0.47 spaces per unit |
| 655 Douglas Street, Victoria | 0.41 spaces per unit | 30% | 0.53 spaces per unit | 39% | 0.74 spaces per unit | 0.64 spaces per unit | 15% | 0.73 spaces per unit |
| Average | | | | | | 0.48 spaces per unit | | 0.56 spaces per unit |

¹ 3185 Tillicum Road (10% from transit pass + 1% from transportation welcome package = 11%); 626 Gorge Road (No TDM = 0%); 655 Douglas Street (15% from carshare vehicle × 2 vehicles = 30%)

² Refer to Table B-2 for calculations for location adjustment factors.

³ Refer to Table B-3 for calculations for unit size factors.

⁴ Metro Vancouver. (2019). 2018 Regional Parking Study: Technical Report, p. 18.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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Table B-2: Baseline Parking Demand Estimation for Micro Units, Location Adjustment Factors

| Address | Service and Amenity Proximity Quintiles (Out of 5) | | | | | | | | | | Sum | Percentage Difference with Subject Site |
|--|--|----------------|------------|-------------|------------|-------------------|---------------------|----------------|-------|-----------|-----|---|
| | Employ | Grocery Stores | Pharmacies | Health Care | Child Care | Primary Education | Secondary Education | Public Transit | Parks | Libraries | | |
| 3185 Tillicum Road, Saanich | 3 | 5 | 3 | 2 | 5 | 4 | 4 | 5 | 3 | 5 | 39 | 36% |
| 626 Gorge Road East, Victoria | 4 | 4 | 4 | 3 | 1 | 0 | 5 | 5 | 5 | 0 | 31 | 19% |
| 655 Douglas Street, Victoria | 4 | 5 | 5 | 4 | 3 | 5 | 0 | 5 | 5 | 5 | 41 | 39% |
| 148-154 James Road, Port Moody (subject) | 3 | 0 | 3 | 3 | 3 | 3 | 5 | 4 | 1 | 0 | 25 | |

Table B-3: Baseline Parking Demand Estimation for Micro Units, Demand Rates by Unit Size

| Address | Quantity | | | | TDM- and Location-Adjusted Overall Parking Demand Rate | Parking Demand Rate by Unit Size (Spaces per Unit) | | | |
|------------------------------|----------|------|------|------|--|--|-------------|-------------|-------------|
| | Micro | 1 BR | 2 BR | 3 BR | | Micro | 1 BR | 2 BR | 3 BR |
| 3185 Tillicum Road, Saanich | 23 | 36 | 36 | 9 | 0.89 spaces per unit | 0.41 | 0.88 | 1.09 | 1.34 |
| 626 Gorge Road, Victoria | 18 | 5 | 0 | 0 | 0.51 spaces per unit | 0.41 | 0.89 | N/A | N/A |
| 655 Douglas Street, Victoria | 129 | 10 | 7 | 0 | 0.74 spaces per unit | 0.64 | 1.38 | 1.72 | N/A |
| Average | | | | | | 0.48 | 1.05 | 1.41 | 1.34 |

Note: Parking demand for one-bedroom rental units are 117% higher than studio rental units; two-bedroom rental units are 24% higher than one-bedroom rental units; three-bedroom rental units are 23% higher than two-bedroom rental units.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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APPENDIX B: BASELINE PARKING DEMAND ESTIMATION FOR MICRO UNITS (ICBC VEHICLE OWNERSHIP APPROACH)

Table C-1: Baseline Parking Demand Estimation for Micro Units

| Address | ICBC Insured Vehicle Rate | TDM Adjustment Factor ¹ | Overall Parking Demand Rate Less TDM | Location Adjustment ² | Overall Parking Demand Rate Less Location | Parking Demand Rate for Micro Units (Rental) ³ | Tenure Adjustment ⁴ | Parking Demand Rate for Micro Units (Strata) |
|------------------------------|---------------------------|------------------------------------|--------------------------------------|----------------------------------|---|---|--------------------------------|--|
| 3185 Tillicum Road, Saanich | 0.38 spaces per unit | 11% | 0.43 spaces per unit | 36% | 0.58 spaces per unit | 0.26 spaces per unit | 15% | 0.30 spaces per unit |
| 626 Gorge Road, Victoria | 0.42 spaces per unit | 0% | 0.42 spaces per unit | 19% | 0.50 spaces per unit | 0.43 spaces per unit | 15% | 0.49 spaces per unit |
| 655 Douglas Street, Victoria | 0.39 spaces per unit | 30% | 0.50 spaces per unit | 39% | 0.70 spaces per unit | 0.51 spaces per unit | 15% | 0.59 spaces per unit |
| Average | | | | | | 0.40 spaces per unit | | 0.46 spaces per unit |

¹ 3185 Tillicum Road (10% from transit pass + 1% from transportation welcome package = 11%); 626 Gorge Road (No TDM = 0%); 655 Douglas Street (15% from carshare vehicle × 2 vehicles = 30%)

² Refer to Table B-2 for calculations for location adjustment factors.

³ Refer to Table B-3 for calculations for unit size factors.

⁴ Metro Vancouver. (2019). 2018 Regional Parking Study: Technical Report, p. 18.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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Table C-2: Baseline Parking Demand Estimation for Micro Units, Location Adjustment Factors

| Address | Service and Amenity Proximity Quintiles (Out of 5) | | | | | | | | | | Sum | Percentage Difference with Subject Site |
|--|--|----------------|------------|-------------|------------|-------------------|---------------------|----------------|-------|-----------|-----|---|
| | Employ | Grocery Stores | Pharmacies | Health Care | Child Care | Primary Education | Secondary Education | Public Transit | Parks | Libraries | | |
| 3185 Tillicum Road, Saanich | 3 | 5 | 3 | 2 | 5 | 4 | 4 | 5 | 3 | 5 | 39 | 36% |
| 626 Gorge Road East, Victoria | 4 | 4 | 4 | 3 | 1 | 0 | 5 | 5 | 5 | 0 | 31 | 19% |
| 655 Douglas Street, Victoria | 4 | 5 | 5 | 4 | 3 | 5 | 0 | 5 | 5 | 5 | 41 | 39% |
| 148-154 James Road, Port Moody (subject) | 3 | 0 | 3 | 3 | 3 | 3 | 5 | 4 | 1 | 0 | 25 | |

Table C-3: Baseline Parking Demand Estimation for Micro Units, Demand Rates by Unit Size

| Address | Quantity | | | | TDM- and Location-Adjusted Overall Parking Demand Rate | Parking Demand Rate by Unit Size (Spaces per Unit) | | | |
|------------------------------|----------|------|------|------|--|--|-------------|-------------|-------------|
| | Micro | 1 BR | 2 BR | 3 BR | | Micro | 1 BR | 2 BR | 3 BR |
| 3185 Tillicum Road, Saanich | 23 | 36 | 36 | 9 | 0.58 spaces per unit | 0.30 | 0.66 | 0.82 | 1.01 |
| 626 Gorge Road, Victoria | 23 | 1 | 2 | 0 | 0.50 spaces per unit | 0.49 | 1.07 | 1.33 | N/A |
| 655 Douglas Street, Victoria | 95 | 7 | 22 | 0 | 0.70 spaces per unit | 0.59 | 1.28 | 1.58 | N/A |
| Average | | | | | | 0.46 | 1.00 | 1.24 | 1.01 |

Note: Parking demand for one-bedroom rental units are 117% higher than studio rental units; two-bedroom rental units are 24% higher than one-bedroom rental units; three-bedroom rental units are 23% higher than two-bedroom rental units.

Considered at the April 20, 2021 Council meeting

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WATT CONSULTING GROUP

To: Bill Laidler

RE: 148-154 James Road Parking Study: Parking Demand and TDM Plan

2021-02-18

Our File No: 2834.B01

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APPENDIX D: ICBC VEHICLE REGISTRATION REPORT

Multi-Family Sustainability Report Card

Purpose

The Sustainability Report Card recognizes that developers, builders, designers, and others proposing changes to the built environment have an important role in creating a sustainable community. Sustainability involves stewardship of land and environmental resources, as well as green building and a focus on design elements that bring people together and help communities flourish economically, socially, and culturally. Port Moody encourages innovative thinking in community design to achieve a more sustainable community.

To this end, the Report Card is a requirement for rezoning, development permit, and heritage alteration permit applications. The Report Card identifies performance measures based on community sustainability values: these measures are used to evaluate development proposals. The Report Card is intended to be a summary of overall project sustainability. It is a tool to be integrated with all other development approval requirements.

Process

There are six steps to follow in completing the Sustainability Report Card process:

1. Make a development inquiry to Development Services regarding your proposed rezoning, development permit, or heritage alteration permit. Staff will provide you with a hard copy of the Sustainability Report Card and provide a weblink to portmoody.ca/SRC where you can find a fillable PDF version of the Report Card.
2. Attend a pre-application meeting with City staff to discuss your proposal. The Planner will determine if the Sustainability Report Card is a document that must be submitted with your application.
3. If required, complete a Report Card by filling in the appropriate information that applies to your particular application and submit the completed Report Card (saved version of online fillable PDF or hard copy) to the appropriate City staff (sustainabilityreportcard@portmoody.ca or deliver to City Hall Planning Department at 100 Newport Drive), along with a completed land use application.
4. The Planner will review the Report Card for completeness and accuracy and forward to staff in various departments for feedback. The Planner will determine your preliminary score and discuss the results of the staff review with you. You will then have an opportunity to improve your score with respect to the sustainability of your proposal and resubmit an updated Report Card.
5. The Planner will make comments, determine your final score, and prepare the Project Report Card Summary. The Summary will be included in the land use reports that are distributed to the Advisory Design Panel, Community Planning Advisory Committee, and Council.
6. If your application is approved by Council, your final Report Card is maintained in the development file and a copy is provided to the City's Building Division.

