

# 60 Williams St and 3006-3020 Spring Street

Rezoning Booklet & OCP Framework

29 June 2023



**Perkins&Will**



Port Moody is located in a territory that was never ceded by the Kwikwetlem, Tsleil-Waututh, Musqueam, Squamish, Katzie, Kwantlen, Qayqayt, or Sto:lo peoples.

The **kʷikʷəłəm** (Kwikwetlem), **səlilwətał** (Tsleil-Waututh), **xʷməθkʷəy̓əm** (Musqueam), **Sḵwxwú7mesh** (Squamish), **q̓ícəy̓** (Katzie), **q'wa:n̓ ɬ'ən̓** (Kwantlen), qiqéyt (Qayqayt), and **Stó:lō (Sto:lo) Peoples have never left their territories and will always retain their jurisdiction** and relationships with the land.

**The team acknowledges with great respect the generosity of the host Nations and strives to deepen their understanding of the local Indigenous communities.**

Spring Street

Rezoning Booklet & OCP Framework

Page left intentionally blank.

# Contents

1.0	<b>Introduction</b>	6
1.1	Executive Summary	7
1.2	Letter from Province	8
1.3	Project Team	9
2.0	<b>Vision &amp; Renderings</b>	10
3.0	<b>Project Attributes</b>	14
3.1	Housing	15
3.2	Community Transit Plaza	16
3.3	Pedestrian Overpass	17
3.4	Daylit Creek	18
3.5	Neighbourhood Grocery	19
3.6	Art	20
3.7	Sustainability	21
3.8	Built Form	22
3.9	Semi-Private Amenity	23
3.10	Financial Contributions	24
3.11	Site Plan	25
4.0	<b>OCP Framework</b>	26
4.1	OCP Policy Overview	27
4.2	Background & Engagement	28
4.3	Existing OCP Policy (2017)	29
4.4	OCP Amendment (2020)	31
4.5	Moody Centre Framework (2023)	35
5.0	<b>Rezoning Submission</b>	51
5.1	Site Analysis	52
5.2	Design Rationale	63
5.3	Landscaping & Public Realm	77
5.4	Housing & Wellbeing	97
5.5	Sustainability	100
5.6	Policy Context	106
6.0	<b>Submission Documents</b>	112
6.1	Separate Submission Documents	113
6.2	Drawings	114





Spring Street

Rezoning Booklet & OCP Framework

Page left intentionally blank.

Section 1.0

# Introduction

## Contents

1.1	Executive Summary	7
1.2	Letter from Province	8
1.3	Project Team	9

# 1.1 Executive Summary

Since 2017, PCI Developments ([pci-group.com](http://pci-group.com)) and our project team have been working with the Port Moody community at large, City of Port Moody staff, the Province, TransLink and area businesses, community organizations, residents and property owners to collaboratively develop a sustainable, vibrant, transit-integrated complete community in Moody Centre. Informed by this extensive community engagement and planning process, and in conjunction with increasingly acute priorities in climate and housing in particular, we are pleased to submit rezoning application for the properties immediately adjacent to Moody Centre SkyTrain Station at 60 Williams Street and 3006-3022 Spring Street. The only existing improvements on the properties include a surface parking lot and three 1970's-built, single-storey warehouses.

## Development Attributes

Secured Market & Below Market Rental Housing exceeding City Housing Policy Requirements

857 new, secured rental homes including 43 (5%) secured at below market rates based BC Housing's Housing Income Limits. No housing currently exists on the properties.

### Community Transit Plaza

In collaboration with the Province as owner of 60 Williams Street property, construction and dedication of multi-purpose, community transit plaza with public washrooms at Moody Centre Station.

### Grocery Store & Active Retail

40,000 square foot grocery store and 15,000 square feet of active, street front retail.

### Moody Centre - Murray Street Pedestrian Overpass

Linking Moody Centre to Murray Street, Rocky Point Park and the Shoreline Trail network.

### Daylighting of Dallas/Slaughterhouse Creek

Daylighting of creek culverted in the 1970's with riparian land dedication to the City of Port Moody, and reclaiming its climate, green space & marine habitat benefits.

### Low Cost Artist Workspace & Studios

Continuing on existing Moody Centre Artist Studios initiative, approximately 4,500 square feet of low cost artist workspace & studios, suitable to accommodate over 30 artists. The studios will be visible to the public, actively exhibiting the artists' work and contributing to overall vibrancy.

### Sustainability & Climate Action

Designed to exceed Step Code 3 and incorporate Low Carbon Energy System, such as geothermal or sewer heat recovery district energy system.

### Pedestrian & Cyclist Enhancement of Spring Street and Moody Centre Station

Entirely underground parking and extension of Golden Spike Lane will significantly enhance public realm and facilitate pedestrian & cyclist prioritized Spring Street corridor.

With Port Moody's seasonal rainfall and Moody Centre's challenging soil conditions, we are seeking to commence excavation in May 2024 to facilitate entirely underground parking.

### Semi-Public Amenities to support community programs

Large fitness centre, gymnasium and multi-purpose spaces with access for residents and Port Moody organizations to support continuation & expansion of their public programs in new, high quality facilities.

### World Class Design

Contextually and thoughtfully designed 39-storey towers on vibrant, commercial & amenity podium with integration to pedestrian overpass, transit plaza and green space, by renowned leader in sustainable design Perkins + Will Architects ([perkinswill.com/studio/vancouver/](http://perkinswill.com/studio/vancouver/)).

### Over \$23,000,000 Cash and In Kind Public Contributions

Including approximately \$1,250,000 for public art.

## City & Regional Policy Context

This application meets or exceeds all relevant policy requirements and recently noted objectives, notably including:

- Provincial Building BC Initiatives
- BC Energy Step Code Rezoning Applications
- Metro Vancouver Regional Growth Strategy
- Port Moody:
  - Prioritizing Higher Density Development
  - Inclusionary Zoning - Affordable Rental Units
  - Family Friendly Units and Happy City wellbeing principles
  - CAC Policy
  - Public Art
  - Climate Action Plan and Climate Ready Homes & Buildings Plan
  - Parkland Strategy (3.2 hectares park space/1,000 residents within 10-minute walk)

## 1.2 Letter from Province



May 18, 2023

Reference: 317880

Brad Howard, Director, Development PCI Developments  
100 Newport Drive  
Port Moody, BC  
V3H 5C3

**Re: Moody Centre TOD – 60 Williams Street Transit Plaza**

Dear Brad,

The Ministry of Transportation and Infrastructure supports well planned transit-oriented development (TOD) that connects the delivery of housing and amenity spaces such as a transit plaza with cultural, employment, educational, and recreational opportunities via affordable transportation. Successful implementation of TOD will help advance the province's CleanBC climate goals and further support livable communities.

The proposed amenity of a transit plaza at 60 Williams is consistent with the Moody Centre TOD OCP amendment and will facilitate space for recreation and social gathering. It is also designed to facilitate placement of additional housing on provincial land along Spring Street through increased building heights up to 39 storeys.

The ministry remains committed to the development of complete communities and the creation of new housing supply in appropriate locations near SkyTrain stations. To further this commitment, the ministry is preparing a forthcoming rezoning application for its Spring Street properties and looks forward to working with the City of Port Moody Mayor and Council and staff to approve much needed housing for people in British Columbia.

Sincerely,

James Demens  
Development Manager

**Attachment:** Letter of Authorization – 60 Williams Street

Ministry of Transportation  
and Infrastructure

Integrated Development Branch  
Integrated Transportation &  
Infrastructure Services Division

Mailing Address:  
PO Box 9850 Stn Prov Govt  
Victoria BC V8W 9T5  
Telephone: (778) 628-9765

Location:  
5A-940 Blanshard Street  
Victoria BC V8W 3B6  
[www.gov.bc.ca/transport](http://www.gov.bc.ca/transport)

## 1.3 Project Team

Property Owner & Developer

**PCI DEVELOPMENTS**

1030 W Georgia #300, Vancouver, BC, V6E 2Y3  
(604) 684-1151

**Architect**

**PERKINS&WILL**

1220 Homer St, Vancouver, BC V6B 2Y5  
(604) 684-5446

Structural Engineer

**GLOTMAN SIMPSON**

1661 W 5th Ave, Vancouver, BC V6J 1N5  
(604) 734-8822

Mechanical Engineer

**TD SYSTEMS**

20295 113b Ave Unit #216, Maple Ridge, BC V2X 6E9  
(604) 504-5450

Electrical Engineer

**NEMETZ & ASSOCIATES**

2009 W 4th Ave, Vancouver, BC V6J 1N3  
(604) 736-6562

**Landscape Architect**

**VAN DER ZALM + ASSOCIATES**

102 - 355 Kingsway, Vancouver, BC V5T 3J7  
(604) 882-0024

Community Engagement Consultant

**POTTINGER BIRD COMMUNITY RELATIONS**

535 Thurlow St #502, Vancouver, BC V6E 3L2  
(604) 801-5008

**Traffic & Transportation Consultant**

**BUNT & ASSOCIATES**

1050 W Pender St #1550, Vancouver, BC V6E 3S7  
(604) 685-6427

Civil Engineer

**BINNIE**

300-4940 Canada Way, Burnaby, BC V5G 4K6  
(604) 420-1721

Wellbeing Consultant

**HAPPY CITIES**

312 Main St Second floor, Vancouver, BC V6A 2T2

Geotechnical Engineer

**GEOPACIFIC**

1779 W 75th Ave, Vancouver, BC V6P 3T1  
(604) 439-0922

Environmental Consultant

**KEYSTONE ENVIRONMENTAL**

320-4400 Dominion St, Burnaby, BC V5G 4G3  
(604) 430-0671

**Public Art Consultant**

**BALLARD FINE ART**

450-319 W Pender St, Vancouver, BC V6B 1T3  
(604) 922-6843

Section 2.0

# Vision & Renderings



Perkins&Will

PCI  
DEVELOPMENTS



Aerial view of project looking North-West

Spring Street

Rezoning Booklet & OCP Framework



West elevation with community transit plaza in the foreground

Spring Street

Rezoning Booklet & OCP Framework



*View of South-East corner along Spring Street with ground floor artist space and the Riparian on the right*

Section 3.0

# Project Attributes

## Contents

3.1	Housing	15
3.2	Community Transit Plaza	16
3.3	Pedestrian Overpass	17
3.4	Daylit Creek	18
3.5	Neighbourhood Grocery	19
3.6	Art	20
3.7	Sustainability	21
3.8	Built Form	22
3.9	Semi-Private Amenity	23
3.10	Financial Contributions	24
3.11	Site Plan	25



## 3.1 Housing

This application meets (or exceeds) City of Port Moody housing policy by delivering **814 units of** market rental housing with an additional 43 below market rental homes (5%). Rent for the below market rental homes will follow BC Housing's Housing Income Limits program.

The mix of suites adheres to the City family friendly homes policy and includes studios, 1 bedroom, 2 bedroom and 3 bedroom homes with 50% being adaptable. The homes will be designed with Happy City principles in mind and constructed to meet City of Port Moody policy with respect to unit mix, size and construction standards.

The goal with these homes is to provide diverse housing options and family friendly units that are well designed and provide a comfortable, spacious place for residents to live. This will be provided through high ceilings, great views, and quality finishings within the units. The 8,000 square foot tower floor plate contributes greatly to generous interior spaces.

The homes will be professionally operated and managed, providing stability and security for residents. Thoughtfully designed amenity space will be located on the 3rd floor podium and will include a shared fitness center, basketball court, rooftop patios, and much more.



## 3.2 Community Transit Plaza

With endorsement from the Province of BC, a community transit plaza is being proposed on the 60 Williams Street parcel that is situated between the proposed development and Moody Centre Station. This plaza will not only act as a new centrepiece for the neighborhood but also as a front door to the neighborhood grocery store and access point for the pedestrian overpass to Murray Street. The new plaza will be designed in such a way to allow flexibility for events and other community programming and will include new public washrooms next to the station. Construction cost of the community transit plaza will be credited toward PCI's Parkland Acquisition DCC and PCI will commit to maintaining the plaza through an easement / SRW agreement between the Province (owner), PCI and the City of Port Moody.





### 3.3 Pedestrian Overpass

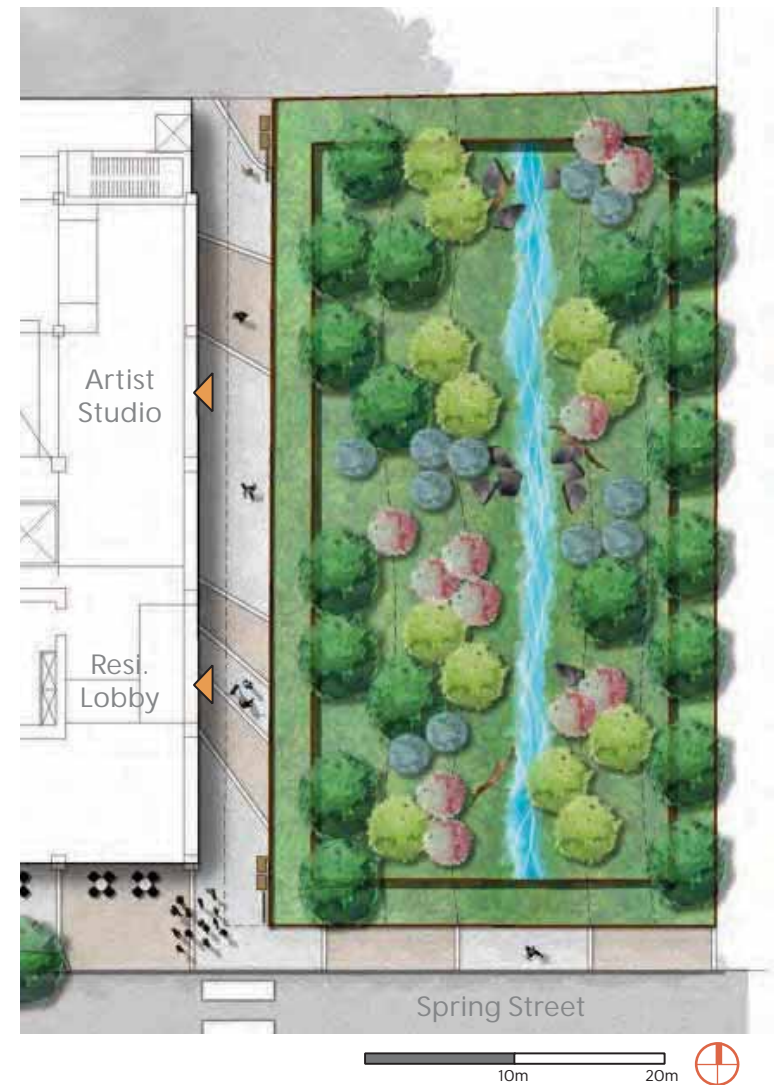
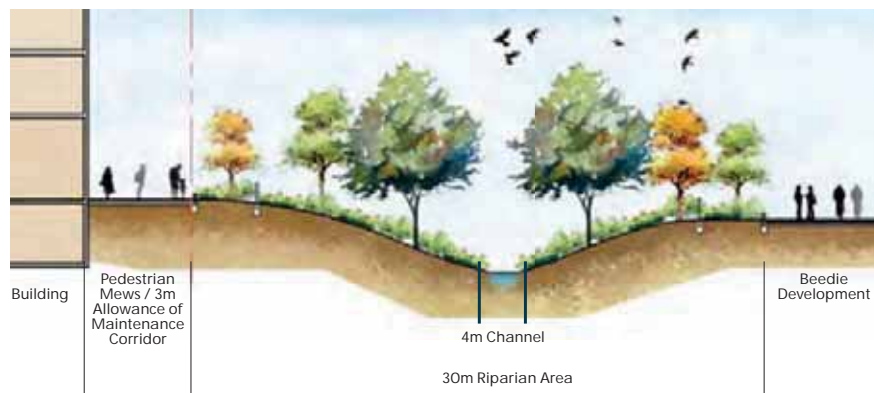
A new pedestrian overpass is being proposed that will connect Moody Centre to Murray Street and Rocky Point Park by providing a direct and seamless route across Skytrain and the West Coast Express train tracks. This connection, which is suitably located at the Moody Centre Station transit plaza and made possible by landing on PCI's Murray Street property, will knit a greater community together and provide residents with convenient walkable access to businesses along Murray Street, Rocky Point Park and the Shoreline Trail network along Burrard Inlet. The design of the overpass will be carefully considered within the context of the plaza, rail operators and the connected building. The cost of the overpass will be treated as an in-kind Community Amenity Contribution that may be subject to Latecomer's Agreement should the cost of the plaza exceed the value of the CAC for this application.



### 3.4 Daylit Creek

The application proposes to daylight a section of Dallas/Slaughterhouse Creek which currently runs in an underground culvert beneath the site. Daylighting the creek, which is part of the larger Chines watershed, will provide a number of benefits including:

- Improved condition for fish passage through reduced creek grading, improvements to creek bed and resting pools
- Daily shading of resting pools regulates water temperature for fish
- New wildlife snags for birds
- High nutrient content in riparian area planting for birds, bees and insects
- New microclimate that regulates air temperature on hot days
- Improved condition of broader watercourse by connecting other recently daylit sections
- Educational and public awareness opportunities through signage
- Will comply with provincial and federal government regulations



## 3.5 Neighbourhood Grocery

A new ~40,000 square foot grocery store, which was identified as a highly desired need from the community, is being proposed in the podium of the development. The main entrance to the store will be in a double-height glazed atrium facing the proposed community plaza near the entrance to Moody Centre Station and will create a highly active and convenient community hub. The grocery store will provide a significant amount of jobs to the area and create convenience for neighborhood residents and transit riders who, currently, must travel 7 minutes by car or 22 minutes by foot to the nearest grocery store at Suterbrook. A key principle of Transit Oriented Development is to provide complete communities with daily needs being within a reasonable distance.





## 3.6 Art

### Public Art

Port Moody's forward-thinking trademarking in 2004 as a "City of the Arts" has cultivated a bold and distinct identity for the City and public art will play a vital role in how that identity will grow with redevelopment.

PCI has engaged Ballard Fine Art as Public Art Consultant to guide the process and ensure an exemplary iteration of artwork throughout the site. With an artwork budget of approximately \$1.25 million, a Detailed Public Art Plan will present a conceptual framework to guide public art visioning and commissioning for the Spring Street site. Intended as a living document, the Plan will provide a detailed approach as well as flexibility to adapt to feedback from the City of Port Moody and the Public Art Committee.

### Artist Studios

In continuation with PCI's support of artists in Port Moody, who practice in a variety of mediums including painting, clay, ceramics, wood and textiles, this project will incorporate approximately 4,000 square feet of new, below-market artist space. This space will be ground-oriented and face the new daylight creek which will provide an ideal setting for beginner and expert artists alike and visitors who wish to view their art.



Public Art in King George Hub

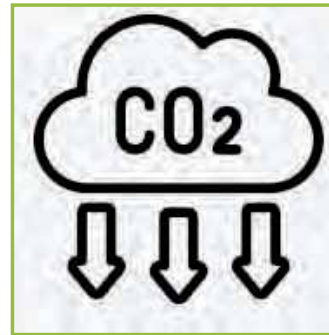


## 3.7 Sustainability

Port Moody is a regional leader on sustainable building requirements and this project will follow that lead through electrified, high-performance and low carbon design while prioritizing social and cultural sustainability on site to meet the projects three key sustainability objectives:

- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

Design of the project will adhere to the City of Port Moody's sustainability policy for rezoning applications by meeting or exceeding Step Code 3 of the BC Energy Step Code and provision for a Low Carbon Energy System (including potential District Energy System). Section 5.1 explores sustainability strategies in more detail as they relate to the above three objectives.



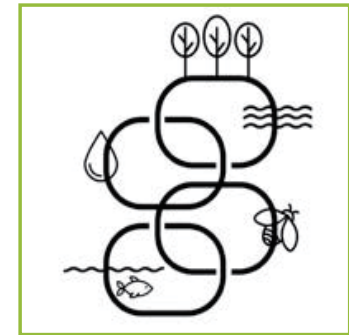
### Carbon Leadership

The project aspires to reduce whole life carbon emissions and overall reliance on fossil fuels as means of meeting the City of Port Moody's climate leadership objectives.



### Enhanced Livability

The project seeks to transform the neighborhood into a vibrant and livable community that supports human health and well-being.



### Enhanced Ecosystem

The project aims to regenerate the natural systems and increase the biodiversity of the site while also fostering connections with nature.

## 3.8 Built Form

Despite poor soil conditions that make below-ground construction extremely cost-prohibitive, we have placed all parking for the development underground. This is only feasible with proposed TOD parking reduction and density as proposed. This will result in a much more digestible pedestrian scale at the podium level than would otherwise exist with above-grade parking. Furthermore, it allows for a much more vibrant and engaging storefront façade at the ground level which enhances the quality of the pedestrian experience along Spring Street. An active amenity deck will be located on the roof of the two-storey commercial podium with twin 39-storey residential buildings above.





## 3.9 Semi-Private Amenity

Future residents of the project will enjoy over 20,000 square feet of thoughtfully-planned indoor amenities including a full size gym, basketball court, co-working space, dining lounges and games rooms. These spaces will be located on the shared podium roof level and tower roof levels which all provide access to connected outdoor spaces for outdoor play, dining and yoga (to name a few).

In addition to serving future building residents, we anticipate partnering with local organizations such as Vancouver Sports Club, Moody Arts and local fitness operators to provide access to advance and expand on their programming for the community at large.



## 3.10 Financial Contributions

The proposed development will generate a variety of public benefits that will serve as a lasting legacy for the Moody Centre neighborhood. The total value of all benefits is estimated to be ~\$23 million.

Most of the benefits will be delivered as in-kind contributions in the form of a community transit plaza, a pedestrian connection between Moody Centre and Murray Street, daylighting of Dallas / Slaughterhouse Creek and public art. The combined value of the in-kind contributions is ~\$18.2 million.

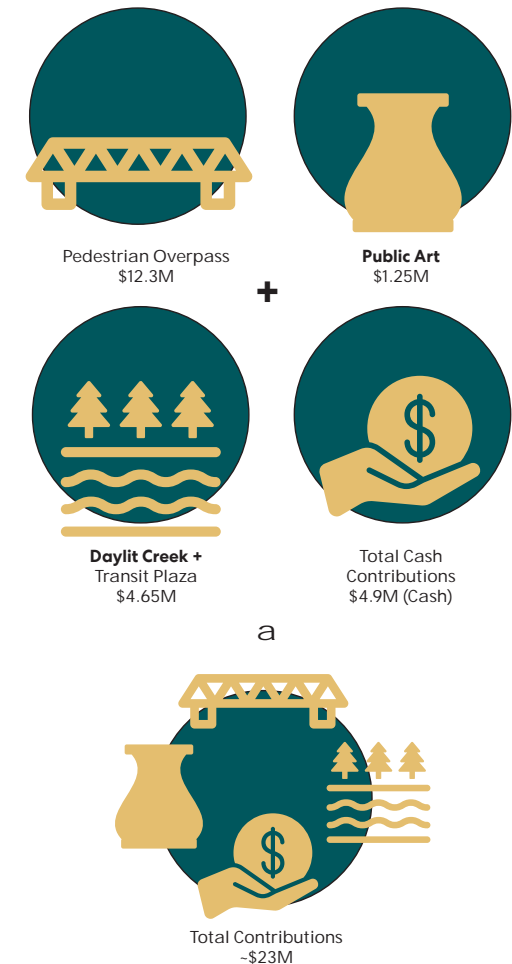
Benefits will also be delivered in the form of cash contributions to the City of Port Moody byway of Development Cost Charges, School Site Acquisition Charges and Community Amenity Contributions. These contributions will go towards growing Port Moody's Affordable Housing Fund, providing and improving park land, upgrading infrastructure facilities, purchasing land for new schools and meeting other needs of the local Port Moody community. The combined value of the cash contributions is \$4.9 million.

Additionally, over the course of the project, approximately \$3.5 million will be paid to the City of Port Moody in the form of rezoning, development permit and building permit fees. Once completed, the new development will also generate additional property tax revenue for the City of Port Moody that is estimated to be at least \$1.5 million annually starting year 1.

In-kind Contributions	Value
Pedestrian Overpass <sup>1</sup>	12,270,500
Daylit Creek <sup>2</sup>	3,900,000
Transit Plaza <sup>2</sup>	750,000
Public Art	1,250,000
<b>Total In-kind Contributions</b>	<b>18,170,500</b>
Cash Contributions	Value
Base Density CAC	1,400,000
Bonus Density CAC <sup>1</sup>	0
Development Cost Charges <sup>2</sup>	3,000,000
School Site Acquisition Charges	500,000
<b>Total Cash Contributions</b>	<b>4,900,000</b>
<b>Total In-kind &amp; Net Cash Contributions</b>	<b>23,070,500</b>
+ Property Tax Revenue	\$1.5 million annually

1. As cost of overpass exceeds the Bonus Density CAC requirement, approx. \$4 million will need to be recovered from benefiting developments in Moody Centre via latecomer agreement.

2. Cost of constructing the transit plaza and daylighting the creek will be applied to the total DCC requirement of ~\$7,650,000. The remaining amount will be delivered to the City of Port Moody as a cash contribution.



## 3.11 Site Plan

The site plan below showcases the key elements described earlier. All the elements come together to create a cohesive mixed-use development where existing and future Port Moody residents can live, shop, create, exercise and relax.



## Section 4.0

# OCP Framework

## Contents

4.1	OCP Policy Overview	27
4.2	Background & Engagement	28
4.3	Existing OCP Policy (2017)	29
4.4	OCP Amendment (2020)	31
4.5	Moody Centre Framework (2023)	35

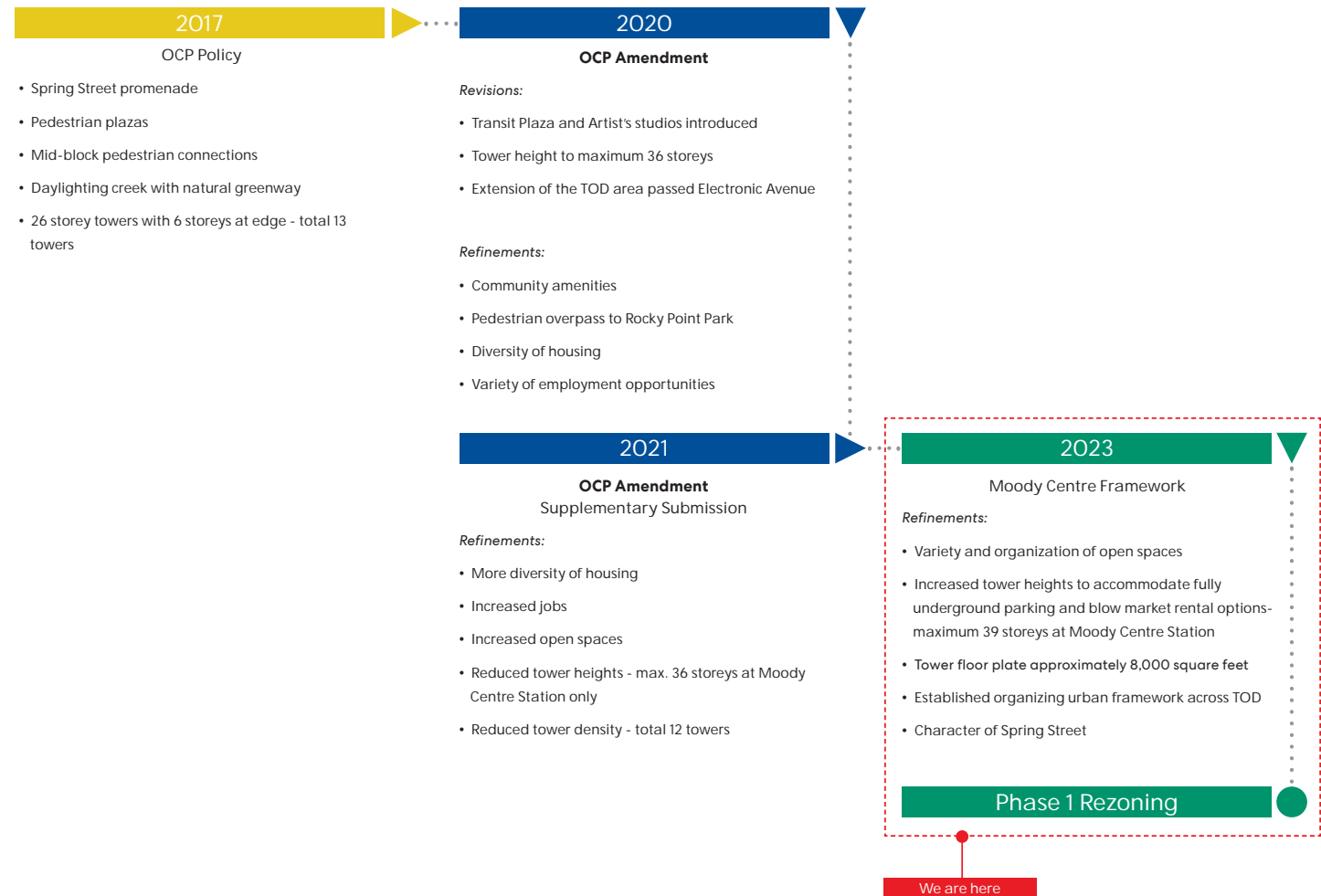
## 4.1 OCP Policy Overview

### 4.1.1 Outline

The intent of this chapter is to provide a reference framework between the City of Port Moody's ongoing OCP process and this rezoning application.

This is a master planning framework with guiding principles that build on the previously submitted Moody Centre TOD OCP Amendment (summarized in Section 4.5) and also takes into account City of Port Moody staff comments and input from the public (summarized overleaf).

These guiding principles and this front end chapter (Section 2 - OCP Framework) will be common to all three pending rezoning applications in what we are referring to as Moody Centre TOD Phase 1; the properties owned by PCI, Beedie and the Ministry of Transportation & Infrastructure (MoTI) on the North side of Spring Street between Hugh Street to the West and Buller Street to the East. While each parcel will put forward its own rezoning application, there is a unity of approach and a shared value system in aligning with the guiding principles outlined herein. This is outlined in Section 4.7.4 Moody Centre Framework - Phase 1.





## 4.2 Background & Engagement

### 4.2.1 Summary

The Port Moody Official Community Plan (2017) identifies the area surrounding the Moody Centre SkyTrain Station as the "Moody Centre Station TOD". In 2017, The Moody Centre TOD Area Master Planning Group ("The Master Planning Group") was formed by eight local landowners who collectively own property within the Moody Centre Station TOD Area. The Master Planning Group is comprised of Anthem, Beedie Living, the Bombelli Family, PCI Developments, the Stevens Family, TransLink, the Wildman Family, and Woodbridge Homes.

With support from City Staff, and together with Pottinger Bird Community Relations, The Master Planning Group began a process to engage the community and receive input on the future of this important neighbourhood.

The preliminary master plan concept envisioned a complete renewal of the 23-acre site to deliver a number of land uses and public amenities for the Port Moody community. These land uses and public amenities include: housing that ranges in form, tenure and size; mixed uses including office, retail, and employment; community amenities including a large public transit plaza, additional internal plazas/pocket parks, public art, pedestrian and cyclist links; the daylighting of Dallas/Slaughterhouse Creek; a pedestrian/ bicycle overpass connecting the area to Rocky Point Park, and the creation of a new Spring Street promenade.

In 2023, further refinement of the master plan concept was undertaken in support of Phase 1 Rezoning Applications and in response to City comments on the OCP Amendment (2020).

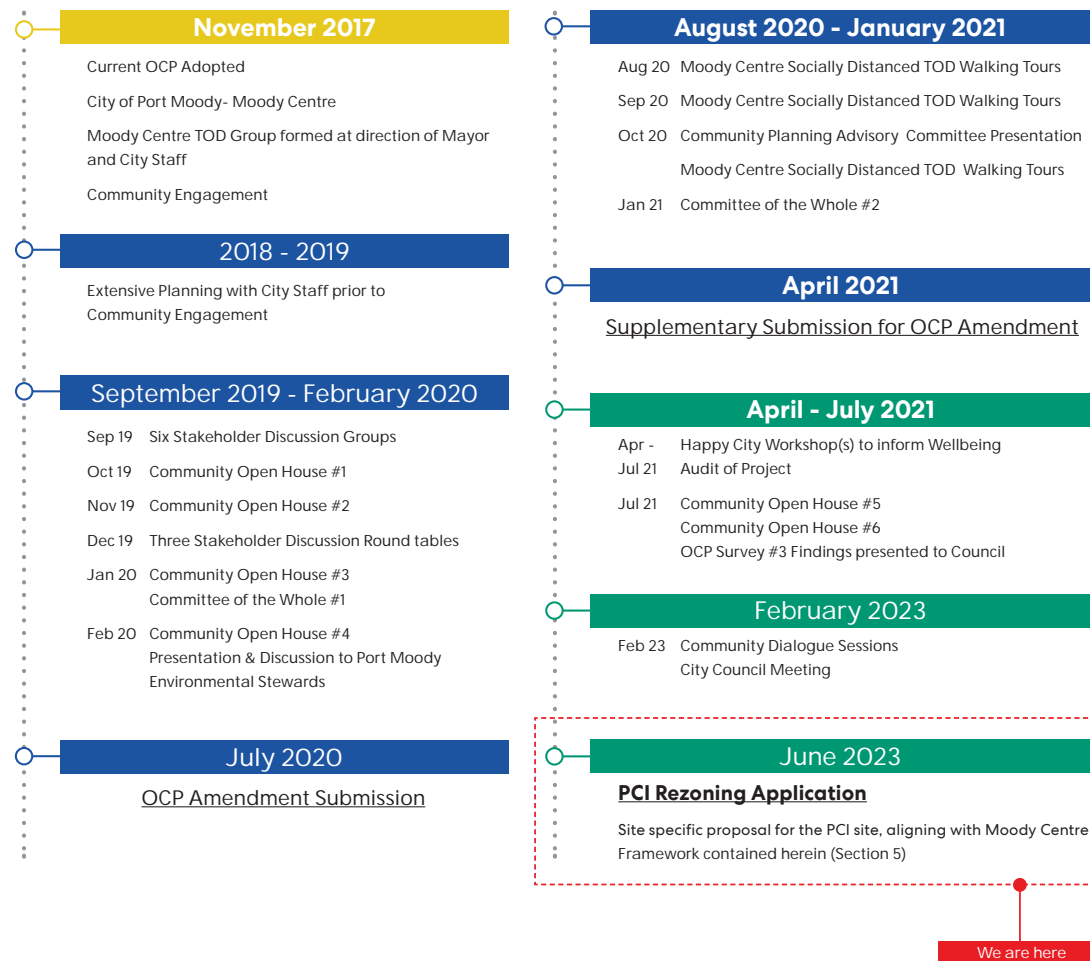


Photo from Oct 2019 Open House



Photo from Jan 2020 Open House

Key:

Current OCP (2017)

Events leading up to OCP Amendment Submission (2020) and Supplementary Submission for OCP Amendment (2021)

Events leading up to PCI Rezoning Application (2023)



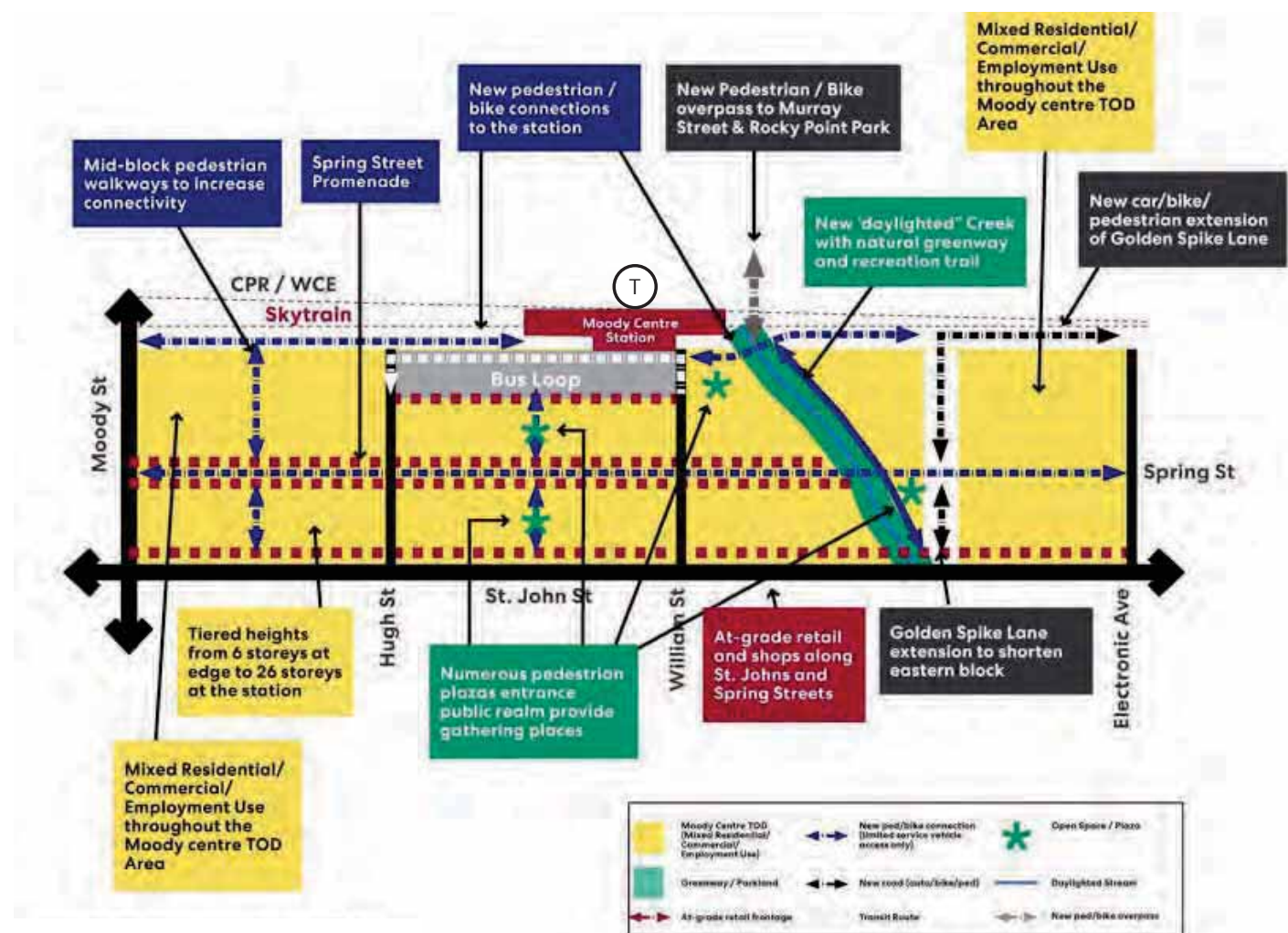
## 4.3 Existing OCP Policy (2017)

### 4.3.1 OCP Policy (2017)

The OCP Policy adopted in 2017 outlines a plan for Moody Centre which prioritizes the pedestrian experience in the TOD area.

