

Considered at the September 24, 2024, Regular Council meeting

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City of Port Moody Report/Recommendation to Council

Date: September 24, 2024
 Submitted by: Community Development Department – Development Planning Division
 Subject: OCP Amendment, Rezoning and Housing Agreement – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem 3180 St. Johns Holdings Ltd.)

Purpose

To present for Council consideration, the first and second readings of an OCP Amendment Bylaw, Rezoning Bylaw and Housing Agreement Bylaw to facilitate the development of a mixed-use residential, institutional and commercial project.

Recommended Resolutions

THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 37, 2024, No. 3469 (3180-3190 St. Johns Street and 81-89 Moray Street) and City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 96, 2024, No. 3463 (3180-3190 St. Johns Street and 81-89 Moray Street) (CD96), be read a first and second time as recommended in the report dated September 24, 2024 from the Community Development Department – Development Planning Division regarding OCP Amendment, Rezoning, and Housing Agreement – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem 3180 St. Johns Holdings Ltd.);

AND THAT Bylaw No. 3469 and Bylaw No. 3463 be referred to a Public Hearing;

AND THAT City of Port Moody Housing Agreement Bylaw, 2024, No. 3480 (3180-3190 St. Johns Street and 81-89 Moray Street) (Market and Below-Market) be read a first, second, and third time.

Executive Summary

Anthem Properties Group has submitted a development application for the property located at 3180-3190 St. Johns Street and 81-89 Moray Street as shown on the Location Map (**Attachment 1**). The mixed-use project consists of three components: a two-storey institutional/cultural facility (a Jamat Khana); a 12-storey residential structure with 128 market and below-market rental units over a four-storey, above-grade parking structure and two levels of underground parking; and 237m² (2,552ft²) of commercial floor area along Moray Street. The residential component consists of 115 market rental units and 13 below-market rental units ranging from studios to three-bedroom units.

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Background

Anthem Properties submitted an application on November 16, 2022, proposing a mixed-use project consisting of a 12-storey residential tower over above-grade parking, with separate institutional/cultural and commercial components. The residential component consisted of 64 market rental and 64 below-market rental units. The initial application was presented to the Land Use Committee, the City Initiatives and Planning Committee for early input, and the Advisory Design Panel. The motions from both Committees and the Panel follow:

Land Use Committee – February 6, 2023

LUC23/002

THAT the Land Use Committee recommends the land use for Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group) is appropriate subject to the applicant addressing the following specific items:

- consider permitting access by all residents to rooftop green space;
- consider equal access to residential units by all members of the public;
- consider the reallocation of parking space use for both residents and religious space users including ensuring that all two- and three-bedroom units have at least one parking space;
- consider increasing balcony size for all residential units but not at the cost of reducing unit sizes; and
- consider changing the unit sizes to prioritize larger units.

City Initiatives and Planning Committee – February 21, 2023

CIPC23/013

THAT staff and the applicant consider the comments provided during the City Initiatives and Planning Committee meeting held on February 21, 2023, regarding the development application presented in the report dated February 13, 2023, from the Community Development Department – Development Planning Division regarding Early Input – Mixed-Use Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group).

Advisory Design Panel – March 23, 2023

ADP23/002

THAT the proposed Mixed Use Development Application – 3180-3190 St. Johns and 81-89 Moray Street (Anthem Properties Group) be endorsed subject to the applicant addressing the following specific items:

- explore the use of permeable pavers at grade;
- study possibility of increasing number of public bike parking stalls at grade;
- investigate possibility of reducing the slope along Moray Street to less than 10%;
- develop currently proposed shading to offer both shading and cover from the elements;
- explore prevention of root heave at street trees;
- investigate integration of natural (trees) or manmade (pergolas, umbrellas) shading elements on the Jamat Khana roof;
- consider expanding rooftop amenity to include opportunities for urban agriculture;

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- investigate opportunities for secondary public art at street level or on the residential tower;
- provide more detail on the strategies to enhance soil quantities for trees at grade and on the roof to provide healthy environment for tree growth;
- explore use of climbing plants on the Jamat Khana roof and possibly at grade;
- explore possible integration of a pet friendly space on-site or adjacent to the residential exterior amenity space;
- investigate possibility of increasing size of bedrooms and kitchens in each unit by revisiting the unit mix per floor;
- investigate with the City to provide more bicycle infrastructure to support the project's proposed bicycle parking;
- investigate opportunities for secondary public art at street level or on the residential tower;
- study possibility of adding at grade retail along Moray Street or/ and Golden Spike Lane;
- investigate accentuation of the residential entrance to make it more visible;
- to provide conditions for large, healthy street trees to thrive between the travel lane and the sidewalk, provide wider beds, more setbacks for street soil cells and avoid overhead powerlines;
- consider increasing the size of rooftop planters for healthy plant and tree growth, including an air gap along the planter sides to prevent soil from getting too hot, and include irrigation to support healthy establishment of planting;
- investigate potential rain gardens and/or green infrastructure at grade; and
- provide motion sensors for parkade and hallway lighting.

The initial application has been revised taking into account the Land Use Committee, CIPC, and ADP comments, as well as staff comments. Some of the key responses are outlined in the Project Description. Responses to the ADP motion will be addressed in greater detail as part of a future development permit report should the OCP amendment and Rezoning Bylaws proceed.

Discussion

Property Description

The subject site is comprised of a single parcel located north of St. Johns Street at Moray Street. The site is occupied by two buildings: a two-storey commercial building over an underground parkade fronting onto St. Johns Street, containing a restaurant and various office uses and, to the north, a multi-unit light industrial building with several auto servicing/repair businesses. The gross site area is 3,810m² (41,006ft²), however, the City requires the dedication of a 2.5m (8.2ft) strip along St. Johns Street and a corner cut at St. Johns Street and Moray Street for road infrastructure and sight line purposes which reduces the net lot area to 3,697.3m² (39,798ft²). The key feature of the site is the grade which slopes down from St. Johns Street to Golden Spike Lane by an average of 4.7m (15.5ft). There are no environmentally sensitive elements on the site to be considered.

Official Community Plan (OCP)

The site is designated Mixed Use – Inlet Centre in the OCP as shown on OCP Land Use Designations Map (**Attachment 2**). Based on the land use definition in the OCP, 'Mixed Use – Inlet Centre is intended to serve as a focal point of pedestrian-oriented, high-density

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development and permits a mix of residential, retail, office, commercial, civic, recreational and cultural/religious institutional uses.

The site is also included in the Evergreen Line Inlet Centre Transit-Oriented Development Sub-Area. The objectives of this designation are to create a range of uses and concentrate density within proximity of the Inlet Centre station in buildings not exceeding 26 storeys in height, although Policy 5 in Section 15.5.7 specifically limits height in the 3200-Block on the north side of St. Johns Street, including the subject site, to 12 storeys.

The site is also situated within 800m of both the Inlet Centre and Moody Centre Station Transit Oriented Areas created as a result of the Province's enactment of Bill 47, permitting development up to eight storeys in height and a Floor Area Ratio of 3.0.

Lastly, the site is located within Development Permit Area 5 (DPA5) – Hazardous Lands due to the potential for soil liquefaction during a seismic event. This issue will be addressed at the building permit stage if the project proceeds.

Zoning

As shown on the Zoning Designation Map (**Attachment 3**), the site is split-zoned with the portion used for commercial purposes zoned General Commercial (C3) and that portion used for light industrial purposes zoned Light Industrial (M1).

Neighbourhood Context:

Surrounding development consists of:

- West: several properties occupied by auto dealerships, zoned Auto Sale and Service (C5);
- East: an industrial building containing a number of auto servicing-related businesses, zoned Light Industrial (M1);
- North: Golden Spike Lane, the Evergreen Line guideway and CP rail lines; and
- South: developed properties, including a Dairy Queen restaurant (C5), a recently constructed rental residential building containing 142 rental units and a site, currently under application involving the development of a mixed commercial/residential building proposing 180 market rental units. To the southeast is a retail pharmacy, zoned General Commercial (C3).

Proposal

As illustrated on the project architectural and landscape plans (**Attachments 4a, 4b, 4c, and 5**), the proposal involves the development of a mixed-use building consisting of a two-storey Jamat Khana, an institutional/cultural space for the local Ismaili community, a 12-storey residential component consisting of 115 market rental and 13 below-market rental units, set on a four-storey, above-grade parkade and two levels of underground parking. The Jamat Khana will replace the space used by the Ismaili community formerly located in a building on the south side of St. Johns Street at James Road which is the subject of an on-going rezoning and development permit application. Access to parking is provided at two points: one off Moray Street and one off Golden Spike Lane.

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The net floor areas of the three uses within the project are: Residential – 7,989m² (85,995ft²); Jamat Khana – 742m² (31,429ft²) and, Commercial – 237m² (2,552ft²) for a net building area, excluding the parking structure and other allowable exclusions, of 11,148.3m² (119,976ft²). Based on the net lot area, the Floor Area Ratio is 3.01.

The residential component is comprised of a mix of studio, one-, two-, and three-bedroom units as illustrated in the following table:

Unit Type	Total Number of Units	% of Total	Market Rental	Below-Market Rental	# of Adaptable Units	Av. Unit Size (ft ²)
Studio	21	16.4	17	4	10	352
1-Bed	65	50.8	59	6	23	508
2-bed	32	25	30	2	31	814
3-bed	10	7.8	9	1	0	955
Totals	128	100	115	13	64	

Other key aspects of the proposal include:

- 317 parking spaces, including 208 spaces for the Jamat Khana, 104 residential spaces, inclusive of visitor spaces, and 5 commercial spaces;
- 271 long- and short-term residential and Jamat Khana bicycle parking spaces which exceeds the current Zoning Bylaw requirement of 204 spaces;
- an indoor residential amenity room, 241.6m² (2,601ft²) in area, located on the first level of the residential tower complemented by an adjacent outdoor amenity area, 290m² (3,120ft²) in area;
- a landscaped courtyard on the roof of the Jamat Khana, approximately 775m² (8,343ft²) in area, which provides a variety of outdoor social interaction opportunities for the Jamat Khana patrons; and
- a culturally significant Mashrabiya screen affixed to the south, north and east elevations.

The applicant's Letter of Intent outlining the project is included as **Attachment 6**, however, this letter was submitted with the initial application and the project has since undergone revisions, in particular, to the mix of market vs. below-market rental units.

With reference to the earlier comments from the two committees:

- the residents in the rental units will not have access to the roof of the Jamat Khana but they do have their own indoor/outdoor amenity area;
- the residential units will be available to the general public;
- the parking spaces will be assigned on an as-needed basis, rather than to individual units;
- the number of larger two- and three-bed units has increased from 21 to 42;

Comments on the ADP motion will be provided as part of a future development permit report.

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Parking

The Zoning Bylaw requires a total of 447 spaces consisting of: 292 spaces for the Jamat Khana, 115 spaces for the market rental units, 11 spaces for the below-market units, 23 residential visitor spaces, and six commercial spaces. The applicant has proposed a total of 317 spaces, a reduction of 130 spaces. The majority of the reduction (84 spaces) is associated with the Jamat Khana use.

Under the Transit-Oriented Areas Bylaw No. 3465, adopted in June 2024, no parking is required for the residential use subject to the acceptance of a Transportation Demand Management report. However, the applicant wishes to provide parking for the residential use and has suggested a ratio of 0.75 spaces/unit which results in a total residential requirement of 104 spaces. The proposed parking approach is included in the draft Rezoning Bylaw No. 3463. Prior to consideration of a development permit, staff will work with the applicant to define a specific set of TDM measures to offset the parking reduction.

A development Application Summary is provided as **Attachment 7**.

Acoustics

Given the proximity to the site to the CN Rail lines and the Evergreen Line guideway, the applicants have provided a report from an acoustic consultant summarizing the potential for ground vibration and airborne noise. The report includes recommendation the building design and materials to manage the noise from the rail uses in accordance with applicable standards. The report is included as **Attachment 8**. If the project proceeds, the report will be registered on title by covenant to ensure that the recommendations are addressed in a building permit submission.

Sustainability Report Card

A copy of the latest scored Sustainability Report Card is included as **Attachment 9**. Overall, for all pillars, the project scores 42%. There may be other opportunities to increase the scoring which will be identified through the final review of the project plans.

Implementation

With the inclusion of the above grade parking, necessitated by the existing site grades, the overall height of the residential component is 16 storeys (4 storey parking podium with 12 storey residential structure above). Therefore, implementation of the project requires an OCP amendment (Bylaw No. 3469 – **Attachment 10**). Staff are also recommending an amendment to the wording of Policy 5 in Section 15.5.7 to delete the reference to the subject property and to add a new Policy 6 to bring the description of the permitted uses in the land use definition for Mixed Use – Inlet Centre. Rezoning Bylaw No. 3463 (**Attachment 11**) establishes a new Comprehensive Development Zone 96 with land use and development regulations tailored specifically to the project.

With respect to the rental units, the applicant had initially indicated that 64 (50%) of the units would be below-market rental units with rents set at 20% below the current CMHC median rents for the Tri-Cities area and secured by a Housing Agreement with a 60 year term. However, the applicant subsequently advised (**Attachment 12**), that it is not economically feasible to provide that number of below-market units and proposed a reduction to 13 below-market units. While

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staff would prefer a greater number of below-market units as originally proposed, below-market units are not required for this project under the Inclusionary Zoning – Affordable Rental Units Policy.

Based on the applicant's revised proposal, Housing Agreement Bylaw No. 3480 (**Attachment 13**):

- stipulates that the 13 below-market units will be rented at 20% below CMHC average rents in the Tri-Cities;
- establishes a term of 60 years for the agreement;
- prohibits the strata subdivision of the project with the exception that the commercial units may be subdivided by way of an air space parcel;
- prohibits the demolition of any rental unit unless the extent of damage precludes repair and, the building may not be demolished unless it is damaged to more than 75% of its value above its foundation; and
- includes plans identifying the location of the below-market units.

Policy/Plan Review

For Council's reference, the following table outlines the project's compliance with applicable OCP policies and targets:

Policy/Target	
Appropriate Development <ul style="list-style-type: none"> • Transit-Oriented Development 	<u>Staff Comment:</u> The project is consistent with the intention to focus higher density development around Evergreen Line stations and along transit corridors.
Well-Served Development	<p>To support higher density development only where it is well served by public transit, by public amenities such as parks, pedestrian connections, and civic facilities, by public schools, and by commercial and other services.</p> <p><u>Staff Comment:</u> While the project may not be close to park facilities, it does address the other criteria noted.</p>
Prioritizing Higher Density Development Policy	<p>The policy includes a list of criteria for the consideration of applications.</p> <p><u>Staff Comment:</u> The project generally satisfies the policy criteria.</p>
Inclusionary Zoning – Affordable Rental Units Policy	<p>As 100% of the units will be rental units the Policy does not apply.</p>
Family-Friendly Units Policy	<p>The policy also allows for in-board bedrooms in a maximum of 50% of any three-bedroom units and references the need for the provision of children's play areas.</p> <p><u>Staff Comment:</u> The studio, one bedroom, and two-bedroom units complies with the standards set in the policy, but the number of three-bedroom</p>

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	units is slightly less than the 10% minimum recommended. The three-bedroom units are designed without any in-board bedrooms and the residential amenity does include an outdoor area, but based on current plans, it does not incorporate any children's play equipment. Staff recommend that a children's play space be included in the outdoor area.
Transportation Access/Egress	<u>Staff Comment:</u> The land dedication along St. Johns Street will enable future improvements to the street including the provision of pedestrian and cycling infrastructure. The applicant will also be required to reduce the grade of Moray Street to aid in improved traffic movements which will be addressed through an engineering services agreement.
Commercial Space	<u>Staff Comment:</u> The project has been revised to incorporate a small amount of commercial space along Moray Street, but no specific uses have been defined.
Master Transportation Plan – Improvements to Pedestrian and Cyclist Mobility	<u>Staff Comment:</u> The site is adjacent to planned off-site cycling improvements on St. Johns Street.
Arts and Culture Master Plan	<u>Staff Comment:</u> A specific public art installation is not required under the City's Public Art Policy given that the project provides below market housing, although the applicant is installing a Mashrabiya screen, which is an artistically designed, culturally significant design element.
Climate Action Plan – focus on directing growth to reduce emissions through the management of development patterns and improving the energy performance of buildings	<p>Council declared a Climate Emergency in September 2019 and set an ambitious course for Climate Change adaptation and mitigation. One key goal is to accelerate a change in modal split from car usage to other modes of transportation including a target that residents walk, cycle, or take transit for 40% of trips by 2030.</p> <p><u>Staff Comment:</u> The proposed reduction in parking rates for the residential units and a reduction in the number of parking spaces for the Jamat Khana use will assist in achieving that target. Future redevelopment of the properties to the east will provide opportunities to improve the pedestrian environment and access to Inlet Station. The buildings will be designed to adhere to Energy Step Code 3 with a low carbon energy system.</p>

Concluding Comments:

The development proposal has been evaluated in the context of relevant City policies, including the OCP and the Corporate Policy: Prioritizing Higher Density Development and, the Climate Action Plan. Overall, despite the need to amend the OCP to allow for the greater building height and ensure that the permitted uses are consistent between the definition of Mixed Use – Inlet

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Centre and the Inlet Centre TOD Area, the project complies with the applicable land use and growth management objectives and housing policy by addressing the housing needs of different segments of the market. The project is generally well-conceived and functional, accommodating a complex program of spaces and needs, as well as taking into account the grade difference through the length of the site. The proposed Mashrabiya screen is a defining feature which effectively reduces the visual impact of the dominant podium structure and enhances the overall project appearance.

Other Options

Council may consider either of the following options:

1. Defeat OCP Amendment Bylaw No. 3469 and Rezoning Bylaw No. 3469; or
2. Defer consideration of Bylaw No. 3469 and Bylaw No. 3463 and refer the application back to staff and the applicant to address the following issues:

<insert issues of concern>

Financial Implications

In terms of financial implications, the project is not subject to the payment of CACs or DCCs. However, the site is located within the 215A Levy Area. The 215A Levy is payable at \$7,652.41/residential unit and \$76.51/m² for commercial floor area, excluding the Jamat Khana floor area, which amounts to a total payable of \$997,641.35. The project is also subject to the payment of a School Site Acquisition Charge. As the project exceeds 200 units/hectare, the charge is based on a rate of \$600/unit which results in a total charge of \$76,800.

Communications and Public Engagement Initiatives

A notification sign informing the public of the development application was placed on the site at the time of application submission in accordance with City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918.

A Community Information Meeting was held on November 2, 2023, to allow for community input. The meeting was attended by 38 area residents. Staff received 46 written comments of which 44 indicated their support for the project and two were undecided. Comments in support related to:

- the need for the Jamat Khana as a community resource;
- support for the rental and below-market rental unit mix;
- the project design;
- provision of space for small businesses; and
- overall, a great addition to the local community.

Other comments related to the purpose of the commercial space, the excessive amount of parking and the number of studios and one-bedroom units.

It should be noted that this meeting was held prior to the applicant's decision to reduce the number of below-market units.

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As indicated in the EngagePM summary report (**Attachment 14**), a total of 118 comments were received. Of those comments, 81 were supportive, 23 were opposed, and 14 had a mixed reaction to the proposal. Comments of support generally related to support for the building design and the provision of for rental housing including below-market rental units. Issues of concern were generally around amount of parking, desire for more commercial uses and more below market units.

If the OCP Amendment and Rezoning Bylaws receive first and second reading, the public will have an opportunity to comment at a Public Hearing. Standard public notification will occur including: a mail-out notification to adjacent residents and property owners, notification on the City's web site and the site development sign will be updated with the date and time of the Public Hearing.

Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goals under the Strategic Priority Areas of Healthy Community Development, Resilient Natural Environment, and Vibrant and Prosperous Community:

- Strategic Goal 2.2 – Advance climate change mitigation and adaptation;
- Strategic Goal 3.1 – Create complete and connected communities through balanced growth; and
- Strategic Goal 4.1 – Improve the local business climate.

Attachments

1. Location Map.
2. OCP Land Use Designations Map
3. Zoning Designations Map.
- 4a. Architectural Plans
- 4b. Architectural Plans
- 4c. Architectural Plans
5. Landscape Plans.
6. Applicant's Letter of Intent.
7. Development Application Summary.
8. Acoustic Report.
9. Sustainability Report Card.
10. Draft OCP Amending Bylaw No. 3469.
11. Draft Rezoning Bylaw No. 3463.
12. Letter From Applicant Regarding Changes to Unit Mix.
13. Draft Housing Agreement Bylaw No. 3480.
14. EngagePM Summary Report.

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Report Approval Details

Document Title:	OCP Amendment, Rezoning, and Housing Agreement – 3180-3190 St. Johns and 81-89 Moray (Anthem 3180 St. Johns Holdings Ltd.).docx
Attachments:	<ul style="list-style-type: none"> - Attachment 1 - Location Map (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 2 - OCP Land Use Designations Map (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 3 - Zoning Designations Map (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 4a - Architectural Plans (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 4b - Architectural Plans (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 4c - Architectural Plans (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 5 - Landscape Plans (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 6 - Applicant's Letter of Intent (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 7 - Development Application Summary (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 8 - Acoustic report (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 9 - Sustainability Report Card (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 10 - Draft Official Community Plan Bylaw No. 3469.pdf - Attachment 11 - Draft Rezoning Bylaw No. 3463.pdf - Attachment 12 - Letter From Applicant Regarding Changes to Unit Mix (3180-3190 St. Johns St and 81-89 Moray St).pdf - Attachment 13 - Draft Housing Agreement Bylaw No. 3480.pdf - Attachment 14 - EngagePM Summary Report (3180-3190 St. Johns St and 81-89 Moray St)_Redacted.pdf
Final Approval Date:	Sep 15, 2024

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

Tracey Takahashi, Deputy Corporate Officer - Sep 12, 2024

Michael Olubiyi, Manager of Development Planning - Sep 12, 2024

Kate Zanon, General Manager of Community Development - Sep 13, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Sep 13, 2024

Lindsay Todd, Manager of Communications and Engagement - Sep 13, 2024

Paul Rockwood, General Manager of Finance and Technology - Sep 14, 2024

Anna Mathewson, City Manager - Sep 15, 2024

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Attachment 1

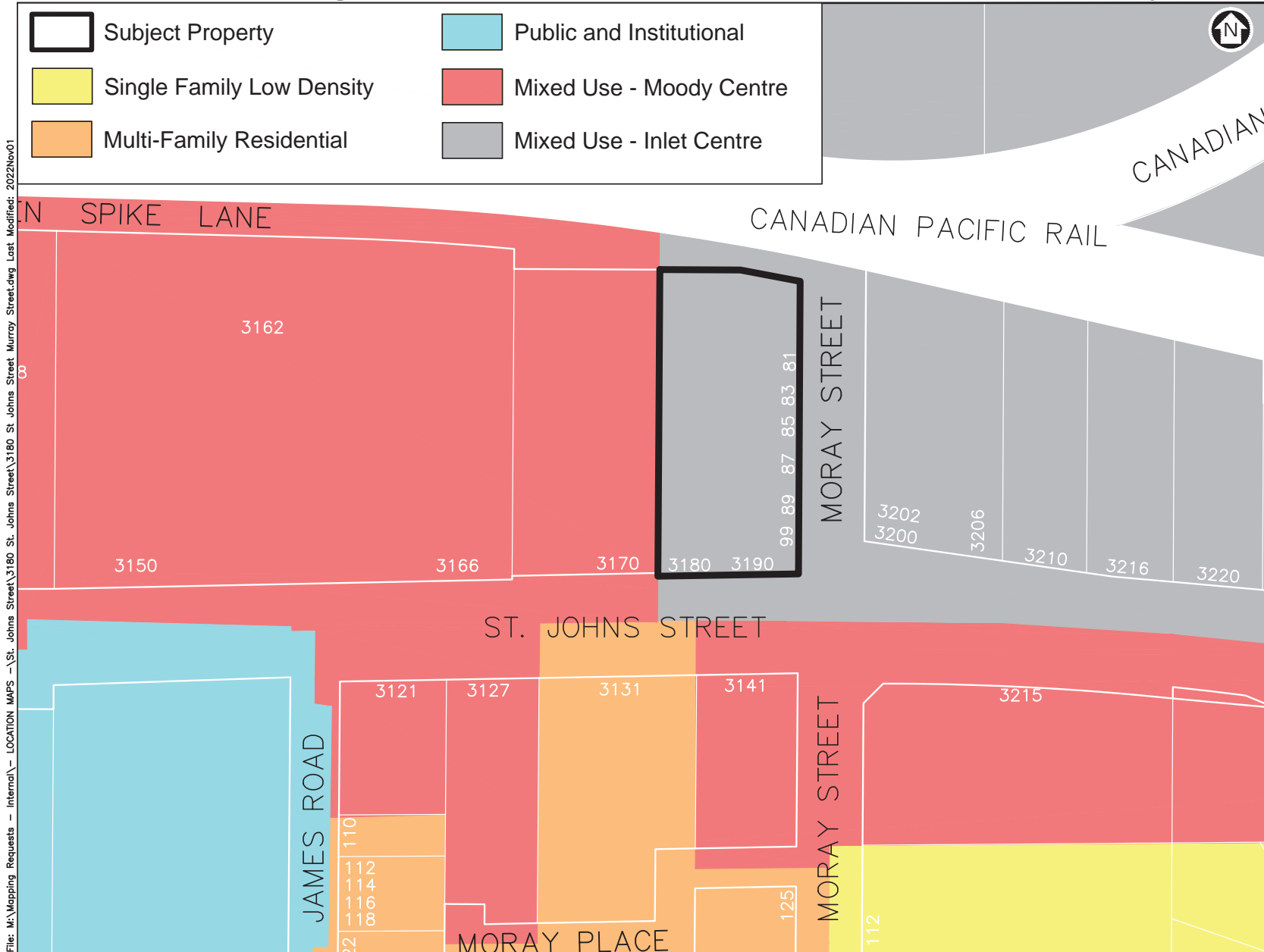
LOCATION MAP - 3180, 3190 St. Johns Street & 81-89 Moray Street



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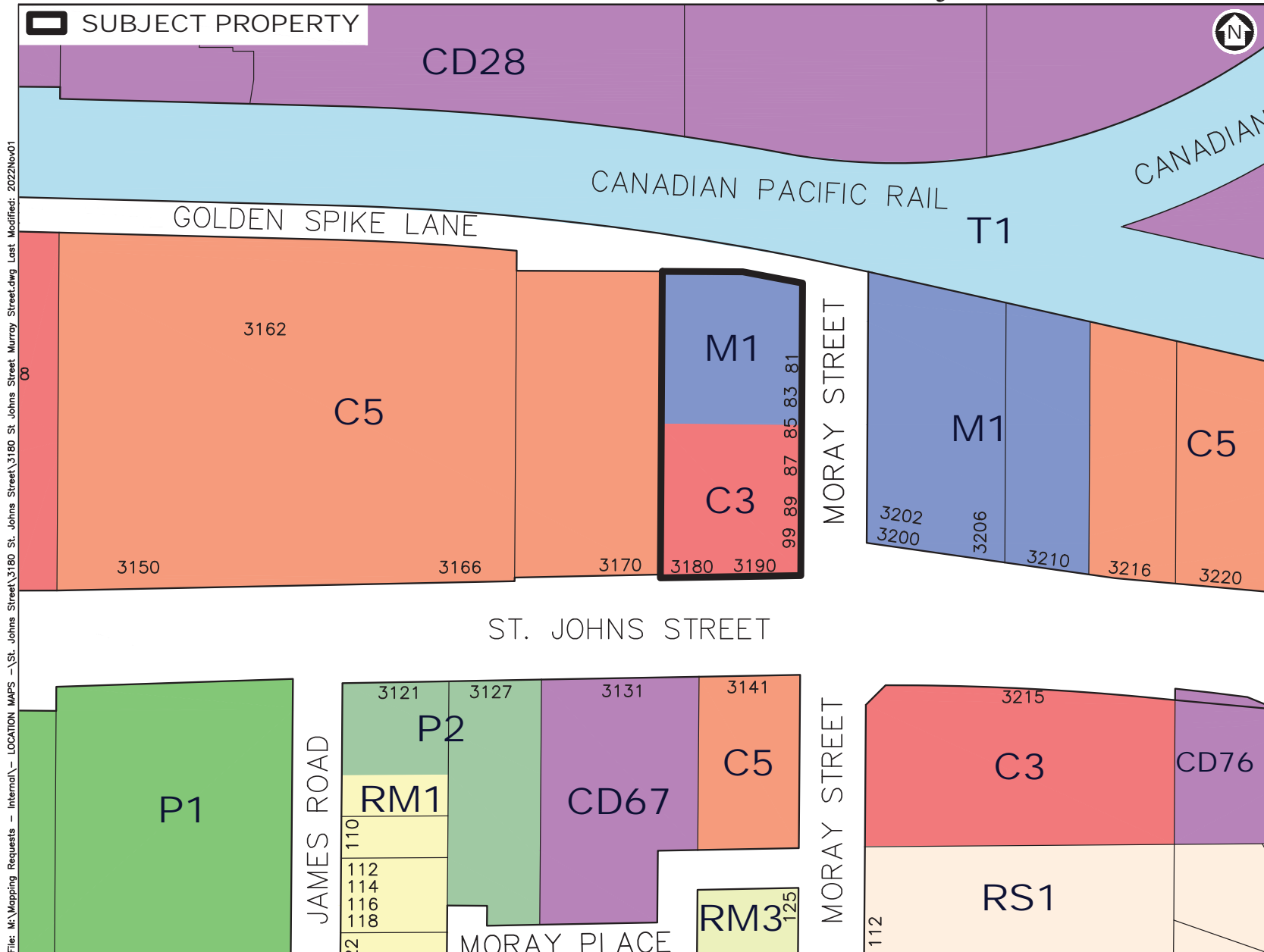
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OCP Land Use Designations - 3180, 3190 St. Johns Street & 81-89 Moray Street



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ZONING MAP - 3180, 3190 St. Johns Street & 81-89 Moray Street



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3180 St Johns Street,
Port Moody, BC

04 September June , 2024
City of Port Moody



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Submitted to the City of Port Moody
by Arcadis on behalf of Anthem Properties Group Ltd

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Attachment 4a

CLIENT

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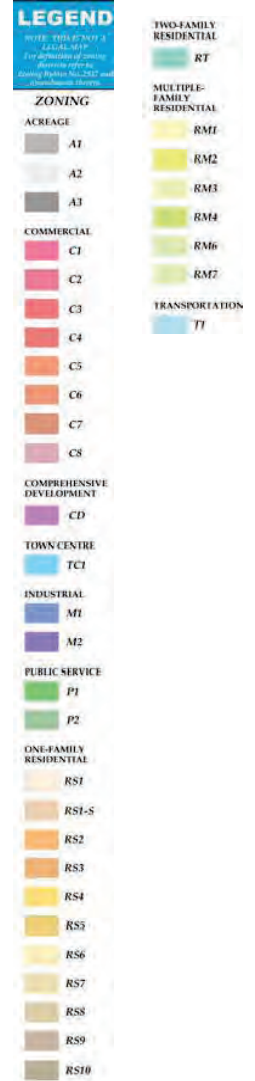
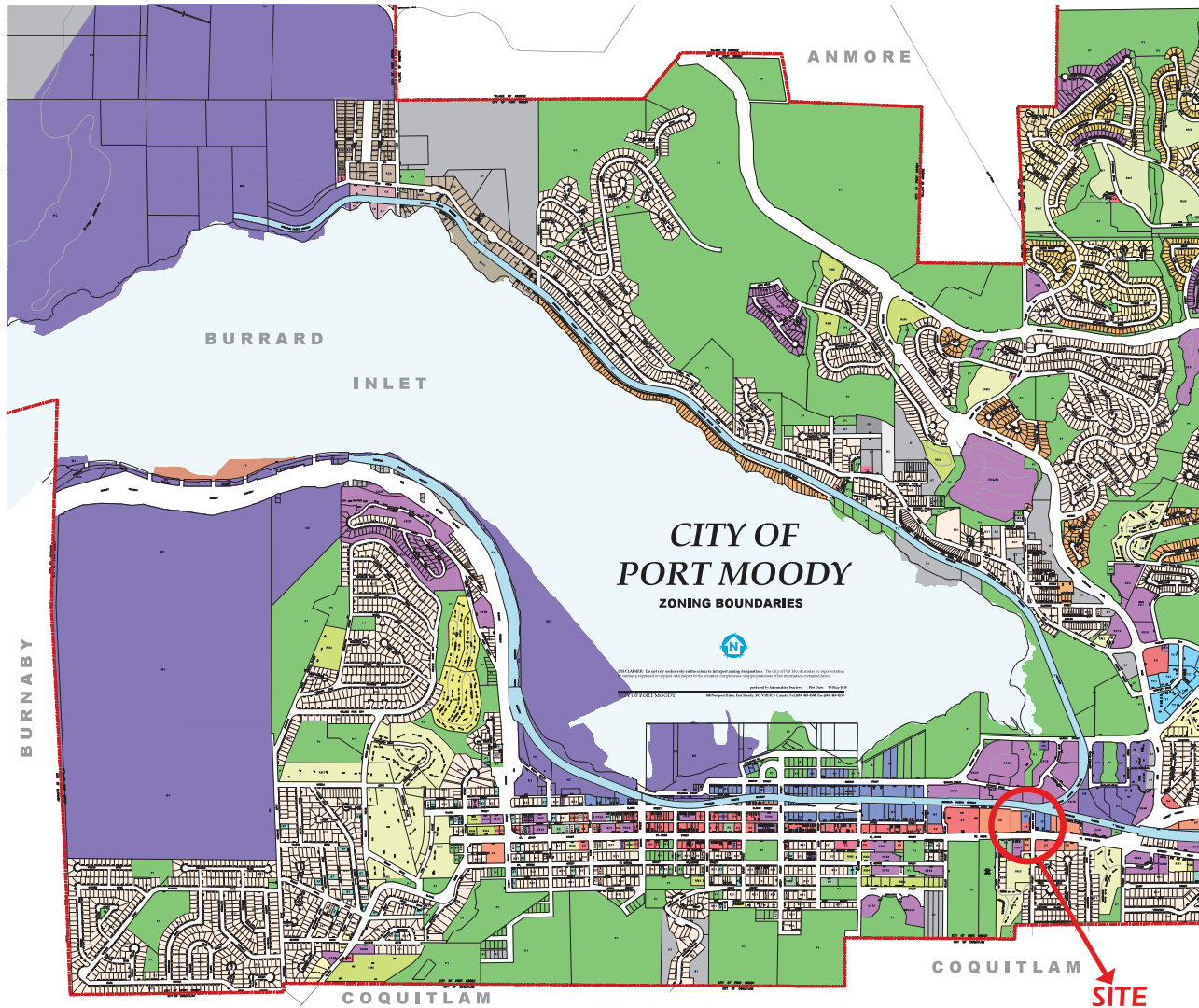
<ul style="list-style-type: none"> CONTEXT OVER VIEW 4 CONTEXT OVER VIEW (NEIGHBORHOOD) 5 SITE CONTEXT 6 CONTEXT USES MAP 7 SITE AND CONTEXT PHOTO 8 	<ul style="list-style-type: none"> SURVEY 89
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<ul style="list-style-type: none"> ARCHITECTURAL DRAWING SET 22 SITE PLAN 22 PLANS 23 ELEVATIONS 37 MATERIAL LIST 43 SECTIONS 44 FSR SET 56 FSR SET BASED ON OCCUPIED SPACES 76 FIRE ACCESS PLAN 85 	

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Attachment 4a

CONTEXT OVER VIEW (EXISTING ZONING)

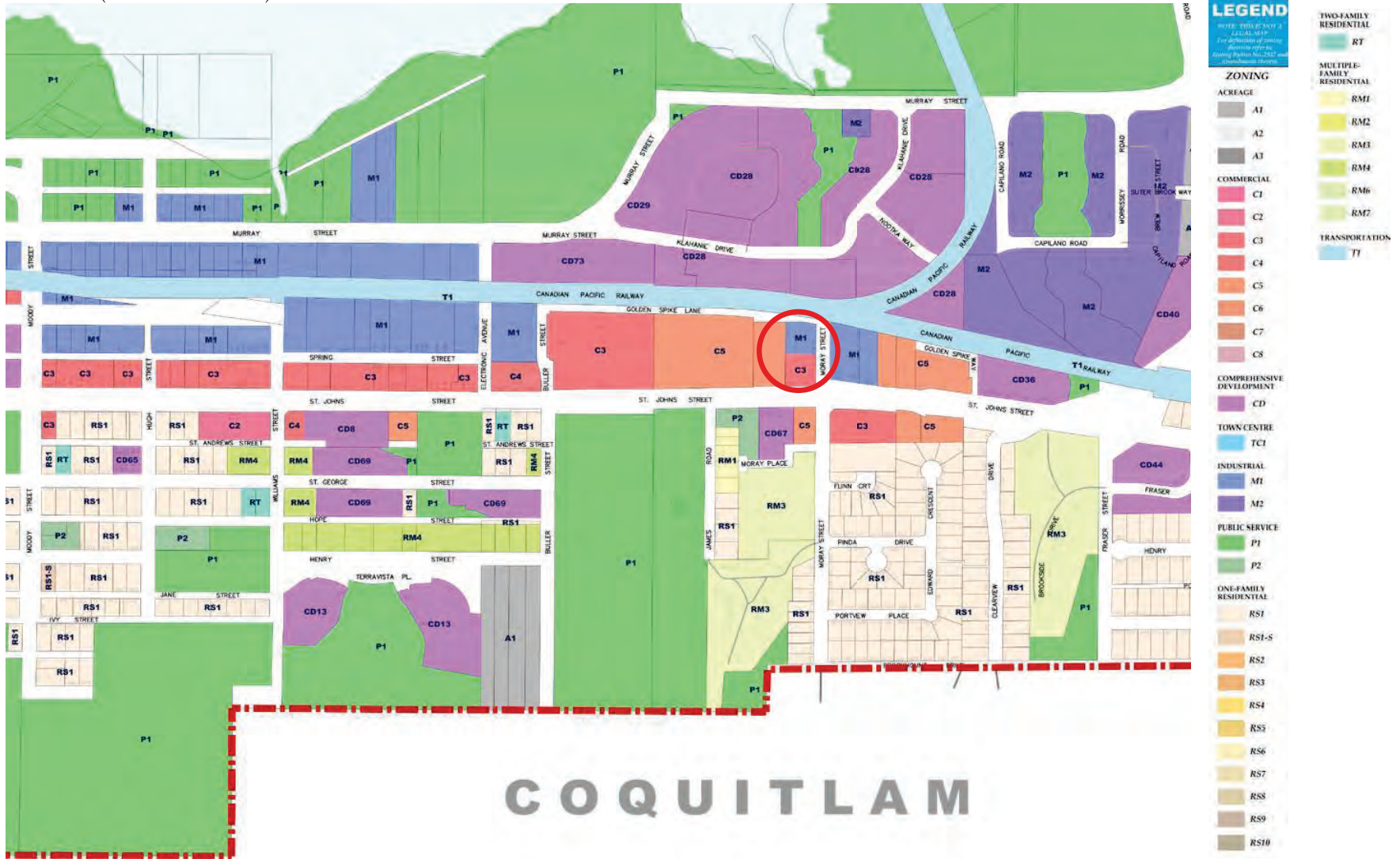


Considered at the September 24, 2024, Regular Council meeting

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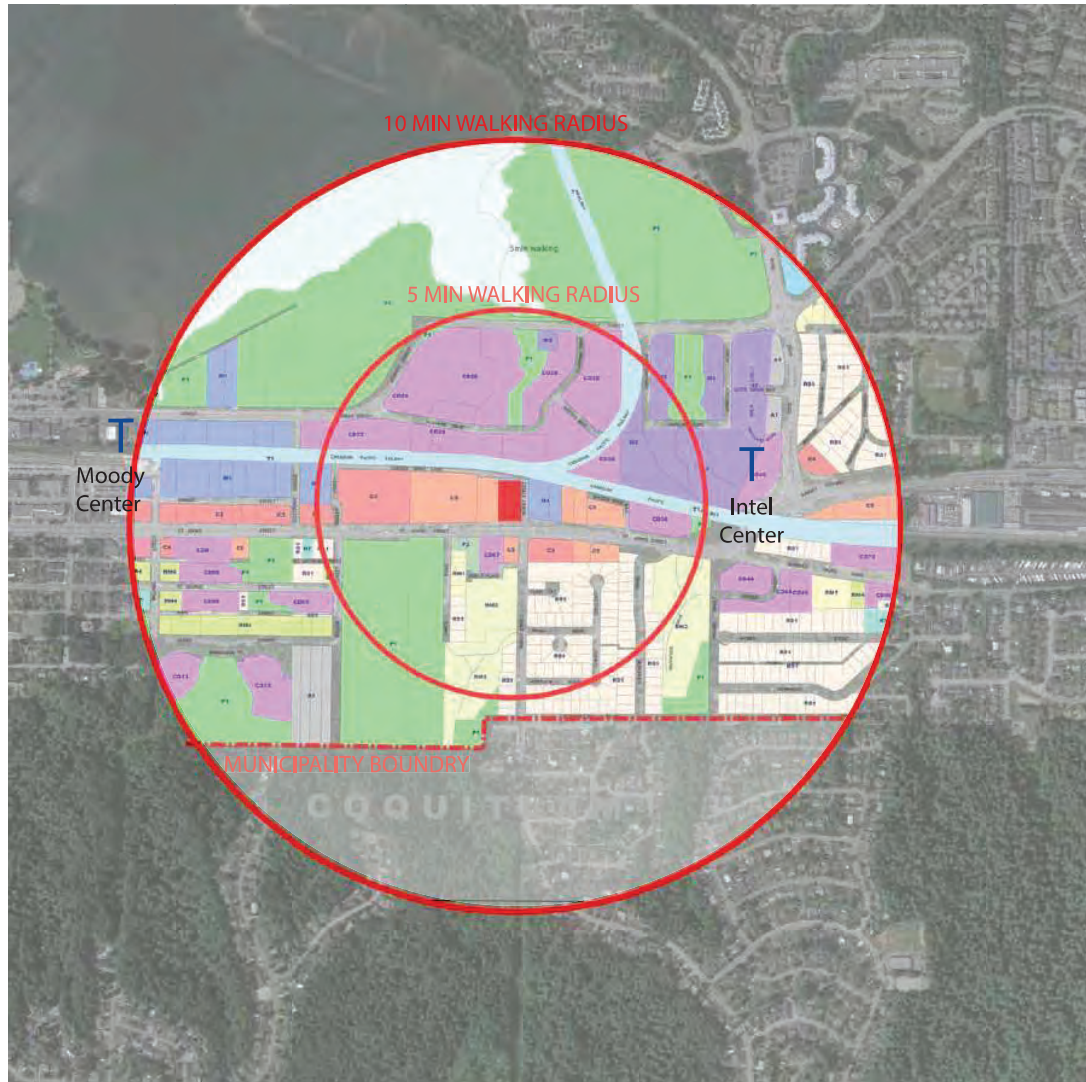
Attachment 4a

CONTEXT OVERVIEW (EXISTING ZONING)



Considered at the September 24, 2024, Regular Council meeting

SITE CONTEXT (BY CONSIDERING WALKING RADIUS)



LEGEND	
<small>WATER: 100% OF LAND IS 100% OF LAND IS For information of Council Meeting only. Zoning Districts are subject to change.</small>	
ZONING	
ACREAGE	
A1	A2
A3	
COMMERCIAL	
C1	C2
C3	C4
C5	C6
C7	C8
COMPREHENSIVE DEVELOPMENT	
CD	
TOWN CENTRE	
TC1	
INDUSTRIAL	
M1	M2
PUBLIC SERVICE	
P1	P2
ONE-FAMILY RESIDENTIAL	
RS1	RS1-S
RS2	RS3
RS4	RS5
RS6	RS7
RS8	RS9
RS10	
TWO-FAMILY RESIDENTIAL	
RT	
MULTIPLE-FAMILY RESIDENTIAL	
RM1	RM2
RM3	RM4
RM5	RM6
RM7	
TRANSPORTATION	
TI	

Considered at the September 24, 2024, Regular Council meeting

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CONTEXT USES MAP

3180 St Johns Street

Site Area :
(before dedication)
3,809.74 sqm
(41,008 sqf)

Site Area :
3,496.44 sqm
(37,635 sqf)

Zone :
M1 & C3

District :
Mixed Use- Intel Centre

Current Use:
Industrial and
Commercial



Considered at the September 24, 2024, Regular Council meeting

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SITE AND CONTEXT PHOTO



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PRECEDENT PROJECTS

ISLAMIC PATTERN



RICMOND JAMATKHANA
BY FAROUK NOORMOHAMED-ISMAILMAIL

USE OF PATTERN FOR INTERIOR DESIGN



MOSQUE OF THE LATE MOHAMED
ABDULKHALIQ GARGASH DESIGNED BY
DABBAGH ARCHITECT

TRANSPARENT MATERIAL . FOR COMMON
AREA



HONEYCOMB MOSQUE BY ANDYRAHMAN
ARCHITECT

DESIGN WITH SHADOW AND LIGHT



SHAER MOHAMMAD PARA JAME MOSQUE
BY 3 POINTS CONSULTANT

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DESIGN RATIONAL

Great attention was placed on the development's St Johns and Moray frontages to ensure the relationship between the building and street are strengthened. The St Johns and Moray frontages aim to promote a friendly pedestrian streetscape to enhance the public realm. The residential portion of the building is pulled back from the main street edge, giving the building a pedestrian-friendly streetwall along St Johns Street. The front building edge facing St Johns Street is designed to feature the 2-storey Jamatkhana with glazing that is layered with an artistically designed, culturally significant Mashrabiya Screen. The South building edge also includes simple canopy expressions along the street and the Jamatkhana entrance for weather protection. The building edge facing Moray Street includes a continuation of the artistically designed Mashrabiya Screen and the residential lobby, as well as the parkade entrances for both the Jamatkhana and residential portion of the project.

The residential building has been designed with a minimal cubic gesture with only one heightened corner, to respectfully present itself from St Johns Street. With respect to environmental concerns, minimum balconies have been designed to achieve the step code 3 targets.



Considered at the September 24, 2024, Regular Council meeting

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PERSPECTIVE

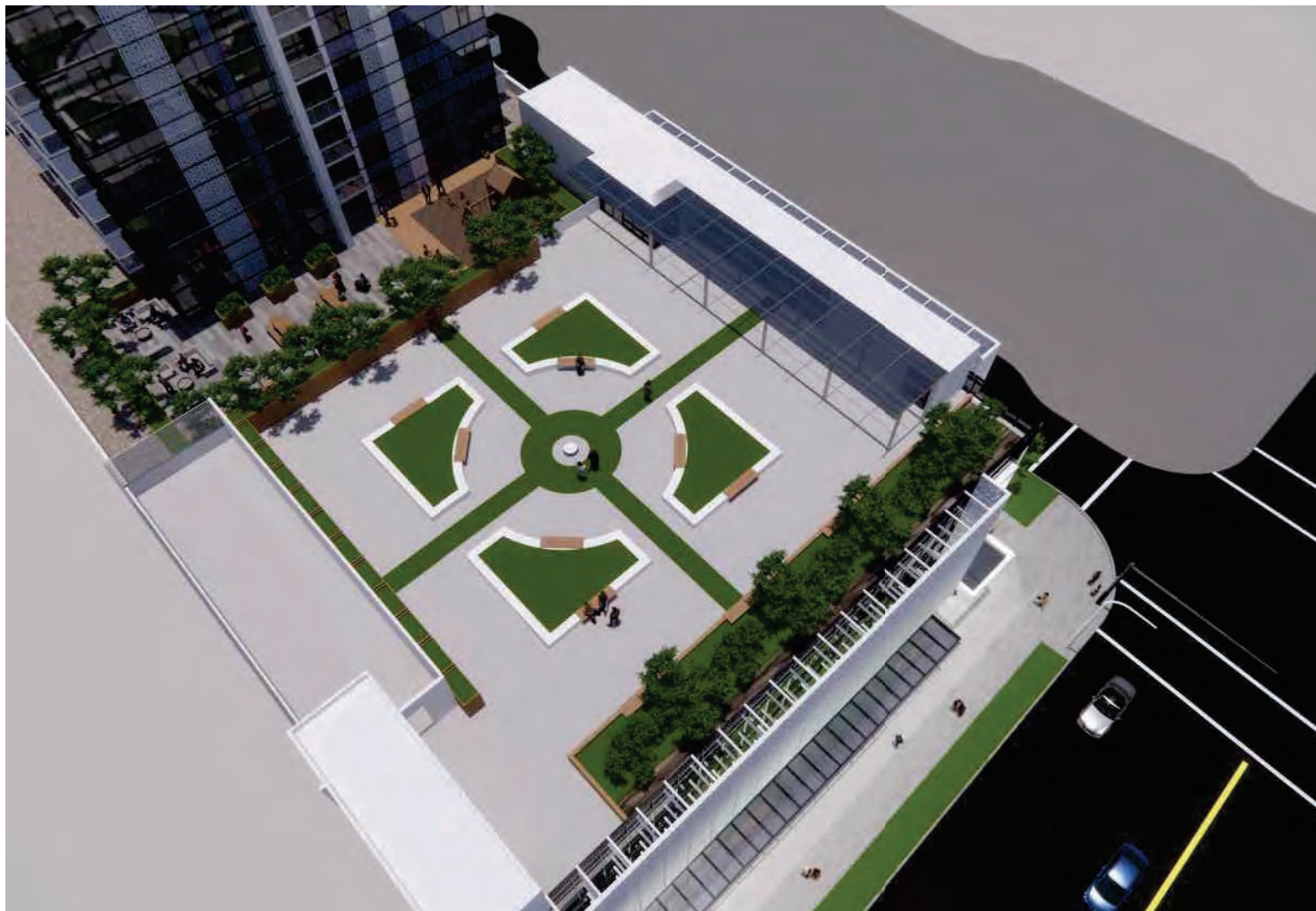


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PERSPECTIVE



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PERSPECTIVE



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PERSPECTIVE



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PERSPECTIVE



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PERSPECTIVE



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a



Considered at the September 24, 2024, Regular Council meeting

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Attachment 4a

PERSPECTIVE



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Attachment 4a

PROJECT DATA

3180 - 3190 St Johns Street

Site & Project Description

Project Description:
1 Tower on Commercial / Jenevity Parkway / Moquep

City Plan: M5 & L3
Current Zoning: Industrial and Commercial
Adjacent Zoning: C-5.6.181
Reason for: Development Permit
Transit: Full access to station

Legal Address: 3180 - 3190 St Johns Street, Port Moody BC
Permitted use: Office, Retail, Institutional Uses, Cultural and Recreational Uses, Overlaid Uses

Policy Context: Development Permit Area 3

Gross Site Area:	Total	
	Metric (sq)	Imperial (Sq Ft)
Net site area	3,097.34	33,758.13
Development	132.21	1,427.87
Gross site area	3,229.55	41,000.00

Permitted FAR Ratio	FA		FAR Area	
	Metric (sq)	Imperial (Sq Ft)	Metric (sq)	Imperial (Sq Ft)
Permitted FAR Ratio	N/A	N/A	N/A	N/A
Proposed FAR Ratio (R)	0.750	7,019.66	10,420	
Proposed FAR Ratio (CRU)	0.300	2,979.69	3,203	
Proposed FAR Ratio (Residential)	2.000	7,049.27	8,200	
Proposed FAR Ratio	2.050	11,538.62	12,420	

Component	Gross Area		Exclusions		FAR Density	
	Metric (sq)	Imperial (Sq Ft)	Metric (sq)	Imperial (Sq Ft)	Metric (sq)	Imperial (Sq Ft)
BL	3,458	37,053	578.23	6,224.00	2,819.85	31,420
Residential	14,741	158,018	6,752.26	72,680.70	7,989.22	85,990
CRU	2,271	24,557	-	-	223.99	2,432
Total	18,470	198,881	7,330.49	78,904.70	11,146.16	119,970

Height Permitted	Metric (m)	Imperial (ft)
Max height		

	Studio	1 Bedroom	2 Bedroom	3 Bedroom	Total
2 of units	22	42	32	14	110


FAR SUMMARY

PRINCIPAL USE	LEVELS	F8 to F9 (ft)	JK GFA	Residential GFA	Total GFA	EXCLUSIONS (sq ft)					FAR (JK GFA/EXCL.)	Area based on Assembly	Area based on use	EFFICIENCY	Estimated # of Single Units	Avg # of Units	
						Assembly	Site Storage	parking	MV	Adapted unit							SUB TOTAL
MECHANICAL	MECH	0	1,377	-	1,377	-	-	-	-	-	1,377	1,377	-	-	-	-	-
MECHANICAL	MECH	0	14,764	-	14,764	-	-	-	-	-	14,764	14,764	-	-	-	-	-
MECHANICAL	MECH	0	14,004	-	14,004	-	-	-	-	-	14,004	14,004	-	-	-	-	-
MECHANICAL	MECH	0	8,192	-	8,192	-	-	-	-	-	8,192	8,192	-	-	-	-	-
TOTAL (GFA)			37,653		37,653						6,254	6,254					

PRINCIPAL USE	LEVELS	JK GFA	CRU	Residential GFA	Total GFA	EXCLUSIONS (sq ft)					FAR (JK GFA/EXCL.)	EFFICIENCY	Estimated # of Single Units	Avg # of Units				
						Assembly	Site Storage	parking	MV	Adapted unit					SUB TOTAL			
MECHANICAL	MECH	1,377	-	1,377	1,377	-	-	-	-	-	1,377	1,377	-	-	-			
L12	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L11	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L10	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L9	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L8	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L7	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L6	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L5	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L4	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L3	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
L2	SR	8,125	-	8,125	8,125	-	-	-	-	-	8,125	8,125	-	-	-			
PLANT	PLANT	10,300	-	10,300	10,300	120	88	2,807	5,345	55.96	1,000	4,140	8	0	2	0	0	
PLANT	PLANT	10,800	-	10,800	10,800	-	-	-	-	-	-	-	-	-	-	-	-	
PLANT	PLANT	10,900	-	10,900	10,900	-	-	-	-	-	-	-	-	-	-	-	-	
LL (LINE (MEZZANINE))	LL	700	5,000	5,700	5,700	1,100	2,100	5,100	5,100	-	-	-	-	-	-	-	-	
LL (LINE (MEZZANINE))	LL	1,700	9,000	10,700	10,700	2,000	4,000	6,000	6,000	-	-	-	-	-	-	-	-	
TOTAL (GFA)		2,852	158,016	160,868	2,851	8,307	18,715	1,844	4,307	72.861	85,990	15,900	110	128	17	103	16	0

PRINCIPAL USE	LEVELS	JK GFA	CRU	Residential GFA	Total GFA	EXCLUSIONS (sq ft)					FAR (JK GFA/EXCL.)	EFFICIENCY	Estimated # of Single Units	Avg # of Units				
						Assembly	Site Storage	parking	MV	Adapted unit					SUB TOTAL			
POWER / STORAGE	SR	37,653	-	37,653	37,653	-	-	-	-	-	37,653	37,653	-	-	-	-	-	
POWER / RESIDENTIAL	SR	158,016	2,851	160,867	160,867	8,307	18,715	1,844	4,307	72.861	85,990	15,900	110	128	17	103	16	0
TOTAL (GFA)		195,669	2,851	198,520	198,520	8,307	18,715	1,844	4,307	73.242	101,880	17,900	138	145	34	116	16	0

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Arcadis Architects (Canada) Inc.
Arcadis Group Architects (Canada) Inc.


