



# City of Port Moody

## Report/Recommendation to Council

Date: October 22, 2024  
Submitted by: Community Development Department – Development Planning Division  
Subject: Rezoning and OCP Amendment (TOD) – 60 Williams Street and 3006-3022 Spring Street (PCI Developments)

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### Purpose

To provide Council with bylaws for consideration of first and second reading to amend the Official Community Plan (OCP) and zoning for four lots in the Moody Centre Transit-Oriented Development (TOD) area from Light Industrial (M1) to Comprehensive Development Zone 93 (CD93) and Civic Service (P1) to allow a high-density mixed-use development by PCI Developments (PCI). A draft term sheet is also presented for Council approval as the basis for preparing a development agreement.

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### Recommended Resolution(s)

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 40, 2024, No. 3476 (60 Williams Street and 3006-3022 Spring Street) be read a first and second time as recommended in the report dated October 22, 2024, from the Community Development Department – Development Planning Division regarding Rezoning and OCP Amendment (TOD) – 60 Williams Street and 3006-3022 Spring Street (PCI Developments);**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 100, 2024, No. 3477 (60 Williams Street and 3006-3022 Spring Street) (CD93 and P1) be read a first and second time;**

**AND THAT Bylaw No. 3476 and Bylaw No. 3477 be referred to a Public Hearing;**

**AND THAT the document titled “PCI Spring Street Term Sheet (Draft)” be used as the basis for preparation of a development agreement setting out the applicant’s obligations as part of the redevelopment of the subject lands.**

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### Executive Summary

This report presents bylaws for consideration of first and second reading and referral to public hearing to amend the Official Community Plan (OCP) and zoning for 60 Williams Street and 3006-3022 Spring Street in order to allow a high-density mixed-use development in the Moody Centre Transit-Oriented Development (TOD) area. Key components of the proposed

development include two 39-storey purpose-built rental towers with a total of approximately 865 units (including 5% below market), a grocery store and other commercial space, artist space, a plaza area adjacent to the Moody Centre SkyTrain Station, the relocation and daylighting of a portion of Dallas/Slaughterhouse Creek, and a pedestrian overpass connecting the Moody Centre TOD area to Murray Street. A term sheet has been drafted that sets out developer's amenity contributions and other obligations as part of the proposed development.

## Background

The City received an OCP amendment, rezoning and development permit application in July 2023 to facilitate a high density mixed-use TOD development at 60 Williams Street and 3006-3022 Spring Street in Moody Centre. Draft OCP amendment and rezoning bylaws have been prepared and attached as **Attachment 1** and **Attachment 2**. A development application summary sheet is included as **Attachment 3**.

The application was presented to the Community Initiatives and Planning Committee (CIPC) on November 21, 2023, for early input after first being reviewed by the former Advisory Design Panel (October 26, 2023) and the Land Use Committee (November 6, 2023). Input from CIPC for consideration by staff and PCI included:

- More details on the artist space, including engagement with the Arts and Culture Committee.
- A desire for more inspiring architecture.
- Ensuring that the same reduced tower separation is not applied everywhere in the TOD area.
- Ensuring that the development meets people's social and mental health needs.
- The potential for green walls.
- The potential for more below market housing.
- Consideration of more 2- and 3-bedroom family-friendly units.
- Step Code and the potential for district energy in all buildings in the area.
- Whether or not the proposed new overpass is needed and if not, the potential for the money to be used elsewhere.

Each of these topics is addressed in this report.

## Discussion

### Property Description

The subject site is located east of the Moody Centre SkyTrain Station north of Spring Street and east of Williams Street (**Attachment 4**). The subject site has a gross area of approximately 11,611m<sup>2</sup> (124,980ft<sup>2</sup>) and consists of four lots, three of which are owned by PCI and the fourth (60 Williams Street) by the Province of BC, represented by the Ministry of the Transportation and Infrastructure (MoTI). MoTI intends to retain ownership of this lot, with a long-term lease to PCI for use as a plaza along with four levels of below-grade parking connected to the below grade parking on the PCI owned properties.

