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2806 Spring Street, 3060-3092 Spring Street, and 80-85 Electronic Avenue

Rezoning Booklet & OCP Framework

15 September 2023

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Living

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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), səliłwətał (Tsleil-Waututh), xʷməθkʷəyəm (Musqueam), Skwxwú7mesh (Squamish), qíçəy (Katzie), qʷa:n̓ ʔən̓ (Kwantlen), qíqéyt (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 Decklet & OCP Framework

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Section 1.0

Introduction

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1.1 Executive Summary

A Vision for Moody Centre - Background Summary

The Development of the Moody Centre Transit Oriented Development Area represents a unique moment in time in Port Moody's history. Our design proposes a holistic vision for the future of Moody Centre that – through the coordinated efforts of community members and land-owners – pairs community objectives with development potential. Through the development of the precinct, Port Moody's vision for a sustainable, inclusive, and vibrant Moody Centre will be realized.

This application is a Rezoning application for the cojoined sites at 3060-3092 Spring Street and 80-85 Electronic Ave and includes the site at 2806 Spring St. The application is in substantial compliance with the OCP policy adopted in 2017 and builds on an Amendment submitted in 2020 which illustrated a more holistic and comprehensive vision that was implied in the OCP.

A Community Driven Effort

Following more than a year of collaborative efforts with staff commencing in the Fall of 2019, the Moody Centre TOD Master Planning Group underwent an extensive public engagement process. Led by Pottinger Bird and Perkins&Will Architects, the public engagement has included four open houses with over 400 attendees and multiple stakeholder sessions. The engagement events success was demonstrated by the level of community, passion, input and support. We have continued this engagement, and the process will be ongoing as we progress our design.

A Vision for Moody Centre - Looking forward

While the OCP process has evolved since the Amendment submission in 2020, the urban design principles remain the same. In terms of plotting a path forward to establish Moody Centre as the cultural and urban heart of Port Moody, emanating from the SkyTrain station and flowing into Spring Street.

As such, this application should also be viewed as a component of Phase 1 of the wider Moody Centre TOD precinct. Phase 1 is comprised of 3 sites directly adjacent to the transit station. The sites are owned by PCI, Beedie, and Ministry of Transportation and Infrastructure. The shared and phased approach across these sites, collectively, will set the tone and vision for future development in the Moody Centre TOD Area, and ensure the objectives of the original OCP to create a sustainable, inclusive, and vibrant Moody Centre are implemented.

This application refines the proposal on this site contained within the 2020 Amendment to propose additional height in return for additional amenity for the community. This is all proposed within a coordinated master plan that locates heights and densities according to a considered approach to site development potential based on the unique site context and geometries of parcels and blocks. Based on the transportation studies and collaboration with City staff, the proposed densities can be effectively accommodated within the proposed improved street network.

More importantly, these proposed changes have been developed in tandem with extensive community consultation and significant commitment in provision of amenities and infrastructure in response to community needs. This application – and the modest increase in development permissions that it requests – is the means by which Moody Centre's vision will be realized.

The Proposal

The application proposes a mixed-use development package across two sites. The mixed-use market site located on 3060-3092 Spring St and 80-85 Electronic Avenue consists of three towers of 32, 34 and 38 stories, single story podium and below grade parking. The ground floor hosts anchor and active retail units extending towards Spring Street, enhancing the dynamic public realm surrounding the proposed public plaza, known as the Living Room. This space is further activated by commercial units along Electronic Avenue. The Housing components consist of market strata housing, with the remainder being the 6% non-market commitment that cannot be accommodated at 2806 Spring site. Beedie looks forward to working with Kwikwetlem (Kwikwetlem) First Nation (KFN) on an arrangement for the remaining non-market density.

At 2806 Spring Street, a 6 storey non-market stand alone rental will create 40 units with deeper affordability. Beedie intends to advance discussions with BC Housing around a program for women's transition housing.

The variance from the 2017 OCP requested in the application is the proposal for greater height in the proposed towers and the extension of the TOD area one block east of Electronic Avenue. In line with the City's TOD efforts and by virtue of proximity to Moody Centre station, the site is delivering a large amenity package including:

- Diverse range of housing, both family oriented market strata (greatly exceeding City policy minimums in terms of family units) and non-market sheltered housing;
- Expanded public realm that builds off a pedestrian focused Spring Street, including a large flexible plaza (adaptable for both community events and day to day social connection), mews and reduced podium heights by placing parking underground;
- Beedie will engage in an inclusive public art process and work in collaboration with the City of Port Moody and other Phase 1 applicant sites to create a campus wide approach to Moody Centre TOD precinct and generate opportunities to contribute to the city's existing cultural fabric;
- Employment space to foster jobs and economic development;
- High quality, inspiring architecture that sets the tone for the development of the wider Moody Centre TOD precinct.

Our rezoning application brings much needed growth and amenities that will benefit not only future residents of the area, but the Port Moody community as a whole.

1.2 Letter from Province

Application Compliance with Policy

Drawing on important civic initiatives such as Port Moody's Climate Action Plan, Interim Affordable Housing Policy, and foundational principles within the OCP, the proposal places growth in the most suitable location in Port Moody, within the TOD precinct. By shaping a city around active mobility and a strong public realm, this application, in partnership with the two adjoining Phase 1 applications on PCI and MoTI sites within the Moody Centre TOD precinct are consistent with local, regional and even global best practices in City building, with a shift towards walkable communities with greater options for mobility over single occupant vehicles.

Applicable policies which the Application will be in compliance with include:

- Prioritizing Higher Density Development Policy
- BC Energy Step Code rezoning Applications Policy
- Inclusionary Zoning - Affordable Rental Units Policy
- Family Friendly Units Policy
- CAC Policy
- Public Art Policy
- Provincial Transit-Oriented Development
- Metre Vancouver Regional Growth Strategy
- Key Actions from Climate Ready Homes & Buildings Plan
 - Accelerate Adoption of the BC Energy Step Code
 - Mandatory Building Energy Benchmarking
 - Revise Parking Minimums and Create Maximums
 - Significant Policy Changes that Reduce Emissions from Transportation
 - Create Pedestrian Priority Zones in Key Areas
 - Encourage Development of Complete, Compact Communities
 - Updated Design Guidelines with a Climate Lens



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1.3 Letter from BC Housing



1.4 Letter from KFN First Nations



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1.5 Project Team

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Section 2.0

Project Attributes

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2.1 Summary of Application

Requested Amendments to the 2017 Port Moody OCP:

- Additional height/density above 26 storeys on Market Site. Non-Market site at 2806 remains as per OCP guideline at 6 stories.
- Tower separation minimum of 25m (in lieu of 60m). 25m is typical in lower mainland TOD precincts.
- Floor plate size of 770m² over encouraged 700m²
- Pedestrian Mews on Electronic Avenue via Landswap with the City of Port Moody, to provide an extension of Spring Street through to Buller Street, to be dedicated. Extension of TOD precinct to cover this land east of Spring Street.

Unchanged/ Alignment with 2017 Port Moody OCP:

- Substantial lot consolidation to reasonably accommodate the form of development as outlined in the OCP.
- Residential use that includes a range of forms, tenure and unit types with both market and Affordable Housing provision, focused around family friendly living.
- Ground facing Retail and mixed-use employment space activating a vibrant Spring Street, including the creation of a generous public space for residents and visitors and providing opportunities for public art.
- Placing vehicle and bike parking underground, permitting the reduction of podium height to a pedestrian friendly scale.
- Loading via proposed extension of Golden Spike Lane (removing loading and vehicular traffic from Spring St.)



2.2 Wellbeing - Happy City

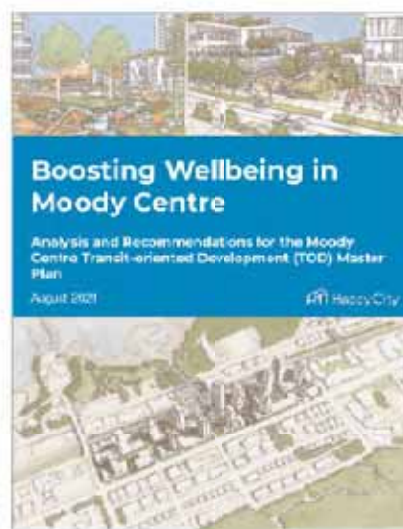
Happy Cities has created a framework that draws on insights from public health, neuroscience, behavioural economics, and environmental psychology to guide the design, programming, and implementation of developments and mixed-use neighbourhoods (see appendix for full report). This evidence-based approach paired with learnings from local policies and engagement activities created a set of seven unique wellbeing principles for the Moody Centre TOD area, published as part of the 2020 OCP Amendment work.

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

Refer to Appendix for the full Happy Cities Report. Key strategies within the Moody Centre context proposed within this application are highlighted within the project attributes below.



Wellbeing principles

Happy City 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. For Moody Centre, we worked with the Planning Group to combine this evidence base with learnings from local policies and engagement activities to create a set of unique wellbeing principles for the Moody Centre Master Plan. These principles can inform various stages of project development, in order to nurture health, happiness, and wellbeing.

A social place

A place where neighbours can bump into each other through diverse public realm experiences and shared spaces that cultivate meaningful social relationships.



A resilient community

A sustainable community that can adapt to inevitable growth, unforeseen challenges and the evolving needs of residents.



A sense of belonging

A relaxed, sought-after place where people put down roots and foster emotional connections with their community and neighbours.



An active lifestyle

A place that prioritizes pedestrian connections offers a healthy, low-carbon lifestyle is an easy and convenient choice for residents.



A unique identity

A beautiful destination that offers unique experiences and uses arts and culture to set itself apart from other transit-oriented developments in Metro Vancouver.



A place to enjoy nature

A community to bring residents and visitors closer to nature, promoting a culture of appreciation and care for our natural environment.



A place for all

An inclusive, vibrant, mixed-use community that provides homes and employment for people with diverse incomes, ages, abilities and cultural backgrounds.

* Look for these icons in the sections below to see which principles are fulfilled by various strategies and actions.

2.3 Housing Provision

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 1012 new homes helping to make this vision a reality. **Out of 1012 homes, 100% will be designed to be adaptable and approximately 50% will be family-friendly units, exceeding City of Port Moody current housing policy.**

The project consists of approximately 972 efficient and liveable strata homes in an urban fabric primarily composed of single family housing.

Thoughtfully designed amenity space will be shared among residents at the podium level which includes a fitness center, restoration studio, co-working spaces, urban agriculture, children play area, and much more.

2806 Spring Street is entirely designated as non-market housing, facilitating the provision of 40 secure housing units. Envisioned as below-market rental tenures, these units ensure affordability and stability for those in need. Beedie intends to advance discussions with BC Housing around a program for women's transition housing.

2806 Spring Street equates to approximately 3200m² (~34400 sf) of residential floor area. As per the Port Moody Inclusionary Zoning Policy – Affordable Rental Units a minimum 6% of residential FAR is to be made up of Non-Market Rental Units. The balance of this 6% policy requirement for affordable housing will be made up of non-market rental units on the main site. Beedie looks forward to working with kwikwā'akwam (Kwikwetlem) First Nation (KFN) on an arrangement for the remaining non-market density.

The decision to designate a separate site for this distinct housing typology offers several advantages including efficient space utilization, design optimization, purpose-built architecture to accommodate the intended amenities, communal spaces, supportive infrastructure, and services tailored to the residents' specific needs. This approach then fosters a more supportive and closely-knit community amongst its residence.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



6.1 Diverse unit types

Include units with different numbers of bedrooms to welcome a diverse range of family configurations into the development.



6.2 Diverse tenure options

Include different types of tenure throughout the development. Consider below-market rentals, rent-to-own, life lease, co-living, and ownership.



3.4 Unique architecture style

Ensure that residents' perspectives are captured when creating design guidelines that make Moody Centre uniquely identifiable from other communities. Avoid prescriptive guidelines that create barriers for creative use of materials.



2.1 Setback from public realm

For town homes and units at grade level, create a setback of 1.5 to 3 m between the sidewalk and household entrance.

Spring Street

Reconing Decklet & OCP Framework



2.4 Enhanced Public Realm - The Living Room

The application proposes a central plaza as an extension of the vibrant pedestrian focused public realm of Spring Street.

The OCP Framework within this submission (shared across all Phase 1 sites, PCI, Beedie and, Mall) envision the public realm of Spring Street as a series of curated galleries. Each gallery has its own distinct identity, and together they weave a vibrant, active, and diverse cultural district at Moody Centre.

The character for the node identified on the Beedie site is around the idea of Neighborhood, the resulting concept revolves around the creation of a vibrant outdoor 'Living Room', acting as a central hub for social interactions, artistic expression, and community gatherings. To ensure its year-round usability for residents of all ages, the design strategically integrates shade structures, weather-protection, play and flexible use areas to allow adaptability for events and other community programming.

A vibrant pedestrian focused Spring Street remains at the heart of the precinct where active transportation is encouraged and more walkable community design makes it more convenient for residents to access amenities and services, reducing the need for long car trips and promoting a more active and healthy lifestyle. The ground level facades are broken down to maintain a human scale, where use of different materials, setbacks and seating opportunities will maintain a fine grained urban scale.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



1.1 Complement Rocky Point Park

Ensure that public spaces at Moody Centre complement Rocky Point Park and fulfil the needs of Moody Centre residents and those of adjacent communities.



1.2 Small intimate spaces

Provide public spaces for more intimate gatherings with a subtle separation from larger public spaces.



1.3 Connected public spaces

Design physically and visually interconnected public spaces that represent residents' diversity and cater to their different interests.



1.4 Spaces for intergenerational play

Design public spaces that can host people from different age groups by co-locating playgrounds, seating opportunities, shaded areas, water features, and washroom services.

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2.5 Residential Amenities at Podium

Future residents of the project will enjoy over 23,000 square feet of amenities. These spaces will be located on the shared podium roof level which provides access to connected outdoor spaces for outdoor play, dining and fitness (to name a few). The design intends to provide a seamless transition from indoor residential amenities to outdoor spaces, creating a seamless blend of urban living and natural surroundings, enhancing the quality of life and offering a holistic living experience for all residents.

In addition to serving future building residents, we anticipate partnering with local organizations to provide access to advance and expand on their programming for the community at large.

Non-programmed roofscapes will be planted with extensive sedum green roof to provide increased biodiversity and combat urban heat island effect and stormwater runoff.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



B1 Community gardens

Include opportunities to have community gardens, green houses, barbecue areas and seating opportunities in podium rooftops that can be shared by residents.



2.3 Separate with greenery

Use greenery as a transition element between private and public spaces, such as a garden box with benches or structures that allow climbing plants to provide shade.



4.4 Connected indoor-outdoor spaces

Ensure that amenity spaces have direct access to outdoor shared spaces, such as a podium-level terrace connected to an interior lounge. Allow for residents to access nature at all levels of the development.



6.3 Flexible amenity rooms

Provide general amenity spaces that are flexible and can fulfill the diverse needs and interests of residents (i.e. cooking, indoor and outdoor access).

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2.6 Employment Space

Active Retail

The project provides continuous ground-oriented commercial retail units served directly from Spring Street. The one storey podium creates a vibrant streetscape encouraging pedestrians' points of interest and creates a strong neighbourhood 'main street' experience. A variety of scale CBU units are available to foster economic development within the precinct.

Food and Beverage

Food and Beverage spaces face the Living Room with a variety of options for patio space to foster community interactions and create a vibrant public realm. The scale and configuration of the Living Room and Electronic Avenue Mews allows for informal opportunities of food trucks and street vendors all of which provide job opportunities for the neighbourhood.

Employment Space

Beyond the retail zone facing Spring Street and the Living Room plaza there is provision for flexible office or employment space ranging from smaller individual offices (e.g. dentist practice) to studio type space. These spill into Electronic Avenue mews and the public realm created adjacent to the daylight creek.

The Port Moody Economic Development Master Plan (June 2022) played a pivotal role in shaping the proposal's response to pressing Economic and Employment-related challenges in the aftermath of the pandemic. The envisaged Commercial Employment spaces within the development will serve as a dynamic hub encompassing an opportunity to support various scaled commercial enterprises; including larger format anchor tenants, offices, locally-curated boutique users, health & financial services, food & beverage and the like. Moreover, recognizing the evolving landscape of work, characterized by the increasing prevalence of remote and hybrid work models, the development incorporates over 4,000 SF of dedicated workspaces within the residential amenity offering. Coalescing data from multiple sources including Colliers, KPMG, and The City of Port Moody, the proposal is projected to support the following job numbers:

- 250-438 Jobs within the 45,000 SF of ground-oriented Employment Space^{1,2}
- 195 Work-from-Home Jobs accommodated within Residential Units³ and the Co-Working Residential Amenity Space²

The approach is therefore projected to facilitate the creation of up to 500 on site job opportunities; either drawing people to the development as a place of work or by providing the resources for residents to sustainably work-from-home. As an integral part of the evolving DCP Framework, the development is poised to drive significant economic impact in the Moody TOD area and enhancing the economic vitality of Port Moody beyond.

1. Through the 2021 Statistics Canada Census of Population, the average household consists of 2.4 people. Through our proposed 1,022 units that equates to an added population of 2,453 people. Utilizing the Work-from-Home rate of 5.9% outlined in the Economic Development Master Plan, it can be assumed that the Residential Units within the development will accommodate 146 jobs. The additional jobs assumption is based on what the dedicated workspace amenity will facilitate.
2. Calculated utilizing the City of Port Moody's Economic Development Master Plan Employment Density Assumptions.
3. The Colliers Memorandum provided as supplemental material includes a total jobs base scenario of 438.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



3.1 A Moody Centre specialty experience

Use nature, culture and recognizable local businesses to shape an experience that one cannot have in any other community. This shapes a distinct identity for Moody Centre.



7.4 Create a main street experience on Spring Street

Create a central hub of commercial activities and services emanating from the skytrain station and flowing into Spring and William Streets to establish Moody Centre as the cultural heart of Port Moody.



5.2 Smaller scale commerce

Intentionally create space for small stores within the development. This incentivizes local ownership and entrepreneurship. Provide a variety of quality commercial, community and office space that allows for more variety in jobs on site. This helps



2.2 Commercial transition spaces

Include small patios next to grade-level stores that provide opportunities for passersby to sit, enjoy nature, or stop at small shared libraries.

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2.7 Public Art

The public art will be thoughtfully considered, and in keeping with the vision of the development as well as the City of Port Moody's public art program. As the "City of the Arts", the public art will reflect the City's commitment in offering public access to artistic expression and enhancing public awareness and appreciation of the visual arts supporting the goals outlined in the City of Port Moody Arts and Culture Master Plan (2017), and the City's Art in Public Places Master Plan (2020) for public art: The public art component will significantly contribute to the artistic and cultural vibrancy of this lively new urban community, building legacy, civic pride and community identity through the following criteria:

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

The public art locations and opportunities will be managed by a public art consultant and in collaboration with the city of Port Moody.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



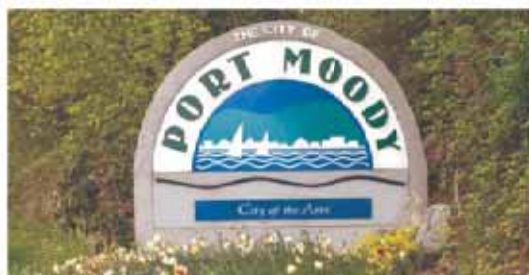
3.2 Diverse art expression

Embrace different art expressions that represent the diverse cultures found within Port Moody. Make sure art honours the past and provides opportunities for new generations to shape their community.



3.3 Art and environmental action

Use artistic installations and programs as a way to create awareness about the climate emergency. Ensure that the community is able to participate, with guidance from community artists.



Port Moody Welcome Sign, Port Moody, 2022
Photo Credit: Paul Andreasson



NBBJ Architectural firm, The Spheros (Amazon HQ), Seattle, 2019,
Photo Credit: Stuart Isatt, Lauren Jen



Borins, Daniel and Jennifer Merman, Salmon Run Port Moody, 2021

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Wooden Play Structures with Nature/Creek Theme



Wooden Play Structures with Nature/Creek Theme



Lighting Integration with Plaza Arches



Opportunity for Digital Art



Example of Illuminated Custom Playground

Public art has the power to punctuate everyday environments, energize public space and inspire community participation in the creation of our urban landscape.



"Golden Spike" Sculptural Seating Elements



Flush Plaza Water Feature with Sheet Flow

2.8 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 project's three key sustainability objectives:

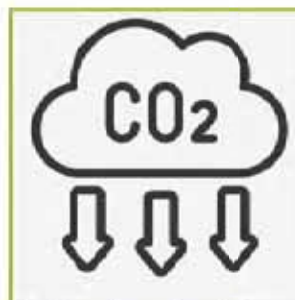
- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

The vision for this application is to build a development centered around family living and provide integrated, sustainable, and walkable neighbourhoods that support community and vibrancy.

The project will be designed from an "envelope first" approach to performance, in order to reduce greenhouse gas emissions. 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. Section 4.6 explores sustainability strategies in more detail as they relate to the above objectives.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



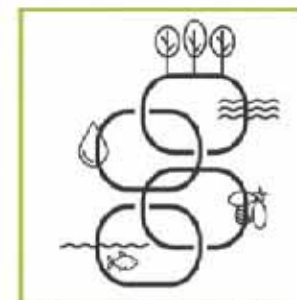
Carbon Leadership

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 neighbourhood 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.



8.3 Integrate water systems

Design water treatment or stormwater management installations that children can interact with, and that positively benefit aquifers and waterways.



8.4 Include indigenous flora

Include indigenous flora and opportunities for people to learn about the land's past so residents can respectfully honour the layers of history.



8.2 Nature immersive spaces

Ensure some public spaces provide opportunities for people to be immersed in nature, providing alternatives to Reedy Point Park.

2.9 Public Benefits

The proposed development will generate a variety of public benefits that will serve as a lasting legacy for the Moody Centre neighbourhood. The total value of all benefits is estimated to be ~\$26.9 million.

The Majority of benefits will be delivered as in-kind contributions in the form: ~49,000 square feet of Non-Market Housing, a community-oriented Public Plaza, the extension of Spring Street through Buller Avenue, the addition of a pedestrian-friendly mezzanine as part of a comprehensive vibrant offsite package, and public art. The combined value of the in-kind contributions is ~\$23.2 million. Benefits will also be delivered in the form of cash contributions to the City of Port Moody by way of Base CAC contributions per CAC policy, School Site Acquisition Charges, and purchase of City property acquired.

Additionally, over the course of the project, approximately \$5.7 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 \$2.1 million annually starting year one of the projects completion.

In-kind Contributions	Value
Public Plaza	2,500,000
Off-Site Servicing and Infrastructure	6,600,000
Non-Market Housing	11,700,000
Public Art	2,400,000
Total In-kind Contributions	23,200,000
Cash Contributions	Value
Base CAC	2,500,000
Bonus Density	0 ¹
Development Cost Charges	0 ²
School Site Acquisition Charges	580,000
Land Swap Purchase	550,000 ³
Total Cash Contributions	3,630,000
Total In-kind & Net Cash Contributions	26,930,000
+ Property Tax Revenue	\$2.1 million annually

1. As the cost of in-kind contributions exceeds the Bonus Density CAC requirement, there is no bonus density CAC for this project.
2. The cost of constructing the Community Courtyard, Non-Market Housing component, Servicing and Infrastructure, and Public Art contribution will be applied to the total DCC requirement of ~\$10,500,000. The remaining amount will be delivered to the City of Port Moody as a cash contribution.
3. The Landswap being proposed results in a positive net transfer of land to the applicant. The value of the purchase will be negotiated in good faith based on fair market value to be determined later through appropriate financial analysis and inclusive of cost of entitlement of roadway dedications.



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Living

Vision Statement

The Beedie proposal embodies a direct approach to **family-centred** living, fostering **vibrant community** interactions through integration of **public and private amenities** that **enhance** and **connect** the fabric of the neighborhood.



Section 3.0

OCP Framework

Contents

- 3.1 OCP Policy Overview
- 3.2 Background & Engagement
- 3.3 Existing OCP Policy (2017)
- 3.4 Moody's Criteria Framework (2023)

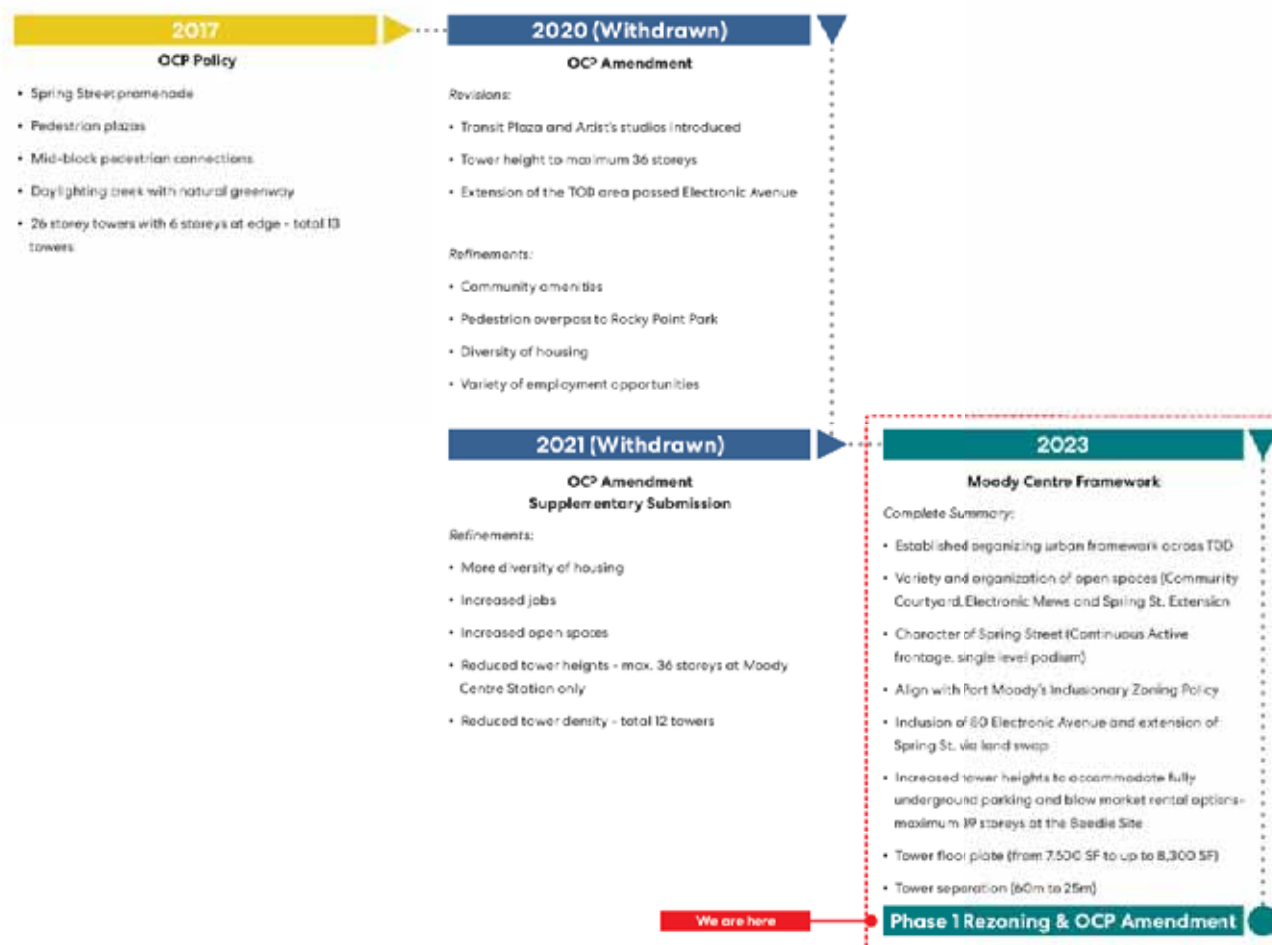
3.1 OCP Policy Overview

3.1.1 Outline

The intent of this chapter is to help place Beedie's Rezoning Submission within the context of the City's Guidance Framework currently under development for the Moody Centre TOD area.

This Rezoning Submission is an evolution of the master plan framework and guiding principles that resulted from over 5 years of effort, starting in 2018. It takes into account the collaboration between the consortium of TOD area property owners & stakeholders, on-going discourse with City staff and extensive public engagement (summarized on overleaf).

A version of the guiding principles and this OCP overview chapter will be common to all the rezoning submissions we are referring to as Moody Centre TOD Phase 1 (PCI, Beedie, MoTi) which encompasses the North side of Spring Street between Hugh Street to the West and Buller Street to the East. While each applicant will put forward its own rezoning submission and OCP Amendment, there is a unity of approach and a shared value system in aligning with the guiding principles outlined herein. This is outlined in Section 3.4.13 Moody Centre Framework - Phase 1.



Spring Street

Rezoning Decklet & OCP Framework

3.2 Background & Engagement

3.2.1 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, MoTi, 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 District to deliver a number of land uses and public amenities including: 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/ Stoughtonhouse Creek; a pedestrian/ bicycle overpass connecting the area to Rocky Point Park, and the creation of a new Spring Street promenade.

Several years of, further refinement of the master plan concept was undertaken culminating in the three (PCI, Beedie, MoTi) 2023 Phase 1 rezoning submissions.

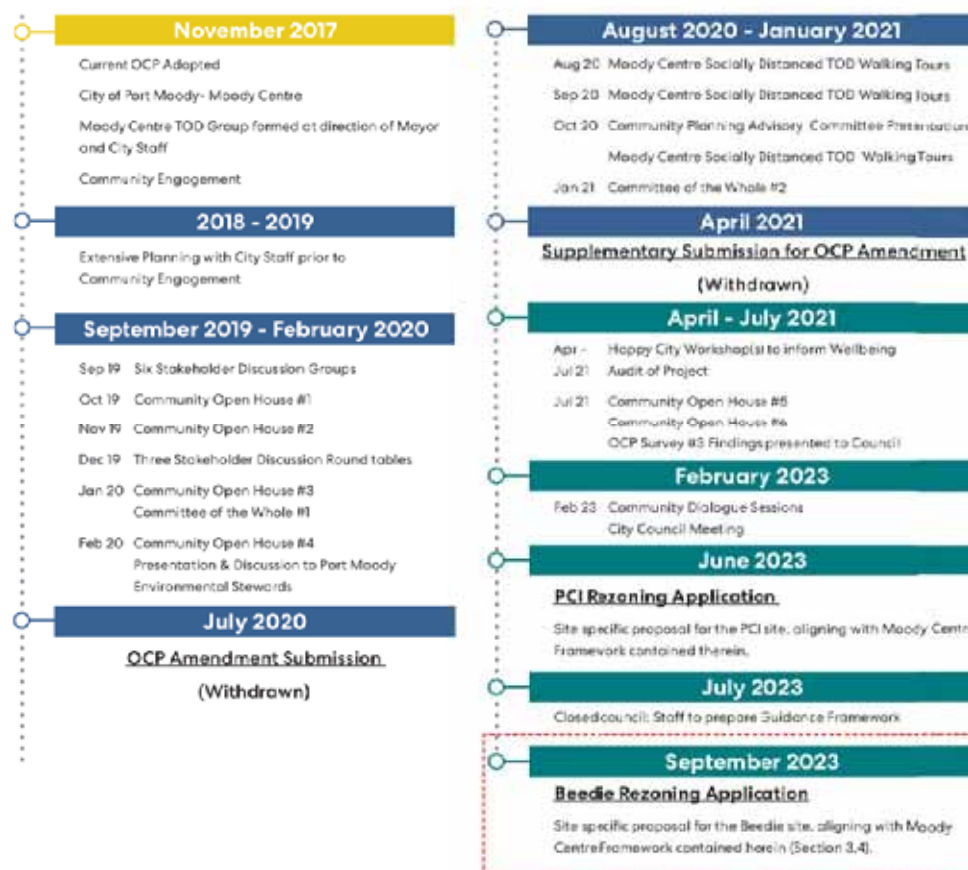


Photo from Oct 2019 Open House



Photo from Jan 2020 Open House

We are here

Key:

Current OCP (2017)

Events leading up to OCP Amendment Submission (2020) and Supplementary Submission which have now been withdrawn at direction of Staff.

Events leading up to Phase 1 rezoning submissions

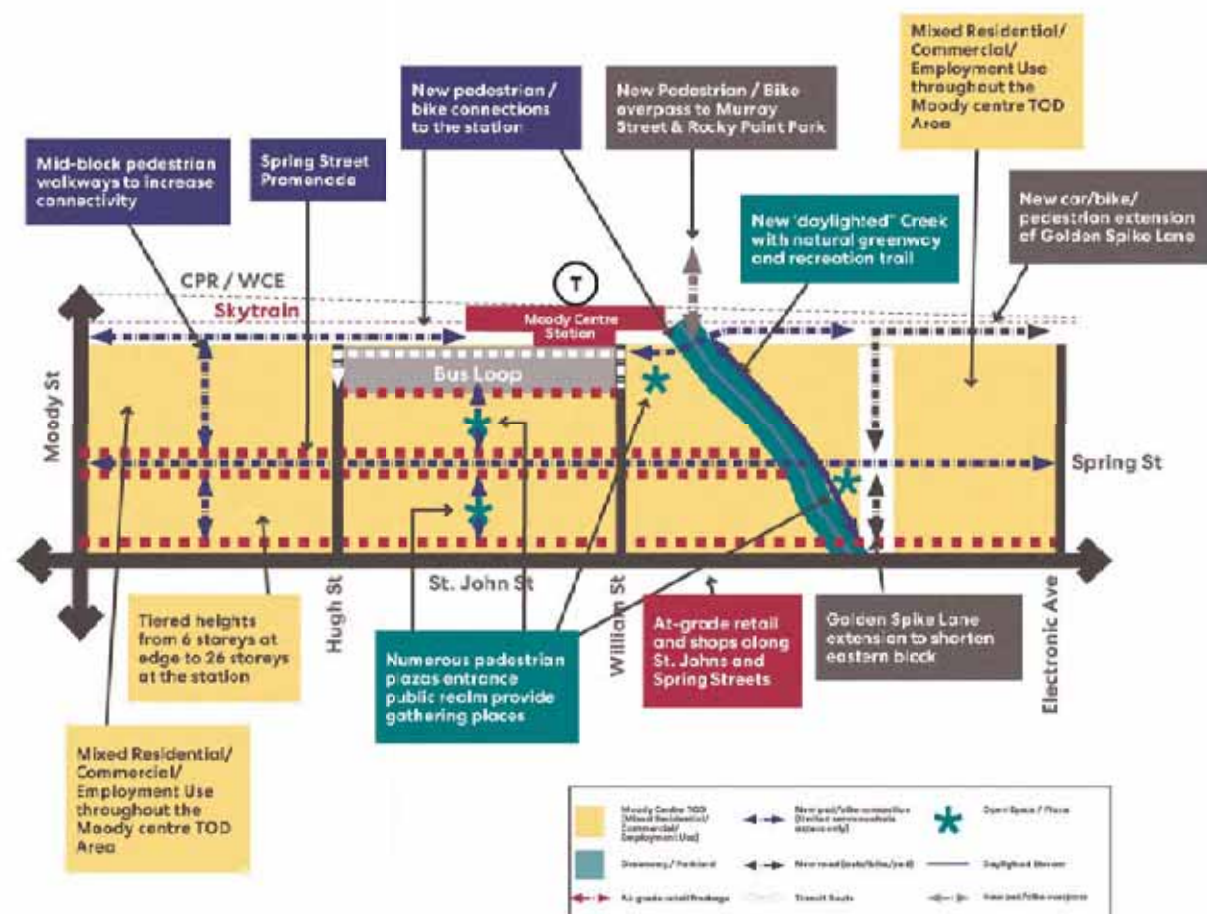
3.3 Existing OCP Policy (2017)

3.3.1 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

Reasoning Decklet & OCP Framework

OCP Policy (2017) cont'd



Source: The Community Vision for Moody Centre (2017)

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Living

3.4 Moody Centre Framework (2023)

3.4.1 Collective Vision

Driven by the Guiding Principles (3.4.2) 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 of the 2017 OCP to further refine the area of the TOD by:

- Establishing a legibility and distinct identity across the district (3.4.4)
- Creating a sense of place by curating opportunities for unique experiences rooted in local culture and history throughout the site (3.4.5)
- Optimizing daylighting to the public realm to enhance and encourage community engagement (3.4.6)
- Improving the interface between podium and tower to ensure a human-scale experience (3.4.8 & 3.4.9)

This is a framework with guiding principles that builds on the previously submitted Moody Centre TOD OCP Amendment (2020), and also takes into account City of Port Moody staff comment and input from the public (summarized overleaf). While the Applicant has withdrawn from the 2020 Amendment at the request of the City, the urban design principles and public engagement produced sound planning principles on which the phase 1 submissions are based.