Instructions

- Your Report Card must contain sufficient detail to ensure each measure can be evaluated. To do this, make reference to the appropriate plans, drawings, and reports that demonstrate how the performance measure is met.
- The relevance of the questions will depend on the nature and scope of your project, so not all questions will be applicable to all projects.
- Some measures are marked 'EARLY STAGE'. This indicates that these measures must be considered in the design phase as it is unlikely they can be added to a proposal later on.

Italicized words are in the [Glossary](#) at the back of this document.

Considered at the April 20, 2021 Council meeting

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- Similarly, some measures are marked 'BASELINE'. Although the Report Card is not a pass or fail test of development applications, it does set a minimum score to indicate the City's minimum expectations. Items labelled 'BASELINE' count toward a minimum score as they are considered to be low cost and readily achievable.
- Italicized terms are defined in the Glossary at the end of the Report Card document.
- Refer to the Resources section for links to Internet resources relevant to measures in the Report Card.

Scoring

- Performance measures are assigned weighted scores from 1 to 10 to indicate their significance based on: (1) level of difficulty to integrate into project design; (2) order-of-magnitude cost added to the project; (3) degree of effectiveness for increasing the overall project sustainability; (4) identified community priority in the Official Community Plan; and (5) level of urgency for Port Moody in terms of achieving community sustainability goals.
- City staff score the completed Report Card based on the principle of best achievable on each site for each performance measure. Where possible, points for achieving various means are indicated. In other cases, the number of means to achieve a performance measure may exceed the total points possible for an item. In this case, the Planner will make a fair assessment of the project's performance for this measure with respect to the conditions of the site as a percentage and translate this to the possible score.
- Only whole number scores will be assigned. This will be achieved by rounding to the nearest whole number. For example, if overall performance for a measure is deemed to be about 80 per cent and the possible score is out of 4, then a score of 3 points out of 4 will be assigned.
- The Report Card is an iterative process with the applicant. The applicant has an opportunity to comment and make changes to their proposal before the scores are considered final and shared with public advisory bodies and Council.
- Additional space is provided for the applicant to address innovations and constraints not captured elsewhere in the Report Card. These items are not scored, but are given specific mention on the Project Report Card Summary.
- Staff will review your completed Report Card and provide feedback before your project is scored to give you the opportunity to achieve the highest score possible.

Monitoring

In general, the information required from the applicant for the Sustainability Report Card is similar to the kind of information required for a typical development application. However, to ensure accountability, you can expect the City to request additional information, such as: photos of installed systems or products, design drawings, professional reports, copies of receipts, or other records that can be used to verify the implementation of the selected sustainability measures. We encourage you to provide as much information as possible to assist City staff in their review of your development proposal.

Public Information

The public may request a review of any completed Report Card related to a development application. Copies of the Report Card are maintained by the Planning Division. The Development Services Department makes Report Cards available following completion of the project.

Property and Applicant Information

| | | |
|---|--|---|
| Applicant Bill Laidler | Telephone 778.886.3300 | Email bill@thelaidlergroup.ca |
| Registered Owner Dulex Laidler Sikta House Ltd | Project Address 148 and 154 James Road, Port Moody, BC | |
| Proposed Use Sitka House a 6-storey residential building with 114 units including 10% universal wheelchair and 15% rent to own. | | |

Total Floorspace m²

Considered at the April 20, 2021 Council meeting

CULTURAL SUSTAINABILITY SECTION *How will the ³²⁷project contribute to Port Moody's status as 'City of the Arts'?*

Arts

Performance Measure Description and Scoring

C1 Project includes public art in publicly accessible or publicly owned space (3 points, +1 bonus point if a Public Art Consultant is used).

OR Project provides an in lieu financial contribution to the City's Public Art Reserve Fund (3 points).

See links in Resources under "Examples of Good Public Art".

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|-----------------------|
| If yes , describe: The applicant has committed a \$55,000 contribution to the public art fund. | Staff Comments |
| Public Art Consultant: | |
| Plan reference: | |

Bonus Score /1 Score /3

CULTURAL SUSTAINABILITY SECTION *How will the project contribute to Port Moody's status as 'City of the Arts'?*

Arts

Performance Measure Description and Scoring

C2 Project supports Port Moody's desire to be a "City of the Arts" by integrating artistic design into the site or building form or functionality (2 points).

Examples:

- Creative stormwater management features.
- Creative interaction of the project with the public.
- Artistic panels in entry foyer.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|-----------------|-----------------------|
| Describe: | Staff Comments |
| Plan reference: | |

Score /2

Considered at the April 20, 2021 Council meeting

CULTURAL SUSTAINABILITY SECTION *How will the ³²⁸project contribute to Port Moody's status as 'City of the Arts'?*

Heritage

Performance Measure Description and Scoring

C3 Project includes reusing an existing heritage structure with heritage value through *heritage restoration* or *heritage rehabilitation* (4 points).

Where the preservation of a heritage structure in its original location cannot be accommodated, this may include re-location.

See *Standards and Guidelines for the Conservation of Historic Places in Canada*: historicplaces.ca

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--------------------|-----------------------|
| Describe: N / A | Staff Comments |
| Plan reference: | |

Score N/A /4

CULTURAL SUSTAINABILITY SECTION *How will the project contribute to Port Moody's status as 'City of the Arts'?*

Heritage

Performance Measure Description and Scoring

C4 Project includes a *statement of significance* prepared by a heritage conservation specialist where potential heritage value is observed (2 points). Where warranted, project includes a heritage conservation plan prepared by a heritage conservation professional (+2 bonus points, where applicable).

See *Standards and Guidelines for the Conservation of Historic Places in Canada*: historicplaces.ca

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|-----------------------|
| Report title: N / A Does not apply as current site is has two single family dwellings with no heritage value. | Staff Comments |
| Heritage Consultant: | |

Bonus Score /2 Score N/A /2

BASELINE FOR HRA + EARLY STAGE

EARLY STAGE

Considered at the April 20, 2021 Council meeting

CULTURAL SUSTAINABILITY SECTION

How will the ³²⁹project contribute to Port Moody's status as 'City of the Arts'?

Heritage

Performance Measure Description and Scoring

C5

Project salvages materials or artefacts from a historic place, or reuses materials or artefacts from architectural/landscape salvage in a manner which supports the authenticity of the site's *character-defining elements*.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|-------------------|-----------------------|
| Details: N / A | Staff Comments |
| Plan reference: | |

Score N/A /3

CULTURAL SUSTAINABILITY SECTION

How will the project contribute to Port Moody's status as 'City of the Arts'?

Arts

Performance Measure Description and Scoring

C6

Project designates space for the arts or creative enterprise to be retained for the lifetime of the project.
 Ex. artist studio, gallery space, dance studio, indoor/outdoor theatre, live-work units, plaza, etc.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|-----------------------|
| <div style="display: flex; align-items: center; gap: 10px;"> <div style="border: 1px solid black; width: 40px; height: 20px; display: flex; align-items: center; justify-content: center; font-size: 8px;">meters²</div> <div style="border-bottom: 1px solid black; width: 60px;"></div> <div style="font-size: 12px;">meters² /</div> <div style="border: 1px solid black; width: 40px; height: 20px; display: flex; align-items: center; justify-content: center; font-size: 8px;">feet²</div> <div style="border-bottom: 1px solid black; width: 60px;"></div> <div style="font-size: 12px;">feet²</div> </div> Description of space: Project will provide a total 15,840 sqft of amenity space above similar projects required 3,585 sf. This includes 3,233 sqft of outdoor roof top amenity with a focus on community connection with seating areas and expressions such as painting, writing, workshops and gardening. Five separate indoor amenities with unique programming defined including bike maintenance and wash, flex area, work stations, fitness, yoga, bbq and urban agriculture. | Staff Comments |
| | |

Score 1 /4

Considered at the April 20, 2021 Council meeting

CULTURAL SUSTAINABILITY SECTION *How will the ³³⁰project contribute to Port Moody's status as 'City of the Arts'?*

Complete Community Elements

Performance Measure Description and Scoring

C7 Project improves the *streetscape* beyond minimum City requirements by integrating lasting creative elements and demonstrating effort to optimize the project's *beautification* impact.