## Land Use Policy

### *Official Community Plan (OCP)*

The subject site is within the area designated in the OCP for Moody Centre TOD (**Attachment 5**). The site is also within the Provincially designated Transit-Oriented Area as it is within 200m of the Moody Centre SkyTrain Station. PCI is proposing the following site-specific OCP amendments as part of its development:

- Increase to the maximum building height from 26 to 39 storeys (plus indoor/outdoor amenity space on the rooftops) within the Moody Centre TOD area.
- Reduction in the encouraged tower separation from 60m (197ft) to 28m (93ft) between adjacent towers within the Moody Centre TOD area.
- Increase to the encouraged tower floor plates from 700m<sup>2</sup> (7,535ft<sup>2</sup>) to 759m<sup>2</sup> (8,170ft<sup>2</sup>) within the Moody Centre TOD area.
- Re-alignment of the Parks and Open Space land use designation from diagonally cutting through the site to the east portion of the site.

These proposed amendments align with the Moody Centre Transit Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy that was adopted by Council on December 5, 2023 (**Attachment 3**). Furthermore, the Parks and Open Space land use designation is part of Metro Vancouver's stormwater management system. The re-alignment of this land use, which will see a daylit creek and riparian restoration, is also supported by Metro Vancouver.

## *Zoning*

The subject lots are currently zoned as Light Industrial (M1) (**Attachment 6**).

## Proposal

Based on the input received from CIPC and staff, PCI has made some adjustments to its submission, although uses and densities largely remain as previously presented.

The rezoning proposal includes the following key elements:

- A gross site area of 9,108m<sup>2</sup> (98,040ft<sup>2</sup>). This includes the portion of the site with the proposed daylit creek and related riparian corridor but excludes the plaza.
- A total gross floor area of 66,200m<sup>2</sup> (712,594 ft<sup>2</sup>) composed of the following uses:
  - 60,000m<sup>2</sup> (645,866ft<sup>2</sup>) of residential floorspace, with approximately 865 units of rental housing, of which a minimum 5% (44 units) will be below market.
  - Up to 6,200m<sup>2</sup> (66,738ft<sup>2</sup>) of commercial floor space, including a grocery store, general retail space and artist space.
- A minimum of 2,100m<sup>2</sup> (22,605ft<sup>2</sup>) of indoor amenity space (excluded from density calculation), along with outdoor amenity space. These spaces will be on both the podium rooftop and tower rooftops.
- A Floor Area Ratio (FAR) of 6.96.
- Extension of Golden Spike Way to allow parking and loading access from the rear of the site rather than from Spring Street, which creates an improved pedestrian realm on Spring Street.

Architectural plans and landscape plans are included as **Attachment 7** and **Attachment 8**. PCI's full submission to the City can be found at the following link:  
<https://engage.portmoody.ca/60-williams-st-and-3006-3010-3020-spring-st-ocp-amendment>

Based on input from both the former ADP and from CIPC, there have been refinements to the building architecture, with particular focus on improving the two-storey podium design. As discussed in this report, public art is also being integrated into the podium façade, further enhancing its architectural expression.

Tower separation remains at 28m (93ft) rather than the minimum distance separation of 60m (197ft) encouraged between adjacent towers in the Moody Centre TOD area in the OCP in order to accommodate the daylight creek on the east side of the development and the plaza on the west of the development. Per the Guidance Framework, it is not anticipated that any other developments in the Moody Centre TOD area will have towers this close together.

With respect to the potential for green walls (i.e., planting on building faces), this is not considered viable by either the City's architectural consultant or PCI's architects. It is challenging to maintain and often fails except in very specific applications and weather conditions. Green walls were also explored for both the Westport Village and Coronation Park developments and the same conclusion was reached.

Inclusionary Zoning Policy

The proposed 865 units of rental housing will help fill one of the housing gaps identified in Port Moody's Housing Needs Report (2021), which is secured market rental housing.

Secured market rental housing is exempt from the City's Inclusionary Zoning – Affordable Rental Units Policy, which requires at least 15% below-market rental units or at least 6% non-market rental units for development projects that have a residential FAR of more than 2.0. Even so, PCI is proposing that a minimum of 5% (44) of the total units be below-market rental based on BC's Housing Income Limits (HILs) rates. This would help fill another one of the gaps identified in the Housing Needs Report.

Staff have discussed with PCI the possibility of increasing the amount of below market housing. PCI has indicated that the total cost of its proposed amenity package, including elements such as the overpass, daylight creek, artist space, plaza, and public art contribution, also need to be considered and that it wishes to stay with its voluntary 5% below market rental housing share.

Family Friendly Units Policy

The City's Family Friendly Units Policy sets out the expectations for the provision of two-bedroom and three-bedroom units in all new multi-residential and mixed-use residential development applications where 20 or more dwelling units are created.