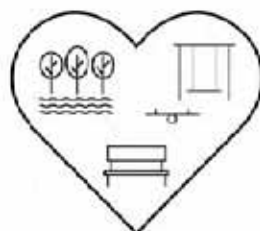
Artistic rendering of an activated, pedestrian-oriented Spring Street

"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"

Spring Street

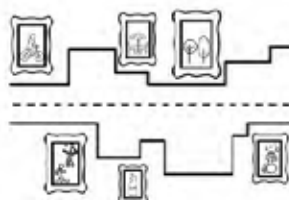
Reconing Decklet & OCP Framework

3.4.2 Guiding Principles



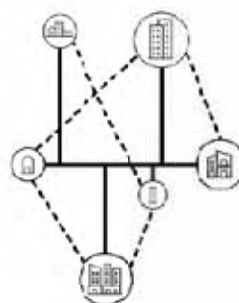
Enhanced Public Realm

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



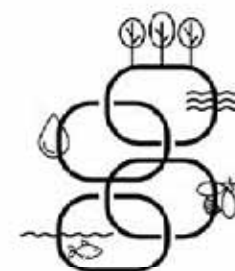
Interconnected Neighbourhood

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



Housing for a Diverse Community

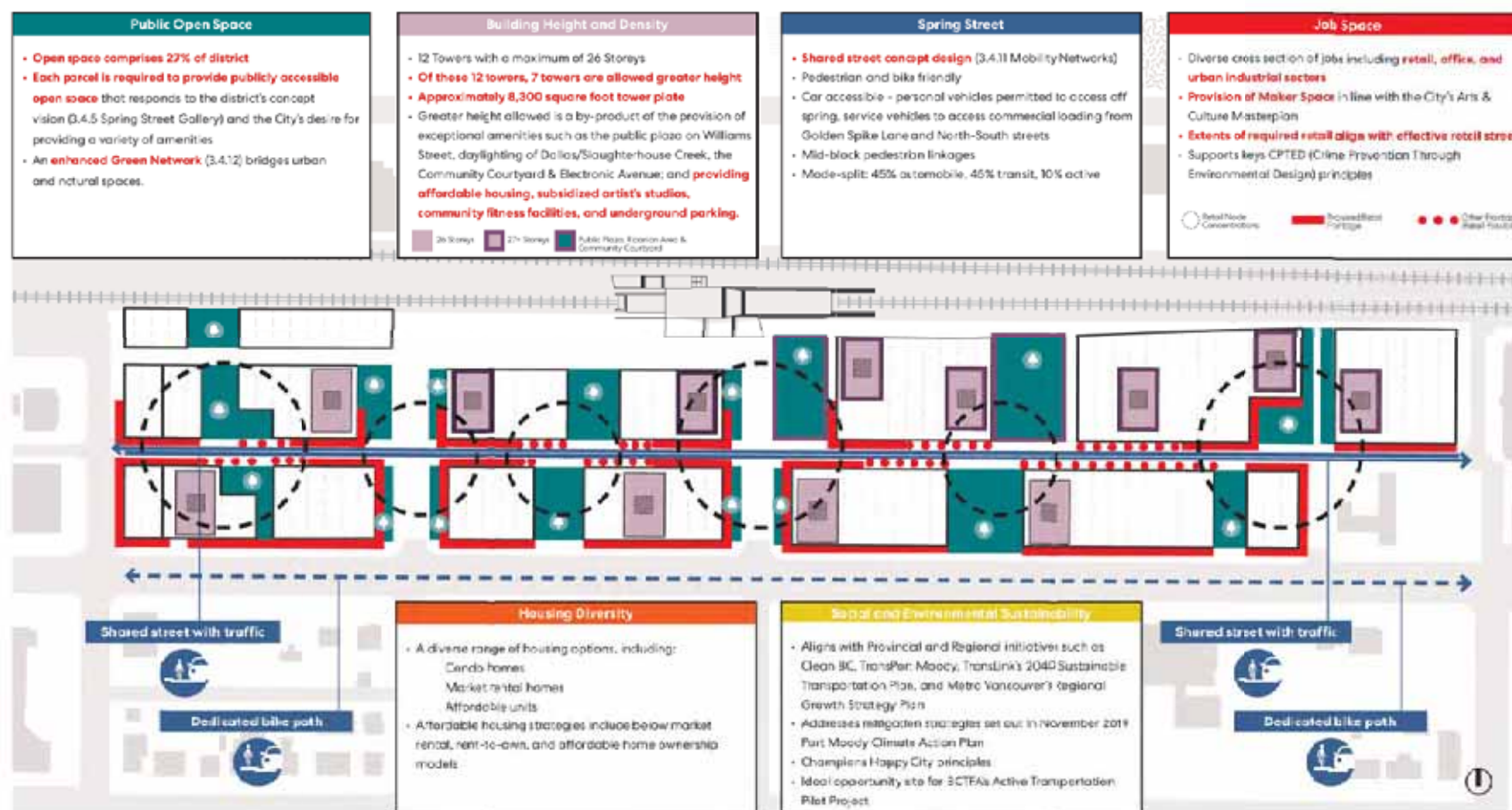
Diverse unit mixes and inclusive housing opportunities



Linked Natural Systems

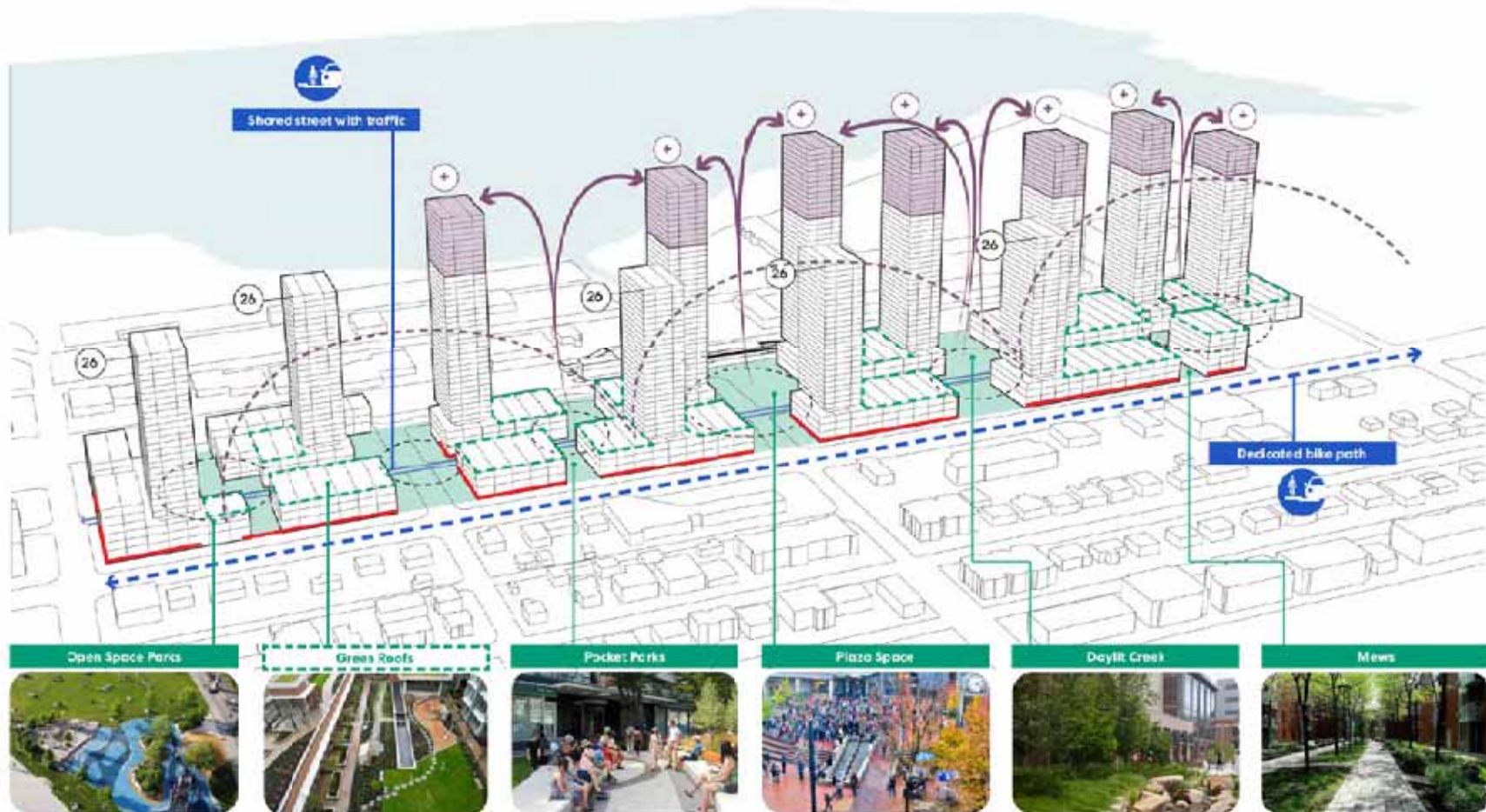
Health and well-being promoted through connection with the surrounding ecosystem

3.4.3 Moody Centre Framework Master Plan (2023)

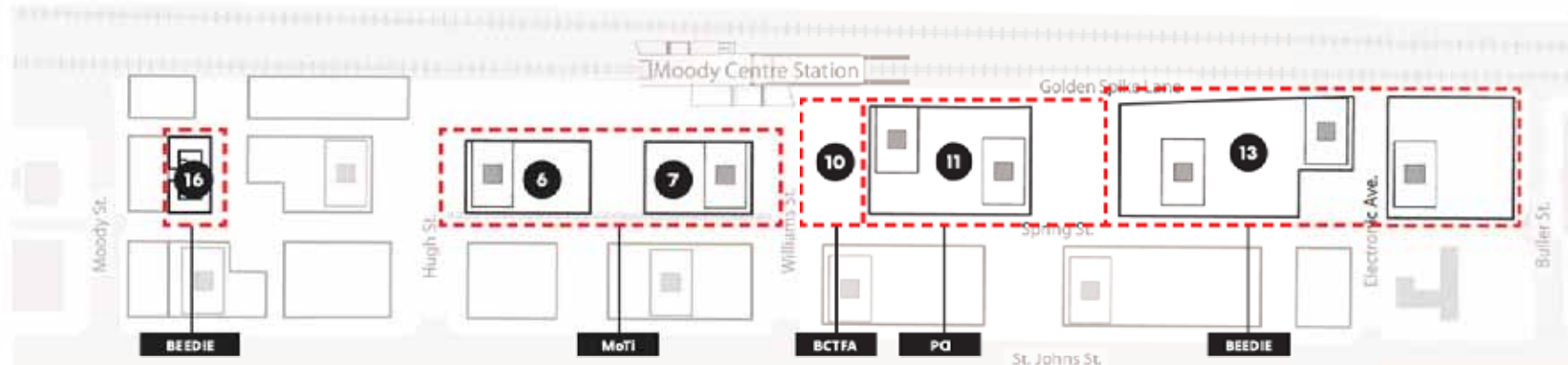


Spring Street

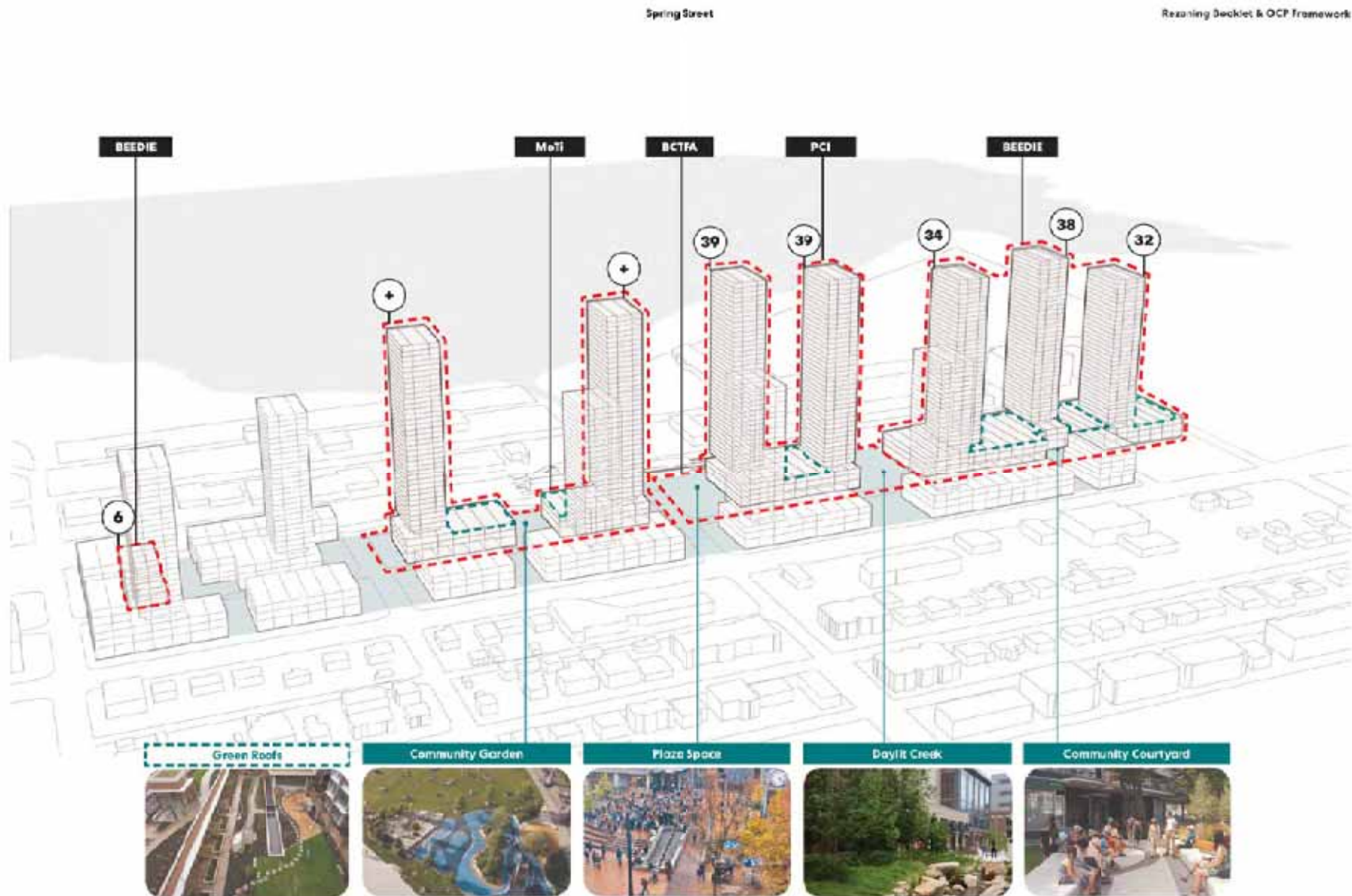
Reconing Decklet & OCP Framework



3.4.4 Phase 1



Site	Public Open Space	Building Height and Density	Job Space	Housing Diversity	Spring Street	Social and Environmental Sustainability
Phase 1 comprises of parcels: MoTi (6 & 7) BCTFA (10) + PQ (11) Beedie (13 & 16) Together, these sites provide a range of public spaces, housing options, and job opportunities which contribute to fulfilling the vision set out in the Moody Centre Framework (2023).	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. Each site offers a unique open space that is publicly accessible: - Transit Plaza - Daylit Creek - Pedestrian Mews - Community Courtyard - Community Garden As well as utilizing podium rooftops to provide additional amenities to residents.	A total of seven towers are distributed across Phase 1, with a maximum height of 39 storeys and a floorplate of approximately 8,300 square feet. The additional building density (26+ storeys) results from the provision of outstanding amenities and public open space including: - Transit Plaza - Daylit Creek - Community Courtyard - Community Gardens - Pedestrian Mews - Artist Studios - Maker's Space - Daycare - Affordable Housing - Underground Parking in place of higher podiums	Phase 1 will bring over 700 jobs to Moody Centre. Types of industry include: - Office - Artist Studios - Grocery - CRU - Daycare - Health & Financial Services - Local Retail	Phase 1 is committed to delivering approximately 2,400 units of housing through a diverse range of tenures informed by the City of Port Moody's Housing Needs Assessment, including: - Market Rental homes - Market Strata homes - Affordable Rental Affordable housing strategies include Below Market and Non market.	Phase 1 honours the approach to a pedestrian-friendly Spring Street by ensuring a human-scale streetscape and offering mid-block pedestrian links (3.4.9 & 3.4.10) on all sites. Loading access from Golden Spike Lane and Hugh Street keeps trucks off of Spring Street to ensure a safe environment for pedestrians and cyclists (3.4.7 & 3.4.6).	Phase 1 puts the Happy City Principles (4.1) at the forefront, keeping focus on the Well Being of Moody Centre residents through a thoughtful approach to human-centred design.



3.4.5 Spring Street Gallery

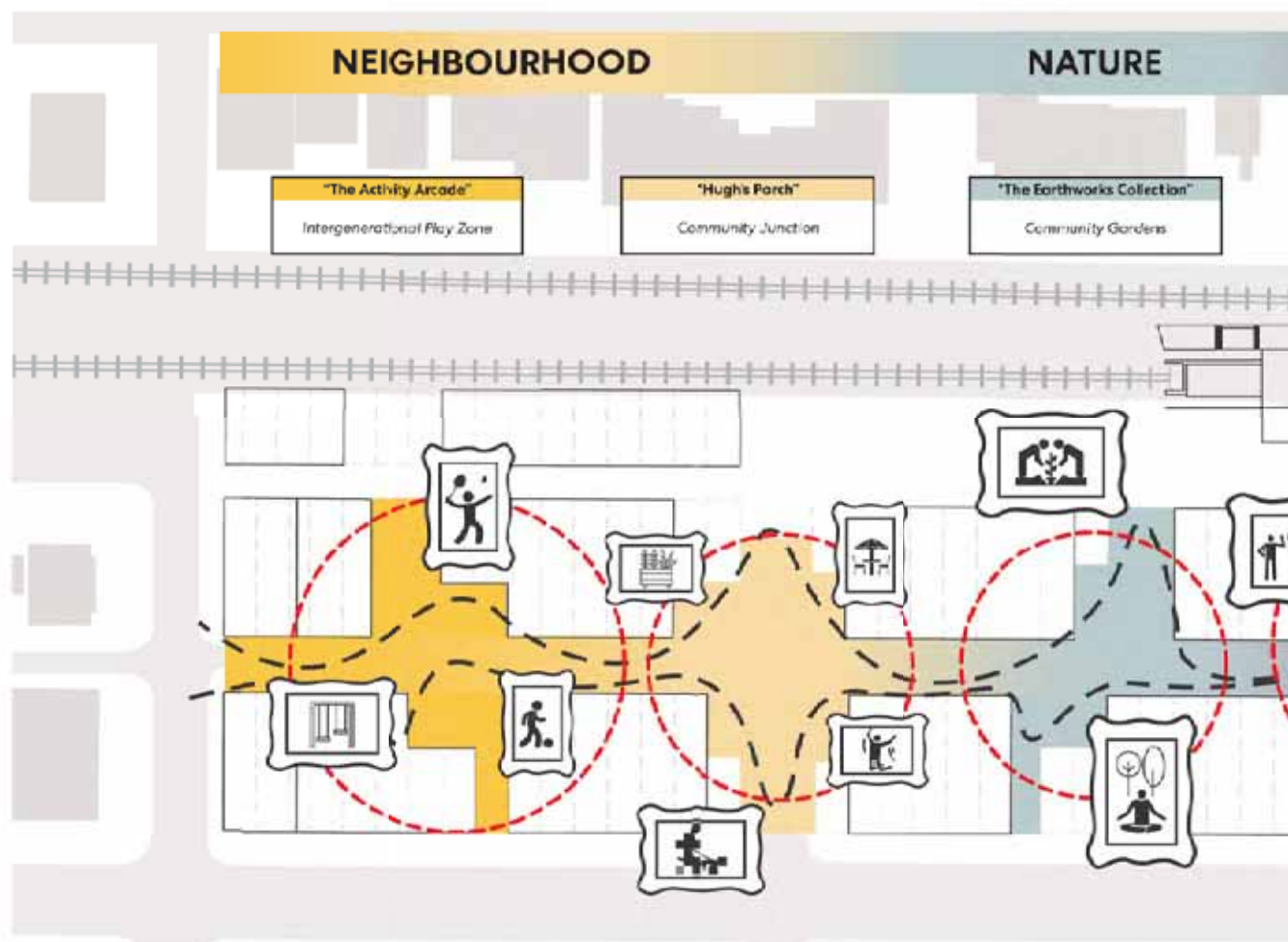
Spring Street is the heart of Moody Centre in Port Moody the "City of the Arts". It is an active corridor where the community can gather in curated "galleries" of open space that spill from the street at intersections and mid-blocks. Each gallery has its own distinct identity, and together they weave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

At 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 vibrancy 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



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3.4.6 Organizing Framework

Spring Street is an important East-West connector throughout the Moody 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.

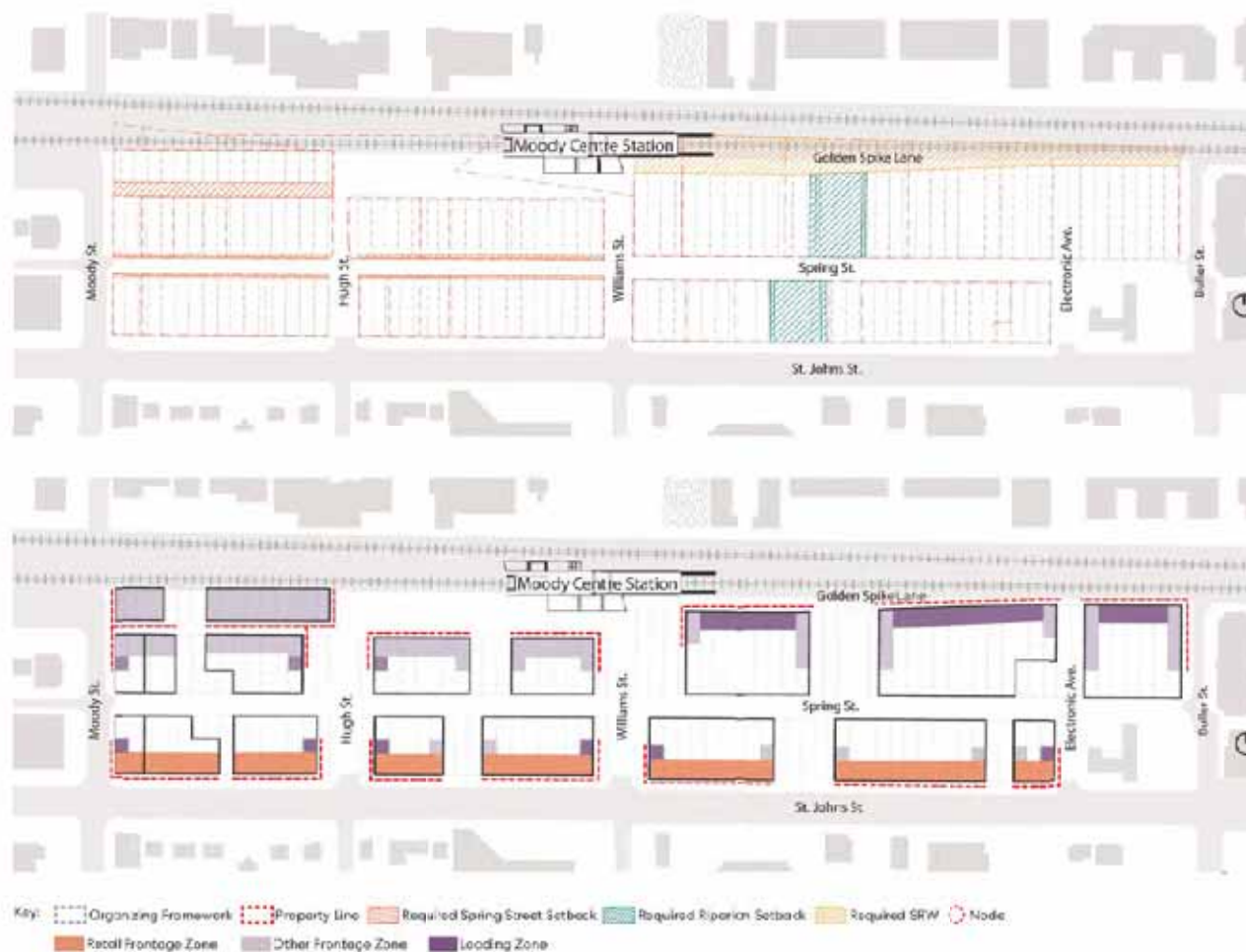
A number of setbacks are set out along Spring Street to normalize the street section across the site, ensuring a consistent pedestrian experience.

3.4.7 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. Potential frontages, which could include commercial, residential, light industrial, and servicing, are concentrated along this edge. Golden Spike Lane, East of Williams Street, is a dedicated servicing route. While West of Williams Street it functions to bring activity to the quieter boundary of the district 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.



Spring Street

Reasoning Decklet & OCP Framework

3.4.8 Nodes for Engagement

The Framework 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.

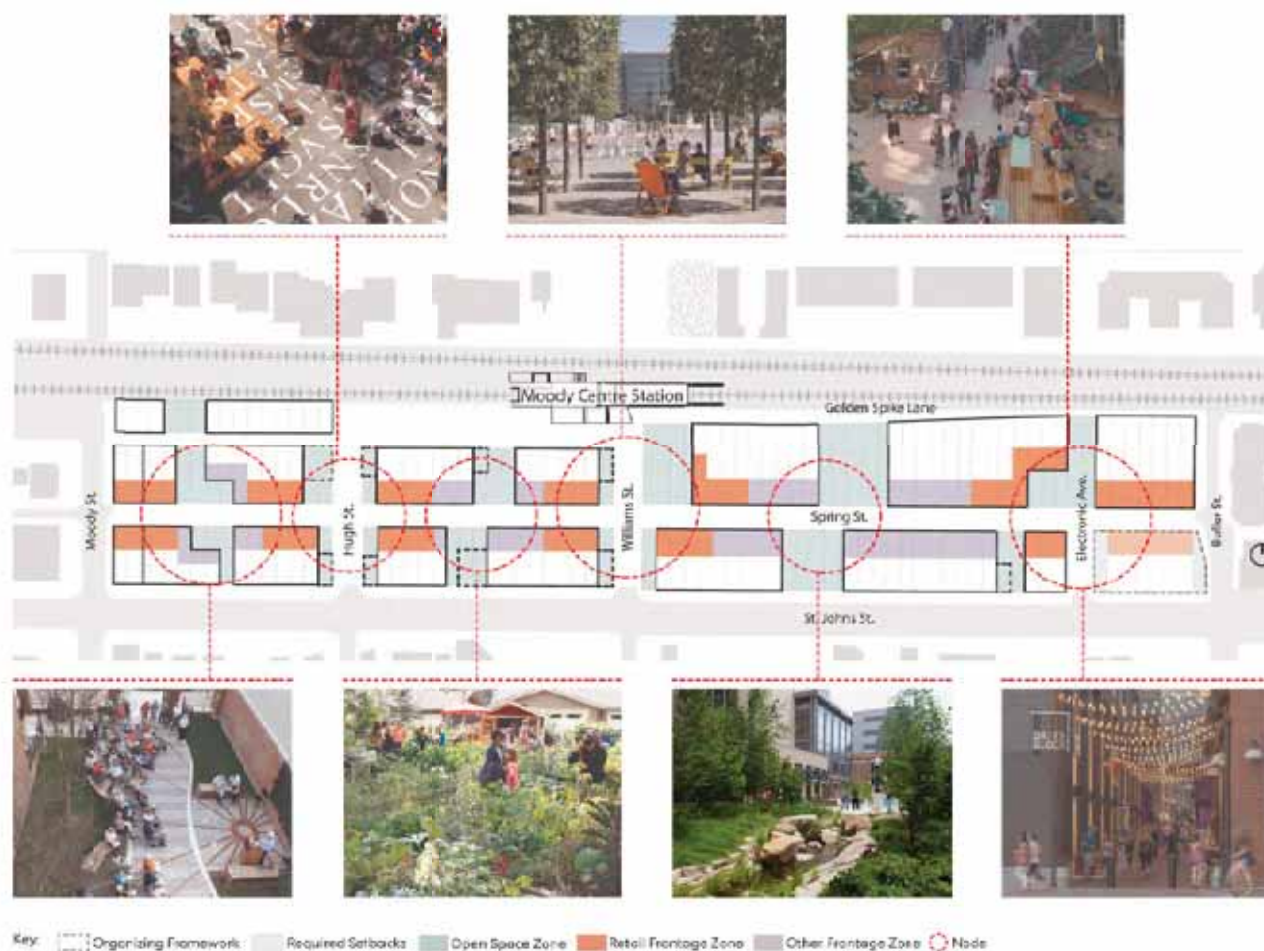
Extroverted Nodes are located at the intersections of Spring Street with Moody Street, Hugh Street, Williams Street, Electronic Avenue, and Buller Street. Introverted Nodes are located at mid-blocks.

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 John's 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 district 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.



3.4.9 Podium Articulation

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

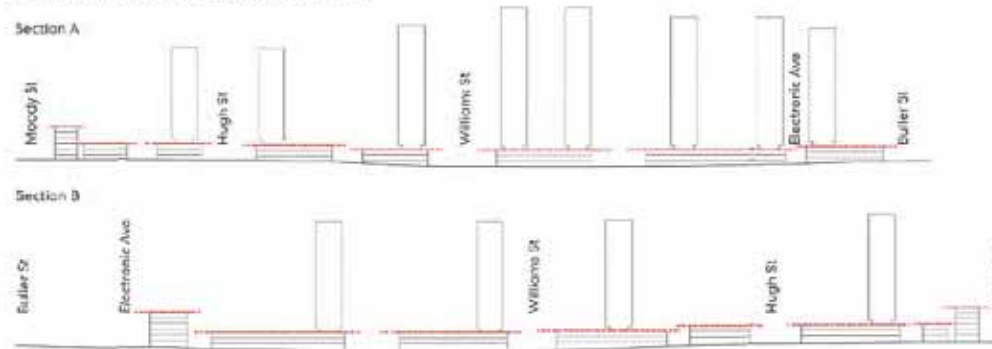
A significant grade change along the length of Spring Street is emphasized by the podium heights stepping with grade as opposed to aligning with adjacent podium datums (Fig. 3.4.9.1).

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. 3.4.9.2).

Continuous coverage from the elements could be addressed by pulling back the podium on the ground floor while maintaining building envelope coverage above; at where the full face of the podium remains in plane, canopy coverage must be provided (Fig. 3.4.9.3).

This allowable articulation in podium massing along Spring Street creates a varied pedestrian experience.

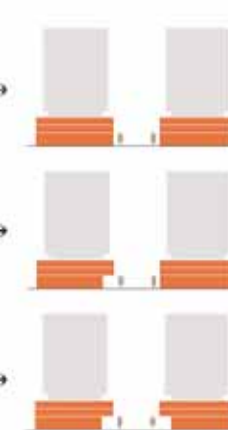
Podium Relationship to Grade Change (Fig. 3.4.9.1)



Podium Setback Rule (Fig. 3.4.9.2)



Canopy Coverage (Fig. 3.4.9.3)

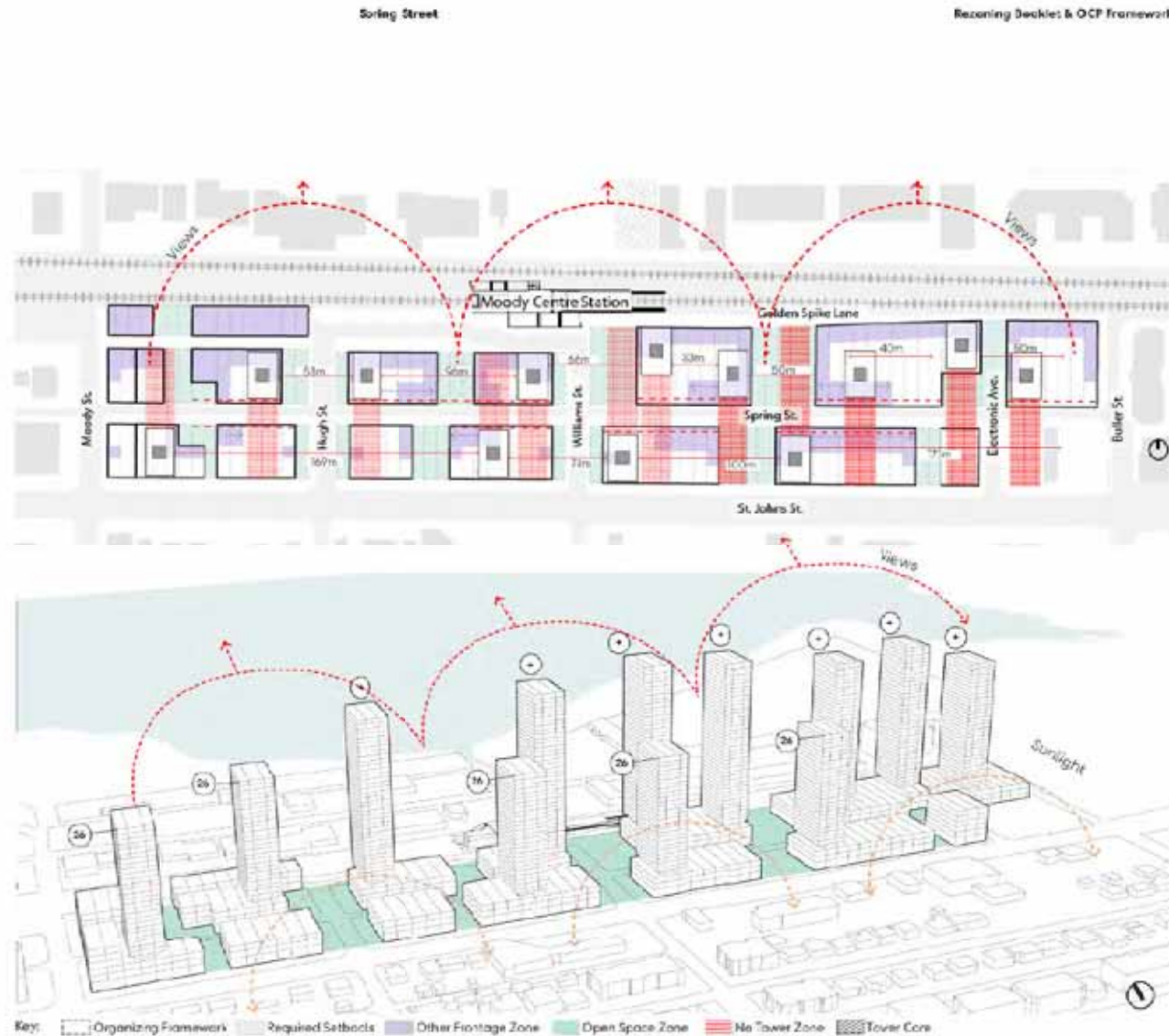


3.4.10 Tower Density and Height

The development proposes 12 towers with a maximum floor plate of approximately 8,300 square feet, arranged in an alternating formation 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 effect 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.



3.4.11 Mobility Networks

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

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

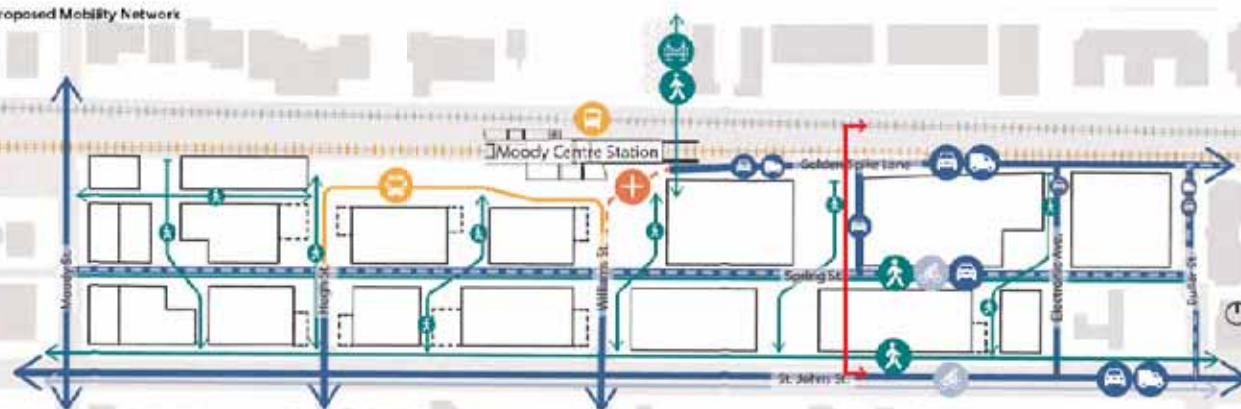
A transit hub is sited to the central North of the district offering links to the West Coast Express, Skytrain, and the bus loop. While a new pedestrian bridge here connects the TOD area with Rocky Point Park.

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.

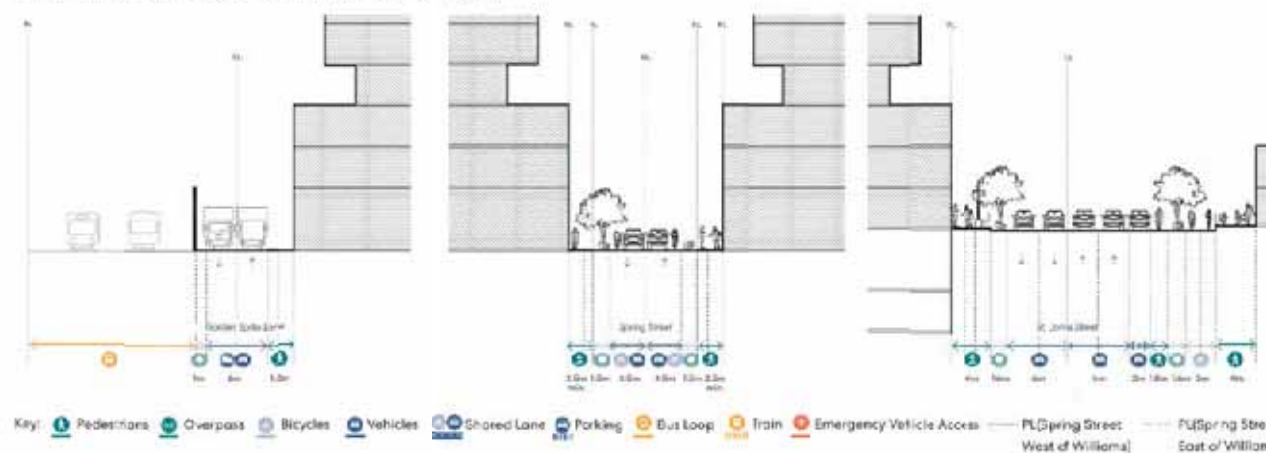
A generous green buffer zone separates pedestrians from vehicular traffic on St. Johns. Dedicated cycle lanes support safety for cyclists. While dual laneways mitigate the high volume of vehicle traffic and keeps trucks off of Spring Street.