Examples:

- Restores the frontage of an existing building in Historic Moody Centre.
- Proposes artistic paving treatments in the public realm.
- Adds creativity to functional elements of the *streetscape*.
- Benches, bike rack, planter, lighting, etc. upgrades.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|--|
| <p>Details:</p> <p>Project provides improvements beyond minimum requirements to public realm including 2.5m road dedication along James Road.</p> <p>Road resurfacing/ restructuring, new street signage, New sidewalk, boulevard trees and lighting to complement neighbourhood area</p> <p>The turn around surface materials will be permeable pavers and grasscrete. Colour and texture will enhance public realm.</p> <p>New multiuse pathway connecting to St Johns and new traffic signal installation (estimated \$500,000 investment by developer).</p> | <p>Staff Comments</p> <p>Proposed details are City requirements as part of frontage improvements.</p> |
| <p>Plan reference:</p> <p style="padding-left: 40px;">A-1.010 Site Plan, Landscape, current photos</p> | |

Score /2

CULTURAL SUSTAINABILITY SECTION *How will the project contribute to Port Moody's status as 'City of the Arts'?*

Heritage

Performance Measure Description and Scoring

C8 Project will apply to be added to the City's Heritage Register.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|------------------------------|
| <p><input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> N/A</p> | <p>Staff Comments</p> |
| <p>Details:</p> <p>N/A</p> | |

Score /3

Considered at the April 20, 2021 Council meeting

CULTURAL SUSTAINABILITY SECTION

How will the ³³¹project contribute to Port Moody's status as 'City of the Arts'?

Innovation

Performance Measure Description and Scoring

C9 Cultural sustainability aspects not captured above.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|------------------------------|
| <p>-Efficient use of an infill site close to public transit, shopping, school, parks</p> <p>-Proximity (10min walk) to Transit including 2 Skytrain Stations and Westcoast Express encourages reduced car use.</p> | <p>Staff Comments</p> |
|--|------------------------------|

CULTURAL SUSTAINABILITY SECTION

How will the project contribute to Port Moody's status as 'City of the Arts'?

Constraints

Performance Measure Description and Scoring

C10 Unique site aspects that limit cultural sustainability achievement.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|------------------------------|
| <p>2.5m road dedication limits space. 13,000 sf Rooftop Amenity!</p> <p>-Size and site location have significant impact on project sustainability;</p> <p>-Small site area - limited space for landscaping areas and provision of public space.</p> <p>-No lane and site gradient - limitation for parking access affecting efficiency of parking and site design. Access only from James Rd (locked-in site)</p> | <p>Staff Comments</p> |
|---|------------------------------|

Cultural Sustainability Score Summary

| | Score |
|---|--|
| Total Cultural Pillar Points (Total Points Available – Not Including Bonus Points) | 23 <small>Total</small> |
| Total Cultural Points Not Applicable (Total Points for Items Not Relevant to this Application) | 12 <small>n/a</small> |
| Maximum Achievable Score (Total Cultural Pillar Points Minus Total Cultural Points Not Applicable) | 11 <small>Maximum</small> |
| Cultural Pillar Minimum Score (Sum of Applicable Baseline Items) | 5 <small>Cultural Baseline</small> |
| Total Points Achieved (Total Points Achieved for Applicable Items for this Application) | 4 <small>Total Cultural Points</small> |
| Cultural Pillar Score (Total Points Achieved/Maximum Achievable Score) | <div style="display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 5px;">4</div> / <div style="border: 1px solid black; padding: 2px 5px; margin-right: 5px;">11</div> % <div style="border: 1px solid black; padding: 2px 5px; margin-left: 10px;">36</div> </div> <div style="display: flex; justify-content: space-between; font-size: 8px; margin-top: 2px;"> Total Cultural Points Max Percent </div> |

Considered at the April 20, 2021 Council meeting

ECONOMIC SUSTAINABILITY SECTION *How will the ³³²project contribute to a stronger local economy?*

Land Use/Employment

Performance Measure Description and Scoring

EC1 Supports walking to shops and services by improving the circulation and connectivity of the site to the retail shops and services of the relevant neighbourhood centre.

See Map 1: Overall Land Use in the City's Official Community Plan: [Map 1: Overall Land Use Plan](#)

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Existing: | Staff Comments |
|---|----------------|
| Use(s): Two Single Family Dwellings | |
| Number of jobs on-site relating to this use in operation: 0 | |
| Proposed: | |
| Use(s): Multi-family building with universal wheelchair and rent to own. | |
| Number of jobs estimate: 3 | |
| Assumptions: Rental property management, property maintenance. | |

Score /3

ECONOMIC SUSTAINABILITY SECTION *How will the project contribute to a stronger local economy?*

Land Use

Performance Measure Description and Scoring

EC2 Provides more intensive use of land to the allowable housing density that supports local businesses.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Describe the diversification and how it is appropriate to this particular location: | Staff Comments |
|---|----------------|
| Located within 500m of both Port Moody Skytrain Stations. | |
| The smart suites (under 400sf) create market affordable living options for local employers including nearby Eagle Ridge Hospital, Innovative Fitness and Tru Earth. | |

Score /1

Considered at the April 20, 2021 Council meeting

ECONOMIC SUSTAINABILITY SECTION

How will the ³³³project contribute to a stronger local economy?

Land Use/Employment

Performance Measure Description and Scoring

EC3 Results in net increase in the City's property tax base.

See Map 1: Overall Land Use in the City's Official Community Plan: [Map 1: Overall Land Use Plan](#)

Applicant Explanation and Reference to Plans, Drawings, and Reports

BASELINE + EARLY STAGE

| Existing: | Staff Comments |
|---|----------------|
| Building type: 2 Single Family Dwellings | |
| FSR: less than 0.5 | |
| Proposed: | |
| Building type: Multi-Family Building | |
| FSR: 3.1 FSR | |

Score /3

ECONOMIC SUSTAINABILITY SECTION

How will the project contribute to a stronger local economy?

Land Use

Performance Measure Description and Scoring

EC4 Project redevelops and rehabilitates a *brownfield* site.

Applicant Explanation and Reference to Plans, Drawings, and Reports

EARLY STAGE

| Describe: | Staff Comments |
|--|----------------|
| Environmental reports do not indicate concerns. Existing buildings in need to replacement. | |

Score /3

Considered at the April 20, 2021 Council meeting

ECONOMIC SUSTAINABILITY SECTION *How will the ³³⁴project contribute to a stronger local economy?*

Innovation

Performance Measure Description and Scoring

EC5 Economic sustainability aspects not captured above.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|--|
| <p>See design rationale - cell in the form doesn't work.</p> | <p>Staff Comments</p> <ul style="list-style-type: none"> -Creates more intensive use of land that supports local businesses (more residents), infrastructure. -Project will result in an increase to the City's property tax base. -Supports walking to shops, services and transit and in turn strengthens the existing neighbourhood centre. |
|--|--|

ECONOMIC SUSTAINABILITY SECTION *How will the project contribute to a stronger local economy?*

Constraints

Performance Measure Description and Scoring

EC6 Unique site aspects that limit economic sustainability achievement.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|------------------------------|
| <p>See design rationale - cell in the form doesn't work.</p> | <p>Staff Comments</p> |
|--|------------------------------|

Economic Sustainability Score Summary

| | Score |
|---|--|
| Total Economic Pillar Points (Total Points Available – Not Including Bonus Points) | <div style="border: 1px solid black; padding: 5px; width: 60px; margin: 0 auto;">10</div> <small>Total</small> |
| Total Economic Points Not Applicable (Total Points for Items Not Relevant to this Application) | <div style="border: 1px solid black; padding: 5px; width: 60px; margin: 0 auto;">3</div> <small>n/a</small> |
| Maximum Achievable Score (Total Economic Pillar Points Minus Total Economic Points Not Applicable) | <div style="border: 1px solid black; padding: 5px; width: 60px; margin: 0 auto;">7</div> <small>Maximum</small> |
| Economic Pillar Minimum Score (Sum of Applicable Baseline Items) | <div style="border: 1px solid black; padding: 5px; width: 60px; margin: 0 auto;">7</div> <small>Economic Baseline</small> |
| Total Points Achieved (Total Points Achieved for Applicable Items for this Application) | <div style="border: 1px solid black; padding: 5px; width: 60px; margin: 0 auto;">5</div> <small>Total Economic Points</small> |
| Economic Pillar Score (Total Points Achieved/Maximum Achievable Score) | <div style="display: flex; align-items: center; justify-content: center; gap: 10px;"> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">5</div> / <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">7</div> / <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">71</div> % </div> <small>Total Economic Points Max Percent</small> |

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION ³³⁵ How well does the project minimize the demands on the environment?

Site Context | Ecology

Performance Measure Description and Scoring

EN1 Project protects and enhances an Environmentally Sensitive Area (ESA) as designated on Map 13 in the City's Official Community Plan, i.e. provides positive net benefit.

See [Map 13: Environmentally Sensitive Areas](#) and [Appendix 2: Development Permit Area Guidelines](#) in the Official Community Plan.

Applicant Explanation and Reference to Plans, Drawings, and Reports

BASELINE + EARLY STAGE

| Type of ESA: | Staff Comments |
|---|----------------|
| <input type="radio"/> High ESA <input type="radio"/> Medium ESA <input type="radio"/> Low ESA <input type="radio"/> 30m Stream Buffer (High Value) <input type="radio"/> Special Feature (High Value) | |
| Features/Species of Value: N / A Does not apply as site is not located in an Environmentally Sensitive Area (Map 13) | |
| Means of Protection: <input type="radio"/> Covenant <input type="radio"/> Dedication <input type="radio"/> Monitoring | |
| <input type="radio"/> Other: | |
| Means of Improvement of ESA: | |

Score N/A /4

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION ³³⁶ How well does the project minimize the demands on the environment?