PCI proposes the following unit mix:

| Unit Type            | Estimated Number of Units | % Share     | City Policy for Rental Units % Share |
|----------------------|---------------------------|-------------|--------------------------------------|
| Studio and 1-Bedroom | 632                       | 73.1%       | 75% Maximum                          |
| 2-Bedroom            | 179                       | 20.7%       | 20% minimum                          |
| 3-Bedroom or more    | 54                        | 6.2%        | 5% minimum                           |
|                      | <b>865</b>                | <b>100%</b> | <b>100%</b>                          |

At CIPC, Council had requested that PCI consider more two- and three-bedroom family-friendly units. In response, PCI's latest design shows some adjustments to the mix which increased the total number of units from 857 to 865. The revised unit mix decreased the number of studio and one-bedroom units from 636 to 632 and increased the number of two-bedroom units from 175 to 179 and the number of three-bedroom units from 46 to 54. Due to the total increase in the overall number of units, PCI has also increased the below-market rental units from 43 to 44. It is noted that the unit mix can be adjusted up until the Building Permit stage and the unit mix in the draft bylaw exceeds the requirements in the Family-Friendly Units Policy.

### Grocery Store

The OCP policies for the Moody Centre TOD area include an expressed desire for a grocery store. The intent of this policy is to secure a store that serves not only the immediate area but the broader Moody Centre neighbourhood. PCI's grocery store, proposed at about 3,846m<sup>2</sup> (41,398ft<sup>2</sup>) in size, would meet this need.

### Artist Space

PCI is setting aside approximately 372m<sup>2</sup> (4,000ft<sup>2</sup>) of its ground level commercial floor space overlooking the pedestrian mews and daylight creek for use by a community-active artist or arts organization that has a key objective of promoting the arts in Port Moody through active and inclusive programming. If the development application is approved, PCI will initiate a Request for Proposal (RFP) process that seeks proposals from artists and arts organizations for the design, fit-out and use of the space, with the successful proponent ultimately entering into a head lease with PCI.

This artist space aligns with the City of the Arts Vision, "...where Port Moody is a community where creativity and the arts are supported and encouraged, and cultural expression is woven into everything we do", per the Arts and Culture Master Plan (2018).

This artist space is part of the draft term sheet discussed later in this report.

In response to CIPCs' suggestion that PCI meet with the City's Arts and Culture Committee regarding the artist space, PCI has indicated to staff that it intends to do so once it has drafted the RFP to share it with the Committee for input and also ensure that it has a complete list of all the local artist and arts organizations that should be made aware of the RFP.

### Public Art

PCI engaged a public art consultant, and a detailed public art plan was developed, with an artwork budget \$1,250,000. Under the City's Public Art Policy, rental projects are exempt from public art contributions. The art is proposed to be integrated as part of the buildings' architectural design. As such, this public art contribution has been made voluntarily.

PCI engaged a panel of Port Moody residents with an interest in the arts to assist in the selection of an artist. That concluded with the selection of Rebecca Bayer (<https://www.rebeccabayer.com/>). PCI is working with Ms. Bayer on the process of integrating her vision into the building façade on all four sides of the podium, one level above street grade, using fritted glass, which is a type of architectural glass that can be used to create complex

patterns of colour. Fritted glass has the added benefit of allowing natural light to enter a building while reducing glare and controlling solar heat gain.

## Pedestrian Overpass

### *Rationale*

The proposed pedestrian overpass is identified in the OCP as an important component of supporting alternative transportation modes, prioritizing pedestrian mobility to and from the Moody Centre station, optimizing transit operations, and limiting conflicts between modes. Based on early input from Council on PCI's application, staff revisited the issue of the need for the overpass given that there is an existing overpass two blocks to the west at Moody Street and another one three blocks to the east near Klahanie.

The spacing between the existing two overpasses is 880m. (2,890ft). The addition of the proposed overpass would reduce the spacing to 410m. (1,345ft.) to the Moody Street overpass and 470m (1,545ft) to the Klahanie overpass and decrease the walking time between crossings from ten minutes to about five minutes.

Other considerations include:

- The need for an additional crossing was expressed by residents during Phase 2 of the Master Transportation Plan (MTP) Update's public engagement. This action was qualitatively evaluated for inclusion in the potential Big Moves action items for the MTP. It was assessed using various criteria, including its potential to help the City reduce GHG emissions, promote sustainable modes of transport, ensure traffic safety, feasibility, co-benefits, and other factors. Based on this qualitative assessment, the action of providing an additional grade-separated crossing over the rail and SkyTrain corridor in the vicinity of Moody Centre station was shortlisted as part of Big Move #4 – Transit Supportive Infrastructure, which includes "Provide additional overpasses across rail and SkyTrain lines for walking and cycling near SkyTrain stations, and explore and implement transit priority measures along major road corridors like St. Johns Street".