ISSUES

No.	DESCRIPTION	DATE
02	2024-04-28 ADP SUBMISSION	

CONSULTANTS

SEAL

PRIME CONSULTANT



1205 West Pender Street - Suite 100
Vancouver, BC V6E 4B1 Canada
tel 604 683 8707
www.arcadis.com

PROJECT

Port Moody Dev

3180 St. John Street
Port Moody, B.C.

PROJECT NO:
127359

DRAWN BY:
Author

CHECKED BY:
JOM/SGO

PROJECT MGR:
Designer

APPROVED BY:
Approver

SHEET TITLE

SITE PLAN

SHEET NUMBER

A0.000

ISSUE

2024-09-27 11:24:42 AM

Considered at the September 24, 2024, Regular Council meeting


PROJECT DATA

VEHICLE TABULATIONS											
Coning Bylaw 2937 Section 6											
Residential Use: 1 space per Dwelling Unit. Visitor Parking: 0.1 visitor spaces per Dwelling Unit. Institutional - Assembly Section 6.3.13: 1 Space per 10m of Floor Area Commercial Parking Section 6.3.13: 1 Space per 40m of Floor Area Disability Parking Stalls Section 6.4.13: The minimum number of designated Parking spaces for persons with disabilities shall be in accordance with the following table.											
Total of Required off street Parking space		Number of Required Accessible Parking Spaces									
139		1									
40-314		2									
75-124		3									
125-174		1 additional Parking Space									
For each additional 50 parking spaces or part thereof in excess of 50											
REQUIRED / PROVIDED TOTAL PARKING											
Land Use	UNUSABLE DEFERMENT (m ²)	BYLAW PARKING RATE	# OF PARKING STALLS REQUIRED (Bylaw)	Proposed ratio	# OF PARKING STALLS PROVIDED						
JAMATKHANA	2019.85	1 space per 10m ²	202	1 stall per 10 m ² occupied space	208						
COMMERCIAL											
CRU	337.09	1 space per 40m ²	6		5						
MARKET RENTAL RESIDENTIAL											
ALL UNITS	115.4u	0.0 spaces/10u	115								
RESIDENTIAL VISITOR	315.4u	0.2 per each of the first 100 units 0.1 per each additional unit after 100	22	0.75 per unit	104						
AFFORDABLE UNITS											
1 BEDROOM	6.4u	0.2 spaces/10u	2								
2 BEDROOM	2.8u	0.3 spaces/10u	1								
3 BEDROOM	1.8u	0.7 spaces/10u	1								
RESIDENTIAL VISITOR	13.0u	0.1 spaces/10u	2								
TOTAL			441		317						
Note: VC Stalls counted as 2 in the calculation of minimum parking count											
REQUIRED / PROVIDED LOADING & PASSENGER LOADING											
Loading Section 6.4.5: Class A (no requirement) Retail: A minimum of one space for the first 455 square metres of gross floor area, two spaces for total gross area of building between 456.5m to 2,322.5m and each additional 2,787m or fraction thereof in excess of 1,162m Assembly: Up to 2,787m one space is required											
Required			Provided								
Type	Residential/Commercial	JK	Type	Residential/Commercial	JK						
Class B Required	1	1	Class B provided	1	1						
Off Street Passenger Space Regulations Residential: 4 spaces for 50 or more units, and one additional for each 100 units over 125 Retail / Service: A minimum of one space for each 400m ² of gross floor area											
Required			Provided								
Type	Residential	JK	Commercial	JK	Commercial						
Class A Passenger Site 1	1	-	-	NA	NA						
REQUIRED / PROVIDED BICYCLE PARKING											
Section 6.10 Residential Long term: 1.5 spaces per Dwelling Unit, Centralized Residential Short Term: 8 spaces for each apartment building on site 50 dwelling units Commercial Long term: For any building with 750m or more of floor area, 1 space per 750m of floor area Commercial Short term: 6 spaces for any building with 750m or more of floor area Assembly Long term: No requirements Assembly Short term: 6 spaces for any building with 1000m of floor area											
Required											
Type	Residential	Commercial	JK	TOTAL							
Long Term Bikes (Class A)	192	NA	-	192							
Short Term Bikes (Class B)	6	NA	-	6	23						
TOTAL	198			198	234						
Provided											
Type	Residential	Commercial	JK	Total							
Long Term Bikes (Class A)	259	NA	-	259							
Short Term Bikes (Class B)	6	NA	-	6	23						
TOTAL	265			265	257						
Floor By Floor Breakdown of Provided Car Parking											
SITE 1	Type				Sub Type	Sub Type			Total above floor TOTAL	Total basement floor	Total above ground stalls
	Regular	Accessible	Small	Sub Total		JK	Commercial	Residential			
L4	28	-	15	43		-	41	41			
L3	32	2	10	44		-	53	53			
L2	32	2	21	55		49	10	59	149		
L1 Mezzanine	14	-	-	14		-	-	-			
L1	14	-	2	16		21	-	21			
BASEMENT 1	95	3	37	135		95	-	95			
BASEMENT 2	28	3	15	47		47	-	47		168	
TOTAL PROVIDED	199	10	110	319		269	5	314		317	
One of the Residential visitor stalls is dedicated to MOOD car share											
Parking Type Proportion											
USE	Total Provided	Type Total			Type Percentage (Per Use & Total)						
		Regular	Accessible	Small	Regular	Accessible	Small				
CRU	208	140	0	68	67.3%	2.9%	29.8%				
Commercial	5	2	0	2	40.0%	0.0%	40.0%				
RESIDENTIAL	104	47	4	51	45.2%	3.8%	51.0%				
TOTAL	317	190	4	117	59.9%	3.2%	36.9%				
Total provided residential-CRU		109									
Total provided JK		208									

VALUES FOR TABULATING PARKING & LOADING COUNTS		
	Total (JK)	Total (m ²)
Commercial Floor Area	2,552	237.09
JK Floor Area	31,429	2,919.85
Residential Floor Area	199,879	24,741.58
Studios & 1 bedroom Units	95	
Units with 2 or more bedrooms	40	
Rental units	115	
Affordable units	13	
Adaptable Rental Units	64	

Required (Sub types = part of overall count of cars)					
Small Car (Max)	Electric Vehicle	Handicap Stalls	Residential	Commercial	JK
25% of total vehicles	Residential (100% Required)		JK		NA
80	104	4	-	0	-

Small Car (Max)	Electric Vehicle	Handicap Stalls	Residential	Commercial	JK
25% of total vehicles	Residential (100% Required)		JK		NA
117		4	-	0	-



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PROJECT

Port Moody Dev
3180 St. John Street
Port Moody, B.C.

PROJECT NO:
127359

DRAWN BY: Author	CHECKED BY: 20240403
PROJECT MGR: Designer	APPROVED BY: Approver

SHEET TITLE

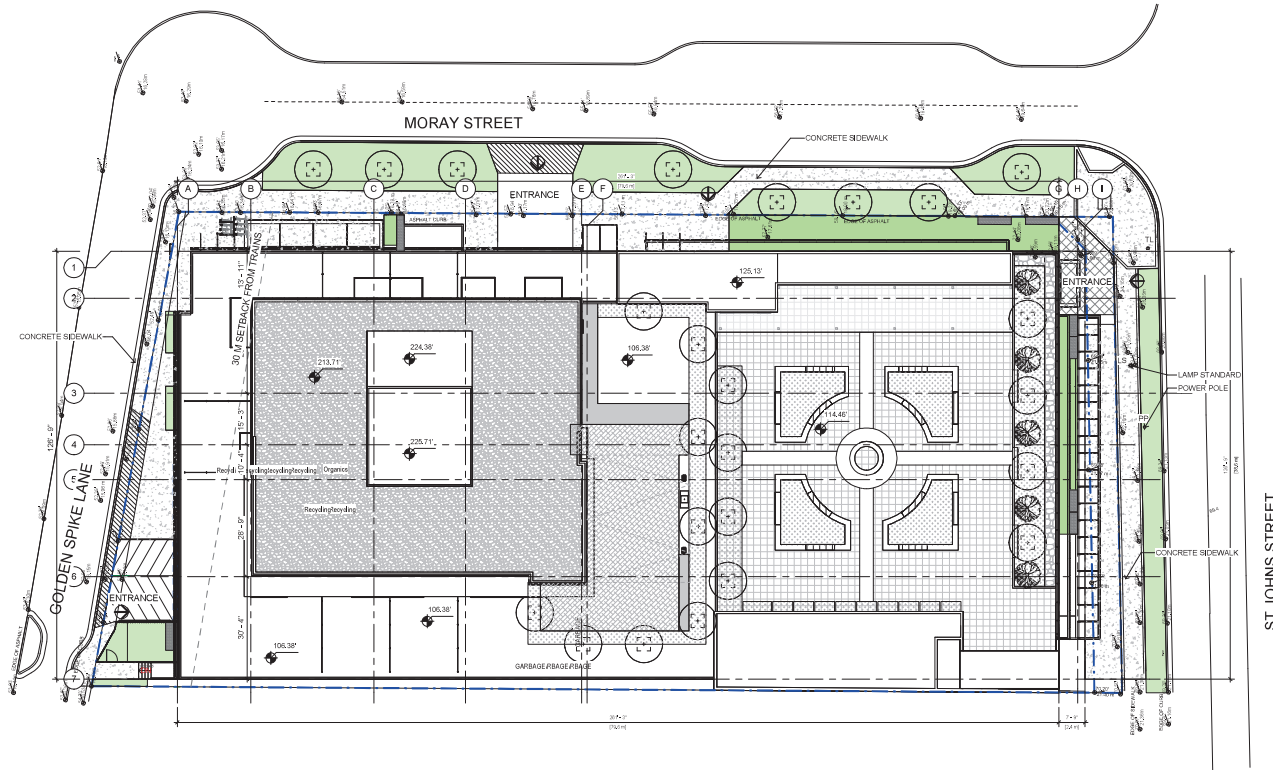
SITE PLAN

SHEET NUMBER A0.000	ISSUE
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SYNOPSIS 11-24-2024 AM

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ARCHITECTURAL DRAWING SET



1 SITE PLAN
SCALE: 1/16" = 1'-0"

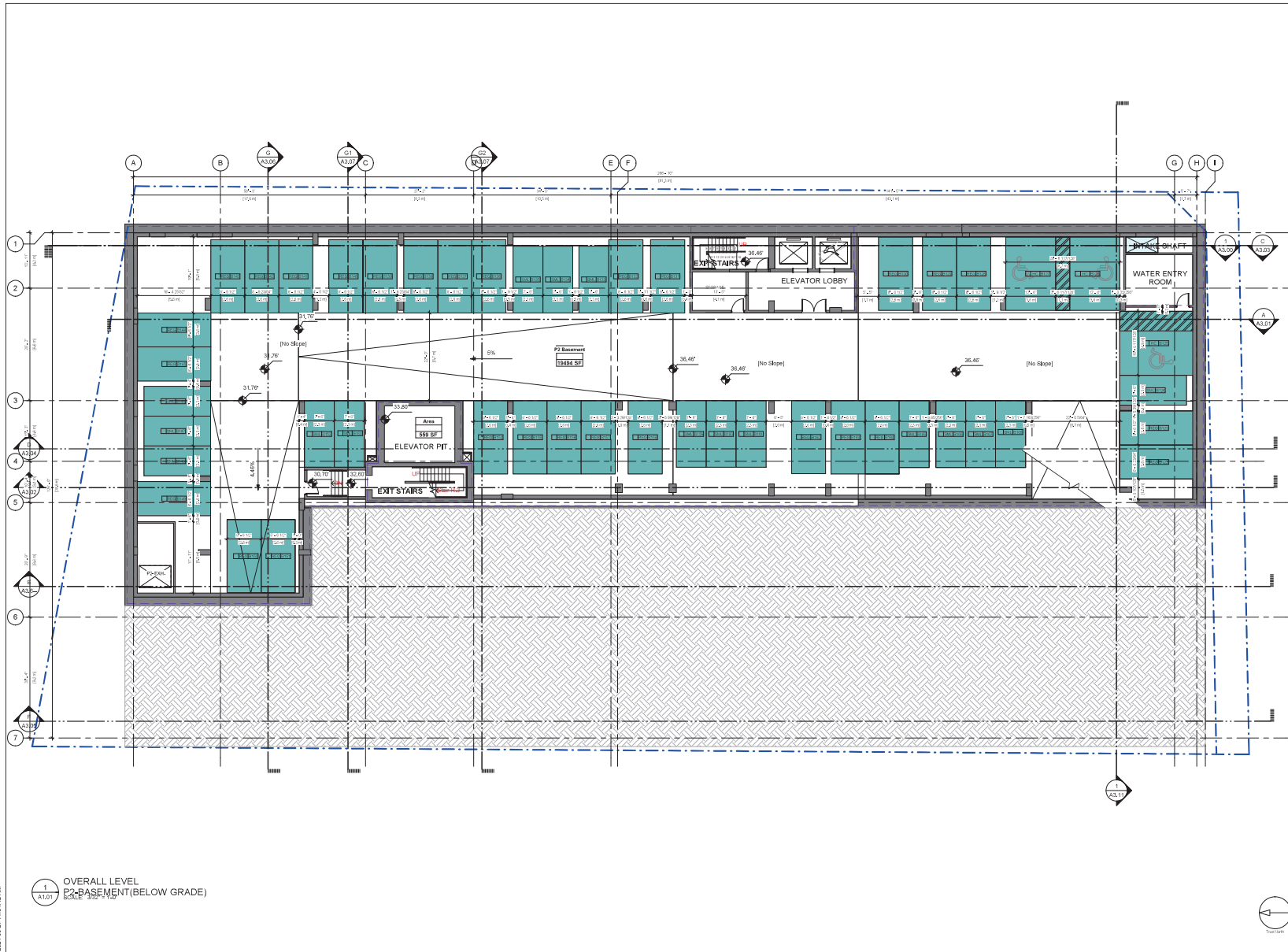
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<p>PROJECT</p> <p>Port Moody Dev</p> <p>3180 St John Street Port Moody, B.C.</p>			
PROJECT NO: 127359			
DRAWN BY: Author		CHECKED BY:	
PROJECT MGR: Designer		APPROVED BY: Approver	
SHEET TITLE: SITE PLAN			
SHEET NUMBER: A0.000		ISSUE:	



Attachment 2 Considered at the September 24, 2024, Regular Council meeting

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Attachment 2
Attachment 4a



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ISSUES	DESCRIPTION	DATE						
02	2023-06-28	ADP SUBMISSION						
CONSULTANTS								
SEAL								
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<p>PROJECT</p> <p>Port Moody Dev</p> <p>3180 St John Street Port Moody, B.C.</p>								
<p>PROJECT NO: 127359</p>								
DRAWN BY:		CHECKED BY:						
PROJECT MGR:		APPROVED BY:						
<p>SHEET TITLE</p> <p>OVERALL LEVEL P2 BASEMENT</p>								
SHEET NUMBER	ISSUE							
A1.01								

1 OVERALL LEVEL
A1.01 P2-BASEMENT (BELOW GRADE)
SCALE: 1/8" = 1'-0"

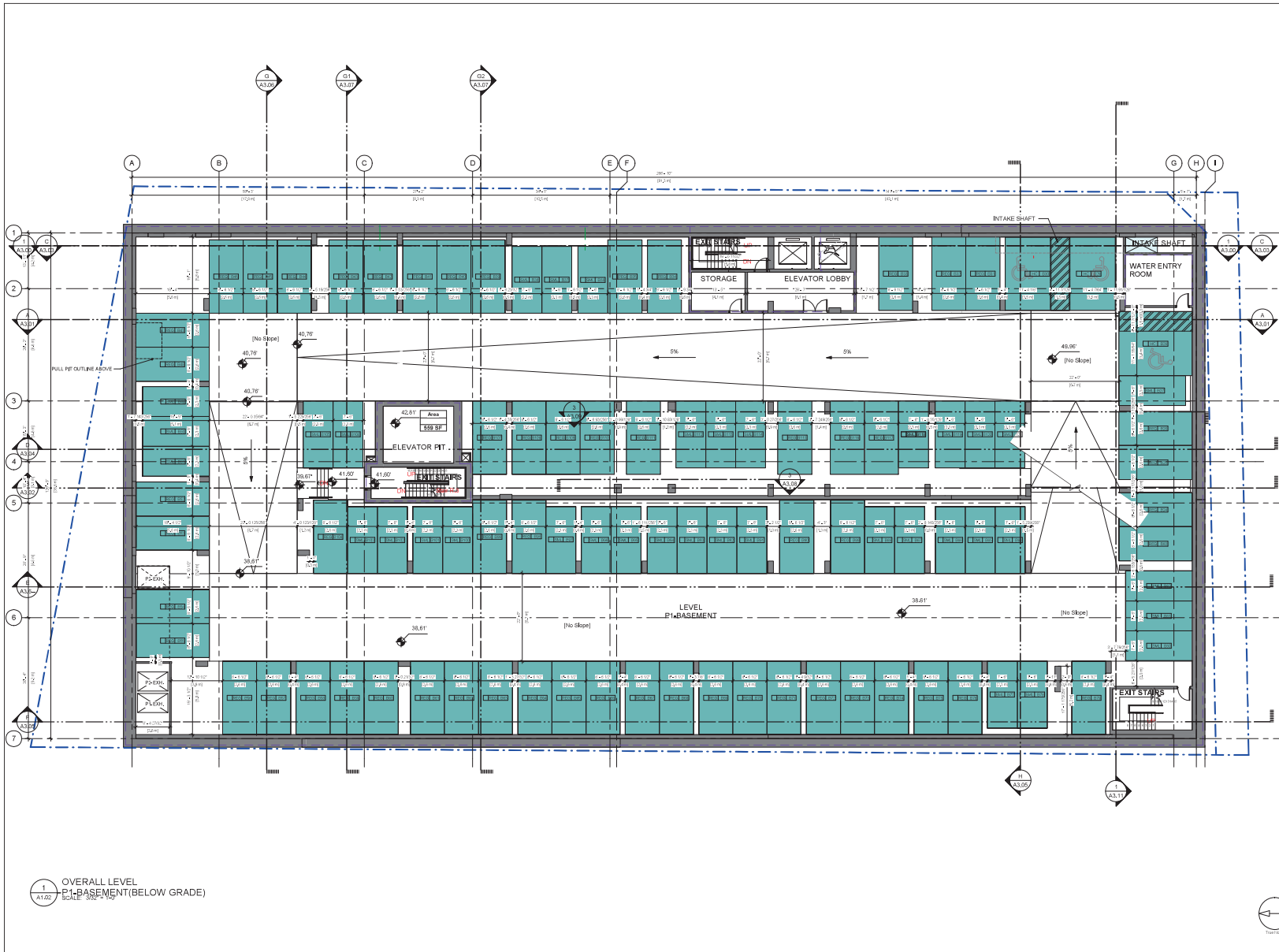
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Considered at the September 24, 2024, Regular Council meeting

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Attachment 2

Attachment 4a



1 OVERALL LEVEL
P1-BASEMENT (BELOW GRADE)
SCALE: 1/8" = 1'-0"

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02	2024-06-28 ADP SUBMISSION							
CONSULTANTS								
SEAL								
<p>PRIME CONSULTANT</p> <p>ARCADIS</p> <p>1285 West Pender Street - Suite 100 Vancouver BC V6E 4B1 Canada Tel 604 683 8782 www.arcadis.com</p>								
<p>PROJECT</p> <p>Port Moody Dev 3180 St John Street Port Moody, B.C.</p>								
<p>PROJECT NO. 127359</p>								
DRAWN BY:		CHECKED BY:						
PROJECT MGR:		APPROVED BY:						
<p>SHEET TITLE</p> <p>OVERALL LEVEL P1-BASEMENT</p>								
SHEET NUMBER	ISSUE							
A1.02								

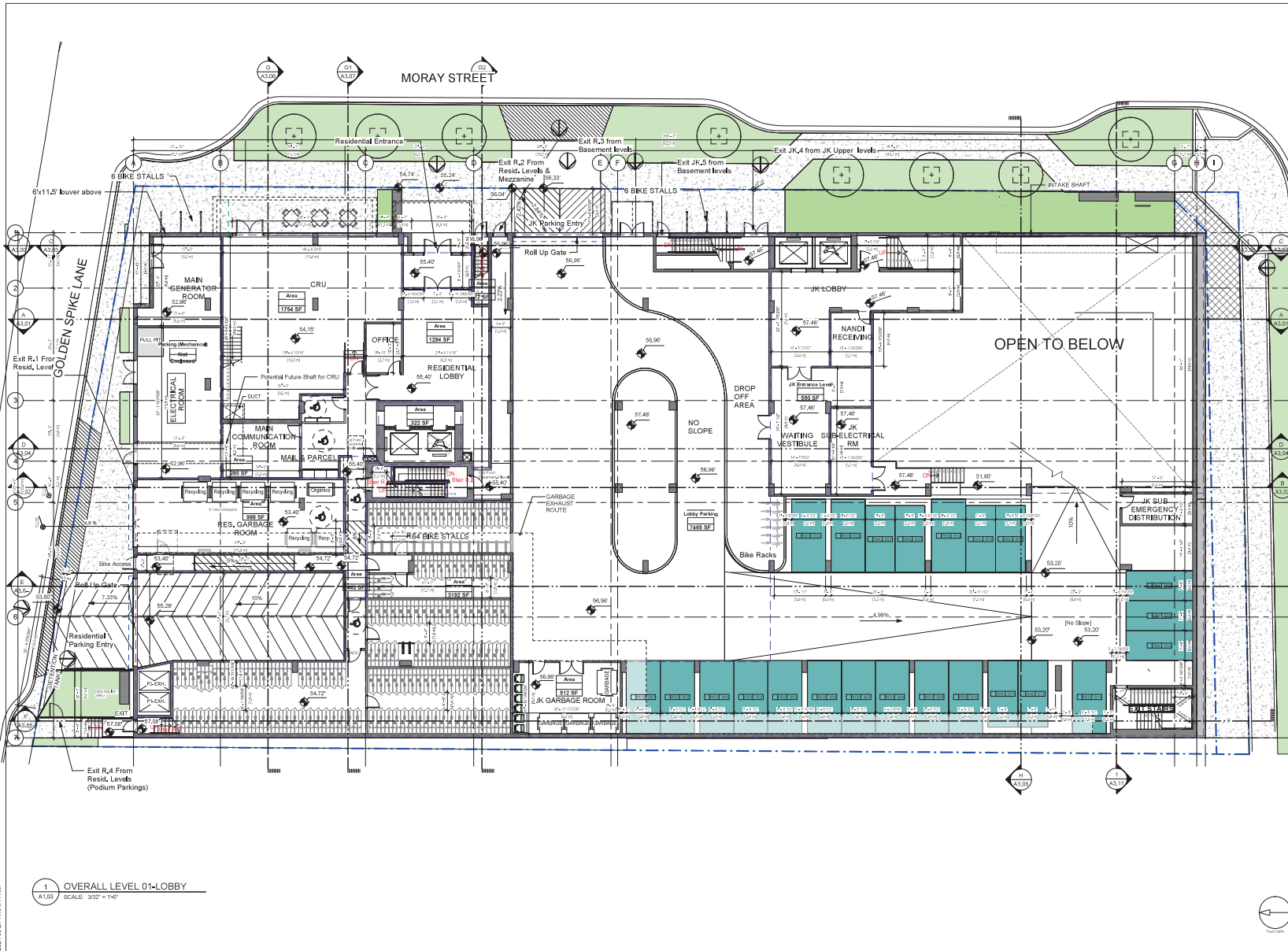
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Attachment 2

Attachment 4a



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PROJECT NO
127359

DRAWN BY: [] CHECKED BY: []

PROJECT MGR: [] APPROVED BY: []

SHEET TITLE
OVERALL LEVEL 1- LOBBY

SHEET NUMBER
A1.03

ISSUE

1 OVERALL LEVEL 01-LOBBY
SCALE: 3/32" = 1'-0"

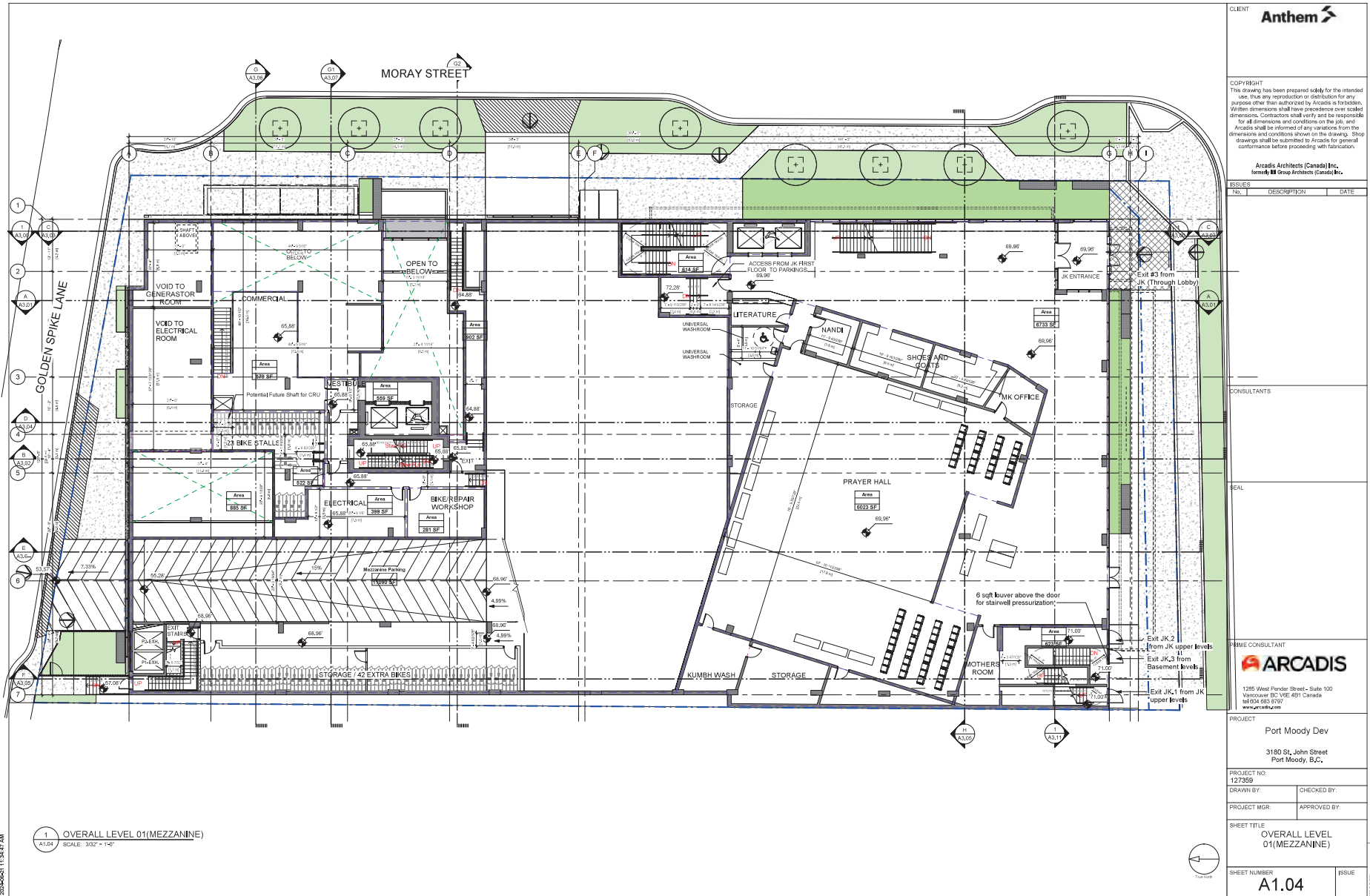


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Attachment 2

148

Attachment 4a



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SHEET TITLE
OVERALL LEVEL 01 (MEZZANINE)

SHEET NUMBER A1.04 **ISSUE**

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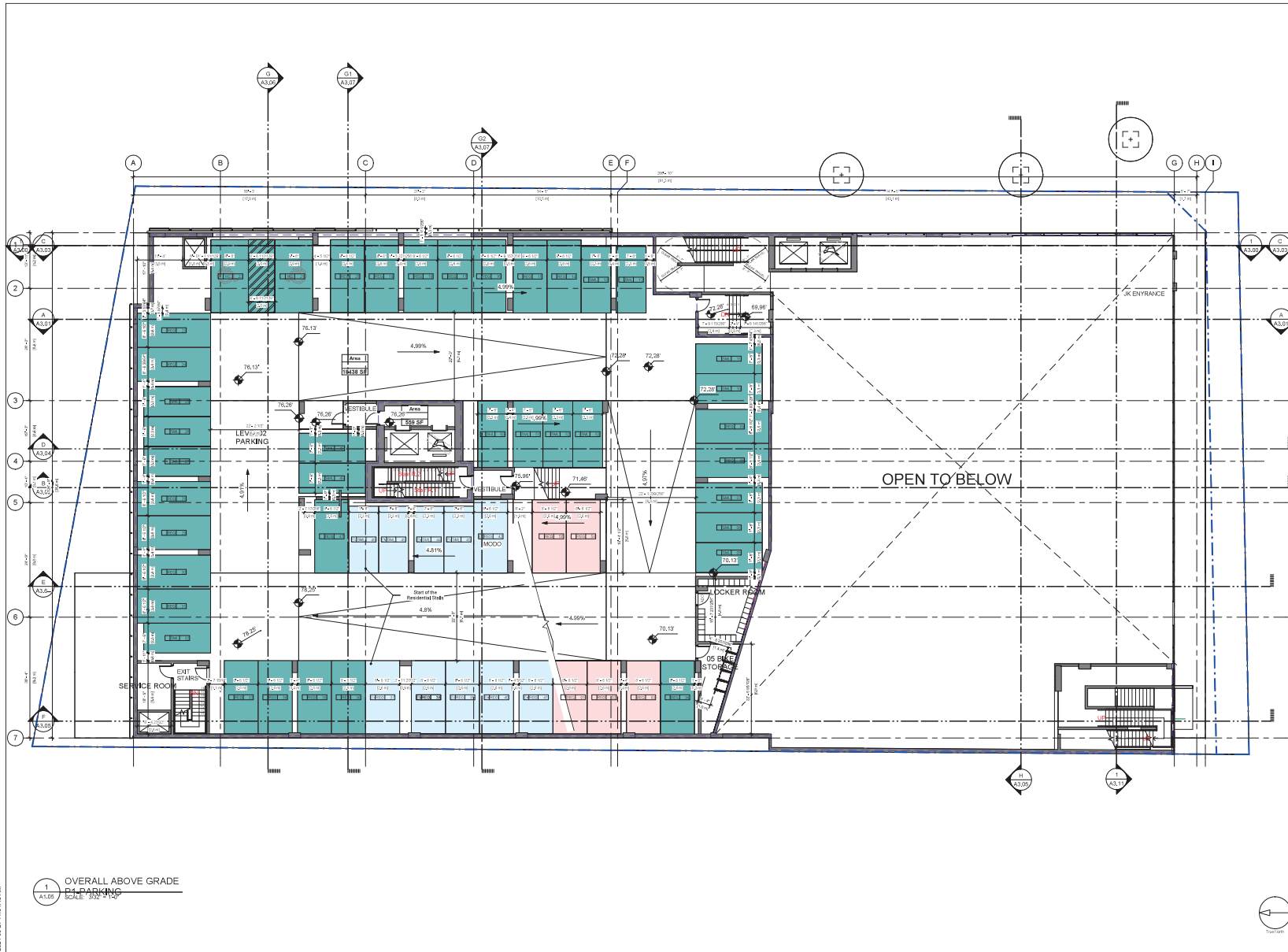
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SHEET TITLE
OVERALL ABOVE GRADE
P1-PARKING

SHEET NUMBER
A1.05

ISSUE

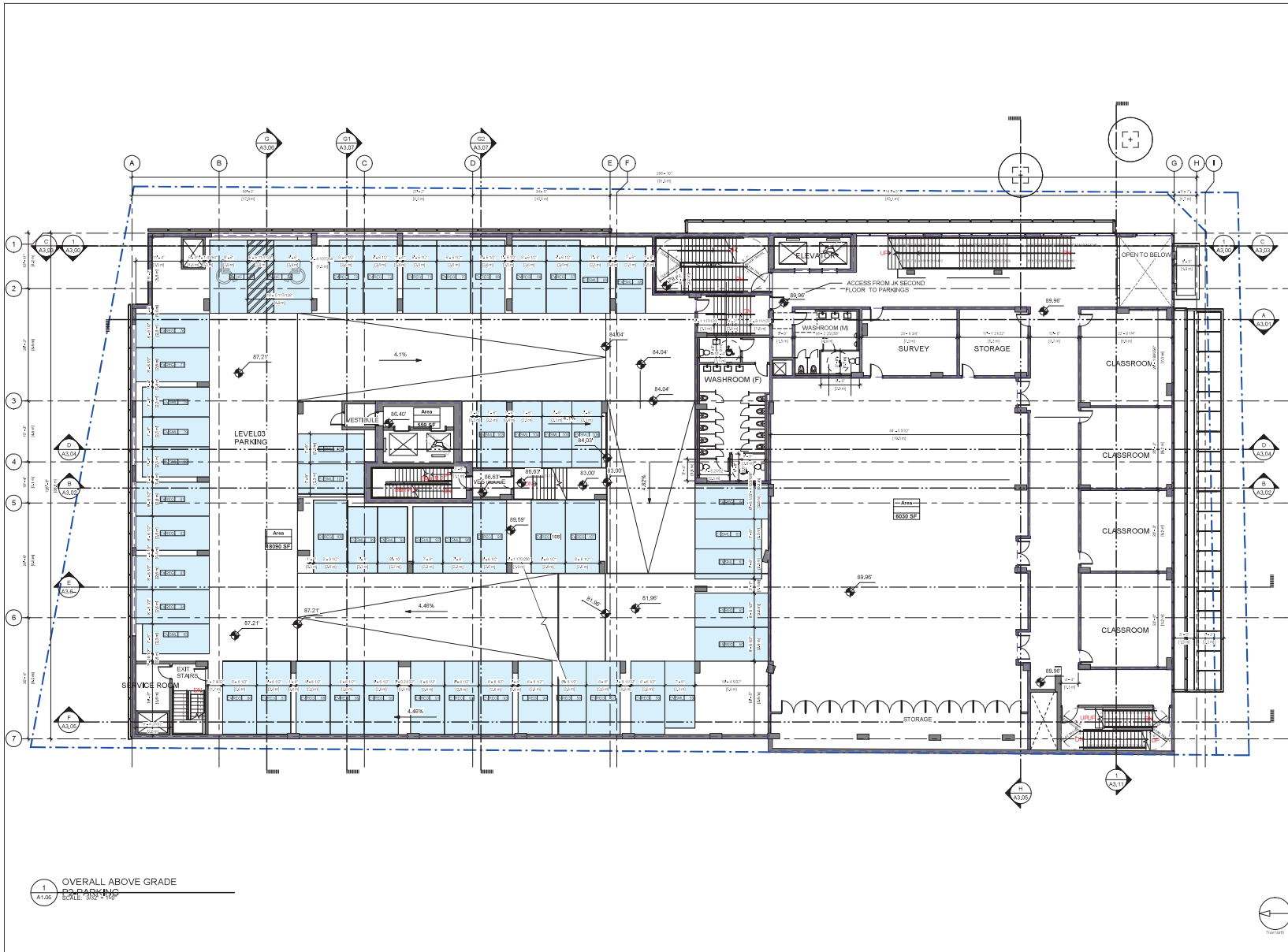
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P1-PARKING
SCALE: 1/8" = 1'-0"

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SHEET TITLE
OVERALL ABOVE GRADE
P2-PARKING

SHEET NUMBER
A1.06

ISSUE

1 OVERALL ABOVE GRADE
P2-PARKING
SCALE: 1/8" = 1'-0"

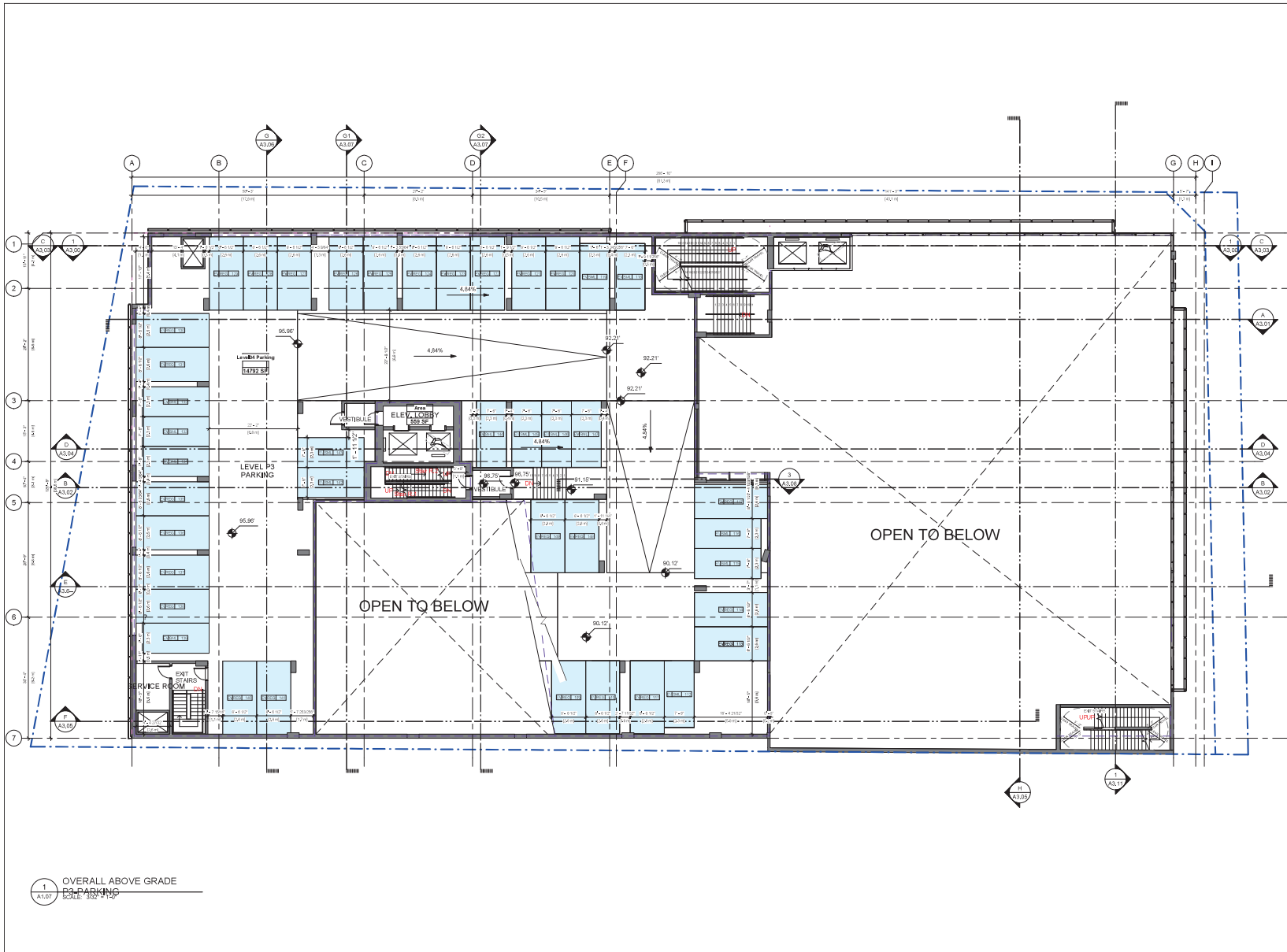
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SHEET TITLE
OVERALL ABOVE GRADE
P3-PARKING

SHEET NUMBER
A1.07

ISSUE

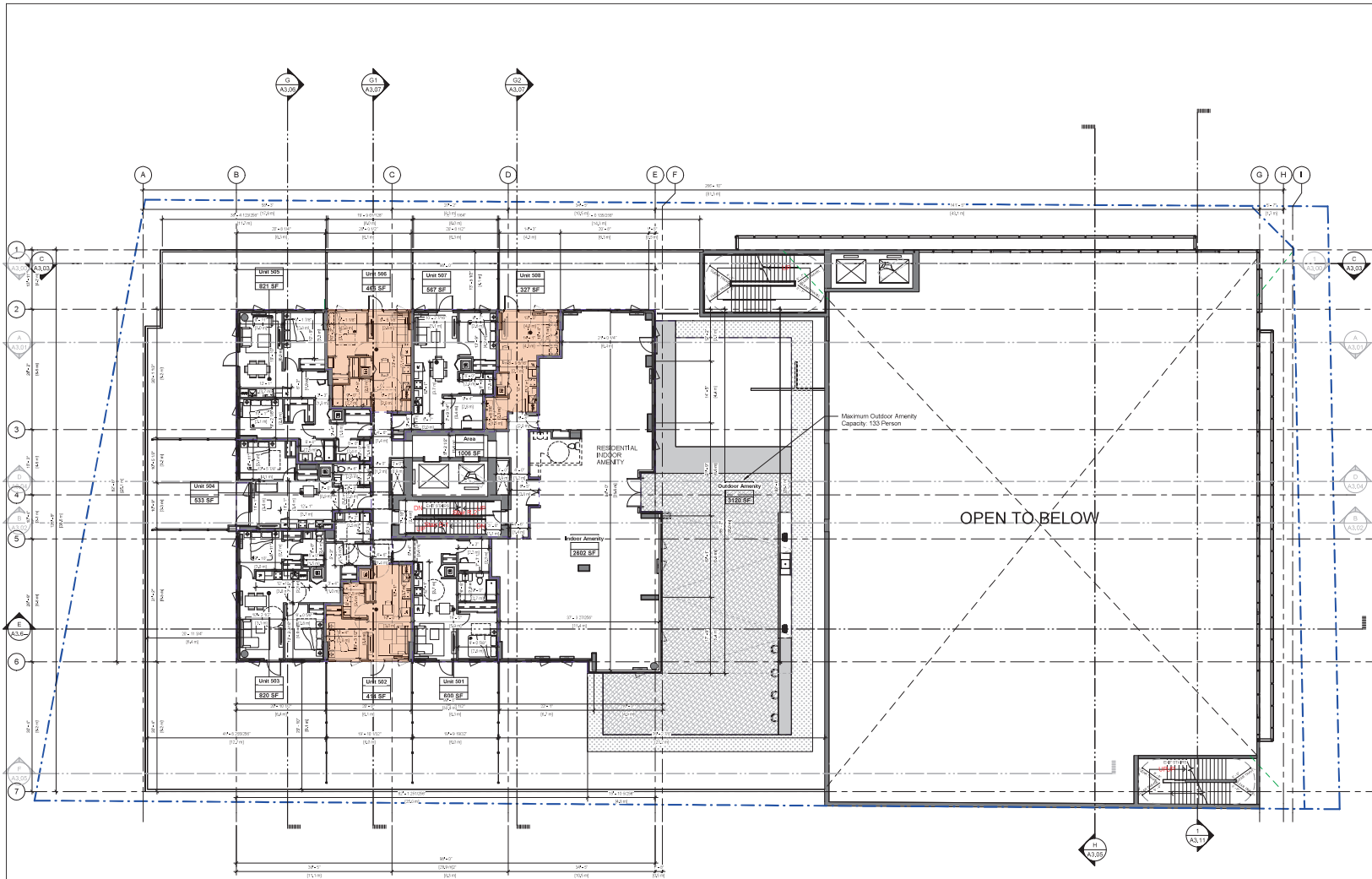
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P3-PARKING
SCALE: 1/8" = 1'-0"

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Attachment 2
Attachment 4a



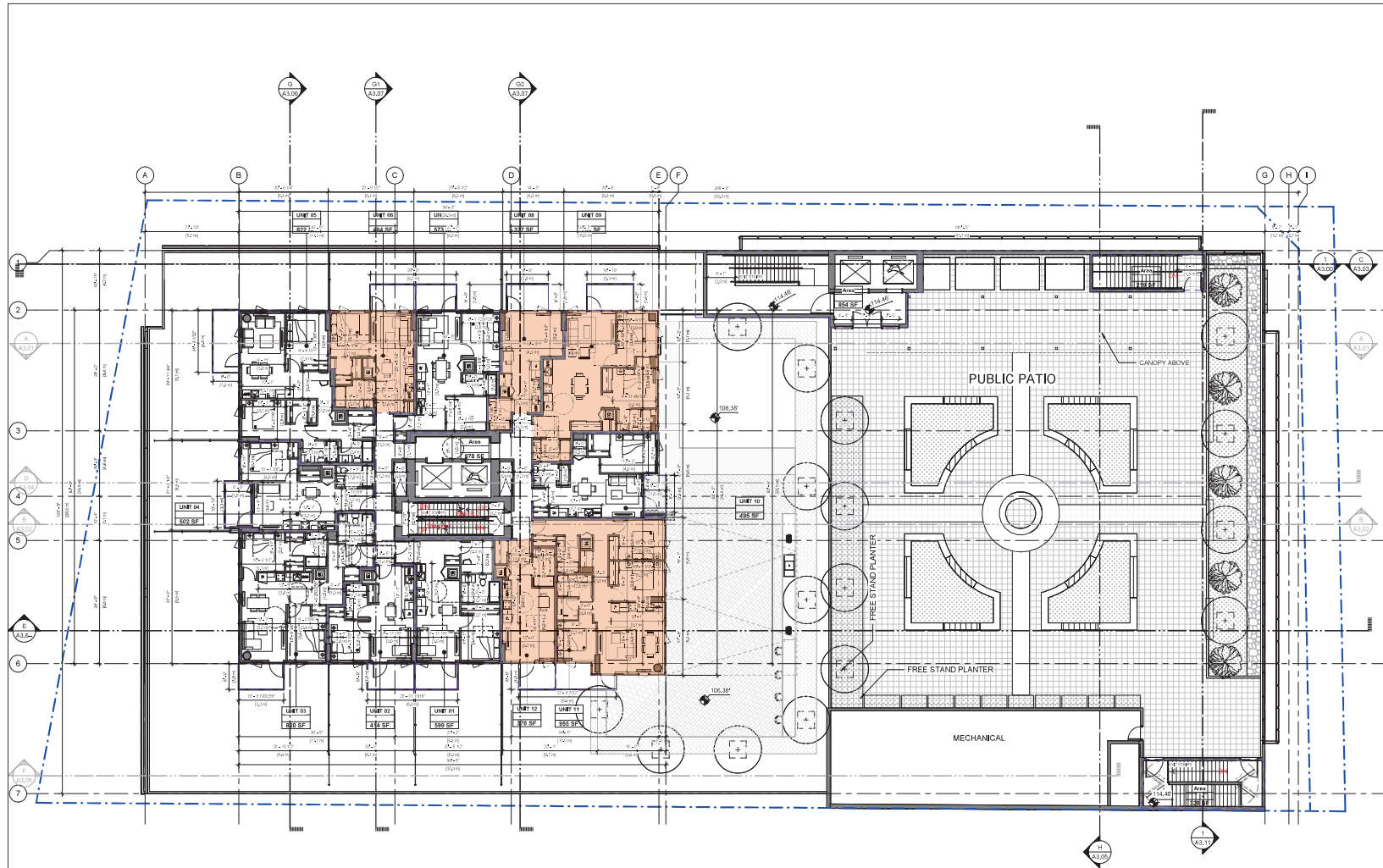
AFFORDABLE RENTAL UNITS

1 OVERALL LEVEL 02
SCALE: 3/32" = 1'-0"

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<table border="1"> <thead> <tr> <th>ISSUES</th> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td>02</td> <td>2024-06-28 ADP SUBMISSION</td> <td></td> </tr> </tbody> </table>				ISSUES	NO.	DESCRIPTION	DATE		02	2024-06-28 ADP SUBMISSION	
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PROJECT MGR:		APPROVED BY:									
<p>SHEET TITLE</p> <p>OVERALL LEVEL 02</p>											
SHEET NUMBER		ISSUE									
A1.08											

