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

Rezoning Resubmission Booklet & OCP Framework

May 2024

Revision 1







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 kwikwəÅəm (Kwikwetlem), səlilwətał (Tsleil-Waututh), xwməθkwəyəm (Musqueam), Skwxwú7mesh (Squamish), qicəy (Katzie), q'wa:n ñ ñ'ən (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples have never left their territories and will always retain their jurisdiction and relationships with the land.

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

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Version History

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Section 1.0

Introduction

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1.1 Executive Summary

A Vision for Moody Centre - Background Summary

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 co-joined sites at 3060-3092 Spring St. and 80-85 Electronic Ave and includes the site 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.

The Amendment (2020) application proposed two main changes to the OCP (2017). Firstly, it extended the area of the Moody Centre TOD Area eastwards to extend one block east of Electronic Avenue. Secondly, it proposed an increase in maximum permitted height to 36 storeys in select locations within the TOD area.

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 were successfully demonstrated by the level of community engagement, passion, community input and support. We have continued this engagement, (refer to the Beedie Spring Street Engagment Report in appendix), 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 objectives of the original OCP to create a sustainable, inclusive, and vibrant Moody Centre.

This Rezoning Application contains Section 3 - 2023 OCP Framework which responds directly to the City of Port Moody comments to the Amendment as well as providing more refinement of the principles proposed in the 2020 design. The OCP Framework section (Section 3 in this booklet) is attached to the front end of each of Phase 1 site's rezoning application.

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 of Port Moody. 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

Beedie Living is proposing 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, 40ft.+ 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 proposed predominately consist of market strata housing, with the remainder being rental housing in collaboration with the kwikwehem (Kwikwetlem) First Nation (KFN).

In addition, on 2806 Spring Street, through partnership with BC Housing, a 6 storey non-market stand-alone rental will create 40 units of housing for vulnerable populations as part of the Women's Transition Housing & Supports program.

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:

- a diverse range of housing, both family oriented market strata (greatly exceeding City policy minimums in terms of family units) and nonmarket housing.
- an expanded public realm that builds off a pedestrian focused Spring
 Street, including a large flexible public plaza (adaptable for both community
 events and day to day social connection), mews, smaller intimate public
 spaces and underground parking. It is anticipated that the City of Port
 Moody will retain ownership of this public plaza, after Phase 2 of construction
 is completed, through an air space parcel agreement, while Beedie will enter
 into a servicing agreement to maintain it for two years post-completion.
- 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
- ground oriented and 2nd storey employment, providing jobs and opportunity for 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.



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 I 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 polices which the Application will be in compliance with include:

- Added Port Moody Corporate Policy 13-6510-2023-01 Moody Centre TOD Area - Guidance Framework for OCP Amendment and Rezoning Applications -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
- Metro 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
 - Update Design Guidelines with a Climate Lens
 - Implement Permit Streamlining for Low Carbon Buildings

Attachment 5

Spring Street Rezoning Booklet & OCP Framework

1.2 Letter from Province



September 11, 2023

Robert Toth, Director, Residential Development Beedie Living Suite 900 - 1111 West Georgia Street Vancouver, BC V6E 4M3

Re: Moody Centre TOD

Dear Robert,

The Integrated Development Branch supports well-planned transit-oriented development (TOD).

Successful implementation of TOD will help advance our Branch's goals and further support livable communities.

Our Branch is committed to the development of complete communities and the creation of new housing supply in appropriate locations near underutilized SkyTrain stations such as Moody Centre. Our Branch has several TOD objectives consistent with this development proposal, such as: creating a range of housing options, encouraging higher density development near transit centres, supporting job creation (through both construction and the development of employment uses), promoting transit ridership, and reducing vehicle use and associated emissions by directing the population to major public transit corridors.

Our Branch looks forward to working with the City of Port Moody to approve much needed housing for people in British Columbia.

Sincerely,

QesaeM

Jesse Margolus
Development Manager

Ministry of Transportation and Infrastructure	Integrated Development Branch	Mailing Address:	Location:
	Integrated Transportation &	PO Box 9850 Stn Prov Govt	5A-940 Blanshard Street
	Infrastructure Services Division	Victoria BC V8W 9T5	Victoria BC V8W 3E6
Ministry of Transportation	Integrated Development Branch	Telephone: (778) 698-9765	www.gov.bc.ca/tran
and Infrastructure		Mailing Address:	Location:
and imrastructure	Integrated Transportation &	PO Box 9850 Stn Prov Govt	5A 940 Blanshard Street
	Infrastructure Services Division	Victoria BC V8W 9T5	Victoria BC V8W 3E6
		Telephone: (778) 698 9765	www.gov.bc.ca/tran



1.3 Letter from BC Housing





1701 – 4555 Kingsway Burnaby, BC V5H 4V8 T: 604 433 1711 F: 604 439 4722 www.bchousing.org

September 8th, 2023

Mayor Meghan Lahti and Council City of Port Moody 100 Newport Drive, Port Moody, BC, V3H 5C3

Re: Letter of Support for Beedie Living's Moody Centre TOD Rezoning Application

Dear Mayor Lahti and Honorable Members of City Council,

I am writing on behalf of BC Housing to express our support for Beedie Living's rezoning submission for the mixed-use residential development in Port Moody TOD. Connecting sustainable and affordable transportation with non-market housing supply is a touchstone of viable communities.

The incorporation of non-market housing, family-oriented programming, and mixed-use design exemplifies a commitment to affordability, community enrichment, and sustainability. This mirrors our objective of fostering inclusive and thriving living spaces. We look forward to continuing our engagement with Beedie Living as their application develops.

Please don't hesitate to contact me directly should you have any questions. 604-813-9744 or nbruneme@bchousing.org

Sincerely,

Naomi Brunemeyer Director, Regional Development Lower Mainland BC Housing



September 5, 2023

Mayor Meghan Lahti and Council City of Port Moody 100 Newport Drive, Port Moody, BC, V3H 5C3

Dear Mayor and Honorable Members of City Council

Re: Letter of Support for Beedie Living's Moody Centre TOD Rezoning Application

I write on behalf of the kwikwaham First Nation to express our support for Beedie Living's rezoning submission for the mixed-use residential development in the Moody Centre TOD area.

Our partnership with Beedie Living from the project's inception underscores our commitment to responsible growth, cultural preservation, and environmental stewardship.

We affirm our continued involvement through ongoing engagement measures, upholding our values and contributing to the project's success. We anticipate a positive outcome and look forward to the developments' positive impacts.

All our relations,

Chief Maskeutt
Chief Ron Giesbrecht
kwikwaham First Nation

1.5 Project Team

Client

Beedie Living

Suite 900, 1111 West Georgia St, Vancouver, BC V6E 4M3 604 436 7888

Architect

Perkins + Will Canada Architects Co.

1220 Homer Street, Vancouver, BC V6B 2Y5 604 484 1579

Landscape Architect

Perry + Associates

112 E Broadway, Vancouver, BC V5T 1V9 604 738 4118

Structural Engineer

KOR Structural Engineering

510 Burrard St #501, Vancouver, BC V6C 3A8 604 685 9533

Mechanical

Introba

200 Granville St, Suite 180, Vancouver, BC V6C 1S4 604 687 1800

Electrical

AES Engineering

505 Burrard Street, Suite 950, Vancouver, BC V7X 1M4 604 569 6500

Civil Engineering

Binnie

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

Traffic & Transportation Consultant

Bunt & Associates

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

Surveyor

Butler Sundvick Land Surveys

4-19089 94th Ave, Surrey, BC V4N 3S4 604 513 2202

Code Consultant

LMDG

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Elevator Consultant

GUNN Consultants Inc.

Suite 166, 1020 Mainland Street, Vancouver, BC V6B 2T5 604 630 2276

Lighting Consultant

ThinkL Studio

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Envelope & Energy Modelling

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Arborist

Diamondhead Consulting

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Environmental Consultant

Keystone Consultant

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

Waste/Recycling Consultant

Target Zero Waster

North Vancouver, BC V7G 1S4 604 688 7024

Public Art Consultant

Ballard Fine Art

319 W Pender St #450, Vancouver, BC V5B 1T3 604 922 6843

Acoustics

BKL Consultants Ltd.

301-3999 HENNING DR., Burnaby, BC V5C 6P9 604 988 2508

Public Engagement

Pottinger Bird

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

Wellbeing Consultant

Happy Cities

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



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Section 2.0

Project Attributes

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Revision 1 (May '24) - Resubmission following Rezoning Engagement. Capturing response to City Comments, ADP, LUC and CIPC engagement, prior to First Reading.

Project Attributes for the most part remain unchanged and continues to provide overall amenity package that impressed staff and committee through the engagement, while responding to feedback and ongoing design development (e.g. Adding additional employment space and provision for childcare).

Updated Content

2.1 Summary of Application

Requested Amendments to the 2017 Port Moody OCP (Section 15.5.6):

- 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 St. to be dedicated to public ownership). Extension of TOD precinct to cover this land east of Spring Street.

Unchanged/ Alignment with 2017 Port Moody OCP (Section 15.5.6):

- 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.
- Underground parking accommodating 868 parking stalls and 1950 bicycle parking allowing reduction of podium to a pedestrian friendly scale.
- Loading via proposed extension of Golden Spike Lane (removing loading and vehicular traffic from Spring St.)





Rezoning Booklet & OCP Framework

Spring Street

Unchanged Content

2.2 Wellbeing - Happy City

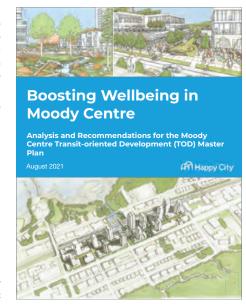
Happy Cities has created a framework that draws on insights from public health, neuroscience, behavioural economics, and environmental psychology to guide the design, programming, and implementation of developments and mixed-use neighbourhoods (see appendix for full report). This evidence based approach 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
- · 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



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 sense of belonging

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



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 for all

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



evolving needs of residents.

A resilient community

adapt to inevitable growth,

unforeseen challenges and the

An active lifestyle A place that prioritizes pedestrian connections where a healthy. low-emissions lifestyle is an easy and convenient choice for

A sustainable community that can



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

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

20

Updated Content

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 reapproximately 1021 new homes helping to make this vision a reality. T complaint with the City of Port Moody's adaptable unit policy whi current BCBC provincial adaptable housing standards and out of 150% will be family-friendly units, meeting City of Port Moody current

The project proposes 981 strata units which will offer an option fo buyers, especially in an urban fabric which is currently dominated family homes. The strata housing combined with indoor and outdoor and active retail options would offer a modern way of living to the project and contribute to the development of the area.

The goal with these homes is to provide diverse housing options and fa that are well designed and provide a comfortable, spacious place for residents to live.

The homes will be professionally operated and managed, providing stability for residents. 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, office, and much more.

The site at 2806 Spring Street is entirely designated as non-market housing, facilitating the provision of 40 secure housing units in collaboration with BC Housing Envisioned

as below-market rental tenures, these units ensure affordability in need. The intended tenants for these units, vulnerable popu Women's Transition Housing & Supports program, highlight the in addressing housing vulnerability. In accordance with BC Hous Women's Transition Housing - Secondary Stage Housing, this is in housing where the length of stay is 6 to 18 months and staff ar support, safety planning, and referrals.

This provision on 2806 Spring Street equates to approximately residential floor area. As per the Port Moody *Inclusionary Zonii* Rental Units a minimum 6% of residential FAR is to be made up Units. The balance of this 6% policy requirement for affordable...

up of non-market rental units on the main site in partnership with the kwikweńam (Kwikwetlem) First Nation (KFN), providing approximately 20 units of housing within the market strata component to the KFN at cost.

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, ultimately contributing to the success of the Moody TOD's diverse housing provisions.

Beedie

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



Rezoning Booklet & OCP Framework

Spring Street

Updated Content



Updated Content



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 highlighted in both current OCP (2017) and built on in subsequent Amendment submissions (2020/21).

The public realm of Spring Street is envisaged as a series of curated go gallery has its own distinct identity, and together they weave a vibrant diverse cultural district at Moody Centre.

The character for the node identified on the Beedie site is around Neighbourhood, the resulting concept revolves around the creation of a vib 'Living Room', acting as a central hub for social interactions, artistic excommunity gatherings. To ensure its year-round usability for residents of design strategically integrates shade structures, weather-protection, play use areas able to allow flexibility for events and other community progranticipated that the City of Port Moody will retain ownership of the Living Phase 2 construction completion through an air space parcel agreement, will enter into a servicing agreement to maintain it for two years post-community progranticipated that the completion through an air space parcel agreement,

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.

Since the initial Rezoning submission, Beedie has hosted several public work a community open house to receive feedback on key features of the develop specifically the living room. For more information, please see the submitted appendices created by Pottinger Bird.

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 fulfill 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.

Rezoning Booklet & OCP Framework

Spring Street

Updated Content



Attachment 5

Perkins&Will

surroundings.

Updated Content

2.5 Residential Amenities at Podium

Future residents of the project will enjoy over 21,269 square feet of amenities. These spaces will be located on the shared podium roof level, all seamlessly connected to outdoor areas designed for various activities such as outdoor play, dining, among others. The design ensures a smooth transition from indoor residential to the exterior spaces, fostering a harmonious blend of urban living an

Furthermore, in addition to serving future building residents, we envision collewith local organizations to expand and enrich community programm partnership aims to extend the benefits of the amenities beyond the building's contributing to the well-being of the broader community.

To further enhance the connection with nature and promote sustainabi occupied roof spaces will feature extensive sedum green roofs. These green only provide additional landscape elements but also increase biodiversity, the urban heat island effect, and reduce stormwater runoff. By incorpora eco-friendly features, the project not only prioritizes the comfort and well its residents but also demonstrates a commitment to environmental steward sustainability practices.



8.1 Community gardens

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



Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



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).

Updated Content



Updated Content

2.6 Employment Space

Active Retail

The project provides continuous ground oriented commercial retail units served directly from Spring street. The 40ft+ podium creates a vibrant streetscape encouraging pedestrians' points of interest and creates a strong neighbourhood 'main street' experience. A variety of scale CRU 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 daylit 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 2,880 SF counterprises.

- of Port Moody, the proposal is projected to support the following job numbers

 530 Jobs within the 68,639 SF of commercial space including 2nd storey emptor childcare, 2.3
- 168 Work-from-Home Jobs accommodated within Residential Units.1

The approach is therefore projected to facilitate the creation of over 698 on-site job density targets adopted by Corporate Policy 13-6510 (Moody Centre Trans Guidance Framework for Official Community Plan Amendment and Rezoning people to the development as a place of work or by providing the resources for from-home. As an integral part of the evolving OCP Framework, the development is poise a to arrive significance in the Moody TOD area and enhancing the economic vitality of Port Moody beyond.

- Through the 2021 StatsCan Census of Population, the average household consists of 2.4 people. Through our proposed 1,021 units, that equates to an added population of 2,450 people. Utilizing the Work-from-Home rate of 6.9% outlined in the Economic Development Master Plan, it can be assumed that the Residential Units within the development will accommodate 168 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 indicates a total job base scenar



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 city. This halos



stores that provide opportunities for passersby to sit, enjoy nature, or stop at small shared libraries.



Updated Content

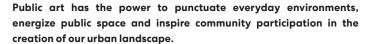


Unchanged Content

2.7 Public Art

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



The public art for the Beedie site(s) within the Moody Centre 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 (2021) for public art: 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.

1. Reflects the indigenous heritage of the land

2. Engages its community

3. Leads innovative, creative placemaking and practice

Public Art site locations and opportunities for public art will be determined and realized over time with future phasing and, at the later respective Detailed Public Art Plan stage, developed in conversation with Beedie, other Phase 1 applicants, and City staff

Situated on the on traditional, ancestral, and unceded territories of the kwikwə\u00e0əm (Kwikwetlem), qiqéyt (Qayqayt), xwməθkwəyəm (Musqueam), skwxwú7mesh (Squamish), and səlilwətal (Tsleil Waututh) First Nations, the public art will further support the creation, promotion, and preservation of Indigenous art and culture.



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.



Rezoning Booklet & OCP Framework

Spring Street

Unchanged Content

A number of opportunities are presented within the proposal for integration of public art within the public realm; through landscaping, wayfinding and play spaces as well as standalone public art pieces.



Wooden Play Structures with Nature/Creek Theme



Opportunity for Digital Art



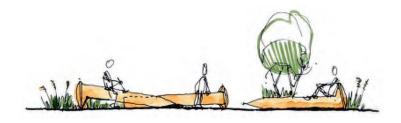
Example of Illuminated Custom Playground



Wooden Play Structures with Nature/Creek Theme



Lighting Integration with Plaza Arches



"Golden Spike" Sculptural Seating Elements



Flush Plaza Water Feature with Sheet Flow

Updated Content

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 projects three key sustainability objectives:

- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

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

The project will be designed for an "envelope first" approach to performance based design 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 explores sustainability strategies in more detail as they relate t the above objectives.

Refer to appendix



on fossil fuels as means of meeting the City of Port Moody's climate leadership objectives.



Principles adopted from strategies identified Happy City Report 2021:

community that supports human health and well-being. The project provides places for physical, social, and mental wellbeing through fitness spaces, gathering spaces and places to play.



naturar systems and increase the biodiversity of the site while also fostering connections with nature. The project attempts to establish ecological corridors lost from the time before the site was initially developed.

ect aims to regenerate the

Application Sustainability Objectives



Low Carbon Lifestyle

OCP and other proposed developments for the area envision the neighborhood around the site to be one rich with amenities and closely connected to the Evergreen Skytrain line-supportive of a car-free lifestyle.



8.4 Include indigenous flora

Include indigenous flora and opportunities for people to learn about the land's past so residents can 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 Rocky Point Park.







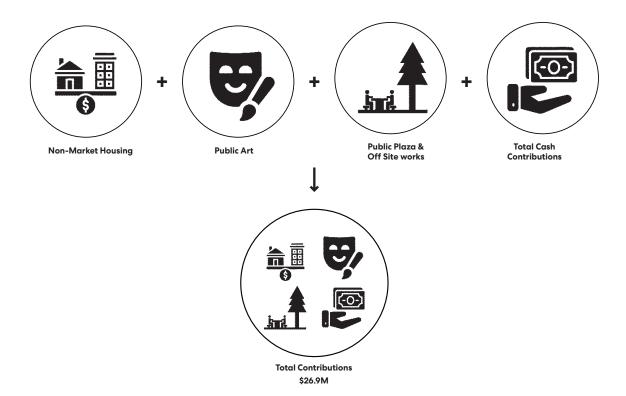
Updated Content

2.9 Public Benefts

The proposed development will generate a variety of public benefits that will serve as a lasting legacy for the Moody Centre neighbourhood.

Most of the benefits will be delivered as in-kind contributions in the form of Non-Market Housing, a community-oriented Public Plaza, the extension of Spring Street through Buller Avenue, the dedication of the newly built West Connecting Lane, the addition of a pedestrian-friendly mews as part of a comprehensive vibrant onsite package, and public art. Benefits will also be delivered in the form of cash contributions to the City of Port Moody byway of CAC and DCC contributions per municipal policy, and School Site Acquisition Charges.

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. The project team continues to work closely with city staff in determining that appropriate contributions are delivered in accordance with local municipal government policy, and expects there to be an excess of \$26.9M provided to the community via cash or in-kind contributions.



Beedie/

Updated Content



Rezoning Booklet & OCP Framework

Spring Street

Section 3.0

OCP Framework

Contents

3.1 OCP Policy Overview

28

Version History

Revision 0 (Sep '23) - Original Submission as part of OCP Amendment and Rezoning Application Submission

Revision 1 (May '24) - Resubmission following Rezoning Engagement. Capturing response to City Comments, ADP, LUC and CIPC engagement, prior to First Reading.

Section condensed and updated to reflect latest City Policy. Refer to the Appendix for 'Moody Centre Framework' that is the basis of Urban Design vision for Moody Centre TOD.

Updated Content

3.1 OCP Policy Overview

OCP Policy

- · Spring Street promenade
- Pedestrian plazas
- Mid-block pedestrian connections
- · Daylighting creek with natural greenway
- 26 storey towers with 6 storeys at edge total 13 towers

2020

OCP Amendment

Revisions:

- Transit Plaza and Artist's studios introduced
- · Tower height to maximum 36 storeys
- Extension of the TOD area passed Electronic Avenue

Refinements:

- · Community amenities
- Pedestrian overpass to Rocky Point Park
- · Diversity of housing
- Variety of employment opportunities

2021

OCP Amendment Supplementary Submission

Refinements:

- More diversity of housing
- · Increased jobs
- · Increased open spaces
- Reduced tower heights max. 36 storeys at Moody Centre Station only
- · Reduced tower density total 12 towers

2023

OCP Amendment and Rezoning Application Submission of PCI Site

including Moody Centre Framework

Refinements:

- · Variety and organization of open spaces
- Increased tower heights to accommodate fully underground parking and below market rental options- maximum 39 storeys at Moody Centre Station
- Tower floor plate approximately 8,000 square feet
- Established organizing urban framework across TOD
- · Character of Spring Street

Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

City of Port Moody adopt Corporate Policy 13-6510
which is significantly in alignment with the Moody
Centre Framework proposed as part of PCIs OCP
Amendment and Rezoning Application Submission,
including heights, floor plate sizing and tower
separation.

2024

OCP Amendment and Rezoning Resubmission

Refinements

- Design Development on tower and podium expression, refinement of Living Room and improvement to wayfinding
- An additional ~22,000 SF in employment space.
- Updates to Civil Design in coordination with City Staff to address initial Rezoning Submission comments.
- Confirmation that the City will retain ownership of the Public Plaza (Living Room) upon completion of construction

We are here

3.1.1 Outline

The intent of this chapter within the original OCP Amendment and Rezoning Submission (June '23) was to act as a reference framework between the City of Port Moody's ongoing OCP process and the rezoning application.

This chapter provided a master planning framework with guiding principles that build on the previously submitted Moody Centre TOD OCP Amendment (summarized the appendix) and also takes into account City of Port Moody staff comments and input from the public (summarized overleaf). These guiding principles and this front end chapter (Appendix - OCP Framework) will be common to all three active/pending rezoning applications in what was described as Moody Centre TOD Phase 1; the properties owned by PCI, Beedie and the Ministry of Transportation & Infrastructure (MoTI) on the North side of Spring Street between Hugh Street to the West and Buller Street to the East. While each parcel will put forward its own rezoning application, there is a unity of approach and a shared value system in aligning with the guiding principles outlined herein.

In December 2023 City of Port Moody adopted Corporate Policy 13-6510 (Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications) which is significantly in alignment with the Moody Centre Framework proposed as part of Beedie's OCP Amendment and Rezoning Application Submission, including heights, floor plate sizing and tower separation.

The OCP Framework outlines next steps in this masterplanning work for the Moody Centre TOD, including upcoming Moody Centre TOD Design Guidelines being worked on by Perkins &Will Architects in coordination and engagement with City Planning Staff and landowners with active and pending applications within the TOD precinct.

Previous sections 4.2-4.5 which outlined the background history and OCP context within the TOD precinct, as well as the Moody Centre Framework vision have been moved to the appendix of this document for reference.

Updated Content

3.1.2 Moody Centre TOD Design Guidelines

As directed by Council at the Application's review under Community Initiatives and Planning Meeting (CIPC) the Applicant is coordinating with other landowners within the TOD precinct to engage with City Planning staff in formulating a cohesive set of design guidelines for the Moody Centre TOD Precinct.

This scope will look to collectively 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. It will highlight aspects such as the implementation of robust stormwater management strategies, cohesive streetscape standards, thoughtful tree planting, and dedicated spaces for public art are woven into the fabric of this comprehensive development plan. These interconnected elements not only address environmental considerations but also contribute to the aesthetic appeal, functionality, and cultural richness of the Moody Centre TOD Area. Through this synergistic approach, these components work in tandem to create a resilient, visually cohesive, and socially vibrant community that aligns with the overarching goals of sustainable and inclusive urban development.





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Section 4.0

Rezoning Submission

Contents

4.1	Site Definition & Context Analysis	33
4.2	Program Statistics & Site Configuration	47
4.3	Design Rationale	5
4.4	Landscaping & Public Realm	6
4.5	Public Art	8
4.6	Sustainability	89
4.7	Policy Context	94

Version History

Revision 0 (Sep '23) - Original Submission as part of OCP Amendment and Rezoning Application Submission

Revision 1 (May '24) - Resubmission following Rezoning Engagement. Capturing response to City Comments, ADP, LUC and CIPC engagement, prior to First Reading, specifically focusing on addressing the need for additional employment space within the project.

Rationale for Rezoning Submission for the most part remain unchanged and continues to provide overall submission package that impressed staff and committee through the engagement, while responding to feedback and ongoing design development.



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4.1 Site Definition & Context Analysis



Unchanged Content



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

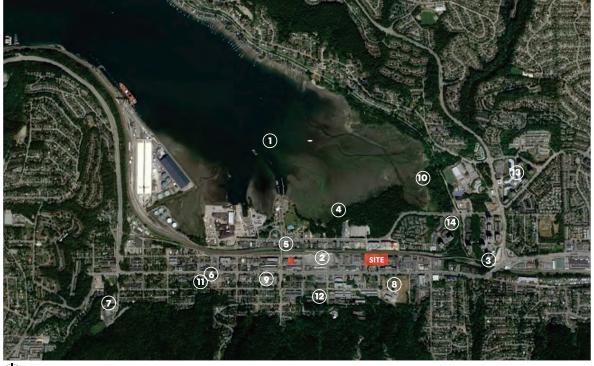
Metro Vancouver's Regional Growth Strategy is centered on creating high density, mixed-use urban centres at transit stations and along transit corridors. The Metro Vancouver Regional Growth Strategy has identified Moody Centre as a Frequent Transit Development Area within a Major Transit Growth Corridor.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

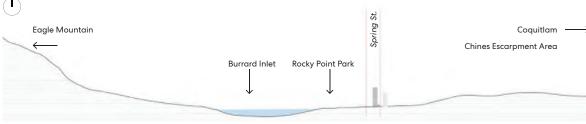
The site is generally rectangular in shape and slopes slightly from south to north down towards Burrard Inlet with an elevation difference of about 1 metre between Spring Street and Golden Spike Lane.

LEGEND:

- 1. Burrard Inlet
- 2. Moody Centre Station
- 3. Inlet Centre Station
- 4. Rocky Point Park
- 5. Brewery Row
- 6. PoMoArts
- 7. Port Moody Secondary

- 8. Moody Middle School
- 9. Moody Elementary
- 10. Shoreline Trail
- 11. Kyle Centre
- 12. Chip Kerr Park
- 13. Newport Village
- 14. Sutterbrook Village





Diagrammatic Section: North-South, Port Moody Area

Unchanged Content

4.1.2 Site Definition

Mixed Use Marlet Site (3060 - 3082 Spring St. & 80-85 Electronic Ave)

The market strata site at 3060-3092 Spring St. & 80-85 Electronic Ave is located around 120m west of Moody Centre Transit station.

To the north, the proposal includes the extension of Golden Spike Lane to provide vehicle and fire truck access to Beedie and PCI Phase 1 sites, reducing potential pedestrian and cyclist conflicts.

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

The western side includes the day lit section of Dallas/Slaughterhouse Creek from PCI Phase 1 application. Beedie's proposal features a 6m wide two-way lane connecting Golden Spike Lane extension to Spring Street. The Beedie building design includes a public area at the base of the western tower and office space facing the creek.

The eastern side is bordered by Buller Street and to the East, an existing four-storey multifamily residential typology.

2806 Spring Street - Dedicated Non-Market Site

The non-market site is located at 2806 Spring Street, about 300m east 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 pedestrianfocused 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 overheight single-storey warehouse buildings, intended as open park space in line with the OCP Framework's neighborhood node concept seen on the neighboring market site.