Phase 3, the final phase of engagement, concluded in mid-July 2024. Staff presented the results of this engagement to the City's Transportation Committee at its September 11, 2024, meeting. Based on the survey responses received, there is strong support (77.3%) for Big Move #4 – Transit Supportive Infrastructure.

- There has been a shift towards walking in the City with the percentage of walking trips increasing from 6.4% to 8.6% by reducing the average walking trip length from 1.2 km (0.75 miles) to 0.9 km (0.56 miles) between 2011 and 2017. This suggests that shorter trips further encourage walking. To support the City's Climate Action Plan target and the broader objective of promoting active transportation, it is crucial to facilitate walking by reducing walking travel times.
- Ongoing developments in the Moody Centre TOD area are expected to increase the demand for access to Rocky Point Park and businesses along Murray Street. An additional overpass at the proposed location will significantly enhance access to key areas for various neighborhoods and new residents. Such connectivity not only improves walkability but also benefits local businesses by increasing foot traffic.

### *Design and Cost*

Working closely with City staff, PCI explored a number of design options for the overpass, which is intended to integrate with PCI's proposed development south of the rail corridor and its property on the north side of the corridor that is currently zoned and used for light industry.<sup>1</sup>

The initial desire was to have the overpass fully accessible to both pedestrians and cyclists though the use of a "zigzag" ramp system, but this was found through detailed design analysis to be unfeasible because of the extensive ramping that would be required to provide a suitable grade.

The proposed design includes the following key elements:

- A 45m (148ft) long and 4m (13.1ft) wide clear span bridge structure across the rail corridor.
- Access to the overpass on the south side will be via two elevators, an escalator and stairs that will also serve PCI's second level commercial space. These elements will be owned and maintained by PCI, with a SROW allowing full public access 24/7.
- Access to the overpass on the north side will be via two elevators and stairs, which will connect to a path leading out to Murray Street. These two elevators will also be owned and maintained by PCI, with a SROW allowing full public access 24/7.
- PCI will construct the overpass and, upon completion, turn the structure itself and the stairs on the north side over to the City's ownership.
- PCI will grant a SROW for the portion of the site where the stairs land and along the path out to Murray Street. If the PCI site on the north side redevelops at some point in the future, the portion of the site with the stairs and path may be dedicated to the City as park along with the daylight creek.

The cost of the overpass, including the span and the elevator and stairs on the north side, is estimated at \$14,404,055, including contingencies. Details on how the cost will be financed are provided in the Financial Implications section of this report.

### Realignment and Daylighting of Dallas/Slaughterhouse Creek

Dallas/Slaughterhouse Creek, which is part of Metro Vancouver's stormwater management system, is currently in a culvert that runs diagonally under the PCI site. In order for PCI to proceed with its proposed development, the creek will be relocated and daylight on the east side of the subject site. This conforms with a key OCP policy for the Moody Centre TOD area:

*Redevelopment shall create an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/ habitat and part park space/recreation. The greenway will be provided through dedication as part of a redevelopment proposal. Density may be transferred to the remainder of the parcel. Its design and function will be determined through further study.*

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<sup>1</sup> PCI submitted an OCP amendment and rezoning application for its two lots totalling 4,186m<sup>2</sup> (45,057ft<sup>2</sup>) at 2933 – 3005 Murray Street in July 2021 to allow a 12 storey mass timber mixed use building, as well as to accommodate the daylighting of the section of Dallas/Slaughterhouse Creek running through the site. PCI's application for this property is still active, but on hold while it focuses on advancing through the approval process for its Spring Street development.

*New buildings adjacent to the greenway shall front/face it and be designed to minimize overshadowing by stepping back of building heights away from the greenway. (Section 15.5.6)*

Metro Vancouver has agreed to the relocation of the creek and will have an SROW over it, as it does now, to allow for ongoing maintenance of its stormwater management system. Features of the daylight creek and the adjoining riparian corridor will include:

- Planting of native species.
- Reuse of boulders excavated from the site and also reuse of logs from several of the trees removed from the site.
- Educational signage.

