



## City of Port Moody Report/Recommendation to Council

Date: August 30, 2021  
Submitted by: Community Development Department – Development Planning Division  
Subject: Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon) – Second Reading

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### Purpose

To present for Council consideration of second reading a Zoning Amendment Bylaw for a six-storey mixed-use development, with 680m<sup>2</sup> (7,329ft<sup>2</sup>) of commercial space, 242 residential units, and the dedication of 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>) of riparian area (South Schoolhouse Creek) to the City.

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### Recommended Resolution(s)

**THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be read a second time as amended as recommended in the report dated August 30, 2021 from the Community Development Department – Development Planning Division regarding Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon) – Second Reading;**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be referred to a Public Hearing.**

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### Background

The applicant is proposing to rezone the subject site from Automobile Sales and Service (C5) to Comprehensive Development Zone 85 (CD85) and Civic Service (P1) for the South Schoolhouse Creek Riparian Protection and Enhancement Area (RPEA) portion of land that is to be dedicated to the City. **Attachment 1** is the report considered by Council at the Committee of the Whole (COTW) meeting held on June 15, 2021 for first reading of the bylaw; this report provides a summary of the project. **Attachment 2** is the draft CD Zoning Bylaw.

The following are the key milestones in the development review process to date:

- the application was accepted on September 19, 2019;
- Community Planning Advisory Committee (CPAC) consideration of the application took place on November 5, 2019;
- a Community Information Meeting was held on February 13, 2020; and
- Early Input was provided at COTW on June 16, 2020.

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At the June 15, 2021 COTW meeting, the following resolutions were passed:

## CW21/075a

THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be read a first time as recommended in the report dated May 12, 2021 from the Community Development Department – Development Planning Division regarding Zoning Amendment Bylaw – 2025 St. Johns Street (Marcon).

## CW21/081

THAT second reading be postponed until staff have explored further direction from Council.

## CW21/077} as amended (by CW21/078)

THAT staff and the applicant consider the following:

- increase to an affordable housing component in line with the City's Affordable Housing Guidelines;
- eliminate the Riparian Area encroachment;
- completed traffic study for Council review; and
- increase to job generating space.

If this report's recommendations are supported by Council, the next steps will be:

- Public Hearing followed by consideration of third reading;
- drafting of Housing Agreement Bylaw for Council consideration;
- detailed design review for Development Permit; and
- adoption of Bylaws (Rezoning and Housing Agreement) and issuance of Development Permits (form and character and environmentally sensitive areas).

## Discussion

In response to Council direction, an updated proposal has been submitted. The applicant has submitted a letter summarizing the application changes (**Attachment 3**). The development proposal, as amended, includes:

- six-storey mixed-use building over an underground parkade;
- Floor Area Ratio of 2.24 before land dedication and 2.64 following dedication;
- a total of 242 residential units, with a unit mix of 119 studio units, 49 one-bedroom units, 70 two-bedroom units, and four three-bedroom units;
- 18 below-market rental units, with rents based on BC Housing's Housing Income Limits (HILs) rates, including 13 one-bedroom and five two-bedroom units;
- 18 rent-to-own units, including 13 one-bedroom and five two-bedroom units;
- 680m<sup>2</sup> (7,329ft<sup>2</sup>) of commercial space, located at the northeast corner of the development;
- 333 vehicle parking spaces compared to the Zoning Bylaw requirement of 330 and 376 bicycle parking spaces compared to the required 364;

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- a public art component, with a proposed budget of \$200,000, which will be incorporated within the building façade on the St. Johns Street frontage;
- 942.8m<sup>2</sup> (10,148ft<sup>2</sup>) of outdoor amenity space and 222.7m<sup>2</sup> (2,397ft<sup>2</sup>) of indoor amenity space;
- the project will target Step Code 3 of the BC Energy Step Code; and
- protection and restoration of the South Schoolhouse Creek riparian area, with the RPEA portion consisting of 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>) being dedicated to the City as park and rezoned to Civic Service (P1). The Riparian Transition Area (RTA) and also High Value Environmentally Sensitive Area (i.e. mixed forest) will also be enhanced and protected via covenant. The requested variance for the 70m<sup>2</sup> (753ft<sup>2</sup>) portion of RTA, will be incorporated as part of the setbacks, within the CD Bylaw (**Attachment 2**).

The application changes are summarized as follows:

REQUESTED CHANGE	FIRST READING SUBMISSION	REVISED SUBMISSION	STAFF COMMENTS
Affordable Housing Component	19 market rental units seven below-market rental units <b>Total: 26 units</b>	18 below-market rental units, with rents based on HILs rates. (including 13 one-bedroom and five two-bedroom units) 18 rent-to-own units (including 13 one-bedroom and five two-bedroom units) <b>Total: 36 units</b>	The increase in the total number of units addressing affordability from 26 units to 36 units is seen as a positive change, particularly the increase to the number of below-market rental units from seven units to 18 units.
Riparian Area Encroachment	a setback variance to the RTA for a 70m <sup>2</sup> (753ft <sup>2</sup> ) portion of the building at the southwest corner of Building 2 (South)	No changes proposed	The applicant has highlighted impacts of conforming with the setback on the efficiency of the parkade (parking, bicycle facilities, electrical substation room, lobby) and also potential cost of an additional storey of parking. Staff continue to acknowledge the project proposes a relatively small variance request resulting in a significant enhancement of the riparian area adjacent to South Schoolhouse Creek, which includes the dedication of the RPEA area to the City as park.
A completed traffic study for Council review	A traffic study had been completed as part of the initial rezoning application/prior to first reading	The completed traffic study is attached to this report ( <b>Attachment 4</b> )	Staff have reviewed the traffic study and the impact of the development on traffic movements on Albert Street and relevant intersections and have identified no areas of concern. It is noted that as part of the development, there will be improvements to the intersection and road alignment at Albert Street and St. Johns Street.

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Increase to job generating space.	680m <sup>2</sup> (7,329ft <sup>2</sup> ) of commercial space, located at the northeast corner of the development	No changes proposed	As part of the review of the application, staff have considered the viability of commercial space at this location, and the challenges of the grade changes across the site in terms of including retail fronting both St. Johns Street and Albert Street. Based on this review, it is felt that the corner location is the most viable location for commercial space as part of the development. It is also noted that adding additional commercial space may have implications on traffic generation.
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## Additional Items

In addition to the above items, there are two other changes/clarifications the applicant has communicated:

- further refinement to the rooftop amenity space, with the total area increased by 20% to provide for improved programming and landscaping, but also to provide better separation of activities; and
- confirmation that the project will meet Step Code 3, in line with the City's Corporate Policy for applications received prior to 2021. Previously, the applicant had committed to either Step Code 3 or Step Code 2 with a low carbon energy system.

During staff's review of the draft bylaw for this report, it was noted that section 2.1 incorrectly listed the new P1 zone as Civic Institutional; the correct zone description is Civic Service. Bylaw No. 3315 has been amended to reflect this correction.

## Other Option(s)

THAT the applicant address the following issues prior to second reading and referral to a Public Hearing:

- list issues.

## 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 16,944.7m<sup>2</sup> (182,391ft<sup>2</sup>) at \$6.00/ft<sup>2</sup>, the contribution would be approximately \$1,094,346. Of that total, approximately \$364,782 would be directed to the Affordable Housing Reserve Fund, and the remaining \$729,564 would go towards general community amenities.

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## Communications and Civic Engagement Initiatives

In accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans policy, an opportunity for input from the general public and specific stakeholder groups was provided at the community information meeting held on February 12, 2020 at the Old Mill Boathouse from 6:00-8:00pm. Should the application proceed through the approval process, there will be an additional opportunity for community input at a Public Hearing.

## Council Strategic Plan Objectives

The proposal is consistent with the strategic priority of Community Evolution in the 2019-2022 Council Strategic Plan as it relates to the objective of ensuring that future community growth is carefully considered and strategically managed, consistent with the City's Official Community Plan.

## Attachment(s)

1. June 15, 2021 Staff Report for Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon).
2. Draft Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85).
3. Application Letter – Response to First Reading comments – 2025 St. Johns Street.
4. Transportation Impact Assessment – 2025 St. Johns Street

## Report Author

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Senior Development Planner

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## Report Approval Details

Document Title:	Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon) – Second Reading.docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - June 15, 2021 Staff Report for Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon).pdf</li><li>- Attachment 2 - Draft Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85).pdf</li><li>- Attachment 3 - Application Letter - Response to First Reading comments – 2025 St Johns Street.PDF</li><li>- Attachment 4 - Transportation Impact Assessment - 2025 St. Johns Street.PDF</li></ul>
Final Approval Date:	Sep 21, 2021

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

André Boel, City Planner - Sep 14, 2021 - 1:35 PM

Kate Zanon, General Manager of Community Development - Sep 15, 2021 - 8:29 AM

Dorothy Shermer, Corporate Officer - Sep 15, 2021 - 3:09 PM

Natasha Vander Wal for Rosemary Lodge, Manager of Communications and Engagement - Sep 16, 2021 - 8:56 AM

Paul Rockwood, General Manager of Finance and Technology - Sep 17, 2021 - 11:03 AM

Tim Savoie, City Manager - Sep 21, 2021 - 11:19 AM

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## City of Port Moody Report/Recommendation to Council

Date: May 12, 2021  
Submitted by: Community Development Department – Development Planning Division  
Subject: Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon)

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### Purpose

To present for consideration of first and second reading a Zoning Amendment Bylaw for a six-storey mixed-use development, with 680m<sup>2</sup> (7,329ft<sup>2</sup>) of commercial space, 242 residential units, and the dedication of 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>) of riparian area (South Schoolhouse Creek) to the City.

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### Recommended Resolution(s)

**THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be read a first time as recommended in the report dated May 12, 2021 from the Community Development Department – Development Planning Division regarding Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon);**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be read a second time;**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85) be referred to a Public Hearing.**

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### Executive Summary

A rezoning application was submitted by Marcon for the property at 2025 St. Johns Street in September 2019. A location map of the site is included as **Attachment 1**. The application was first reviewed at Community Planning Advisory Committee (CPAC) in November 2019 and by Council at a Committee of the Whole (COTW) meeting in June 2020. In response to staff comments and input from Council and CPAC, an updated proposal was submitted, which includes a number of substantial changes from the original proposal. The changes are summarized in the following table:

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PLAN ELEMENT	INITIAL SUBMISSION	REVISED SUBMISSION	CHANGE
Riparian Protection and Enhancement Area (RPEA)	RPEA setback per the Zoning Bylaw	RPEA setback per the Zoning Bylaw and dedication of that 1,234.7m <sup>2</sup> (13,291ft <sup>2</sup> ) to the City	RPEA dedication
Riparian Transition Area (RTA)	70m <sup>2</sup> of encroachment for parkade, balconies, and patios	70m <sup>2</sup> of encroachment for parkade	Above grade encroachment for balconies and patios removed
Total Below Market Rental	0	4 (20% below market) in perpetuity	+4 units
Total Market Rental	22 for 20 years	20 for 20 years	-2 units
Commercial Floor Area	743m <sup>2</sup> (8,000ft <sup>2</sup> )	680m <sup>2</sup> (7,329ft <sup>2</sup> ) due to requested changes in grading on the street frontage	- 63m <sup>2</sup>
Parking Spaces	322 spaces compared to the Zoning Bylaw requirement of 330	333 spaces compared to the Zoning Bylaw requirement of 330	+11 spaces

In addition to the above noted changes, there have also been changes to the building design on the corner of St. Johns Street and Albert Street, in order to make that corner more of a feature. As part of this, the standalone art piece has been eliminated in favour of a more significant installation on the building façade (St. Johns Street frontage).

On balance, the project has sought to address concerns and comments raised as part of the initial staff review and the review by CPAC and Council at COTW, including:

- the dedication of a Riparian Protection and Enhancement Area (RPEA) area, which exceeds the 15m Zoning Bylaw requirement, to the City as park. The additional 220m<sup>2</sup> (2,306ft<sup>2</sup>) of RPEA will be within the area that would typically be part of the Riparian Transition Area (RTA), with the classification of it as RPEA providing greater protection. This RPEA area to be dedicated totals 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>) and includes portions of the channel and northern bank of South Schoolhouse Creek;
- changes to the above-grade conditions within the proposed Riparian Transition Area (RTA) encroachment, result in the encroachment now being limited to an underground structure for a 70m<sup>2</sup> (753ft<sup>2</sup>) portion of the below-grade parkade. Though of a limited benefit biologically, there will be no further encroachments above grade for the building, projections and patios;
- the overall number of rental units has been increased from 22 to 24. This component now includes four below market-rental units in perpetuity, with rents 20% below CMHC averages for the Tri-Cities. The market rental units will remain for rental for a period of 20 years; and
- parking will meet and exceed the overall Zoning Bylaw requirement; and



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- the amount of commercial space has been reduced slightly from 743m<sup>2</sup> (8,000ft<sup>2</sup>) to 680m<sup>2</sup> (7,329ft<sup>2</sup>) due to changes made to the grading on the street frontage. The amount of commercial space proposed for this project is based on consideration of the viability of such space at this location.

Consideration of the above items as well as other details of the proposal are discussed in more detail in the main body of the report below. In order to accommodate the land dedication component, a Comprehensive Development (CD) Zone rather than a standard Mixed-Use (CRM) zones is being used. The draft CD Rezoning Bylaw is included as **Attachment 2**. On the basis of the changes made to the proposal as part of this resubmission, staff recommend first and second reading of the related rezoning Bylaw and referral to a Public Hearing.

## Background

The following are the key milestones in the development review process to date:

- the application was accepted on September 19, 2019;
- CPAC consideration of the application took place on November 5, 2019;
- a Community Information Meeting was held on February 13, 2020; and
- Early Input was provided at COTW on June 16, 2020.

At the above referenced meeting, CPAC passed the following resolution:

### CPAC19/016

THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on November 5, 2019 regarding the proposed project presented in the report dated October 28, 2019 from the Planning and Development Department – Development Planning Division regarding 2025 St. Johns Street.

AND THAT the Chair of the Community Planning Advisory Committee prepare a report addressing each of the specific items identified by CPAC at its 5 November 2019 meeting concerning this proposal and that the Chair present this report to Council at the Council Meeting in which this proposal will be brought forward for consideration.

**Attachment 3** provides an excerpt of the CPAC minutes.

At the above referenced meeting, COTW passed the following resolution:

### CW20/061

THAT staff and the applicant consider the comments provided during the Committee of the Whole meeting held on June 16, 2020, regarding the rezoning application presented in the report dated April 28, 2020, from the Planning and Development Department - Development Planning Division regarding Early Input - Rezoning Application (Mixed-Use) - 2025 St. Johns Street (Marcon Albert (GP) Ltd.).

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If this report's recommendations are supported by Council, the next steps will be:

- Public Hearing followed by consideration of third reading;
- drafting of and Council Consideration of Housing Agreement Bylaw;
- detailed design review for Development Permit; and
- Adoption of Bylaws (Rezoning and Housing Agreement) and issuance of Development Permits (form and character and environmentally sensitive areas).

## Discussion

### Property Description and Neighbourhood Context

The subject site at 2025 St. Johns Street, as shown on the Location Plan (**Attachment 1**), is approximately 8,088.1m<sup>2</sup> (97,059ft<sup>2</sup>) in area and has significant grade changes on the western portion of the site, before more gradually sloping down towards the northeast corner of the property. South Schoolhouse Creek runs through the southeast portion of the property. The subject property is currently vacant, but was the site of the former Barnet Hotel.

The OCP designates the subject lands as Mixed Use – Moody Centre; the site is also part of the Westport Evergreen Line Sub-Area, which permits commercial and residential development of up to six storeys in height. The site is located within Development Permit Area 2:

Moody Centre, which regulates the form and character of multi-family residential developments. The site is also located within Development Permit Area 4: Environmentally Sensitive Areas related to South Schoolhouse Creek and an Environmentally Sensitive Area located on the western portion of the property. The subject lots are presently zoned Automobile Sales and Leasing (C5), with a site-specific allowance for a Licensee (liquor) Retail Store on the subject property.

Surrounding development includes:

- North: Medium Density Townhouse Residential (RM4) lots developed as three-storey apartment buildings and Automobile Sales and Leasing (C5) occupied by Craftsman Collision. These properties are respectively designated Multi-Family Residential and Mixed Use – Moody Centre in the OCP;
- East: Single Detached Residential (RS1) lots, including a vacant lot and a lot developed with a single-family home. These properties are respectively designated Multi-Family Residential and Single-Family Low Density in the OCP;
- South: Undeveloped, forested land zoned Civic Institutional (P1) with South Schoolhouse Creek running through the properties and Port Moody Secondary School beyond that to the south. These properties are designated Single-Family Low Density in the OCP; and
- West: Formerly, Single Detached Residential (RS1) lots that were also designated Mixed Use – Moody Centre in the OCP. As part of an application by Bold Properties, these lots were recently re-designated to Multi-Family Residential, as that project included no commercial space, and rezoned to Six-Storey Apartment Residential (RM8) for a six-storey multi-family project.

The OCP, Zoning designation, and Environmentally Sensitive Area maps are included as **Attachments 4, 5, and 6**.

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The development proposal consists of:

- six-storey mixed-use building over an underground parkade;
- Floor Area Ratio of 2.24 before land dedication and 2.64 following dedication;
- a total of 242 residential units, with a unit mix of 119 studio units, 49 one-bedroom units, 70 two-bedroom units, and four three-bedroom units;
- 20 market rental units, secured for a period of 20 years, and four (20% below market) rental units secured in perpetuity;
- 680m<sup>2</sup> (7,329ft<sup>2</sup>) of commercial space, located at the northeast corner of the development.
- 333 vehicle parking spaces compared to the Zoning Bylaw requirement of 330 and 376 bicycle parking spaces compared to the required 364;
- a public art component, with a proposed budget of \$200,000, that is incorporated within the building façade on the St. Johns Street frontage;
- 942.8m<sup>2</sup> (10,148ft<sup>2</sup>) of outdoor amenity space and 222.7m<sup>2</sup> (2,397ft<sup>2</sup>) of indoor amenity space;
- the project will target Step Code 3 or Step Code 2 with a low carbon energy system; and
- protection and restoration of the South Schoolhouse Creek riparian area, with the RPEA portion consisting of 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>) being dedicated to the City as park and rezoned to Civic Institutional (P1). The RTA and also High Value Environmentally Sensitive Area (i.e. mixed forest) will also be enhanced and protected via covenant. The requested variance for the 70m<sup>2</sup> (753ft<sup>2</sup>) portion of RTA, will be incorporated as part of the setbacks, within the CD Bylaw (**Attachment 2**).

The applicant is proposing to rezone the subject site from Automobile Sales and Leasing (C5) to Comprehensive Development Zone 85 (CD85) and Civic Institutional (P1) for the South Schoolhouse Creek RPEA portion of land that is to be dedicated to the City. Reduced architectural plans and landscape plans are included as **Attachment 7** and **8**, and the Draft Rezoning (CD) Bylaw as **Attachment 2**.

## Key Considerations

This proposal is brought forward for consideration of first and second reading. The key project elements for Council consideration at this time are:

- the current building locations/setbacks in relation to South Schoolhouse Creek;
- the affordable housing component of the project; and
- the commercial component proposed for the project.

These three key items are expanded on below:

### South Schoolhouse Creek and RPEA dedication

A significant element of the proposal is the enhancement of the portion of the site that lies within the setback area of South Schoolhouse Creek, which was previously significantly impacted by the former Barnet Hotel. South Schoolhouse Creek provides habitat connectivity from the marine foreshore to upland forested areas and is an important stream for salmon. Significant investment has been made by all levels of government to protect and enhance this creek,

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including riparian area protection, instream fish habitat enhancement, and ongoing efforts of local stewardship groups to enhance resident fish populations. The Zoning Bylaw setback for South Schoolhouse Creek requires a 20-metre Riparian Management Zone measured from the top of bank, which includes:

- a 15m RPEA, a 'no touch/no build' area that should not be impacted by any construction-related activities (apart from enhancement work); and
- a 5m RTA, an area where certain features or activities may be permitted, including construction-related activities (e.g., work zones), landscaping, stormwater management, and trails.

The proposal is requesting a setback variance to the RTA for a 70m<sup>2</sup> (753ft<sup>2</sup>) portion of the parkade at the southwest corner of Building 2 (South). A map detailing the current condition and proposed condition is included in **Attachment 9**. This map illustrates: the current site condition, which includes asphalt/concrete covering an extensive area of the RPEA and RTA; and the proposed condition which shows the 70m<sup>2</sup> (753ft<sup>2</sup>) encroachment area for the parkade and would see the enhancement of the RPEA and the RTA areas.

Since the application was reviewed by CPAC and COTW, the application has been amended in order that the below-grade parkade is now the only portion of the building that encroaches into the RTA. Above-grade encroachments for patios and projections (balconies and roof overhangs) have been eliminated. Significantly, the application now proposes an RPEA portion of the site, consisting of 1,234.7m<sup>2</sup> (13,291ft<sup>2</sup>), that will be dedicated to the City as park, securing its long-term protection. The proposed RPEA portion now extends beyond the 15m Zoning Bylaw requirement, to include an additional 220m<sup>2</sup> (2,306ft<sup>2</sup>) of RPEA within the area that would typically be part of the RTA. This additional RPEA portion is seen as a positive element as its classification provides greater protection than that of the RTA. The ESA portions of the site to the west will also be enhanced and, along with the RTA, will be protected by an associated covenant. Based on the above, staff are supportive of this element of the project and the variance for 70m<sup>2</sup> (753ft<sup>2</sup>) encroachment into the RTA, which is reflected in the setbacks set out in the CD Bylaw (**Attachment 2**).

The dedication of the South Schoolhouse Creek RPEA land to the City has implications for the overall FAR of the development, which is 2.24 before land dedication and 2.64 following dedication. For this reason, a CD zone is being proposed as the applicable CRM2 zone has a maximum FAR of 2.5. It is noted that densities over 2.5 in the Zoning Bylaw are typically subject to a density bonus, however, per the bylaw, *"the City may, at its option, elect to accept all or any portion of the amenity contribution to be received for the density bonus in the form of amenities that are identified in or consistent with the goals and objectives set out in the City's Official Community Plan"*. Further to this, the OCP specifically identifies environmental enhancements as one such amenity. Given the dedication of the RPEA and related enhancement and restoration of the RPEA, RTA, and ESA areas on the site, staff feel that this meets the intent of the Zoning Bylaw and OCP policy, meaning that the project would not be subject to any density bonus requirements, as reflected in the CD Bylaw (**Attachment 2**).

In addition, the proponent is pursuing Salmon Safe Certification for the project. Salmon Safe provides a third-party verification that the project is being designed and built in accordance with

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environmentally friendly management practices that minimize impacts on water quality and aquatic biodiversity.

## Affordable Housing options

The application pre-dated the March 2020 Interim Affordable Housing Policy, which would have requested 15% of the units to be below market rental housing. Previously, the project did not include any designated affordable housing options. The updated proposal designates 24 of the units as rental, which amounts to 10% of total units. Moreover, this includes four below-market rental homes, secured in perpetuity, with rents 20% below CMHC averages for the Tri-Cities. The 20 market-rental units are proposed to be secured only for a period of 20 years. The addition of the proposed below market and market rental housing offers a diversification of the housing options in the project, though it is noted that, on a number of recent projects, Council has expressed a desire to have such units secured in perpetuity. Generally, securing units in perpetuity is the recommended approach. Details of this component will be established through a Housing Agreement Bylaw.

## Commercial Space

The project includes 680m<sup>2</sup> (7,329ft<sup>2</sup>) of commercial space, located at the northeast corner of the development, representing approximately 4% of the total saleable floor area of the project. The site is designated as Mixed-Use – Moody Centre in the OCP. In reviewing the application, staff have considered the viability of commercial space at this location, and the challenges of the grade changes across the site in terms of including retail fronting both St. Johns Street and Albert Street. Based on this review, it is felt that the corner location is the most viable location for commercial space as part of the development. It is also noted that the Bold Properties development to the west was also designated Mixed-Use – Moody Centre in the OCP and, as part of the redevelopment, the OCP land use designation was changed to Multi-Family Residential with no commercial space being included.

## **Additional Matters**

### Transportation

Vehicle access to the site and underground parking is provided from Albert Street. As discussed above, the project conforms with Zoning Bylaw requirements, providing 333 vehicle parking space and 376 bicycle parking spaces. A loading space for the development will be allowed for on the Albert Street frontage, as well as two passenger vehicle-sized loading spaces within the parkade. Frontage improvements will include a Multi-use pathway along St. Johns Street and related public realm improvements, which also include Albert Street, with seating fronting the commercial area and bike racks for short-term bike parking.

### Sustainability Report Card

The completed Sustainability Report Card for the development proposal is included as **Attachment 10**, and the following table summarizes the scoring for the current proposal.

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Sustainability Pillar / Application	Cultural	Economic	Environmental	Social	Overall Total
2025 St. Johns Street	60% (6.5 out of 11)	54% (8.5 out of 16)	80% (42 out of 53)	57% (21.5 out of 38)	67%

Based on the enhancement of the riparian area adjacent to South Schoolhouse Creek and the on-site ESA, the application scores well in the environmental section of the report card. The current proposal includes a commitment for either Step Code Level 3 or Level 2 with a low-carbon energy system, which meets the City’s Corporate Policy for applications received in 2020. In addition, it is noted that the applicant is proposing 20 market-rental units and four below-market rental units. A public art element will be incorporated into the St. Johns Street façade. A limited amount of commercial space will be provided at the corner of St Johns Street and Albert Street. All residential units will have access to a variety of amenity spaces both indoor and outdoor, including rooftop deck amenity spaces.

### Concluding Comments

Overall, staff are supportive of the application as proposed. The application conforms with Official Community Plan policies in relation to the properties Mixed-Use – Moody Centre land use designation. The commercial space provided at the corner of St. Johns Street and Albert Street, though proportionally a relatively small element, is seen as justified based on the viability of commercial space at this location and the challenges with grade changes across the rest of the site. Significantly, the project proposes enhancement of the riparian area adjacent to South Schoolhouse Creek, including the dedication of the RPEA area to the City as park, with a relatively small variance request related to the RTA for the below grade parkade. Additionally, from a housing perspective, the application proposes four below market rental units in perpetuity and 20 market rental units. Even though staff recommend that the market rental units be in perpetuity, the application as proposed meets the intent of diversifying housing options in the community.

### Other Option(s)

If Council would prefer that the applicant consider substantial changes to the project, staff would suggest limiting the reading of the bylaw to first reading, combined with recommendations that identify specific Council direction.

### 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 16,944.7m<sup>2</sup> (182,391ft<sup>2</sup>) at \$6.00/ft<sup>2</sup>, the contribution would be approximately \$1,094,346. Of that total, approximately \$364,782 would be directed to the Affordable Housing Reserve Fund, and the remaining \$729,564 would go towards general community amenities.

# Considered at the September 28, 2021 Council meeting

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## Communications and Civic Engagement Initiatives

In accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans policy, an opportunity for input from the general public and specific stakeholder groups was provided at the community information meeting held on February 12, 2020 at the Old Mill Boathouse from 6:00-8:00pm. Should the application proceed through the approval process, there will be an additional opportunity for community input at a Public Hearing.

Should this rezoning application proceed to a Public Hearing, notices will be sent to adjacent properties within a 140m radius of the site and will be advertised in the local newspaper in accordance with the Development Approval Procedures Bylaw and the *Local Government Act*.

## Council Strategic Plan Objectives

The proposal is consistent with the strategic priority of Community Evolution in the 2019-2022 Council Strategic Plan as it relates to the objective of ensuring that future community growth is carefully considered and strategically managed, consistent with the City's Official Community Plan.

## Attachment(s)

1. Location Map.
2. Draft Rezoning Bylaw.
3. CPAC Minutes – November 5, 2019.
4. OCP Designation Map.
5. Zoning Map.
6. Environmentally Sensitive Areas Map.
7. Architectural Plans.
8. Landscape Plans.
9. Riparian Area Plan – Current and Proposed.
10. Sustainability Report Card.

## Report Author

Kevin Jones, MCIP, RPP  
Senior Development Planner

# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

## Report Approval Details

Document Title:	Rezoning (Mixed Use) – 2025 St. Johns Street (Marcon).docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Location Map.pdf</li><li>- Attachment 2- Draft Rezoning Bylaw.pdf</li><li>- Attachment 3 - CPAC minutes - November 5, 2019.pdf</li><li>- Attachment 4 - OCP Designation Map.pdf</li><li>- Attachment 5 - Zoning Map.pdf</li><li>- Attachment 6 - Environmentally Sensitive Areas Map.pdf</li><li>- Attachment 7 - Architectural Plans.PDF</li><li>- Attachment 8 - Landscape Plans.PDF</li><li>- Attachment 9 - Riparian Area Plan - Current and Proposed.PDF</li><li>- Attachment 10 - Sustainability Report Card.pdf</li></ul>
Final Approval Date:	Jun 1, 2021

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

André Boel, City Planner - May 19, 2021 - 1:15 PM

Kate Zanon, General Manager of Community Development - May 20, 2021 - 8:34 AM

Dorothy Shermer, Corporate Officer - May 27, 2021 - 2:26 PM

Natasha Vander Wal for Rosemary Lodge, Manager of Communications and Engagement - May 27, 2021 - 3:03 PM

Paul Rockwood, General Manager of Finance and Technology - May 30, 2021 - 1:26 PM

Tim Savoie, City Manager - Jun 1, 2021 - 2:11 PM



# Considered at the September 28, 2021 Council meeting

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## LOCATION MAP - 2025 St. Johns Street

 **SUBJECT PROPERTY**



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## City of Port Moody

### Bylaw No. 3315

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate a mixed-use development, including two buildings, one building with commercial uses on the ground floor and residential uses above and one residential building, all over a common underground parking structure at 2025 St. Johns Street.

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. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85)".

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following lands from Automobile Sales and Service (C5) to Comprehensive Development Zone 85 (CD85) and Civic Institutional (P1):

Lot 92 District Lot 202 Group 1 New Westminster District Plan 52281  
PID: 004-963-539

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 CD85 to Schedule D:

"CD85. Comprehensive Development Zone (CD85)

##### CD85.1 Intent

The intent of this zone is to facilitate the development of a mixed-use development, including two buildings, one building with commercial uses on the ground floor and residential uses above and one residential building, all over a common underground parking structure. The development allows for a total maximum of 242 residential units and approximately 680m<sup>2</sup> (7,319ft<sup>2</sup>) of commercial space.

# Considered at the September 28, 2021 Council meeting

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## CD85.2 Permitted Uses

The following uses are permitted in the CD85 Zone:

### a) Principal Uses

- (1) Apartment
- (2) Artist Studio – Type A
- (3) Assembly
- (4) Child Care
- (5) Civic
- (6) Commercial Athletic and Recreation
- (7) Community Care
- (8) Entertainment
- (9) Hotel
- (10) Office
- (11) Personal Service
- (12) Restaurant
- (13) Retail Food Service
- (14) Retail
- (15) Townhouse
- (16) Work-Live.

### b) Secondary Use

- (1) Home Occupation – Type A.

## CD85.3 Conditions of Use

Commercial Uses, as set out in CD85.2(a)(2-16) are only permitted on the ground floor of Building 2 North.

## CD85.4 Floor Area Ratio (FAR)

CD85.4.1 The maximum permitted Floor Area Ratio in the CD85 Zone shall not exceed 2.65.

CD85.4.2 Section 7.0 of the Zoning Bylaw shall not apply to this CD zone.

## CD85.5 Building Height

Buildings in the CD85 Zone shall not exceed six storeys or 23m, whichever is less.

## CD85.6 Setbacks

Minimum setbacks in the CD85 Zone shall be in accordance with the plans included as Schedule B.

# Considered at the September 28, 2021 Council meeting

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## CD85.7 Parking

CD85.7.1 Refer to section 6.0 of this Bylaw for Off-Street Parking Requirements.

CD85.7.2 Refer to section 6.10 of this Bylaw for Bicycle Parking requirements.

CD85.7.3 No on-site loading space will be required.

## CD85.8 Landscaping

Refer to section 5.2.10 of this Bylaw for landscaping requirements.

## CD85.9 Common Amenity Space

Amenity Spaces in the CD85 Zone shall be in accordance with the following:

- (a) The minimum amount of indoor amenity area is 222m<sup>2</sup>; and
- (b) The minimum amount of outdoor amenity area is 942m<sup>2</sup>.

### 3. Attachments and Schedules

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

- Schedule A – Location Map.
- Schedule B – Building Setbacks.

### 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.

**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

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D. Shermer  
Corporate Officer

# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

I hereby certify that the above is a true copy of Bylaw No. 3315 of the City of Port Moody.

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D. Shermer  
Corporate Officer

# Considered at the September 28, 2021 Council meeting

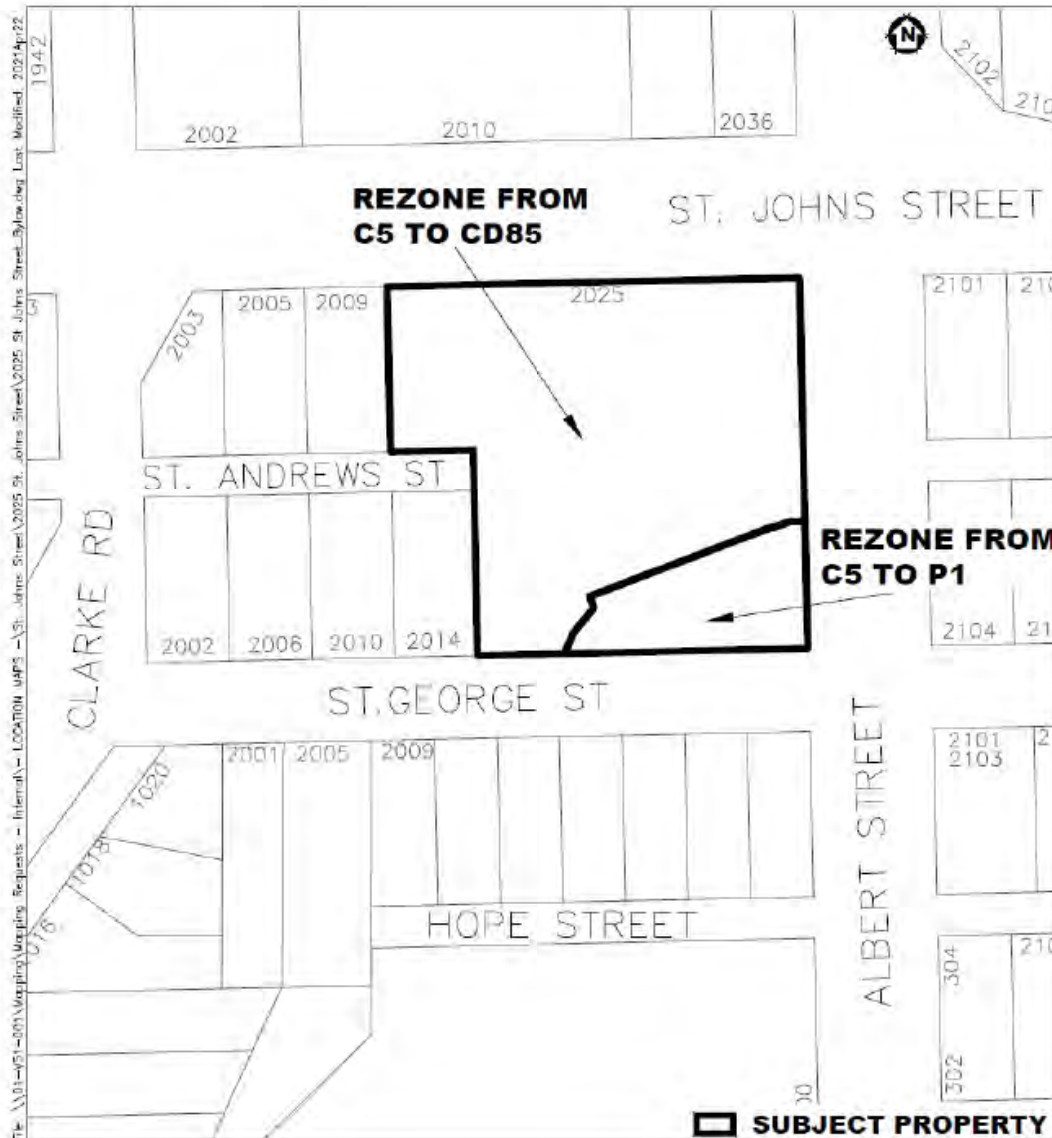
233

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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. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85).