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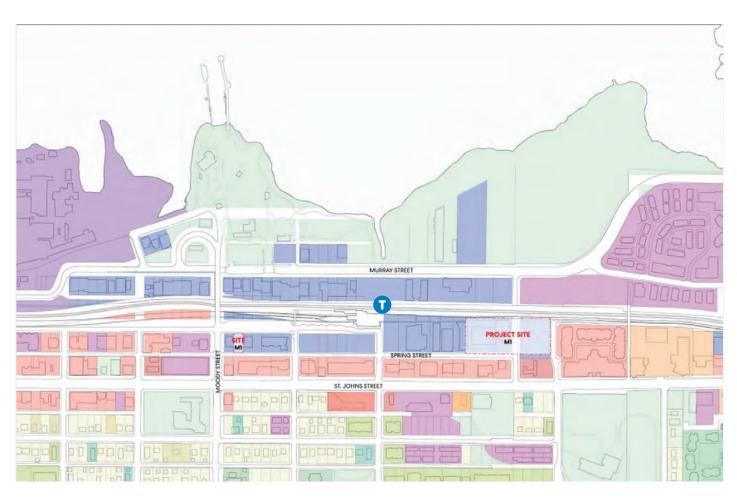


4.1.3 Land Use

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, 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 highrise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses. Our application is to amend the City's OCP with respect to height in order to deliver the attributes outlined herein.





Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

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 Port Moody has an ambitious goal to significantly increase non-vehicle trips to 40% by 2030 which can only be done by focusing significant growth in close proximately to transit stations.

Spring Street is intended to become a pedestrian-focused street via planned improvements including new sidewalks and a shared bike lane that will provide safer pedestrian movements to and from the station. These new mobility routes in Moody Centre will connect Spring Street to existing routes, including Murray Street and the Shoreline Trail network, on the north side of the tracks by the proposed pedestrian overpass that will be delivered as part of the adjoining Phase 1 application by PCI.

Legend

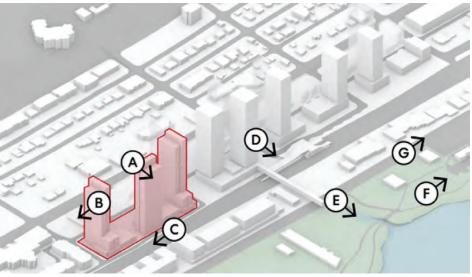
Bike Friendly Lanes
West Coast Express
Evergreen Line Skytrain
Bus Routes
Bus Stops

10 min walking shed 5 min walking shed

Unchanged Content



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



Key Plan



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

Rezoning Booklet & OCP Framework

Spring Street

Unchanged Content



View D. Looking towards rail line from St Johns St. Source: Google.



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



View F. Looking towards Burrard 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

Unchanged Content



4.1.6 Orthophoto — Market Strata (3060-3092 Spring Street, and 80-85 Electronic Avenue)

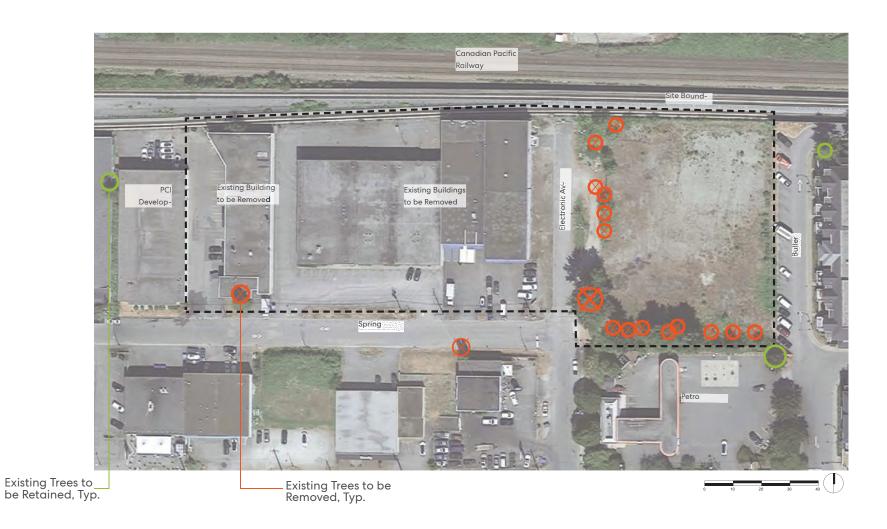
The orthophoto illustrates the current site conditions. The site currently contains surface parking and partially occupied single-storey warehouses beyond their useful life, creating opportunity to develop the site and provide more density around the transit station.





Unchanged Content

4.1.7 Existing Conditions - Landscape



Unchanged Content

4.1.8 Views from Market Strata Site

Beedie

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

Level 20



Level 10



Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

Level 40



Level 30



Unchanged Content

Beedie/

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



Key Plan





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



Rezoning Booklet & OCP Framework

Spring Street

Unchanged Content

Site Photos



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



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



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



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



Unchanged Content



4.1.10 Orthophoto — Non-Market (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 provide more density around the transit station.





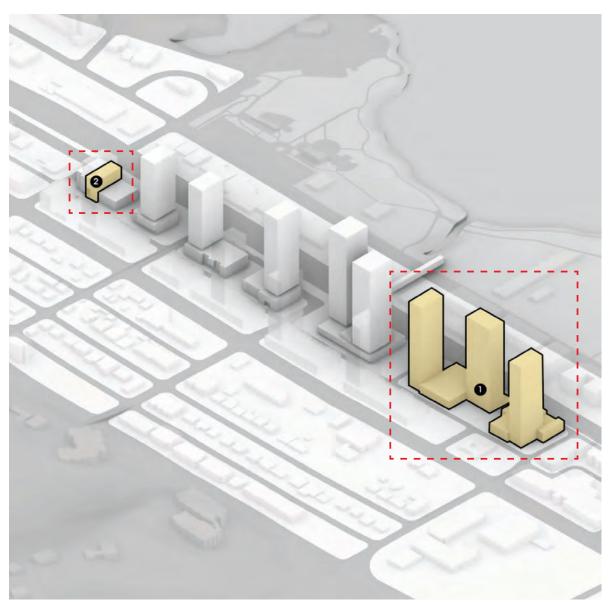
4.2 Program Statistics & Site Configuration





4.2.1 Key Project Statistics

KEY PROJECT STATISTICS				
	1 Mixed Use Market Site		2 Dedicated Non-Market Site	
	m²	sf	m²	sf
Gross Site Area	14,885.67	160,228	809.5	8,713
Total FSR Area	85,472	920,014	3,116.23	33,543
FSR	5.74		3.8	
Living Room Plaza	838	9,021	-	-
AREA TOTALS FOR EACH USE				
	Mixed Use Market Site		Dedicated Non-market Site	
	m²	sf	m²	sf
Total Residential (Market FSR)	79,095	851,375	-	-
Total Residential (Non-Market FSR)	-	-	3,116.23	33,543
Total Adaptable (excludable, non-FSR)	984	10,592	145.87	1570
Total Amenity (excludable, non-FSR)	1,976	21,268	146.84	1,581
Total Employment Space	6,377	68,639	-	-
PROPOSED UNIT MIX				
Site	1		2	
Туре	Mixed Use Market Site		Dedicated Non-market Site	
Studio	58	6%	15	38%
1 Bed	427	44%	10	25%
2 Bed	392	40%	10	25%
3 Bed	104	11%	5	13%
Total	981	100%	40	100%

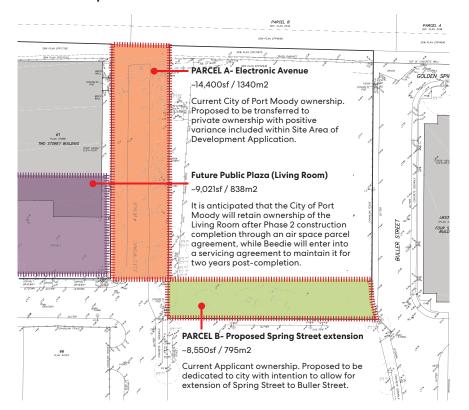


Rezoning Booklet & OCP Framework

Spring Street

Updated Content

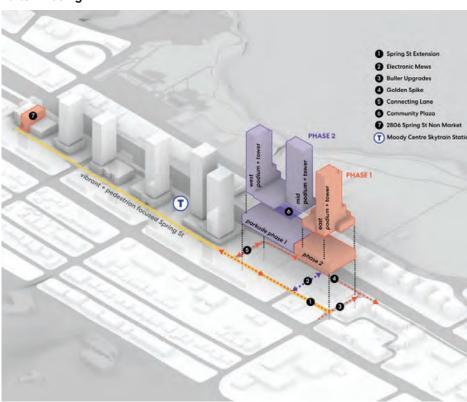
4.2.2 Landswap



As apart of the Application the Applicant is proposing 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 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.

The Portion of Electronic Ave North of Spring Street to the rail line will change to private ownership but will be maintained as apart of the public realm via a Servicing Right of Way. The application proposes the creation of Electronic Ave Mews which will provide vehicular access to the newly proposed Golden Spike Lane as well as act as extension of the living room as required for community events.

4.2.3 Phasing



The entire development has been planned as a phasewise development which would progress in consultation with the stakeholders, the Applicant and the City for which the parkade, east podium and tower has been planned for Phase 1 followed by mid and west podium, parkade, and tower for Phase 2.

2806 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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4.3 Design Rationale





Collective Vision for Moody Centre TOD

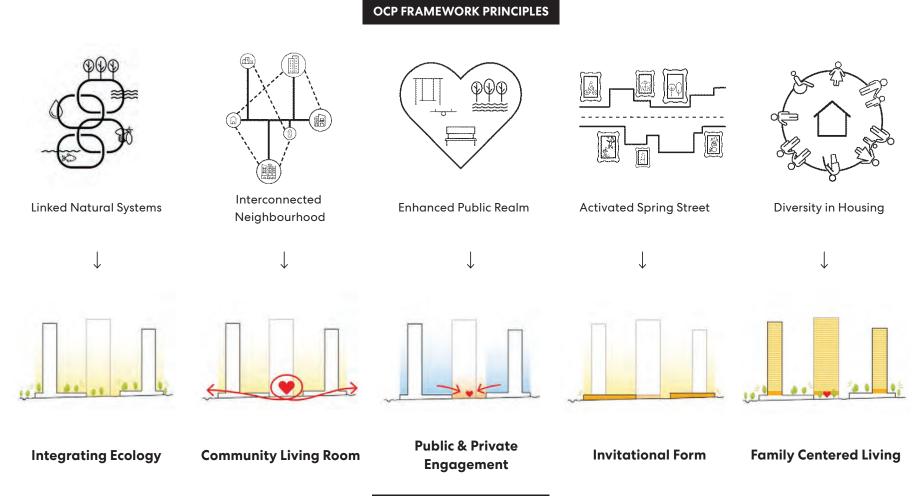
Create a pedestrian-oriented, vibrant, mixed-use community that is centered around high-quality transit, sustainability and celebrates livability in the 'City of the Arts'

Rezoning Booklet & OCP Framework

Spring Street

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4.3.1 Design Principles

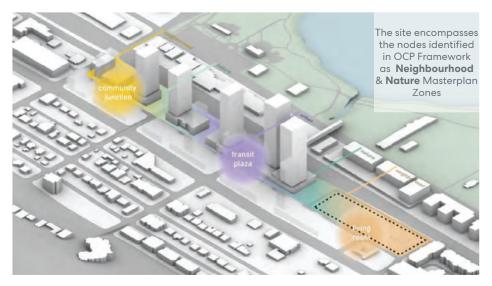


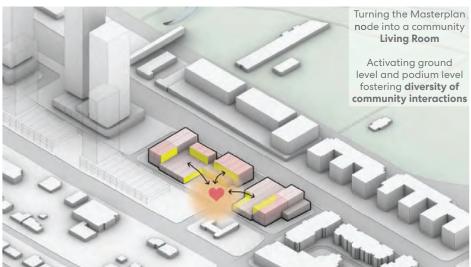
SITE-SPECIFIC PRINCIPLES

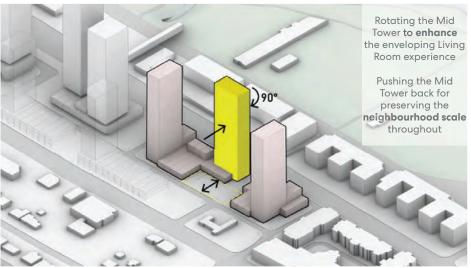
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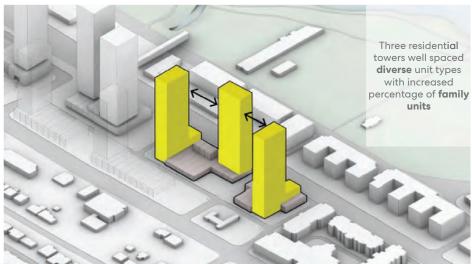


4.3.2 Form Narrative

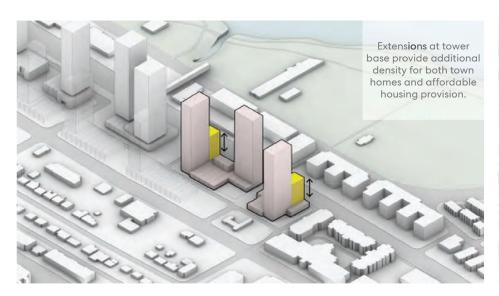


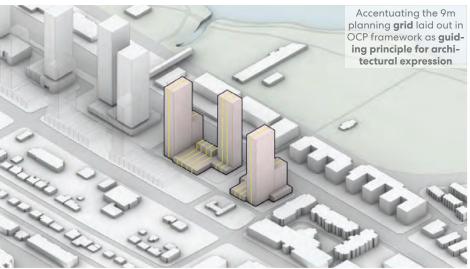


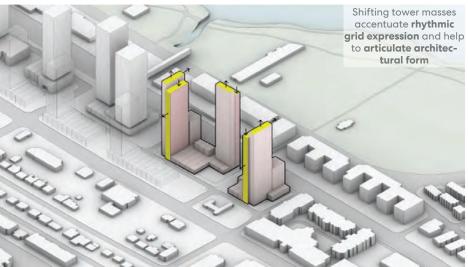




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4.3.3 Opportunities & Constraints

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

Community Connection

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 plaza. 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 entire neighborhood.

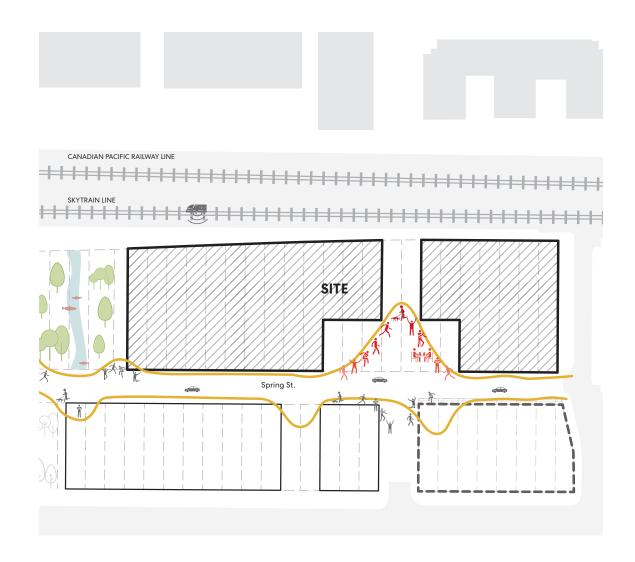
Views and Acoustics

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

Celebrating Natural Assets

The 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 plaza.

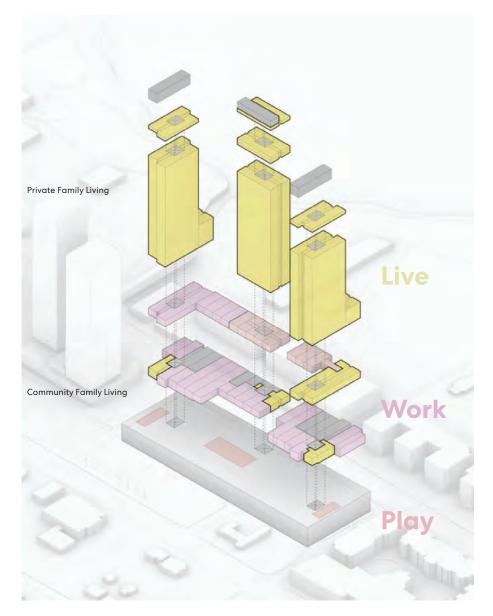


Updated Content

4.3.4 Family Centered Living

Vision Statement for Beedie Site

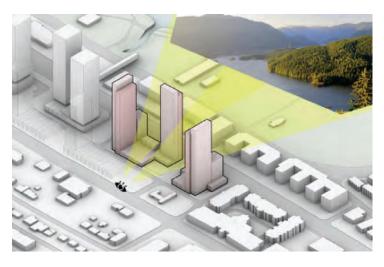
The Beedie project embodies a visionary approach to **family-centred** living, fostering **vibrant community** interactions through integration of **public and private amenities** that **enhance** and **connect** the fabric of the neighborhood.



Updated Content

Beedie/

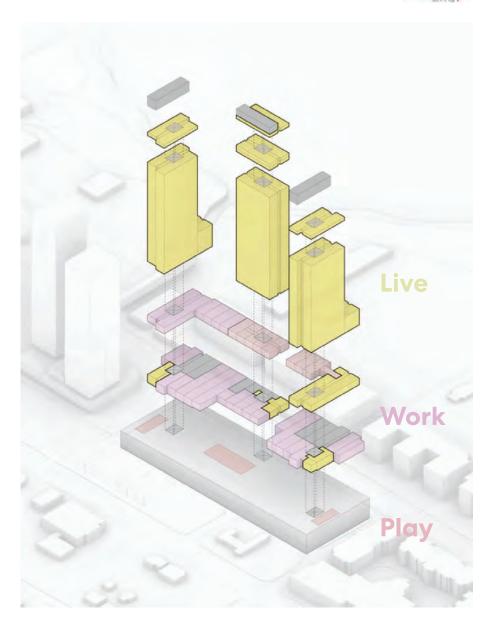
4.3.5 Family Centered Living - LIVE



Port Moody is a 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" and the Metro Vancouver's Regional Growth Strategy calls on population growth strategy 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 from ownership to key partnerships for provision of affordable housing within the Moody Centre TOD precinct (refer to sections EN13 & EN23 in Sustainability Report Card). Creating variety and choice takes into consideration the diversity in economic positions that exists within Port Moody today.

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 Rezoning Booklet & OCP Framework

Updated Content



Updated Content



4.3.6 Family Centered Living - Market Housing

The proposed rezoning will create approximately 981 new homes helping to make this vision a reality. The project will be complaint with the City of Port Moody's adaptable unit policy which adheres to current BCBC provincial adaptable housing standards and out of 981 homes, at least 50% will be family-friendly units, exceeding City of Port Moody current housing policy.

The project proposes 100% strata units for sale on site which will offer a more optimum and lucrative option for first time home buyers, especially in an urban fabric which is currently dominated by mostly single family homes. The strata housing combined with indoor and outdoor amenities, anchor and active retail options offer a modern way of living to the residents and contribute to the development of the area.

Having sufficient strata housing is important to every housing market for a number of reasons:

- **Housing demand**: The current housing shortage and lack of options for homebuyers call for 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 long-term.
- Ownership: Buying one's own house is a long term investment where the place invested in can be used by generations if living in the same place and there is sense of security even with all the market rate fluctuations.
- **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, while respecting the varying housing options of all residents.



Updated Content

4.3.7 Non-Market Housing (2806 Spring Street)

The site at 2806 Spring Street is entirely designated as non-market housing, facilitating the provision of 40 secure housing units in collaboration with BC Housing. The intended tenants for these units, vulnerable populations as part of the Women's Transition Housing & Supports Program, highlight the project's significance in addressing housing vulnerability.

Envisioned as non-market rental tenures, these units ensure affordability and stability for those in need. Alongside the housing units, complimentary amenities that are poised to enhance the overall living experience for the residents.

The decision to designate a separate site for this distinct housing typology offers several distinct 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, ultimately contributing to the success of the Moody TOD's diverse housing provisions. This allows early delivery through an expedited permitting process (refer to section S10 in the Sustainability Report Card).

This provision on 2806 Spring Street equates to approximately 3260m² (~35000sf) of residential floor area. As per the Port Moody policy Inclusionary Zoning – 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 in partnership with the kwikwejam (Kwikwetlem) First Nation (KFN).

Attachment 5

Spring Street Rezoning Booklet & OCP Framework



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

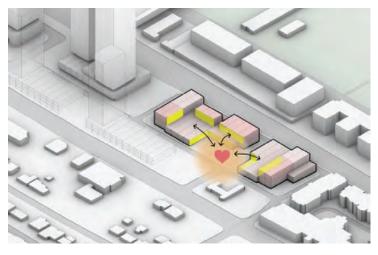


Illustration of current project partnership between Beedie Living and BC Housing on another development site - 4803 Canada Way (image courtesy Beedie Living)

Updated Content

Beedie

4.3.8 Family Centered Living -WORK

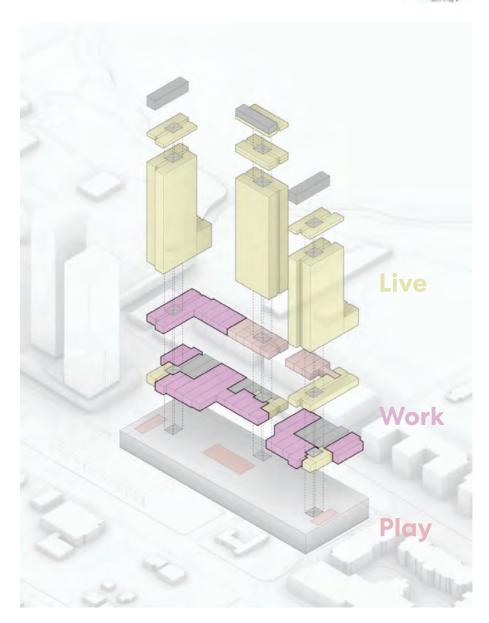


The conceptual approach to the site is to build on the characterization of the public realm within our proposed OCP Framework, establishing a Masterplan Neighborhood node as an extension of an active and pedestrian focused Spring Street. This led to the creation of a Public Plaza, entitled the Living 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 530 jobs.

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 168 workfrom-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. Phase 2 of the project will feature an additional 22,000 square feet of employment space on the podium. This office space not only expands commercial activities but also offers potential for childcare provision, addressing the needs of working parents within the community.



Spring Street Rezoning Booklet & OCP Framework

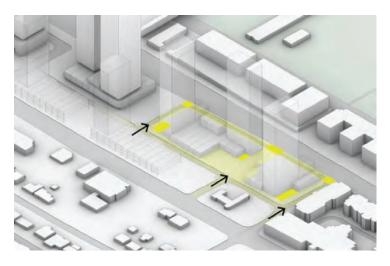
Updated Content



Updated Content

Beedie

4.3.9 Family Centered Living -PLAY

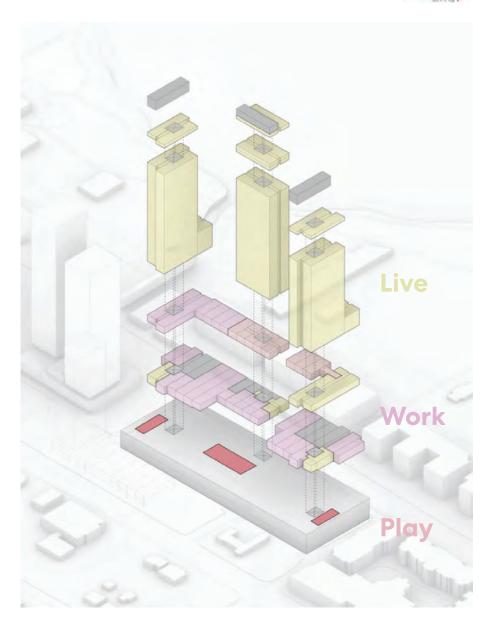


A vibrant walkable Spring Street is a clearly stated ambition of the City's OCP, emphasizing pedestrians, cyclists, retail activity and including green spaces and residential entries, where the spine of the moody Centre TOD precinct will be a living street full of vitality and representative of the City of the Arts. This application reinforces that ambition through the proposal of **The Living Room** community plaza as a public place were the community gathers to relax, play, eat and provides flexibility and space 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.

A number of opportunities are presented within the proposal for integration of public art within the public realm; through landscaping, wayfinding and play spaces as well as standalone public art pieces. 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.



Updated Content

4.4 Landscaping & Public Realm



Updated Content





Updated Content

4.4.1 Landscape and Public Realm Introduction



The proposed Spring Street development aims to create a walkable, vibrant, pedestrian oriented public realm along the Spring Street corridor of the Moody Centre TOD area. The proposed central urban plaza and mews 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 through pedestrian and family friendly design Pedestrian Priority & Transit Oriented Design principles and climate resiliency strategies.





Family Friendly Programming

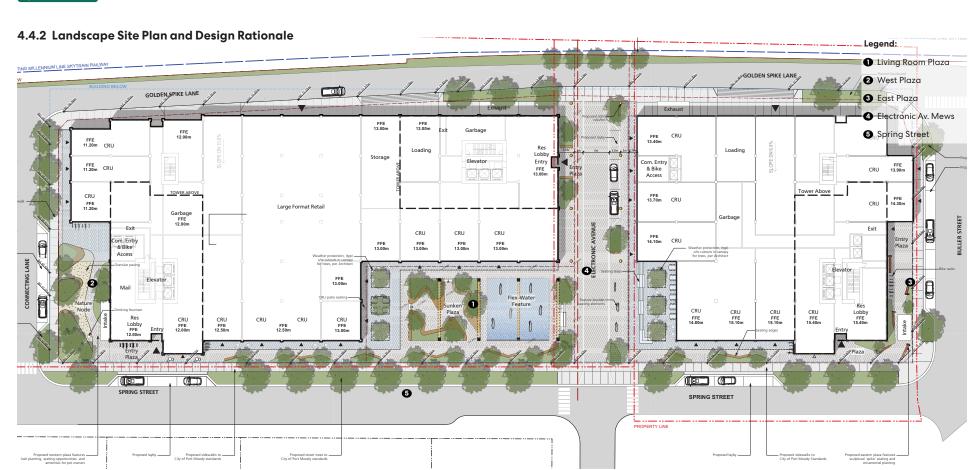


Sustainable & Resilient Design Strategies

Perkins&Will P+A







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 (see section EN13 in the Sustainability Report Card). 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, sunken seating area, lush planting, and shade canopies encourage year-round use by residents of all ages. The water feature is identified for its benefits to both residents and the public. The proposed "splash-pad-like" nature of the feature is expected to pull in community members to the site to allow children a space to play (see sections C2, EN18, & S9 in the Sustainability Report Card). Electronic Avenue is envisioned as pedestrian-priority Mews that can be closed for vehicles for markets or community events. Smaller plazas are at West and East Building corners. A nature node 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 (see section C3 in the Sustainability Report Card). 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. The tree network is identified as an ecological thoroughfare with tree canopies connecting to provide a continuous connection of greenspace along Spring St. that extends down Connecting Lane past the nature node. This is considered to be a excellent connection for small birds system (see sections EN9, EN18, & EN23 in the Sustainability Report Card). Moreover, sustainable stormwater measures, including permeable pavements and rain gardens, are incorporated where feasible to support a sustainable stormwater management approach.

Spring Street

Updated Content

4.4.3 Living Room Urban Plaza





Curved Seating Edges

Misting Fountain





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. Plaza features like the curved seating, water feature, misting fountain and walking loops offer informal play opportunities, inviting kids to explore and engage. 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 and recessed feature lighting to activate the space into the evening, as well as integrate shade elements during summer months. These opportunities can be adapted to special events and celebrations to create unique, changing, and memorable experiences for the community.