Once the creek is daylight and the environmental enhancements completed, PCI will turn ownership of this portion of its land over to the City. Per Draft Bylaw Zoning Amendment Bylaw No. 3477, the creek corridor is proposed to be zoned Civic Service (P1) and will be dedicated as park.

The draft term sheet (**Attachment 9**) shows high level preliminary concept plans for the daylight creek. A more detailed design will follow at the development permit stage, which will require Council approval.

### Plaza

As noted above, the land on which the proposed plaza is located will remain in the ownership of MoTI, with PCI securing a long-term lease to build and maintain the plaza. PCI will also have four levels of parking below the plaza that will be part of its overall below grade parking structure.

Key features of the plaza, which will be about 2,400m<sup>2</sup>. (25,833ft<sup>2</sup>) in size and maintained by PCI at its cost, include the following:

- A SROW across the entire plaza to allow public access 24/7.
- A one storey commercial building (the “pavilion”) approximately 165m<sup>2</sup> (1,776ft<sup>2</sup>) in size. PCI will be seeking one or more commercial tenants for the space.
- A public washroom within the commercial building or adjacent to the plaza within the main commercial building.
- Trees and other landscaping.
- Permanent outdoor seating, as well as potential temporary seating provided by commercial tenants (e.g., cafés and restaurants).
- One or more drinking fountains.
- Lighting.
- Patterned surface treatment.
- Directional and information signage.
- Banner poles.
- Bicycle racks.
- Public art.



The draft term sheet (**Attachment 9**) shows a high-level preliminary concept plan for the plaza. A more detailed design will follow at the development permit stage and this development permit will require Council approval.

This plaza is in the heart of the Moody Centre TOD area and will be a major public gathering place. The OCP also identifies this particular plaza (the “transit plaza”) as a desirable amenity for the neighbourhood. In light of this, it is proposed, subject to Council concurrence, that the City invest up to \$500,000 by way of developer contribution offsets, and possibly more under certain conditions, towards plaza enhancements. In exchange, PCI will enter into an agreement with the City allowing the City to use the plaza space for civic and other events at certain times. Further details are provided in this report in the discussion of the draft term sheet.

### Step Code

PCI has committed to meeting or exceeding Step Code 3 of the BC Energy Step Code and providing a Low Carbon Energy System (including accommodation of a potential District Energy System). This commitment meets the City’s BC Energy Step Code Rezoning Applications Policy.

### Vehicle Parking

PCI had initially proposed a total of 595 spaces for all uses, a reduction of 46% from the Zoning Bylaw requirement at the time of 1,099 spaces. Based on subsequent analysis by PCI’s traffic consultants, as well as the desire by both the City and Province to reduce the parking requirements in TOD areas, PCI is now proposing a minimum of 400 parking stalls, including:

- 240 stalls for residential (an average of 0.28 stalls per unit); and
- 160 stalls for commercial and visitors.

The above parking allocations are minimums and PCI has indicated that it may provide slightly more parking stalls, with the exact number to be determined at the building permit stage when the detailed parking layouts are finalized. It should also be noted that the under Bill 47, residential parking is not required for this development and other development providing housing within 800m of SkyTrain stations. This reduced amount of parking will also reduce the traffic impacts of the development, as well as assisting the City in meeting its Climate Action Plan targets.

### Bicycle Parking

Based on input from its traffic and parking consultants, PCI proposes to slightly decrease the number of bicycle parking spaces from an average of 1.5 spaces per residential unit, per the City’s Zoning Bylaw requirements, to an average of 1.3 spaces per unit. A total of 1,417 spaces are proposed, including 1,312 spaces for residents and 105 short-term spaces, all in the parkade. It is expected that some outdoor bicycle racks will also be provided, including on the plaza. The proposed reduction to bicycle parking is supported by HUB Cycling, an established non-profit organization that works to remove cycling barriers. HUB Cycling has provided broad-ranging recommendations in a memo (**Attachment 10**) to PCI which determines bicycle parking based on a tiered approach (1 space for each 1-bedroom unit, 2 spaces for each 2-bedroom unit, and 2.5 spaces for each 3-bedroom unit).