\_\_\_\_\_  
Corporate Officer

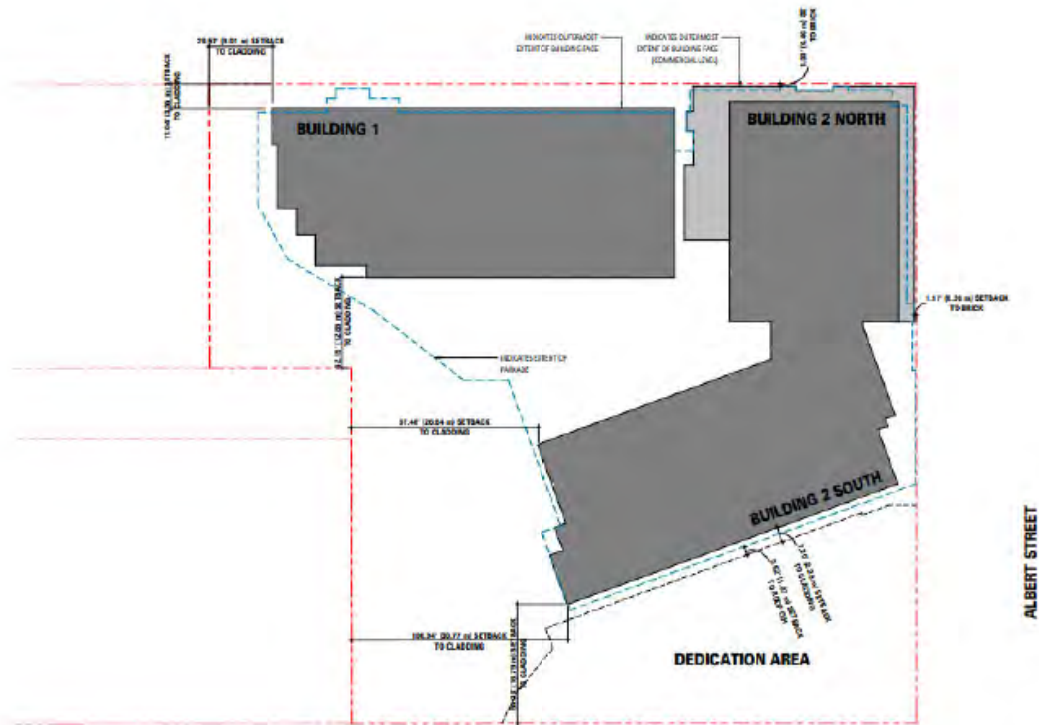




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## City of Port Moody

### Minutes

#### Community Planning Advisory Committee

Minutes of the meeting of the Community Planning Advisory Committee held on Tuesday, November 5, 2019 in Council Chambers.

#### Present

Councillor Meghan Lahti, Chair  
Councillor Steven Milani, Vice-Chair  
Edward Chan  
Melissa Chaun  
Greg Elgstrand  
Patricia Mace  
Wilhelmina Martin  
Hazel Mason  
Ronda McPherson  
Callan Morrison  
Lydia Mynott

#### Absent

Mike Bitter (Regrets)  
Darquise Desnoyers (Regrets)  
Allan Fawley  
Severin Wolf (Regrets)

#### In Attendance

André Boel – General Manager of Planning and Development  
Kevin Jones – Senior Planner  
Philip Lo – Committee Coordinator

#### 1. Call to Order

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The Chair called the meeting to order at 7:09pm

#### 2. Adoption of Minutes

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#### Minutes

##### 2.1 CPAC19/013

Moved, seconded, and CARRIED  
**THAT the minutes of the Community Planning Advisory Committee meeting held on Tuesday, October 1, 2019 be amended as follows:**

- **by adding “and concerns were raised regarding the height of the building” under item 4.1 – 148 and 154 James Road; and**

# Considered at the September 28, 2021 Council meeting

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- by removing “the landscaping plan outlines irrigation which is not necessary in this climate”, and add “the landscaping plan should include innovative ways to make use of rainwater” under item 4.1 – 148 and 154 James Road.

**AND THAT the minutes of the Community Planning Advisory Committee meeting held on Tuesday, October 1, 2019 be adopted as amended.**

### 3. Unfinished Business

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### 4. New Business

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**2025 St. Johns Street**

#### 4.1 Report: Planning and Development Department – Development Planning Division, dated October 28, 2019

The Senior Planner gave a presentation regarding the application for 2025 St. Johns Street, and answered questions regarding estimated job creation figures, parking requirements and potential contributions in lieu, the riparian setback requirements and water quality impact, projected CAC and DCC contributions, and provision of loading and service access.

The Committee provided the following comments to staff:

- if possible, review and minimize the impacts of shadowing in conjunction with adjacent developments;
- ensure the safety of pedestrian traffic around the development;
- consider a separated multi-use path for pedestrians and cyclists;
- work with the Engineering department to determine if there is a need for a pull-in for the bus stop on St. Johns Street; and
- ensure that the water quality in Schoolhouse Creek is maintained.

The proponent gave a presentation on the application, and answered questions regarding the rationale behind the unit mix, including three-bedroom units; provision, type and locations of the rental units; parking ratios and loading space provision; projected employment density; provision of storage space; proposed setback reduction to the riparian transition area; building and parkade height; target demographic; slope stability; pedestrian traffic management, shadow studies, accessibility and adaptability of units, and the size and potential viable uses for the commercial spaces.

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The Committee noted the following in discussion:

- the proposed land use is appropriate;
- there will be an overall environmental benefit despite the proposed reduction to the Riparian Transition Area setback, as the riparian area will remain buffered;
- the lack of affordable housing is disappointing; however, the opportunities for first-time buyers can be considered as a form of affordable housing;
- the temporary art installation should be elevated to avoid damage; and
- there are concerns regarding the viability of the proposed retail use;
- early involvement of the artist is commendable; however, Alex Morrison's style may not be representative of Port Moody; the standalone "house" piece may not be suitable or reflective of the city;
- the artistic concept of the project could be developed further, beyond the two standalone pieces and possibly include balcony treatment, façade colouring, and other elements;
- the standalone "house" art piece may be lost in visual competition with the clutter of traffic lights and signage at its proposed location; consider relocating this piece;
- the streetscape should be more dynamic and attractive;
- ~~consider including accessible units~~ consider increasing the number of adaptable and accessible small units;
- consider the provision of a space where used items can be deposited and exchanged;
- the environmental report and planting palette should be further scrutinized to ensure that invasive and aggressive species are not planted and that only trees suitable for the environment are planted;
- the overall design of the project can be more architecturally ambitious as a focal point and entrance to the city; additional building height could achieve this;
- the projected employment density will be dependent on the type of commercial tenants; retail uses would be preferred in order to make it a vibrant retail hub;
- a smaller healthy food vendor could also be a good option for the commercial space, which could serve as a community gathering space;
- a daycare could be a possible usage for the ground floor commercial space, as such spaces are in high demand in the Tri-Cities; and
- comments were made that it was appreciated that the proponent adhered to the current OCP height requirements.

*Amended by resolution  
CPAC20/001*

*Amended by resolution  
CPAC20/001*

CPAC19/014

Moved, seconded, and CARRIED

**THAT the meeting be extended for 15 minutes.**

# Considered at the September 28, 2021 Council meeting

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## CPAC19/015

Moved and seconded

**THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on November 5, 2019 regarding the proposed project presented in the report dated October 28, 2019 from the Planning and Development Department – Development Planning Division regarding 2025 St. Johns Street.**

## CPAC19/016

Moved, seconded, and CARRIED

**THAT the foregoing motion be amended by adding:**

**“AND THAT the Chair of the Community Planning Advisory Committee prepare a report addressing each of the specific items identified by CPAC at its 5 November 2019 meeting concerning this proposal and that the Chair present this report to Council at the Council Meeting in which this proposal will be brought forward for consideration.”**

The question on the main motion (CPAC19/015) as amended (by CPAC19/016) was put to a vote; the following motion was CARRIED:

**THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on November 5, 2019 regarding the proposed project presented in the report dated October 28, 2019 from the Planning and Development Department – Development Planning Division regarding 2025 St. Johns Street;**

**AND THAT the Chair of the Community Planning Advisory Committee prepare a report addressing each of the specific items identified by CPAC at its 5 November 2019 meeting concerning this proposal and that the Chair present this report to Council at the Council Meeting in which this proposal will be brought forward for consideration.**

## CPAC19/017

Moved, seconded, DEFEATED

**THAT the meeting be extended for 15 minutes.**

(Voting against: Callan Morrison and Wilhelmina Martin)

**Temporary Use –  
Old Fire Hall No. 1  
Site**

4.2 Attachment: Report: Mayor Rob Vagramov, dated  
September 20, 2019

# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

**Application  
Review Criteria**

5. Information

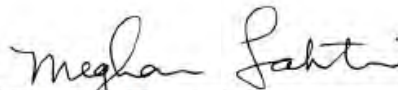
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5.1 Memo: General Manager of Planning and Development, dated  
September 25, 2019  
File: 08-3060-01/Vol 01

6. Adjournment

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The Chair adjourned the meeting at 9:18pm.



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Councillor Meghan Lahti,  
Chair



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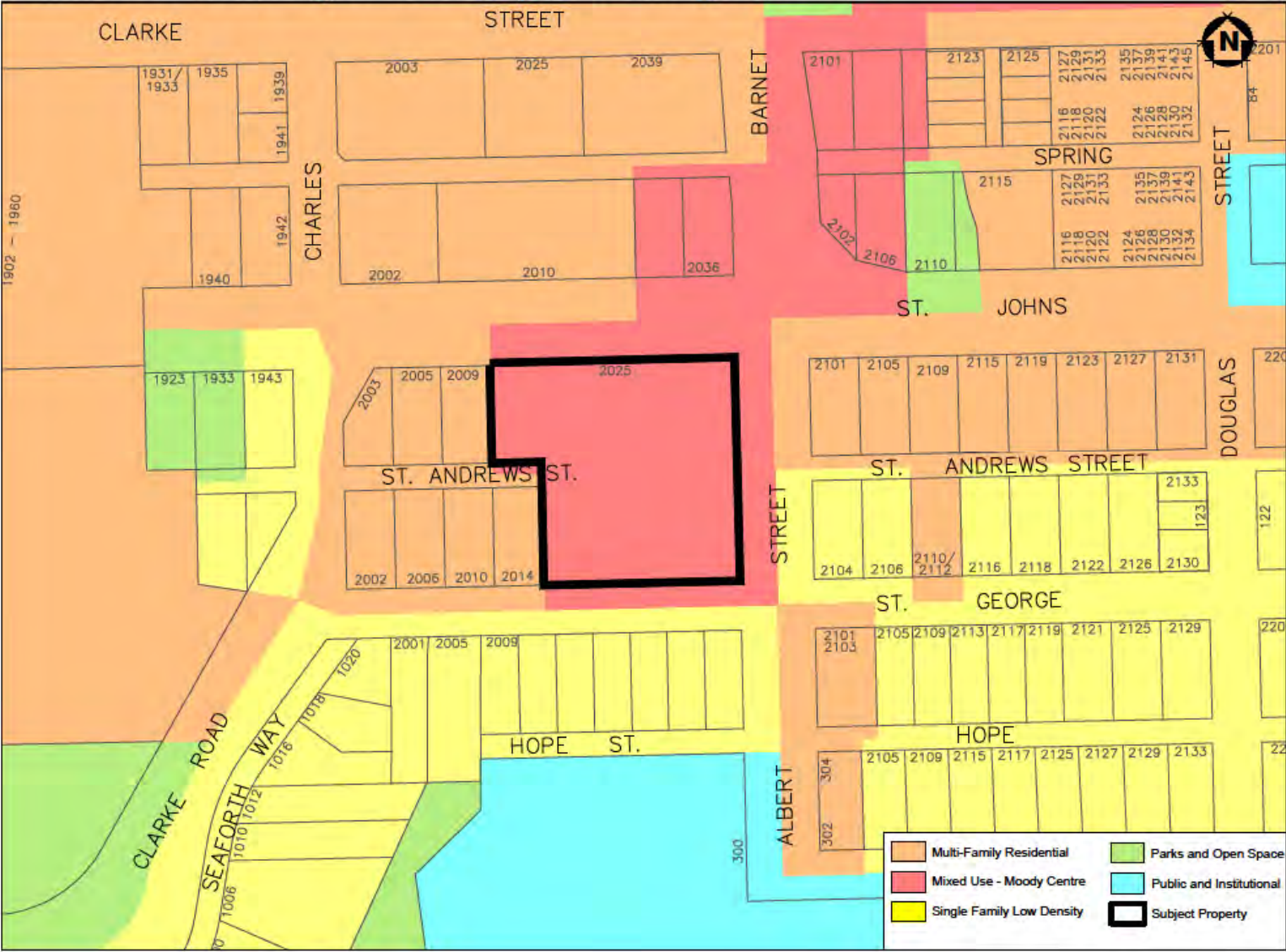
Philip Lo,  
Committee Coordinator

# Considered at the September 28, 2021 Council meeting

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## OCP Land Use Designations Map - 2025 St. Johns Street



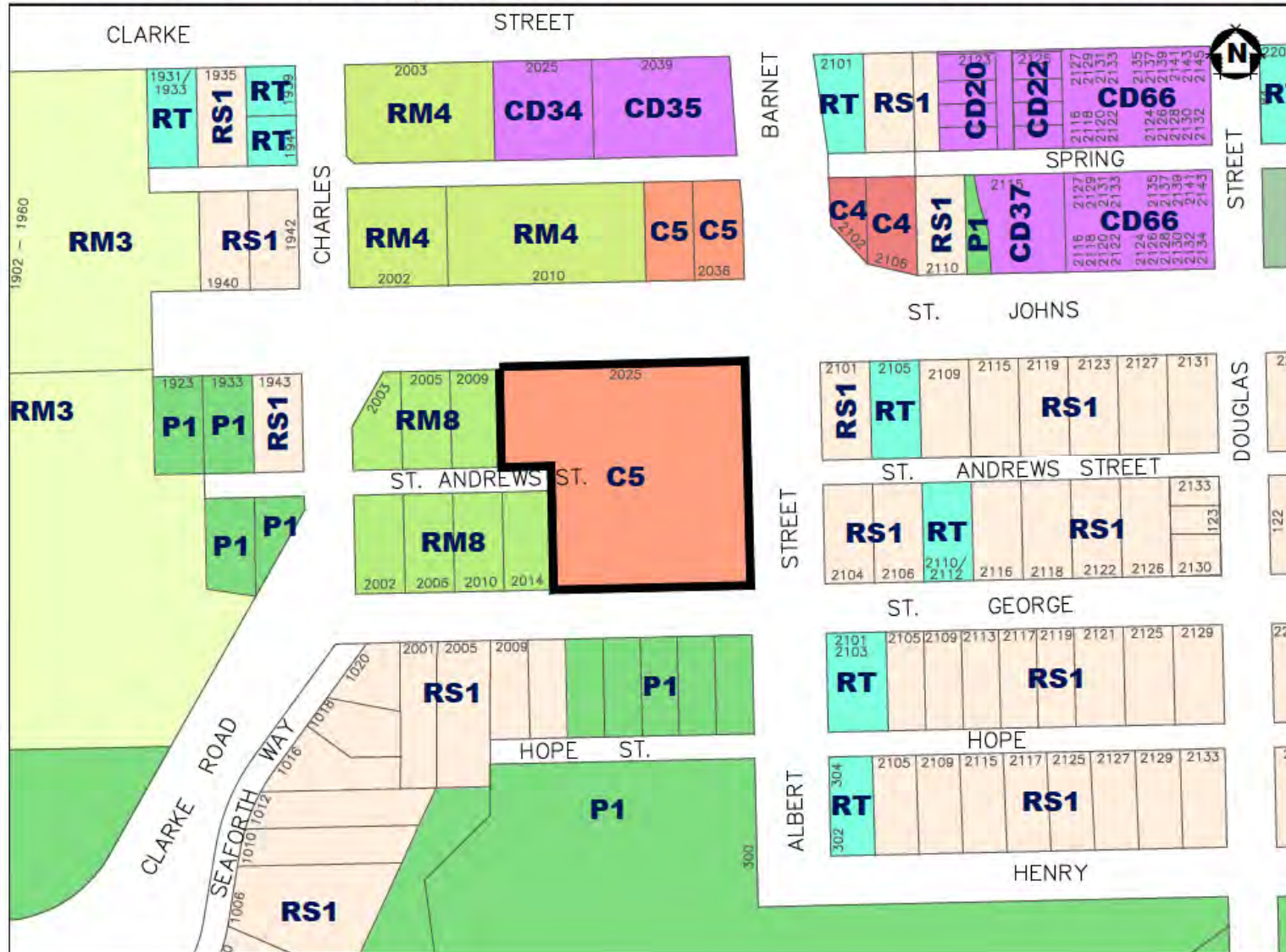
# Considered at the September 28, 2021 Council meeting

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## ZONING MAP - 2025 St. Johns Street

☐ SUBJECT PROPERTY

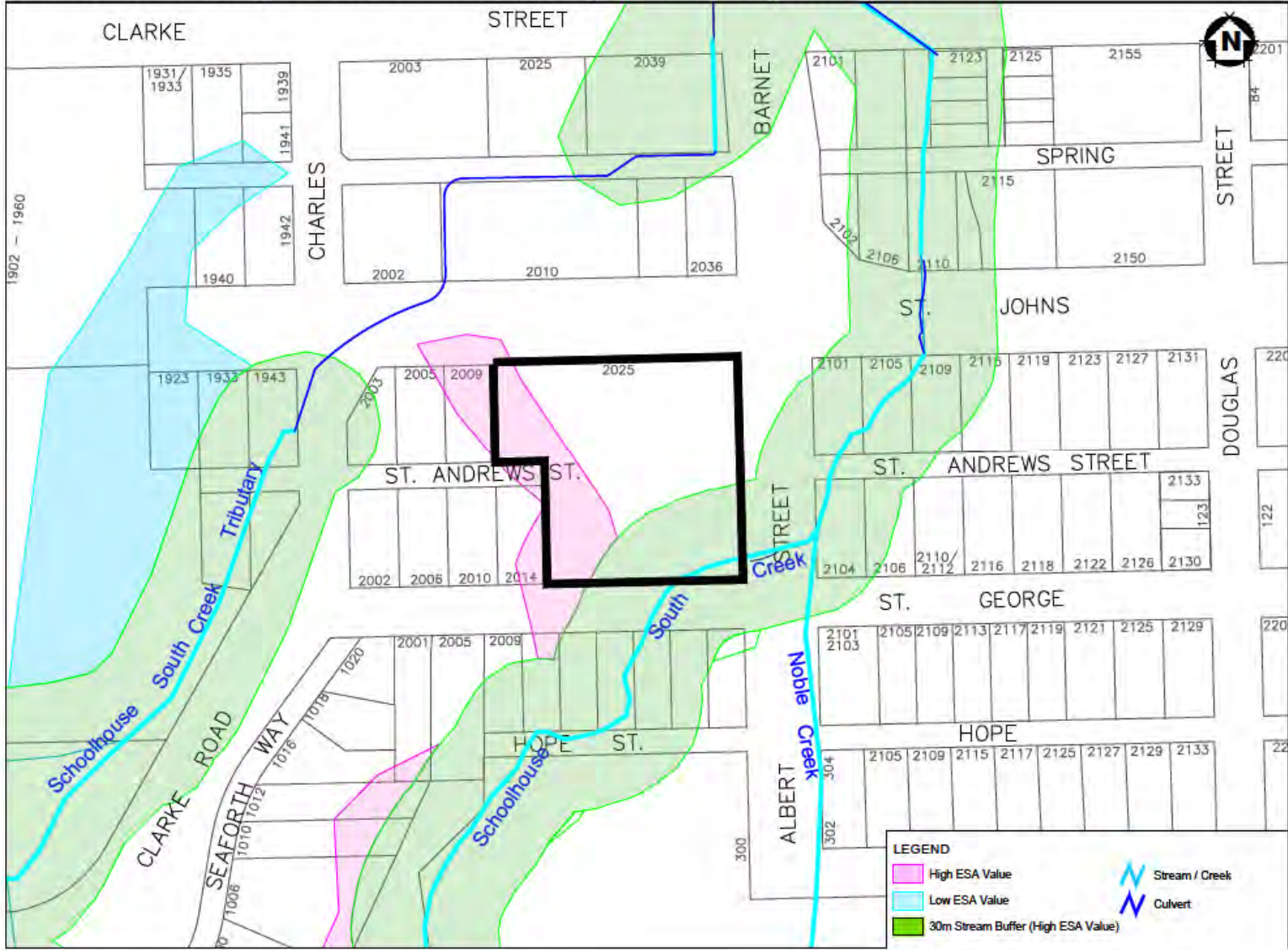


# Considered at the September 28, 2021 Council meeting

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## Environmentally Sensitive Areas Map - 2025 St. Johns Street





# Considered at the September 28, 2021 Council meeting

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## MARCON ALBERT (GP) LTD.

### PROJECT DESCRIPTION

The proposed development is located on a vacant site at the eastern end of the historic Marcon Centre neighborhood, at the intersection of the historic Highway and St. John's Street. The site is the former location of the former hotel which has been previously demolished.

The site is bounded by St. John's Street to the north, by Albert Street and other lots to the east, by the former site of the former hotel to the south, and by the former site of the former hotel to the west. The site is currently vacant and is to be redeveloped as a residential development. The site is currently vacant and is to be redeveloped as a residential development. The site is currently vacant and is to be redeveloped as a residential development.

### ARCHITECTURAL RESPONSE

Given the historic location of the site, the project seeks to preserve the architectural character of the development in order to create a residential project that is sensitive to the historic context of the site.

Upper residential levels of the development will utilize a traditional architectural style similar to that of the historic Marcon Centre neighborhood, at the intersection of the historic Highway and St. John's Street. The architectural style is intended to be sensitive to the historic context of the site.

The architectural style is intended to be sensitive to the historic context of the site. The architectural style is intended to be sensitive to the historic context of the site. The architectural style is intended to be sensitive to the historic context of the site.

Historical levels of the buildings are intended to be preserved and integrated with the new development. The architectural style is intended to be sensitive to the historic context of the site.

The public expression of the architecture is intended to be sensitive to the historic context of the site. The architectural style is intended to be sensitive to the historic context of the site.

Public artwork for the project is being developed by the artist. The public artwork is intended to be sensitive to the historic context of the site.

Attention for the development includes the historic architectural style which is intended to be sensitive to the historic context of the site. The architectural style is intended to be sensitive to the historic context of the site.

Throughout the proposed development, high quality double entrance are specified. The architectural style is intended to be sensitive to the historic context of the site.



## ALBERT STREET RESIDENTIAL DEVELOPMENT



SHFT ARCHITECTURE  
1000 West 10th Street, Suite 100  
Winnipeg, MB R2W 1A7

No.	Date	Revision Notes
1	09/28/21	REVISIONS TO SET
2	09/28/21	REVISIONS TO SET
3	09/28/21	REVISIONS TO SET
4	09/28/21	REVISIONS TO SET
5	09/28/21	REVISIONS TO SET
6	09/28/21	REVISIONS TO SET
7	09/28/21	REVISIONS TO SET
8	09/28/21	REVISIONS TO SET
9	09/28/21	REVISIONS TO SET
10	09/28/21	REVISIONS TO SET

### PROPERTY INFORMATION



Legal Description:  
PLAN OF LOT 40, DISTRICT LOT 20, GROUP 1, BLOCK PLAN 1000,  
PC 100-10000

Site Address:  
2025 ST. JOHN'S STREET

### PROJECT STATISTICS

Category	Value	Unit
Lot Area	10,000	Sq. Ft.
Building Area	15,000	Sq. Ft.
Number of Units	100	Units
Number of Stories	4	Stories
Number of Parking Spaces	50	Spaces

Category	Value	Unit
Number of Units	100	Units
Number of Parking Spaces	50	Spaces
Number of Stories	4	Stories
Number of Lot Areas	10,000	Sq. Ft.
Number of Building Areas	15,000	Sq. Ft.

Category	Value	Unit
Number of Units	100	Units
Number of Parking Spaces	50	Spaces
Number of Stories	4	Stories
Number of Lot Areas	10,000	Sq. Ft.
Number of Building Areas	15,000	Sq. Ft.

### PROJECT TEAM

Role	Name	Company
Architect	Shft Architecture	Shft Architecture
Structural Engineer	...	...
Mechanical Engineer	...	...
Electrical Engineer	...	...
Plumbing Engineer	...	...
Fire Engineer	...	...
Transportation Engineer	...	...
Environmental Consultant	...	...
Public Art Consultant	...	...

### DRAWING LIST

Sheet No.	Description
01	Site Plan
02	Site Plan
03	Site Plan
04	Site Plan
05	Site Plan
06	Site Plan
07	Site Plan
08	Site Plan
09	Site Plan
10	Site Plan

Project Name:  
**ALBERT STREET**

Site Address:  
2025 St. John's Street  
Winnipeg, MB

**MARCON**

Client:  
MARCON ALBERT (GP) LTD.

Scale:  
1/8" = 1'-0"

Project Number:  
1000

Revision:  
C

Sheet Number:  
**A0.00**

RE-REVISION FOR RZ/DW 21-0104



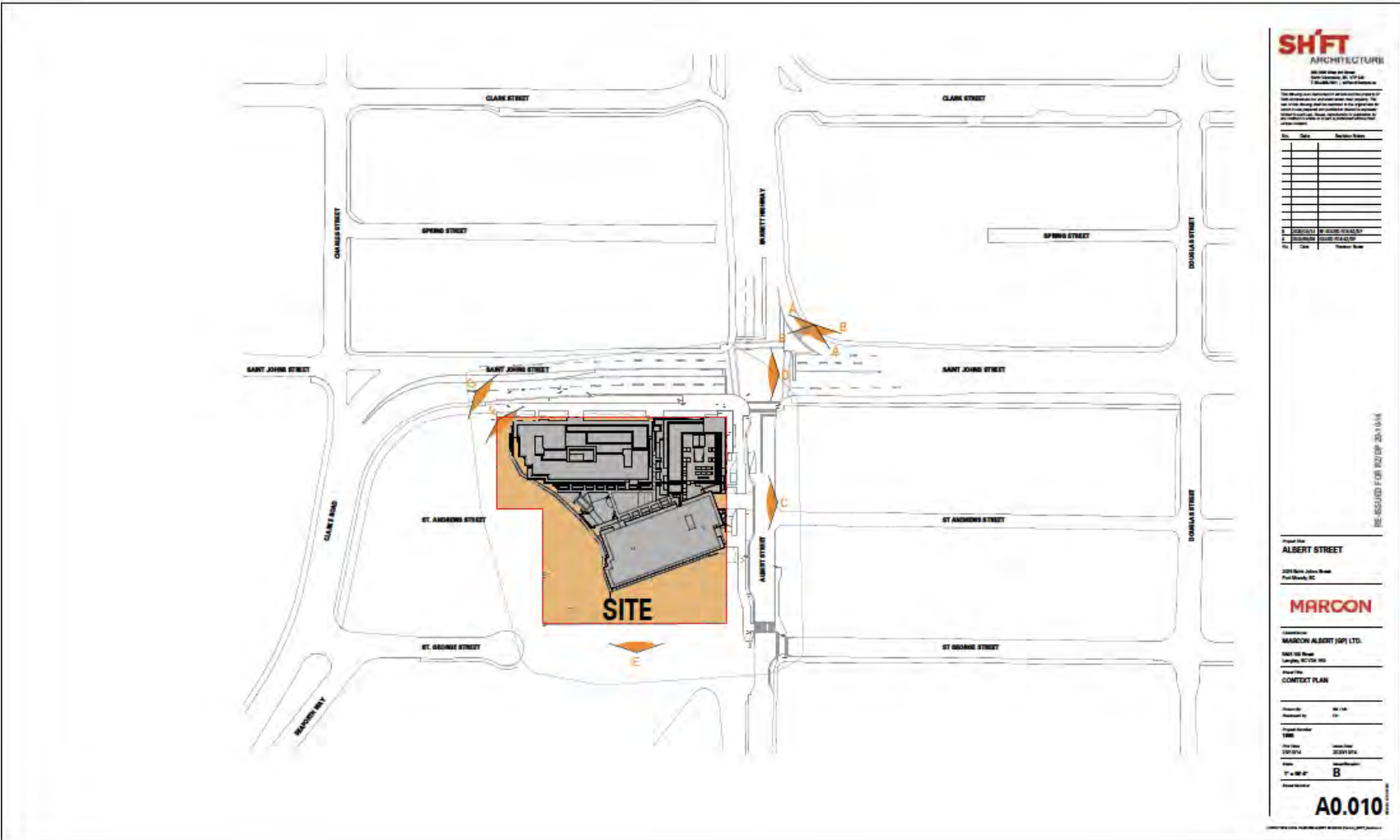




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1 SHADOW STUDY - JUNE 21st (10am)  
T=30°

2 SHADOW STUDY - JUNE 21st (12pm)  
T=30°

3 SHADOW STUDY - JUNE 21st (2pm)  
T=30°

4 SHADOW STUDY - SEPT / MARCH 21st (10am)  
T=30°

5 SHADOW STUDY - SEPT / MARCH 21st (12pm)  
T=30°

6 SHADOW STUDY - SEPT / MARCH 21st (2pm)  
T=30°

**SHFT**  
ARCHITECTURE

201 West 10th Street  
Faint text below

REISSUED FOR RZDP 20-104

Project Site  
**ALBERT STREET**  
201 West 10th Street  
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**MARCON**

Client/Owner  
**MARCON ALBERT (SI) LTD.**  
1461 10th Street  
Faint text below

Project Name  
**SHADOW STUDIES**

Scale  
1" = 30' 0"

**B**

**A0.040**



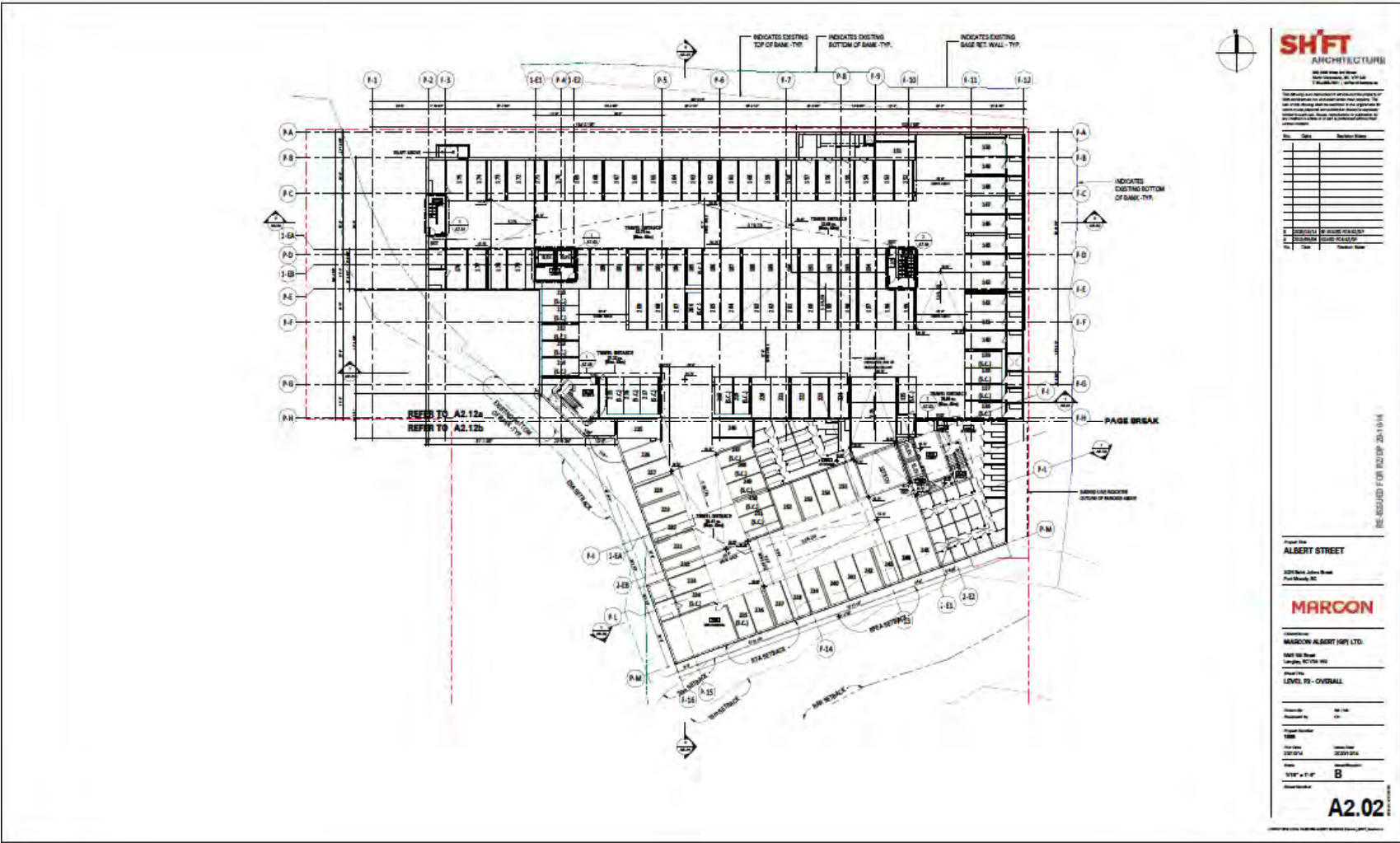




# Considered at the September 28, 2021 Council meeting

257

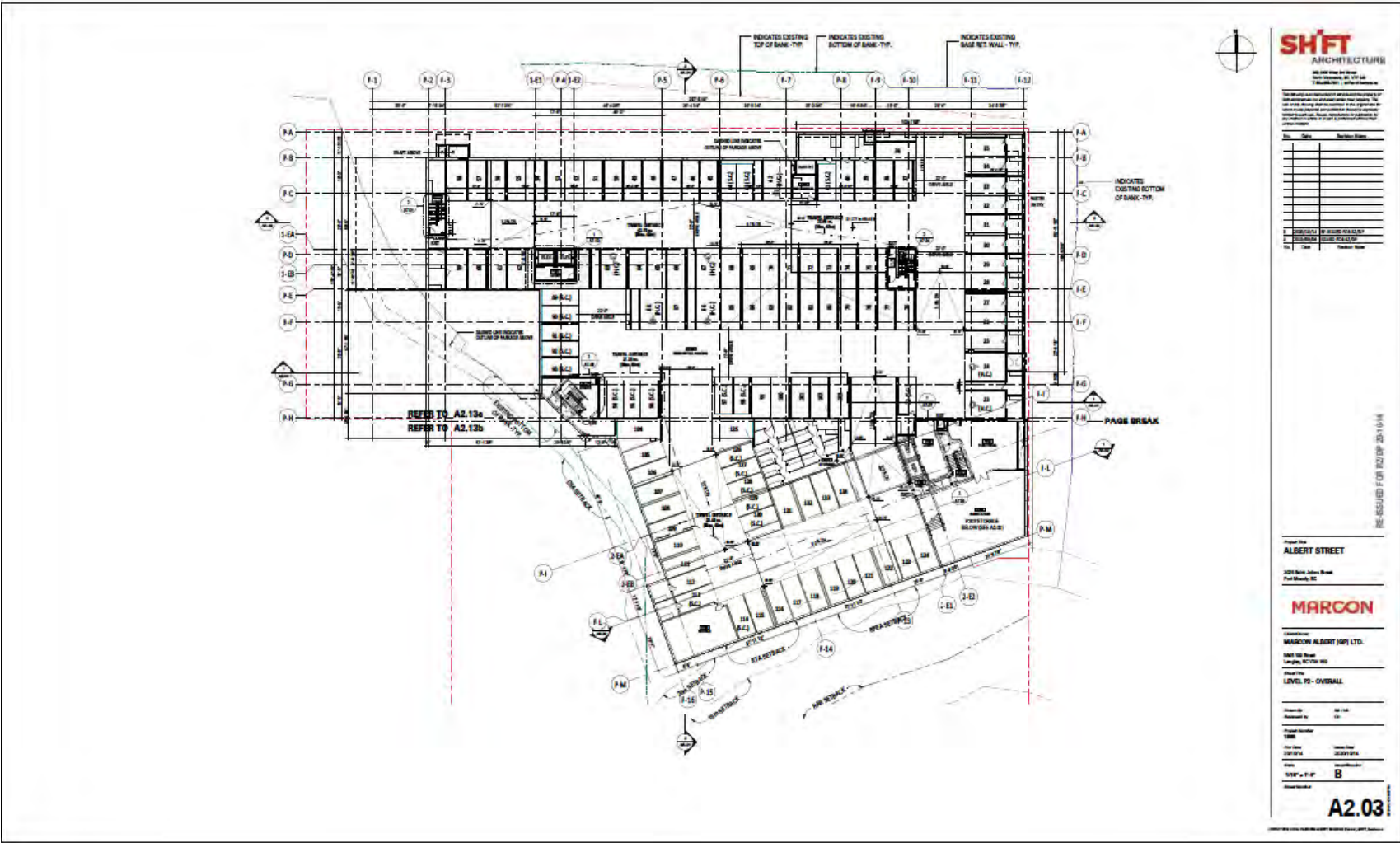
Considered at the Special Council Meeting of June 15, 2021



# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021



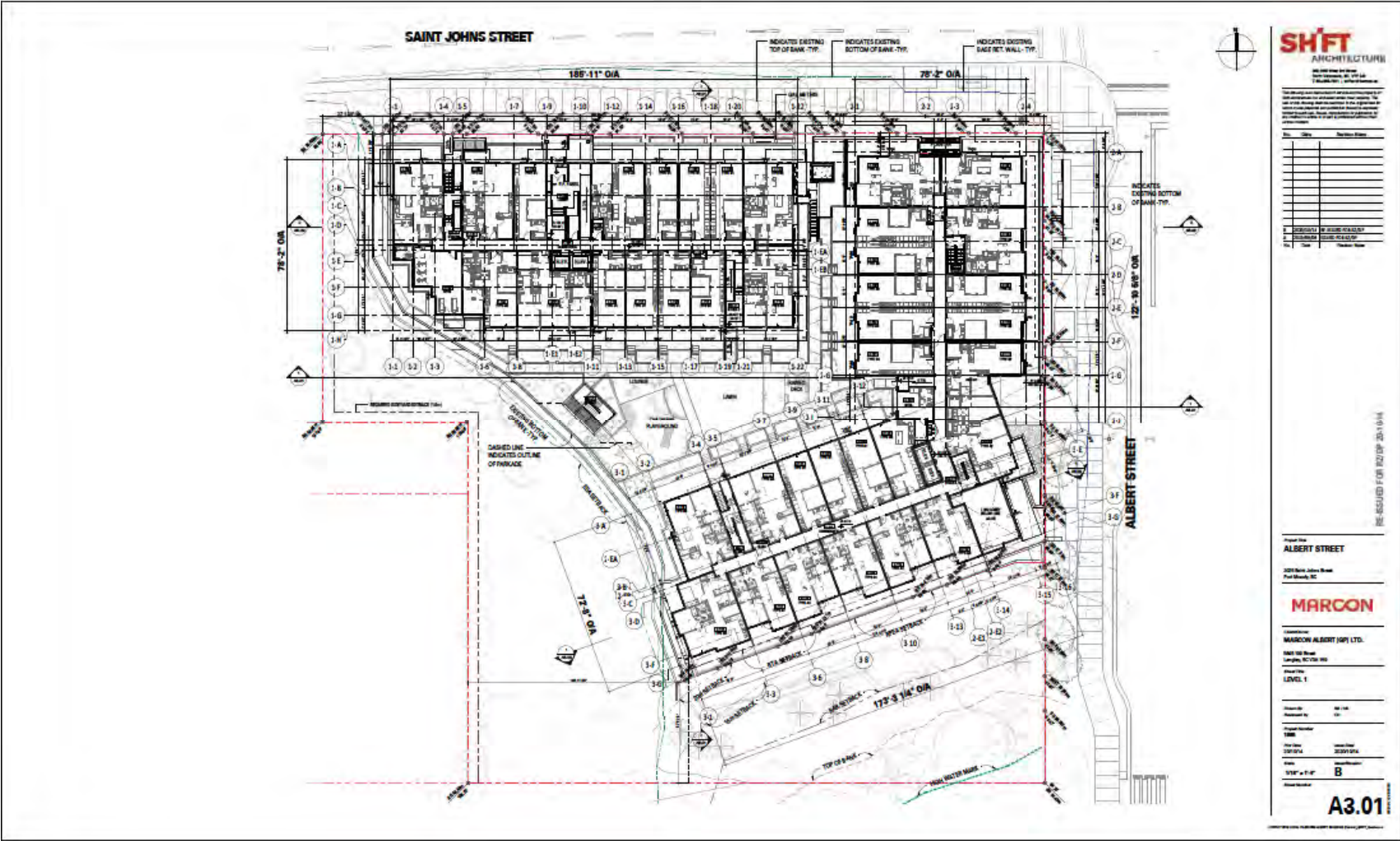




# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021







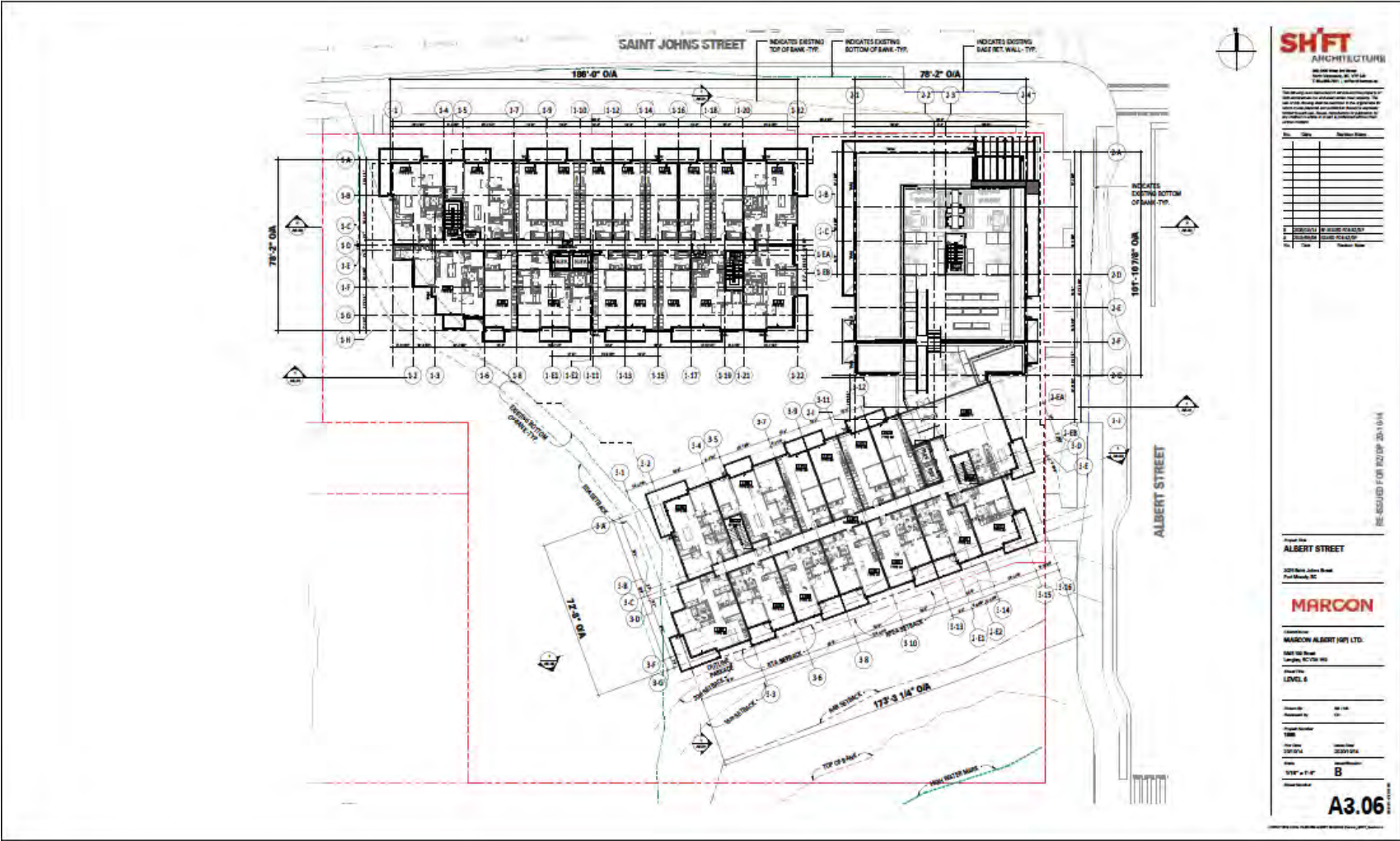




# Considered at the September 28, 2021 Council meeting

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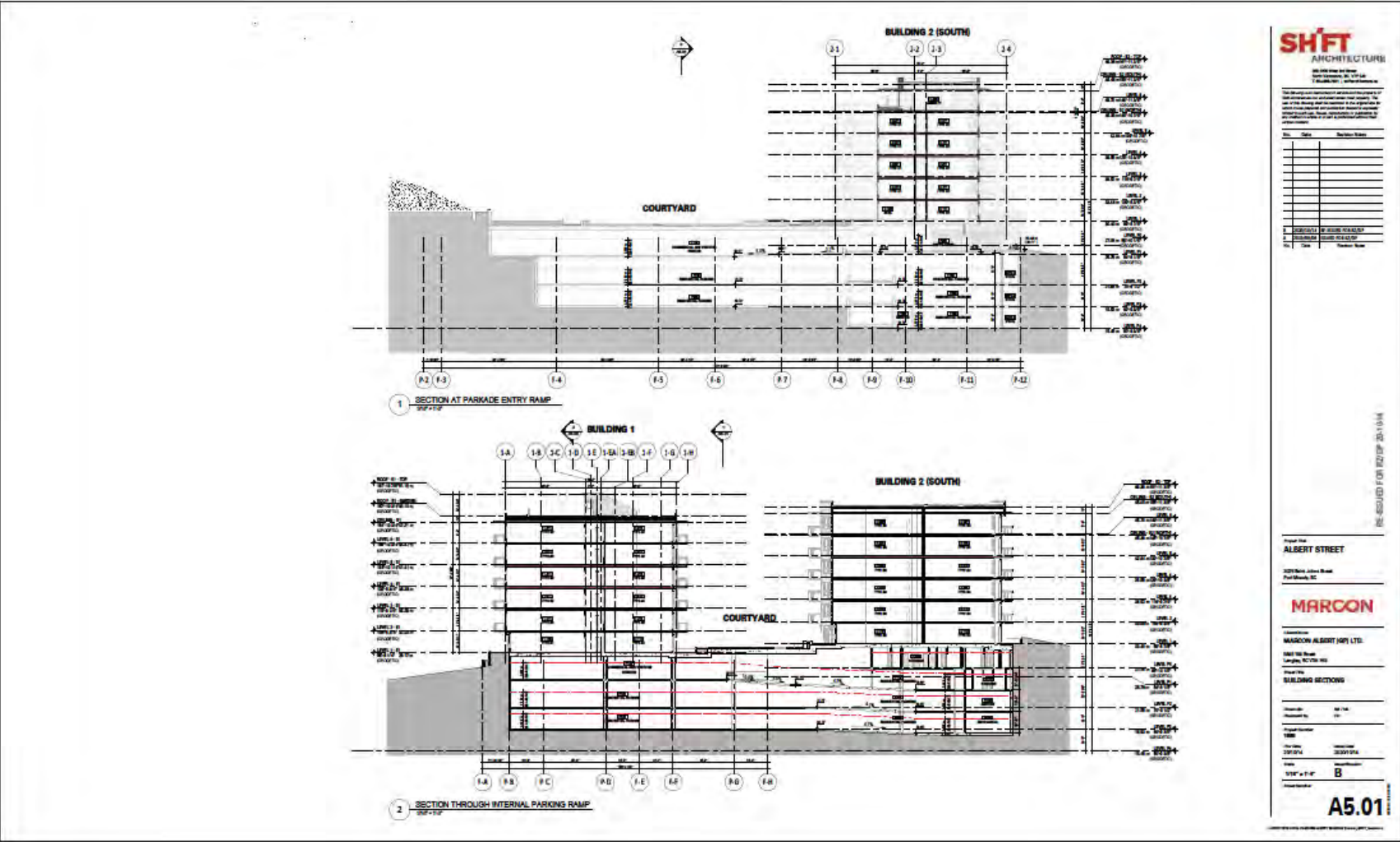




# Considered at the September 28, 2021 Council meeting

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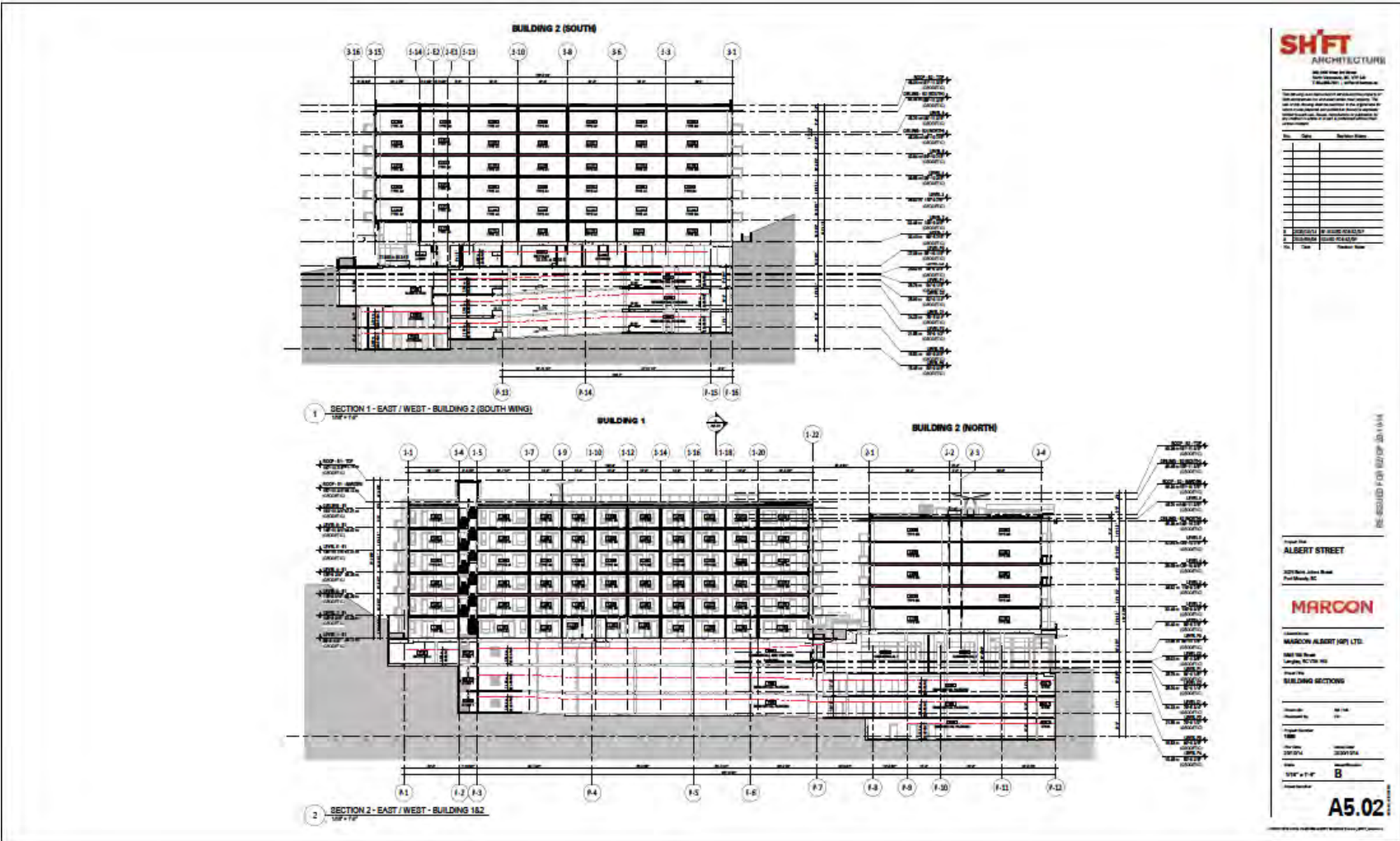




# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021











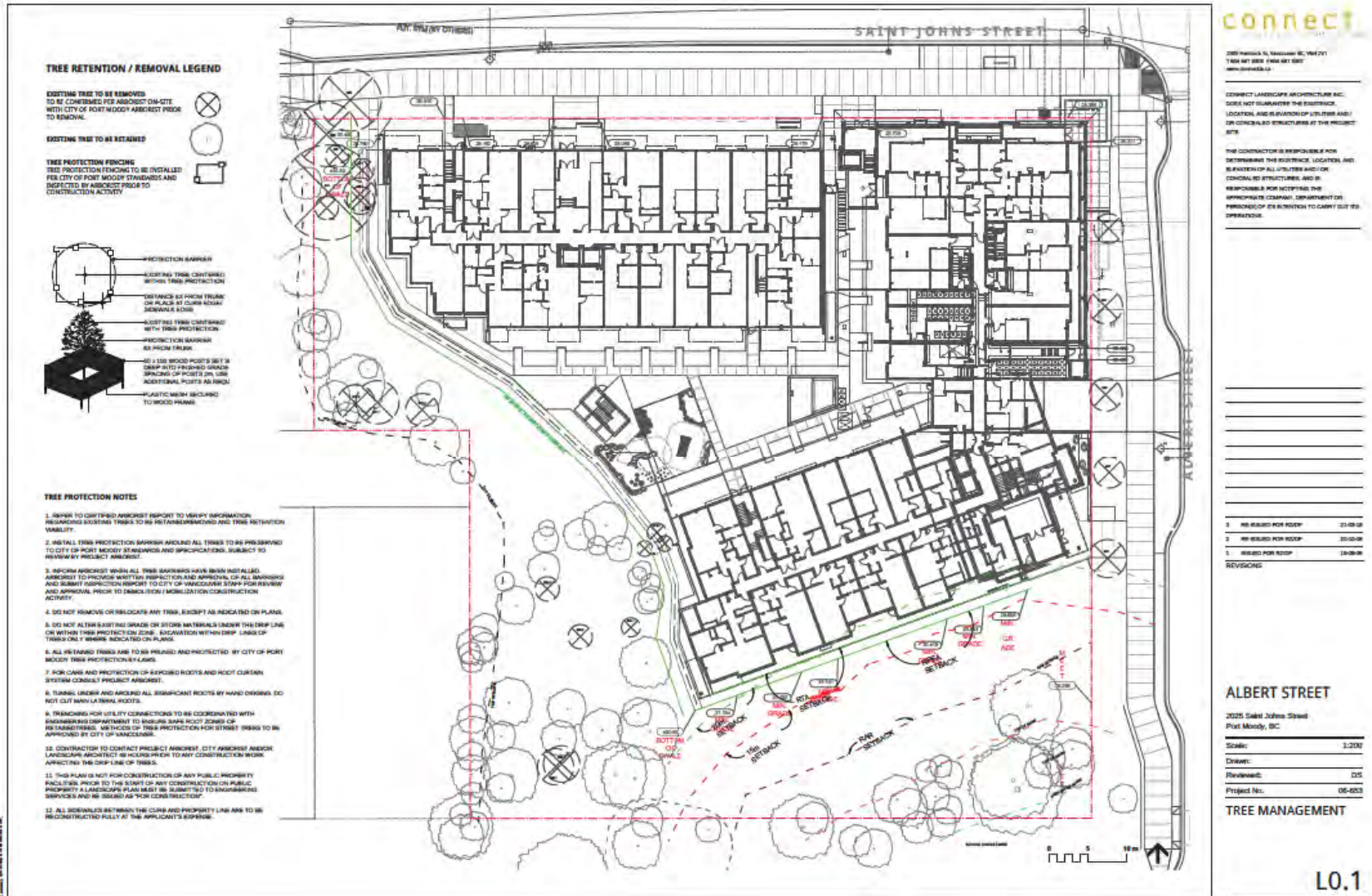




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Considered at the Special Council Meeting of June 15, 2021





# Considered at the September 28, 2021 Council meeting

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# Considered at the September 28, 2021 Council meeting

285

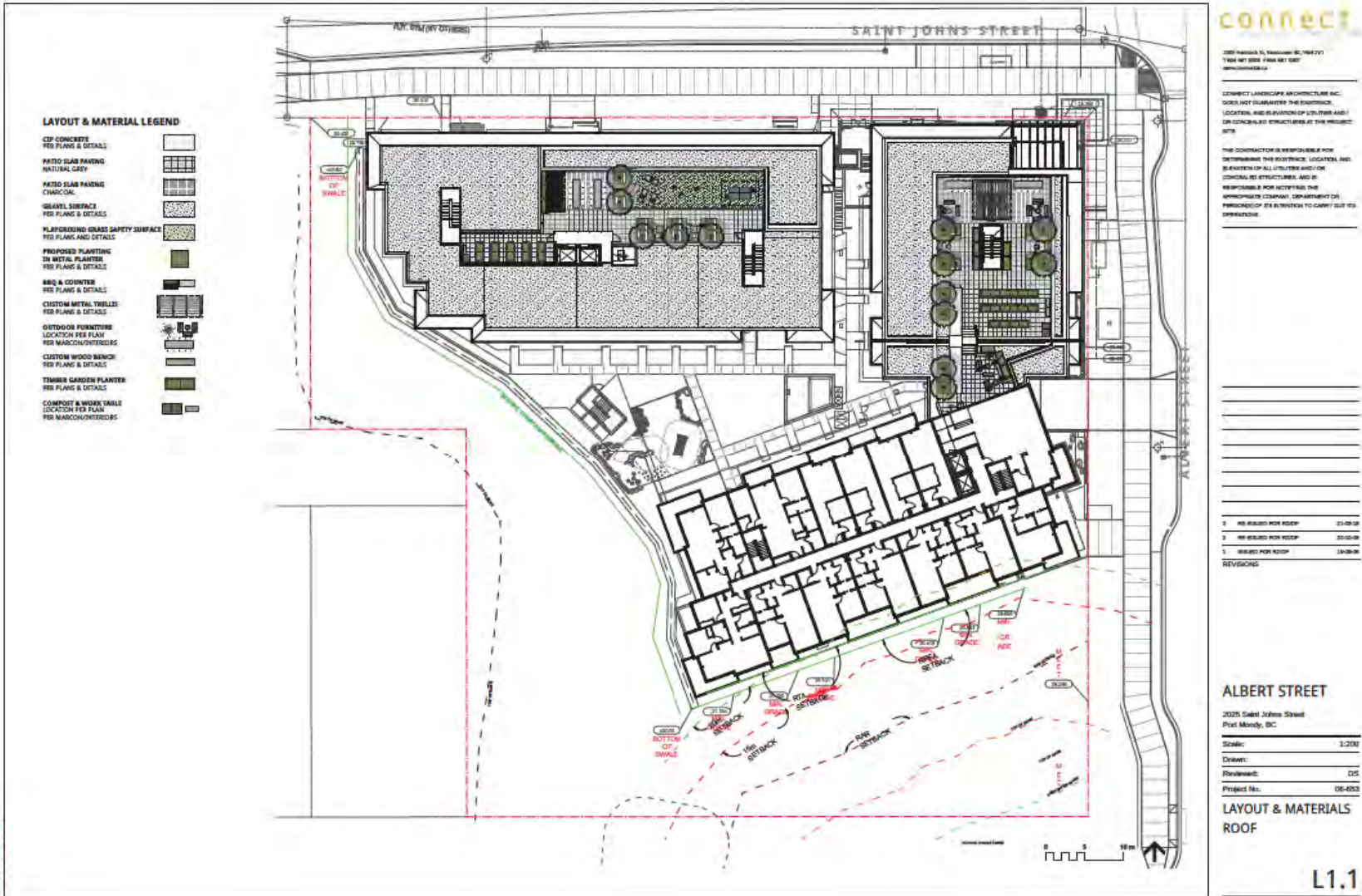
Considered at the Special Council Meeting of June 15, 2021



# Considered at the September 28, 2021 Council meeting

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**BUILDING 1**

**BUILDING 2**

**BUILDING 3**

EXISTING PLANTING RETENTION/ PROTECTION AREA

PARKAGE ACCESS

LEGEND:

- 1. PRIVATE PATIO SCREENING
- 2. FEATURE PAVING PATTERNS
- 3. RAZED WOOD DECK
- 4. CLIMBING SLOFT AND SLIDE
- 5. NATURE PLAY ELEMENTS
- 6. PRIVATE PATIO
- 7. PLAYGROUND GRASS SAFETY SURFACE

SECTION VIEW:

- ENVIRONMENTALLY SENSITIVE AREA
- CONCRETE RETAINING WALL
- SWALE
- CONCRETE RETAINING WALL
- BOULDER RETAINING
- PLAY SLIDE
- CLIMBING GRIP MOUNDING
- PARKAGE EXIT BEHIND
- RUBBER PLAY SURFACE
- LOG CRAWL TUNNEL
- PLAY STUMPS
- PLAY STUMPS

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PERSONNEL OF ITS SUBTRACTOR TO CARRY OUT ITS  
OPERATIONS.

1	REVISION FOR RZDP	23-09-20
2	REVISION FOR RZDP	20-10-20
3	REVISION FOR RZDP	18-08-20

REVISIONS:

**ALBERT STREET**  
2025 Saint Johns Street  
Port Moody, BC

Scale:	1:75
Drawn:	
Reviewed:	DJS
Project No.:	06-053

**ENLARGEMENT  
COURTYARD LAYOUT**

**L1.2**



# Considered at the September 28, 2021 Council meeting

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# Considered at the September 28, 2021 Council meeting

290

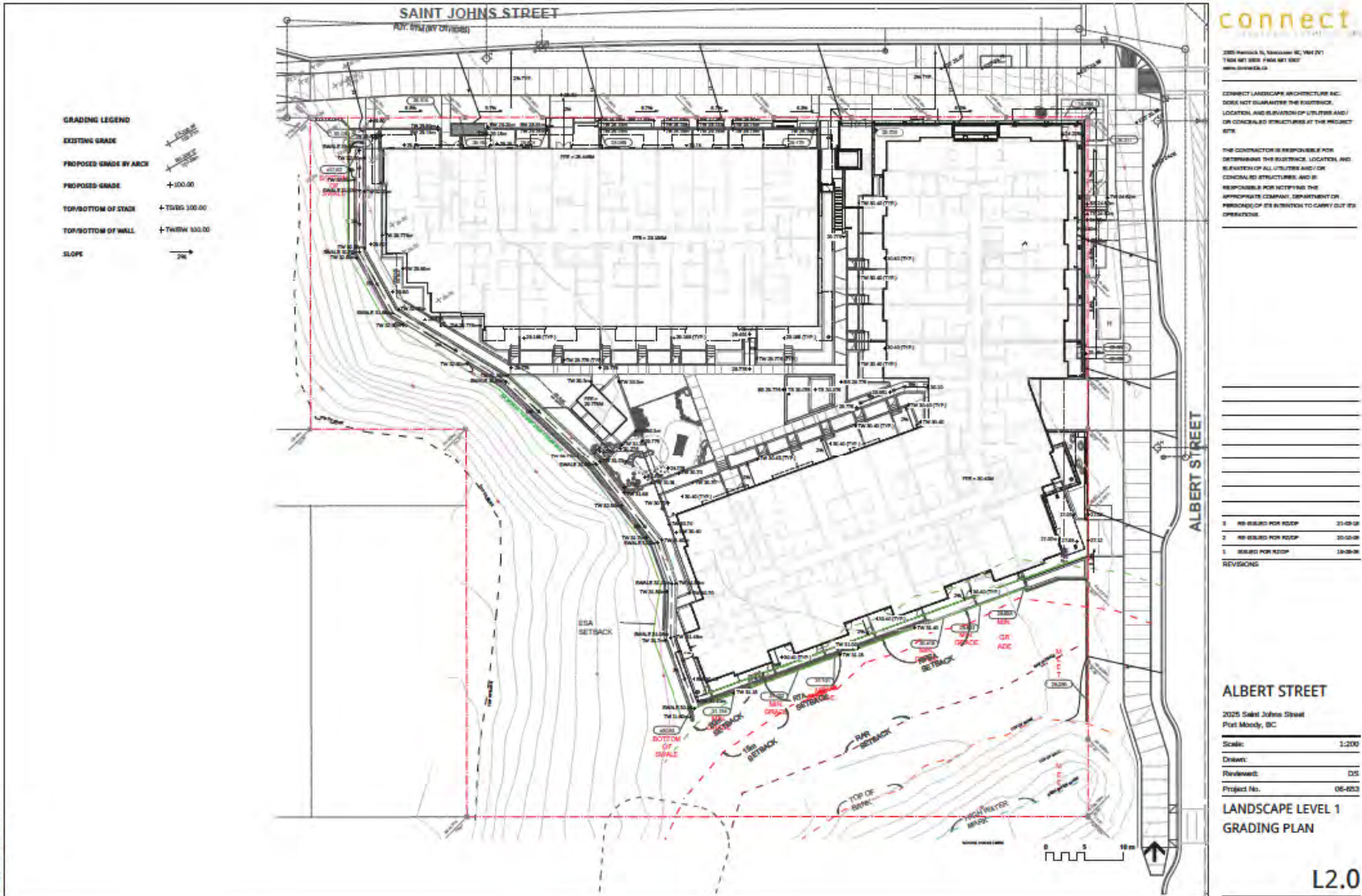
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**NATIVE & EVERGREEN LAYERS**




**ENVIRONMENTALLY SENSITIVE AREA NATIVE PLANTINGS**




Acer circinatum  
Vine Maple




Rosa gymnocarpa  
Saskatoon Rose




Arsenicular arborescens  
Saskatoon Berry




Mahoe forest  
Pacific Crabapple




Iris sibirica  
Oregon Iris



Taxus x media 'Hicksii'  
Hick's Yew



Arctostaphylos uva-ursi  
Rhinoberry



Polytrichum murorum  
Western Sword Fern

**PLANT LIST**


QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
<b>TREES</b>				
25	*Acer circinatum	Vine Maple	8cm cal., D&B	as shown
6	Cercis canadensis 'Forest Pansy'	Eastern Redbud	7cm cal., D&B	as shown
3	Fraxinus pennsylvanica 'Prickly Spire'	Prickly Spire Ash	8cm cal., D&B	as shown
2	Liquidambar styraciflua 'Slender Silhouette'	Fastigiate Sweetgum	8cm cal., D&B	as shown
3	*Nekus laevis	Pacific Crabapple	8cm cal., D&B	as shown
12	Plice orientalis	Siberian Spruce	3M height, D&B	as shown
8	Stewartia pseudocornellia	Japanese Stewartia	8cm cal., D&B	as shown
Street Tree Per City of Port Moody				
<b>SHRUBS</b>				
⊗	*Amelanchier alnifolia	Saskatoon Berry	#2 pot	40" o.c.
⊗	Buxus microphylla 'Winter Beauty'	Korean Boxwood	#5 pot	30" o.c.
⊗	*Cornus subcordata	Red Osier Dogwood	#5 pot	30" o.c.
⊗	Cotoneaster dammeri	Little-Leaf Cotoneaster	#2 pot	30" o.c.
⊗	Lavender angustifolia 'Hidcot'	English Lavender	#2 pot	30" o.c.
⊗	*Physocarpus opulifolius	Pacific Ninebark	#2 pot	30" o.c.
⊗	*Polystichum mansuetum	Western Sword Fern	#2 pot	30" o.c.
⊗	*Rhododendron microphyllum	Pacific Rhododendron	#5 pot	30" o.c.
⊗	*Rosa gymnocarpa	Saskatoon Rose	#2 pot	30" o.c.
⊗	Sarcococca hookeriana humilis	Himalayan Sweet Box	#2 pot	30" o.c.
⊗	Skimmia japonica	Japanese Skimmia	#3 pot	30" o.c.
⊗	Stipa tenuissima	Mexican Feather Grass	#2 pot	30" o.c.
⊗	*Symphoricarpos albus	Snowberry	#2 pot	30" o.c.
⊗	*Taxus x Media 'Hicksii'	Hick's Yew - 1.5M height	#3 pot	20" o.c.
<b>GROUND COVERS AND VINES</b>				
⊗	*Arctostaphylos uva-ursi	Rhinoberry	4"(10cm) pot	20" o.c.
⊗	Carex flacca	Creeping California Lic.	4"(10cm) pot	20" o.c.
⊗	Rubus calycoides	Strawberry Carpet	4"(10cm) pot	20" o.c.
⊗	*Chamaecrista nana	Redwood Spurge	4"(10cm) pot	20" o.c.
⊗	Pachyandra terminalis	Japanese Spurge	4"(10cm) pot	20" o.c.
<b>GRASSES, PERENNIALS, BULBS, AND ANNUALS</b>				
⊗	*Achimillea millefolium	Yarrow	#1 pot	30" o.c.
⊗	*Clematis formosa	Bleeding Heart	#1 pot	30" o.c.
⊗	*Iris laevis	Oregon Iris	#1 pot	30" o.c.
<b>ENVIRONMENTAL SENSITIVE AREA</b>				
SEE ENVIRONMENTAL PLANTING PLAN BY KEYSTONE ENVIRONMENTAL				
<b>OPPOSITE RAIN GARDENS</b>				
⊗	Cornus sericea 'Kobold'	Dwarf Red Twig Dogwood	#1 pot	20" o.c.
⊗	Carex pendula	Panhandle Sedge	4" (10cm) pot	20" o.c.
⊗	Liatris spicata	Beating Star	#1 pot	12" o.c.
⊗	Mitella repens	Creeping Oregon Grape	#1 pot	30" o.c.

\* Indicates native species

**PLANTING NOTE**

- ALL PLANTING SHALL BE IN ACCORDANCE WITH CANADIAN LANDSCAPE STANDARD, LATEST EDITION.
- IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
- FINAL TREE LOCATIONS TO BE STAKED OUT / FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL TREE AREAS TO BE MULCHED WITH 50MM OF MEDIUM FINE MULCH, LESS THAN 50MM DIAMETER.
- STREETSCAPE DESIGN TO MEET CITY OF PORT MOODY STANDARDS. CITY TO CONFIRM TREE SPECIES AND SIZES PRIOR TO INSTALLATION.

**NOTE: ALL PLANTING AREAS TO HAVE MINIMUM 300MM SOIL DEPTH TO MEET STORMWATER MANAGEMENT PLAN RECOMMENDATIONS FOR ABSORBANT LANDSCAPE**



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1. REVISION FOR RZDP 23-03-21

2. REVISION FOR RZDP 20-03-21

3. REVISION FOR RZDP 19-03-21

REVISION:

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**ALBERT STREET**

2025 Saint Johns Street  
Port Moody, BC

Scale: N/A  
Drawn: \_\_\_\_\_  
Reviewed: DS  
Project No. 06-033

**LANDSCAPE MATERIALS**

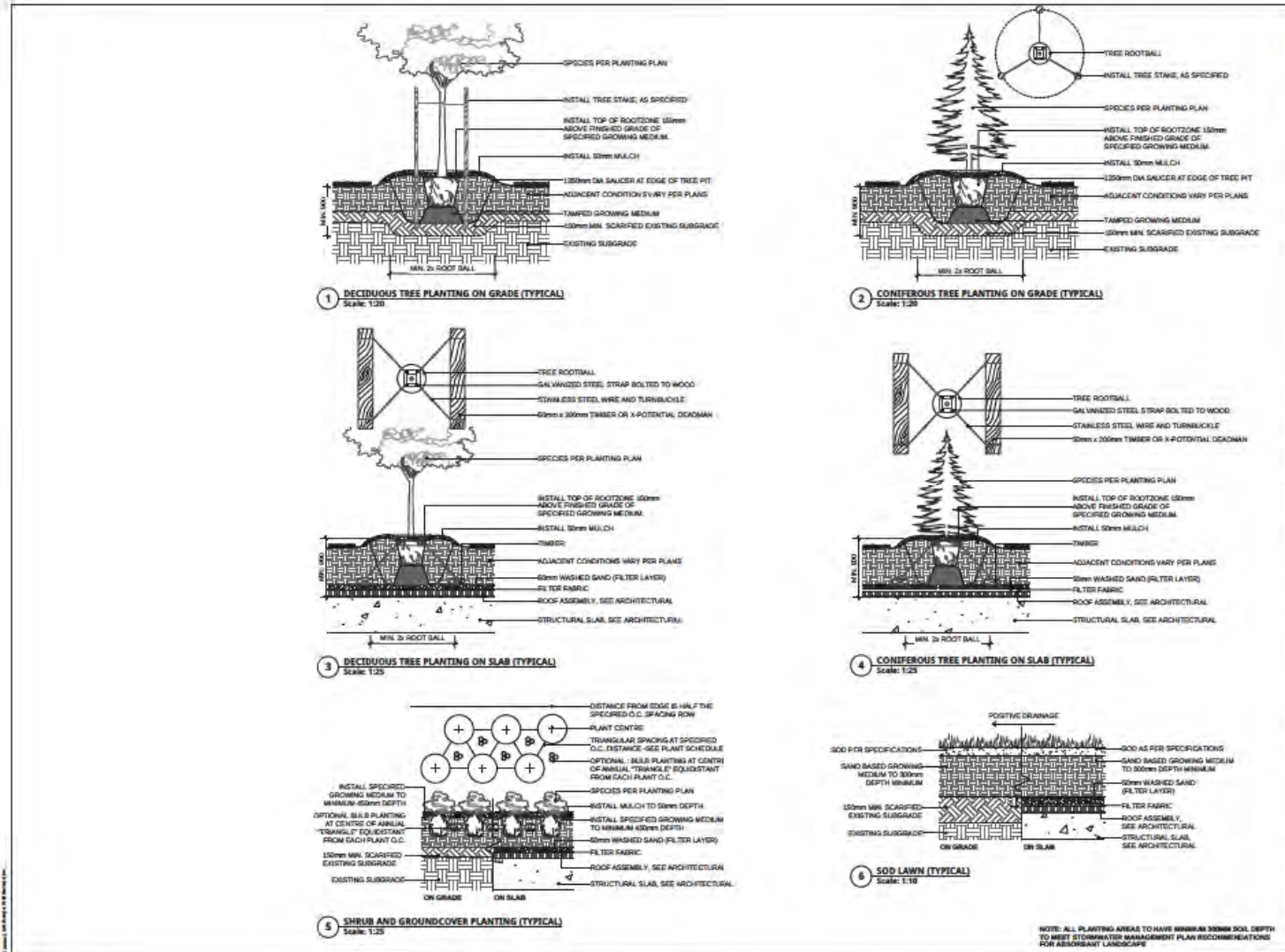
**L3.0**

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# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021



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APPROPRIATE CEMETARY, DEPARTMENT OR  
PERSONNEL OF THE UTILITIES TO CARRY OUT THE  
OPERATIONS.