The policy highlights the following key moves to establish a pedestrian-first neighbourhood:

- Spring Street promenade with retail
- Pedestrian plazas as gathering places
- Mid-block pedestrian walkways
- Daylighting creek with natural greenway
- 26 Storey towers with 6 storeys at the district's edge



Source: The Community Vision for Moody Centre (2017)

Spring Street

Rezoning Booklet & OCP Framework

OCP Policy (2017) cont'd



Source: The Community Vision for Moody Centre (2017)



## 4.4 OCP Amendment (2020)

### 4.4.1 OCP Amendment (2020)

In 2019, The Moody Centre TOD Area Master Planning Group was formed; made up of eight local landowners who collectively own property within the Moody Centre Station TOD Area. At the invitation of the City of Port Moody, they submitted an Amendment to the 2017 OCP which illustrated a more holistic and comprehensive vision that was set out in the existing OCP.

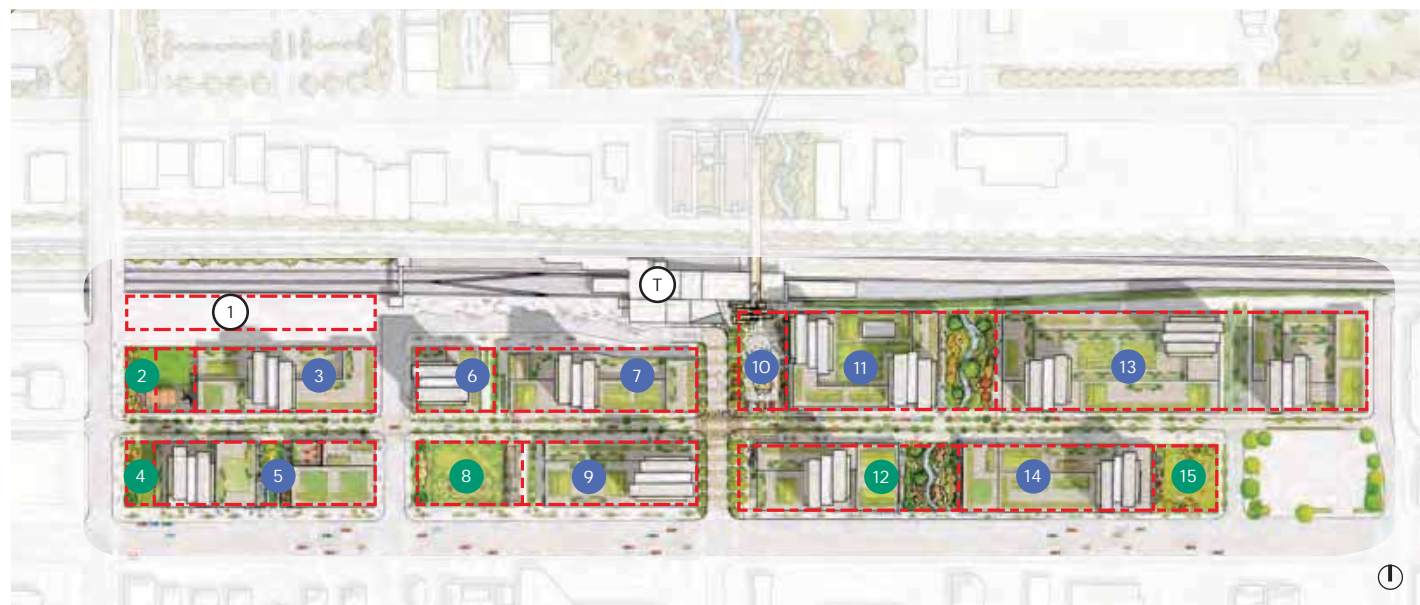
The Amendment (2020) application proposed two main changes to the OCP (2017), namely:

- It extended the area of the Moody Centre TOD Area one block East of Electronic Avenue.
- It proposed an increase in maximum permitted height to 36 storeys in select locations adjacent to Moody Centre Station.

The Master Plan concept outlined opportunities for refinement within the 23-acre site governed by the OCP, including:

- Delivering a number of varied land-uses within the district such as housing that ranges in form, tenure, and size; mixed uses including office, retail, and employment
- Community amenities including a large public transit plaza, additional internal plazas and pocket parks, public art, and pedestrian and cyclist links
- The daylighting of Dallas/Slaughterhouse Creek
- A pedestrian and bicycle overpass connecting the area to Rocky Point Park
- The creation of a new Spring Street promenade.

1 City Site 0.47 acre	2 84 Moody St. 0.2 acre • Park purchased via parkland acquisition funds	3+5 Woodbridge 1.26 + 1.03 2.29 acres • Up to 26 storey towers (2) • 1 res. market rental • 1 res. market strata w/ 10% affordable housing • Pocket park / mews	4 Wai Man Woo 0.2 acre • Park purchased via parkland acquisition funds	6 TransLink 0.47 acre • Up to 26 storey tower • Res. market strata • 10% affordable housing	7 BCTFA 1.2 acre • 36 storey tower • Res. market strata • 10% affordable housing	8 3-Lot Parcel 0.6 acre • Park purchased via parkland acquisition funds
-----------------------	--	---	---	--	---	--



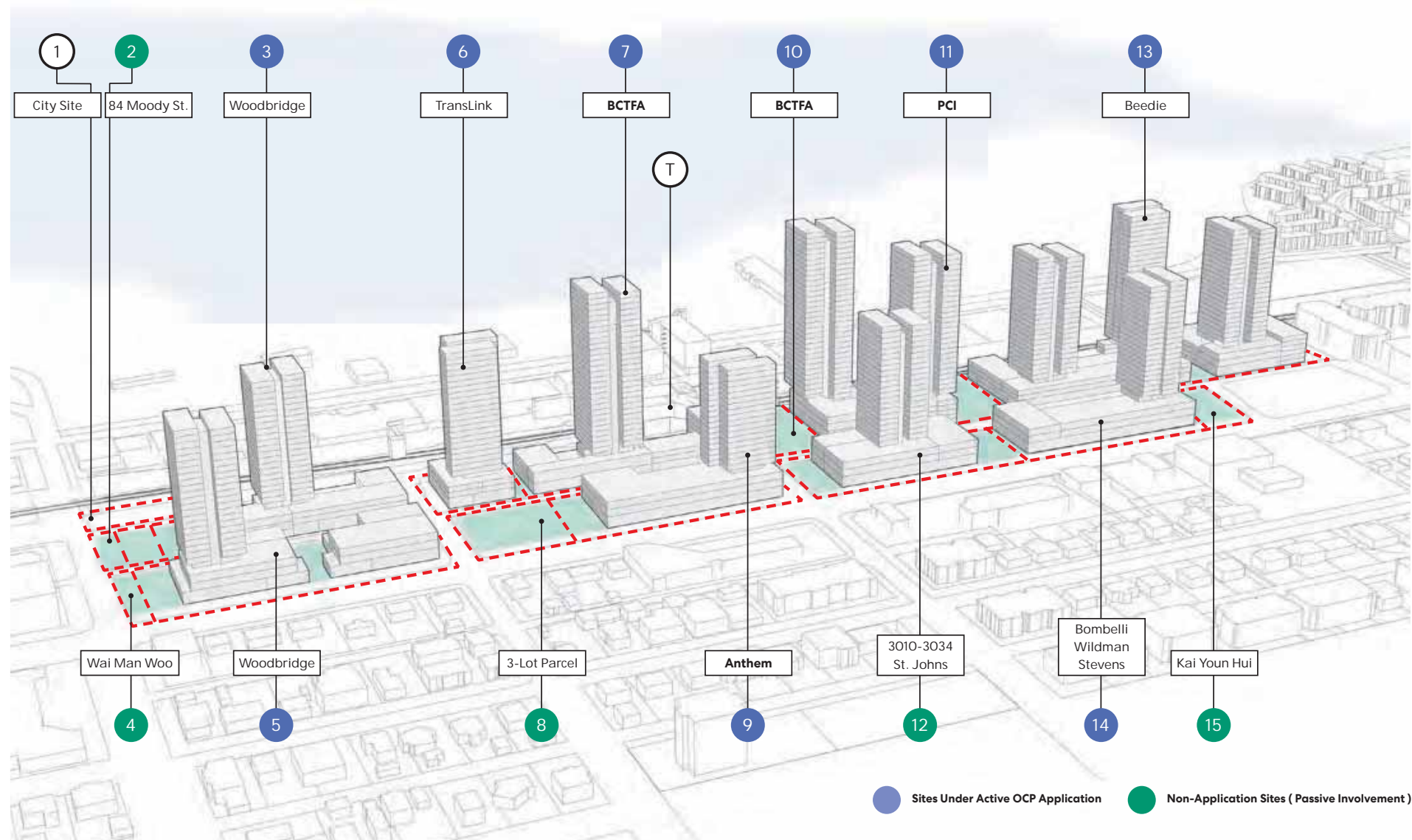
9 Anthem 1 acre • Up to 26 storey tower • Res. market rental • Pocket park / mews on west side	10 BCTFA 0.62 acre • Density transfer to BCTFA tower site • Transit plaza • Pedestrian overpass Connection	11 PCI 2.25 acre • 32 and 36 storey tower • Res. market rental • Daylit creek • Pedestrian overpass	12 3010-3034 St Johns 1.13 acre • Up to 26 storey tower • Res. market rental or market strata w/ 10% affordable housing (TBD) • Daylit creek	13 Beedie 3.65 acre • 3x26 storey towers • Res. market strata • 10% affordable housing • Pedestrian mews • Pocket park at 2806 Spring st	14 Bombelli I Wildman I Stevens 1.13 acre • Up to 26 storey tower • Res. market rental or market strata w/ 10% affordable housing • Park space on east side	15 Kai Yuen Hui 0.36 acre • Park purchased via parkland acquisition funds
---	---	---	---	---	--	--

Source: Moody Centre OCP Amendment Application Supplemental Submission, April 2021, p. iv-v

Spring Street

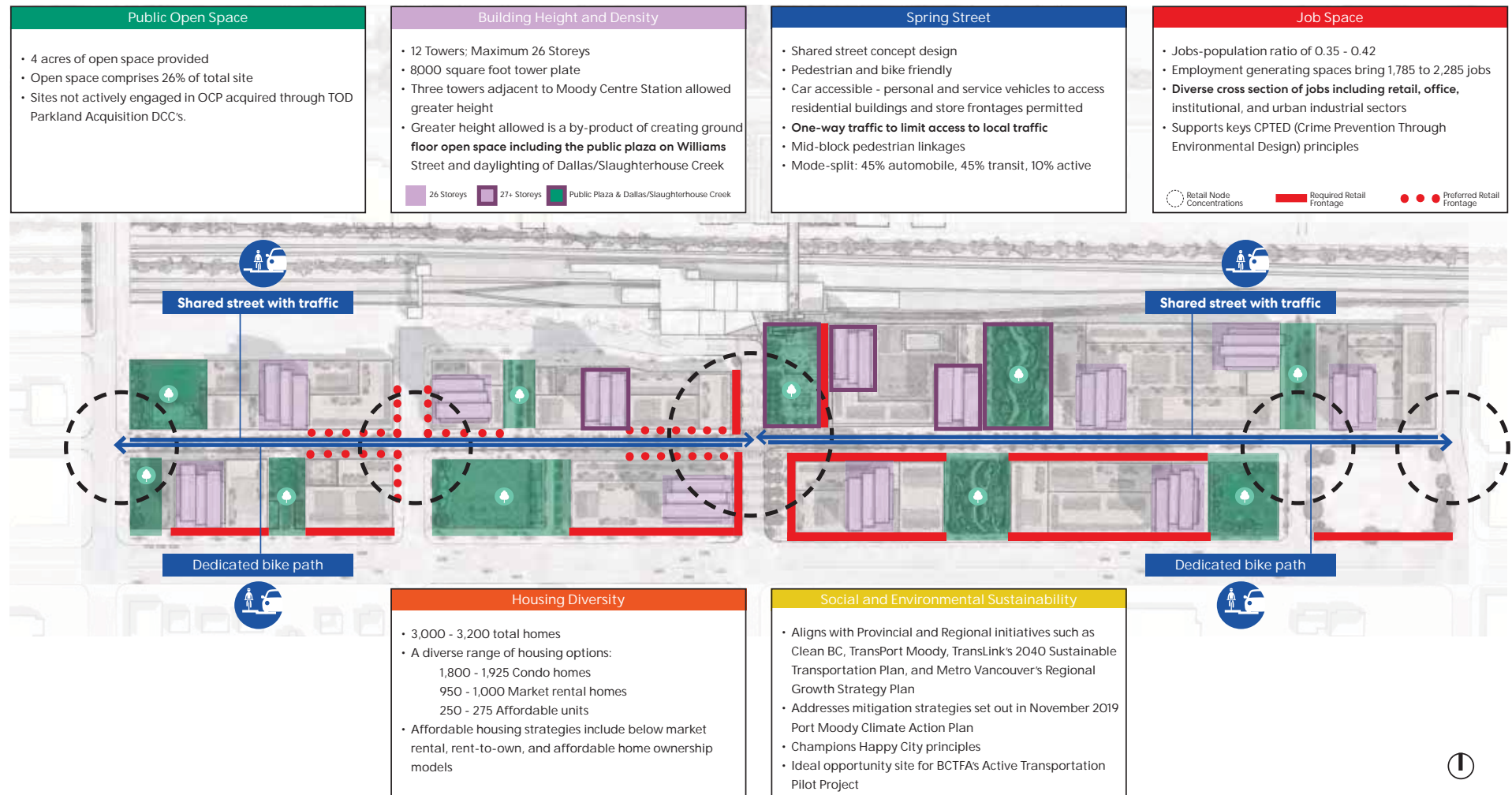
Rezoning Booklet & OCP Framework

OCP Amendment (2020) cont'd



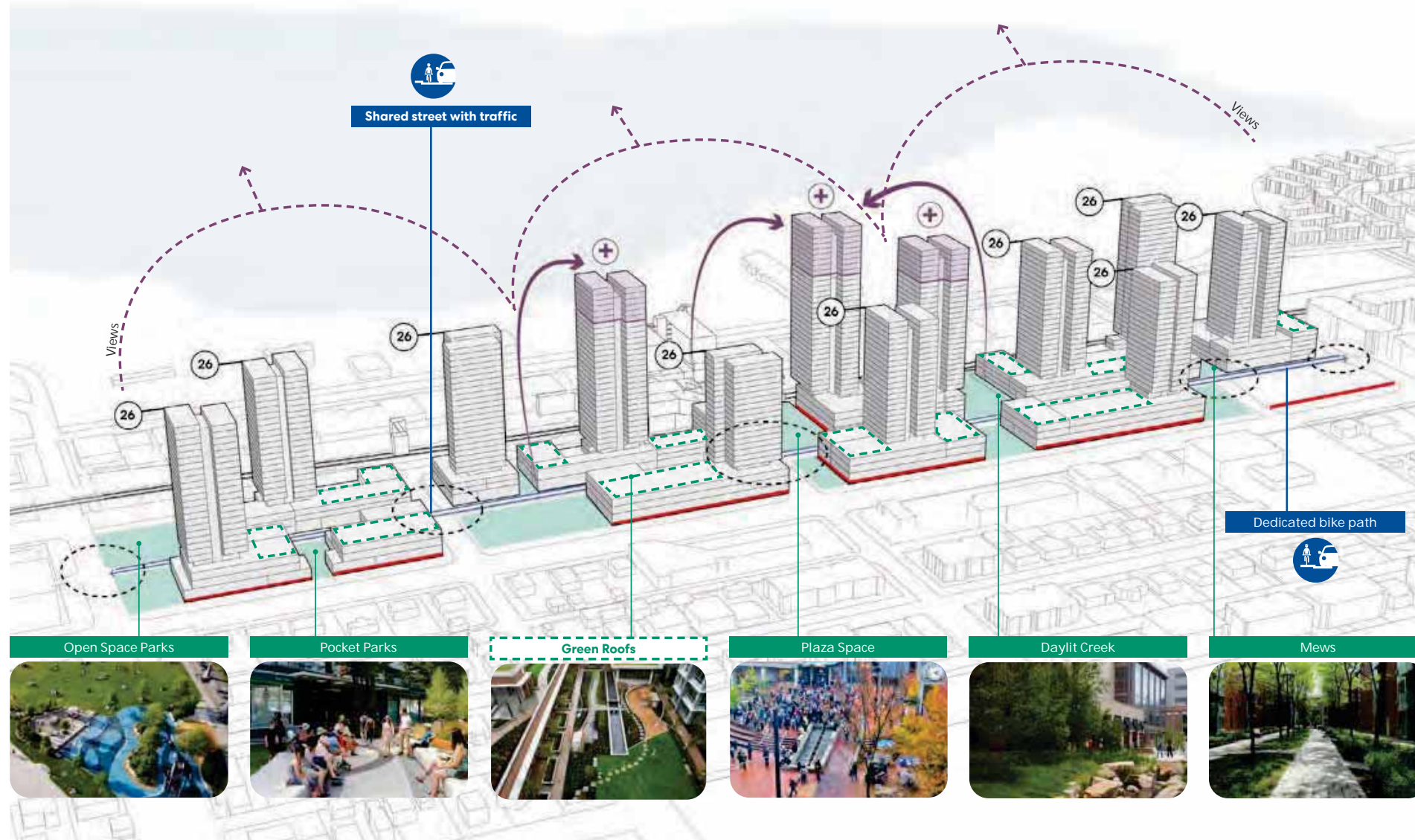
## OCP Amendment (2020) cont'd

## 4.4.2 Summary of the OCP Amendment (2020)





OCP Amendment (2020) cont'd



Source: Moody Centre OCP Amendment Application Supplemental Submission, April 2021, p. x

## 4.5 Moody Centre Framework (2023)

### 4.5.1 Collective Vision

Driven by the Guiding Principles (4.7.2) outlined overleaf, the vision for Moody Centre imagines a pedestrian-oriented, vibrant, mixed-use community that is centred around high-quality transit, sustainability, and celebrates livability in the 'City of the Arts' Collective.

The Moody Centre Framework (2023) builds upon the principles established in the OCP Amendment (2020) to further refine the area of the TOD by:

- Establishing a legibility and distinct identity across the district (4.5.6)
- Creating a sense of place by curating opportunities for unique experiences rooted in local culture and history through the site (4.5.5)
- Optimizing daylighting to the public realm to enhance and encourage community engagement (4.5.10)
- Improving the interface between podium and tower to ensure a human-scale experience (4.5.9 & 4.5.10)

The Moody Centre Framework carefully considers comments on the OCP Amendment (2020) made by City Staff with specific attention to the offerings made in Phase 1 developments at Moody Centre. These contributions are outlined in 4.5.4 Phase 1.

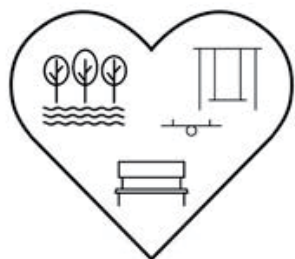


Artistic rendering of an activated, pedestrian-oriented Spring Street

"A pedestrian-oriented, vibrant, mixed-use community that is centered around high-quality transit, sustainability, and celebrates livability in the 'City of the Arts' Collective"

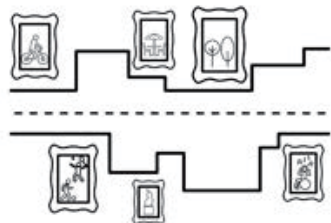
Moody Centre Framework (2023) cont'd

#### 4.5.2 Guiding Principles



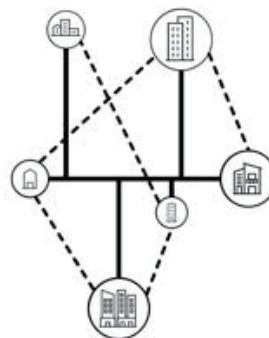
##### Enhanced Public Realm

A purposefully programmed public realm rooted in local culture and history



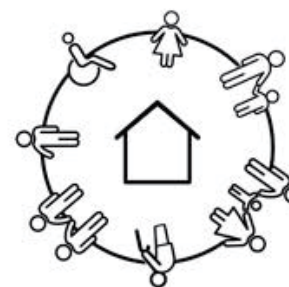
##### Activated Spring Street

A curated human scale experience with diverse retail and commercial spaces



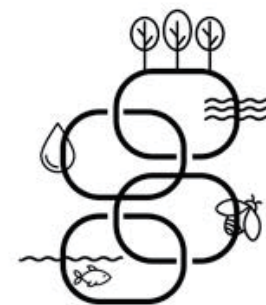
##### Interconnected Neighbourhood

Essential services and amenities provided within 5 minutes via interconnected streets that promote active mobility



##### Housing for a Diverse Community

Diverse unit mixes and inclusive housing opportunities



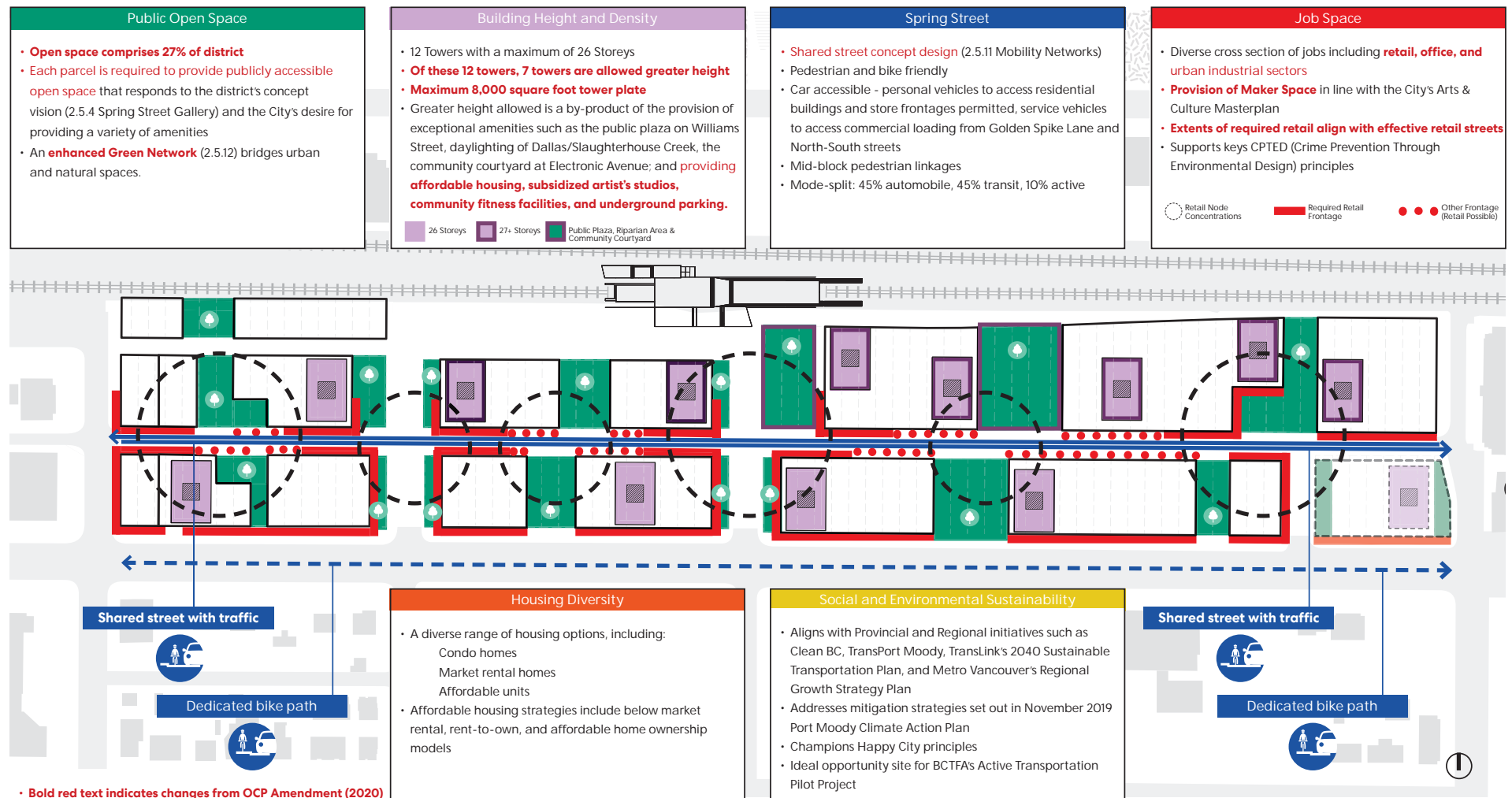
##### Linked Natural Systems

Health and well being promoted through connection with the surrounding ecosystem

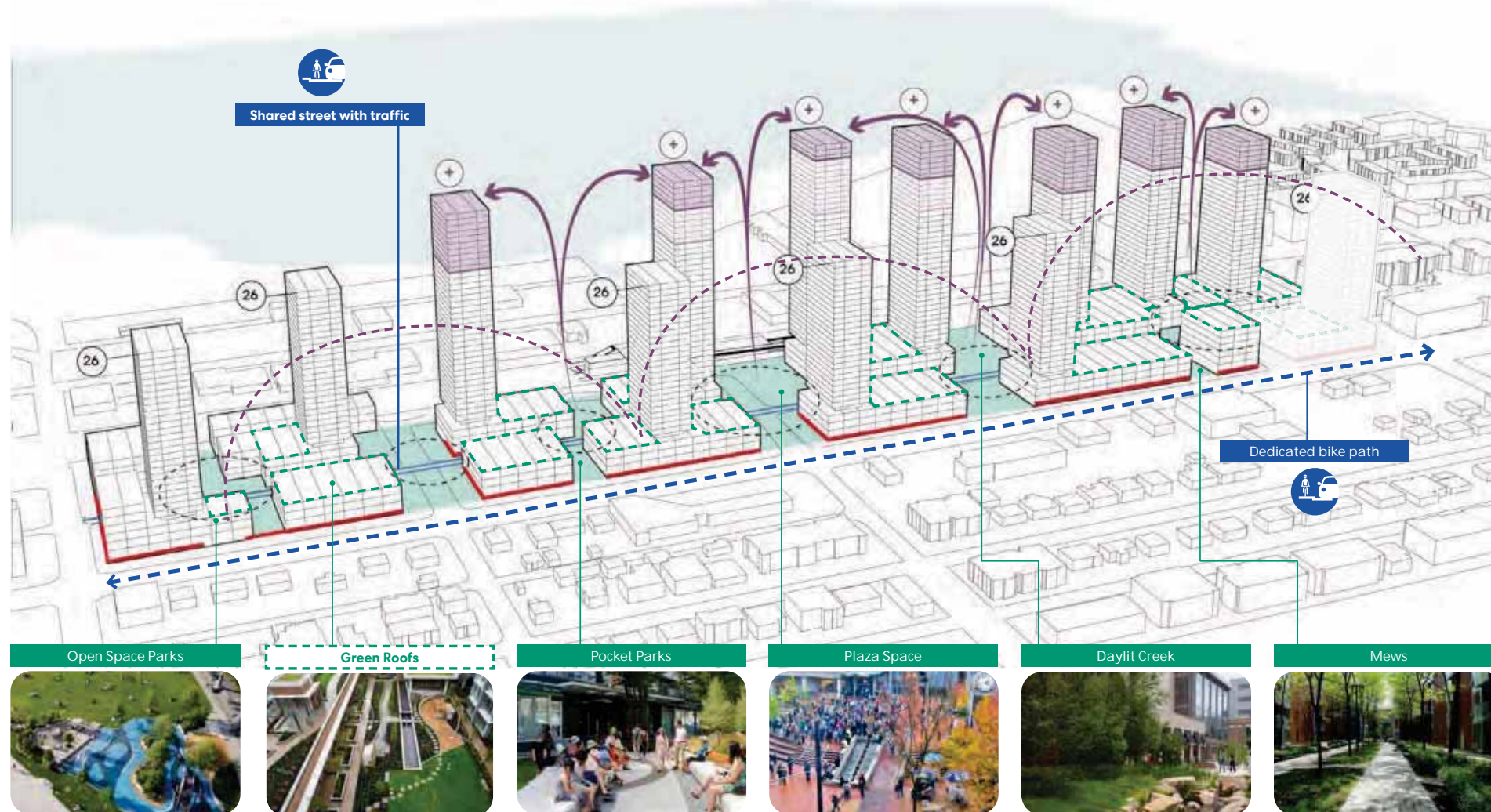


Moody Centre Framework (2023) cont'd

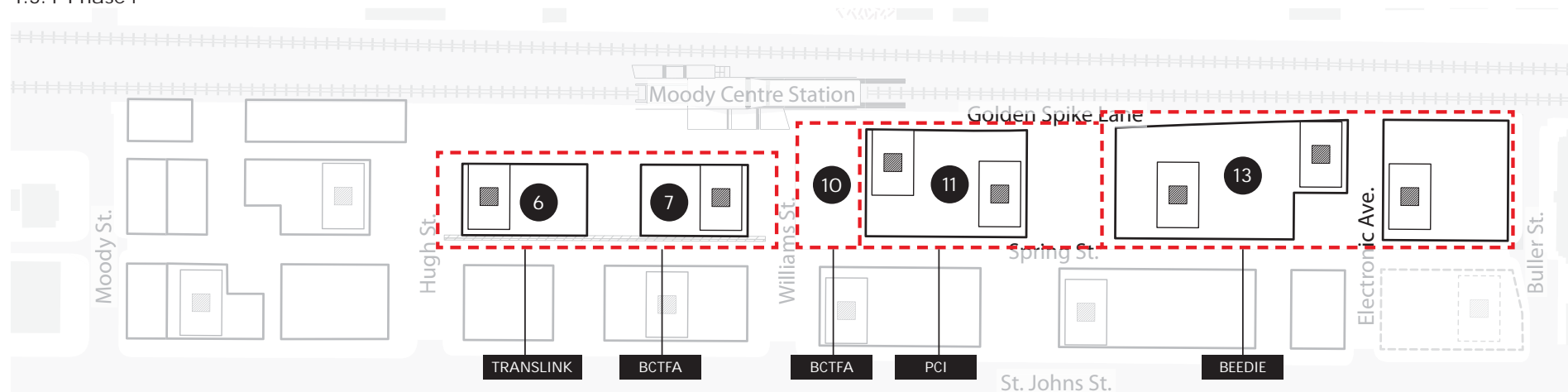
## 4.5.3 Moody Centre Framework Master Plan (2023)



Moody Centre Framework (2023) cont'd



## 4.5.4 Phase 1



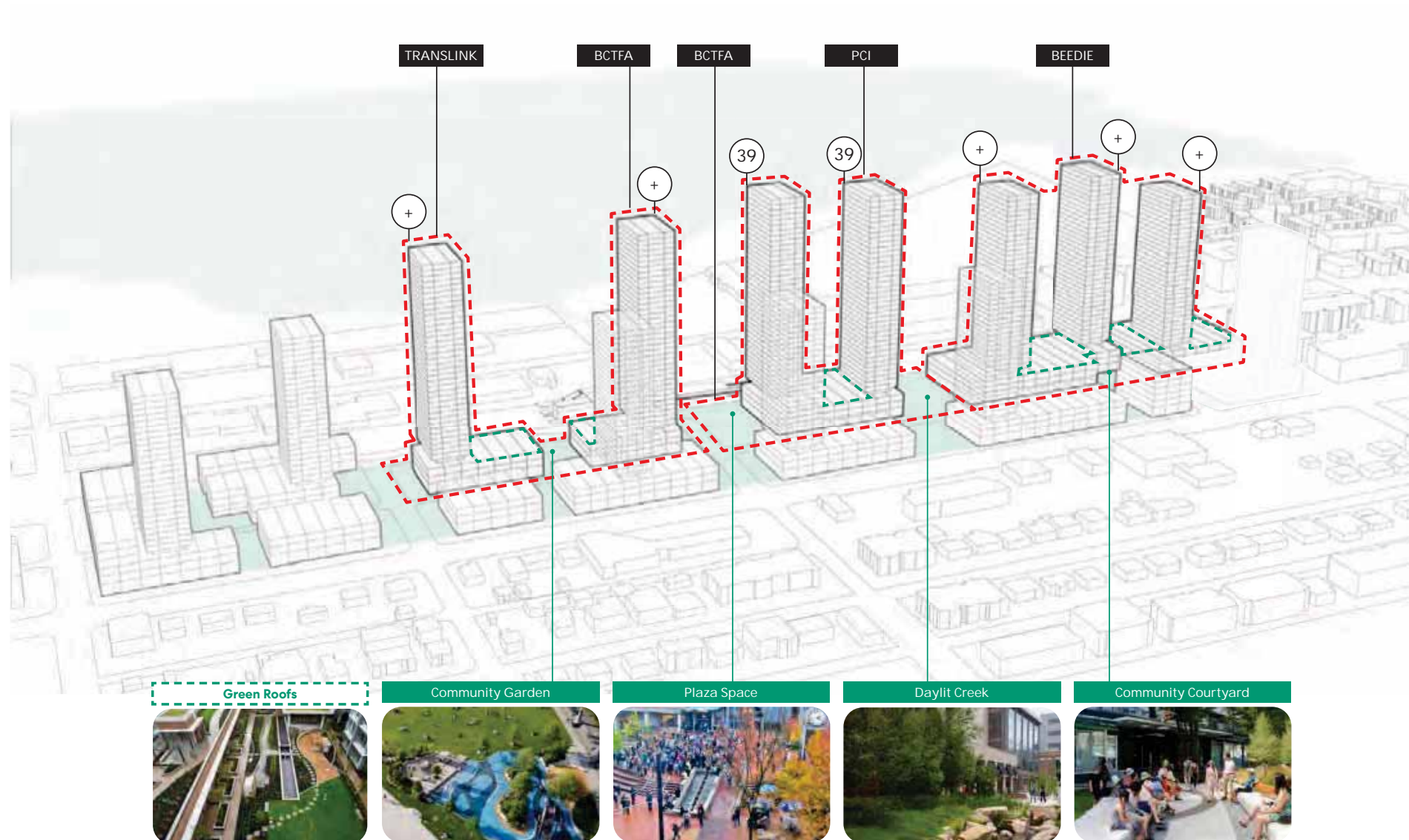
Site	Public Open Space	Building Height and Density	Job Space	Housing Diversity	Spring Street	Social and Environmental Sustainability
<p>Phase 1 comprises of parcels: 6 TransLink + 7 BCTFA 10 BCTFA + 11 PCI 13 Beedie</p> <p>Together, the three sites provide a range of public spaces, housing options, and job opportunities <b>which contribute to fulfilling the vision set out in the Moody Centre Framework (2023).</b></p>	<p>Phase 1 is committed to providing a unique grouping of public spaces with a variety of amenities which integrate local art guided by Port Moody's Art and Culture Masterplan.</p> <p>Each site offers a unique open space that is publicly accessible:</p> <ul style="list-style-type: none"> <li>• Transit Plaza</li> <li>• Daylit Creek</li> <li>• Pedestrian Mews</li> <li>• Community Courtyard</li> <li>• Community Garden</li> </ul> <p>As well as utilizing podium rooftops to provide additional amenities to residents.</p>	<p>A total of seven towers are distributed across Phase 1, with a maximum height of 39 storeys <b>and a floorplate of approximately 8,000 square feet.</b></p> <p>The additional building density (26+ storeys) results from the provision of outstanding amenities and public open space including:</p> <ul style="list-style-type: none"> <li>• Transit Plaza</li> <li>• Daylit Creek</li> <li>• Community Courtyard</li> <li>• Community Gardens</li> <li>• Pedestrian Mews</li> <li>• Artist Studios</li> <li>• Maker's Space</li> <li>• Daycare</li> <li>• Affordable Housing</li> <li>• Underground Parking</li> </ul>	<p>Phase 1 will bring over 700 jobs to Moody Centre.</p> <p>Types of industry include:</p> <ul style="list-style-type: none"> <li>• Artist Studios</li> <li>• Grocery</li> <li>• CRU</li> <li>• <b>Office</b></li> <li>• Daycare</li> </ul>	<p>Phase 1 is committed to delivering approximately 2,400 units of housing through a diverse range of housing units informed by the City of Port Moody's Housing Needs Assessment, including:</p> <ul style="list-style-type: none"> <li>• Market Rental homes</li> <li>• Market Strata homes</li> <li>• Affordable Rental</li> </ul> <p>Affordable housing strategies include below market rental.</p>	<p>Phase 1 honours the approach to a pedestrian-friendly Spring Street by ensuring a human-scale streetscape and offering mid-block pedestrian links (4.5.9 &amp; 4.5.11) on all sites.</p> <p>Loading access from Golden Spike Lane and Hugh Street keeps trucks off of Spring Street to ensure a safe environment for pedestrians and local cyclists (4.5.7 &amp; 4.5.9).</p>	<p>Phase 1 puts the Happy City Principles (4.11) at the forefront, <b>keeping focus on the Well Being of Moody Centre residents</b> through a thoughtful approach to human-centred design.</p>