### Transportation Demand Management

In order to support the proposed resident parking ratio, a suite of Transportation Demand Management (TDM) measures is proposed. PCI is proposing the following TDM measures:

- PCI will implement all the TDM recommendations for cycling design and equipment set out in the HUB memorandum for PCI titled “PCI Moody Centre Transit-Oriented Development Cycling Design and Equipment”, dated February 20, 2024, and the following TDM measures elaborated upon in the Bunt & Associates draft report prepared for PCI titled “3020 Spring Street Transportation Impact Assessment Version 4”, dated September 17, 2024:
  - Provision of on-site car share vehicles.
  - Provision of bicycle parking for non-standard bicycles.
  - An unbundled parking scheme in which vehicle parking will not be included in the base cost of a rental suite.
- In addition to the TDM measures identified by HUB and Bunt & Associates, PCI will implement additional TDM measures that support active transportation, transit and ride sharing as directed by Council or through amendments to City bylaws or policies regarding TDM prior to the approval of the first development permit for the project.
- PCI commits to make reasonable efforts to accommodate by mutual agreement with City staff minor adjustments to its TDM measures over time in response to changing transportation demand, including for example, increased demand for more dedicated car share parking spaces.

### Road Improvements

The following improvements will be completed as part of this development:

- PCI will construct road, sidewalk, boulevard and other improvements to its Spring Street frontage and at the Williams Street intersection per the City’s Spring Street Design Guidelines once approved by Council.
- PCI will construct Golden Spike Way and dedicate to the City the portion of Golden Spike Way where it intersects the north end of the north-south lane as generally shown on the attached plan (Attachment C).
- PCI will grant a SROW on its portion of Golden Spike Way to allow public access.
- PCI has committed to address the recommendations in the final version of the site specific 3020 Spring Street Traffic Impact Assessment prior to bylaw adoption.

### Spring Street Streetscape Design Guidelines

When Council adopted the Guidance Framework for the Moody Centre TOD area late last year, staff were asked to prepare design guidelines for Spring Street. As recently reported in connection with an adjoining development application (Beedie Living) considered by Council, a cross-department staff team has been collaborating with an architectural consultant jointly funded by the Spring Street developer applicants in preparing the streetscape design guidelines. Given the constraints of the narrow public road width along Spring Street from Moody Street to Buller Street and the limited ability of the abutting development sites to provide road widening dedications, the streetscape guidelines process has been challenging. Nonetheless, the draft guidelines are nearing completion, and the streetscape design package

will be brought forward for Council’s consideration of adoption into the Guidance Framework by year end.

The CD93 Zone development plans for the PCI application in terms of building and parkade setbacks, building massing and proposed on-site landscape areas and boulevard tree planting have been shown to be consistent with the draft streetscape guidelines. Further details in this regard will be addressed at the development permit stage which will require Council consideration and approval.

Sustainability Report Card

An updated Sustainability Report Card, with staff’s final scores and comments, is included as **Attachment 11**. The summary scores for each of the four pillars are as follows:

| Pillar                       | Total possible points | Sum of N/A points | Sum of missed points | Applicant total points | Pillar % score |
|------------------------------|-----------------------|-------------------|----------------------|------------------------|----------------|
| Cultural Sustainability      | 56                    | 16                | 12                   | 28                     | 70             |
| Economic Sustainability      | 93                    | 3                 | 25                   | 65                     | 72             |
| Environmental Sustainability | 172                   | 3                 | 41                   | 128                    | 75             |
| Social Sustainability        | 165                   | 3                 | 76                   | 86                     | 53             |

Across the pillars, there was a 4-10 % increase from the initial report card scoring based on refinements by PCI to its development proposal.

Term Sheet

A term sheet (**Attachment 9**) has been drafted that sets out PCI’s amenity contributions and other obligations as part of the proposed development. This term sheet will form the basis for the preparation of a development agreement that will be registered on title for the subject lands as one of the conditions of fourth reading of the rezoning bylaw.

In summary, PCI’s obligations are as follows:

| Obligation   | Comments/Highlights  |
|--|--|
| <b>Density Bonus Payment</b> per Zoning Bylaw requirement          | PCI to pay \$16,100,000 in density bonus fees.   |
| <b>Community Amenity Contributions</b> per City’s corporate policy | PCI to contribute \$978,500 in CACs.   |
| <b>Pedestrian Overpass</b>   | PCI to construct the overpass, which has an estimated cost of \$14,405,055, to be financed by the roads DCC Reserve and density bonus payment.   |
| <b>Road Improvements</b>   | PCI to construct Golden Spike Way extension and dedicated a portion to the City. Road improvements to the Spring Street frontage and at Williams Street as per City’s Spring Street Design Guidelines. |