---

1. RE-REVIEW FOR RFP# 21-01-08

2. RE-REVIEW FOR RFP# 20-01-08

3. CHECKED FOR REVIEW 10/07/18

REVISIONS:

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**ALBERT STREET**

2025 Saint Johns Street  
Port Moody, BC

Scale: AS SHOWN

Drawn: \_\_\_\_\_

Reviewed: ZIS

Project No: 06-053

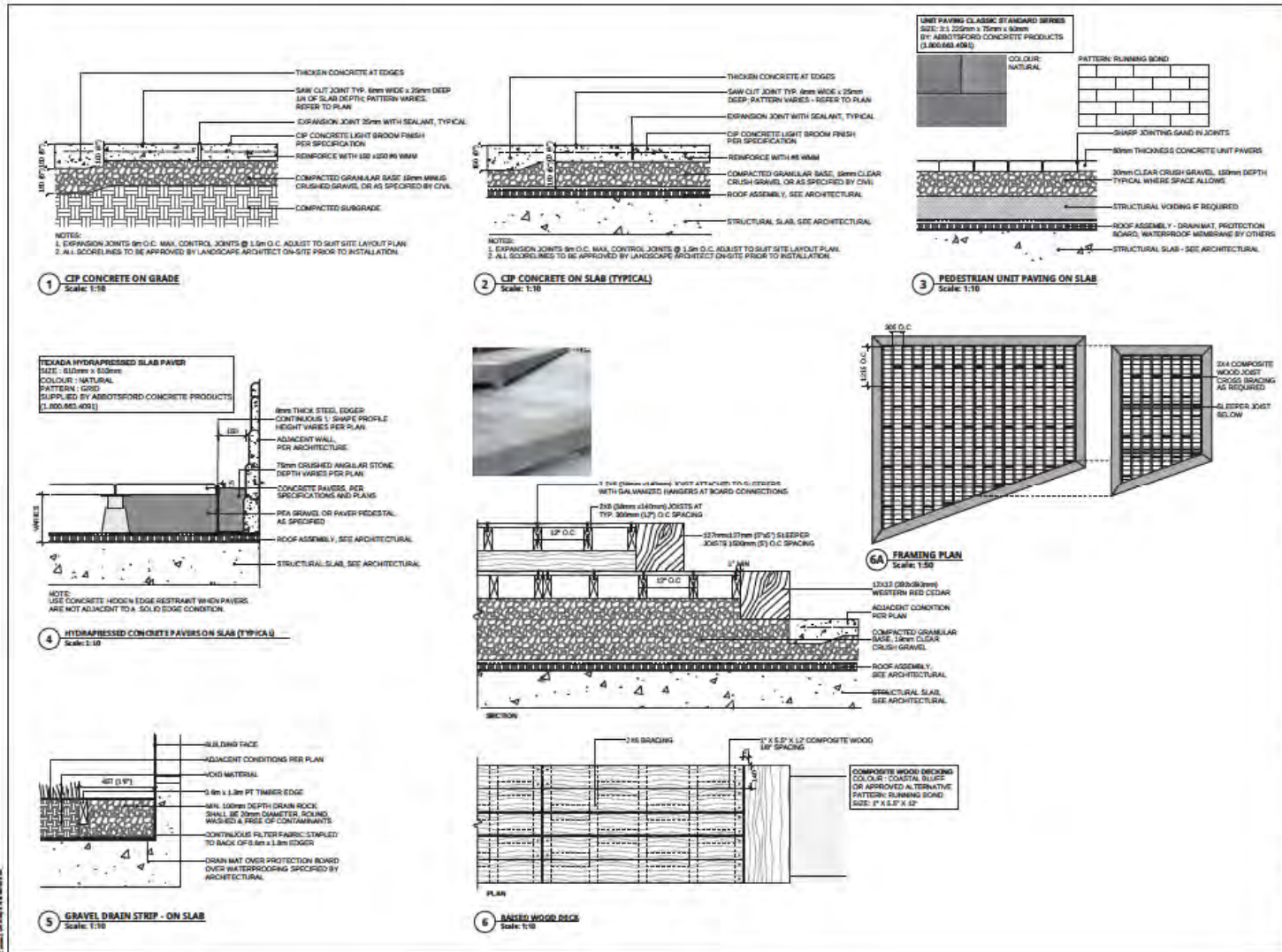
**LANDSCAPE DETAILS  
SOFTSCAPE**

**L5.0**

# Considered at the September 28, 2021 Council meeting

294

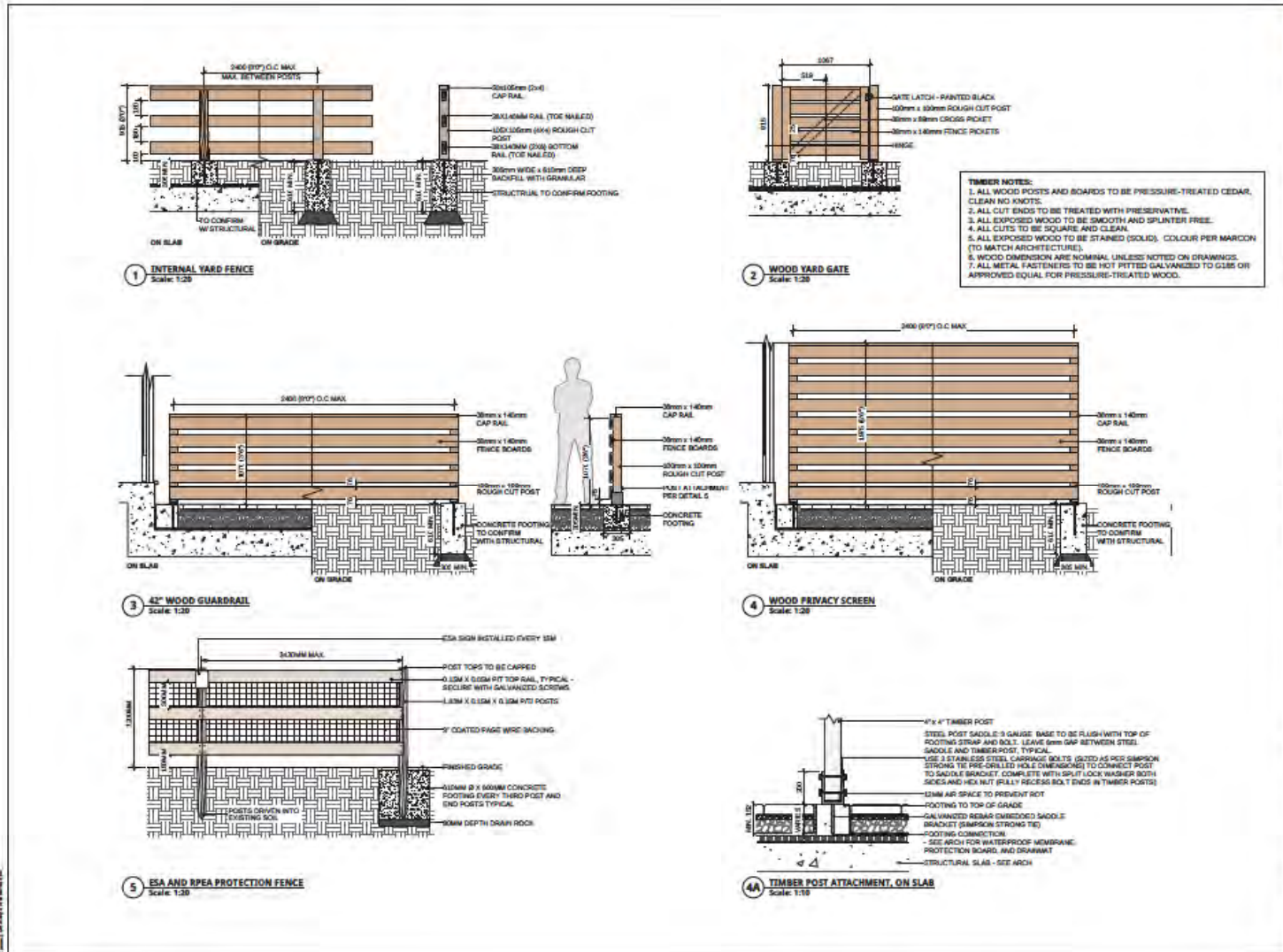
Considered at the Special Council Meeting of June 15, 2021



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PERSONS OF ITS BUSINESS TO CARRY OUT ITS  
OPERATIONS.

1. REVISION FOR RFP	21-03-20
2. REVISION FOR RFP	20-04-20
3. REVISION FOR RFP	19-07-19

REVISIONS:

**ALBERT STREET**  
2025 Saint Johns Street  
Port Moody, BC

Scale: AS SHOWN  
Drawn:  
Reviewed: ZJS  
Project No: 06-003

**LANDSCAPE DETAILS  
FENCES**

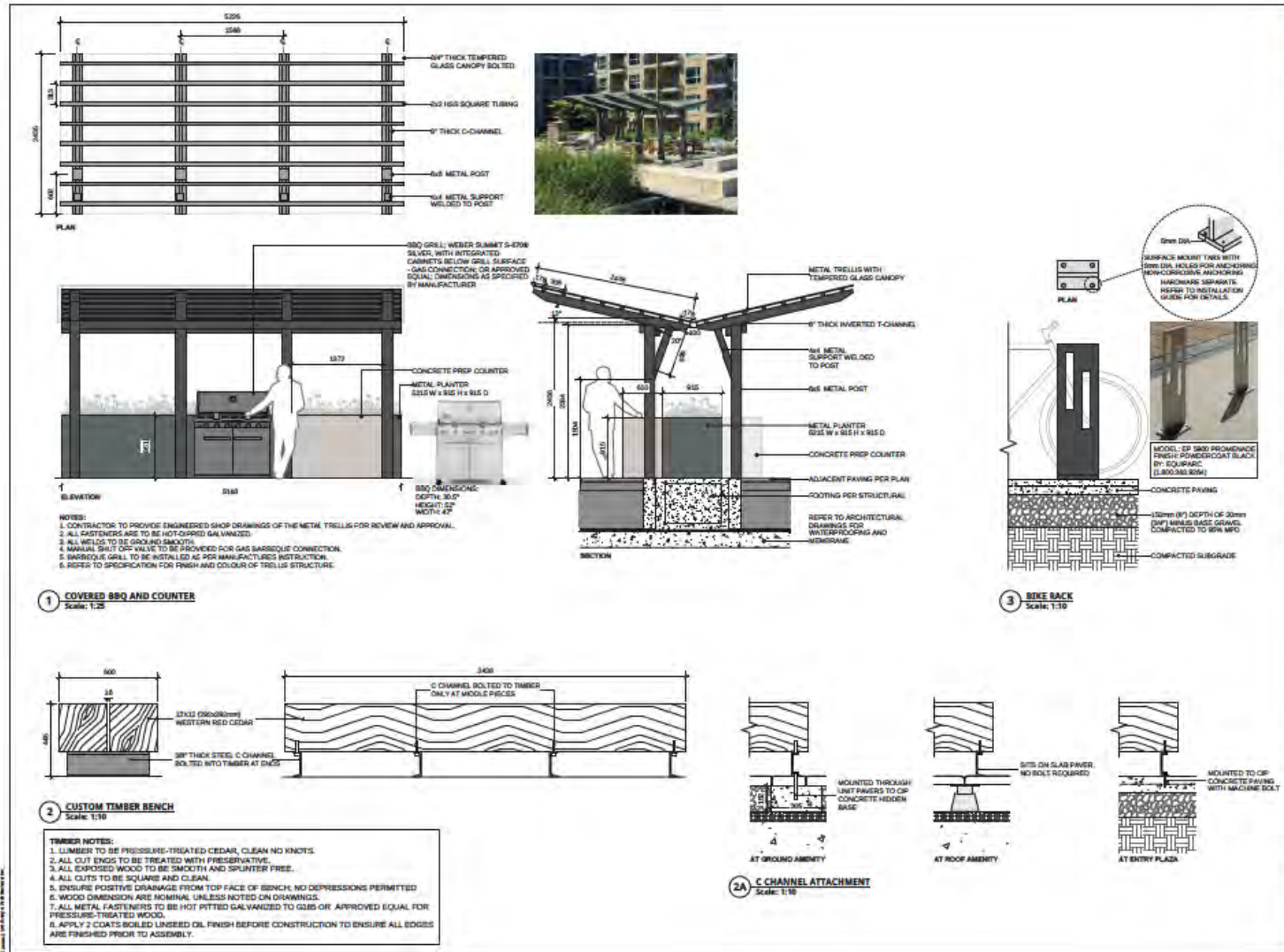
L5.2



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297

Considered at the Special Council Meeting of June 15, 2021



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**ALBERT STREET**  
2025 Saint John's Street  
Port Moody, BC

Scale: AS SHOWN  
Drawn: [blank]  
Reviewed: CJS  
Project No: 06-050

**LANDSCAPE DETAILS  
FURNISHINGS**

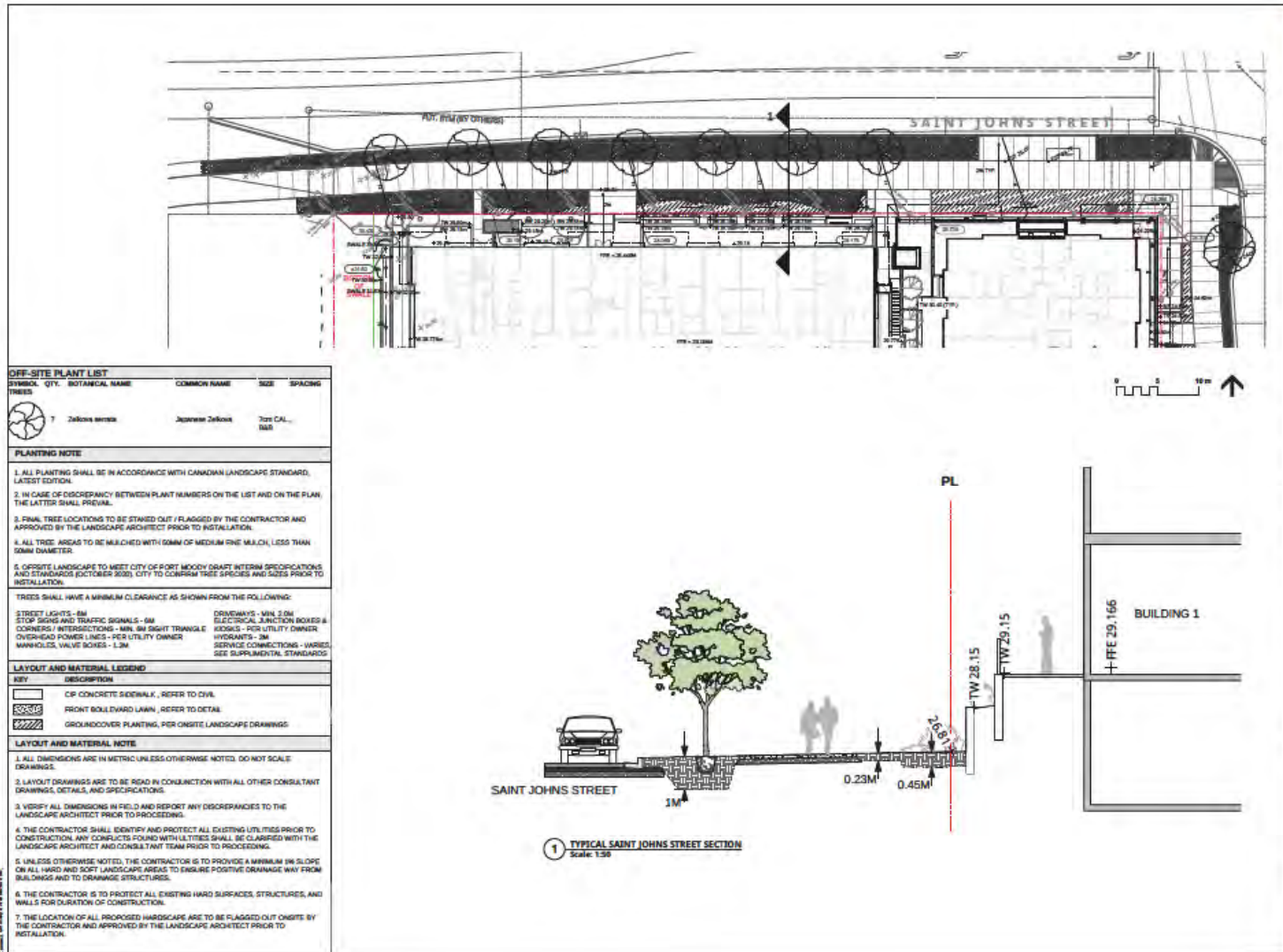
**L5.4**



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NO.	REVISION FOR	DATE
1	RE-DESIGN FOR RISE/FALL	21-03-20
2	RE-DESIGN FOR RISE/FALL	20-10-20
3	REDESIGN FOR RISE/FALL	19-04-20

REVISIONS:

**ALBERT STREET**

2025 Saint Johns Street  
Port Moody, BC

Scale: 1:200  
Drawn: [Name]  
Reviewed: [Name]  
Project No: 06-053

**LANDSCAPE OFFSITE  
SAINT JOHN'S ST.**

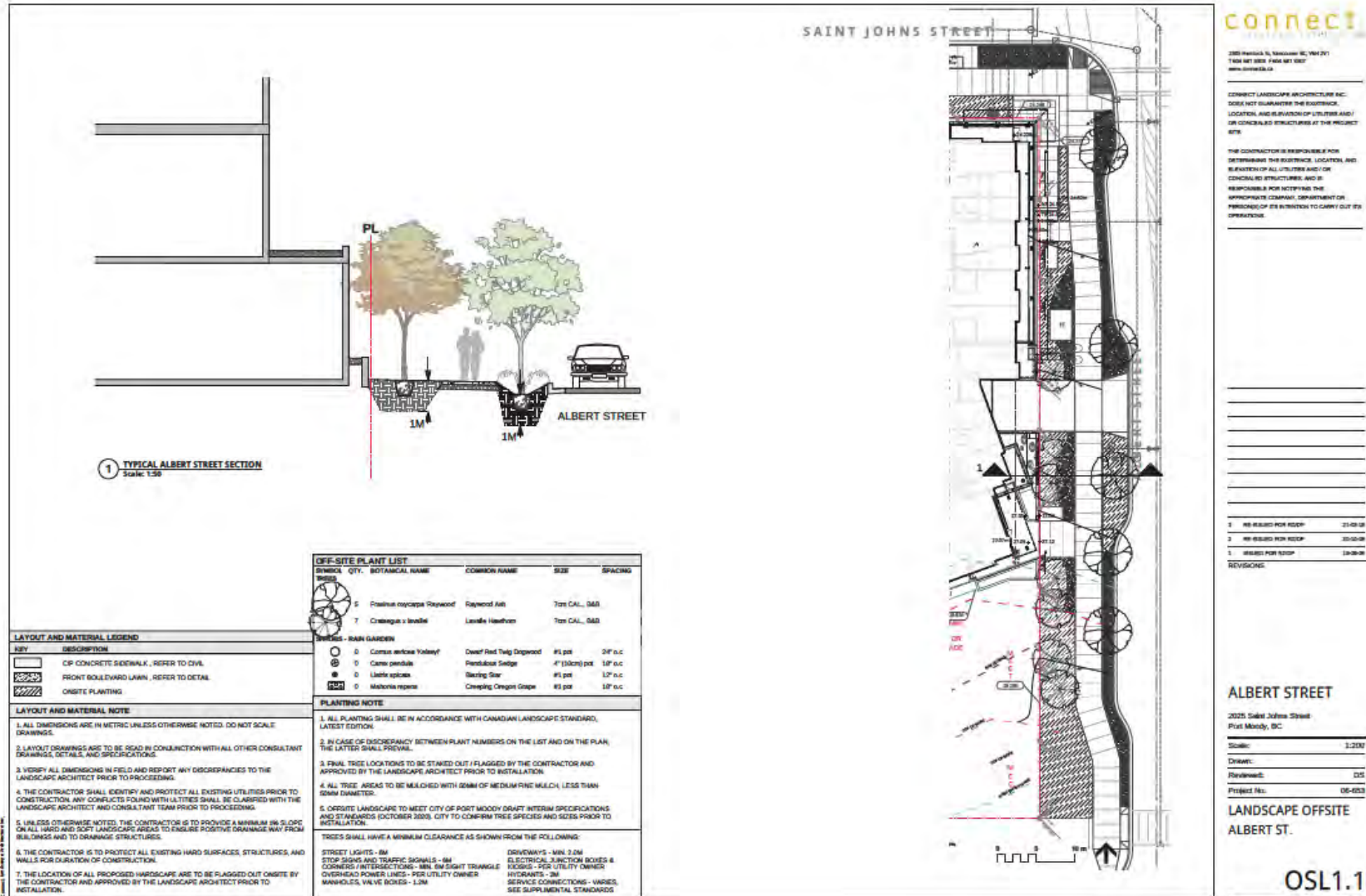
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# Considered at the September 28, 2021 Council meeting

300

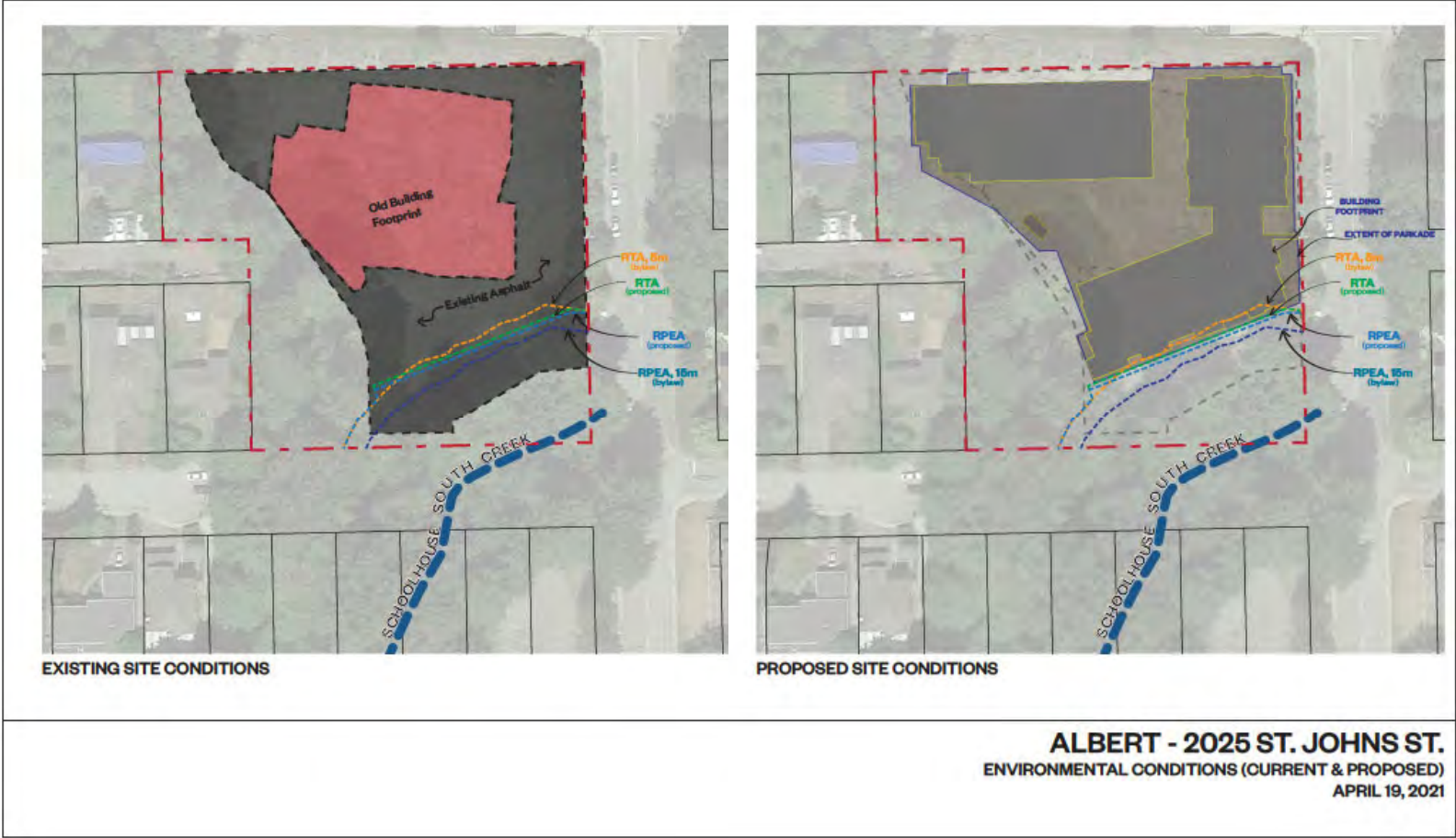
Considered at the Special Council Meeting of June 15, 2021



# Considered at the September 28, 2021 Council meeting

301

Considered at the Special Council Meeting of June 15, 2021



## Mixed-Use 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](http://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](mailto: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 September 28, 2021 Council meeting

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## Considered at the Special Council Meeting of June 15, 2021

- 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 <b>Maroon Albert (GP) Ltd.</b>	Telephone <b>604.530.5646</b>	Email <b>tschmitt@marcon.ca</b>
Registered Owner <b>Maroon Albert Properties Ltd.</b>	Project Address <b>2025 St. Johns Street</b>	
Proposed Use <b>Mixed-use, Residential Multi-family and Commercial</b>		

Total Floorspace  m<sup>2</sup>

# Considered at the September 28, 2021 Council meeting

304

Considered at the Special Council Meeting of June 15, 2021

## CULTURAL SUSTAINABILITY SECTION *How will the project 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 <b>yes</b> , describe: designed as an integrated part of the building. Elements of the building's facade, namely the coloured balcony glass, have been designed in respond to the artwork. The piece is located on the north face of the building and will be highly visible from the intersection and to traffic as it enters Port Moody from Barnet Highway.	<b>Staff Comments</b>
Public Art Consultant: <b>Ballard Fine Art.</b>	
Plan reference: <b>Public Art Brief</b>	

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: <b>As noted above, the building's design incorporates a significant public art piece in the north facade. The building further responds to this public art component by punctuating the facade with coloured balcony glass.</b>	<b>Staff Comments</b>
Plan reference: <b>Alex Morrison proposal and Arch A0.00</b>	

Score  /2

# Considered at the September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

## CULTURAL SUSTAINABILITY SECTION *How will the project 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](http://historicplaces.ca)

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

Describe: <b>Does not apply, no heritage building or structures remain on the site.</b>	<b>Staff Comments</b>
Plan reference:	

Score  /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](http://historicplaces.ca)

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

Report title: <b>Does not apply.</b>	<b>Staff Comments</b>
Heritage Consultant:	

Bonus Score  /2      Score  /2

BASELINE FOR HRA + EARLY STAGE

EARLY STAGE

# Considered at the September 28, 2021 Council meeting

306

Considered at the Special Council Meeting of June 15, 2021

**CULTURAL SUSTAINABILITY SECTION** *How will the project 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**

EARLY STAGE	Details:	<b>Staff Comments</b>
	Plan reference:	

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**

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**

EARLY STAGE	<input type="text"/> meters <sup>2</sup> / <input type="text"/> feet <sup>2</sup>	<b>Staff Comments</b>
	Description of space:	

Score  /4

# Considered at the September 28, 2021 Council meeting

307

Considered at the Special Council Meeting of June 15, 2021

**CULTURAL SUSTAINABILITY SECTION** *How will the project 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>The vibrant colours and unique design of the building which incorporates public art in the facade will greatly improve the quality of the streetscape. The building design was driven by the site's location at a prominent 'gateway' intersection. The pedestrian realm will be improved with the introduction of commercial and ground-oriented residential fronting the street. In addition, the new sidewalk, street trees, wider boulevard, and multi-use pathway improvements will provide a more pedestrian oriented street frontage.</p>	<p><b>Staff Comments</b></p>
<p>Plan reference: L1.0, A0.00, A0.031</p>	

Score 1 /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><b>Staff Comments</b></p>
<p>Details:</p>	

Score N/A /3



# Considered at the September 28, 2021 Council meeting

308

Considered at the Special Council Meeting of June 15, 2021

## CULTURAL SUSTAINABILITY SECTION *How will the project 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

<ul style="list-style-type: none"> <li>- Internal plaza space has been designed to work with the adjacent hillside. - The childrens' play area utilises the slope as an interactive play feature.</li> <li>- Making use of the rooftop amenity space's good sun exposure, community garden beds have been provided for growing food.</li> <li>- Restoration, preservation and protection of the Schoolhouse Creek riparian area and the Environmentally Sensitive Area bank on the west.</li> </ul>	<p><b>Staff Comments</b></p>
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## 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>The site is constrained on the south by the setback and riparian area and on the west by the ESA. These two environmental preservation areas, while important for ecology, limit the space available on-site for more cultural, arts and performance space.</p>	<p><b>Staff Comments</b></p>
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## 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)	4.5 <small>Cultural Baseline</small>												
Total Points Achieved (Total Points Achieved for Applicable Items for this Application)	6.5 <small>Total Cultural Points</small>												
Cultural Pillar Score (Total Points Achieved/Maximum Achievable Score)	<table border="0"> <tr> <td style="border: 1px solid black; padding: 2px;">6.5</td> <td style="border: 1px solid black; padding: 2px;">/</td> <td style="border: 1px solid black; padding: 2px;">11</td> <td style="border: 1px solid black; padding: 2px;">=</td> <td style="border: 1px solid black; padding: 2px;">60</td> <td style="padding: 0 5px;">%</td> </tr> <tr> <td style="font-size: 8px; text-align: center;">Total Cultural Points</td> <td></td> <td style="font-size: 8px; text-align: center;">Max</td> <td></td> <td style="font-size: 8px; text-align: center;">Percent</td> <td></td> </tr> </table>	6.5	/	11	=	60	%	Total Cultural Points		Max		Percent	
6.5	/	11	=	60	%								
Total Cultural Points		Max		Percent									

# Considered at the September 28, 2021 Council meeting

309

Considered at the Special Council Meeting of June 15, 2021

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

### Land Use/Employment

#### Performance Measure Description and Scoring

EC1 Project increases long-term employment on land designated as Industrial, Mixed Employment, or Mixed Use in the City's Official Community Plan.

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

<b>Existing:</b>	<b>Staff Comments</b>
Use(s): Vacant	
Number of jobs on-site relating to this use in operation: 0	
<b>Proposed:</b>	
Use(s): Commercial and office space	
Number of jobs estimate: 43	
Assumptions: Based on industry averages for mixed commercial space, the 7,328.7sf CRU is estimated to accommodate between 30 and 43 direct jobs, not accounting for indirect or induced jobs.	

Score 2 /3

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

### Land Use

#### Performance Measure Description and Scoring

EC2 Project supports walking to shops and services by broadening the current retail/service mix within an 800m radius of the lot.

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

Describe the diversification and how it is appropriate to this particular location:  The project provides 7,329 sf of commercial space which will accommodate services and employment space that can serve the local area. This provides a live-work opportunity for people that reside in the general neighbourhood or within the development. There are a number of existing restaurants and shops and other planned developments within 800m that future residents can walk to, particularly the Queen St. and Clarke St. retail clusters.	<b>Staff Comments</b>
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Score 1 /1

# Considered at the September 28, 2021 Council meeting

310

Considered at the Special Council Meeting of June 15, 2021

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

**Land Use/Employment**

**Performance Measure Description and Scoring**

BASELINE + EARLY STAGE

EC3 Project provides more intensive use of land designated as Mixed Use, *Transit Oriented Development*, Mixed Employment, or Industrial in the City's Official Community Plan that will support neighbourhood businesses (where permitted/appropriate).

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
Building type: NA (vacant)	
FSR: NA	
Proposed:	
Building type: Mixed-use, 6-storey	
FSR: 2.24	

Score 3 /3

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

**Tourism**

**Performance Measure Description and Scoring**

EARLY STAGE

EC4 Project provides regional destination commercial or institutional uses such as specialized training/education, specialty retail, dining, arts, cultural, or recreational opportunities.

**Applicant Explanation and Reference to Plans, Drawings, and Reports**

Applicant Explanation and Reference to Plans, Drawings, and Reports	Staff Comments
<input checked="" type="radio"/> Yes <input type="radio"/> No	
If Yes, explain:  Given the site's location at a 'gateway' intersection, considerable attention has be paid to creating an exciting facade. The public art will make this intersection unique and highly identifiable. The project provides and opportunity to revitalize the site and improve on its current and historic uses.	

Score 0.5 /2

# Considered at the September 28, 2021 Council meeting

311

Considered at the Special Council Meeting of June 15, 2021

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

**Economic Development/Energy/Materials/Water Use Efficiency**  
**Performance Measure Description and Scoring**

EC5 Project participates in or develops an alliance between multiple, co-located uses/businesses, i.e. eco-industrial networking.

**Applicant Explanation and Reference to Plans, Drawings, and Reports**

Relationship results in (check all that apply):	Staff Comments
<input type="checkbox"/> Reduced energy consumption <input type="checkbox"/> Reduced water consumption <input type="checkbox"/> Reduced materials use <input type="checkbox"/> Waste reduction	
Other efficiency:	
Description: This is not applicable. There are no realistic opportunities for district energy, or other cooperative waste, water, energy usage reduction at this site or that provide a concrete program which applicants can commit to.	

Score  /4

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

**Land Use**  
**Performance Measure Description and Scoring**

EC6 Project redevelops and rehabilitates a *brownfield* site.

**Applicant Explanation and Reference to Plans, Drawings, and Reports**

Describe:	Staff Comments
Although this is a redevelopment of a commercial site, it is not a brownfield property in that it is not contaminated with hazardous substances. The proposed site design provides considerable improvement on the existing/historical use which was predominately paved, non-permeable surface. Considerable increase in landscaped areas and stormwater detention will reduce storm flows to 50% of the pre-development condition.	

Score  /3

# Considered at the September 28, 2021 Council meeting

312

Considered at the Special Council Meeting of June 15, 2021

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

### Innovation

#### Performance Measure Description and Scoring

EC7 Economic sustainability aspects not captured above.

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

	Staff Comments
Provides much needed rental housing	

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

### Constraints

#### Performance Measure Description and Scoring

EC8 Unique site aspects that limit economic sustainability achievement.

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

	Staff Comments

## Economic Sustainability Score Summary

	Score
Total Economic Pillar Points (Total Points Available – Not Including Bonus Points)	16 <small>Total</small>
Total Economic Points Not Applicable (Total Points for Items Not Relevant to this Application)	0 <small>n/a</small>
Maximum Achievable Score (Total Economic Pillar Points Minus Total Economic Points Not Applicable)	16 <small>Maximum</small>
Economic Pillar Minimum Score (Sum of Applicable Baseline Items)	6 <small>Economic Baseline</small>
Total Points Achieved (Total Points Achieved for Applicable Items for this Application)	8.5 <small>Total Economic Points</small>
Economic Pillar Score (Total Points Achieved/Maximum Achievable Score)	8.5 / 16 = 54 % <small>Total Economic Points    Max    Percent</small>

# Considered at the September 28, 2021 Council meeting

313

Considered at the Special Council Meeting of June 15, 2021

**ENVIRONMENTAL SUSTAINABILITY SECTION** *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

<p><b>Type of ESA:</b></p> <p><input checked="" type="radio"/> High ESA</p> <p><input type="radio"/> Medium ESA</p> <p><input type="radio"/> Low ESA</p> <p><input type="radio"/> 30m Stream Buffer (High Value)</p> <p><input type="radio"/> Special Feature (High Value)</p> <hr/> <p>Features/Species of Value:</p> <p>Mature forest of bigleaf maple, red alder, western hemlock, Douglas-fir and western redcedar, salmonberry, sword fern, red elderberry and lady fern. Partially compromised by invasive Himalayan blackberry and English ivy. Provides habitat for songbirds and urban-associated wildlife. Fish-bearing Schoolhouse Brook and riparian area are located at the south end of the site.</p> <hr/> <p><b>Means of Protection:</b></p> <p><input checked="" type="radio"/> Covenant</p> <p><input type="radio"/> Dedication</p> <p><input type="radio"/> Monitoring</p> <hr/> <p><input type="radio"/> Other:</p> <hr/> <p>Means of Improvement of ESA:</p> <p>It is proposed that invasive Himalayan blackberry and English ivy will be removed and areas will be restored by planting diverse native tree and shrub species. Species planted were selected to provide a food source for songbirds and pollinators and to support riparian health. A fence will be installed around the ESA and riparian buffer to prevent encroachment. Post-restoration monitoring will be conducted to confirm ecological health.</p>	<p><b>Staff Comments</b></p>
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The restoration plan goes beyond the site boundaries to include the riparian area within the adjacent road RoW. This adds 1600m<sup>2</sup> of additional restored riparian area.

Score 4 /4

# Considered at the September 28, 2021 Council meeting

314

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *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:

- Forested ESA and riparian habitat will be protected.
- Native fruit-bearing species including salmonberry, red elderberry, Indian plum, Nootka rose, and snowberry were selected for restoration planting in the ESA and riparian buffer to provide food for songbirds. Species with a range of flowering times were selected, which will encourage pollinators and select insectivore bird species.
- The restoration planting areas will include species with diverse vertical structure (e.g., snowberry, red elderberry, bigleaf maple).
- Nest surveys will be conducted before clearing invasive blackberry

#### 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:  
Landscape lighting is used only when needed to light pathways and to provide appropriate lighting levels under BCBC and CPTED. Lighting is all LED and directed downward onto the pathway. Automatic, photocells to reduce energy consumption by ensuring lighting is only turned on in the evening.

#### Staff Comments

Score  /3

# Considered at the September 28, 2021 Council meeting

315

Considered at the Special Council Meeting of June 15, 2021

## 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

<p>Check all that apply:</p> <p><input checked="" type="checkbox"/> Short-Term Bicycle parking</p> <p><input checked="" type="checkbox"/> Long-Term Bicycle parking</p> <hr/> <p><input type="checkbox"/> End-of-Trip Bicycle Facilities:</p> <hr/> <p><input type="checkbox"/> Bike share and assigned parking</p> <p><input type="checkbox"/> Co-op vehicle and assigned parking space provision</p> <p><input checked="" type="checkbox"/> <i>Electric Vehicle</i> plug-ins and designated spaces<sup>1</sup></p> <p>Plan references:</p>	<p><b>Staff Comments</b></p> <p>Applicant Comment: Bicycle repair station will be provided.</p>
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Score 1.5 /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

<p><b>Check all that apply:</b></p> <p><input checked="" type="checkbox"/> Connects to existing pedestrian/cycling routes and priority destinations</p> <p><input checked="" type="checkbox"/> Improves local pedestrian routes, local bike networks/trails</p> <p><input checked="" type="checkbox"/> Safe, secure, accessible, and sustainable footpaths</p> <p><input checked="" type="checkbox"/> Pedestrian clearway sufficient to accommodate pedestrian flow</p> <p><input checked="" type="checkbox"/> Covered outdoor waiting areas, overhangs, or awnings</p> <p><input checked="" type="checkbox"/> Pedestrian scale lighting</p> <p><input checked="" type="checkbox"/> Pedestrian/bike-only zones</p> <hr/> <p><input type="checkbox"/> Other:</p> <hr/> <p>Site circulation plan:</p> <hr/> <p>Other plan references: <b>A2.04, A3.01, 18-1133-KP</b></p>	<p><b>Staff Comments</b></p>
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Score 2 /3

<sup>1</sup> See BC Hydro's *Electric Vehicle Charging Infrastructure Deployment Guidelines*.