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AFFORDABLE RENTAL UNITS

1 OVERALL TYP. LEVEL 03
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PROJECT NO: 127359

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SHEET TITLE
OVERALL TYP. PLANS LEVELS 03-12

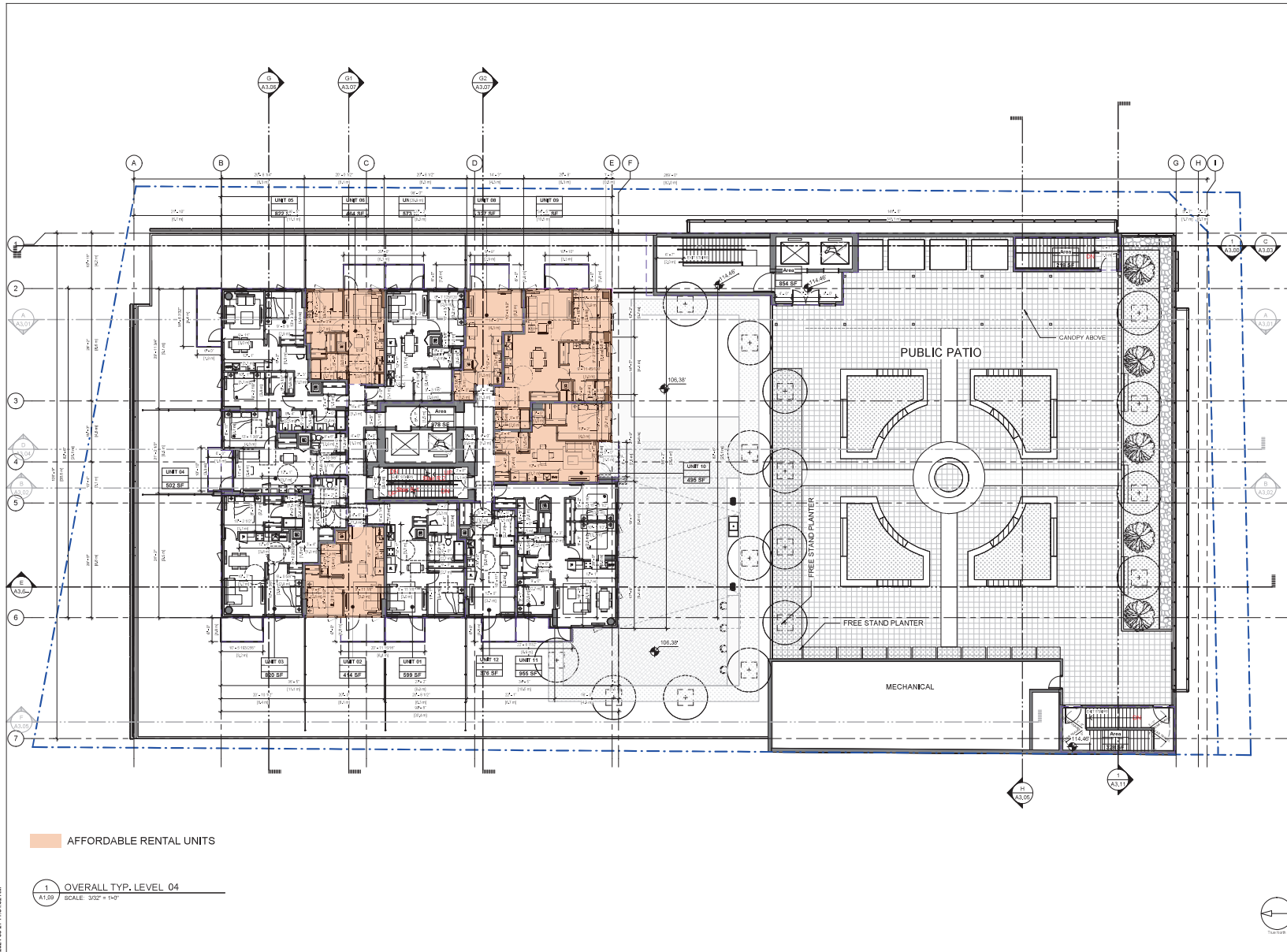
SHEET NUMBER A1.09	ISSUE
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2024/04/21 11:34:52 AM

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154

Attachment 2
Attachment 4b



AFFORDABLE RENTAL UNITS

1 OVERALL TYP. LEVEL 04
A1.09 SCALE: 3/32" = 1'-0"

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SHEET TITLE
OVERALL TYP. PLANS LEVELS 03-12

SHEET NUMBER A1.09	ISSUE
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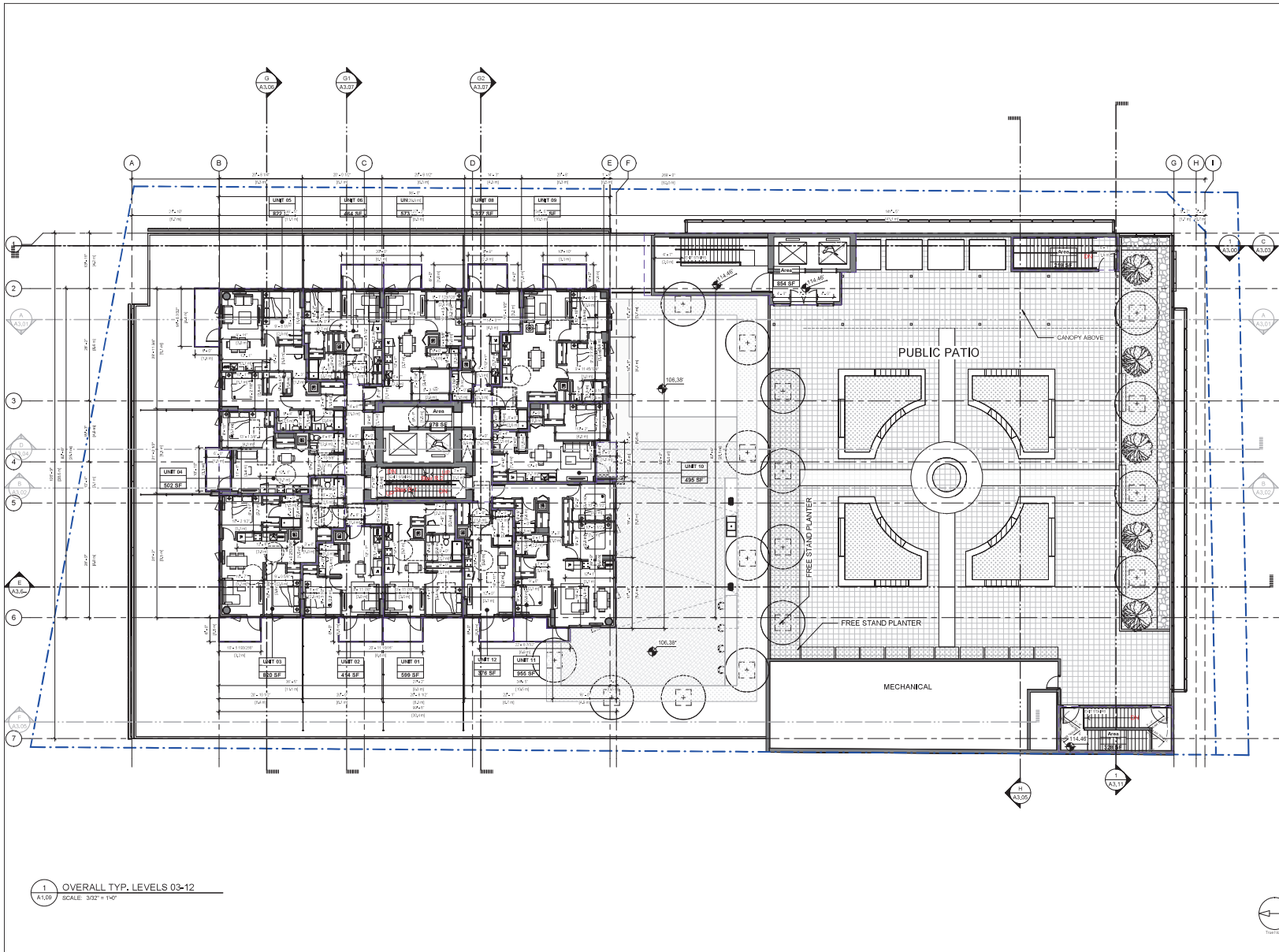
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1 OVERALL TYP. LEVELS 03-12
SCALE: 3/32" = 1'-0"

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CONSULTANTS										
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<p>PRIME CONSULTANT</p> <p>ARCADIS</p> <p>1285 West Pender Street - Suite 100 Vancouver BC V6E 4B1 Canada tel 604 683 8718 www.arcadis.com</p>										
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PROJECT MGR:		APPROVED BY:								
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SHEET NUMBER		ISSUE								
A1.09										

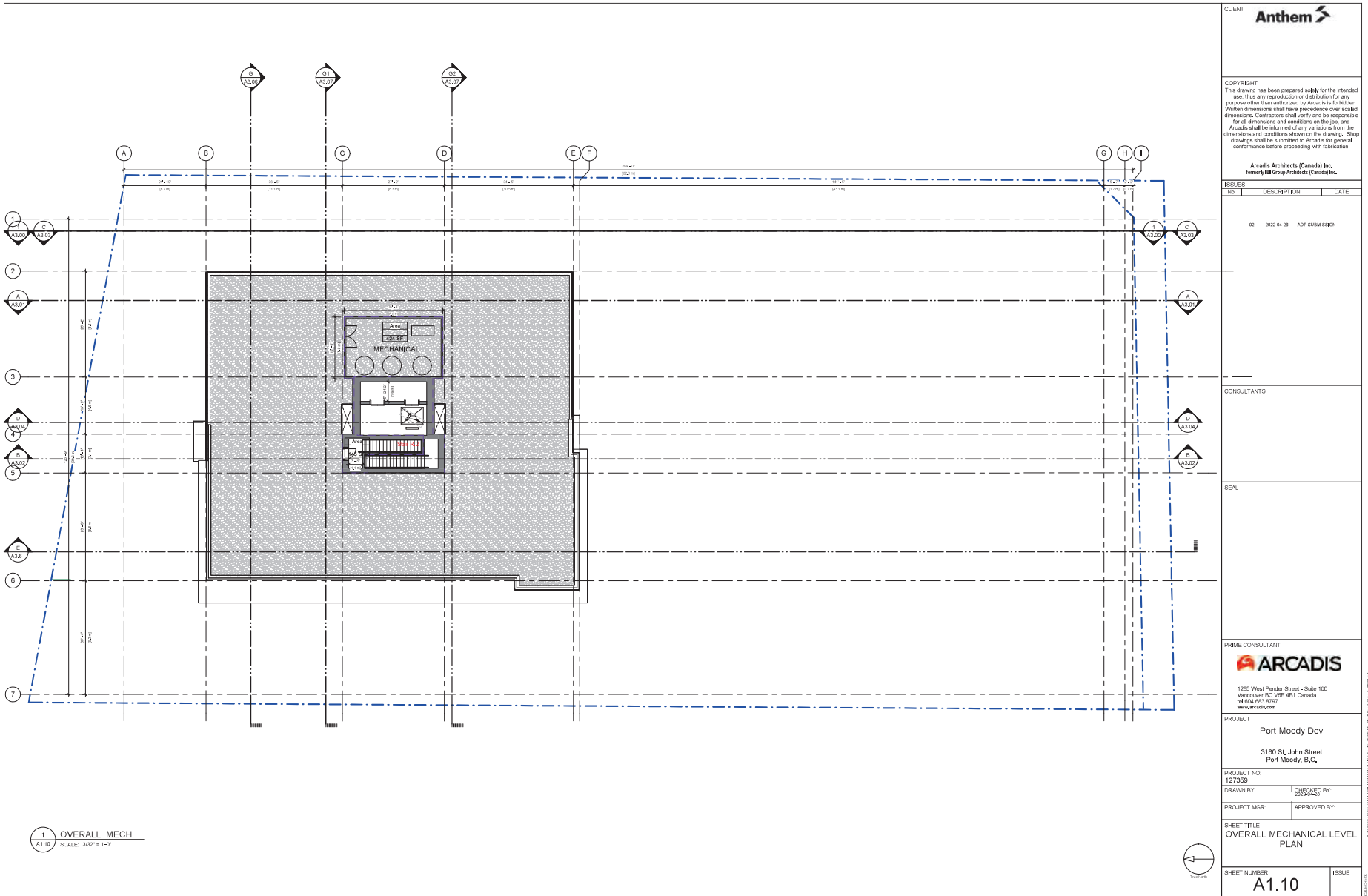
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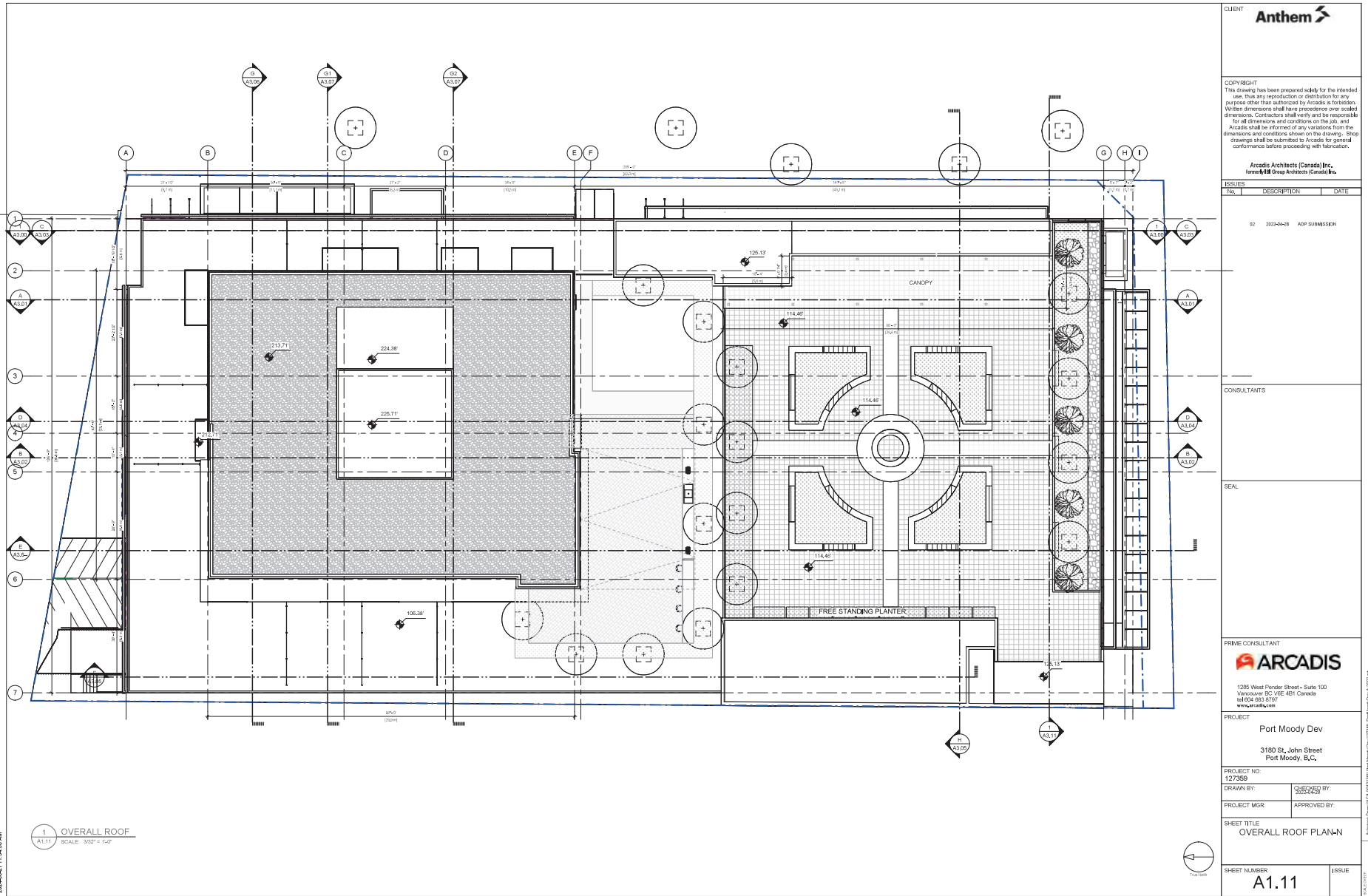
Attachment 4b



Attachment 2 Considered at the September 24, 2024, Regular Council meeting

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Attachment 2
Attachment 4b



Considered at the September 24, 2024, Regular Council meeting

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Attachment 2

Attachment 4b

1 ENLARGED LAYOUT UNIT-01
A1.13 SCALE: 1/4" = 1'-0"

2 ENLARGED LAYOUT UNIT-02
A1.13 SCALE: 1/4" = 1'-0"

3 ENLARGED LAYOUT UNIT-03
A1.13 SCALE: 1/4" = 1'-0"

4 ENLARGED LAYOUT UNIT-04
A1.13 SCALE: 1/4" = 1'-0"

CLIENT: Anthem

Street Address
City, State, ZIP Code

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tel: 604 681 8700 fax: 604 681 9452
ibi@ibi.com

PROJECT: Port Moody Dev
3180 St. John Street
Port Moody, B.C.

PROJECT NO: 127359

DRAWN BY: **Author** CHECKED BY:

PROJECT MGR: **Designer** APPROVED BY: **Approver**

SHEET TITLE: ENLARGED UNIT LAYOUTS

SHEET NUMBER: A1.13	ISSUE
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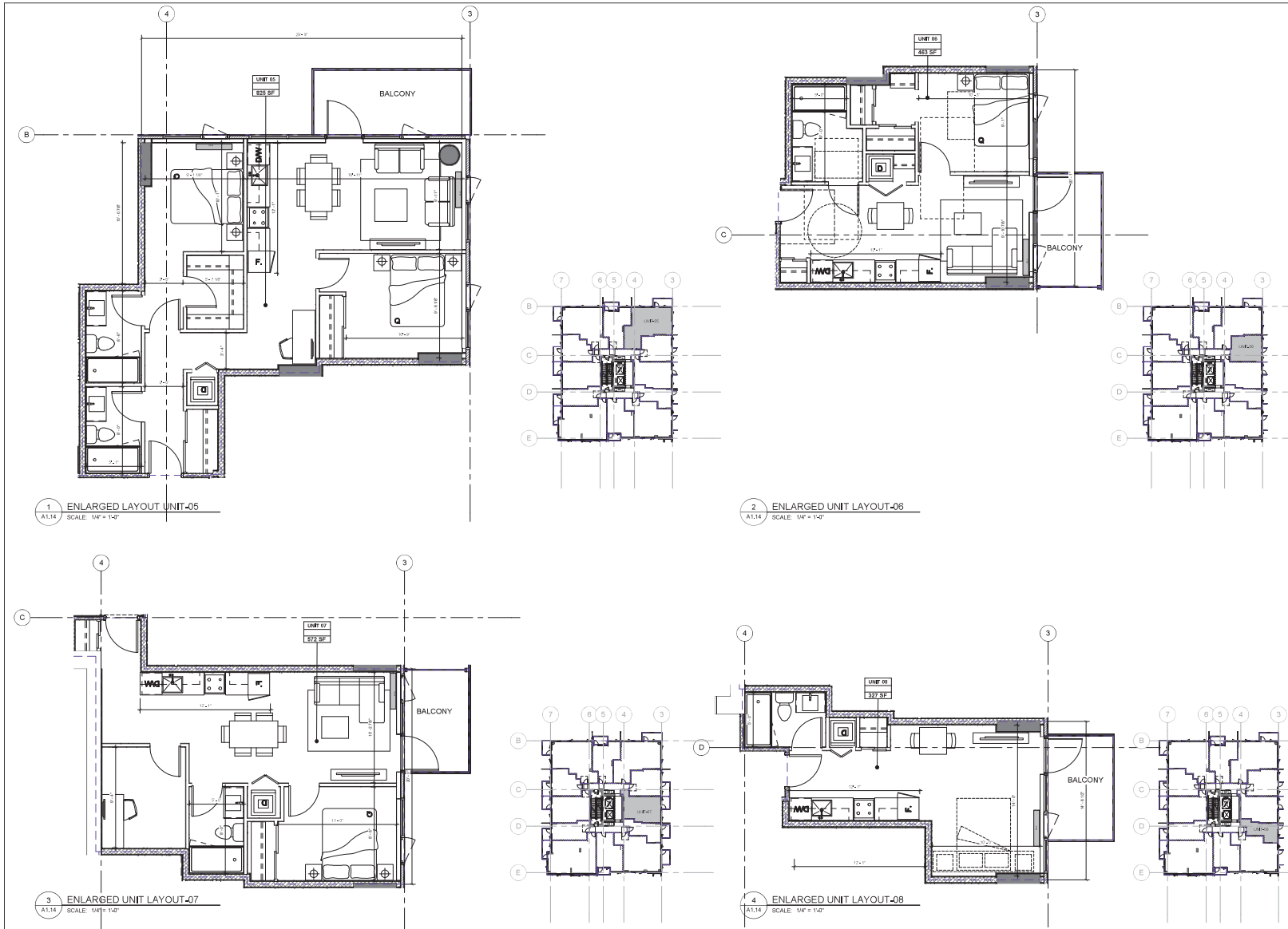
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NO.	DATE	DESCRIPTION					
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<table border="1"> <tr> <td>IBI GROUP</td> <td>1335 West Pender Street Vancouver, BC V6E 4B1 Canada tel 604 683 3727 fax 604 683 3422 ibi@ibi.com</td> </tr> </table>		IBI GROUP	1335 West Pender Street Vancouver, BC V6E 4B1 Canada tel 604 683 3727 fax 604 683 3422 ibi@ibi.com				
IBI GROUP	1335 West Pender Street Vancouver, BC V6E 4B1 Canada tel 604 683 3727 fax 604 683 3422 ibi@ibi.com						
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PROJECT NO: 127359							
DRAWN BY: Author	CHECKED BY: 						
PROJECT MGR: Designer	APPROVED BY: Approver						
SHEET TITLE ENLARGED UNIT LAYOUTS							
SHEET NUMBER A1.14	ISSUE						

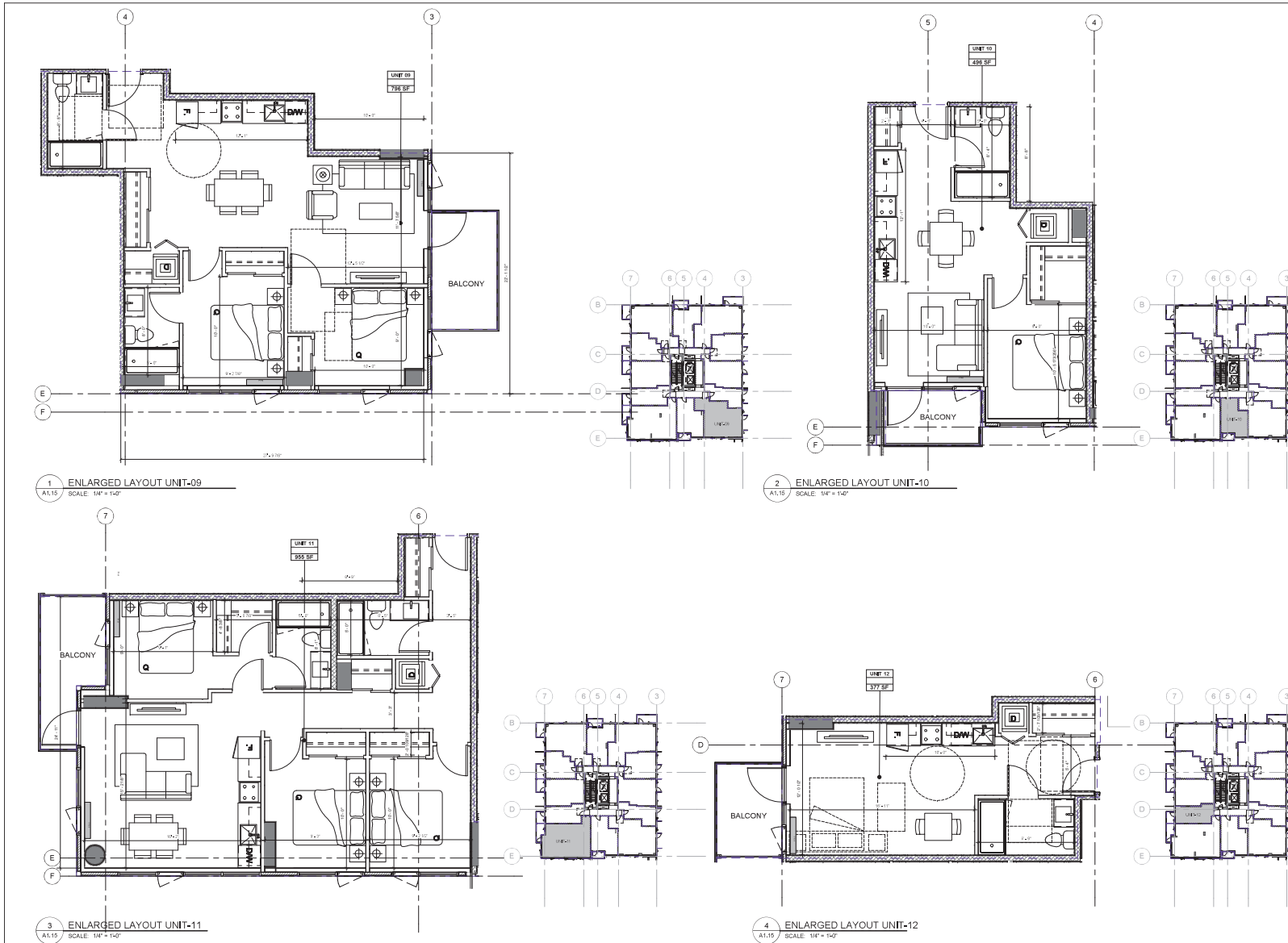
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160

Attachment 2
Attachment 4b



1 ENLARGED LAYOUT UNIT-09
A1.15 SCALE: 1/4" = 1'-0"

2 ENLARGED LAYOUT UNIT-10
A1.15 SCALE: 1/4" = 1'-0"

3 ENLARGED LAYOUT UNIT-11
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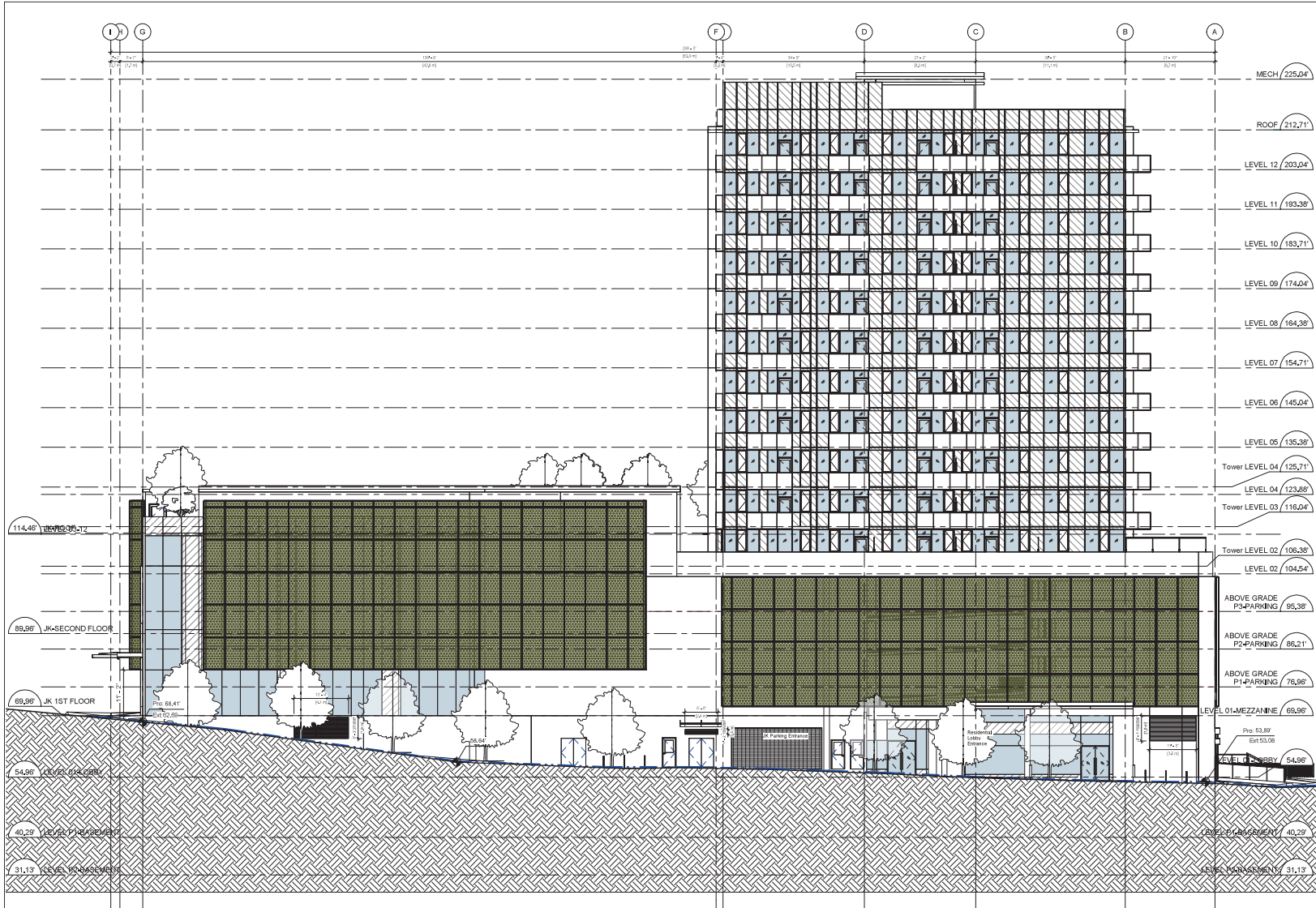
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A1.15 SCALE: 1/4" = 1'-0"

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PROJECT		Port Moody Dev 3180 St. John Street Port Moody, B.C.
PROJECT NO.		127359
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PROJECT MGR:		Designer
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SHEET TITLE		ENLARGED UNIT LAYOUTS
SHEET NUMBER	ISSUE	
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PROJECT NO.
127359

DRAWN BY:
Author

DESIGNED BY:
Designer

PROJECT MGR:
Designer

APPROVED BY:
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SHEET TITLE
OVERALL EAST ELEVATION

SHEET NUMBER:
A2.01

ISSUE

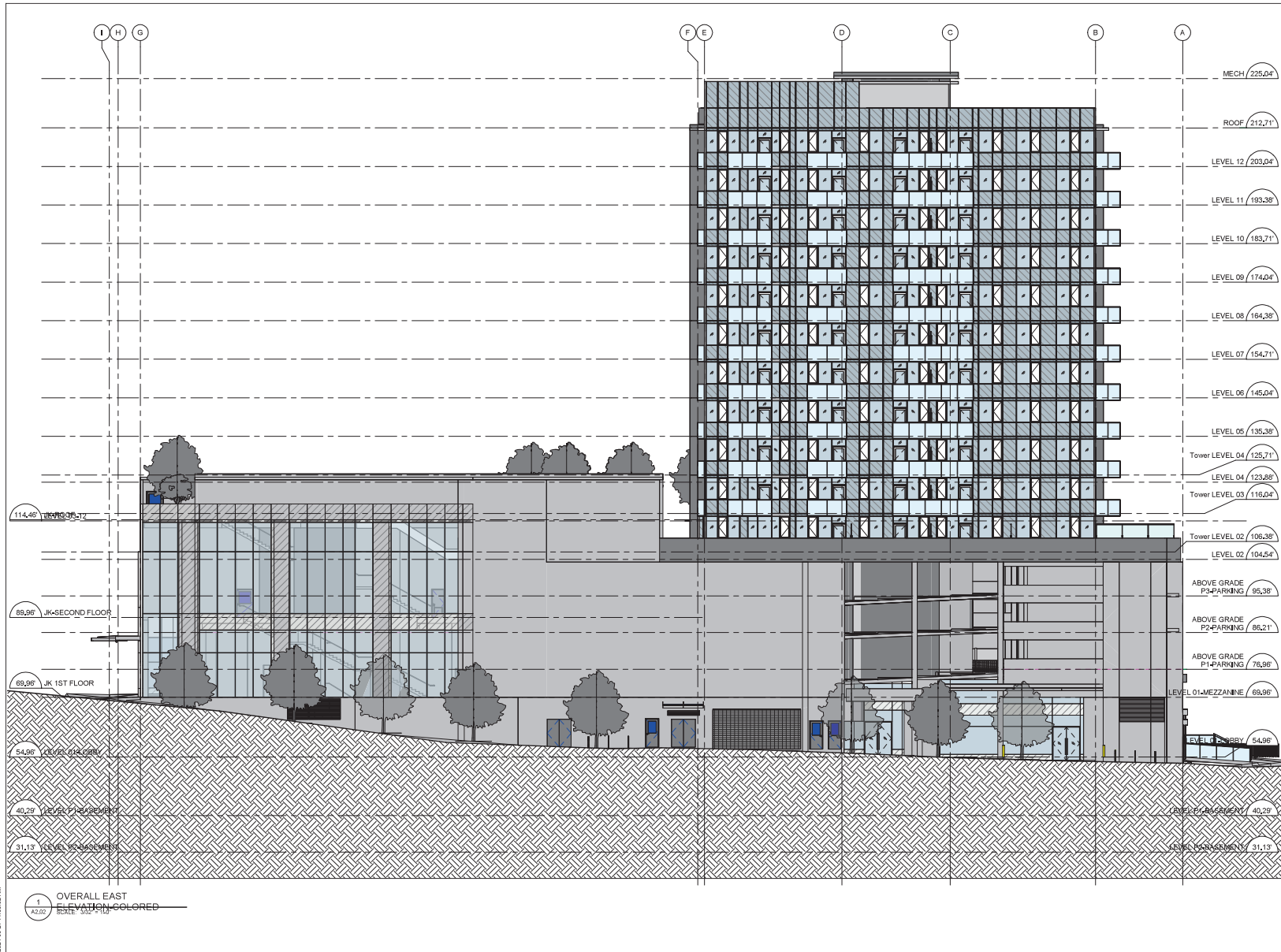
1 OVERALL EAST ELEVATION
A2.01 SCALE: 3/32" = 1'-0"

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162

Attachment 2
Attachment 4b



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Port Moody, B.C.

PROJECT NO
127359

DRAWN BY: **Author** | CHECKED BY: **Designer**

PROJECT MGR: **Designer** | APPROVED BY: **Approver**

SHEET TITLE
OVERALL EAST ELEVATION

SHEET NUMBER: **A2.02** | ISSUE

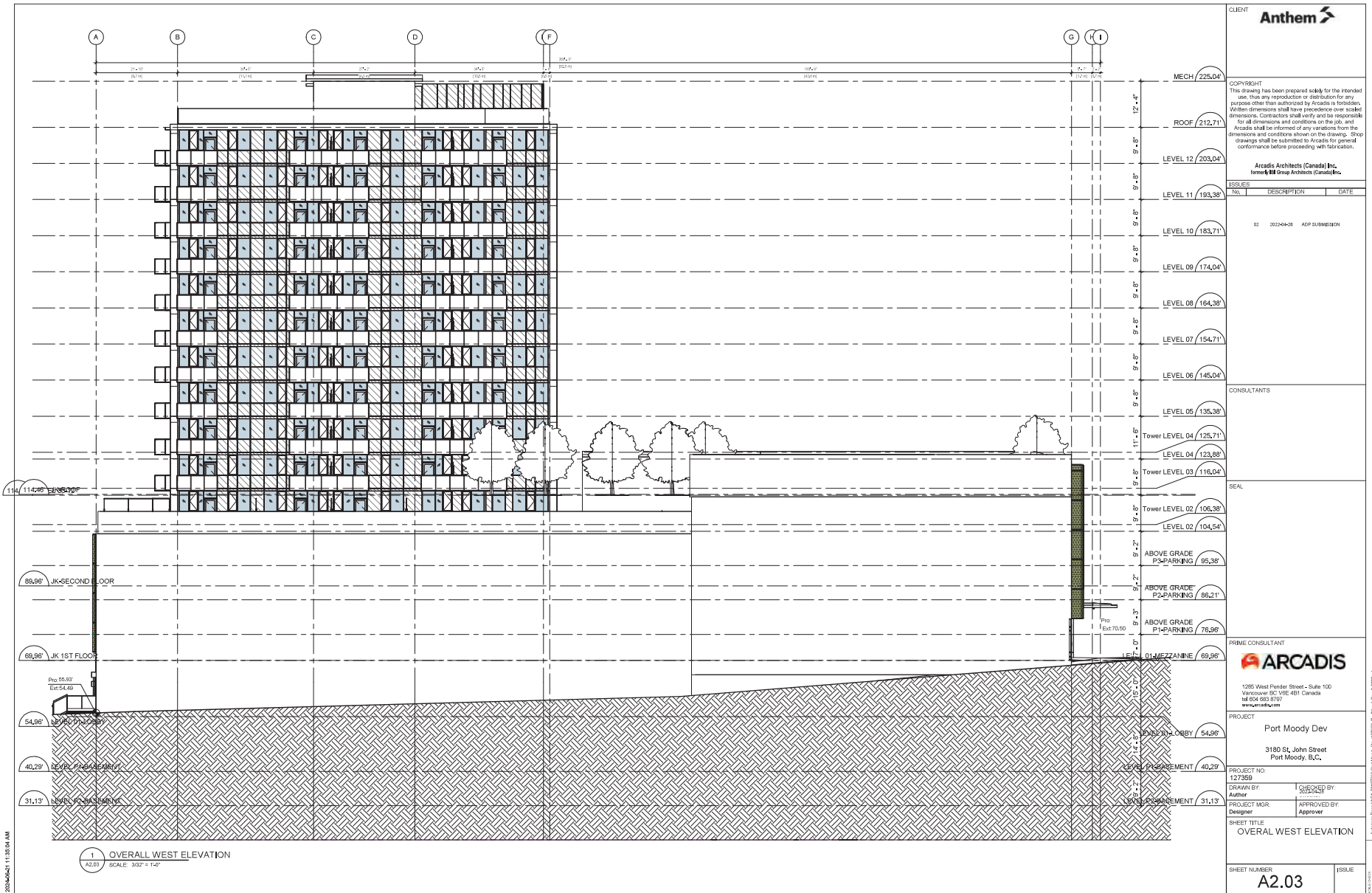
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163

Attachment 2

Attachment 4b



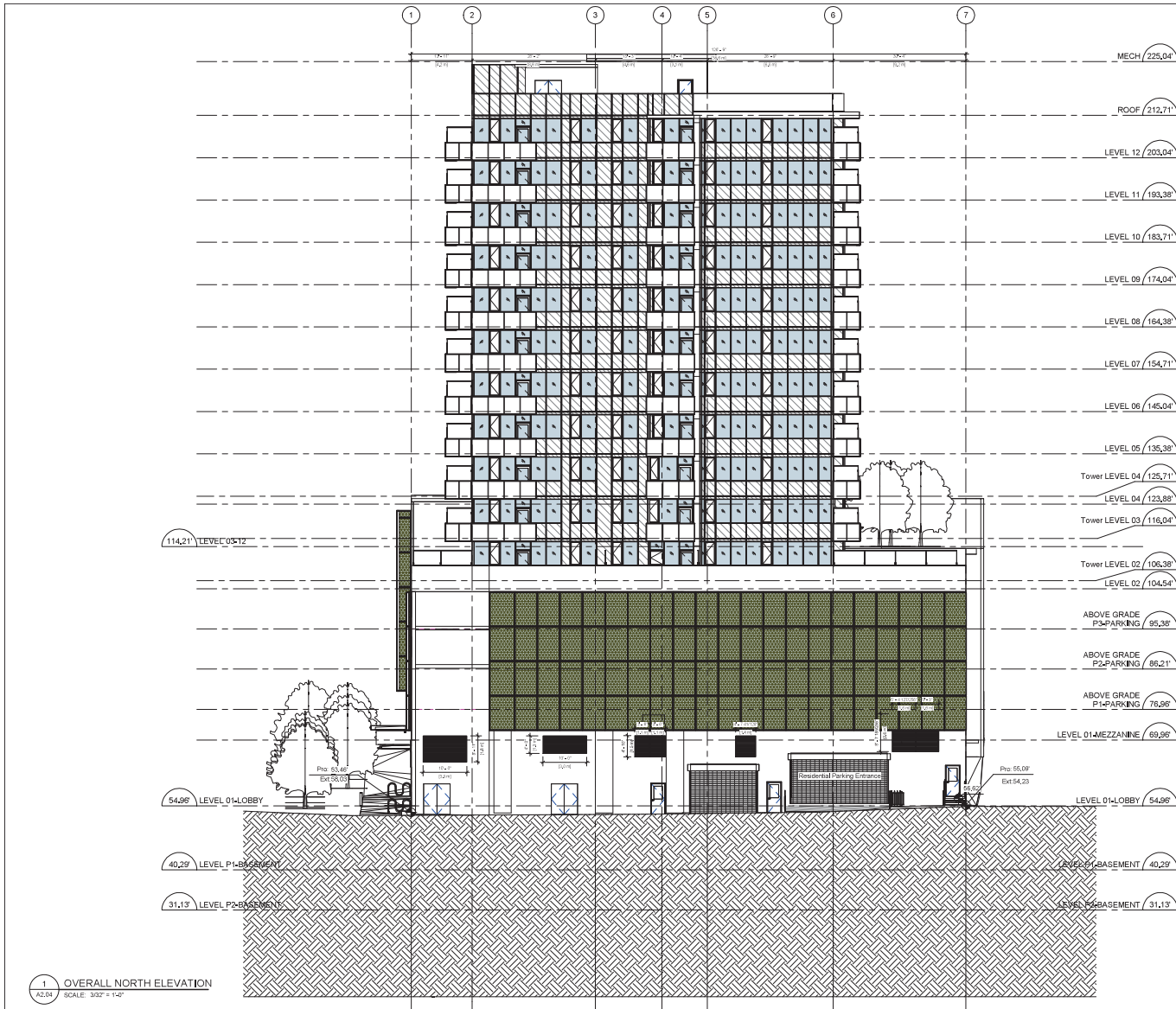
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ISSUES		
No.	DESCRIPTION	DATE
02	2024-06-28 ADP SUBMISSION	
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SEAL		
PRIME CONSULTANT		ARCADIS
PROJECT		Port Moody Dev 3180 St John Street Port Moody, B.C.
PROJECT NO.		127359
DRAWN BY:		Author
PROJECT MGR:		Designer
CHECKED BY:		Author
APPROVED BY:		Approver
SHEET TITLE		OVERALL WEST ELEVATION
SHEET NUMBER:		A2.03
ISSUE		

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Attachment 2

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1 OVERALL NORTH ELEVATION
SCALE: 3/32" = 1'-0"

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	02	2024-06-28	ADP SUBMISSION

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1285 West Pender Street - Suite 100
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www.arcadis.com

PROJECT
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3180 St John Street
Port Moody, B.C.