Golden Spike Lane functions 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



Spring Street

Reasoning Booklet & OCP Framework

3.4.12 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.

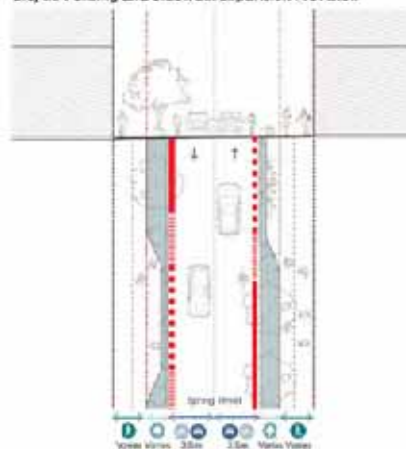
Along retail frontage, visibility is desirable; these zones are most open to streets with minimal planting strips, allowing the sidewalk to widen generously at these busy areas picking up additional footfall, or creating opportunity for retail patios.

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.

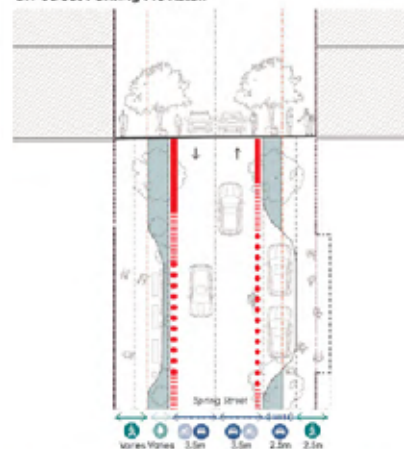
Other frontage zones are treated as a transition zone and can accommodate either wide or narrow planting zones, depending on the nature of the program in these zones.



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 longer trees and vegetation or it can be minimized to create longer 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 Pedestrians Shared Lane Parking

Maximum Planting Minimum Planting Transitional Planting

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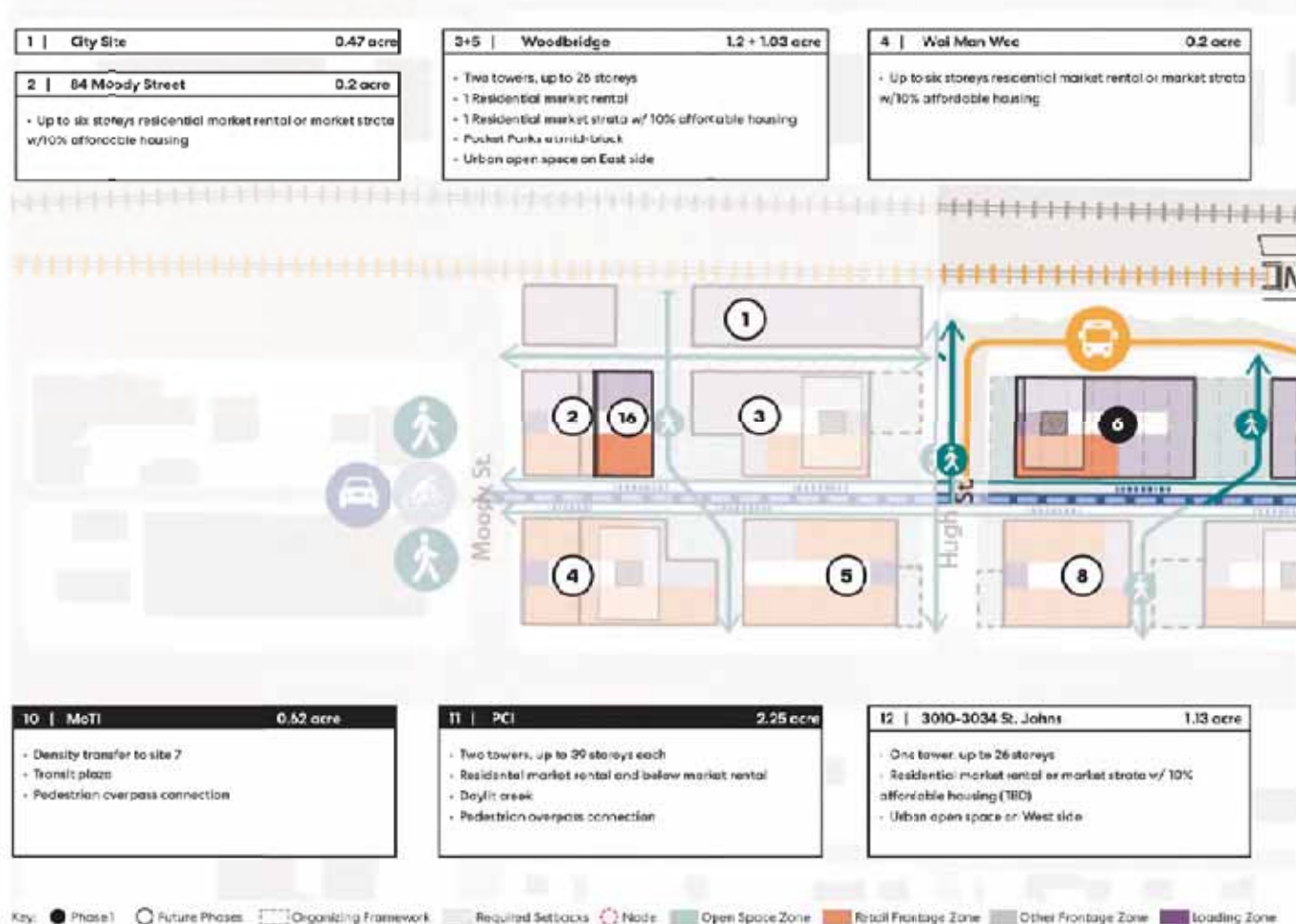
3.4.13 Moody Centre Framework - Phase 1

The guiding principles set out in the Moody Centre Framework - Phase 1, creates a legibility for development across the district.

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

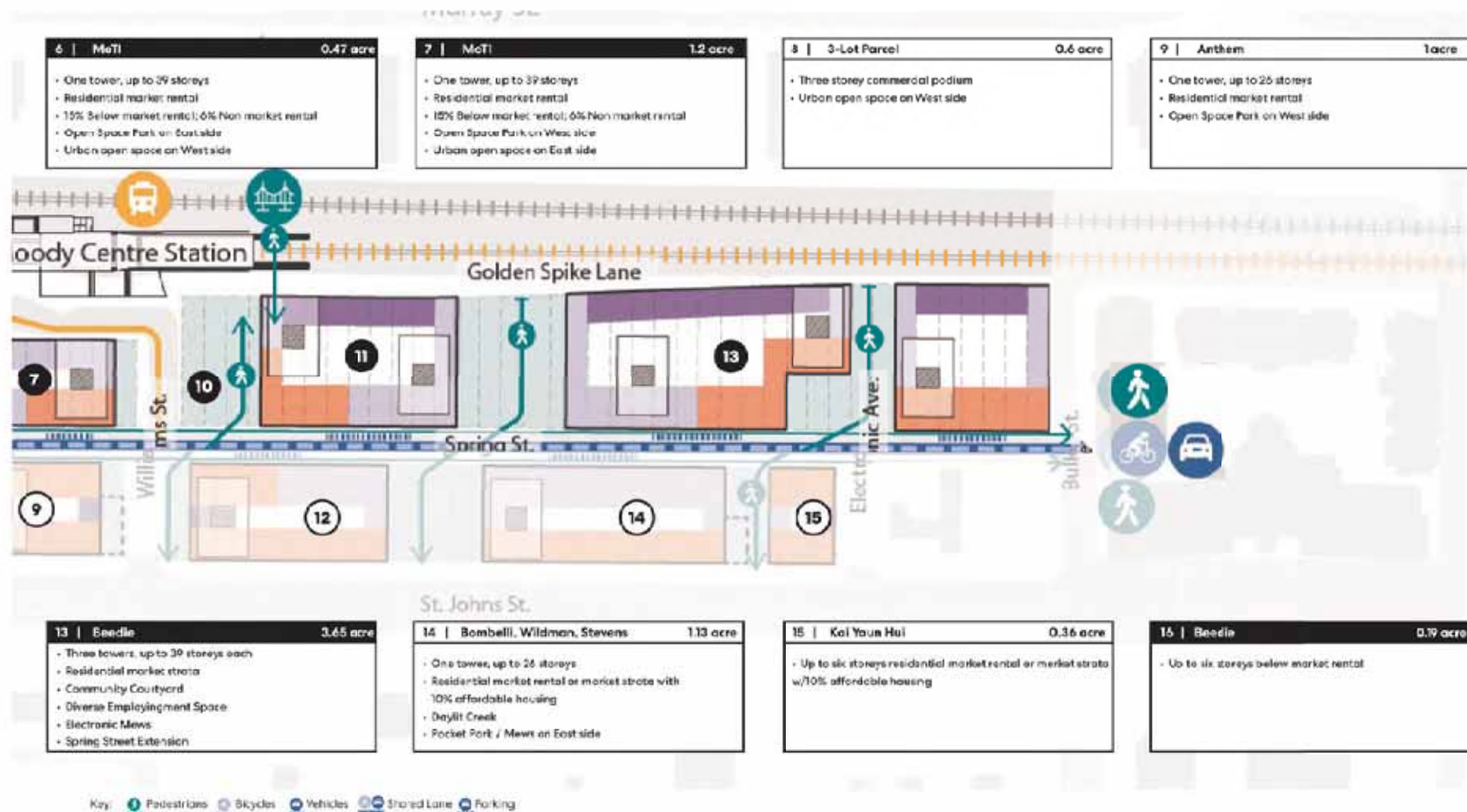
Phase 1 sites are spear-heading the transformation of the district by committing to the guiding principles outlined herein to create a neighbourhood that is both supportive of the density a transit-oriented development introduces, while still maintaining a strong sense of community.

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

Reasoning Decklet & OCP Framework



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Section 4.0

Rezoning Submission

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Living

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Spring Street

Reconciling Beekiet & OCP Framework

4.1 Site Definition & Context Analysis



4.1.1 Regional Context

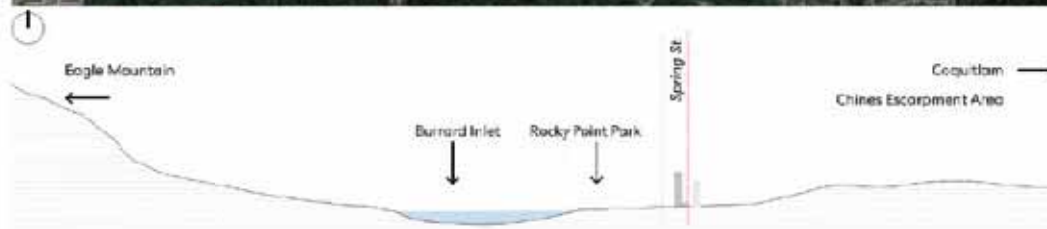
The City of Port Moody is located on the western edge of the Tri-Cities region in the northeast quadrant of Metro Vancouver. The City is bowl-shaped with mountains to the north and the Chines Escarpment to the south. The site, which is about 2.5 acres in size, is located near the bottom of the "bowl" 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 connection 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.

LEGEND:

- | | |
|-------------------------|-------------------------|
| 1. Burrard Inlet | 8. Moody Middle School |
| 2. Moody Centre Station | 9. Moody Elementary |
| 3. Inlet Centre Station | 10. Shoreline Trail |
| 4. Rocky Point Park | 11. Kyle Centre |
| 5. Brewery Row | 12. Chip Karr Park |
| 6. PoMoArts | 13. Newport Village |
| 7. Port Moody Secondary | 14. Sutterbrook Village |



Diagrammatic Section North-South Port Moody Area

Spring Street

Rezonning Decklet & OCP Framework

4.1.2 Site Definition

Mixed-Use Market Site

3060 - 3082 Spring St. & 80-85 Electronic Ave

The site is located approximately 120m east of Moody Centre Transit station.

To the north, the proposal includes the extension of Golden Spike Lane to provide vehicle loading and fire truck access to Beedie and PCI, reducing potential pedestrian and cyclist conflicts along Spring St.

On the south side, a central public Community Courtyard with active retail frontage on Spring Street is proposed, providing a generous setback.

The western side abuts the daylight section of Dallas/Slaughterhouse Creek, proposed in PCI's application. Beedie's proposal features a 4m wide two-way lane connecting Golden Spike Lane extends on to Spring Street. The base of the western tower includes a public area and office space facing the creek.

The eastern side is bordered by Buller Street and an existing multifamily development.

Dedicated Non-Market Site

2806 Spring Street

The site is located at approximately 300m west of Moody Centre Station.

To the north, it's bounded by Translink's Park and Ride facility, with no expected access from that direction.

The south side continues Spring Street, designed as an active pedestrian-focused street. The proposed setback of 2.5m aligns with the OCP Framework's aim to maintain consistent width along Spring Street.

Adjacent to the west is the Impact Arts Centre, potentially open to redevelopment within the OCP Framework, possibly up to 6 storeys.

To the east lies single-storey warehouse buildings, envisioned as open park space within the OCP Framework's neighborhood node concept.



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4.1.3 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 (2017), 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. Our application is to amend the City's OCP in order to deliver the public benefits outlined herein.

ZONING LEGEND

M1	RS1
C3	RM3
C5	RM4
C2	RT
C4	RS1.5
CD	P1
M2	P2



Spring Street

Reconciling Beakiet & OCP Framework

4.1.4 Transportation & Mobility

The proposed development sites are within 300m of 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 Fort 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 easily accessible transit options.

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 the adjoining Phase 1 application by PCI.

Legend

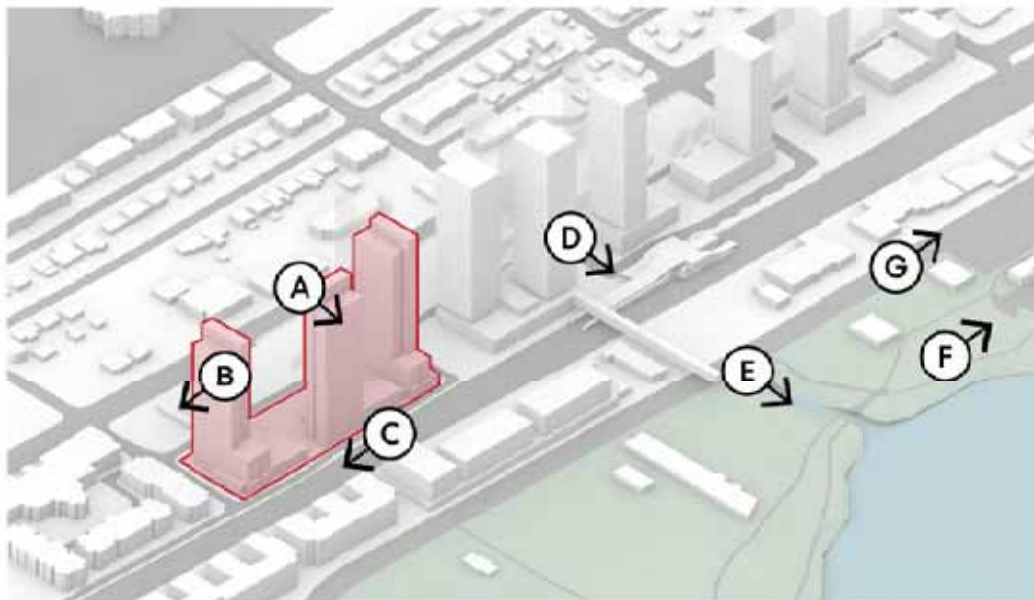
- Bike Friendly Lanes
- West Coast Express
- Evergreen Line Skytrain
- Bus Routes
- Bus Stops



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Beedie
Living

4.1.5 Site Photos from Mixed-Use Site (3060-3092 Spring Street, and 80-85 Electronic Avenue)



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



View C. Looking east toward Electronic Ave. Source: Google.



View A. Looking towards north on Spring St

Spring Street

Reconing Decklet & OCP Framework



View D. Looking towards Moody Centre Station from St Johns St. Source: Google.



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



View F. Looking towards Burnard Inlet and Rocky Point Pier. Source: Google.



View G. Showing crossing at Murray St to Rocky Point Park. Source: Google.



Street View. Source: Google Maps

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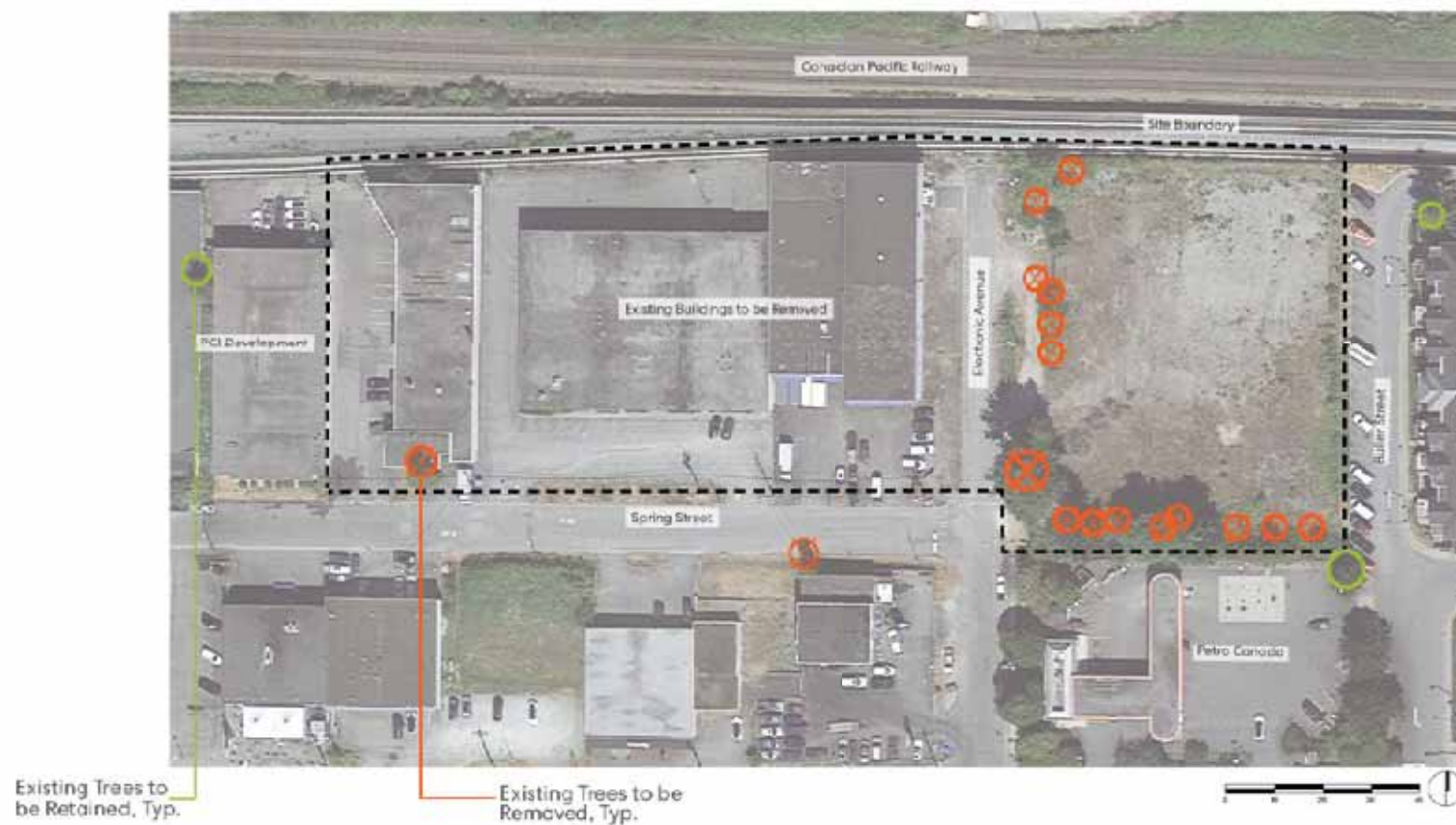
4.1.6 Orthophoto — Mixed-Use Site (3060-3092 Spring Street, and 80-85 Electronic Avenue)

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.



Spring Street

4.1.7 Existing Conditions - Landscape



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Living**4.1.8 Views from Mixed-Use Site**

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 Barnaby Mountain. From higher elevations, Mount Baker can be spotted in the southeast.

Level 20



Level 10



Spring Street

Reconing Decklet & OCP Framework

Level 40



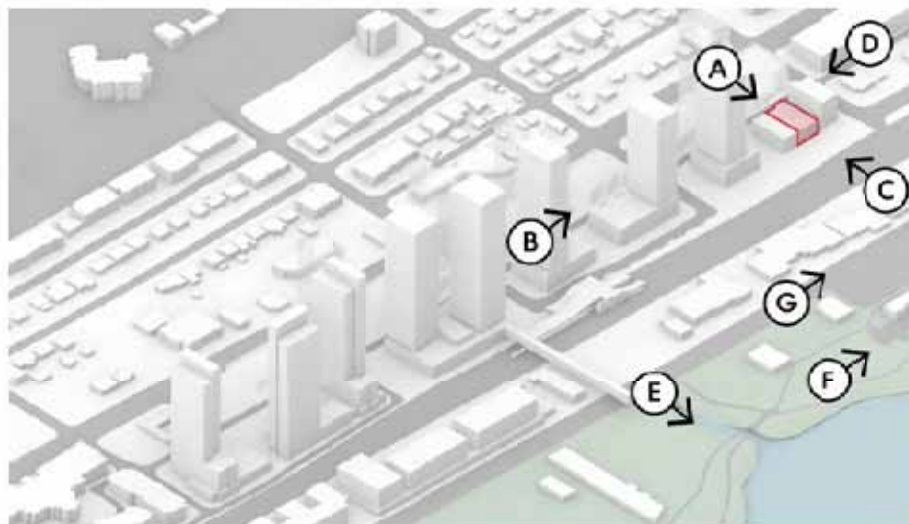
Level 30



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4.1.9 Site Photos from Non-Market Site (2806 Spring Street)



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



View C. Looking south from Moody St. Source: Google.



View A. Looking north on Spring St

Site Photos

Spring Street

Reconing Decklet & OCP Framework



View D. Looking towards site from Moody St. Source: Google.



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



View F. Looking towards Burnard Inlet and Rocky Point Pier. Source: Google.



View G. Showing crossing at Murray St. to Rocky Point Park. Source: Google.



Street View. Source: Google Maps

Perkins&Will

Beedie
Living**4.1.10 Orthophoto — Dedicated Non-Market Site (2806 Spring Street)**

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 deliver infill affordable housing in close proximity to services and the transit station.



Spring Street

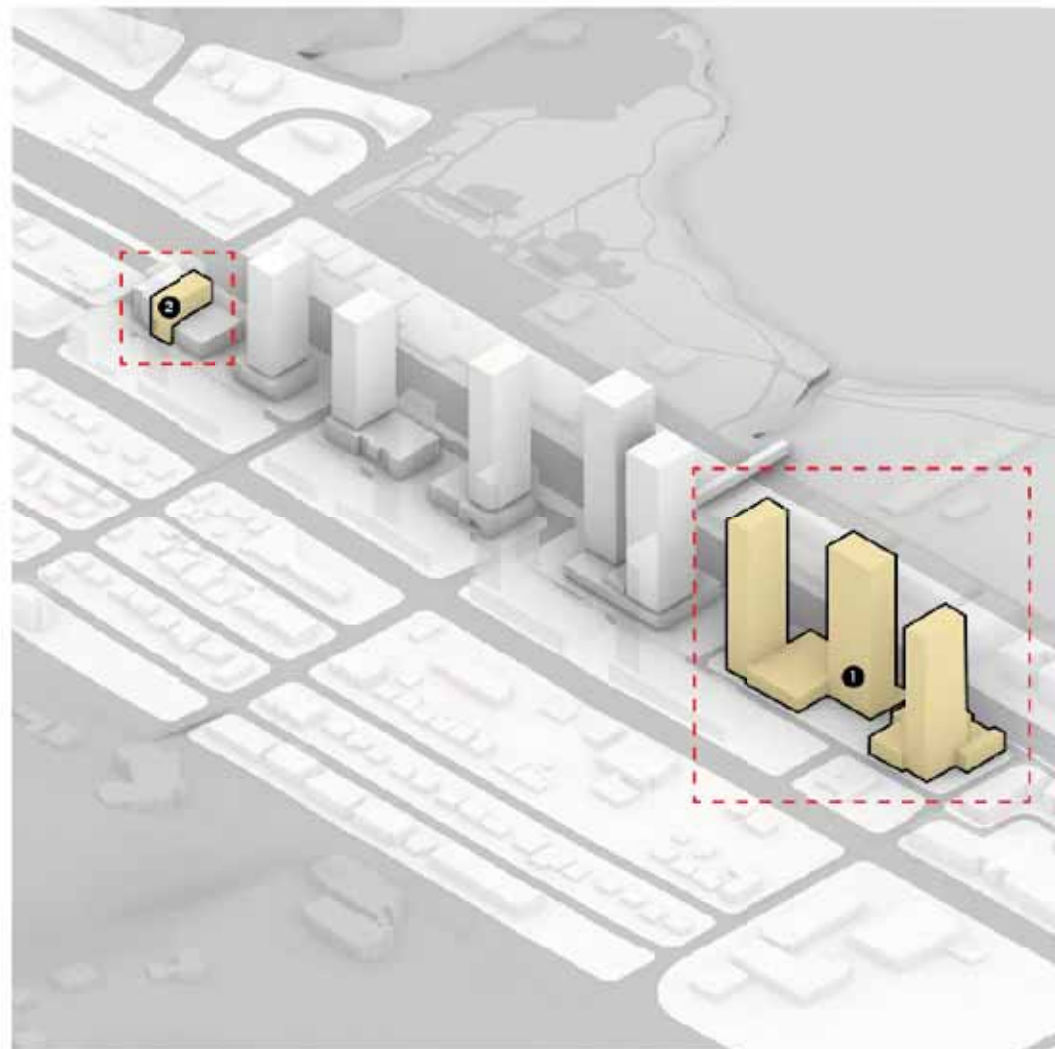
Reasoning Backset & OCF Framework

4.2 Program Statistics & Site Configuration

4.2.1 Key Project Statistics

KEY PROJECT STATISTICS				
	1 Mixed Use Market Site		2 Dedicated Non-Market Site	
	m ²	sf	m ²	sf
Gross Site Area	15528.45	167147	5095	5,473
Total GFA	77,263.47	835,435	3115	33,543
FSR	5.28		3.8	
Privately Owned Publicly Accessible Open Space	2998	32,365	-	-
AREA TOTALS FOR EACH USE				
	Mixed Use Market Site		Dedicated Non-market Site	
	m ²	sf	m ²	sf
Total Residential (Market)	73,943.22	807,442	-	-
Total Residential (Non-Market)	-1440.37	-15504	3,316	35,543
Total Amenity	2098	22,551	232.71	2,490
Total Employment Space	4318.54	46,484	-	-
PROPOSED UNIT MIX				
Site	1	2		
Type	Mixed Use Market Site	Dedicated Non-market Site		
Studio	55	0%	18	31%
1 Bed	442	48%	10	28%
2 Bed	382	39%	10	25%
3 Bed	93	10%	5	13%
Total	972	100%	43	100%

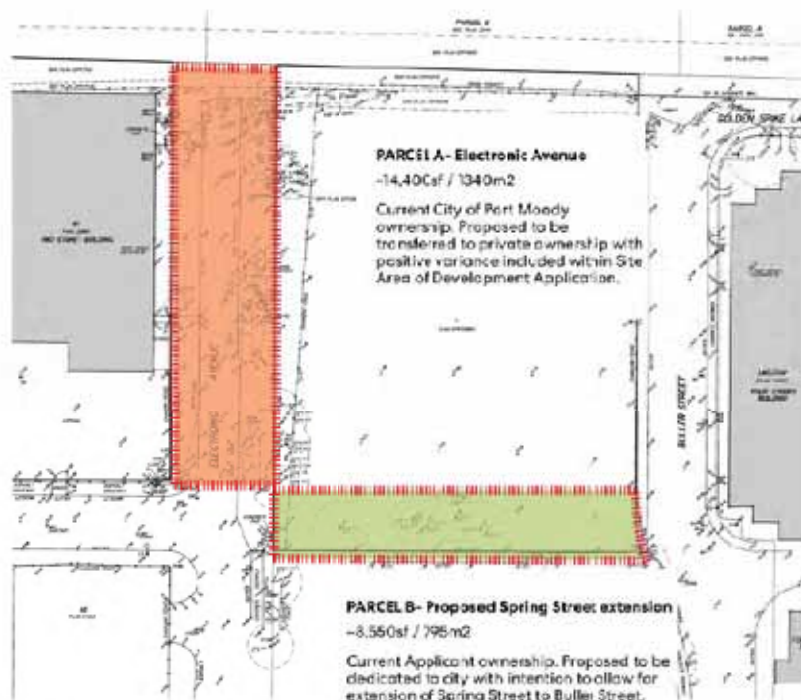
1. This includes 18,004 SF Approx 20 units of non-market housing.



Spring Street

Reasoning Decklet & OCP Framework

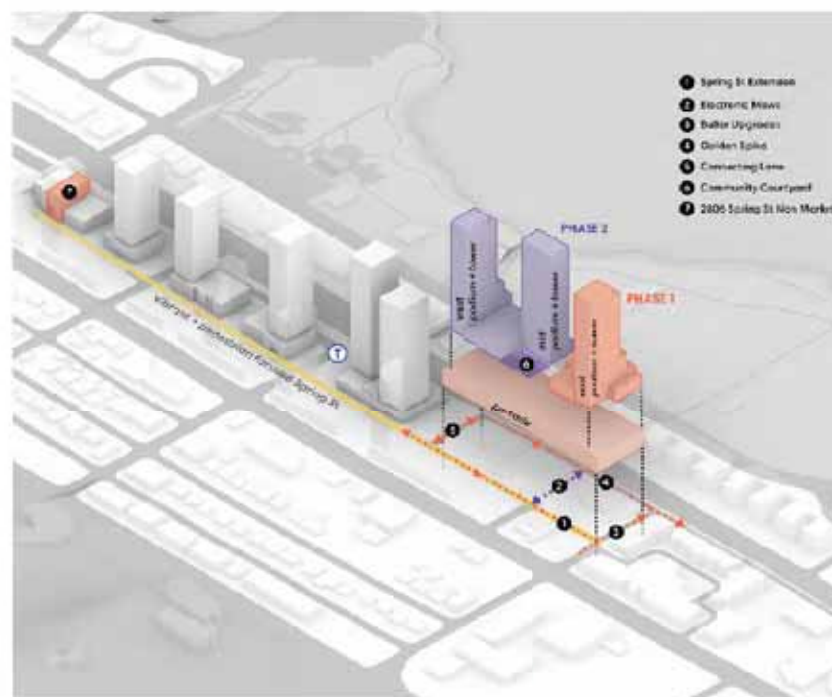
4.2.2 Landswap



In line with OCP (2017) Beedie is offering a land swap with the City of Port Moody to allow for the natural continuation of Spring Street, past its current terminus at Electronic Avenue, to connect through to Buller Street. The proposed land swap results in a positive net transfer of land to the applicant. The value of the purchase will be negotiated in good faith based on fair market value inclusive of costs for entitlement of roadway dedications.

The Portion of Electronic Avenue North of Spring Street to the rail line will change to private ownership, but will be maintained as part of the public realm via a Servicing Right of Way. The application proposes the creation of Electronic Avenue Mews which will provide vehicular access to the newly proposed Golden Spike Lane as well as act as an extension of the Community Courtyard for larger public gatherings.

4.2.3 Phasing



Beedie intends to phase the Development:

- Phase 1: Percode, east podium and tower, inclusive of the non-market units.
- Phase 2: West/mid podium and two towers.

280A Spring Street is proposed to proceed independently in consultation with the City of Port Moody, BC Housing and community stakeholders, with the intention of delivering it within Phase 1 or earlier in order to provide much needed affordable housing.