# Considered at the September 28, 2021 Council meeting

316

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *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

Total residential recycling, garbage, and green waste space proposed:	Staff Comments
Recycling: <input type="text" value="39.7"/> m <sup>2</sup> Garbage: <input type="text" value="19"/> m <sup>2</sup> Green Waste: <input type="text" value="15"/> m <sup>2</sup>	
<b>Total commercial recycling, garbage, and green waste space proposed:</b> Recycling: <input type="text" value="6"/> m <sup>2</sup> Garbage: <input type="text" value="8"/> m <sup>2</sup> Green Waste: <input type="text" value="2.6"/> m <sup>2</sup>	
Details regarding design for safety, security, and accessibility: <b>Both commercial and residential recycling and garbage rooms are fully accessible per code. The rooms are access controlled for security, and will be well lit with motion activated lighting.</b>	

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

Check all that apply:	Staff Comments
<input checked="" type="checkbox"/> Existing mature trees protected (# <input type="text" value="61"/> ) <input checked="" type="checkbox"/> Replacement tree ratio ( <input type="text" value="5.4"/> : 1 ) • Native tree species planted on site (# <input type="text" value="97"/> ) • Native tree species planted off site (# <input type="text"/> ) <input checked="" type="checkbox"/> Protected/natural park areas added on site (% of total site area: <input type="text" value="34"/> %)	
Arborist report: <b>Froggers Creek Tree Consultants Ltd., Appendix 3.</b>	

Score  /3

BASELINE + EARLY STAGE

BASELINE

# Considered at the September 28, 2021 Council meeting

317

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *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 checked="" type="checkbox"/> Reduction to existing impervious area <input type="text" value="470"/> m <sup>2</sup>	
<input checked="" type="checkbox"/> Removal of <i>invasive plant species</i> Names: Himalayan blackberry, English ivy, English holly, spurge laurel	
<input checked="" type="checkbox"/> Native/"naturescape" landscaping <input type="checkbox"/> Watercourse daylighting <input checked="" type="checkbox"/> Riparian area restoration	
<input type="checkbox"/> Other measures taken to enhance habitat or to compensate for habitat loss:  The plant material palette in this project follows naturescape principles which provides a sustainable, ecologically sound, and aesthetically pleasing urban condition that blends with the adjacent environmentally sensitive area. Focus is on low maintenance and native attractive species and minimal lawn areas, which helps to reduce water consumption. Plant palette does not include any invasive materials, and considers habitat and food options for birds and butterflies with layered plant species.	

Score  /4

BASELINE

# Considered at the September 28, 2021 Council meeting

318

Considered at the Special Council Meeting of June 15, 2021

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

Score  /3

BASELINE

# Considered at the September 28, 2021 Council meeting

319

Considered at the Special Council Meeting of June 15, 2021

## 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

Check all that apply:	Staff Comments
<input checked="" type="checkbox"/> Drought-tolerant landscaping ( <i>xeriscaping</i> ) with native species	
<input checked="" type="checkbox"/> Low-maintenance lawn alternatives	
<input checked="" type="checkbox"/> Non-water dependent materials/features for ground cover treatment	
<input checked="" type="checkbox"/> Irrigation system with central control and rain sensors	
<input type="checkbox"/> Captured rainwater irrigation system, e.g. using cisterns/rain barrels	
<input type="checkbox"/> Other:	
Plan reference: L1.0	

Score 1.5 /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

Species supported:	Staff Comments
Chum salmon, coho salmon, coastal cutthroat trout rainbow trout, urban-associated wildlife (e.g. songbirds, deer, raccoons).	
Means of supporting: Protect Schoolhouse Brook riparian habitat and enhance riparian habitat through removal of invasive species and planting of native species	
Environmental assessment or site plan reference: Environmental Assessment and Restoration Plan (Keystone)	

Score 2 /2

# Considered at the September 28, 2021 Council meeting

320

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *How well 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

<p><input type="radio"/> <b>Built Green Level:</b> <input type="text"/></p> <ul style="list-style-type: none"> <li>• Bronze (2 points)</li> <li>• Silver (5 points)</li> <li>• Gold (8 points)</li> <li>• Platinum (10 points)</li> </ul> <p><input type="radio"/> <b>LEED Level:</b> <input type="text"/></p> <ul style="list-style-type: none"> <li>• Certified (2 points)</li> <li>• Silver (5 points)</li> <li>• Gold (8 points)</li> <li>• Platinum (10 points)</li> </ul> <p><input type="radio"/> <b>Canadian Passive House Institute</b> (10 points)</p> <p><input type="radio"/> <b>Living Future Institute</b></p> <ul style="list-style-type: none"> <li>• Living Building Certification (10 points)</li> <li>• Petal Certification (10 points)</li> <li>• Net Zero Energy Certification (10 points)</li> </ul> <p><input checked="" type="radio"/> <b>Other: Step Code 2LCES or 3 (determined at BP)</b></p>	<p><b>Staff Comments</b></p>
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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

<p>Details:</p> <p>NA</p>	<p><b>Staff Comments</b></p>
<p>Specify % of energy generated:</p>	

Score  /4

# Considered at the September 28, 2021 Council meeting

321

Considered at the Special Council Meeting of June 15, 2021

## 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

<p><input checked="" type="radio"/> Yes    <input type="radio"/> No</p> <p>Key <i>passive design</i> building elements:</p> <p>Window wall ratio is less than 50%. The site design minimizes east and west exposures to minimise unwanted solar gains.</p>	<p><b>Staff Comments</b></p>
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Score 1.5 /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

<p>Details:</p> <p>LED lighting, Heat Recovery Ventilation (HRV), Low-E glazing, Energy Star appliances.</p>	<p><b>Staff Comments</b></p>
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Score 1 /2

# Considered at the September 28, 2021 Council meeting

322

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *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> <p>The rooftop amenity space includes community garden planters and associated tool storage for food to be grown on site.</p>	<p><b>Staff Comments</b></p>
<p>Landscape Plan Reference: L1.3</p>	

Score 1 /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><b>BC Energy Step Code:</b></p> <p><input type="radio"/> Tier 1 (1 point)</p> <p><input type="radio"/> Tier 2 (2 points)</p> <p><input checked="" type="radio"/> Tier 3 (3 points)</p> <p><input type="radio"/> Tier 4 (4 points)</p> <p><i>Attach a copy of Port Moody Building Energy Performance Design Guidelines Checklist.</i></p>	<p><b>Staff Comments</b></p> <p><b>**As noted in EN12 either Step 2 with LCES or Step 3. TBD at BP stage</b></p>
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Score 3 /4

# Considered at the September 28, 2021 Council meeting

323

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *How well 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:

3,500m<sup>2</sup> of the Schoolhouse South Creek riparian area and ESA habitat will be enhance and protected providing habitat birds and other animals, wildlife corridor and a food source for downstream aquatic animals.

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:

Keystone Environmental Consultants have been retained to develop the plan for the riparian area and ESA, and will provide monitoring over the three year post-restoration period.

Staff Comments

Bonus Score  /2



# Considered at the September 28, 2021 Council meeting

324

Considered at the Special Council Meeting of June 15, 2021

## ENVIRONMENTAL SUSTAINABILITY SECTION *How well 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

	<b>Staff Comments</b> Applicant Comment: In addition, Salmon Safe Certification is being pursued for the project. Salmon Safe provides a third-party verification that the project is being designed and built in accordance with environmentally friendly management practices that minimize impacts on water quality and aquatic biodiversity.
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## 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

	<b>Staff Comments</b>
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## 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)	24.5 <small>Enviro Baseline</small>								
Total Points Achieved (Total Points Achieved for Applicable Items for this Application)	47 <small>Total Environmental Points</small>								
Environmental Pillar Score (Total Points Achieved/Maximum Achievable Score)	<table style="display: inline-table; border: none;"> <tr> <td style="border: 1px solid black; padding: 2px;">42</td> <td style="font-size: 2em; vertical-align: middle;">/</td> <td style="border: 1px solid black; padding: 2px;">53</td> <td style="font-size: 2em; vertical-align: middle;">%</td> </tr> <tr> <td style="font-size: 8px; text-align: center;">Total Environmental Points</td> <td></td> <td style="font-size: 8px; text-align: center;">Max</td> <td style="font-size: 8px; text-align: center;">Percent</td> </tr> </table>	42	/	53	%	Total Environmental Points		Max	Percent
42	/	53	%						
Total Environmental Points		Max	Percent						

# Considered at the September 28, 2021 Council meeting

325

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does 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="51"/>	
Details: All common areas of the residential building, lobby, circulation space, elevators and amenity spaces, will be accessible.	
Number of Accessible Units: <input type="text" value="0"/>	
Details:	
Residential Site/Common Areas and Commercial/Industrial/Institutional Uses: <b>Office</b>	
Details: Commercial spaces will be fully accessible from the street level and the parking area. CRU spaces are not yet designed but will be required to provide fully accessible bathrooms and circulation areas.	

Score  /6

BASELINE + EARLY STAGE

# Considered at the September 28, 2021 Council meeting

326

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Complete Community Design**  
**Performance Measure Description and Scoring**

BASELINE + EARLY STAGE

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**

Details: A shadow study has been conducted and demonstrates no impact to adjacent buildings. Only the northwest corner of the building lines up with an adjacent residential building so privacy impacts are minimal. The other building frontages are facing heavily treed areas and commercial uses.	<b>Staff Comments</b>
Plan/document references: A0.011, A0.040	

Score  /1

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Diversity of Use**  
**Performance Measure Description and Scoring**

EARLY STAGE

S3 Development provides diversification by increasing the mix of uses for the particular site and its neighbourhood.

**Applicant Explanation and Reference to Plans, Drawings, and Reports**

Existing use(s): None.	<b>Staff Comments</b>														
Proposed uses: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="text-align: center;">% Total Floorspace/Site Area</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td style="text-align: center;"><input type="text" value="96"/></td> </tr> <tr> <td>Commercial</td> <td style="text-align: center;"><input type="text" value="4"/></td> </tr> <tr> <td>Industrial</td> <td style="text-align: center;"><input type="text"/></td> </tr> <tr> <td>Institutional</td> <td style="text-align: center;"><input type="text"/></td> </tr> <tr> <td>Park (Note Type)</td> <td style="text-align: center;"><input type="text" value="Underground"/></td> </tr> <tr> <td>Gathering Space</td> <td style="text-align: center;"><input type="text" value="1.2"/></td> </tr> </tbody> </table>		% Total Floorspace/Site Area	Residential	<input type="text" value="96"/>	Commercial	<input type="text" value="4"/>	Industrial	<input type="text"/>	Institutional	<input type="text"/>	Park (Note Type)	<input type="text" value="Underground"/>	Gathering Space	<input type="text" value="1.2"/>	
	% Total Floorspace/Site Area														
Residential	<input type="text" value="96"/>														
Commercial	<input type="text" value="4"/>														
Industrial	<input type="text"/>														
Institutional	<input type="text"/>														
Park (Note Type)	<input type="text" value="Underground"/>														
Gathering Space	<input type="text" value="1.2"/>														

Score  /3

# Considered at the September 28, 2021 Council meeting

327

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Housing Diversity**

**Performance Measure Description and Scoring**

54 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"/>	
Ground-oriented units	41	
Apartment units	201	

Score  /3

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Housing Diversity**

**Performance Measure Description and Scoring**

55 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	<input type="text" value="167"/>	<input type="text" value="69"/>	
2-bedroom	<input type="text" value="71"/>	<input type="text" value="29"/> (1 pt)	
3+ -bedroom	<input type="text" value="4"/>	<input type="text" value="2"/> (2 pts)	
Flexible design features: A modular cabinetry system is being proposed for the 1-bed/studio homes which would enable homeowners to switch, modify and customize the space to meet their lifestyle. This reduces the amount of space used for these functions and maximizes the usable living area. 1-bed/studios also configured as a 'borrowed light' bedrooms which make better use of the living area and enable flexible use of the bedroom area.			

Score  /3

# Considered at the September 28, 2021 Council meeting

328

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Housing Affordability**

**Performance Measure Description and Scoring**

S6 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: <b>Market and non-market rental</b>	<b>Staff Comments</b>
Description: <b>20 market rental, 4 below-market rental</b>	
% of total housing units: <input type="text" value="10"/> %	
Plan reference: <b>NA</b>	

Score  /4

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Amenities**

**Performance Measure Description and Scoring**

S7 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: <b>Multi-use pathway along St. Johns St. Public, realm improvements with seating benches fronting the commercial area and bike racks for short term bike parking.</b>	<b>Staff Comments</b>
Plan reference:	

Score  /5

# Considered at the September 28, 2021 Council meeting

329

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Amenities**

**Performance Measure Description and Scoring**

58 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**

<p>Details:</p> <p>Children's playground that benches into the slope and includes 'nature play' elements.</p> <p>Central gathering space with raised seating area. Lawn space. Large indoor amenity room on the 6th floor facing Burrard Inlet and connected to an outdoor, rooftop amenity space. Outdoor kitchen/BBQ with dining table, lounge seating and community garden plots.</p> <p>A second rooftop amenity area has been added to building 1. This includes a number of other features and activities but will ensure there is sufficient space for all residents.</p>	<p><b>Staff Comments</b></p>
<p>Plan reference:</p> <p>L1.2, L1.2</p>	

Score 3 /3

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Inclusive Community**

**Performance Measure Description and Scoring**

59 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**

<p>Details:</p> <p>50% of the units are being designed as adaptable which is an appropriate design standard to support aging-in-place. This includes key spacial design elements (eg. space for wheelchairs) as well as provision for grab bars to be installed in the future. Light switches, receptacles, cable/data outlets all located to be reachable to a person in a wheelchair.</p>	<p><b>Staff Comments</b></p>
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Score 1 /4

# Considered at the September 28, 2021 Council meeting

330

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Community Building**

**Performance Measure Description and Scoring**

S10 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**

<p>Please identify stakeholders and explain their involvement:  <b>Public information meeting was held January 30, 2020. In addition to this event, a number of follow up meetings were held with stakeholders that expressed interest in learning more about the project. This included:</b>                  1. Architecture &amp; Design - Aug 24th &amp; Sept 16                  2. Transportation &amp; Circulation - Aug 25                  3. Environmental Response, Stream keepers and Environmental Stewards - Aug 28.</p>	<p><b>Staff Comments</b></p>
<p>Identify actions taken in response to stakeholder input:  <b>Architecture &amp; Design working group discussion resulted a better understanding what the community wanted for this site. This is reflected in the of refinements to the building's expression, materials and color palette. In addition adjustments to the art work have been made brining it down to the pedestrian level fronting the commercial.</b>  <b>Traffic Group - revised recommendations for traffic response and identification of the key concerns of immediate neighbors during the construction process.</b>  <b>Environmental Stewards - provided site-specific recommendations for plant species which were incorporated into the planting plan. The swale and rain garden also resulted from these discussions as a way to infiltrate rainwater into the environmental area.</b></p>	
<p>Plan references:  <b>Post-Information Meeting Engagement Summary</b></p>	

EARLY STAGE

Score 2 /4

# Considered at the September 28, 2021 Council meeting

331

Considered at the Special Council Meeting of June 15, 2021

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Safety**

**Performance Measure Description and Scoring**

S11 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:</p> <p>This development follows well established CPTED principals by eliminating or reducing concealed spaces both above and below grade, separating public and residential stairs, separating and controlling access to resident parking areas and by controlling access to residential elevators while providing egress from below grade visitor or commercial parking areas. Access to the visitor and commercial parking areas is through an open gate during normal business hours while off hour access to these areas is controlled by an enter-phone.</p>	<b>Staff Comments</b>
<p>Plan references:</p> <p>A2.17, A3.01</p>	

Score  /1

**SOCIAL SUSTAINABILITY SECTION** *How well does the project address community health and wellness?*

**Education and Awareness**

**Performance Measure Description and Scoring**

S12 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:</p> <p>An operations and maintenance plan will be provided to the strata corporation and property manager, and will outline standards for maintaining on-site landscaping in accordance with Salmon Safe practices. This includes, limitation of herbicides/pesticides and identification of permitted fertilizers.</p> <p>Signage will be located on the RPEA fence along the Albert Street frontage.</p>	<b>Staff Comments</b>
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Score  /1



# Considered at the September 28, 2021 Council meeting

332

Considered at the Special Council Meeting of June 15, 2021

## SOCIAL SUSTAINABILITY SECTION *How well does the project address community health and wellness?*

### Innovation

#### Performance Measure Description and Scoring

S13 Social sustainability aspects not captured above.

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

	<b>Staff Comments</b>
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## SOCIAL SUSTAINABILITY SECTION *How well does the project address community health and wellness?*

### Constraints

#### Performance Measure Description and Scoring

S14 Unique site aspects that limit social sustainability achievement.

#### Applicant Explanation and Reference to Plans, Drawings, and Reports

	<b>Staff Comments</b>
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## Social Sustainability Score Summary

	Score
Total Social Pillar Points (Total Points Available – Not Including Bonus Points)	38 <small>Total</small>
Total Social Points Not Applicable (Total Points for Items Not Relevant to this Application)	0 <small>n/a</small>
Maximum Achievable Score (Total Social Pillar Points Minus Total Social Points Not Applicable)	38 <small>Maximum</small>
Social Pillar Minimum Score (Sum of Applicable Baseline Items)	4 <small>Social Baseline</small>
Total Points Achieved (Total Points Achieved for Applicable Items for this Application)	21.5 <small>Total Social Points</small>
Social Pillar Score (Total Points Achieved/Maximum Achievable Score)	21.5 / 38 = 57 % <small>Total Social Points / Max / Percent</small>

# Considered at the September 28, 2021 Council meeting

333

Considered at the Special Council Meeting of June 15, 2021

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

Project Address/Name: 2025 St. Johns Street	File No: 6700-20-196
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PROJECT SCORE SUMMARY	Cultural	Economic	Environmental	Social
<b>Total Pillar Points Available</b>	<b>23</b>	<b>16</b>	<b>57</b>	<b>38</b>
<b>Sum Of Items Not Applicable</b>	Cultural na 12	Economic na 0	Enviro na 4	Social na 0
<b>Maximum Achievable Score</b> (Total Pillar Points – Sum of Items N/A)	Maximum Cultural Achievable 11	Maximum Economic Achievable 16	Maximum Enviro Achievable 53	Maximum Social Achievable 38
<b>Minimum Score</b> (Sum of Applicable Baseline Items)	Minimum Cultural Score 9	Minimum Economic Score 7	Minimum Enviro Score 30	Minimum Social Score 7
<b>Missed Points</b> (Sum of Applicable Items Not Achieved)	Missed Cultural Points 4.5	Missed Economic Points 7.5	Missed Enviro Points 4	Missed Social Points 16.5
<b>TOTAL PILLAR SCORE ACHIEVED</b> (Total Points Achieved out of Applicable Items)	<div style="display: flex; justify-content: space-between;"> <span>6.5 / 11</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Cultural #</span> <span>Possible Cultural #</span> </div> <div style="display: flex; justify-content: space-between;"> <span>60 %</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Cultural Percent</span> </div>	<div style="display: flex; justify-content: space-between;"> <span>8.5 / 16</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Economic #</span> <span>Possible Economic #</span> </div> <div style="display: flex; justify-content: space-between;"> <span>54 %</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Economic Percent</span> </div>	<div style="display: flex; justify-content: space-between;"> <span>42 / 53</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Enviro #</span> <span>Possible Enviro #</span> </div> <div style="display: flex; justify-content: space-between;"> <span>80 %</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Enviro Percent</span> </div>	<div style="display: flex; justify-content: space-between;"> <span>21.5 / 38</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Social #</span> <span>Possible Social #</span> </div> <div style="display: flex; justify-content: space-between;"> <span>57 %</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Total Social Percent</span> </div>

<b>OVERALL SUSTAINABILITY SCORE</b> (Sum of Four Pillars)	<div style="display: flex; justify-content: space-between;"> <span>78.5 / 118</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Overall #</span> <span>Overall Possible #</span> </div>	<div style="display: flex; justify-content: space-between;"> <span>67 %</span> </div> <div style="display: flex; justify-content: space-between;"> <span>Overall Percent</span> </div>
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SUSTAINABILITY HIGHLIGHTS	Cultural	Economic	Environmental	Social
<b>+</b> Priority Items (Score ≥3) Achieved and Confirmed Innovations	+ Cultural Public Art incorporated in the facade of the building	+ Economic Provision of commercial space at currently vacant site.	+ Environmental Enhancement and restoration of riparian area around South Schoolhouse Creek and on-site ESA  Step Code 3 or 2 plus LCES	+ Social Provision of 4 below market rental and 20 market rental units.
<b>-</b> Priority Items (Score ≥3) Missed and Confirmed Constraints	- Cultural	- Economic Limited Commercial space, based on determined viability at the site.	- Environmental	- Social

# Considered at the September 28, 2021 Council meeting

334

Considered at the Special Council Meeting of June 15, 2021

## 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 road map 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 September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

## Report Card Glossary – continued

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**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 September 28, 2021 Council meeting

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Considered at the Special Council Meeting of June 15, 2021

## Report Card Glossary – continued

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**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 September 28, 2021 Council meeting

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## Resources

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

[atfiles.org](http://atfiles.org)

**BC Climate Exchange**

[bcclimateexchange.ca](http://bcclimateexchange.ca)

**BC Energy Step Code Technical Requirements**

[bclaws.ca](http://bclaws.ca)

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

[env.gov.bc.ca](http://env.gov.bc.ca)

**Bird-Friendly Development Guidelines – City of Toronto**

[toronto.ca/lightstout/guidelines](http://toronto.ca/lightstout/guidelines)

**Canada Green Building Council**

[cagbc.org](http://cagbc.org)

**City of Port Moody: Official Community Plan (2014)**

[portmoody.ca](http://portmoody.ca)

**Stream and Drainage System Protection Bylaw No. 2470**

[portmoody.ca](http://portmoody.ca)

**City of Port Moody Waste Management Bylaw No. 2822**

[portmoody.ca](http://portmoody.ca)

**City of Vancouver *Passive Design* Toolkit for Large Buildings**

[vancouver.ca](http://vancouver.ca)

**Community Green Ways Linking Communities to Country and People to Nature**

[evergreen.ca](http://evergreen.ca)

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

[designcentreforcpted.org](http://designcentreforcpted.org)

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

[env.gov.bc.ca/wld/documents/bmp/dewithcare/](http://env.gov.bc.ca/wld/documents/bmp/dewithcare/)

**EnerGuide Rating System**

[nrcan.gc.ca/energy/efficiency/housing/new-homes/5035](http://nrcan.gc.ca/energy/efficiency/housing/new-homes/5035)

**Environmentally Sensitive Areas, Best Practices**

[env.gov.bc.ca](http://env.gov.bc.ca)

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## Resources – continued

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### **Examples of Good Public Art**

[City of Port Moody Public Art](#)

### **Fatal Light Awareness Program (FLAP)**

[flap.org](http://flap.org)

### **Invasive Species Council of Metro Vancouver**

[iscmv.ca](http://iscmv.ca)

### **International Dark Sky Association**

[darksky.org](http://darksky.org)

### **Metro Vancouver's DLC Waste Management Toolkit**

[metrovancoouver.org](http://metrovancoouver.org)

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

[metrovancoouver.org/services](http://metrovancoouver.org/services)

### **Metro Vancouver's Stormwater Source Control Guideline**

[metrovancoouver.org/services](http://metrovancoouver.org/services)

### **Naturescape BC**

[naturescapebc.ca](http://naturescapebc.ca)

### **Project for Public Spaces**

[pps.org](http://pps.org)

### **Riparian Areas Regulation Assessment Methods**

[gov.bc.ca](http://gov.bc.ca)

### **Standards and Best Management Practices for Instream Works**

[env.gov.bc.ca](http://env.gov.bc.ca)

### **Standards and Guidelines for the Conservation of Historic Places in Canada**

[historicplaces.ca](http://historicplaces.ca)

### **Stream Stewardship: A Guide for Planners and Developers**

[stewardshipcentrebc.ca](http://stewardshipcentrebc.ca)

### **Translink: Transit Oriented Communities**

[translink.ca/transit-oriented-communities](http://translink.ca/transit-oriented-communities)

### **Vancouver Bird Strategy – City of Vancouver (2015)**

[vancouver.ca](http://vancouver.ca)



## City of Port Moody

### Bylaw No. 3315

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate a mixed-use development, including two buildings, one building with commercial uses on the ground floor and residential uses above and one residential building, all over a common underground parking structure at 2025 St. Johns Street.

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. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85)”.

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following lands from Automobile Sales and Service (C5) to Comprehensive Development Zone 85 (CD85) and Civic Service (P1):

Lot 92 District Lot 202 Group 1 New Westminster District Plan 52281  
PID: 004-963-539

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 CD85 to Schedule D:

“CD85. Comprehensive Development Zone (CD85)

CD85.1 Intent

The intent of this zone is to facilitate the development of a mixed-use development, including two buildings, one building with commercial uses on the ground floor and residential uses above and one residential building, all over a common underground parking structure. The development allows for a total maximum of 242 residential units and approximately 680m<sup>2</sup> (7,319ft<sup>2</sup>) of commercial space.



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## CD85.2 Permitted Uses

The following uses are permitted in the CD85 Zone:

### a) Principal Uses

- (1) Apartment
- (2) Artist Studio – Type A
- (3) Assembly
- (4) Child Care
- (5) Civic
- (6) Commercial Athletic and Recreation
- (7) Community Care
- (8) Entertainment
- (9) Hotel
- (10) Office
- (11) Personal Service
- (12) Restaurant
- (13) Retail Food Service
- (14) Retail
- (15) Townhouse
- (16) Work-Live.

### b) Secondary Use

- (1) Home Occupation – Type A.

## CD85.3 Conditions of Use

Commercial Uses, as set out in CD85.2(a)(2-16) are only permitted on the ground floor of Building 2 North.

## CD85.4 Floor Area Ratio (FAR)

CD85.4.1 The maximum permitted Floor Area Ratio in the CD85 Zone shall not exceed 2.65.

CD85.4.2 Section 7.0 of the Zoning Bylaw shall not apply to this CD zone.

## CD85.5 Building Height

Buildings in the CD85 Zone shall not exceed six storeys or 23m, whichever is less.

## CD85.6 Setbacks

Minimum setbacks in the CD85 Zone shall be in accordance with the plans included as Schedule B.

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## CD85.7 Parking

CD85.7.1 Refer to section 6.0 of this Bylaw for Off-Street Parking Requirements.

CD85.7.2 Refer to section 6.10 of this Bylaw for Bicycle Parking requirements.

CD85.7.3 No on-site loading space will be required.

## CD85.8 Landscaping

Refer to section 5.2.10 of this Bylaw for landscaping requirements.

## CD85.9 Common Amenity Space

Amenity Spaces in the CD85 Zone shall be in accordance with the following:

- (a) The minimum amount of indoor amenity area is 222m<sup>2</sup>; and
- (b) The minimum amount of outdoor amenity area is 942m<sup>2</sup>.

## 3. Attachments and Schedules

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

- Schedule A – Location Map.
- Schedule B – Building Setbacks.

## 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.

**Read a first time** this 15<sup>th</sup> day of June, 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

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I hereby certify that the above is a true copy of Bylaw No. 3315 of the City of Port Moody.

---

D. Shermer  
Corporate Officer

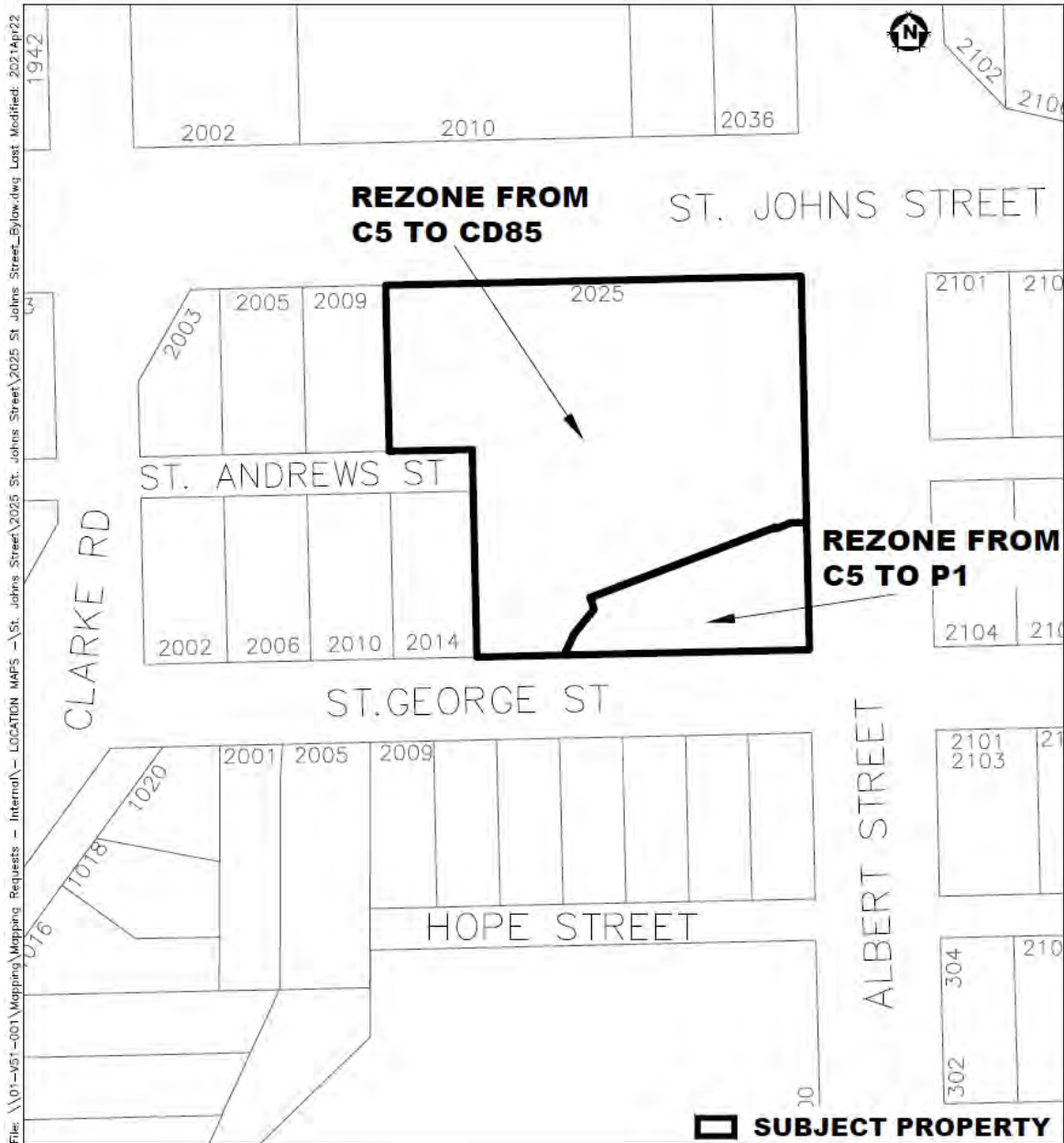
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## Schedule A – Location Map

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. 54, 2021, No. 3315 (2025 St. Johns Street) (CD85).

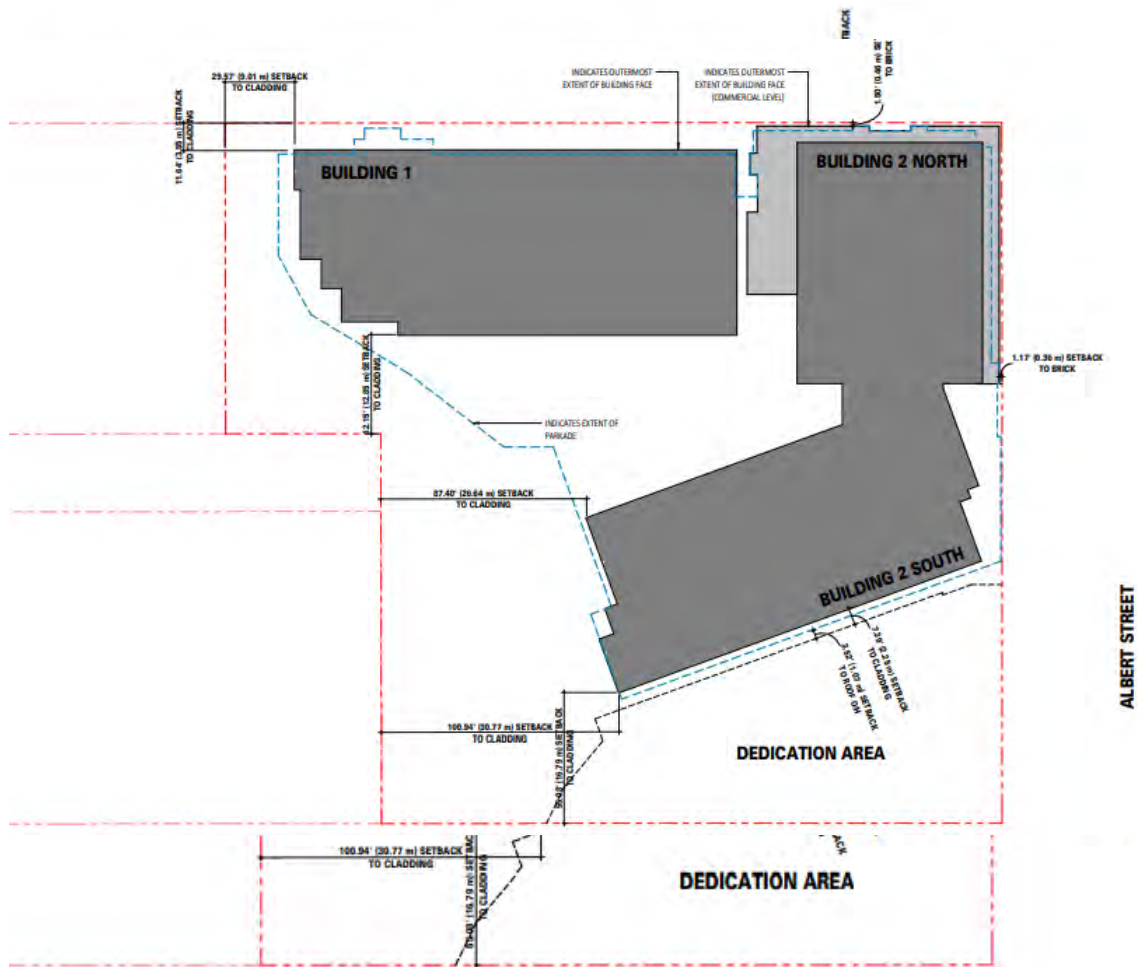
\_\_\_\_\_  
Corporate Officer



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## Schedule B – Building Setbacks



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Aug 23, 2021

Kevin Jones  
Planning and Development  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Mr. Jones:

**Re: 2025 St. Johns St. – Response to Council 1<sup>st</sup> Reading Comments**

---

With respect to our project at 2025 St. Johns St., and in response to Council comments and the motion of June 15, 2021, please accept the following response letter and the attached submission package summarising changes and approach to these items.

Council passed the following motion:

*That staff and the applicant consider the following elements:*

- *Increase to an affordable housing component in line with the City's Affordable Housing Guidelines;*
- *Elimination of the Riparian Area encroachment;*
- *Completion of traffic study ready for Council review; and*
- *Increase to job generating space.*

**1. Increase to an affordable housing component in line with the City's Affordable Housing Guidelines**

Its worth repeating this project predated the Interim Affordable Housing Policy and, as such, it is challenging to match new policies that have considerable financial implications. Throughout the development of the project and in response to committee, Council and public comments, we have worked to improve the affordable housing offering – see summary in Table 1.

We respect the City's recognition of the need to supply more affordable housing and for providing clarity on its prioritisation. Moreover, the direction provided by Council with respect to adjusting the types and tenures of housing under the affordable housing umbrella is well-taken. It is important to consider new approaches to addressing the housing affordability crisis, and rent-to-own, indeed, appears to provide an innovative and successful way to get people into the market.

Accordingly, we have proposed a further adjustment to this project's affordable housing offering in order to bring it in-line and consistent with current policy. The total percentage of units will be 15%, composed of the 7.5% below-market rental and 7.5% rent-to-own. Furthermore, the unit

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mix for both will be composed of 30% 2-bedroom and 70% 1-bedroom homes, which is the target unit mix outlined in the affordable housing policy – see summary Table 2.

The below-market rental rates are proposed to be determined by HILs to be consistent with the Affordable Housing Policy. The tenure of these homes will be in perpetuity for the life of the building.

Table 1 - Summary of Previous Affordable Housing Proposals

<b>Proposal 1 – Sept 2019</b>	
Market Rental	22 homes
	<i>Tenure: 20 years</i>
<b>Proposal 2 – October 2020</b>	
Market Rental	20 homes
Below-Market Rental	4 homes
	<i>Tenure: life of the building</i>
<b>Proposal 3 – June 2021</b>	
Market Rental	19 homes
Below-Market Rental	7 homes
	<i>Tenure: life of the building</i>

Table 2 - Summary of Current Affordable Housing Proposal

<b>Current Proposal</b>			
	<b>1-Bed</b>	<b>2-Bed</b>	<b>Total</b>
Rent-to-Own	13	5	<b>18</b>
Below-Market Rental*	13	5	<b>18</b>
<b>Total</b>	<b>26</b>	<b>10</b>	<b>36</b>
	<i>* Tenure; life of the building</i>		

## **2. Elimination of the Riparian Area Encroachment**

Through our experience at the George project and from consultation with local environmental groups, we are keenly aware of the importance the Port Moody community places on environmental considerations. Our approach, from the beginning of this project, was to do as much as possible to adhere to the City’s environmental setback bylaw. Initially, we had requested a slightly larger variance, but have since been able to refine it to the minimum feasible depth. We have now reached a limit whereby any further change would create extreme inefficiencies for the design and construction of the parkade.