PROJECT NO
127359

DRAWN BY: Author	CHECKED BY: Designer
PROJECT MGR: Designer	APPROVED BY: Approver

SHEET TITLE
OVERALL NORTH ELEVATION

SHEET NUMBER: A2.04	ISSUE
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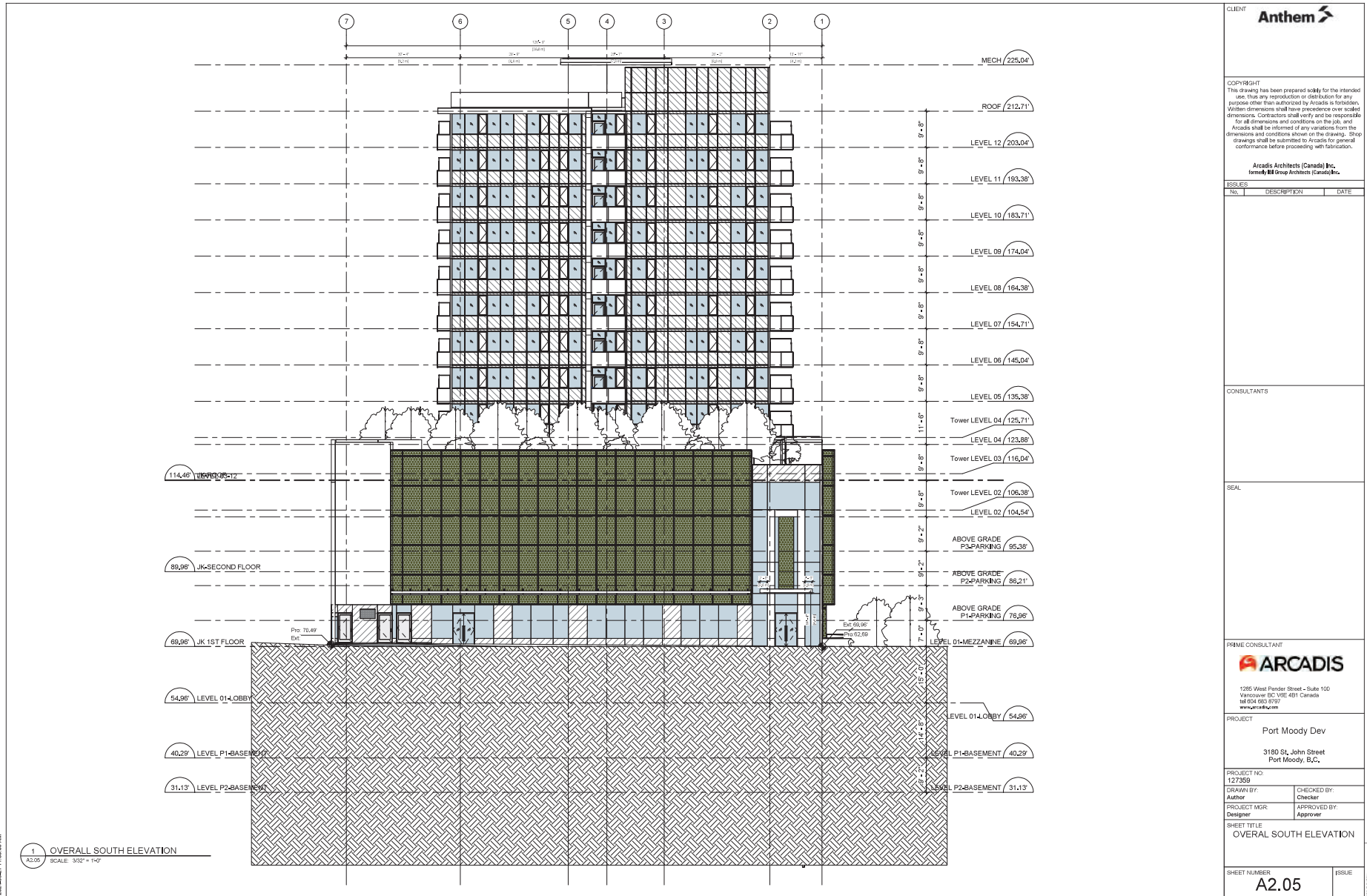
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Attachment 4b



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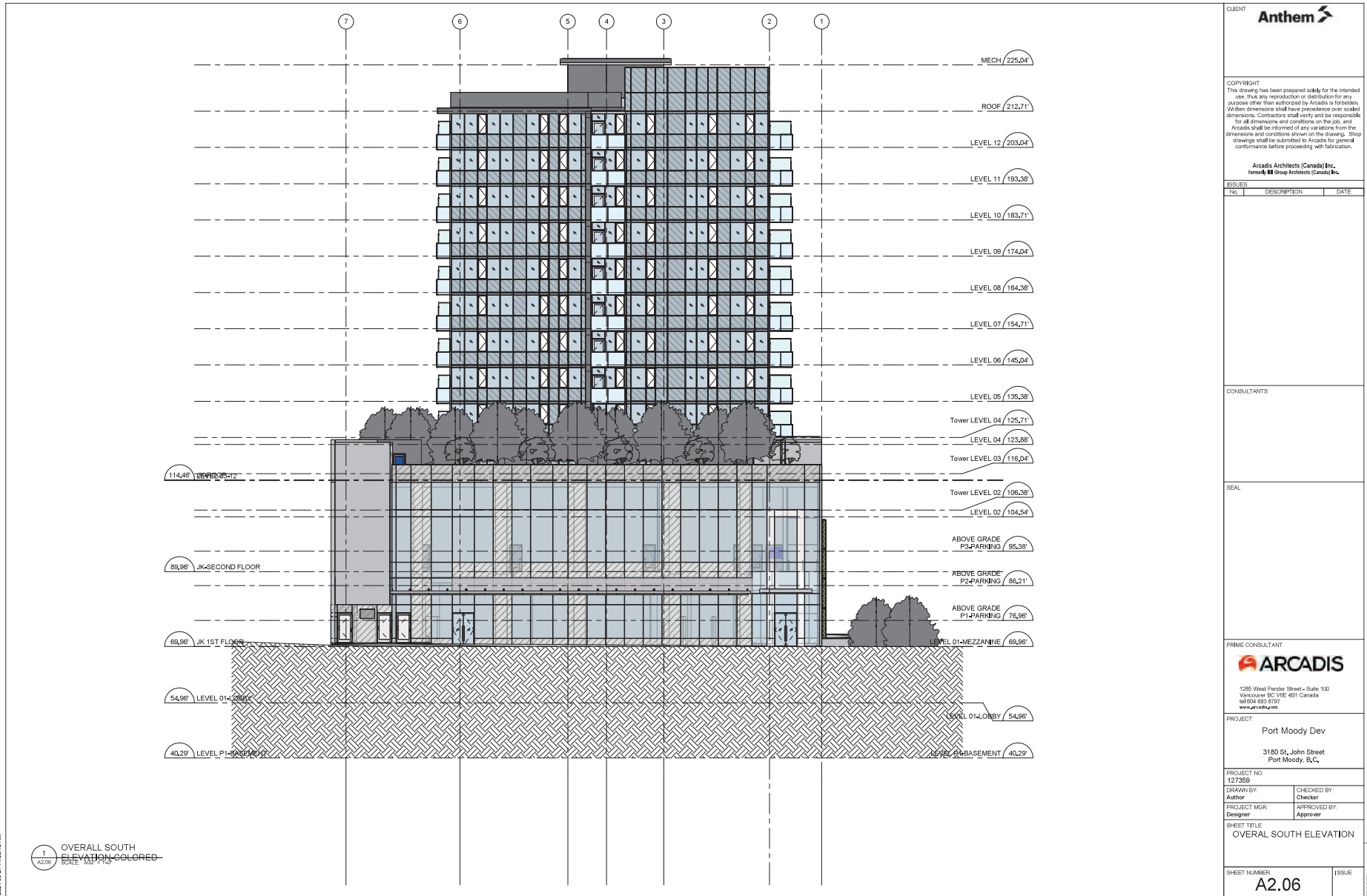
PROJECT NO:
127359

DRAWN BY: Author	CHECKED BY: Checker
PROJECT MGR: Designer	APPROVED BY: Approver

SHEET TITLE
OVERALL SOUTH ELEVATION

SHEET NUMBER A2.05	ISSUE
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Considered at the September 24, 2024, Regular Council meeting



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MATERIAL LIST

ALUMINIUM PANEL
WHITE

VISION GLASS-LOW E GLAZING UNIT
LIGHT BLUE

SPANDREL GLAZING
DARK BLUE

SPANDREL GLAZING
WHITE PANEL

FIBRE CEMENT PANEL
WHITE

PAINTED CONCRETE
LIGHT GREY

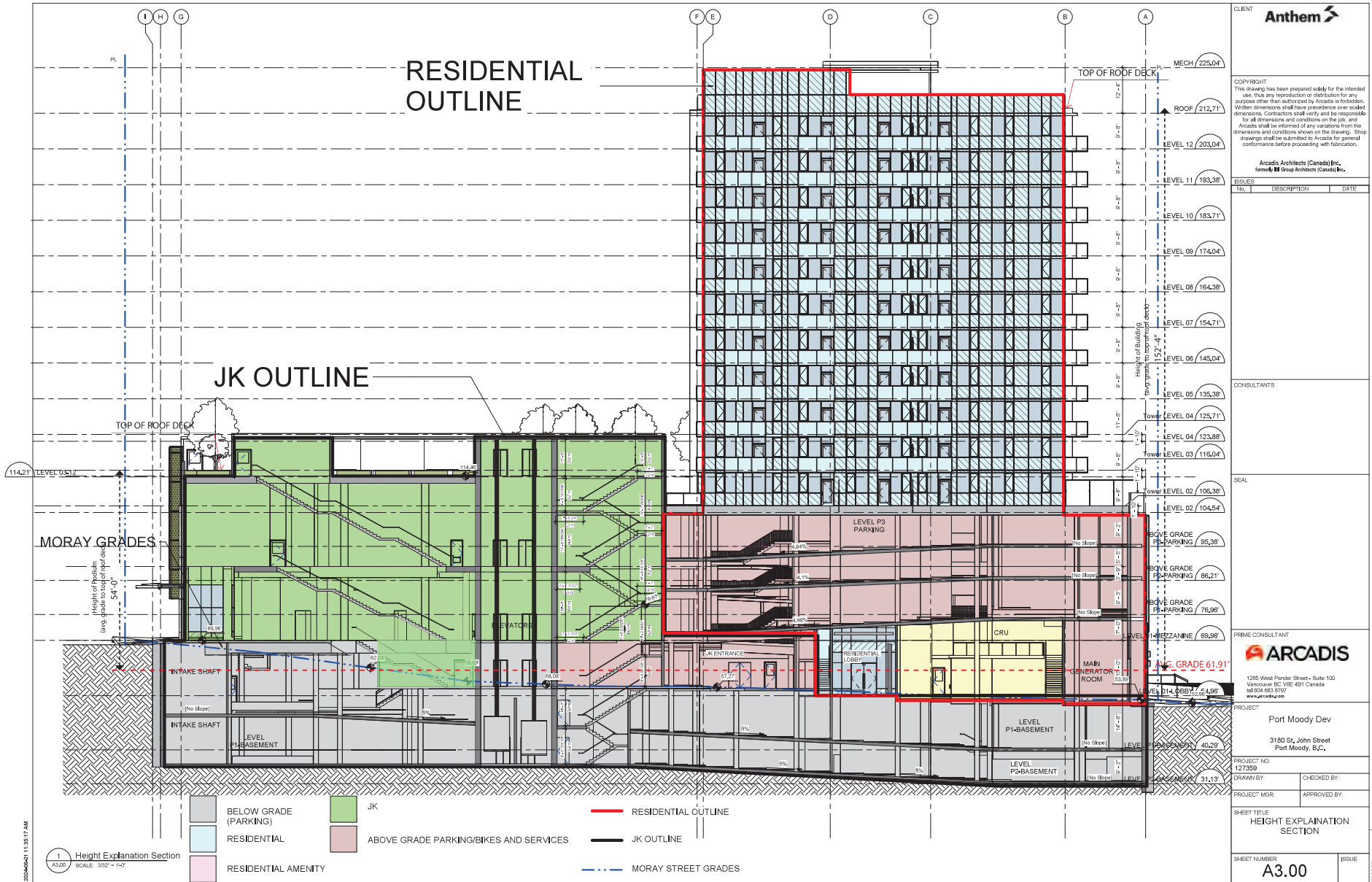
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168

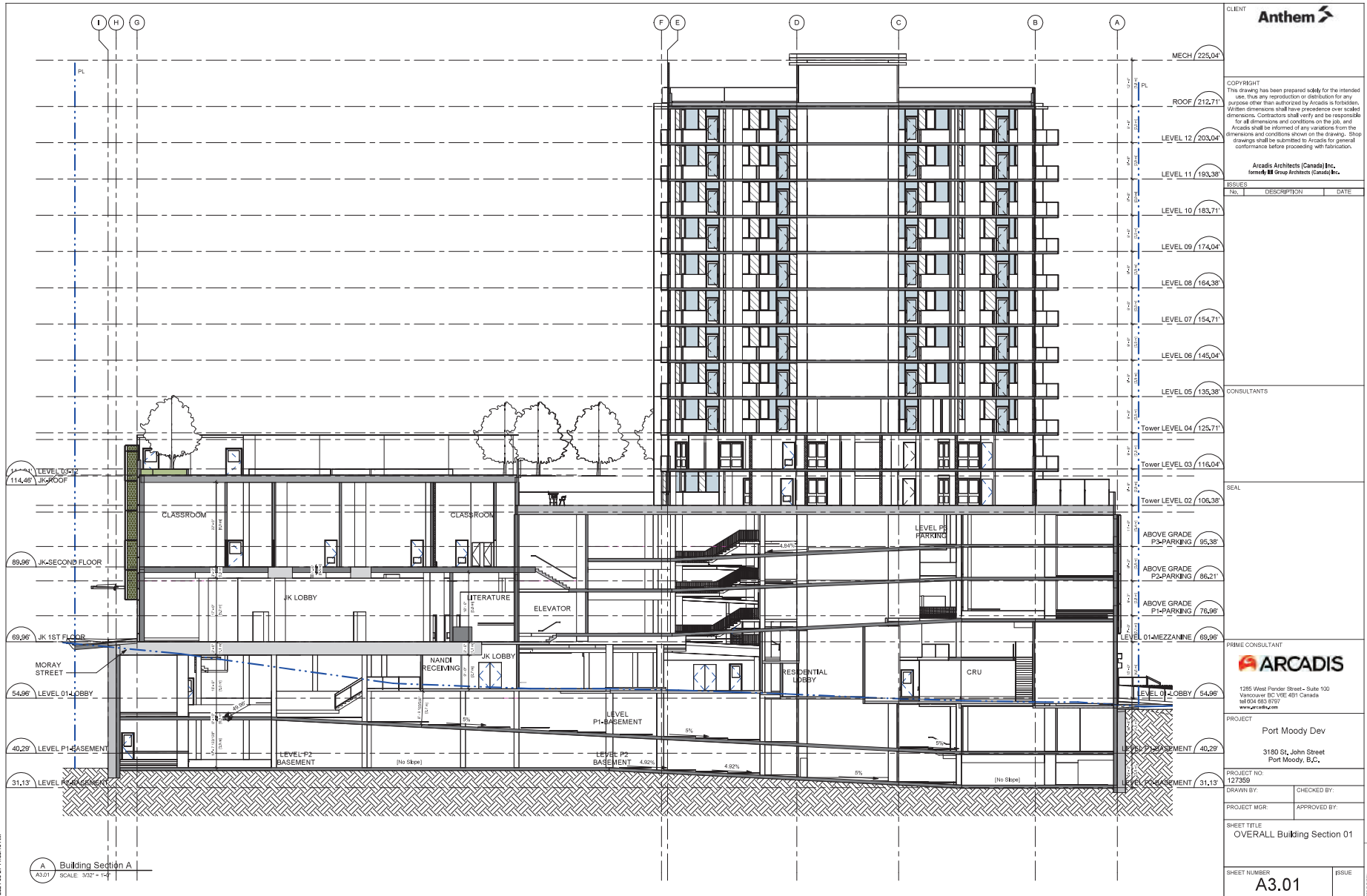
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Attachment 2 Considered at the September 24, 2024, Regular Council meeting

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Attachment 2
Attachment 4b

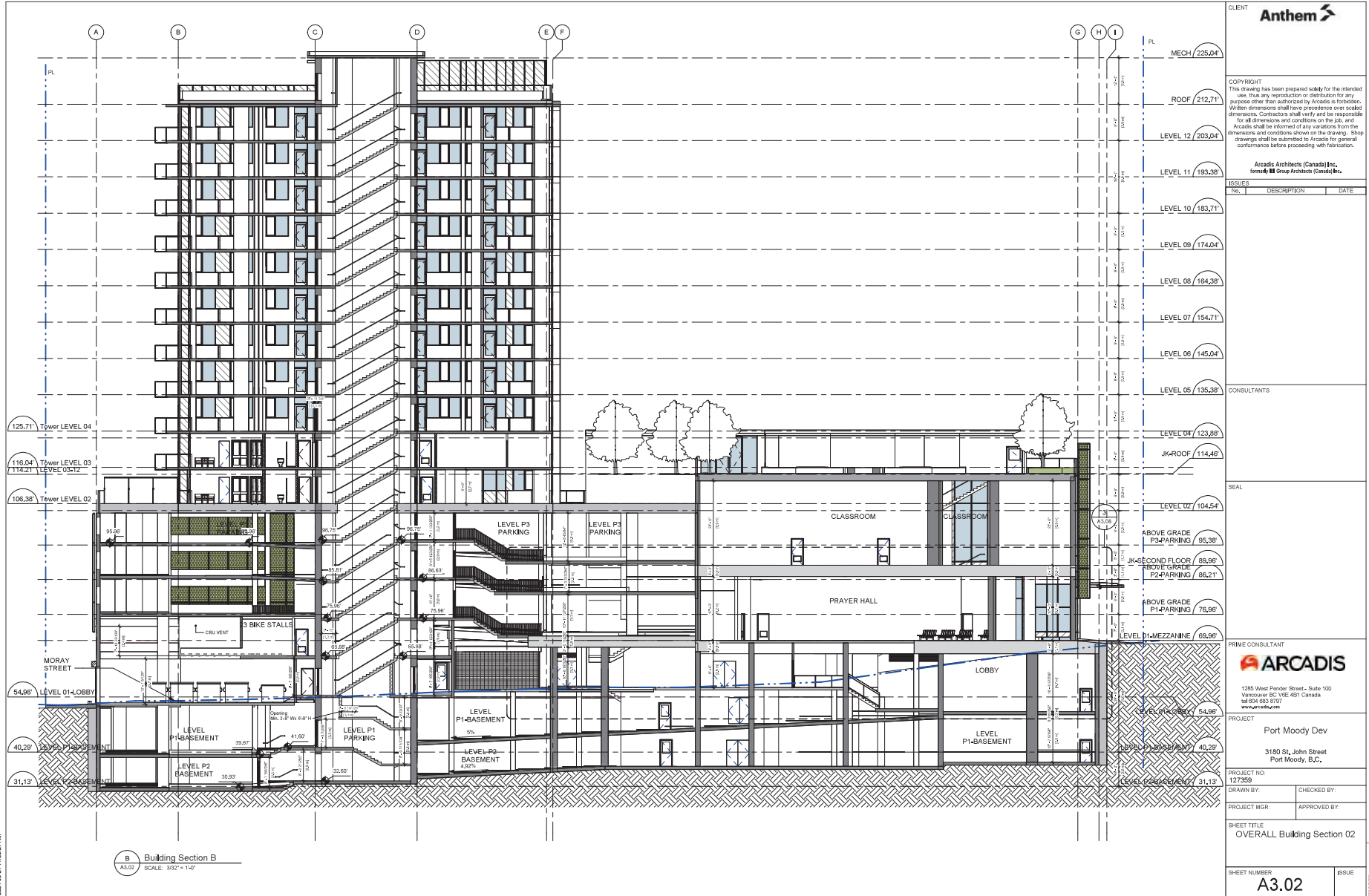


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SHEET TITLE
OVERALL Building Section 02

SHEET NUMBER A3.02 **ISSUE**

B Building Section B
SCALE: 3/32" = 1'-0"

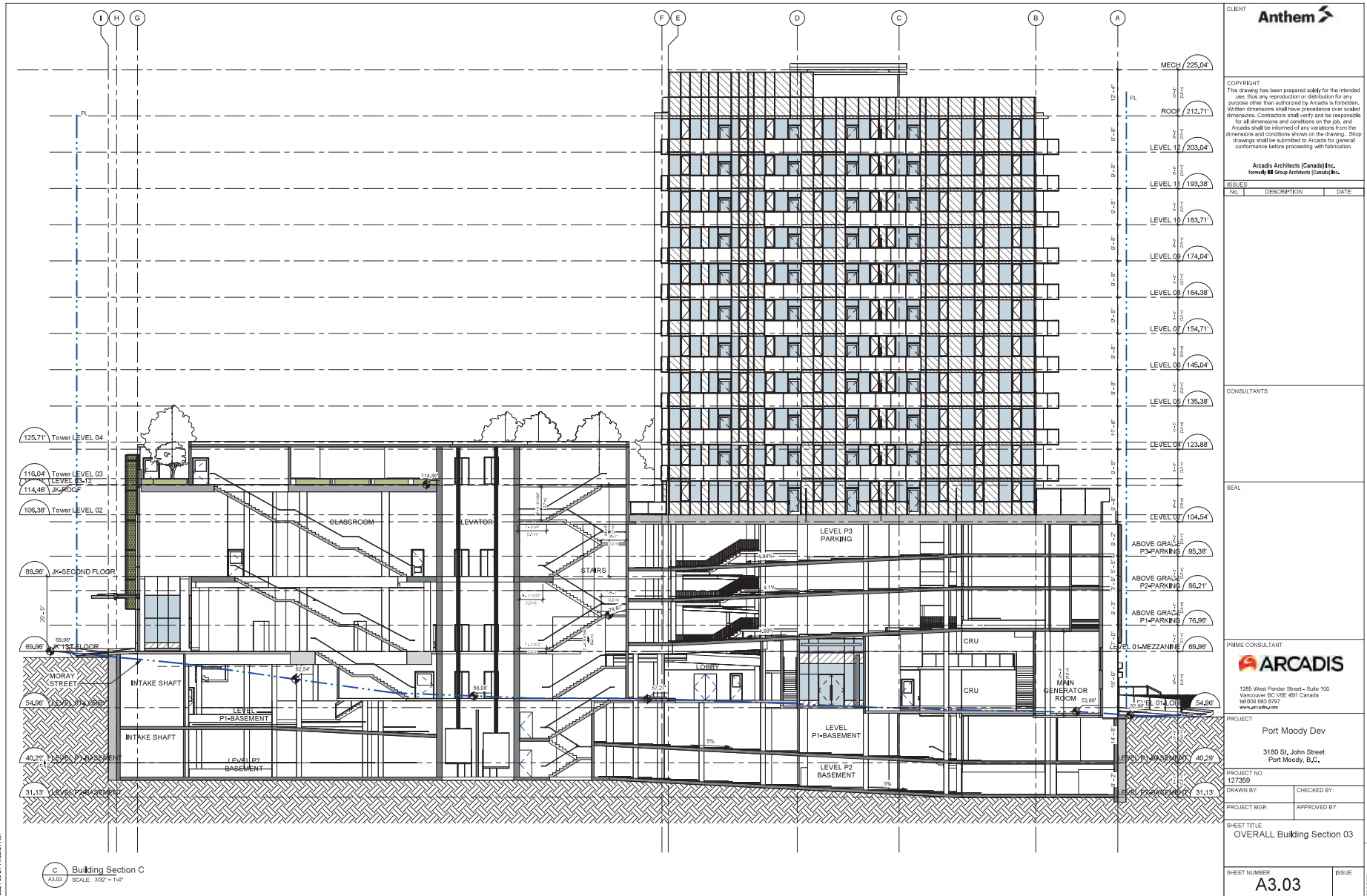
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171

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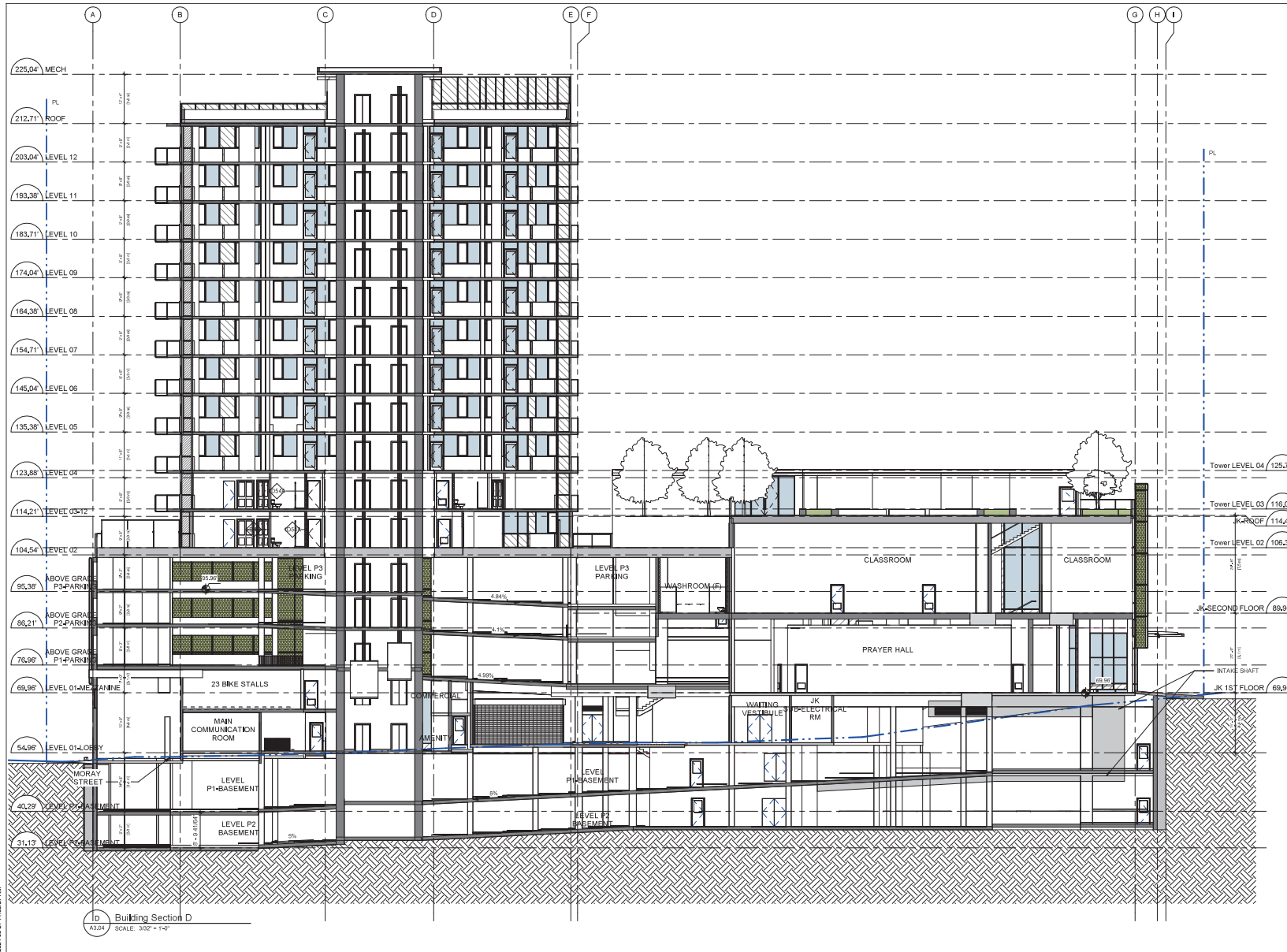
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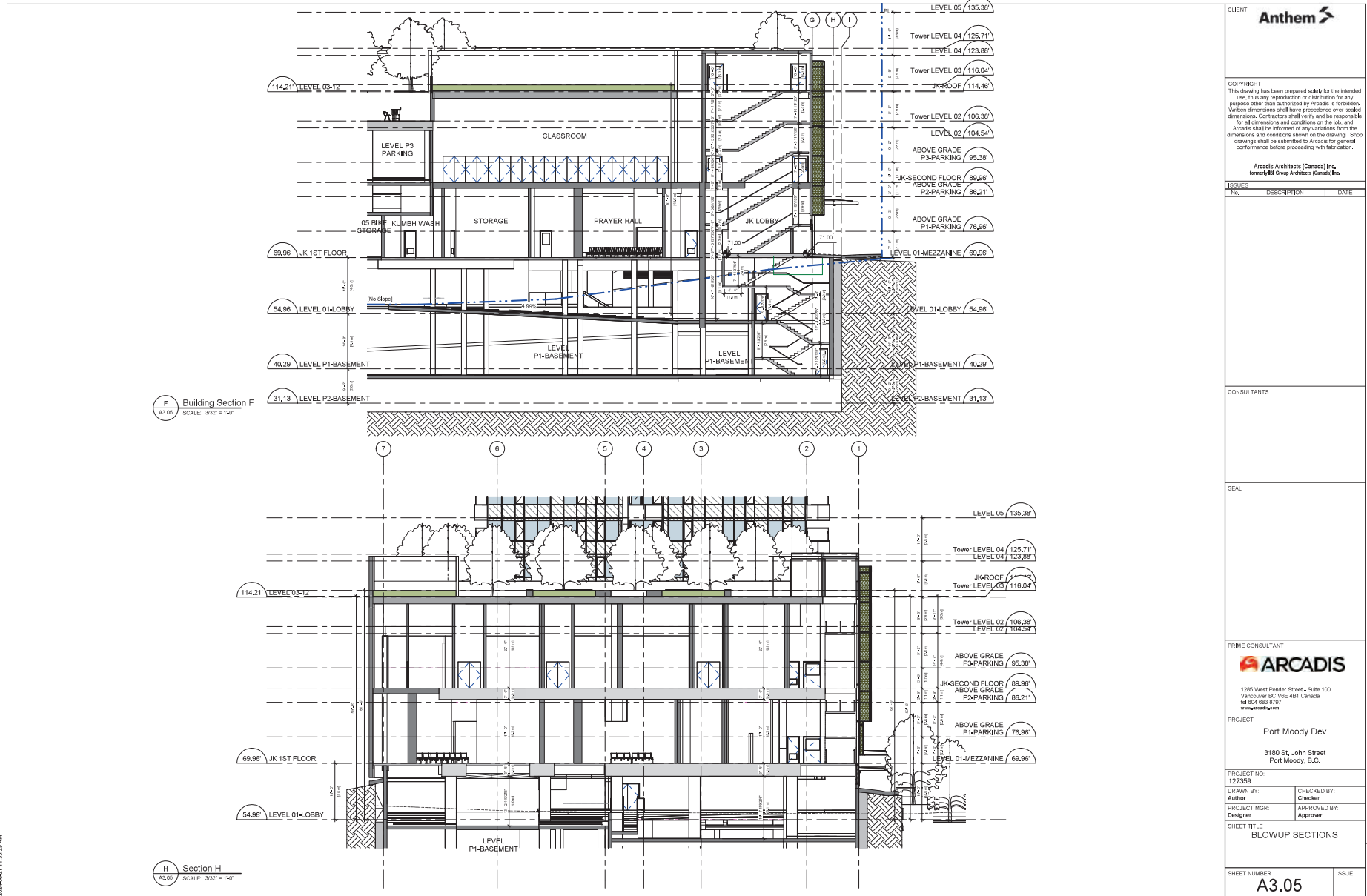
SHEET TITLE
OVERALL Building Section 04

SHEET NUMBER A3.04 **ISSUE**

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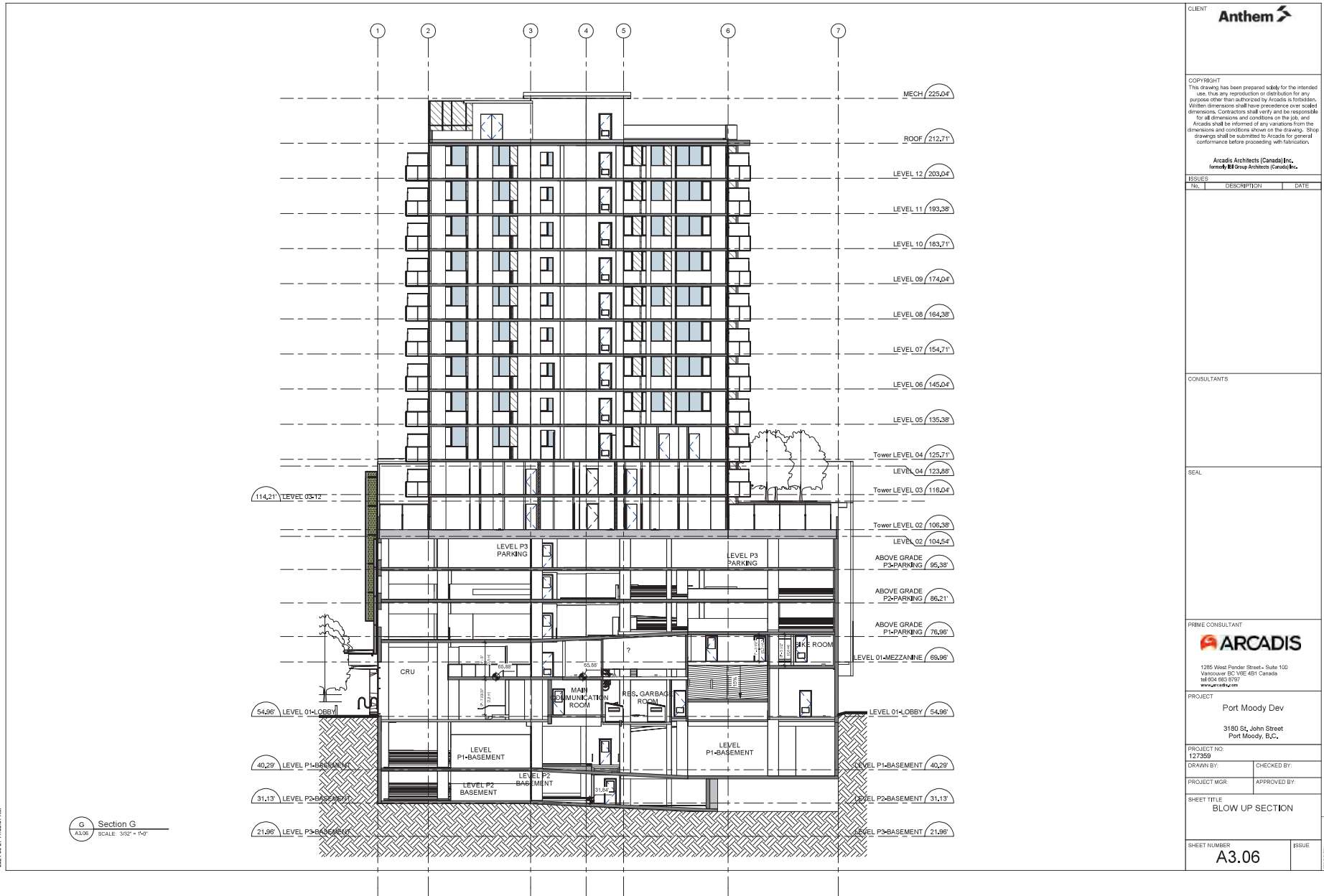
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PROJECT MGR: Designer	APPROVED BY: Approver

SHEET TITLE
BLOWUP SECTIONS

SHEET NUMBER A3.05	ISSUE
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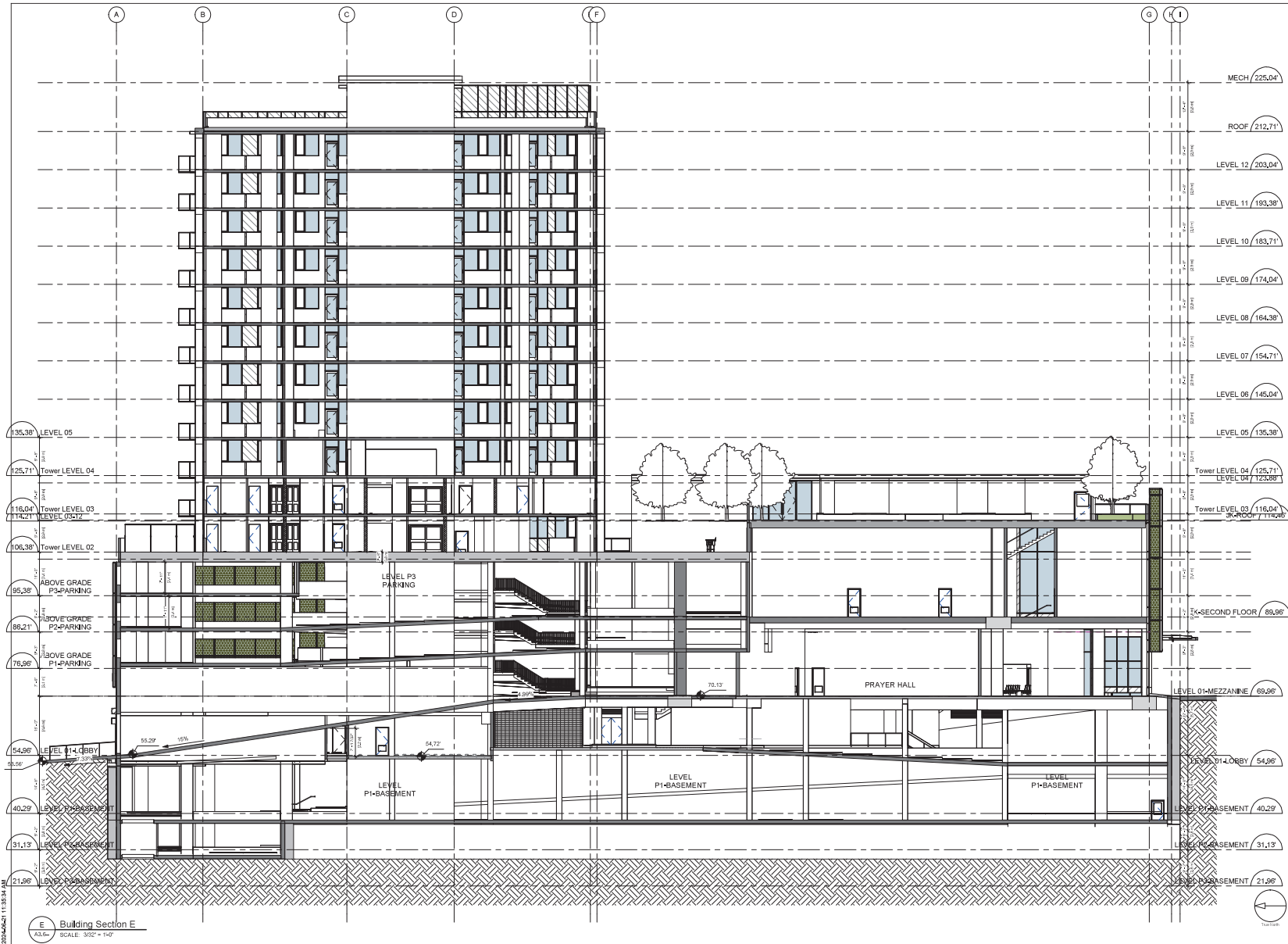


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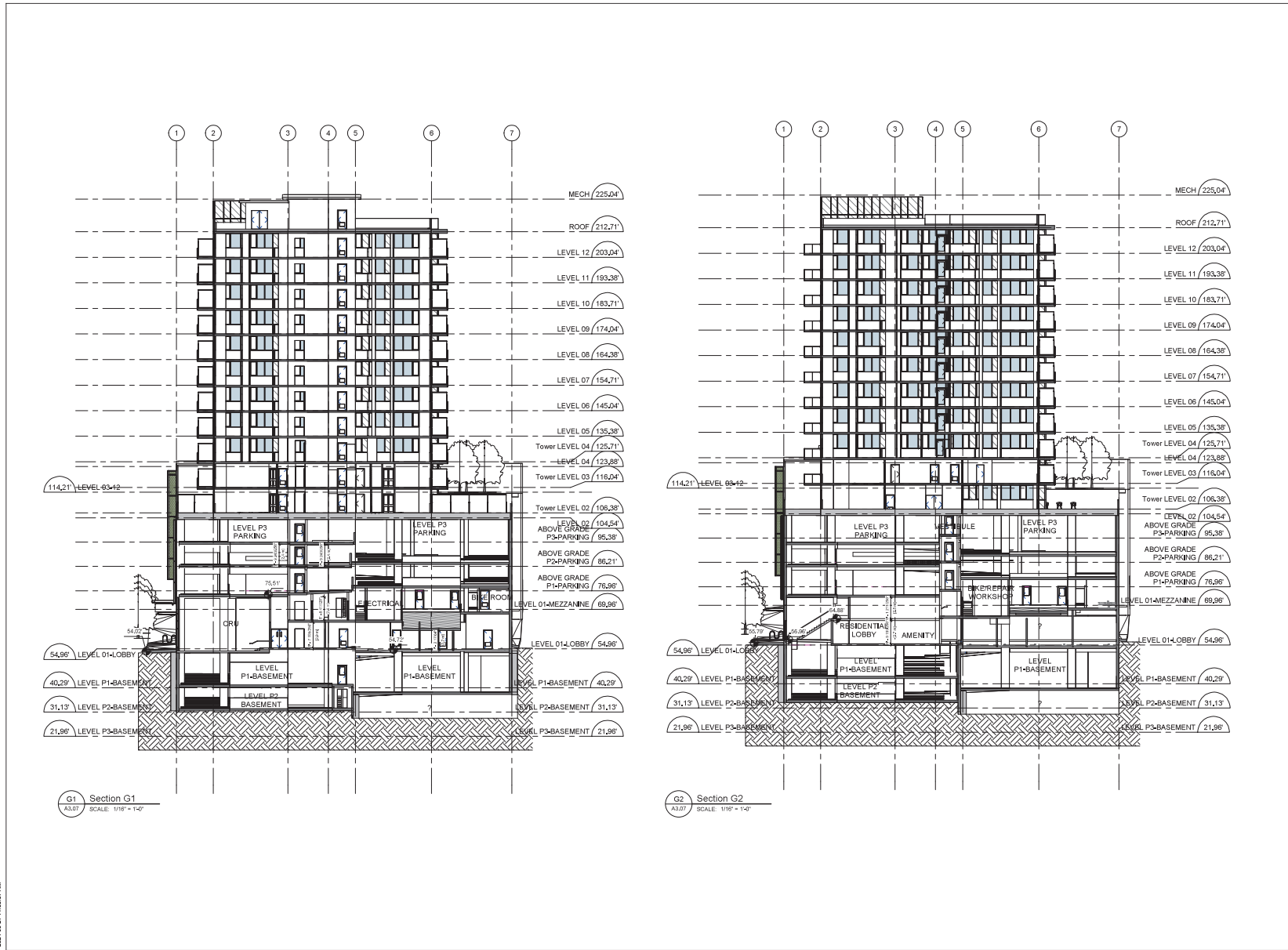
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SHEET TITLE
OVERALL Building Section 05

SHEET NUMBER A3.6--	ISSUE
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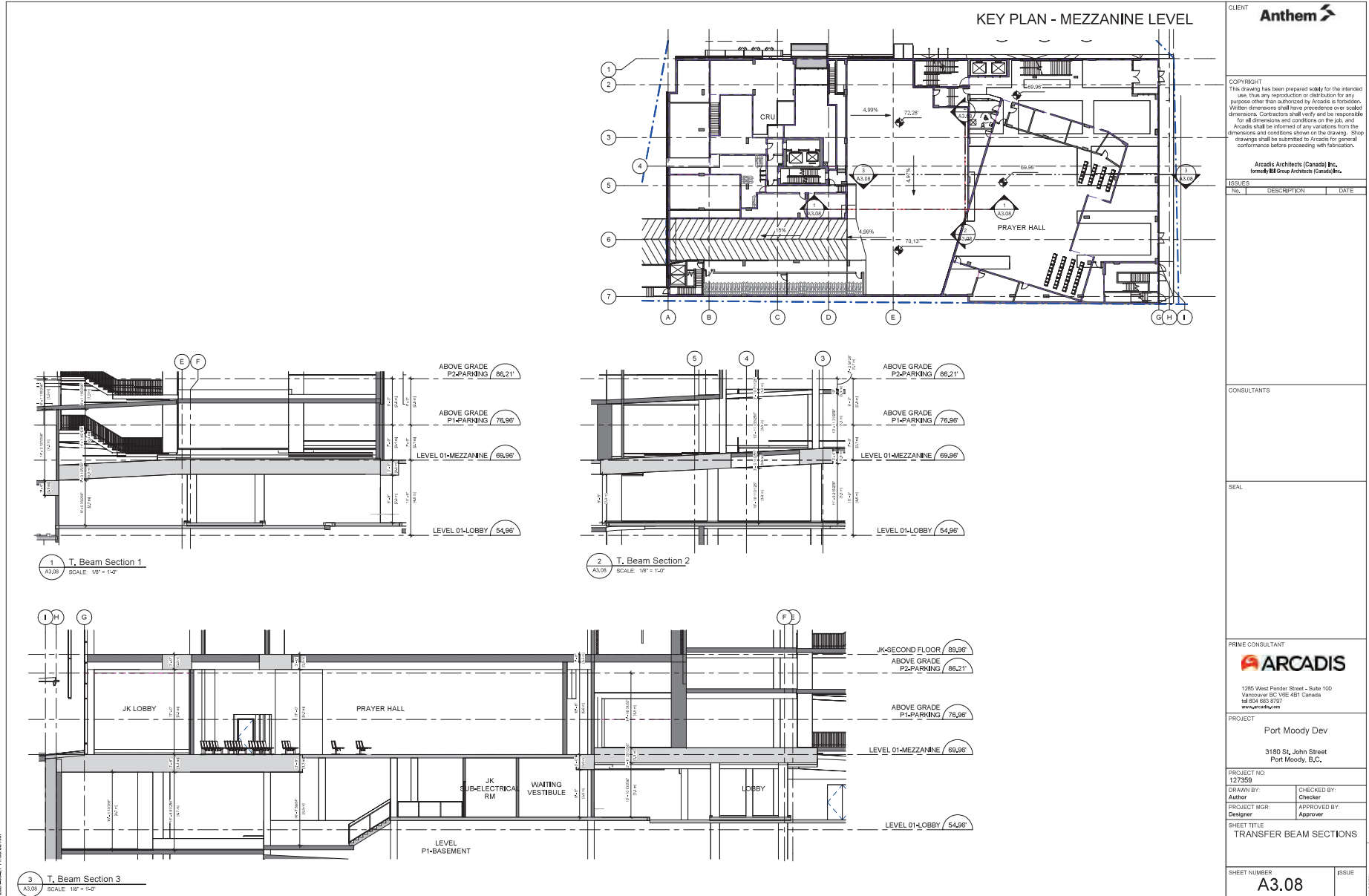
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SHEET TITLE
BLOW UP SECTION

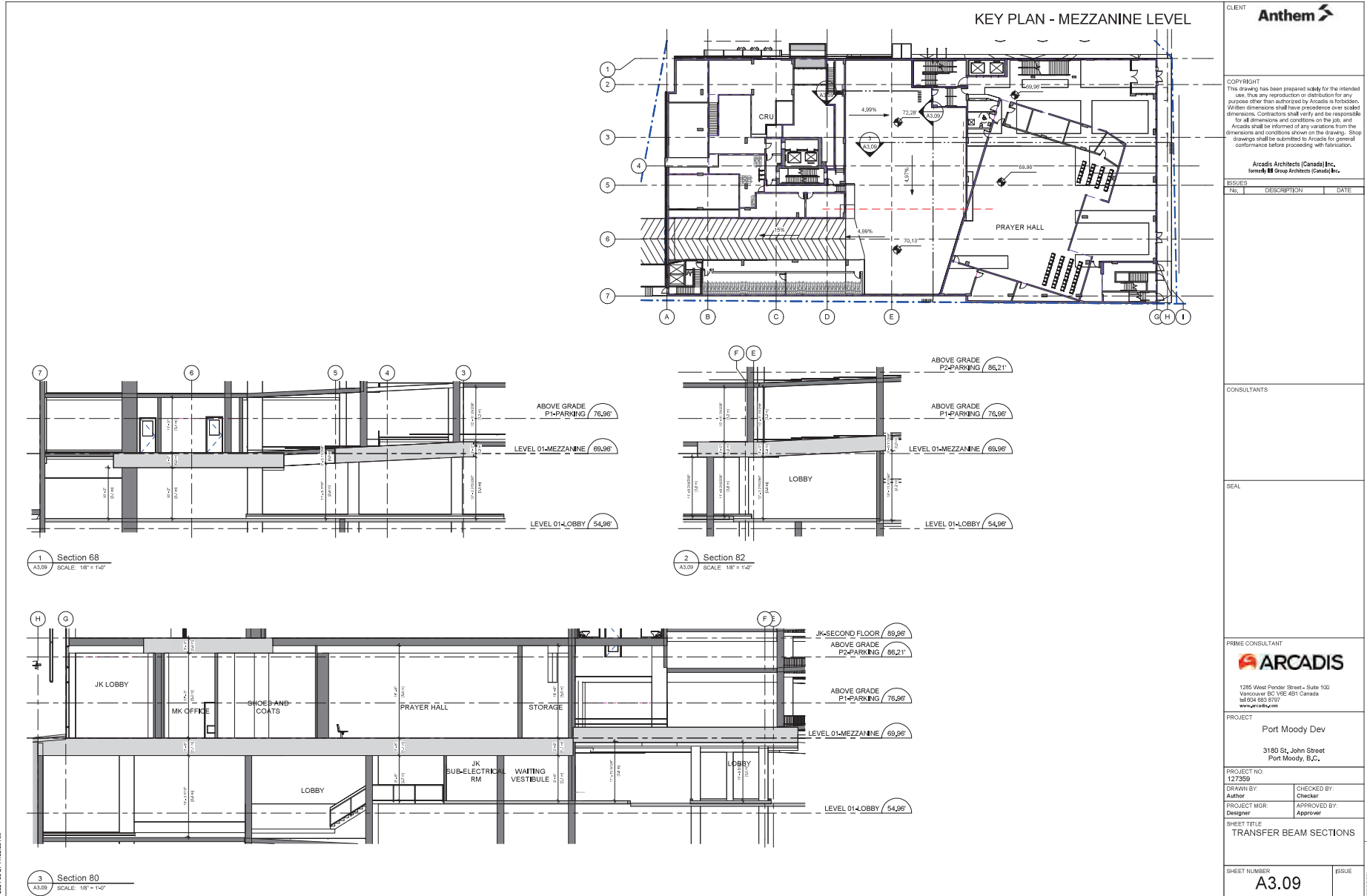
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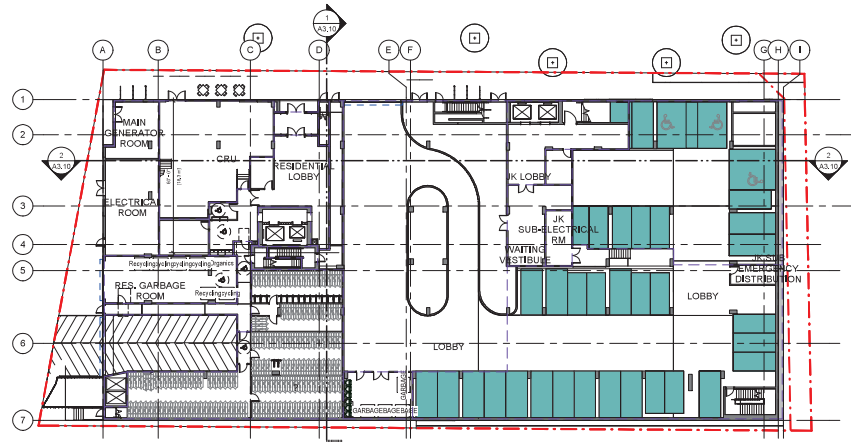


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<p>PROJECT NO: 127359</p>		
DRAWN BY: Author	CHECKED BY: Checker	
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SHEET NUMBER	ISSUE	
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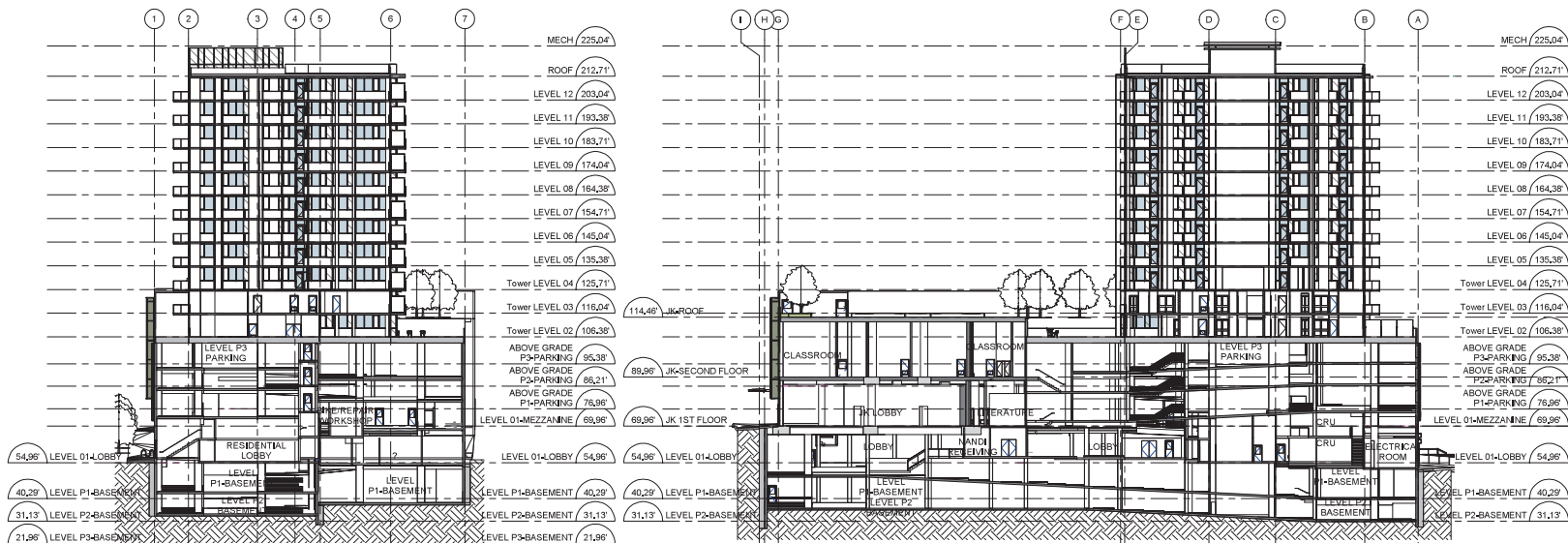
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3 LEVEL 01-LOBBY-KEY PLAN
AS.10 SCALE: 3/8" = 1'-0"



1 Section G4
AS.10 SCALE: 3/8" = 1'-0"

2 Building Section A1
AS.10 SCALE: 3/8" = 1'-0"

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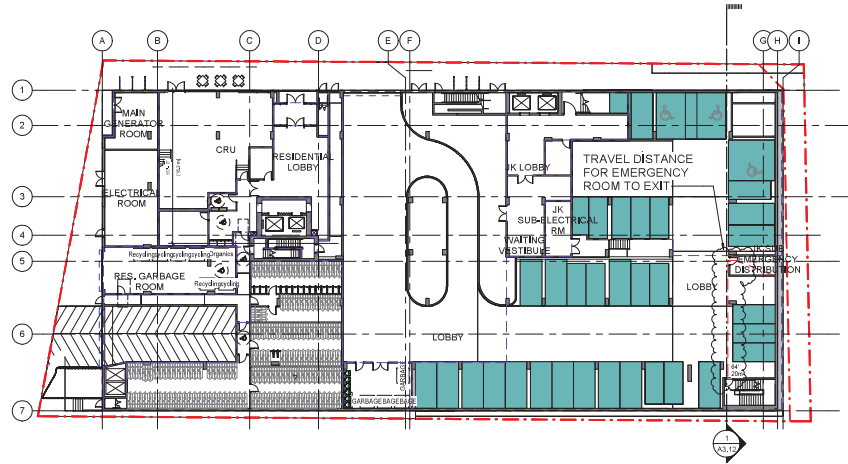
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DRAWN BY: Author
PROJECT MGR: Designer
CHECKED BY: Checker
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SHEET TITLE
BUILDING SECTIONS