Spring Street

Rezoning Booklet & OCP Framework

Moody Centre Framework (2023) cont'd



### 4.5.5 Spring Street Gallery

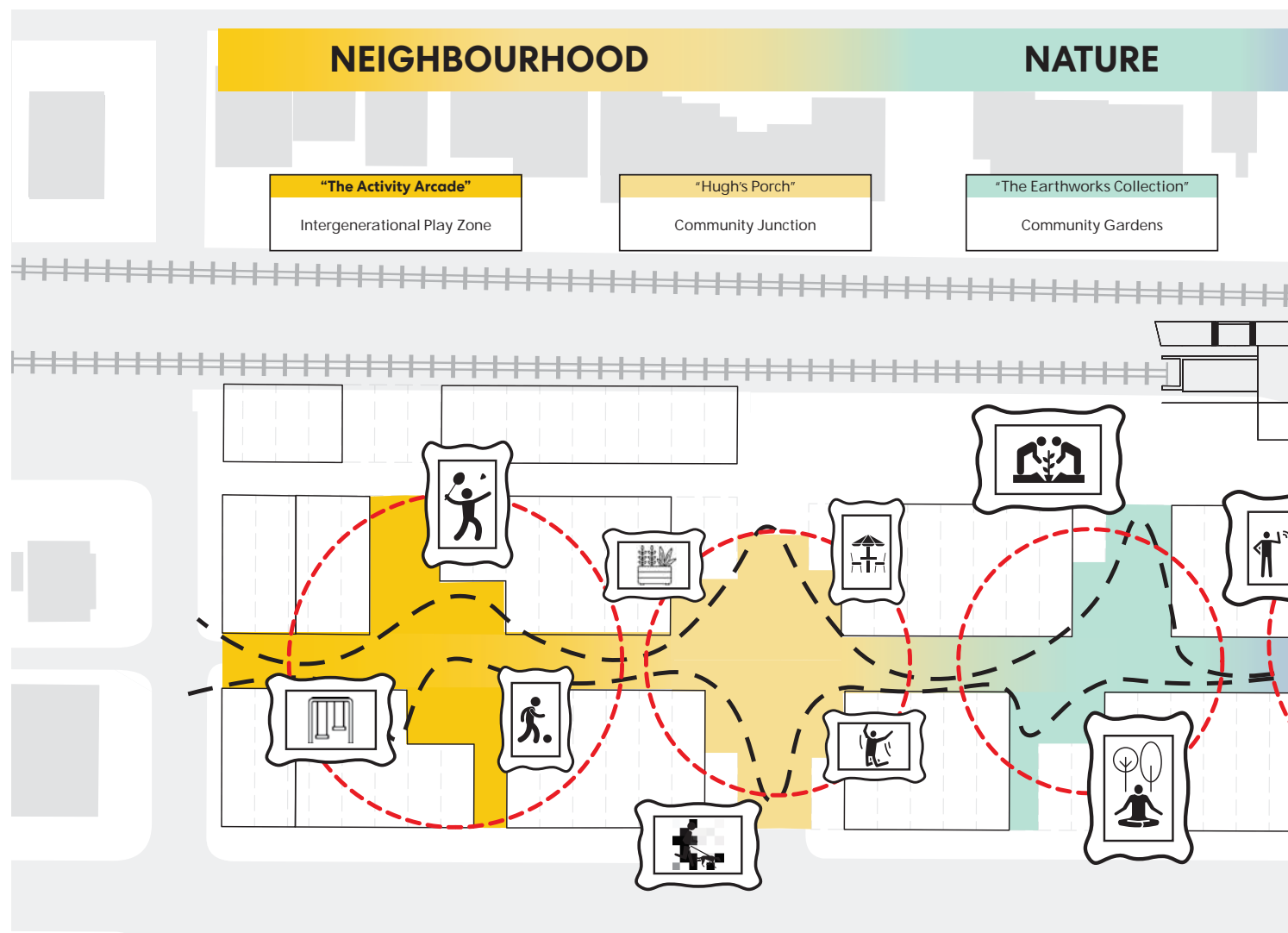
Spring Street is the heart of Moody Centre in Port Moody "City of the Arts". It is an active corridor where the community can gather in curated "galleries" of open space that spill from the street at intersections and mid-blocks. Each gallery has its own distinct identity, and together they weave a vibrant, active, and diverse cultural district at Moody Centre.

At the centre of the district is the "Pop-Up Gallery" Transit Plaza. Its urban nature offers a large-scale gathering space directly adjacent to Moody Centre Station which can accommodate diverse events and activities such as, art or farmer's markets, outdoor cinema events, and music festivals.

Mid-block East and West of the Pop-Up Gallery are the "Ecology Exhibition" and "Earthworks Collection" galleries. These galleries celebrate the natural environment and connection to nature for health and well being. The Ecology Exhibition is located at the daylight Dallas/Slaughterhouse Creek which offers an educational component where the community can visually engage with the rehabilitated riparian area. While The Earthworks Collection is imagined as a lush community garden with opportunities to grow food or simply relax in the beauty of the gardens.

Spring Street Gallery transitions into the existing community at a neighbourhood scale towards the edges of the district. The "Conversation Hub" offers an extroverted community courtyard, while "Hugh's Porch" acts as a neighbourhood junction, visually connecting the active corners of four blocks. Both provide opportunities to connect with one's neighbours over coffee, art, and shopping. Lastly, the "Activity Arcade" supports intergenerational play at the quieter mid-block between Hugh Street and Moody Street.

Spring Street Gallery is the art of living; reflective of the diversity and variety of a traditional street. It brings vibrance, life, and diverse opportunities for connection within the community and beyond putting art into the heart of Moody Centre, Port Moody "City of the Arts".

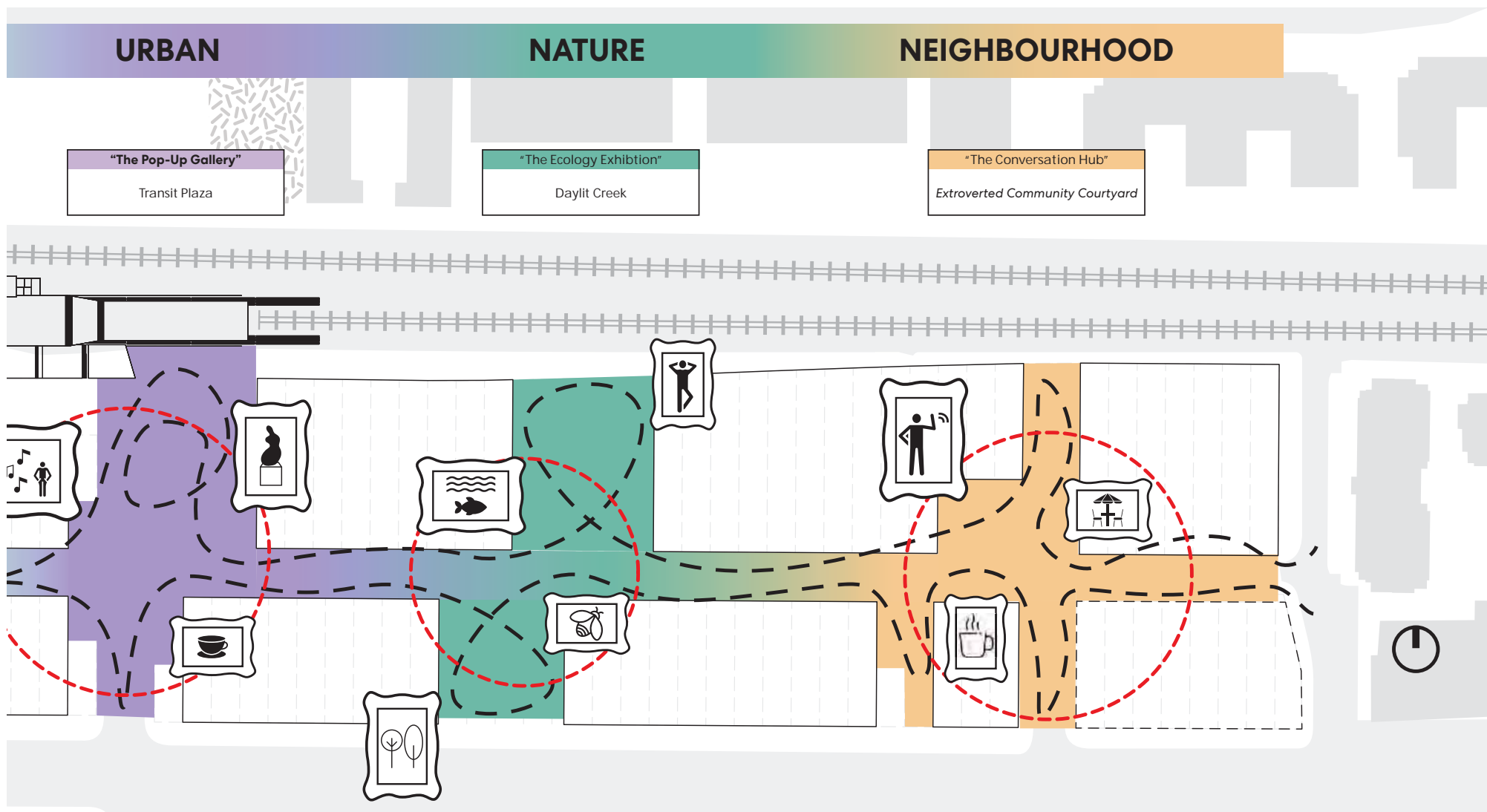




Spring Street

Rezoning Booklet &amp; OCP Framework

Moody Centre Framework (2023) cont'd



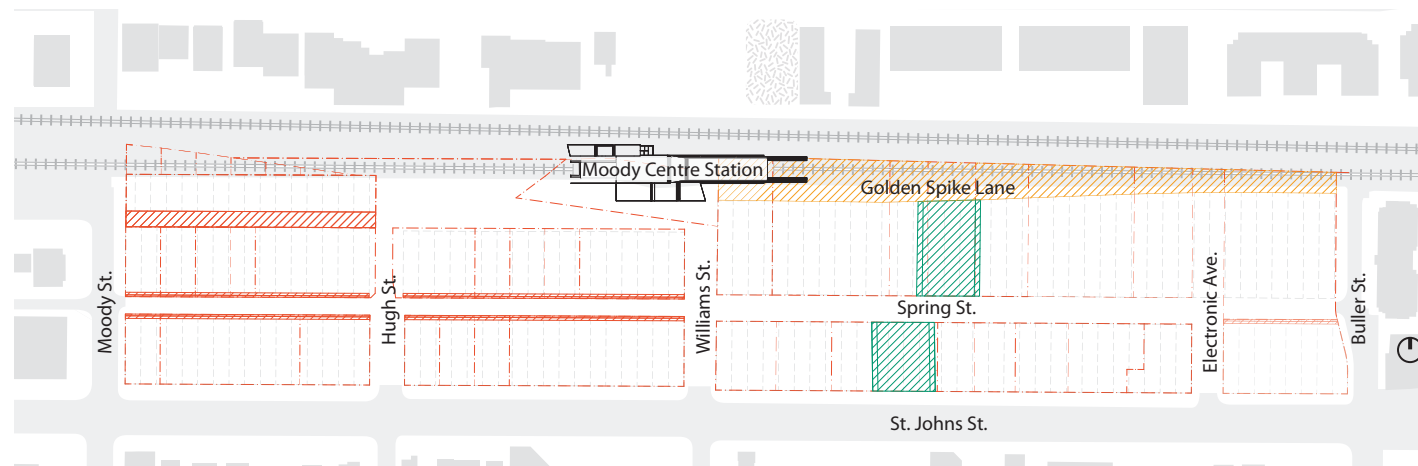
Moody Centre Framework (2023) cont'd

#### 4.5.6 Organizing Framework

Spring Street is an important East-West connector throughout the TOD area. It is envisioned as an intimate pedestrian-first street shared with bicycles and accessible to slow traffic.

An organizing framework for built and open spaces is set out perpendicular to Spring Street to encourage engagement with the street as the spine of activity for the neighbourhood. It establishes a rhythm and scale for the community that is fine-grained and intimate, which creates flexibility and adaptability while maintaining a logic and rigour for the district.

A number of setbacks are set out along Spring Street to normalize the street section across the site, ensuring a consistent pedestrian experience.

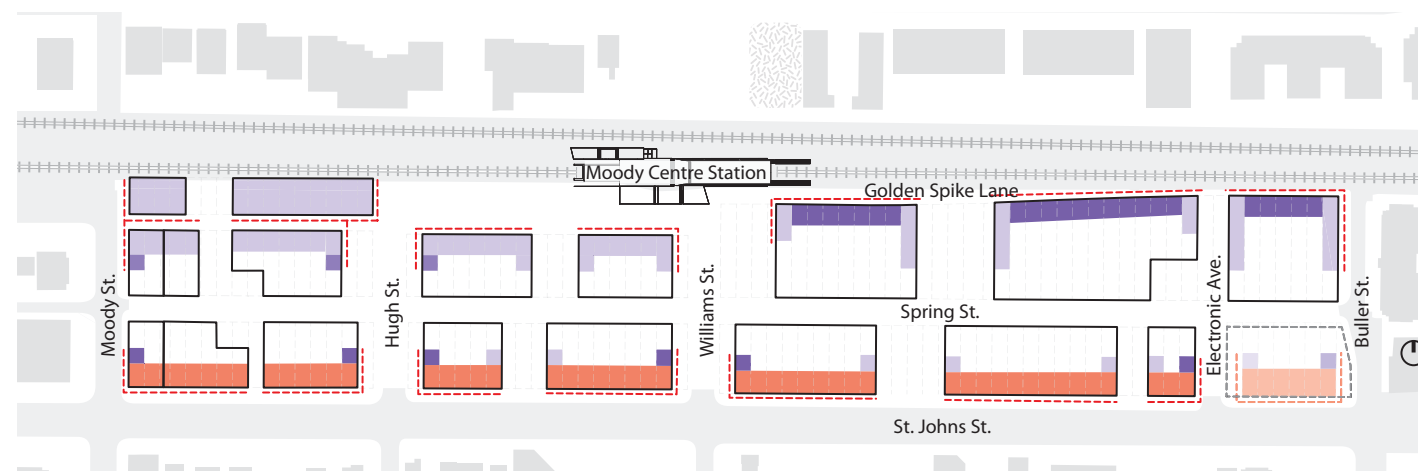


#### 4.5.7 District Perimeter

The Southern edge of the site along St. Johns Street is activated by continuous retail frontage. The retail edge acts as a transition into the surrounding neighbourhood and offers retailers high visibility from a busy street.

The North edge of the site runs parallel to the railway. Other frontage, which could include commercial, residential, light industrial, and servicing, are concentrated along this edge. Golden Spike Lane on the North of the site, East of Williams Street, is a dedicated servicing route. While the Northern edge of the site West of Williams Street functions to bring activity to the quieter boundary of the site approaching Moody Centre Station.

To maintain a pedestrian-focused Spring Street, loading and servicing of podiums and towers occurs from Golden Spike Lane and North-South streets where possible.



Key:

- Organizing Framework
- Property Line
- Required Spring Street Setback
- Required Riparian Setback
- Required SRW
- Node
- Retail Frontage Zone
- Other Frontage Zone
- Loading Zone

Moody Centre Framework (2023) cont'd

#### 4.5.8 Nodes for Engagement

The Masterplan identifies a series of Nodes along Spring Street emphasizing moments for engagement in the community. Public Open Space radiates from each Node providing a diversity of spaces that spill off of Spring Street. Each of these spaces has a unique identity which promote opportunities for diverse, joyful experiences.

Extroverted Nodes are located at the intersections of Spring Street with Moody Street, Hugh Street, Williams Street, Electronic Avenue, and Buller Street. Introverted Nodes are located at mid-blocks.

Each Extroverted Node is associated with public open space zones and required retail frontage to create a lively atmosphere for activity at the intersections along Spring Street. Activity spills out from Spring Street to St Johns at these intersections to draw the wider community inwards.

Their active nature supports large congregations of people where connection with the wider Port Moody community is celebrated.

Larger open space zones are concentrated to the North of the site where activity is protected from the high volume of car traffic and associated noise present on St. Johns Street.

Introverted Nodes introduce public open space zones and a combination of office, light industrial, residential, and retail frontage to encourage pedestrian movement along Spring Street. Open space zones provide through connections to St. John's Street and Moody Centre Station.

Their passive nature supports reflection and smaller gatherings to connect with neighbours.



Key:

Organizing Framework Required Setbacks Open Space Zone Retail Frontage Zone Other Frontage Zone Node

### 4.5.9 Podium Articulation

Podium articulation should reinforce the commitment to create a human-scale experience across the district.

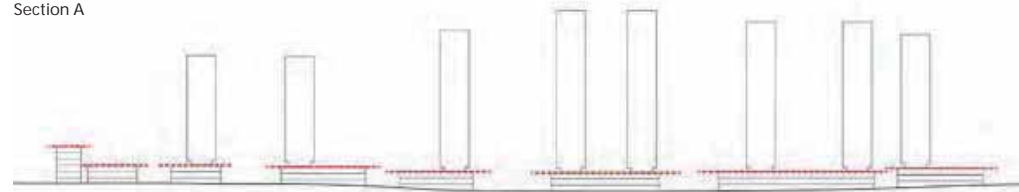
A significant grade change along the length of Spring Street is emphasized by master plan podium guidance where podium datum is related to street grade rather than neighbouring podiums (Fig. 4.5.9.1).

There is an opportunity for podiums to pull back from Spring Street to support programmatic requirements to create more outdoor space in front of lobbies or to provide room for cafe seating along food and beverage frontages (Fig. 4.5.9.2).

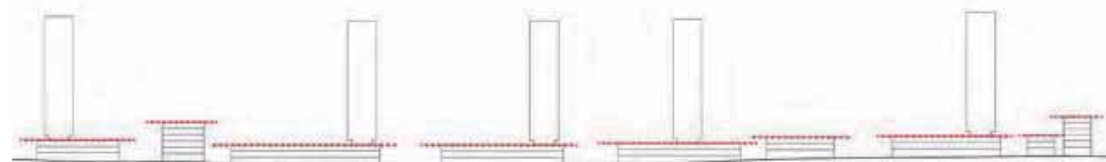
Continuous coverage from the elements could be addressed by pulling back the podium on the ground floor while maintaining building envelope coverage above; or, where the full face of the podium remains in plane, canopy coverage must be provided (Fig. 4.5.9.3).

This allowable articulation in podium massing along Spring Street creates a varied pedestrian experience while still maintaining a human-scale experience.

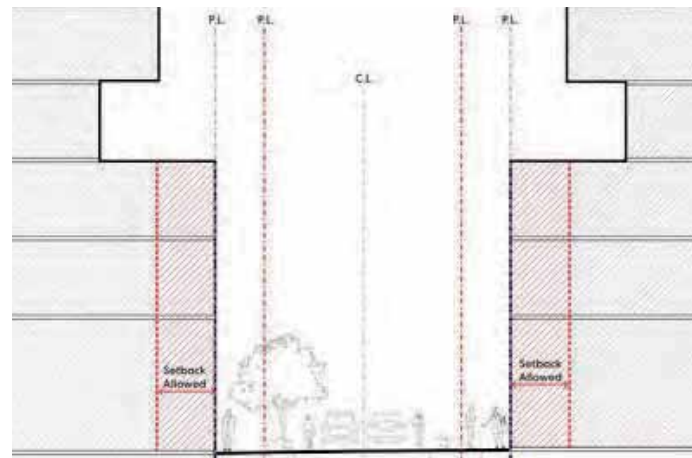
Podium Relationship to Grade Change (Fig. 4.5.9.1)  
Section A



Section B



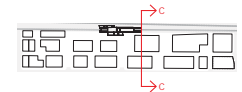
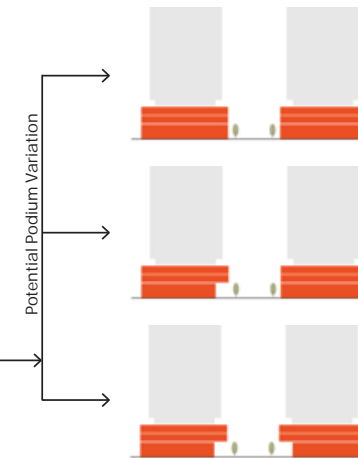
Podium Setback Rule (Fig. 4.5.9.2)  
Section C



Key:

Setback Allowed P.L.(Spring Street West of Williams) P.L.(Spring Street East of Williams)

Canopy Coverage (Fig. 4.5.9.3)



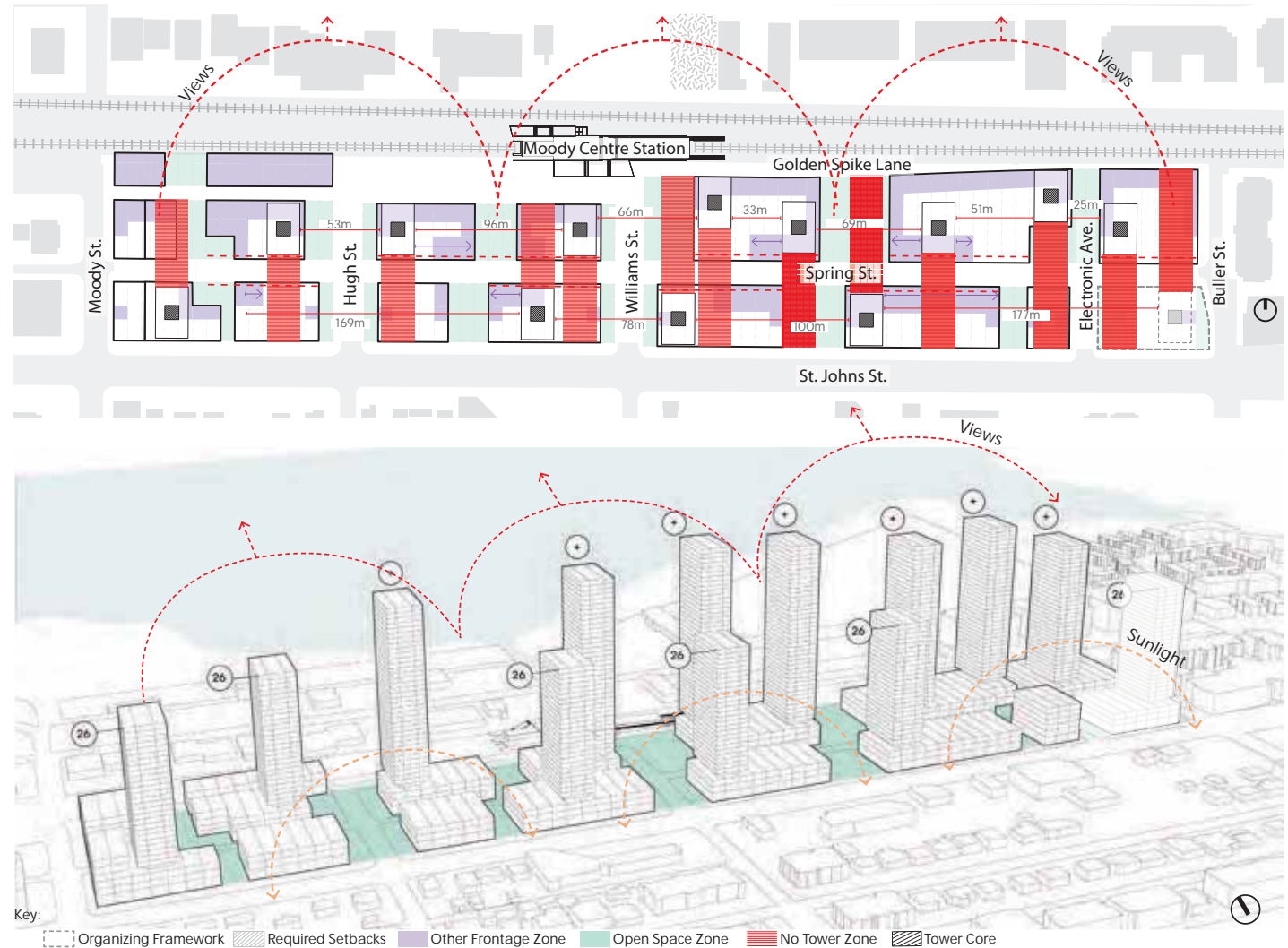
Moody Centre Framework (2023) cont'd

#### 4.5.10 Tower Density and Height

The development proposes 12 towers with a maximum floor plate of approximately 8,000 square feet arranged in an alternating formation along Spring Street ensuring that no two towers immediately face each other across Spring Street.

The arc formation maximizes views to the North while enhancing sunlight to public spaces. The surrounding neighbourhood benefits from the porosity of the tower arrangement which allows views through the development and minimizes the affect of overshadowing on Rocky Point Park.

Towers are free to shift along the East-West axis within designated "other frontage" zones so long as they respect both the "no tower" zone of towers across Spring Street and the minimum 25m separation of adjacent towers.





## Moody Centre Framework (2023) cont'd

## Mobility Networks

The mobility strategy at Moody Centre supports pedestrian-first, and active transport modes. The strategy provides an infrastructure which prioritizes walking, cycling, and transit-use over cars and trucks.

Spring Street is a pedestrian-focused street which offers generous sidewalks which incorporate strategically placed green strips to separate pedestrians from local bicycle and slowed two-way car traffic.

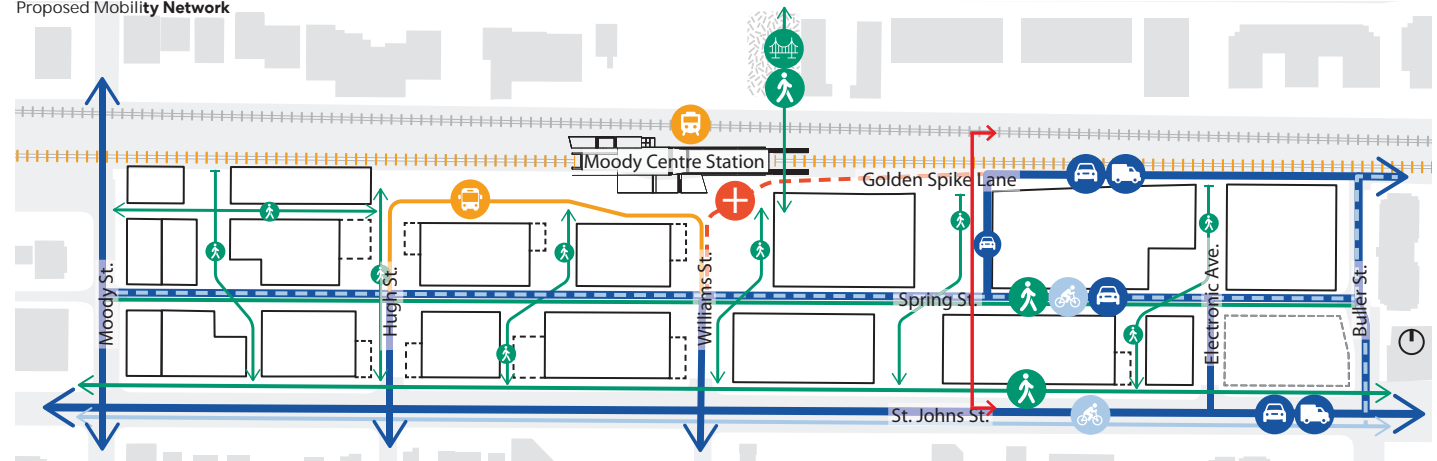
A transit hub is sited to the central North of the district offering links to the West Coast Express, Skytrain, and the bus loop. While a new pedestrian bridge here connects the TOD area with Rocky Point Park.

Mid-block pedestrian links break up the former industrial mega-blocks to encourage connection through the district in the North-South direction. They offer opportunities to incorporate pocket parks, mews, and plazas, thus supporting convenience and cohesion in the community.

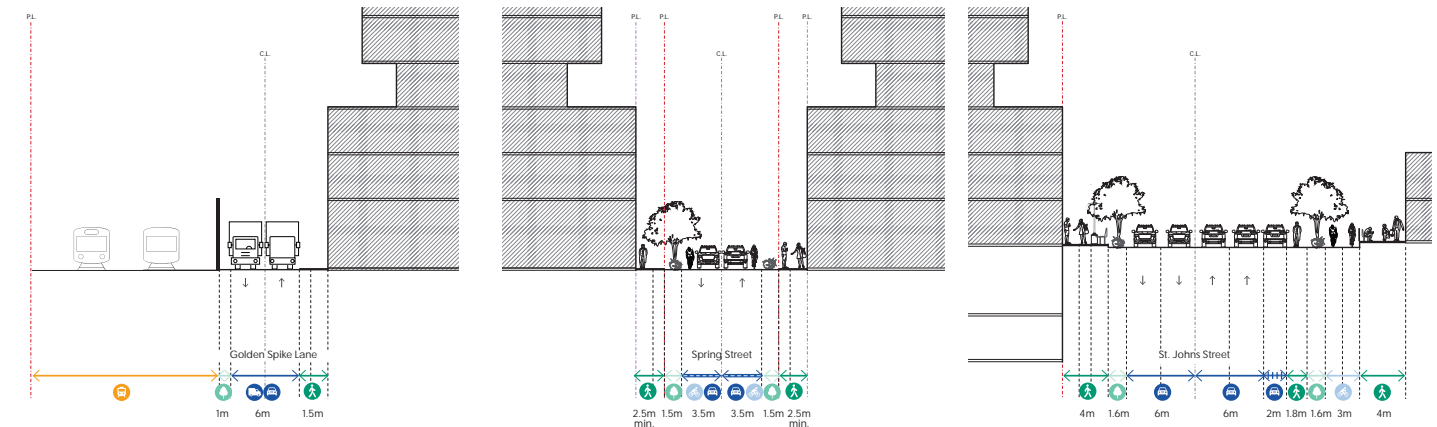
A generous green buffer zone separates pedestrians from vehicular traffic on St. Johns. Dedicated cycle lanes support safety for cyclist commuter traffic. While dual laneways mitigate the high volume of vehicle traffic and keeps trucks off of Spring Street.

Golden Spike Lane functions to keep trucks off of Spring Street as a service access street with provision for loading trucks and emergency vehicle access.

## Proposed Mobility Network



## Proposed Section: Golden Spike Lane / Spring Street / St. John's Street



Key:



## Moody Centre Framework (2023) cont'd

## Green Network

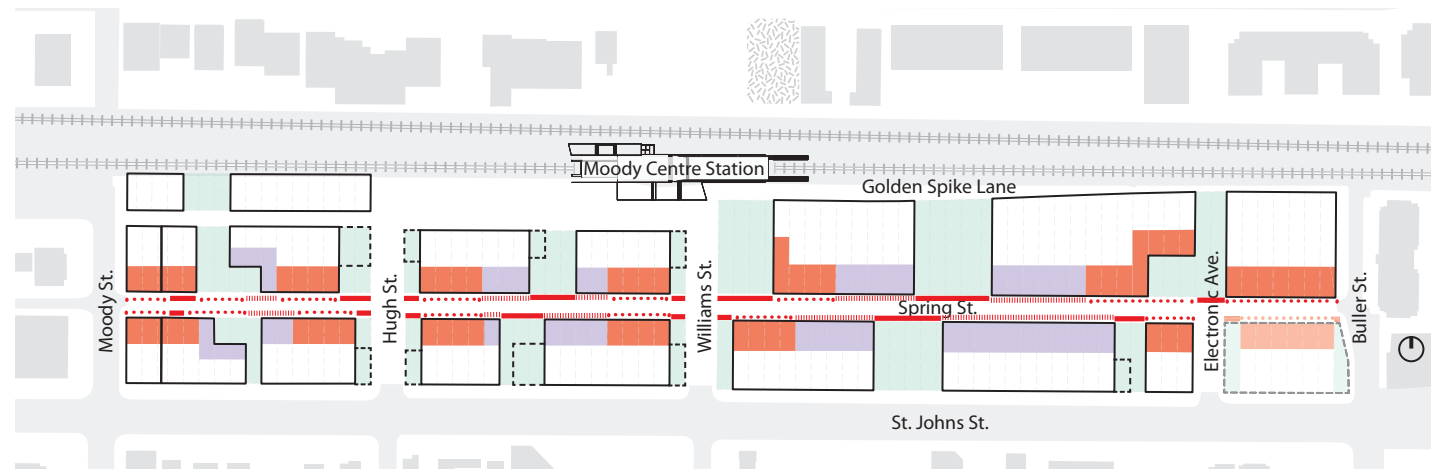
The Green Network enhances the relationship between the urban and natural qualities of the district to create a thoughtfully composed urban forest.

Planting opportunities are tied to program along Spring Street and contribute to a varied streetscape:

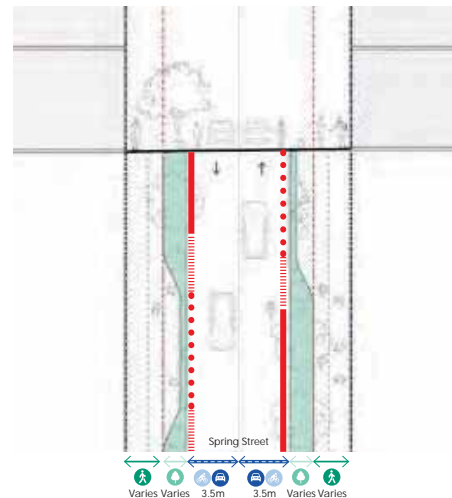
Along retail frontage, visibility is desirable; these zones are most open to the street with minimal planting strips, allowing the sidewalk to widen generously at these busy areas picking up additional footfall or creating opportunity for retail patios.

At open spaces, larger planting areas are permitted, contributing to the park-like feel of these zones. The narrower sidewalk along Spring Street encourages pedestrians to slow down and to move into and through the mid-block connections.

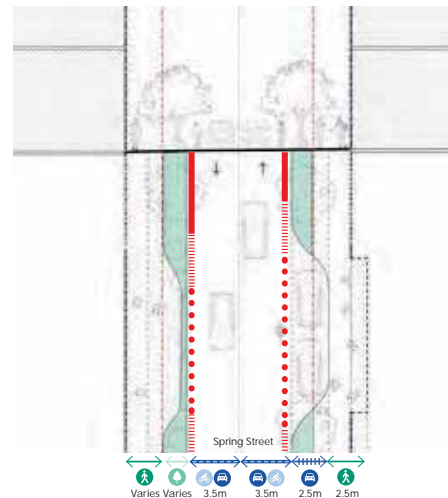
Other frontage zones are treated as a transition zone and can accommodate either wide or narrow planting zones, depending on the nature of the program in these zones.



## Bicycle Parking and Sidewalk Expansion Provision



## On-Street Parking Provision



## Bicycle Parking and Sidewalk Expansion Provision

The green strip separating pedestrians from road traffic offers an opportunity to introduce variation along Spring Street's sidewalks. The green strip can be maximized to accommodate larger trees and vegetation or it can be minimized to create larger sidewalk zones for seating or bicycle parking where desired. A minimum 2.5m sidewalk should be maintained.