It should be noted that the project meets and exceeds the 15m Riparian Protection Enhancement Areas (RPEA) setback. However, the site requires an approximate 3m variance to a segment of

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the Riparian Transition Area (RTA) line where a 'peaked' section of the line overlaps the parkade – see Figure 1.

The configuration of the RTA is such that a small triangular section overlaps with the southern edge of the parkade design. As illustrated in Figures 2 to 4, adjusting the parkade to accommodate the full 5m RTA setback would result in the following impacts to the parkade and other key functions of the building:

- Parking – 27 parking stalls, 9 on each of the three levels, would be affected and need to be relocated, requiring additional levels of the parkade to be added.
- Bicycle Facilities – The current building is well-suited to bicycles as it provides direct access to the main bike lockers, repair room and bike wash station. Accommodating the full setback would eliminate this bicycle-friendly access and require it to come from the parkade. In addition, the number of bike lockers would also be impacted requiring these be relocated to lower levels of the parkade.
- Electrical Substation Room – BC Hydro stipulates minimum equipment clearances within substation rooms. With this space reduction, a new location for the room would need to be determined which would displace more parking, storage, and bike facilities. These facilities would need to be relocated lower in the parkade and likely increasing the depth to the excavation.
- Building 2 Lobby – Due to the sloping nature of the site, there is a grade difference between the street and the lobby, and between the lobby and the first level of the building. The additional space constraints make meeting the wheelchair accessibility requirement of the lobby, as well as the exiting requirements, of this building extremely difficult. This would likely result in unconventional building entry and circuitous routing for accessible access.

The result of this inefficiency means the parkade would need to be extended down to at least a fourth, if not a partial fifth, level. Construction costs aside, there is an environmental cost associated with all the extra excavation, structural concrete and steel. Furthermore, the added cost undermines the project's ability to provide other amenities such as, public art and affordable housing.

As compensation for the variance, we will be providing off-site riparian restoration and removal of invasive species for the ravine located to the south of the site and representing an area of over 1700m<sup>2</sup>.



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Figure 1 - RTA Variance

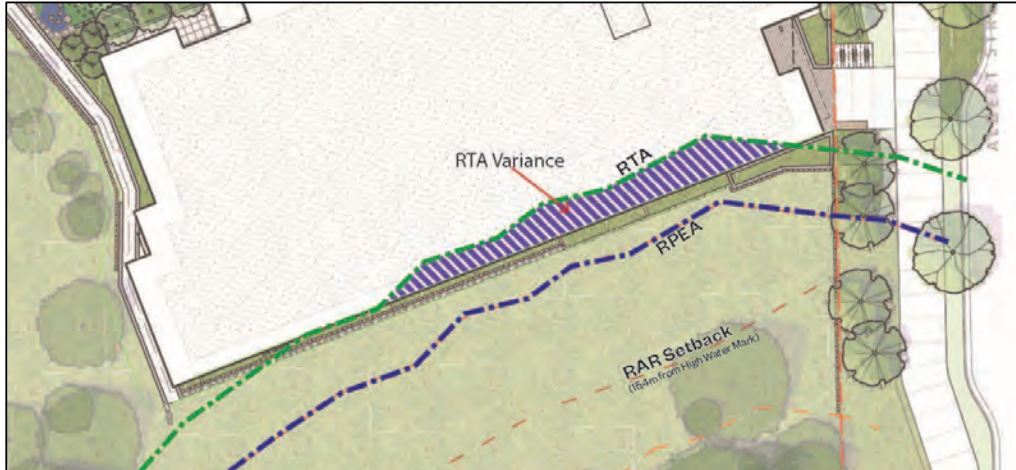


Figure 2 - Impact of Full RTA Setback – Level 1



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Figure 3 - Impact of Full RTA Setback – P1 & P2



Figure 4 - Impact of Full RTA Setback – P3



### **3. Completion of Traffic Study Ready for Council Review**

A finalised traffic study has been submitted to staff with this resubmission material. We trust this will be made available to Council for review.

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## **4. Increase to Job Generating Space**

In designing and configuring the employment space, we focused on the quality of the space over quantity. We also wanted to ensure the project respected the community's concerns over traffic. We heard from the public that they didn't want more commercial as it is a greater traffic generator. The amount of commercial space proposed was felt to be appropriate for the site.

The site naturally accommodates commercial at the corner by virtue of the sloping grade and the visual exposure it is afforded to traffic at the intersection of St. Johns and the Barnet Hwy. Increasing the commercial space to extend further west or south on the less visible parts of the site limit the feasibility of future businesses here. As this is already outside the commercial core, extension beyond the primary focal point risks resulting in spaces which would be difficult to lease and impose and even stands the threat of being chronically vacant.

The sloping nature of the site also presents design challenges as it relates to accessibility. Expanding commercial space to the south and east along the ground plane further exacerbates this issue.

## **5. Rooftop Amenity Outdoor Space**

In addition to the items requested in Council's motion, we have provided further refinement and expansion to the rooftop amenity areas. As illustrated in Figures 5 and 6, additional planters and extensive planting has been added throughout the rooftop provide a more natural and inviting setting. The number of trees has been increased to provide for more natural shading and to help reduce 'heat island' effect. The intent of the changes was to sense that the area is a lush garden space while also affording people views of the water and mountains.

The overall rooftop amenity space has been increased by 20% to not only provide for improved programming and landscaping, but also to provide better separation of activities. The urban agriculture components are separated from the outdoor dining and recreation areas to allow each to operate more freely and without potential conflict.

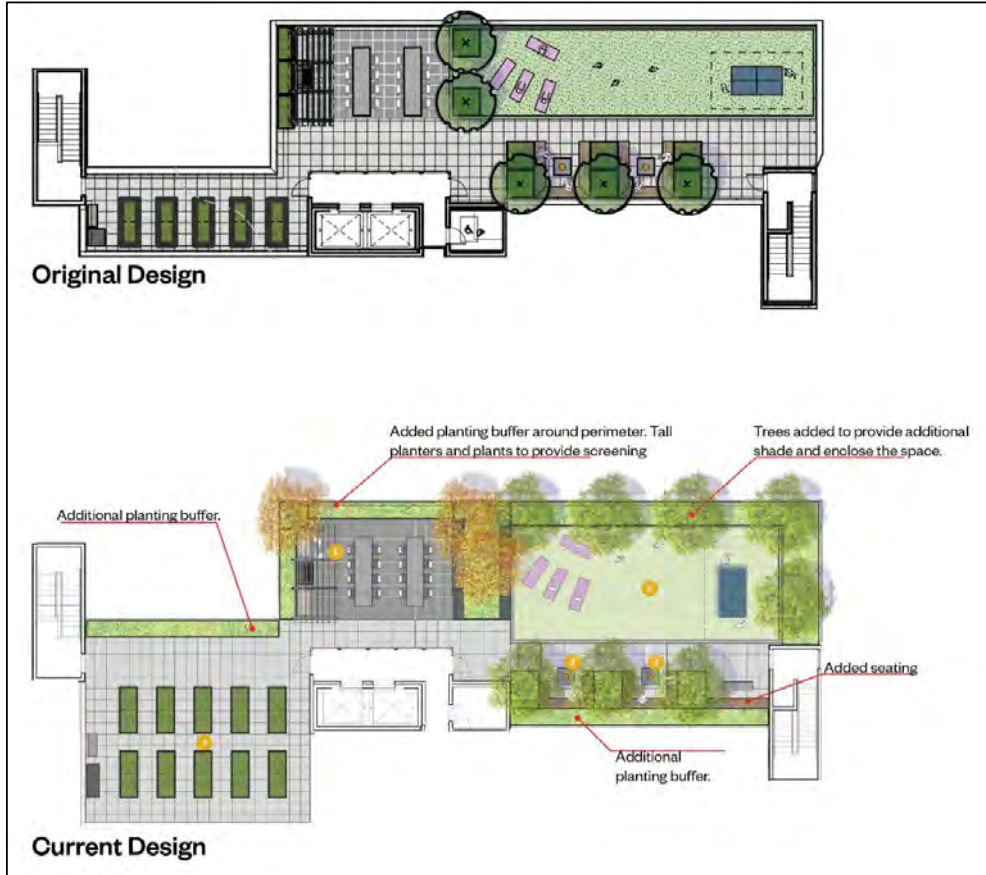
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Figure 5 - Building 1 Rooftop Amenity



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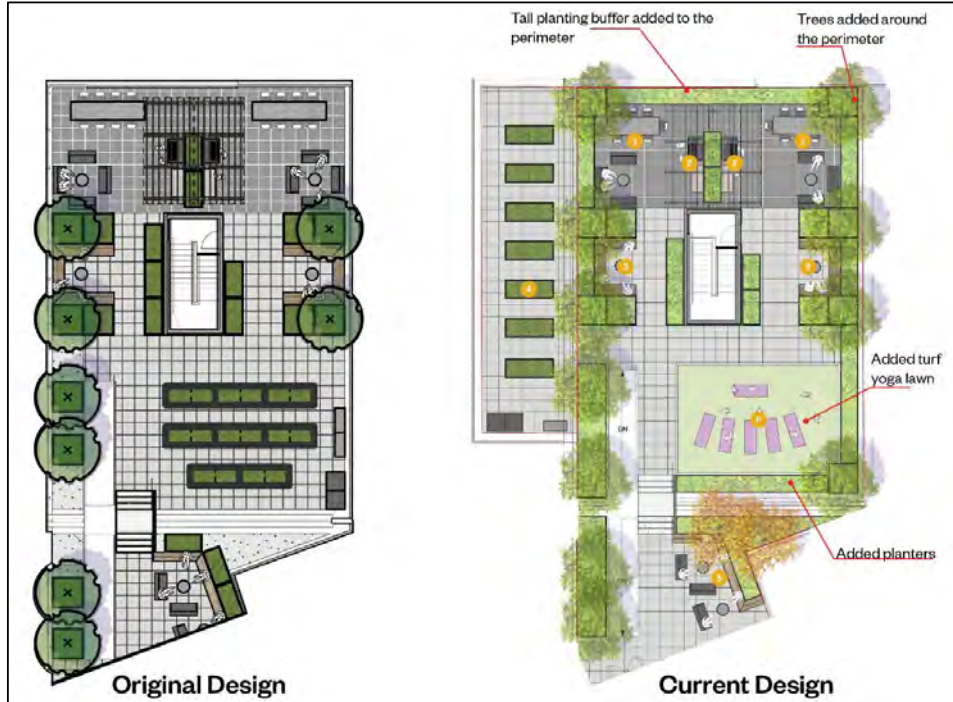
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Figure 6 - Building 2 Rooftop Amenity



We appreciate Council's thoughtful feedback and trust we have adequately addressed concerns raised. We look forward to presenting the project and hearing the community's comments at a Public Hearing.

Sincerely,

**Nic Paoella**

Vice President, Development

# Considered at the September 28, 2021 Council meeting

TRANSPORTATION PLANNERS AND ENGINEERS

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## 2025 St. Johns Street Transportation Impact Assessment

FINAL

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Prepared for  
Marcon Developments Ltd.

Date  
August 06, 2021

Project No.  
04-18-0480

Considered at the September 28, 2021 Council meeting

# Considered at the September 28, 2021 Council meeting

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bunt & associates

August 06, 2021  
04-18-0480

Timothy Schmitt  
Development Manager  
Marcon Developments Ltd.  
5645 - 199<sup>th</sup> Street  
Langley, BC  
V3A 1H9

Dear Tim:

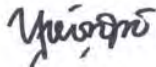
**Re: 2025 St. Johns Street, Port Moody  
Transportation Impact Assessment**

We have completed a Transportation Impact Assessment study for the proposed mixed-use development located at the southwest corner of St. Johns Street and Barnet Highway/Albert Street in Port Moody to support your development application. The development plan consists of approximately 550 SQM (7,000 sq. ft.) of commercial use and 242 residential units.

The following report provides an overview of the existing transportation conditions in the study area, forecast of the future transportation conditions with the proposed development and recommended mitigations to the road network, and an overview of the proposed site plan. This report has been updated in response to the City's comments on December 9, 2019.

We trust that this information will assist you in moving forward with your development. Please contact us should you have questions.

Yours truly,  
**Bunt & Associates**



Yulia Liem, P.Eng., PTOE  
Associate, Senior Transportation Engineer



Considered at the September 28, 2021 Council meeting

## CORPORATE AUTHORIZATION

Prepared By:	Hana Stoer, EIT Yulia Liem, P.Eng. PTOE	Bunt & Associates Engineering Ltd. 1550-1050 West Pender Street Vancouver, BC V6E 3S7 Canada
Reviewed By:	Neal Peacocke, P.Eng. Senior Transportation Engineer	Telephone: +1 604 685 6427 Facsimile: +1 604 685 6579
Approved By:	Yulia Liem, P.Eng. PTOE Associate	Date: 2021-08-06 Project No. 04-18-0480 Status: FINAL

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[PROVIDED SEPARATELY]

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## EXECUTIVE SUMMARY

Marcon Developments Ltd. (Marcon) is proposing to develop the vacant site at 2025 St Johns Street located on the southwest corner of St Johns Street and Barnet Highway/Albert Street in the City of Port Moody. The development will be comprised of approximately 550 SQM (7,000 sq. ft.) of commercial use and 242 residential units. Parkade access will be provided on Albert Street between St Johns Street and St George Street. At present, the nature of commercial uses is not fixed, although both retail (excluding restaurants, food services or grocery uses) and office are being considered by the developer.

As part of the rezoning application, the City requires a Transportation Impact Assessment (TIA) study to be completed to understand the impact of the proposed development traffic on the traffic operations for two horizon years: Opening Day (expected to be in 2022) and Opening Day + 5 years (2027). The TIA study also provides a review of site requirements for parking and loading, as well as layouts.

The existing conditions traffic analysis showed the study area is currently nearing the accepted performance threshold for traffic operations at the St Johns Street and Barnet Highway intersection. Long queues were predicted by the traffic operations model at this intersection during the weekday AM peak for northbound traffic, likely associated with the drop-off activity generated by the nearby Port Moody Secondary School, located on Albert Street. During the weekday PM peak period, long westbound queues were reported for Clarke Road at St Johns Street, which corresponds to Bunt's field observations during the weekday peak period.

Assuming a worst case site development scenario for traffic generation hour (100% office use) in the AM peak hour, the development could generate in the order of 102 two-way vehicles per hour. With the worst case scenario for traffic generation in the PM peak hour (a mix of retail and office use) there could be up to 128 two-way vehicle movements. This level of traffic generation is equivalent to approximately 2 vehicles entering and exiting the site, every minute during the peak hour periods. The site traffic impact onto the road network is expected to be low, as it is expected to contribute just 4% or less of future total traffic at study area intersections.

A compounded background traffic growth rate of 0.5% was approved by the City for future horizon year traffic forecasting in addition to the school projected traffic increase due to the planned 12 classroom expansion that will bring the student enrollment from 1,200 to 1,500 in the long term (2027) horizon year. Comparisons between total traffic conditions and background traffic conditions showed no significant impacts to traffic operations in the short term horizon due to the proposed development.

An increase in traffic signal cycle length and optimization of split times is recommended for Barnet Highway & St. Johns Street intersection to be considered by the City to accommodate background growth by the horizon year of 2022, even if the site does not redevelop. However, this recommendation should be addressed within the context of the overall signal optimization strategy for the St Johns Street corridor.



With the background signal timing improvements in place, the adjacent transportation network will be adequate to support the proposed form of development under the two land use scenarios tested for the AM and PM Peak hours, with no further mitigation measures necessary. Alternatively, if the cycle length is not supported, laning modification to the north leg of Barnet Highway without the need to widen the road can be considered.

In the long term horizon year, if the school expansion is taken place, further improvement is recommended on Albert Street at St. Johns Street to maintain the intersection operation below the performance thresholds.

The proposed parking plan meets the City's bylaw requirement for number of vehicle and bicycle parking spaces. However, it has a shortfall of loading space inside the property which is significantly constrained by environmental setbacks. In lieu of an on-site truck loading position, two passenger vehicle-sized loading spaces are provided on the P1 level. Based on previous surveys conducted by Bunt on similar land-use sites, the majority of loading demand for the site can be satisfied by the two passenger vehicle sized stalls inside the parkade. Infrequent loading demand by single-unit trucks could be accommodated via an on-street commercial loading space, within the lay-by space fronting the building on the west side of Albert Street, north of the entrance/exit ramp. It is recommended that appropriate signage for this loading space be provided.

The multi-use paths planned on Albert Street and St. Johns Street fronting the development site will meet TAC minimum sight distance requirements for pedestrians and cyclists approaching the intersection from south and west.

## 1. INTRODUCTION

### 1.1 Study Purpose & Objectives

Marcon Developments Ltd. (Marcon) is proposing to develop the vacant site at the southwest corner of St Johns Street and Barnet Highway/Albert Street in the City of Port Moody. The site location is shown in **Exhibit 1.1**. The development will be comprised of approximately 550 SQM (7,000 sq. ft.) of commercial use and 242 residential units. Parkade access will be provided off Albert Street between St Johns Street and St George Street.

As part of the rezoning application, the City required a Transportation Impact Assessment (TIA) study to be completed to understand the impact of the proposed development traffic to the surrounding road conditions and identify any mitigations required. Bunt & Associates Engineering Ltd. (Bunt) was retained by Marcon to complete the study.

The purpose of the TIA is:

- to understand the existing operational challenges/opportunities in the study area concerning walking, cycling, transit and vehicle use;
- to estimate the number of new trips generated by the development and the operational impact on the study network;
- to assess how the anticipated 'net new' vehicle movements generated from the development can be accommodated on the study network for future horizon years;
- to review on-site design access, loading, garbage and accessibility of vehicles; and,
- to review the City's Bylaw requirements for vehicle and bicycle parking and compare to that proposed by the developer.

### 1.2 Study Scope & Area

The City of Port Moody has approved the Terms of Reference prepared by Bunt for the study as included in **Appendix A**.

The study area includes the following intersections as illustrated in **Exhibit 1.2**.

1. St Johns Street & Barnet Highway;
2. Clarke Road & St Johns Street;
3. St George Street & Albert Street; and,
4. Site Access at Albert Street.

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## Exhibit 1.1 Site Location

2025 St Johns St TIA  
August 2019

04-18-0480



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## Exhibit 1.2 Study Area

2025 St Johns St TIA  
June 2019

04-18-0480



As agreed with the City, this TIA examines the impacts of the proposed development on the surrounding road network on Opening Day (2022) and Opening Day + 5 Years (2027) during the weekday AM and PM peak hours.

## 1.3 Organization of Report

The report is organized into the following sections:

- **Section 1** - Introduction;
- **Section 2** - Existing conditions within the study area, including existing traffic volumes, transit, cycling and walking networks, and operations analysis of existing conditions at all study intersections;
- **Section 3** - Future traffic conditions within the study area, including net trip generation and assignment generated by the proposed development, and any mitigations required to accommodate the increase of traffic in the study area;
- **Section 4** - Site design review of the proposed site plan, including internal circulation, parking, bicycle and loading requirements, and waste collection operation; and,
- **Section 5** - Sightline analysis for pedestrians and cyclists on the new multi-use paths fronting the development site.
- **Section 6** - Conclusion and recommendations.

## 2. EXISTING CONDITIONS

### 2.1 Land Use

The proposed development site on 2025 St Johns Street is located in the Moody Centre Neighbourhood of Port Moody. According to the City of Port Moody’s Official Community Plan (OCP), the Moody Centre is the City’s most diverse neighbourhood from a land use perspective, with a waterfront industrial area, a heritage conservation area as well as a mix of commercial and residential spaces all located within the neighbourhood. The primary residential area in Moody Centre is to the south of St Johns Street. The north side of the property fronts St Johns Street, a major arterial road in Port Moody. The east side of the property fronts Albert Street and is adjacent to Port Moody Secondary School to the south.

The existing Official Community Plan (OCP) land use designations are shown in **Exhibit 2.1**.

### 2.2 Existing Transportation Network

#### 2.2.1 Road Network

**Table 2.1** lists the individual road characteristics of the existing transportation network and **Exhibit 2.2** shows the existing traffic control and laning configuration of the network.

**Table 2.1: Existing Street Characteristics**

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED (km/h)	PARKING FACILITIES
Barnet Highway	Highway (MRN)	5	50	None
St Johns St	Arterial (MRN)	4	50	None
Clarke Rd	Arterial (MRN)	3	50	None
Albert St	Local	2	30	West side
St George St	Local	2	30	Both sides
Charles St	Local	2	50	Both sides

#### *Barnet Highway*

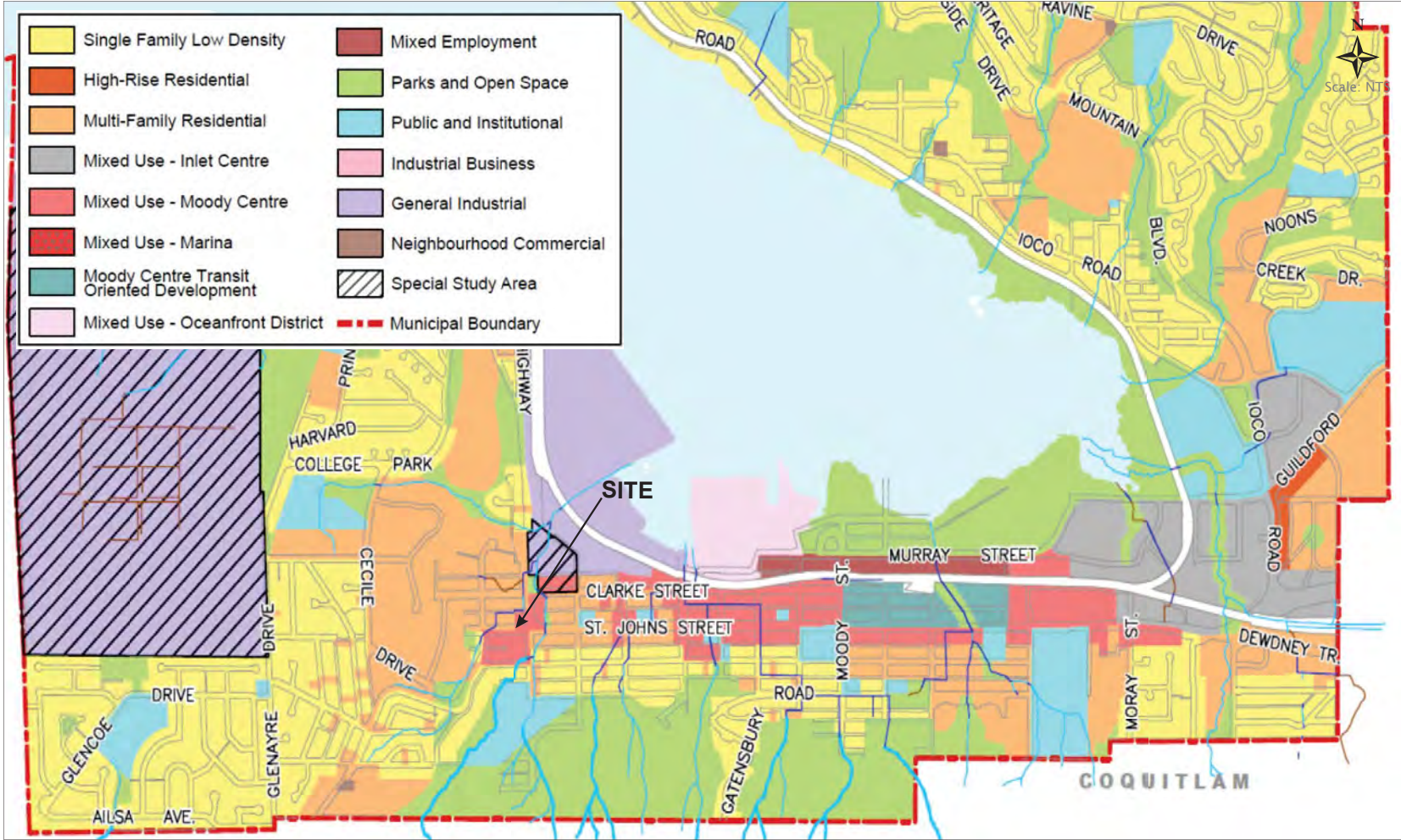
Barnet Highway is a major arterial roadway, is a part of TransLink’s Major Road Network (MRN) and is classified as a truck route. The road connects with Hastings Street in Vancouver to the west of Port Moody and connects with St Johns Street to the east.

#### *St. Johns Street*

St Johns Street is also a part of the MRN and is the main east-west arterial thoroughfare in the City of Port Moody. The road connects the Burquitlam and Lougheed Town Centre areas to the west and Coquitlam Centre and Port Coquitlam to the east.

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**Exhibit 2.1**  
Existing OCP Land Use Designations

2025 St Johns St TIA  
June 2019

04-18-0480



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### Exhibit 2.2 Existing Laning & Traffic Control

04-18-0480

2025 St Johns St TIA  
Sep 2020





### *Clarke Road*

Clarke Road is also a part of the MRN, that connects with St Johns Street to the east and extends south west towards Burquitlam. This 3 lane road widens to a 4 lane road south west past the study area.

### *Albert Street*

Albert Street is a local north-south road that provides access for the residential community to the major intersection of St Johns Street and Barnet Highway. Port Moody Secondary School is also located at the southern end of this street. On-street parking is available on both sides of the street.

### *St George Street*

St George Street is a local east- west road that connects with Albert Street to the west and Douglas Street to the east. This is a narrow street with an overall width of around 8.3m that has on-street parking on both sides of the street.

### *Charles Street*

Charles Street is local north-south road in the study area that connects with Clarke Road to the south and Spring Street to the north, another local east-west road. This is also a narrow street with an overall width of around 8.6m providing parking on both sides of the street.

## **2.2.2 Transit Network**

**Table 2.2** lists all transit routes within 800m of the proposed site. The proposed development is located on the Frequent Transit Network (FTN), meaning that buses serve the site with headways of 15 minutes or better for 15 hours a day, 7 days a week. These buses also connect with the Moody Centre station, providing access to the Sky Train Millennium Line and the West Coast Express commuter rail service, with an approximate 6 minute transit trip. The surrounding transit network can be seen along with pedestrian and cyclist facilities in **Exhibit 2.3**.

**Table 2.2: Existing Transit Service Frequency**

ROUTE		STOP	WEEKDAY SERVICE SPAN		HEADWAY (MIN.)				
#	DIRECTION		START	END	AM	MID-DAY	PM	EVENING	WEEKEND
160	Port Coquitlam Stn	53144	06:01	02:02*	15	15	15	15	15
160	Kootenay Loop	53186	05:02	01:38*	15	15	15	15	15
180	Lougheed Stn	53187	04:42	00:02*	15	15	15	20	20
180	Moody Centre Station	58227	05:27	00:59*	15	15	15	20	20
848	Lougheed Town Centre (school season)	53187	15:18	15:35	-	-	-	-	-
N9	Coquitlam Central Stn	58227	02:12	05:23	-	-	-	30 (late night)	-
N9	Downtown NightBus	53187	01:01	03:13	-	-	-	30 (late night)	-

(\*) Time next day

### 2.2.3 Cycling & Pedestrian Networks

According to Translink’s Metro Vancouver Cycling Map, the study area is well connected for people to cycle in all directions to and from the proposed development site. As seen on **Exhibit 2.3**, Barnet Highway consists of a major street bicycle lane beginning from the View Street and Barnet Highway intersection, around 350m north of the proposed site. This lane is connected to a shared cycling/walking pavement that runs north south on the west side of Barnet Highway from the Barnet Highway and St Johns Street intersection as well as an off-street, unpaved bicycle route that runs north south along the east side of Barnet Highway beginning from Short Street.

Albert Street and St George Street included in the study area are both classified as informal bicycle routes which are recommended for cycling although no special treatments are provided for cyclists due to low traffic volumes. The east and west sides of the proposed site currently have neighbourhood street bikeways along Spring Street and Clarke Street respectively.

The road network surrounding the proposed site has sidewalks on the adjacent Albert Street as well as on St Johns Street, Clarke Road, Barnet Highway and St George Street.

Marked crosswalks and pedestrian walk “countdown” times are provided at a number of the signalized intersections within the study area

Marked crosswalks are provided at the Barnet Highway and St Johns Street signalized intersection on all four legs. However, there is currently an absence of crossing opportunities from Charles Street to the sidewalk on the south side of St Johns Street due to free flowing movement of vehicles travelling northbound on Clarke Road turning east on St Johns Street and vehicles travelling westbound turning south on Clarke Road.



## 2.3 Data Collection

### 2.3.1 Traffic Data Collection Program

Intersection counts were conducted by Bunt, for the weekday AM and PM traffic movement counts (TMCs) at the study area intersections on Tuesday, April 30, 2019. Bunt had previously conducted a TMC at the St Johns Street and Barnet Highway intersection on June 17, 2018. Since recent data was available for this intersection, an updated TMC was not required as confirmed with the City of Port Moody. Minor adjustments were made to the raw data in order to balance existing volumes between all intersections in the study area.

**Table 2.3** summarizes the available traffic data and peak hours of traffic demand at each intersection. Complete TMC reports are provided in **Appendix B**.

**Table 2.3: Summary of Available and Counted Traffic Data**

INTERSECTION	SOURCE	DATE OF COUNT	PEAK HOURS	
			AM	PM
St Johns St / Clarke Rd	Bunt	April 30, 2019	8:00-9:00	4:45-5:45
St Johns St / Barnet Highway	Bunt	June 17, 2018	7:45-8:45	4:45-5:45
Albert St / St George St	Bunt	April 30, 2019	8:00-9:00	2:45-3:45
<b>OVERALL STUDY AREA PEAK HOUR</b>			<b>7:45-8:45</b>	<b>4:45-5:45</b>

Based on the traffic volumes collected, the overall weekday AM and PM peak hours for the study area were determined to be from 7:45am to 8:45am and 4:45pm to 5:45pm respectively. The morning peak hour overlaps with Port Moody Secondary School peak drop off activity while the afternoon peak hour does not. That is, the afternoon peak pick-up period for the school occurs earlier at 2:45pm-3:45pm compared to the commuter peak hour.

**Exhibit 2.4** shows the peak hour traffic volumes.

**Table 2.4** presents a summary of the two-way peak hour vehicle movements for the streets included in the study area.

**Table 2.4: Existing Peak Hour Roadway Link Volumes at Study Area Gateways**

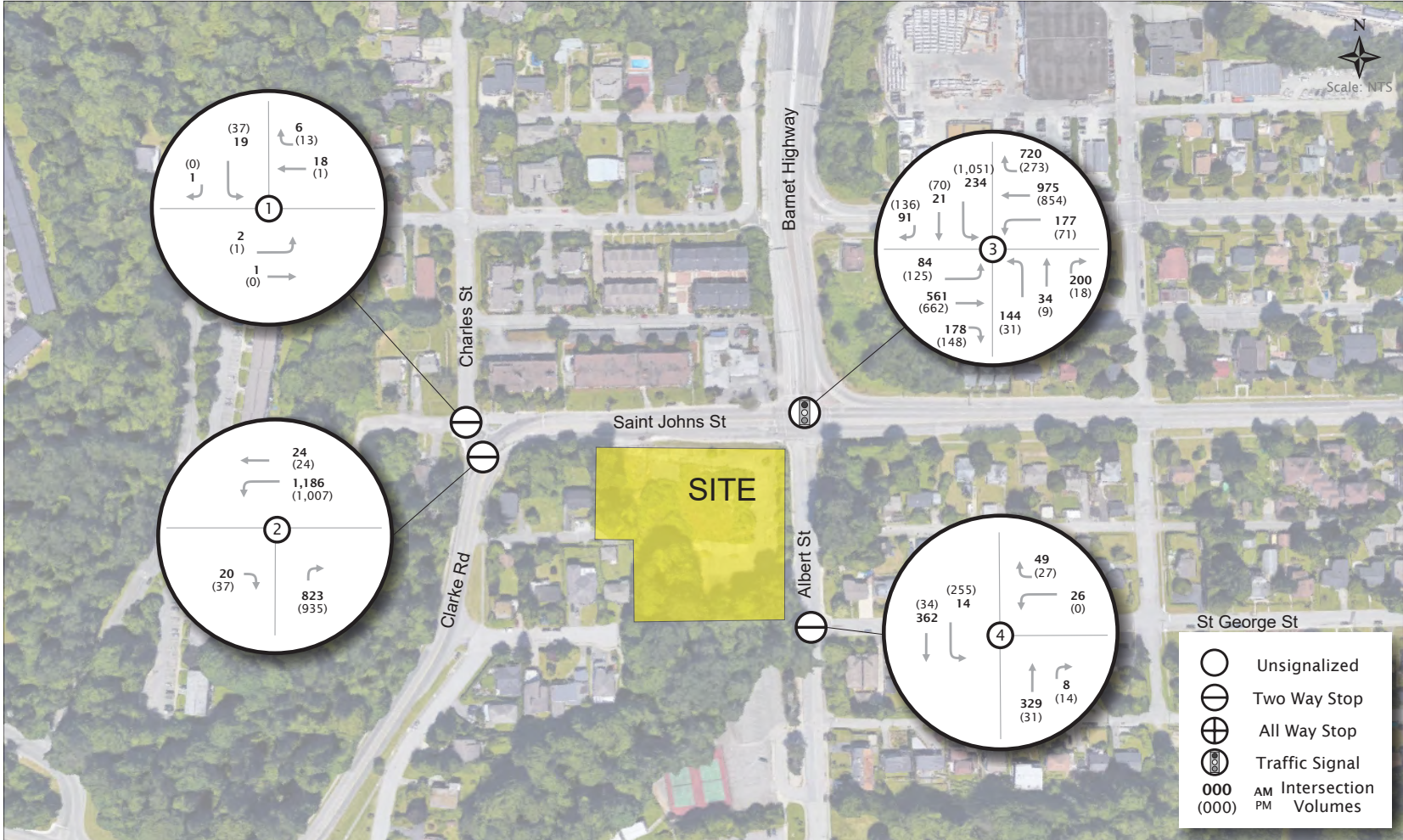
ROAD LINK	PEAK LINK VOLUMES (VEH/HR)	
	AM	PM
St Johns St (East)	2870	2930
Clarke Rd (South)	2030	1980
Barnet Highway (North)	1185	1665
Albert St (South)	725	80
St George St (East)	95	295
Charles St (North)	30	50
St Johns St (West)	20	0

During the scheduled count program, long queues were observed in the AM and PM hours for northbound traffic on Albert Street. These queues were evident during peak morning drop off and afternoon pick up at Port Moody Secondary School beginning from the St Johns Street and Barnet Highway intersection and extending south past the St George Street and Albert Street intersection.

Long queues were also observed in the commuter PM hours for northbound traffic on Clarke Road, turning east at the Clarke Road and St Johns Street intersection. These queues were evident at various times of the count program with the longest queues observed during 3:30pm and 3:50pm, 4:40pm and 5:00pm and 5:30pm and 5:50pm. The queues began from the St Johns Street and Clarke Road intersection and extended south past the St George Street and Clarke Road intersection. Signal timing at Clarke Road & St Johns Street favours the very high southbound to eastbound left turn movement in the afternoon (over 1,000 vph) and not the eastbound through movement from Clarke Road.

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**Exhibit 2.4**  
Existing Peak Hour Traffic Volumes

2025 St Johns St TIA  
September 2020

04-18-0480



## 2.4 Existing Operations

### 2.4.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM 2000), using the Synchro 10 analysis software (Build 10.2.0.45). For intersections where Synchro 10 could not apply the HCM 2000 methodology, HCM 2010 methodology was applied instead. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio. The study area intersections and access points were also assessed using the methods outlined in HCM 6<sup>th</sup> Edition.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.5 below summarizes the LOS thresholds for the six Levels of Service, for both signalized and unsignalized intersections.

**Table 2.5: Intersection Level of Service Thresholds**

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

As directed by the City of Port Moody, the performance thresholds that were used to trigger consideration of roadway or traffic control improvements in this study are listed below:

## Signalized Intersections:

- Overall intersection Level of Service = LOS D or better;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.

## Unsignalized Intersections and Roundabouts:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2010 Edition or HCM 2000 output for overall LOS and V/C (only in HCM 2000) as well as individual movement LOS and V/C is reported. 95th Percentile Queues are reported as estimated by SimTraffic, the micro-simulation module of the Synchro software; and,
- For unsignalized two-way stop controlled intersections: HCM 2010 or HCM 2000 output for LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance. SimTraffic estimated queues and delays have also been reported, as the HCM methodologies do not directly take into account the gaps afforded by adjacent signalized intersections.

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix C**.

### 2.4.2 Existing Conditions Analysis Assumptions

#### *Signal Timing:*

The existing signal timing plan for the intersection of St Johns Street and Barnet Highway was obtained from the City of Port Moody Engineering Department. The signal operates as actuated and coordinated with nearby traffic signals in the St Johns Street corridor. The current coordination green time strategy favours the heavy traffic flows between the Barnet Highway and St Johns Street east leg; however, it is unknown if this intersection has the master controller in the coordination plan.



### *Synchro Parameters:*

In general, Synchro default parameters were used for the analysis. However, existing peak hour factors, heavy vehicle percentages, and bicycle and pedestrian volumes were collected as part of the intersection traffic counts and thus, were used to better represent existing conditions. It was important to reflect the effect of the short term drop off/pick up activity during the AM and PM Peak Hour, in particular, associated with Port Moody Secondary School.