Catenary Lighting



Flush Plaza Water Feature with Sheet Flow



Legend:

2 Curvilinear Seating Edges

3 Rain Gardens

Nature Node

Bike Parking

Cafe/ Covered Patios

Perkins&Will P+A





4.4.4 Landscape Plan West Building



Nature Node



Sunken Plaza Seating



Lighting Integration with Plaza Arches







CRU FFE 12.00m

CRU FFE 12.50m

GOLDEN SPIKE LANE

FFE 11.20m CRU

FFE 11.20m CRU

Com. Entry & Bike Access

SPRING STREET







Garbage

Elevator

Storage



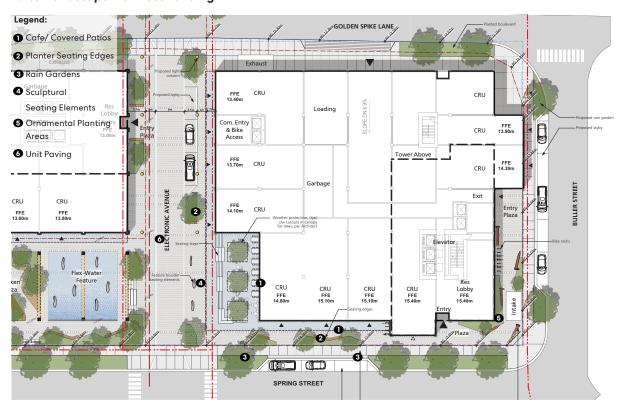
c/w cutouts in canopy for trees, per Architect

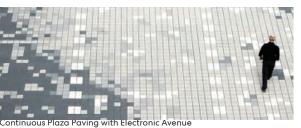
CRU FFE 13.00m



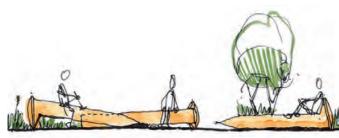
Updated Content

4.4.5 Landscape Plan East Building









"Golden Spike" Sculptural Seating Elements







Tree Planting with Ornamental Grasses



Perkins&Will P+A

Updated Content



4.4.6 Spring Street

Spring Street acts as the central circulation spine of the proposed Moody 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:

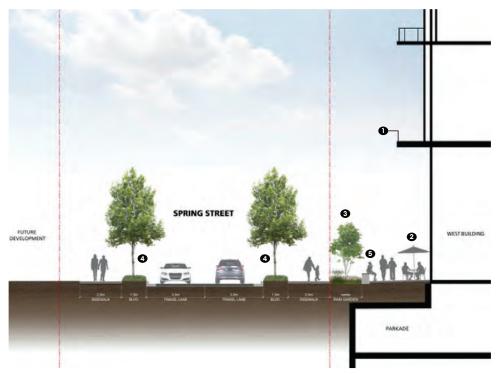
- 0 Weather Protection
- Ø Flexible Seating
- 0 Rain Gardens
- 4 Street Tree Plantings
- **Angled Seating Edges**



Street Tree with Planting



City Bench









Rain Gardens





Angled Seating



Flexible Seating Areas

Updated Content

4.4.7 Electronic Avenue

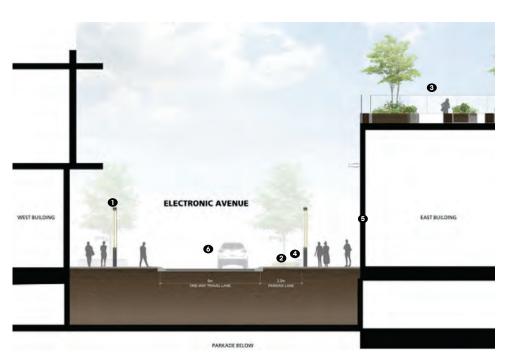
Electronic Avenue is a critical public realm feature at the centre of the proposed development. It has been designed as a central mews allowing for drop-off and visitor traffic to arrive at the heart of the project. The proposed feature paving of the central urban plaza seamlessly continues across Electronic Avenue's one-way travel lane to signal pedestrian priority and acting as the connective tissue between the East and West buildings. When temporarily closed to vehicular traffic, Electronic Avenue 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:

- 0 Light Columns
- Flush Tree Planting
- 0 Amenity Podium
- 4 Seating Edges
- 6 Covered Patio
- Shared Street/Unit Paving



Angled Seating Edges













Flush Tree Planting with Grate



Shared Street



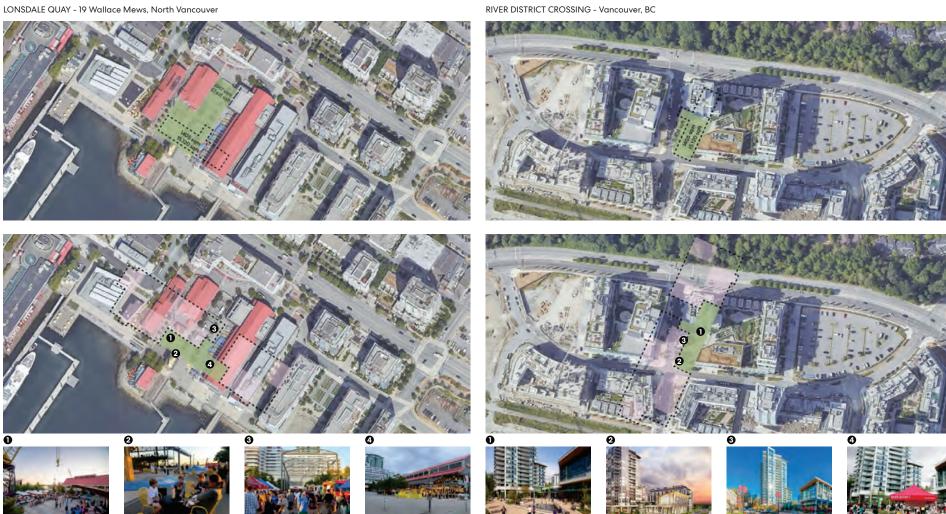
Lighting Integration with Columns

LANDSCAPE ELEMENTS

Unchanged Content



4.4.8 Neighbourhood Gathering Space Comparison



Unchanged Content

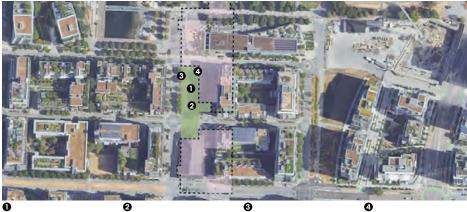
Neighbouring Gathering Space Comparison

OLYMPIC VILLAGE - Vancouver, BC



SUN HOP PARK - Vancouver, BC





















FOCAL POINT

LANDSCAPE ELEMENTS

VIEWS / VIBRANCY

RETAIL FRONTAGE

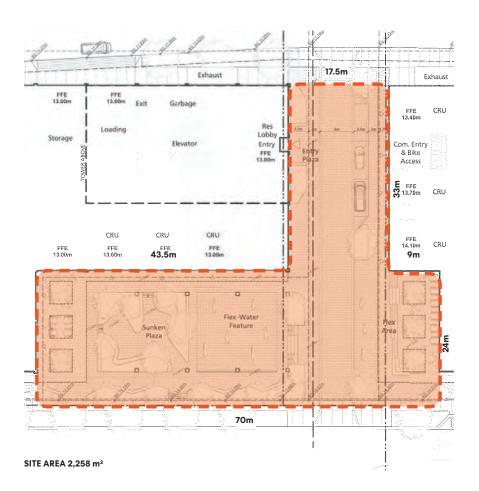
Perkins&Will PA





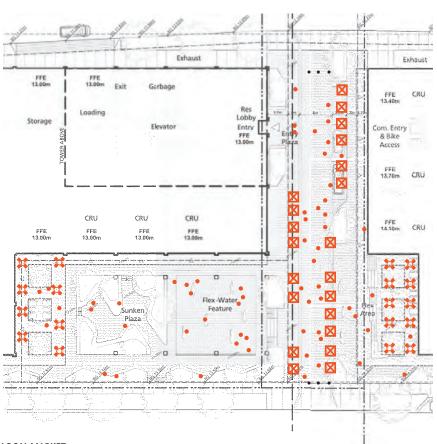
4.4.9 Living Room Programming Studies

The various possible Living Room Plaza configurations act as central gathering and flexible spaces which align well with the 2017 OCP framework. Refer to sections C4 (Culture Master Plan), C5 (Opportunties for Artistic Features), and EC11 (Alternative Econmic Sustainability) in the Sustainability Report Card.



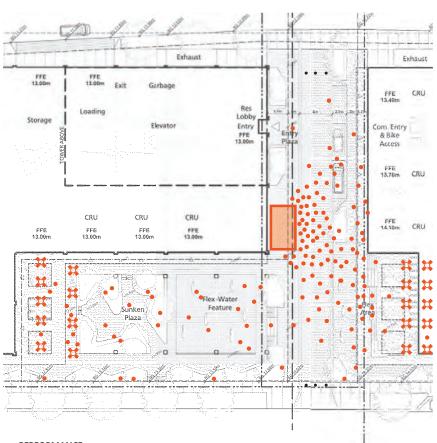


Updated Content



LOCAL MARKET

- 60-100 People
- 23, 3X3m Tents



PERFORMANCE

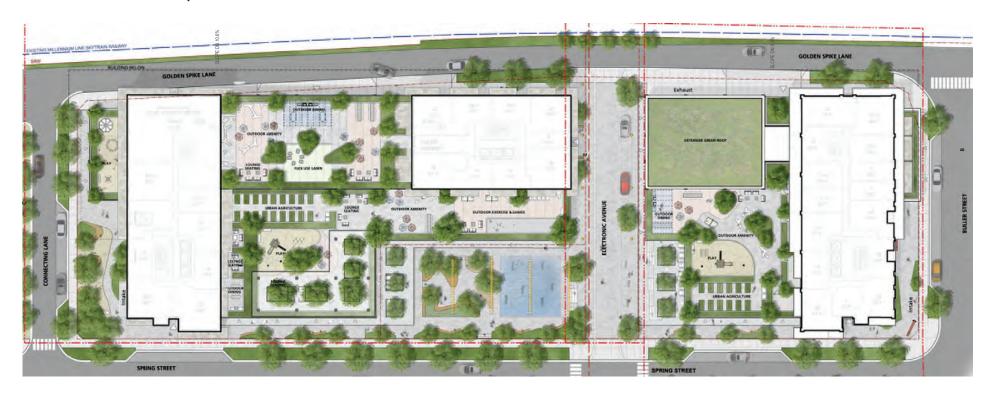
- 100-200 People
- 8X4m Stage

Perkins&Will P+A

Updated Content



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 habitat. (see sections \$1, \$9, \$11, \$21, EN2, & EN18 in the Sustainability Report Card).





Updated Content



Bocce Ball Court





Outdoor Work Stations



Flex-Use Lawn Area



Outdoor Fitness















Urban Agriculture

Perkins&Will PAA

Updated Content





- Lighting shows proposed approach to limit uplighting and unnecessary lighting to reduce light pollution (Refer to section EN8 in the Sustainability Report Card).
- Varied window treatments and configurations support diverse & engaging retail opportunities (Refer to sections EC2, EC6, &EC23 in the Sustainability Report Card).

Updated Content



Perkins&Will P+A

Updated Content



4.4.11 Stormwater Management

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

The project team is aiming to develop 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 (see section EN2 in the Sustainability Report Card).

Legend











Absorbent Landscapes



Rain Gardens



Extensive Green Roof



Water Feature



Attachment 5

Spring Street

Unchanged Content

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 no exception, with plans to create a diverse, green and generous public realm through delivery of a new community plaza, 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.

As part of the 2020 OCP Amendment process a study by Urban Systems was commissioned by the Moody Centre TOD stakeholder. 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:

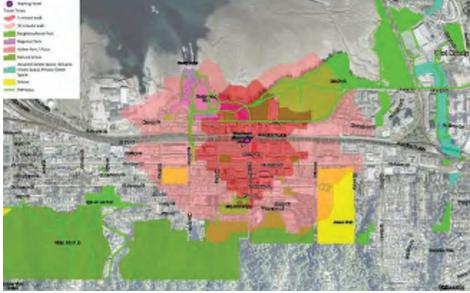
- The City of Port Moody's current target of active & neighborhood park space within a 10-minute walk is 2.1 ha per 1,000 residents
- The amount of active and neighbourhood park space within a 10-minute walk will be 3.2 ha per 1,000 residents

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

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



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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4.5 Public Art

Unchanged Content



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 Landing 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 Port Moody Landing 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 (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 kwikwəhəm (Kwikwetlem), qiqéyt (Qayqayt), xwməθkwəyəm (Musqueam), skwxwú7mesh (Squamish), and səlilwətal (Tsleil Waututh) First Nations, the public art at Port Moody Landing will further support the creation, promotion, and preservation of Indigenous art and culture.













- Images from left to right.
 - Top Row: Broomfield, Jody. Welh Aynexw Nseyxnitm, Civic Centre, Port Moody, 2013. Photo credit: Gillian McMillan. Mazinani, Sanza. Rolling Reflections. San Francisico, 2020. Photo credit: Tyler Chartier. Hein, Jeppe. Mcdified Social Benches. Brooklyn, NY 2016. Photo Credit: Scott lynch.
- Middle Row: Borins, Daniel and Jennifer Marman.
 Salmon Run. Port Moody, 2021. NBBJ Architectural firm.
 The Spheres (Amazon HO). Seattle, 2019. Photo Credit:
 Stuart Isett. Lewin, Jen. The Pool. Multiple locations,
 2016.
- Bottom Row: Port Moody Welcome Sign, Port Moody, 2022. Photo Credit: Paul Andreassen. West, Franz. The Ego and the Id. Central Park, NY, 2009. Photo Credit: Marilynn K. Yee.

Unchanged Content

Public Art Vision

Beedie 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 for public art will be determined and realized over time with future phasing and, at the later respective Detailed Public Art Plan stage, developed in conversation with Beedie and City staff. 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 invitationals, 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 Port Moody Landing. 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: Girourad, Olivier and Johnathan Villeneuve Loop, Montreal (2016).
 Point, Susan. The River Giver of Life. Port Moody, 2004. Brekeelman, Steven, Pilings. Port Moody, 2022.
- Middle Row: MacAdam, Charles and Toshiko Horiuchi. Hamronic Motion. Ohio, 2015. Photo Credit: Roberto Boccaccino. Gensler. Rendering of San Padro Plaza in Los Angeles,
- Bottom Row: Breuning, Olaf. Clouds. NY, 2014. Hapa Collective. Bendy Straw at Sun Hop Park. Vancouver. 2013.



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4.6 Sustainability

Version History

Revision 0 (Sep '23) - Original Submission as part of OCP Amendment and Rezoning Application Submission

Revision 1 (May '24) - Resubmission following Rezoning Engagement. Capturing response to City Comments, ADP, LUC and CIPC engagement, prior to First Reading.

Updated Sustainability Report Card and additional performance analysis included as part of Resubmission documentation.

Updated Content



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

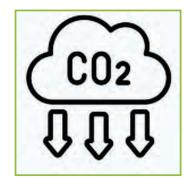
This section explores sustainability strategies as they relate to these three key objectives, and the accompanying City of Port Moody Sustainability Report Card in the appendix outlines how these goals are met through the lens of environmental, social, cultural and economic sustainability.

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

- Residential Occupancies TEUI of 120 kWh/m².yr, TEDI 30 kWh/m².yr and GHGI of 6ka/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.

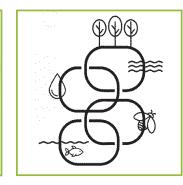
By targeting Step 3 with LCES the project intends to reduce energy consumption, lower greenhouse gas emissions and create a healthy living and working environment for building occupants.





The project intends on developing a Transit Oriented Development intended to both reduce transportation-related emissions within the City of Port Moody and improve the lives of future residents. The project provides an excellent mix of amenities in the form of play spaces and public gather places to engage residents on site. The projects proposed mix of retail and office will establish new services to support the growing community and make everything more accessible to

As part of the community OCP the project offers continued enhancements to Spring Street to the benefit of active commuters looking to enjoy a leisurely walk or bike ride in their neighborhood or start their daily commute.



Enhanced Ecosystem

The project helps remediate an ecosystem substantially impacted by previous site uses in industry and parking lot. The landscape plan helps to bring back local and adaptable plant species recreating some of the basic ecological functions the natural site would have once held.

The project reintroduces rain gardens and absorptive landscapes to the previously gray site allowing for a portion of the sites rainwater to follow a more traditional hydrological cycle while reducing burden on City of Port moody storm water infrastructure.

Enhancements to Spring Street and Connecting Lane provide new ecological corridors along the proposed street tree canopy.

Carbon Leadership

The project aspires to reduce whole life carbon emissions and meeting the City of Port Moody's climate leadership through passive design strategies like reducing Window to Wall Ratio to balance heat loss through non-opaque envelope and selecting Solar Heat Gain Coefficients for glazing which maximizes the balance of solar gains through the envelope for maximum efficiency.

Embodied carbon will be reduced by seeking products with environmental product declaration to understand the impacts of materials. Where possible, produces sourced locally with recycled content or demonstrable reduction in Global Warming Potential will be used for the project to reduce embodied carbon.

Rezoning Booklet & OCP Framework

Spring Street

Updated Content

4.6.2 Overview of Sustainability Strategies

Carbon Leadership



Reduce Energy Demand

Design a high-performance envelope and prioritize passive design strategies like operable windows and structural thermal mass to reduce overall building energy demand.

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.

Enhanced Ecosystem



Reforestation

Redevelop an existing underutilized parking spaces to reestablish green spaces and ecological corridors.



Efficient Use of Energy

Conserve energy and reduce emissions through careful selection of electricity-based heating, cooling systems to conserve energy.



Social Equity

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



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.



Electrification

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



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.



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.



Local Community built with Local materials and Labor

Where possible, source local construction labor and materials with product declarations capable of aiding in the identification and selection of low carbon materials.



Health and Well-being

Create spaces to engage with neighbors and the surrounding communities for social and mental wellbeing. Provide spaces for play for children and families.



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.



Active Transportation

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



Employment Opportunities

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



Light Pollution Reduction

Protect the endangered wildlife and human health by mitigating light pollution and following dark skyfriendly lighting strategies.

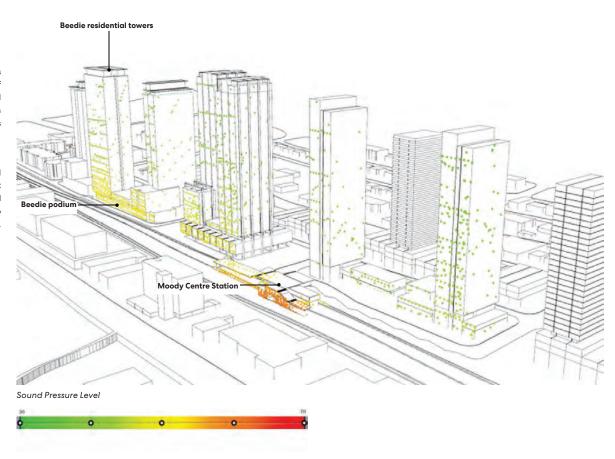




4.6.3 Acoustic Analysis

A preliminary acoustic analysis was conducted to assess the noise impact of the rail line situated to the South of the project site. The study reveals that the podium level experiences a higher sound pressure level (indicated in yellow) compared to the upper levels of the two towers (indicated in green).

To address this issue effectively the project team will explore opportunities to engage an acoustic consultant during the design development stage to provide detailed acoustic analysis and recommendations on measures to reduce unwanted sound, particularly in residential areas.



Spring Street Rezoning Booklet & OCP Framework

Updated Content

4.6.4 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 provides play spaces for families in both private amenity spaces and in more public plaza areas. The plaza themselves vary in size and configuration to offer larger open format gather areas for larger community events and smaller quieter gather places for connecting with people. The proposed mix of space types support social connectivity in building and in community in the ways intended through the original 2017 OCP.

Social and physical wellness is promoted through construction of high-quality private amenities like fitness spaces and community gardens. Paired with lots of opportunities to use active transportation the residents will be able to live their healthiest and most active life.



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.

The project represents a massive revitalization to the site increasing the assessed property value substantially through the addition of the proposed density and addition of retail space. This project represents approximately 2,500 additional residents living, paying taxes, and spending in the area. In the context of the larger 2017 OCP for the Area, the development represents a major amount of growth for the City 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 project's design of the pedestrian level has been developed with community and culture in mind. Mid-block pedestrian links break up the former parking lot to encourage connection through the district in the North-South direction. This creates pedestrian 'collision' zones within the public realm which fosters social interaction and cohesion in the community. The primary collision zone for the project includes a water feature, plaza space and play spaces surrounded by food retail intended to active the area and make it a thriving destination.

The project will employ a public art strategy to further enhance the pedestrian level in line with the City's Art in Public Places Master Plan (2021). The intent of the art program will be to animate the development's public spaces with an inspiring public art program that:

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



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 to a vibrant mixed-use community. The development enhances the urban forest through reintroduction of native or adaptive plant species that provide multi-story habitat in addition to increasing biodiversity. Bird-friendly principles will be integrated in the project's landscape design. The tree canopy cover is increased providing natural shading elements and greenroofs as means of reducing heat island effect and keep ground level hardscapes cool.

The project is designed with a high-performance envelope that prioritizes passive design strategies to reduce overall building energy demand. It will do this using strategies like reducing window-to wall ratio, providing operable windows, using the building's larger structure to help regulate fluctuations in outdoor air temperatures. When energy is needed for space conditioning, it will be conserved through utilization of a Low Carbon Energy System.



4.7 Policy Context

Version History

Revision O (Sep '23) - Original Submission as part of OCP Amendment and Rezoning Application Submission

Revision 1 (May '24) - Resubmission following Rezoning Engagement. Capturing response to City Comments, ADP, LUC and CIPC engagement, prior to First Reading.

Added Corporate Policy – 13-6510-2023-01 – Moody Centre TOD Area – Guidance Framework for OCP Amendment and Rezoning Applications

Updated Content

4.7.1 City of port Moody Corporate Policy

According to the current OCP framework, a maximum tower height of 38 storeys has been established, above the current 26 storeys. This increase in height from 26 storeys allows for the provision of additional housing in the area which also helps to foster other community benefits including increased affordable/rental housing, provision of parks and open spaces, creation of employment generating space, and density bonus contributions that support broader community amenities. A variation in building heights up to 38 storeys (Figure 5), under this framework, also helps to create a varied, distinct, and understandable skyline and higher buildings provides opportunities to maintain or open view corridors in the TOD area.

Beedie supports the OCP framework by providing three towers on site that vary in height from 32 storeys on its eastern-most tower, 34 storeys on its western tower, and 38 storeys on its central tower. The variations of heights on site helps to reinforce the varied building skyline in the broader TOD area, and the high density residential towers on commercial podiums helps to foster the increase of housing and employment-generating space. Additionally, the towers are punctuated at ground level by publicly accessible open urban spaces which help to support broader community engagement with the site.

Attachment 5

Spring Street Rezoning Booklet & OCP Framework

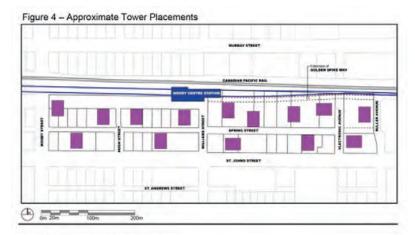
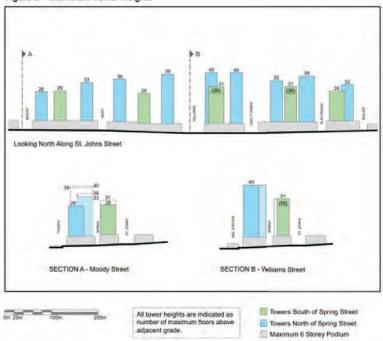


Figure 5 - Maximum Tower Heights



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4.7.2 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 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 in public and private areas that will provide shade for residents and pedestrians
- Environmentally Sensitive Areas: sites contaminated by heavy industrial uses in the past will be remediated as part of the development process

Housing

- Range of Choices: The application proposes a diverse range of housing options from ownership to the provision of affordable housing. Creating variety and choice creates equity and takes into consideration the diversity in economic positions that exists within Port Moody today.
- Complete Neighbourhoods: the proposal creates a pedestrian-focused street that provides the necessary and appropriate amenities, affordable housing, as well as social and cultural facilities to foster a sense of community cohesion and identity.

Appropriate Development

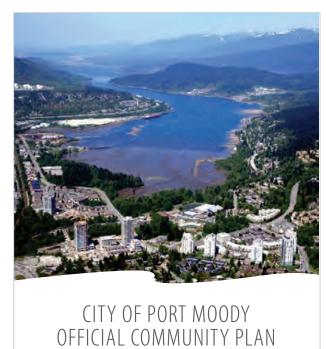
- Sensitive Infill: the proposal incorporates thoughtful urban design, includes high quality architecture, and creates new green space
- Transit-Oriented Development: the development is directly adjacent to the Evergreen Line transit stations.
- Connections: pedestrian and cycling connections are proposed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

Parks, Open Space and Recreation Facilities

- Health and Wellness: social and physical wellness is promoted through construction of high-quality public and private amenities including the public plaza, outdoor private amenity, fitness facilities, and other.
- Community Facilities: new green spaces and community facilities will help to meet the health, recreation, and cultural needs of the community.
- Waterfront Access: pedestrian overpass proposed 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 Burrard Inlet through Rocky Point Park.

Transportation

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



Schedule "A" to Bylaw No. 2955

PORT MOODY

Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

4.7.3 Other Guiding Policies & Plans

Prioritizing Higher Density Development (2017)

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

BC Energy Step Code Rezoning Applications Policy (2020)

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

Climate Action Plan, 2020

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

Focus Area	Goals	Compliance
Organization-wide	Embed an LCR climate lens into City processes	Done
Natural environment	 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), district energy.
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.

Unchanged Content

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 OCP 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.

TransPort Moody, Master Transportation Plan, 2017

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

Family-Friendly Units Policy, 2022

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

Number of Bedrooms	Share of Units	
Studios	50% (70% max allowed)	
One-Bedroom		
Two-Bedroom	40% (20% min required)	
Three-Bedroom or more	10% (10% 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 a critically important part of the new urban fabric and we are excited to do our part in facilitating the delivery of high-quality public art. This application will provide approximately **\$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 regions' goals in the following ways:

Goal 1. Create a Compact Urban Area

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

Goal 2. Support a Sustainable Economy

Supporting regional employment and economic growth by creating approximately 57,000 sqft 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 daylighting a previously buried creek.