|   |  |
|---|--|
| <b>Below Market Rental Housing</b>      | PCI to provide a minimum 5% units of below-market rental housing.  |
| <b>Artist Space</b>                     | PCI will construct 360m <sup>2</sup> (4,000ft <sup>2</sup> ) of artist studio space.   |
| <b>Daylit Creek</b>                     | PCI will realign and daylight Dallas/Slaughterhouse Creek and dedicate the riparian area to the City. Improvements to the riparian corridor are approximately \$776,200. |
| <b>Transit Plaza</b>                    | PCI will construct a transit plaza on the lot at 60 Williams Street at an estimated cost of \$2,486,000 and will receive a financial offset of \$500,000 in-kind.        |
| <b>Public Art</b>                       | Public Art will be incorporated into the building with an estimated cost of approximately \$1,250,000.   |
| <b>Transportation Demand Management</b> | Car share, enhanced bicycle storage.   |
| <b>Step Code and District Energy</b>    | PCI will comply with the City's BC Energy Step Code Rezoning Application Policy as amended January 28, 2020.   |

Concluding Comments

The proposed PCI development would provide 865 purpose-built rental units, including 44 below-market rental units, and a number of desirable amenities within the Moody Centre TOD area. Those amenities include the pedestrian overpass, daylighting a portion of Dallas/Slaughterhouse Creek, the plaza, artist space, a grocery store and other commercial space, and public art. The development will also make a significant cash contribution to the City in the form of density bonus, Community Amenity Contributions and Development Cost Charges payments.

Other Option(s)

1. THAT Bylaws No. 3476 and No. 3477 not be given first and second reading and that the applicant and staff be advised to consider the following items prior to bringing the bylaws and term sheet back to Council for reconsideration:  
>insert items<
2. THAT Bylaws No. 3476 and No. 3477 not be given first and second reading and the applicant be advised that the application is not supported for the following reasons:  
>insert reasons<

Financial Implications

Developer Financial Contributions

Table 1 below shows the summary of the estimated developer contributions payable by PCI from the three financial streams – Community Amenity Contributions (CACs); Density Bonus payment; and Development Cost Charges (DCCs). As shown in the table, this application would collect approximately \$25,104,300 in CACs, density bonus provisions, and DCCs.

| <b>Table 1 – PCI Financial Contributions</b> |                     |
|--|---------------------|
| <b>Financial Contributions to City</b>       | <b>Value</b>        |
| Community Amenity Contributions              |                     |
| General Reserve (66.6%)                      | \$978,500           |
| Affordable Housing Reserve (33.3%)           | <u>\$489,300</u>    |
| <b>Total CACs</b>                            | <b>\$1,467,800</b>  |
| Density Bonus Payment                        | <b>\$16,100,000</b> |

|                                     |                    |
|-------------------------------------|--------------------|
| Development Cost Charges to be Paid |                    |
| Road (6%)                           | \$415,000          |
| Water (0%)                          | \$0                |
| Drainage (3%)                       | \$279,400          |
| Sanitary (0.1%)                     | \$9,700            |
| Parkland Acquisition (91%)          | <u>\$6,832,400</u> |
| Total DCCs (100%)                   | <b>\$7,536,500</b> |
| <b>GRAND TOTAL \$25,104,300</b>     |                    |

### Proposed City Contributions

Due to the central location of the PCI development in the Moody Centre TOD neighbourhood and the timing of their application being the first in this neighbourhood, PCI is proposing to deliver several significant amenities. Early delivery of these amenities is critical to the success of the neighbourhood and the vibrancy that the City envisions. Many of these amenities will also benefit the surrounding neighbourhood as well residents outside the Moody TOD Area.

Therefore, as noted above in the report, it is recommended that the following cash contributions be directed towards specific components of the project through developer contribution offsets. This includes the pedestrian overpass at a value of \$14,404,055 and community components towards the transit plaza up to \$500,000. Further details are available in the attached Term Sheet (**Attachment 9**).

As the project is a purpose-built rental building, provisions for affordable rental housing are exempt per the Inclusionary Zoning Affordable Rental Units Policy. However, PCI is proposing 5% of the units for below-market rental housing. As per the CAC Policy, a waiver of the affordable housing component of the CAC totaling \$489,300 is recommended.

### Communications and Public Engagement Initiatives

Notification signs informing the public of the development application has been placed on the subject site in accordance with the City of Port Moody Development Approval Procedures Bylaw No. 3417. If the project proceeds through initial bylaw readings, the public will have an opportunity to comment at a Public Hearing, for which notification will be provided in accordance with the Development Approval Procedures Bylaw.