Site Context | Ecology

Performance Measure Description and Scoring

EN2 Project provides bird-friendly development through landscaping that provides habitat to native species and building design that reduces bird collisions.

See [Vancouver Bird Strategy](#)

Applicant Explanation and Reference to Plans, Drawings, and Reports

List all elements that reduce the impact that urbanization has on birds for this project:
 -Planting design includes vegetation around the site to encourage bird habitat. Plantings are integrated in layers to allow for nesting and shelter. Shrub and tree species have been selected to provide food source.
 -Tree protection to ensure retention of large trees on the adjacent property to the north. Creates bird friendly environment.
 Bird collision mitigation:
 Most birds will avoid patterns on glass with vertical stripes or horizontal stripes spaced 2 inches or less apart. Balcony glazing will include horizontal slats. Windows with screens and blinds should be safe for birds. Plan ref :A-4.0 Elevations Landscape

Staff Comments

Score /3

ENVIRONMENTAL SUSTAINABILITY SECTION How well does the project minimize the demands on the environment?

Site Context | Ecology

Performance Measure Description and Scoring

EN3 Design of outdoor lighting minimizes the harmful effects of *light pollution* with technology that ensures lighting is:

- Only on when needed
- Only lights the area that needs it
- No brighter than necessary
- Minimizes blue light emissions
- Fully shielded (pointing downward)

See [International Dark Sky Association](#) for Dark Sky Friendly Lighting.

Applicant Explanation and Reference to Plans, Drawings, and Reports

Describe the lighting plan for the site and its dark sky friendly features:
 Lighting components around the building will be on wall scones with downward shield.
 -Programmable lights, energy-efficient
 -Lighting on demand
 -Wireless technology to control lighting and other features will be utilized in the project

Staff Comments

Score /3

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Site | Air Quality – Alternative Transportation

Performance Measure Description and Scoring

EN4 Project provides alternative transportation facilities for user groups of each land use type, which contributes to reducing Greenhouse Gas Emissions from this development.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|----------------|
| Check all that apply: <input checked="" type="checkbox"/> Short-Term Bicycle parking <input checked="" type="checkbox"/> Long-Term Bicycle parking <input checked="" type="checkbox"/> End-of-Trip Bicycle Facilities: Bike wash and maintenance (9 developer funded ebikes) <input checked="" type="checkbox"/> Bike share and assigned parking <input checked="" type="checkbox"/> Co-op vehicle and assigned parking space provision <input checked="" type="checkbox"/> <i>Electric Vehicle</i> plug-ins and designated spaces ¹ Plan references: A-2.001 Parking P1, A-2.010 1st Floor | Staff Comments |
|--|----------------|

Score /3

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Site | Air Quality – Alternative Transportation

Performance Measure Description and Scoring

EN5 Project incorporates measures to support pedestrians and cyclists.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|----------------|
| Check all that apply: <input checked="" type="checkbox"/> Connects to existing pedestrian/cycling routes and priority destinations <input checked="" type="checkbox"/> Improves local pedestrian routes, local bike networks/trails <input checked="" type="checkbox"/> Safe, secure, accessible, and sustainable footpaths <input checked="" type="checkbox"/> Pedestrian clearway sufficient to accommodate pedestrian flow <input checked="" type="checkbox"/> Covered outdoor waiting areas, overhangs, or awnings <input checked="" type="checkbox"/> Pedestrian scale lighting <input checked="" type="checkbox"/> Pedestrian/bike-only zones <input checked="" type="checkbox"/> Other: 39% extra bike stalls above bylaw requirements Site circulation plan: A-1.010 Site Plan, A-0.040 Site Location Other plan references: | Staff Comments |
|--|----------------|

Score /3

¹ See BC Hydro's *Electric Vehicle* Charging Infrastructure Deployment Guidelines.

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION ³³⁸ How well does the project minimize the demands on the environment?

Building | Waste Storage Space

Performance Measure Description and Scoring

EN6 Project allocates sufficient and accessible recycling and garbage storage space in multi-family and commercial buildings and complexes compatible with City of Port Moody recycling, green waste, and garbage services.

Target 1: Metro Vancouver's Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments.

Target 2: Design provides safe and universally accessible access in a secure common area.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|--|
| <p>Total residential recycling, garbage, and green waste space proposed:</p> <p>Recycling: <input type="text" value="10.83"/> m²</p> <p>Garbage: <input type="text" value="10.83"/> m²</p> <p>Green Waste: <input type="text" value="10.83"/> m²</p> <hr/> <p>Total commercial recycling, garbage, and green waste space proposed:</p> <p>Recycling: <input type="text" value="0"/> m²</p> <p>Garbage: <input type="text" value="0"/> m²</p> <p>Green Waste: <input type="text" value="0"/> m²</p> <hr/> <p>Details regarding design for safety, security, and accessibility:</p> <ul style="list-style-type: none"> - security gate for parking access (visitor enterphone) - Lighting in common areas | <p>Staff Comments</p> <p>Does not meet Metro Van's Technical Specifications</p> |
|---|--|

Score /2

ENVIRONMENTAL SUSTAINABILITY SECTION How well does the project minimize the demands on the environment?

Site | Sustainable Landscaping – Urban Forestry

Performance Measure Description and Scoring

EN7 Project protects and enhances the *urban forest*, prioritizing native tree species.

See [City of Port Moody Tree Protection Bylaw](#)

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|---|
| <p>Check all that apply:</p> <p><input type="checkbox"/> Existing mature trees protected (# <input type="text"/>)</p> <p><input type="checkbox"/> Replacement tree ratio (<input type="text"/> : 1)</p> <ul style="list-style-type: none"> • Native tree species planted on site (# <input type="text" value="17"/>) • Native tree species planted off site (# <input type="text"/>) <p><input type="checkbox"/> Protected/natural park areas added on site (% of total site area: <input type="text"/>)</p> <hr/> <p>Arborist report:</p> <p>Yes</p> | <p>Staff Comments</p> <p>All trees on site proposed to be removed.</p> |
|--|---|

Score /3

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION ³³⁹ How well does the project minimize the demands on the environment?

Site | Sustainable Landscaping – Habitat Performance Measure Description and Scoring

EN8 Project preserves, enhances, and/or compensates for site ecology on site (4 points). Off-site compensation may be considered in some cases, in accordance with all other City regulations and supported by staff (3 points).
 Compensation in the form of a financial contribution to the City toward approved public restoration, rehabilitation, or enhancement projects may be considered (2 points).
 See City of Port Moody Naturescape Policy 13-6410-03.
 See also [Invasive Plant Council of BC](#)

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Check all that apply: | Staff Comments |
|--|----------------|
| <input type="checkbox"/> Salvage replanting <input type="checkbox"/> Reduction to existing impervious area <input type="text"/> m ² | |
| <input checked="" type="checkbox"/> Removal of <i>invasive plant species</i> Names: Two level parkade excavation will effectively ensure the removal of any invasive species. The project will incorporate native and adaptive species to provide habitat in form of groundcover, shrubs, trees. | |
| <input checked="" type="checkbox"/> Native/"naturescape" landscaping <input type="checkbox"/> Watercourse daylighting <input type="checkbox"/> Riparian area restoration | |
| <input type="checkbox"/> Other measures taken to enhance habitat or to compensate for habitat loss: | |

Score /4

BASELINE

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well³⁴⁰ does the project minimize the demands on the environment?*

Site | Sustainable Landscaping – Stormwater

Performance Measure Description and Scoring

EN9 Project provides for stormwater retention and evaporation, and groundwater protection in the site stormwater management plan.

Targets:

1. Stormwater retained on-site to the same level of annual volume allowable under pre-development conditions.
2. Maximum allowable annual run-off volume is no more than 50% of the total average annual rainfall depth.
3. Remove 80% of total suspended solids based on the post-development imperviousness.

(3 points if all three targets are achieved)

See link in References to Metro Vancouver's Stormwater Source Control Guidelines

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Target(s) reached: 1 2 3 | Staff Comments |
|---|----------------|
| <p>Means of achieving (check all that apply):</p> <p><input checked="" type="checkbox"/> Absorbent landscape</p> <p><input type="checkbox"/> Roof downspout disconnection</p> <p><input type="checkbox"/> Infiltration swales and/or trenches</p> <p><input checked="" type="checkbox"/> Sub-surface chambers/detention tanks</p> <p><input type="checkbox"/> Rain gardens with native plantings</p> <p><input type="checkbox"/> Rainwater harvesting</p> <p><input type="checkbox"/> Tree well structures</p> <p><input type="checkbox"/> Green roof/wall</p> <p><input checked="" type="checkbox"/> Water quality structures</p> <p><input type="checkbox"/> Pervious paving</p> <p><input type="checkbox"/> Daylighted streams</p> <p><input type="checkbox"/> Constructed wetlands</p> | |
| <p><input type="checkbox"/> Other:</p> | |
| <p>References to plans and documents:</p> | |

Score 1 /3

BASELINE

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Site | Sustainable Landscaping – Water Conservation

Performance Measure Description and Scoring

- EN10 Project reduces potable water use for irrigation.
 2 points = 5 actions (from “check all that apply” list)
 1 point = 3 actions (from “check all that apply” list)

Applicant Explanation and Reference to Plans, Drawings, and Reports

BASELINE

| | |
|---|------------------------------|
| <p>Check all that apply:</p> <p><input checked="" type="checkbox"/> Drought-tolerant landscaping (<i>xeriscaping</i>) with native species</p> <p><input checked="" type="checkbox"/> Low-maintenance lawn alternatives</p> <p><input type="checkbox"/> Non-water dependent materials/features for ground cover treatment</p> <p><input type="checkbox"/> Irrigation system with central control and rain sensors</p> <p><input checked="" type="checkbox"/> Captured rainwater irrigation system, e.g. using cisterns/rain barrels</p> <p><input type="checkbox"/> Other:</p> <hr/> <p>Plan reference: L1 Ground Level Landscape Plan; L2 Ground Level Shrub Plan</p> | <p>Staff Comments</p> |
|---|------------------------------|

Score /2

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Site Context | Ecology

Performance Measure Description and Scoring

- EN11 Project is sited and designed in order to facilitate and improve wildlife movement and access, particularly within known and suspected *habitat corridors*.
 Ex. Deer, bears, frogs, salmon, etc. (depending on site location).