Goal 4. Provide Diverse and Affordable Housing Choices

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

Goal 5. Support Sustainable Transportation Choices

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

Rezoning Booklet & OCP Framework

Spring Street

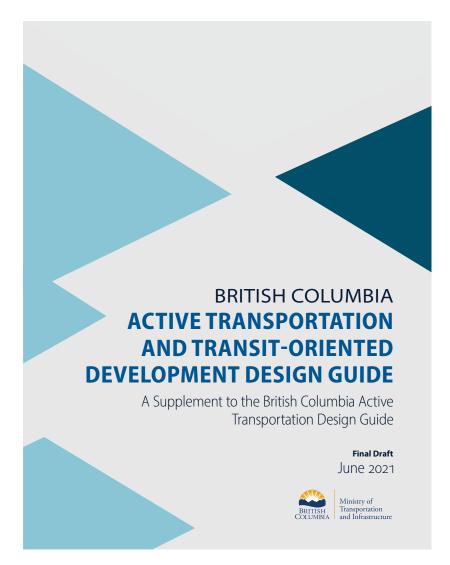
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Other Guiding Policies and Plans

4.7.4 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



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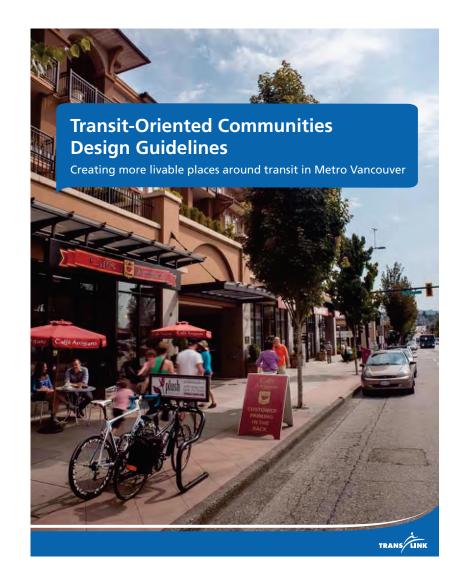
Other Guiding Policies and Plans

4.7.5 TransLink Transit-Oriented Communities Design Guidelines, 2012

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

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





Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

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Section 5.0

Appendix

Separate Submission Documents

· Refer to Submission Folders

- Title Certificate

- Site Profile

- Report and Plans

Civil Report

Community Engagement Summary

Energy Modelling Letter of Commitment

Environmental Report

Geotechnical Report

Transportation Study Updated Content

G - Site Survey

- Arborist Assessment

- Site Plan Updated Content

- Site Servicing Plan Updated Content

W - Sustainability Report Card Updated Content

Supplemental Material

Happy Cities Wellbeing Report

Urban Systems Park Space Analysis

Colliers Employment Letter

Beedie Spring Street Engagement Report Updated Content





Appendix 01 — Previous OCP Chapter

OCP Framework

Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

5.2 Background & Engagement

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

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

November 2017 Current OCP Adopted City of Port Moody-Moody Centre Moody Centre TOD Group formed at direction of Mayor and City Staff Community Engagement 2018 - 2019 Extensive Planning with City Staff prior to Community Engagement September 2019 - February 2020 Sep 19 Six Stakeholder Discussion Groups Oct 19 Community Open House #1 Nov 19 Community Open House #2 Dec 19 Three Stakeholder Discussion Round tables Jan 20 Community Open House #3 Committee of the Whole #1 Feb 20 Community Open House #4 Presentation & Discussion to Port Moody **Environmental Stewards July 2020 OCP Amendment Submission** (Withdrawn)

August 2020 - January 2021

Aug 20 Moody Centre Socially Distanced TOD Walking Tours
Sep 20 Moody Centre Socially Distanced TOD Walking Tours

Oct 20 Community Planning Advisory Committee Presentation

Moody Centre Socially Distanced TOD Walking Tours

Jan 21 Committee of the Whole #2

April 2021

Supplementary Submission for OCP Amendment

(Withdrawn)

April - July 2021

pr - Happy City Workshop(s) to inform Wellbeing

Jul 21 Audit of Project

Jul 21 Community Open House #5 Community Open House #6

OCP Survey #3 Findings presented to Council

February 2023

Feb 23 Community Dialogue Sessions City Council Meeting

June 2023

PCI Rezoning Application

Site specific proposal for the PCI site, aligning with Moody Centre Framework contained therein.

July 2023

Closed council: City Prepare Guidance Framework

September 2023

Beedie Rezoning Application

Site specific proposal for the Beedie site, aligning with Moody Centre Framework contained herein (Section 3.4).

.....



Photo from Oct 2019 Open House



Photo from Jan 2020 Open House

We are here

Current OCP (2017)

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

Events leading up to PCI Rezoning Application (2023)

Unchanged Content



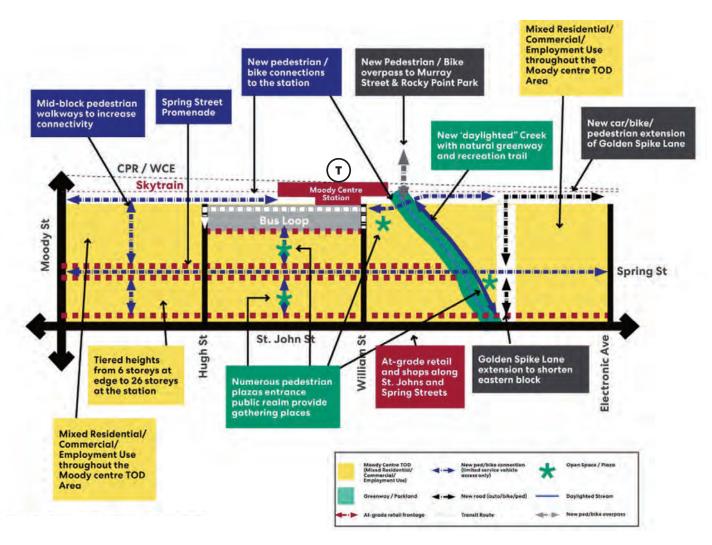
5.3 Existing OCP Policy (2017)

5.3.1 OCP Policy (2017)

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

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

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



Source: The Community Vision for Moody Centre (2017)

Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

OCP Policy (2017) cont'd



Source: The Community Vision for Moody Centre (2017)

Unchanged Content

Beedie/

5.4 Moody Centre Framework (2023)

5.4.1 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 through the site (3.4.5)
- Optimizing daylighting to the public realm to enhance and encourage community engagement (3.4.8)
- Improving the interface between podium and tower to ensure a human-scale experience (3.4.8 & 3.4.9)

This is a master planning framework with guiding principles that builds on the previously submitted Moody Centre TOD OCP Amendment submitted in 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 this application is 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"

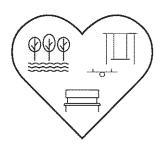
Rezoning Booklet & OCP Framework

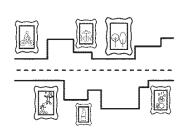
Spring Street

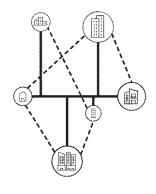
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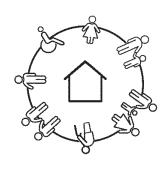
Moody Centre Framework (2023) cont'd

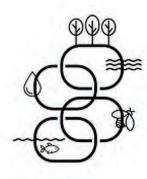
5.4.2 Guiding Principles











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

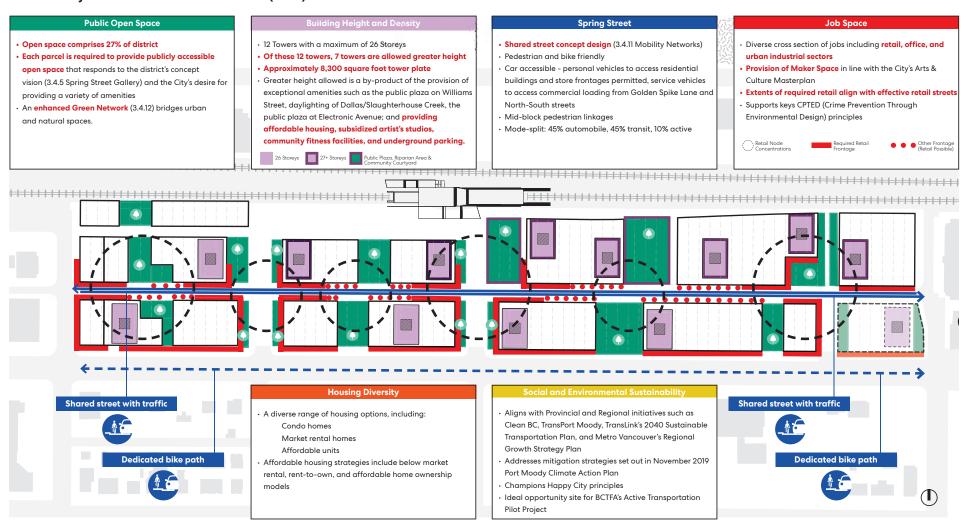
Health and well being promoted through connection with the surrounding ecosystem

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Moody Centre Framework (2023) cont'd

Beedie/

5.4.3 Moody Centre Framework Master Plan (2023)

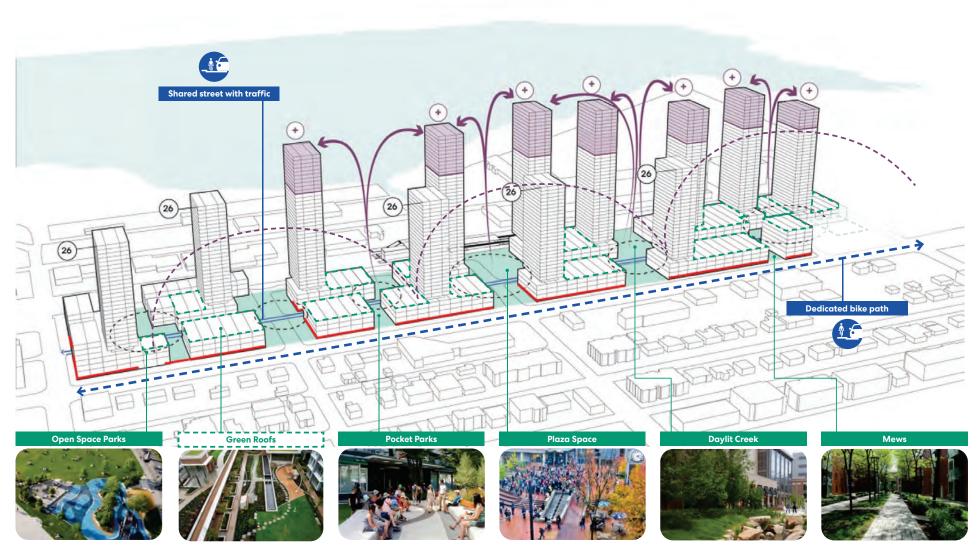


Rezoning Booklet & OCP Framework

Spring Street

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Moody Centre Framework (2023) cont'd

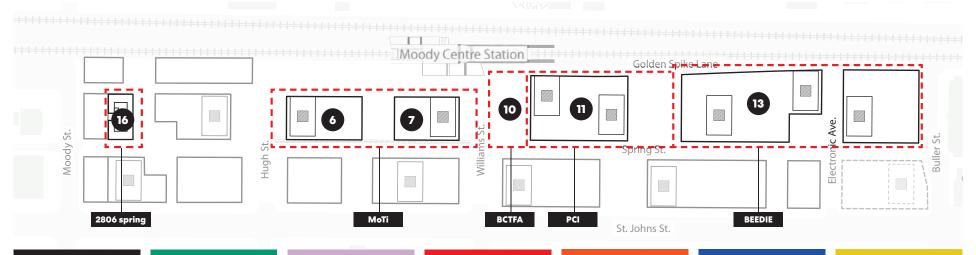


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Moody Centre Framework (2023) cont'd



5.4.4 Phase 1



Site

Phase 1 comprises of parcels: MoTi 10 BCTFA + 11 PCI

13&16 Beedie

Together, the three 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).

Public Open Space

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**

Job Space

Phase 1 will bring over 700 jobs to Moody Centre.

Types of industry include:

- Artist Studios
- Grocery
- CRU
- Office
- Davcare

Housing Diversity

Phase 1 is committed to delivering approximately 2,400 units of housing through a diverse range of housing units informed by the City of Port Moody's Housing Needs Assessment, including:

- Market Rental homes
- Market Strata homes
- Affordable Rental

Affordable housing strategies include Below Market and Non market.

Spring Street

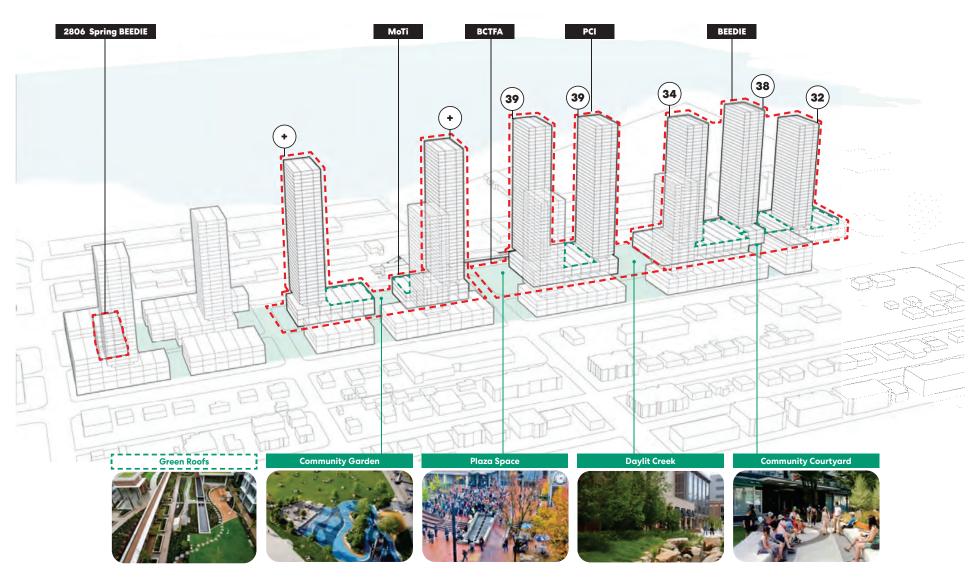
Phase 1 honours the approach to a pedestrian-friendly Spring Street by ensuring a human-scale streetscape and offering midblock pedestrian links (3.4.9 & 3.4.11) on all sites.

Loading access from Golden Spike Lane and Hugh Street keeps trucks off of Spring Street to ensure a safe environment for pedestrians and local cyclists (3.4.7 & 3.4.9).

Phase 1 puts the Happy City Principles (4.11) at the forefront, keeping focus on the Well Being of Moody Centre residents through a thoughtful approach to humancentred design.

Unchanged Content

Moody Centre Framework (2023) cont'd



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Moody Centre Framework (2023) cont'd



5.4.5 Spring Street Gallery

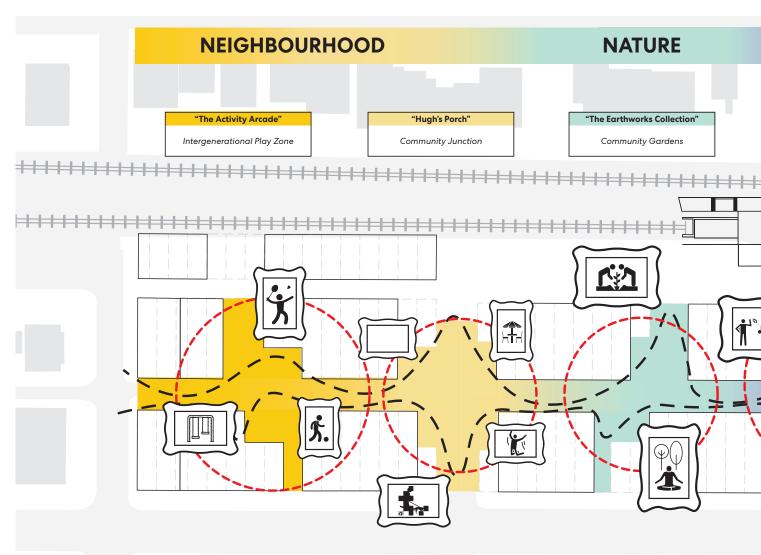
Spring Street is the heart of Moody Centre in Port Moody "City of the Arts". It is an active corridor where the community can gather in curated "galleries" of open space that spill from the street at intersections and mid-blocks. Each gallery has its own distinct identity, and together they weave a vibrant,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

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

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

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

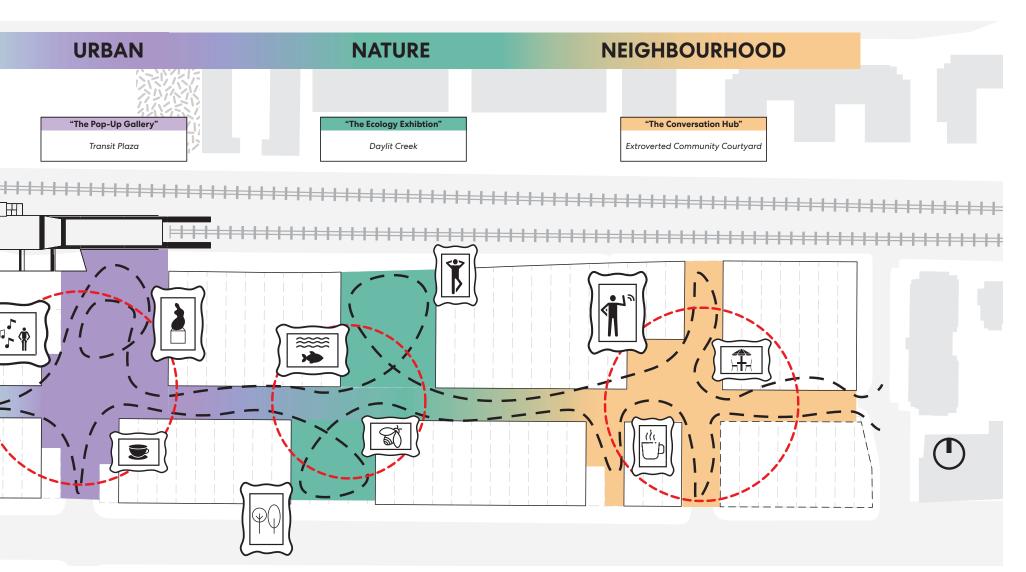
Spring Street Gallery is the art of living; reflective of the diversity and variety of a traditional street. It brings vibrance, life, and diverse opportunities for connection within the community and beyond putting art into the heart of Moody Centre, Port Moody "City of the Arts".



Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

Moody Centre Framework (2023) cont'd



Unchanged Content

Moody Centre Framework (2023) cont'd



5.4.6 Organizing Framework

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

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

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

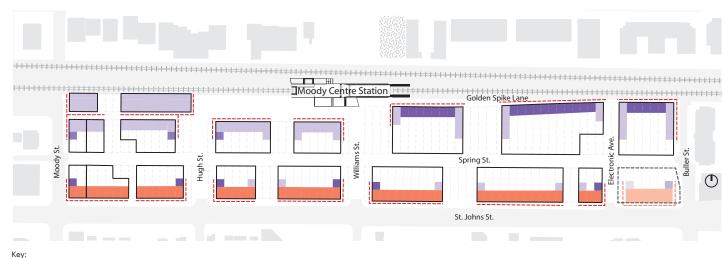
5.4.7 District Perimeter

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

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







Rezoning Booklet & OCP Framework

Spring Street

Unchanged Content

Moody Centre Framework (2023) cont'd

5.4.8 Nodes for Engagement

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

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

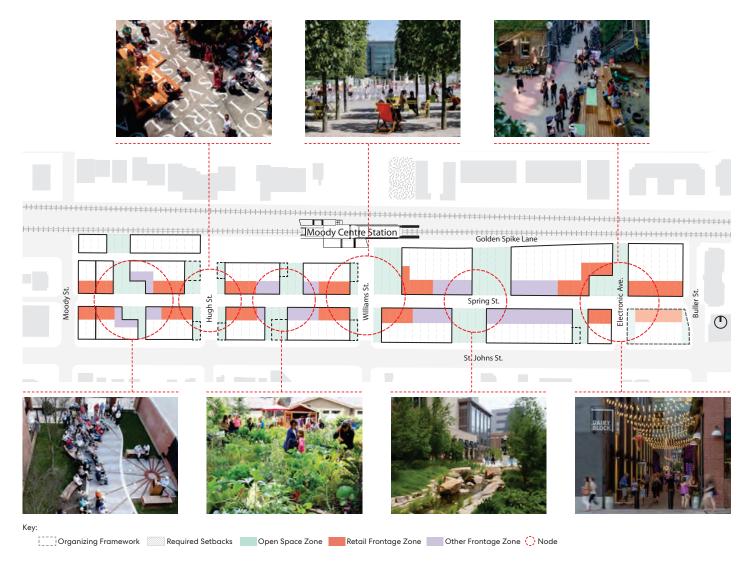
Each Extroverted Node is associated with public open space zones and required retail frontage to create a lively atmosphere for activity at the intersections along Spring Street. Activity spills out from Spring Street to St Johns at these intersections to draw the wider community inwards.

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

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

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

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



Unchanged Content

Moody Centre Framework (2023) cont'd



5.4.9 Podium Articulation

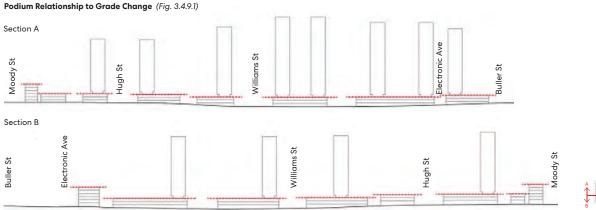
Podium articulation should reinforce the commitment to create a human-scale experience across the district.

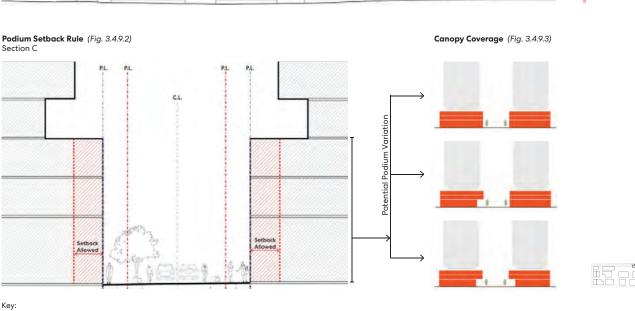
A significant grade change along the length of Spring Street is emphsized by master plan podium guidance where podium datum is related to street grade rather than neighbouring podiums (Fig. 3.4.9.1).

There is an opportunity for podiums to pull back from Spring Street to support programmatic requirements to create more outdoor space infront 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; or, 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 while still maintaining a human-scale experience.





Setback Allowed ---- PL(Spring Street West of Williams) --- PL(Spring Street East of Williams)

Spring Street Rezoning Booklet & OCP Framework

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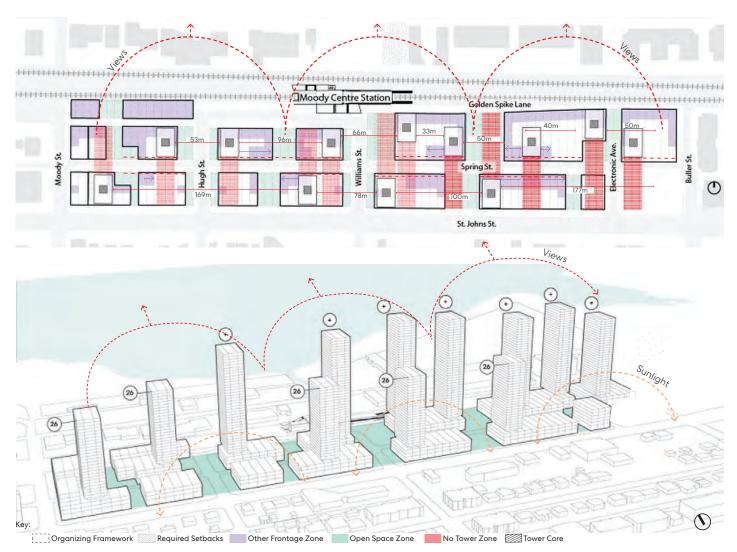
Moody Centre Framework (2023) cont'd

5.4.10 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 along Spring Street ensuring that no two towers immediately face each other across Spring Street.

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

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



Unchanged Content

Moody Centre Framework (2023) cont'd



5.4.11 Mobility Networks

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

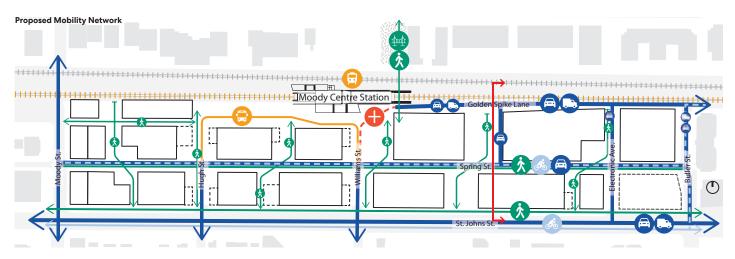
Spring Street is a pedestrian-focused street which offers generous sidewalks which incorporate strategically placed green strips to separate pedestrians from local bicycle and slowed two-way car traffic.

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

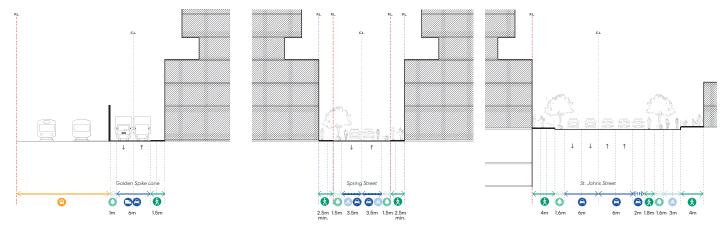
Mid-block pedestrian links break up the former industrial mega-blocks to encourage connection through the district in the North-South direction. They offer opportunities to incorporate pocket parks, mews, and plazas, thus supporting convenience and cohesion in the community.

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

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



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



Key:



















---- PL(Spring Street West of Williams) East of Williams) Spring Street Rezoning Booklet & OCP Framework

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Moody Centre Framework (2023) cont'd

5.4.12 Green Network

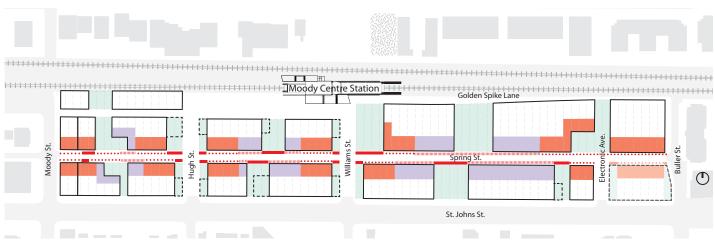
The Green Network enhances the relationship between the urban and natural qualities of the district to create a thoughtfully composed urban forest.