## On-Street Parking Provision

The green strip can be broken where short-term, on-street parking and pedestrian loading areas are desired. Due to the pedestrian-first approach to Spring Street, where on-street parking does occur, a minimum sidewalk width of 2.5m should be maintained. This may require additional localized setbacks from the Property Line to building face.

Key:

Organizing Framework

Open Space Zone

Retail Frontage Zone

Other Frontage Zone

Maximum Planting

Minimum Planting

Transitional Planting

Pedestrians

Shared Lane

Parking

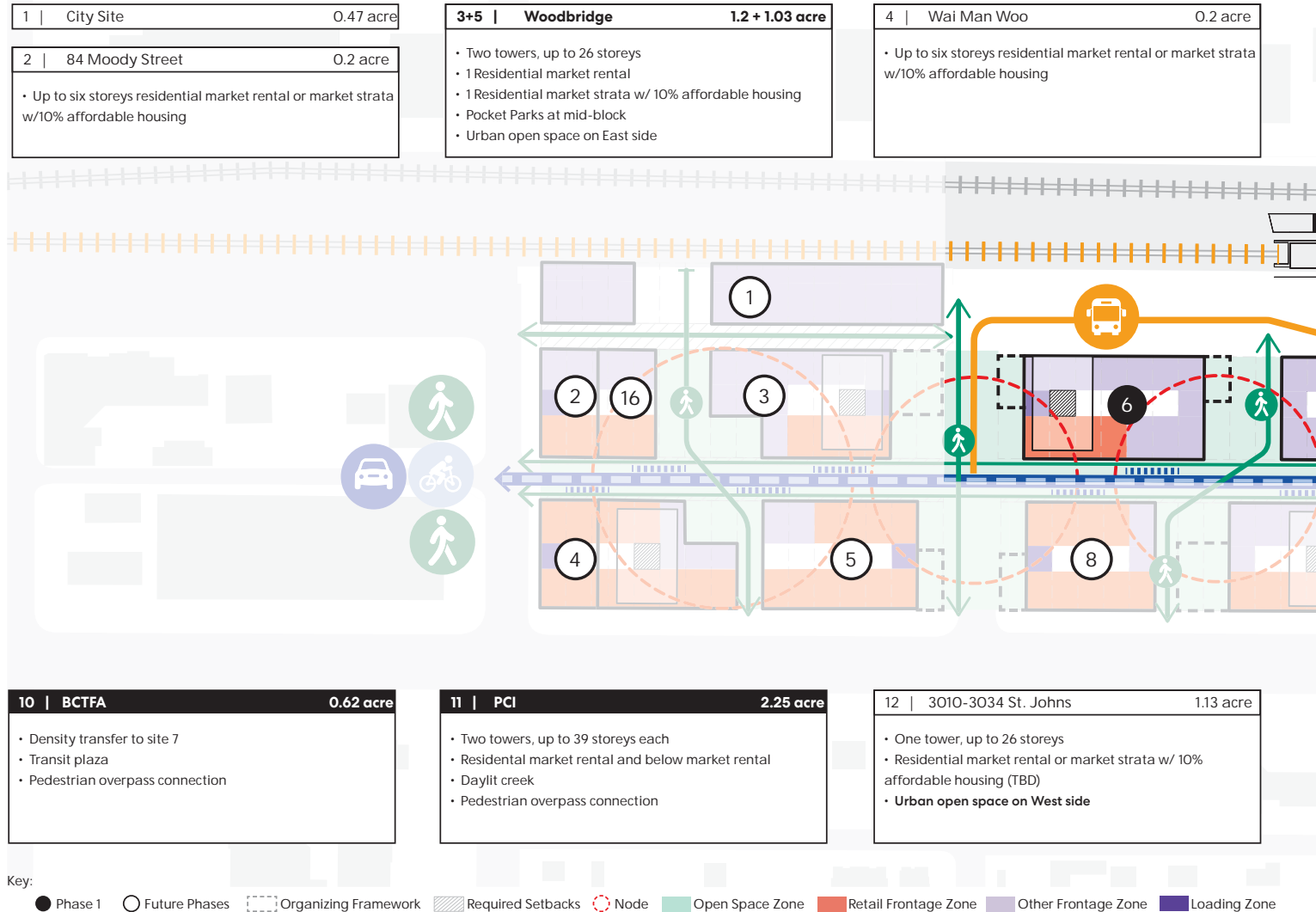
#### 4.5.11 Moody Centre Framework

The guidance set out in the Moody Centre Framework creates a legibility for development across the district.

Working within the parameters described in this chapter, each site represented can establish its own distinct identity while still being recognized as a part of a whole that is quintessentially "Moody Centre".

Phase 1 sites are spear-heading the transformation of the district by committing to the principles outlined herein to create a neighbourhood that is both supportive of the density a transit-oriented development introduces while still maintaining a strong sense of community.

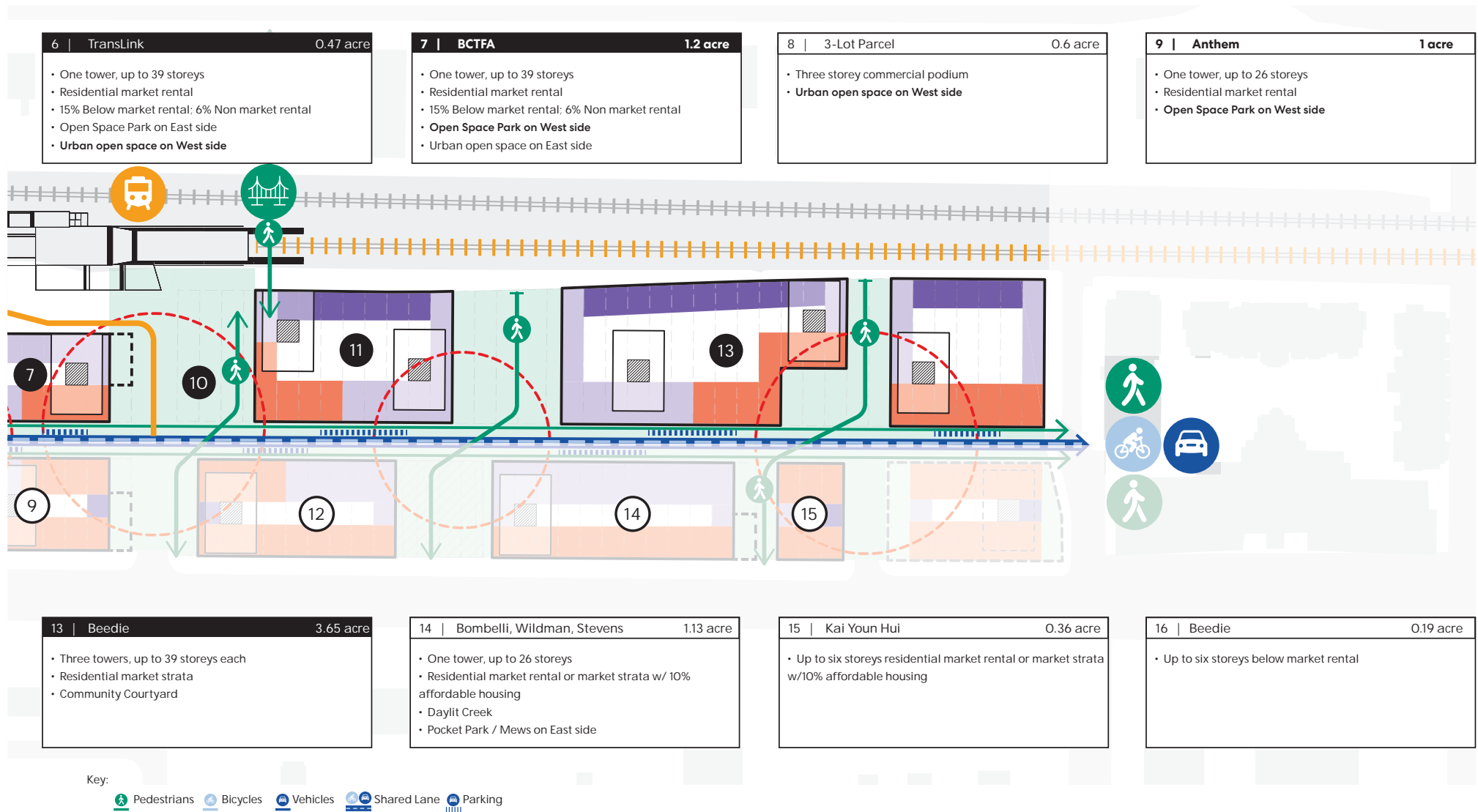
Together, all sites work cooperatively to achieve the pedestrian-focused vision for Moody Centre: providing a variety of scales and programme for public open spaces; concentrating retail into effective retail streets at nodes; and creating mid-block nodes that provide pedestrian connections. Diverse housing and job opportunities are provided collectively with the goal to go above and beyond existing Port Moody policy. All, while emphasizing the concept of Spring Street as a Gallery for the art of living at Moody Centre, the heart of Port Moody 'City of the Arts'.



Spring Street

Rezoning Booklet &amp; OCP Framework

Moody Centre Framework (2023) cont'd



Section 5.0

# Rezoning Submission

## Contents

5.1	Site Analysis	52
5.2	Design Rationale	63
5.3	Landscaping & Public Realm	77
5.4	Housing & Wellbeing	97
5.5	Sustainability	100
5.6	Policy Context	106



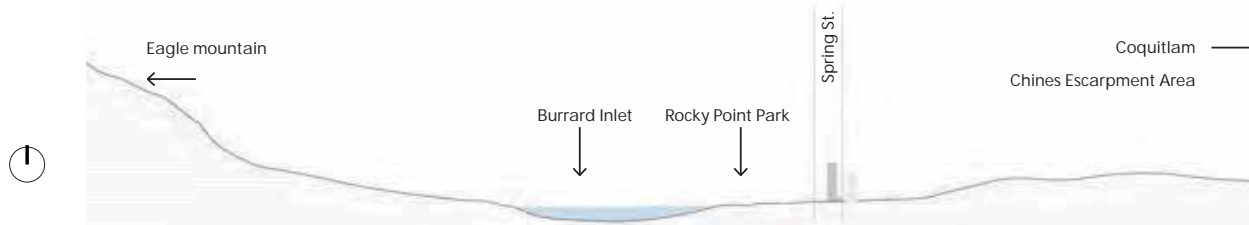
## 5.1 Site Analysis

### 5.1.1 Regional Context

The City of Port Moody is located on the western edge of the Tri-Cities region in the northeast quadrant of Metro Vancouver. The City is bowl-shaped with mountains to the north and the Chines Escarpment to the south. The site, which is about 2.5 acres in size, is located near the bottom of the 'bowl' where Dallas/Slaughterhouse Creek empties into Burrard Inlet which provides opportunity for beautiful views of the water and mountains beyond. The site is directly adjacent to Moody Centre Station which offers convenient rapid transit connections throughout Metro Vancouver via the SkyTrain rapid transit network.

Metro Vancouver's Regional Growth Strategy is centered on creating high density, mixed-use urban centres at transit stations and along transit corridors. The Metro Vancouver Regional Growth Strategy has identified Moody Centre as a Frequent Transit Development Area within a Major Transit Growth Corridor. This is an optimal location for growth to occur in order to capitalize on public investments in rapid transportation. Proximity to transit offers residents, visitors, workers and customers exceptional convenience to three forms of transit: Evergreen Line, Moody Centre bus interchange, and West Coast Express rapid transit.

The site is generally rectangular in shape and slopes slightly from south to north down towards Burrard Inlet with an elevation difference of about 1 metre between Spring Street and Golden Spike Lane.



Diagrammatic Section: North-South, Port Moody Area

### 5.1.2 Site Definition

The site address is 60 Williams Street and 3006 – 3022 Spring Street. 3006-3022 Spring Street is owned by PCI and 60 Williams Street is owned by the Province. PCI is proposing to deliver a community transit plaza on the Province's 60 Williams site on the west side of this development application.

The Province will forego development on 60 Williams with development density to be transferred to another site owned by the Province at 2922-2936 Spring Street. The value of the transferred density will be credited against the Parkland Acquisition DCC for the Province's development at 2922-2936 Spring Street. PCI will construct an underground parkade and the community transit plaza at grade with the cost of constructing the plaza to be credited against the Parkland Acquisition DCC for PCI's development application (PCI will commit to operating and maintaining the plaza with terms to be set out in a future easement / statutory right-of-way involving the City and the Province). Please refer to section 1.2 for a letter of endorsement from the Province.

Moody Centre Station sits about 55 steps (40 metres) to the west of the site across the proposed community transit plaza.

The east side of the development parcel will include a daylit section of Dallas/ Slaughterhouse Creek. The riparian zone encompassing the new daylit creek will be 34 metres wide with an additional 5-metre wide mews / lane allowed for periodical maintenance access.

On the south side of the development there is no requirement to set the building back however we are proposing a generous outdoor area for patios to support the active retail frontage along Spring Street.

On the north side, we are proposing an extension of Golden Spike Lane between the development and parallel train tracks where vehicle and fire truck access is provided (therein reducing potential for pedestrian and cyclist conflicts). The eastern portion of this lane is wider and serves a double purpose for loading and parking access to the properties, though these vehicles will not have the ability to continue through the plaza.



### 5.1.3 Land Use

Under the Metro Vancouver Regional Growth Strategy (Metro 2050), the site is designated as General Urban within a Frequent Transit Development Area.

Under the City of Port Moody's existing Official Community Plan, the site is designated as Moody Centre Station Transit-Oriented Development which applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses. Our application is to amend the City's OCP with respect to height in order to deliver the attributes outlined herein.

#### ZONING LEGEND

M1	RS1
C3	RM3
C5	RM4
C2	RT
C4	RS1-S
CD	P1
M2	P2





### 5.1.4 Transportation & Mobility

The proposed development is 55 steps from Moody Centre Station offering unmatched access to the Evergreen Line, West Coast Express and nearby bus exchange.

As part of its Master Transportation Plan, the City of Port Moody has an ambitious goal to significantly increase non-vehicle trips to 40% by 2030 which can only be done by focusing significant growth in close proximity to transit stations.

Spring Street is intended to become a pedestrian-focused street via planned improvements including new sidewalks and a shared bike lane that will provide safer pedestrian movements to and from the station. These new mobility routes in Moody Centre will connect Spring Street to existing routes, including Murray Street and the Shoreline Trail network, on the north side of the tracks by the proposed pedestrian overpass that will be delivered as part of this application.

#### Legend

- Bike Friendly Lanes
- West Coast Express
- Evergreen Line Skytrain
- Bus Routes
- Bus Stops



### 5.1.5 Ecological Context

Today, Moody Centre contains a very limited amount of public green and open space. Redevelopment will not only increase the amount of green space but will also make existing green space in the area much more accessible to area residents and visitors.

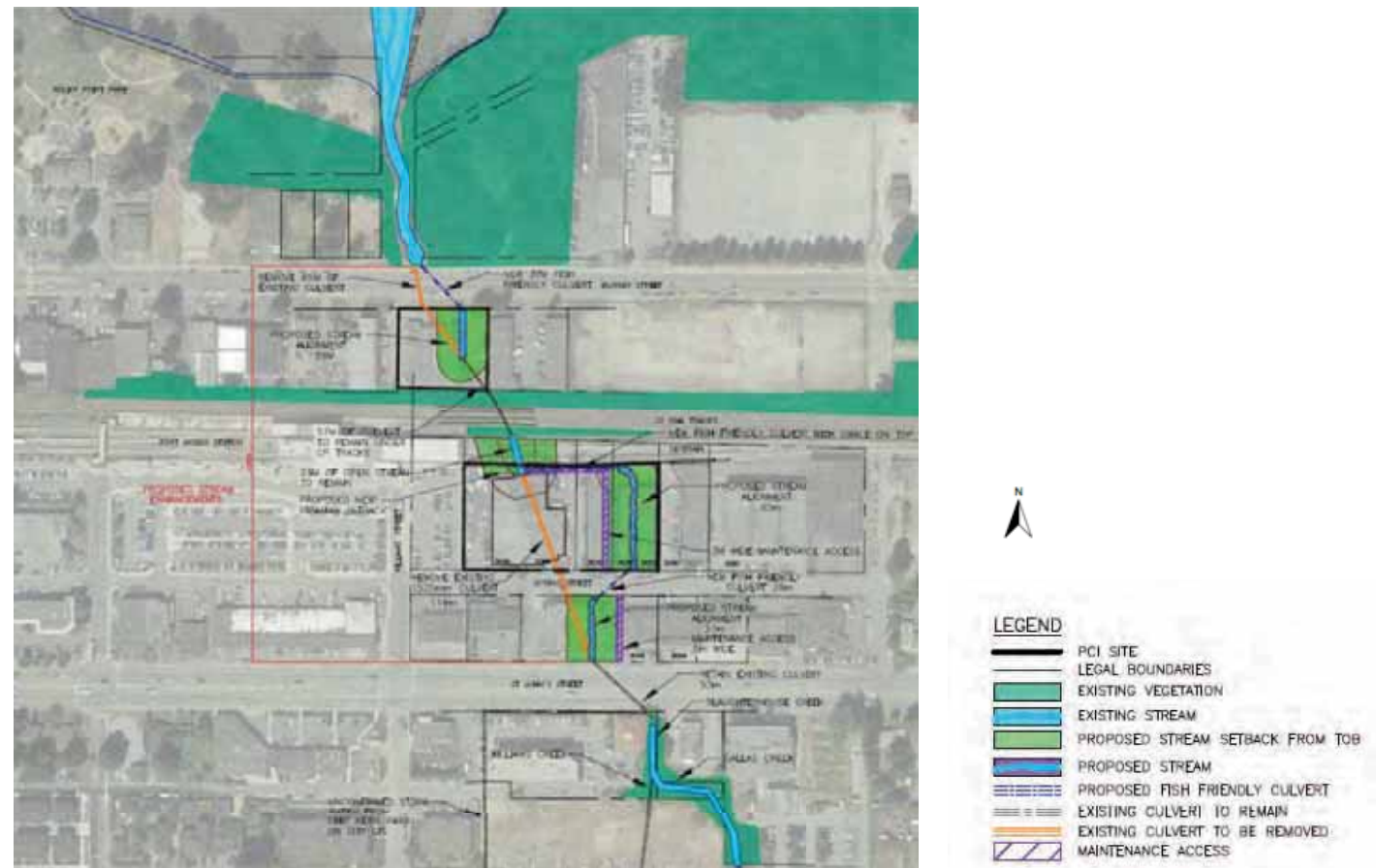
The application proposes to deliver a new community transit plaza adjacent to Moody Centre Station as well as a new daylit section of Dallas/Slaughterhouse Creek which currently runs in an underground culvert beneath the site. Daylighting the creek, which is part of the larger Chines watershed and will incorporate Salmon-Safe best practices where possible, will provide a number of benefits including:

- Improved condition for fish passage through reduced creek grading, improvements to creek bed and resting pools
- Daily shading of resting pools regulates water temperature for fish
- New wildlife snags for birds
- High nutrient content in riparian area planting for birds, bees and insects
- New microclimate that regulates air temperature on hot days
- Improved condition of broader watercourse by connecting other recently daylight sections
- Educational and public awareness opportunities through signage
- Will comply with provincial and federal government regulations



# Ecological Context

Furthermore, with delivery of a new highly desirable pedestrian crossing, area residents and visitors will enjoy more convenient access to existing parks and trails that are located less than a 10 minute walk away along Burrard Inlet. This will encourage sustainable transportation choices for new Port Moody residents and reduce vehicle reliance for Murray Street and Rocky Point Park visitors. Please refer to the enclosed Parks and Open Space Memo by Urban Systems for more details.



Proposed Stream Alignment Dallas/Slaughterhouse Creek. Source: Keystone Environmental



Spring Street

Rezoning Booklet &amp; OCP Framework

### 5.1.6 Views

The site has access to sweeping north views of the Burrard Inlet and the North Shore mountains beyond, in addition to Rocky Point park in the foreground. Towards the west, the site has views to Burnaby Mountain. From higher elevations, Mount Baker can be spotted in the southeast.

Level 40



Level 30



Level 20



Level 10



Perkins&Will

PCI  
DEVELOPMENTS

## 5.1.7 Photos



Key Plan



View B. Existing context of Spring St looking east. Source: Google.



View A. Looking towards north on Spring St



## Photos



View C. Existing context of Spring St looking west. Source: Google.



View D. Looking towards Skytrain station from St Johns St. Source: Google.



View E. Indicating creek edge with Burrard Inlet. Source: Google.



Street View. Source: Google Maps

### 5.1.8 Orthophoto

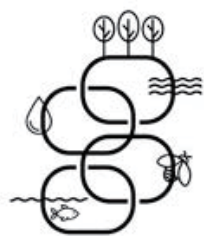
The orthophoto illustrates the current site conditions. The site currently contains surface parking and partially occupied single-storey warehouses beyond their useful life, creating opportunity to develop the site and provide more density around the transit station.



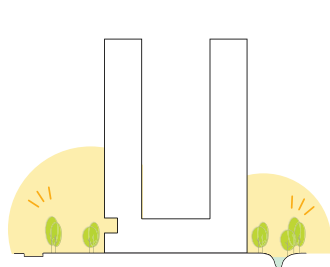
## 5.2 Design Rationale

## 5.2.1 Design Principles

### OCP FRAMEWORK PRINCIPLES



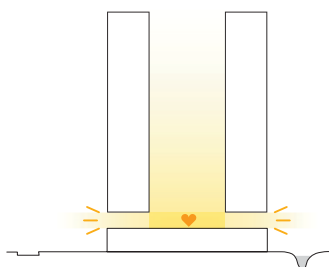
Linked Natural Systems



Celebrated Public Space



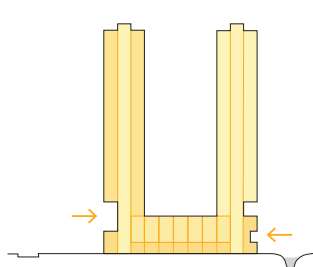
Interconnected  
Neighbourhood



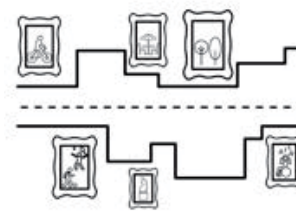
Built-In Community



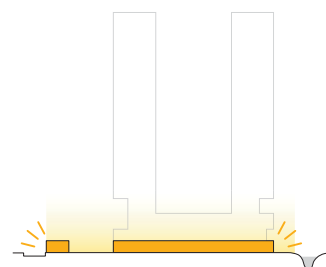
Enhanced Public Realm



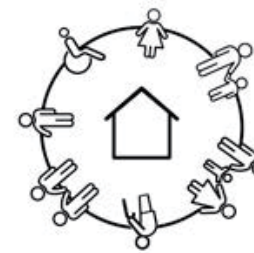
Approachable Massing



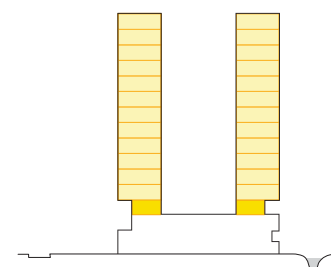
Activated Spring Street



Activity-Oriented  
Ground Floor



Diversity in Housing



Diverse Rental Options

### SITE-SPECIFIC PRINCIPLES

## 5.2.2 Opportunities & Constraints

The analysis of the existing site conditions provides the basis for the design proposal. The following summary categorizes the site opportunities and constraints:

### Community Connection

With Moody Centre Station located near the site, the proposal provides an opportunity to create a pedestrian-focused connection across the site bringing people from various places together. The pedestrian overpass is the major connection across the rail tracks allowing the community to crossover to Rocky Point Park. The extension of Golden Spike Lane removes vehicular traffic from Spring Street and opens the possibility for Spring Street to become a pedestrian-oriented street.

### Public Realm

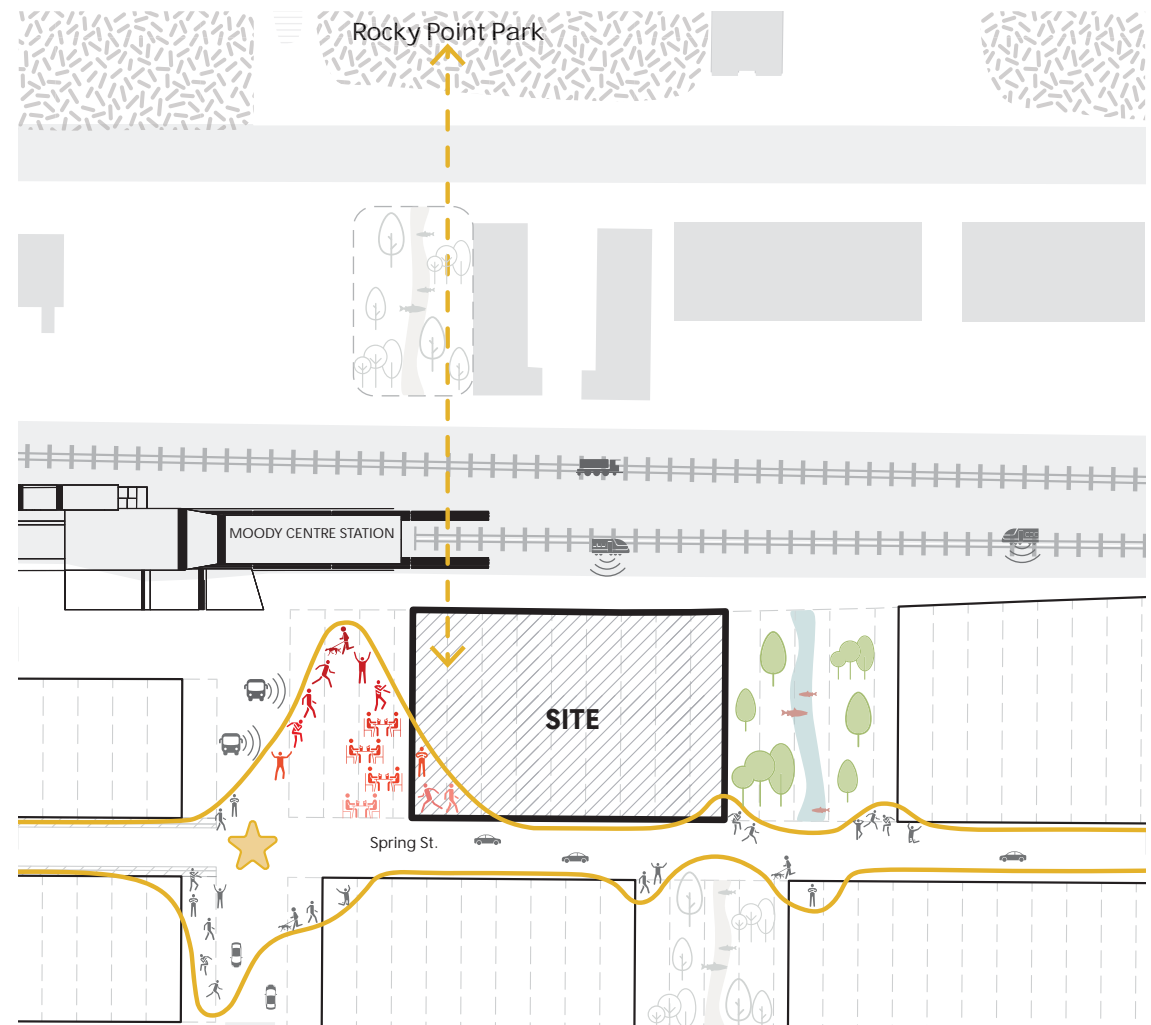
With the proximity of the transit station, the west side of the site provides an opportunity to activate the space and act as a neighbourhood plaza. This can be achieved through active programming within the plaza, and active uses along Spring Street which positions the plaza as a central node for the entire neighborhood.

### Views and Acoustics

The views from the project site offer an opportunity for highly livable homes that celebrate the natural surroundings of the area. The railway to the north requires careful architectural intervention to ensure comfort and livability of home and shared spaces in the project.

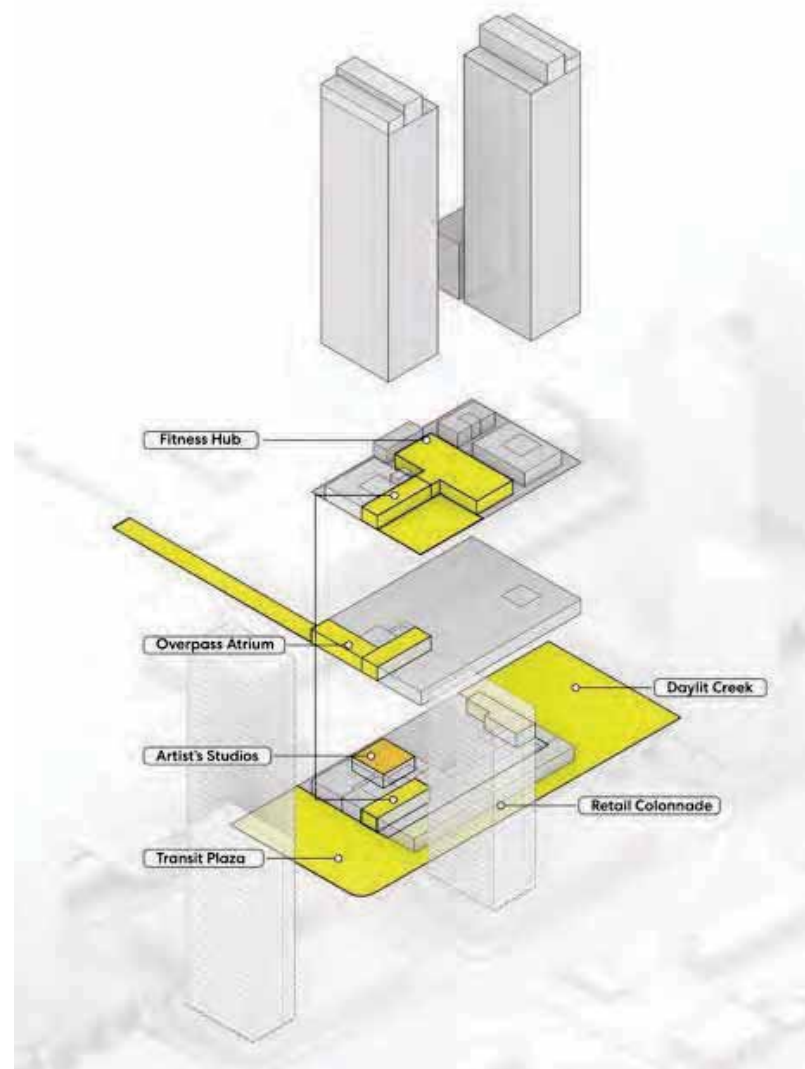
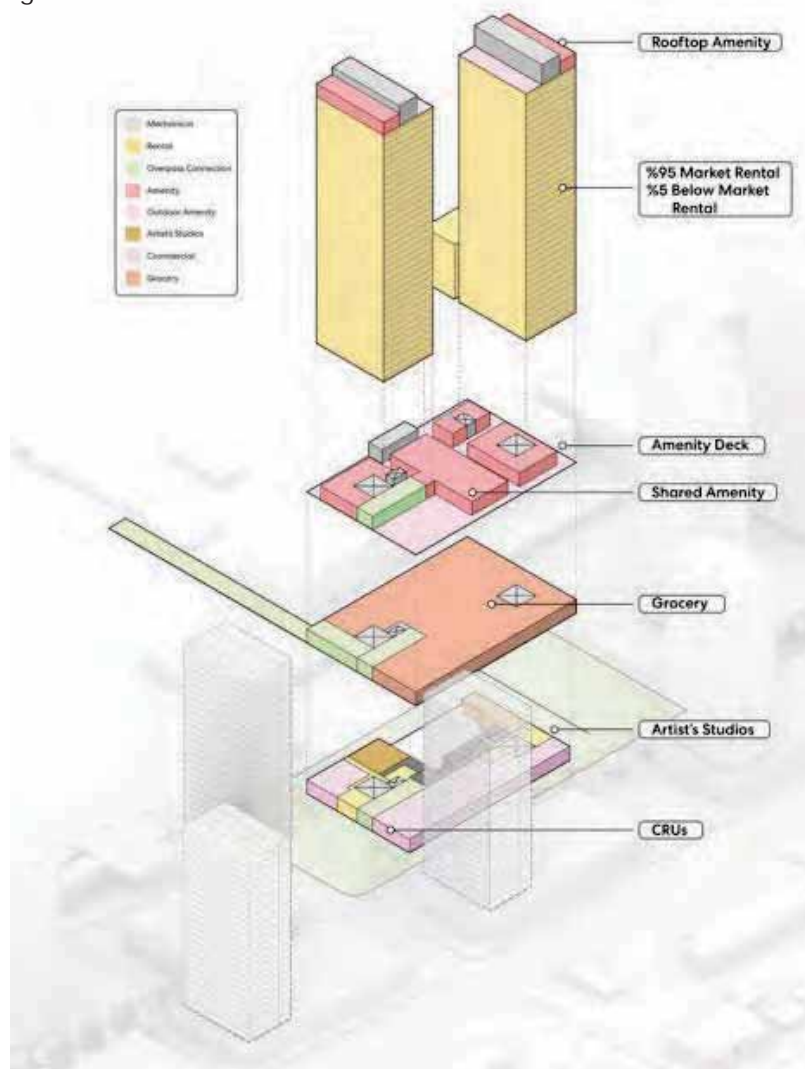
### Celebrating Natural Assets

The riparian area on the east side of the site offers an opportunity to celebrate the natural ecology of the site while providing a green buffer against the neighboring development. Daylighting Dallas/Slaughterhouse Creek is an opportunity to provide a natural interface to the project as opposed to the urban interface with the transit plaza.





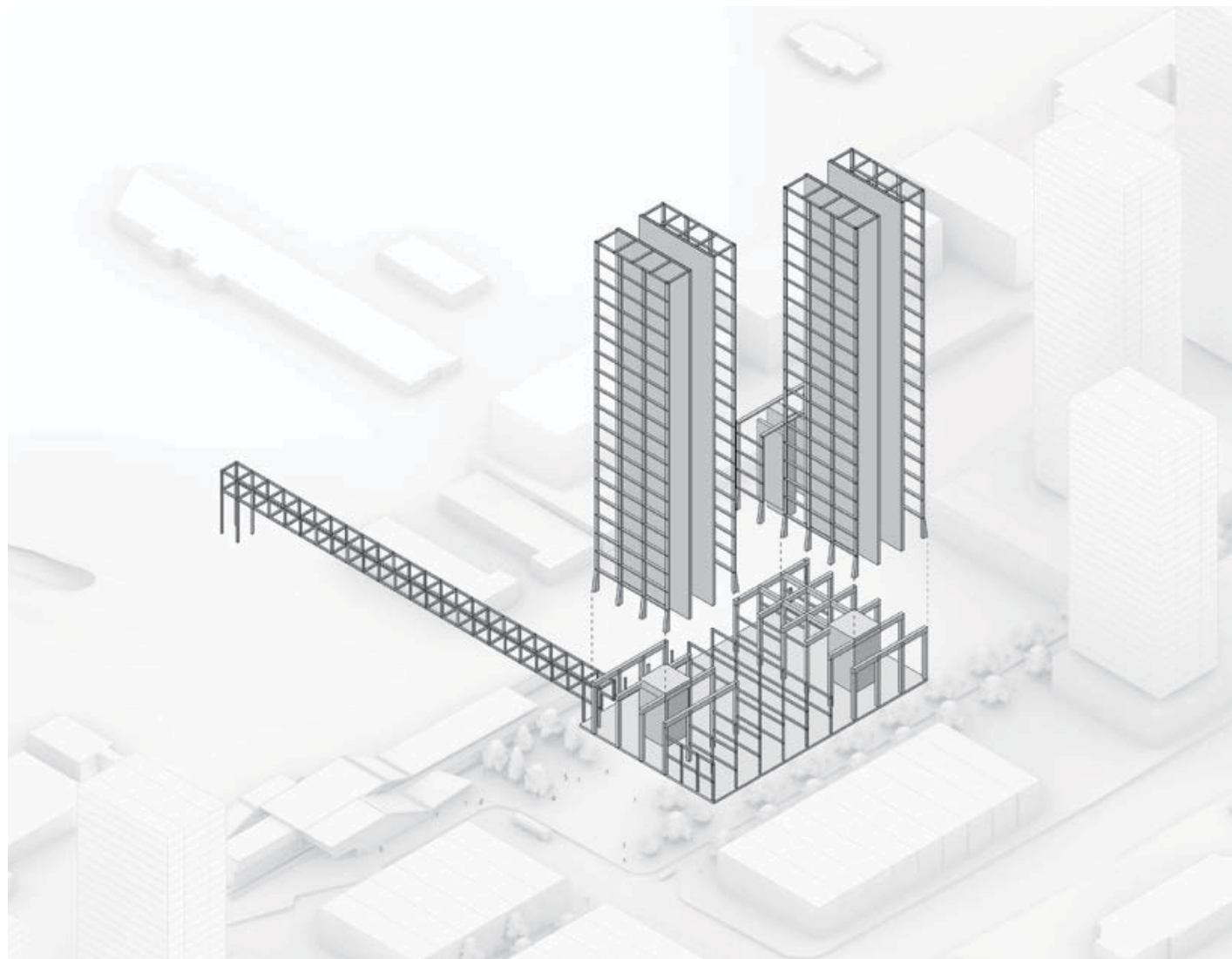
## 5.2.3 Design Rational



Design Rational

## Frame

Frames are drawn upward from the master plan organizing grid, manifesting as an expressed structure on the exterior facades.