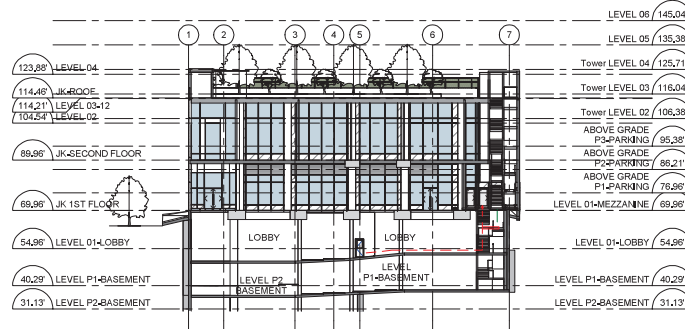
SHEET NUMBER A3.10 **ISSUE**

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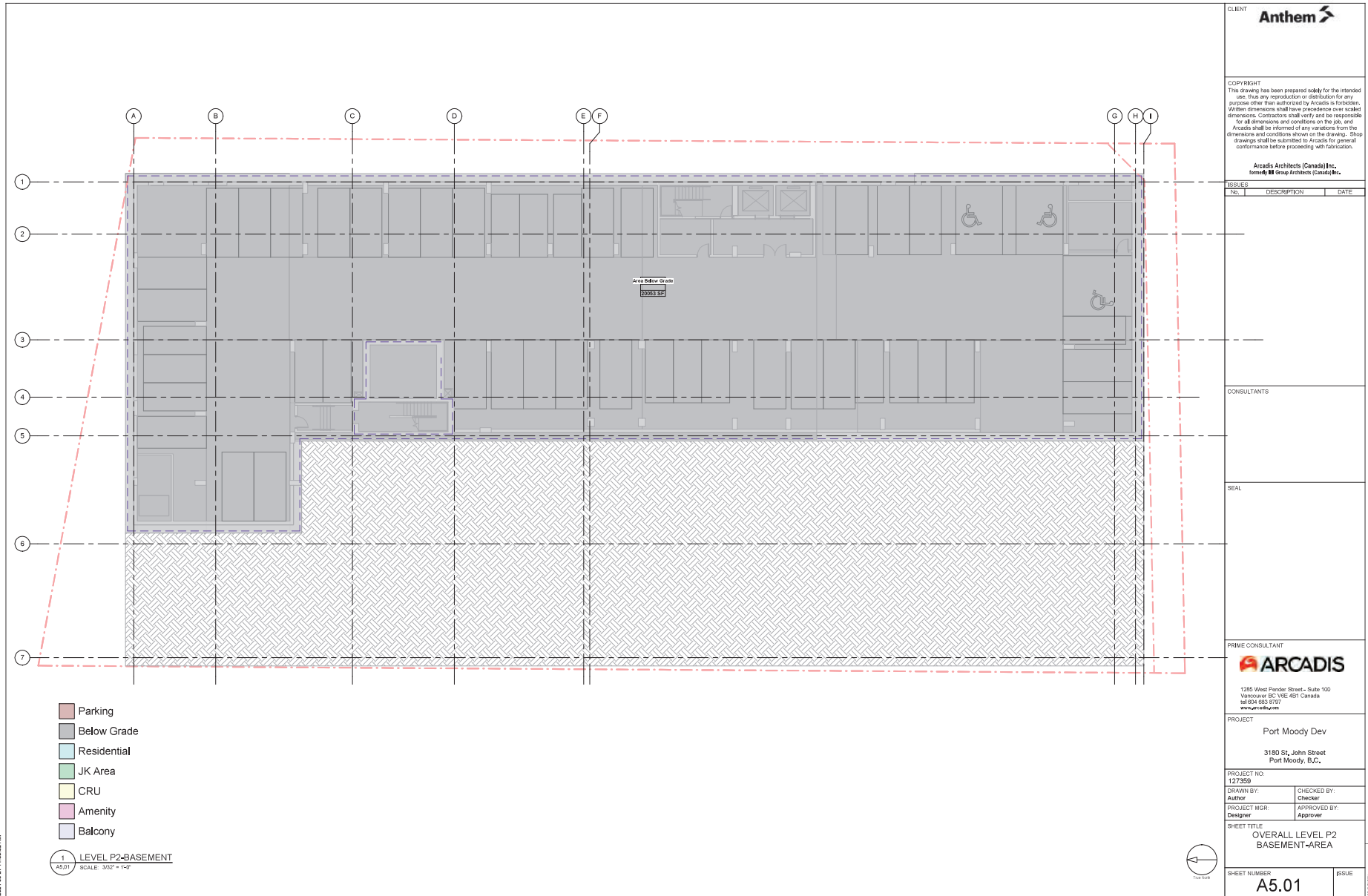


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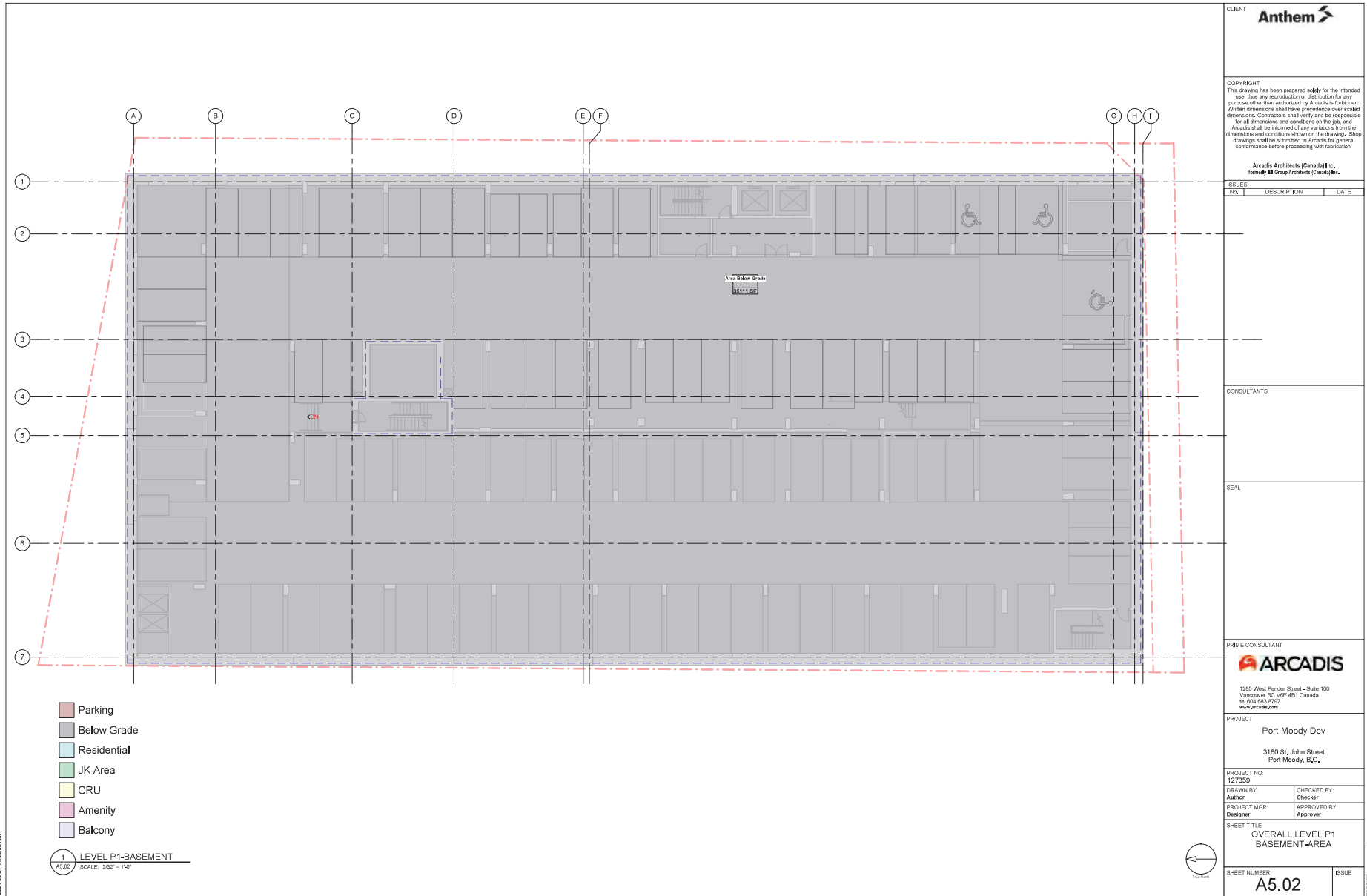
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PROJECT NO: 127359	
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PROJECT MGR: Designer	APPROVED BY: Approver
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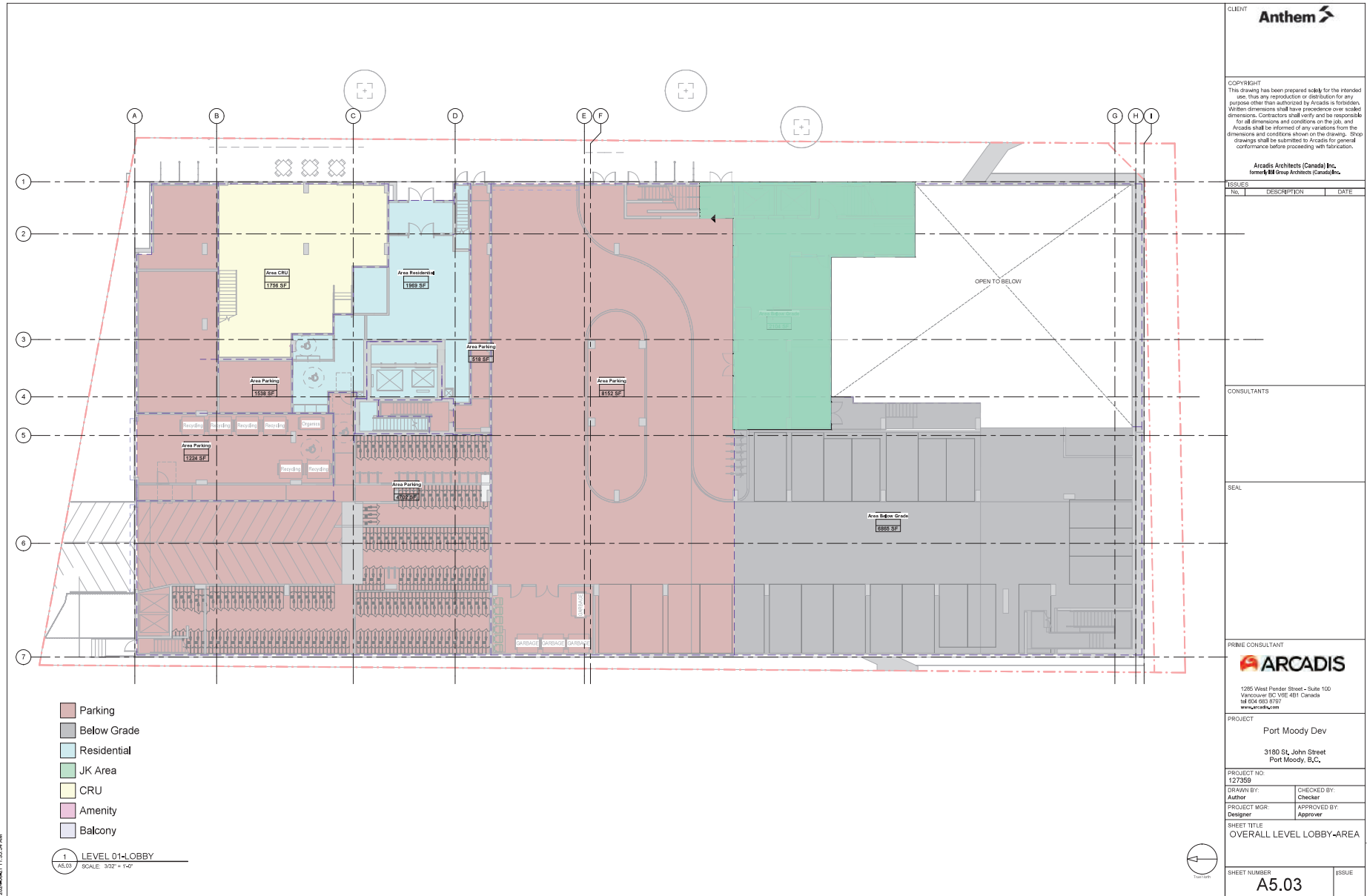


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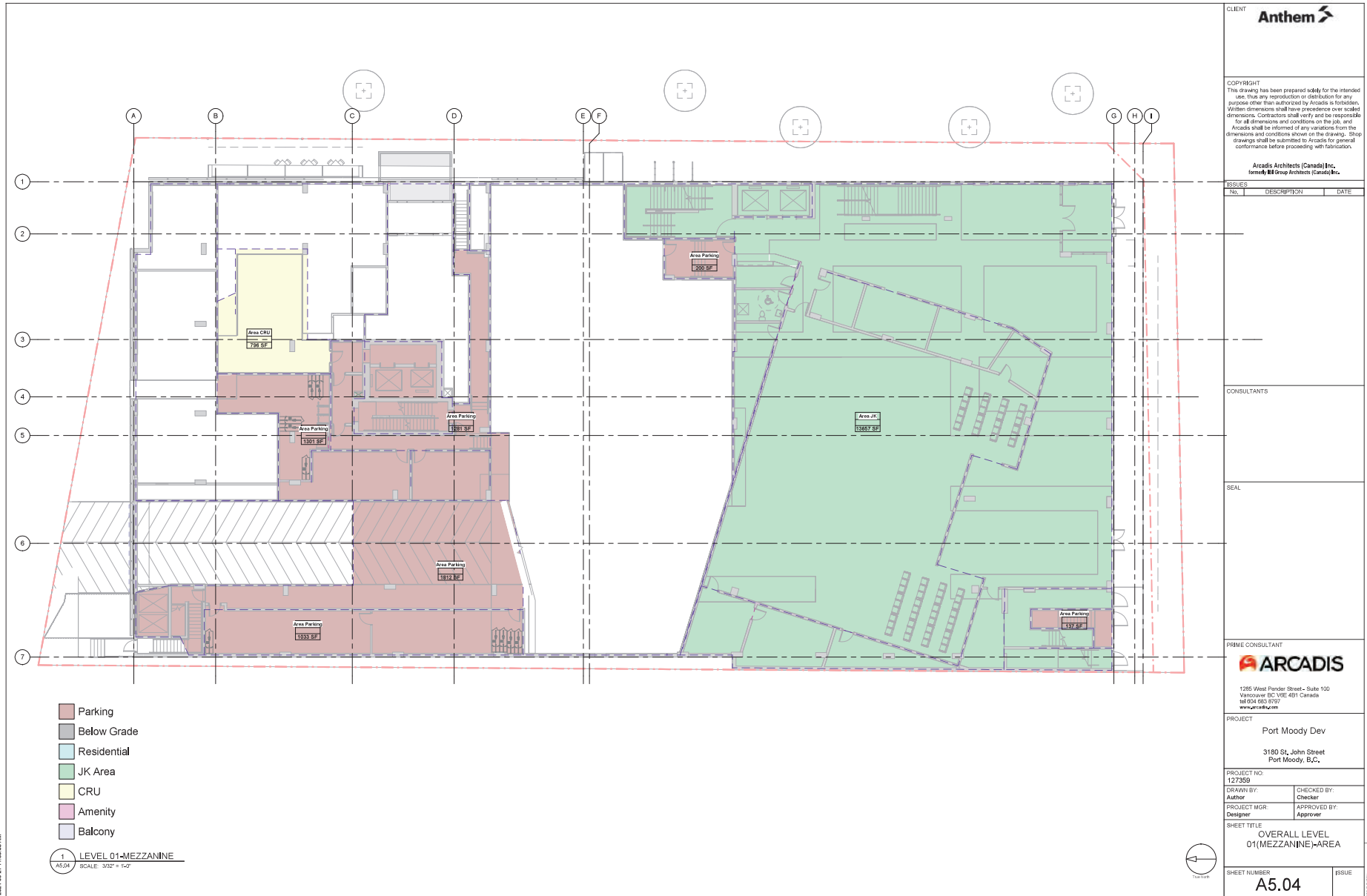
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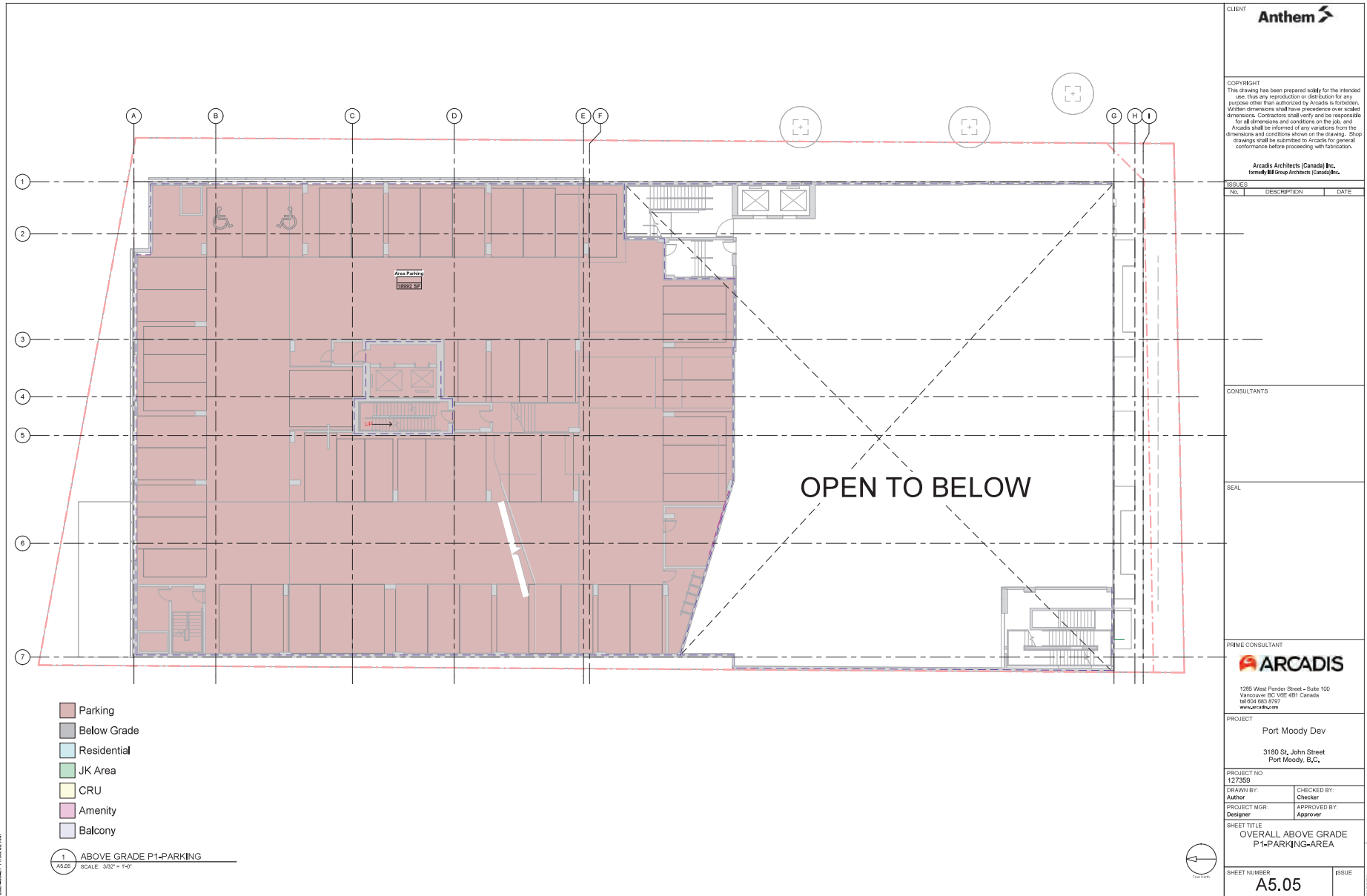
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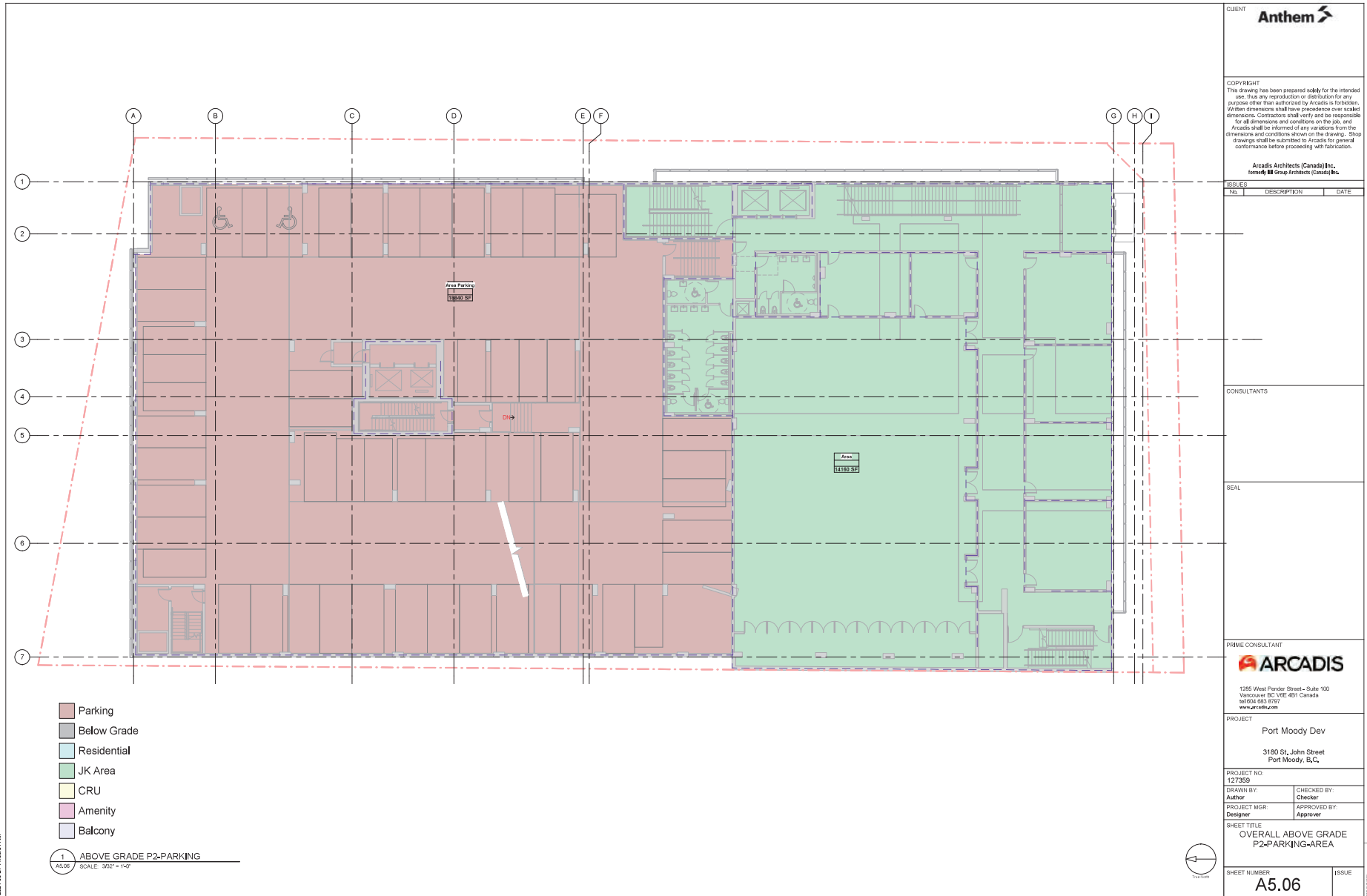
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PROJECT NO: 127359		
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PROJECT MGR: Designer	APPROVED BY: Approver	
SHEET TYPE OVERALL ABOVE GRADE P1-PARKING-AREA		
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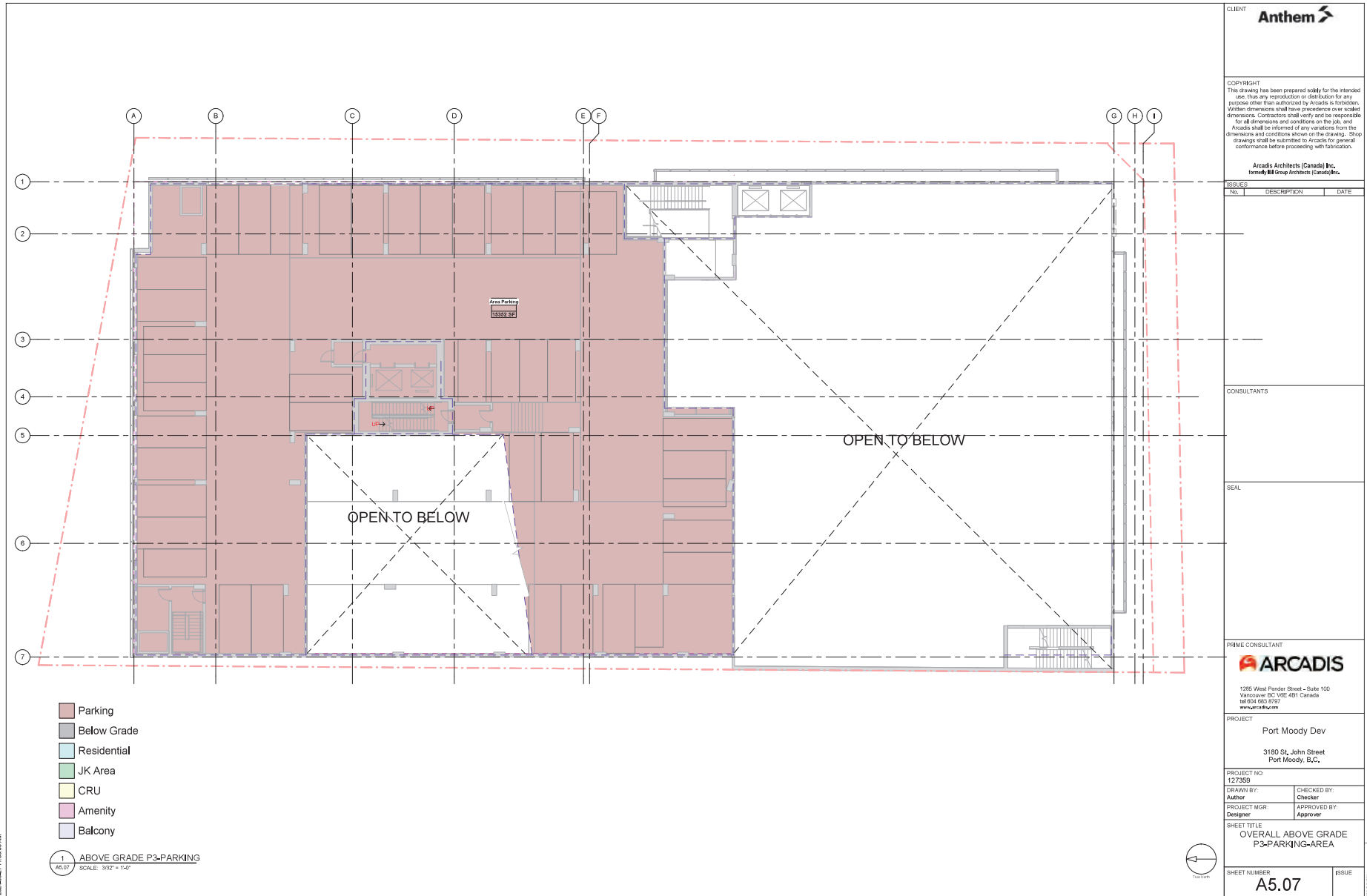
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PROJECT MGR: Designer	APPROVED BY: Approver

SHEET TITLE:
OVERALL ABOVE GRADE
P2-PARKING-AREA

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SHEET NUMBER A5.07	ISSUE

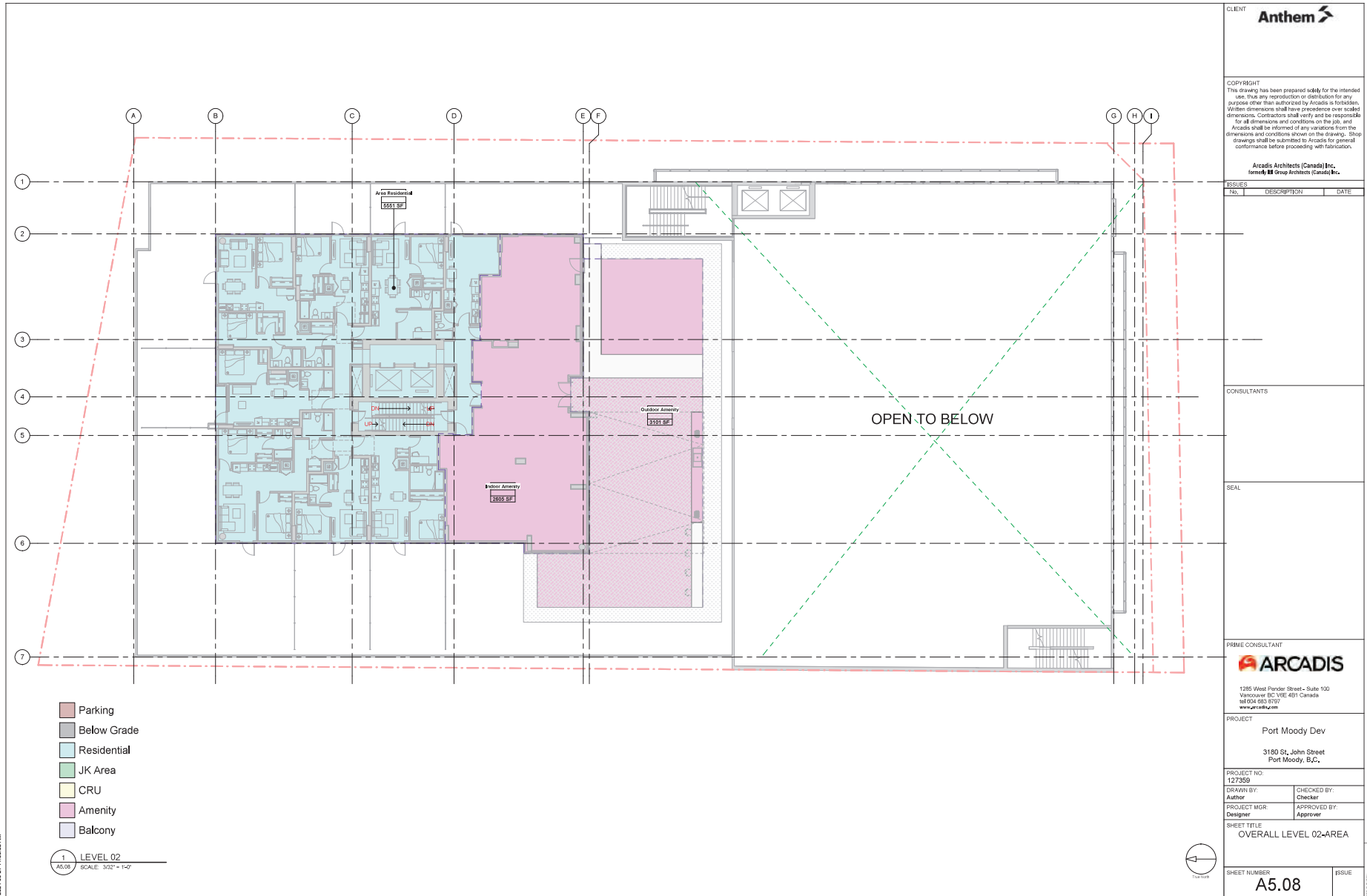
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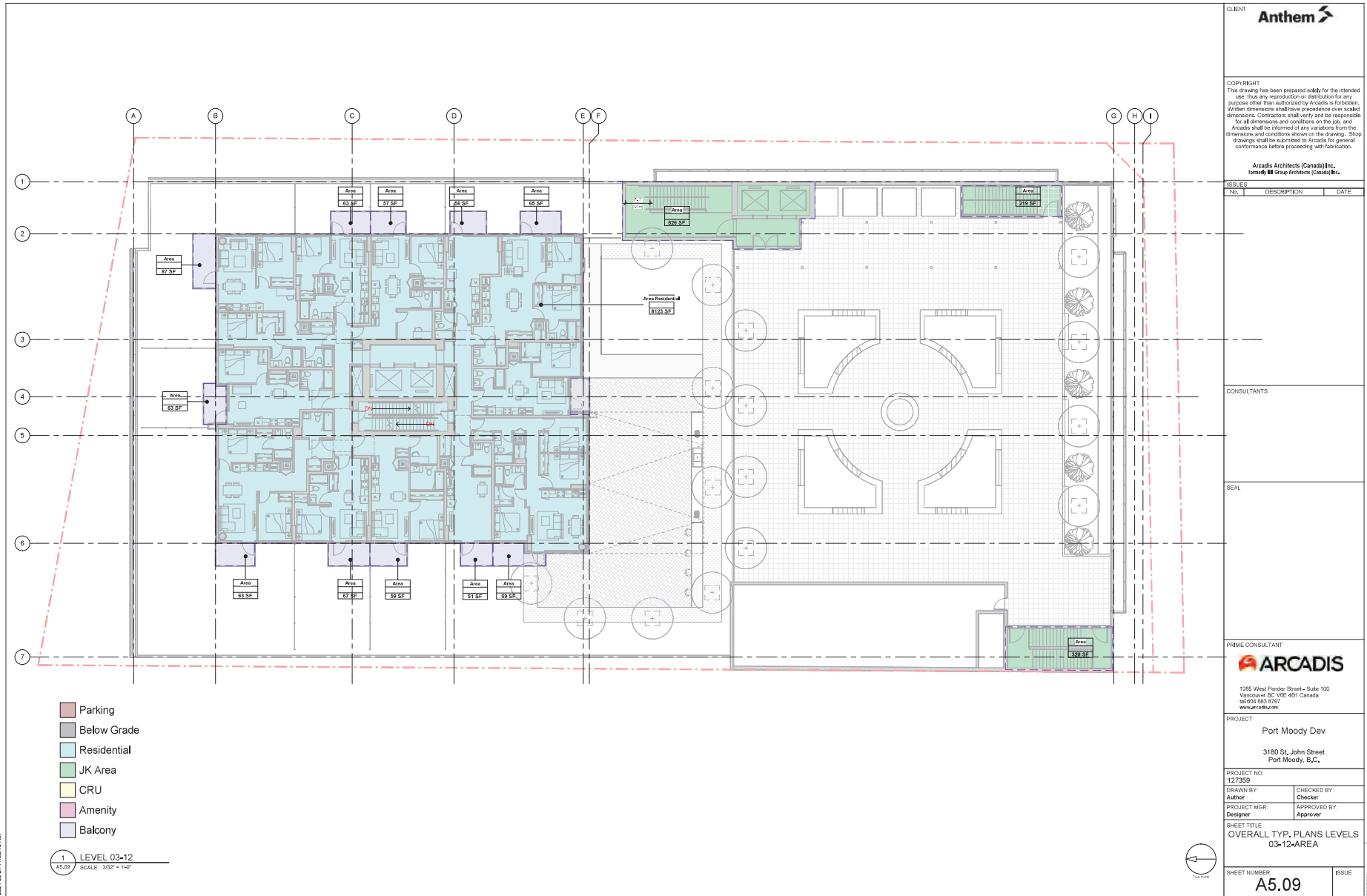
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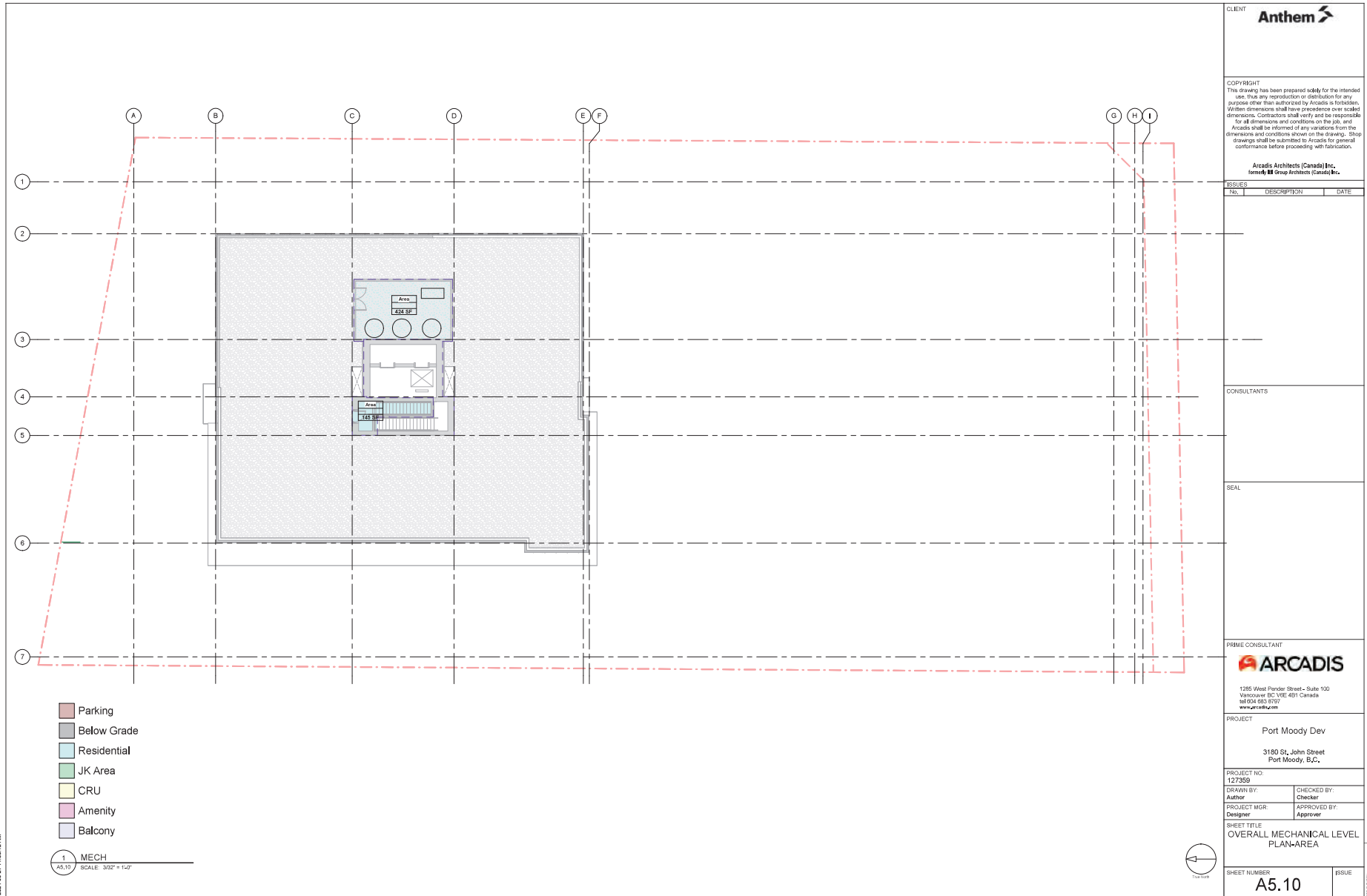
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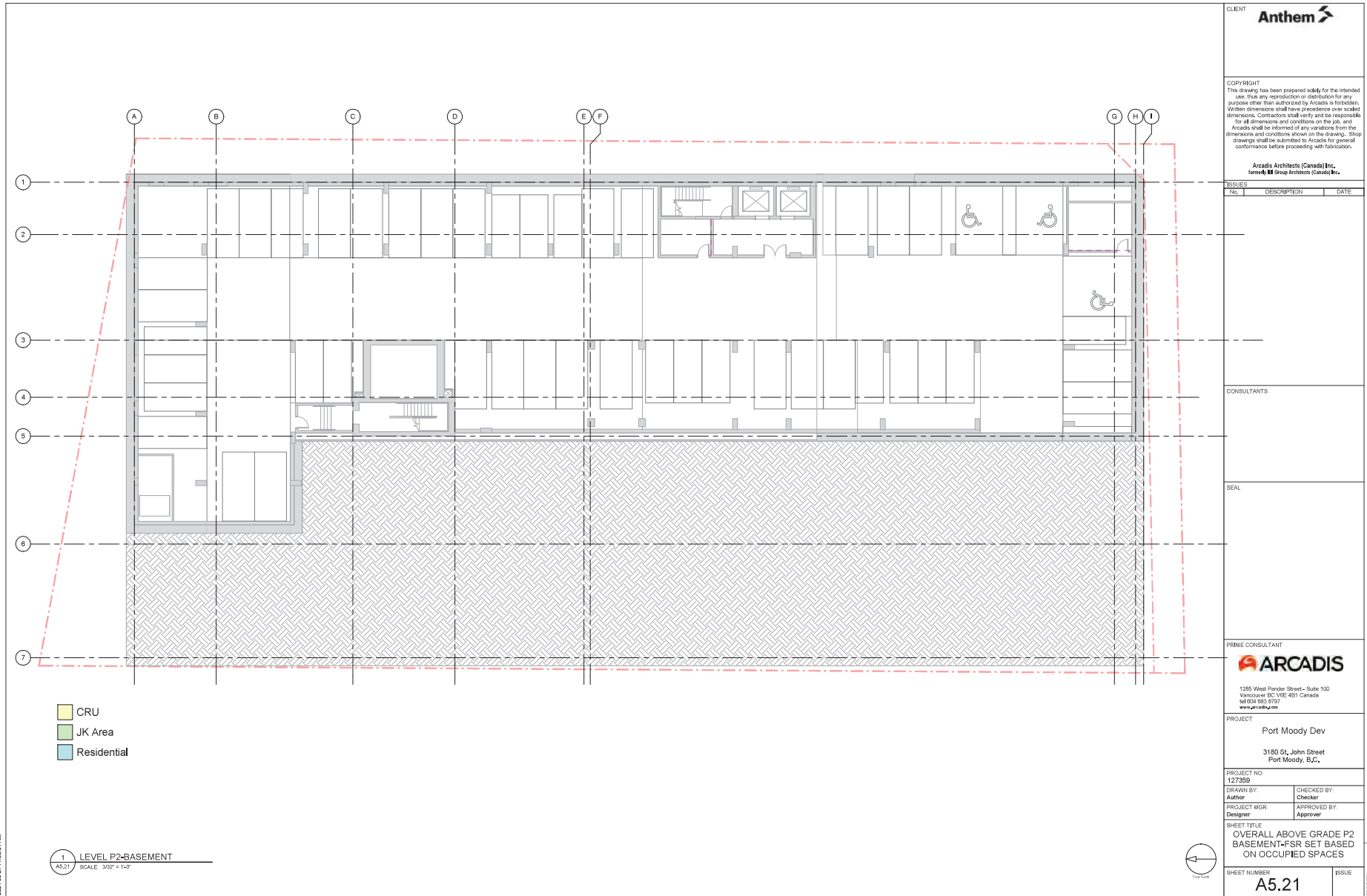
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SHEET TITLE OVERALL MECHANICAL LEVEL PLAN-AREA							
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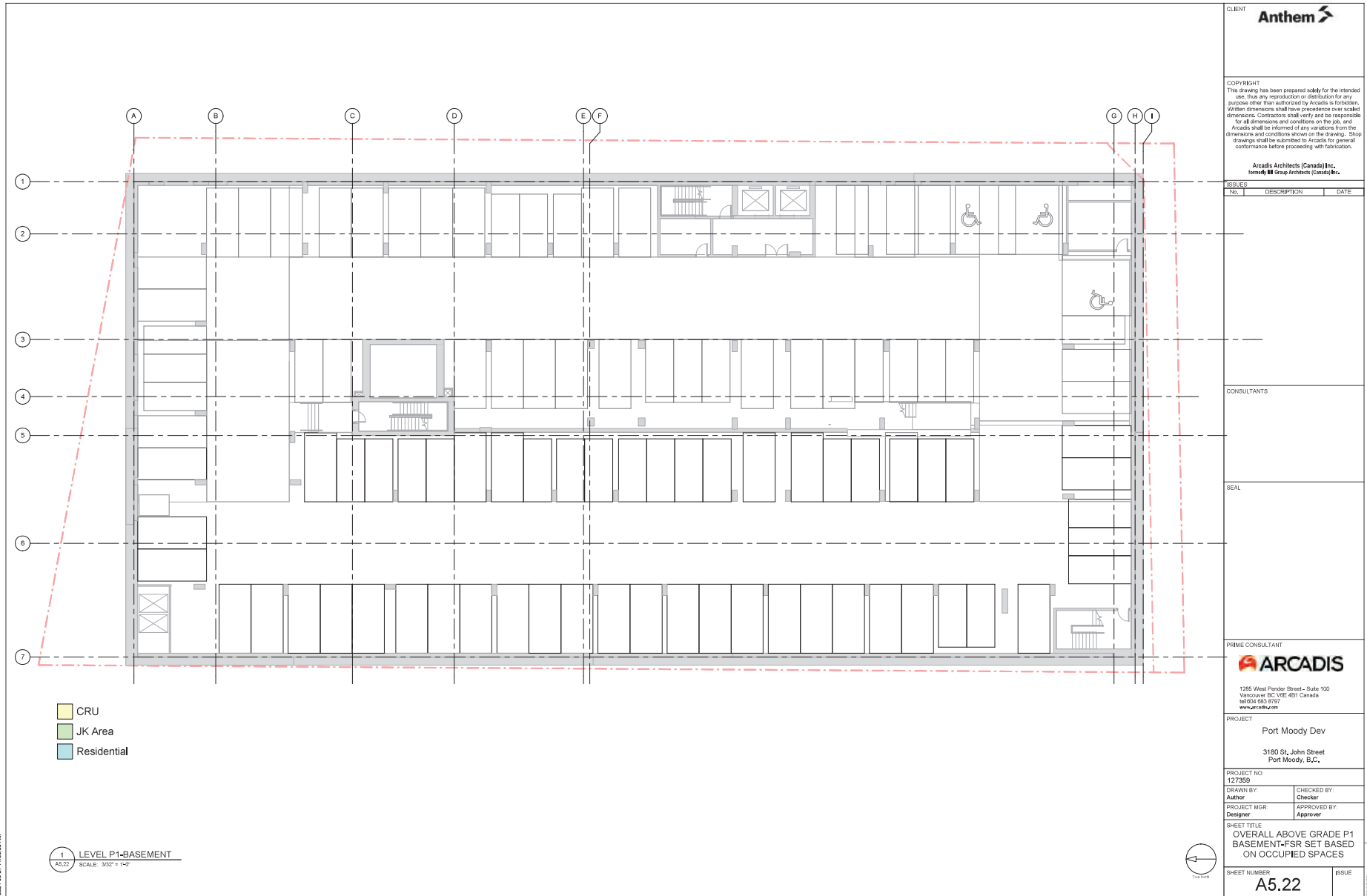


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Attachment 2

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Attachment 4b

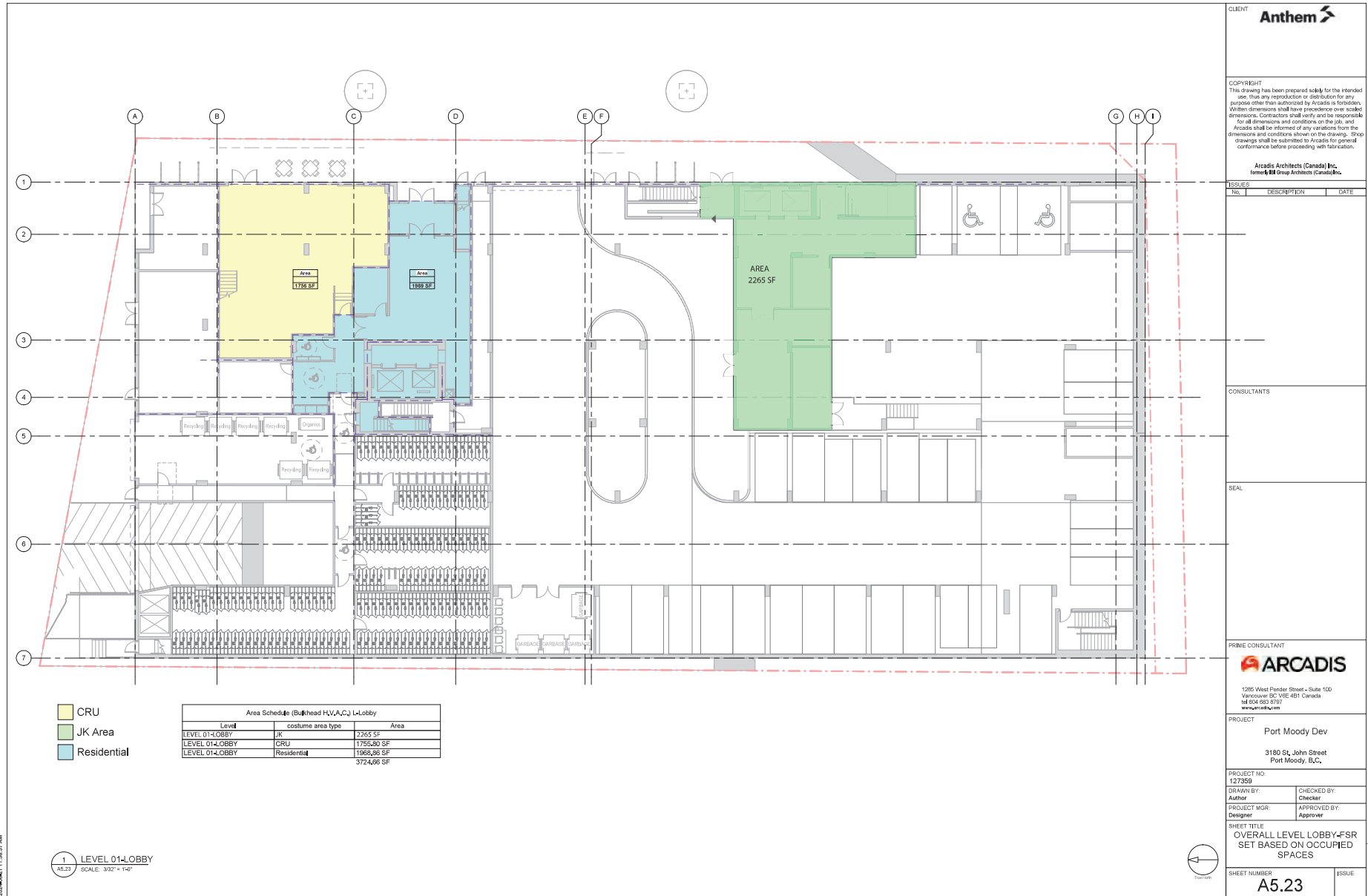


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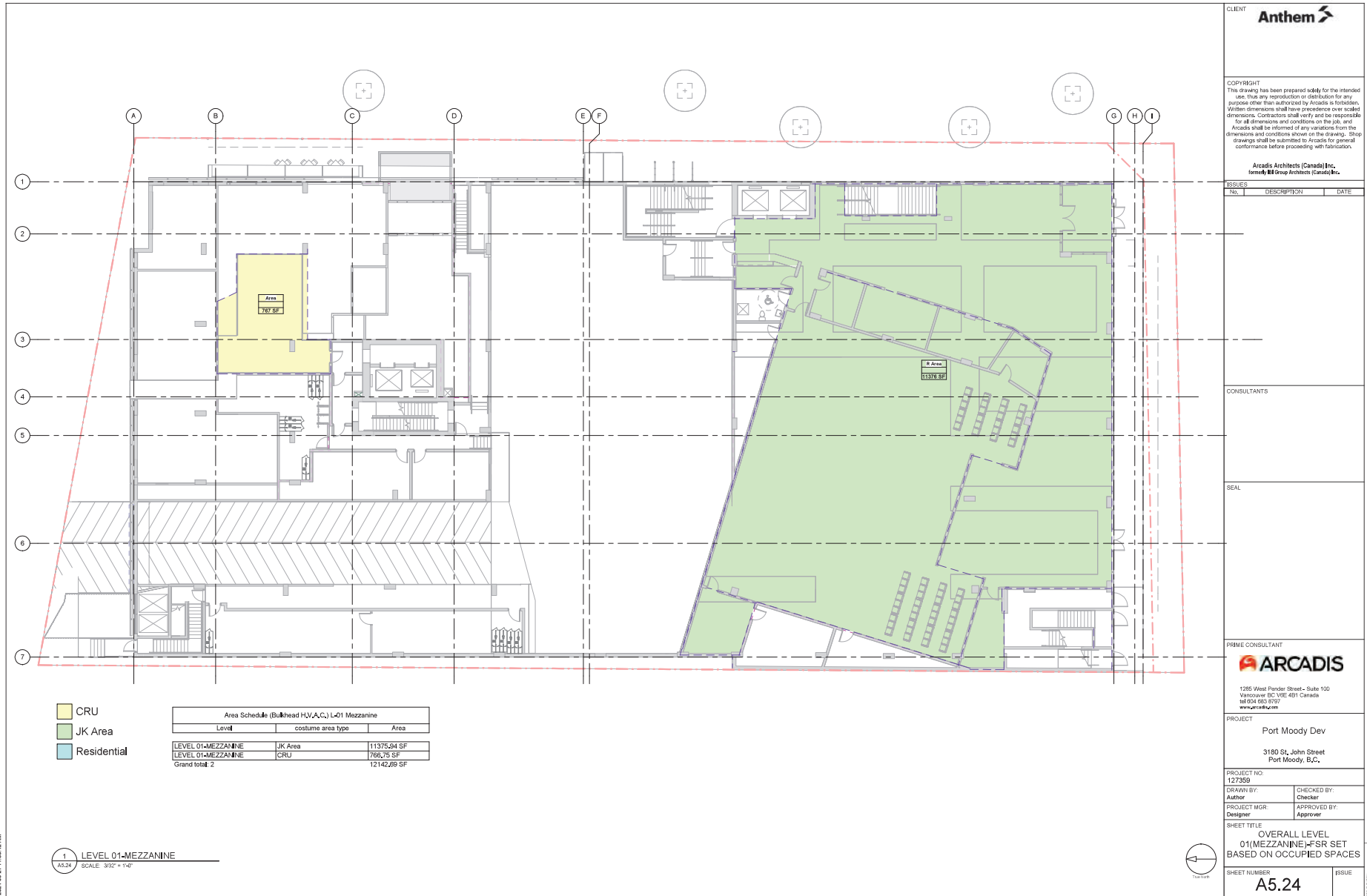
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Attachment 2