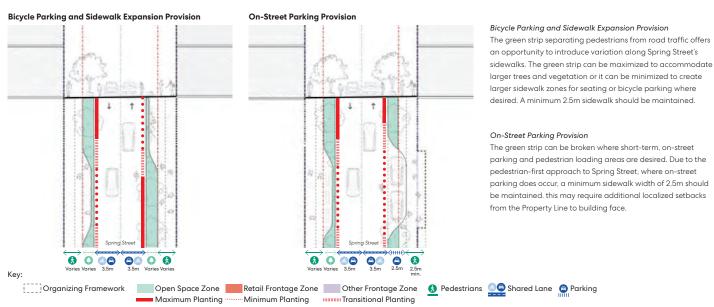
Planting opportunities are tied to program along Spring Street and contribute to a varied streetscape:

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

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

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





Unchanged Content

Moody Centre Framework (2023) cont'd

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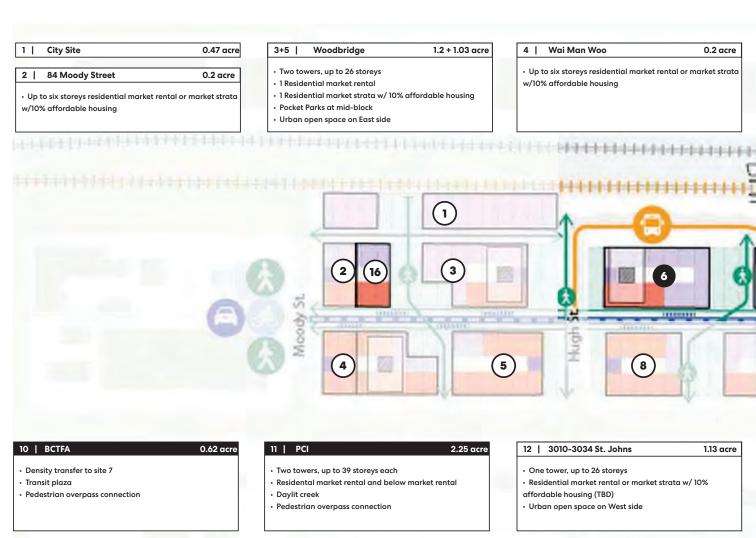
5.4.13 Moody Centre Framework

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

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

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

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

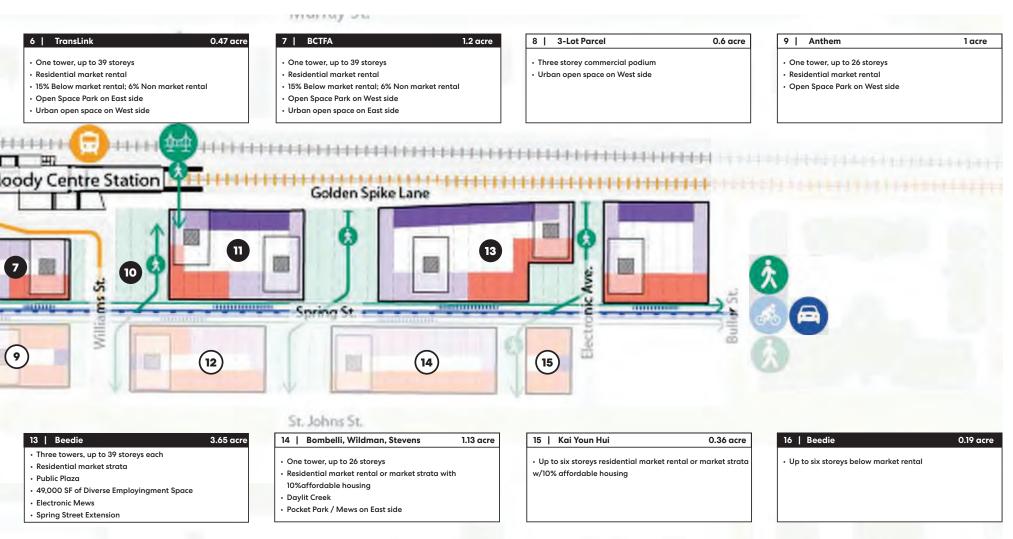


Phase 1 Open Space Zone Retail Frontage Zone Other Frontage Zone Other Frontage Zone

Spring Street Rezoning Booklet & OCP Framework

Unchanged Content

Moody Centre Framework (2023) cont'd















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Spring Street Rezoning Booklet & OCP Framework

Appendix 02 — Submission Documents

Architectural Drawings

- · Refer to Submission Folders
- Provided individually to the City by Applicants

5.4.14	Community Engagement Summary
5.4.15	Geotech
5.4.16	Environmental
5.4.17	Site Profile
5.4.18	Transportation Memo
5.4.19	Survey
5.4.20	Civil
5.4.21	Arborist
5.4.22	Park Space Memo
5.4.23	Title Certificate
5.4.24	Sustainability Report Card
5 4 25	TD Systems Letter

Updated Content

5.5 Market Strata Drawings

PROJECT INFORMATION

PROJECT NAME	PORT MOODY - SPRING STREET
PROJECT NUMBER	411906
CIVIC ADDRESS	3060-3092 SPRING ST, 80-85 ELECTRONIC AVE
LEGAL DESCRIPTION	LOT 61, PLAN NWP37998, DISTRICT LOT 190, NEW WEST DISTRICT LOT 1, PLAN EPP31869, DISTRICT LOT 190, NEW WEST DISTRICT GROUP 1 LOT 67, PLAN NWP9377, DISTRICT LOT 190, NEW WEST DISTRICT GROUF LOT 68, PLAN 41261, DISTRICT LOT 190, NEW WEST DISTRICT
CURRENT ZONING	M1 (Light Industrial)
PROPOSED ZONING	CD (C4 based)
COMMUNITY PLAN	City of Port Moody Official Community Plan, 2017
PRIMARY APPLICABLE CODES:	City of Port Moody Bylaw, 2018 British Columbia Building Code 2018
SITE AREA KEYPLAN	
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FAR CALCULATIONS / PROGRAM

PROVIDE	D FAR AREA	
RESIDENTIAL	79095.34 m²	851375 ft
RETAIL	6376.76 m²	68639 ft
TOTAL	85472.10 m ²	920014 ft
PROVIDED FAR	EXCLUSION A	REA
ADAPTABLE	984 m²	10592 ft
AMENITY	1976 m²	21268 ft
SERVICE (GROUND FL)	1442 m²	15521 ft
TOTAL	4402 m²	47381 ft
FAR CAL	CULATION	
FAR AREA	85472.10 m²	920014 ft ²
SITE AREA	14885.67 m²	160228 ft
FAR	·	5.74
RESIDENTIAL AREA	80,079 m²	861,967 ft ²
(incl. ADAPTABLE)		
OPEN I	BALCONY	
PROVIDED	15231 25 m²	163948 ft

SHEET LIST

	DRAWING INDEX		
SHEET NUMBER	SHEET NAME	SSUED FOR REZONING	SSUED FOR REZONING RESUBMISSION
01-GENERAL	O'ILL'I WINL	92	92
RZ-MA-001	COVER SHEET		
RZ-MA-002	PROJECT STATISTICS	•	•
RZ-MA-003	AREA AND UNIT TYPE SUMMARY		•
RZ-MA-004	PARKING STATISTICS		•
RZ-MA-005	CONTEXT PLAN		
RZ-MA-006.1	SITE SURVEY		•
RZ-MA-006.2	SITE SURVEY	•	•
RZ-MA-007	CONTEXT PHOTOS		
RZ-MA-008	SITE SERVICING PLAN	•	•
RZ-MA-010	SITE PLAN - SITE COVERAGE & LAND SWAP		•
RZ-MA-011	SHADOW STUDY		
RZ-MA-012	SITE SECTION E-W		
RZ-MA-013	SITE SECTION N-S	•	•
02-ARCHITECTURE			
RZ-MA-102	FLOOR PLAN - PARKADE P3	•	•
RZ-MA-103	FLOOR PLAN - PARKADE P2	•	•
RZ-MA-104	FLOOR PLAN - PARKADE P1	•	•
RZ-MA-105	FLOOR PLAN - PARKADE P0 FLOOR PLAN - GROUND LEVEL 01	•	•
RZ-MA-106 RZ-MA-107	FLOOR PLAN - GROUND LEVEL 01	•	•
RZ-MA-107 RZ-MA-107.1	FLOOR PLAN - PODIUM LEVEL 2	•	•
RZ-MA-107.1	FLOOR PLAN - PODIOM LEVEL 3		•
RZ-MA-108 RZ-MA-109	FLOOR PLAN - TOWER TYPICAL LOWER		•
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RZ-MA-112	FLOOR PLAN - MECH ROOF LOWER	-	·
RZ-MA-112 RZ-MA-113	FLOOR PLAN - MECH ROOF LOWER FLOOR PLAN - MECH ROOF UPPER	•	•
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RZ-MA-114 RZ-MA-201	SECTION N-S 1		•
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RZ-MA-203	SECTION N-S 3		- :
RZ-MA-204	SECTION W-E		- :
RZ-MA-301	BUILDING ELEVATION - NORTH	•	•
RZ-MA-302	BUILDING ELEVATION - NORTH	•	•
RZ-MA-303	BUILDING ELEVATIONS - EAST & WEST	•	•
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Updated Content

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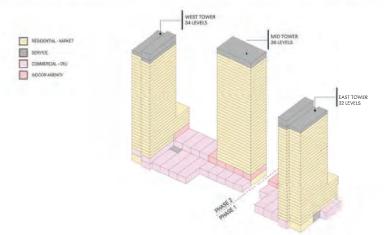
				PHASE 1	
Type	(target)	(actual)	No of units	Size Target Range	Average will areas
Studio	.5%	7%	23	432/506 sf	467
1 8ed	25%	26%	18	515-578 st	556
1Bed + Den	20%	17%	55	SET-674 st	639
2 8ed	30%	27%	87	675-867 1	804
28ed + den	10%	11%	34	894-945 sf	937
	160	12%	24	951-1099 d	1016
3 Bed + Pilis	10%	1.236	37	3100-1871 sf	1449
TOTAL			317	Links	

	RESIDENTIAL UNITS MIX - PHASE 2					
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Studio	5%	5%	35	432-506 sf	467	
1 8ed	25%	25%	167	515-578 st	556	
IBed + Den	20%	19%	124	587-674 st	619	
2 Bard	30%	32%	206	675-867 sf	804	
29ed + den	10%	10%	65	894-945 cf	937	
3 Bed + Phis	10%	10%	67	951-1099 Af	1016	
a nea + Pint	10%	10%	47	1100-1871 sf	1449	
TOTAL			664	units.		

			AL UNITS NIX - A	EL IUWENS	
Туре	(target)	Unit Mix (actual)	No of snits	Size Target Range	Average unit areas
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1Bed + Den	20%	18%	175	587:674 st	619
2.Bed	30%	30%	293	675-867 st	804
28ed + den-	10%	10%	59	894-945 s.f	937
3 Bed + Pes.	10%	11%	104	951-1099-1	1016
a neu 7 Pets	40%	3476	104	1100-1871-sf	1449
TOTAL			981	sesits	

	nos -	OWER RAT	MID.TO	nos	OWER PAT	WEST
3.	3.77%	13	3.	6.90%	22	
198	24.93%	86	188	25.39%	81	BR .
188	19.13%	66	18R + D	18.18%	58	BR+D
2.88	33.91%	117	2 8R	27.90%	89	89.
2 B4	9.28%	32	2 HR + D	10.34%	33	BR+D
30R	8.97%	31	38R/FH	11.29%	36	BR:
TOT	100.00%	345	TOTAL	100.00%	319	DTAL

EAST TOWER RATIOS				
5.	23	7.265		
198	- 81	25.555		
18R + D	58	17,359		
2.88	87	27,449		
2 BR + D	34	10,739		
30R	.37	11.679		
TOTAL	317	100,000		



GFA PHASE 1 (Including FSR Exemption)					
AMENITY	718 sq m	7,731 sq ft			
RESIDENTIAL	25,872 sq m	278,484 sq ft			
RETAIL	1,742 sq m	18,747 sq ft			
SERVICE	456 sq m	4,910 sq ft			
	28,788 sq m	309,872 sq ft			

GFA PHASE 2 (Including FSR Exemption)				
AMENITY	1,258 sq m	13,538 sq ft		
RESIDENTIAL	54,207 sq m	583,482 sq ft		
RETAIL	4,635 sq m	49,892 sq ft		
SERVICE	321 sq m	3,450 sq ft		
	60,421 sq m	650,362 sq ft		

GFA TO	TAL (Including FSR Exemp	tion)
AMENITY	1,976 sq m	21,269 sq f
RESIDENTIAL	80,079 sq m	861,966 sq fr
RETAIL	6,377 sq m	68,639 sq f
SERVICE	777 sq m	8,360 sq f
	89,209 sq m	960,234 sq f

Updated Content

RESIDENTIAL PARKING (REQUIRED)

		REQ	UIRED				PRO	VIDED
RESIDENTIAL PARKING		BYLAW REFERENCE		DWELLING MINIMUM		PROPOSED BY RESIDENTIA		AL PARKING
REC	SIDEN HAL PARKING	Parking By-la	w 6.3.1*	UNITS	REQUIRED	BUNT †	(ACC. PARKIN	(G INCLUDED)
Strata	Studio	1 space per unit (0.39 proposed**)		58	58			
	1 Bedroom Unit	1 space per unit (0.39 proposed**)		427	427	1		
	2 Bedroom Unit	1.35 space per unit (1 proposed**)		392	530	1		
	3 Bedroom Unit	1.35 space per unit (1 proposed**)		104	141	1		
			TOTAL	981	1,156*	687**	TOTAL	687
		BYLAW REFERENCE						
ACCESSIBI	ILITY / DISABILITY PARKING	City of Port Moody Zon	ing By-law 6.4.1*	MINIMUM REQUIRED		D	ACC. PARKING (INCLUDED IN OVERALL PARKING COUNT)	
		Total required parking spaces	Total required parking spaces	8		OVERALLTAI	traite court)	
		1-39	1					
		40-74	2					
		75-124	3	14 residential		14 residential		
		125-174	4	4 shared		4 shared		
		For each addition 50 parking space or part thereof in excess of 50	1 additional Parking Space			18		
		·	TOTAL			18	TOTAL	19
FLEOTE	RICAL VEHICLE PARKING	BYLAW REFE	RENCE	MINIMUM REQUIRED		'D	EV PARKING	(INCLUDED IN
ELECTR	IICAL VEHICLE PARKING	City of Port Moody Zoning By-law 6.11.1*		IV	IINIMUM REQUIRE	.U	OVERALL	PARKING)
EV Parking		For all parking spaces provided for residential use, excluding				687		
	multi-residential buildings, I detached accessory dwelling units)	visitor parking spaces, shall be EV p	parking spaces					
			TOTAL			687	TOTAL	687

RESIDENTIAL VISITOR PARKING	BYLAW REFERENCE City of Port Moody Zoning By-law 6.3.1*	DWELLING UNITS	MINIMUM REQUIRED	PROPOSED BY BUNT †	PRO\	/IDED
Market Rental	0.2 / unit for the first 100 units, then 0.1 / unit (0.1 / unit proposed)	981	109	Shared parking [†]		
	TOTAL		109	Shared parking [†]	TOTAL	181 (SHARED)

^{*}Bylaw requirements superseded by provincial TOD policy legislation, removing restrictive parking minimums for off-street residential and allowing parking volumnes to be determined by market need and demand.
**Based on 0.70 total parking ratio.

COMMERCIAL PARKING (REQUIRED)

	REQUIRED				PROVIDED	
MIXED EMPLOYMENT PARKING	BYLAW REFERENCE Parking By-law 6.3.1		GFA (sf) / (m²)	MINIMUM REQUIRED	COMMERCIA (ACC. PARKIN	
OFFICE	1 space per 50m2 of Floor Area.	1 space per 50m2 of Floor Area.		35		
RETAIL	1 space per 40m2 of Floor Area.		29,387 sf / 2,730 m ²	70		
LARGE FORMAT RETAIL	1 space per 40m2 of Floor Area.		13,078 sf / 1,215 m ²	31		
RESTAURANT	1 space per 18m2 of Floor Area.		3,778 sf / 351 m ²	20		
CHILDCARE	3 space per 93m2 of Floor Area.		3,775 sf / 351 m ²	12		
	Т	TOTAL	68,639 sf / 6,377 m ²	168*	TOTAL	181 (SHARED)†
ELECTRICAL VEHICLE PARKING	BYLAW REFERENCE City of Port Moody Zoning By-law 6.11.1		MIN PARKING SPACE REQUIRED	MINIMUM REQUIRED	COMMERCIAL	EV PARKING
EV Parking (For commercial use)	Min of 20% of parking spaces		156	32		
	T	TOTAL		32	TOTAL	181

^{* 182} shared pool proposed by Bunt. To be shared with residential visitor.

	PROVIDED			
MAX SMALL CAR REQUIRED	MAX SMALL CAR REQUIRED BYLAW REFERENCE City of Port Moody Zoning By-law 6.6.5		MAX ALLOWED	SMALL CARS PROVIDED
	Maximum of 33% of the total parking requirement	868*	286	81

^{*} refer to parking & loading rationale

RESIDENTIAL BICYCLE PARKING (REQUIRED)

	REQUIRED			PROVIDED	
RES BICYCLE PARKING	BYLAW REFERENCE	DWELLING UNITS	MINIMUM	RESIDENTIAL LONG TERM BIKE	
RES BICTCLE PARKING	City of Port Moody Zoning By-law 6.10.3	DWELLING UNITS	REQUIRED	PARI	KING
LONG TERM SPACES	1.5 spaces per dwelling unit, centralized			TYPE	
				BICYCLE LOCKERS (x2 BIKES PER LOCKER)	1040
		981	TOTAL 1472	TOTAL	2080
SHORT TERM SPACES	6 spaces for each apartment building on a Lot 50 dwelling units;	REQUIRED		PROV	IDED
	not applicable to buildings with less than 10 units.		MINIMUM REQUIRED	RESIDENTIAL SH PARI	
		3	18	AT GRADE	18
	TOTAL		18	TOTAL	18

Attachment 5

PARKING SUMMARY

	PROVIDED						
PROVIDED							
OVERALL PARKING (ACCESSIBLE PARKING INCLUDED)							
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL			
LEVEL P0	41	7	1	49			
LEVEL P1	199	20	6	231			
LEVEL P2	261	22	6	289			
LEVEL P3	261	32	6	299			
TOTAL	762	81	19	868			

RESIDENTIAL PARKING				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P0		-	-	
LEVEL P1	87	10	2	99
LEVEL P2	261	22	6	289
LEVEL P3	261	32	6	299
TOTAL	609	64	14	687

SH	SHARED PARKING (RESIDENTIAL VISITOR / COMMERCIAL)					
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL		
LEVEL P0	41	7	1	49		
LEVEL P1	112	10	4	132		
TOTAL	153	17	5	181		

TOTAL PA	RKING
RESIDENTIAL	687
SHARED PARKING	181
TOTAL	868

PROVIDED					
TOTAL PARKING - PHASE 1					
RESIDENTIAL	251				
SHARED PARKING	134				
TOTAL	385				

PROVIDED						
TOTAL PARKING - PHASE 2						
RESIDENTIAL	436					
SHARED PARKING	47					
TOTAL	483					
RESIDENTIAL 436 SHARED PARKING 47						

2000 CAR SHARE STALL CAR SHARE STALL STANDARD STALL 23000.



COMMERCIAL BICYCLE PARKING (REQUIRED)

REQUIRED				PROVIDED	
BYLAW REFERENCE	OFA (-0.1(2)	MINIMUM	COMMERCIAL I	BIKE PARKING	
City of Port Moody Zoning By-law 6.10.3	GFA (SI) / (III')	REQUIRED			
1 per 750 SM	6,377 m ²	9	LEVEL P0	10*	
6 for more than 750 SM	6,377 m ²	6	AT GRADE	6	
TOTAL		15	TOTAL	16	
	BYLAW REFERENCE City of Port Moody Zoning By-law 6.10.3 1 per 750 SM 6 for more than 750 SM	BYLAW REFERENCE GFA (sf) / (m²) 1 per 750 SM 6.377 m² 6 for more than 750 SM 6.377 m²	BYLAW REFERENCE GFA (st) / (m²) MINMUM REQUIRED	BYLAW REFERENCE GFA (st) / (m²) MINIMUM REQUIRED	

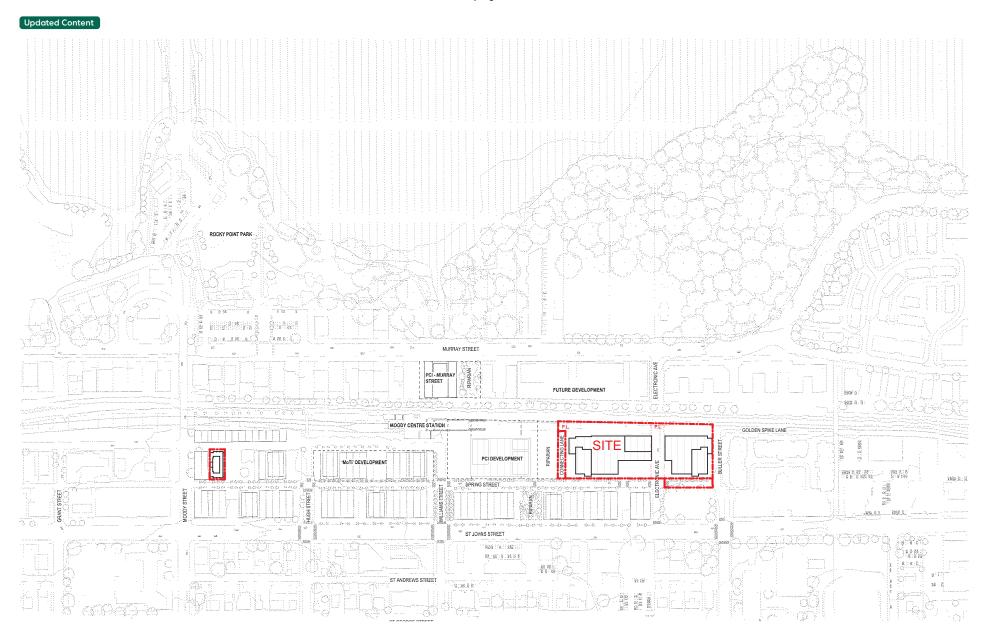
PARKING NUMBER CALCULATION DETAILS / LOADING PROPOSAL REFER TO BUNT'S TRAFFIC REPORT

LOADING (REQUIRED)

REQUIRED						PROVIDED	\neg	
COMMERCIAL LOADING	BYLAW REFERENCE City of Port Moody Zoning By-law 6.9.5		GFA (sf) / (m²)	MINIMUM	BUNT MINIMUM SUPPORTED	BUNT PROPOSED	COMMERCIAL	
	Total GFA of Building(s)	Spaces Required		REQUIRED	SUPPLY†	PROVISION †	LOADING	
	Less than 464.5m ² (5,000sf)	1			CLASS A 4	CLASS A 0	CLASS A	0
	464.5m ² to 2,322.5m ² (25,000sf) Each additional 2,322.5m ² or fraction thereof in excess of 1,162m ² (12,508sf)	2 69,030 sf / 6,413 m ²		CLASS B 3	CLASS B 4	CLASS B	5	
			0,415111		CLASS C 0	CLASS C 1	CLASS C	1
			TOTAL	3	7	5		6

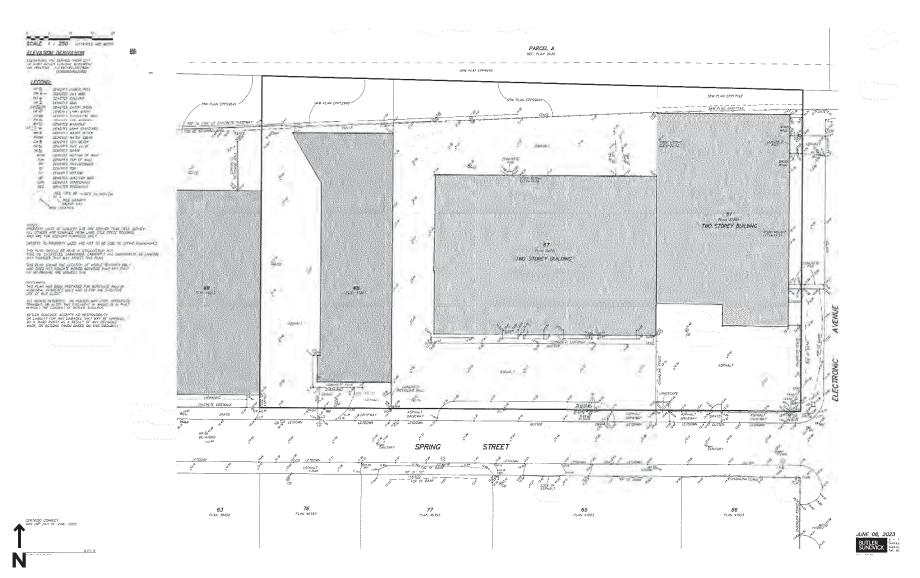
128

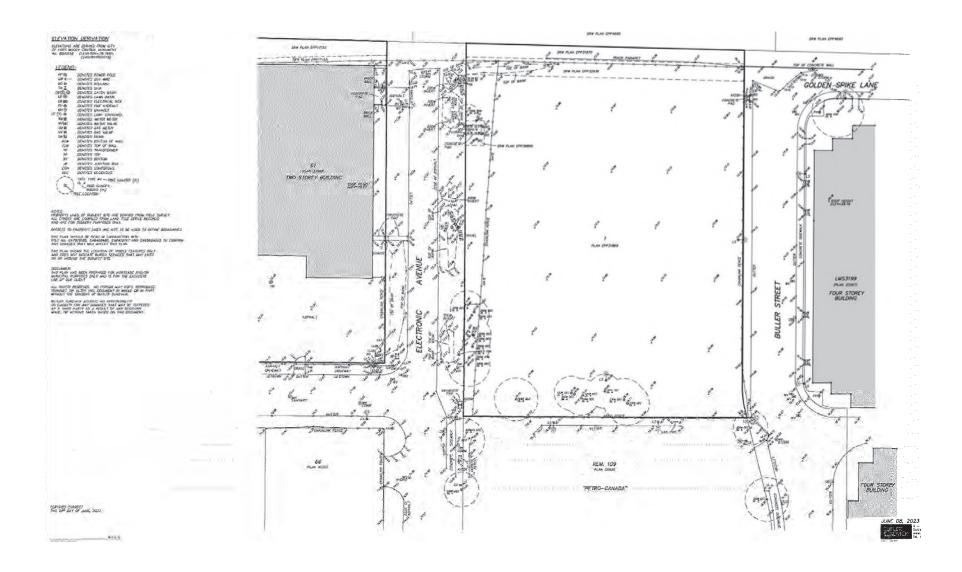
Spring Street

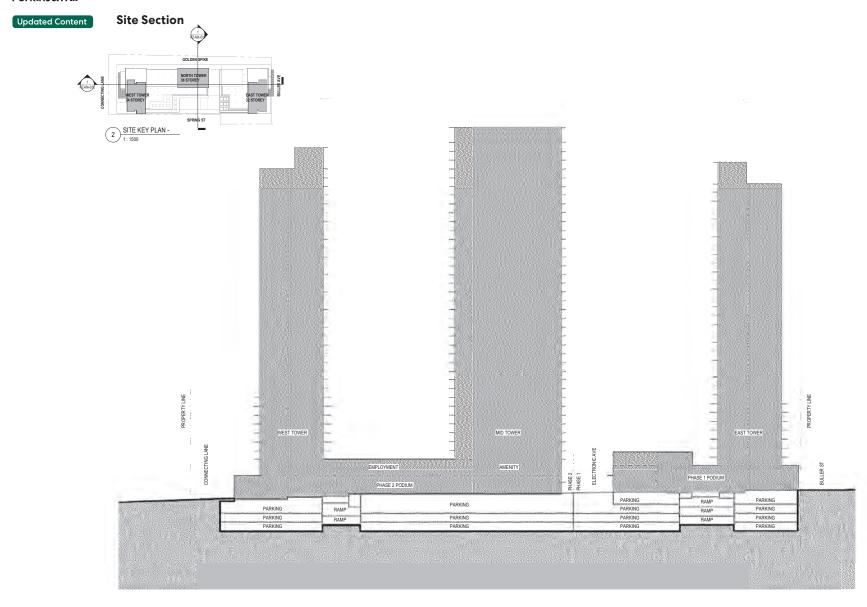


Unchanged Content

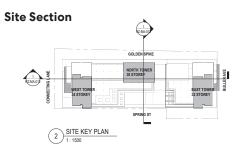
Survey West

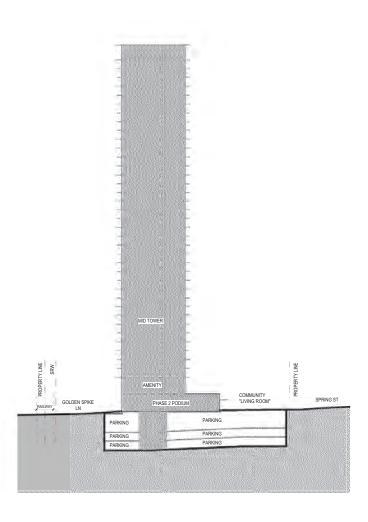






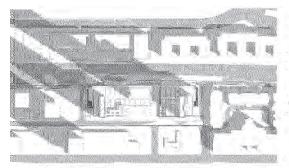




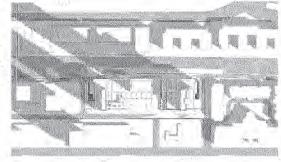


Updated Content

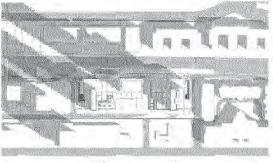
Shadow Study



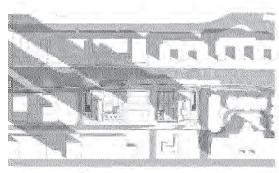
March 21st 10am



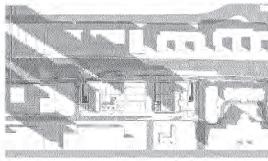
June 21st 10am



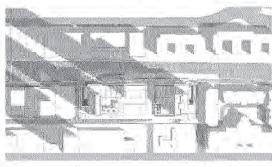
September 21st 10am



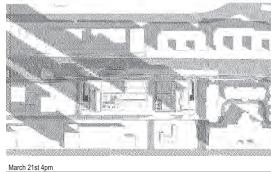
March 21st 12pm

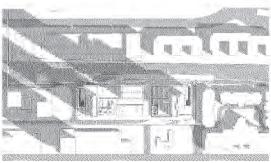


June 21st 12pm

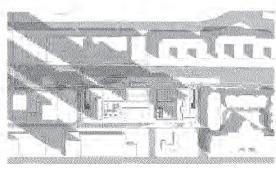


September 21st 12pm





June 21st 4pm



September 21st 4pm

Updated Content

Floor Plan - Parkade Level P3



BIKE PARKING COLOUR LEGEND USES PARKING STATS - P3 PARKING - TOTAL TYPES
 Parking Use
 Parking Size
 Count