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Spring Street

Reasoning Backlog & OCF Framework

4.3 Design Rationale

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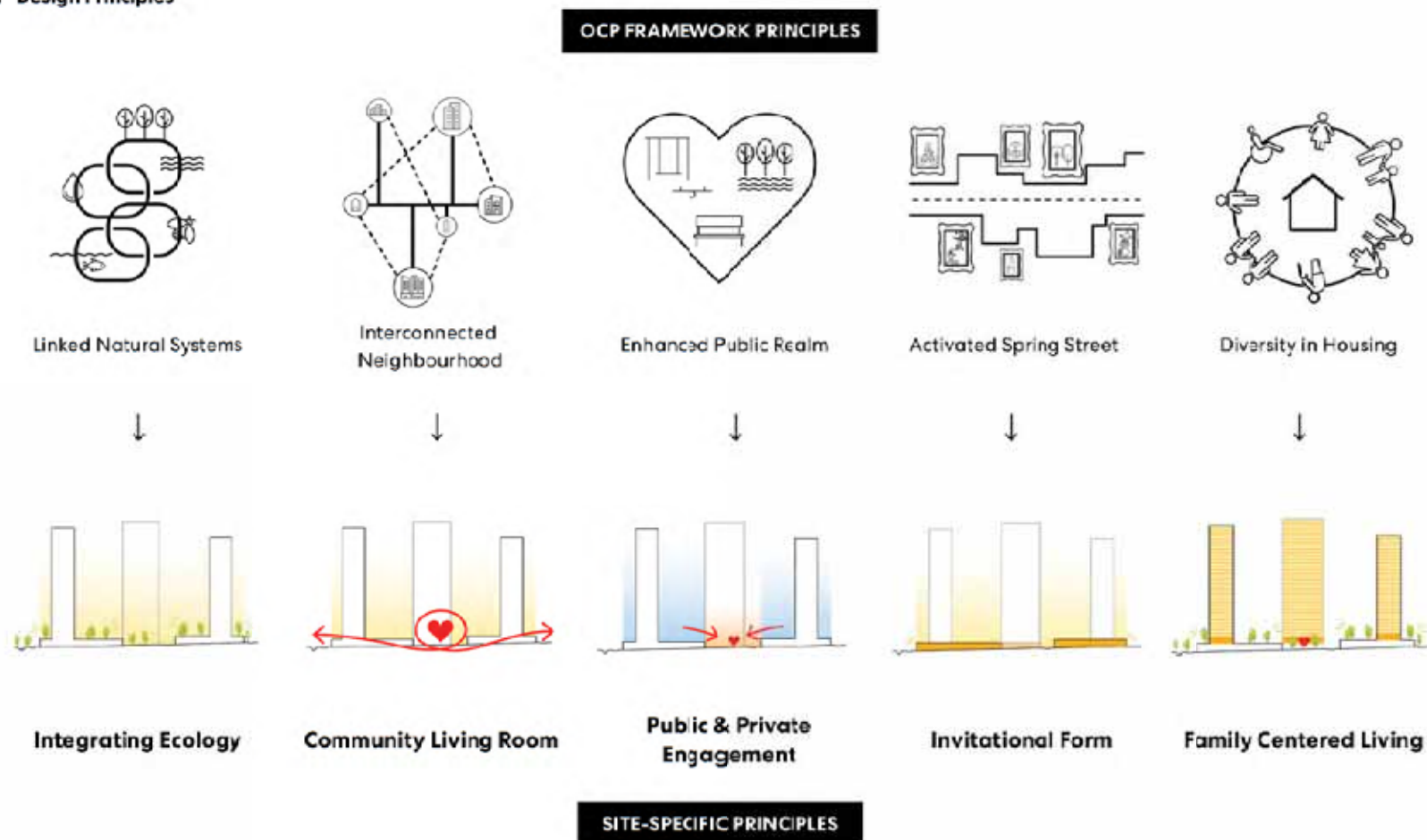
Collective Vision for Moody Centre TOD

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

Spring Street

Reconing Decklet & OCP Framework

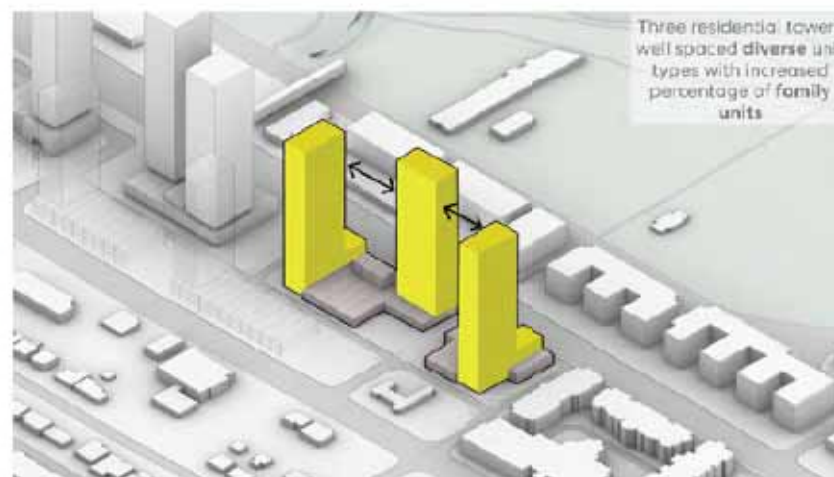
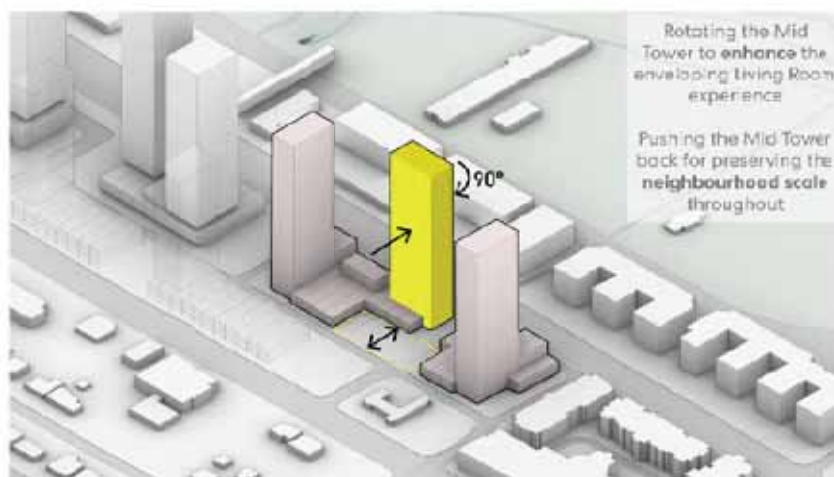
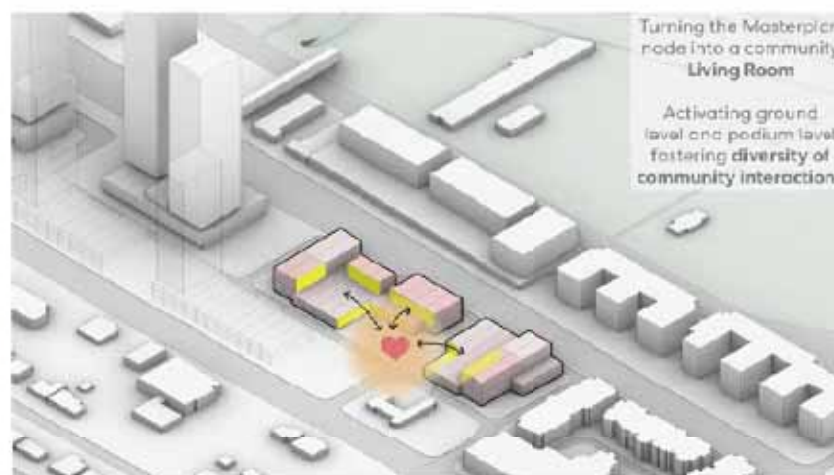
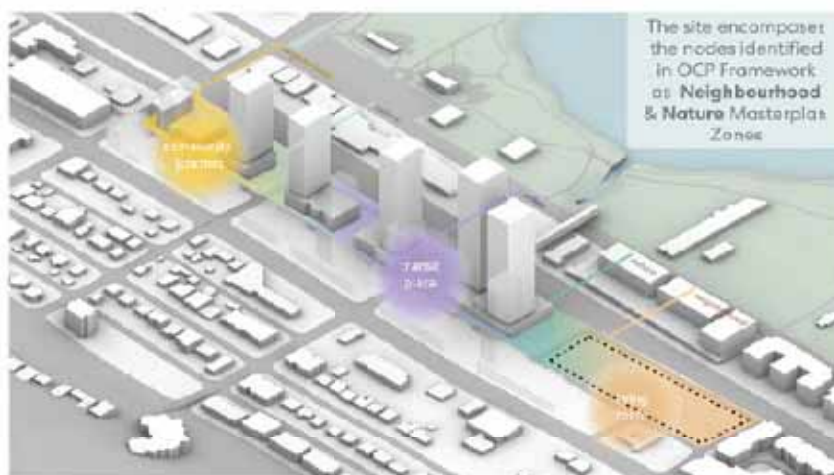
4.3.1 Design Principles



Perkins&Will

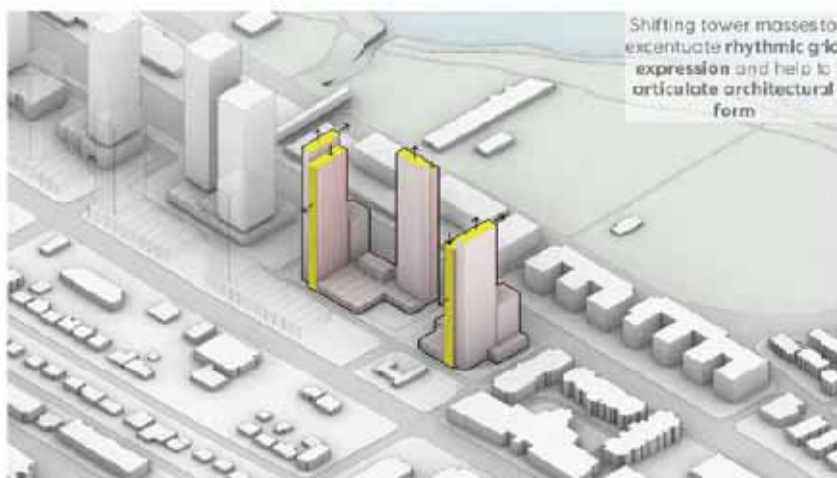
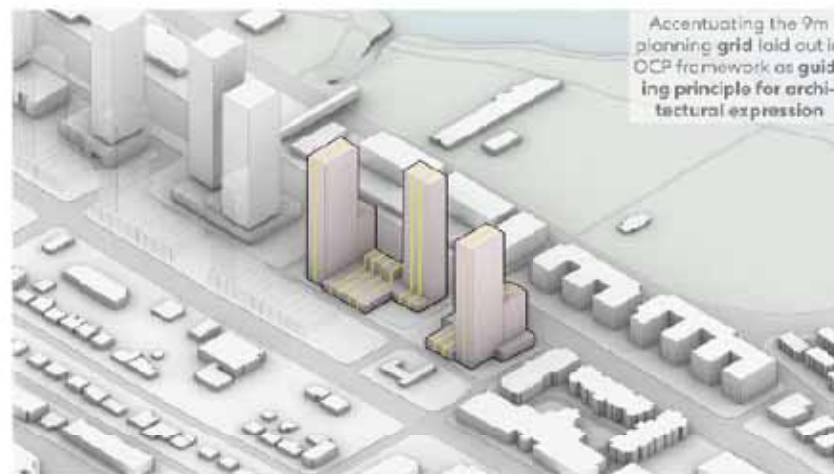
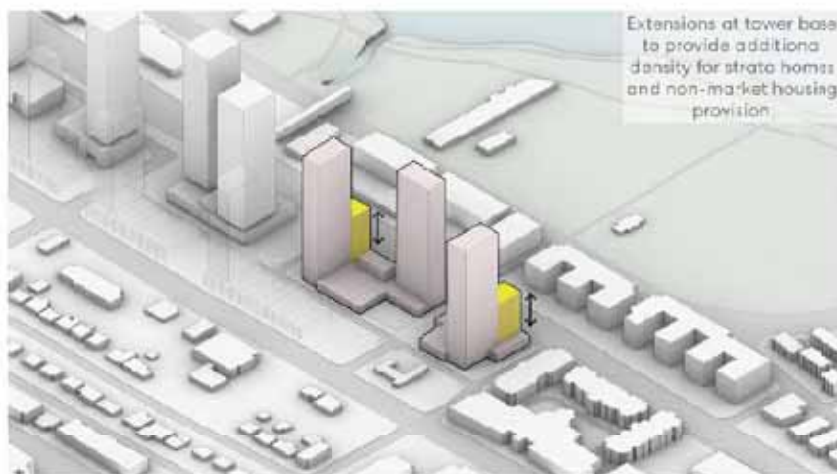
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4.3.2 Form Narrative



Spring Street

Reconing Decklet & OCP Framework



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

The proposal provides an opportunity to create a pedestrian-focused connection across the TOD area bringing people together. The extension of Electronic Avenue merges with the open spaces on site offering the potential for community focused activities. While the extension of Golden Spike Lane moves loading off of Spring Street to become a pedestrian-oriented street.

Public Realm

The site provides an opportunity to activate the public space as a community courtyard. This can be achieved through active programming within the open spaces and active uses along Spring Street which positions the open spaces as a node for the neighborhood.

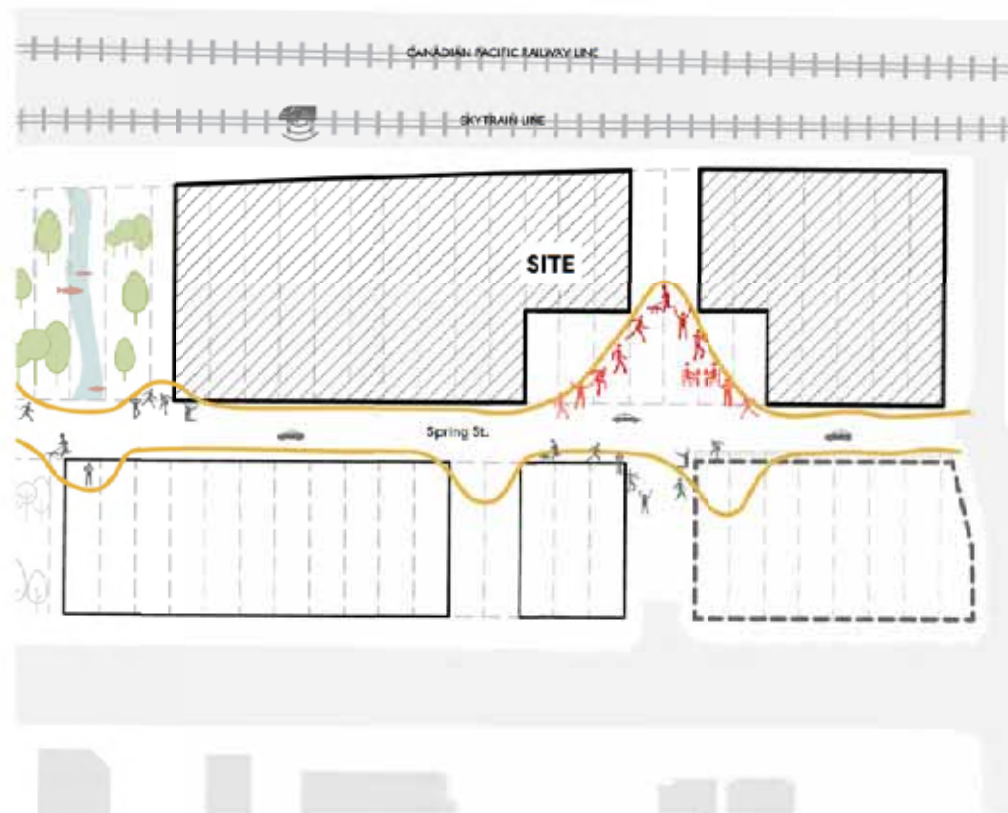
Views and Acoustics

The views from the 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 for residential homes and shared spaces.

Celebrating Natural Assets

The landscape approach focuses on climate resilience and ecological sustainability. The integration of a native and adaptive plant palette and interconnected tree canopies provides a resilient landscape, promoting shade, temperature regulation, and habitat connectivity.

The proposal benefits from the riparian area to the West on the adjacent Phase 1 application site. This offers an opportunity to celebrate the natural ecology of the site while providing a green buffer against the neighboring development and provides an opportunity to provide a natural interface to the project as opposed to the urban interface in the Community Courtyard.



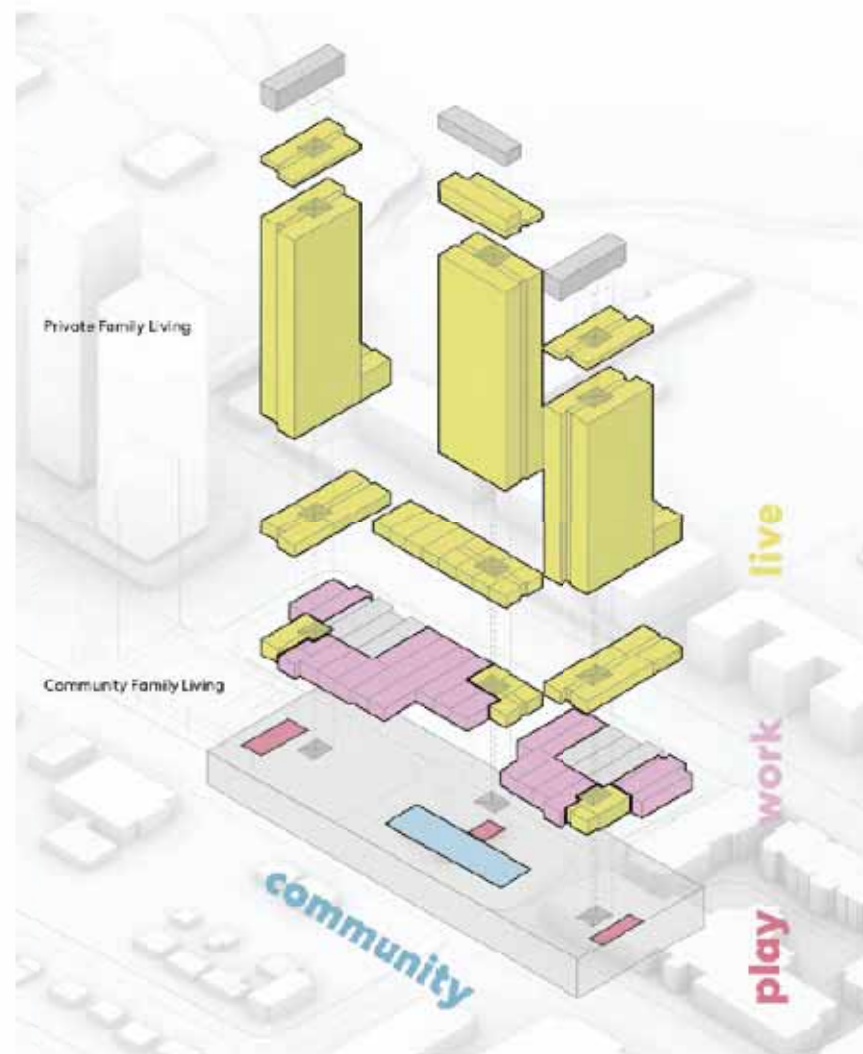
Spring Street

Reconing Beekiet & OCP Framework

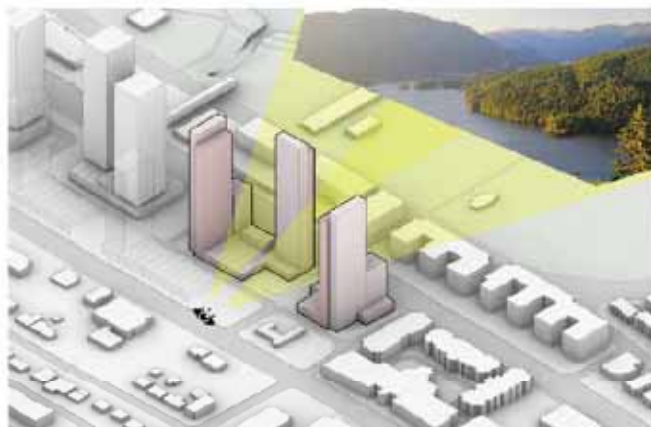
4.3.4 Family Centered Living

Vision Statement for Beedie Site

The Beedie proposal embodies a direct approach to **family-centred** living, fostering **vibrant community** interactions through integration of **public and private amenities** that **enhance** and **connect** the fabric of the neighborhood.



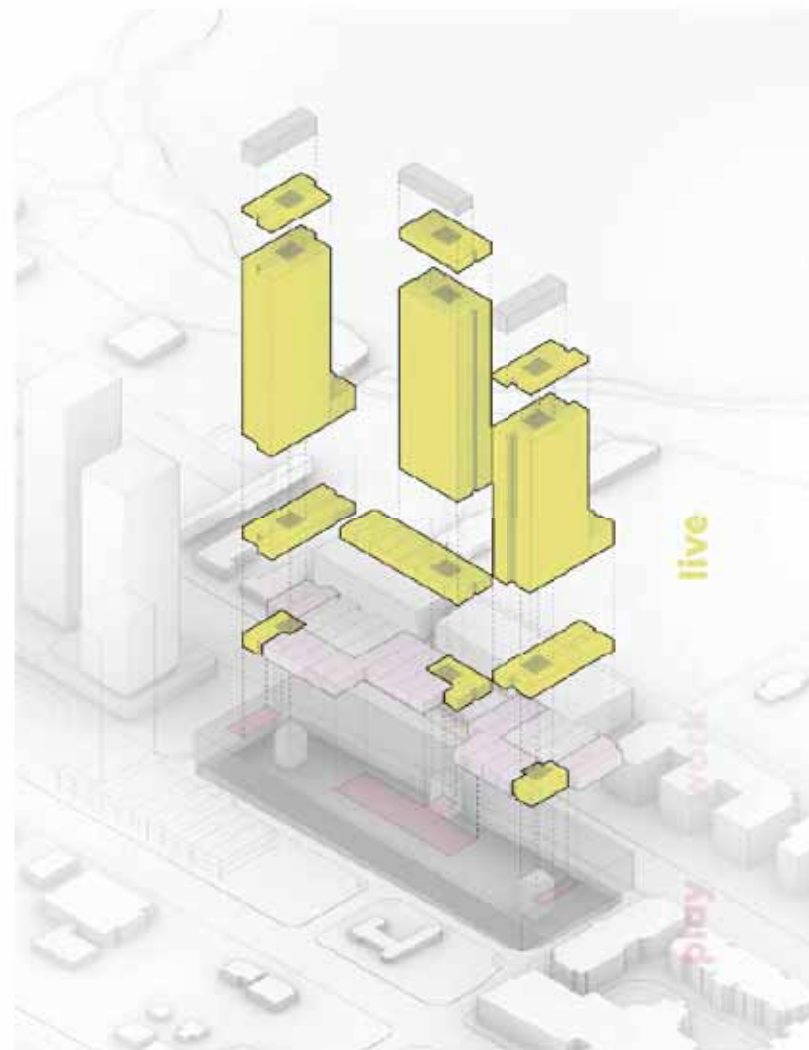
4.3.5 Family Centered Living - LIVE



Port Moody is a highly desirable place to live. According to Statistics Canada, Port Moody's population is projected to grow to 50,000 people by 2041, a growth of 50% over 2016 census figures. The Port Moody Climate Action Plan aims to have 90% of all new residents live within an easy walk of their "daily needs". Metro Vancouver's Regional Growth Strategy calls on population growth to be focused within walking distance to transit. 2017 OCP identifies the ambitions for Moody Centre to become the central 'downtown core' of Port Moody with Spring Street Acting as its pedestrian focused high street.

The application aligns with these ambitions by proposing a diverse range of housing options including strata ownership and partnerships for the provision of non-market and affordable housing.

Having dense, walkable communities in Port Moody would greatly improve the overall livability of the city. With more people living in close proximity to one another, there would be a greater sense of community and social connection among residents, and create opportunities for employment and economic development. The implementation of a pedestrian-friendly community design would enhance residents' convenience in accessing amenities and services, diminishing the necessity for lengthy car journeys while simultaneously fostering a more dynamic and health-conscious way of life.



Spring Street

Reconing Decklet & OCP Framework



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4.3.6 Family Centered Living – Market Housing

The proposed rezoning will create approximately 972 new homes helping to make this vision a reality. Out of 972 homes, **100% will be designed to be adaptable and approximately 50% will be family-friendly units, exceeding City of Port Moody current housing policy.** Having sufficient strata housing is important to every housing market for a number of reasons:

- **Housing supply:** The current housing shortage and lack of options for homebuyers demands more diverse options.
- **Long-term stability:** Unlike private rentals, ownership in housing can provide long-term stability for people who want to stay in their home and community long-term.
- **Return on investment:** A home once bought is an asset that is valued for a lifetime and even beyond. This also provides financial support in times of need.

Overall, the combination of on-site strata housing and off-site non-market housing creates a diverse community that offers options for everyone, all within a development that places a strong emphasis on promoting health, well-being, and inclusivity throughout.



Spring Street

Reasoning Decklet & OCP Framework

4.3.7 Non-Market Housing (2806 Spring Street)

2806 Spring Street is designated as non-market housing, creating 40 rental units with deeper affordability. Beedie intends to advance discussions with BC Housing around a program for women's transition housing. In addition to the units offered for the targeted resident population, complimentary amenities to facilitate the program's operations and enhance occupant livability are proposed.

A dedicated Moody TOD infill site for the affordable housing, offers several distinct advantages including design optimization, purpose-built architecture to accommodate the intended amenities, communal spaces, supportive infrastructure, and services tailored to the residents' specific needs. This approach then fosters a more supportive and closely-knit community, ultimately contributing to the likely success of the housing program.

2806 Spring Street equates to approximately 3115 m² (~33,500 sf) of residential floor area. As per the Port Moody Inclusionary Zoning policy – Affordable Rental Units a minimum 6% of residential FAR is to be made up of Non-Market Rental homes. The balance of this 6% policy requirement will be accommodated within the Phase 1 east tower.

Beedie looks forward to working with kwikwaka'wakw (Kwikwetlim) First Nation (KFN), on an arrangement for this remaining non-market density.



Illustration of proposed non-market housing on 2806 Spring Street
(Image courtesy Perkins&Will Architects)



Illustration of current project partnership between Beedie Living and BC Housing on another development site – 4803 Canada Way (Image courtesy Beedie Living)

4.3.8 Family Centered Living - WORK

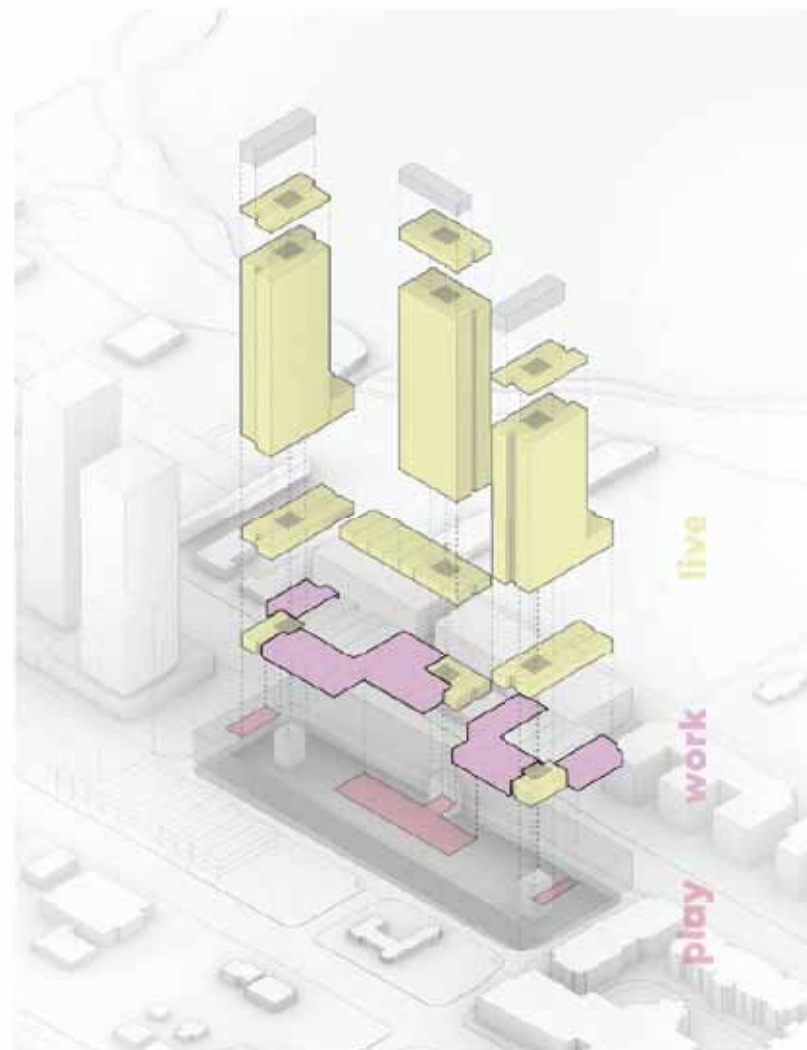


The conceptual approach to the site is to build on the characterization of the public realm within our proposed OCP Framework, establishing a Masterplan Neighbourhood node as an extension of an active and pedestrian focused Spring Street. This led to the creation of a Community Courtyard, entitled the Living Room.

Activating the ground plane that envelopes this plaza with office and retail space creates a hub of commercial activity within the Moody Centre precinct that supports local businesses and connects with local and transitory customers. Flexible space planning provides for the possibility of up to 400 jobs (refer to Colliers Employment letter in the Appendices).

Through the provision of approximately 50% 2 bed or larger units paired with the co-working residential amenity, the development is projected to accommodate an additional 200 work-from-home opportunities.

The proposed continuous active commercial frontage wrapping the ground plane, close to transit and high quality outdoor public spaces, provides businesses with the best chance for success. Generous ceiling heights within this active podium allow for second level mezzanine options for tenants and commercial owners, providing future flexibility.

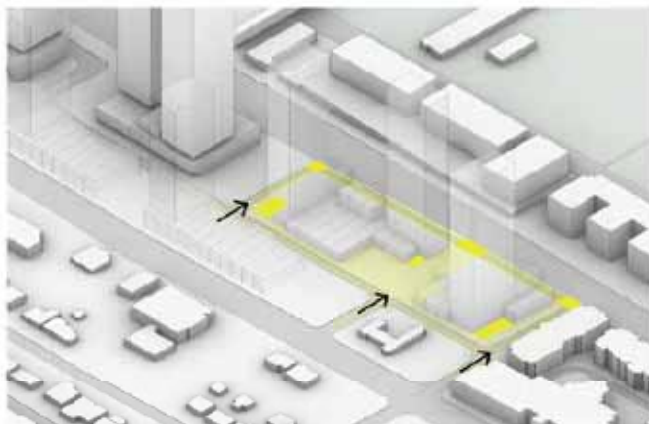


Spring Street

Reconciling Backlot & OCP Framework



4.3.9 Family Centered Living - PLAY

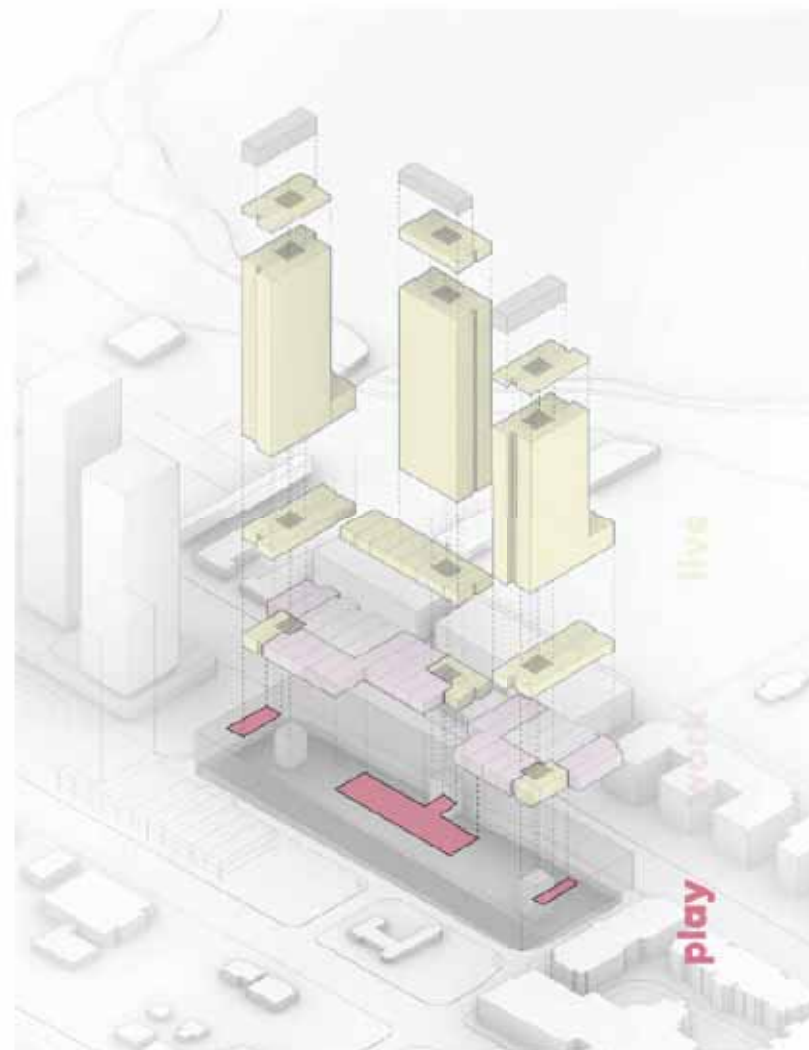


A vibrant walkable Spring Street is a clearly stated ambition of the City's OCP, emphasizing pedestrians, cyclists, retail activity, and including green spaces and residential entries. Beedie's application reinforces that ambition through the proposal of **The Living Room** Community Courtyard as a place where the public gathers to relax, play, eat and provides flexibility for community event planning.

The mixed use and vibrant nature of the programming creates a sense of social space during the day for employees and an evening gathering space for neighbourhood residents.

The towers individually reach the ground and provide a chance for a tailored public realm expression, which can incorporate elements of play, public art, and wayfinding, allowing a distinct identity for each tower relative to the communal Living Room plaza. The extension of Golden Spike Lane and backdrop of the boundary interface with the rail lines suggest an opportunity for a public art and/or landscape intervention to both soften and shield this firm edge.

24/7 active land uses allow for a safe, lively and complete community for residents to live, work and play in close proximity.



4.4 Landscaping & Public Realm



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Living



Spring Street

4.4.1 Landscape and Public Realm Introduction



The proposed Spring Street development aims to create a walkable, vibrant, pedestrian oriented public realm as the spine of the Moody Centre TOD area. The proposed Community Courtyard and meews function as the central organizing element of the project, offering high quality amenities to the TOD neighbourhood and community at large. The landscape design and public realm programming aims to promote social and environmental sustainability.



Pedestrian Priority & Transit Oriented Design



Family Friendly Programming



Sustainable & Resilient Design Strategies

4.4.2 Landscape Site Plan and Design Rationale



The proposed development, at the northeastern edge of Moody Centre TOD, offers public realm improvements and neighborhood amenities. Three towers and two podiums line Spring Street, connecting to the skytrain station and the community beyond. A central plaza at Spring Street and Electronic Avenue serves as a 'Living Room' with restaurants, cafes, and seating for informal meetings. A water feature, play area, sunken seating area, lush planting, and shade canopies encourage year-round use by residents of all ages. Electronic Avenue is envisioned as a pedestrian-priority Mews that can be closed for vehicles for markets or community events. Smaller plazas are at West and East Building corners. A secondary play area at the corner of Spring Street and the West connector lane takes cues from the adjacent

daylit creek. At the intersection of Buller and Spring Street, a small plaza is proposed to feature playful 'railway spike' seating elements to reference the connection to the Golden Spike Lane and serve as a wayfinding element. The landscape focuses on climate resilience and ecological sustainability. The integration of a native and adaptive plant palette and interconnected tree canopies provides a resilient landscape, promoting shade, temperature regulation, and habitat connectivity. Moreover, sustainable stormwater measures, including permeable pavements and rain gardens, are incorporated where feasible to support a sustainable stormwater management approach.

4.4.3 Living Room Urban Plaza



Flush Plaza Water Feature with Sheet Flow



Vertical Play Tower



Mounded Play Surfacing

The central plaza concept revolves around the creation of a vibrant outdoor 'Living Room,' acting as a central hub for social interactions, artistic expression, and community gatherings. To ensure its year-round usability for residents of all ages, the design strategically integrates shade structures, weather-protection, and flexible use areas able to support a variety of programming. Positioned at the plaza's center, a flush water feature takes the spotlight. In operation, it provides an interactive water element that complements adjacent play and seating zones. When winterized, the water feature seamlessly merges with the plaza's paving, maintaining the unity of the space and offering opportunities for alternative winter plaza programming. A dedicated play area includes dynamic play elements and mounded play surfacing.



Legend:

- 1 Canopy Structure
- 2 Water Feature
- 3 Play Area/Play Tower
- 4 Curved Seating Edge
- 5 Mounded Surfacing
- 6 Catenary Lighting

Plaza features like the curved seating, water feature, misting fountain and walking loops offer informal play opportunities, inviting kids to explore and engage. Adjacent to both the play area and the water feature, a distinctive geometric canopy provides shade and weather protection. This iconic structure not only adds to the plaza's visual appeal but also offers versatile, weather-independent programming opportunities. A sunken portion of the plaza features curvilinear planters with seating edges flaring into small lounging platforms for conversations, relaxation, and informal gatherings. Overhead frames span the width of the plaza while connecting it to the architectural rhythm of the surrounding buildings. The frames are designed to support catenary lighting and recessed feature lighting, extending the use of the plaza beyond daylight hours.



Curved Seating Edges



Canopy Structure



Misting Fountain



Catenary Lighting

4.4.4 Landscape Plan West Building



Wooden Play Structures with Nature/Creek Theme



Wooden Play Structures with Nature/Creek Theme



Lighting Integration with Plaza Arches



Corner Entry Plaza with Seating Elements



Legend:

- 1 Cafe/ Covered Patios
- 2 Curvilinear Seating Edges
- 3 Rain Gardens
- 4 Play Areas
- 5 Bike Parking
- 6 Geometric Canopy/Shelter
- 7 Water Feature
- 8 Unit Parking
- 9 Plaza Arches



Bike Racks



Curvilinear Planters



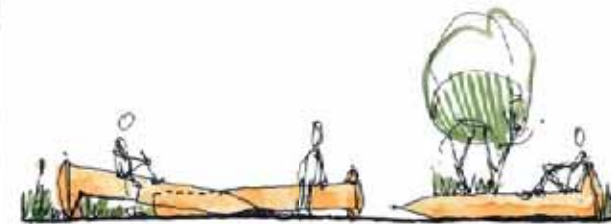
Rain Gardens



Cafe/Restaurant Patios

Spring Street

4.4.5 Landscape Plan East Building



"Golden Spike" Sculptural Seating Elements



Planter Seating Edges



Tree Planting with Ornamental Grasses



Continuous Plaza Paving with Electronic Avenue



Commercial Frontages



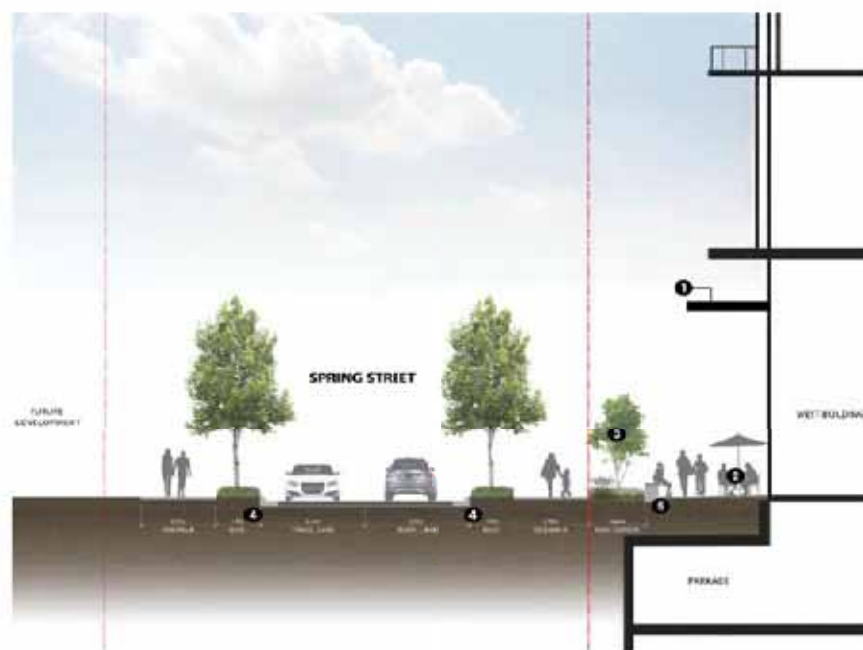
Ornamental Grasses

4.4.6 Spring Street

Spring Street acts as the central circulation spine of the proposed Mosely Centre TOD neighbourhood. Generous sidewalks provide ample space for pedestrians to stroll comfortably, fostering a sense of community and encouraging foot traffic while travel lanes are shared between cars and bicycles. The proposed boulevard is wide enough to support street trees and provide space for site furniture. Feature unit paving in boulevards is used to underline the importance of Spring Street while planted tree bases emphasize the rhythm of the deciduous tree canopy above, adding a rich texture to the public realm. The paved boulevards connect parking pockets to the sidewalks and provide space to strategically locate benches, bike racks and trash receptacles to support active street usage. Spring Street's design embodies the ideals of contemporary urban design, prioritizing the needs of people and fostering a vibrant, interconnected, and sustainable neighborhood.