Attachment 4c



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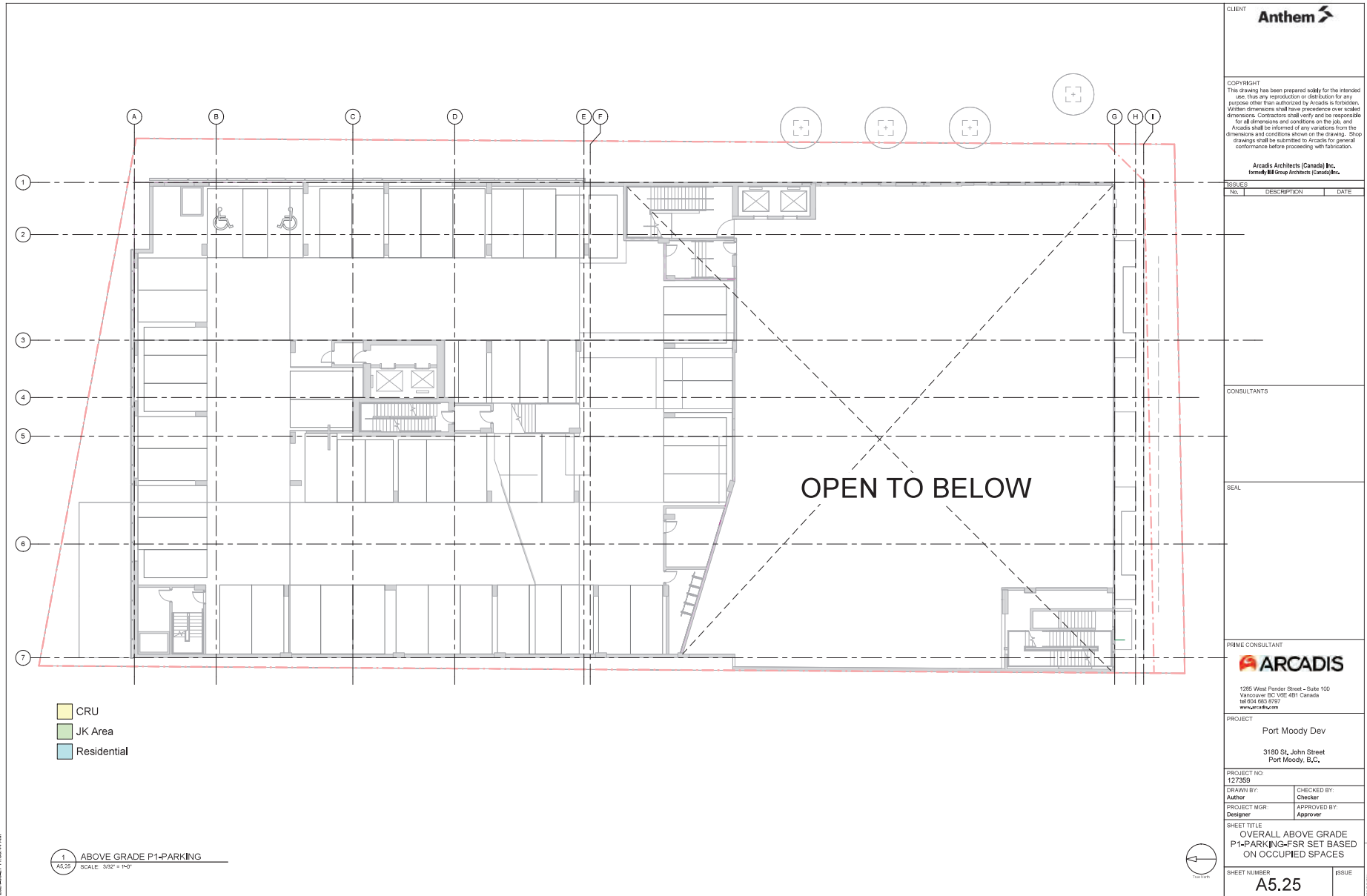
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Attachment 2

195

Attachment 4c



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PROJECT Port Moody Dev 3180 St. John Street Port Moody, B.C.	
PROJECT NO: 127359	
DRAWN BY: Author	CHECKED BY: Checker
PROJECT MGR: Designer	APPROVED BY: Approver
SHEET TITLE: OVERALL ABOVE GRADE P1-PARKING-FSR SET BASED ON OCCUPIED SPACES	
SHEET NUMBER A5.25	ISSUE

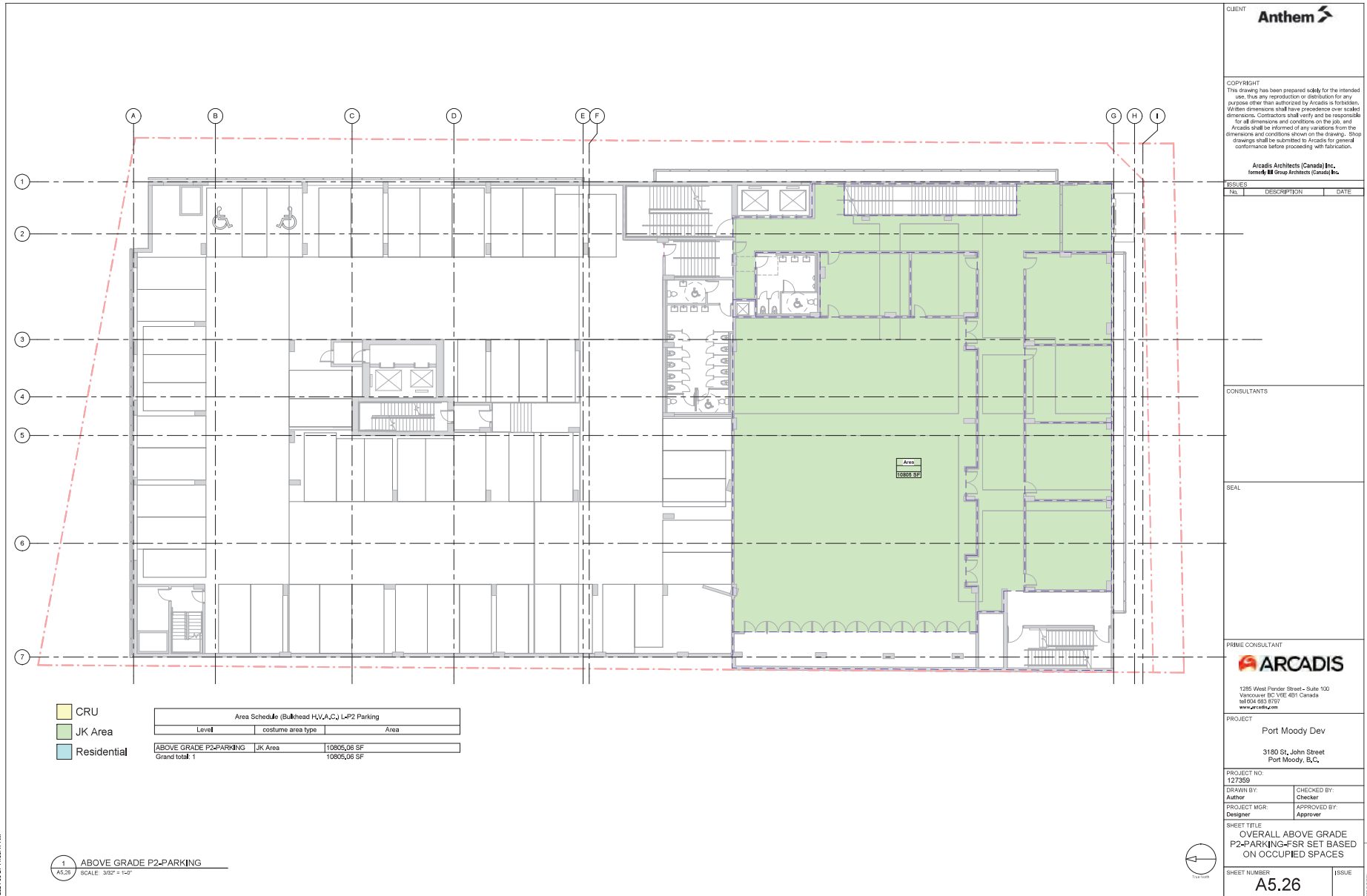
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1 ABOVE GRADE P1-PARKING
 A5.25 SCALE: 3/32" = 1'-0"

Attachment 2 Considered at the September 24, 2024, Regular Council meeting

196

Attachment 2
Attachment 4c



Area Schedule (Bulkhead H,V,A,C,Q L/P2 Parking)			
Level	costume area type	Area	
ABOVE GRADE P2-PARKING	JK Area	10805,06 SF	
Grand total: 1		10805,06 SF	

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SHEET TITLE
OVERALL ABOVE GRADE
P2-PARKING-FSR SET BASED
ON OCCUPIED SPACES

SHEET NUMBER A5.26	ISSUE
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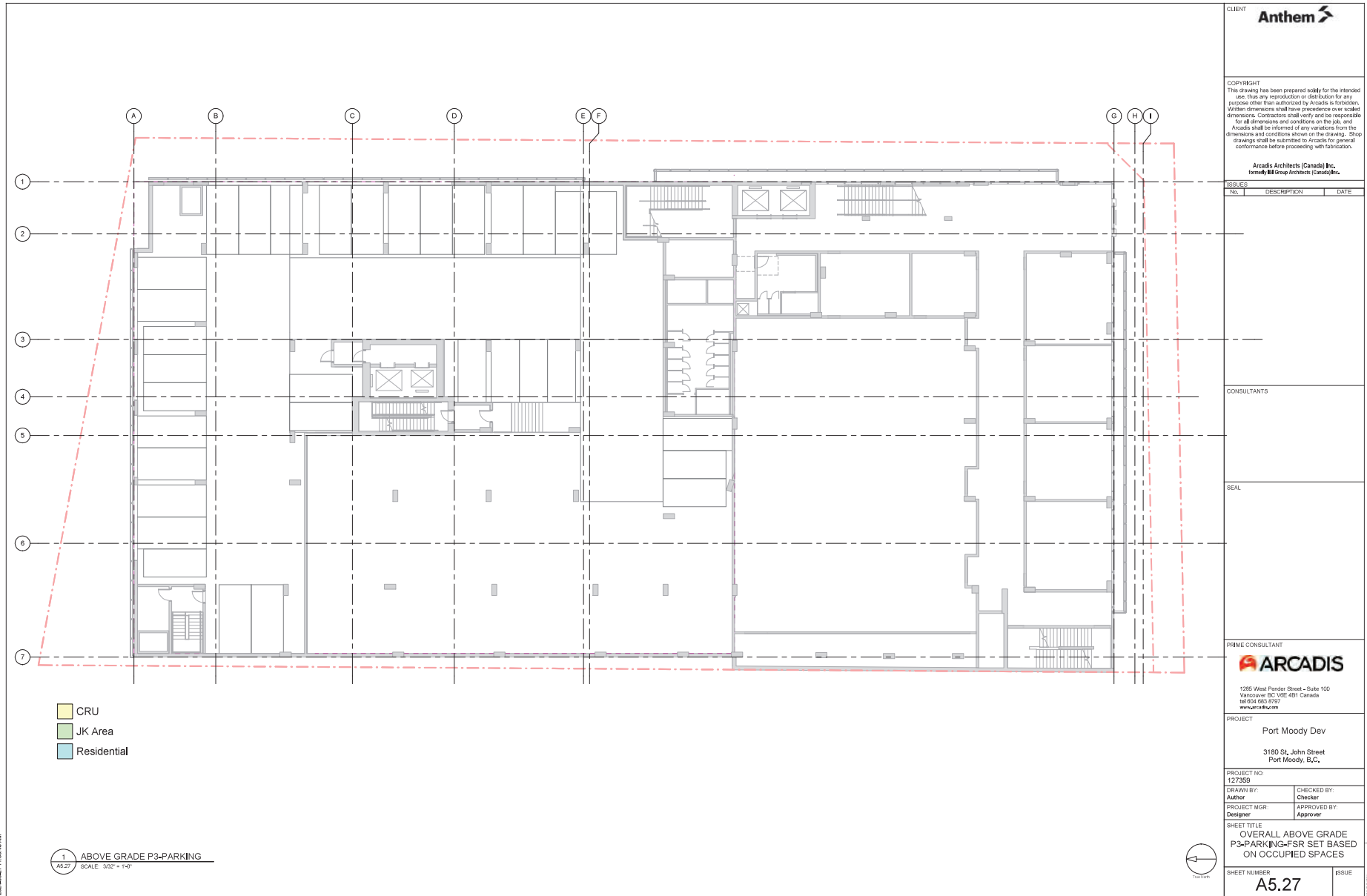
1 ABOVE GRADE P2-PARKING
A5.26 SCALE: 3/32" = 1'-0"

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Attachment 2

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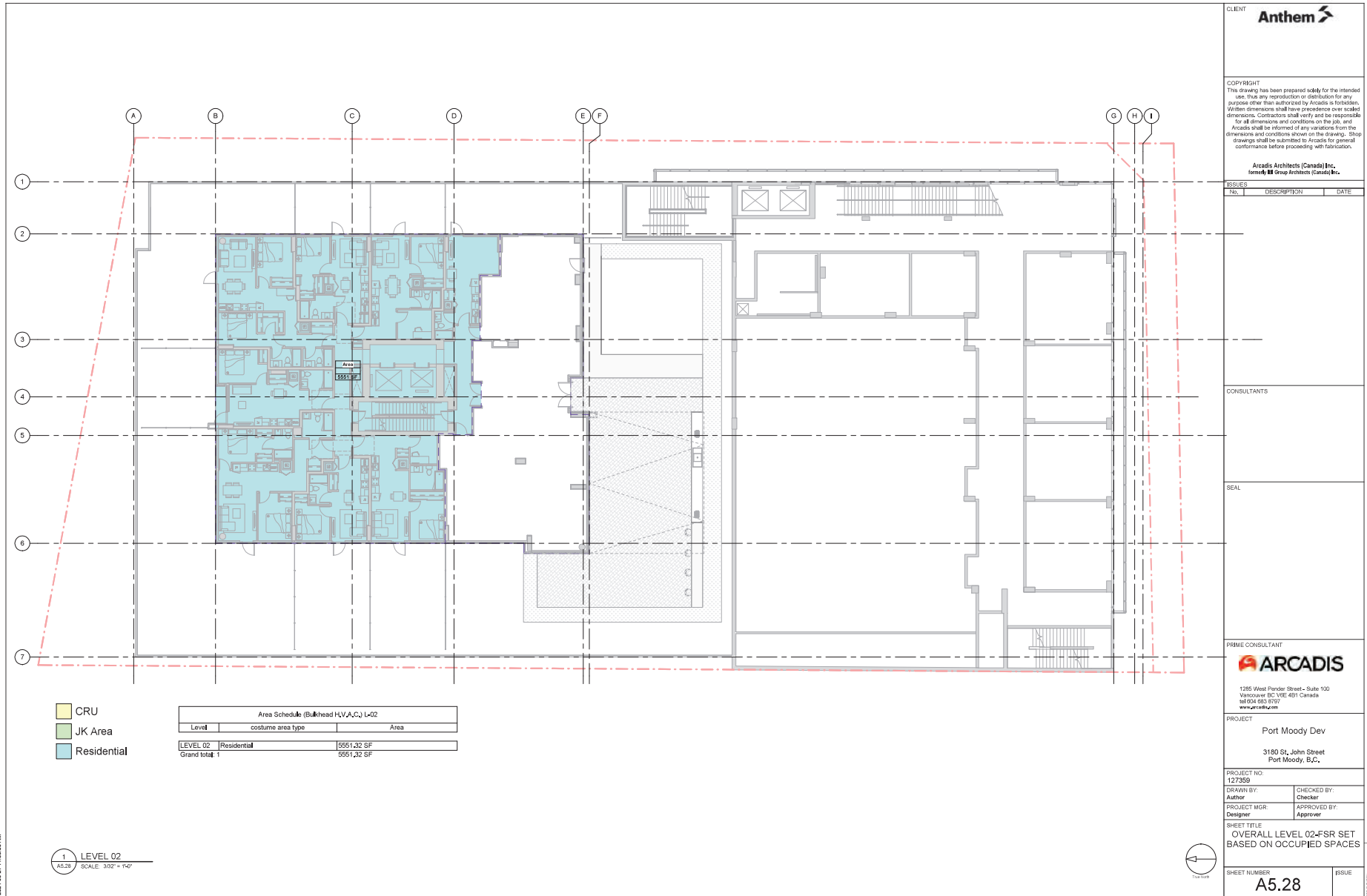
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SHEET TITLE
OVERALL ABOVE GRADE
P3-PARKING-FSR SET BASED
ON OCCUPIED SPACES

SHEET NUMBER A5.27	ISSUE
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2024/09/21 11:38:48 AM

Considered at the September 24, 2024, Regular Council meeting



Area Schedule (Bulkhead H.V.A.C.) L-02		
Level	costume area type	Area
LEVEL 02	Residential	5551.22 SF
Grand total		5551.22 SF

1 LEVEL 02
A5.28 SCALE: 3/32" = 1'-0"

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SHEET TITLE:
OVERALL LEVEL 02-FSR SET
BASED ON OCCUPIED SPACES

SHEET NUMBER A5.28	ISSUE
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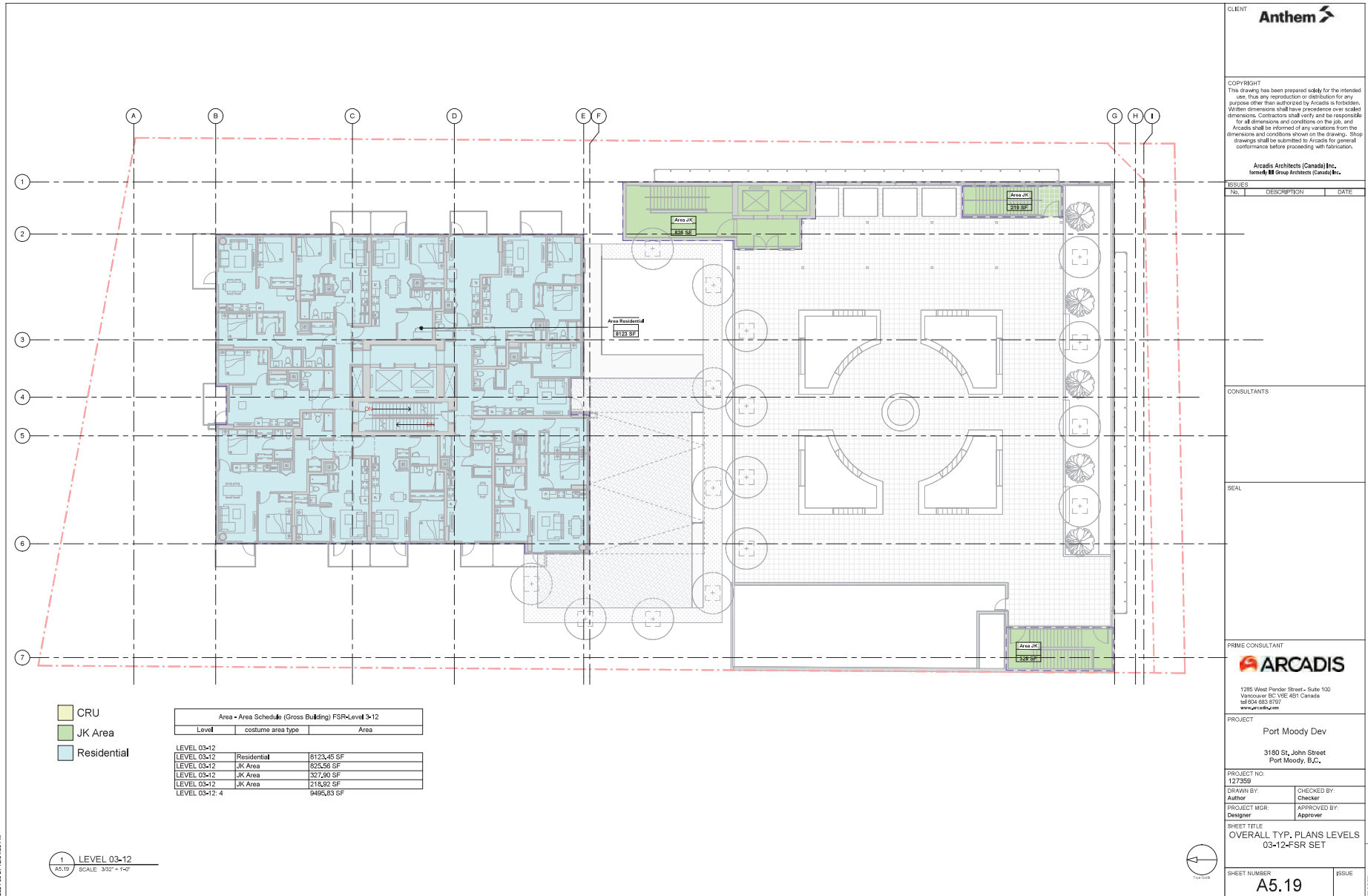
2024/09/01 11:38:55 AM

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Attachment 2

199

Attachment 4c



Area - Area Schedule (Gross Building) FSR-Level >=12

Level	costume area type	Area
LEVEL 03-12		
LEVEL 03-12	Residential	8123,45 SF
LEVEL 03-12	JK Area	825,56 SF
LEVEL 03-12	JK Area	327,90 SF
LEVEL 03-12	JK Area	218,82 SF
LEVEL 03-12.4		9496,83 SF

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SHEET TITLE
OVERALL TYP. PLANS LEVELS 03-12-FSR SET

SHEET NUMBER A5.19	ISSUE
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1 LEVEL 03-12
A5.19 SCALE: 3/32" = 1'-0"

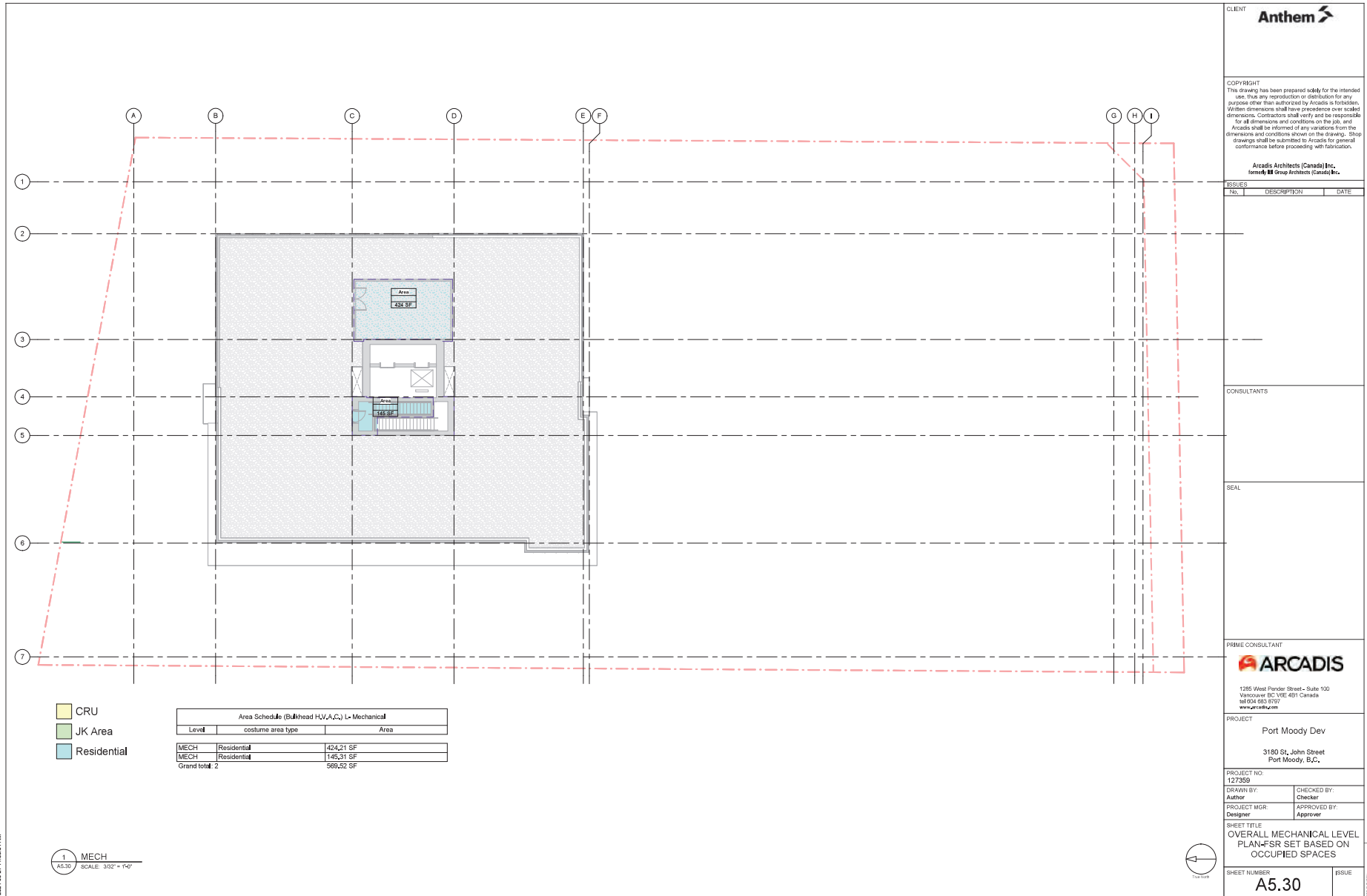


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SHEET TITLE
OVERALL MECHANICAL LEVEL PLAN-FSR SET BASED ON OCCUPIED SPACES

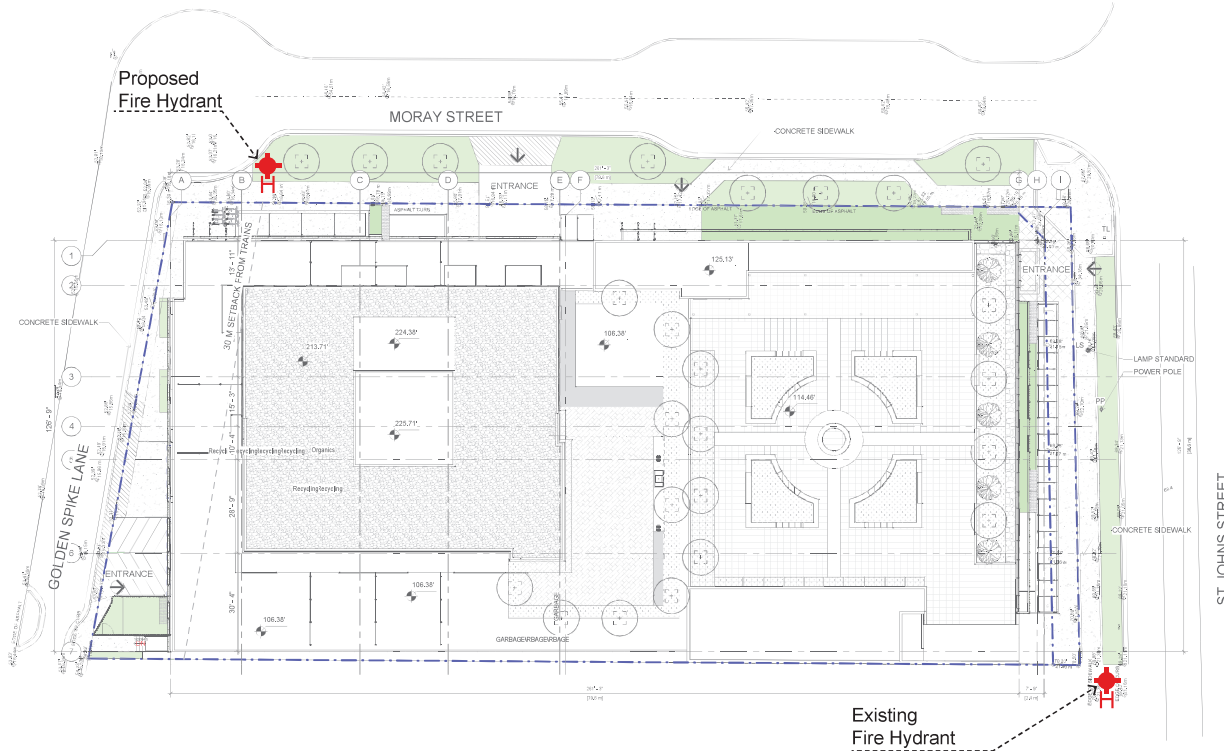
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1 MECH
A5.30 SCALE: 3/32" = 1'-0"



FIRE ACCESS PLAN



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PROJECT MGR:
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SHEET TITLE
SITE PLAN

SHEET NUMBER
A0.000
ISSUE

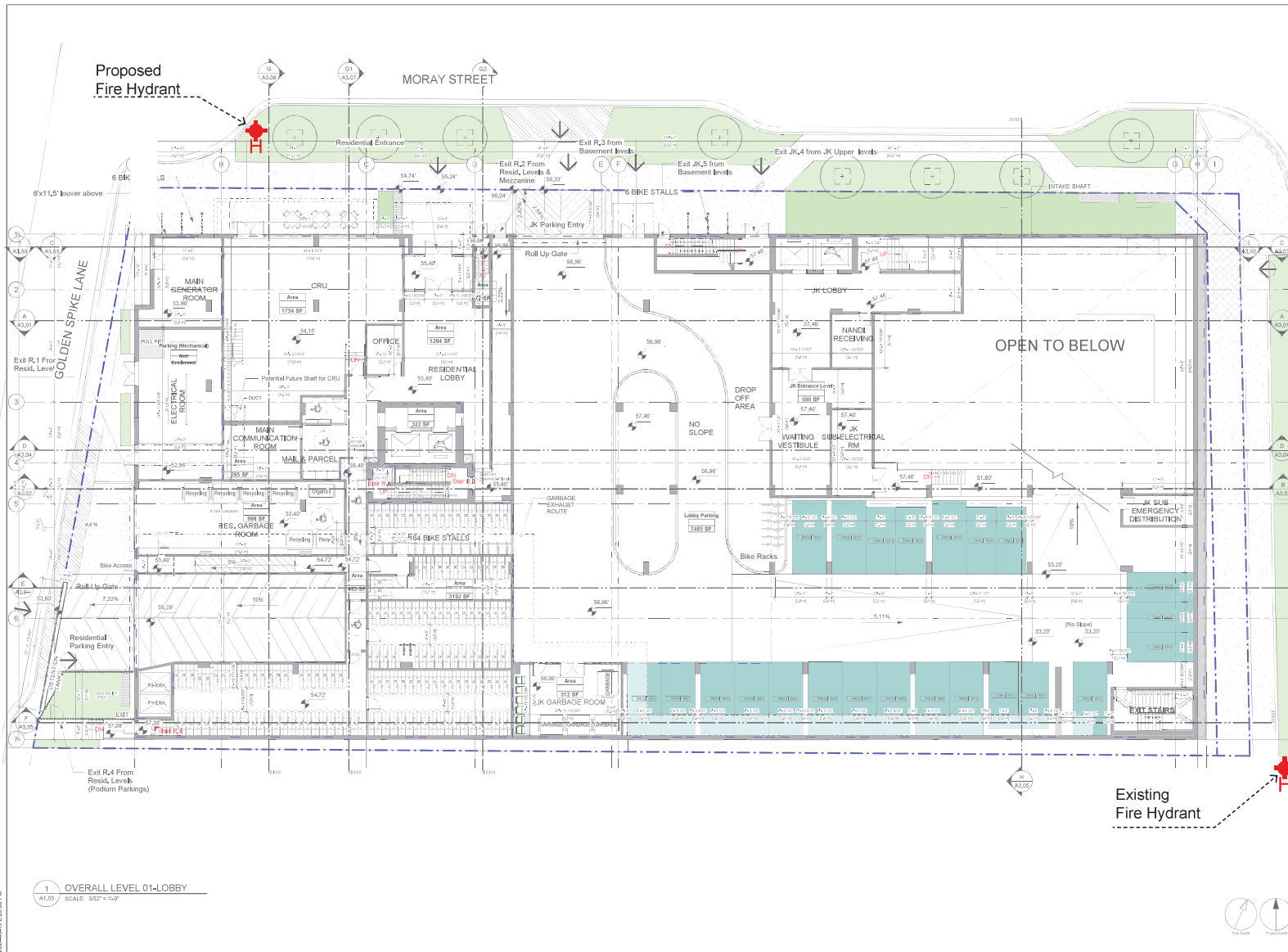
1 SITE PLAN
A0.000 SCALE: 1/8" = 1'-0"

Considered at the September 24, 2024, Regular Council meeting

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Attachment 2

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SHEET TITLE OVERALL LEVEL 1-LOBBY		
SHEET NUMBER A1.03	ISSUE	

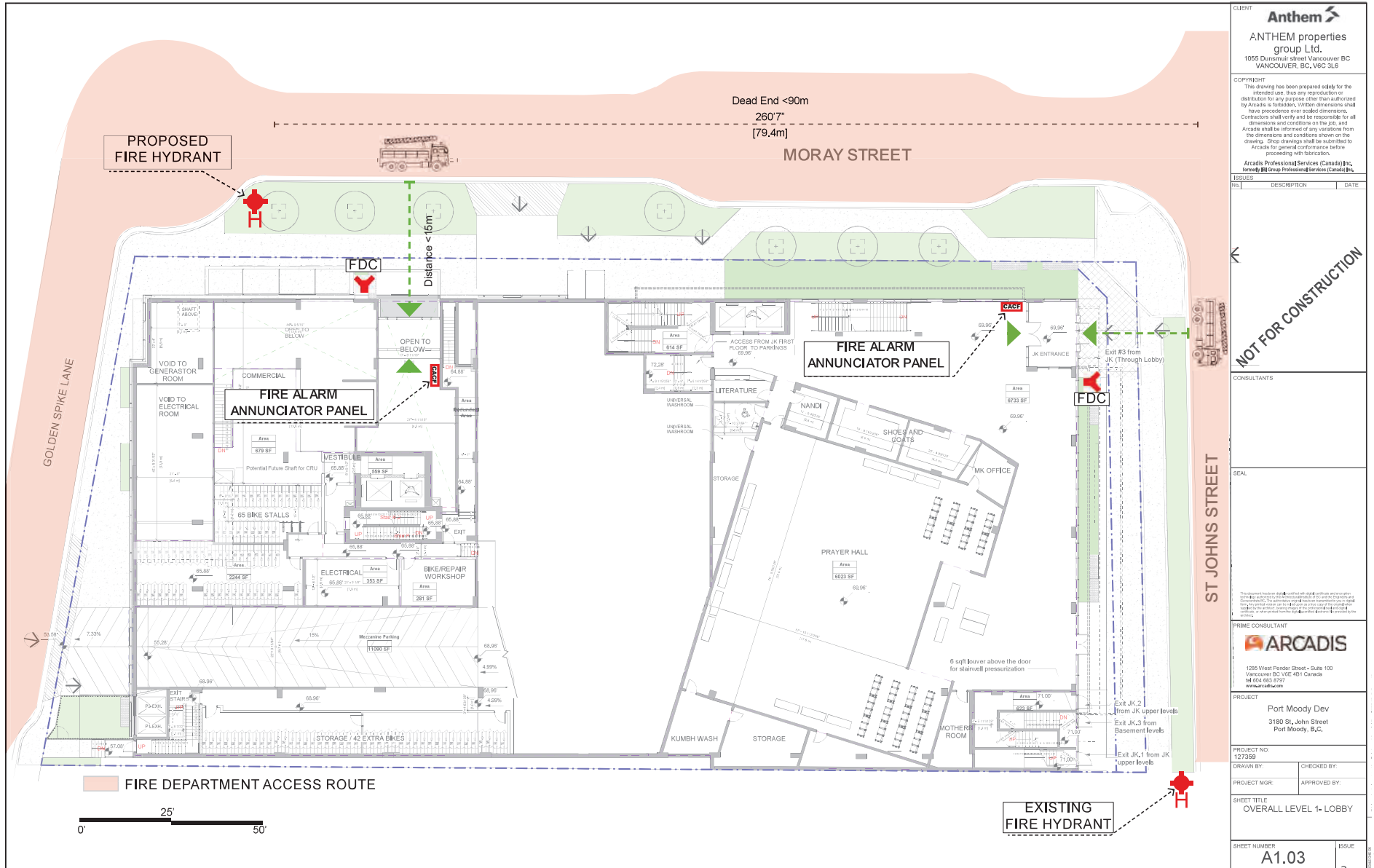
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SCALE: 3/32" = 1'-0"

Considered at the September 24, 2024, Regular Council meeting

203

Attachment 2

Attachment 4c



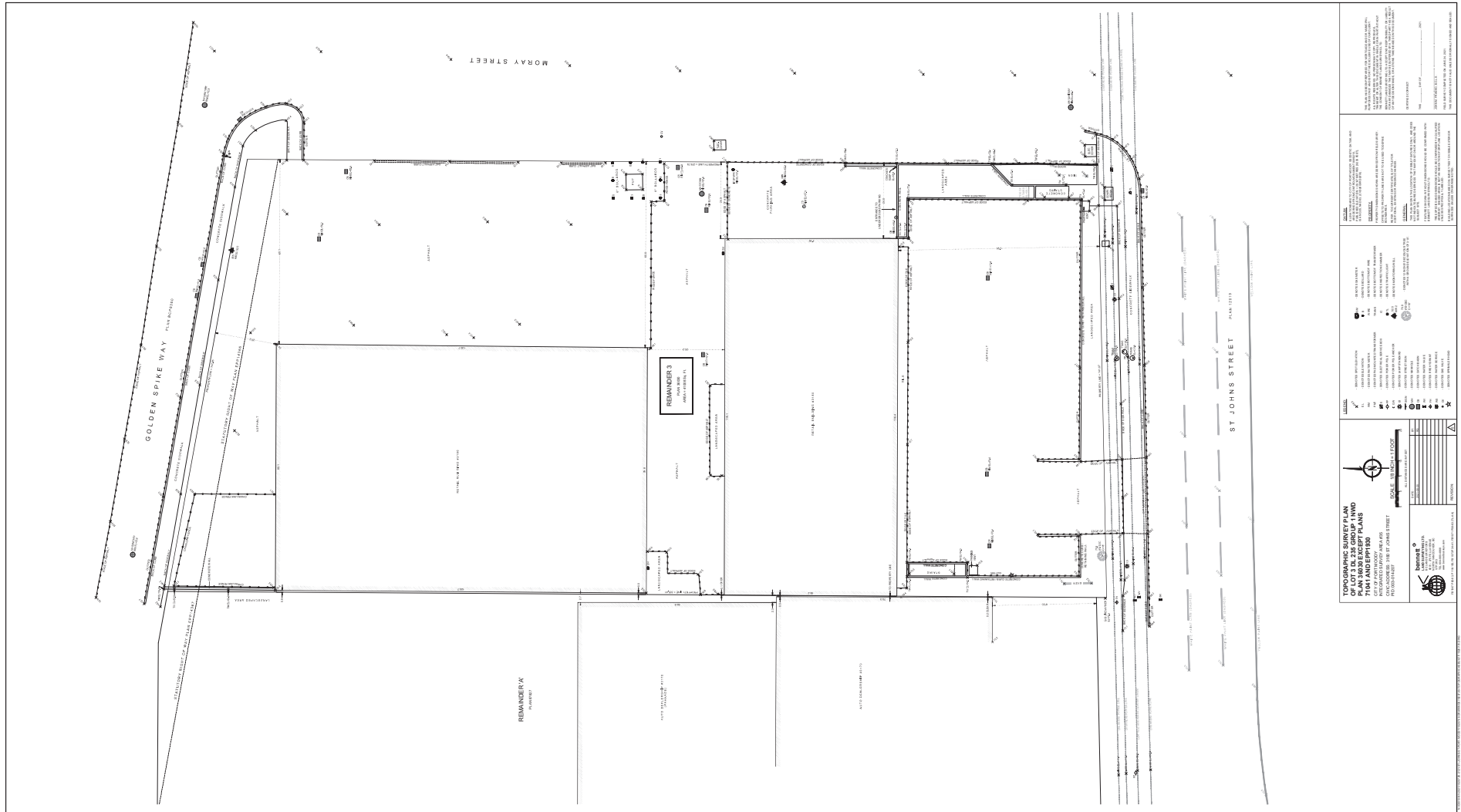
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NO.	DESCRIPTION	DATE						
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SHEET TITLE OVERALL LEVEL 1- LOBBY								
SHEET NUMBER A1.03	ISSUE 3							

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SURVEY



Considered at the September 24, 2024, Regular Council meeting

3180 ST JOHNS STREET

LANDSCAPE SET: REISSUED FOR REZONING & DEVELOPMENT PERMIT
JUNE 18, 2024

LANDSCAPE DRAWING INDEX

L0.0	COVER SHEET
L0.1	INSPIRATION AND DESIGN PRINCIPLES
L0.2	ANALYSIS AND CONCEPT DIAGRAMS
L1.0	LANDSCAPE PLAN - GRADE LEVEL
L1.1	LANDSCAPE PLAN - LEVEL 5
L1.2	LANDSCAPE PLAN - ROOF LEVEL
L2.0	PLANTING STRATEGY
L2.1	PLANTING PLAN
L3.0	SECTIONS AT GRADE
L3.1	SECTIONS ON ROOF
L4.0	DETAILS - HARDSCAPE
L4.1	DETAILS - FURNISHINGS
L4.2	DETAILS - FURNISHINGS (2)
L4.3	DETAILS - SOFTSCAPE

GENERAL NOTES

1. A SURVEY HAS BEEN PROVIDED BY THE CLIENT FOR THIS PROJECT. IT HAS BEEN REFORMATTED FOR USE IN AND FOR PREPARING THESE DOCUMENTS. CONTRACTOR SHALL OBTAIN AN OFFICIALLY SIGNED COPY FROM THE CLIENT AND BECOME FAMILIAR WITH THE EXISTING CONDITIONS AND SITE CONTEXT PRIOR TO CONSTRUCTION. ALL DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION IMMEDIATELY. THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR ERRORS OR OMISSIONS ASSOCIATED WITH PREPARATION OR DOCUMENTATION OF SURVEY.
2. THE CONTRACTOR SHALL VISIT THE SITE AND BECOME FAMILIAR WITH EXISTING SITE CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR ADHERENCE TO ORDINANCES, REGULATIONS, LAWS AND CODES HAVING JURISDICTION OVER THE PROPERTY PRIOR TO COMMENCING WORK.
4. CONTRACTOR IS RESPONSIBLE FOR DETERMINING MEANS AND METHODS FOR CONSTRUCTION. THESE DRAWINGS MAY INDICATE A LIMIT OF PROPOSED IMPROVEMENTS, LIMITS OF SITE DEMOLITION, ETC. FOR DELINEATION OF EXPECTED EXTENTS OF DISTURBANCE. HOWEVER, FINAL IMPACT SHALL BE DETERMINED IN THE FIELD. SHOULD LIMITS OF DISTURBANCE EXCEED BOUNDARIES DEFINED IN DRAWINGS, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
5. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS MAY VARY IN RELATION TO ACTUAL EXISTING CONDITIONS; ADDITIONAL UTILITIES NOT SHOWN ON THE DRAWINGS MAY EXIST. VERIFY IN THE FIELD THE DATA SHOWN, AND CALL ANY DISCREPANCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT BEFORE STARTING WORK.
6. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL WORK DISTURBED BY CONSTRUCTION OUTSIDE OF LIMIT LINES DEFINED ON DRAWINGS OR THROUGH HESHER MEANS AND METHODS TO A CONDITION BETTER THAN OR EQUAL TO THE EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A COMPLETE UP-TO-DATE SET OF DRAWINGS AND SPECIFICATIONS AT THE CONSTRUCTION SITE AND ENSURING THE DOCUMENTS ARE REGULARLY AVAILABLE FOR REVIEW BY THE LANDSCAPE ARCHITECT AND GOVERNING AGENCY.
8. THE DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY TO ONE ANOTHER AND IMPLIED TO CORRESPOND WITH ONE ANOTHER. ANY DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION IMMEDIATELY.
9. LANDSCAPE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. REPORT ANY DISCREPANCIES TO THE CONSULTANT FOR REVIEW AND RESPONSE.