 RESIDENTIAL
 ACC
 6

 RESIDENTIAL
 SM
 32
 Storage Locker Count Parking Use Parking Size Count Bicycle Count 100 RES STD RESIDENTIAL ACC 14 RESIDENTIAL SM 64 RESIDENTIAL Level LEVEL P0 50 RES AC
RES SM
SH STD
SH AC
SH SM ACC ACCESSIBLE SH SHARED (VISITOR+COMMERCIAL) RESIDENTIAL STD 261
TOTAL 299
"refer to RZ-MA-004 for parking stall sizing LEVEL PU 50

LEVEL P1 348

LEVEL P2 326

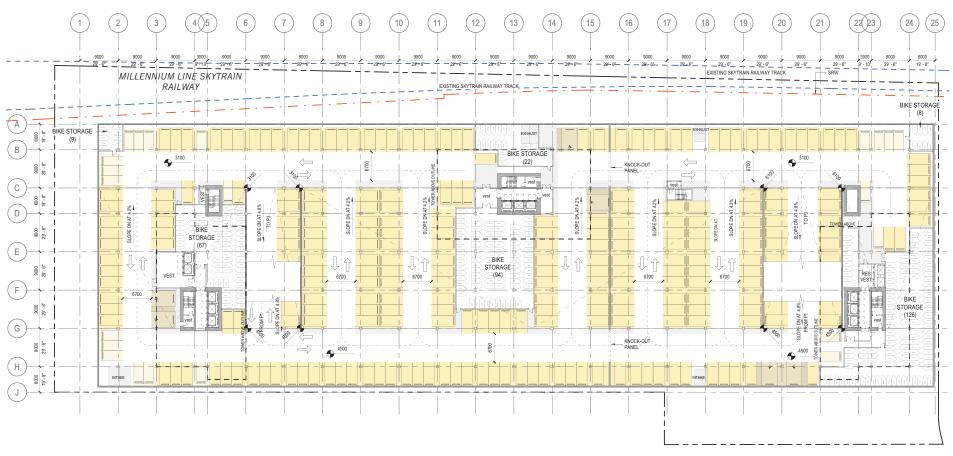
LEVEL P3 321

TOTAL 1045 RESIDENTIAL STD SM SMALL 696 652 642 2090 CAR SHARE RESIDENTIAL ΙD SHARED LOADING CS SM STD SHARED

SHARED GRAND TOTAL

Updated Content

Floor Plan - Parkade Level P2





SHARED

SHARED

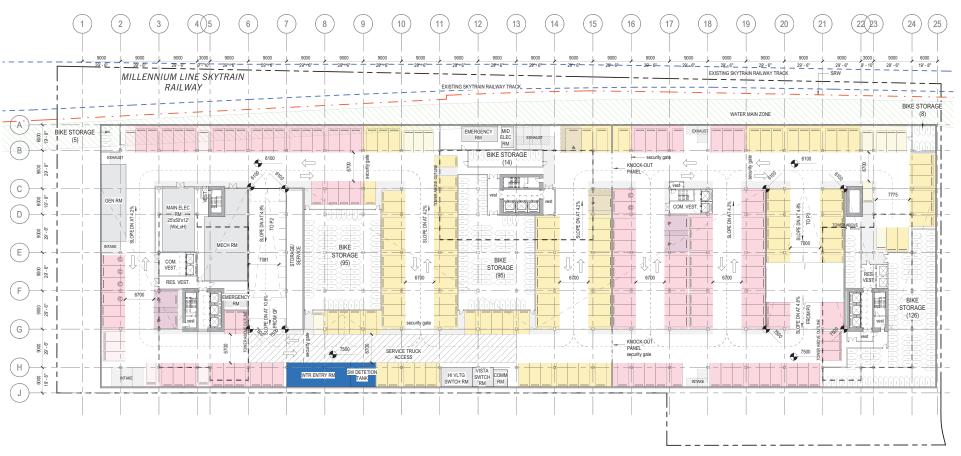
GRAND TOTAL

17 153

N

Updated Content

Floor Plan - Parkade Level P1

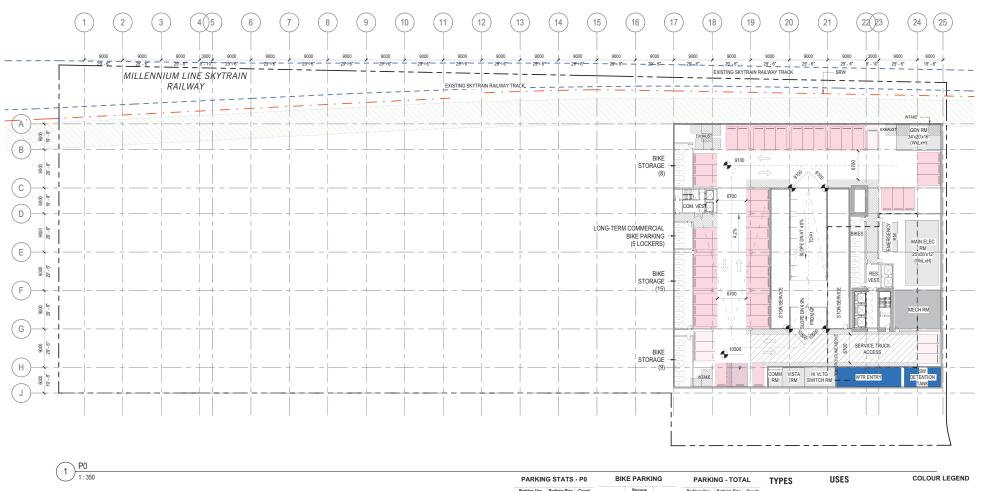


BIKE PARKING COLOUR LEGEND PARKING STATS - P1 PARKING - TOTAL TYPES USES Storage Locker Count Parking Use Parking Size Count Parking Use Parking Size Count RES RESIDENTIAL RES STD RESIDENTIAL ACC 14 RESIDENTIAL SM 64 RESIDENTIAL RESIDENTIAL ACC RESIDENTIAL SM ACC ACCESSIBLE SH SHARED (VISITOR+COMMERCIAL) RES AC LEVEL PO 50 100 RES SM
SH STD
SH AC
SH SM RESIDENTIAL STD RESIDENTIAL STD SM SMALL LEVEL P1 348 LEVEL P2 326 LEVEL P3 321 696 652 642 2090 CAR SHARE RESIDENTIAL RESIDENTIAL ACC ΙD SHARED SHARED LOADING SHARED CS SHARED CS SHARED SHARED STD SHARED STD SHARED GRAND TOTAL

*refer to RZ-MA-004 for parking stall sizing

Updated Content

Floor Plan - Parkade Level PO



 Parking Use
 Parking Size
 Count

 SHARED
 ACC
 1

 SHARED
 SM
 7
 Parking Use Parking Size Count Bicycle Count 100 696 652 642 2090 RES STD RES RESIDENTIAL Level Co LEVEL P0 50 LEVEL P1 348 LEVEL P2 326 LEVEL P3 321 TOTAL 1045 RESIDENTIAL ACC 14 RESIDENTIAL SM 64 RESIDENTIAL RES AC
RES SM
SH STD
SH AC
SH SM ACC ACCESSIBLE SH SHARED (VISITOR+COMMERCIAL) SHARED RESIDENTIAL STD SM SMALL TOTAL CS LD CAR SHARE RESIDENTIAL LOADING 'refer to RZ-MA-004 for parking stall sizing SHARED CS SM STD SHARED SHARED 17 153

SHARED

GRAND TOTAL

Updated Content

Floor Plan - Ground Level 01



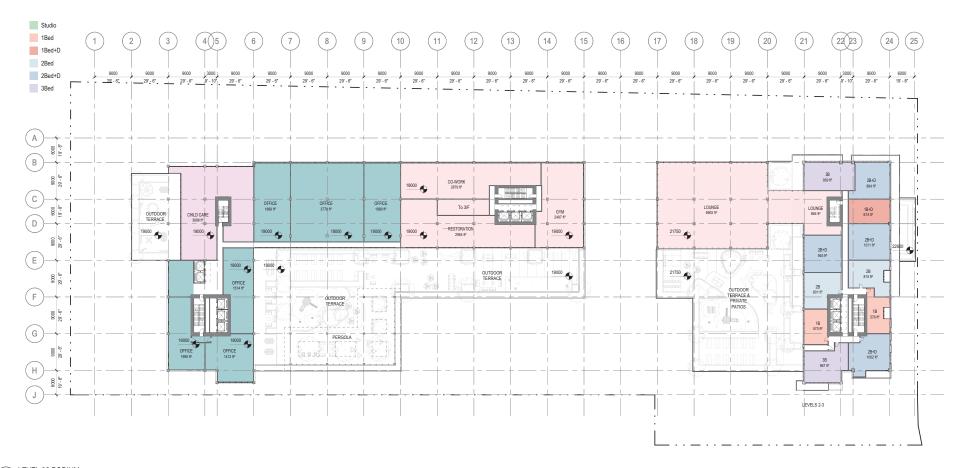


1:350



Updated Content

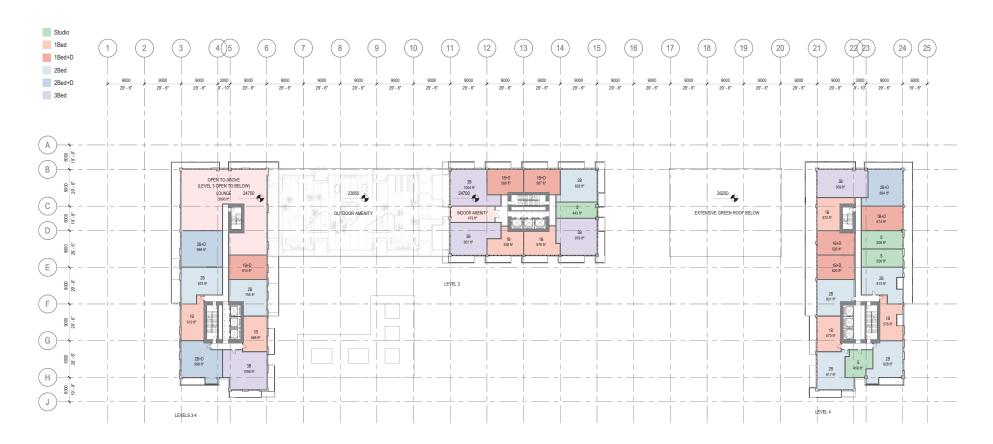
Floor Plan - Podium Level 02



1 LEVEL 02 PODIUM 1: 350

Updated Content

Floor Plan - Podium Level 03



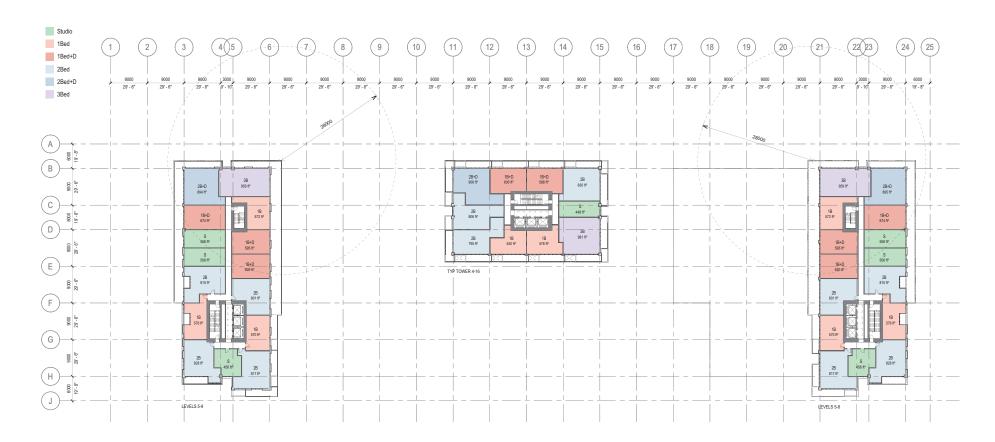
1 LEVEL 03 PODIUM 1:350





Updated Content

Floor Plan - Typical Tower Tail



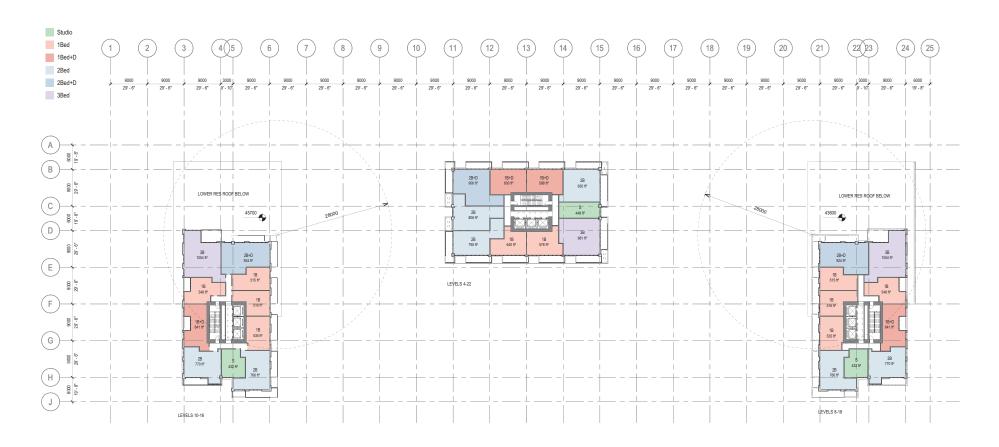
1 TYP TOWER TAIL



Spring Street

Updated Content

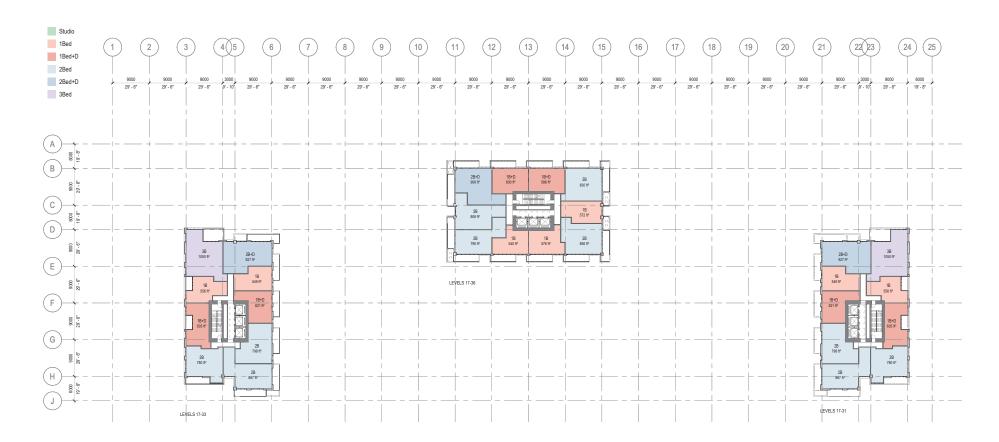
Floor Plan - Tower Typical Lower Level



TYP TOWER - LOWER

Updated Content

Floor Plan - Tower Typical Upper Level



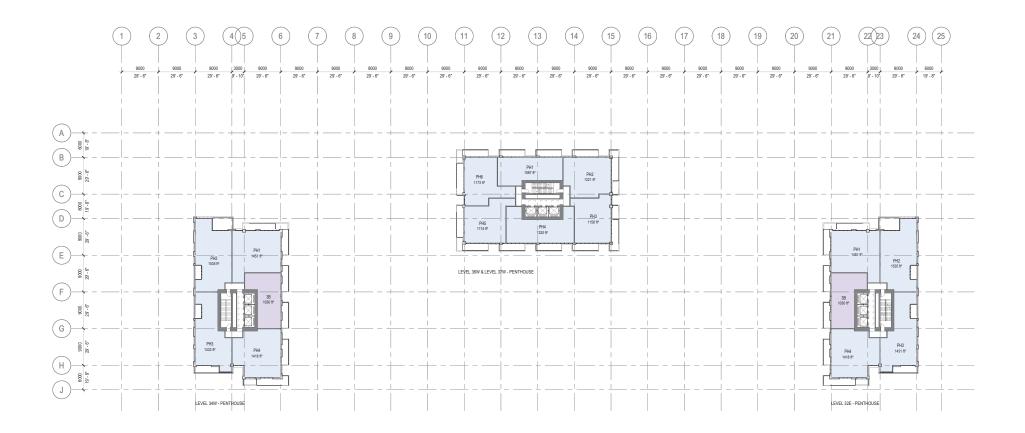
TYP TOWER - UPPER



Spring Street

Updated Content

Floor Plan - Penthouse & Sub Penthouse Level

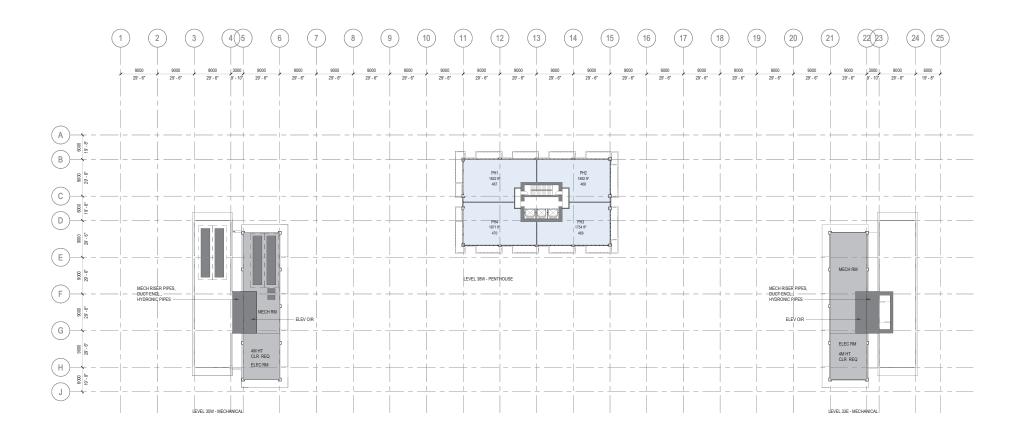


MECH AND PENTHOUSE PLANS (LOWER)

1)1:250

Updated Content

Floor Plan - Penthouse Upper Level



MECH AND PENTHOUSE FLOORS (UPPER)

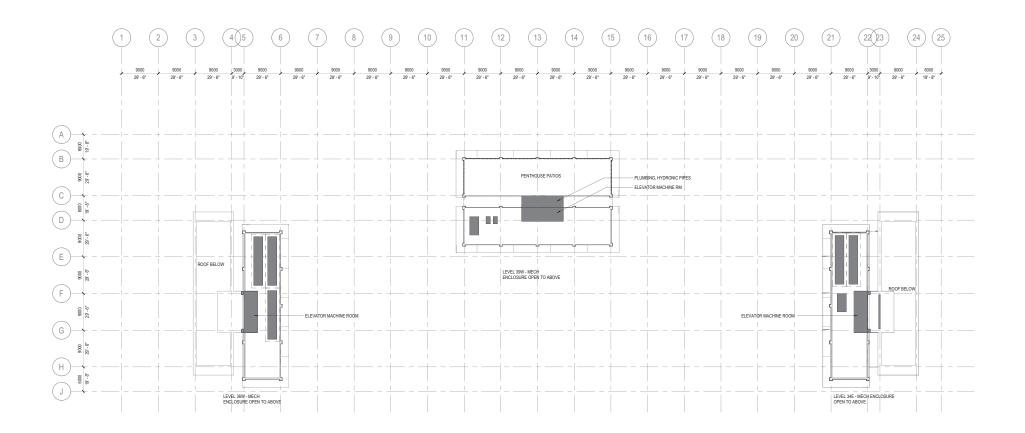




Spring Street

Updated Content

Floor Plan - Mechanical Level



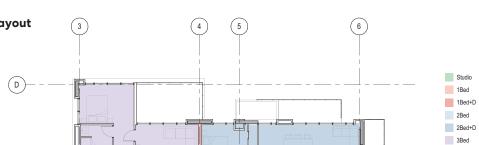
TOWER ROOF PLANS - MECH

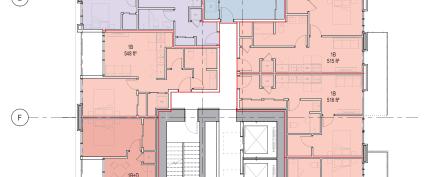
Beedie/

Perkins&Will

Updated Content

Floor Plan - Typical Floor Unit Layout



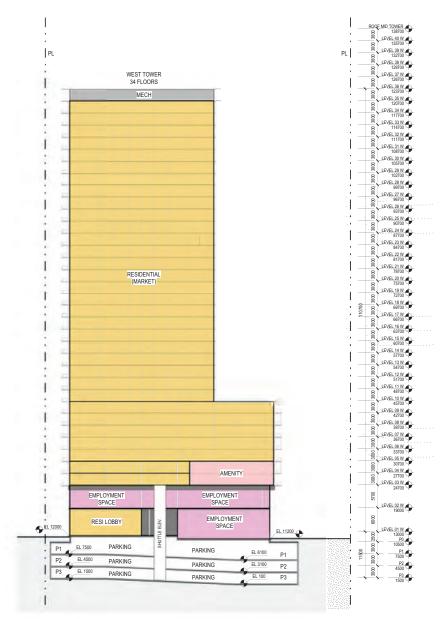




Spring Street

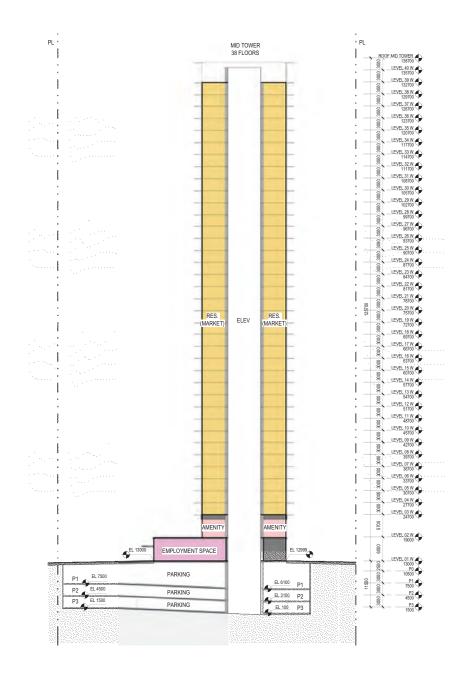
Updated Content

West Tower Section



Updated Content

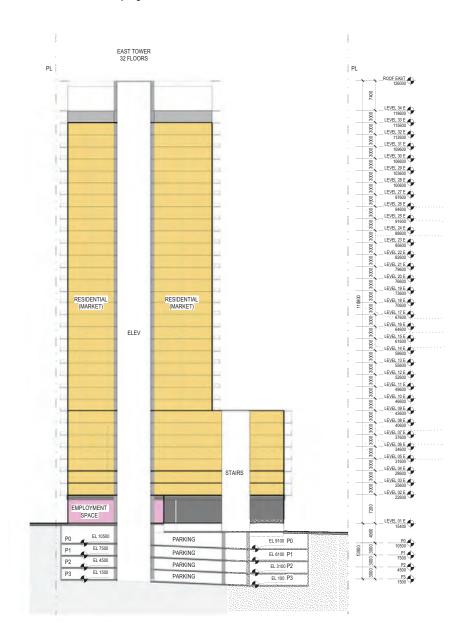
North Tower Section



Spring Street

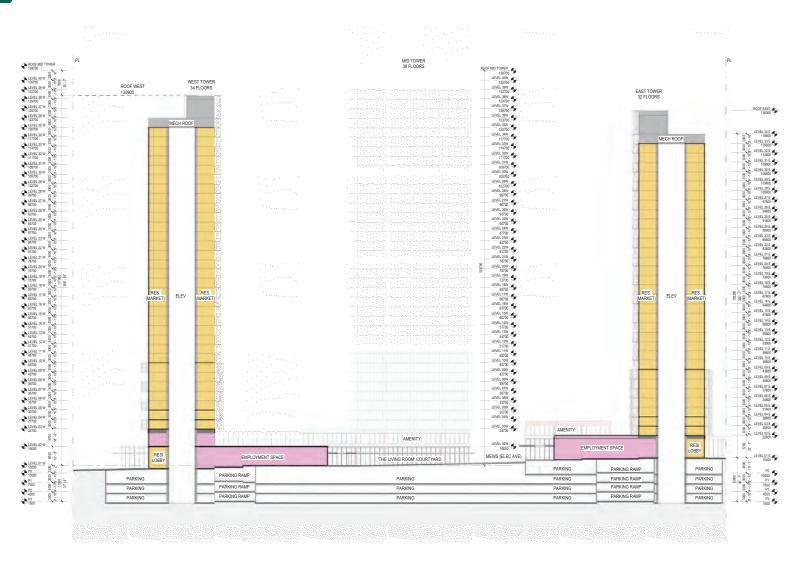
Updated Content

East Tower Section



Updated Content

East-West Section





Spring Street



North Elevation





Updated Content

South Elevation





Spring Street Rez

Updated Content

East & West Elevations



Updated Content

FAR Summary

FAR SUMMARY

PROVIDEI	D FAR AREA	
RESIDENTIAL	79095.34 m²	851375 1
RETAIL	6376.76 m²	68639 f
TOTAL	85472.10 m ²	920014
PROVIDED FAR		
ADAPTABLE	984 m²	105921
AMENITY	1976 m²	212681
SERVICE (GROUND FL)	1442 m²	15521
TOTAL	4402 m²	47381
FAR CAL	CULATION	
FAR AREA	85472.10 m ²	9200141
SITE AREA	14885.67 m²	160228
FAR	·	5.7
RESIDENTIAL AREA (incl. ADAPTABLE)	80,079 m²	861,967 f
OPEN I	BALCONY	
PROVIDED	15231.25 m²	163948
PROVIDED GEARATIO		17.2

* WALL EXCLUSION IS NOT BEING SOUGHT AT THIS TIME BUT WILL BE REVIEWED AS PART OF ENERGY MODELING PROCESS AND WILL BE CONSIDERED FOR DP

FAR CALCULATIONS / PROGRAM

CRU (RETAI

			EXCLU	SIONS		
LEVEL - CRU	RETAIL GFA (m²)	RETAIL GFA (SF)	AMENITY CRU EXCLUSION (m²)	AMENITY CRU (SF)	RETAIL FAR (m²)	RETAIL FAR (SF)
LEVEL 01 W	2955.34 m²	31811 ff	0.00 m ^a	0 ft²	2955.34 m ²	31811 ft ^a
LEVEL 01 E	1741.68 m²	18747 10	0.00 m ^a	0 ft²	1741.68 m ²	18747 ft ^a
LEVEL 02 W	1935.33 m²	20832 ft ^e	860.99 m²	9268 ft ²	1679.73 m²	18081 ft ²
LEVEL 02 E	0.00 m²	0 ft ^o	718.22 m²	7731 ft²	0.00 m²	0 ft ²
TOTAL	6832.38 m²	71390 fP	1579 21 m ²	16999 82	6376.76 m ²	68639 82