Legend:

- ① Weather Protection
- ② Flexible Seating
- ③ Rain Gardens
- ④ Street Tree Plantings
- ⑤ Angled Seating Edges



Weather Protection



Angled Seating



Street Tree with Planting



City Bench



Bike Racks



Rain Gardens



Flexible Seating Areas

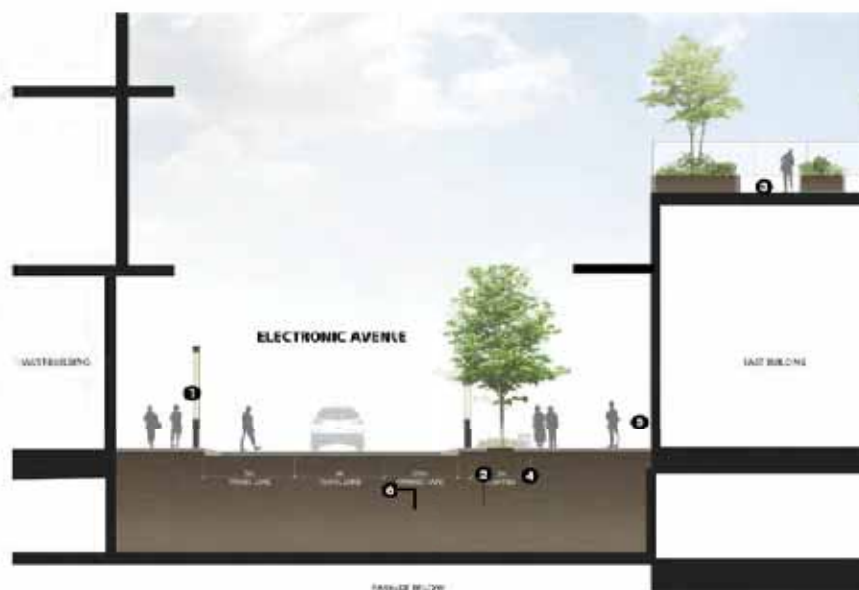
Spring Street

4.4.7 Electronic Avenue

Electronic Avenue is a critical public realm feature. It has been designed as a central mews allowing for drop-off and visitor traffic to arrive at the heart of the project. The proposed feature paving of the central urban paza seamlessly continues across Electronic Avenue to signal pedestrian priority and acting as the connective fabric between the East and West buildings. When temporarily closed to vehicular traffic, the mews transforms into a vibrant hub for local markets, events, and community festivals. The mews is characterized by a thoughtful blend of functional elements and aesthetics. Canopy structures and light columns provide shelter and illumination but also add an architectural dimension to the space, enhancing its visual appeal. The absence of barrier curbs signifies pedestrian priority, ensuring a safe and inviting interface with the adjacent public realm uses. Throughout the mews, strategically placed planting areas and seating opportunities create pockets of green and comfort for those passing through. Covered patio seating, commercial retail units and lobby entrances are proposed on both sides of the mews, providing activation, and increasing safety.

Legend:

- ① Light Columns
- ② Flush Tree Planting
- ③ Amenity Podium
- ④ Angled Seating Edges
- ⑤ Covered Patio
- ⑥ Shared Street/Unit Paving



Weather Protection



Flush Tree Planting with Grate



Shared Street



Angled Seating Edges



Hydraulic Bollards



Unit Paving



Local Market Events



Lighting Integration with Columns

4.4.8 Neighbourhood Gathering Space Comparison

LONSDALE QUAY - 10 Wallace Mews, North Vancouver



1
STREET



2
GATHERING



3
VIBRANCY



4
LANDSCAPE ELEMENTS

RIVER DISTRICT CROSSING - Vancouver, BC



1
RETAIL FRONTAGE



2
VIBRANCY



3
LANDSCAPE ELEMENTS



4
PUBLIC ACTIVATION

Spring Street

Neighboring Gathering Space Comparison

OLYMPIC VILLAGE - Vancouver, BC



1
FOCAL POINT



2
LAND-CAP ELEMENTS



3
VIEWS / VIBRANCY



4
RETAIL FRONTAGE

SUN HOF PARK - Vancouver, BC



1
BIKE CONNECTION



2
SEATING, LANDSCAPE ELEMENTS

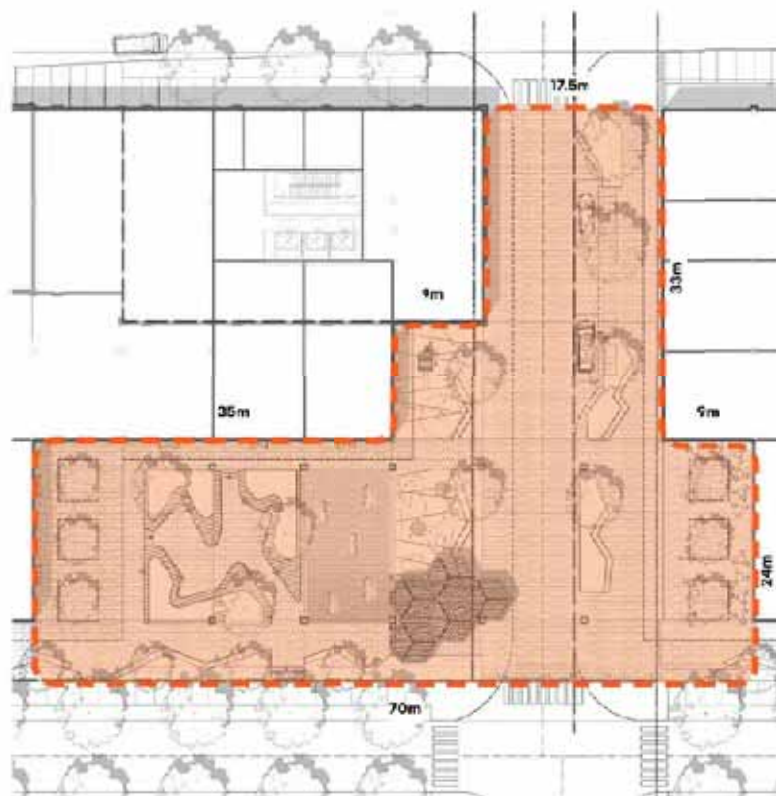


3
PLAY/CART



4
LANDSCAPES

4.4.9 Living Room Programming Studies



SITE AREA 2,440 m²



CASUAL CROWD
• 50 People

Spring Street



LOCAL MARKET
 • 60-100 People
 • 25, 3X3m Tents



PERFORMANCE
 • 100-200 People
 • 8X4m Stage

4.4.10 Podium Level Landscape



The landscape design for the amenity podiums seamlessly transitions indoor residential amenities to outdoor spaces, fostering a balanced blend of urban living and nature. These tower podiums serve as vibrant extensions of the built environment, offering a diverse range of engaging program areas. These include outdoor dining spots, urban agriculture plots, family-friendly play areas, outdoor workstations, multiple fitness areas, a bocce ball court, and various seating options for relaxation and gatherings. These integrated features will enhance the overall quality of life and provide a holistic living experience for all residents. Additionally, perimeter planters and an extensive sedum green roof increase biodiversity, combat the urban heat island effect, and support pollinator habitats.



Outdoor Sports and Play Amenity



Amenity Seating Area with Canopies

Spring Street



Bocce Ball Court



Outdoor Work Stations



Amenity Patios



Flex-Use Lawn Area



- Legend:**
- ① Amenity Patios
 - ② Play Areas
 - ③ Bocce Court
 - ④ Outdoor Fitness
 - ⑤ Canopies
 - ⑥ Outdoor Working Stations
 - ⑦ Perimeter Planting
 - ⑧ Tree Planting



Outdoor Fitness



Outdoor Dining



Catenary Lighting



Urban Agriculture

Perkins&Will P+A

Beedie
Living



Spring Street



4.4.11 Stormwater Management

Integrating sustainable stormwater practices is a central goal of the proposed development.

The project team is aiming to integrate innovative strategies and new technologies to create absorbent landscapes and reduce overall runoff. Rain gardens, green roofs, and blue-green infrastructure strategies can be utilized to create stormwater sponges even in over-slab conditions and on podiums. Engineered solutions for detention of rainwater can be utilized for the re-use of water for passive irrigation or watering of urban agriculture plots on the landscaped podiums. Generous landscaping not only serves as an aesthetic element but also functions as a natural stormwater filter. The strategic placement of native and adaptive vegetation including grasses, shrubs, and trees, enhances the soil's capacity to capture and retain pollutants, sediments, and nutrients carried by stormwater runoff. These natural processes contribute to improved water quality and ecosystem health, aligning with Port Moody's commitment to preserving its natural environment. The proposed generous tree canopy is further mitigating rain impact while fostering community well-being and reducing urban heat island effects.

Legend



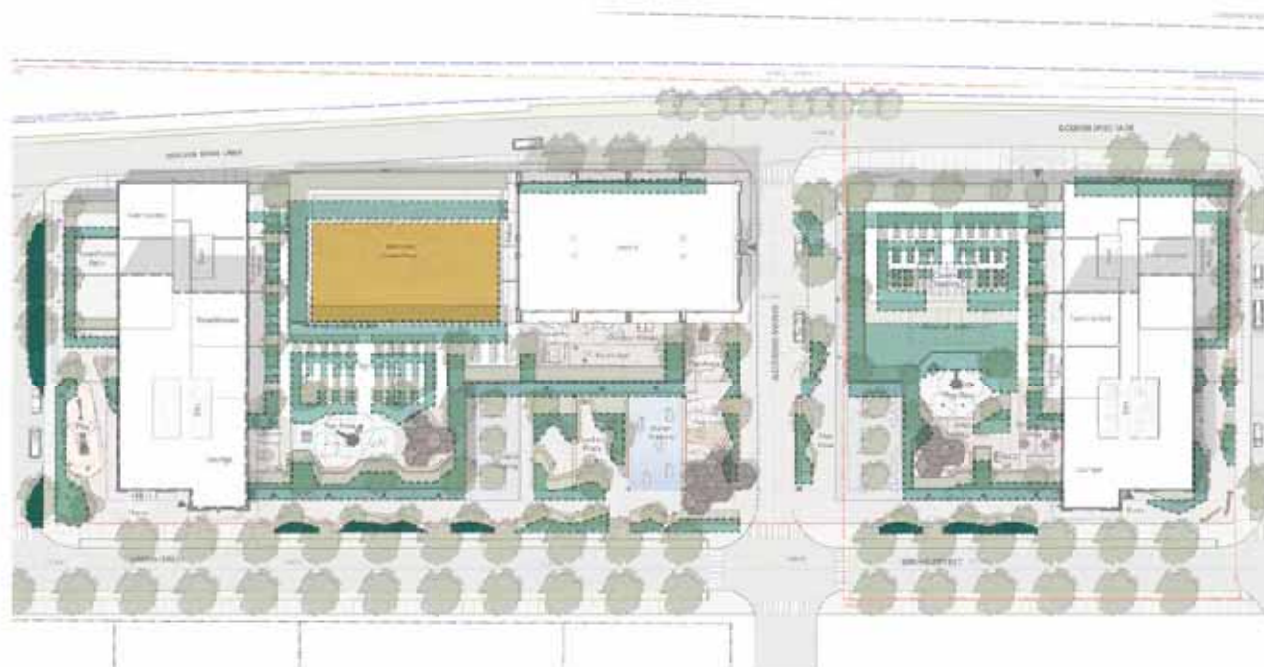
Rain Gardens



Absorbent Landscape



Green Roof



Absorbent Landscapes



Rain Gardens



Extensive Green Roof



Water Feature

Spring Street

4.4.12 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 in exception with plans to create a diverse, green and generous public realm through delivery of a new Community Courtyard, programmable mews, occupied exterior rooftops, and a vibrant Spring 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. This application introduces innovative elements that expand and enhance both the quality and variety of park spaces available to present and future residents. Furthermore, the inclusion of a pedestrian overpass in Phase 1 further enhances accessibility to nearby amenities, including Port Moody's thriving brewery district and Rocky Point Park.

Urban Systems was commissioned by the Moody Centre TOD stakeholders. This analysis is outlined in their report *Moody Centre Future Transit Oriented Neighbourhood OCP Amendment Application – Park and Open Space Analysis* contained in the appendix. This analysis has found:

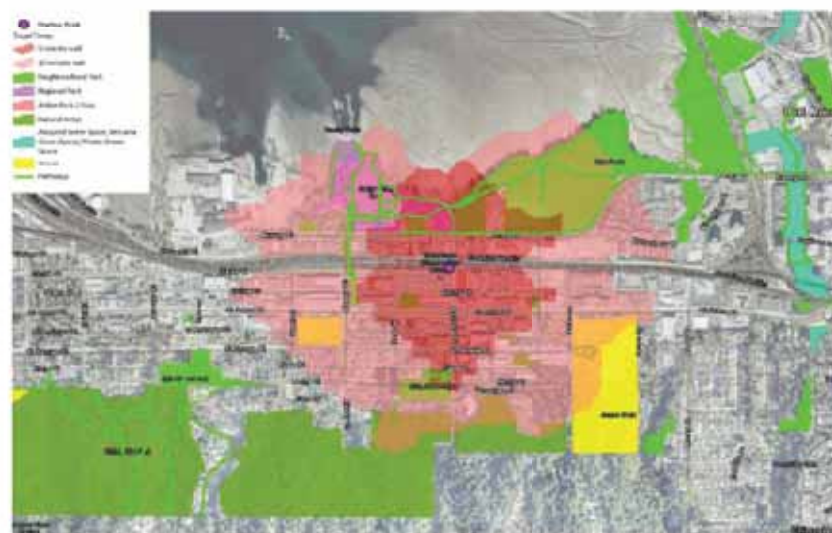
- The City of Port Moody's current target of active & neighbourhood park space within a 10-minute walk is 2.1 ha per 1,000 residents.
- The amount of active and neighbourhood park space within a 10-minute walk will be 3.2 ha per 1,000 residents.

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 systems 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.



Park distances from Moody Centre Station.



Park space within a 5 (red) and 10 (pink) minute walk from Moody Centre Station.

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Living

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Spring Street

Reconing Decklet & OCF Framework

4.5 Public Art

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Beedie
Living

4.5.1 Public Art Vision

Public art has the power to punctuate everyday environments, energize public space and inspire community participation in the creation of our urban landscape.

Envisioned as a complete community, located in proximity to the Moody Centre SkyTrain, Moody Centre is poised to transform the surrounding area into an exciting new transit-oriented urban centre for Port Moody. Unique in location and architectural scale, the project offers an exceptional opportunity to introduce a myriad of public artworks integrated with the overall architectural and landscape design and community contexts in meaningful ways. The public art will significantly contribute to the artistic and cultural vibrancy of this lively new urban community building legacy, civic pride and community identity.

The public art for Beedie's proposal will be thoughtfully considered, and will maintain the vision of the development as well as the City of Port Moody's public art program. As the "City of the Arts" the public art will reflect the City's commitment in offering public access to artistic expression and enhancing public awareness and appreciation of the visual arts supporting the goals outlined in the City of Port Moody Arts and Culture Master Plan (2017) and the City's Art in Public Places Master Plan (2021) for public art:

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

Situated on the on traditional, ancestral, and unceded territories of the kwikwəx̱an (Kwikwəx̱an), q̓iq̓əyt̓ (Qayqayt), x̓məθk̓əyām (Musqueam), sk̓wəw̓7mash (Squamish), and səliw̓ətəl̓ (Tsəl̓w̓ətəl̓) First Nations, the public art will further support the creation, promotion, and preservation of Indigenous art and culture.



Images from left to right:

Top Row: Broomfield, Judy, with Amyrose Haysman; Civic Centre, Port Moody, 2013. Photo credit: Gillian McMillan, Mozer; Sonar: Rising Reflections, San Francisco, 2020. Photo credit: Tyler Chertier, Hiss, Jeppe Modified Social Benches Brooklyn, NY 2016. Photo credit: Scott Lynch.

Middle Row: Berlin, Daniel and Jennifer Marmar; Salmon Run, Port Moody, 2021. HSSJ Architectural Firm; The Skyline (Amazon HQ), Seattle, 2019. Photo credit: Stuart North, Lavin, Jen, The Post, Multiple locations, 2016.

Bottom Row: Port Moody Welcome Sign, Port Moody, 2021. Photo credit: Paul Andersen, West, Franz; The Ego and the Id, Central Park, NY, 2009. Photo credit: Marilyn K. Yee.

Spring Street

Reconciling Backlot & OCP Framework

Beehive will engage in an inclusive public art process and work in collaboration with the City of Port Moody to generate opportunities to contribute to the city's existing cultural fabric. Public Art site locations and opportunities will be determined and realized over time with future phasing and, at the later respective Detailed Public Art Plan stage. All phases will be guided by best practices in contemporary art and public art. The artist selection process may involve a multi-faceted approach and could include artist invitations, open calls, direct commissions with a knowledgeable selection panel comprised of independent local arts professionals and community members.

Moody Centre TOD area is well served by public transit and planned with a hierarchy of interconnected pedestrian-friendly walkways, pathways and bike friendly roadways, open public green and plaza spaces for a variety of social gatherings with a mix of residential and commercial and a rich array of public amenities. This establishes a dynamic public realm offering a myriad of public art opportunities to greatly contribute to transforming sites of work, live and play into welcoming, engaging, and enjoyable environments for all.

Key considerations for public art site locations and opportunities will be public accessibility, visibility, and engagement for a diverse multi-generational audience as well as public safety and long-term maintenance.

The public art site locations and opportunities will be thoughtfully considered in a campus-wide approach of other stakeholders to establish curatorial cohesion to the project site, creating a dynamic interplay across public spaces and enlivening the creative quality of the district. Responding to the site, architecture, and landscape as well as the historic and cultural community contexts, the selected public artworks will be individually compelling, maintaining their own artistic rigour while conversing with one another in innovative and creative ways, fostering community connection.



- Images from left to right:
- Top Row: Giuseppe, Gino and Johannes Vilenski, Loop, Montreal (2014); Port, Susan, The River, Port Moody, 2004; Brakeman, Susan, Pinks, Port Moody, 2002.
- Middle Row: MacLaren, Charles and Tashiro, Haruchi, Nanaimo Mall, 2014; Plano, Chris, Rubens, Port Moody, 2002.
- Bottom Row: Brakeman, Susan, Pinks, Port Moody, 2002; Hapa Collective, Hapa, Vancouver, 2002.

Perkins&Will

Beedie/
Living

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Spring Street

Reasoning Backset & OCP Framework

4.6 Sustainability

4.6.1 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

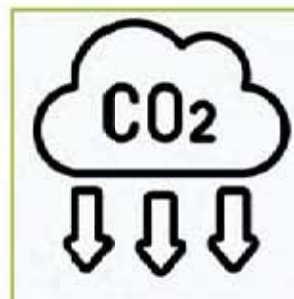
This section explores sustainability strategies as they relate to these three key objectives, and the accompanying City of Fort Moody Sustainability Report Card in the appendix outlines how these goals are met through the lens of environmental, social, cultural and economic sustainability.

In compliance with City of Fort Moody Energy Step Code Corporate Policy, the project will pursue Step 3 with integration of a Low Carbon Energy System and achieve a TEUI, TEDI and GHGI requirements of:

- Residential Occupancies - TEUI of 120 kWh/m²/yr, TEDI 30 kWh/m²/yr and GHGI of 6kg/m²/yr
- Mercantile Occupancies - TEUI of 120 kWh/m²/yr, TEDI 20 kWh/m²/yr and GHGI of 6kg/m²/yr

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.

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.



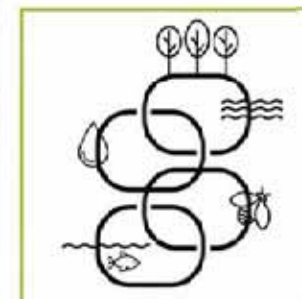
Carbon Leadership

The project aspires to reduce whole life carbon emissions and overall reliance on fossil fuels as means of meeting the City of Fort 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

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

Spring Street

Reconciling Decklet & OCP Framework

4.6.2 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.



Local Community built with Local materials and Labor
Where possible, source construction labor and materials from Port Moody or the immediate area to reduce transportation related emissions.



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 commercial spaces that contributes to a sense of vibrancy and street animation while supporting regional economic growth.

Enhanced Ecosystem



Daylit Creek and Riparian
Celebrate the daylighting of Dallas creek on the neighbouring application and adding more greenspace to Port Moody to serve as both public benefit and essential ecological support.



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
Re-vegetate the existing site (parking lot) to increase biodiversity in the area and provide greater ecological pathways for different species to navigate Port Moody.



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.

4.6.3 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.



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

Having dense, walkable communities in the centre of Port Moody would greatly improve the overall livability of the city. The public art and landscape spaces will be designed to express and facilitate the social values of the project. This includes fostering social connection, supporting different uses, zones and activities across generations within the community.

The plaza is an extension of a vibrant pedestrian-focused Spring Street that provides the necessary social and cultural facilities to foster a sense of 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 Living Room plaza is an extension of a vibrant pedestrian-focused Spring Street that is activated by a variety of retail, commercial and employment generating spaces.

The creation of a central hub of commercial activities and services in a walkable community and prioritizing walking, cycling, and transit-use over single occupancy vehicle use leads to reduced public and private spending on commuting and keeps engagement and economic activity within the community.

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.



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: The public realm will be developed in coordination with the surrounding developments proposed as part of Phase 1 and wider Moody Centre TOD applications. This will provide a better community feel and diversity of character across the precinct that can accommodate a variety of uses and events for the neighborhood. The Living Room plaza on the Beedie site will act as a welcoming gathering space for community residents of all backgrounds which is vital to the creation and evolution of a complete and inclusive community.

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), Beedie 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 will embrace different art expressions that represent the diverse cultures found within Port Moody.



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 walkable community.

The project will be designed for an envelope first approach to performance based design in order to reduce greenhouse gas emissions.

The development promotes active transportation and will look to enhance the urban biodiversity through reintroduction of native or adaptive plant species that provide multi-story habitat and allow residents and visitors opportunities to learn about the lands history.

Spring Street

Reasoning Backset & OCF Framework

4.7 Policy Context

4.7.1 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:** the project scores well on all four pillars of sustainability—environment, economic, social, and cultural. The development will comply with the existing Green Building Policy. The project is to be assessed via a Sustainability Report Card, refer to the Sustainability Chapter 4.6 and the Appendix for the Report Card.

Environment

- **Forested Character:** proposed landscaping plan will increase the tree canopy in public and private areas that will provide shade for residents and pedestrians
- **Environmentally Sensitive Areas:** sites contaminated by past heavy industrial uses will be remediated as part of the development process

Housing

- **Range of Choices:** the application proposes a diverse range of housing options from ownership to the provision of affordable housing. Providing these housing alternatives contributes toward addressing the Lower Mainland's various housing needs.
- **Complete Neighbourhoods:** the proposal creates a pedestrian-focused street that provides the necessary and appropriate amenities, as well as social and cultural facilities to foster a sense of community cohesion and identity

Appropriate Development

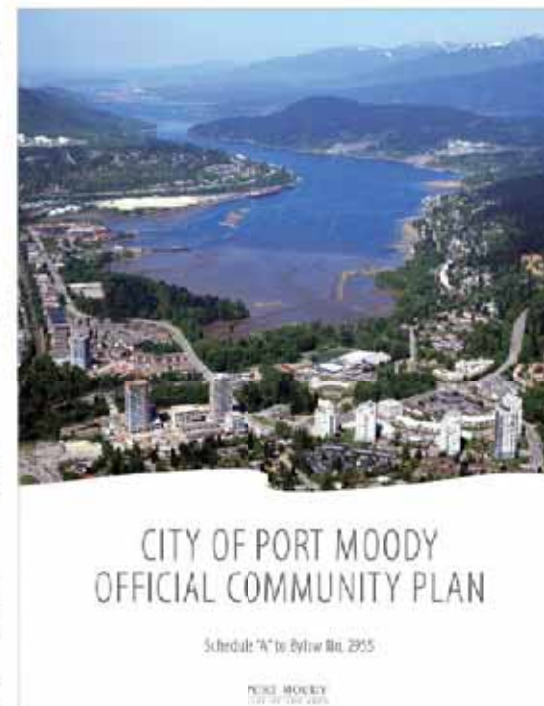
- **Sensitive Infill:** the proposal incorporates thoughtful urban design, includes high quality architecture, and creates new green space
- **Transit-Oriented Development:** the development is directly adjacent to the Evergreen Line transit stations.
- **Connections:** pedestrian and cycling connections 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 dynamic Community Courtyard, Electronic Mews and pocket plazas.
- **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 as part of the Phase 1 application on the adjacent site to run across SkyTrain and the West Coast Express train tracks will greatly improve access to the Burnard Inlet through Rocky Point Park.

Transportation

- **Traffic:** To relieve traffic congestion 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.



4.7.2 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 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 CCP 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	- Restore/ strengthen our natural environment - Restore/ strengthen our urban forests	Use of indigenous flora and fauna, stormwater management and landscaping within the public realm to provide tree canopy, shading and immersion in nature.
Buildings	- Design/ construct/ renovate buildings that: - are durable and more likely to withstand or recover quickly from anticipated effects of climate change; - use relatively little energy to operate; - provide a healthy indoor environment with good air quality. - Design/ construct/ renovate buildings with: - materials that are associated with low levels of embodied carbon; - materials that store carbon - 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.	Emergency power, passive cooling systems, energy efficient (Step code 3 or 4).
Emergency response and human health	- Ensure all members of the community have equal access to information, support, and resources related to preparing for climate change impacts - Ensure the City is ready to respond to climate-related hazards, such as flooding, wildfires, and extreme heat	Emergency plan in place for residents, climate awareness info and energy reduction recommendations.
Infrastructure	- Reduce water consumption - Minimize urban flooding due to heavy rainfall - 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	Use of low-flow plumbing fixtures in building, rainwater capture/ detention/ retention as part of landscape design.
Land use and growth management	- Incorporate climate change risks and vulnerability assessments into land use planning and development. - Develop a complete, connected, and compact community to minimize transportation and building emissions. - Manage shoreline erosion from sea level rise and coastal flooding	Transit-oriented development focuses daily transportation on cleaner modes which reduced GHG's, puts people within walking distance to daily needs
Transportation and mobility	- Reduce greenhouse gas emissions from the City's fleet of vehicles. - Support the use of alternative and zero-emission transportation options. - Encourage residents to use clean vehicles that emit low or zero levels of greenhouse gases.	Residential parking stalls will be EV Ready, fast chargers in public parking, co-op vehicle(s) will be incorporated into development. Over 2,000 bike parking stalls will be provided.
Waste reduction and management	Minimize waste going to landfill and achieve zero emissions from waste before 2050.	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 public plaza focussed on fostering community connection, located in what is described as the Neighbourhood node within the Moody Centre Transit Oriented Development Area, outlined in the CCP Framework (Section 3). Additionally, the development will include high quality private amenity spaces (both indoor and outdoor) as well as fitness areas and children's play 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. Beedie's proposal provides 6% non-market housing, which aligns with this policy requirement.

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 will support by virtue of it being an urban, transit-oriented development situated within 300 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, with the application proposing to greatly exceed the policy minimums of multifamily units.

Number of Bedrooms	Share of Units
Studios	51% (75% max allowed)
One-Bedroom	
Two-Bedroom	39% (20% min required)
Three-Bedroom or more	7% (5% min required)

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

Public Art Corporate Policy, 2017

We recognize that, as "The City of the Arts" grows, public art will continue to be an 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 \$2.4 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 region's 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 46,000 SF of ground floor retail / employment space.

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 increasing the tree canopy, greatly improving stormwater retention and reintroducing native and resilient plant species.

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 region and introducing new cycling and walking routes to the area.

Spring Street

Rezoning Decklet & OCP Framework

Other Guiding Policies and Plans

4.7.3 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.



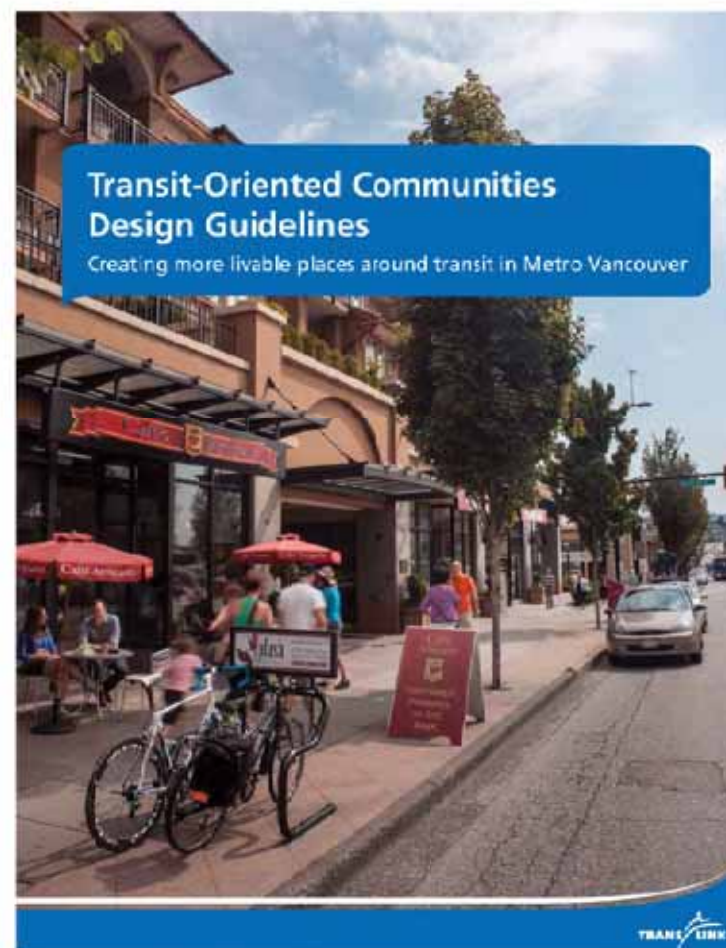
Perkins&Will

Beedie
LivingOther Guiding Policies and Plans

4.7.4 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 built 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 5.0

Submission Documents

Contents

- 5.1 Separate Submission Documents
- 5.2 Drawings — Market Street
- 5.3 Drawings — Non-Market (2805 Spring St.)

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Spring Street

Reasoning Decklet & OCP Framework

5.1 Separate Submission Documents

- Refer to Submission Folders

C - Title Certificate

E - Site Profile

F - Report and Plans

Civil Report

Community Engagement Summary

Energy Modelling Letter of Commitment

Environmental Report

Geotechnical Report

Transportation Study

G - Site Survey

H - Arborist Assessment

I - Site Plan

J - Site Servicing Plan

W - Sustainability Report Card

Supplemental Material

Happy Cities Wellbeing Report

Urban Systems Park Space Analysis

Colliers Employment Letter

Perkins&Will

PROJECT INFORMATION

PROJECT NAME	2001 BROAD STREET	
PROJECT NUMBER	21788	
PROJECT ADDRESS	1900 2ND STREET ST. BRUCE DISTRICT AVE	
LEGAL DESCRIPTION	PLAT 11, PLANNING DISTRICT LOT 10 NEW WEST DISTRICT PLAT 1, PLANNING DISTRICT LOT 10 NEW WEST DISTRICT GROUP 1 PLAT 17, PLANNING DISTRICT LOT 10 NEW WEST DISTRICT GROUP 1 PLAT 16, PLANNING DISTRICT LOT 10 NEW WEST DISTRICT	
OWNER NAME	M. Thompson	
ARCHITECT FIRM	P&W Inc.	
CONSULTANT FIRM	City of Seattle, Urban Community Plan 2017	
PREPARED FOR CLIENT	City of Seattle, Urban Community Plan 2017	
DATE PREPARED	2017-01-10	

SITE AREA KEY PLAN		

SITE DATA		
PROJECT AREA (SQUARE FEET)	10,000	10,000
TOTAL AREA (SQUARE FEET)	10,000	10,000
AREA COVERAGE	100%	100%
BUILDING HEIGHT		
BUILDING HEIGHT	MAX ALLOWED	PROPOSED
BUILDING HEIGHT	NA	100' - 100'
BUILDING HEIGHT	NA	100' - 100'

FAR CALCULATIONS / PROGRAM

PROVIDED FAR AREA			
RESIDENTIAL	2700 SF	100.00 SF	
RETAIL	4100 SF	100.00 SF	
TOTAL	6800 SF	100.00 SF	

PROVIDED FAR EXCLUSION AREA			
OPEN SPACE	100 SF	100.00 SF	
OPEN SPACE	100 SF	100.00 SF	
OPEN SPACE	100 SF	100.00 SF	
TOTAL	300 SF	100.00 SF	

FAR CALCULATION			
FAR AREA	6500 SF	100.00 SF	
SITE AREA	10000 SF	100.00 SF	
FAR	100.00 SF	100.00 SF	
RECEIVED AREA (SQUARE FEET)	10000 SF	100.00 SF	

OPEN BALCONY			
PROVIDED	1000 SF	100.00 SF	
PROVIDED AREA	1000 SF	100.00 SF	

SHEET LIST

DRAWING INDEX		
SHEET NUMBER	SHEET NAME	DATE
01-GENERAL		
R2-MA-001	COVER SHEET	•
R2-MA-002	PROJECT STATISTICS	•
R2-MA-003	AREA AND UNIT TYPE SUMMARY	•
R2-MA-004	PARKING STATISTICS	•
R2-MA-005	CONTEXT PLAN	•
R2-MA-006.1	SITE SURVEY	•
R2-MA-006.2	SITE SURVEY	•
R2-MA-007	CONTEXT PHOTOS	•
R2-MA-008	SITE SERVING PLAN	•
R2-MA-010	SITE PLAN - SITE COVERAGE & LAND SWAP	•
R2-MA-011	SHADOW STUDY	•
R2-MA-012	SITE SECTION S.W.	•
R2-MA-013	SITE SECTION N.E.	•
02-ARCHITECTURE		
R2-MA-101	FLOOR PLAN - PARKADE F4	•
R2-MA-102	FLOOR PLAN - PARKADE F3	•
R2-MA-103	FLOOR PLAN - PARKADE F2	•
R2-MA-104	FLOOR PLAN - PARKADE F1	•
R2-MA-105	FLOOR PLAN - PARKADE P6	•
R2-MA-106	FLOOR PLAN - GROUND LEVEL (1)	•
R2-MA-107	FLOOR PLAN - GROUND LEVEL (2)	•
R2-MA-108	FLOOR PLAN - TOWER TAIL	•
R2-MA-109	FLOOR PLAN - TOWER TYPICAL LOWER	•
R2-MA-110	FLOOR PLAN - TOWER TYPICAL UPPER	•
R2-MA-111	FLOOR PLAN - PENTHOUSE	•
R2-MA-112	FLOOR PLAN - MED-ROOF LOWER	•
R2-MA-113	FLOOR PLAN - MED-ROOF UPPER	•
R2-MA-120	TYP UNIT LAYOUT	•
R2-MA-201	SECTION M-S 1	•
R2-MA-202	SECTION M-S 2	•
R2-MA-203	SECTION M-S 3	•
R2-MA-204	SECTION M-S 4	•
R2-MA-301	BUILDING ELEVATION - NORTH	•
R2-MA-302	BUILDING ELEVATION - SOUTH	•
R2-MA-303	BUILDING ELEVATIONS - EAST & WEST	•
FAR		
FAR-MA-01	COVER PAGE	•
FAR-MA-02	FAR SUMMARY	•
FAR-MA-03	FLOOR PLAN - GROUND FLOOR	•
FAR-MA-04	FLOOR PLAN - UPPER FLOOR	•
FAR-MA-05	FLOOR PLAN - WEST TOWER	•
FAR-MA-06	FLOOR PLAN - NORTH TOWER	•
FAR-MA-07	FLOOR PLAN - EAST TOWER	•

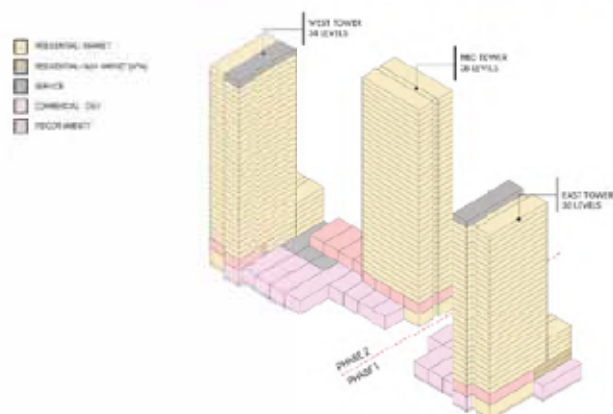
Rezoning Decklet & OCP Framework

MECHANICAL SYSTEMS - PHASE 3					
Type	Unit/Mx (range)	Unit/Mx (actual)	No. of units	Unit Target Range	Average unit price
Studio	50x	20x	13	4,050-4,600	4,331
3 Bed	270x	100x	68	3,300-3,750	3,525
2Bed + Den	270x	100x	10	3,300-3,750	3,525
2 Bed	300x	100x	14	3,800-4,300	4,050
2Bed + den	170x	100x	30	3,000-3,500	3,250
3 Bed + Pk	1,070	1,000	19	3,900-3,950	3,925
TOTAL			138	3,600-4,300	3,816

MECHANICAL SYSTEMS - PHASE 2					
Type	Unit/Mx (range)	Unit/Mx (actual)	No. of units	Unit Target Range	Average unit price
Studio	50x	20x	14	4,050-4,600	4,331
3 Bed	270x	100x	100	3,300-3,750	3,525
2Bed + Den	270x	100x	101	3,300-3,750	3,525
2 Bed	300x	100x	20	3,800-4,300	4,050
2Bed + den	170x	100x	40	3,000-3,500	3,250
2 Bed + Pk	1,070	1,000	18	3,900-3,950	3,925
TOTAL			293	3,600-4,300	3,877