Applicant Explanation and Reference to Plans, Drawings, and Reports

EARLY STAGE

| | |
|---|------------------------------|
| <p>Species supported:</p> <hr/> <p>Means of supporting:</p> <hr/> <p>Environmental assessment or site plan reference:</p> | <p>Staff Comments</p> |
|---|------------------------------|

Score /2

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well^{34?} does the project minimize the demands on the environment?*

Building | Green Building Rating

Performance Measure Description and Scoring

EN12 Project will achieve a recognized industry standard for sustainable design.

Applicant Explanation and Reference to Plans, Drawings, and Reports

EARLY STAGE

| | |
|--|-----------------------|
| <input type="checkbox"/> Built Green Level: <input style="width: 100px;" type="text"/> <ul style="list-style-type: none"> • Bronze (2 points) • Silver (5 points) • Gold (8 points) • Platinum (10 points) <input type="checkbox"/> LEED Level: <input style="width: 100px;" type="text"/> <ul style="list-style-type: none"> • Certified (2 points) • Silver (5 points) • Gold (8 points) • Platinum (10 points) <input type="checkbox"/> Canadian Passive House Institute (10 points) <input type="checkbox"/> Living Future Institute <ul style="list-style-type: none"> • Living Building Certification (10 points) • Petal Certification (10 points) • Net Zero Energy Certification (10 points) | Staff Comments |
| <input type="checkbox"/> Other: Project will be built according to LEED standards | |

Score /10

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Building | Alternative/Renewable Energy

Performance Measure Description and Scoring

EN13 Project provides local, low-carbon energy systems, such as geo-exchange, heat recovery ventilation, solar or district energy.

Applicant Explanation and Reference to Plans, Drawings, and Reports

EARLY STAGE

| | |
|--|-----------------------|
| Details: The sustainability target of the project is to meet Step Code Level 2 for Part 3 Buildings as per Part 10 of BC Building Code 2018. - Project will have heat recovery ventilation | Staff Comments |
| Specify % of energy generated: | |

Score /4

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Building | Energy Reduction and Indoor Climate Performance Measure Description and Scoring

EN14 Building architecture employs *passive design* strategies appropriate to the local climate to reduce energy use and enhance occupant comfort.

Examples:

- Site design and building massing minimizes east and west exposures to avoid unwanted solar gains.
- Limit windows to 50% of any façade, taking into account other livability and aesthetic criteria.
- Use heat-recovery ventilation during heating season only, and design for natural ventilation and cooling by natural ventilation throughout the rest of the year.
- See [City of Vancouver Passive Design Toolkit](#) for Large Buildings for other examples.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|---|
| <input checked="" type="radio"/> Yes <input type="radio"/> No | Staff Comments Continues.... -High performance envelope thermal performance for exterior walls and roofs |
| Key <i>passive design</i> building elements: -Window-to-wall ratio is below 40% with double-sealed glass system with Low E glazing. -HRV system an natural ventilation(operable windows) -Site constraints North - South building orientation -Extensive balconies and roof overhangs provide shade on East and West facades. Overhangs -Energy Modelling to achieve desired energy targets. -Air tight and sealed building design. | <hr style="border-top: 1px dashed black;"/> |

Score /3

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Smart Technology

Performance Measure Description and Scoring

EN15 Project uses *smart technology* to optimize sustainable use of resources.
 Ex. Automated lighting, shading, HVAC, energy/water consumption, security, etc.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|-----------------------|
| Details: Led lighting, HRV, Energy Star Appliances, Programmable Thermostats for common areas | Staff Comments |
|---|-----------------------|

Score /2

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION ³⁴⁴ How well does the project minimize the demands on the environment?

Site | Sustainable Landscaping

Performance Measure Description and Scoring

EN16 Project provides or designates space for growing food in private or common areas including on-site composting to support the gardening activities.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|------------------------------|
| <p>Details:</p> <ul style="list-style-type: none"> - Common areas - urban plots and infrastructure for gardening: including , on-site composing, hose connection... - Private areas - apartment has a large private balcony or patio that could accommodate gardening pots with vegetables. | <p>Staff Comments</p> |
| <p>Landscape Plan Reference: L-3 Roof Landscape Plan</p> | |

Score /2

ENVIRONMENTAL SUSTAINABILITY SECTION How well does the project minimize the demands on the environment?

Building Energy Performance

Performance Measure Description and Scoring

EN17 Building design incorporates Port Moody Building Energy Performance Design Guidelines.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|------------------------------|
| <p>BC Energy Step Code:</p> <ul style="list-style-type: none"> <input checked="" type="radio"/> Tier 1 (1 point) <input type="radio"/> Tier 2 (2 points) <input type="radio"/> Tier 3 (3 points) <input type="radio"/> Tier 4 (4 points) <p>Attach a copy of Port Moody Building Energy Performance Design Guidelines Checklist.</p> | <p>Staff Comments</p> |
|---|------------------------------|

Score /4

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well³⁴⁵ does the project minimize the demands on the environment?*

Stormwater and Ecology/Water Conservation Performance Measure Description and Scoring

EN18 Project incorporates landscaped roofs or living walls that also provide food/habitat for native species.

OR

Project includes on-site grey water reuse.

2 BONUS POINTS EACH

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|-----------------------|
| Details: -Partially landscaped decks - planters -Water harvesting - rain barrels -Outdoor amenity area - light colour concrete pavers to minimize heat-island effect (reduced asphalt membrane) REF: A-2.060 | Staff Comments |
|--|-----------------------|

Bonus Score /2

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Environmental Monitoring Performance Measure Description and Scoring

EN19 Project contracts with an Environmental Monitor(s) to oversee implementation of environmental sustainability measures, i.e. sustainable landscaping measures.

OR

Project employs an energy efficiency consultant.

2 BONUS POINTS EACH

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|-----------------------|
| Details of Work Overseen/Contribution: Energy efficiency consultant will oversee the project. | Staff Comments |
|--|-----------------------|

Bonus Score /2

Considered at the April 20, 2021 Council meeting

ENVIRONMENTAL SUSTAINABILITY SECTION *How well³⁴⁶ does the project minimize the demands on the environment?*

Innovation

Performance Measure Description and Scoring

EN20 Environmental sustainability aspects not captured above.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|-----------------|----------------|
| TO BE CONFIRMED | Staff Comments |
|-----------------|----------------|

ENVIRONMENTAL SUSTAINABILITY SECTION *How well does the project minimize the demands on the environment?*

Constraints

Performance Measure Description and Scoring

EN21 Unique site aspects that limit environmental sustainability achievement.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|-----------------|----------------|
| TO BE CONFIRMED | Staff Comments |
|-----------------|----------------|

Environmental Sustainability Score Summary

| | Score |
|---|---|
| Total Environmental Pillar Points (Total Points Available – Not Including Bonus Points) | 57 <small>Total</small> |
| Total Environmental Points Not Applicable (Total Points for Items Not Relevant to this Application) | 4 <small>n/a</small> |
| Maximum Achievable Score (Total Environmental Pillar Points Minus Total Environmental Points Not Applicable) | 53 <small>Maximum</small> |
| Environmental Pillar Minimum Score (Sum of Applicable Baseline Items) | 26 <small>Enviro Baseline</small> |
| Total Points Achieved (Total Points Achieved for Applicable Items for this Application) | 25 <small>Total Environmental Points</small> |
| Environmental Pillar Score (Total Points Achieved/Maximum Achievable Score) | 25 / 53 = 47 % <small>Total Environmental Points Max Percent</small> |

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁴⁷ the project address community health and wellness?

Accessibility

Performance Measure Description and Scoring

- S1 For single-storey units in multi-family residential development:
 (a) a minimum of 40% are adaptable units (2 points) and, of those units,
 (b) accessible unit(s) providing full wheelchair accessibility are provided (2 points).
 Project incorporates adaptable and accessible design features in the site/building circulation and bathrooms in all other uses (2 points).