### Developer Led Public Consultation

As discussed in the attached report (**Attachment 12**), PCI has undertaken the following community engagement since 2023:

- Launched a project website July 2023.
- Four (4) Stakeholder Presentations with various attendance.
- Two (2) postcards mailed to the surrounding community signifying thousands of touchpoints.
- Two (2) onsite community activations.
- One (1) Community Open House with 54 attendees.

The report states that PCI has responded to the key messages heard in the following ways:

- Additional open space (byway of a new community plaza, daylight creek and improved connections to Rocky Point Park and the Shoreline Trail Network).

- Housing diversity (by exceeding City affordable housing policy and compliance with family friendly units policy).
- Greater social and environmental sustainability (voluntary Happy City wellbeing assessment and exceeding requirements set out in City sustainable buildings policy).
- An established organizing urban framework across TOD (as set out by City staff's Guidance Framework and pending streetscape design guidelines).
- A pedestrian focused Spring Street – Interconnected neighbourhoods.
- A neighborhood grocery store.

### Engage Port Moody

The PCI development application was open for public input through Engage Port Moody. As indicated in the EngagePM summary report, a total of 73 comments were received from September 1, 2023, to September 21, 2024. Of those comments, 23 were supportive, 36 were opposed and 14 had a mixed reaction to the proposal. The proposed grocery stores, overpass and market rental were among the reasons cited by those in support. Building heights, density and traffic impacts were among the reasons cited by those opposed. Comments for all responses are included in the summary report (**Attachment 13**).

## Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goal(s):

- Strategic Goal 2.3 – Enhance and expand parkland and open spaces;
- Strategic Goal 3.1 – Create complete and connected communities through balanced growth; and
- Strategic Goal 4.3 – Leverage public spaces.

## Attachment(s)

1. Draft OCP Amendment Bylaw No. 3476.
2. Draft Zoning Amendment Bylaw No. 3477.
3. Application Fact Sheet.
4. Location Map.
5. OCP Land Use Designations Map.
6. Zoning Map.
7. Architectural Plans.
8. Landscape Plans.
9. PCI Spring Street Term Sheet (Draft).
10. Memo from HUB Cycling.
11. Sustainability Report Card.
12. Engagement summary Report prepared by Pottinger Bird Community Relations for PCI, February 23, 2024.
13. Engage Port Moody Summary Report – 60 Williams Street and 3006-3022 Spring Street, September 21, 2024.

## Report Author

Wesley Woo, MCIP, RPP  
 Manager of Development Planning

## Report Approval Details

|                      |   |
|----------------------|---|
| Document Title:      | Rezoning and OCP Amendment (TOD) - 60 Williams Street and 3006-3022 Spring Street (PCI Developments).docx   |
| Attachments:         | <ul style="list-style-type: none"> <li>- Attachment 1 - Draft OCP Amendment Bylaw No. 3476 (60 Williams Street and 3006-3022 Spring Street).pdf</li> <li>- Attachment 2 - Draft Zoning Amendment Bylaw No. 3477 (60 Williams Street and 3006-3022 Spring Street) (CD93 and P1).pdf</li> <li>- Attachment 3 - Development Application Summary - 60 Williams Street and 3006-3022 Spring Street (PCI Developments).pdf</li> <li>- Attachment 4 - Location Map - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 5 - OCP Land Use Designations Map - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 6 - Zoning Map - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 7 - Architectural Plans - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 8 - Landscape Plans - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 9 - Draft Term Sheet - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 10 - Memo from HUB Cycling - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 11 - Sustainability Report Card - 60 Williams Street and 3006-3022 Spring Street.pdf</li> <li>- Attachment 12 - Engagement Summary Report prepared by Pottinger Bird Community Relations for PCI, February 23, 2024.pdf</li> <li>- Attachment 13 - Engage Port Moody Summary Report – 60 Williams Street and 3006-3022 Spring Street, September 21, 2024.pdf</li> </ul> |
| Final Approval Date: | Oct 17, 2024  |

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

Michael Olubiyi, Manager of Development Planning - Oct 16, 2024

Kate Zanon, General Manager of Community Development - Oct 16, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Oct 17, 2024

Lindsay Todd, Manager of Communications and Engagement - Oct 17, 2024

Paul Rockwood, General Manager of Finance and Technology - Oct 17, 2024

Anna Mathewson, City Manager - Oct 17, 2024