MECHANICAL SYSTEMS - AS SUPPLY					
Type	Unit/Mx (range)	Unit/Mx (actual)	No. of units	Unit Target Range	Average unit price
Studio	50x	20x	15	4,050-4,600	4,331
3 Bed	270x	100x	750	3,300-3,750	3,525
2Bed + Den	270x	100x	90	3,300-3,750	3,525
2 Bed	300x	100x	200	3,800-4,300	4,050
2Bed + den	170x	100x	350	3,000-3,500	3,250
3 Bed + Pk	1,070	1,000	70	3,900-3,950	3,925
TOTAL			1,525	3,600-4,300	3,847

WEST TOWER RATES						NORTH TOWER RATES						EAST TOWER RATES					
1BR	30	38	75.00%	1,100	800	72.73%	2,000	1,500	75.00%	2,000	1,500	75.00%					
1BR + D	45	55	122.22%	1,100	1,400	127.27%	2,000	2,500	125.00%	2,000	2,500	125.00%					
2 Bed	57	67	117.54%	1,100	1,300	118.18%	2,000	2,300	115.00%	2,000	2,300	115.00%					
3 BR + D	60	60	100.00%	1,100	9,000	81.82%	2,000	18,000	90.00%	2,000	18,000	90.00%					
3 BR	70	70	100.00%	1,100	2,100	190.91%	2,000	4,200	210.00%	2,000	4,200	210.00%					
4 BR	80	80	100.00%	1,100	11,000	100.00%	2,000	22,000	110.00%	2,000	22,000	110.00%					



GFA TOTAL		
AMENITY	2,297.30 m ²	22,582
FF USE RETAIL	71,194.71 m ²	817,179
RETAIL	4,119.34 m ²	46,484
SERVICE	362.73 m ²	10,817
	87,912.58 m ²	916,595

Perkins&Will

RESIDENTIAL PARKING (REQUIRED)

REQUIRED		DWELLING UNITS	MINIMUM REQUIRED	PROPOSED BY SUIT*	PROVIDED (ACC. PARKING INCLUDED)
RESIDENTIAL PARKING	SUIT REFERENCE Parking By-law 5.3.1				
Studio	1 space per unit (0.55 proposed)	50	55	40 (70%)	
1 Bedroom Unit	1 space per unit (0.55 proposed)	440	440	378 (70%)	
2 Bedroom Unit	1.25 spaces per unit (1.25 proposed)	340	340	419 (70%)	
3 Bedroom Unit	1.35 spaces per unit (1.25 proposed)	50	50	118 (70%)	
TOTAL		930	930	1397 (70%)	1026
ACCESSIBILITY / DISABILITY PARKING		MIN. PARKING SPACE PROPOSED BY SUIT*	MINIMUM REQUIRED	PROVIDED (INCLUDED IN OVERALL PARKING COUNT)	
ACCESSIBILITY / DISABILITY PARKING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 Total required parking spaces: 1% total required parking spaces				
1-30	1				
40-50	2				
75-100	3				
125-150	4				
For each additional 50 parking spaces, 1 additional parking space at not less than 1:50 ratio					
TOTAL		1196	25	25	25
ELECTRIC VEHICLE PARKING		TOTAL PARKING SPACE PROPOSED BY SUIT*	MINIMUM REQUIRED	EV PARKING (INCLUDED IN OVERALL PARKING COUNT)	
ELECTRIC VEHICLE PARKING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 For all parking spaces provided for residential use, excluding visitor parking spaces, shall be EV parking spaces				
TOTAL		1196	700		47
RESIDENTIAL VISITOR PARKING		DWELLING UNITS	MINIMUM REQUIRED	PROVIDED	
RESIDENTIAL VISITOR PARKING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 Visitor: 0.7 units for the first 100 units, then 0.1 unit (0.1:1) and proposed				
TOTAL		930	107	107 (11%)	107 (11%)

COMMERCIAL PARKING (REQUIRED)

REQUIRED		GFA (sq ft)	MINIMUM REQUIRED	PROVIDED (ACC. PARKING INCLUDED)
WIDE EMPLOYMENT PARKING	SUIT REFERENCE Parking By-law 5.3.1			
OFFICE	1 space per 100 sq ft of Floor Area	80	80	
RETAIL	1 space per 100 sq ft of Floor Area	30,000 sq ft (300,000 sq ft)	300	
PHARMACY	1 space per 100 sq ft of Floor Area	8,775 sq ft (87,750 sq ft)	88	
RESTAURANT	1 space per 100 sq ft of Floor Area	8,800 sq ft (88,000 sq ft)	88	
TOTAL			156	156 (100%)
ELECTRIC VEHICLE PARKING		MIN. PARKING SPACE REQUIRED	MINIMUM REQUIRED	PROVIDED (INCLUDED IN OVERALL PARKING COUNT)
ELECTRIC VEHICLE PARKING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 Min of 20% of parking spaces			
TOTAL		156	31	31 (20%)

REQUIRED		MIN. PARKING SPACE REQUIRED	MINIMUM REQUIRED	PROVIDED
MIN. SMALL CAR REQUIRED	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 Minimum of 20% of the total parking requirement			
TOTAL		156	31 (20%)	31 (20%)

* Refer to parking & loading section

RESIDENTIAL BICYCLE PARKING (REQUIRED)

REQUIRED			PROVIDED	
RESIDENTIAL BICYCLE PARKING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1	DWELLING UNITS	MINIMUM REQUIRED	RESIDENTIAL LONG TERM BIKING PARKING
LONG TERM SPACES	1.5 spaces per dwelling unit (1.5:1)	TYPE		
		BIKE LOCKER	MIN. 10%	200 (10%)
		STANDARD (WALL MOUNTED)	MIN. 10%	100 (5%)
		OVERHEAD	MIN. 10%	100 (5%)
		STREET (HORIZONTAL)	MIN. 10%	100 (5%)
		SPT. TOTAL	930	400 (43%)
SHORT TERM SPACES	4 spaces for each apartment building on a lot 10 dwelling units, not applicable to buildings with less than 10 units		PROVIDED RESIDENTIAL SHORT TERM BIKING PARKING	
		SPT.	LEVEL 1	TOTAL
			LEVEL 2	TOTAL
		TOTAL	SPT. TOTAL	TOTAL

PARKING SUMMARY

PROVIDED				
OVERALL PARKING (ACCESSIBLE PARKING INCLUDED)				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL 1	81	0	0	81
LEVEL 2	222	0	0	222
LEVEL 3	278	13	7	318
LEVEL 4	278	20	0	318
LEVEL 5	278	0	0	278
TOTAL	1037	33	7	1127

RECOMMENDED PARKING				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL 1	75	0	0	75
LEVEL 2	278	0	0	278
LEVEL 3	278	0	0	278
LEVEL 4	278	0	0	278
LEVEL 5	278	0	0	278
TOTAL	1111	0	0	1111

SHARED PARKING (RESIDENTIAL / WIDE / COMMERCIAL)				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL 1	0	0	0	0
LEVEL 2	0	0	0	0
LEVEL 3	0	0	0	0
LEVEL 4	0	0	0	0
LEVEL 5	0	0	0	0
TOTAL	0	0	0	0

TOTAL PARKING	
RECOMMENDED	1111
SHARED PARKING	0
TOTAL	1111

PROVIDED	
TOTAL PARKING - PHASE 1	308
RECOMMENDED	308
SHARED PARKING	0
TOTAL	308

PROVIDED	
TOTAL PARKING - PHASE 2	670
RECOMMENDED	670
SHARED PARKING	0
TOTAL	670

COMMERCIAL BICYCLE PARKING (REQUIRED)

REQUIRED		GFA (sq ft)	MINIMUM REQUIRED	PROVIDED (ACC. PARKING INCLUDED)
COMMERCIAL	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 1 per 750 sq ft			
LONG TERM SPACES	1 per 750 sq ft	4,775 sq ft	6	6
SHORT TERM SPACES	0.5 per 750 sq ft	4,775 sq ft	3	3
TOTAL			9	9

* PARKING NUMBER CALCULATION DETAILS: LOADING PROPOSAL, REFER TO SUIT STRATEGIC REPORT

* BIKE PARKING TYPE MIX RATIO REFERS TO MINIMUM REQUIREMENT

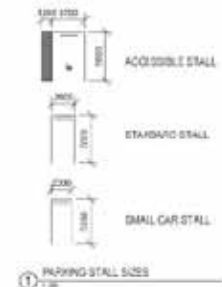
* BIKE LOCKER MIN. 10%

* STANDARD / WALL MOUNTED MAX. 80%

* OVERHEAD MAX. 10%

LOADING (REQUIRED)

REQUIRED		GFA (sq ft)	MINIMUM REQUIRED	SUITE PROPOSED (PROPOSED)	SUITE PROPOSED (PROPOSED)	COMMODITY LOADING
COMMERCIAL LOADING	SUIT REFERENCE City of Fort Moody Zoning By-law 5.3.1 See 5.3.1.1 (a) of Building Code					
Less than 600 sq ft (0.2:1)	See 5.3.1.1 (a) of Building Code	1	1	1	1	CLASS A - 1
600 sq ft to 2,250 sq ft (0.2:1)	See 5.3.1.1 (a) of Building Code	2	2	2	2	CLASS B - 1
2,250 sq ft to 4,750 sq ft (0.2:1)	See 5.3.1.1 (a) of Building Code	3	3	3	3	CLASS C - 1
TOTAL		6	6	6	6	CLASS D - 1



1. PARKING STALL SIZES

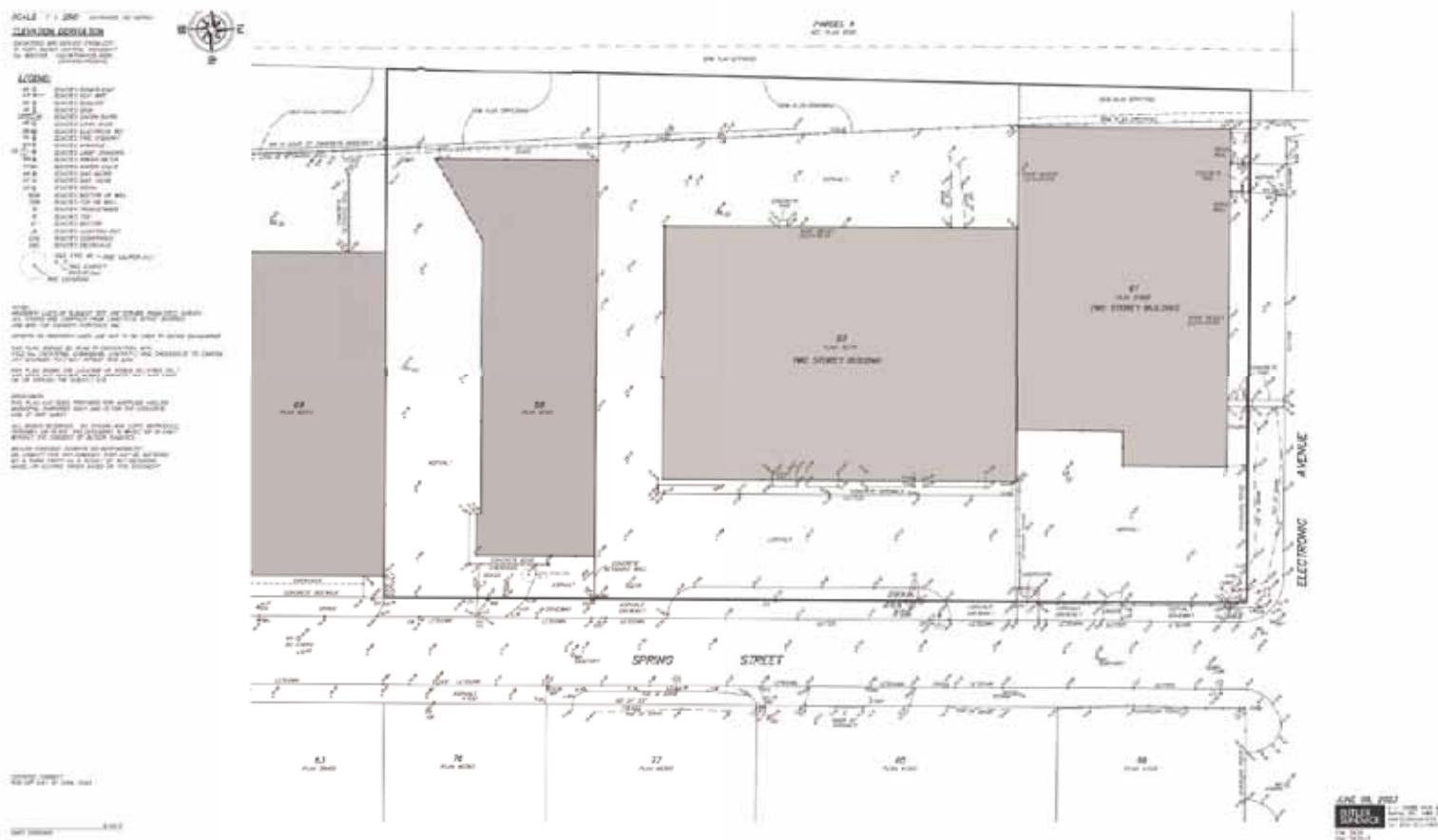
Reasoning Decklet & OCP Framework



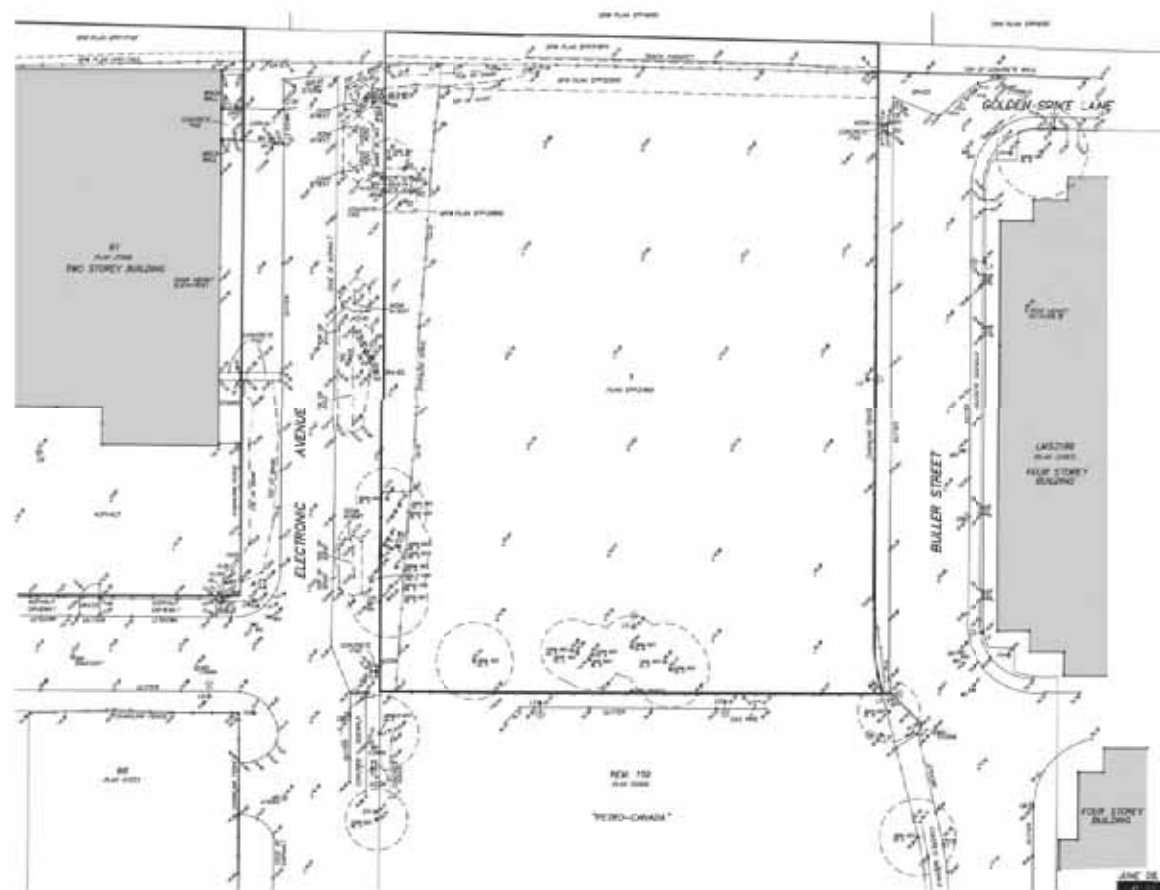
Perkins&Will

5.2 Market Strata Drawings

Survey West

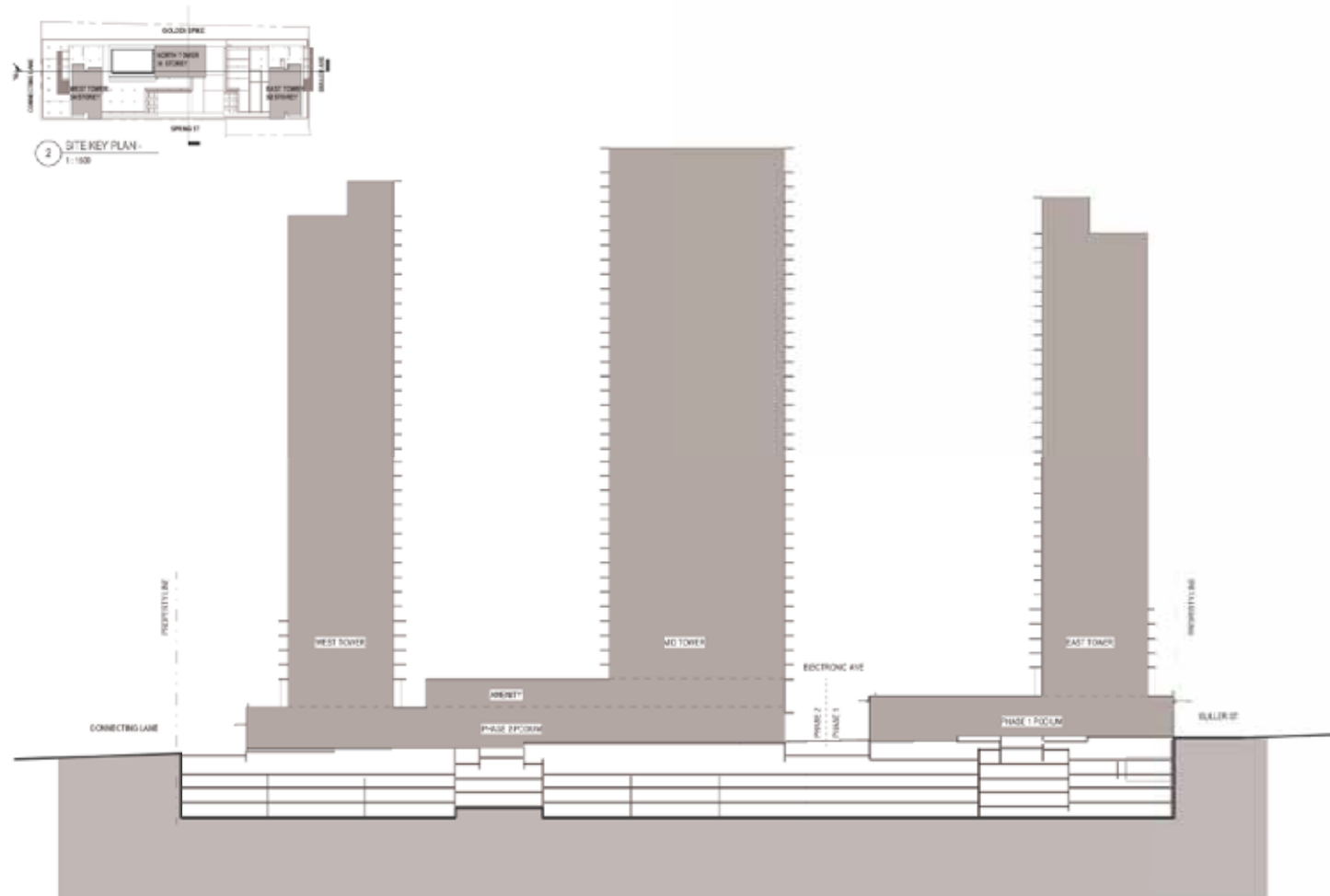


Spring Street

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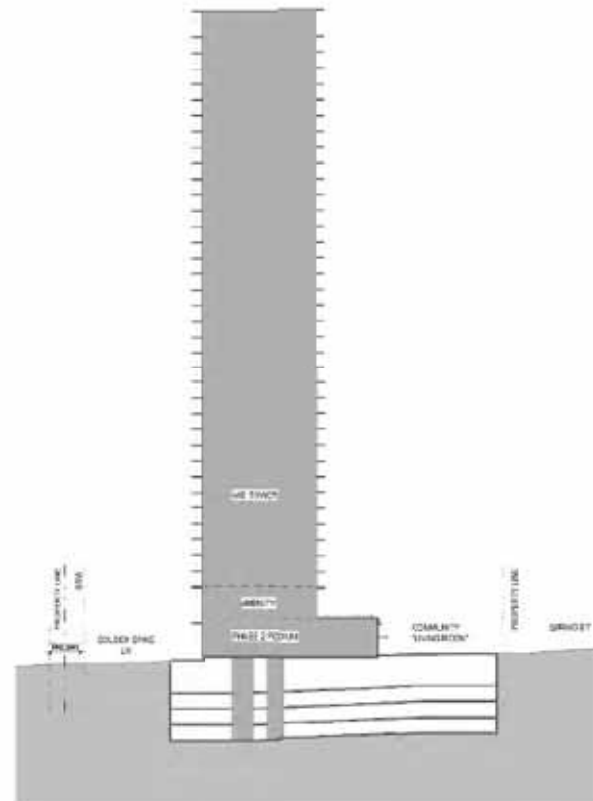
Site Section



Site Section

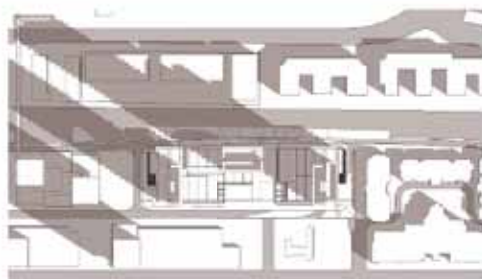
Spring Street

Reconing Decklet & OCP Framework



Perkins&Will

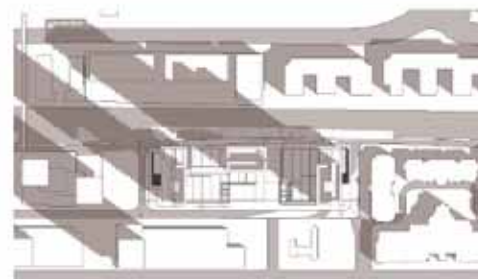
Shadow Study



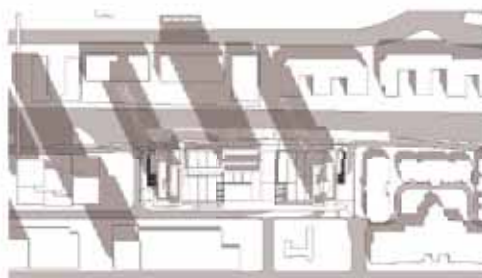
March 21st 10am



June 21st 10am



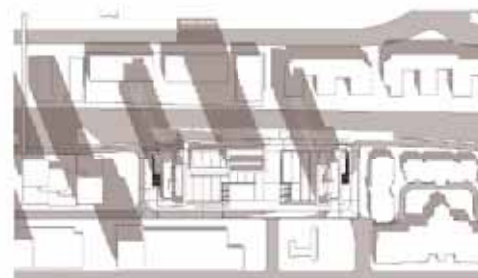
September 21st 10am



March 21st 12pm



June 21st 12pm



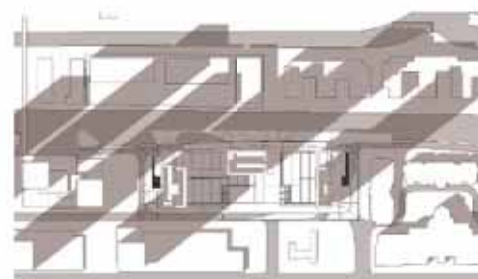
September 21st 12pm



March 21st 4pm



June 21st 4pm

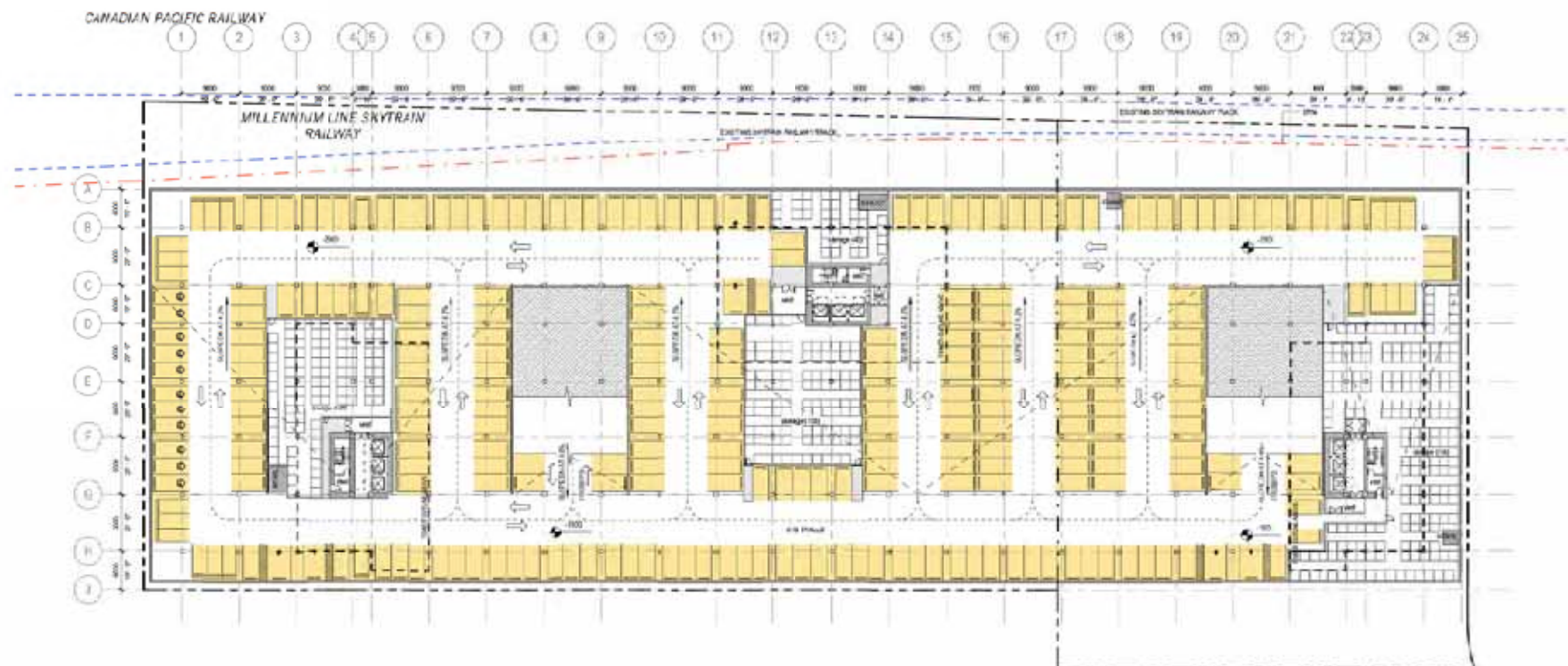


September 21st 4pm

Floor Plan - Parkade Level P4

Spring Street

Rezoning Decklet & OCP Framework



1 P4
1:300

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Floor Plan - Parkade Level P3



1 P3
1:250

↑
N
130

Floor Plan - Parkade Level P2

Spring Street

Rezonning Decklet & OCP Framework

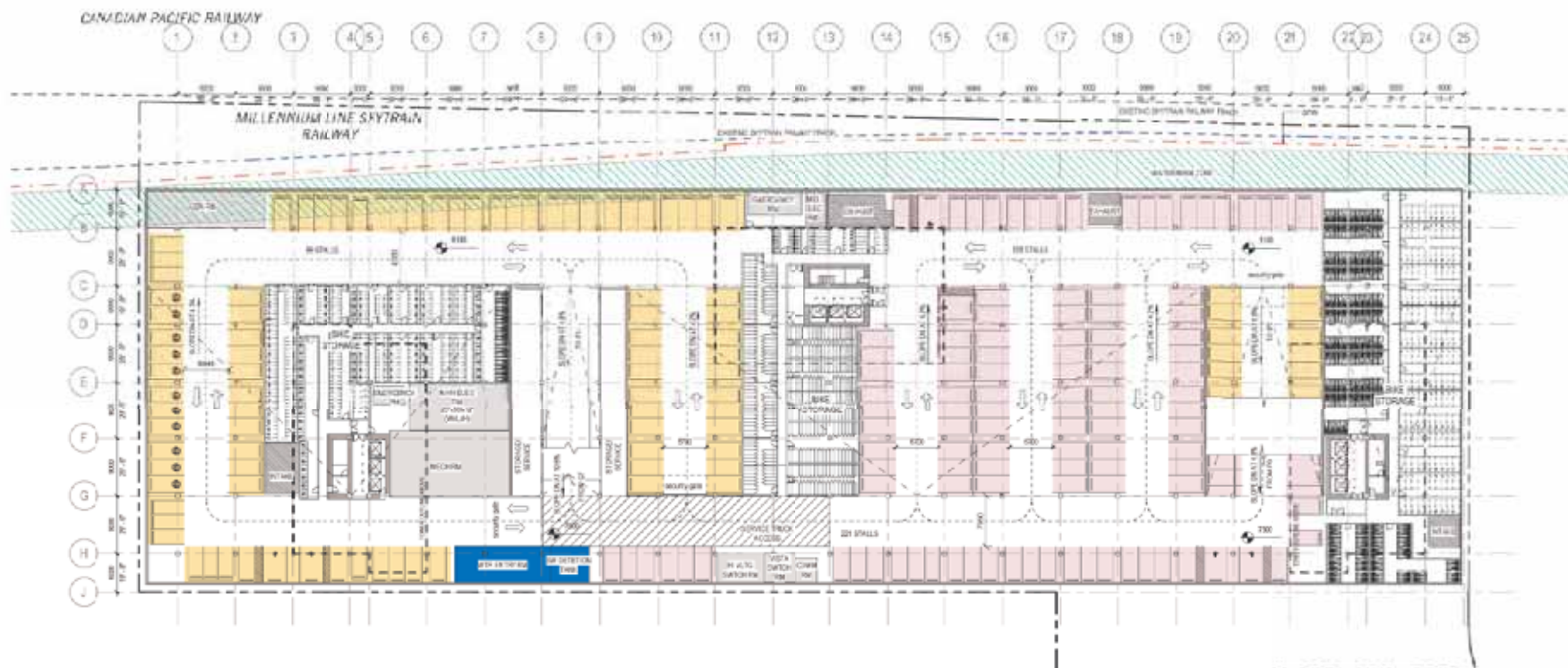


1 P2
1:250



Perkins&Will

Floor Plan - Parkade Level P1



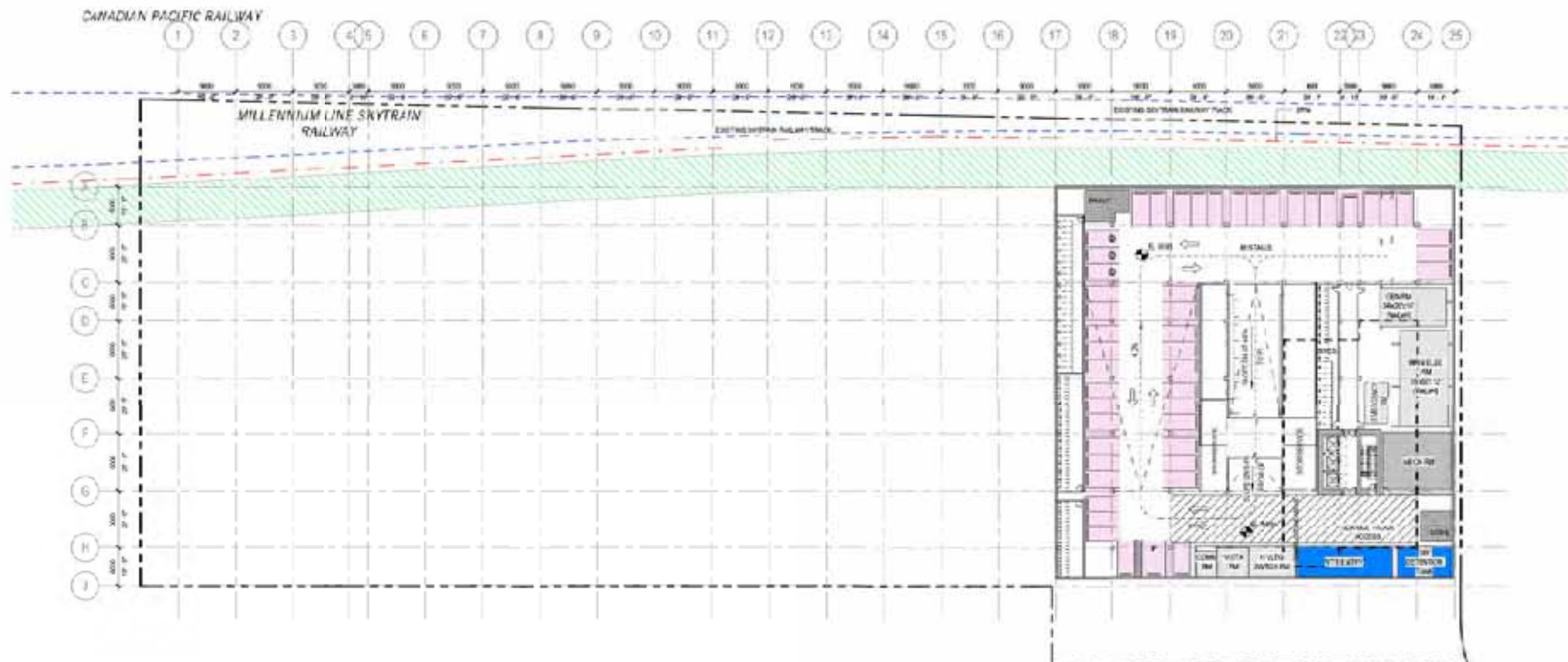
1 P1
1:300



Floor Plan - Parkade Level P0

Spring Street

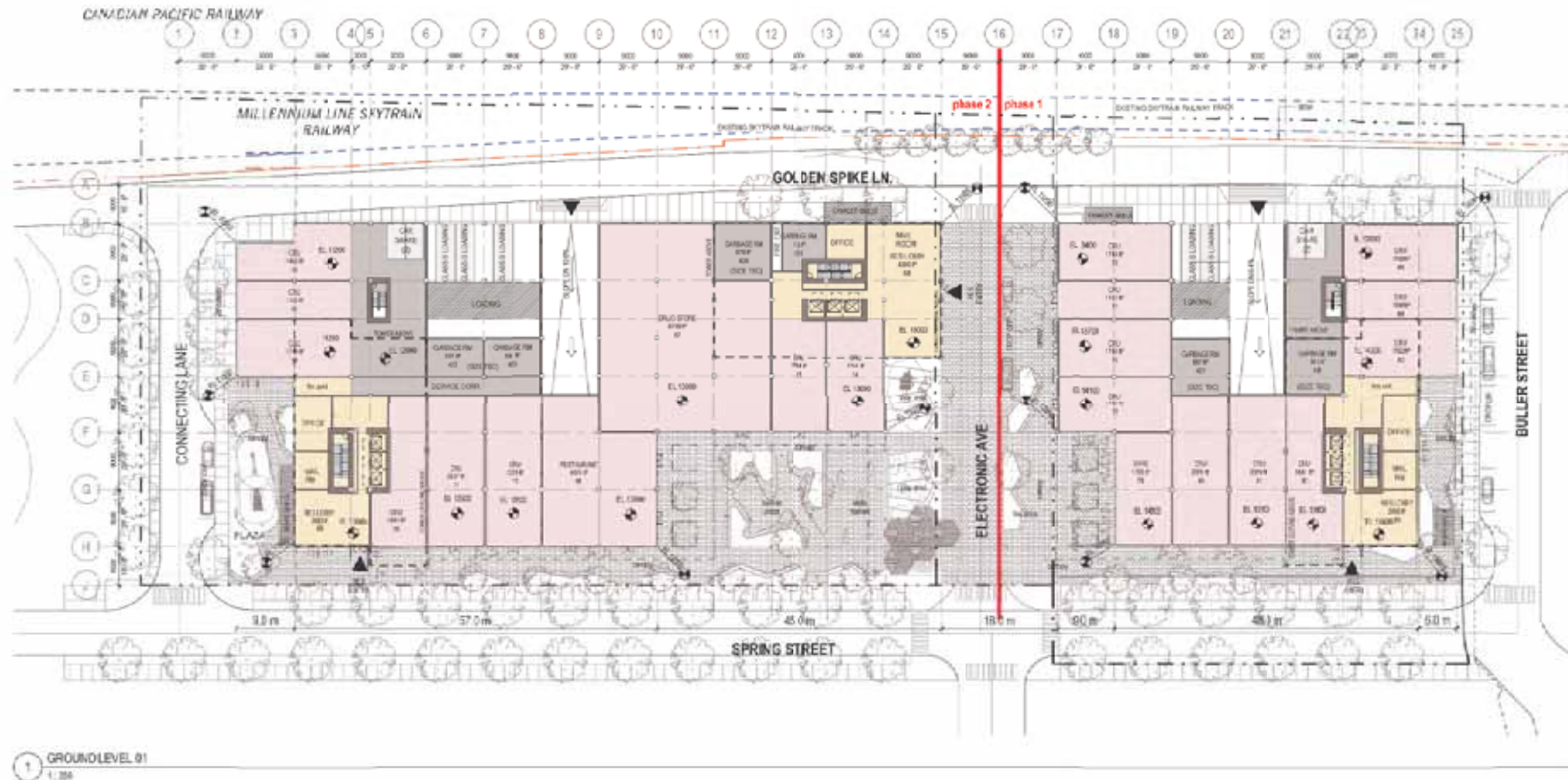
Reconing Decklet & OCP Framework



1 P0
1:300

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Floor Plan - Ground Level 01