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Residential | Staff Comments |
|--|----------------|
| % of Adaptable Units: <input type="text" value="50"/> Details: Project provides 58 adaptable units (50%) including 11 universal wheelchair units (10%) | |
| Number of Accessible Units: <input type="text" value="11"/> | |
| Details: | |
| Residential Site/Common Areas and Commercial/Industrial/ Institutional Uses: Adaptable design per BCBC 2018 | |
| Details: - All Common areas - adaptable and accessible design - Parking disability stalls - 6 - Amenity with Universal Washroom - Accessible entry ramp at 1:12 slope - HandyDart street loading Zone w/ let-down | |

Score /6

BASELINE + EARLY STAGE

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Complete Community Design

Performance Measure Description and Scoring

S2 Project design is adapted to minimize shadow or privacy impacts to adjacent buildings.

AND/OR

Project design integrates the results of a *viewscape* study with respect to water and mountain views.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|------------------------------|
| <p>Details:</p> <p>Project design minimizes privacy impacts to adjacent:</p> <ul style="list-style-type: none"> -amenity located centrally on the roof away from the edges -Minimized number and reduced size of balconies to the south and north, where the proximity to existing residential is closer. -All balconies have horizontal screens to reduce overlooking -Parking ramp access has full height screens with horizontal bars between columns to minimize visual impact to adjacent. <p>Project design minimizes shadow impacts to adjacent:</p> <ul style="list-style-type: none"> -6th storey floor plate is set back on the north and south side of the building to reduce massing and shadowing creating transition to lower density -All balconies are reduced at 6th floor | <p>Staff Comments</p> |
| <p>Plan/document references:</p> <p>A-4.000 Elevations</p> | |

Score /1

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Housing Diversity

Performance Measure Description and Scoring

S3 Development includes a mix of housing types.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | Number of Units | Staff Comments |
|-----------------------|----------------------------------|----------------|
| Live-work units | <input type="text" value="0"/> | |
| Ground-oriented units | <input type="text" value="17"/> | |
| Apartment units | <input type="text" value="111"/> | |

Score /3

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁴⁹ the project address community health and wellness?

Housing Diversity

Performance Measure Description and Scoring

S4 Project includes a range of unit sizes for a variety of household types, and the design is flexible to allow for changes, i.e. den can easily become another bedroom.

Targets:

2-bedroom minimum 25% of units

3-bedroom minimum 10% of units

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | Number of Units | % of Units | Staff Comments |
|---|-----------------|-------------|----------------|
| Bachelor/1-bedroom | 106 | 95.6% | |
| 2-bedroom | 5 | 4.4% (1 pt) | |
| 3+ -bedroom | 0 | 0 (2 pts) | |
| Flexible design features: The project offers wide range of unit sizes and types. In order to ensure affordability the units have to be very efficient and not to exceed certain sizes. 66 units are design as smart suite dwellings (under 400sf) with space enhancing convertible furniture. A-3.001 to A-3.004 Unit plans | | | |

Score /3

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Housing Affordability

Performance Measure Description and Scoring

S5 Project provides new purpose-built *market rental housing* (2 points) or *affordable market rental housing* (3 points) or *non-market rental housing* (4 points).

OR

Development contributes to the City's Affordable Housing Reserve Fund in lieu of provision of affordable housing (2 points).

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Types:rent to own and ownership | Staff Comments |
|--|----------------|
| Description: 15% rent to own program where residents will pay \$1,200 per month for 2 years and be applied as part of down payment. | |
| % of total housing units: <input type="text" value="15"/> % | |
| Plan reference: | |

Score /4

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁵⁰ the project address community health and wellness?

Amenities

Performance Measure Description and Scoring

S6 Project provides voluntary public amenities.

Examples:

- Child care facility
- Space for growing food
- Child play areas
- Gathering place/space
- Park/greenspace
- Public contribution in lieu (CACs), i.e., school, library, arts, etc.

(5 Points = any approved option)

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Details: | Staff Comments |
|---|----------------|
| <p>13,233 sf rooftop amenity for resident connections and open space and 5 indoor amenities programmed for different resident uses.</p> <p>\$333,792 Community Amenity contribution by developer \$630,754 City Development Cost Charge contribution by developer \$402,420 GVS & DD Development Cost Charge \$136,800 Translink Charge \$56,544 School Site Acquisition \$1,000,000 estimated Bonus Density Payment to the City \$500,000 multi-use pathway and traffic light upgrades</p> <p>\$3,160,310 estimated total amenity infrastructure cash investment by developer.</p> | |
| <p>Plan reference: A-2.010 to A-2.060</p> | |

Score 5 /5

EARLY STAGE

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Amenities

Performance Measure Description and Scoring

S7 Project provides voluntary private amenities.

Examples:

- Accessible green roof
- Communal garden
- Dog runs
- Play areas
- Social gathering place

(1 point per approved amenity item – maximum of 3 points)

Applicant Explanation and Reference to Plans, Drawings, and Reports

Details:

13,233 sf rooftop amenity for resident connections and open space and 5 indoor amenities programmed for different resident uses.

Plan reference:

A-2.010 1st Floor Plan to A-2.060 Plans, Landscape Plans

Staff Comments

Score /3

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Inclusive Community

Performance Measure Description and Scoring

S8 The proposal supports aging-in-place with adult care, assisted living space, and/or independent senior living space.

Applicant Explanation and Reference to Plans, Drawings, and Reports

Details:

The provision of adaptable and universal wheelchair units supports aging-in-place for range of residents in different age groups. The features could enable independent living for persons with disabilities or seniors.

The smart suites will be affordable to working professionals and students. These opportunities have been especially desirable for families looking for their children to have home ownership in our community.

Staff Comments

Score /4

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁵² the project address community health and wellness?

Community Building

Performance Measure Description and Scoring

S9 Project provides *urban vitalization* by involving land owners and occupants, community groups, and end user groups who may be affected by the proposal in the planning process to identify and showcase Port Moody's unique assets, i.e. goes above and beyond standard notification and consultation.

Examples:

- Host a community-building workshop with the neighbourhood at the time of a project's inception to determine values and identify unique assets to leverage through design.

Staff will advise on notification requirements and appropriate stakeholder consultation

Applicant Explanation and Reference to Plans, Drawings, and Reports

| Please identify stakeholders and explain their involvement: | Staff Comments |
|---|----------------|
| <p>A Community Information meeting was held on March 11, 2021 and information available to the public between March 1st and March 12th. There were over 360 respondents with a significant amount of excitement for this project. As an example Jenny, a care aid at Eagleridge Hospital commented:</p> <p>I've lived in a small studio apartment off St Johns Street for the last five years. It's important to me that I live close to work, I don't own a car and walk everywhere I go. But I've found it next to impossible to afford a home in Port Moody. Sitka House will be an opportunity.</p> | |
| <p>Identify actions taken in response to stakeholder input:</p> <p>Community feedback suggested that more open space would be beneficial. Previous plans did not include a roof top amenity due to the significant costs.</p> <p>Sitka House has added the 13,000 sf amenity open to all residents. This will provide an opportunity for social connections between the residents while enjoying the open air.</p> | |
| <p>Plan references:</p> | |

Score /4

EARLY STAGE

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁵³ the project address community health and wellness?

Safety

Performance Measure Description and Scoring

S10 The design of the site incorporates *Crime Prevention Through Environmental Design* principles (CPTED).

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|------------------------------|
| <p>Please explain: Secure site with controlled points of entry/exit.</p> <p>Exits directly to discharge to the street - no hiding places. Residential is all above grade. Parking with security gate (entry phone for visitor parking)</p> <p>The developer is exploring private bike storage lockers and additional storage components utilizing the extra upper depth of parking stalls.</p> | <p>Staff Comments</p> |
| <p>Plan references:</p> | |

Score /1

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Education and Awareness

Performance Measure Description and Scoring

S11 Project provides education and awareness of the sustainable features of the project for owners/occupants.

Examples:

- Document is given to new owners at time of sale, covenant on title, inclusion/protection of features in strata bylaws
- Signage/display/art recognizing design, etc.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|--|------------------------------|
| <p>Describe: Document will be given to residents at time of move-in.</p> | <p>Staff Comments</p> |
|--|------------------------------|

Score /1

Considered at the April 20, 2021 Council meeting

SOCIAL SUSTAINABILITY SECTION

How well does³⁵⁴ the project address community health and wellness?

Innovation

Performance Measure Description and Scoring

S12 Social sustainability aspects not captured above.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|---|----------------|
| Smart suites, universal wheelchair units and rent to own! | Staff Comments |
|---|----------------|

SOCIAL SUSTAINABILITY SECTION

How well does the project address community health and wellness?

Constraints

Performance Measure Description and Scoring

S13 Unique site aspects that limit social sustainability achievement.