Blockages due to bus stops were also included in the analysis using Translink's database of bus stop locations and service frequency. Adjacent parking lanes were also accounted for on road segments with on-street parking permitted. These parameters were carried through in the analysis of future conditions.

### **2.4.3 Existing Operational Analysis Results**

**Table 2.6** summarizes 2019 existing traffic operations for the weekday AM and weekday PM peak hours. In addition to showing the traffic operations, the table also shows in bold the movements not meeting the general acceptable traffic operations performance criteria. 95th percentile queues that exceeded the available lane's storage length by 5 m or more are also bolded, as they are expected to cause congestion on adjacent traffic lanes and/or in nearby intersections.

**Table 2.6: Existing Traffic Operations**

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Barnet Hwy & St Johns St / Signalized	<i>OVERALL</i>	<i>C</i>	<i>0.83</i>	<i>-</i>	<i>D</i>	<i>0.82</i>	<i>-</i>
	EBL	C	0.51	25	D	0.65	855
	EBTR	D	0.73	110	D	0.83	190
	WBL	C	0.73	<b>80</b>	C	0.47	<b>75</b>
	WBT	D	0.89	115	E	<b>0.96</b>	160
	WBR	A	0.54	-	A	0.18	45
	NBTL	D	0.70	<b>65</b>	D	0.30	20
	NBR	D	0.49	<b>45</b>	D	0.01	10
	SBL	D	0.46	55	D	0.85	<b>130</b>
	SBTL	D	0.46	45	D	0.85	<b>115</b>
	SBR	D	0.09	20	C	0.11	45
St Johns St & Charles St / TWSC	<i>OVERALL</i>	<i>A</i>			<i>A</i>		
	EB	A	0.00	-	A	0.00	-
	WB	A	0.03	10	A	0.01	10
	SB	A	0.01	0	A	0.02	-
St Johns St & Clarke Rd / TWSC	<i>OVERALL</i>						
	EB	A	0.02	10	A	0.04	15
	WB	C	0.84	30	B	0.65	10
	NB	A	0.00	20	A	0.00	85
Albert St & St George St / TWSC	<i>OVERALL</i>						
	WB	C	0.34	15	A	0.04	10
	SB	A	0.02	10	A	0.22	10
	NB	A	0.31	-	A	0.03	-

**AM Peak Hour**

In the AM peak hour, the signalized intersection at St Johns Street and Barnet Highway operates within capacity with an overall LOS of C. The highest V/C ratio was observed for westbound through movement on St Johns Street at 0.89.

All queue lengths for each of the available lanes are lower than the available storage length except for the westbound left turn movement on St Johns Street with a queue length of 73m and northbound through & left and northbound right turn movements on Albert Street with queue lengths of 133m and 22m, respectively. These queue lengths were confirmed in the field during the data collection program and occurred due to the drop off at Port Moody Secondary School on Albert Street located south of the Albert Street and Hope Street intersection. However, this activity is not currently affecting the operations of westbound and southbound turning movements at the Albert Street and St George Street intersection with a LOS of C and A, respectively and V/C ratios of 0.34 and 0.02, respectively.

The long northbound queue length was further observed at the Albert Street and St George Street intersection with a queue length of 86m. This confirmed the vehicle delay taking place on this lane during the peak AM drop off activity going on at the school.

The northbound traffic queues turning east at the St Johns Street and Clarke Road intersection also exceeded the storage length with 61 m long queues. This length extended south past the Clarke Road and St Andrews Street intersection.

All movements at unsignalized intersections in the study area were found to operate within the performance thresholds during the AM peak.

#### *PM Peak Hour*

In the PM peak hour, the signalized intersection at St Johns Street and Barnet Highway operates within capacity with an overall LOS of D. The highest V/C ratio was observed for westbound through movement on St Johns Street with a value of 0.96. This value exceeds the defined performance threshold for an individual movement at a signalized intersection. Queue lengths exceeded the available storage lengths at the westbound left, southbound left and southbound right turn movements of this intersection.

Northbound traffic queues turning east at the St Johns Street and Clarke Road intersection also exceeded with 136m queue length. This was longer than the AM peak hour queue length of 61 m, and confirmed during field observations. The queue extended south past St George Street intersection.

## 3. FUTURE TRAFFIC CONDITIONS

### 3.1 Traffic Forecasts

#### 3.1.1 Background Traffic Forecasts

Based on the information provided by Marcon Developments Ltd., Bunt assumed the development’s opening day for 2022. The City of Port Moody required Opening Day and Opening Day + 5 years future scenarios to be assessed. Therefore, Bunt’s analysis focused on the 2022 “Opening Day” and 2027 “Opening Day + 5 years” horizon years.

Background traffic is traffic that would be present in the study area road network if the site did not redevelop. Based on past studies conducted in the area by Bunt, a 0.5% annual growth rate (compounded) was applied to the existing traffic volumes to forecast background traffic.

#### 3.1.2 School Traffic Forecast

In addition to the growth rate, Bunt calculated the traffic that would be added to the network due to the growth projected at Port Moody Secondary School if the planned additional 12 classrooms are approved by the Ministry and constructed. The addition, according to the Principal of Coquitlam School District, would increase the nominal capacity of the school from 1,200 to 1,500 students to meet the planned densification in the area. This expansion was part of the district’s 5-year annual capital plan with the Ministry of Education, subject to funding and approval. Therefore, additional trips generated by the school expansion were added to the background traffic in the long term horizon year (2027).

Using trip generation rates collected by Bunt at other secondary schools in Surrey School District, which are comparable to ITE Trip Generation rates, vehicle trips generated by the school were estimated for the current 1,150 student enrollment and future 1,500 capacity. **Table 3.1** summarizes the estimated existing and future school trips.

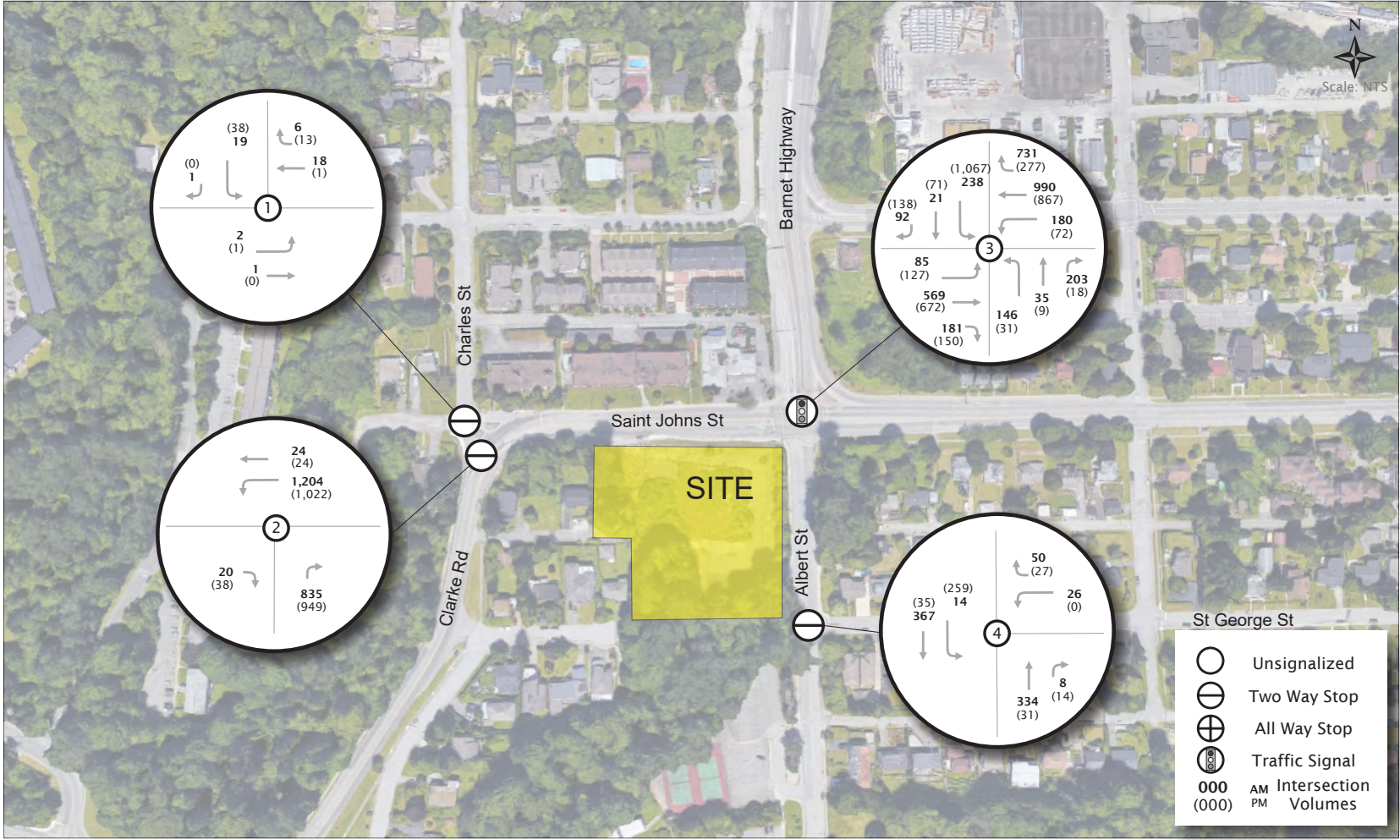
**Table 3.1: Estimated School Vehicle Trips during Adjacent Street Peak Hour**

CONDITION	# STUDENTS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOT	IN	OUT	TOT
Trip rate/student		0.36	0.23	0.59	0.04	0.06	0.10
Existing	1,150	414	265	679	46	69	115
Future	1,500	540	345	885	60	90	150
<b>INCREASE</b>	<b>+350</b>	<b>+126</b>	<b>+80</b>	<b>+206</b>	<b>+14</b>	<b>+21</b>	<b>+35</b>

**Exhibits 3.1** and **3.2** show the peak hour background traffic volumes for 2022 and 2027 horizon years, respectively.

# Considered at the September 28, 2021 Council meeting

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**Exhibit 3.1**  
Opening Day (2022) Background Traffic Forecasts

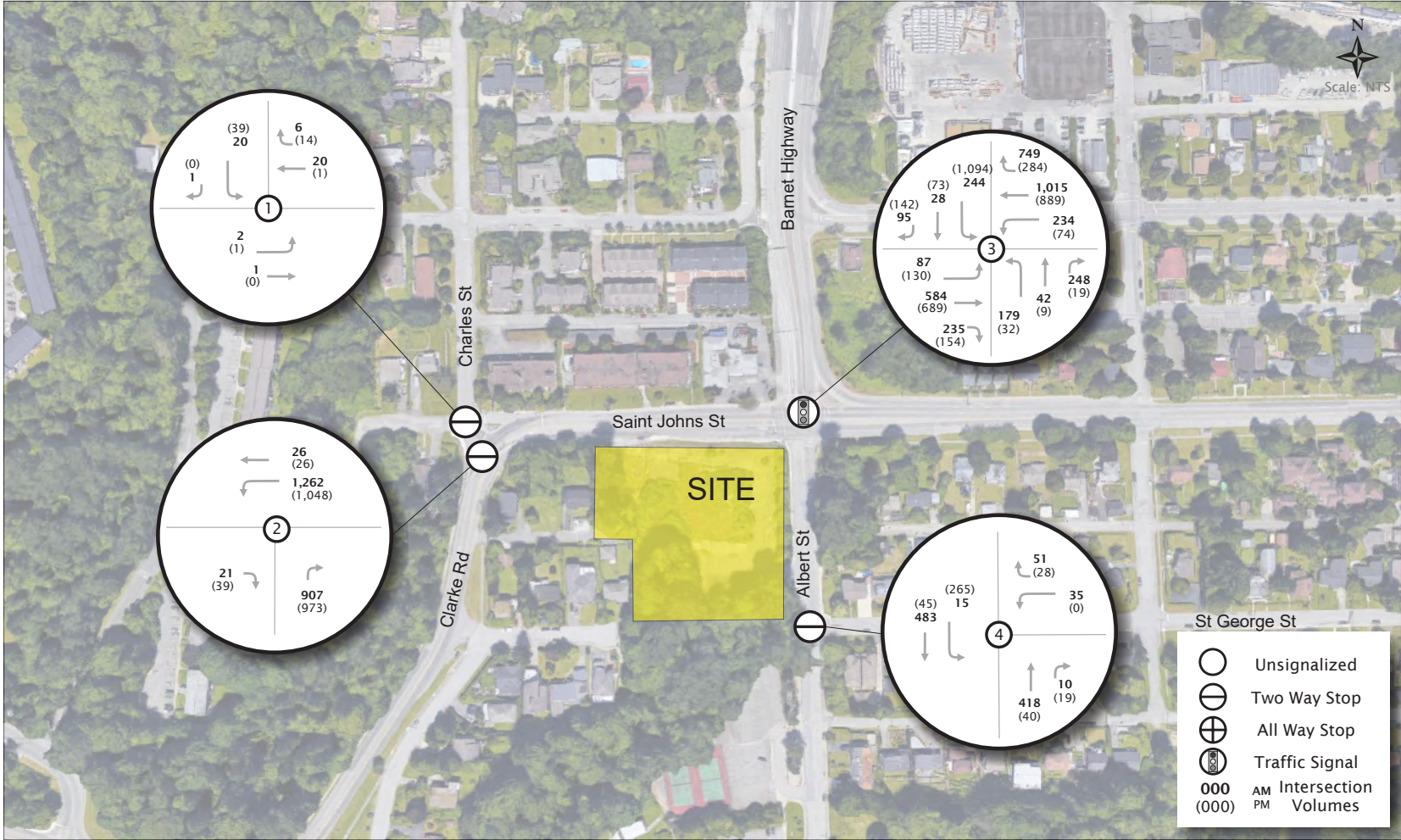
2025 St Johns St TIA  
September 2020

04-18-0480



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**Exhibit 3.2**  
Opening Day + 5 (2027) Background Traffic Forecasts

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### 3.1.3 Site Traffic

#### *Trip Generation*

With reference to the latest site statistics confirmed with Marcon Developments Ltd., the proposed development plans for 242 residential units and approximately 550 SQM (7,000 sq. ft.) of commercial use comprised of a mix of land uses related to general office, medical/dental space and retail.

The precise nature and mix of the commercial space is not yet known. Therefore, solely for the purposes of this TIA, Bunt considered “worst case” scenarios of land use mix contemplated by the site developer for the two commuter peak hours in relation to traffic generation as follows:

- AM Peak Hour: 100% office use with 4,100 sq.ft GFA Medical/Dental Office and 2,900 sq.ft. General Office space
- PM Peak Hour: 30% office use with 2,000 sq.ft GFA and 70% retail use with 5,000 sq.ft GFA.

Vehicle trip rates to estimate the future AM and PM peak-hour periods generation were obtained from the Institute of *Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition*. ITE Land Use Codes number 221 (Mid-Rise Residential), 720 (Medical/Dental), 710 (General Office Building) and Shopping Center (ITE 820) were used as part of the analysis. **Table 3.2 and 3.3** summarize the base vehicle trip rates:

**Table 3.2: Peak Hour Vehicle Trip Rates (AM with 100% Office)**

LAND USE	QUANTITY	UNITS	AM PEAK HOUR		
			IN	OUT	TOT
Mid-Rise Residential	242	Dwelling units	0.09	0.27	0.36
Medical/Dental	4.1	1,000 sf GFA	2.17	0.61	2.78
General Office Building	2.9	1,000 sf GFA	1.00	0.16	1.16

**Table 3.3: Peak Hour Vehicle Trip Rates (PM with 30% Office and 70% Retail)**

LAND USE	QUANTITY	UNITS	PM PEAK HOUR		
			IN	OUT	TOT
Mid-Rise Residential	242	Dwelling units	0.27	0.17	0.44
Shopping Center	5.0	1,000 sf GFA	1.83	1.98	3.81
General Office Building	2.0	1,000 sf GFA	0.18	0.97	1.15

**Table 3.4** summarizes the anticipated future site generated vehicle trips for the two land uses scenarios based on the above rates.

**Table 3.4: Estimated Peak Hour Site Vehicle Trips**

LAND USE	AM PEAK HOUR (100% OFFICE)			PM PEAK HOUR (30% OFFICE, 70% RETAIL)		
	IN	OUT	TOT	IN	OUT	TOT
Mid-Rise Residential	22	65	87	65	42	107
Medical/Dental	9	3	12	-	-	-
General Office Building	3	0	3	0	2	2
Shopping Center	-	-	-	9	10	19
	34	68	102	74	53	128

*Trip Distribution & Assignment*

The site's new vehicle trips were distributed, assigned and superimposed on the road network based on existing turning movements and travel patterns observed within the study area. The assumed new trip distribution is shown in **Table 3.5**.

**Table 3.5: Estimated Trip Distribution**

ORGIN/DESTINATION	AM PEAK HOUR		PM PEAK HOUR	
	IN (%)	OUT (%)	IN (%)	OUT (%)
St Johns St - East	55	30	30	55
Barnet Highway - North	10	25	40	15
Clark Rd - South	25	35	25	25
St George St - East	10	10	5	5
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

The resulting site traffic forecast is shown in **Exhibit 3.3** and the net changes in intersection traffic volumes are presented in **Table 3.6**.

**Table 3.6: Net Change in Future Intersection Vehicle Volumes with New Site Trips**

INTERSECTION	AM PEAK HOUR (100% OFFICE)			PM PEAK HOUR (30% OFFICE, 70% RETAIL)		
	2022 BACK-GROUND	SITE	% CHANGE	2022 BACK-GROUND	SITE	% CHANGE
Barnet Hwy & St Johns St	3470	95	3	3500	130	4
St Johns St & Clarke Rd	2085	35	2	2025	35	2
Albert St & St George St	800	10	1	365	5	1
St Johns St & Charles St	45	0	0	55	0	0



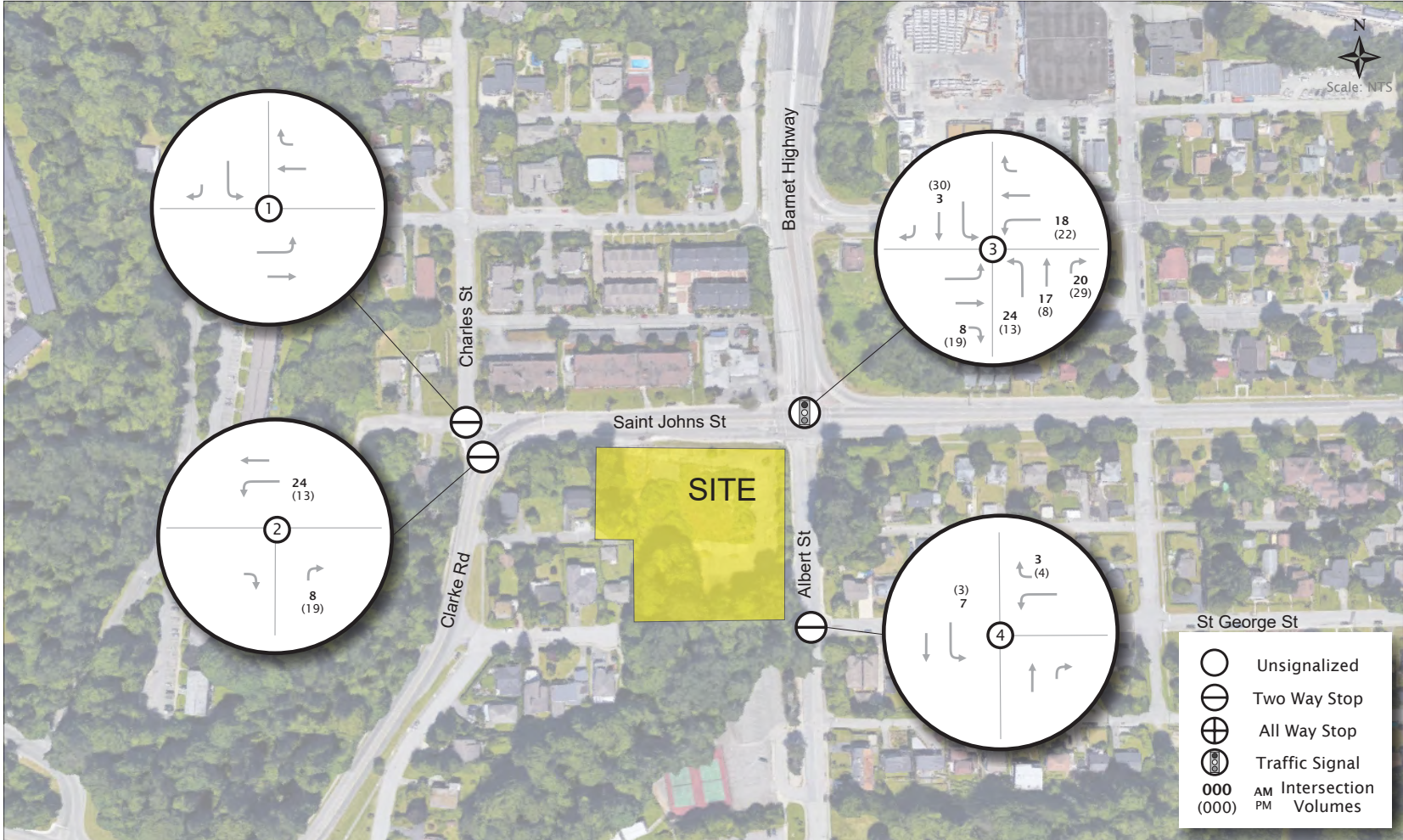
The table shows that the development is estimated to contribute to a maximum increase of 3-4% during both peak-hour periods which would occur at the Barnet Hwy & St. Johns St intersection. The net increase on other intersections are expected to be less than 3%.

#### 3.1.4 Total Traffic

Total traffic was estimated by summing the background and site traffic forecasts. The resulting total traffic forecasts in 2022 and 2027 are shown in **Exhibits 3.4** and **3.5**, respectively.

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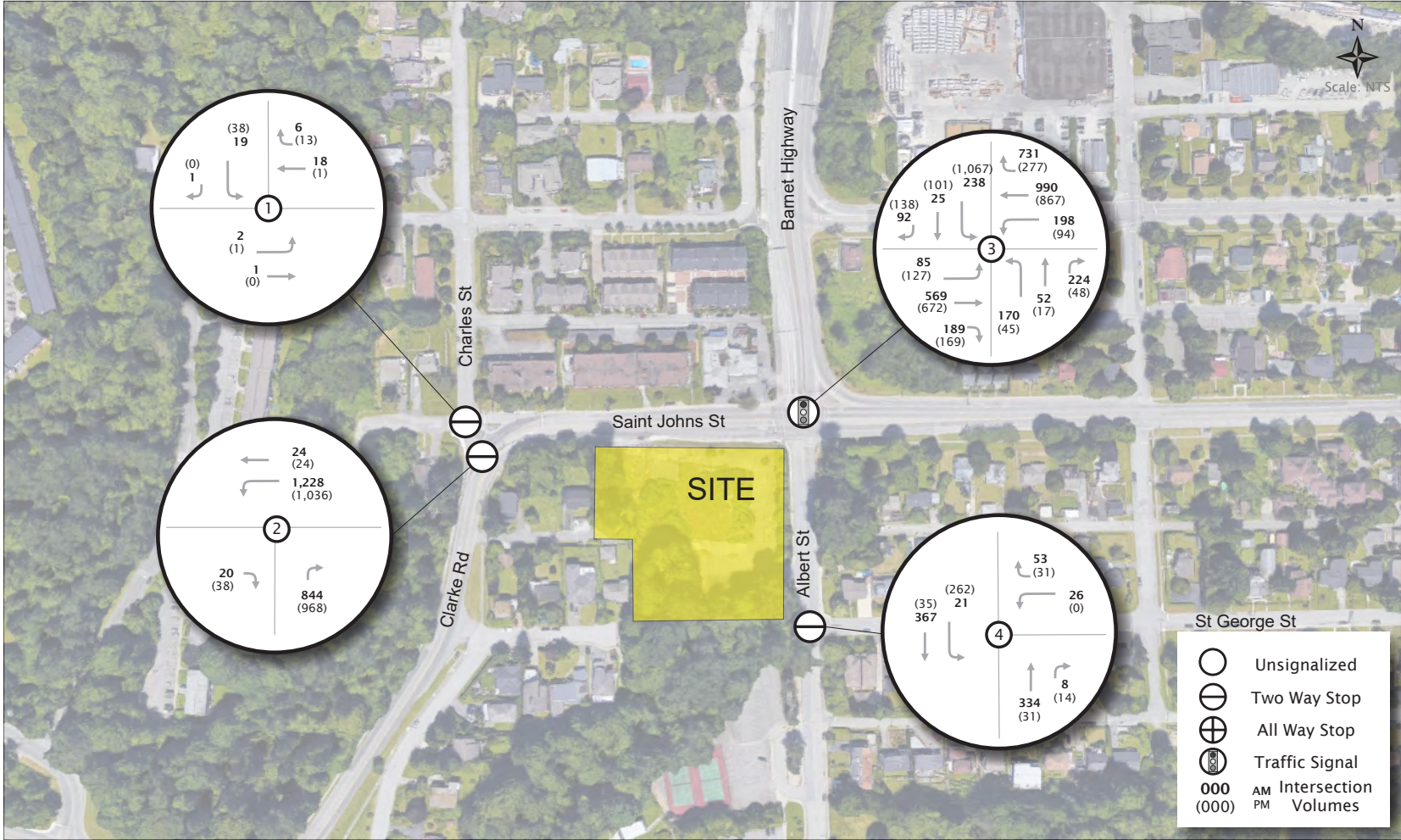
**Exhibit 3.3**  
Site Traffic Forecasts

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**Exhibit 3.4**  
Opening Day (2022) Total Traffic Forecasts

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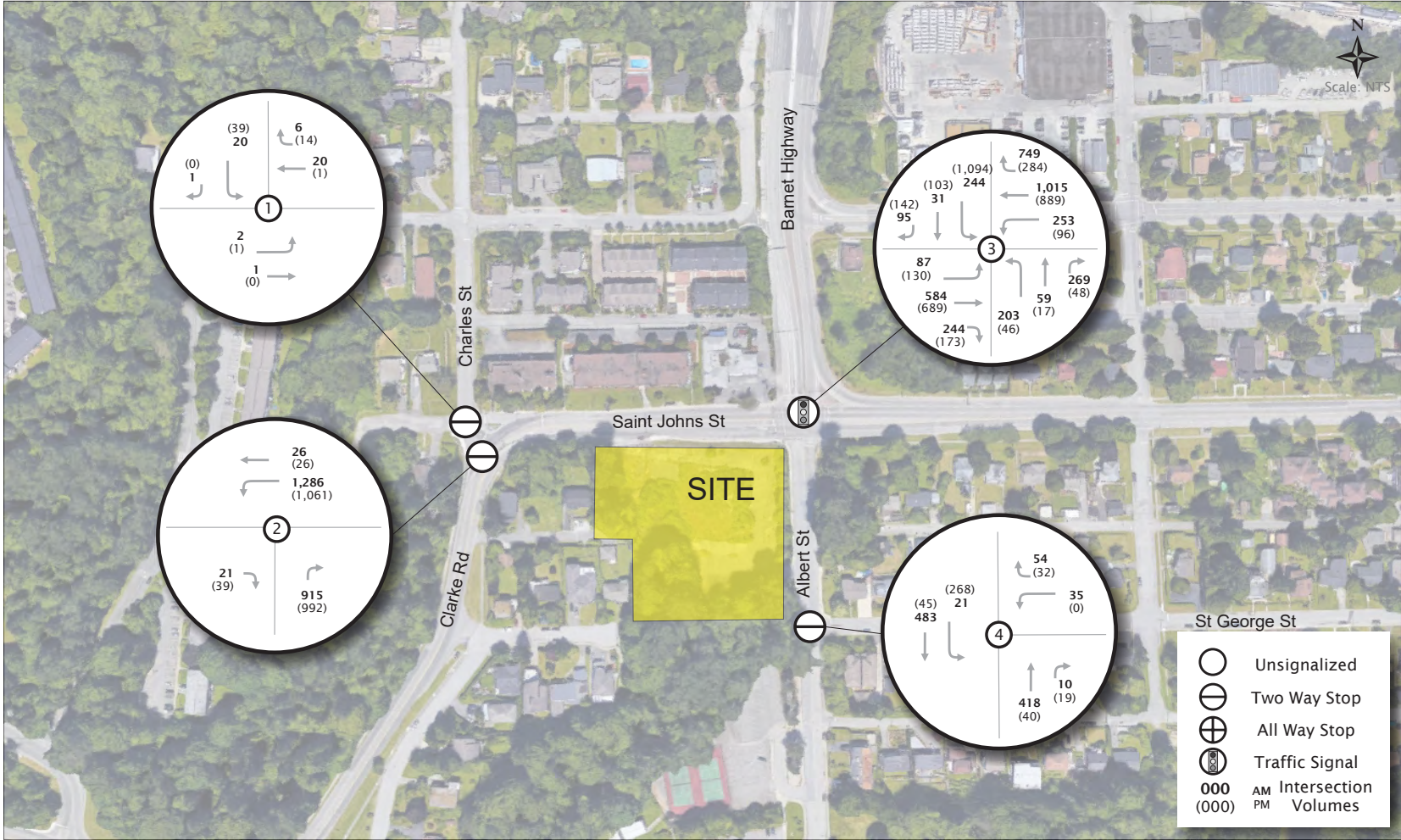


Exhibit 3.5  
Opening Day + 5 (2027) Total Traffic Forecasts



## 3.2 Future Traffic Operations

The Synchro parameters used in the analysis of existing traffic conditions previously reported were applied to the future traffic operations analysis.

### 3.2.1 Future Background Traffic Operations

Table 3.7 summarizes the Opening Day (2022) operation conditions while Table 3.8 summarizes the Opening Day + 5 Years (2027) conditions without any mitigations applied.

**Table 3.7: Opening Day (2022) Background Vehicle Operations**

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Barnet Hwy & St Johns St / Signalized	OVERALL	C	0.85		D	0.83	
	EBL	C	0.52	25	D	0.66	60
	EBTR	D	0.75	110	D	0.85	170
	WBL	C	0.74	75	C	0.49	70
	WBT	D	0.91	130	E	0.99	180
	WBR	A	0.55	-	A	0.19	85
	NBTL	D	0.72	65	D	0.30	20
	NBR	D	0.50	50	D	0.01	10
	SBL	D	0.47	60	D	0.85	125
	SBTL	D	0.46	40	D	0.85	115
	SBR	D	0.09	20	C	0.11	70
St Johns St & Charles St / TWSC	OVERALL						
	EB	A	0.00	5	A	0.00	5
	WB	A	0.03	5	A	0.01	10
	SB	A	0.01	40	A	0.02	-
St Johns St & Clarke Rd / TWSC	OVERALL						
	EB	A	0.02	16	A	0.04	15
	WB	C	0.85	20	B	0.66	10
	NB	A	0.00	43	A	0.00	80
Albert St & St George St / TWSC	OVERALL						
	WB	C	0.36	15	A	0.04	10
	SB	A	0.02	10	A	0.22	15
	NB	A	0.31	-	A	0.03	0

**Table 3.8: Opening Day + 5 (2027) Background Vehicle Operations**

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Barnet Hwy & St Johns St / Signalized	<i>OVERALL</i>	D	1.00		D	0.85	
	EBL	C	0.53	20	D	0.70	85
	EBTR	D	0.82	140	E	0.91	175
	WBL	F	1.15	80	D	0.50	65
	WBT	D	0.96	135	F	1.05	200
	WBR	A	0.56	-	A	0.19	145
	NBTL	E	0.81	80	D	0.31	20
	NBR	D	0.67	55	D	0.01	10
	SBL	D	0.49	60	D	0.85	130
	SBTL	D	0.48	50	D	0.85	120
	SBR	D	0.09	20	C	0.12	75
St Johns St & Charles St / TWSC	<i>OVERALL</i>						
	EB	A	0.00	5	A	0.00	5
	WB	A	0.03	10	A	0.02	10
	SB	A	0.01	-	A	0.03	-
St Johns St & Clarke Rd / TWSC	<i>OVERALL</i>						
	EB	A	0.02	15	A	0.04	15
	WB	C	0.89	20	B	0.68	10
	NB	A	0.00	100	A	0.00	80
Albert St & St George St / TWSC	<i>OVERALL</i>						
	WB	E	0.54	15	A	0.04	10
	SB	A	0.02	15	A	0.23	10
	NB	A	0.37	10	A	0.05	-

***St. Johns Street / Clarke Road Intersection***

Longer queues were also reported on the northbound movements on Clarke Road turning east with a reported 95<sup>th</sup> percentile queue length of 100m during the AM peak hour. However, it is understood the City of Port Moody intends to widen the northbound Clarke Road to accommodate additional lane. If this widening occurs, it will improve the intersection operation.

***Albert Street / St. George Street Intersection***

Vehicles making westbound turning movement would experience long delays with additional traffic generated by the school expansion.

Bunt conducted TAC Pedestrian Crossing Warrant analysis for this intersection. Based on the AADT of Albert Street at approximately 9,000 vehicles and a two-lane road, a zebra crosswalk with side-mounted

sign is recommended. Curb bulges on all corners are also recommended to narrow down the crossing distance and slow down traffic travelling north-south.

### *Barnet Highway / St. Johns Street Intersection*

Under 2022 background growth conditions, Barnet Highway & St. Johns Street intersection is expected to operate within the overall intersection thresholds. However, the westbound through movement will exceed the defined performance threshold for individual movements with a V/C of 0.91 in the morning peak hour and 0.99 in the afternoon peak hour. All other movements are expected to operate within capacity.

The projected queues of the northbound movements are quite long with 80m or approximately 10 – 12 vehicles long in the morning peak hour. The westbound left movements' queues are also projected to extend beyond the storage length.

Under 2027 background conditions, this intersection is expected to reach its capacity in the morning peak hour due to the background traffic growth and additional 200 trips generated by the school expansion. During the PM peak hour, the overall intersection operation will still be within the performance thresholds, but the westbound through movement will operate above capacity.

The reported capacity and 95<sup>th</sup> percentile queues in Tables 3.7 and 3.8 are a result of future background growth conditions and school expansion, that would be present regardless of whether the site redevelops or not. It should be noted that the intersection peak hour factor was quite low in the morning peak hour, at 0.86. The volume within the hour was considerably higher during 15-minute period before the school starts. We were assuming that this condition persists in the future when the school expands.

Bunt recommends the following improvements to resolve the capacity issues for the future 2022 background scenario at this intersection regardless of the development:

#### **Option 1:**

- For the AM peak period: optimize the signal phasing split between westbound left turn and eastbound through movements, while keeping the cycle length at 108 seconds. This will improve the overall intersection V/C ratio and westbound left turn movement operations while maintaining V/C ratios of other movements below 1.
- For the PM peak period: increase signal cycle length from 118 seconds to 125 and optimize phasing split. This will bring the westbound through movement V/C ratio to 0.90 with an LOS E in horizon year 2022.

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## Option 2:

- convert the southbound left/through lane into a 2<sup>nd</sup> exclusive left turn lane, and the exclusive right turn lane into a shared through/right turn lane. This will form dual southbound left turn lanes and a shared southbound through/right turn lane. This configuration is expected to lower the westbound through movement's V/C ratio from 0.99 to 0.94, and the overall intersection V/C from 0.83 to 0.80.

It is understood that the traffic signal at Barnet Highway and St Johns Street is coordinated with other traffic signals on the St Johns Street corridor and possibly also on the Barnet Highway corridor. The coordination objectives for the corridor as a whole may not support the potential mitigation measure of increasing the cycle length, therefore, the second option is presented herein.

Tables 3.9 shows the resulting improvements to the Barnet Highway and St Johns Street intersection with the above listed two mitigation options for the future 2027 horizon year.

**Table 3.9: 2027 Background Operations at Barnet Hwy & St. Johns St with Mitigations**

MITIGATION	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
<b>AM:</b> Optimized Split <b>PM:</b> Increased Cycle Length to 125 Seconds	OVERALL	D	0.92		D	0.84	
	EBL	C	0.53	25	E	0.84	40
	EBTR	D	0.89	150	D	0.86	170
	WBL	E	<b>0.97</b>	<b>80</b>	D	0.58	70
	WBT	D	<b>0.96</b>	130	E	0.96	145
	WBR	A	0.56	120	A	0.19	45
	NBTL	E	0.81	<b>90</b>	E	0.32	30
	NBR	D	0.45	<b>55</b>	D	0.01	10
	SBL	D	0.49	55	D	0.83	130
	SBTL	D	0.48	45	D	0.84	125
Dual SBL and a shared SBTR	OVERALL	D	0.89		D	0.82	
	EBL	C	0.57	25	D	0.66	60
	EBTR	D	<b>0.91</b>	160	D	0.84	<b>190</b>
	WBL	E	<b>0.90</b>	<b>80</b>	C	0.49	<b>75</b>
	WBT	D	<b>0.93</b>	125	E	<b>0.97</b>	175
	WBR	A	0.56	-	A	0.19	110
	NBTL	E	0.81	<b>90</b>	D	0.31	20
	NBR	D	0.49	<b>55</b>	D	0.01	<b>15</b>
	SBL	D	0.44	45	D	0.83	<b>125</b>
	SBTR	D	0.20	30	C	0.25	60



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It is noted that the projected queues of the northbound movements on Albert Street would almost reach St. George Street. Bunt recommends widening this south leg of the intersection to formally accommodate an exclusive northbound left turn lane, one through lane, and an exclusive right turn lane. This will not require right-of-way from Marcon site, but may require some land acquisition from the property to the east of Albert Street due to the lane alignment to the north leg. This laning configurations will improve the overall intersection operations and critical movements' operations.