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3	REISSUED FOR RZ & DP	2024-06-18
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	N/A
Drawn:	JZ
Reviewed:	OM
Project No.	06-757

COVER PAGE

L0.0

Considered at the September 24, 2024, Regular Council meeting

INSPIRATION AND DESIGN PRINCIPLES

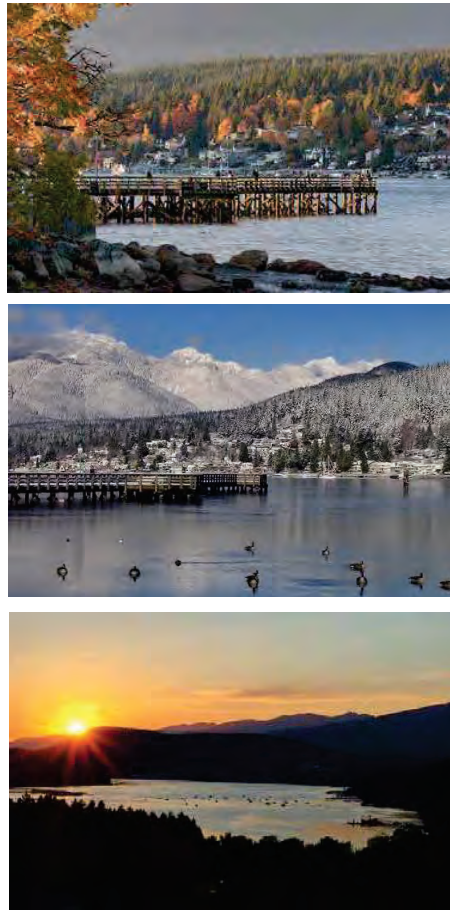
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1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

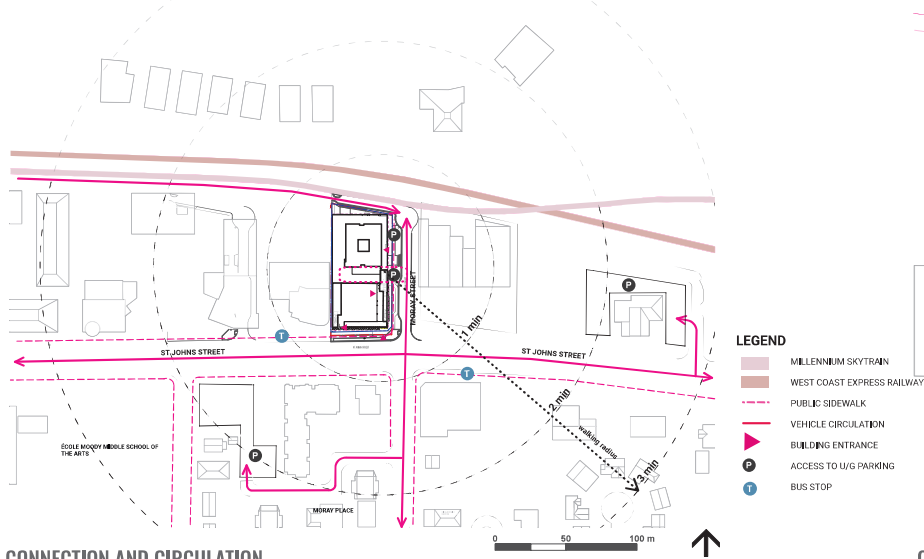
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Project No.	06-757

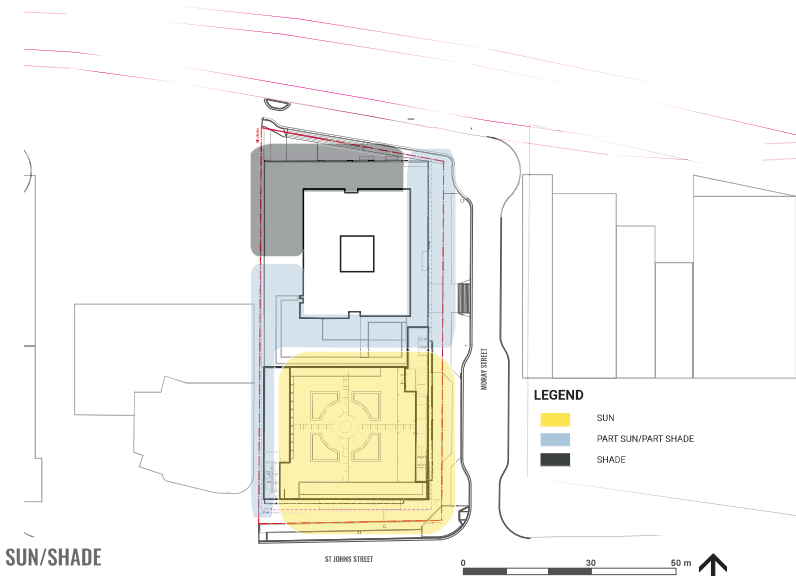
INSPIRATION AND DESIGN PRINCIPLES

L0.1

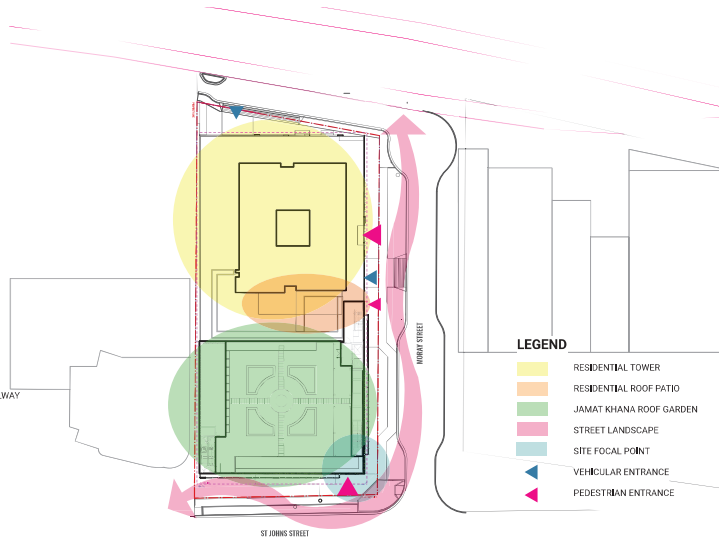
ANALYSIS AND CONCEPT DIAGRAMS



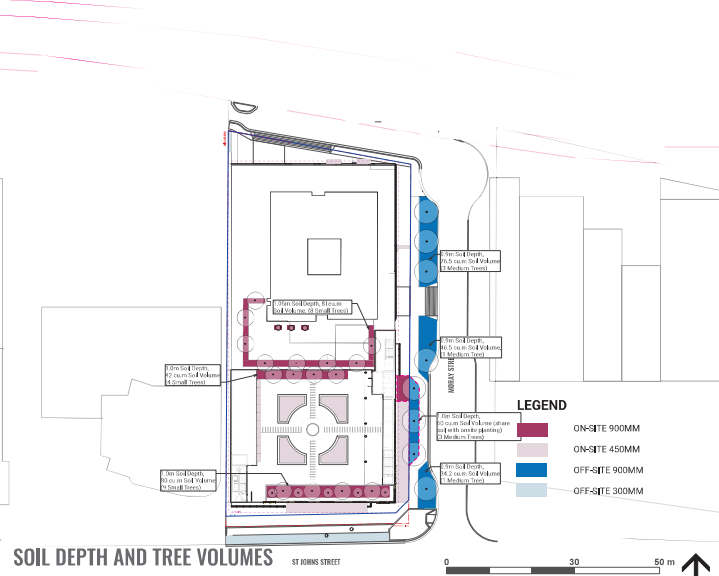
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SUN/SHADE



CONCEPTUAL DIAGRAM



SOIL DEPTH AND TREE VOLUMES



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1	ISSUED FOR RZ & DP	2022-08-23

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	AS SHOWN
Drawn:	JZ
Reviewed:	OM
Project No.	06-757

ANALYSIS AND CONCEPT DIAGRAMS

L0.2

SITE PLAN

PROGRAM LEGEND	
KEY	DESCRIPTION
1	JK ARRIVAL NODE
2	PLANTERS WITH BENCH SEATING
3	RESIDENTIAL ARRIVAL NODE
4	COMMERCIAL NODE
5	STREETSCAPE PLANTING
6	DOOR RELIEF AREA

SITE PLAN MATERIAL LEGEND		
KEY	DESCRIPTION	DETAIL
	TRIANGULAR CONCRETE CURB PAVES	2 / V.23
	CAST-IN-PLACE CONCRETE PAVING	1 / V.23
	ARTIFICIAL TURF	6 / V.23
	CUSTOM METAL PLANTER WITH BENCH	1 / V.23
	LAWN	6 / V.23
	BIKE RACK	2 / V.23
	WASTE RECEPTACLE	7 / V.23
	OUTDOOR TABLES (MOVABLE BY CHAIRS)	
	FENCE & GATE	

GRAILING LEGEND	
KEY	DESCRIPTION
	GRATING BY OTHERS (CONCRETE)
	SPRINKLER GRAILING (BY LANDSCAPE)
	TOP OF WALL, BOTTOM OF WALL (BY LANDSCAPE)

LAYOUT NOTES

- ALL DIMENSIONS ARE METRIC METERS UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL OBTAIN THE APPROVAL AND PERMITS FOR ALL PAVERMENTS, WALLS AND OTHER SETBACKS IN THE FIELD FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLEARANCE.
- WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE. DO NOT SCALE DIMENSIONS.
- ALL DIMENSIONS LABELED "TOP-TO-TOE" INDICATE EQUAL MEASUREMENTS BETWEEN THE ENGINEERED FINISH FACES ON THE DRAWING.
- LINEAL INTERSECTING ELEMENTS AT 90 DEGREES TO EACH OTHER UNLESS OTHERWISE NOTED.
- APPROXIMATE EXPANSION JOINTS WHERE CONCRETE FLOORS MEET VERTICAL STRUCTURES SUCH AS WALLS, CURBS, STEPS AND BENCHES.
- TO BE SPECIFIED WITH CONCRETE CURB AND EXPANSION JOINTS SHALL BE ADHERE WITH BUILDING FEATHERS AND WITH CORNERS OF PAVEMENT. SPACE ADDITIONAL JOINTS WHERE THESE FEATHERS CORNER.
- THE CONTRACTOR SHALL PROVIDE SMOOTH LAYOUT ADJUSTMENTS BETWEEN EXISTING CONDITIONS AND PROPOSED SITE IMPROVEMENTS.
- WALL CURVES TO BE SMOOTH AND CONTINUOUS.

GRAILING NOTES

- GRAILING SHOWN FOR INFO NOT SCALE DRAWINGS.
- LANDSCAPE CONTINGING AND BENCH LANDSCAPE ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO BE CONSTRUCTION.
- REFER TO OTHER DRAWINGS ALL SUBSURFACE DRAINAGE.
- UNLESS OTHERWISE NOTED, PROVIDE A MINIMUM SLOPE ON ALL SOFT LANDSCAPE AREAS TO ENSURE PROPER DRAINAGE AWAY FROM BUILDINGS AND TO DRAINAGE STRUCTURES. SOFT LANDSCAPE AREAS TO BE A MINIMUM 2% SLOPE.



FEATURE STREET TREES LOCATION ONCE SITE HYDRO UNDERGROUND OCCURS

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3	REISSUED FOR RZ & DP	2024-06-18
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23
REVISIONS		

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale: 1:200
 Drawn: JZ
 Reviewed: OM
 Project No: 06-757

SITE PLAN

L1.0

3	REISSUED FOR RZ & DP	2024-06-18
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2023-08-23

REVISIONS

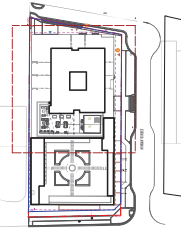
3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	1:100
Drawn:	JZ
Reviewed:	OM
Project No.	06-757

ROOF PLAN (LEVEL 5)

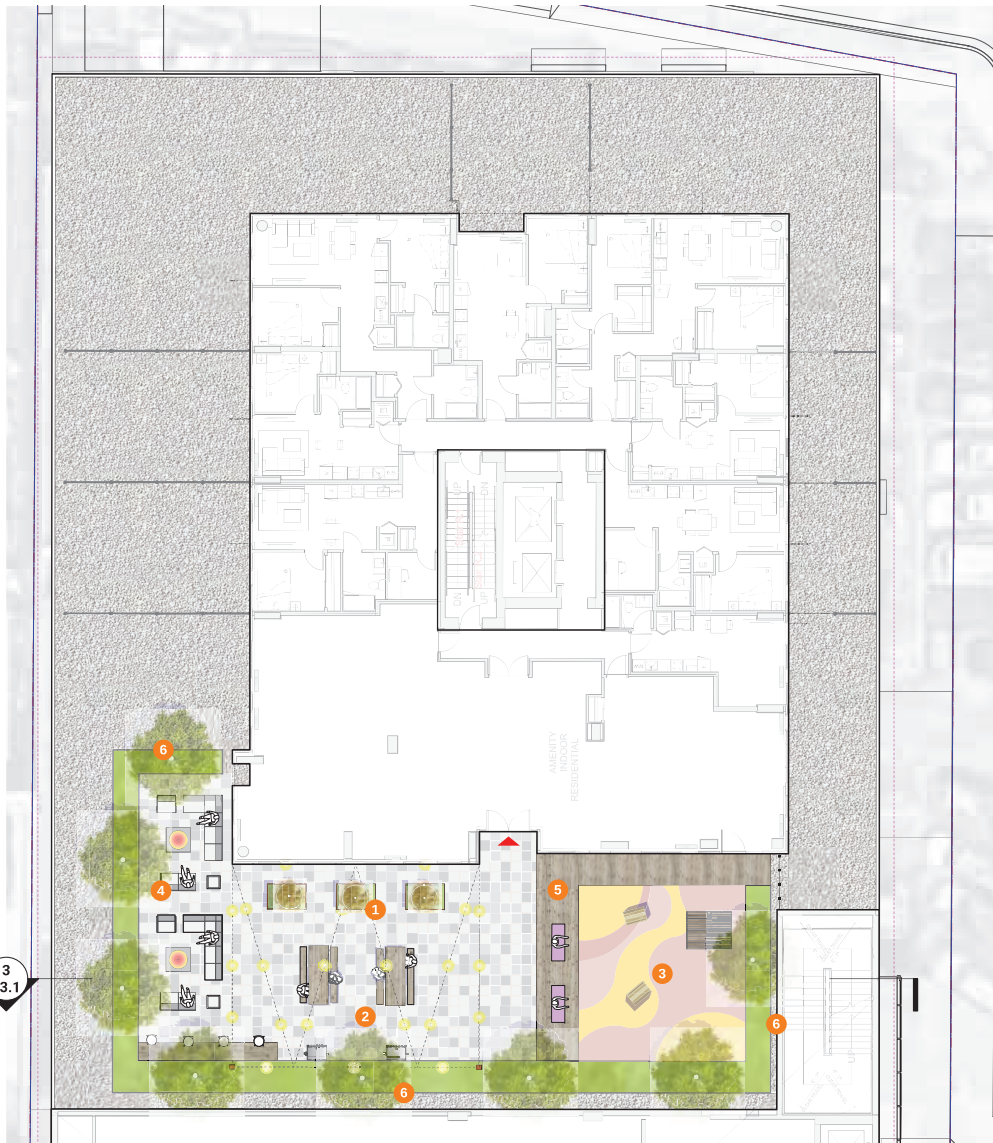
L1.1



KEY	DESCRIPTION
1	URBAN AGROBIOCLIMATE AREA
2	OUTDOOR KITCHEN AND DINING AREA
3	KIDS PLAY AND OUTDOOR ACTIVITY AREA
4	LOUNGE SEATING AREA
5	MULTI-USE WOOD DECK
6	DIFFER PLANTING

KEY	DESCRIPTION	DETAIL
	PAVING	5 (L4.5)
	RUBBER SURFACING	6 (L4.5)
	WOOD DECK	7 (L4.9)
	GRANULAR STONE	8 (L4.5)
	PLANTING IN METAL PLANTER	9 (L4.5)
	URBAN AGROBIOCLIMATE METAL PLANTER	6 (L4.2)
	BARBECUE	
	BAR TABLES WITH STOOL	6 (L4.2)
	FLEXIBLE OUTDOOR DINING TABLE	4 (L4.7)
	PLAY PIT	5 (L4.1)
	HIRING LOG	
	FIRE PIT	4 (L4.2)
	SEATING LOUNGE (BY OWNER)	

- LAYOUT NOTES**
1. ALL DIMENSIONS ARE METRIC (METERS) UNLESS OTHERWISE NOTED.
 2. THE CONTRACTOR SHALL STATE THE LAYOUT AND ALIGNMENT OF ALL PAVEMENTS, WALLS, AND OTHER STRUCTURES BY THE REVISIONS OF THIS LAYOUT AND SELECT PRIOR TO START OF CONSTRUCTION BRING REVISIONS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLARIFICATION.
 3. WRITE IN DIMENSIONS (AND PRECEDENT OVER SCALE, DO NOT SCALE DRAWINGS).
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. MEASUREMENTS BETWEEN THE DIMENSION LINES POINTS ON THE DRAWING.
 5. INITIAL INTERLOCKING ELEMENTS AT 90 DEGREES TO EACH OTHER UNLESS OTHERWISE NOTED.
 6. PROVIDE EXPANSION JOINTS WHERE CONCRETE FILLING MEETS VERTICAL STRUCTURE (COLUMN, WALL, ETC.) AND BETWEEN BEAMS AND ELEMENTS AND AS INDICATED ON DRAWINGS AND SPECS.
 7. UNLESS OTHERWISE NOTED, CONCRETE JOINTS AND EXPANSION JOINTS SHALL BE ALIGNED WITH THE BEAM CENTER LINES AND WITH CORNERS OF FOOTINGS. SPACE JOINTS SHALL BE ALIGNED WITH THESE POINTS EQUALLY.
 8. THE CONTRACTOR SHALL PROVIDE SMOOTH LAYOUT ALIGNMENTS BETWEEN EXISTING CONCRETE AND PROPOSED SET BY PROVISIONS.
 9. ALL CURVES TO BE SMOOTH AND CONTINUOUS.



3 L3.1

NOTE: MAXIMUM CAPACITY LIMITED TO 133 PEOPLE



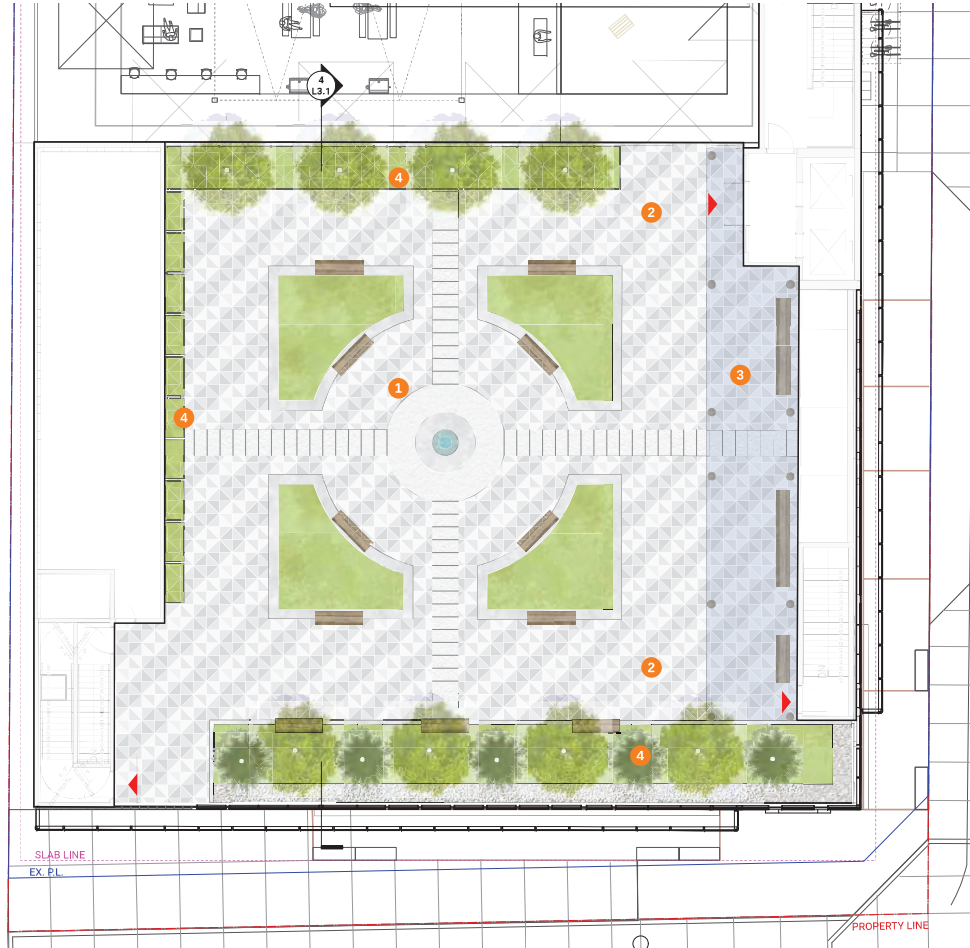
ROOF PLAN

PROGRAM LEGEND	
KEY	DESCRIPTION
1	SPIRITUAL GARDEN
2	OPEN SPACE FOR GATHERINGS
3	ARCHITECTURAL CANOPY
4	BUFFER PLANTING

ROOF LEVEL MATERIAL LEGEND		
KEY	DESCRIPTION	DETAIL
	SPIGGLE CONCRETE UNIT PAVER	1 (L1.0)
	PORCELAIN SLAB PAVER	1 (L1.0)
	CAST-IN-PLACE CONCRETE SLAT WALL WITH BENCH	2 (L1.1)
	STAND ALONE BENCH	2 (L1.1)
	CUSTOM METAL PLANTER	2 (L1.2)
	WATER BOWL	1 (L1.2)

LAYOUT NOTES

1. ALL DIMENSIONS ARE METRIC (METERS) UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL STAKE THE LAYOUT AND ALIGNMENT OF ALL PAVEMENTS, WALLS, AND OTHER STRUCTURES IN THE FIELD RESPONSIBLY BY THE LANDSCAPE ARCHITECT PRIOR TO START OF CONSTRUCTION, BEING DISCREPANCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLARIFICATION.
3. WRITE IN DIMENSIONS TAKE PRECEDENCE OVER SCALE. DO NOT SCALE DRAWINGS.
4. ALL DIMENSIONS LABELED TOP ARE TO INDICATE EQUAL MEASUREMENTS BETWEEN THE DIMENSIONS SHOWN IN THE DRAWING.
5. INSTALL INTERSECTING ELEMENTS AT 90 DEGREES TO EACH OTHER UNLESS OTHERWISE NOTED.
6. PROVIDE EXPANSION JOINTS WHERE CONCRETE FLOOR MEETS VERTICAL STRUCTURES SUCH AS WALLS, CURBS, STEPS, AND BUILDING ELEMENTS AND AS INDICATED ON DRAWINGS AND SPECIES.
7. UNLESS OTHERWISE NOTED, CONCRETE JOISTS AND EXPANSION JOINTS SHALL BE ALIGNED WITH THE FINISH FINISHES AND WITH JOISTS OF PAVEMENT. SPACE AND FINISH JOINTS BETWEEN THESE FINISHES EQUALLY.
8. THE CONTRACTOR SHALL PROVIDE SMOOTH SURFACE ALIGNMENTS BETWEEN EXISTING CONCRETE AND PROPOSED SET IMPROVEMENTS.
9. ALL CHANGES TO BE SMOOTH AND CONTINUOUS.



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3	REISSUED FOR RZ & DP	2024-06-18
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

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ROOF PLAN

L1.2



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3 ISSUED FOR RZ & DP 2024-08-26

2 ISSUED FOR RZ & DP 2023-10-13

1 ISSUED FOR RZ & DP 2022-08-23

REVISIONS

3180 ST. JOHNS STREET

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Reviewed: OM

Project No: 06-757

PLANTING STRATEGY

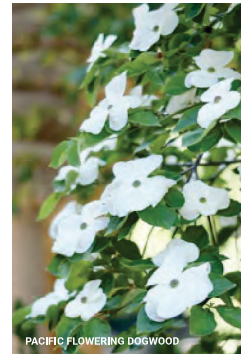
L2.0

PLANTING STRATEGY

Table with columns: LEGEND, QTY, BOTANICAL NAME, COMMON NAME, SIZE & SPACING. Sections include ROOF GARDEN, CENTER GARDEN PLANTING, ROOF PATIO, and STREETScape. Includes sub-sections for ROOF GARDEN PER/METER PLANTING, SHRUBS & GRASSES, GROUNDCOVERS, PERENNIALS & BULBS, and VINES.



CALLERY PEAR



PACIFIC FLOWERING DOGWOOD



MEXICAN FEATHER GRASS



PINK DAWN VIBURNUM



KOREAN STEWARTIA



SWEET VIOLET



MALUS DOMESTICA



SNOWBERRY



GRAPE HYACINTH



ENGLISH LAVENDER



HIMALAYAN SWEET BOX



PRAIRIE FIRE SEDGE

PLANTING PLAN

PLANTING NOTES

- ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CANADIAN LANDSCAPE STANDARD LATEST EDITION.
- SEE SPECIFICATIONS AND DETAILS FOR PLANTING METHODS, REQUIREMENTS, SOIL TESTING, MATERIALS AND PLANT PROTECTION.
- PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL CONFIRM THE AVAILABILITY OF THE PLANT MATERIAL, ALLOWING FOR ANY AND ALL REQUIRED APPROVALS. PLANT SUBSTITUTIONS NOT CONFIRMED AND APPROVED BY THE LANDSCAPE ARCHITECT WILL BE REJECTED.
- PLANT NAMES MAY BE ABBREVIATED ON DRAWINGS. REFER TO PLANT LIST AND LEGENDS FOR SYMBOLS, ABBREVIATIONS, BOTANICAL AND COMMON NAMES, SIZES, ESTIMATED QUANTITIES AND OTHER REMARKS.
- WHERE PROVIDED, AREA TAKEOFFS AND PLANT QUANTITY ESTIMATES IN PLANT LIST ARE FOR INFORMATION ONLY. CONTRACTOR IS RESPONSIBLE TO DO THEIR OWN QUANTITY TAKEOFFS FOR ALL PLANT MATERIAL AND SIZES SHOWN ON THE DRAWINGS. BRING DISCREPANCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLARIFICATION.
- PRIOR TO INSTALLATION OF PLANT MATERIAL, PLANTS MUST BE PLACED AND LANDSCAPE ARCHITECT CALLED TO SITE TO REVIEW AND APPROVE LAYOUT. CONSULTANT MAY PROVIDE DIRECTIONS FOR LAYOUT MODIFICATIONS UPON REVIEW.
- CONTRACTOR IS RESPONSIBLE TO "RESTORE" ALL AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED THAT MEETS OR EXCEEDS THE CONDITIONS PRIOR TO DISTURBANCE.
- ALL PLANTING AREAS SHALL BE WATERED WITH AN IN-GROUND AUTOMATIC IRRIGATION SYSTEM.
- REFER TO THE "LANDSCAPING ON CITY LANDS DRAFT INTERIM SPECIFICATIONS" FOR STANDARDS FOR TREE SPACING AND MINIMUM DISTANCES FROM UTILITIES.

IRRIGATION NOTES

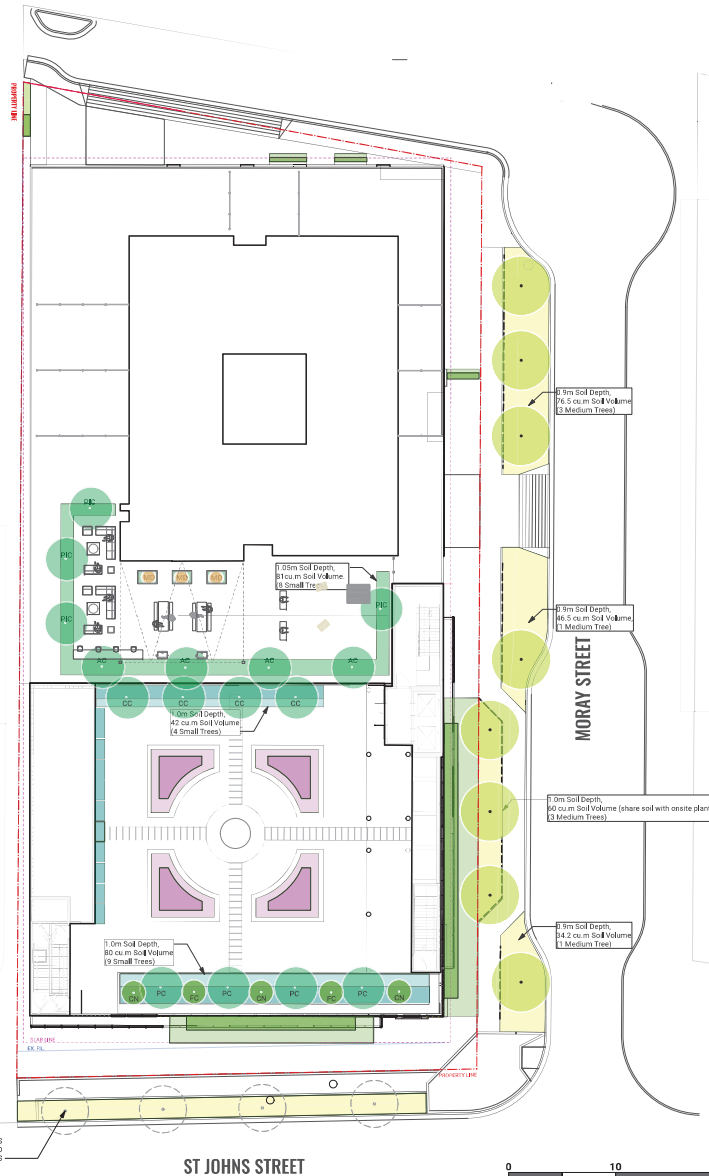
- PROVIDE COMPLETE AUTOMATIC IRRIGATION SYSTEM FOR ALL ON-SITE SOFTSCAPE PLANTING AREAS. PROVIDE INDEPENDANT COMPLETE AUTOMATIC IRRIGATION SYSTEM FOR ALL OFF-SITE SOFTSCAPE PLANTING AREAS AND TREES.
- TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
- IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IBAC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
- IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.
- IRRIGATION STUB-OUTS AND HOSE BIBS PER MECHANICAL PLANS.
- PROVIDE SHOP DRAWINGS FOR IRRIGATION LAYOUT TO CONSULTANT FOR REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION. INCLUDE SLEEVING, DRIP LINE, PIPE SIZE, VALVE BOXES, ETC., AND ALL IRRIGATION COMPONENT SPECIFICATIONS. VALVE BOXES TO BE LOCATED IN LOW-VISIBLE, PLANTED AREAS ONLY AND LOCATIONS TO BE APPROVED.
- LEED WATER EFFICIENCY CREDIT CRITERIA TO BE MET (MIN. 50% REDUCTION IN POTABLE IRRIGATION WATER) AND DEMONSTRATED AS PART OF SHOP DRAWING SUBMITTAL.
- HIGH EFFICIENCY IRRIGATION TECHNOLOGY TO INCLUDE (BUT NOT LIMITED TO): CENTRAL SHUT-OFF VALVE, HIGH EFFICIENCY DRIP IRRIGATION LINES, HIGH EFFICIENCY POP-UP SPRINKLERS AND MOTION SENSOR / RAIN DELAY CONTROLLER.
- TEST SYSTEM PRIOR TO COMPLETION OF LANDSCAPE WORKS TO ENSURE NO LEAKAGE AND SPECIFIED PSI IS MET. PROVIDE WRITTEN NOTICE THAT PRESSURE TESTING HAS MET STANDARDS (LEAKS SHALL NOT BE REPAIRED BY PATCHING).
- INSTRUCT OWNER'S PERSONNEL IN THE OPERATION AND MAINTENANCE OF SYSTEM, INCLUDING ADJUSTING OF SPRINKLER HEADS. USE OPERATION AND MAINTENANCE MATERIAL AS BASIS FOR DEMONSTRATION.

PLANT LEGEND

OFF-SITE	JAMAT KHANA ROOF GARDEN	ROOF PATIO	STREETSCAPE	ROOT BARRIER

TREE CANOPY COVERAGE CALCULATION

LEGEND	QUANTITY	CANOPY COVERAGE PER TREE IN 20 YEARS (PER CITY OF PORT MOODY REPORT CARD)	TOTAL CANOPY COVERAGE FOR EACH SPECIES
	8	50 sqm	400 sqm (10%)
	21	25 sqm	525 sqm (14%)
TOTAL CANOPY COVERAGE AFTER 20 YEARS			925 sqm (24%)



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- 3 REISSUED FOR RZ & DP 2024-06-18
- 2 REISSUED FOR RZ & DP 2023-10-13
- 1 ISSUED FOR RZ & DP 2022-09-23

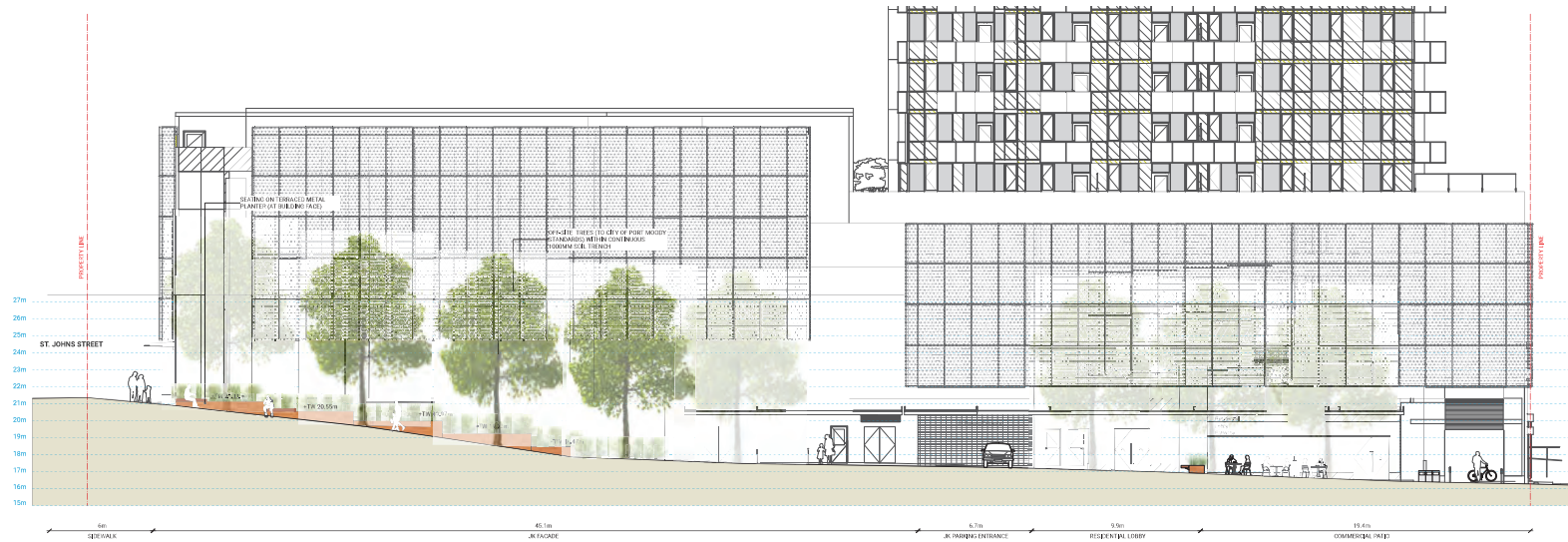
3180 ST JOHNS STREET

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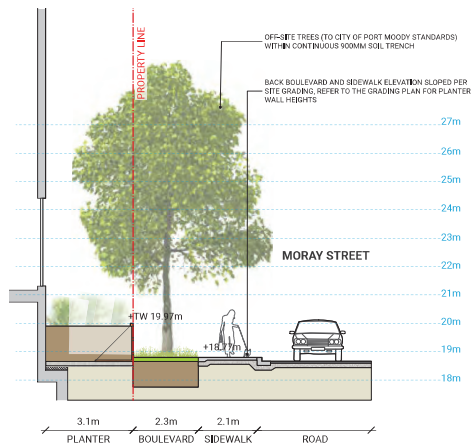
PLANTING PLAN

L2.1

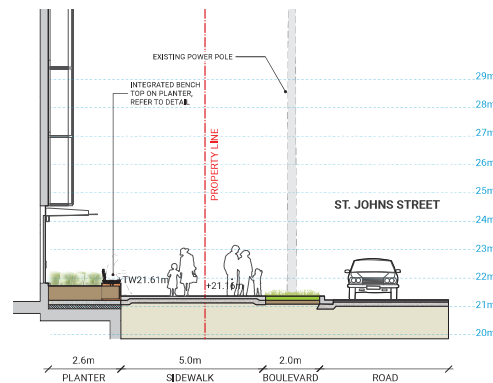
SECTIONS AND PERSPECTIVES (AT GROUND LEVEL)



1 SECTION-ELEVATION FACING MORAY STREET
Scale: 1:125



2 SECTION AT MORAY STREET
Scale: 1:75



3 SECTION AT ST. JOHNS STREET
Scale: 1:75



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REVISIONS		
3	ISSUED FOR RZ & DP	2024-06-18
2	ISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	AS SHOWN
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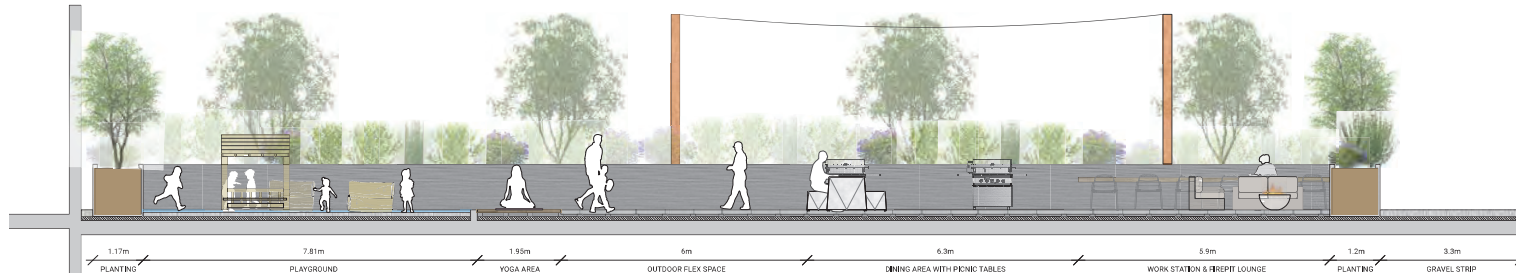
SECTION AND ELEVATION AT GROUND LEVEL

L3.0

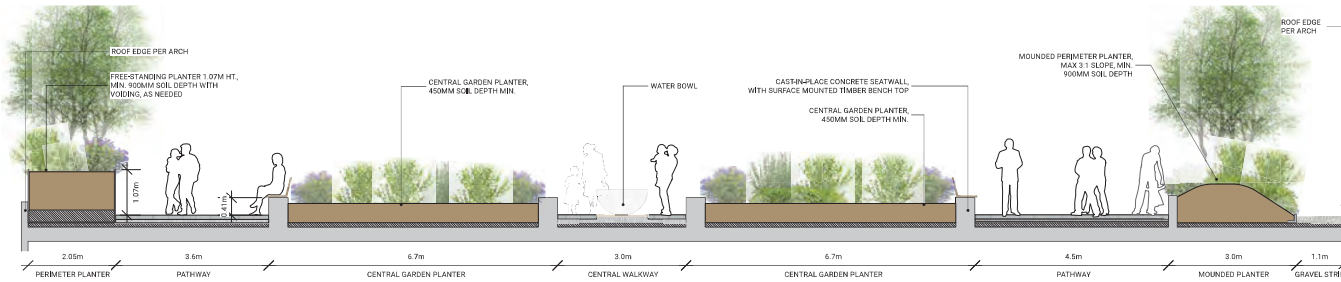
Considered at the September 24, 2024, Regular Council meeting

214

SECTIONS (ROOF LEVELS)



1 SECTION AT RESIDENTIAL AMENITY PATIO
Scale: 1:50



2 SECTION AT JK ROOF GARDEN
Scale: 1:50



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1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

Port Moody, British Columbia

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Reviewed:	OM
Project No.:	06-757

SECTIONS (ROOF LEVEL)

L3.1

Considered at the September 24, 2024, Regular Council meeting

215



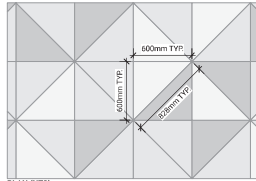
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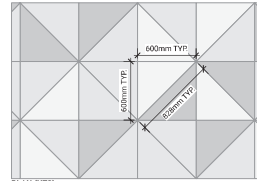


IMAGE



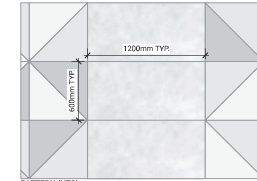
PLAN (NTS)

MODEL: BROADWAY 65 IN TRIANGLE
(600MM*600MM*65MM)
COLOUR: CHARCOAL, NATURAL, ASH
BY: DARKMAN



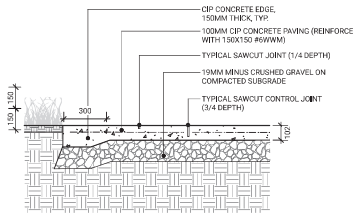
PLAN (NTS)

MODEL: BROADWAY 65 IN TRIANGLE
(600MM*600MM*65MM)
COLOUR: CHARCOAL, NATURAL, ASH
BY: DARKMAN

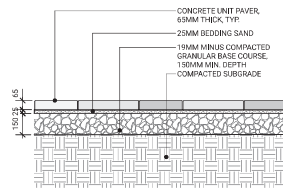


PATTERN (NTS)

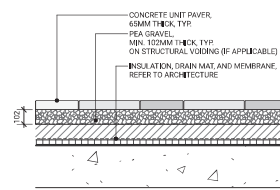
MODEL: THE ABSTOKRAT SERIES 2CM PORCELAIN SLABS
(598MM*1200MM*20MM)
COLOUR: ONDA PEARL
BY: ADBORTSFOGD CONCRETE



1 CIP CONCRETE PAVING - PEDESTRIAN
Scale: 1:15

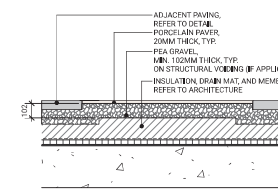


2 CONCRETE UNIT PAVERS (ON GRADE)
Scale: 1:15



ON GRANULAR

3 CONCRETE UNIT PAVERS (ON SLAB)
Scale: 1:15

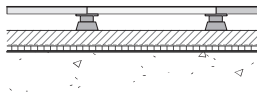


4 PORCELAIN PAVERS (ON SLAB)
Scale: 1:15



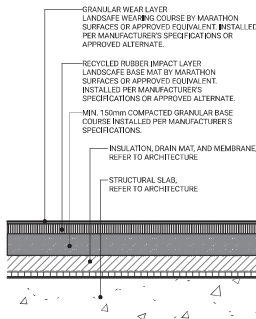
IMAGE

MODEL: MANHATTAN VIBROCOMPRESSED SLABS (301MM*606MM*51MM)
COLOUR: NATURAL GREY, WHITE, NORTHERN SHADOW
BY: NEW STONE



5 CONCRETE PATIO PAVERS
Scale: 1:15

MODEL: LANDSAFE
COLOUR: TORQUOSE BLUE, TEAL
BY: MARATHON SURFACES



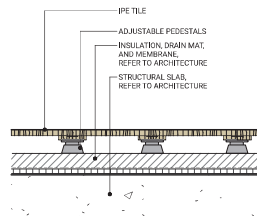
NOTES:
1. FALL SURFACING TO CONFORM TO REQUIRED CSA SAFETY STANDARDS.
2. THICKNESS OF SURFACING LAYERS TO BE DETERMINED BY CRITICAL FALL HEIGHT.

6 RUBBER SURFACE
Scale: 1:15

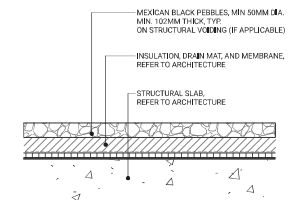


PATTERN (NTS)

MODEL: IPE WOOD TILE BY BEBONIP
FINISH: SMOOTH FINISH
PATTERN: STACKED
DIMENSIONS: 24"x48"x1.5"
CONTACT: 1.800.333.4234



7 WOOD DECK TILE
Scale: 1:15



7 GRANULAR ON SLAB
Scale: 1:15

3	REISSUED FOR RZ & DP	2024-05-01
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	
Drawn:	JZ
Reviewed:	OM
Project No.:	06-757

DETAILS-HARDSCAPE

L4.0

Considered at the September 24, 2024, Regular Council meeting

216

Attachment 2

Attachment 5



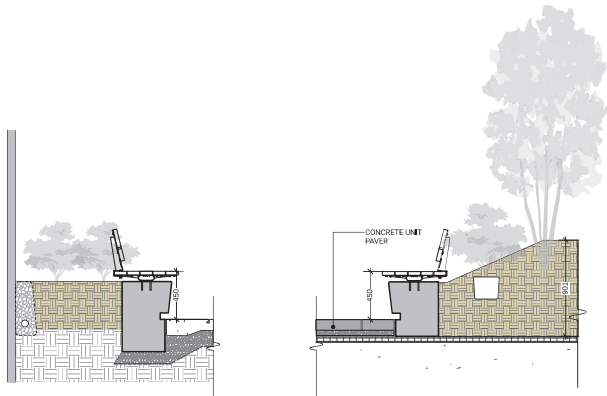
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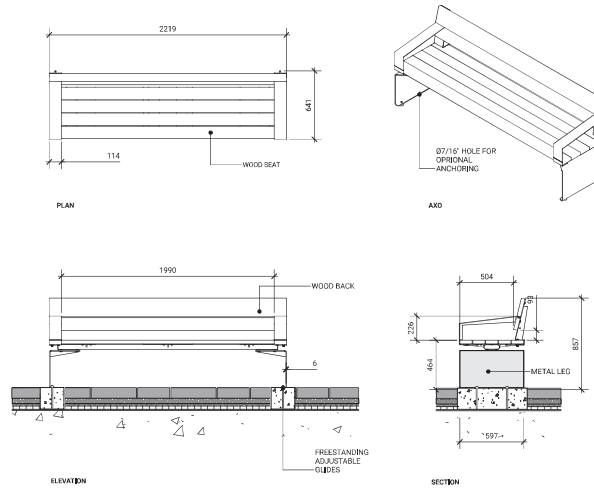


MODEL: LINK BENCH (INLINE, METAL LEGS, STRAIGHT, FULL BACKREST, END ARMS)
COLOUR: IPE (P)
BY: LANDSCAPEFORMS 1.604-278-4939



1 CONCRETE SEATWALL AND PLANTER (AT GRADE)
Scale: 1:20

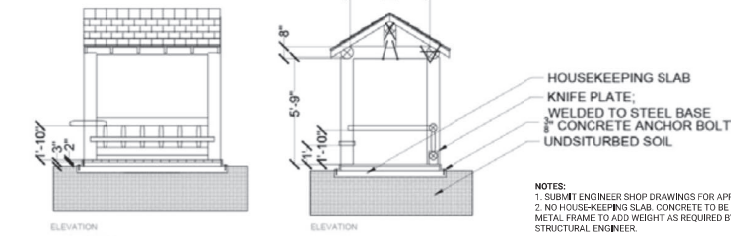
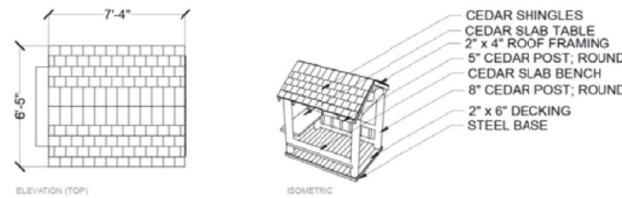
2 CONCRETE SEATWALL AND PLANTER (ON SLAB)
Scale: 1:20



3 BENCH UNDER SHELTER ON ROOF
Scale: 1:20

MODEL: LINK BENCH (INLINE, TOP OF WALL MOUNT, STRAIGHT, FULL BACKREST, NO ARMS)
COLOUR: IPE (P)
BY: LANDSCAPEFORMS 1.604-278-4939

NOTE: IT IS NOT RECOMMENDED TO LOCATE HOLES FOR ANCHORING UNTIL UNIT IS ON SITE. BENCH INCLUDES (4) 3/8-16 x 3-1/2" THREADED RODS (4) 3/8-16 x 3-1/2" THREADED RODS



4 BENCH MOUNTED ON WALL
Scale: 1:20

5 LOG PLAY HUT
Scale: 1:25

3	REISSUED FOR RZ & DP	2024-05-31
2	REISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	
Drawn:	JZ
Reviewed:	OM/DS
Project No.	06-757

DETAILS - FURNISHINGS

L4.1

Considered at the September 24, 2024, Regular Council meeting

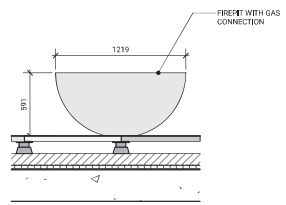
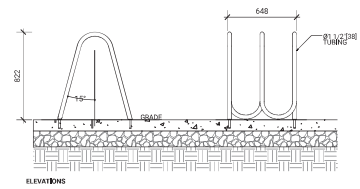
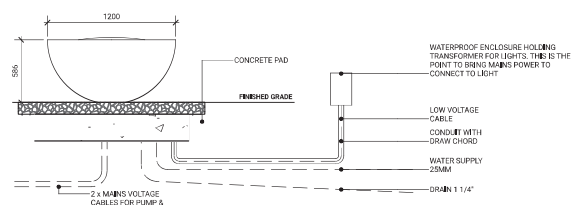
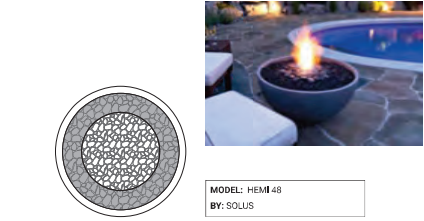
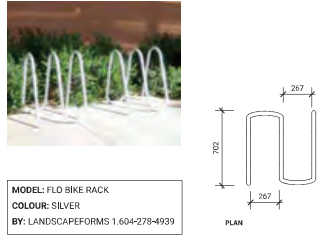
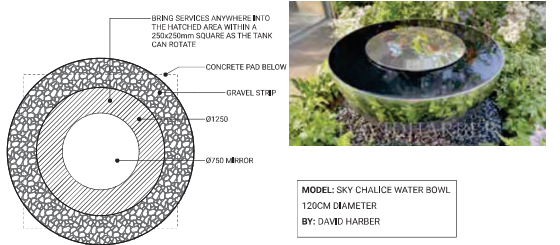
217



2305 Hemlock St. Vancouver BC, V6H 2V1
T: 604 681 3300 F: 604 981 3307
www.connectbc.ca

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THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.



1 WATER BOWL
Scale: 1:20

2 BIKE RACK
Scale: 1:20

3 FIREPIT
Scale: 1:30



MODEL: HARVEST DINING HEIGHT TABLE
(47.75' x 94.75' x 30.25')
DINING BENCH (15.75' x 94' x 18.75')
ALL FREE-STANDING
COLOUR: SUNSET ORANGE - POWDERCOAT METAL (LOW SHEEN)
BY: LANDSCAPE FORMS 800.430.6209

ALUMINUM PLANTER - SQUARE SERIES
FINISH: POWDERCOATED, PEWTER
DIMENSIONS: PER PLAN
SUPPLIED BY GREEN THEORY

GO OUTDOOR TABLE
STANDING HEIGHT (D30" x W114" x H40,5")
POWDERCOAT METAL, COLOR TBD
SUPPLIED BY LANDSCAPE FORMS

CHIPMAN STOOL
D19" x W22" x H35"
POWDERCOAT METAL CUSTOM RED FINISH
SUPPLIED BY LANDSCAPE FORMS

4 OUTDOOR DINNING TABLE
Scale: NTS

5 METAL PLANTER
Scale: NTS

6 BAR AND STOOL
Scale: NTS



Style	Depth	Width	Height	Product Weight
3	17"	51"	42"	273 lb

MODEL: SELECT RECYCLE SYSTEM - TRIPLE UNITS (D17" x W51" x H42")
PERFORATED BODY AND DOORS, MULTI USE
POWDERCOAT METAL, COLOR TBD
SUPPLIED BY LANDSCAPE FORMS

7 WASTE RECEPTACLE
Scale: NTS

- _____
- _____
- _____
- _____
- _____
- _____
- _____

3	ISSUED FOR RZ & DP	2024-05-31
2	ISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

REVISIONS

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale: _____

Drawn: JZ

Reviewed: OM

Project No. 06-757

DETAILS - FURNISHINGS (2)

L4.2

Considered at the September 24, 2024, Regular Council meeting

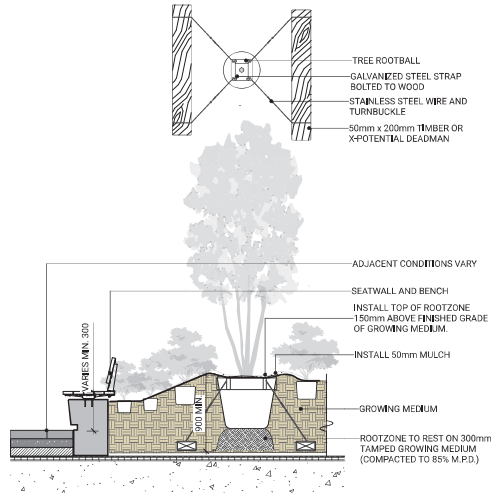
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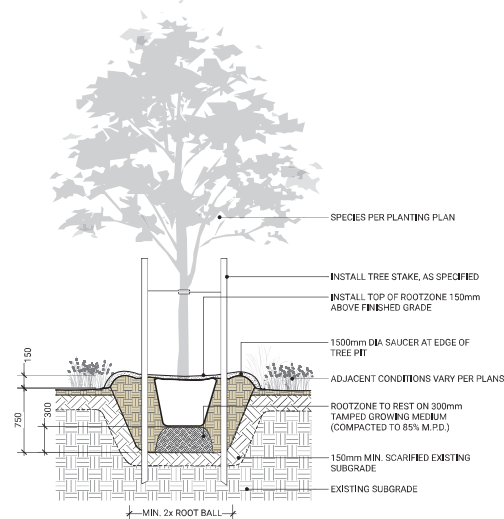
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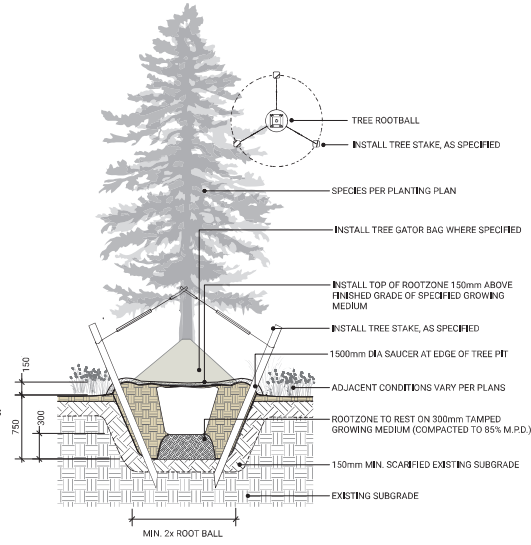
THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.