Applicant Explanation and Reference to Plans, Drawings, and Reports

| | |
|-------------------------------------|----------------|
| James road 2.5 meter road widening. | Staff Comments |
|-------------------------------------|----------------|

Social Sustainability Score Summary

| | Score |
|---|--|
| Total Social Pillar Points (Total Points Available – Not Including Bonus Points) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">35</div> <small>Total</small> |
| Total Social Points Not Applicable (Total Points for Items Not Relevant to this Application) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> <small>n/a</small> |
| Maximum Achievable Score (Total Social Pillar Points Minus Total Social Points Not Applicable) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">35</div> <small>Maximum</small> |
| Social Pillar Minimum Score (Sum of Applicable Baseline Items) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">7</div> <small>Social Baseline</small> |
| Total Points Achieved (Total Points Achieved for Applicable Items for this Application) | <div style="border: 1px solid black; padding: 2px; display: inline-block;">20</div> <small>Total Social Points</small> |
| Social Pillar Score (Total Points Achieved/Maximum Achievable Score) | <div style="display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">20</div> / <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">35</div> = <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">57</div> % </div> <div style="display: flex; justify-content: space-around; font-size: 8px; margin-top: 2px;"> Total Social Points Max Percent </div> |

Considered at the April 20, 2021 Council meeting

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Project Report Card Summary FOR CITY USE ONLY – TO BE FILLED OUT BY THE PLANNER

| | |
|-----------------------|----------|
| Project Address/Name: | File No: |
|-----------------------|----------|

| PROJECT SCORE SUMMARY | Cultural | Economic | Environmental | Social |
|-----------------------|----------|----------|---------------|--------|
|-----------------------|----------|----------|---------------|--------|

| | | | | |
|---|---|--|--|--|
| Total Pillar Points Available | 23 | 13 | 57 | 35 |
| Sum Of Items Not Applicable | 12 | 3 | 4 | 0 |
| Maximum Achievable Score (Total Pillar Points – Sum of Items N/A) | 11 | 2 | 53 | 35 |
| Minimum Score (Sum of Applicable Baseline Items) | 5 | 7 | 26 | 7 |
| Missed Points (Sum of Applicable Items Not Achieved) | 7 | 2 | 28 | 15 |
| TOTAL PILLAR SCORE ACHIEVED (Total Points Achieved out of Applicable Items) | <div style="border:1px solid black; padding:2px; display:inline-block;">4</div> / <div style="border:1px solid black; padding:2px; display:inline-block;">11</div> <small>Total Cultural # Possible Cultural #</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">5</div> / <div style="border:1px solid black; padding:2px; display:inline-block;">7</div> <small>Total Economic # Possible Economic #</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">25</div> / <div style="border:1px solid black; padding:2px; display:inline-block;">53</div> <small>Total Enviro # Possible Enviro #</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">20</div> / <div style="border:1px solid black; padding:2px; display:inline-block;">35</div> <small>Total Social # Possible Social #</small> |
| | <div style="border:1px solid black; padding:2px; display:inline-block;">36</div> % <small>Total Cultural Percent</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">71</div> % <small>Total Economic Percent</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">47</div> % <small>Total Enviro Percent</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">57</div> % <small>Total Social Percent</small> |

| | | |
|--|---|--|
| OVERALL SUSTAINABILITY SCORE (Sum of Four Pillars) | <div style="border:1px solid black; padding:2px; display:inline-block;">54</div> / <div style="border:1px solid black; padding:2px; display:inline-block;">106</div> <small>Overall # Overall Possible #</small> | <div style="border:1px solid black; padding:2px; display:inline-block;">51</div> % <small>Overall Percent</small> |
|--|---|--|

| SUSTAINABILITY HIGHLIGHTS | Cultural | Economic | Environmental | Social |
|---------------------------|----------|----------|---------------|--------|
|---------------------------|----------|----------|---------------|--------|

| | | | | |
|---|------------|---|--|--|
| + Priority Items (Score ≥3) Achieved and Confirmed Innovations | + Cultural | + Economic Increase in tax base | + Environmental | + Social Accessibility, Amenities |
| - Priority Items (Score ≥3) Missed and Confirmed Constraints | - Cultural | - Economic | - Environmental Removal of Trees, no industry standard for energy efficiency and building design | - Social Aside from smaller units, no affordable housing or rental component |

Considered at the April 20, 2021 Council meeting

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Report Card Glossary

Accessible housing – Housing designed and constructed to be universally accessible to people of diverse ages and abilities.

Adaptable unit – A dwelling unit that provides flexible design features that meet BC Building Code minimum requirements; it can be adapted to meet the changing needs of any occupant for reasons of disability, lack of stamina, and progressing through different life stages to support independent living.

Accessible housing/unit – Housing with fixed design features to enable independent living for persons with disabilities, such as those in wheelchairs.

Affordable market housing – Housing that is affordable to moderate income households achieved through tenure, location, reduced parking, modesty in unit size, level of finishing, and design and durability over time as the buildings age.

BC Energy Step Code – BC Energy Step Code is a voluntary roadmap that establishes progressive performance targets (i.e., steps) that support market transformation from the current energy-efficiency requirements in the BC Building Code to net zero energy ready buildings.

Beautification – The process of making visual improvements appropriate to a specific place, including but not limited to building facades, landscaping, decorative or historic-style street elements, selection of paving/fencing materials and their treatment, etc. Improvements contribute to Port Moody's reputation as City of the Arts in a sustainable manner.

Brownfield – A term used in urban planning to describe land previously used for industrial purposes or some commercial uses where the expansion, redevelopment, or reuse of the property may be complicated by the potential presence of a hazardous substance, pollutant, or contaminant.

Car/Bike share network – Arrangements between two or more persons to share the use of a vehicle or bicycle for a specified cost and period of time.

Character-defining elements – The materials, forms, location, spatial configurations, uses, and cultural associations or meanings that contribute to the heritage value of a historic place, which must be retained to preserve its heritage value.

Crime Prevention Through Environmental Design (CPTED) – The design and effective use of the built environment to reduce the incidence of crime and improve the quality of life.

District energy systems – A system that uses renewable energy to pipe energy to buildings within a specified area for space heating, hot water, and air conditioning.

Ecological inventory – An inventory that identifies the ecological values in a natural habitat, and is usually the first step in an environmental impact assessment.

Electric vehicle (EV) – An automobile that uses one or more electric motors or traction motors for propulsion. An electric vehicle may be powered through a collector system by electricity from off-vehicle sources, or may be self-contained with a battery or generator to convert fuel to electricity.

Environmentally Sensitive Areas – Land designated as areas that need special protection because of its environmental attributes, such as rare ecosystems, habitats for species at risk and areas that are easily disturbed by human activities. Refer to [Map 13 of OCP](#).

Considered at the April 20, 2021 Council meeting

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Report Card Glossary – continued

Greenfield – Undeveloped land in a city or rural area either used for agriculture or landscape design, or left to evolve naturally. These areas of land are usually agricultural or amenity properties being considered for urban development.

Greyfield – Economically obsolescent, out-dated, declining, and/or underutilized land, often with the presence of abundant surface parking.

Greywater – Wastewater from lavatories, showers, sinks, and washing machines that do not contain food wastes and that can be reused for purposes such as irrigation or flushing toilets.

Habitat corridor – Habitat areas, generally consisting of native vegetation, linking with larger areas of similar wildlife habitat. Corridors are critical for the maintenance of ecological processes, providing food, and allowing for the movement of animals and the continuation of viable populations.

Heat island effect – Heat islands form as vegetation is replaced by hard surfaces to accommodate growing populations. These surfaces absorb, rather than reflect, the sun's heat, causing surface temperatures and overall ambient temperatures to rise.

Heritage rehabilitation – The action or process of making possible a continuing or compatible contemporary use of a historic place through repair, alterations, and/or additions while protecting its heritage value.

Heritage restoration – Returning a historic place back to how it looked at any time in its past.

Invasive plant species – An invasive plant is a non-native species whose interaction causes economic harm, harm to human health, and/or environmental harm.

Light pollution – Brightening of the night sky caused by street lights and other man-made sources, which has a disruptive effect on natural cycles and inhibits the observation of stars and planets.

Market rental housing – Private, market rental rate housing units.

Naturescape planting – Landscaping with species that are naturally adapted to local climate, soils, predators, pollinators, and disease and, once established, require minimal maintenance.

Non-market rental housing – Subsidized rental housing for those unable to pay market-level rents including, but not limited to, public housing owned and operated by government agencies, non-profit housing owned and operated by public and private non-profit groups, and co-operative housing owned and managed by co-operative associations of the residents.

On-site power generation – The ability to generate power without transporting it from its source to where it can be utilized.

On-site renewable energy generation – The generation of naturally replenished sources of energy, such as solar, wind power, falling water, and geothermal energy.

Passive design – An approach to building design that uses the building architecture to minimize energy consumption and improve thermal comfort.

Public space – A social space that is generally open and accessible to people.

Considered at the April 20, 2021 Council meeting

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Report Card Glossary – continued

R-2000-Certified New Home – Best-in-class, energy-efficient homes with even higher levels of energy efficiency than ENERGY STAR-qualified new homes, as well as clean air and environmental features.

Smart technology – Technologies that allow sensors, databases, and/or wireless access to collaboratively sense, adapt to, and provide for users within the environment.

Statement of significance – The first essential step in any conservation project, which involves identifying and describing the *character-defining elements*; it is important in defining the overall heritage value of the historic place. Refer to the Standards and Guidelines for the Conservation of Historic Places in Canada (see Resources glossary).

Streetscape – The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces that combine to form the street's character.

Storm water management plan – The management of water occurring as a result of development or precipitation that flows over the surface into a sewer system.