### 3.2.2 Future Total Traffic Operations

**Table 3.10** summarizes the total operation traffic conditions of all intersections within the study area for horizon year 2022. As part of the site development, the shared eastbound through/right turn lane will be extended as far as the west property line. This extension was included in the Total conditions analysis. Other parameters were kept as per Background condition without any mitigations.

**Table 3.10: Opening Day (2022) Total Vehicle Operations with Signal Change**

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Barnet Hwy & St Johns St / Signalized	OVERALL	D	0.88		D	0.86	
	EBL	C	0.52	30	D	0.72	45
	EBTR	D	0.76	95	E	0.97	160
	WBL	D	0.90	85	D	0.58	85
	WBT	D	0.94	110	F	1.04	195
	WBR	A	0.55	-	A	0.19	140
	NBTL	E	0.82	80	D	0.43	30
	NBR	D	0.57	55	D	0.03	20
	SBL	D	0.47	55	D	0.85	125
	SBTL	D	0.47	40	D	0.83	115
	SBR	D	0.09	20	C	0.11	85
St Johns St & Charles St / TWSC	OVERALL						
	EB	A	0.00	5	A	0.00	5
	WB	A	0.03	10	A	0.01	10
	SB	A	0.01	0	A	0.02	0
St Johns St & Clarke Rd / TWSC	OVERALL						
	EB	A	0.02	10	A	0.04	15
	WB	C	0.87	25	B	0.67	10
	NB	A	0.00	40	A	0.00	60
Albert St & St George St / TWSC	OVERALL						
	WB	C	0.33	15	A	0.04	15
	SB	A	0.03	15	A	0.22	10
	NB	A	0.30	-	A	0.03	0

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The development traffic is expected to reduce the overall intersection performance of Barnet Highway & St. Johns Street by V/C ratio of 0.03. The westbound through movement on St. Johns Street at Barnet Highway will operate above capacity, and the eastbound through/right movements will reach its capacity with V/C ratio of 0.97. All other movements are expected to operate within capacity, while queuing issues remained the same as under background conditions.

All other intersections will remain operating within the performance thresholds in the Opening Day of the site.

The 2027 AM analysis was conducted with the signal phasing split optimized for the intersection of Barnet Highway & St. Johns Street, but no changes were implemented for the PM analysis. The analysis results for horizon year 2027 are summarized in **Table 3.11**.

**Table 3.11: Opening Day + 5 (2027) Total Vehicle Operations**

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Barnet Hwy & St Johns St / Signalized	OVERALL	D	0.92		D	0.86	
	EBL	C	0.59	25	D	0.72	40
	EBTR	E	0.98	100	E	0.97	170
	WBL	E	0.94	80	D	0.58	85
	WBT	D	0.95	140	F	1.04	200
	WBR	A	0.56	-	A	0.19	165
	NBTL	E	0.91	100	D	0.43	30
	NBR	D	0.52	55	D	0.03	20
	SBL	D	0.50	55	D	0.85	130
	SBTL	D	0.50	50	D	0.83	120
	SBR	D	0.09	25	C	0.11	80
St Johns St & Charles St / TWSC	OVERALL						
	EB	A	0.00	5	A	0.00	5
	WB	A	0.03	15	A	0.02	10
	SB	A	0.01	0	A	0.03	-
St Johns St & Clarke Rd / TWSC	OVERALL						
	EB	A	0.02	10	A	0.04	15
	WB	C	0.89	25	B	0.67	10
	NB	A	0.00	40	A	0.00	100
Albert St & St George St / TWSC	OVERALL						
	WB	E	0.55	20	A	0.04	15
	SB	A	0.02	10	A	0.22	10
	NB	A	0.37	20	A	0.03	-

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Table 3.12 summarizes the operation performance of Barnet Hwy & St. Johns St intersection with the aforementioned improvement options for 2022.

**Table 3.12: 2022 Total Operations at Barnet Hwy & St. Johns St with Mitigations**

MITIGATION	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
<b>AM:</b> Optimized Split <b>PM:</b> Increased Cycle Length to 125 Seconds	<i>OVERALL</i>	<i>D</i>	<i>0.89</i>		<i>D</i>	<i>0.84</i>	
	EBL	C	0.52	30	E	0.83	40
	EBTR	D	0.78	85	E	0.90	130
	WBL	D	0.86	80	D	0.65	75
	WBT	D	<b>0.94</b>	120	E	<b>0.95</b>	155
	WBR	A	0.55	-	A	0.19	45
	NBTL	E	0.82	<b>80</b>	E	0.45	25
	NBR	D	0.35	<b>50</b>	D	0.03	15
	SBL	D	0.47	55	D	0.85	130
	SBTL	D	0.47	45	D	0.83	125
SBR	D	0.09	25	C	0.12	80	
Dual SBL and a shared SBTR	<i>OVERALL</i>	<i>C</i>	<i>0.84</i>		<i>C</i>	<i>0.81</i>	
	EBL	C	0.54	25	D	0.64	60
	EBTR	D	0.72	85	D	0.89	<b>155</b>
	WBL	C	0.78	<b>80</b>	C	0.53	<b>80</b>
	WBT	D	0.86	130	E	<b>0.96</b>	165
	WBR	A	0.53	-	A	0.19	65
	NBTL	E	0.79	85	D	0.43	30
	NBR	D	0.31	<b>55</b>	D	0.03	<b>20</b>
	SBL	D	0.41	<b>50</b>	D	0.83	120
SBTR	D	0.18	30	C	0.32	80	

Table 3.13 summarizes the 2027 analysis results with the additional northbound left turn lane. It should be noted that this widening is recommended for background conditions, regardless of the proposed development.

**Table 3.13: 2027 Total Operations at Barnet Hwy & St. Johns St with Mitigations**

MITIGATION	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
<b>AM:</b> Optimized Split <b>PM:</b> Increased Cycle Length to 125 Seconds New Exclusive NBL	<i>OVERALL</i>	<i>D</i>	<i>0.88</i>		<i>D</i>	<i>0.83</i>	
	EBL	C	0.57	25	E	0.82	40
	EBTR	E	<b>0.95</b>	90	E	0.91	115
	WBL	E	<b>0.91</b>	<b>80</b>	D	0.65	85
	WBT	D	<b>0.92</b>	145	E	<b>0.95</b>	140
	WBR	A	0.56	-	A	0.19	-
	NBL	D	0.77	50	E	0.35	25
	NBT	D	0.21	70	D	0.13	15
	NBR	D	0.49	55	D	0.03	20
	SBL	D	0.50	60	D	0.84	130
	SBTL	D	0.50	50	D	0.82	130
	SBR	D	0.09	20	C	0.12	80
Dual SBL + a Shared SBTR New Exclusive NBL	<i>OVERALL</i>	<i>D</i>	<i>0.88</i>		<i>D</i>	<i>0.80</i>	
	EBL	C	0.57	35	C	0.61	60
	EBTR	E	<b>0.95</b>	105	D	0.88	<b>140</b>
	WBL	E	<b>0.91</b>	<b>80</b>	C	0.51	<b>75</b>
	WBT	D	<b>0.92</b>	130	E	<b>0.95</b>	170
	WBR	A	0.56	-	A	0.19	65
	NBL	D	0.77	50	D	0.34	25
	NBT	D	0.21	75	D	0.12	15
	NBR	D	0.49	50	D	0.03	15
	SBL	D	0.44	45	D	0.83	125
	SBTR	D	0.21	30	C	0.32	110

**Albert Street/Barnet Highway & St. Johns Street Intersection**

Comparison between Opening Day + 5 Total and Opening Day + 5 Background traffic conditions showed the expected development traffic will not have a significant impact on traffic operations.

The capacity concerns identified in the background traffic conditions can also be mitigated for improved total condition operations and reduce the V/C ratio to below 1.

Queuing issues under background conditions would remain the same under future total conditions.

### 3.2.3 Site Access Traffic Operations

Site access traffic analysis was conducted at the proposed vehicle access on Albert Street between St Johns Street and St George Street. This access was modeled to function as a full-movement, three-leg, two-way stop-controlled intersection, with the site access functioning as a stop-controlled movement.

**Table 3.14** summarizes Opening Day and Opening Day + 5 Total Traffic operations for the weekday AM and weekday PM peak hours at the site access.

**Table 3.14: Site Access Traffic Operations**

SCENARIO	INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
			LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Opening Day	Site Access & Albert St (TWSC)	EBLR	C	0.29	21	B	0.10	17
		NBLT	A	0.00	84	A	0.00	3
		SBTR	A	0.33	38	A	0.23	3
Opening Day + 5	Site Access & Albert St (TWSC)	EBLR	C	0.23	20	B	0.11	15
		NBLT	A	0.00	80	A	0.00	5
		SBTR	A	0.27	15	A	0.24	-

Traffic operations at the site access were within the recommended performance thresholds. An on-site magazine storage of 22 m (nearly a 3-vehicle queue) is recommended as per the results of this analysis. The current parkade ramp is approximately 35m long, and thus will be able to accommodate the projected queues of vehicles exiting the parkade.

### 3.2.4 Summary of Recommended Mitigations

#### *Albert Street/Barnet Highway & St. Johns Street*

1. Background 2022:
  - o AM peak period: optimize westbound left turn and eastbound through movements signal phasing while keeping the cycle length at 108 seconds;
  - o PM peak period: increase cycle length to 125 seconds or modify the north leg to include dual southbound left turn lanes and a shared through/right turn lane.
2. Background 2027:
  - o Provide an exclusive northbound left turn lane, through lane, and a right turn lane which may require right-of-way from the property east of Albert Street.

No further improvements are required to accommodate the proposed development site traffic.

*Albert Street/St. George Street*

- i. Curb bulges and zebra crossing are recommended at this intersection to provide safe crossing during school period.

## 4. SITE PLAN DESIGN REVIEW

### 4.1 Site Access Design

The site's parkade will be accessed via a proposed driveway off of Albert Street, south of the St Johns Street and Barnet Highway intersection. Vehicular access to the underground parkade consists of a two-lane ramp: one inbound (westbound) and one outbound (eastbound). The proposed site plan is shown in **Exhibit 4.1**.

### 4.2 Vehicle Parking Supply

**Table 4.1** summarizes the required number of parking spaces according to the City of Port Moody Zoning Bylaw based on the worst case parking supply scenario with 30% Office and 70% Retail uses.

**Table 4.1: Vehicle Parking Supply Requirement & Provision**

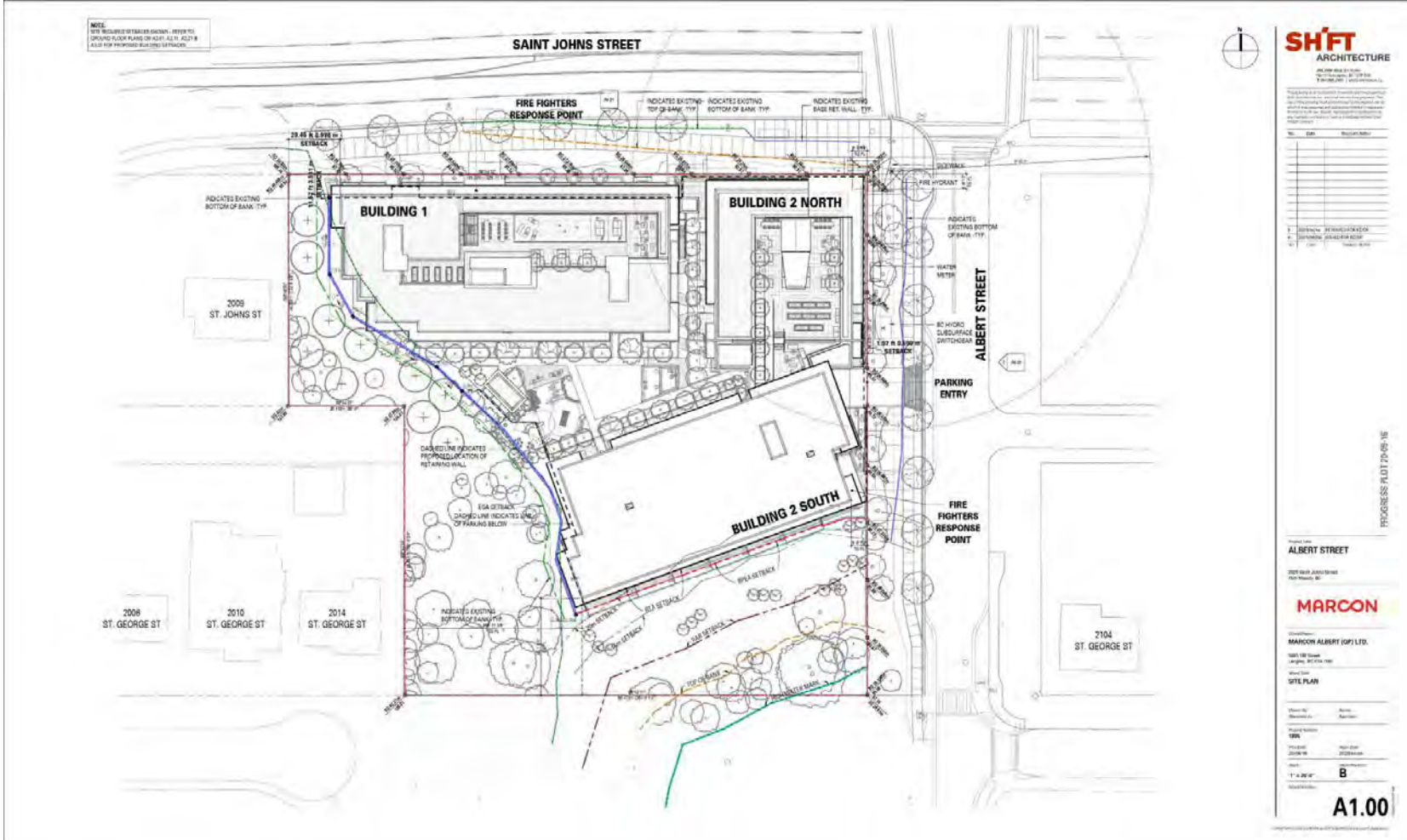
LAND USE	TYPE	QUANTITY	BYLAW RATE	# OF STALLS REQ.	TOTAL STALLS REQ.	TOTAL PROVIDED
Residential	Ownership	147 units	1 / studio or 1 bedroom unit	147	316	316
		71 units	1.5 / 2+ bedrooms unit	107		
	Visitor	0.2 / unit for 100 units 0.1 / unit for each additional unit	32			
	Market Rental	20 units	1.1 / unit	22		
	Visitor		0.2 / unit for 100 units 0.1 / unit for each additional unit	4		
	Below Market Rental	4 units	0.9 / unit	4		
	Visitor		0.1 / unit	0		
Commercial	Retail	465 sq m	1 space/40sqm floor area	12	16	17
	Office	186 sq m	1 space/50sqm floor area	4		
<b>TOTAL</b>					<b>332</b>	<b>333</b>

The table shows that the proposed development with this land use mix would require a total of 332 parking spaces according to the Bylaw with the unit mix as shown. If all commercial spaces are occupied by retail, the minimum requirement will be 333 parking spaces. The current parking plan dated September 2020 shows a total of 333 parking spaces which satisfies the minimum parking requirements.

A total of 60 small car spaces are proposed as part of the parking supply. This equates to 18% of the total parking requirement for the site which is well below the maximum allowable of 33%.

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**SHFT**  
ARCHITECTURE

No.	Date	Revised/Added
1	2020-09-08	REVISED/ADDED
2	2020-09-08	REVISED/ADDED

PROGRESS PLOT 20-09-16

ALBERT STREET  
2025 ST. JOHN'S STREET  
ALBANY, ONTARIO

**MARCON**

MARCON ALBERT (GP) LTD.  
1001 10th Street  
Albany, ON K1R 7S8

**SITE PLAN**

Scale: 1" = 20'0"

**A1.00**

## Exhibit 4.1 Site Plan

2025 St Johns St TIA  
September 2020

04-18-0480





Accessible parking is required based on total off-street parking spaces provided. Specifically:

- 4 accessible parking spaces are required for 125-174 total off-street parking spaces; and,
- 1 additional accessible parking space is required for each additional 50 off-street parking spaces or part thereof in excess of 50.

According to this requirement, 7 accessible parking spaces are required for the proposed development. The developer is supplying 8 accessible parking spaces in total, thus, satisfies the bylaw requirements.

### 4.3 Bicycle Parking Supply

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. **Table 4.2** summarizes bicycle parking requirements and the proposed supply.

**Table 4.2: Bicycle Parking Supply Requirement & Provision –both Low and High Scenarios**

LAND USE	QUANTITY	UNITS	BYLAW RATE	# OF STALLS REQ.	TOTAL PROVIDED
Residential	242	units	long term: 1.5 spaces/dwelling unit	363	364
Retail/Office	650	sqm	long term: 1 space/>750sqm floor area	0	
Residential/Retail/Office	2	buildings	short term: 6 spaces/building	12	12
<b>TOTAL</b>				<b>375</b>	<b>376</b>

The table shows that the development will supply a total of 376 stalls for long term and short term use. This is more than the minimum bylaw required number of stalls and therefore, satisfies the minimum requirements.

### 4.4 Loading Supply

The City of Port Moody Zoning Bylaw requires two loading spaces for retail use for gross floor area between 465sqm and 2323sqm and one loading space for office use for a gross floor area of up to 2,787 sqm. This requirement is based on the worst case scenario of 70% retail use and 30% office use. The loading spaces have to be 9.2m L x 3m W x 4.3m H in size which can fit an SU-9 vehicle. No off-street loading space is required for the residential component of the development.

As the site is small and environmentally constrained on two sides, providing truck-sized loading spaces that meets the bylaw requirement is challenging. Provision of the required loading spaces inside the parkade would require a 4.3m height clearance, which is not feasible. In addition, the commercial area allocated for the proposed development is likely to be used for smaller-scale retail, medical or general office use which would not require frequent use of single-unit trucks for loading and unloading activity. The proposed retail will not include any food services or restaurant uses that may generate larger vehicles.

Previous loading studies conducted by Bunt at residential buildings around the Lower Mainland reveal that PTAC sized vehicles represented 57% of loading activities while only 11% loading activities were done by single-unit trucks larger than 8m long. The rest was done by step van-sized vehicles used by courier, Canada post, etc.

Bunt also conducted loading surveys at various office towers in downtown Vancouver. The survey results indicated that 78% loading activities were done by PTAC sized vehicles, while the rest were done by step van and single-unit trucks. For the size of the commercial space being proposed, it is anticipated that almost all of the loading activities will be done by PTAC sized vehicles.

For a mixed-use site, there is the ability to share loading spaces as the loading demand profile throughout the day varies between different uses. Therefore, Bunt feels that the proposed two PTAC sized loading spaces located underground can accommodate the anticipated demand of the proposed mixed-use site at most times.

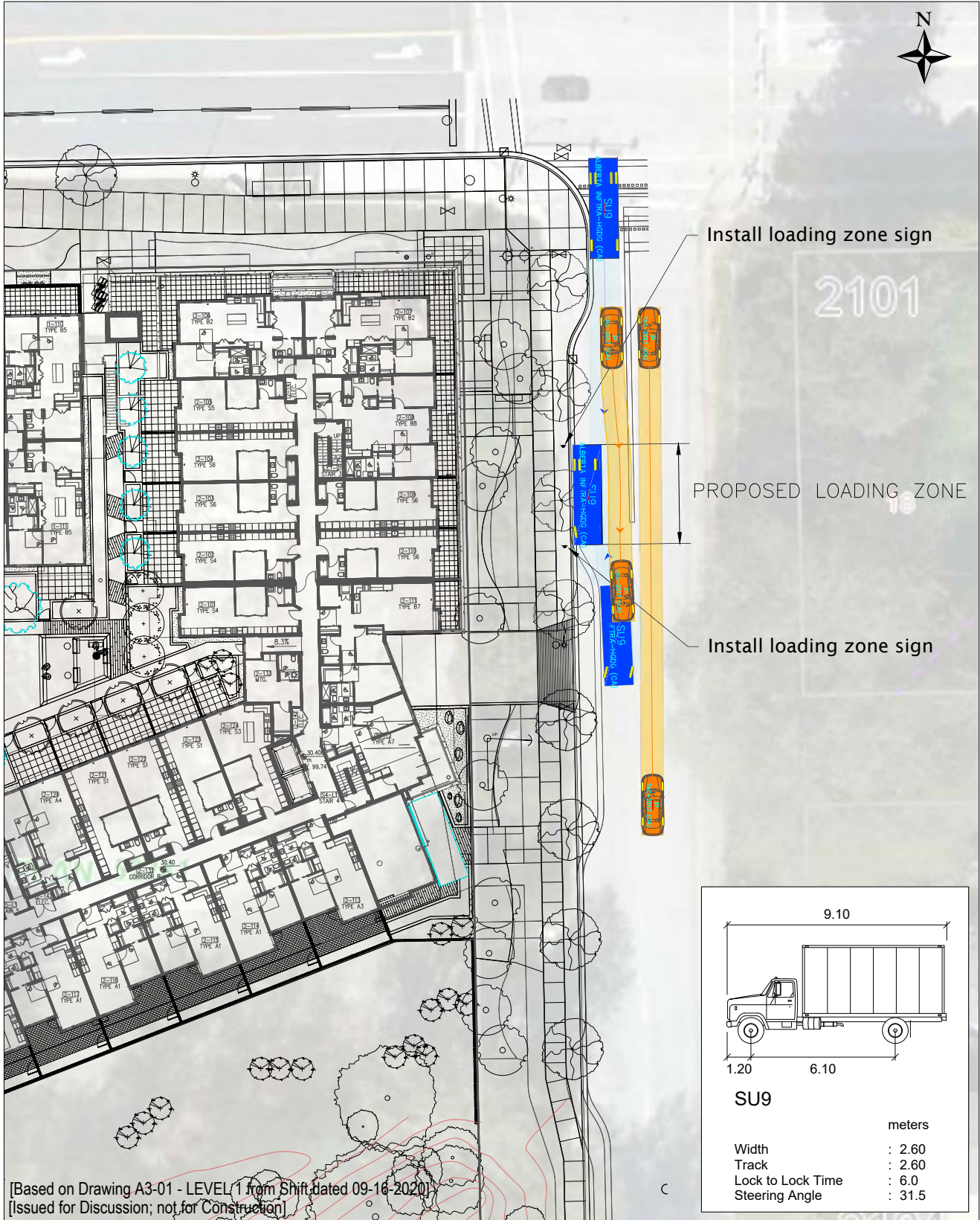
Therefore, Marcon is proposing a loading relaxation for the site by providing two passenger car sized loading spaces (5.6m x 2.5m X 2.3m) on the P1 level in place of the bylaw required truck-sized loading spaces. Occasional demand for a large truck is proposed to be provided on-street in a commercial loading zone located in the parking bay on the west side of Albert Street. The loading zone will be designated with standard signage to indicate its use for loading activity during weekday commercial delivery hours (7AM to 3 PM). Outside of these hours, it can be used for residents move-in/move-out activities. The proposed loading zone on Albert Street is shown in **Exhibit 4.2**.

#### 4.5 Parking Layout & On-Site Vehicle Circulation

AutoTURN software was used to test the on-site vehicle circulation, loading and garbage collection operations. The design vehicle used for testing the circulation and loading stalls was a large Transportation Association of Canada large passenger vehicle, or "PTAC" which represents vehicles up to and including panel vans and light duty trucks. Garbage collection was tested using a 7.10m Low Pro Compactor. All turning path exhibits are included in **Appendix E**.

As shown in the exhibits, Bunt recommends one-way circulation (clockwise) for the north drive aisles of the P1 parking level to prevent conflict due to concurrent vehicle movements. It can also be seen that both loading spaces and the garbage area are accessible for the design vehicles.

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2020/09/17 09:17, Plotted by Yulia Liem



**Exhibit 4.2**  
**Proposed Loading Zone**



## 5. SIGHTLINE ANALYSIS

City of Port Moody requested that sightline analysis be completed for the multi-use paths on Albert Street and St. Johns Street fronting 2025 St. Johns Street development. The analysis was conducted for pedestrians and cyclists approaching the signalized intersection from the west and south based on methodology outlined in the Transportation Association of Canada (TAC) Chapters 2, 5, and 6.

**Exhibit 5.1** shows a vehicle travelling eastbound on St. Johns Street and northbound on Alberta Street at 50km/h able to see pedestrians walking on the multi-use paths approaching the curb letdown, and have sufficient distance required of 74m to slow down and stop when necessary.

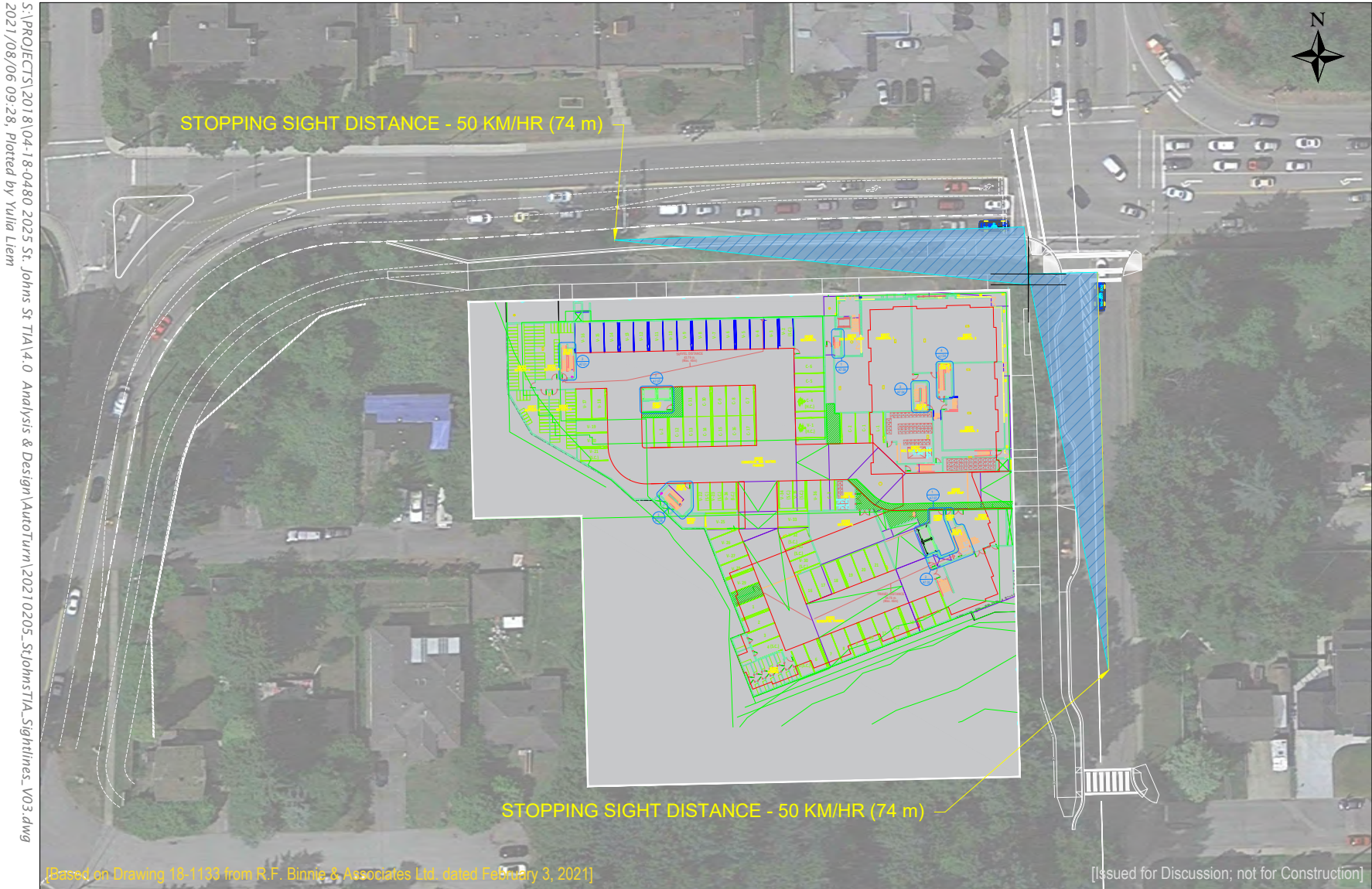
Both St. Johns Street and Albert Street have 8% downgrade approaching the intersection. Based on TAC Chapter 5, cyclists can travel at a speed of 40km/h to 50 km/h on a bike lane/path with a downgrade slope above 5%. Since this is a multi-use path, a speed of 40km/h was assumed as it is unlikely that cyclists can travel faster than that when sharing the paths with pedestrians. The stopping sight distance for 40km/h was calculated to be 65m.

**Exhibit 5.2** shows a vehicle stopping at the stop bar on eastbound St. Johns Street and northbound Albert Street able to see cyclists approaching the intersection at 40km/h, and the cyclist has enough distance to break and stop when necessary.

The current design provides clear sight distance for vehicle, cyclist and pedestrian approaching the intersection from the west and south as the building wall was set back from the property line. The design team will ensure that the area within the sight distance triangles in Exhibits 5.1 and 5.2 would be free of shrub higher than 1.2m.

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## Exhibit 5.1 Vehicle to Pedestrian Sightline Analysis

04-18-0480 February 2021

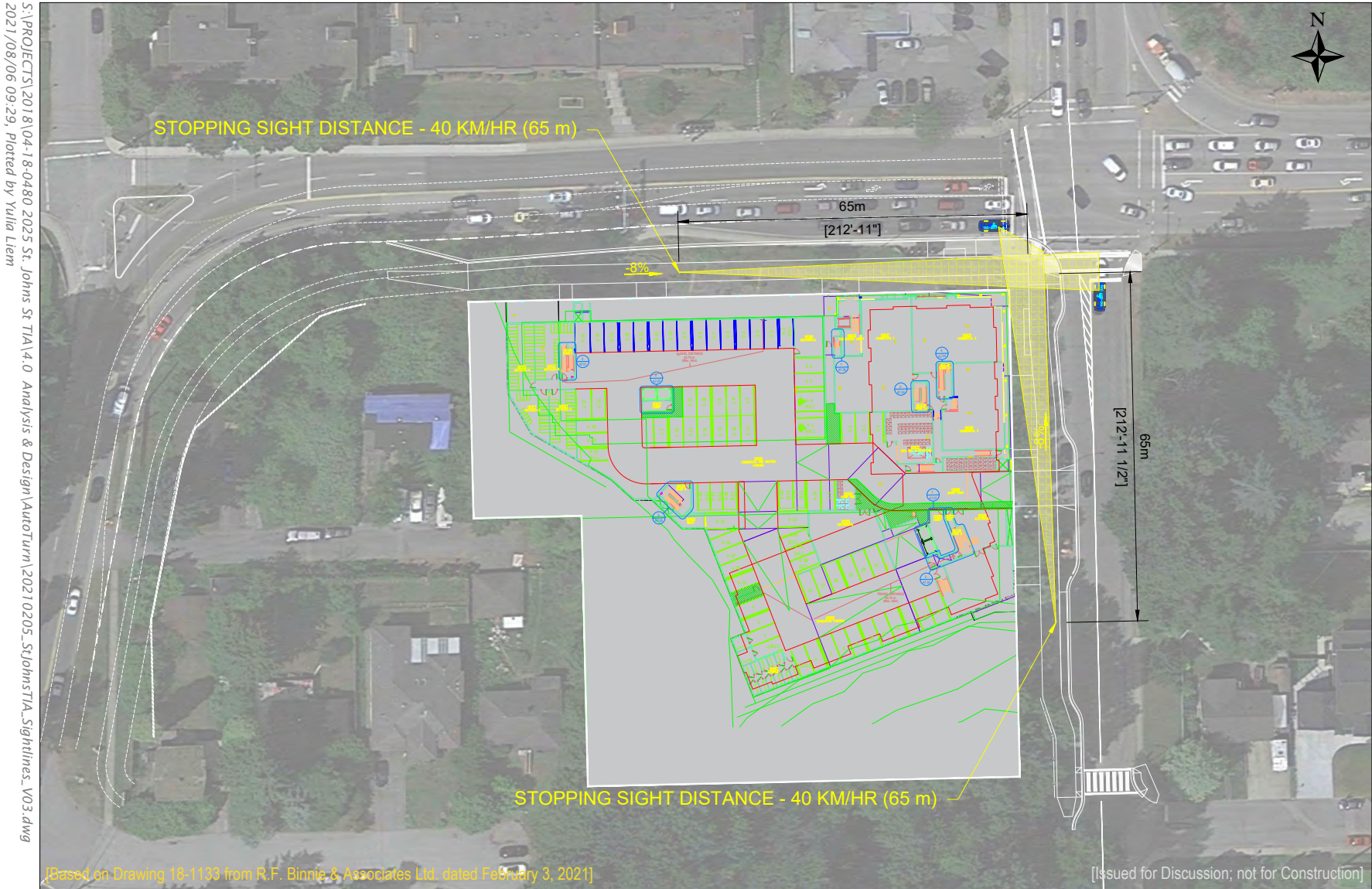
Scale 1:1000 on Letter Prepared by BC

2525 St. Johns St TIA



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## Exhibit 5.2 Vehicle to Cyclist Traveling @40kph Sightline



## 6. CONCLUSIONS & RECOMMENDATIONS

A summary of Bunt's conclusions and recommendations from the analysis conducted in this TIA is provided below.

### 6.1 Conclusions

- ii. Marcon Developments Ltd. (Marcon) is proposing to develop approximately 550 SQM (7,000 sq ft) of commercial space and 242 residential units on the vacant site at the southwest corner of St Johns Street and Barnet Highway/Albert Street in the City of Port Moody.
- iii. The proposed development is located on the Frequent Transit Network (FTN), meaning that buses serve the site with headways of 15 minutes or better for 15 hours/day, 7 days a week. These buses connect with the Moody Centre station, providing access to the Sky Train Millennium Line and the West Coast Express commuter rail service, via an approximate 6 minute transit trip.
- iv. Sidewalks are provided for pedestrians on Albert Street, St Johns Street, Clarke Road, Barnet Highway and St George Street. Pedestrian crossing opportunities are also provided at the Barnet Highway and St Johns Street intersection with crosswalks on all four legs of the intersection. The study area is well connected for bicyclists to access all directions to and from the proposed development site.
- v. In the existing conditions, westbound through movement on St Johns Street at the Barnet Highway intersection is nearing capacity with a V/C ratio of 0.96 during the weekday PM peak hour. This V/C ratio is reported to increase to 1.05 in the 2027 Background Condition, in the PM peak hour. Therefore, this movement will be over capacity regardless of whether the site redevelops.
- vi. The northbound movement queue, at Clarke Street and St Johns Street was observed to extend beyond St George Street during the weekday PM peak hour. The westbound left and northbound movements on Barnet Highway at St Johns Street intersection are exceeding the storage lengths available during the weekday AM peak hour.
- vii. The proposed form of development is anticipated to generate, under worst case land use assumptions for the commercial uses, approximately 102 to 128 two-way vehicle movements in the AM and PM peak-hour periods, respectively. The site traffic impact onto the road network is expected to be low, as it contributes 4% or less of future total traffic at all study area intersections.
- viii. Comparisons between total traffic conditions and background traffic conditions show no significant impacts to the road network due to the proposed development.
- ix. The site's parking supply satisfies the bylaw requirements. The proposed plan will supply 333 parking spaces for residential, commercial and visitor use. The total supply for bicycle stalls will include 376 spaces. The City of Port Moody Zoning bylaw requires 332 vehicle parking spaces and 375 bicycle spaces for the proposed development.

- x. Marcon is seeking a loading relaxation for the development due to the significant environmental site constraints to the south and west. The proposed loading supply includes two passenger car spaces within the parkade in lieu of the required three truck-sized loading space per the City of Port Moody Zoning Bylaw. Marcon is proposing to utilize the parking bay fronting Albert Street to accommodate occasional loading activities of large single-unit trucks. Based on Bunt's loading observations at various office and residential buildings in the Lower Mainland, the proposed two passenger-sized loading spaces will be able to accommodate the majority of loading demand for the site.
- xi. The new multi-use paths on Albert Street and St. Johns Street fronting the development will meet the minimum required sight distance according to TAC guidelines for cyclist and pedestrians approaching the intersection from the south and west.

## 6.2 Recommendations

### **Barnet Highway / Albert St / St. Johns Street Intersection**

Bunt recommends optimizing the split times during the weekday AM peak period to accommodate background traffic growth in 2022. For the PM peak condition, Bunt recommends increasing the signal cycle length from 108 seconds to 125 seconds and optimizing split times. However, any changes in signal cycle length and split times should be reviewed in the context of the overall signal coordination strategy on Barnet Highway and St Johns Street.

Alternate improvement to improve operation performance in 2022 will be modifying the north leg of the intersection into dual southbound left turn lanes, and a shared through/right turn lane.

To further accommodate the background traffic growth in 2027, in particular the planned school expansion to 1500 students, Bunt recommends providing additional lane on the south leg of the intersection to provide a separate northbound left turn lane, through lane, and a right turn lane.

### **Albert Street / St. George Street**

Bunt recommends implementing zebra-crosswalk at Albert Street and St. George Street intersection, as well as constructing curb-bulges on all corners of the intersection to facilitate shorter crossing distance for students and slow down vehicles travelling north-south. This improvement shall be implemented regardless of Albert site development.



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# APPENDIX A

Terms of Reference

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TRANSPORTATION PLANNERS AND ENGINEERS

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## APPENDIX B

Traffic Data

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## APPENDIX C

Synchro Reports

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TRANSPORTATION PLANNERS AND ENGINEERS

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## APPENDIX D

AutoTURN Analysis