Design Rationale

## Volumes

Into the frame are inserted volumes to contain the more self-contained programs of artist studios, grocery, and residential units.



Design Rationale

## Community Thread

A thread of community space is woven between the frame and the volumes, providing a continuous thoroughfare for pedestrians which hugs the building. The thread connects to the overpass and upper level program entries.



## 5.2.4 Program Overview & Statistics

The program consists of the following:

- Residential - Secured market rental with 5% below market units
- Ground facing retail
- Grocery store on second floor
- Artist studios
- Indoor/ outdoor shared amenity
- Pedestrian overpass
- Below grade parking

### AREA SUMMARY / POROGRAM

PROGRAM AREA SUMMARY			
PROGRAM	AREA	AREA (SF)	%
AMENITY	2120.79 m <sup>2</sup>	22828 ft <sup>2</sup>	3.24%
ARTIST	403.20 m <sup>2</sup>	4340 ft <sup>2</sup>	0.62%
GROCERY	3845.96 m <sup>2</sup>	41398 ft <sup>2</sup>	5.87%
RESIDENTIAL - RENTAL	57649.69 m <sup>2</sup>	620536 ft <sup>2</sup>	88.03%
RETAIL	1468.33 m <sup>2</sup>	15805 ft <sup>2</sup>	2.24%
Grand total	65487.96 m <sup>2</sup>	704906 ft <sup>2</sup>	100.00%

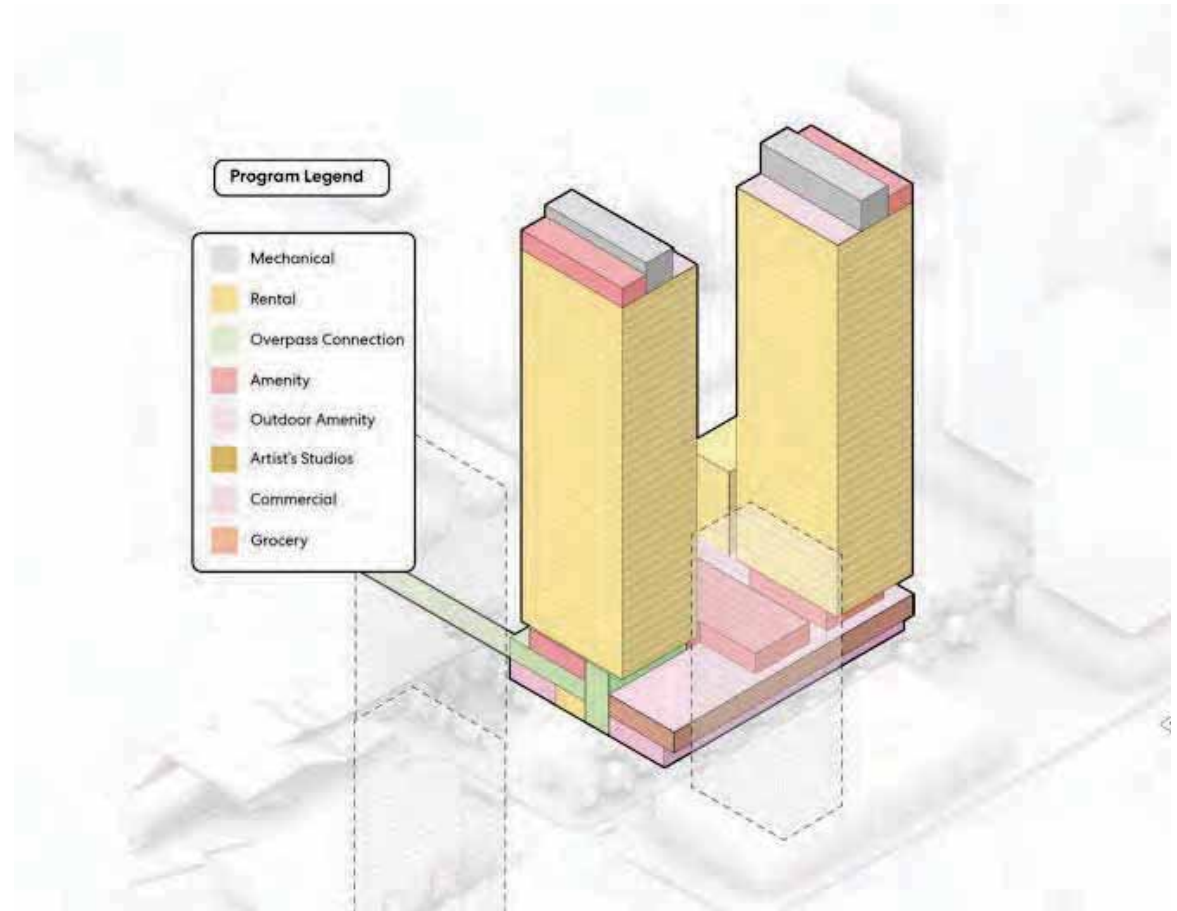
PROVIDED OVERALL PARKING (ACCESSIBLE PARKING INCLUDED)				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P1	42	17	1	60
LEVEL P2	119	37	5	161
LEVEL P3	152	37	4	193
LEVEL P4	154	33	4	191
TOTAL	467	124	14	605

RESIDENTIAL PARKING				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P1	-	-	-	-
LEVEL P2	31	7	1	39
LEVEL P3	152	37	4	193
LEVEL P4	154	33	4	191
TOTAL	337	77	9	423

SHARED PARKING (RESIDENTIAL VISITOR / GROCERY / RETAIL)				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P1	29	15	-	44
LEVEL P2	88	30	4	122
TOTAL	117	45	4	166

ARTIST PARKING PARKING				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P1	6	2	-	8
TOTAL	6	2	-	8

CAR SHARING (MOJO)				
LEVEL	WIDE	SMALL	ACCESSIBLE	TOTAL
LEVEL P1	7	-	-	7
TOTAL	7	-	-	7





#### Program Overview & Statistics

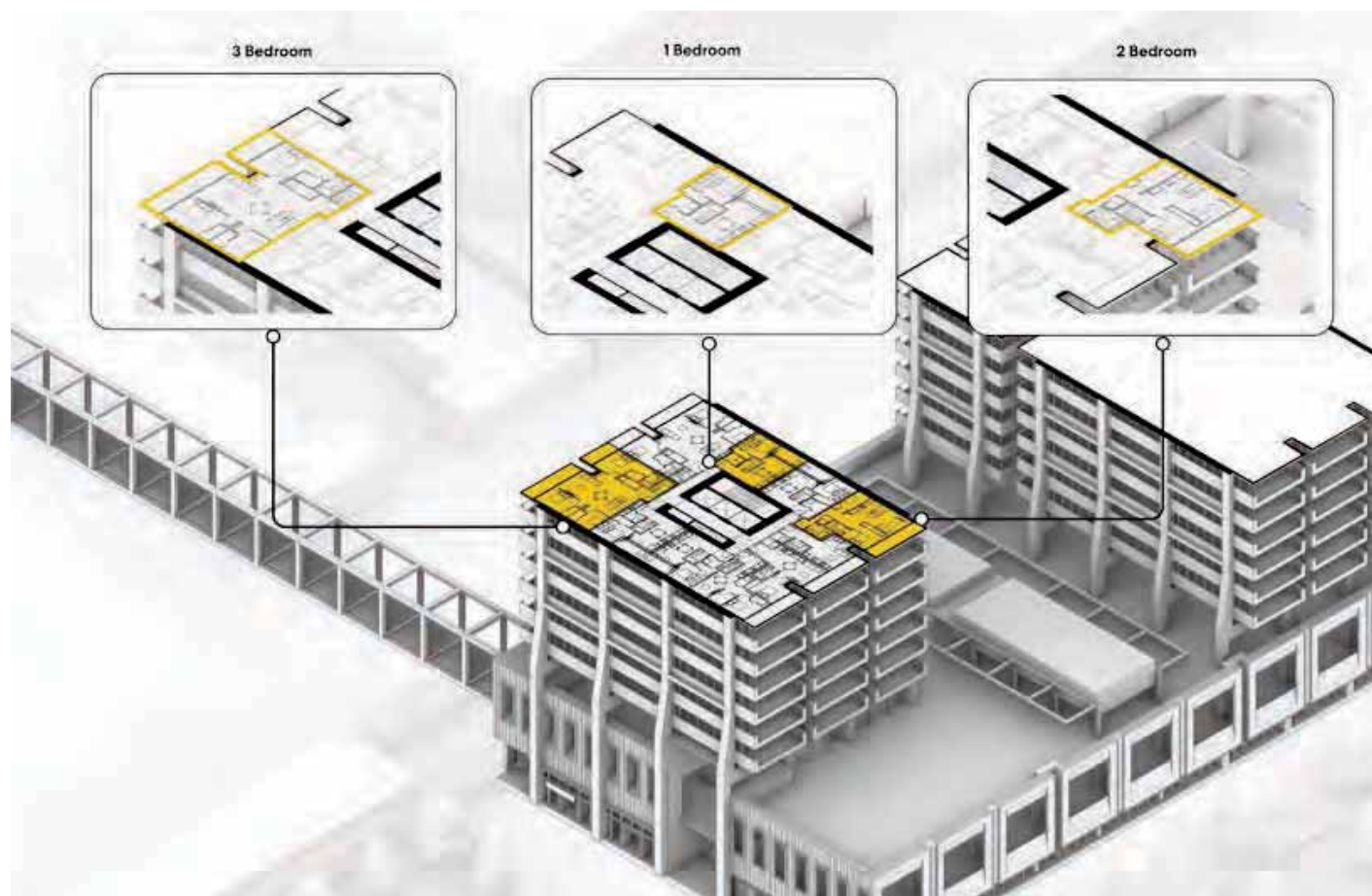
### 5.2.5 Residential Rental Homes

This application meets (or exceeds) City of Port Moody's housing policy by delivering 814 units of market rental housing with an additional 43 below market rental homes (5%). Rent for the below market rental homes will follow BC Housing's Housing Income Limits program.

The mix of suites adheres to the City family friendly homes policy and includes studios, 1 bedroom, 2 bedroom and 3 bedroom homes with 50% being adaptable. The homes will be designed with Happy City principles in mind and constructed to meet City policy with respect to unit mix, size and construction standards.

The goal with these homes is to provide diverse housing options and family friendly units that are well designed and provide a comfortable, spacious place for residents to live. This will be provided through high ceilings, great views, and quality finishings within the units. The 8,000 square foot tower floor plate contributes greatly to generous interior spaces.

The homes will be professionally operated and managed, providing stability and security for residents. Thoughtfully designed amenity space will be located on the 3rd floor podium and will include a shared fitness center, basketball court, coworking space and other quality amenities.



### 5.2.6 Pedestrian Overpass

A new pedestrian overpass is being proposed that will connect Moody Centre to Murray Street and Rocky Point Park by providing a direct and seamless route across Skytrain and the West Coast Express train tracks. This connection, which is suitably located at the Moody Centre Station transit plaza and made possible by landing on PCI's Murray Street property, will knit a greater community together and provide residents with convenient walkable access to businesses along Murray Street, Rocky Point Park and the Shoreline Trail network along Burrard Inlet. The design of the overpass will be carefully considered within the context of the plaza, rail operators and the connected building. The cost of the overpass will be treated as an in-kind Community Amenity Contribution that may be subject to Latecomer's Agreement should the cost of the plaza exceed the value of the CAC for this application.



### 5.2.7 Neighbourhood Grocery

A new ~40,000 square foot grocery store, which was identified as a highly desired need from the community, is being proposed in the podium of the development. The main entrance to the store will be in a double-height glazed atrium facing the proposed community plaza near the entrance to Moody Centre Station and will create a highly active and convenient community hub. The grocery store will provide a significant amount of jobs to the area and create convenience for neighborhood residents and transit riders who, currently, must travel 7 minutes by car or 22 minutes by foot to the nearest grocery store at Suterbrook. A key principle of Transit Oriented Development is to provide complete communities with daily needs being within a reasonable distance.



### 5.2.8 Active Retail

The project includes a number of ground-oriented retail units. The program is organized to ensure that the retail is served directly from Spring Street and the transit plaza which creates a vibrant streetscape. Restaurants can provide a place for commuters to stop in and grab some food to-go, or a place for them to sit and debrief from their day. The grocery store on the second level will be connected to the public realm through a large welcoming atrium space. The ground level will feature a retracted retail frontage to frame the covered year-round outdoor space.





Program Overview & Statistics

### 5.2.9 Artist Studios

In continuation with PCI's support of artists in Port Moody, who practice in a variety of mediums including painting, clay, ceramics, wood and textiles, this project will incorporate approximately 4,000 square feet of new, below-market artist space. This space will be ground-oriented and face the new daylit creek which will provide an ideal setting for beginner and expert artists alike and visitors who wish to view their art.



### 5.2.10 Shared Amenity Hub

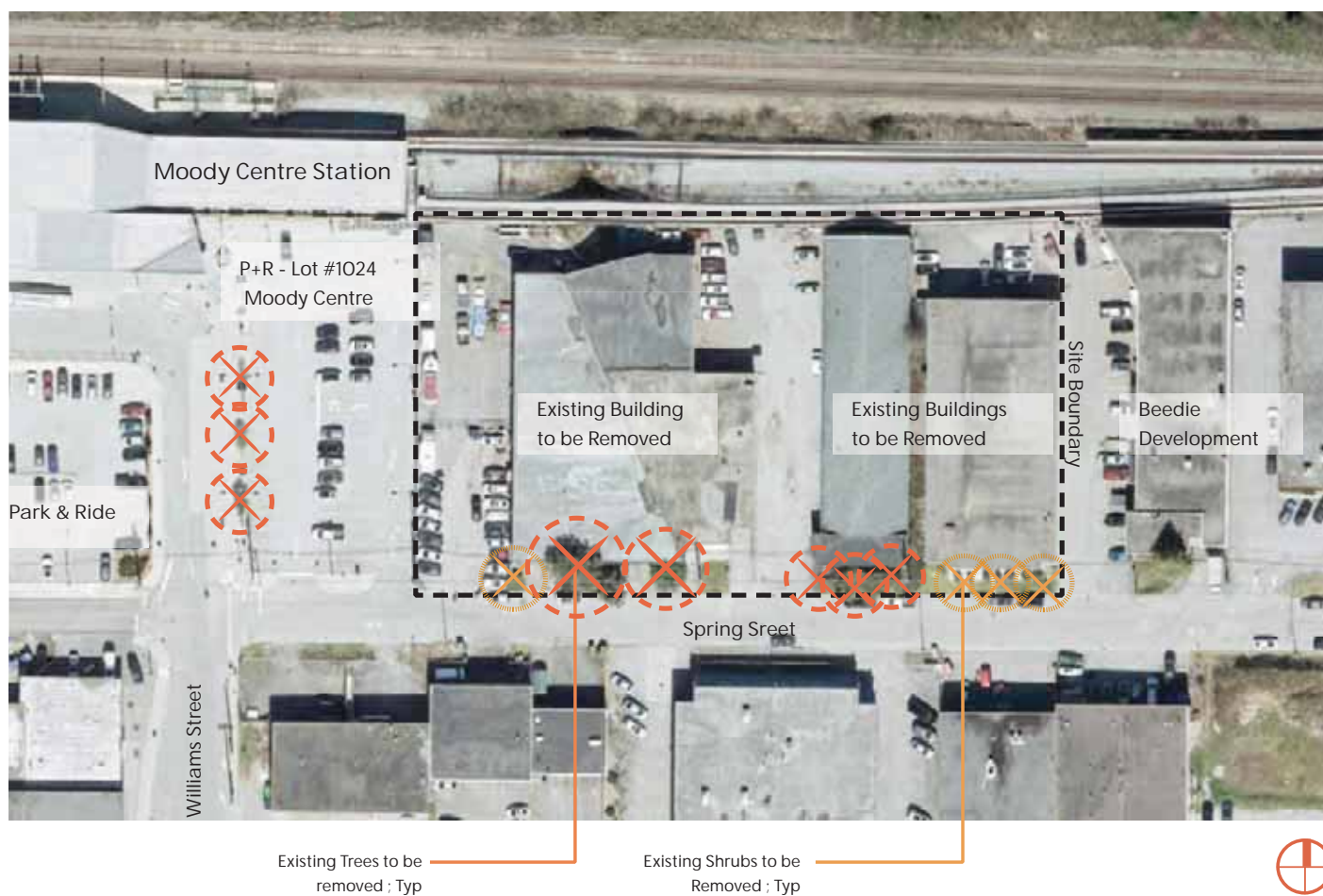
Future residents of the project will enjoy over 20,000 square feet of thoughtfully-planned indoor amenities including a full size gym, basketball court, co-working space, dining lounges and games rooms. These spaces will be located on the shared podium roof level and tower roof levels which all provide access to connected outdoor spaces for outdoor play, dining and yoga (to name a few).

In addition to serving future building residents, we anticipate partnering with local organizations such as Vancouver Sports Club, Moody Arts and local fitness operators to provide access to advance and expand on their programming for the community at large.



## 5.3 Landscaping & Public Realm

## 5.3.1 Existing Conditions





### 5.3.2 Design Rational

The new community transit plaza, daylighting of Dallas/Slaughterhouse Creek and a rejuvenated Spring Street provides significant design opportunity for a meaningful impact in the re-creation of Moody Centre's public realm.

#### Design Rational

The vision for this development is to provide an integrated, sustainable and walkable community with a variety of public spaces that support community and vibrancy. The form and character is modelled on a biophilic response to nature and the surrounding natural context. The Port Moody natural landscape includes majestic mountain vistas, highly sensitive aquatic ecosystems and valued foreshore and parkland spaces that support a diversity of life.

The landscape form is contemporary with an emphasis on supporting natural systems and mimicking natural structures. Biophilic response is provided in the way that social spaces are organized to capture rainwater, provide an opportunity for education and showcase the arts. Hard and soft landscape areas will have simple, clear and asymmetrical balance that have a strong contemporary aesthetic as well as bold and resilient materiality.

The project aims to create vibrant and thriving communities that benefit both people and the environment by integrating the social, environmental and economic value of the site. This includes creating habitats for insects, plants and other wildlife. To achieve this, the project focuses on developing a strong public realm and prioritizing environmental considerations.

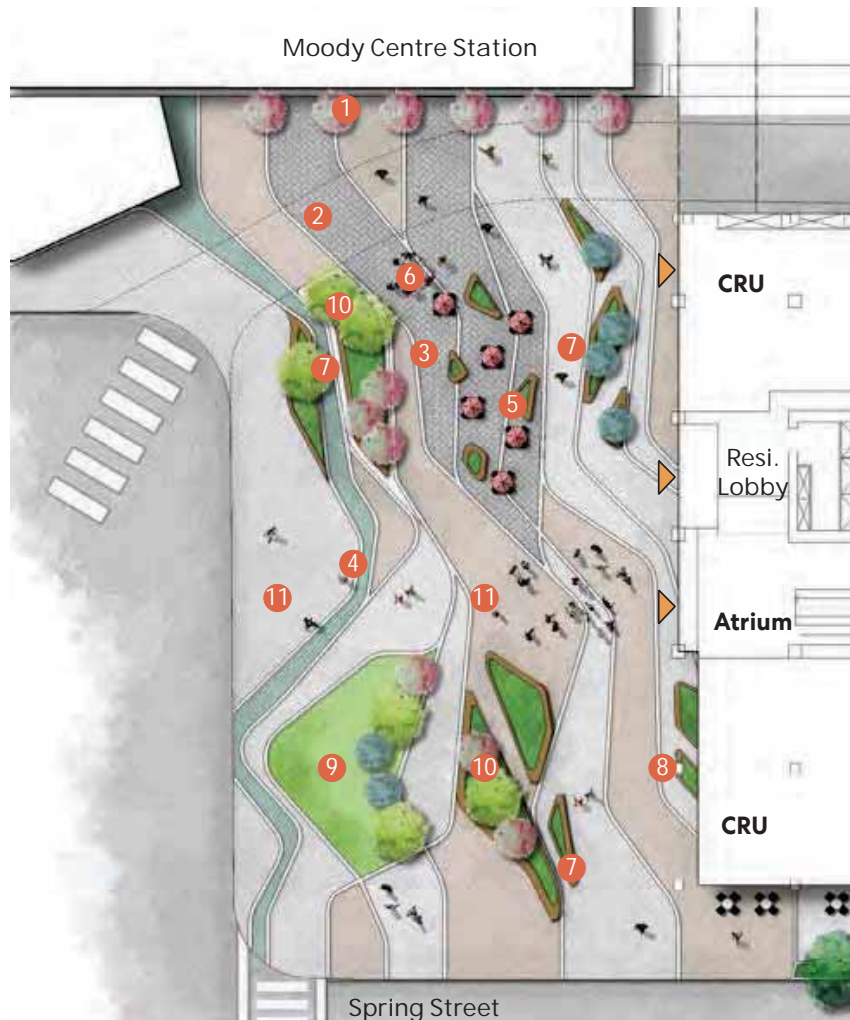


### 5.3.3 Transit Plaza

The plaza is meant to provide a highly trafficable walking space for commuters whilst also providing effective park space for community gathering, farmers markets, food truck festivals and other public events.

Ample seating opportunities are provided beneath a canopy of shade trees to reduce urban heat island effect. Integrated stormwater management will direct runoff to soft areas, capturing water for re-use in landscape irrigation. Paving patterns will be subtle, yet reflect natural systems, form and movement of nearby Dallas/ Slaughterhouse Creek. Small detailing will also provide metaphorical reference to scattered seeds in lighting effects to help animate the space in shoulder seasons and at varied times of the day.

The transit plaza will be a place for people to find social opportunities, public transit options and other impromptu community events throughout the year. The arts will be celebrated through integrated and whimsical detailing of seating areas, art program and kinetic or interactive sculpture.



- 1 Tree Grate
- 2 Fire Lane
- 3 Accent Paving
- 4 The 'Creek'
- 5 Site Furniture
- 6 Inground Light
- 7 Seating Bench
- 8 Planting Bed
- 9 Lawn
- 10 Tree Island
- 11 Coloured Concrete

10m 20m





## Transit Plaza



Landscape Berm



Sculptural Bench



Paving Pattern Design



Urban Lawn Area



Custom Planter



Accent Paving



The 'Creek'



Inground Light

## 5.3.4 Neighbourhood Gathering Space Comparison

- Existing Public Plazas
- Proposed Public Plaza

LONSDALE QUAY - 19 Wallace Mews, North Vancouver

LONSDALE QUAY  
1200 m<sup>2</sup>

TRANSIT PLAZA  
2500 m<sup>2</sup>



OLYMPIC VILLAGE - Vancouver, BC

OLYMPIC VILLAGE  
2100 m<sup>2</sup>

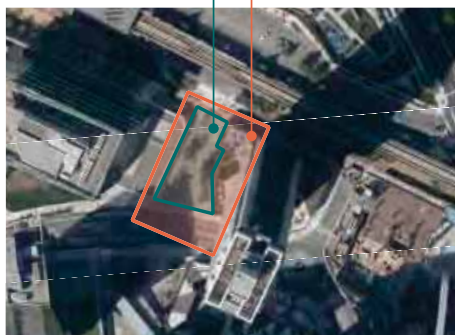
TRANSIT PLAZA  
2500 m<sup>2</sup>



COAST CAPITAL PLAZA - 9900 King George Blvd, Surrey, BC

COAST CAPITAL PLAZA  
800 m<sup>2</sup>

TRANSIT PLAZA  
2500 m<sup>2</sup>



VANCOUVER CONVENTION CENTRE - 1055 Canada Pl, Vancouver, BC

VANCOUVER CONVENTION CENTRE  
7500 m<sup>2</sup>

TRANSIT PLAZA  
2500 m<sup>2</sup>





## 5.3.5 Program Study





**LOCAL FARM MARKET**

- 22 Market stalls, at 3m x 3m size
- ~ 100-200 People

**PERFORMANCE**

- 6m x 5m Stage
- ~ 70-100 Audiences, standing
- ~ 50 People in other area

Program Study**FOOD FESTIVAL**

- 6 Food trucks, at 2.5m x 6m
- 10 Market stalls, at 3m x 3m
- ~100-200 People

**SPECIAL EVENT**

- 1 Tent, at 8m x 11m
- ~ 70-100 People

**SPORTS DAY**

- 4 PingPong tables, at 32 sqm per table
- 4 Small tents, at 3mx 3m
- ~ 50 Yoga mats, at 3.6 sqm per person
- ~ 50 People

**MOVIE NIGHT**

- 23 Foot screen
- ~ 155 Audiences, seated on chairs
- ~ 50 People in other area

### 5.3.6 Daylit Creek & Riparian

The daylit creek is an exciting opportunity to bring natural systems back to the forefront of the community and to provide a more 'natural' response to stormwater infrastructure within the neighbourhood.

Collaborating with the environmental team and registered biologists, the design team seeks to provide protected, high value habitat for fish, invertebrates and other amphibians. This ecosystem will also look to support pollinators, building upon the pollinator landscapes of the on-podium amenity spaces. Through support for pollinator species, the daylit creek will be more likely to thrive - providing needed nutrients for fish and other terrestrial fauna.

The new daylit creek also provides an opportunity to educate the community about our natural systems and the watershed. By seeing the creek, and the regenerative potential of the riparian area - residents will come to more fully appreciate and value natural systems - hopefully leading to a more sincere commitment to protection, enhancement and proliferation of natural systems in harmony with greater densification of the neighbourhood.



- 1 Creek Channel
- 2 Wood Log & Boulders
- 3 Tree Canopy
- 4 Riparian Area
- 5 300mm Low Barrier Fence
- 6 1m Paige Wire Fence
- 7 3m Maintenance Corridor
- 8 Pedestrian Mews
- 9 Coloured Concrete
- 10 Educational Sign
- 11 Public Sidewalk

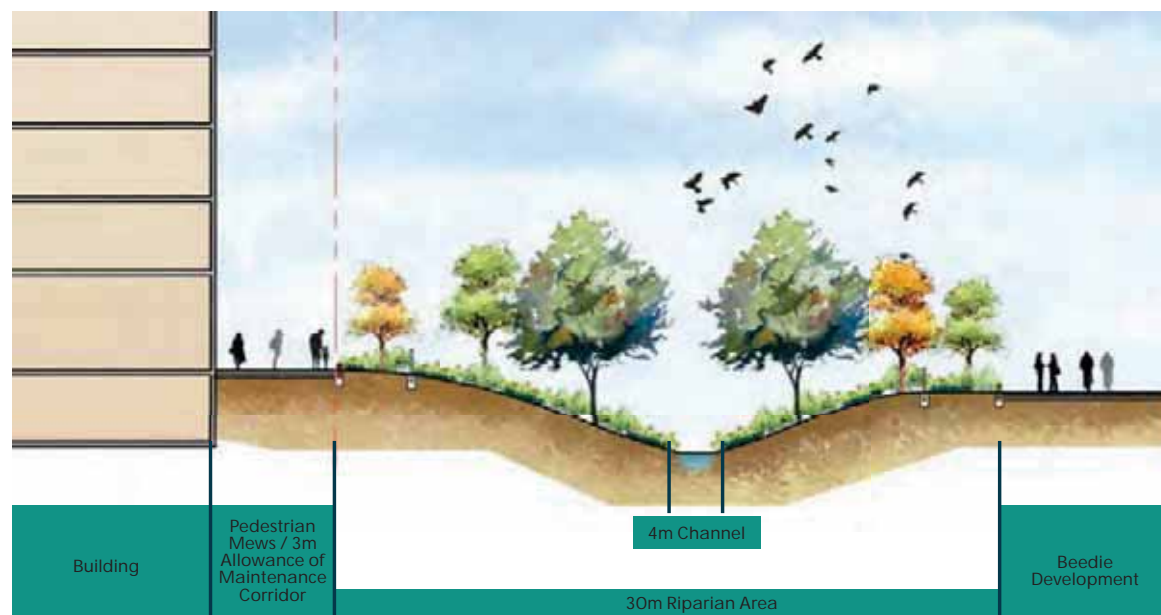
10m 20m







Educational Sign



Natural Environment



Native Plants



Creek Channel

### 5.3.7 Rooftops

The rooftop amenity spaces will also follow a contemporary interpretation of biophilic forms. Benches and seating nodes will follow a curvilinear form that reflects the movement of water towards the inlet. Spaces for play, stretching before a run or recreating with friends on one of the sport courts will make for a fun and vibrant space for all generations.

Places of overlook will give the public and residents ample opportunity to capture spectacular views toward the inlet and beyond to Belcarra.

The amenity program will provide spaces for urban agriculture: potting table, small greenhouse and raised garden plots for residents to grow green vegetables and cutting flowers. In addition, a flex sport court will be a place for stretching, tai chi or active court games. Play spaces for young families will provide an option for fun outside of the larger playground opportunities at Rocky Point park. An open green space will also provide necessary flexible space for residents to lay-out, sunbathe, or simply play hacky-sack or frisbee.

These amenities provide opportunities for residents to recreate and socialize outside of other public green space on the nearby waterfront.





Rooftops



Community Garden



Lounge Area



Public Outdoor Space



Playground



Wood Deck



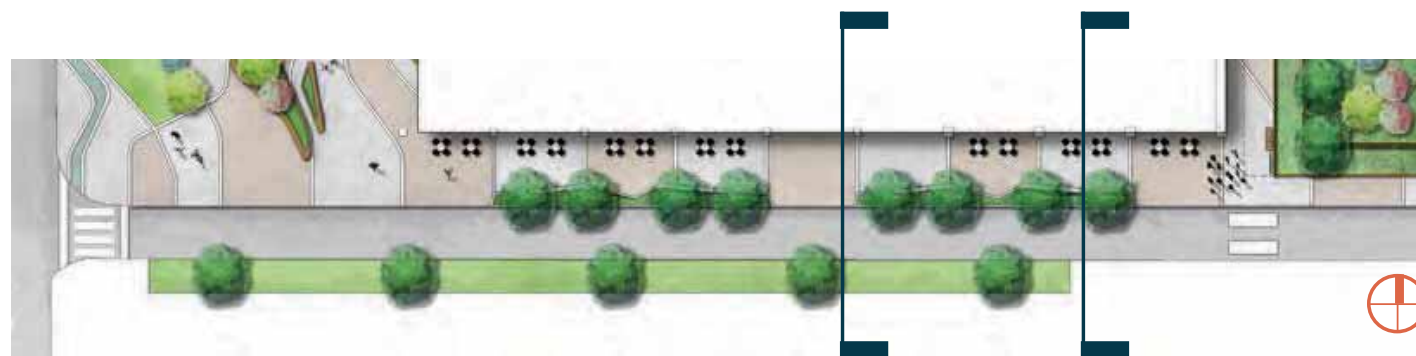
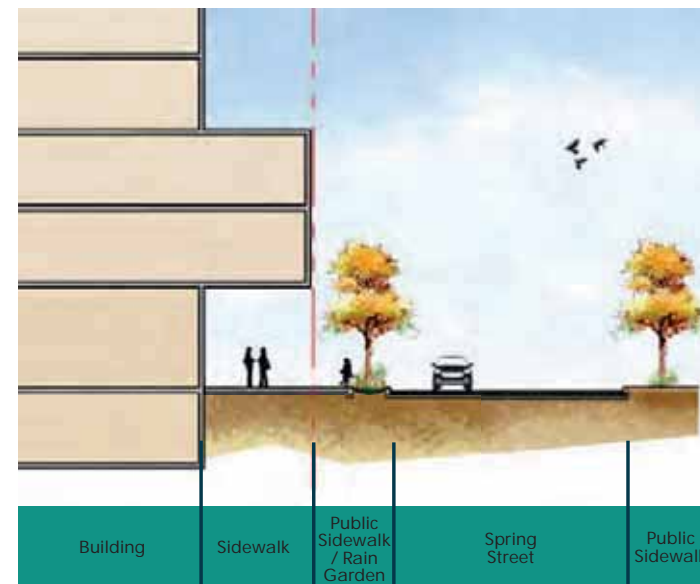
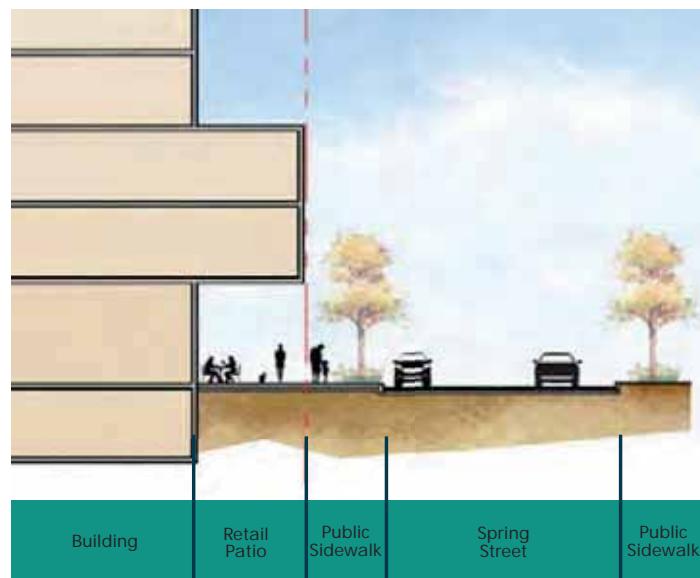
Planting Design

### 5.3.8 Spring Street & Landscape Corridors

The objective for the new neighbourhood concept is to provide a vibrant and stimulating neighbourhood. This neighbourhood will provide pedestrians with varied experiences that include access to recreation, trails and fitness loops. In addition, an emphasis on the "City of the Arts" will be reinforced through ground-oriented art installations and whimsical and artful interpretations of stormwater infrastructure. For residents and visitors alike, this neighbourhood will provide an eclectic mix of opportunities that will foster life, interaction with neighbours and create a vibrant and interesting place to live, work and recreate.

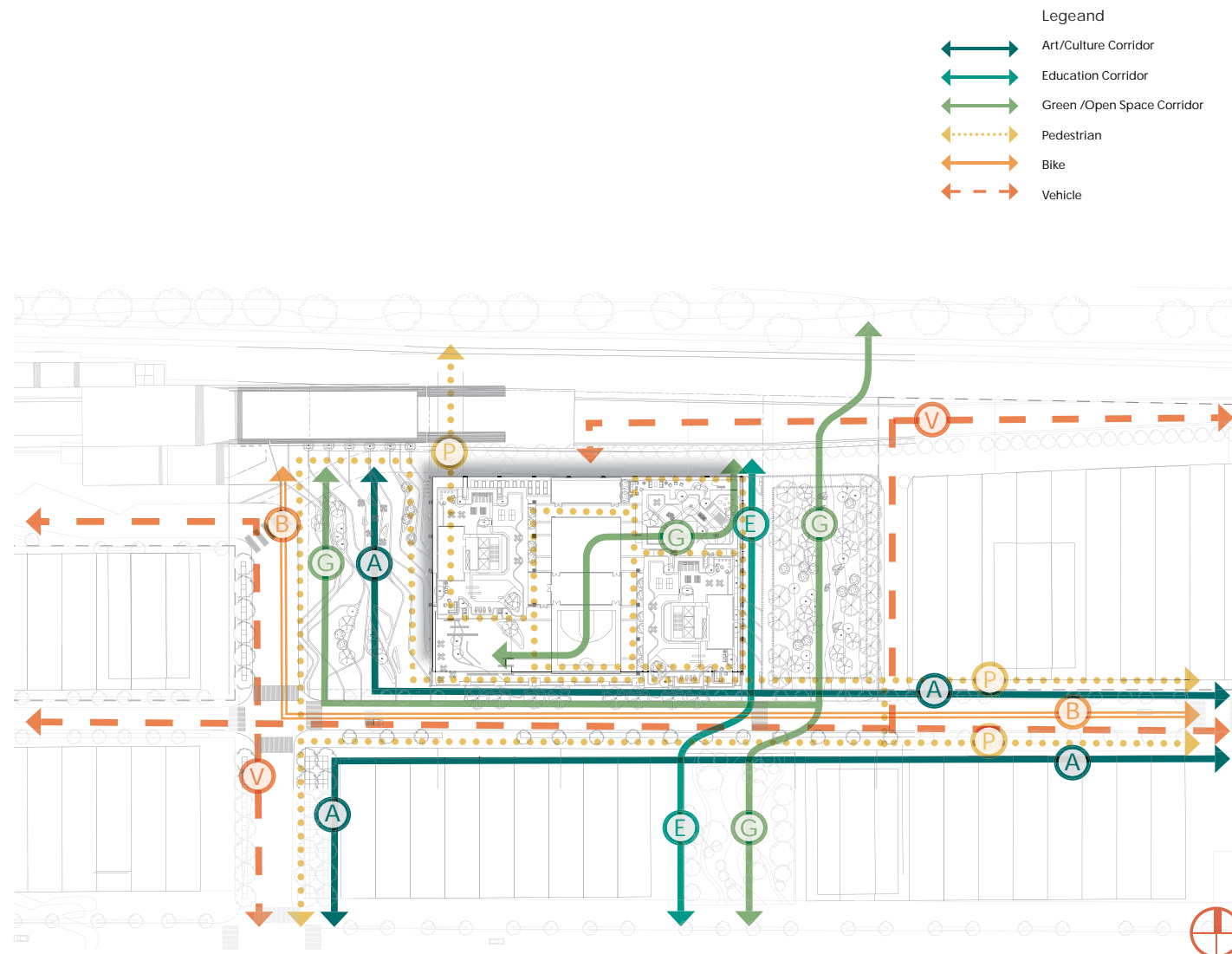
More specifically, Spring Street is meant to become a vibrant street that showcases green infrastructure in the form of bioswales or rain gardens. There will be a measured approach to supporting root spaces with adequate soil volume to support mature street tree canopy. The objective is to reduce urban heat island effect and ensure that the experience of walking the boulevard is pleasurable and comfortable.