Transit oriented development (TOD) – A mixed-use residential and commercial area designed to maximize access to public transportation; it often incorporates features to encourage transit ridership. A TOD neighbourhood typically has a centre with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the centre. TODs generally are located within a radius of 400 to 800 metres from a transit stop, as this is considered to be an appropriate distance for *walkability*.

Universal access – This term refers to broad-spectrum ideas meant to produce buildings, products, and environments that are inherently accessible to both people without disabilities and people with disabilities.

Urban infill – An urban planning term that refers to new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development.

Urban forest – The total collection of trees and associated plants growing in a city or town. It includes trees in parks and yards, along roadways and paths, and in other areas, both on public and private lands.

Urban vitalization – The urban planning process of rehabilitating a place or “taking a place to a higher level” using a community-building process (early stage community involvement) to define the key characteristics that make a place unique or special; and applying the concepts of urban conservation to leverage a community's assets, most often in accordance with approved City plans.

Viewscape – The natural and built environment that is visible from a viewing point.

Walkability – The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying, or spending time in an area; improvements in walkability lead to health, economic, and environmental benefits.

Xeriscaping – This term refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation. Xeriscaping refers to a method of landscape design that minimizes water use.

Considered at the April 20, 2021 Council meeting

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Resources

Access Near Aquatic Areas: A Guide to Sensitive Planning, Design and Management

atfiles.org

BC Climate Exchange

bcclimateexchange.ca

BC Energy Step Code Technical Requirements

bclaws.ca

Best Management Practices for Amphibians and Reptiles in Urban and Rural Environments in British Columbia

env.gov.bc.ca

Bird-Friendly Development Guidelines – City of Toronto

toronto.ca/lightsout/guidelines

Canada Green Building Council

cagbc.org

City of Port Moody: Official Community Plan (2014)

portmoody.ca

Stream and Drainage System Protection Bylaw No. 2470

portmoody.ca

City of Port Moody Waste Management Bylaw No. 2822

portmoody.ca

City of Vancouver *Passive Design* Toolkit for Large Buildings

vancouver.ca

Community Green Ways Linking Communities to Country and People to Nature

evergreen.ca

Design Centre for CPTED (*Crime Prevention Through Environmental Design*)

designcentreforcpted.org

Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia

env.gov.bc.ca/wld/documents/bmp/devwithcare/

EnerGuide Rating System

nrcan.gc.ca/energy/efficiency/housing/new-homes/5035

Environmentally Sensitive Areas, Best Practices

env.gov.bc.ca

Considered at the April 20, 2021 Council meeting

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Resources – continued

Examples of Good Public Art

[City of Port Moody Public Art](#)

Fatal Light Awareness Program (FLAP)

flap.org

Invasive Species Council of Metro Vancouver

iscmv.ca

International Dark Sky Association

darksky.org

Metro Vancouver's DLC Waste Management Toolkit

metrovancover.org

Metro Vancouver Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments

metrovancover.org/services

Metro Vancouver's Stormwater Source Control Guideline

metrovancover.org/services

Naturescape BC

naturescapebc.ca

Project for Public Spaces

pps.org

Riparian Areas Regulation Assessment Methods

gov.bc.ca

Standards and Best Management Practices for Instream Works

env.gov.bc.ca

Standards and Guidelines for the Conservation of Historic Places in Canada

historicplaces.ca

Stream Stewardship: A Guide for Planners and Developers

stewardshipcentrebc.ca

Translink: Transit Oriented Communities

translink.ca/transit-oriented-communities

Vancouver Bird Strategy – City of Vancouver (2015)

vancouver.ca

Considered at the April 20, 2021 Council meeting

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City of Port Moody

Minutes

Community Planning Advisory Committee

Minutes of the electronic meeting of the Community Planning Advisory Committee held on Monday, May 11, 2020 via Zoom.

Present

Councillor Steven Milani, Chair
Councillor Zoë Royer, Vice-Chair
Edward Chan
Melissa Chaun
Darquise Desnoyers
Greg Elstrand
Patricia Mace
Wilhelmina Martin
Hazel Mason
Callan Morrison
Severin Wolf

Absent

Megan Chalmers (Regrets)
Allan Fawley
Ronda McPherson

In Attendance

André Boel – General Manager of Planning and Development
Philip Lo – Committee Coordinator
Wesley Woo – Development Planner

1. Call to Order

The Chair called the meeting to order at 7:13pm

2. Adoption of Minutes

Minutes

- 2.1 CPAC20/018
Moved, seconded, and CARRIED
THAT the minutes of the Community Planning Advisory Committee meeting held on Tuesday, March 3, 2020 be adopted.

Considered at the April 20, 2021 Council meeting

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3. Unfinished Business

4. New Business

Revised Rezoning (Multi-Family) at 148 and 154 James Road (Laidler)

*Amended by resolution
CPAC20/021*

4.1 Report: Planning and Development Department – Development Planning Division, dated April 20, 2020

The Development Planner gave a presentation regarding the revised application, and answered questions regarding: whether it would be possible to make approval of this application conditional to the availability of 11 fully accessible units; whether this application should be an OCP amendment due to the requested building height variance not conforming to the OCP designation on Map 11 of the OCP; the lot coverage; whether previous CPAC recommendations were incorporated into the revised application; whether the project has been fast-tracked; whether the hallway and doorway widths meet accessibility requirements; the criteria which designates a new application as opposed to a revised application; the tenure of the rental units and whether these were discussed with staff; whether the donation concept was a staff initiative; who the landlord or operator is for the rental units; and whether any consideration was given to provide rent-to-buy options.

The proponent gave a presentation on the application, and answered questions regarding: whether the accessible units will have installed grab bars and wired-in power for automatic door openers; whether internal doorway and hallway widths are compliant with accessibility standards; whether a traffic study has been completed; whether there will be an on-site caretaker's office, and whether the donated unit can be dedicated for this purpose; whether the studio units will be outfitted with the appropriate accessible fixtures and amenities; the durability of the sea lion sculpture over time; whether there is sufficient parking for caregivers and support providers; the proposed location of the public art piece and whether there has been discussions with the City for an alternate location; whether there is a strategy to support the inter-generational community concept; the pricing of the units and how this is being determined; the reason for shifting from the originally proposed rental units to market units and the large number of micro units in the revised application; the availability of lock-off suites; whether the units along the James Street side could have bedrooms located away from light and noise; the reason for the removal of three-bedroom units from the application; whether millennials have been consulted on this project; whether there has been any input from Council on the development of the micro units; whether the Mayor has endorsed or suggested this type of project; whether there will be storage units and bicycle storage on site; and whether there will be a rooftop patio or outdoor amenity space.

Considered at the April 20, 2021 Council meeting

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The Committee noted the following in discussion:

*Amended by resolution
CPAC20/021*

- one Committee member suggested that the revised application may require an OCP amendment due to the building height variance not conforming to the OCP designation on Map 11 of the OCP, and that the lack of an OCP amendment may have City-wide implications;
- some Committee members suggested that the revisions to the application may be significant enough for this to be considered a new application;
- the micro units are too small to accommodate wheelchair accessibility; they should be constructed primarily for wheelchair accessibility;
- concerns were expressed regarding the longevity of the sea lion sculpture; the applicant should consider using the funds for the sea lion sculpture towards another community arts cause;
- there may be insufficient parking spaces for the proposal, especially for caregivers and support providers;
- there should be more balance in the unit types offered; in particular, there should be a greater number of two-bedroom units;
- the proposed amenities and distance to transit may not fully support senior and mobility-challenged residents;
- this location is not appropriate for micro suites or for the proposed quantity of micro suites, as the site is not ~~close to transit, and the proposal~~ close enough to frequent transit service, and the immediate neighbourhood does not include the quantity or diversity of amenities to support micro studio living;
- concerns were expressed that the units should be more affordable;
- in the studio units, the washer and dryer units should be located further away from the living space and away from the wall beds;
- the proposed project density is too high without significant rental benefit to the City; and
- consider including lock-off suites in the proposal.

*Amended by resolution
CPAC20/021*

CPAC20/019

Moved, seconded, and CARRIED

THAT the meeting be extended by 30 minutes.

Discussion continued, with the Committee noting the following:

- consider turning the gift unit into a caretaker's unit;
- one member suggested that Council approval of the project should be subject to the 11 accessible units staying intact;
- other cities have set minimum sizes for micro suites, and the City could consider a similar policy;
- one member stated support for this application;

Considered at the April 20, 2021 Council meeting

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- the proposal should aim to retain as many mature trees on site as possible.
- reduction of parking spaces could encourage greater transit use;
- the public amenity space could be larger, especially with the small unit sizes; and
- storage units are important for smaller units;

The Committee suggested limiting the number of applications per meeting to one, as it gives each application fair consideration and input by the Committee.

CPAC20/020

Moved, seconded, and CARRIED

THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on May 11, 2020 regarding the proposed project presented in the report dated April 20, 2020 from the Planning and Development Department – Development Planning Division regarding 148 and 154 James Road.

**OCP Amendment
and Rezoning -
1865-1895
Charles Street
(Porte
Communities)**

4.2 Report: Planning and Development Department – Development Planning Division, dated April 27, 2020

This item was postponed to a future meeting.

5. Information

6. Adjournment

The Chair adjourned the meeting at 9:28pm.



Councillor Steve Milani,
Chair



Philip Lo,
Committee Coordinator