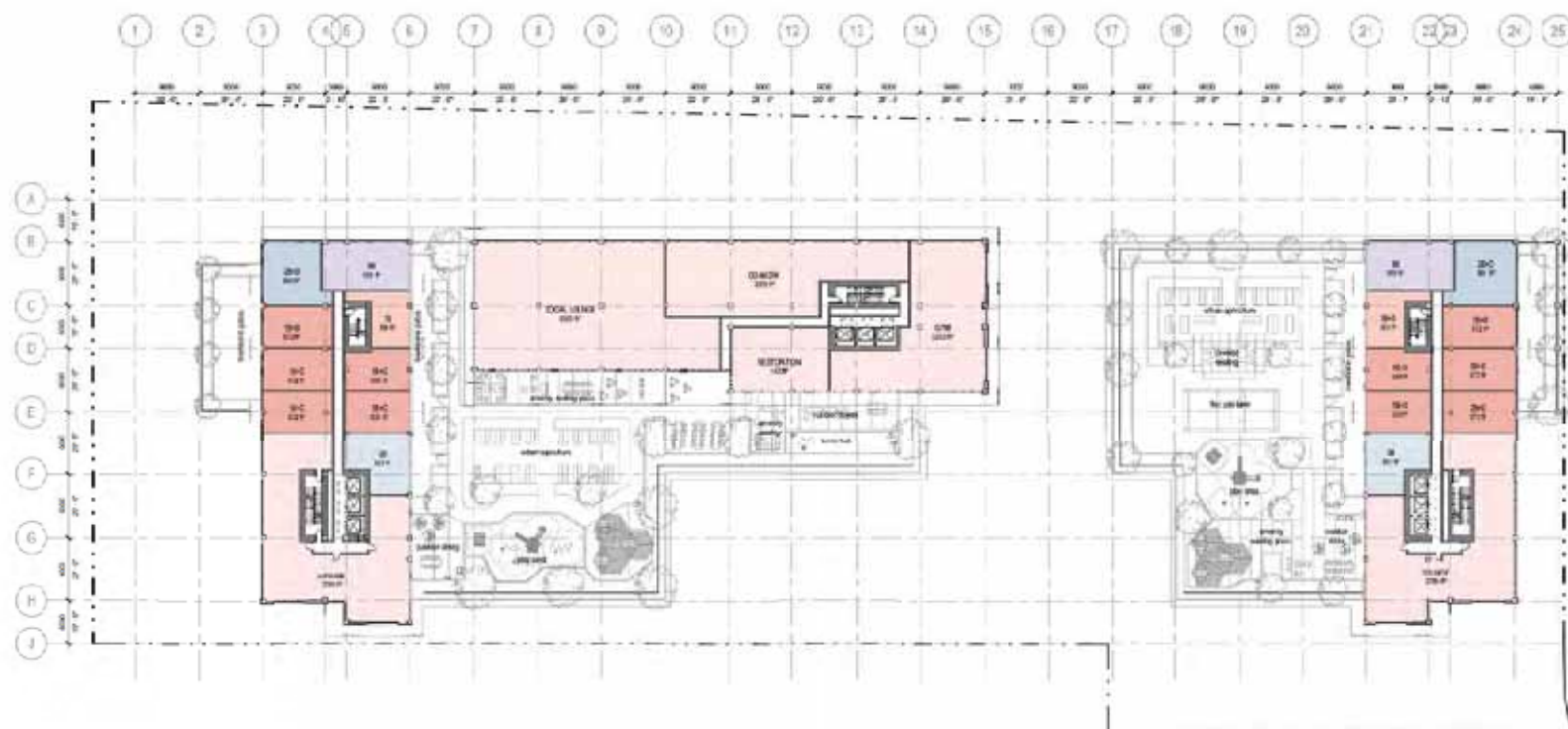


↑
N
104

Floor Plan - Podium Level 02

Spring Street

Reconing Decklet & OCP Framework



1 LEVEL 02 PODIUM
1:50



Perkins&Will

Floor Plan - Typical Tower Tail



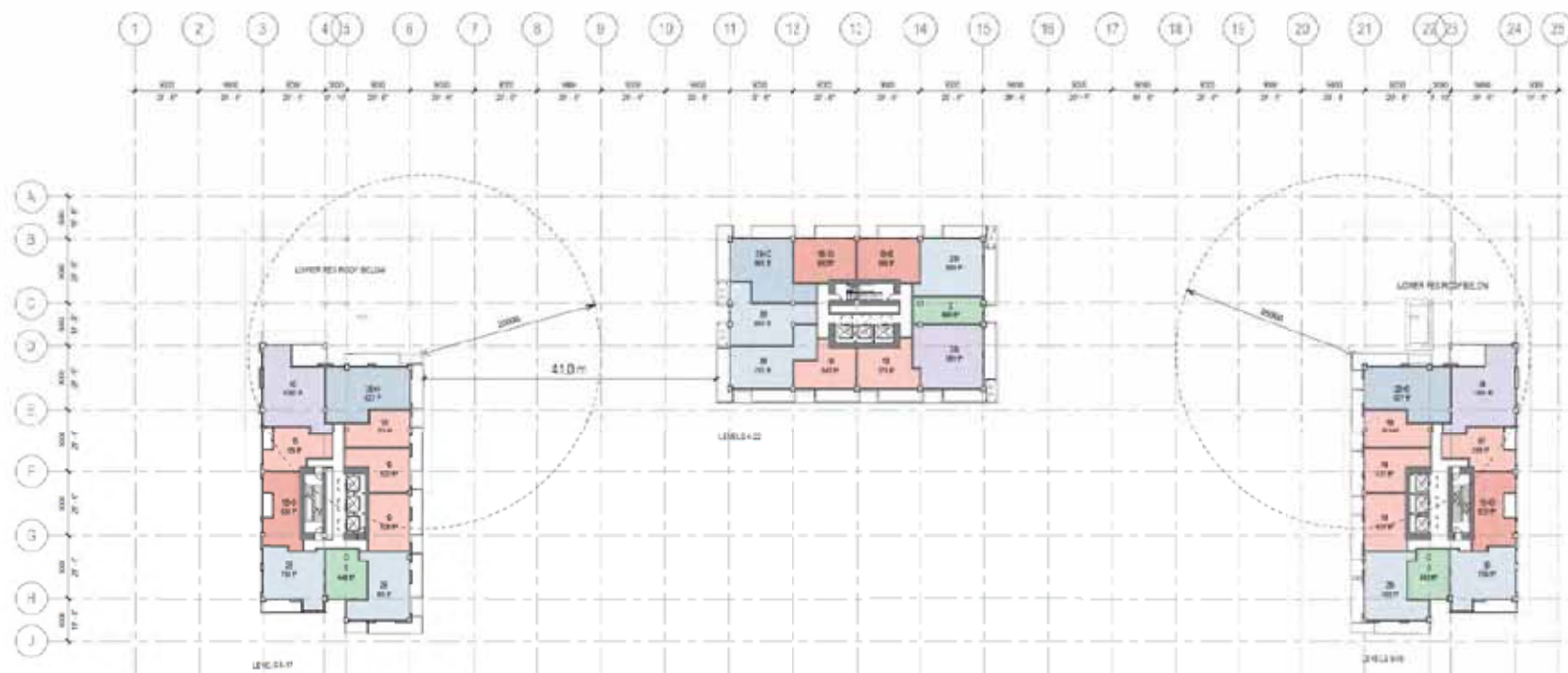
1 TYP TOWER TAIL
1:360

↑
N
136

Floor Plan - Tower Typical Lower Level

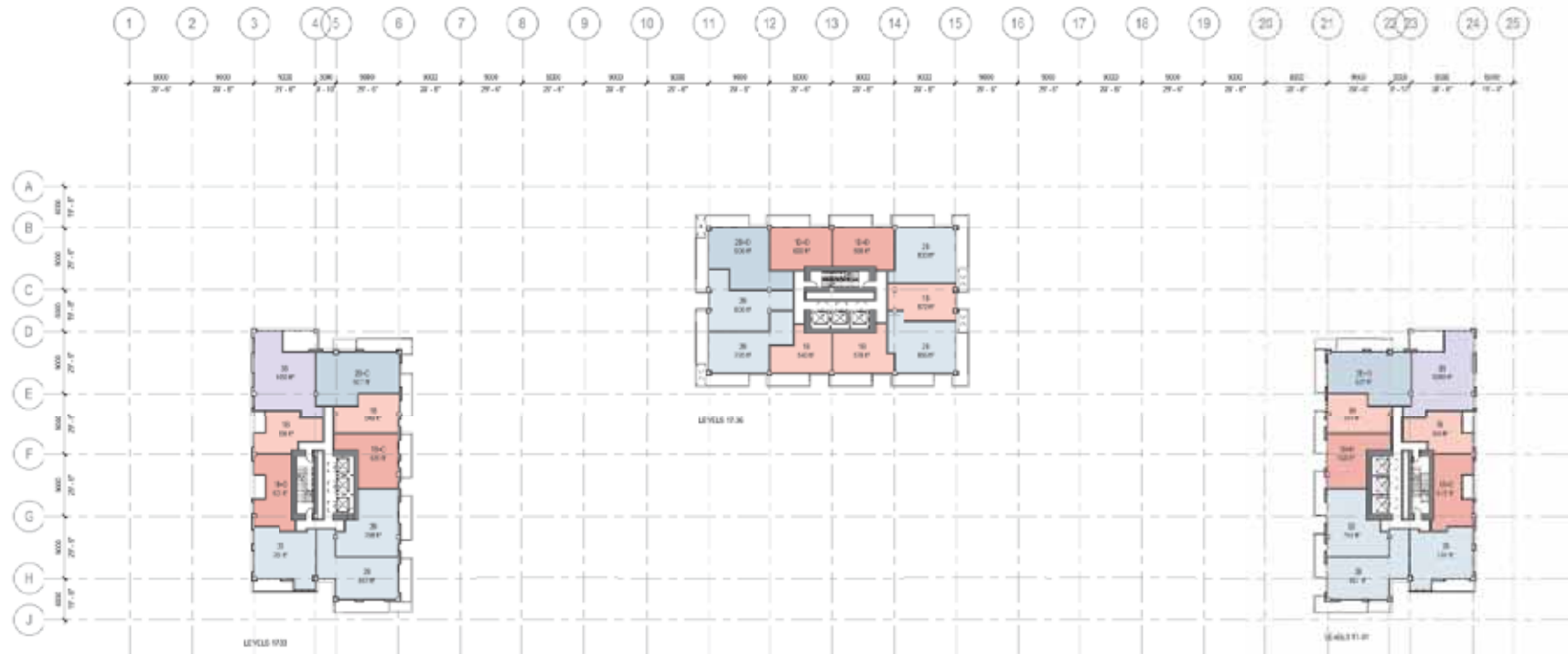
Spring Street

Reconing Booklet & OCP Framework



Perkins&Will

Floor Plan - Tower Typical Upper Level



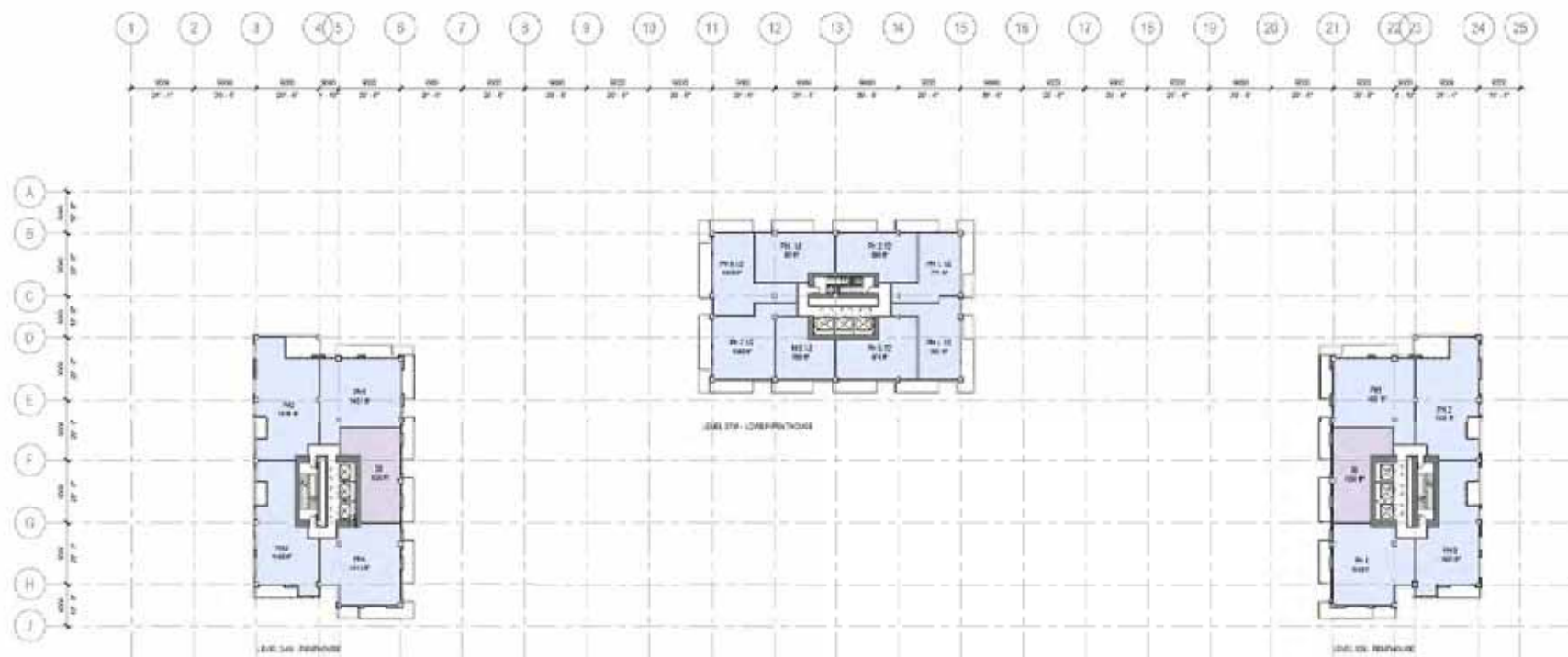
1 TYP TOWER - UPPER
1:350

↑
N
138

Floor Plan - Penthouse Lower Level

Spring Street

Reconing Deckles & OCP Framework



2 MECH AND PENTHOUSE PLANS (LOWER)
1:350

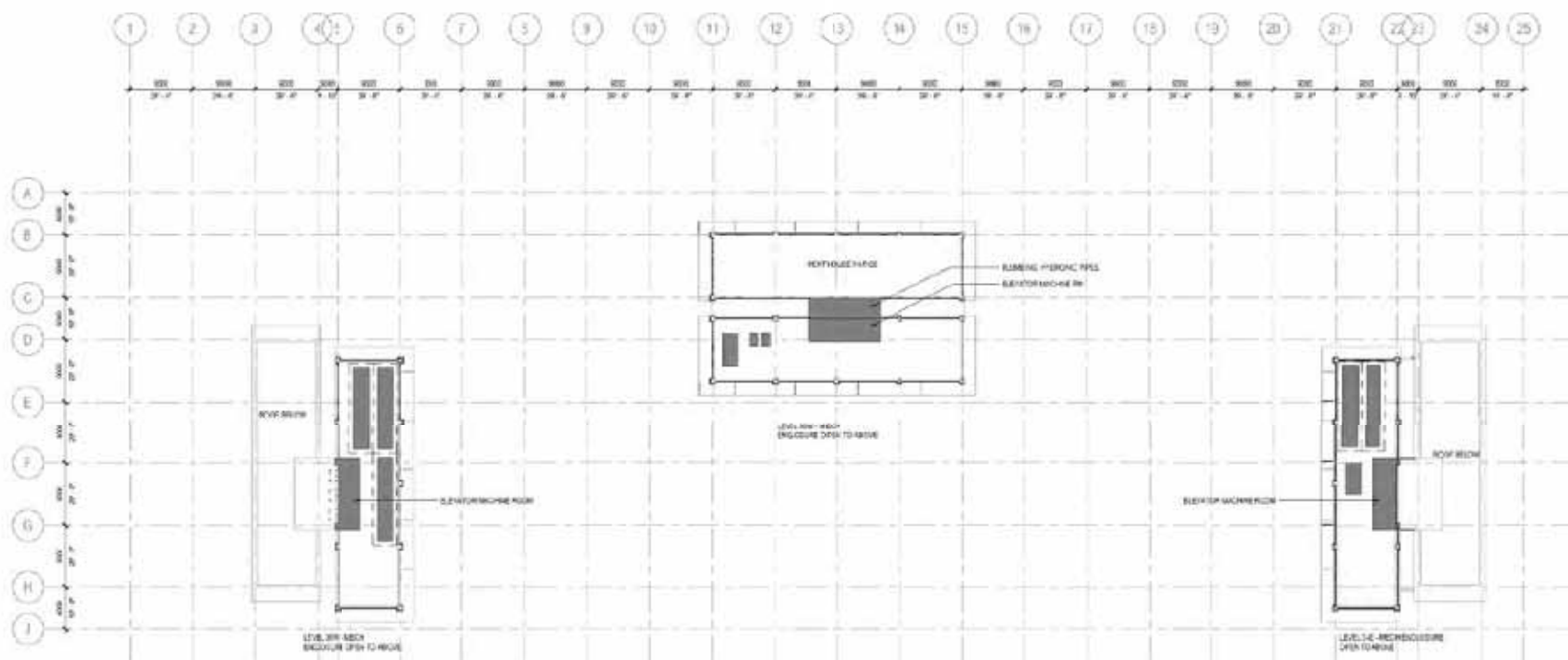
Floor Plan - Penthouse Upper Level



Floor Plan - Mechanical Level

Spring Street

Reconing Decklet & OCP Framework

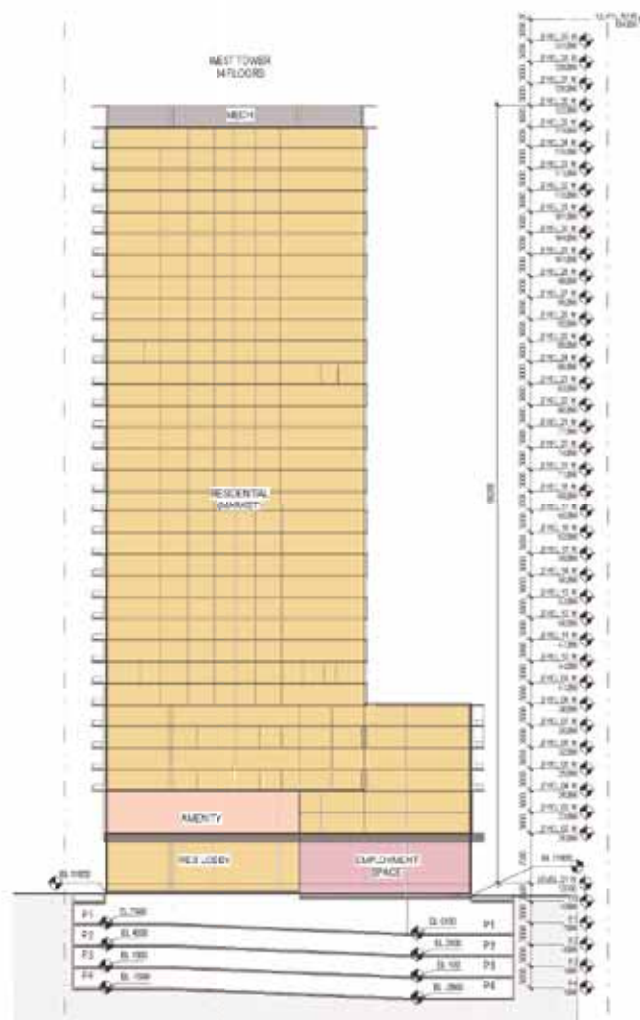


1 TOWER ROOF PLANS - MECH
1-304

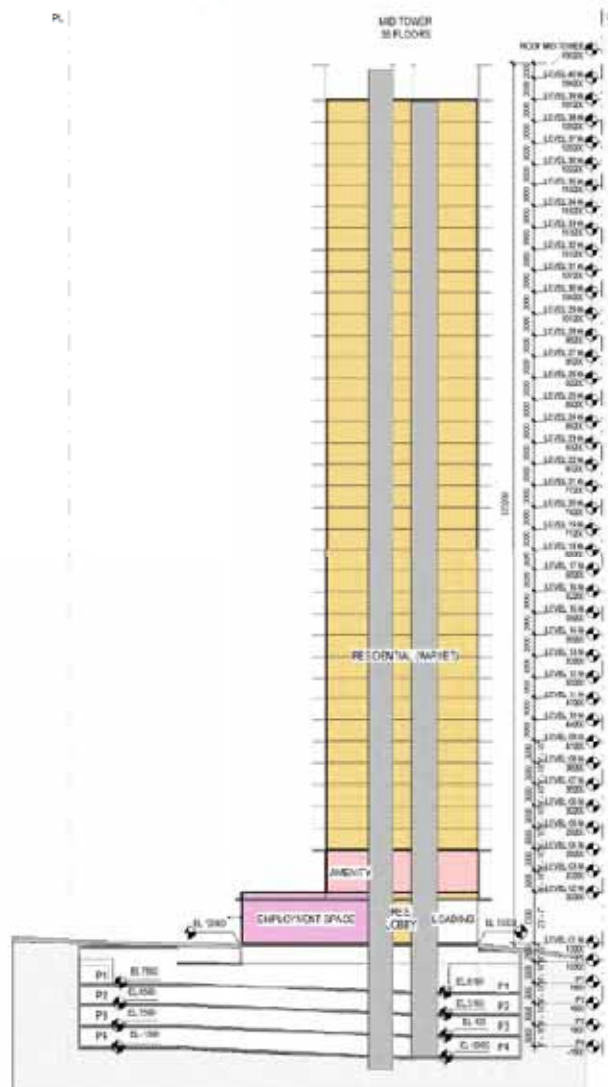


Perkins&Will

West Tower Section

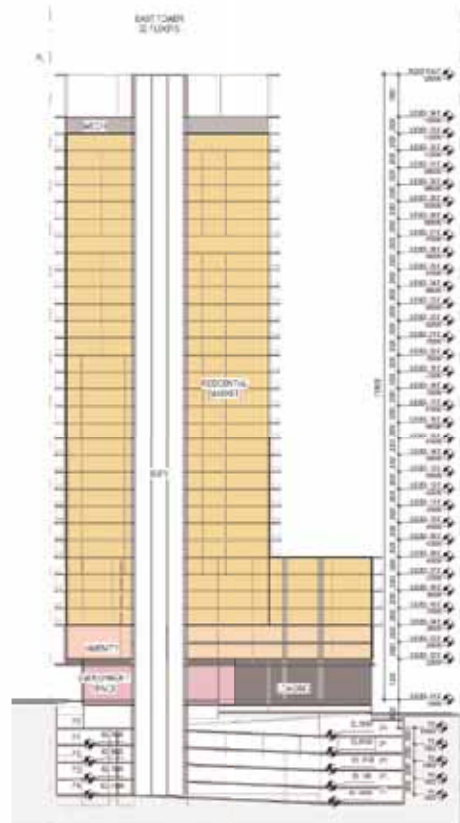


Spring Street



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East Tower Section



1 EAST SECTION 2
1:200

East5-West Section

Spring Street

Reconing Decklet & OCP Framework



Perkins&Will

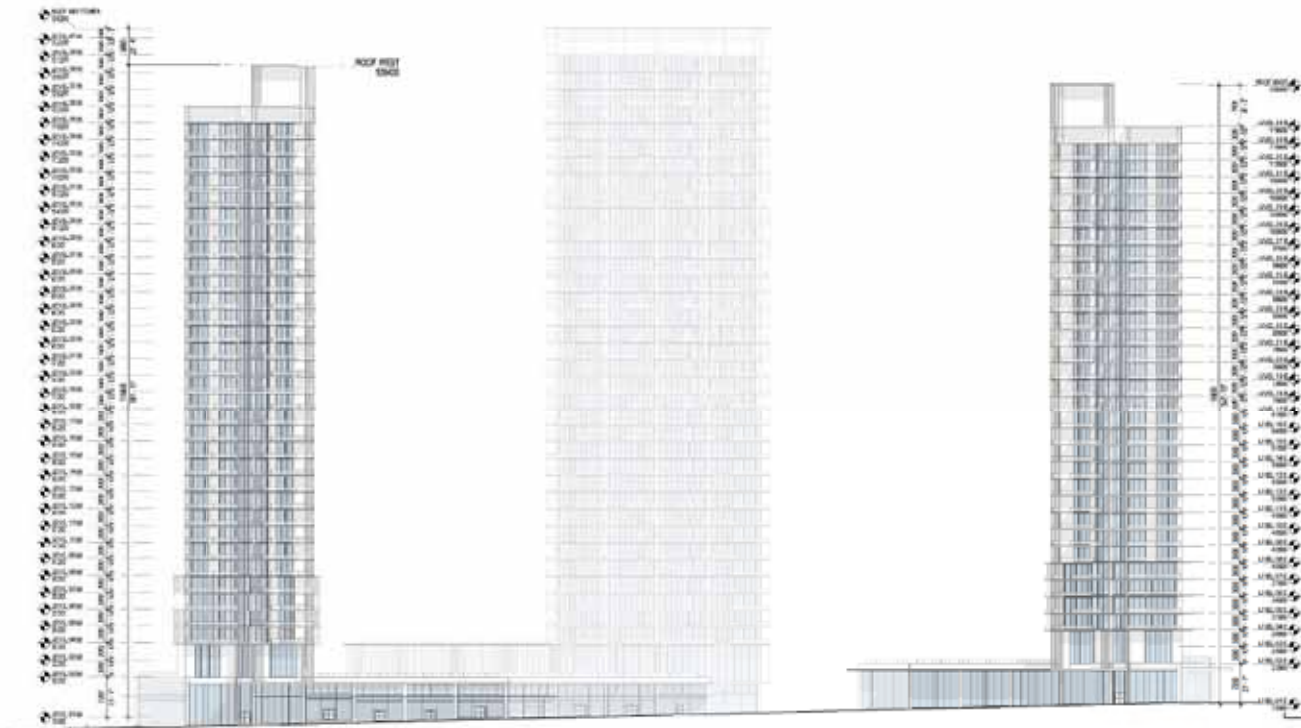
North Elevation



South Elevation

Spring Street

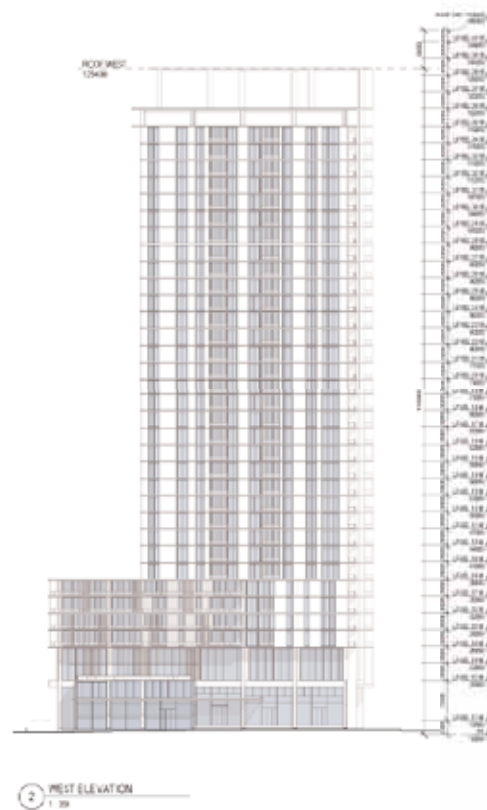
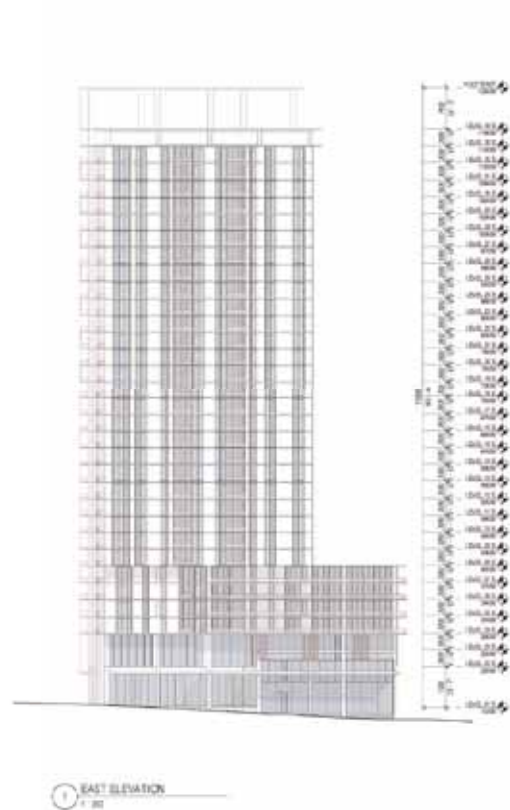
Reconing Decklet & OCP Framework



1 SOUTH ELEVATION
1-200

Perkins&Will

East & West Elevations



Spring Street

PROVIDED FAR AREA		
PROVIDED FAR	0.000000 sq	0.000000
ACTUAL	0.000000 sq	0.000000
TOTAL	0.000000 sq	0.000000

PROVIDED FAR EXCLUSION AREA		
PROVIDED FAR	0.000000 sq	0.000000
ACTUAL	0.000000 sq	0.000000
TOTAL	0.000000 sq	0.000000

FAR CALCULATION		
COMMENTS	0.000000 sq	0.000000
NET AREA	0.000000 sq	0.000000
TOTAL	0.000000 sq	0.000000

OPEN/REALLY		
RECEIVED	0.000000 sq	0.000000
RECEIVED (20% tax)	0.000000 sq	0.000000

ON: BETL		EXCH: GONG				
LEVEL: GRD	RETAL: SP1 (M)	BETAL: GR4 (P)	ANALYST: LNU EXCH: GONG	ANALYST: GR4 2005	RETAL: FWR (P)	RETAL: FWR (P)
2/26/2006	0.023444	0.711889	0.000000	0.00	0.000000	0.000000
2/26/2006	0.000000	0.000000	0.000000	0.00	0.000000	0.000000
0.000000	0.000000	0.000000	0.000000	0.00	0.000000	0.000000

[illegible][illegible][illegible]

Spring Street



TABLE 10.1-2. DESIGN AIDS			
DESIGN TYPE	WATER	DESIGN PER	DESIGN PER
DESIGN TYPE	WATER	DESIGN PER	DESIGN PER
DESIGN TYPE	WATER	DESIGN PER	DESIGN PER
DESIGN TYPE	WATER	DESIGN PER	DESIGN PER
DESIGN TYPE	WATER	DESIGN PER	DESIGN PER

[illegible]

Kilowatt-hour (KWH) consumption		
RESIDENTIAL, TWA	66.02 KWH	0.00 KWH
RESIDENTIAL, CIRCUT	40.32 KWH	0.04 KWH
IND & MISC	76.01 KWH	0.00 KWH

[illegible]

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FAR - West Tower

WEST TOWER MARKET STRATA AREA SUMMARY - TAIL			
RESIDENTIAL	CIRC. AREA	10.85 sq'f	182.0 P 15%
RESIDENTIAL	MECH. AREA	58.43 sq'f	987.0 P 82%
ADAPTABLE	AE	3.00 sq'f	20 P 1%
TOTAL GROSS FLOOR AREA		117.28 sq'f	1021 P



1 WEST TOWER TAIL TYPICAL PLAN (LEVEL 4-7)
1:350

WEST TOWER MARKET STRATA AREA SUMMARY - PENT			
RESIDENTIAL	CIRC. AREA	10.85 sq'f	182.0 P 15%
RESIDENTIAL	MECH. AREA	58.43 sq'f	987.0 P 82%
ADAPTABLE	AE	3.00 sq'f	20 P 1%
TOTAL GROSS FLOOR AREA		117.28 sq'f	1021 P



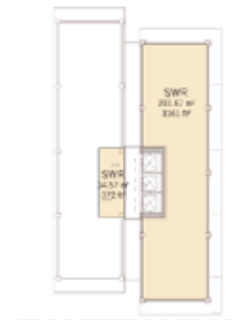
4 WEST TOWER PENTHOUSE PLAN (LEVEL 34 W)
1:350



2 WEST TOWER LOWER TYPICAL PLAN (LEVEL 8-16)
1:350



3 WEST TOWER UPPER TYPICAL PLAN (LEVEL 17-30)
1:350



5 WEST TOWER ROOF MECH SERVICE RM
1:350

WEST TOWER MARKET STRATA AREA SUMMARY - LOW			
RESIDENTIAL	CIRC. AREA	11.21 sq'f	192.0 P 15%
RESIDENTIAL	MECH. AREA	61.66 sq'f	1047.0 P 82%
ADAPTABLE	AE	3.00 sq'f	20 P 1%
TOTAL GROSS FLOOR AREA		140.87 sq'f	1259 P

WEST TOWER MARKET STRATA AREA SUMMARY - UP			
RESIDENTIAL	CIRC. AREA	14.84 sq'f	255.0 P 15%
RESIDENTIAL	MECH. AREA	81.11 sq'f	1381.0 P 82%
ADAPTABLE	AE	3.00 sq'f	20 P 1%
TOTAL GROSS FLOOR AREA		140.87 sq'f	1259 P

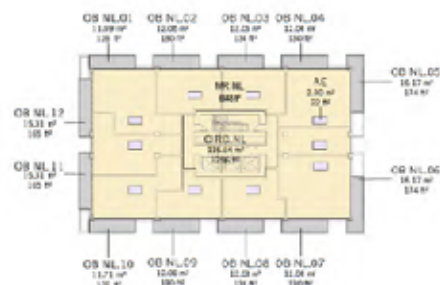
WEST TOWER MARKET STRATA AREA SUMMARY - MECH			
RESIDENTIAL	CIRC. AREA	10.85 sq'f	182.0 P 15%
RESIDENTIAL	MECH. AREA	58.43 sq'f	987.0 P 82%
ADAPTABLE	AE	3.00 sq'f	20 P 1%
TOTAL GROSS FLOOR AREA		117.28 sq'f	1021 P

FAR - North Tower

Spring Street

Reconing Decklet & OCP Framework

NORTH TOWER MARKET STRATA AREA SUMMARY - LOR			
RESIDENTIAL	COC NL	76.04 m ²	154.07 m ²
RESIDENTIAL	MARK	68.24 m ²	84.07 m ²
PARK & MISC		32.00 m ²	84.07 m ²
ADAPTABLE	RE	20.00 m ²	154.07 m ²
PARK & EXCLUSION		20.00 m ²	154.07 m ²
TOTAL GROSS FLOOR AREA		72.00 m ²	879.07 m ²



1 NORTH TOWER LOWER TYPICAL PLAN (LVL 4-15)
1:300

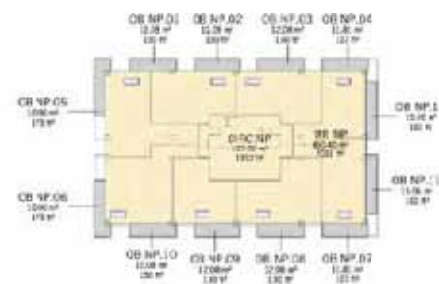


2 NORTH TOWER UPPER TYPICAL PLAN (LVL 17-26)
1:300

NORTH TOWER MARKET STRATA AREA SUMMARY - PU LOR			
RESIDENTIAL	COC NP	57.32 m ²	114.64 m ²
RESIDENTIAL	MARK	68.24 m ²	84.07 m ²
PARK & MISC		32.00 m ²	84.07 m ²
ADAPTABLE	RE	20.00 m ²	154.07 m ²
PARK & EXCLUSION		20.00 m ²	154.07 m ²
TOTAL GROSS FLOOR AREA		72.00 m ²	879.07 m ²



5 NORTH TOWER 2 STOREY PENTHOUSE LOWER (LEVEL 27)
1:300



3 NORTH TOWER 2 STOREY PENTHOUSE UPPER (LVL 30)
1:300

NORTH TOWER MARKET STRATA AREA SUMMARY - LOR			
RESIDENTIAL	COC NL	76.04 m ²	154.07 m ²
RESIDENTIAL	MARK	68.24 m ²	84.07 m ²
PARK & MISC		32.00 m ²	84.07 m ²
ADAPTABLE	RE	20.00 m ²	154.07 m ²
PARK & EXCLUSION		20.00 m ²	154.07 m ²
TOTAL GROSS FLOOR AREA		72.00 m ²	879.07 m ²

NORTH TOWER MARKET STRATA AREA SUMMARY - PU LOR			
RESIDENTIAL	COC NP	57.32 m ²	114.64 m ²
RESIDENTIAL	MARK	68.24 m ²	84.07 m ²
PARK & MISC		32.00 m ²	84.07 m ²
ADAPTABLE	RE	20.00 m ²	154.07 m ²
PARK & EXCLUSION		20.00 m ²	154.07 m ²
TOTAL GROSS FLOOR AREA		72.00 m ²	879.07 m ²