The building will be set back from Spring Street to allow for a generous public realm that will be animated with varied site furnishings to support bike parking, seating and lighting. The streets will take a pro-active approach to accessibility - providing tactile surfaces, warning strips to visually impaired and various other way-finding mechanisms to support accessibility.





Spring Street will be designed to encourage walking, sidewalk social interaction and sustainability of the urban forest. Through connected soil volumes, trees can thrive and stormwater can be detained. Interpretive signage will help to convey how these systems work and educate residents and visitors about the sensitive ecosystem that the new development shares.



### 5.3.9 Stormwater Management

Stormwater management for all new development is a critical part of managing impacts of new development. By understanding the overall effect of water management post development, the impacts of runoff and potential erosion can be managed and mitigated. The development team understands that there are options for creating stormwater 'sponges', on slab and off, through the use of new technology for soil volume and root zone development. In addition, engineered products for detention can store water for re-use in landscape areas or for urban agriculture on rooftop amenity areas. It is the intention of the consulting team to create effective stormwater solutions through the use of bioswales, raingardens, soil-cell infrastructure and drainmat technology to reduce the need for tanking and other traditional methods of detention. Thoughtful re-use of stormwater can lead to a more sustainable project that supports pollinator species and habitat for small mammals, invertebrates, fish and amphibians.



Absorbent Landscape



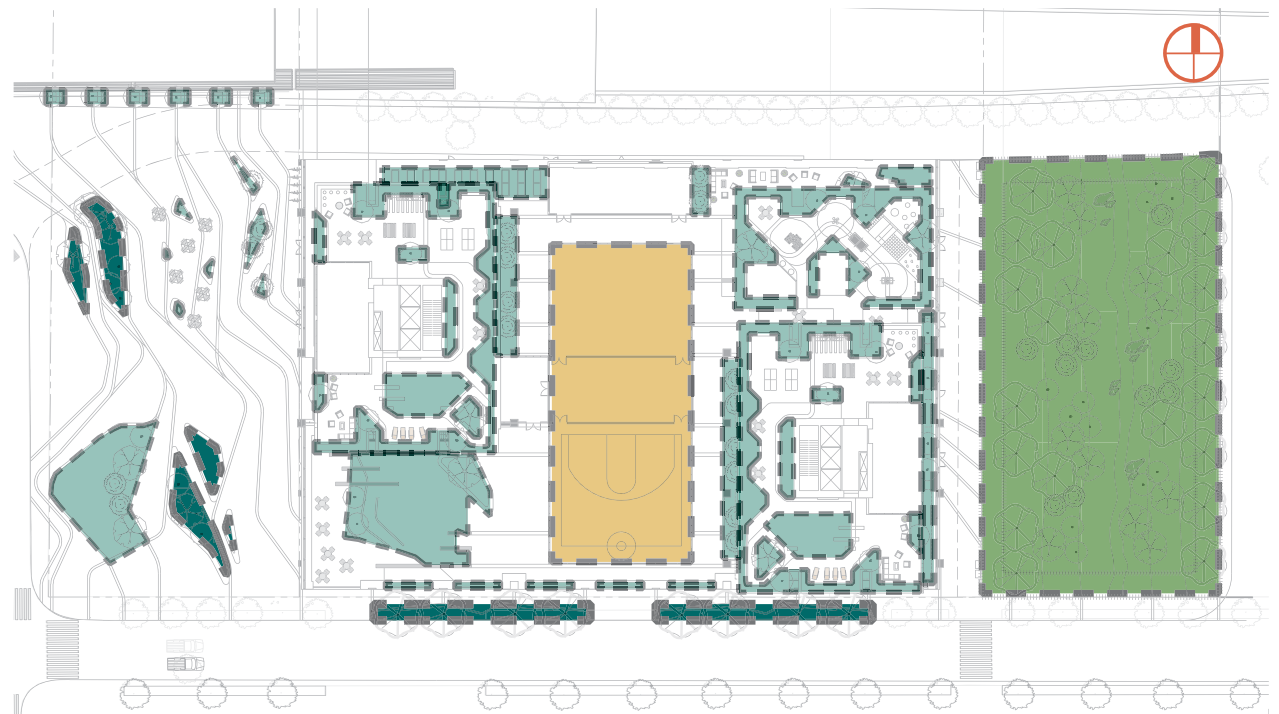
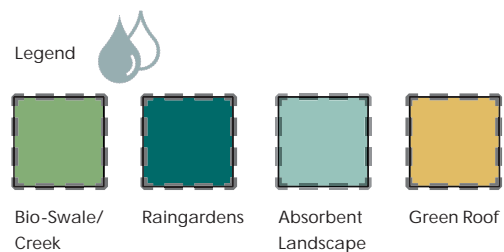
Rain Garden



Bio-swale/Creek



Green Roof



### 5.3.10 Parks & Open Space

In 2021 Port Moody surveyed residents for their vision of “Port Moody 2050”. Maintaining parks and green space is one of the top priorities among Port Moody residents, noting preservation and enhancement of natural areas being the most important aspect of new developments in the area. The project proposed here is no exception, with plans to create a diverse, green and generous public realm through delivery of a new community transit plaza, daylit creek, occupied exterior rooftops and a pedestrian crossing to nearby Murray Street.

The amount of existing accessible park space within a 10-minute walk of Moody Centre Station is comparable to what is available in other municipalities of similar context in Metro Vancouver. Although access to nearby large open spaces is hindered by the presence of the rail lines, this application contains new elements that increase and enrich the amount and type of park space accessible to current and future residents especially with the addition of the pedestrian overpass. Our analysis has found:

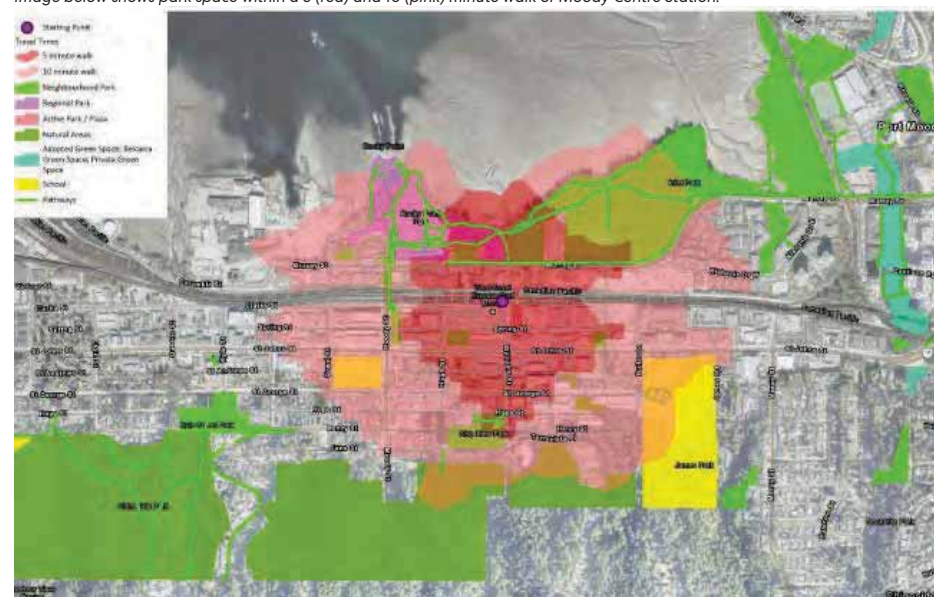
- The City of Port Moody's current target of active & neighborhood park space within a 10-minute walk is 2.1 ha per 1,000 residents
- The amount of active and neighbourhood park space within a 10-minute walk will be 3.2 ha per 1,000 residents

As evidenced by the analysis, the new pedestrian overpass, combined with new park space that is being considered for Moody Centre, will help to far exceed the park provision targets within a 10-minute walk (this does not factor in access to natural areas and regional parks).

The addition of active park and plaza space greatly enriches the local park system with denser recreation use suitable to the increasingly urbanized environment while the pedestrian overpass will provide better access to Rocky Point Park, the Shoreline Trails and Inlet Park. The new plaza space will support local performances, markets and other events in a smaller footprint.



Image below shows park space within a 5 (red) and 10 (pink) minute walk of Moody Centre Station.





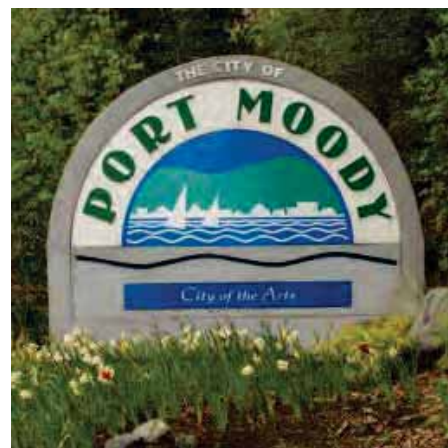
### 5.3.11 Public Art Vision

Public art plays a vital role in the building of complete communities, facilitating diverse engagement while instilling quality and sense of place for residents and visitors alike. The vision for Public Art at Spring Street, in line with Port Moody's strategic objective to "Enhance Public Spaces Through Arts and Culture", will expand creative placemaking while reflecting the surrounding nature and heritage, all the while bringing people together.

Port Moody's forward-thinking trademarking in 2004 as a "City of the Arts" has cultivated a bold and distinct identity for the City. As such, Port Moody thrives as a community that recognizes past and present, including an acknowledgment of the City's location on traditional, ancestral, and unceded territories of the *kʷikwəłəm* (Kwkwetlem), *qíqéyt* (Qayqayt), *xʷməθkʷəyəm* (Musqueam), *skwxwú7mesh* (Squamish), and *səlilwətał* (Tsleil Waututh) First Nations. The public art program will further support the creation, promotion, and preservation of Indigenous art and culture, creating and facilitating opportunities for the meaningful integration of Indigenous artwork into the architectural fabric and public realm of Spring Street.

In line with this, and in conjunction with the City's Art in Public Places Master Plan (2021), PCI will uphold Port Moody's status as "City of the Arts" by animating the development's public spaces with an inspiring public art program that:

1. Reflects the Indigenous heritage of the land
2. Engages its community
3. Leads innovative creative placemaking practice





## Perkins&amp;Will

Public Art Vision

PCI has engaged Ballard Fine Art as Public Art Consultant to guide the process and ensure an exemplary iteration of artwork throughout the site. With an artwork budget of approximately \$1.25 million, a Detailed Public Art Plan will present a conceptual framework to guide public art visioning and commissioning for the Spring Street site. Intended as a living document, the Plan will provide a detailed approach as well as flexibility to adapt to feedback from the City of Port Moody and the Public Art Committee.

The selection process for artwork at Spring Street will involve a two-stage invitational to professional artists /artists teams with a voting selection panel and non-voting advisory, including members of the Greater Vancouver Art Community, the PCI design team, and representatives from the City of Port Moody, including the Public Art Coordinator, a representative from the Arts and Culture Committee, and others.

The project will establish a new community by providing smart growth through rental housing density, public amenities, artist studios, and commercial space that promote and enhance a pedestrian-oriented urban landscape close to transit. The subsequent Public Art will punctuate this exciting new development, contributing to the creation of this innovative landmark in original and lasting ways.



## 5.4 Housing & Wellbeing

### 5.4.1 Housing

A diverse mix of housing options is integral when creating healthy communities and fostering a balanced and inclusive housing market. Both regional growth strategy and Port Moody's OCP recognize and support this vision. The proposed rezoning will create approximately 857 new purpose-built rental homes, with 50% adaptable units, and 5% below-market rental units, helping to make this vision a reality.

Between 2012 and 2021, Purpose-Built Market Rental Inventory in Port Moody decreased by 22%, showing the greatest decline across 19 major Metro Vancouver Municipalities/Jurisdictions\*. By 2021, only 3% of total dwellings in Port Moody were purpose-built market rentals\* (based on CMHC Rental Market Survey, 2021). This type of housing is clearly underrepresented in the City, so 857 new rental homes will make a significant contribution towards making Port Moody a more livable and equitable city.

\*Statistics were taken from the Metro Vancouver Housing Data Book 2022.

Having sufficient purpose-built rental housing is important to every housing market for a number of reasons:

- **Affordability:** Rental housing provides a more affordable housing option for people who cannot afford to purchase a home or who prefer not to own a home.
- **Long-term stability:** Unlike private rentals, purpose-built rental housing can provide long-term stability for renters who want to stay in their home long-term.
- **Mobility:** Rental housing allows people to move around more easily, whether for job opportunities, personal reasons, or other circumstances.
- **Flexibility:** Rental housing offers more flexibility in terms of living arrangements, such as the ability to rent a smaller or larger space depending on one's needs, without the long-term commitment and

financial obligations of owning a home.

In addition to helping achieve the goals of the City and the Region, the proposed development was also designed while keeping in mind the needs of the local community and future residents. The grocery store located on the second floor and the retail on the ground floor of the development will help to achieve the goal of creating a complete and pedestrian-friendly neighborhood. A variety of private and public amenities will also be readily available to the residents within walking distance.

PCI Developments have been involved in many large scale housing projects and bring ample relevant experience to the table. We create world class buildings, impressive amenity space, professional management, and much more with our projects. Over the years we have learned the ins and outs of community building, and listened to tenants to ensure livable buildings. This project will be no exception.

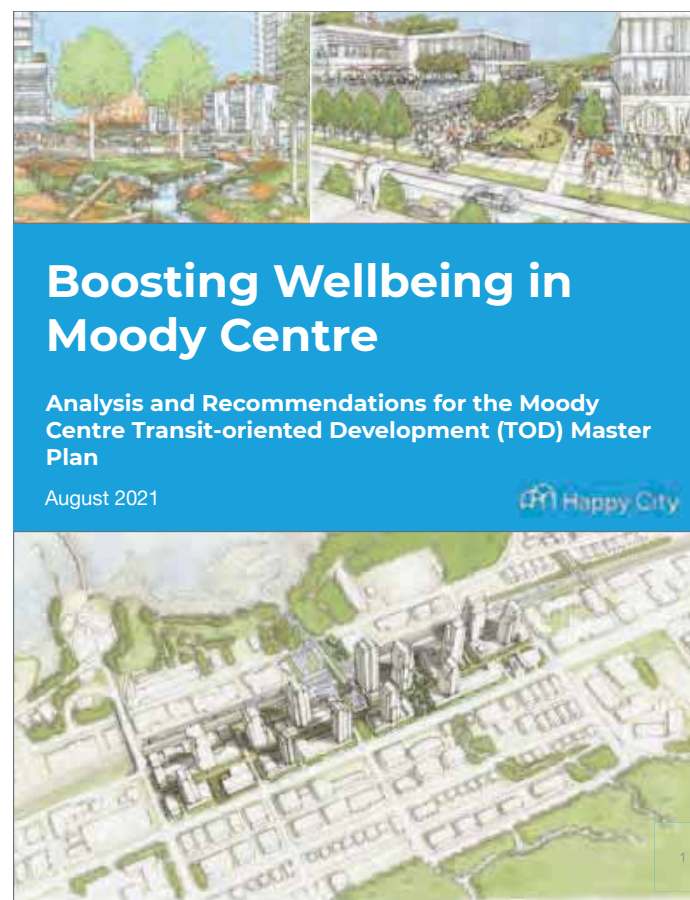


### 5.4.2 Wellbeing

Happy Cities has created a framework that draws on insights from public health, neuroscience, behavioural economics, and environmental psychology to guide the design, programming, and implementation of developments and mixed-use neighbourhoods (see appendix for full report). This evidence base paired with learnings from local policies and engagement activities created a set of seven unique wellbeing principles for the Moody Centre TOD area. These principles informed various design strategies and high impact actions that were created to inspire the design vision for the Spring Street proposal.

The following are the seven wellbeing principles:

- A Social Place
- A Sense of Belonging
- A Unique Identity
- A Place for All
- A Resilient Community
- An Active Lifestyle
- A Place to Enjoy Nature





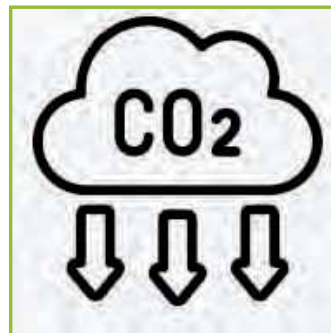
## 5.5 Sustainability

### 5.5.1 Sustainability Objectives

The project will lead by example through electrified, high-performance, and low carbon design while prioritizing social and cultural sustainability on site to meet the projects three key sustainability objectives:

- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

Section 5.5.2 explores sustainability strategies as they relate to these three key objectives, and City of Port Moody Sustainability Report Card requirements in particular environmental, social, cultural and economic sustainability.



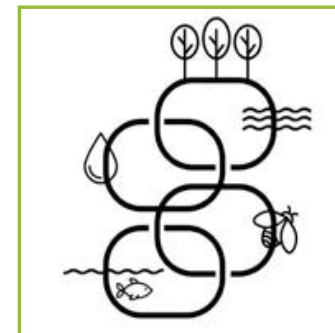
#### Carbon Leadership

The project aspires to reduce whole life carbon emissions and overall reliance on fossil fuels as means of meeting the City of Port Moody's climate leadership objectives.



#### Enhanced Livability

The project seeks to transform the neighborhood into a vibrant and livable community that supports human health and well-being.



#### Enhanced Ecosystem

The project aims to regenerate the natural systems and increase the biodiversity of the site while also fostering connections with nature.

## 5.5.2 Overview of Sustainability Strategies

### Carbon Leadership



**Reduce Energy Demand**  
Design a high-performance envelope and prioritize passive design strategies to reduce overall building energy demand.



**Efficient Use of Energy**  
Conserve energy through careful selection of heating, cooling and lighting systems to conserve energy.



**Electrification**  
Explore electrification and elimination of fossil fuels along with promoting low carbon mobility through Electric Vehicle charging infrastructure.



**Embodied Carbon Reduction**  
*Reduce embodied carbon by optimizing the structural design and reduce the size of elements where possible, while reducing embodied carbon through the selection of materials.*



**Active Transportation**  
*Reduce single occupancy vehicle use by designing a pedestrian oriented environment and encouraging the use of public and active transportation.*

### Enhanced Livability



**Community Scale Spatial Experience**  
Open spaces arranged around a series of urban and neighbourhood *nodes and offer diverse experiences* and scales of space that foster neighborhood identity.



**Social Equity**  
*Design for all, creating an equitable, inclusive and inviting spaces for a variety of demographics and economic diversity.*



**Culture and Community Connectivity**  
*Foster community connection, interaction, and a sense of belonging while focusing on reinforcing the vision of the City of the Arts through public art, artist's studios, and social facilities.*



**Health and Well-being**  
*Prioritize healthy materials, good indoor air quality, access to daylight and other best practices that support human health and well-being.*



**Employment Opportunities**  
Provide employment generating retail and grocery spaces that contributes to a sense of vibrancy and street animation while supporting regional economic growth.

### Enhanced Ecosystem



**Daylit Creek and Riparian**  
Bring the Dallas creek to life by resurfacing and reintroducing it into *the natural landscape, and improving* riparian habitat through daylighting the stream.



**Urban Forest**  
Bring back a forest system to the restored creek area and transit plaza along with creating a bird friendly habitat made up of native and *adaptive plant species, capable of* thriving in current and future climate.



**Biodiversity**  
*Extend habitat value for many forms of life by daylighting the creek, providing significant planting, and salvaging the existing trees on the site and placing them into the daylit creek to serve as habitat for wildlife.*



**Rainwater and Storm Water Management**  
Protect the Dallas creek by incorporating rainwater and storm *water best practices and exploring* alternatives to reduce reliance on City infrastructure through rainwater *infiltration, evapotranspiration.*



**Light Pollution Reduction**  
Protect the endangered wildlife and human health by mitigating light pollution and following dark sky-friendly lighting strategies.

### 5.5.3 Sustainability Report Card

In order to create a healthy, climate resilient and sustainable community, the City of Port Moody has established a comprehensive sustainability framework that encourages innovative thinking in community design. City of Port Moody's Sustainability Report Card framework identifies intentions and performance measures based on community sustainability values and focuses on performance criteria within four pillars of sustainability: cultural, economic, environmental and social sustainability. A high-level overview of each pillar along with the project's response is provided below. Refer to Appendix Sustainability Report Card for the detailed project response. **Refer to Appendix Sustainability Report Card for the detailed project response.**

#### Cultural Sustainability

The City of Port Moody defines Cultural Sustainability as the need to honor and transmit cultural beliefs, practices, heritage conservation, and culture for future generations. Cultural sustainability is about fostering local culture and cultural identity in a community.

Response: Public art plays a vital role in the building of complete communities. In line with the City's Art in Public Places Master Plan (2021), PCI will uphold Port Moody's status as "City of the Arts" by animating the development's public spaces with an inspiring public art program that:

1. Reflects the Indigenous heritage of the land
2. Engages its community
3. Leads innovative creative place-making practice

In addition to public art, the project will provide below market artist space, a grocery store and a large community plaza all of which will act as welcoming gathering places for community residents of all backgrounds which is vital to the creation and evolution of a complete and inclusive community.

Infrastructure has been designed with community and culture in mind. Mid-block pedestrian links break up the former large industrial blocks to encourage connection through the district in the North-South direction. This creates pedestrian 'collision' zones within the public realm which fosters social interaction and cohesion in the community.

#### Economic Sustainability

The City of Port Moody defines Economic Sustainability as the ability to offer a broad range of local employment opportunities that will reduce commute distances and times, encouraging creative and clean industry and jobs, and building a more sustainable financial future for the City.

Response: The project is designed for economic values that reflect the economic sustainability goals of the Port Moody Sustainability Report Card including increased economic vitality, reduced public expenditure on commuting and increased business confidence.

The project supports local employment and economic growth by creating approximately 55,000 square feet of retail commercial space of which the largest component is a neighborhood grocery store which, in itself, acts as a vibrant hub of direct and indirect economic activity.

The development incorporates greenery and wide sidewalks to encourage pedestrian movement in order to prioritise walking, cycling, and transit-use over single occupancy vehicle use. Locating services in close proximity to public transit represents an opportunity for the development to serve as a regional destination that attracts people and contributes to the local economic growth of Port Moody.

The proposed development will generate a variety of public benefits that will serve as a lasting legacy for the Moody Centre neighborhood. The total value of all benefits is estimated to be ~\$23 million. Benefits will also be delivered in the form of cash contributions to the City byway of Development Cost Charges, School Site Acquisition Charges and Community Amenity Contributions. These contributions will go towards growing Port Moody's Affordable Housing Fund, providing and improving park land, upgrading infrastructure facilities, purchasing land for new schools and meeting other needs of the local Port Moody community.

Pillar	Total possible points	Sum of N/A points	Sum of missed points	Applicant total points	Pillar % score
Cultural Sustainability	56				
Economic Sustainability	93				
Environmental Sustainability	172				
Social Sustainability	165				



# Sustainability Report Card

## Environmental Sustainability

The City of Port Moody defines Environmental Sustainability as the protection, management, and monitoring of ecosystems and natural assets to ensure the long-term productivity and health of resources to meet future economic and social needs.

**Response:** The project transforms the site from asphalt parking lots and end-of-life warehouses to a vibrant mixed-use community and a biodiverse riparian area. The riparian area offers an opportunity to celebrate the natural ecology of the site while providing a green buffer against the neighboring development.

The development enhances the urban forest through reintroduction of native or adaptive plant species that provide multi-story habitat in addition to increasing biodiversity. Bird-friendly principles will be integrated in the project's landscape design. The tree canopy cover is increased, and natural shading elements and green roofs are integrated into the overall site design, contributing to the reduction of localized heat island effect.

The project is designed with a high-performance envelope that prioritizes passive design strategies to reduce overall building energy demand. Energy will be conserved through utilization of a Low Carbon Energy System and energy efficient heating, passive cooling and lighting systems.

Embodied carbon will be reduced by optimizing the structural design to reduce the size of elements where possible and eliminate transfers. In addition to structure, low carbon envelope materials will be explored using the EC3 tool and incorporated into the final design where viable.

The development promotes active transportation by designing a pedestrian oriented neighborhood. Active and public transportation including walking, cycling, and transit is encouraged in order to reduce greenhouse gas emissions from transportation.

Designing for resilience is a priority. The development will explore potential risks and integrate design measures associated with coastal flooding, overheating, wildfire smoke and increased rainfall which are typical risk factors for the Port Moody area.

Rainwater and stormwater flows will be detained and retained on-site through the integration of rain gardens, bioswales, and green roofs into the site and building design. These nature-based green infrastructure strategies will also support street trees. Potable water consumption for irrigation will be reduced by integrating systems like central control, rain sensors, and drip irrigation, and using non-water dependent material/features for ground cover.

## Social Sustainability

The City of Port Moody defines Social Sustainability as inclusive and resilient societies that understand what citizens need from the places where they live, work, and play and where citizens feel supported in their well-being and are encouraged to evolve.

**Response:** The project is being designed for social values that reflect the social sustainability goals of the Port Moody Sustainability Report Card:

1. Improved quality of life
2. Increased both real and perceived security & safety
3. Promoted social equality and stability
4. Increased cultural vitality
5. Social interaction and civic pride

The landscape spaces incorporate a art and culture plaza designed to express the social values of the project, food trucks and edible landscaping and a variety of difference types of landscape supporting different purposes, for example quiet zones, exercise activities and play.

The project proposes 100% of housing to be market rental or below market rental which exceeds the City's housing policy and offers a secured rental option for residents immediately adjacent to rapid transit. This type of tenure is currently underrepresented in Port Moody with only 3% of total dwelling being purpose-built rentals (based on CMHC Rental Market Survey, 2021). In addition to affordable housing, the proposal creates a pedestrian-focused street that provides the necessary social and cultural facilities to foster a sense of community cohesion and identity.

Social and physical wellness is promoted through construction of high-quality public and private amenities including the transit plaza, daylit creek and fitness facilities, ensuring the health and wellbeing of occupants living on site.

Pillar	Total possible points	Sum of N/A points	Sum of missed points	Applicant total points	Pillar % score
Cultural Sustainability	56				
Economic Sustainability	93				
Environmental Sustainability	172				
Social Sustainability	165				

### 5.5.4 City of port Moody Step Code Requirements

#### The City of Port Moody Energy Step Code Corporate Policy

The project must comply with the City of Port Moody Energy Step Code Corporate Policy. The City of Port Moody Energy Step Code Corporate Policy requires rezoning applicants to achieve a design that meets energy efficiency requirements beyond the requirements of the Building Bylaw and incentivises low carbon building performance.

According to the City of Port Moody Energy Step Code Corporate Policy, 3020 Spring Street must comply with the following requirements of Part 3 buildings, 2025:

- Multi Unit Residential Buildings- Step 4 OR Step 3 with Low Carbon Energy System (LCES)
- Mercantile Occupancies- Step 3

In addition, The City of Port Moody Energy Step Code Corporate Policy encourages:

1. Flexible, performance-based design.
2. Envelope-focused design and construction in order to improve energy efficiency.
3. Air tightness testing.

Response: The project will pursue Step 3 with integration of a Low Carbon Energy System and achieve a TEDI, TEUI and GHGI requirements of:

- Residential Occupancies - TEUI of 120 kWh/m<sup>2</sup>/yr, TEDI 30 kWh/m<sup>2</sup>/yr and GHGI of 6kg/m<sup>2</sup>/yr
- Mercantile Occupancies - TEUI of 120 kWh/m<sup>2</sup>/yr, TEDI 20 kWh/m<sup>2</sup>/yr and GHGI of 6kg/m<sup>2</sup>/yr

By targeting Step 3 with LCES the project intends to reduce energy consumption, lower greenhouse gas emissions and create a healthy living and working environment for building occupants.

#### Zero Carbon Step Code

The City of Port Moody encourages Rezoning projects to opt-into the Zero Carbon Step Code, published May 2023 and adopt the following Zero Carbon Step Code requirements:

- 2023: 2.5 – 4 kg CO<sub>2</sub>e/m<sup>2</sup> /year (equivalent to ZCSC EL-3); and
  - 2025: 1.5 – 2 kg CO<sub>2</sub>e/m<sup>2</sup> /year (equivalent to ZCSC EL-4).
- EL-1 (Measure-Only): requires measurement of a building's emissions without reductions, and is intended to build knowledge and capacity;
  - EL-2 (Medium-Carbon): in most cases, will require decarbonization of either space heating or domestic hot water systems;
  - EL-3 (Low-Carbon): in most cases, will require decarbonization of both space heating and domestic hot water systems; and
  - EL-4 (Zero-Carbon): in most cases, will require the full decarbonization of a building.

Response: The project will be designed for an envelope first approach to performance based design in order to reduce greenhouse gas emissions. As the design progresses the project will explore the feasibility of meeting the Zero Carbon Step Code requirements and the achievable threshold of compliance.



## 5.6 Policy Context

### 5.6.1 City of port Moody Official Community Plan

The proposal meets all of the community goals set out in the existing Official Community Plan (with the exception of Heritage Conservation):

#### Sustainability

- Comprehensive Approach: per enclosed Sustainability Report Card, the project scores well on all four pillars of sustainability—environment, economic, social, and cultural.
- For more details refer to the Sustainability chapter.

#### Environment

- Stream Protection: daylighting of Dallas/Slaughterhouse Creek will improve fish passage and create new riparian habitat
- Forested Character: proposed landscaping plan will increase the tree in public and private areas that will provide shade for residents and pedestrians
- Environmentally Sensitive Areas: sites contaminated by heavy industrial uses in the past will be remediated as part of the development process
- Development: the development will comply with the existing green building policy. The project will also be assessed via a Sustainability Report Card

#### Housing

- Range of Choices: the proposal is for 100% market rental housing offering a secured rental option for residents immediately adjacent to rapid transit. This type of tenure is currently underrepresented in Port Moody with only 3% of total dwellings being purpose-built rentals (based on CMHC Rental Market Survey, 2021).
- Complete Neighbourhoods: the proposal creates a pedestrian-focused street that provides the necessary and appropriate amenities, affordable housing, as well as social and cultural facilities to foster a sense of community cohesion and identity.

#### Appropriate Development

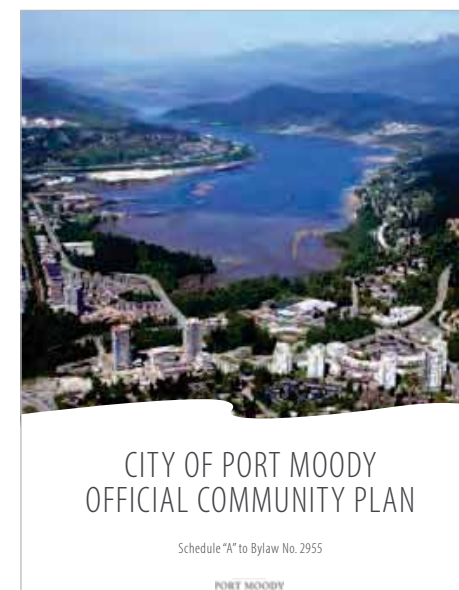
- Sensitive Infill: the proposal incorporates thoughtful urban design, includes high quality architecture, and creates new green space
- Transit-Oriented Development: the development is directly adjacent to the Evergreen Line transit stations.
- Connections: pedestrian and cycling connections are proposed between and within neighborhoods.
- Well-Served Development: the location of the project is well served by public transit, amenities, schools, and services.

#### Parks, Open Space and Recreation Facilities

- Health and Wellness: social and physical wellness is promoted through construction of high-quality public and private amenities including the transit plaza, daylight creek, fitness facilities, and other.
- Community Facilities: new green spaces and community facilities will help to meet the health, recreation, and cultural needs of the community.
- Waterfront Access: pedestrian overpass proposed to run across SkyTrain and the West Coast Express train tracks will greatly improve access to the Burrard Inlet through Rocky Point Park.

#### Transportation

- Traffic: To relieve traffic congestion on major street intersections and reduce the negative impacts of regional through-traffic on the livability of the city, a Traffic Impact Analysis (TIA) will set out Transportation Demand Measures (TDM) supported by the proximity of the project to transit.
- Transportation Choices: transit-adjacent location and access to cycling and pedestrian facilities will promote transportation choices and reduce the use of the private automobile, along with the congestion and pollution accompanied with it.





## 5.6.2 Other Guiding Policies & Plans

### Prioritizing Higher Density Development (2017)

This policy places a strong emphasis on goals and strategies that focus higher density development in areas of the city of Port Moody that are well served by public transit, public amenities such as parks, pedestrian connections, civic facilities, public schools, commercial and other services. Council therefore places a priority on encouraging higher density development in the areas envisioned for this use in the OCP and discourages it in other areas of the city.

### BC Energy Step Code Rezoning Applications Policy (2020)

This policy provides procedures to incentivize and encourage higher energy efficiency and low carbon building performance through the rezoning process, beyond ESC requirements outlined in the Building Bylaw.

### Climate Action Plan, 2020

The City's Climate Action Plan contains a number of goals that this application addresses as indicated in the table on the right:

Focus Area	Goals	Compliance
Organization-wide	Embed an LCR climate lens into City processes	Done
Natural environment	<ul style="list-style-type: none"> <li>Restore/ strengthen our natural environment</li> <li>Restore/ strengthen our urban forests</li> </ul>	Daylighting Dallas/ Slaughterhouse Creek improves existing fish habitat and creates a new riparian habitat and micro-climate that doesn't current exist.
Buildings	<ul style="list-style-type: none"> <li>Design/ construct/ renovate buildings that: <ul style="list-style-type: none"> <li>- are durable and more likely to withstand or recover quickly from anticipated effects of climate change;</li> <li>- use relatively little energy to operate;</li> <li>- provide a healthy indoor environment with good air quality.</li> </ul> </li> <li>Design/ construct/ renovate buildings with: <ul style="list-style-type: none"> <li>- materials that are associated with low levels of embodied carbon;</li> <li>- materials that store carbon</li> </ul> </li> <li>Use sources of energy that produce lower amounts of greenhouse gas emissions and energy systems that are more likely to withstand or recover quickly from disruptive events.</li> </ul>	Emergency power, passive cooling systems, energy efficient (Step code 3 or 4), district energy.
Emergency response and human health	<ul style="list-style-type: none"> <li>Ensure all members of the community have equal access to information, support, and resources related to preparing for climate change impacts</li> <li>Ensure the City is ready to respond to climate-related hazards, such as flooding, wildfires, and extreme heat</li> </ul>	Emergency plan in place for residents, climate awareness info and energy reduction recommendations.
Infrastructure	<ul style="list-style-type: none"> <li>Reduce water consumption</li> <li>Minimize urban flooding due to heavy rainfall</li> <li>Ensure civic infrastructure and natural assets are well-maintained and improved/ restored/ replaced when necessary so they are more resilient to the anticipated effects of climate change</li> </ul>	Use of low-flow plumbing fixtures in building, rainwater capture/ detention/ retention as part of landscape design/ daylighting of creek.
Land use and growth management	<ul style="list-style-type: none"> <li>Incorporate climate change risks and vulnerability assessments into land use planning and development.</li> <li>Develop a complete, connected, and compact community to minimize transportation and building emissions.</li> <li>Manage shoreline erosion from sea level rise and coastal flooding</li> </ul>	Transit-oriented development focuses daily transportation on cleaner modes which reduced GHG's, puts people within walking distance to daily needs
Transportation and mobility	<ul style="list-style-type: none"> <li>Reduce greenhouse gas emissions from the City's fleet of vehicles.</li> <li>Support the use of alternative and zero-emission transportation options.</li> <li>Encourage residents to use clean vehicles that emit low or zero levels of greenhouse gases.</li> </ul>	Residential parking stalls will be EV Ready, fast chargers in public parking, co-op vehicle(s) will be incorporated into development. Rental housing occupants rely less on private vehicles than condo owners.
Waste reduction and management	<ul style="list-style-type: none"> <li>Minimize waste going to landfill and achieve zero emissions from waste before 2050.</li> </ul>	In-building waste and recycling plan will be implemented.