MARKET CONDO - WEST TOWER

				EXCLUSIONS								
LEVEL	W MR GFA (m²)	W MR GFA (ft²)	W INDOOR AMENITY (m²)	W INDOOR AMENITY (ft²)	W OUTDOOR AMENITY (m²)		W ADAPTABLE MR EXCLUSIO		W MR FAR (m²)	W MR FAR (ft²)	W MR OPEN BALCONY (m²)	W MR OPEN BALCONY (ft²)
LEVEL 40 W	0.00 m ³	0 ft²	0.00 m ^a	0.00	0.00 m ²	0.82	0.00 m ²	0.00	0.00 m²	0 ft ²	0 m ³	0 10
LEVEL 39 W	0.00 m ²	0 ft²	0.00 m ²	0.00	0.00 m ²	0 10	0.00 m ²	0.00	0.00 m ²	0 ft²	0 m ²	0 10
LEVEL 38 W	0.00 m ²	0 ft²	0.00 m ^a	0.00	0.00 m²	0.82	0.00 m²	0.00	0.00 m²	0 ft ²	0 m ³	0 10
LEVEL 37 W	0.00 m ²	0 ft²	0.00 m ²	0.00	0.00 m ²	0 10	0.00 m ²	0.00	0.00 m ²	0 ft²	0 m ²	0 10
LEVEL 36 W	0.00 m ²	0 ft²	0.00 m ²	0.00	0.00 m ²	0 10	0.00 m ²	0.00	0.00 m ²	0 ft²	0 m ²	0 10
LEVEL 35 W	0.00 m ²	0 ft²	0.00 m ^a	0.00	0.00 m²	0.82	0.00 m²	0.00	0.00 m²	0 ft ²	0 m ³	0 10
LEVEL 34 W	742.18 m ²	7989 ft²	0.00 m ²	0.00	0.00 m ²	0 10	0.00 m ²	0.00	742.18 m ²	7989 ft ²	109 m²	1176 ft²
LEVEL 33 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0 10	8.00 m ²	86 ft ^o	733.13 m ²	7891 ft²	121 m²	1307 ft²
LEVEL 32 W	741.13 m²	7977 ft²	0.00 m ^a	0.00	0.00 m²	0.82	8.00 m ²	86 ft ^o	733.13 m²	7891 ft²	121 m²	1307 ft²
LEVEL 31 W	741.13 m ²	7977 ft²	0.00 m ^a	0.00	0.00 m ²	0.82	8.00 m ²	86 ft ^o	733.13 m²	7891 ft²	121 m²	1307 ft²
LEVEL 30 W	741.13 m ²	7977 ft²	0.00 m ^a	0.00	0.00 m ²	0.82	8.00 m ²	86 ft ^o	733.13 m²	7891 ft²	121 m²	1307 ft²
LEVEL 29 W	741.13 m²	7977 ft²	0.00 m ²	0.62	0.00 m ²	0.82	8.00 m²	86 ft ²	733.13 m²	7891 ft ^a	121 m²	1307 ft²
LEVEL 28 W	741.13 m ²	7977 ft²	0.00 m ²	0.62	0.00 m ²	0.82	8.00 m ²	86 ft ²	733.13 m ²	7891 ft ^a	121 m ²	1307 ft ²
LEVEL 27 W	741.13 m ²	7977 ft²	0.00 m ²	0.62	0.00 m ²	0.82	8.00 m ²	86 ft ²	733.13 m ²	7891 ft ^a	121 m ²	1307 ft ²
LEVEL 26 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft²
LEVEL 25 W	741.13 m ²	7977 ft ^a	0.00 m ³	0.00	0.00 m ²	0.62	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m ³	1307 ft²
LEVEL 24 W	741.13 m ²	7977 ft²	0.00 m ²	0.62	0.00 m ²	0.82	8.00 m ²	86 ft ²	733.13 m ²	7891 ft ^a	121 m ²	1307 ft ²
LEVEL 23 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft²
LEVEL 22 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft ²
LEVEL 21 W	741.13 m ²	7977 ft ^a	0.00 m ³	0.00	0.00 m ²	0.62	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m ³	1307 ft²
LEVEL 20 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft ²
LEVEL 19 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft ²
LEVEL 18 W	741.13 m ²	7977 ft ^a	0.00 m ³	0.00	0.00 m ²	0.62	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m ³	1307 ft²
LEVEL 17 W	741.13 m ²	7977 ft²	0.00 m ²	0.00	0.00 m ²	0.02	8.00 m ²	86 ft ^o	733.13 m²	7891 ft ²	121 m²	1307 ft²
LEVEL 16 W	741,49 m ²	7981 ft²	0.00 m ²	0.00	0.00 m ²	0.02	10.00 m ³	108 ft ²	731.49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 15 W	741,49 m ²	7981 ft²	0.00 m ²	0.00	0.00 m ²	0.02	10.00 m ³	108 ft ²	731.49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 14 W	741,49 m ²	7981 ft ^a	0.00 m ²	0.00	0.00 m²	0.82	10.00 m ³	108 ft ²	731,49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 13 W	741,49 m ²	7981 ft²	0.00 m ²	0.00	0.00 m ²	0.02	10.00 m ³	108 ft ²	731.49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 12 W	741,49 m ²	7981 ft²	0.00 m ²	0.00	0.00 m ²	0.02	10.00 m ³	108 ft ²	731.49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 11 W	741,49 m ²	7981 ft ^a	0.00 m ²	0.00	0.00 m²	0.82	10.00 m ³	108 ft ²	731,49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 10 W	741,49 m ²	7981 ft²	0.00 m ²	0.00	0.00 m ²	0.02	10.00 m ³	108 ft ²	731.49 m²	7874 ft²	119 m²	1278 ft²
LEVEL 09 W	1113.59 m ²	11987 ft²	0.00 m ²	0.00	0.00 m ²	0.02	18.00 m ³	194 ft ^o	1095.59 m ²	11793 ft ^e	284 m²	3060 ft ²
LEVEL 08 W	1113.59 m²	11987 ft²	0.00 m ²	0.02	0.00 m ²	0.82			1095.59 m²	11793 ft	284 m²	3060 ft²
LEVEL 07 W	1113.59 m ²	11987 ft ^a	0.00 m ³	0.00	0.00 m ²	0.82	18.00 m ³	194 ft ^o	1095.59 m²	11793 ft	284 m²	3060 ft ²
LEVEL 06 W	1113.59 m²	11987 ft ²	0.00 m ²	0.00	0.00 m²	0.82		194 ft ^o	1095.59 m²	11793 ft	284 m²	3060 ft ²
LEVEL 05 W	1113.59 m²	11987 ft²	0.00 m ²	0.02	0.00 m ²	0.82			1095.59 m²	11793 ft	284 m²	3060 ft²
LEVEL 04 W	766.90 m ²	8255 ft ^a	0.00 m ³	0.00	0.00 m ²	0.82	16.00 m ³	172 ft ^o	750.90 m²	8083 ft ²	284 m²	3060 ft ²
LEVEL 03 W	1113.59 m²	11987 ft ²	345.86 m²	3723 ft²	966.42 m²	10402 ft ²		86 ft ^o	759.72 m²	8178 ft²	222 m²	2393 ft ²
LEVEL 02 W	1771.20 m²	19065 ft ²	0.00 m ²	0.00	1875.60 m²	20189 ft ²		0.00	91.47 m²	985 ft ²	0 m ²	0 10
LEVEL 01 W	3228.63 m²	34753 ft ^a	0.00 m ²	0.00	0.00 m²	0.02		0.00	273.29 m²	2942 ft ²	0 m ²	0.65
TOTAL	30980.02 m ³	333466 ft ^a	345.86 m²	3723 ft ^o	2842.02 m²	30591 ft ²			25679.09 m²	276407 ft ^e	4933 m²	53093 ft ²

MARKET CONDO - NORTH TOWER

						EXCL	JSIONS					
LEVEL	N MR GFA (m²)	N MR GFA (ft²)	N INDOOR AMENITY (m²)	N INDOOR AMENITY (ft²)	N OUTDOOR AMENITY (m²)	N OUTDOOR AMENITY (ft²)		N ADAPTABLE MR EXCLUSIO	N MR FAR (m²)	N MR FAR (ft²)	N MR OPEN BALCONY (m²)	N MR OPEN BALCONY (R²)
LEVEL 40 W	0.00 m²	0 ft²	0.00 m ²	0 112	0.00 m ²	0 ft	0.00 m ²	0 ft²	0.00 m ²	0 ft²	0 m ²	
LEVEL 39 W	0.00 m²	0 ft²	0.00 m ²	0 ft	0.00 m ²	0 ft	0.00 m ²	0 ft²	0.00 m ²	0 ft ²	0 m ²	0 ft ²
LEVEL 38 W	773.42 m²	8325 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	0.00 m ²	0 ft²	773.42 m²	8325 ft ^a	158 mi	1704 ft ²
LEVEL 37 W	773.42 m²	8325 ft ^e	0.00 m ²	0 112	0.00 m ²	0 ft	4.00 m ²	43 ft²	769.42 m²	8282 ft ^a	158 mi	1705 ft ²
LEVEL 36 W	773.42 m²	8325 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	12.00 m ²	129 ft²	761.42 m²	8196 ft ^e	158 mi	1705 ft ⁻
LEVEL 35 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft
LEVEL 34 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft ^o	0.00 m ²	0 10	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ⁻
LEVEL 33 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ³	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 32 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft
LEVEL 31 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft
LEVEL 30 W	772.77 m²	8318 ft ^p	0.00 m ²	0 ft ^o	0.00 m²	0.69	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 29 W	772.77 m²	8318 ft ^p	0.00 m ²	0 ft ^o	0.00 m²	0.69	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 28 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 27 W	772.77 m²	8318 ft ^o	0.00 m ²	0 ft	0.00 m ²	0.66	10.00 m ²	108 ft ²	762.77 m²	8210 ft ²	159 mi	1709 ft ⁻
LEVEL 26 W	772.77 m²	8318 ft ^p	0.00 m ²	0 ft ^o	0.00 m²	0.69	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 25 W	772.77 m²	8318 ft ^p	0.00 m ²	0 ft ^o	0.00 m²	0 fP	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ²
LEVEL 24 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^e	159 mi	1709 ft ⁻
LEVEL 23 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ⁻
LEVEL 22 W	772.77 m²	8318 ft ^o	0.00 m ²	0 ft	0.00 m ²	0.66	10.00 m ²	108 ft ²	762.77 m²	8210 ft ²	159 mi	1709 ft ²
LEVEL 21 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^e	159 mi	1709 ft ⁻
LEVEL 20 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ⁻
LEVEL 19 W	772.77 m²	8318 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.77 m²	8210 ft ^a	159 mi	1709 ft ⁻
LEVEL 18 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.88 m²	8212 ft ^e	159 mi	1709 ft ⁻
LEVEL 17 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.88 m²	8212 ft ^a	159 mi	1709 ft ⁻
LEVEL 16 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.88 m²	8212 ft ^a	159 mi	1709 ft ⁻
LEVEL 15 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m ²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ^a	159 mi	1709 ft ⁻
LEVEL 14 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ²	159 mi	
LEVEL 13 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft	0.00 m ²	0 ft	10.00 m ²	108 ft²	762.88 m²	8212 ft ^a	159 mi	1709 ft ⁻
LEVEL 12 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m ²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ^a	159 mi	1709 ft ⁻
LEVEL 11 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ²	159 mi	1709 ft
LEVEL 10 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ²	159 mi	1709 ft
LEVEL 09 W	772.88 m²	8319 ft ^e	0.00 m²	0.69	0.00 m²	0.00	10.00 m²	108 ft ²	762.88 m²	8212 ft²	163 mi	1753 ft
LEVEL 08 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ²	163 mi	1753 ft
LEVEL 07 W	772.88 m²	8319 ft ^e	0.00 m ²	0 ft ^o	0.00 m²	0.00	10.00 m ²	108 ft²	762.88 m²	8212 ft ²	163 mi	1753 ft
LEVEL 06 W	772.88 m²	8319 ft ^e	0.00 m²	0 ft ^o	0.00 m²	0 10	10.00 m ²	108 ft ²	762.88 m²	8212 ft²	163 mi	1753 ft
LEVEL 05 W	772.88 m²	8319 ft	0.00 m²	0 10	0.00 m²	0 10	10.00 m ²	108 ft ²	762.88 m²	8212 ft	163 mi	1753 ft
LEVEL 04 W	772.88 m²	8319 ft	0.00 m²	0 10	0.00 m²	0 10	10.00 m ²	108 ft ²	762.88 m²	8212 ft	163 mi	1753 ft
LEVEL 03 W	770.06 m ²	8289 ft ²	50.81 m²	547 112	0.00 m²	0 10	10.00 m ²	108 ft ²	709.25 m²	7634 ft ²	132 mi	1424 15
LEVEL 02 W	945.00 m ²	10172 ft	860.99 m²	9268 ft ²	0.00 m²	0 10	0.00 m ²	0 ft²	84.01 m ²	904 ft ²	0 m ²	0 8
LEVEL 01 W	354.39 m²	3815 ft	0.00 m²	0 10	0.00 m²	0 10	0.00 m ²	0.62	354.39 m²	3815 ft ²	0 m ²	
TOTAL	29120.05 m²	313446 ft ²	911.80 m²	9815 ft²	0.00 m²	0 10	346.00 m ²	3724 ft ^e	27862.25 m²	299907 ft ²	5713 mi	

MARKET CONDO - EAST TOWER

						EXCLU	ISIONS					
LEVEL EAST	E MR GFA (m²)	E MR GFA (ft²)	E INDOOR AMENITY (m²)	E INDOOR AMENITY (ft°)	E OUTDOOR AMENITY (m²)		E ADAPTABLE MR EXCLUSIO		E MR FAR (m²)	E MR FAR (ft²)	E MR OPEN BALCONY (m²)	E MR OPEN BALCONY (ft²)
LEVEL 33 E	0.00 m²	32 ft²	0.00 m²	0 ft²	0.00 m ²	0 ft ^o	0.00 m ²	0 ft²	0.00 m ²	0 ft²	0 m²	0 ft²
LEVEL 32 E	744.70 m²	8048 ft²	0.00 m ²	0 ft2	0.00 m ²	0 ft²	0.00 m ²	0 ft²	744.70 m²	8016 ft²	107 m²	1153 ft
LEVEL 31 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m²	0 ft ²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 30 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m²	0 ft ²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 29 E	744.80 m²	8049 ft²	0.00 m²	0 ft²	0.00 m ²	0 ft ^o	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft
LEVEL 28 E	744.80 m ²	8049 ft²	0.00 m ²	0 ft²	0.00 m ²	0 ft²	8.00 m ²	86 ft²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 27 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m²	0 ft ²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 26 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m²	0 ft ²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 25 E	744.80 m ²	8049 ft²	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	8.00 m ²	86 ft ²	736.80 m²	7931 ft ^a	119 m²	1286 ft
LEVEL 24 E	744.80 m ²	8049 ft²	0.00 m ²	0 ft²	0.00 m ²	0 ft²	8.00 m ²	86 ft²	736.80 m²	7931 ft ^a	119 m²	1286 ft ^o
LEVEL 23 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m²	0 ft ²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 22 E	744.80 m ²	8049 ft²	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	8.00 m ²	86 ft ²	736.80 m²	7931 ft ^a	119 m²	1286 ft
LEVEL 21 E	744.80 m²	8049 ft ^a	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 20 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m ²	0 ft²	8.00 m ²	86 ft²	736.80 m²	7931 ft ^a	119 m²	1286 ft ^o
LEVEL 19 E	744.80 m²	8049 ft²	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	8.00 m ²	86 ft ²	736.80 m²	7931 ft ^a	119 m²	1286 ft
LEVEL 18 E	744.80 m²	8049 ft²	0.00 m ²	0 ft ²	0.00 m²	0 ft²	8.00 m ²	86 ft ²	736.80 m²	7931 ft²	119 m²	1286 ft ^o
LEVEL 17 E	744.80 m²	8049 ft²	0.00 m ²	0 ft²	0.00 m ²	0 ft²	8.00 m ²	86 ft²	736.80 m²	7931 ft ^a	119 m²	1286 ft ^o
LEVEL 16 E	744.25 m²	8043 ft°	0.00 m²	0 ft²	0.00 m²	0 ft²	10.00 m²	108 ft²	734.25 m²	7903 ft ^a	108 m²	1163 ft
LEVEL 15 E	744.25 m²	8043 ft ^a	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	10.00 m ²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 fP
LEVEL 14 E	744.25 m²	8043 ft ^a	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	10.00 m ²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 fP
LEVEL 13 E	744.25 m²	8043 ft ^a	0.00 m²	0 ft²	0.00 m²	0 ft²	10.00 m²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 ft
LEVEL 12 E	744.25 m²	8043 ft ^a	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	10.00 m ²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 fP
LEVEL 11 E	744.25 m²	8043 ft ^a	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	10.00 m ²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 fP
LEVEL 10 E	744.25 m²	8043 ft ^a	0.00 m²	0 ft²	0.00 m²	0 ft²	10.00 m²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 ft
LEVEL 09 E	744.25 m²	8043 ft ^a	0.00 m²	0 ft²	0.00 m²	0 ft²	10.00 m²	108 ft ²	734.25 m²	7903 ft ^a	108 m²	1163 fP
LEVEL 08 E	1117.26 m²	12058 ft ²	0.00 m ²	0 ft ²	0.00 m ²	0 ft²	20.00 m ²	215 ft²	1097.26 m ²	11811 ft²	285 m²	3072 ft
LEVEL 07 E	1117.26 m²	12058 ft ²	0.00 m²	0 ft²	0.00 m²	0 ft²	20.00 m²	215 ft²	1097.26 m²	11811 ft²	285 m²	3072 ft ^e
LEVEL 06 E	1117.26 m²	12058 ft ²	0.00 m²	0 ft²	0.00 m²	0 ft²	20.00 m²	215 ft²	1097.26 m²	11811 ft²	285 m²	3072 ft ^o
LEVEL 05 E	1117.26 m²	12058 ft ²	0.00 m²	0 ft²	0.00 m²	0 ft²	20.00 m²	215 ft²	1097.26 m²	11811 ft²	285 m²	3072 ft ^o
LEVEL 04 E	1117.26 m²	12058 ft²	0.00 m²	0 ft²	0.00 m²	0 10	20.00 m²	215 ft²	1097.26 m²	11811 ft²	285 m²	3072 ft ^e
LEVEL 03 E	1117.26 m²	12058 ft ²	0.00 m²	0 ft²	0.00 m²	0 ft²	12.00 m²	129 ft²	1105.26 m²	11897 ft²	285 m²	3072 ft ^o
LEVEL 02 E	1737.90 m²	18750 ft²	718.22 m²	7731 ft²	1170.18 m ²	12596 ft ²	6.00 m²	65 ft ²	1013.68 m²	10911 ft²	0 m²	0 10
LEVEL 01 E	2019.77 m²	21773 ft²	0.00 m²	0 ft²	0.00 m²	0 ft²	0.00 m²	0 ft²	278 09 m²	2993 ft²	0 m²	0 102
TOTAL	28331.91 m ²		718 22 m²									48176 ft

Spring Street Rez

Updated Content

FAR - Ground Level



FAR	ARFA	- GROI	IND FI	UUB	WES

SERVICE	SW 1.0	219.51 m²	2363
SERVICE	SN 1.0	101.01 m ²	1087
FAR EXCLUS	ION	320.52 m²	3450
RESIDENTIA		153.36 m²	1651
RESIDENTIA	NMR	227.57 m²	2450
RESIDENTIA	CIRC. WP	96.13 m²	1035
RESIDENTIA	CIRC. NP	126.82 m²	1365
RESIDENTIA	CIRC. WP	23.80 m²	256 ft
FAR R ARFA		627 68 m²	6756

	CRU W 1.03	2508.18 m²	26998 ft ²
	CRU W 1.04	396.90 m²	4272 ft²
	CIRC.WP	50.26 m²	541 ft²
FAR RT AREA		2955.34 m²	31811 ft²
	EL 000 ADEA	0000 54 3	40047.03

FAR AREA - GROUND FLOOR EAST

SERVICE	SE 1.0	456.13 m²	4910 ft²
FAR EXCLUS	ION	456.13 m²	4910 ft²
RESIDENTIAL	CIRC. EP	100.76 m²	1085 ft²
RESIDENTIAL	. EMR	153.53 m²	1653 ft ²
RESIDENTIAL	CIRC. EP	23.80 m²	256 ft ²
FAR R AREA		278.09 m²	2993 ft²
RETAIL	CRU E 1.01	1258.84 m²	13550 ft²
RETAIL	CRU E 1.02	372.24 m²	4007 ft ²

GROUND FLOOR PLAN - PHASE 2 (LEVEL 01 W)

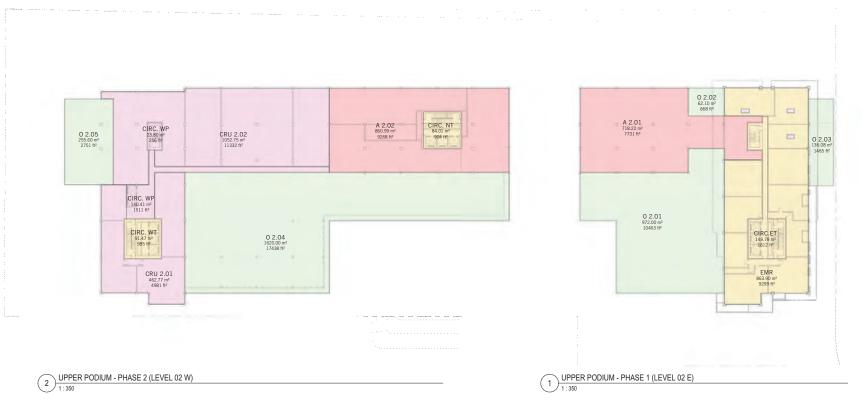
1:350

GROUND FLOOR PLAN - PHASE 1 (LEVEL 01 E)



Updated Content

FAR - Level 2-3

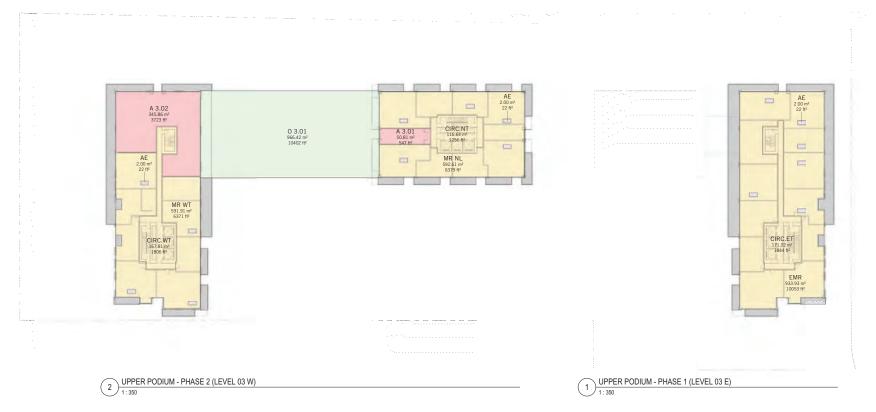


RESIDENTIAL	CIRC NT	84.01 m²	904 ft²
RESIDENTIAL		91.47 m²	985 ft²
FAR R AREA		175.47 m²	1889 ft²
AMENITY	A 2.02	860.99 m²	9268 ft²
FAR R EXCLU	ISION	860.99 m²	9268 ft²
OUTDOOR	0 2.04	1620.00 m²	17438 ft²
FAR R NON G	FA	1620.00 m²	17438 ft²
RETAIL	CIRC. WP	140.41 m²	1511 ft²
RETAIL	CRU 2.01	462.77 m²	4981 ft²
RETAIL	CRU 2.02	1052.75 m²	11332 ft²
RETAIL	CIRC. WP	23.80 m²	256 ft²
FAR RT AREA		1679.73 m²	18081 ft²
OUTDOOR AMENITY	O 2.05	255.60 m²	2751 ft²
FAR RT NON	GFA	255.60 m²	2751 ft²
TOTAL GROS	S FLOOR AREA	4591.80 m²	49426 ft²
		.2 PODIUM EAST	
RESIDENTIAL	. EMR	863.90 m²	9299 ft²
RESIDENTIAL RESIDENTIAL FAR R AREA	. EMR		
RESIDENTIAL FAR R AREA	EMR CIRC.ET	863.90 m ² 149.78 m ² 1013.68 m ²	9299 ft² 1612 ft² 10911 ft²
RESIDENTIAL FAR R AREA ADAPTABLE	EMR CIRC.ET	863.90 m² 149.78 m² 1013.68 m² 2.00 m²	9299 ft² 1612 ft² 10911 ft² 22 ft²
RESIDENTIAL FAR R AREA ADAPTABLE ADAPTABLE	EMR CIRC.ET	863.90 m ² 149.78 m ² 1013.68 m ² 2.00 m ² 2.00 m ²	9299 ft² 1612 ft² 10911 ft² 22 ft² 22 ft²
RESIDENTIAL FAR R AREA ADAPTABLE ADAPTABLE ADAPTABLE	EMR CIRC.ET	863.90 m² 149.78 m² 1013.68 m² 2.00 m² 2.00 m² 2.00 m²	9299 ft² 1612 ft² 10911 ft² 22 ft² 22 ft² 22 ft² 22 ft²
RESIDENTIAL FAR R AREA ADAPTABLE ADAPTABLE ADAPTABLE AMENITY	AE AE AE AE A2.01	863.90 m ² 149.78 m ² 1013.68 m ² 2.00 m ² 2.00 m ²	9299 ft² 1612 ft² 10911 ft² 22 ft² 22 ft²
RESIDENTIAL	AE AE AE AE A2.01	863.90 m ² 149.78 m ² 1013.68 m ² 2.00 m ² 2.00 m ² 2.00 m ² 718.22 m ²	9299 ft² 1612 ft² 10911 ft² 22 ft² 22 ft² 22 ft² 7731 ft²
RESIDENTIAL FAR R AREA ADAPTABLE ADAPTABLE ADAPTABLE AMENITY FAR R EXCLL OUTDOOR	AE AE AE AE AE AISION	863.90 m ² 149.78 m ² 1013.68 m ² 2.00 m ² 2.00 m ² 2.00 m ² 718.22 m ² 724.22 m ²	9299 ft ² 1612 ft ² 10911 ft ² 22 ft ² 22 ft ² 22 ft ² 7731 ft ² 7795 ft ²
RESIDENTIAL FAR R AREA ADAPTABLE ADAPTABLE ADAPTABLE AMENITY FAR R EXCLL OUTDOOR AMENITY OUTDOOR	AE AE AE AE AC	863.90 m² 149.78 m² 1013.68 m² 2.00 m² 2.00 m² 2.00 m² 718.22 m² 724.22 m²	9299 ft ² 1612 ft ² 10911 ft ² 22 ft ² 22 ft ² 7731 ft ² 7795 ft ²

FAR R NON GFA 1170.18 m²
TOTAL GROSS FLOOR AREA 2908.08 m²

Updated Content

FAR - Level 2-3



FAR AREA - L3 PODIUM WES

RESIDENTIAL	CIRC.NT	116.64 m²	1256 ft²
RESIDENTIAL	CIRC.WT	167.81 m²	1806 ft²
FAR R AREA		1468.98 m²	15812 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
ADAPTABLE	AE	2.00 m ²	22 ft²
AMENITY	A 3.02	345.86 m²	3723 ft²
AMENITY	A 3.01	50.81 m²	547 ft²
FAR R EXCLUS	SION	414.67 m ²	4463 ft²