Perkins&Will

FAR - East Tower

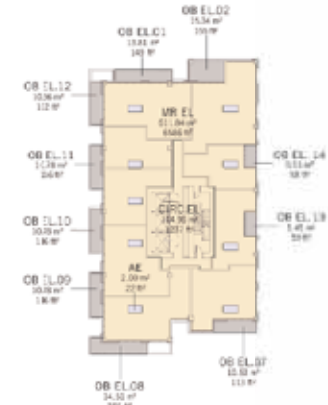
EAST TOWER MARKET STRAT. AREA SUMMARY - TAIL			
RESIDENTIAL	CIRC ET	11,32 sq'f	104 SF 15%
RESIDENTIAL	MR ET	10,96 sq'f	984 SF 12%
FAR AREA		100.88 sq'f	11713 SF
ADAPTABLE	AE	2,00 sq'f	20 SF 1%
PAV EXCLUSION		0.00 sq'f	0 SF
TOTAL GROSS FLOOR AREA		117.88 sq'f	12833 SF



4 EAST TOWER TAIL TYPICAL (LEVELS 4-7)
1:200



3 EAST TOWER LOWER TYPICAL (LEVELS 8-11)
1:200



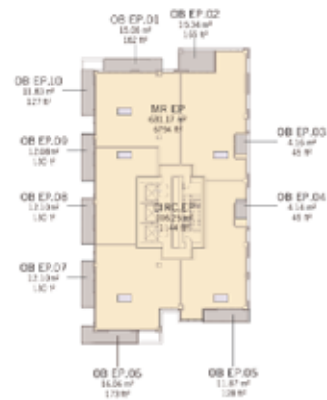
5 EAST TOWER UPPER TYPICAL (LEVELS 12-31)
1:200

EAST TOWER MARKET STRAT. AREA SUMMARY - LOW			
RESIDENTIAL	CIRC EL	11,32 sq'f	104 SF 15%
RESIDENTIAL	MR EL	10,754 sq'f	974 SF 12%
FAR AREA		100.88 sq'f	11713 SF
ADAPTABLE	AE	2,00 sq'f	20 SF 1%
PAV EXCLUSION		0.00 sq'f	0 SF
TOTAL GROSS FLOOR AREA		104.88 sq'f	11513 SF

EAST TOWER MARKET STRAT. AREA SUMMARY - UP			
RESIDENTIAL	CIRC EL	11,32 sq'f	104 SF 15%
RESIDENTIAL	MR EL	10,754 sq'f	974 SF 12%
FAR AREA		100.88 sq'f	11713 SF
ADAPTABLE	AE	2,00 sq'f	20 SF 1%
PAV EXCLUSION		0.00 sq'f	0 SF
TOTAL GROSS FLOOR AREA		104.88 sq'f	11513 SF

EAST TOWER MARKET STRAT. AREA SUMMARY - HIGH			
RESIDENTIAL	CIRC EP	10,85 sq'f	104 SF 14%
RESIDENTIAL	MR EP	10,754 sq'f	974 SF 12%
FAR AREA		100.88 sq'f	11713 SF
ADAPTABLE	AE	2,00 sq'f	20 SF 1%
PAV EXCLUSION		0.00 sq'f	0 SF
TOTAL GROSS FLOOR AREA		103.88 sq'f	11413 SF

EAST TOWER MARKET STRAT. AREA SUMMARY - PH			
RESIDENTIAL	CIRC EP	10,85 sq'f	104 SF 14%
RESIDENTIAL	MR EP	10,754 sq'f	974 SF 12%
FAR AREA		100.88 sq'f	11713 SF
ADAPTABLE	AE	2,00 sq'f	20 SF 1%
PAV EXCLUSION		0.00 sq'f	0 SF
TOTAL GROSS FLOOR AREA		103.88 sq'f	11413 SF



1 EAST TOWER PH (LEVEL 32)
1:200



2 EAST TOWER MECHSERVICE ROOF
1:200

PROJECT INFORMATION

[illegible]

FAR CALCULATION PROGRAM		
PROVIDED FAR AREA		
RECEIVED FAR	2000.000	2000.000
RECEIVED FAR	2000.000	2000.000
PROVIDED FAR EXCLUSION AREA		
RECEIVED FAR	2000.000	2000.000
RECEIVED FAR	2000.000	2000.000
FAR CALCULATION		
RECEIVED FAR	2000.000	2000.000
RECEIVED FAR	2000.000	2000.000

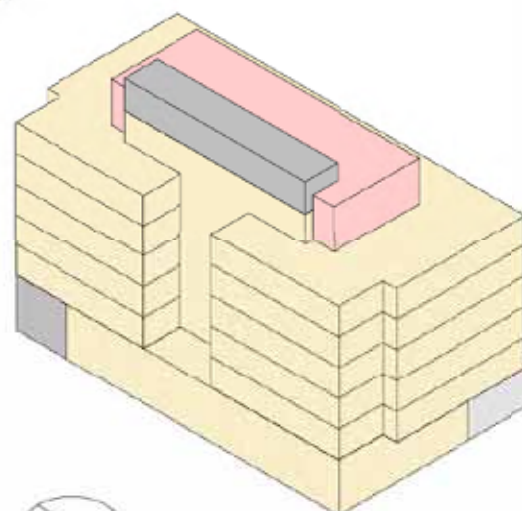
-  RESIDENTIAL - NON MARKET
 AMENITY
 PARKING
 MECH

Use	Proposed (sq')	Proposed (sq' ft)
AMUSEMENT	114,750	1,031,000
BALCONY	62,540	572,000
DECK/STAIRWAY	1,020	9,300

TOTAL = 40 UNITS

SHEET LIST

DRAWING INDEX - MM-R2		ISSUES FOR FOLLOWING
SHEET NUMBER	SHEET NAME	
R1-GENERAL		
R2-000001	COVER SHEET	
R2-000002	DRAWING INDEX PROJECT STATUS	
R2-000003	USE CONTEXT	
R2-000004	USE SURVEY	
R2-000005	CONTEXT PHOTOS	
R2-000006	PHOTO STUDIES	
R2-ARCHITECTURE		
R2-000100	CONTEXT PLAN	
R2-000101	FLOOR PLAN - LEVEL 1	
R2-000102	FLOOR PLAN - LEVEL 2	
R2-000103	FLOOR PLAN - LEVEL 3	
R2-000104	FLOOR PLAN - LEVEL 3A	
R2-000105	FLOOR PLAN - LEVEL 3A/STAIRWAY	
R2-000106	FLOOR PLAN - LEVEL ROOF	
R2-000201	SECTION W/E	
R2-000202	SECTION W/S	
R2-000301	ELEVATION - NORTH	
R2-000302	ELEVATION - SOUTH	
R2-000303	ELEVATION - WEST	
R2-000304	ELEVATION - EAST	
R2-000401	PERSPECTIVE VIEWS	
R3-FAR		
R3-000001	BAR LAMINATE	



PROBATIONARY PERIOD					
PERIOD	1st Year	2nd Year	3rd Year	4th Year	5th Year
1st Year	1st Year	2nd Year	3rd Year	4th Year	5th Year
2nd Year	1st Year	2nd Year	3rd Year	4th Year	5th Year
3rd Year	1st Year	2nd Year	3rd Year	4th Year	5th Year
4th Year	1st Year	2nd Year	3rd Year	4th Year	5th Year
5th Year	1st Year	2nd Year	3rd Year	4th Year	5th Year

NON-SECURED RESIDENTIAL UNIT USE				
Rate	Unit Rate (per sq. ft.)	Unit Rate (per sq. ft.)	Rate	Use Type
\$0.00	0%	0%	0%	0%
\$1.00	10%	10%	10%	10%
\$2.00	20%	20%	20%	20%
\$3.00	30%	30%	30%	30%
\$4.00	40%	40%	40%	40%

TOTAL PROBLEMS	
Problems solved	0
Problems attempted	0
Problems skipped	0

Perkins&Will
Context Map



Spring Street



EDUCATION CONTINUATION
 GRADUATES ARE OFFERED FROM 12
 OF 150 HOURS CREDIT, MAXIMUM
 NO. 6000173. E.C. 1000-1-1999
 1-1-1999

- | ALLEGED | |
|---------|---------------------------|
| 19 | 19 JANUARY FINGER POLE |
| 20 | 20 JANUARY GOLF BALL |
| 21 | 21 JANUARY BOWLING |
| 22 | 22 JANUARY LUNCH MEETING |
| 23 | 23 JANUARY LUNCH MEETING |
| 24 | 24 JANUARY LUNCH MEETING |
| 25 | 25 JANUARY LUNCH MEETING |
| 26 | 26 JANUARY LUNCH MEETING |
| 27 | 27 JANUARY LUNCH MEETING |
| 28 | 28 JANUARY LUNCH MEETING |
| 29 | 29 JANUARY LUNCH MEETING |
| 30 | 30 JANUARY LUNCH MEETING |
| 31 | 31 JANUARY LUNCH MEETING |
| 32 | 32 JANUARY LUNCH MEETING |
| 33 | 33 JANUARY LUNCH MEETING |
| 34 | 34 JANUARY LUNCH MEETING |
| 35 | 35 JANUARY LUNCH MEETING |
| 36 | 36 JANUARY LUNCH MEETING |
| 37 | 37 JANUARY LUNCH MEETING |
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| 100 | 100 JANUARY LUNCH MEETING |

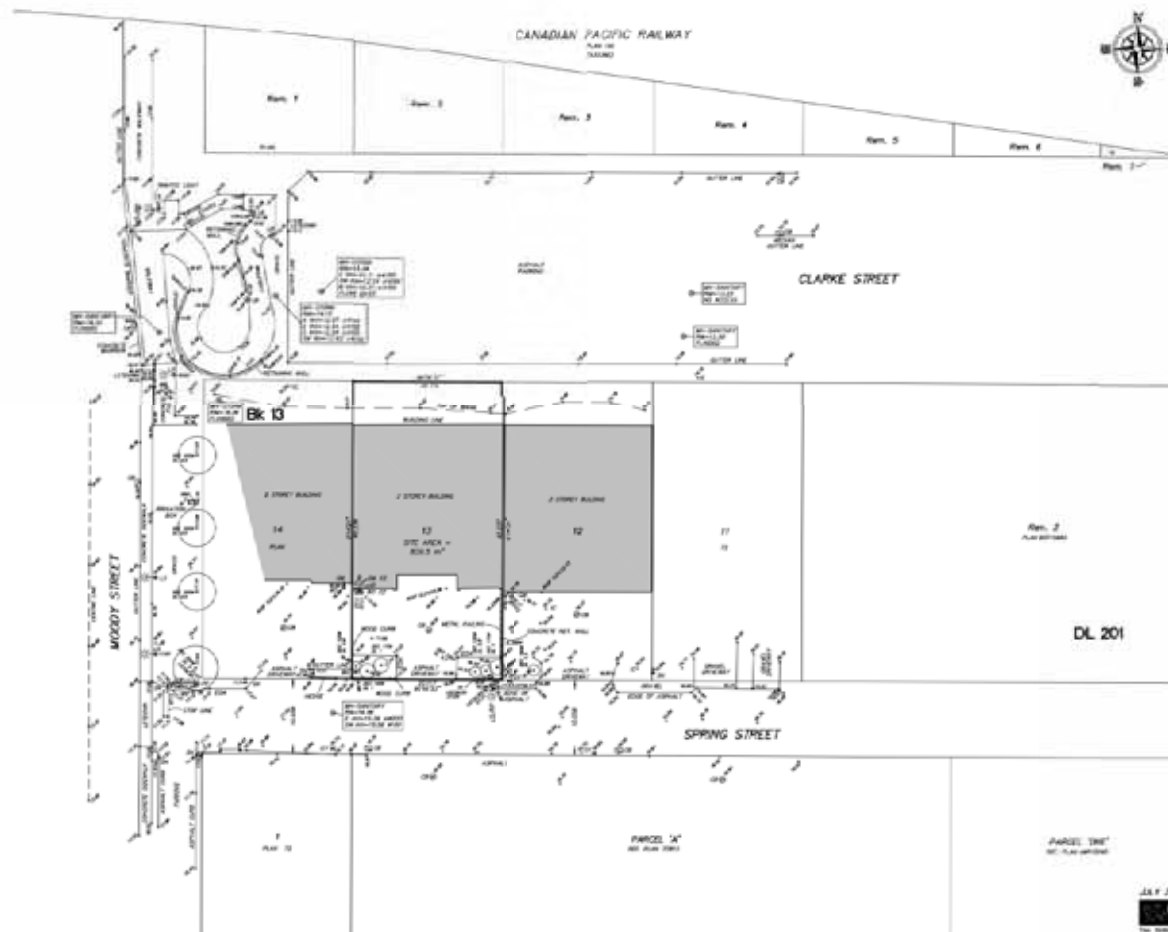
NOTES:
ALL MEMPHIS AGENTS AND APT DIRECTORS
ARE APPROVED AND SHOULD BE BEING
GIVEN CREDIT FOR THIS

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ON OR AROUND THE SUBJECT SITE

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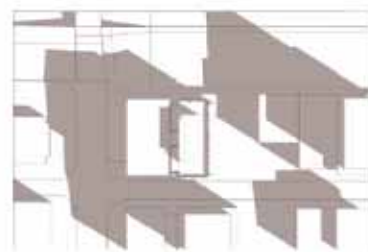
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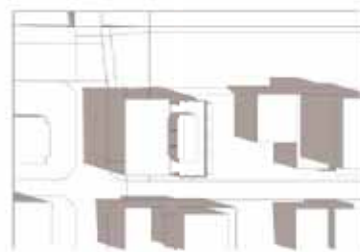
500 FIFTH AVENUE NEW YORK 10017-2451

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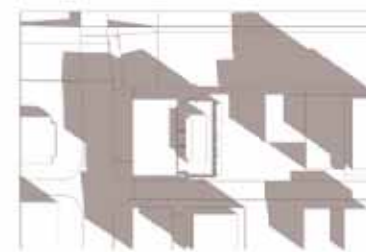
Shadow Studies



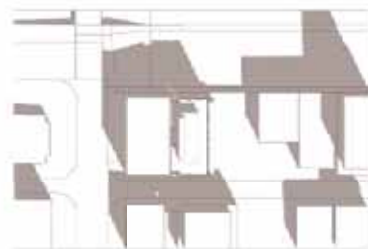
9 Mar 21 10am



8 June 10am



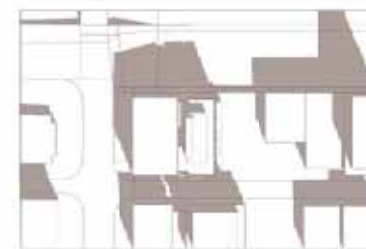
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6 Mar 21 12pm



5 June 21 12pm



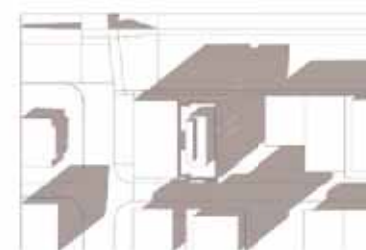
4 September 21 12pm



3 Mar 21 4pm

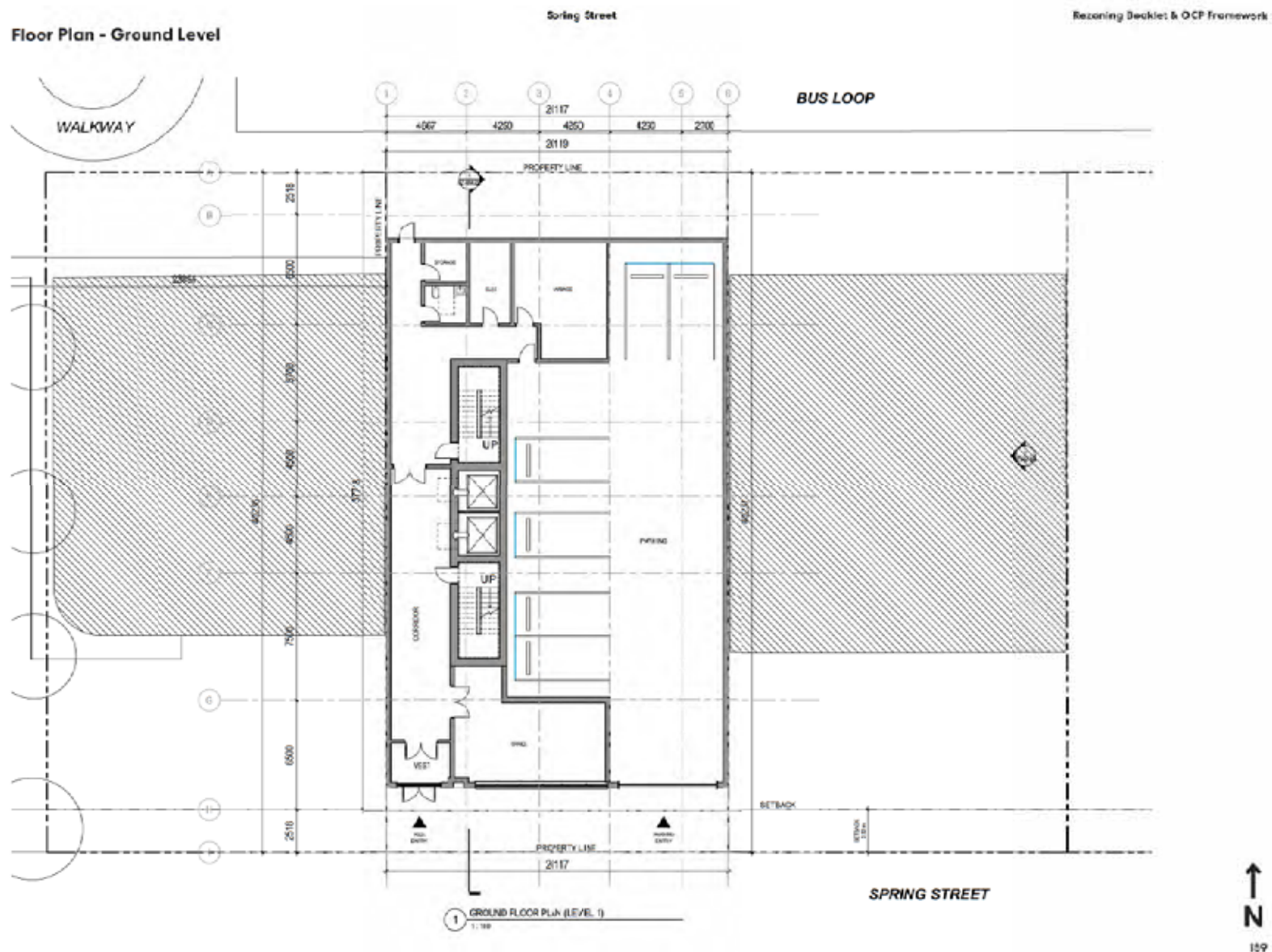


2 June 21 4pm



1 September 21 4pm





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Floor Plan - Level 2



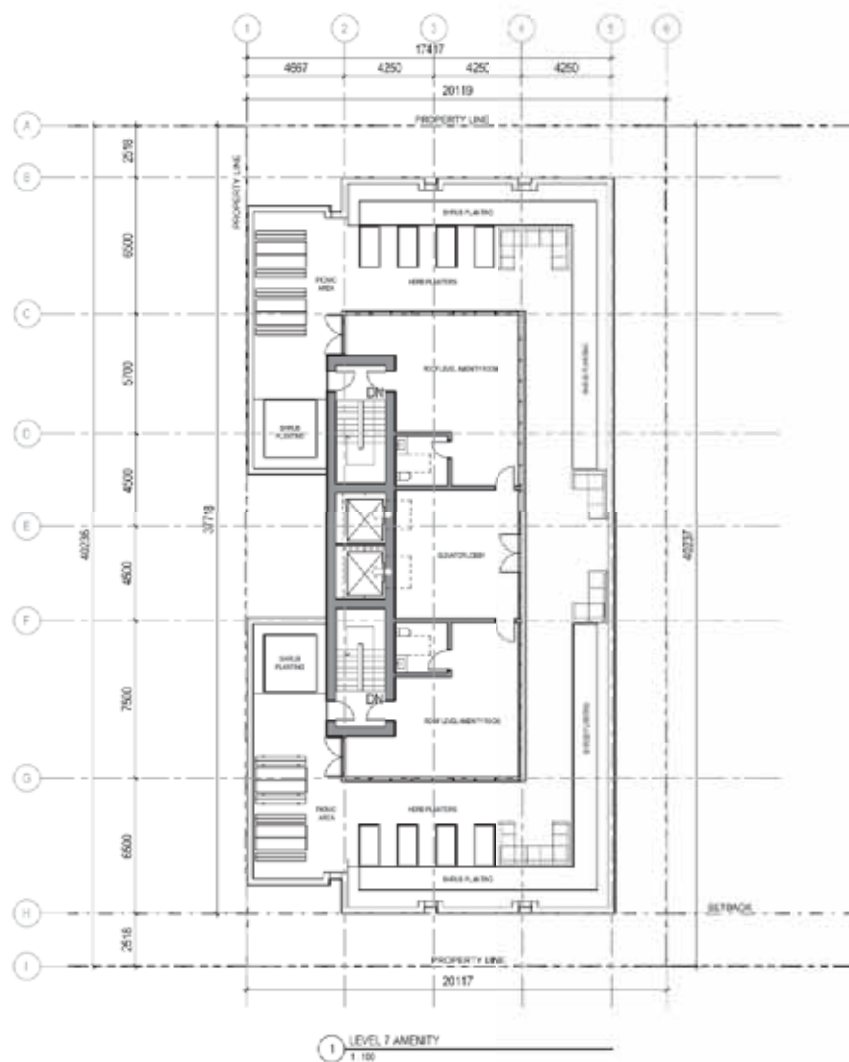
Floor Plan - Level 3-6

Spring Street

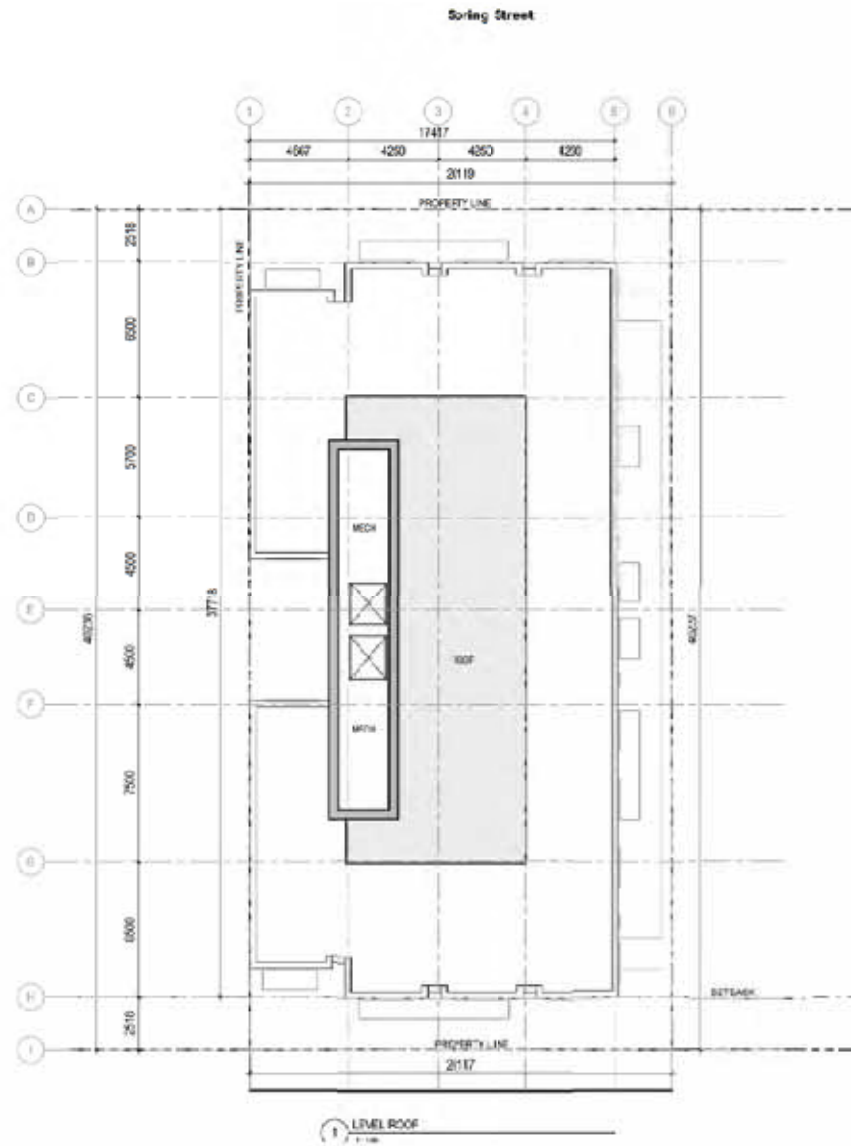
Reasoning Decklet & OCP Framework



Floor Plan - Level 7



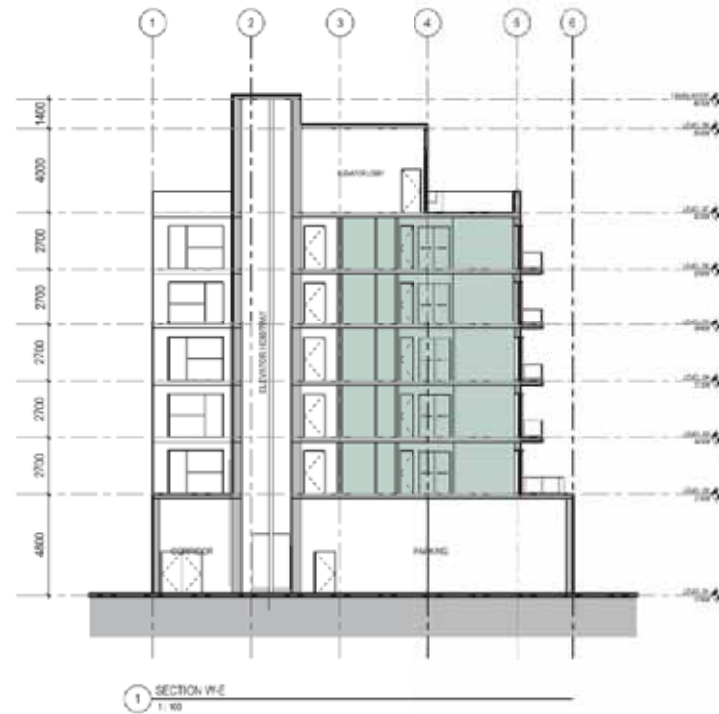
Roof Plan



Reconing Decklet & OCP Framework

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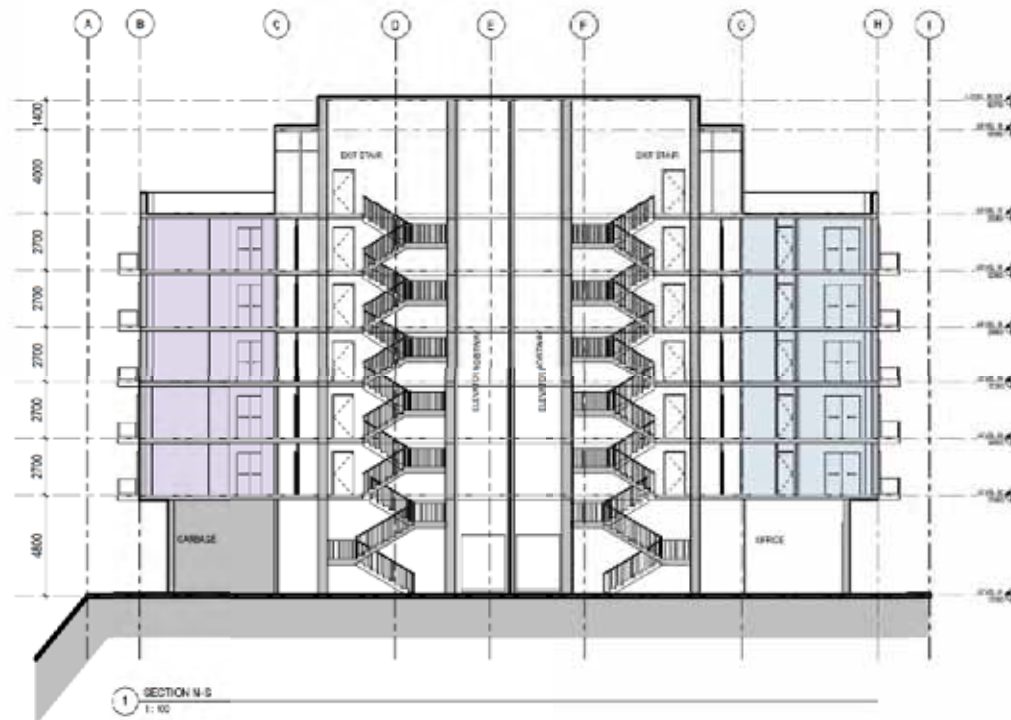
Section W-E



Section N-S

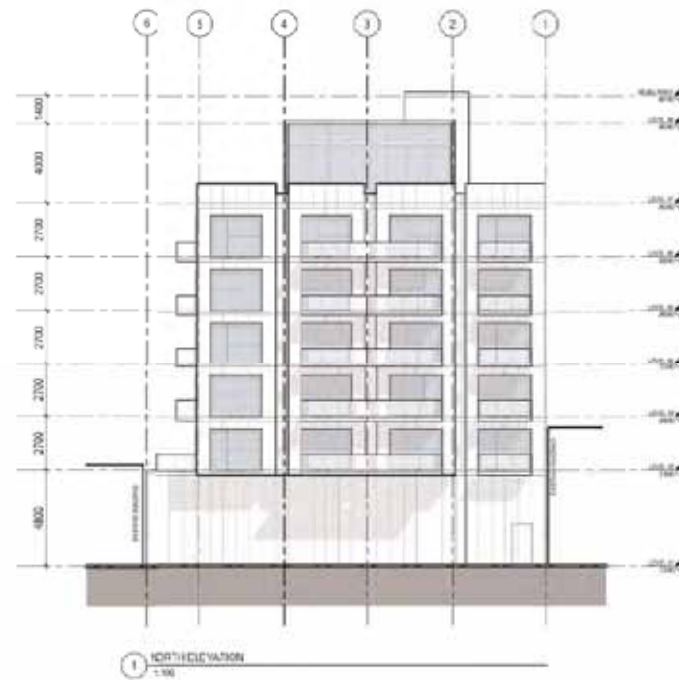
Spring Street

Reconing Decklet & OCP Framework



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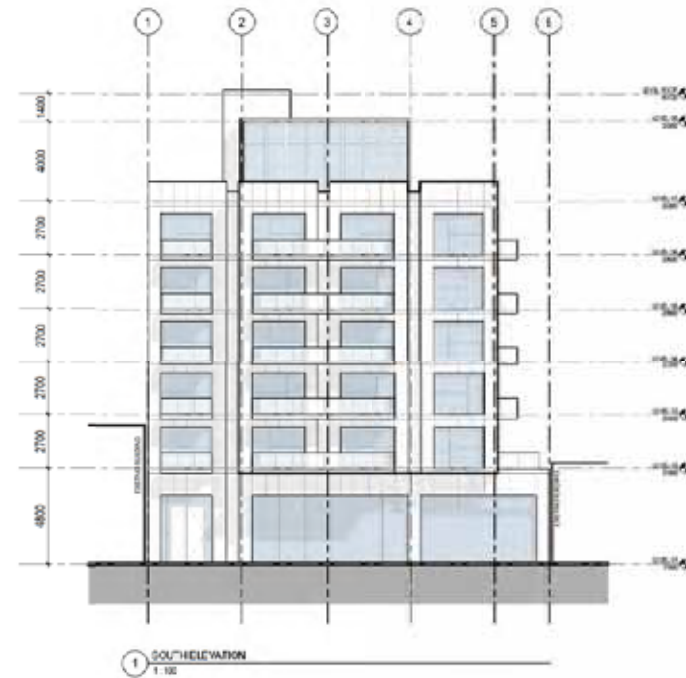
North Elevation



South Elevation

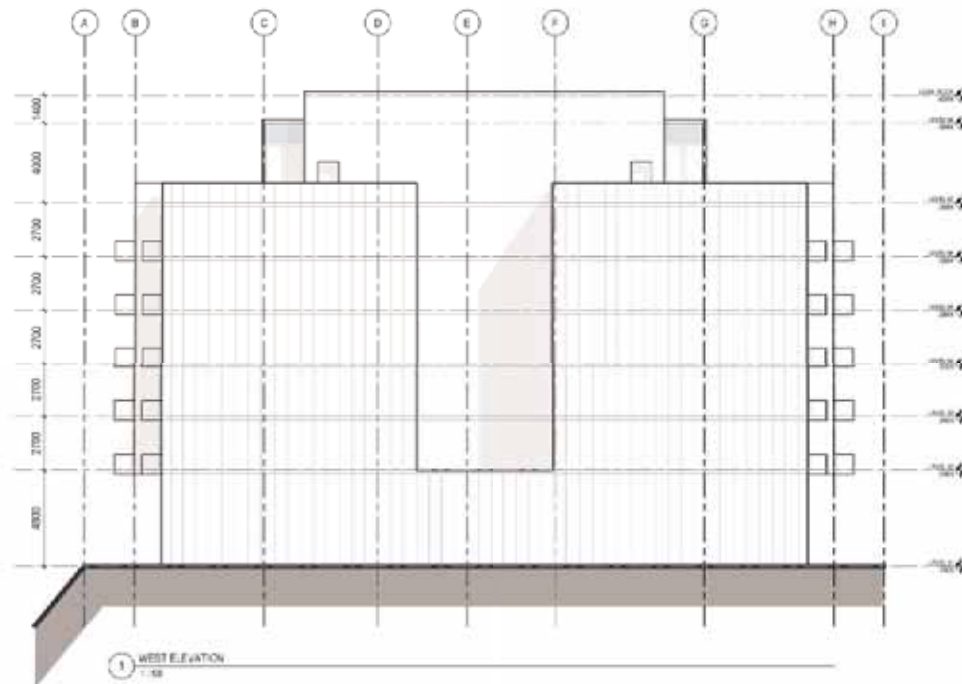
Spring Street

Reconing Decklet & OCP Framework



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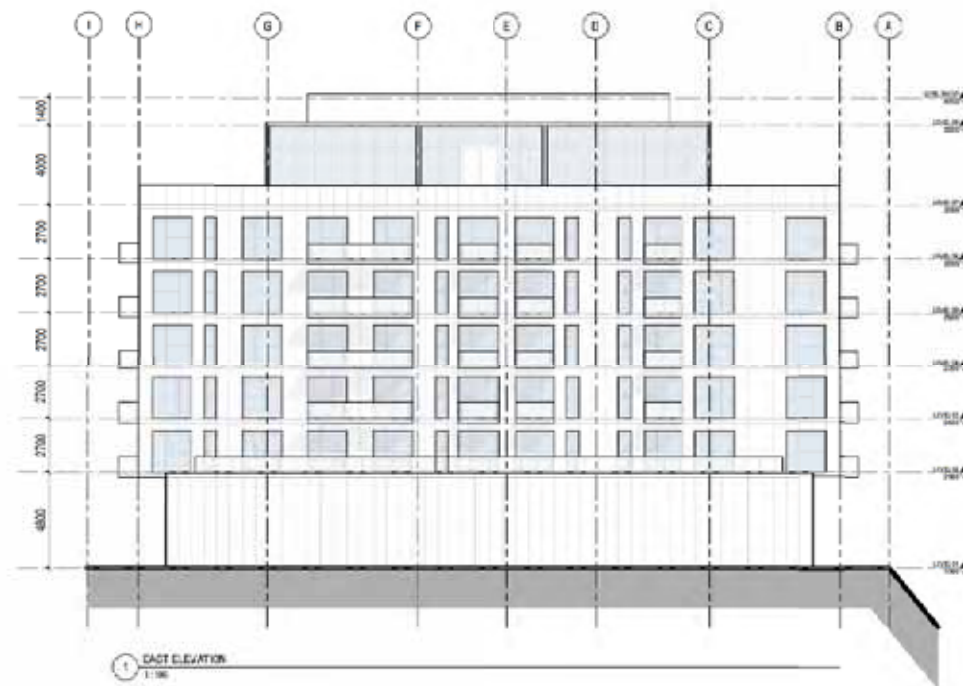
West Elevation



East Elevation

Spring Street

Reconing Decklet & OCP Framework



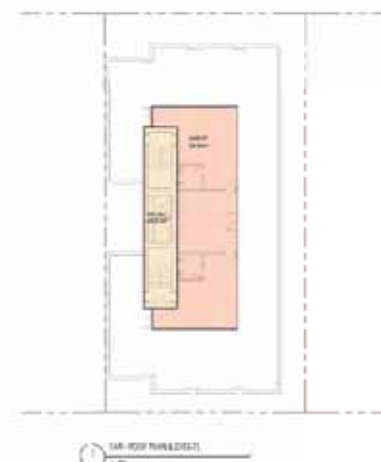
FAR Summary

1.1.1. IAR SUMMARY

PROVIDER FEE AREA			
PROVIDER FEE	0.00	0.00	0.00
TOTAL	0.00	0.00	0.00
PROVIDER FEE COLLECTOR AREA			
PROVIDER FEE COLLECTOR	0.00	0.00	0.00
TOTAL	0.00	0.00	0.00
TAX CALCULATION			
TAX	0.00	0.00	0.00
TOTAL	0.00	0.00	0.00

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Journal of Internal Medicine 247: 369–375

FAR CALCULATIONS PROGRAM

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Spring Street

Rezoning Booklet & OCP Framework

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Vancouver, British Columbia
CANADA V6B 2Y5