#### Other Guiding Policies and Plans

#### Parks and Recreation Master Plan, 2015

Port Moody's Park and Recreation Master Plan outlines objectives and provides guidance for development of parks, open spaces and recreational facilities. For higher-density developments, the plan specifically promotes creating on-site green spaces, incorporating urban agriculture and encourages creation of open spaces in commercial centers. The project will conform to the plan by providing a large Transit Plaza located in the heart of Moody Centre Transit Oriented Development Area and creating a new green space by daylighting the Dallas / Slaughterhouse Creek. Additionally, the development will include high quality private amenity spaces (both indoor and outdoor) as well as fitness areas.

#### Inclusionary Zoning, Affordable Rental Units, 2022

This policy sets out the expectations for the provision of Affordable Rental Units as part of new multi-family residential and mixed-use residential development applications where additional density is being sought through a rezoning. As set out in the policy, the proposed development is exempt from providing affordable housing options since 100% of its residential component is dedicated to market rental housing.

#### TransPort Moody, Master Transportation Plan, 2017

TransPort Moody is the City of Port Moody's long-term strategic master transportation plan that guides transportation and land use decisions over the next few decades. The plan includes 4 modes, all of which the proposal for Spring Street will support by virtue of it being an urban, transit-oriented development situated within 100 metres of the Moody Centre SkyTrain Station. The proposal will help support significant public investment in rapid transit by locating residential, retail, commercial and amenities nearby.

#### Family-Friendly Units Policy, 2022

All applications for new multi-residential or mixed-use developments that create 20 or more dwelling units are required to incorporate a sufficient amount of two-bedroom and three-bedroom units as defined in the policy. The requirements applied to the proposed development are as set out below.

In addition, the proposal will endeavour to implement the design guidelines for Bedroom Design, Children's Play Area and Common Spaces.

Number of Bedrooms	Share of Units
Studios	75% max
One-Bedroom	
Two-Bedroom	20% min
Three-Bedroom or more	5% min

#### Public Art Corporate Policy, 2017

We recognize that, as "The City of the Arts" grows, public art will continue to be a critically important part of the new urban fabric and we are excited to do our part in facilitating the delivery of high-quality public art. This application will provide approximately \$1.25 million towards new on-site public art to be procured in compliance with the City's Public Art Corporate Policy (2017). A public art consultant is retained to oversee this process.

#### Metro Vancouver Regional Growth Strategy

The latest Regional Growth Strategy update was accepted by all local municipalities, and adopted by the Metro Vancouver Board in February 2023. Goals outlined in the Regional Growth Strategy have been considered during design to make sure the project is aligned not only with Port Moody's vision, but also with the region as a whole. In summary, the proposed rezoning will help to achieve the regions' goals in the following ways:

##### Goal 1. Create a Compact Urban Area

Concentrating growth in a transit-oriented center, which in turn helps to reduce greenhouse gas emissions and pollution, while supporting an efficient transportation network and efficient use of land.

##### Goal 2. Support a Sustainable Economy

Supporting regional employment and economic growth by creating approximately 15,800 sqft of ground floor retail and 41,000 sqft of grocery area.

##### Goal 3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Enhancing physical and mental health by creating new outdoor spaces that encourage being active and spending time outdoors. In addition, helping to enhance biodiversity and improve the health of the surrounding ecosystem by daylighting a previously buried creek.

##### Goal 4. Provide Diverse and Affordable Housing Choices

Increasing supply of purpose-built rental housing in proximity to transit while avoiding displacement of any existing renters. This creates a more diverse range of housing options, as purpose-built rentals are currently underrepresented in the city.

##### Goal 5. Support Sustainable Transportation Choices

Promoting transit use on one of the most underutilized rapid transit stations in the regions and introducing new cycling and walking routes to the area.

### 5.6.3 British Columbia Active Transportation and Transit Oriented Development Design Guide

This rezoning proposal incorporates a number of key design elements set out in the British Columbia Active Transportation and Transit Oriented Development Design Guide which was developed using Gender-Based Analysis+, Universal Design and Crime Prevention Through Environmental Design (CPTED) principles.

- Pedestrian Facilities: intentionally designed sidewalks and shared spaces that are navigable by all ages and abilities.
- Bicycle Facilities: shared bike lane along Spring Street.
- Intersections and Crossings: well located, safe, and visible crossings for pedestrians and cyclists with lit and designed signage and markings.
- End-Point Facilities: secure bike parking and end of trip facilities that support short- and long-term bike parking including bike repair stands.
- Transportation Amenities: benches, waste receptacles, weather protection, drinking fountains, adequate lighting, public WiFi in plaza, public art, and landscaping.
- Wayfinding and Trip Planning Information: clear wayfinding signage that aid navigation and provide clear direction to key destinations in the TOD area.
- Supportive Services, Programs, and Policies: Multi-modal integration and TDM measures



## BRITISH COLUMBIA ACTIVE TRANSPORTATION AND TRANSIT-ORIENTED DEVELOPMENT DESIGN GUIDE

A Supplement to the British Columbia Active  
Transportation Design Guide

**Final Draft**  
June 2021



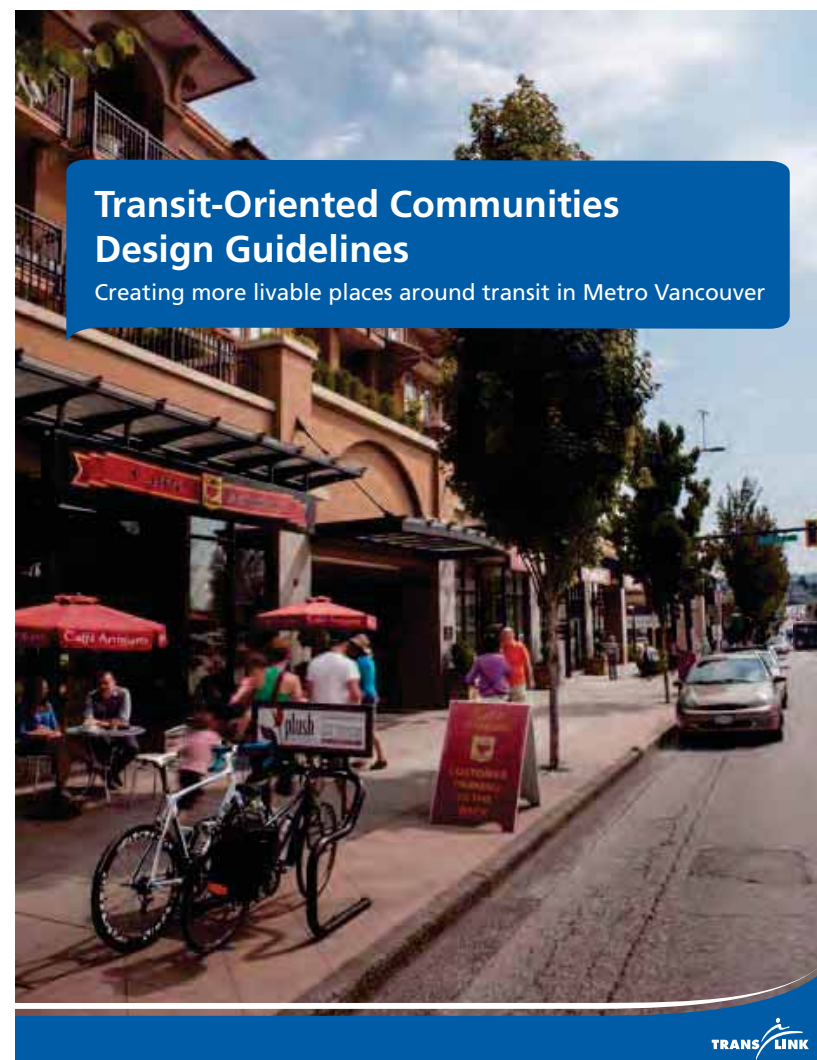
Ministry of  
Transportation  
and Infrastructure

#### Other Guiding Policies and Plans

### 5.6.4 TransLink Transit-Oriented Communities Design Guidelines, 2012

TransLink's TOCDGs identify the "6 D's of transit-oriented communities", which summarize the essential components of the build environment or transportation demand management (TDM) that connect development and travel behaviour, while promoting transit and walkability. The 6 D's are as follows:

1. Destinations: Coordinate land use and transportation
2. Distance: Create a well-connected street network
3. Design: Create places for people
4. Density: Concentrate and intensify activities near frequent transit
5. Diversity: Encourage a mix of uses
6. Demand Management: Discourage unnecessary driving





Section 6.0

# Submission Documents

## 6.1 Separate Submission Documents

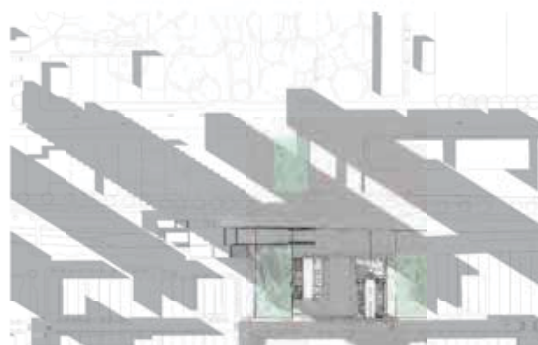
- Refer to Submission Folders
- Provided individually to the City by Applicants
- Community Engagement Summary
- Parks and Open Space Memo
- **Title Certificates**
- **Site Profile**
- Civil Reports
- Transportation Memo
- Environmental Reports
- Geotechnical Reports
- Site Survey
- Arborist Assessment
- Site Plan
- Sustainability Report Card
- Edge Consultants Letter