OUTDOOR AMENITY	O 3.01	966.42 m²	10402 ft²
FAR R NON GR	A	966.42 m²	10402 ft²
TOTAL GROSS	FLOOR AREA	2850.07 m²	30678 ft²

FAR AREA - L3 PODIUM EAST

RESIDENTIAL	EMR	933.93 m²	10053 ft²
RESIDENTIAL	CIRC.ET	171.32 m²	1844 ft²
FAR R AREA		1105.26 m²	11897 ft²
ADAPTABLE .	AE	2.00 m ²	22 ft²
ADAPTABLE .	AE	2.00 m ²	22 ft²
ADAPTABLE .	AE	2.00 m ²	22 ft²
ADAPTABLE .	AE	2.00 m ²	22 ft²
ADAPTABLE .	AE	2.00 m²	22 ft²
ADAPTABLE .	AE	2.00 m ²	22 ft²
FAR R EXCLUS	ION	12.00 m²	129 ft²
TOTAL GROSS	FLOOR AREA	1117 26 m²	12026 62

Attachment 5

WEST TOWER MARKET STRATA AREA SUMMARY - LOW

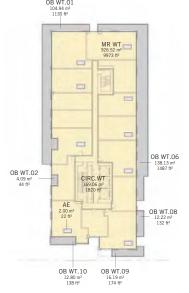
WEST TOWER MARKET STRATA AREA SUMMARY - MECH SERVICE RM

Perkins&Will

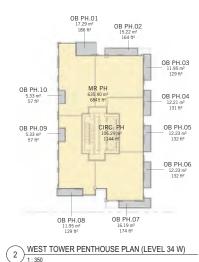


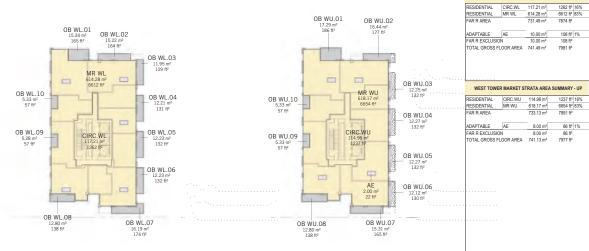
WEST TOWER	MARKET ST	RATA AREA	A SUMMARY -	TAIL
ESIDENTIAL	CIRC.WT	169.06 m²	1820 ft²	15%
ESIDENTIAL	MR WT	926.52 m²	9973 ft²	83%
DAPTABLE	AE	18.00 m²	194 ft²	2%
DTAL GROSS FL	OOR AREA	1113.59	11987 ft²	

FAR - West Tower



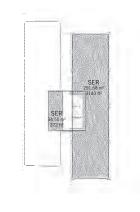
5 WEST TOWER TAIL TYPICAL PLAN (LEVEL 5-9)





WEST TOWER LOWER TYPICAL PLAN (LEVEL 10-16)
1:350





1 WEST TOWER ROOF MECH SERVICE RM

↑ N

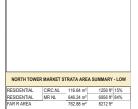
160

Rezoning Booklet & OCP Framework

Spring Street

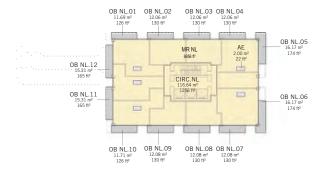
Updated Content

FAR - North Tower



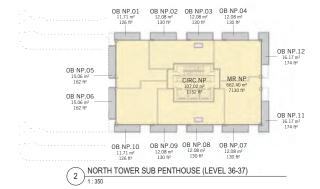
ADAPTABLE AE 10.00 m² 108 ft² 1% FAR R EXCLUSION 10.00 m² 108 ft²

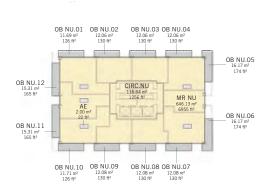
TOTAL GROSS FLOOR AREA 772.88 m² 8319 ft²



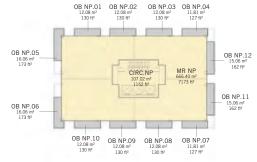
4 NORTH TOWER LOWER TYPICAL PLAN (LVL 3-15)







NORTH TOWER UPPER TYPICAL PLAN (LVL 16-35)



NORTH TOWER PENTHOUSE (LVL 38)

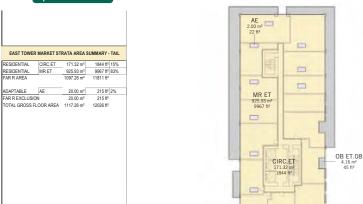
NORTH TOW	ER MARKET	STRATA ARE	A SUMMARY	- UP
RESIDENTIAL	CIRC.NU	116.64 m²	1256 ft²	15%
RESIDENTIAL	MR NU	646.13 m²	6955 ft²	84%
FAR R AREA		762.77 m²	8210 ft²	
ADAPTABLE	AE	10.00 m²	108 ft²	1%
FAR R EXCLUSI	ON	10.00 m²	108 ft²	
TOTAL GROSS F	LOOR AREA	772.77 m²	8318 ft²	

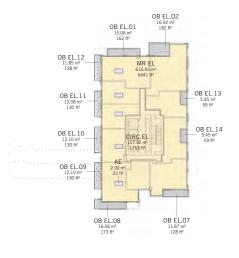
NORTH TOWE	R MARKET ST	RATA AREA S	SUMMARY - PH UP
RESIDENTIAL	CIRC.NP	107.02 m²	1152 ft² 14%
RESIDENTIAL	MR NP	666.40 m²	7173 ft² 86%
FAR R AREA		773.42 m²	8325 ft²
TOTAL GROSS F	LOOR AREA	773.42 m²	8325 ft²

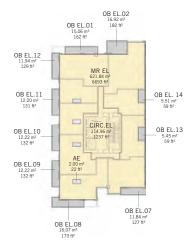


Updated Content

FAR - East Tower







EAST TOWER	MARKET ST	RATA AREA	SUMMARY -	LOW
RESIDENTIAL	CIRC.EL	117.32 m²	1263 ft²	16%
RESIDENTIAL	MR EL	616.93 m²	6641 ft²	83%
FAR R AREA		734.25 m²	7903 ft²	
ADAPTABLE	AE	10.00 m²	108 ft²	1%
FAR R EXCLUSION		10.00 m²	108 ft²	
TOTAL GROSS FL	OOR AREA	744.25 m²	8011 ft²	

RESIDENTIAL	CIRC.EL	114.96 m²	1237 ft²	15%
RESIDENTIAL	MR EL	621.84 m²	6693 ft²	83%
FAR R AREA		736.80 m²	7931 ft²	
ADAPTABLE	AE	8.00 m²	86 ft²	1%
		8.00 m ²	86 ft² 86 ft²	1%
ADAPTABLE FAR R EXCLUSION TOTAL GROSS FL	N			1%

5 EAST TOWER TAIL TYPICAL (LEVELS 4-8)

4 EAST TOWER LOWER TYPICAL (LEVELS 9-16)

3 EAST TOWER UPPER TYPICAL (LEVELS 17-31)

		106.25 m²	1144 ft²	
ESIDENTIAL	MR EP	638.44 m²	6872 ft²	86%
AR R AREA		744.70 m ²		
OTAL GROSS FLO	OOR AREA	744.70 m ²	8016 ft²	

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EAST TOWER MARKET STRATA AREA SUMMARY - MECH SERVICE ROOF Spring Street Rezoning Booklet & OCP Framework

Programmatic Area Summary

Unchanged Content

5.6 Drawings — Non-Market (2806 Spring St.)

PROJECT INFORMATION

PROJECT NAME	PORT MOODY - SPRING STREET	
PROJECT NUMBER	411906	
CIVIC ADDRESS	2806 Spring St	
LEGAL DESCRIPTION	LOT 13, BLOCK 13, PLAN NWP72, WEST DISTRICT	DISTRICT LOT 201, NEW
CURRENT ZONING	M1 (Light Industrial)	
PROPOSED ZONING	CD (C4 based)	
COMMUNITY PLAN	City of Port Moody Official Commun	nity Plan, 2017
PRIMARY APPLICABLE CODES:	City of Port Moody Bylaw, 2018 British Columbia Building Code 201	8
SITE AREA KEYPLAN	SITE	<u> </u>
		cs 250508
	SPRING STRE	NONS IREE
SITE SIZE	SPRING STRE	January Company
SITE SIZE GROSS SITE AREA	P.L. SPRING STREE	## 15 m
SITE SIZE GROSS SITE AREA FLOOR AREA RATIO - GROSS SITE ARE	P.L. SPRING STREE	\$ 5 m 3 a
SITE SIZE GROSS SITE AREA FLOOR AREA RATIO - GROSS SITE AREA FLOOR SITE OVERADEC - GROSS SITE AREA	P.L. SPRING STREE	1005 m²
SITE SUZE GROSS SITE AREA FLOCK MASH ANTO GROSS SITE AREA BURLDING HEIGHT	P.L. SPRING STREE	ET
SITE SIZE GROSS SITE AREA FLOOR AREA RATIO - GROSS SITE AREA FLOOR SITE OVERADEC - GROSS SITE AREA	P. SPRINGSTEE	800 S m² 33 37 57 5

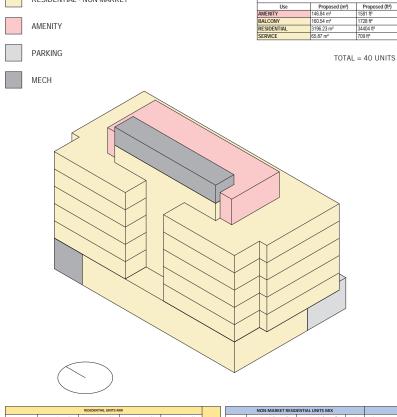
SHEET LIST

SHEET NUMBER	SHEET NAME	ISSUED FOR REZON
SHEET WOMBER	SHEET NAME	IS
01-GENERAL		
RZ-NM-001	COVER SHEET	
RZ-NM-002	DRAWING INDEX, PROJECT STATS	
RZ-NM-003	SITE CONTEXT	
RZ-NM-004	SITE SURVEY	
RZ-NM-005	CONTEXT PHOTOS	
RZ-NM-006	SITE PLAN - SITE COVERAGE	
RZ-NM-007	SHADOW STUDIES	
02-ARCHITECTURE		
RZ-NM-101	CONTEXT PLAN	
RZ-NM-102	FLOOR PLAN - LEVEL 1	
RZ-NM-103	FLOOR PLAN - LEVEL 2	

DRAWING INDEX - NM - RZ

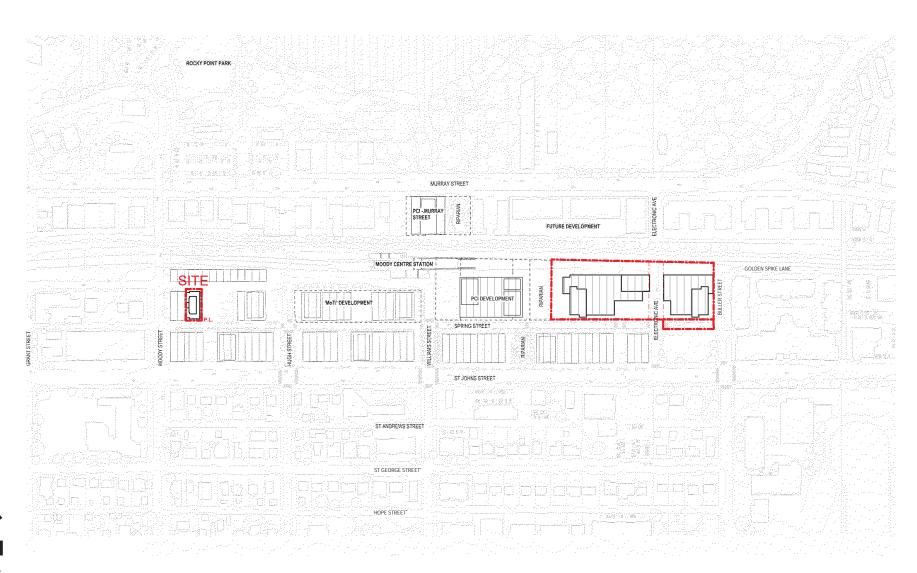
02-ARCHITECTUR	Ł	
RZ-NM-101	CONTEXT PLAN	
RZ-NM-102	FLOOR PLAN - LEVEL 1	
RZ-NM-103	FLOOR PLAN - LEVEL 2	
RZ-NM-104	FLOOR PLAN - LEVEL 3-6	
RZ-NM-105	FLOOR PLAN - LEVEL 7 AMENITY	
RZ-NM-106	FLOOR PLAN - LEVEL ROOF	
RZ-NM-201	SECTION W-E	
RZ-NM-202	SECTION N-S	
RZ-NM-301	ELEVATION - NORTH	
RZ-NM-302	ELEVATION - SOUTH	
RZ-NM-303	ELEVATION - WEST	
RZ-NM-304	ELEVATION - EAST	
RZ-NM-501	PERSPECTIVE VIEWS	
	•	
03 - FAR		
FAR-NM-01	FAR SUMMARY	





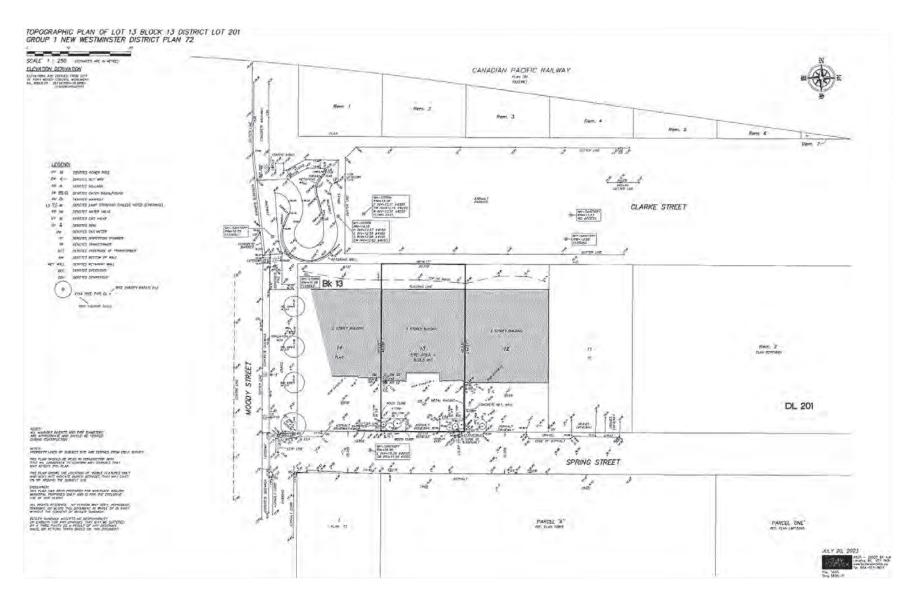
RESIDENTIAL - NON MARKET

		RESIDENTIAL UNITS N	IX				NON-MARKET RESID	ENTIAL UNITS MIX		
AREA RANGE	33 Sqm (350 Sqft)	49 Sqm (525 Sqft)	67 Sqm (725 Sqft)	86 Sqm (925 Sqft)	# Units	Type	Unit Mix (target)	Unit Mix (actual)	Units	Size Target
Unit Type	Studio	1BR	2BR	3BR		Studio	70% max	38%	15	350 sqft
						1 Bed	707011100	25%	10	525 sqft
		ROOF				2 Bed	20% min	25%	10	725 sqft
7		AME	NITY			3 Bed 10% min 13%			5	925 sqft
6	3	2	2	1	8	Total			40	units
5	3	2	2	1	8				•	
4	3	2	2	1	8					
3	3	2	2	1	8					
2	3	2	2	1	8		TAL PARKING			
1		AME	NITY			RESIDENTIAL 0 SHARED PARKING 6				
# Units	15	10	10	5	40	TOTAL	6			



Survey

Perkinst

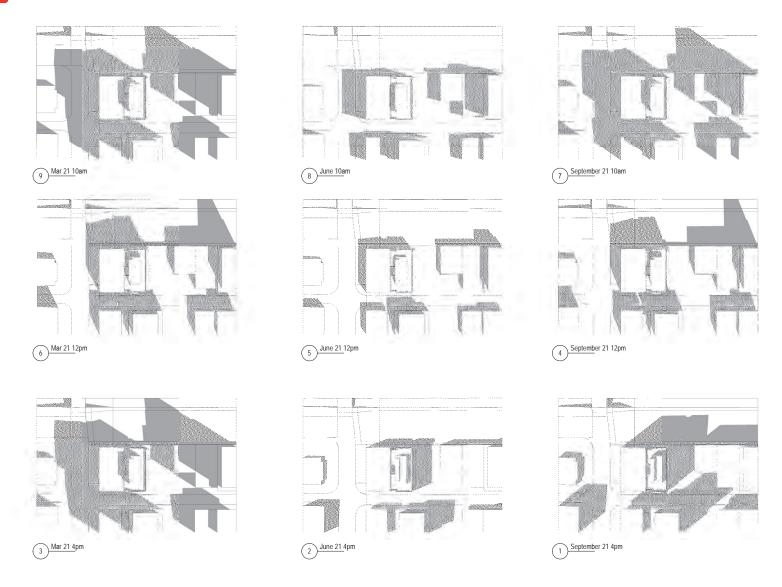


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Perkins&Will

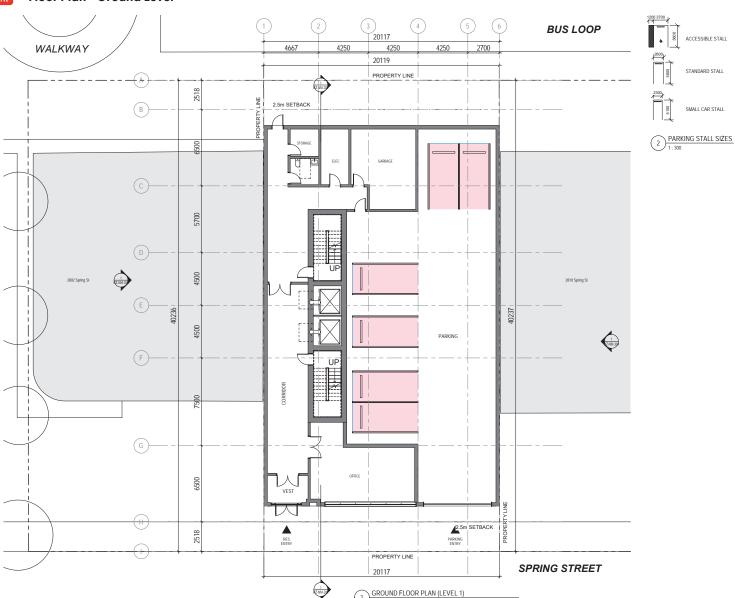
Unchanged Content

Shadow Studies



Unchanged Content

Floor Plan - Ground Level





USES

RES RESIDENTIAL
SH SHARED
(VISITOR+COMME)
CS CAR SHARE

TYPES

ST RESIDENTIAL AC ACCESSIBLE SM SMALL

PARKING STATS - P0

Parking Use	Parking Size	Coun
SH	ST	6
SH	AC	0
SH	SM	0
TOTAL		6

COLOUR LEGEND

RES STD
RES AC
RES SM
SH STD
SH AC
SH SM

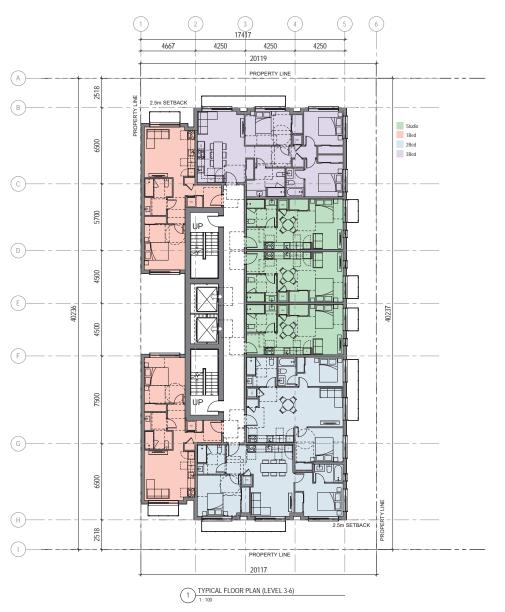
Unchanged Content

Floor Plan - Level 2

4250 4250 20119 PROPERTY LINE Studio 1Bed 2Bed 3Bed 7500 2.5m SETBACK 2518 PROPERTY LINE 20117

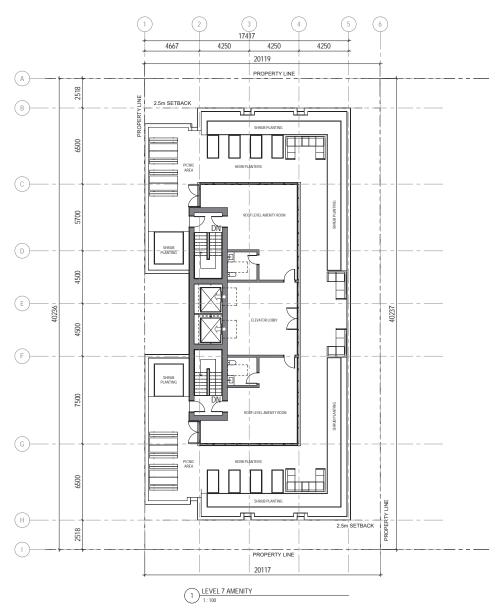
TYPICAL FLOOR PLAN (LEVEL 2)
1:100

Floor Plan - Level 3-6

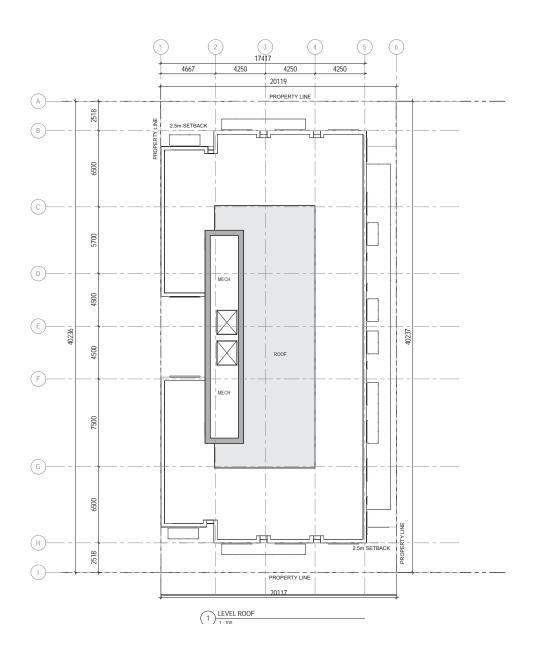


Unchanged Content

Floor Plan - Level 7

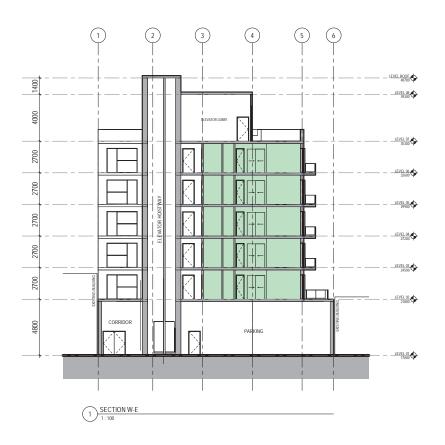


Roof Plan

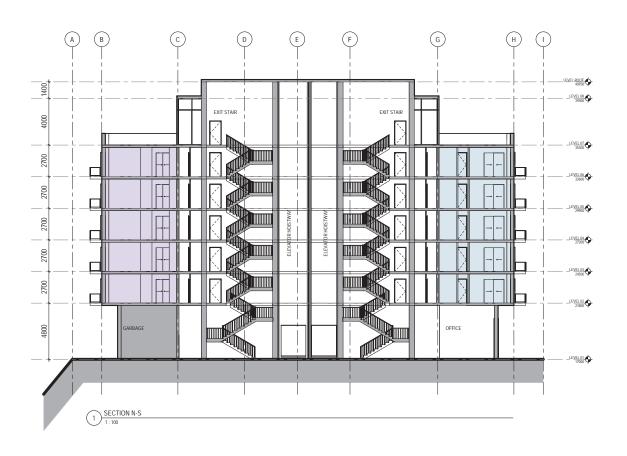


Unchanged Content

Section W-E

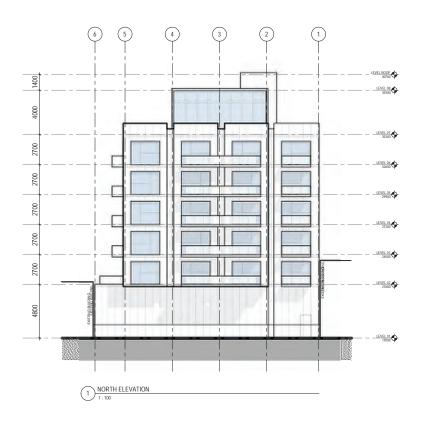


Section N-S



Unchanged Content

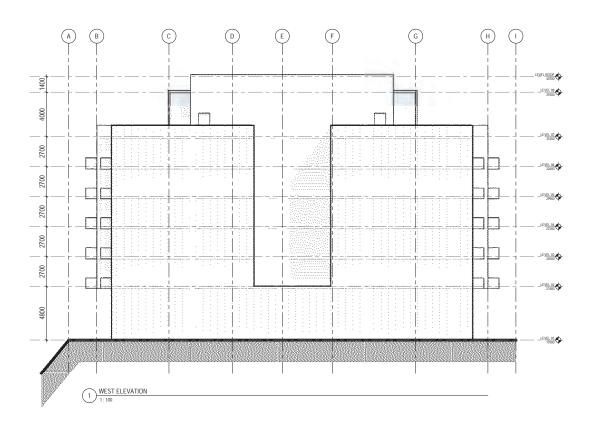
North Elevation



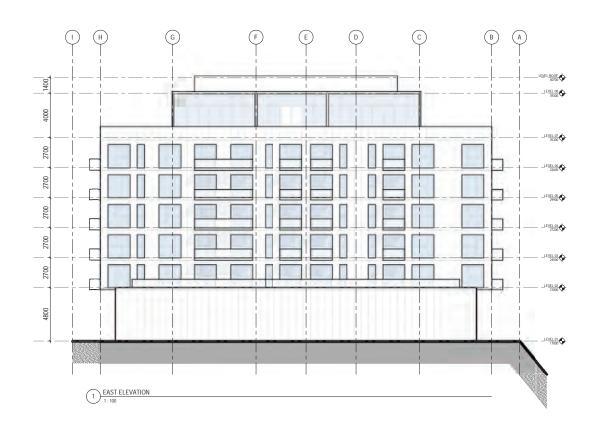
South Elevation



West Elevation



East Elevation



Unchanged Content

FAR Summary

Perkins&Will

FAR SUMMARY

PROVIDED	FAR AREA	
RESIDENTIAL	3116.23 m²	33543 ft
TOTAL	3116.23 m ²	33543 ft
AMENITY	146.84 m²	1581 ft
PROVIDED FAR E		
RESIDENTIAL (ADAPTABLE)	146.84 m² 80.00 m²	961 ft
SERVICE	65.87 m²	709 ft
TOTAL	292.71 m²	3151 ff
FAR CALC	CULATION	
FAR AREA	3116.23 m²	33543 ff
SITE AREA	809.5 m ^a	8713 ft
LED		

WALL EXCLUSION IS NOT BEING SOUGHT AT THIS TIME BUT WILL BE REVIEWED AS PART OF ENERGY MODELLING PROCESS AND WILL BE CONSIDERED FOR DP

FAR CALCULATIONS / PROGRAM



Attachment 5

Rezoning Booklet & OCP Framework

Spring Street

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1075 West Georgia Street, Suite 2200 Vancouver, British Columbia CANADA V6E 3C9