## 6.2 Drawings

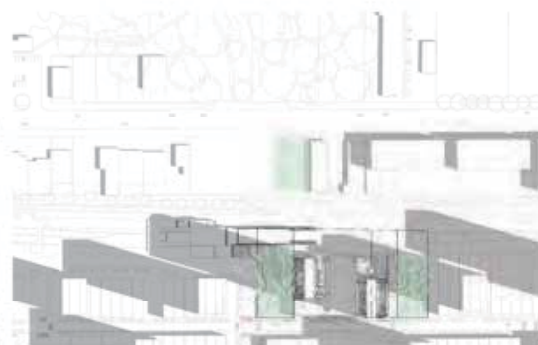
### Context Map



Shadow Studies



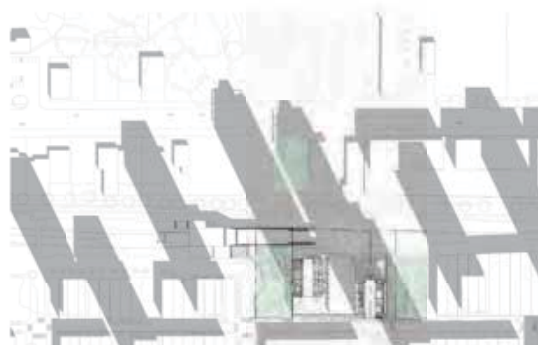
March 21st 10 am



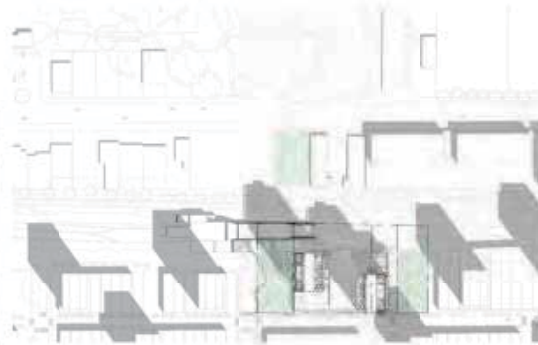
June 21st 10 am



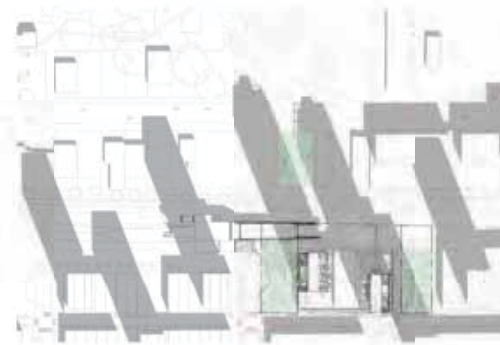
September 21st 10 am



March 21st 12 pm



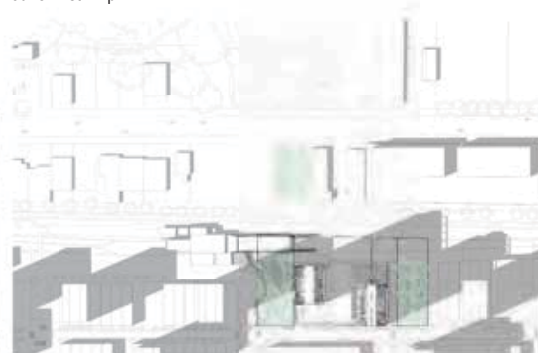
June 21st 12 pm



September 21st 12 pm



March 21st 4 pm



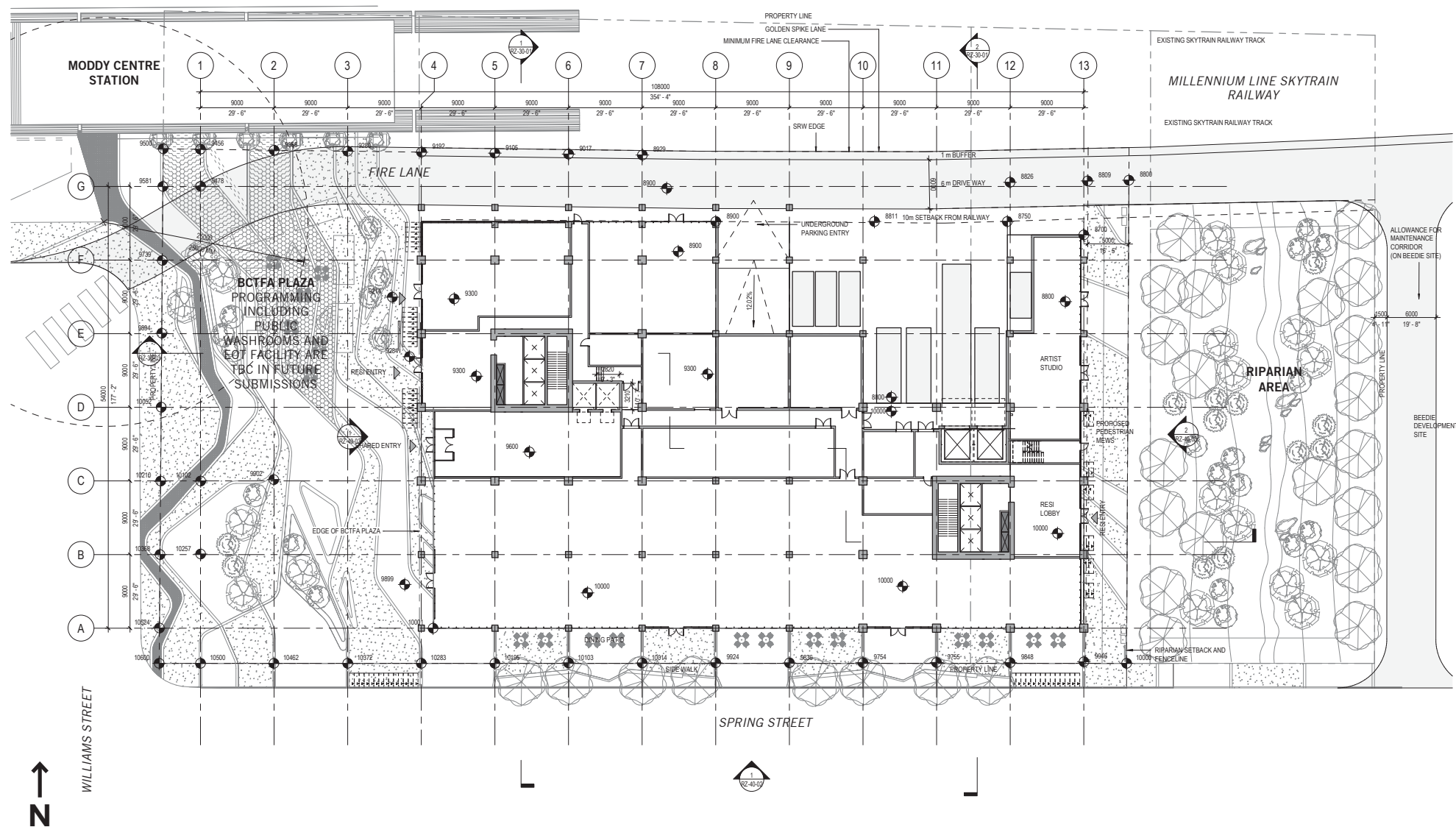
June 21st 4 pm



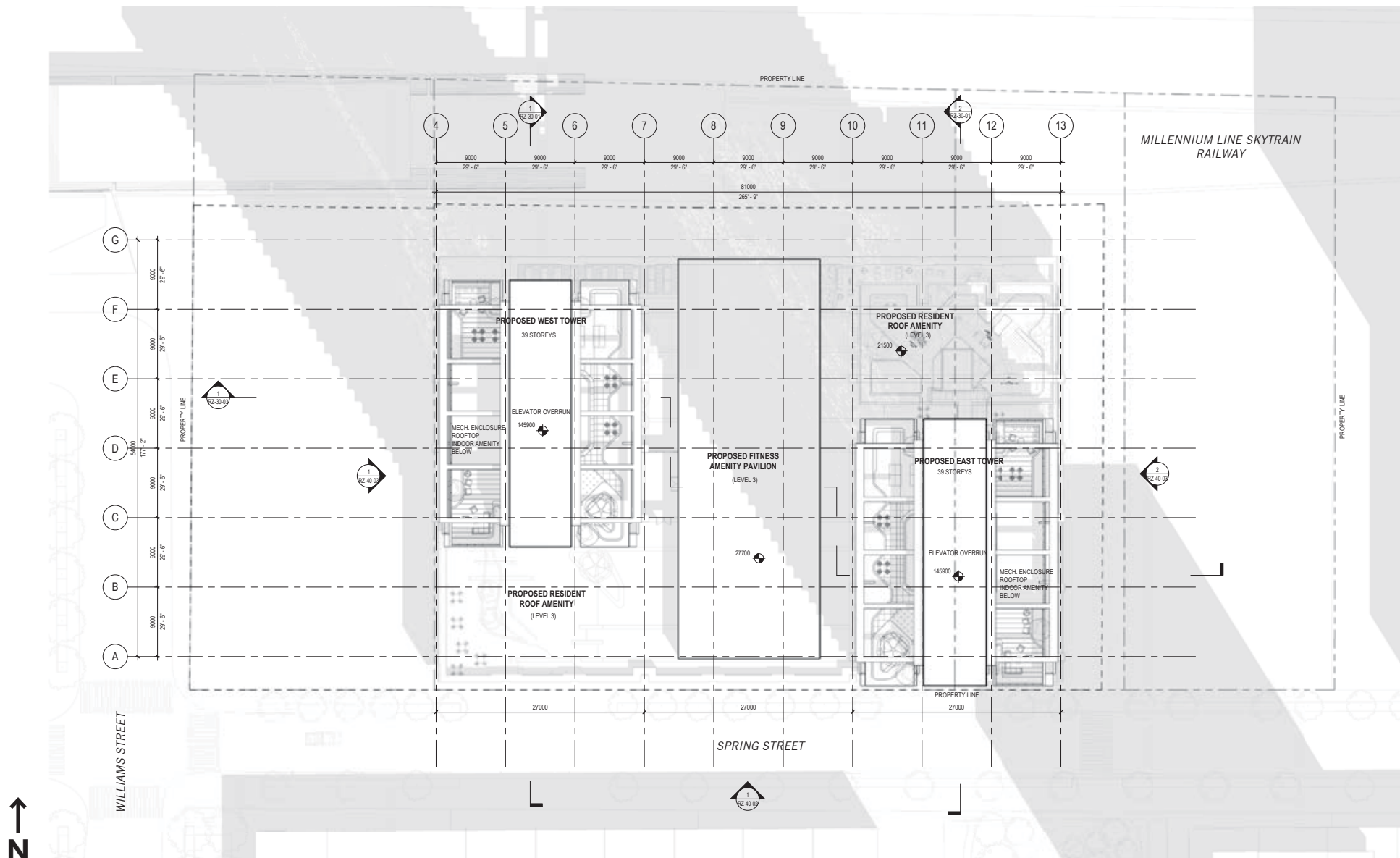
September 21st 4 pm



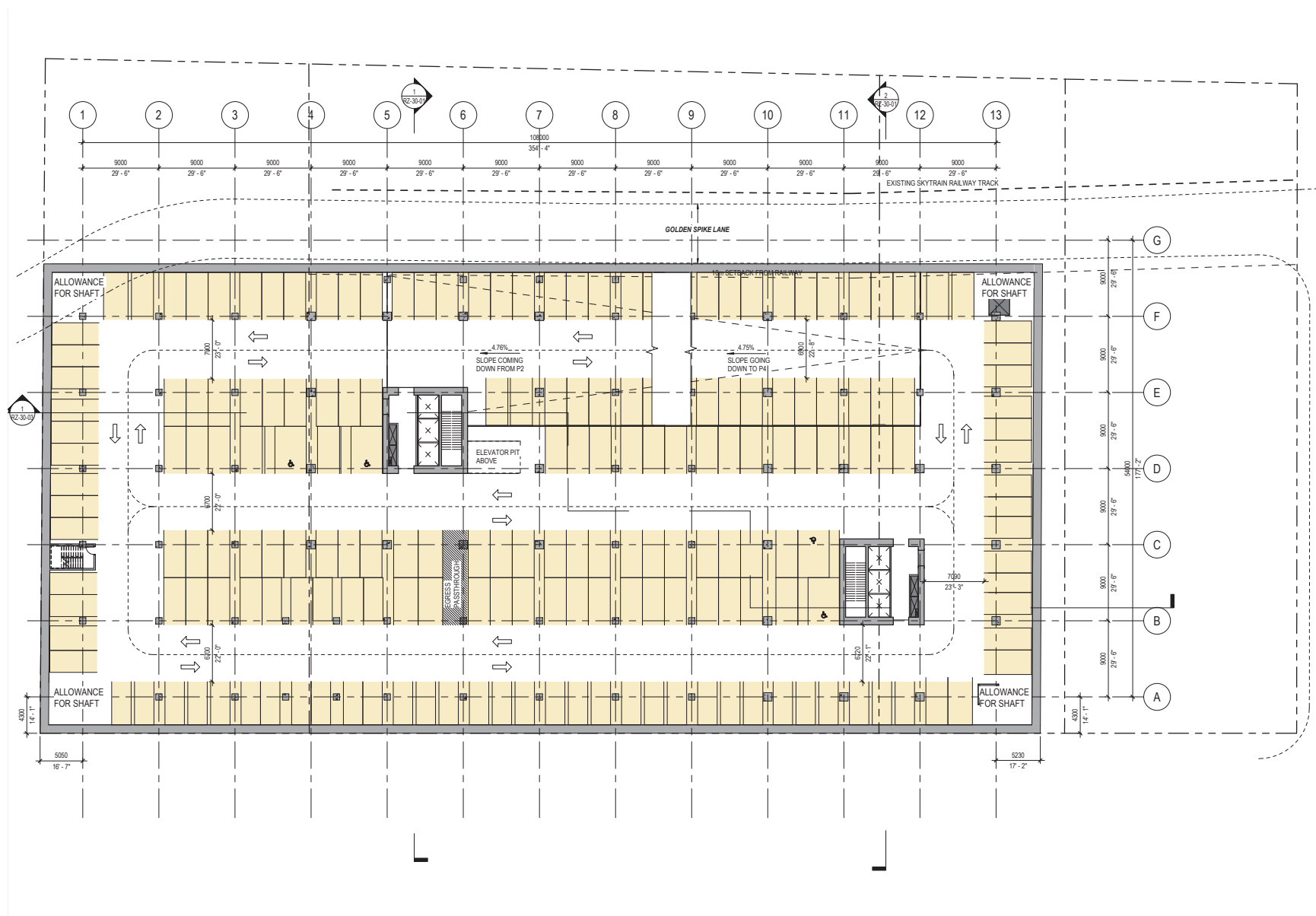




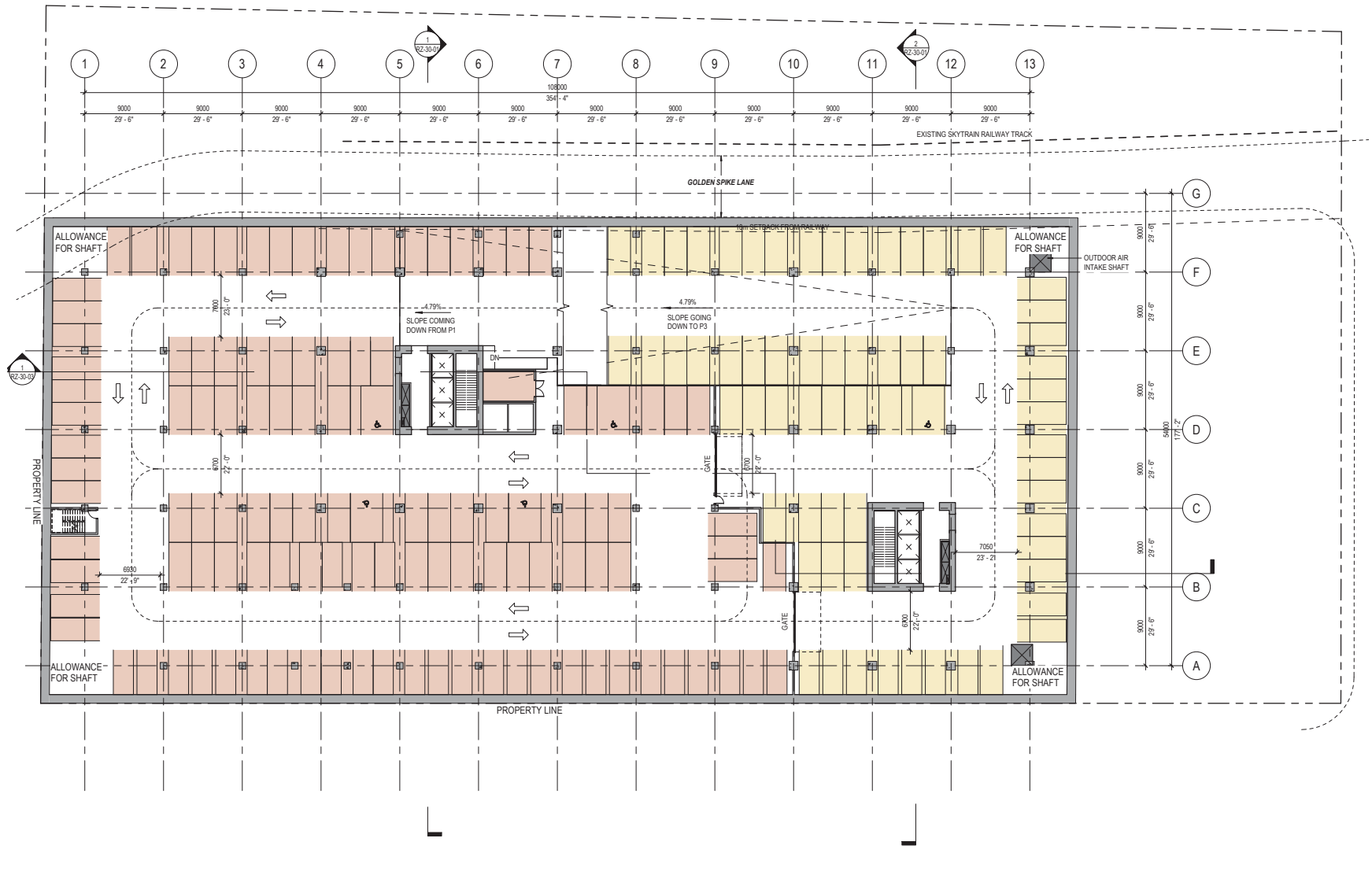
## Site Plan - Roof



Floor Plan - Parkade Typical Level

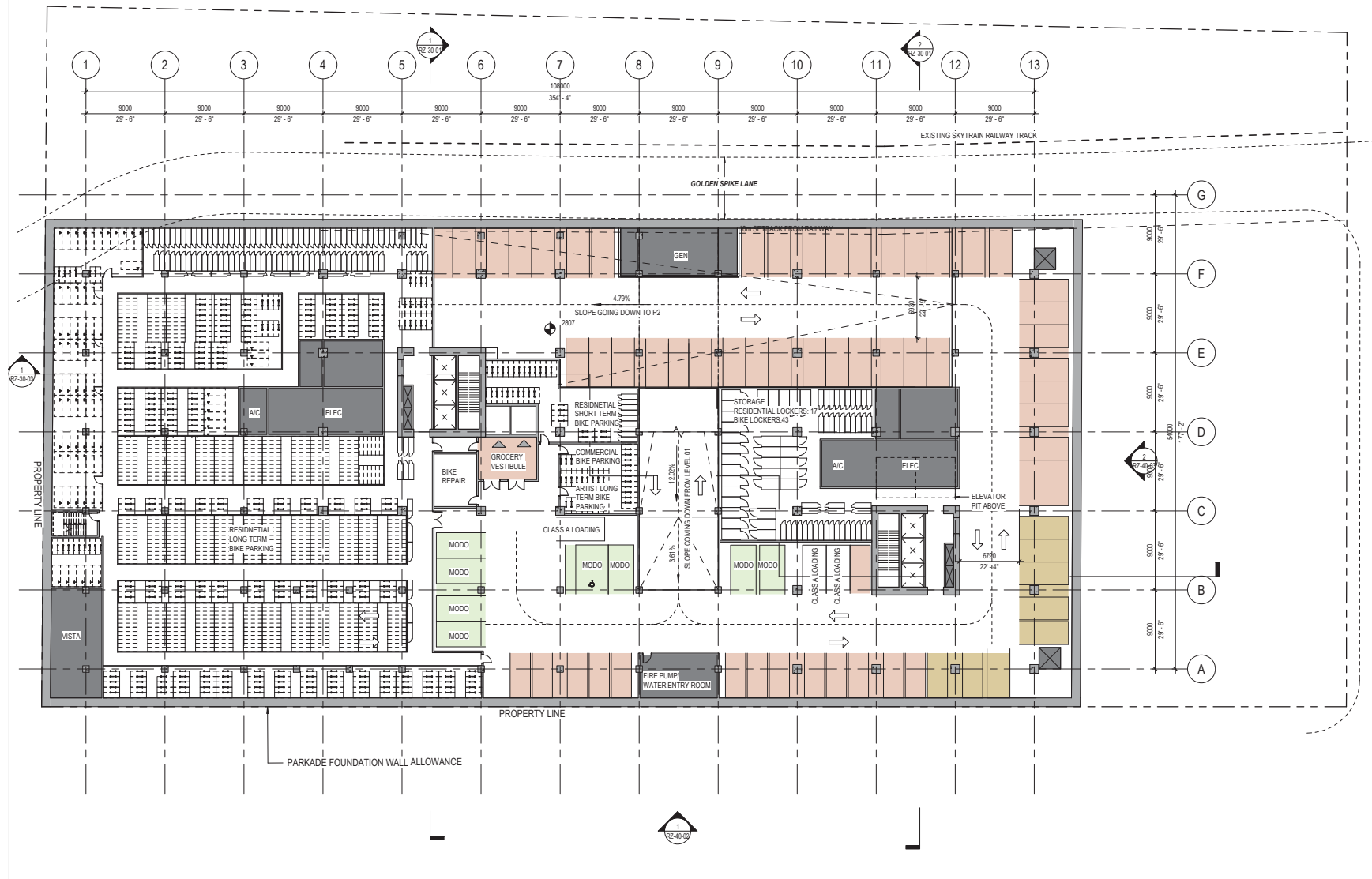


Floor Plan - Parkade Typical Level

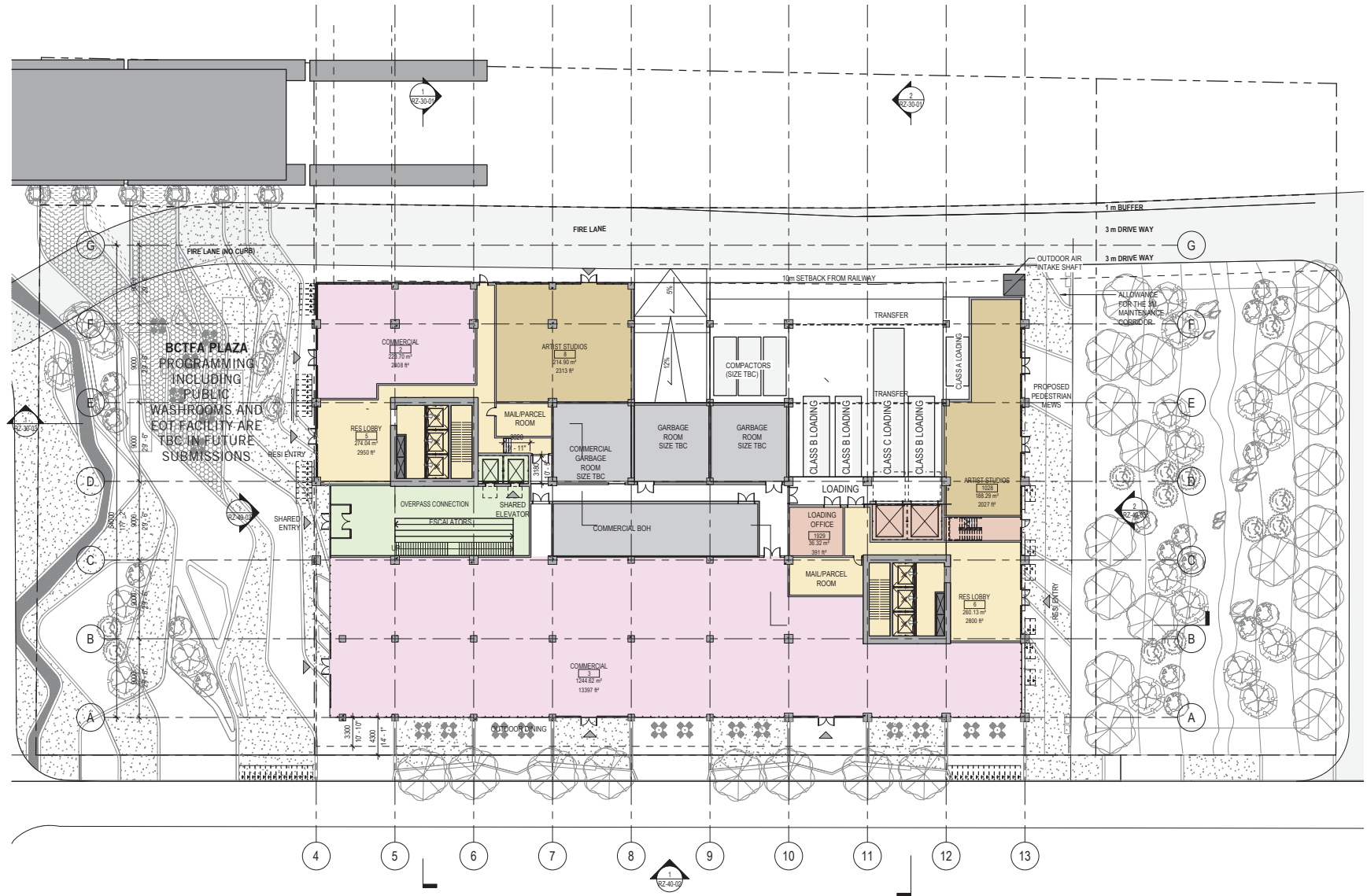




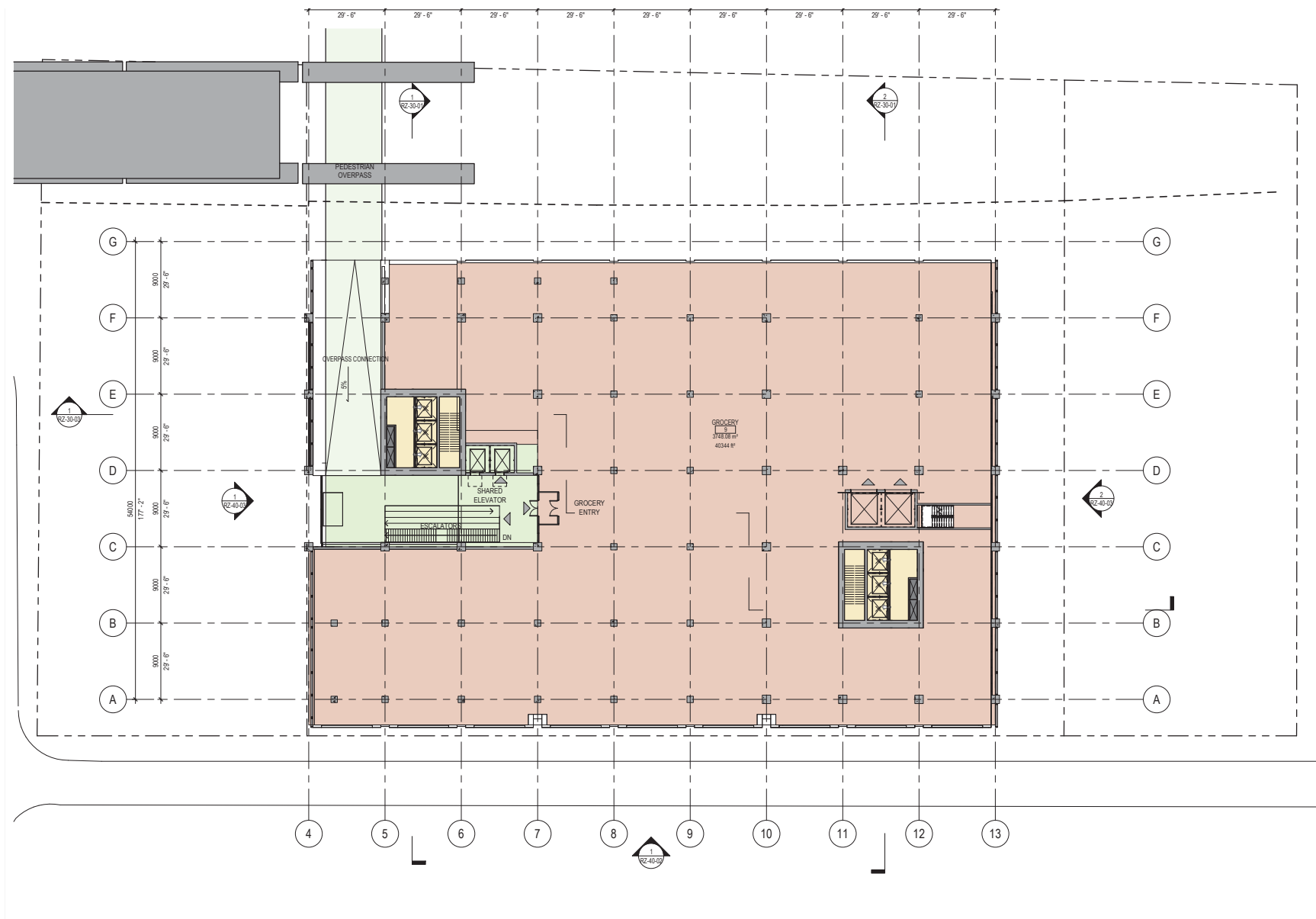
Floor Plan - Parkade Level P1



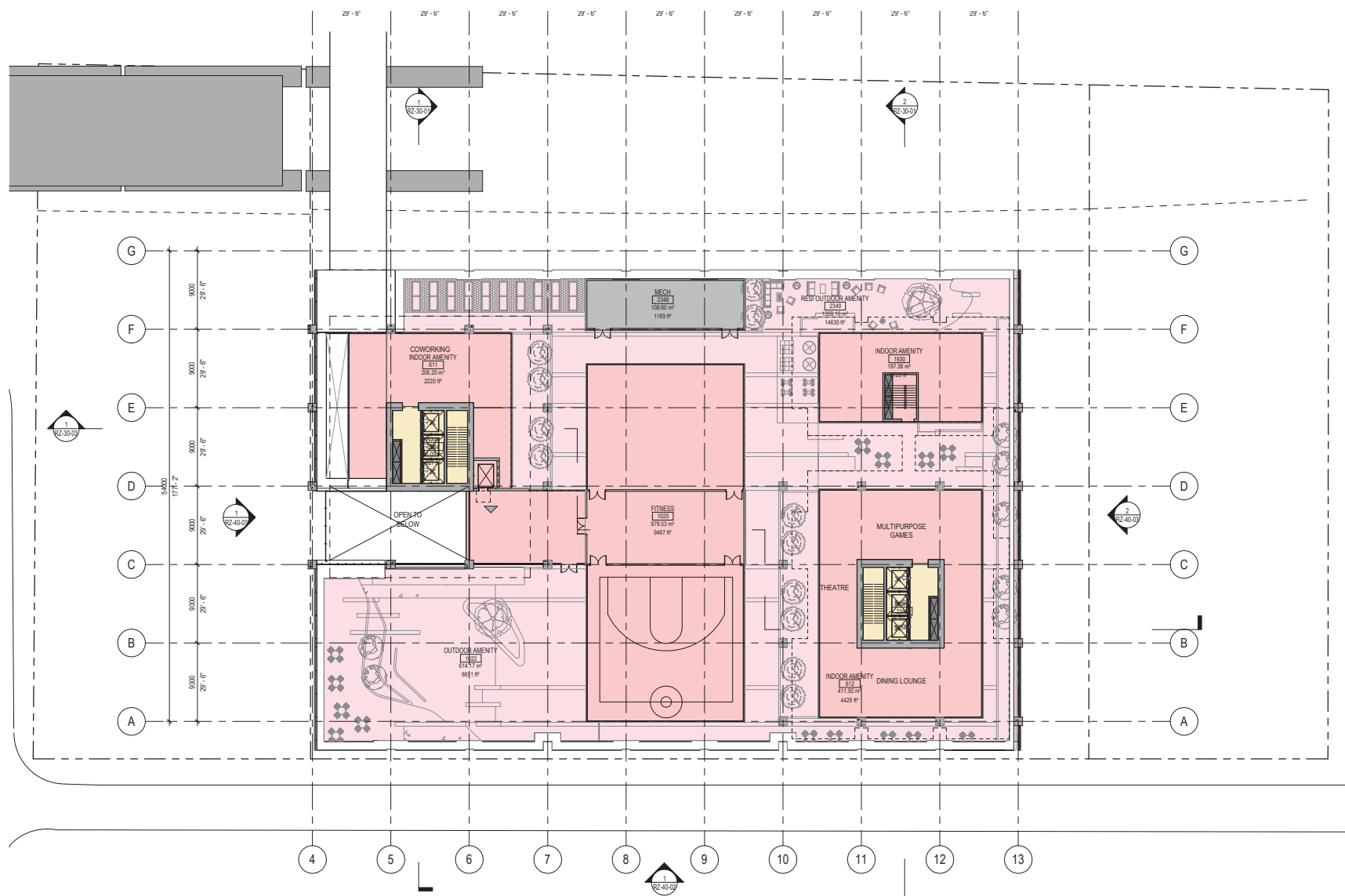
Floor Plan - Ground Level 01



Floor Plan - Podium Level 02

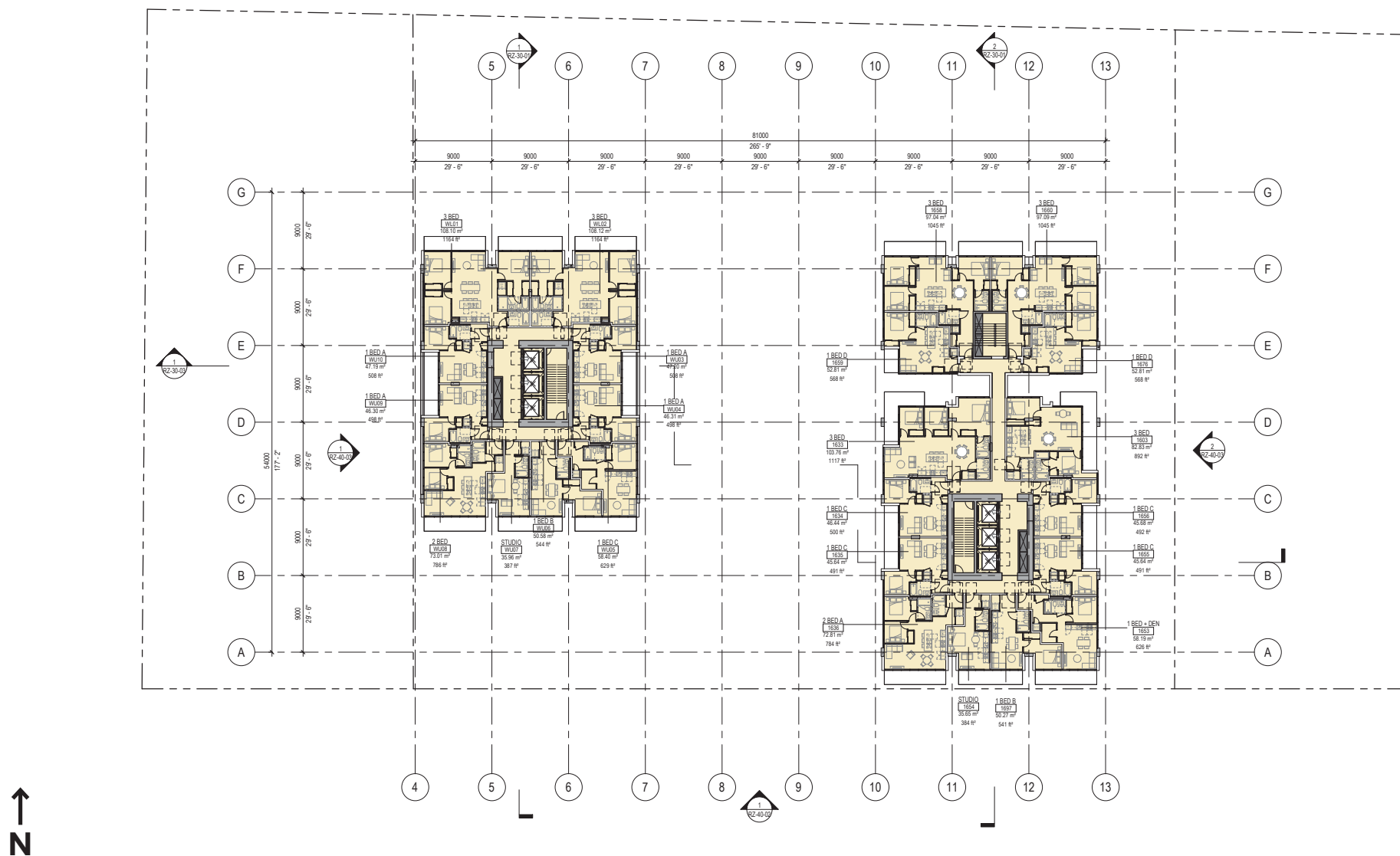


## Floor Plan - Podium Roof Level 03

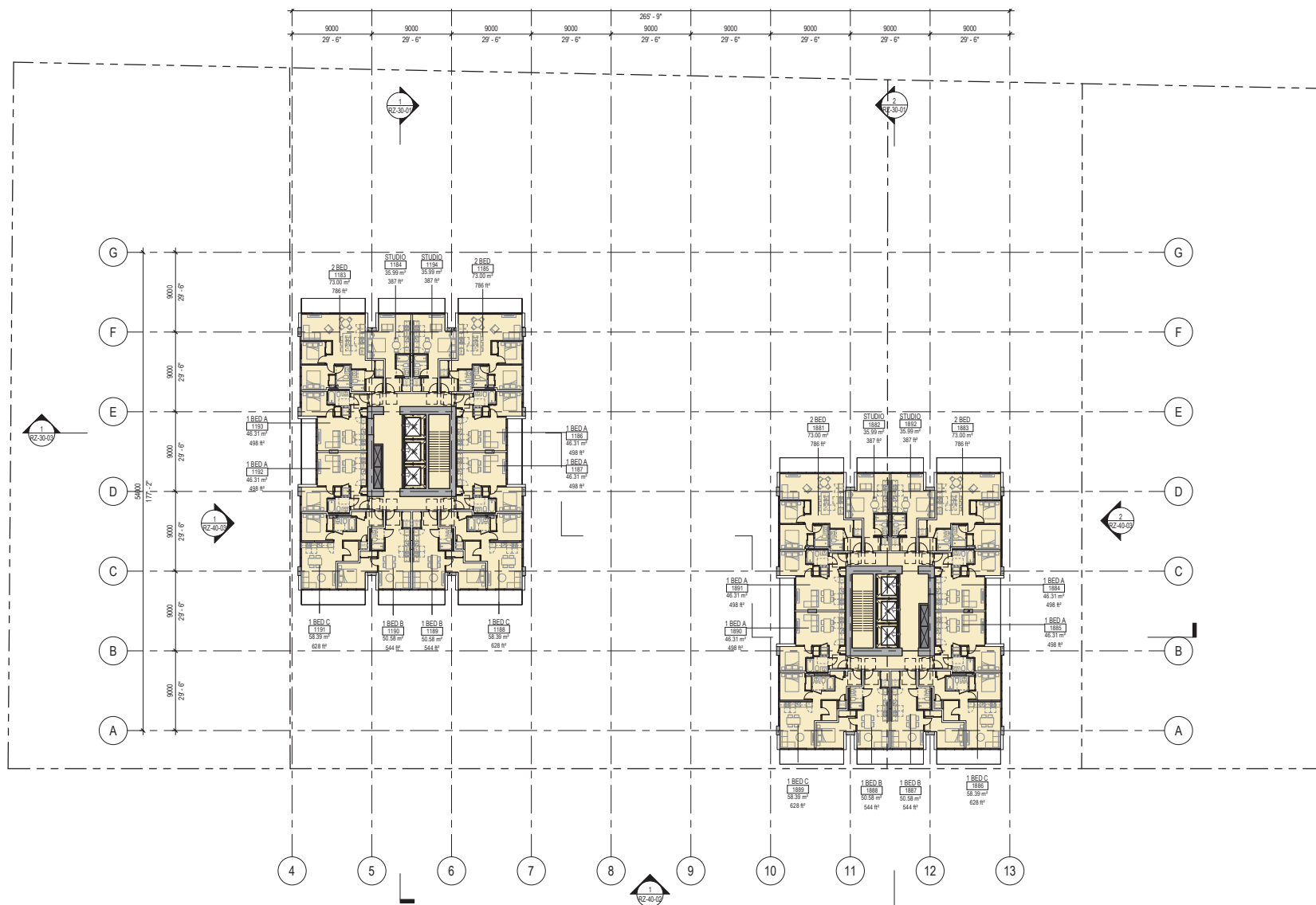




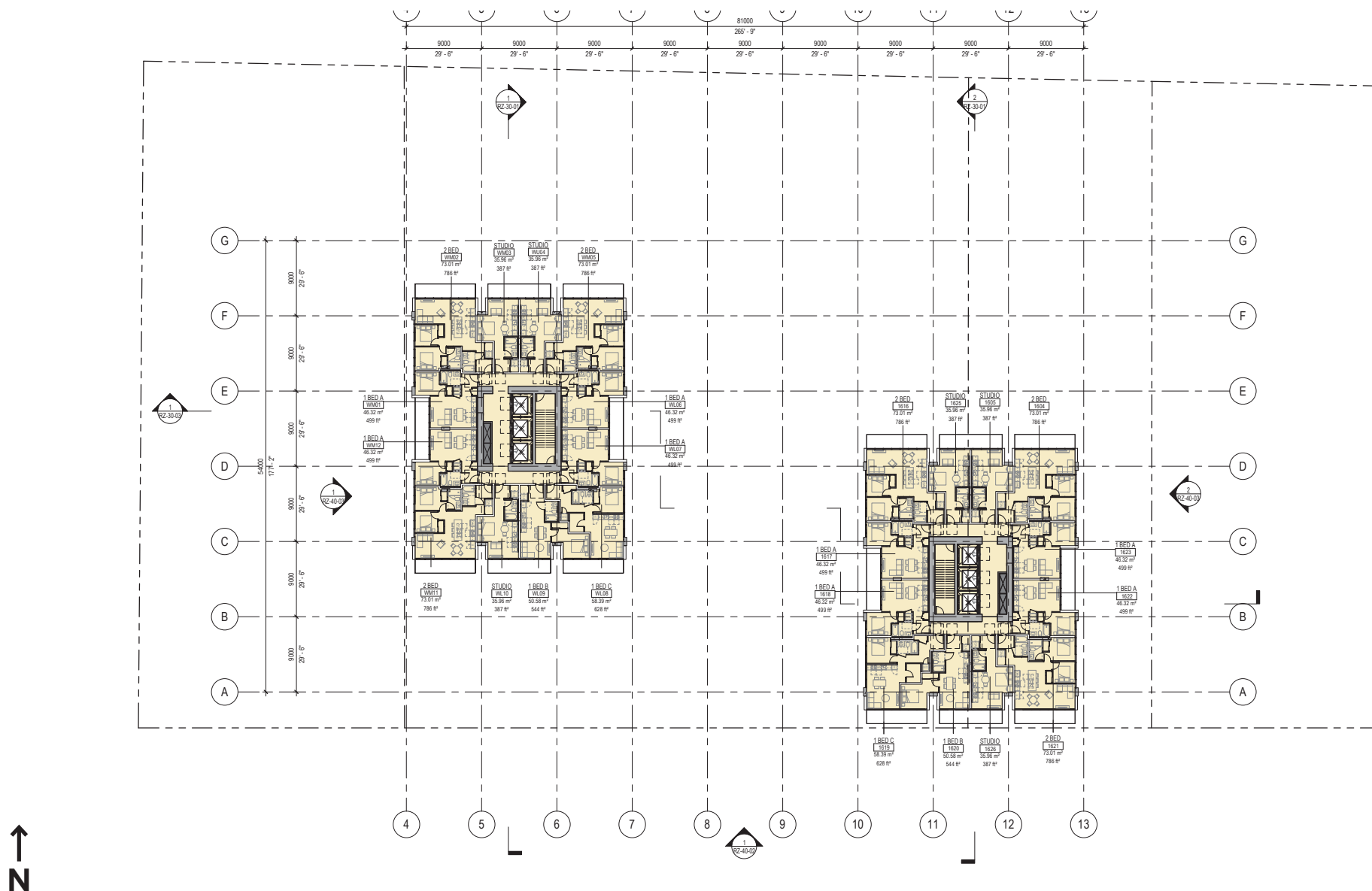
Floor Plan - Tower Typical Lower Level



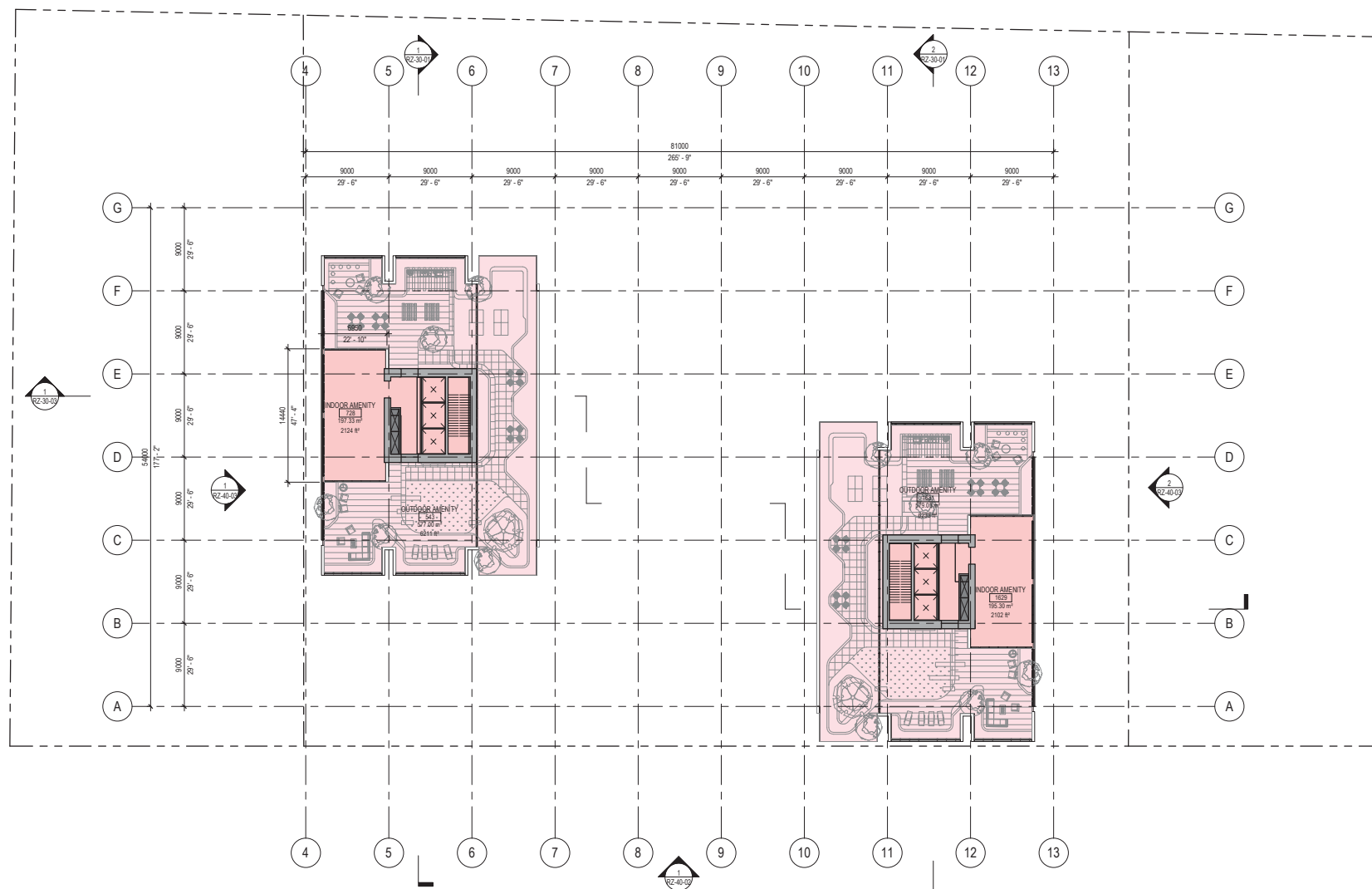
Floor Plan - Tower Typical Mid Level



Floor Plan - Tower Typical Upper Level

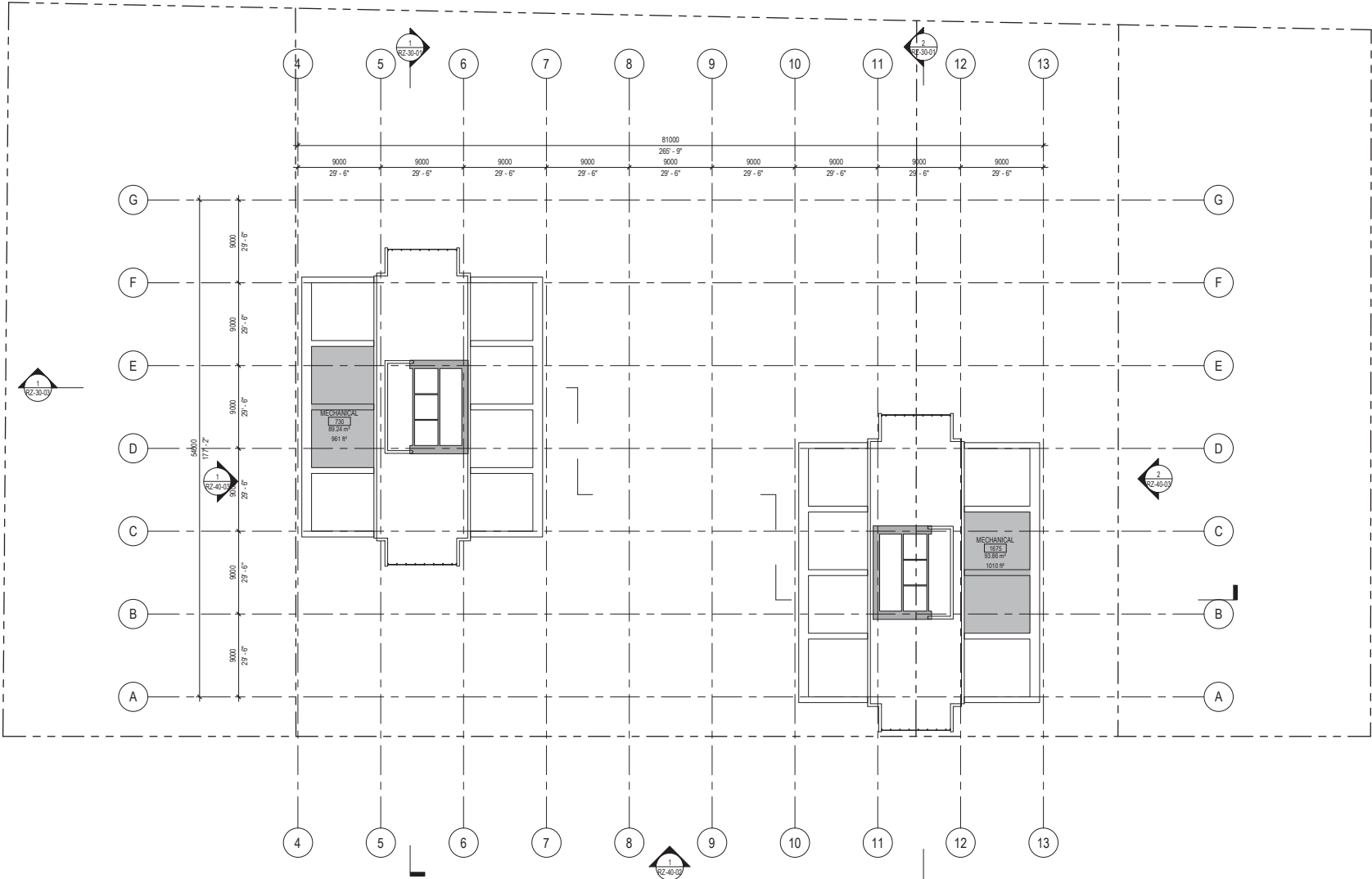


Floor Plan - Tower Roof Amenity Level

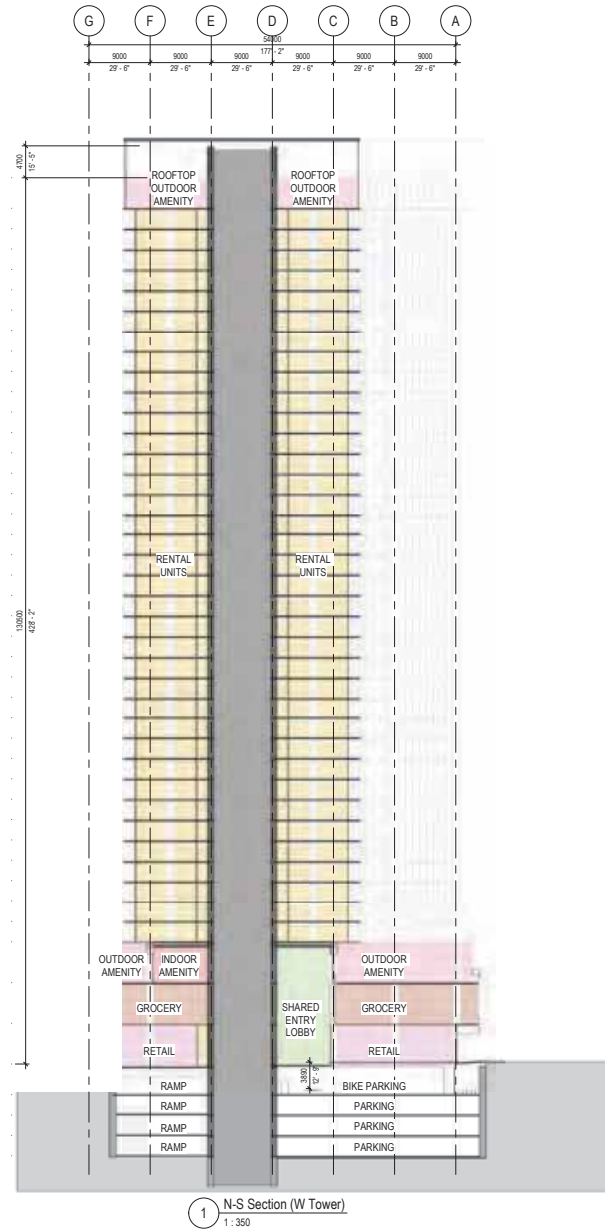




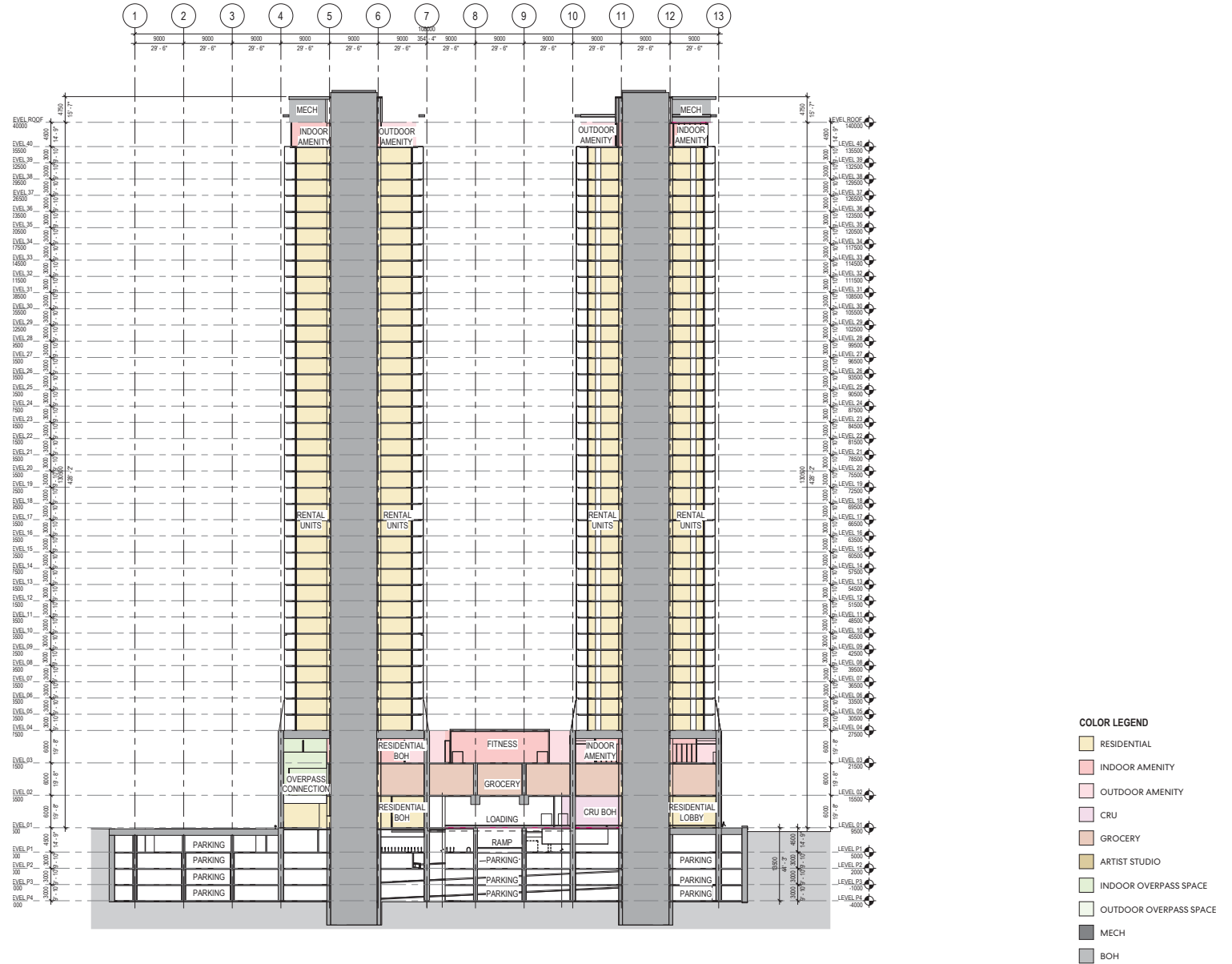
Floor Plan - Roof Top Mech



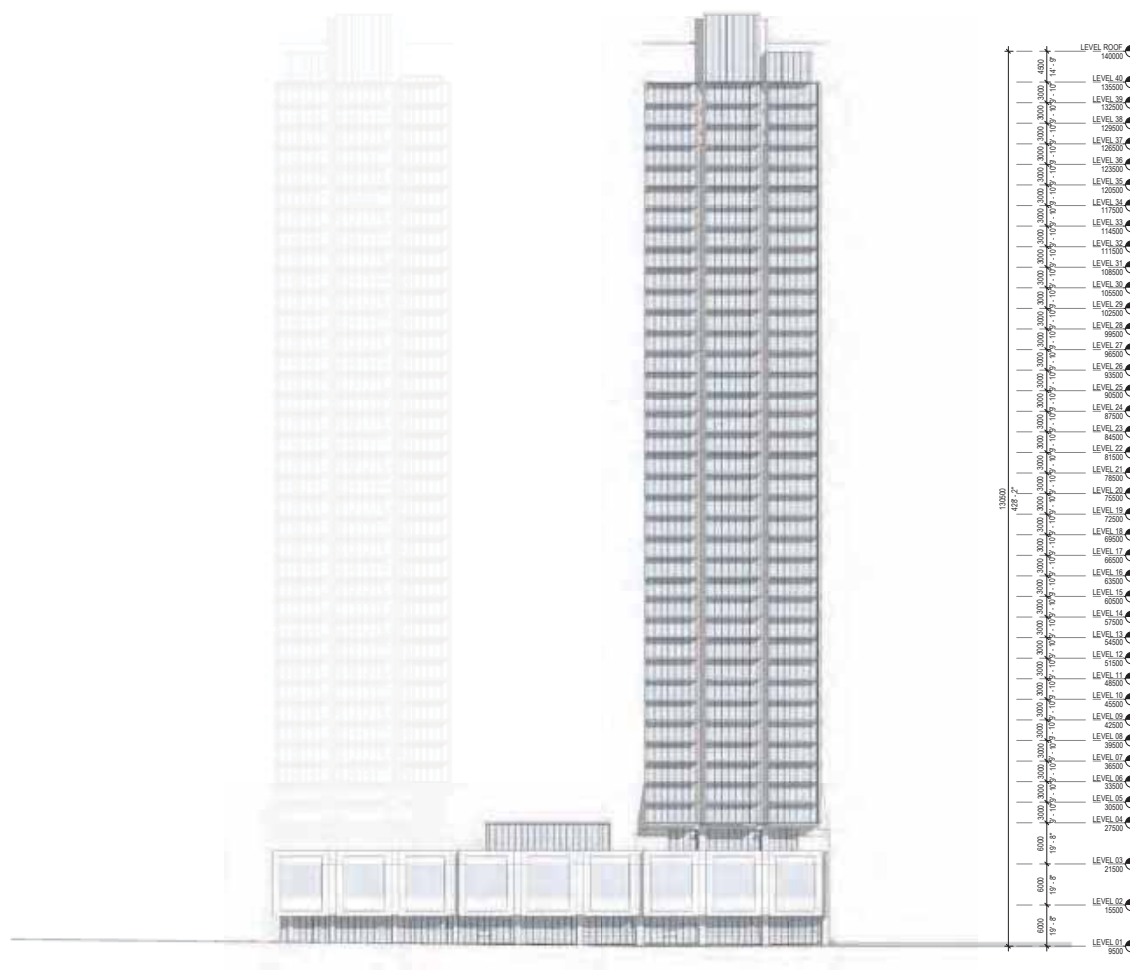
Section N-S



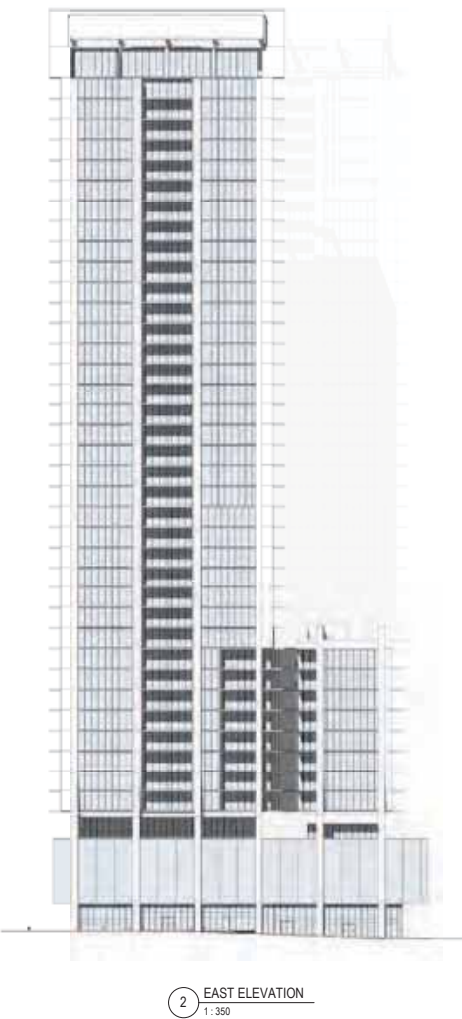
Section E-W



South Elevation



West & East Elevation





## **Perkins&Will**

1220 Homer Street  
**Vancouver, British Columbia**  
**CANADA V6B 2Y5**