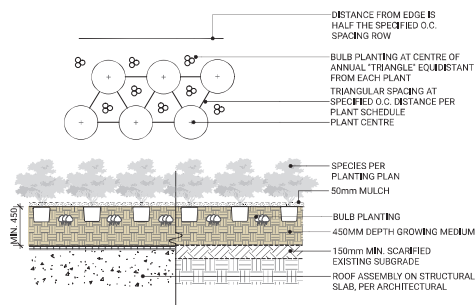
1 TREE PLANTING ON SLAB
Scale: 1:25



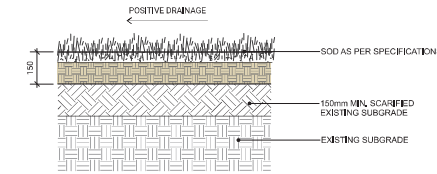
2 DECIDUOUS TREE PLANTING ON GRADE
Scale: 1:25



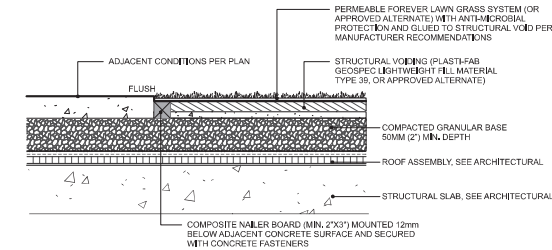
3 EVERGREEN TREE PLANTING ON GRADE
Scale: 1:25



4 TYPICAL PLANTING (ON SLAB & ON GRADE)
Scale: 1:25



5 SOD PLANTING
Scale: 1:10



6 ARTIFICIAL TURF
Scale: 1:10

3	ISSUED FOR RZ & DP	2024-05-31
2	ISSUED FOR RZ & DP	2023-10-13
1	ISSUED FOR RZ & DP	2022-08-23

3180 ST JOHNS STREET

Port Moody, British Columbia

Scale:	
Drawn:	JZ
Reviewed:	OM/DS
Project No.:	06-757

DETAILS - SOFTSCAPE

L4.3



September 7, 2022

City of Port Moody
Planning Division – Second Floor
100 Newport Dr
Port Moody, BC V3H 5C3

Growing Places

RE: **3180 ST JOHNS ST, PORT MOODY, BC
RZ/DP SUBMISSION - LETTER OF INTENT**

SUMMARY OF ZONING, POLICIES, PLANS, AND GUIDELINES

Existing Zoning: M1 (Light Industrial) & C3 (General Commercial)
Proposed Zoning: CD (Comprehensive Development District)
Official Community Plan Designation: Mixed Use – Moody Centre
Development Permit Area (DPA): DPA-3 Inlet Centre

APPLICABLE POLICIES

- City of Port Moody Zoning Bylaw (No. 2937)
- City of Port Moody OCP Bylaw (No. 2995)

REZONING INTENT

The enclosed submission package intends to rezone a single 3,809.80 SQM (41,008 SF) parcel improved by low-intensity light industrial uses from M-1 & C-3 to accommodate a building with an institutional component and a purpose-built rental residential tower at an FSR of 2.88 in accordance with the OCP. The proposed 12-storey residential tower will feature both below-market and market rental units.

The proposal consists of approximately 2,669 SQM (28,725 SF) of institutional GFA for a landmark Jamatkhana cultural facility and 128 purpose-built rental residential units. The residential program will include a diverse mix of various unit types and sizes, which will promote greater housing options for people living in Port Moody and the Tri-Cities. The residential program will include common indoor amenity spaces and an extensive outdoor space on the podium. In addition, the building will include 2 levels of underground parking and 4 at-grade and above grade parking levels for residents, residential visitors, and Jamatkhana users for a total of 377 stalls. The 217 bicycle stalls proposed in the submission exceeds the Bylaw requirement of 204.

REZONING RATIONALE

Climate Change Response

A key objective of the proposal is to support Port Moody's climate goals, and this is inherent in the tower and podium design, which features a simple form that minimizes articulation and glazing where possible, while using a low-carbon energy system to power the building's services. Climate resiliency considerations have been embraced, and all the residential units are equipped with air conditioning.



Housing

By proposing 100% of the residential units as secured rental housing – 50% of which to be affordable rental units – the proposed development adds much needed inventory to the City’s housing stock. The subject property’s strong connectivity and many transportation options contribute to reducing automobile dependency and thus further reducing the cost of living of prospective tenants.

Arts & Culture

Chapter 10 of the OCP identifies Moody Centre’s historic downtown as a cultural precinct and outlines a policy of “integrating the arts into everyday life” and “[encouraging] an abundance of cultural expressions”. In acknowledgement of this policy direction, the embedding of cultural symbolism and art were key driving principles of the building design. The siting of the institutional component at a prominent intersection is also deliberately chosen to offer maximum visibility to the artistically designed Mashrabiya screening.

Community Well Being

The enclosed proposal also reinforces Chapter 12 of the OCP in its considerations for the role of non-profit organizations operating locally and the acknowledgement that new places of worship will be needed to meet the City’s changing needs and cultural diversity.

Additional Considerations:

- The subject site is located outside of designated Evergreen Line Sub-Areas (Map 11), but is transit oriented in close proximity to both Inlet Centre and Moody Centre Stations, as well to a West Coast Express station.
- The proposal is located along St Johns Street with the 183 and 184 Bus Routes;
- The proposal is within walking distance to local shopping areas and many parks, including James Park and Rocky Point Park, which provide playground facilities, sports fields, and open space for residents and the public;
- The proposal location is less than a 5-minute walk from Ecole Moody Middle School of the Arts; and
- The proposal is close to bicycle infrastructure (Moray St Neighbourhood Route and Commuter Route that runs along Dewdney Trunk Rd.).

NEIGHBOURHOOD CONTEXT

The 3,809.80 SQM (41,008 SF) site is located in Central Port Moody on St Johns Street in an area seeing several mixed-use and multi-family residential development proposals. To the Southwest is Ecole Moody Middle School of the Arts. To the West is a series of car dealerships. To the East is an existing auto repair shop. To the South is a recently developed 6-storey residential building, as well a Development Application submitted by Anthem Properties for a 6-storey mixed-use development. The proposed development by Anthem Properties to the South includes the property of the previous Tri-Cities Jamatkhana, which was closed indefinitely following a structural issue caused by the adjacent development during construction.

St Johns Street is a transit corridor, and it is part of a rapidly evolving neighbourhood, identified in the OCP as a Cultural District. The proposal to the south is consistent with the City of Port Moody’s plan to create more sustainable communities. As an important east – west link for neighbourhood wide connections, it offers shopping, leisure, and employment opportunities.



KEY PROPOSAL OBJECTIVES

Accessibility

The proposal will provide ease of access to all common areas for occupants of all physical capabilities. The project is designed to meet the City of Port Moody's Adaptable Design Guidelines. 50% of units approximately representative of the proposed building's unit mix, are designed as adaptable dwelling units per 2018 BCBC (3.8.5)

Amenities

The proposal includes 79 SQM (855 SF) of outdoor amenity and 388 SQM (4,175 SF) of indoor amenity at a total ratio of 3.65 SQM (39 SF) per unit.

A significant part of the institutional component of the proposed development will also be a cultural, learning, event, and gathering space amenity that will be open to the broader public. For the Ismaili community, a place of worship will replace the previous location to the south of the subject property and will become a regional destination.

Public Roadworks and Utility Upgrades

Three frontages of the property will see their roads and streetlighting upgraded, and a significant upgrade of the Storm Service is also foreseen. Street trees and other public realm enhancements are also proposed in the enclosed package.

Housing Affordability

In light of the current housing crisis, the enclosed proposal aims to achieve a beneficial intensification of a significantly under-utilized property with high-frequency regional connectivity. As part of this application, 50% of the secured rental residential units are proposed to be affordable, set to 20% below median CMHC rents for the area. This adds another important facet to the proposal's multi-pronged approach to sustainability.

DESIGN RATIONALE

Great attention was placed on the development's St Johns and Moray frontages to ensure the relationship between the building and street are strengthened. The St Johns and Moray frontages aim to promote a friendly pedestrian streetscape to enhance the public realm. The residential portion of the building is pulled back from the main street edge, giving the building a pedestrian-friendly streetwall along St Johns Street. The front building edge facing St Johns Street is designed to feature the 2-storey Jamatkhana with glazing that is layered with an artistically designed, culturally significant Mashrabiya screen. The south building edge also includes simple canopy expressions along the street and the Jamatkhana entrance for weather protection. The building edge facing Moray Street includes a continuation of the artistically designed Mashrabiya screen and the residential lobby, as well as the parkade entrances for both the Jamatkhana and residential portion of the project.

The residential building has been designed with a minimal cubic gesture with only one heightened corner, to respectfully present itself from St Johns Street. For environmental concerns and energy efficiency, minimum balconies have been provided to achieve Step Code 3 targets.

BUILDING MATERIALITY AND COLOURS

Material selection and their colours have been inspired from the idea of purity and simplicity. They are proposed as follows:



- Mashrabiya screen: Custom pattern perforated aluminum panels;
- Painted concrete (light grey and white);
- Window wall system: Double pane vision glass unit with low e (light blue);
- Window wall system: Spandrel glazing panel (white and dark blue);
- Aluminum panel (white); and
- Fiber cement panel (white).

CPTED

Crime Prevention Through Environmental Design (CPTED) principles are incorporated within the building and the site perimeter. The enhanced streetscape along St Johns St, Moray St, and Golden Spike Way including lighting, planting, and seating provisions is intended to create a more inviting pedestrian realm, while sightlines have been maintained from units to emphasize “eyes on the street”. Together with keeping the proposal’s carefully curated bicycle amenity room well protected, anti-social activity at the property’s edges will be well prevented. Other CPTED guidelines will be integrated into the building design where applicable.

LANDSCAPE RATIONALE

The proposed landscaping and planting strategy will incorporate absorbent planting, native and adaptive plant species, planting that supports birds, hardy and drought tolerant plant species, and systems that support street trees. With great focus on ensuring bountiful future landscaping, the proposal seeks to find the best planting options available. The project’s proposed planting will be appropriate for the environment into which they have been placed with an emphasis on draught tolerant planting to reduce or eliminate the need for supplemental water from irrigation.

The soft and hard landscaping proposed along Moray Street includes planting, street trees in lawns, and benches for the public to use. A concrete unit paver design is proposed along Moray and St Johns Street to liven the public space and connection between the building and the street for pedestrians.

The proposed accessible landscaped roof deck on the Jamatkhana is intended to highlight the spiritual and culturally significance of the Jamatkhana, its occupants, and the greater community. The proposal has carefully designed, symmetrical landscaping for the garden and will provide materials/features such as architectural finish concrete, porcelain pavers, carefully selected planting (shrubs and grasses, groundcovers, and trees), benches and seating areas, and a water bowl. The Jamatkhana rooftop garden seeks to bring people together to enjoy and appreciate nature, while giving users a space for reflection and education.

Adjacent to the indoor amenity on Level 5 of the residential building is an outdoor amenity that will be landscaped with patio pavers, aluminum planter boxes, trees, and shrubs. This area is a flexible space intended to serve residents with a place to connect, barbeque, work remotely outdoors, and dine with family and friends.

SUSTAINABILITY

The project’s sustainability goals are to provide a cost effective, high value development that meets the City of Port Moody environmental, social, and economic sustainability requirements. Our primary contribution to sustainability includes designing the project to BC Energy Step Code 3 standard with a low-carbon energy system. 100% of residential parking stalls installed with roughed-in energized level 2 electric vehicle charging infrastructure, secure indoor bicycle storage, and offering purpose built rental housing within an amenity-rich, walkable neighbourhood that is well-served by public transit. The



Growing Places

proposal takes advantage of a reduced parking count for below-market rental units, while providing more bicycle parking than is required to encourage vehicle-free travel.

Additional sustainability features include a low window-to-wall ratio, Energy Star® appliances, low flow fixtures, low VOC materials and finishes, a compact building envelope, as well as high performance wall assemblies. New technologies to manage rental building based on data collection, analytics and wireless smart building solutions are considered. Provided landscaping will deflect some heat energy from the sun, while reducing the absorption of heat into the building and thus, mitigating the Urban Heat Island Effect. Balconies will provide additional solar shading and help manage heat gain especially from western exposure in the summer. Measurable sustainability targets will be assessed and developed for the project at the detail design phase to ensure that the development is a sustainable and livable community.

The proposed development is consistent with a long-term vision of densification for transit oriented sites around public transit stations and providing diverse purpose-built rental housing. By maximizing the potential of the currently underutilized land, the project will address the need for rental housing within the community, activate a prominent street corner with a landmark cultural facility, and promote alternative modes of transportation for residents.

We look forward to your review of our combined rezoning/development permit submission materials, and please do not hesitate to reach out with any questions or concerns.

Yours truly,

A handwritten signature in black ink, appearing to read "Isaac Beall", with a long horizontal line extending to the right.

Isaac Beall
Senior Director, Development
Anthem Properties Group Ltd.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 7

Development Application Summary – 3180-3190 St. Johns Street and 81-89 Moray Street

Development Component	Metric			Comments/Assessment
Housing Jamat Khana Commercial	Unit Type	Market Rental	Below/Non-Market	128 units Inclusionary Zoning Policy does not apply as project is 100% rental 742m ² (31,429ft ²) of floor space for prayer, educational and cultural purposes over two levels 237m ² (2,552ft ²) of floor space Commercial use is located on Moray Street
	Studio	17	4	
	1-Bed	59	6	
	2-Bed	30	2	
	3-Bed	9	1	
	Total	115	13	
	Projected Population	Studio – 1.4 persons/unit 1-Bed – 1.4 persons/unit 2-Bed – 2.0 persons/unit 3-Bed – 2.7 persons/unit		
Estimated Jobs Jobs to Pop. Ratio Goal: 0.42	Number of commercial jobs by type: 300 ft ² /job Home based jobs – 0.069 jobs per person			2,552ft ² = 9 commercial jobs 211 persons = 15 home occupation jobs estimate Total Est. Employment – 24 jobs. Ratio = 0.11
Transportation	TOA - Within 800m of rapid transit			Yes

Considered at the September 24, 2024, Regular Council meeting

Est. Financial Contributions		
1. 215 Levy	1. \$997,641.35	1. The site is located within the 215 Levy Area and the levy amount owing will replace the CAC amount
2. DCCs	2. \$0.00	2. The site is located within the Excluded Area under the DCC bylaw and therefore, DCCs are not payable
3. School Acquisition Charge	3. \$76,800	
Site		

While the Inclusionary Zoning Policy doesn't apply to this application, the following Table 1 comparing the project to the Policy requirements is provided for Council's general information.

Table 1 – Inclusionary Zoning Policy Unit Share and Minimum Floor Area Sizes

# of Bedrooms	Share of Units	Min. Unit Floor Area	Proposed Share (%)	Proposed Min. Unit Area (ft. ²)
Studios	70% max.	(350ft ²)	67.2	352
1-Bedroom		(525ft ²)		508
2-Bedroom	20% min.	(725ft ²)	25	814
3-Bedroom	10% min.	(925ft ²)	7.8	955

In terms of the share of units, the project would satisfy the Policy with the exception of the three-bed units. The project exceeds the minimum unit area requirements for all unit types except the one-bed units.

The following Table 2 represents a comparison with the proposed Market Rental Units (115) to the Family-Friendly Units Policy which excludes Below Market Units

Table 2 – Comparison to Family-Friendly Units Policy (Market Rental Units only)

Number of Bedrooms	Share of Units Per Policy	Proposed Share of Unit
Studios	75% Max.	66%
One-Bedroom		
Two-Bedroom	20%	26
Three-Bedroom or more	5%	8%



March 18, 2021

File: 3227-21A-R0

Anthem Properties Group Ltd.
Suite 1100 Bentall IV Box 49200
1055 Dunsmuir Street
Vancouver, BC
V7X 1K8

Attention: Isaac Beall, Senior Director, Development

Dear Isaac,

**Re: 3180 St John's Street, Port Moody
Acoustical Assessment for a Mosque & Residential Tower**

As requested, BKL Consultants Ltd. (BKL) has undertaken an environmental noise and vibration study for the proposed mixed-use development at 3180 St John's Street, consisting of a 12-story residential tower, located at the interface with the adjoining railway corridor, and a purpose-built Ismaili jamat'khana mosque along the St John's Road frontage

By measurement surveys, we have determined that the most significant exterior noise and vibrational source for this project will be the CP Railway and SkyTrain directly adjoining the north façade of the property. There is also a significant contribution of noise from road traffic on St. John's Street facing the south façade of the property.

Our acoustical analysis for this project first involved quantifying the environmental noise and vibration exposure at the building facades, then determining the sound and vibration isolating requirements to achieve interior conditions that are appropriate for the residential and worship activities.

Our findings and recommendations are provided below.

GROUNDBORNE NOISE AND VIBRATION ASSESSMENT

Vibration Criteria

When train wheels roll on rails, they create vibrational energy that excites the ground via the rail ties and ballast. Waves of acoustical energy propagate through the soil and into nearby buildings, potentially causing perceptible ground-borne vibration effects that could interfere with sensitive activities and user comfort. The vibrating building components may also re-radiate low-frequency sound that also could interfere with user comfort. This effect is commonly referred to as *ground-borne noise*.

The *Guidelines for New Development in Proximity to Railway Operations* (The Federation of Canadian Municipalities and The Railway Association of Canada, 2013), colloquially referred to as the “*Guidelines*”, require that the ground-borne vibration transmission should be estimated through site testing and an evaluation made to determine if new dwellings within 75 metres of the rail right-of-way will be impacted by the root-mean-square (RMS) vibration velocity levels over 0.14 mm/s.

The 0.14 mm/s standard is marginally above the perception threshold for the general population. If vibration exceeds this criterion, then the Guidelines recommend that the project design includes appropriate isolation measures to ensure living areas (or other vibration sensitive areas) do not exceed the 0.14 mm/s standard.

It should be noted that based on other guidelines and conventions, the standard interpretation of the Guidelines criterion is that it applies to the highest recorded 1-second RMS level in the vertical axis.

As the Guidelines do not specify any criteria for the indoor ground-borne noise impact, the standards set for residential buildings in Table 6-3 of industry-standard *Transit Noise and Vibration Impact Assessment Manual* (U.S. Department of Transportation, Federal Transit Administration, 2018) have been employed for consistency with the accepted industry practices. The maximum permissible ground-borne noise impact level for residential buildings with frequent pass by events is 35 dBA.

Miscellaneous Considerations

The proposed new building will consist of one structural level below-grade, four above-grade parkade floors and twelve floors of residential units. The mosque will occupy the ground floor level at the St. John's Street frontage. The below grade levels and structural footings will be exposed to vibrational energy being transmitted through the local ground conditions. Consequently, the following assumptions have been made as part of the prediction protocols:

- The new buildings will be founded on conventional spread footing foundations on sand; and
- Soil conditions are relatively homogenous and allow regular attenuation throughout the vibration propagation path.

Noise Criteria

According to Canada Mortgage and Housing Corporation (CMHC) “*Road and Rail Noise: Effects on Housing*” (1981) criteria, an outdoor noise level between 55 dBA and 75 dBA is considered to be “*normally unacceptable*” for housing. This generally means that sufficiently adequate measures to mitigate the effects of noise are required as part of the development proposals to achieve acceptable indoor sound levels. The indoor noise criteria for this project, as recommended by CMHC, are as given as follows:

Portion of the Dwelling Unit	Interior Noise Level (dBA $L_{eq, 24hr}$)
Bedrooms	35
Living, dining, recreation rooms, dens	40
Kitchen, bathrooms, hallways	45
Outdoor Amenity Space	55*

Notes: * Exterior sound level. Mitigation is recommended between 55dBA and 60dBA and if levels are 60dBA or above, mitigation should be implemented to reduce the levels as close as practicable to 55dBA.

The “Guidelines” for new development also provide a useful framework for the assessment of new noise-sensitive developments proposed close to railway activities, so that future occupants are not unduly exposed to noise from railway activities, and so that the railway can continue to operate and expand without undue constraints.

The Guidelines provide advice and recommendations to mitigate noise impacts in order to secure interior and exterior sound level limits that are considered to be suitable for noise-sensitive residential development. The sound levels are wholly in accordance with criteria contained within the CMHC recommendations above and are presented as follows:

Type of Space	Indoor Sound Level Limit (dBA L_{eq})	Outdoor Sound Level Limit (dBA L_{eq})
Bedrooms	35 dBA $L_{eq, nighttime}$	50 dBA $L_{eq, nighttime}$
Living / Dining Rooms	40 dBA $L_{eq, daytime}$	55 dBA $L_{eq, daytime}$
Outdoor Living Areas	-	55 dBA $L_{eq, daytime}$

While there are no particular regulatory acoustical standards for places of worship, such as the mosque prayer hall, the *American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Handbook – HVAC Fundamentals* states that background noise levels in “Churches, Mosques & Synagogues” should not exceed a maximum Noise Criterion (NC) rating of 25 (or circa 30dBA).

Consequently, the above-mentioned vibration and noise level limits for the day and nighttime periods have been used to determine the site’s suitability for the proposed development.

It should be noted that neither the CMHC nor the Guidelines for new development provide sound limits specifically attributable to the *maximum* sound level (i.e., L_{Amax} parameter) experienced on site and, as such, maximum noise limits have not been specifically assessed as part of the requirements.

SITE MEASUREMENT SURVEYS AND EXPOSURE LEVELS

Measurements of vibration were conducted in accordance with the relevant guidance, including ANSI S2.71 “Guide to the Evaluation of Human Exposure to Vibration in Buildings” and with due regard to ISO 4866 “Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibration and evaluation of their effects”, with measurements of peak particle velocity conducted at the structural foundation of the existing building on site. Figure 1 shows the location of the vibration monitor relative to the tracks and the proposed development.

The general procedures used for the measurement of ambient sound levels from exterior environmental noise sources are detailed within ANSI/ASA S12.18 “*American National Standard Procedures for Outdoor Measurement of Sound Pressure Level*” and ANSI/ASA 1.13 “*Measurement of Sound Pressure Levels in Air*”. The measurements were conducted at positions representative of the most affected façades while having due regard to site access and security.

All measurements were completed during a 24-hour weekday period to accommodate the measurement of rail movements over a diurnal time interval for representative conditions that have due regard to the temporal or spectral characteristics of the type of sound. Measurements were completed at positions no closer than 2'-0" from any sound reflecting surface or 4'-0" from the intersection of two intersecting reflecting surfaces, or 8'-0" from the intersection of three intersecting reflecting surfaces in accordance with the requirements of ANSI/ASA S12.18.

The equipment used for all of the measurements conformed to the above-mentioned standards and had been laboratory calibrated within the last 6 months.

Site Vibration Exposure

Measurements of the 1 second RMS vibration velocity level were conducted using a Sigicom C22 vibration monitoring system.

Figure 2 shows the maximum 1 second RMS vibration velocity level logged in the vertical direction ($V_{RMS,z}$) for every minute over the measurement period. The monitoring system recorded at least five freight train movements and the pass-by of numerous other locomotives during the survey period.

Throughout the measurement, the maximum measured 1-second RMS vertical vibration velocity was found to be 0.11 mm/s, which occurred at 12:15 pm on March 4, 2021, during a 4-minute-long freight train event.

The vibration monitor did not capture any significant ground-borne vibrations due to SkyTrain movements during the survey.

The highest RMS vibration level recorded was used to calibrate a ground vibration level versus distance prediction. Figure 1 shows the 26m setback used to calibrate the calculation. This predicted level was used in conjunction with the adjustment factors presented in Tables 6-11, 6-12, 6-13, and 6-14 of the *FTA Manual (U.S. Department of Transportation, Federal Transit Administration, 2018)* to predict the ground-borne vibration and noise levels at the building proposed as part of the development project.

shows the highest predicted ground-borne noise and vibration levels at all floors of the buildings during the most severe train pass by events that we recorded throughout the measurement period

Predicted Groundborne Vibration Levels	
Floor	RMS Vibration Velocity (mm/s)
B1	0.06
P1	0.05
P2	0.04
P3	0.03
P4	0.03
R1	0.02
R2	0.02
R3	0.02
R4	0.02
R5	0.01
R6	0.01
R7	0.01
R8	0.01
R9	0.01
R10	0.01
R11	0.01
R12	0.01

As shown above, during the worst-case train pass by recorded, the predicted ground-borne vibration levels do not exceed the maximum permissible vibration criteria of 0.14 mm/s on any floor.

Also, based on the presented vibration levels, we estimate that the ground-borne noise levels during the worst-case train pass by would not be audible and remain below the set criteria of 35 dBA.

Site Noise Exposure

The site noise exposure was determined by a 24-hour continuous noise measurement and a 30-minute measurement at the site on March 4th, 2021. The first microphone was located at a position representative of the proposed north facade of the new building at a height of 3.5m above the local ground height, some 19 and 33.5 m from the centerline of the Elevated SkyTrain guideway and nearest train track, respectively, as shown in Figure 3.

The second microphone was located at the South-West corner of Moray St and St. John's St, 22m from the center line of St. John's Street. These locations were selected because they had direct line of sight to the closest proposed residential receptor.

The measured 24-hour equivalent sound level (L_{eq24}) for the north façade was 65 dBA. The 24-hour equivalent sound level (L_{eq24}) for the south façade was 70 dBA.

To determine the façade noise exposure levels, a computational sound propagation software model, Cadna/A was employed to determine the facade noise exposures using the 24-hour noise levels. Figure 4 shows a site plan of the area and proposed development, along with the predicted highest noise exposure level at each facade of the development.

The highest predicted L_{eq24} noise exposure is estimated to be 69 dBA on the north façade of the residential tower. The highest predicted L_{eq24} noise exposure is 70 dBA on the south façade of the mosque. The exposure levels presented are rounded to integer values and have included corrections for 10-year projected traffic growth as well as shielding and reflecting effects from the surrounding and proposed buildings.

DETAILED REVIEW AND RECOMMENDATIONS

In order for Anthem Properties to determine the likely extent of measures required to mitigate the worst-case effects of noise and vibration, we would offer the following discussion. These considerations do not form part of a formal set of recommendations or requirements but are intended for quantifying the potential of measures likely to meet the requirements of the municipality.

Vibrational Effects

The residential uses of the building will be broadly unaffected by vibrational effects from the railway and Sky Train movements assuming traditional building methods are employed for the sub-structure and above-grade construction. The use of tall wood mass timber structures or modular constructions would not be recommended as they tend to exacerbate vibrational effects in such instances and the use of cast-in-place concrete floors and columns is anticipated as being the most effective method to minimize the transmission of vibrational energy through the building structure.

The layout of the mosque is not provided within the drawing set made available to BKL. However, the mosque spaces are positioned in close proximity to the moderately well-trafficked St John's Road and the use of a slab break or, at least, a turndown to the prayer hall would be strongly recommended so that vehicular movements are not generally perceptible during periods of worship.

An alternate strategy would be to provide a floating slab arrangement poured over an elastomeric acoustic interlayer (e.g., Getzner Sylomer). This would provide a good level of vibration isolation such that the mosque would be effectively decoupled from the surrounding structures.

Airborne Noise Effects

Considered at the September 24, 2024, Regular Council meeting

The site is sufficiently affected by noise, both from rail and road traffic, so as to require upgrades to the typical envelope treatments provided by Anthem Properties.

Exterior Wall

The typical exterior wall assembly favoured by Anthem is known to be:

- Vinyl siding or brick / aluminum rainscreen panels
- Rainscreen cavity
- ½" OSB sheathing
- 2" x 6" wood studs at 16" o.c.
- R22 batt insulation
- 6mil vapour barrier
- One layer ½" type X gypsum drywall

This assembly will not be sufficient to provide sound isolation to freight train movements (or road traffic) that contains a notable low frequency content.

The exterior walls will need to be upgraded to the following (or acoustical equivalent):

- Vinyl siding or brick / aluminum rainscreen panels
- Rainscreen cavity
- ⅝" OSB sheathing
- 2" x 6" wood studs at 16" o.c .
- R22 batt insulation
- 6mil vapour barrier
- Two layers of ⅝" type X gypsum drywall

This would improve the sound isolation to an adequate level in order to minimize transmission through the wall sections of the assembly. Any further increase in material thickness or density is acceptable.

Exterior Windows and Glazed Doors

The Outdoor-Indoor Transmission Class (OITC) is a single number rating commonly used to assess the ability of windows and doors to reduce sound passing through them. The higher the rating, the more the window or door will block sound transmission.

The following table summarizes the required minimum OITC ratings, including example window glazing expected to meet the requirements:

Table 1: Example Window Glazing for Required Minimum OITC Ratings

Building	Minimum OITC Rating	Example Window Glazing
12-storey residential tower	30	6-10-6 (two panes of 6mm laminated glass separated by a 10 mm airspace)
Mosque	32	4-13-6 (one pane of 4mm annealed glass, one pane of 6mm laminated glass, separated by a 13 mm airspace)

Higher proportions of glazed wall to opaque walls will require higher OITC ratings to meet the indoor noise criteria.

The performance of a glazing system will not only depend on the type of glass but also depend upon the framing system, seals, and area of the glass panels. As such, for a given glass type, the performance achieved on site will vary with the manufacturer and with the project. Typically, the sound isolation performance of the system as a whole will be a few points lower than the glass on its own, with the difference increasing with higher OITC ratings.

Sliding and outswing glazed doors typically have lower OITC ratings compared to casement windows with the same airspace and glazing thicknesses.

Where a recommended system is substituted with a different system, or expected glass thicknesses only have been provided in the absence of available test data, we recommend that a test certificate be obtained by a certified laboratory, in accordance with ASTM E90, and the OITC calculated as per ASTM E1332, prior to choosing or final ordering of the system. The system chosen must be installed in strict accordance with the configuration presented in the test report. All of the windows and doors should be specified to meet the A3 performance rating for Air Tightness found in the CSA standard CAN/CSA-A440-08, or latest revision.

Any other windows or doors meeting the required OITC ratings are acceptable. Any increase in glazing thickness or separating airspace thickness beyond that shown above is also acceptable. Effective weatherstripping should be installed in the exterior doorways.

Ventilation

The rated facade noise isolation can only be achieved when the windows are tightly closed. When exterior noise levels are above 62 dBA (as indicated in Figure 1), an alternative form of ventilation is required for occupied spaces. Please note that the design of the ventilation system is within the scope of the mechanical consultant and that the requirements can be met by designing in accordance with clause 9.32.2.1.2 of the BC Building Code.

CONCLUSIONS

The 3180 St John's Street site does experience airborne sound levels that will likely require acoustically rated upgrades to the building envelope, including the exterior wall and glazing elements. These upgrades are consistent with other similar sites experiencing moderately high noise levels related to the adjoining transportation noise sources.

The necessary levels of sound isolation can be achieved with relatively common assemblies and treatments with only a modest but typical uplift to envelope costs.

The levels of vibration from the railway and Sky Train are barely perceptible and are contained within the best practice design standards. Therefore, for the residential elements no particular measures are required to control the transmission of vibrational forces.

The mosque is located close to the St John's Street frontage and the potential for vibrational effects from road traffic is noteworthy. The inclusion of slab breaks between the exterior sub-structure and the prayer hall floor is recommended to minimize this potential.

Nevertheless, in our professional opinion, the interior noise level criteria would be met if our recommendations are correctly implemented in the construction of the development

We trust that this information is clear and deals with your initial requirements. Please do not hesitate to contact us should you have any questions or if you would like to discuss any aspect of this proposal in greater detail.

Sincerely,

BKL Consultants Ltd
per



Paul E. Marks MSc., MIOA (UK)
Principal

Enclosures

Considered at the September 24, 2024, Regular Council meeting

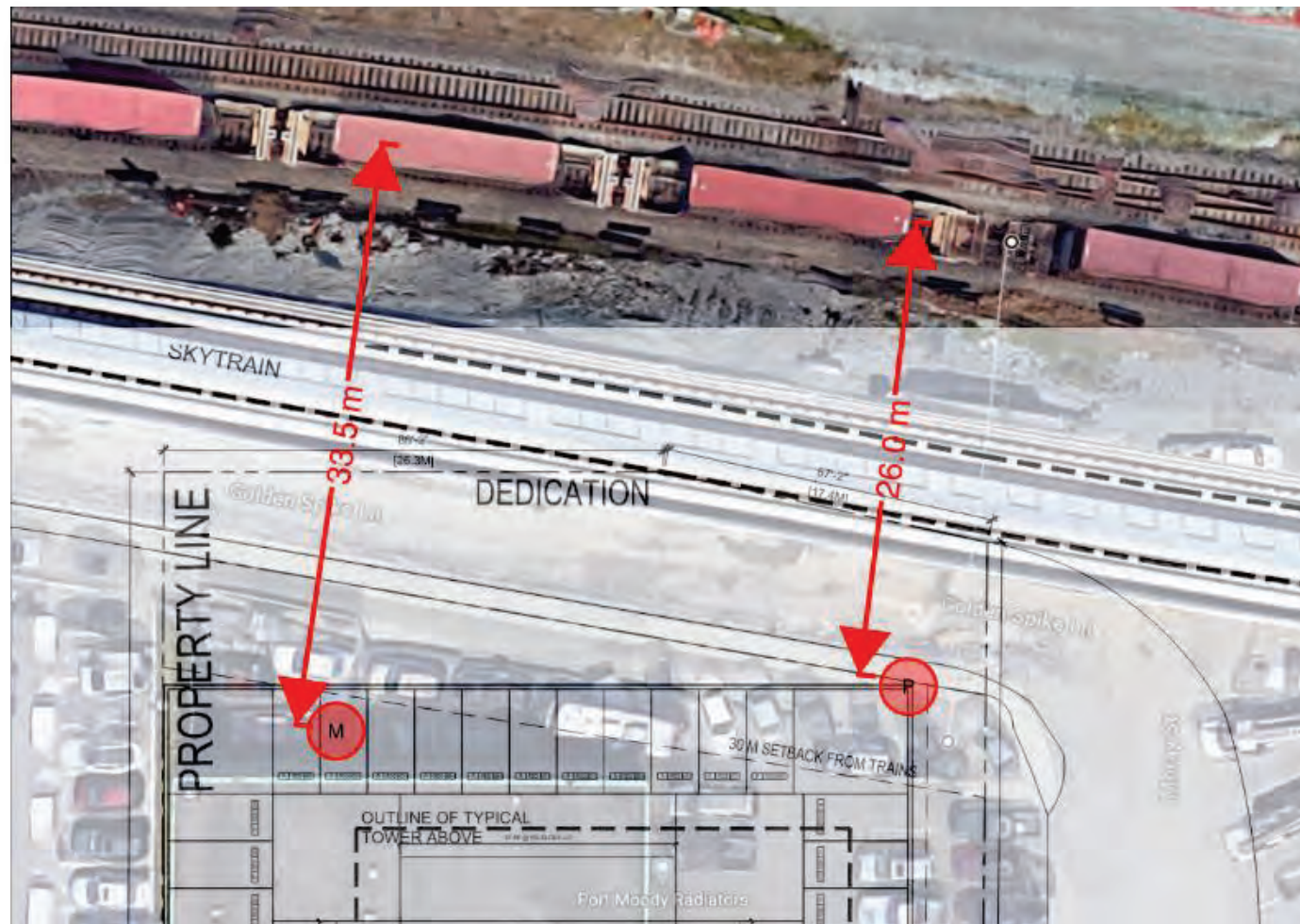


Figure 1: Location of the vibration monitor relative to the tracks and the proposed development. M: location of the monitor. P: setback used to calibrate the vibration level versus distance prediction.

Considered at the September 24, 2024, Regular Council meeting

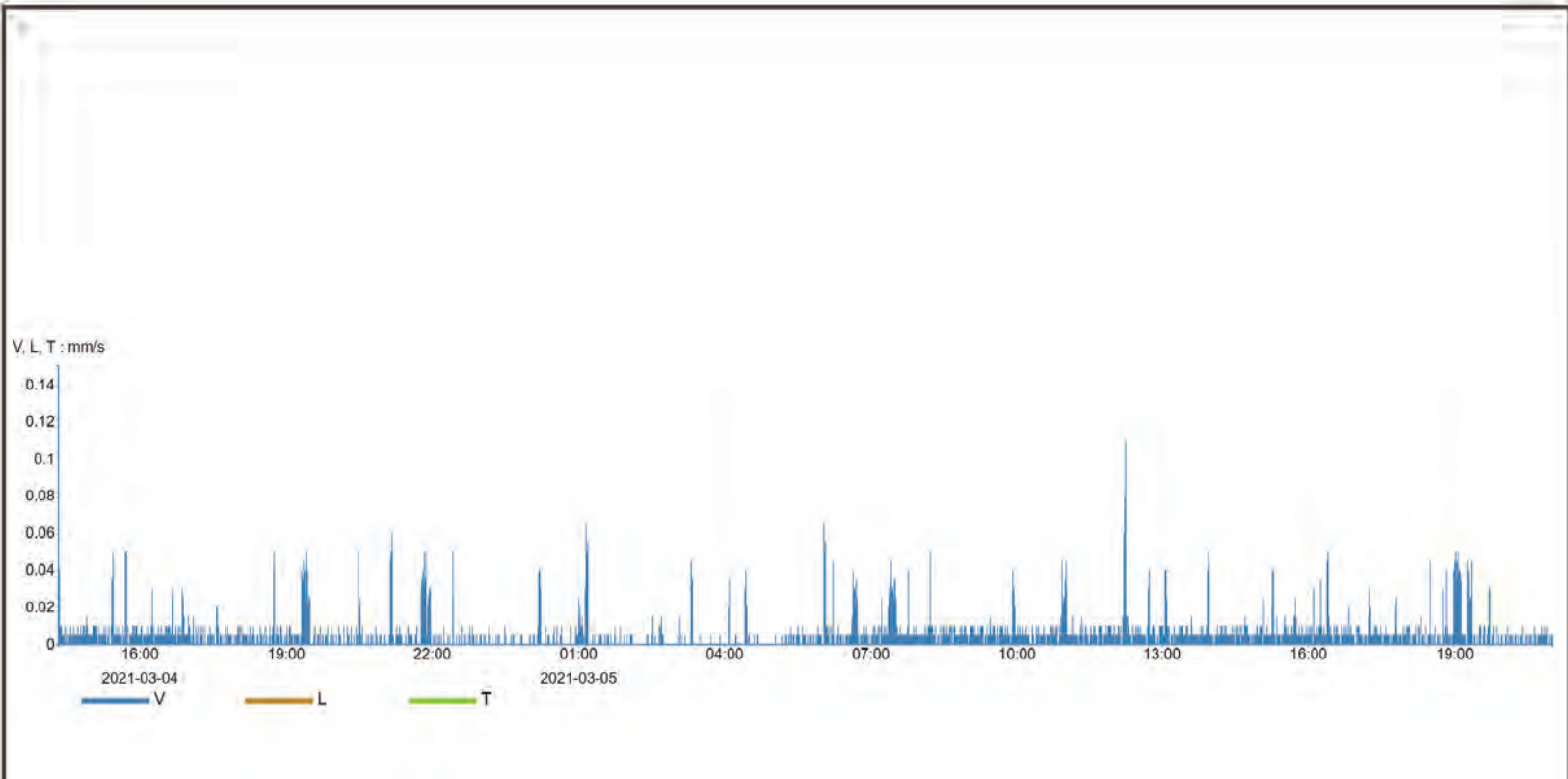


Figure 2: Maximum 1 second - rms vibration velocity level logged in the vertical direction ($V_{rms,z}$) for every minute over the measurement period.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 8



Figure 3: Microphone locations and site map

Considered at the September 24, 2024, Regular Council meeting

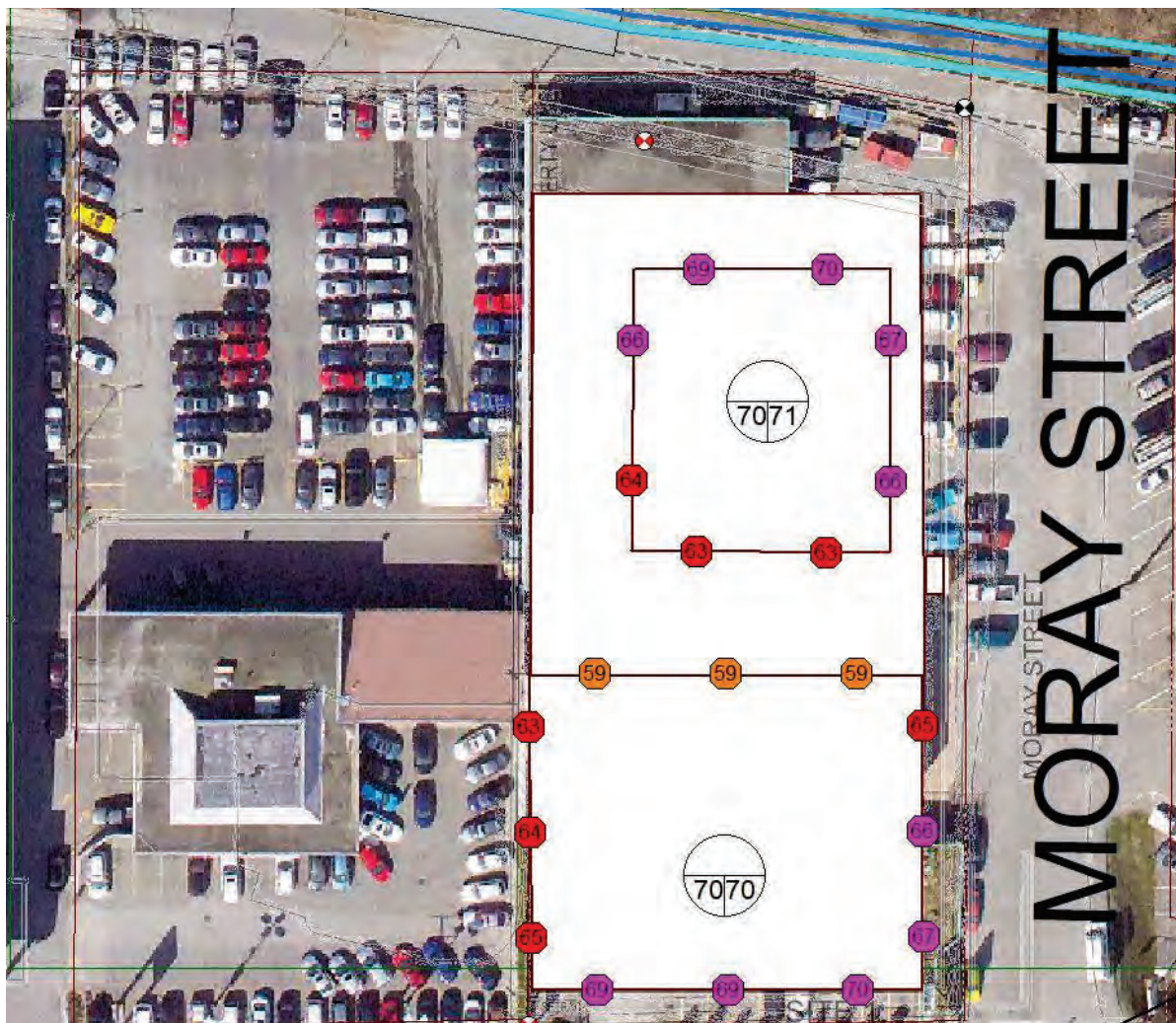


Figure 4: Highest Outdoor Noise Levels (dBA)

Sustainability Report Card

Mixed Use Projects

Purpose

The Sustainability Report Card recognizes that developers, builders, designers, and others proposing changes to the built environment have an important role in creating a sustainable community. Buildings are a vital part of our community, providing shelter, employment, recreation opportunities, services, shopping and more. With the amount of time we spend in our buildings they play an essential role in how prepared we are for our changing climate, influence the vitality of our community, and shape our everyday lives.

The buildings we build today will be around for the next 60–80 years on average and it is crucial for the evolution of our community that these structures are built to the highest sustainability standards. In 2020 Council adopted the City's Climate Action Plan, a comprehensive strategy laying out a pathway to become a carbon neutral, resilient community by 2050. This Plan includes various building-related actions that project proposals should incorporate to work towards the vision that:

“Port Moody is a resilient community that honours climate justice, leading the urgent response to climate change through collective action.”

– Climate Action Committee, 2019

Port Moody encourages innovative thinking in community design to achieve sustainable communities. To this end, the Report Card is a requirement for rezoning, development permit, heritage revitalization agreement, and heritage alteration permit applications. The Report Card identifies performance measures based on community sustainability values, and these measures are used to evaluate development proposals. The Report Card is a tool that summarizes overall project sustainability and is integrated with all other development approval requirements.

The Report Card focuses on performance criteria within four pillars of sustainability defined by the City as:

1. Cultural Sustainability

Cultural sustainability recognizes the need to honour and transmit cultural beliefs, practices, heritage conservation, and culture for future generations. Cultural sustainability is about fostering cultural rights, local culture and cultural identity in a community. Cultural sustainability can be achieved through innovation and preservation of identity through different forms of creative expressions (e.g., art, events), celebrating cultural customs, and preserving and transmitting cultural heritage and customs through design of culturally inclusive landscapes, architecture, programs, and amenities.

2. Economic Sustainability

Economic sustainability in the Port Moody context means offering 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. The impacts of this approach will reduce GHG emissions, enable active transportation as a more viable means of getting around, build more resilient local business communities, and strengthen the social fabric of the city.

3. Environmental Sustainability

Environmental sustainability refers to 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. Environmental sustainability involves protecting, restoring, and connecting environmental systems to maintain function and ecological integrity. It also acknowledges that human civilisation takes resources to sustain our modern way of life, recognizes the elements that place stress on the environment and incorporates how technology will drive our greener future.

4. Social Sustainability

Social sustainability is about 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. Social sustainability combines physical design with support mechanisms to enhance social liveability, amenities, and systems that actively support the capacity of current and future generations to create healthy and livable communities. Socially sustainable communities promote diversity, equity and inclusion, foster connectivity and provide a high quality of life.

Process

The Sustainability Report Card forms part of the application materials for rezoning, development permit, heritage revitalization agreement, and heritage alteration permit proposals. There are five steps to follow in completing the Sustainability Report Card process:

1. Consult with City planning staff to discuss your proposal and determine if a Sustainability Report Card must be submitted with your development application.
2. Following the initial conversation with staff, and while preparing your application, complete the Sustainability Report Card by filling in the appropriate information that applies to your application and submit a completed copy to your file manager.
3. The Sustainability Report Card will be marked three times:
 - a. Prior to first reading;
 - b. Prior to Advisory Design Panel and Land Use Committee; and
 - c. Final scoring prior to Development Permit issuance.

At each of these marking intervals Planning staff will review the Report Card for completeness and accuracy and forward to staff in various departments for marking. Staff will make comments, determine a score, and provide the applicant an opportunity to revise the Report Card. The score and comments will be included in the land use reports that are distributed to the Advisory Design Panel, Land Use Committee, and City Council.

4. Commitments indicated in the Report Card will be secured through various means including, but not limited to, Development Permit conditions, securities, and various agreements (e.g., Servicing Agreement) or covenants. The method of securing the commitment is noted for each criteria.
5. If your application is approved by Council, your final Sustainability Report Card is maintained in the development file and a copy is provided to the City's Building Division.

Instructions

- Your Report Card must contain sufficient detail to ensure each measure can be evaluated. Make reference to the appropriate plans, drawings, and reports that demonstrate how the performance measure is met where appropriate.
- The relevance of the questions will depend on the nature and scope of your project, so not all questions will be applicable to all projects. In this case, select N/A and the points will be subtracted from the overall points available to increase fairness. Some criteria do not include N/A as an option as this is expected/possible on each project.
- Key terms are defined in the [Glossary](#) at the end of the Report Card document.
- Refer to the Resources section in each criteria for links to web-based resources relevant to measures in the Sustainability Report Card.

Scoring

- Scoring of the Report Card reflects a project's overall ability to be a sustainable development. Criteria are assigned points to indicate their significance based on:
 1. the level of difficulty to integrate criteria into project design;
 2. the order-of-magnitude cost added to the project;
 3. alignment with identified City and community priorities;
 4. the level of urgency for Port Moody in terms of achieving community sustainability goals; and
 5. the degree of effectiveness for increasing overall project sustainability.
- Performance measures are ordered based on priority. The first performance measure under each topic area in each pillar is the highest priority. The highest priority performance measures typically offer the highest possible points.
- City staff score the completed Report Card based on the principle of best achievable on each site for each performance measure. Points for achieving various means are indicated. Where open ended responses are permitted, staff will make a fair assessment of the project's performance for the measure with respect to site conditions.
- Where criteria may not be applicable to your project due to constraints, select the N/A option and the points will be subtracted from the overall points available to increase fairness. Some criteria do not include N/A as an option as this is expected/possible on each project.
- The Report Card is an iterative process with the applicant. The applicant has an opportunity to comment and make changes to their proposal before the scores are considered final and shared with public advisory bodies and City Council.
- Additional space is provided for the applicant to address innovations and constraints not captured elsewhere in the Report Card. Innovation items have a maximum score of 3 points. Constraints are not scored but given specific mention in Council Reports. Applicants are required to provide a narrative of how the project is contributing to each pillar of sustainability.
- Staff will review your completed Report Card and provide feedback to give you the opportunity to achieve the highest score possible by the time the project is considered for adoption or permit approval.

Monitoring

In general, the information required from the applicant for the Sustainability Report Card is similar to the information required for a typical development application. However, to ensure accountability, the City may request additional information, such as: photos of installed systems or products, design drawings, professional reports, copies of receipts, or other records that can be used to verify the implementation of the selected sustainability criteria. We encourage you to provide as much information as possible to assist City staff in their review of your development proposal.

Public Information

Copies of the Report Card are maintained by the Development Planning Division and are included as an attachment to Council reports related to the application. Therefore, Report Cards are part of the public record.

Property and Applicant Information

Applicant: Isaac Beall

Telephone: 604-235-6967 **Email:** ibeall@anthemproperties.com

Registered owner: Anthem LMV Ghaar Holdings LP

Project address: 3180 St Johns Street

Proposed use: Purpose built rental / civic (worship) **Total floor space (m²):** 11,146.16 sq. m.

Building type: Mixed Use **Number of storeys:** 13

Number of units: 128

1. Cultural Sustainability

Arts	
<p>C1a <i>(applicants can choose between C1a or C1b)</i> (12 points possible)</p> <p>Does the project designate space for artists or creative enterprises to be retained for the lifetime of the project?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A <i>(applicants can choose between C1a or C1b)</i></p> <p>If yes:</p> <p>Check all that apply: <i>(up to 12 points)</i></p> <p><input type="checkbox"/> artist studios <i>(2 points for first studio + 1 point for each additional studio, max 8 points)</i></p> <p><input type="checkbox"/> family-size live-work units – sold below market value <i>(3 points per unit, max 8 points)</i></p> <p><input type="checkbox"/> family-size live-work units – sold at market value <i>(2 points per unit, max 6 points)</i></p> <p><input type="checkbox"/> plaza, creative placemaking space, available for public use (e.g., outdoor stage) <i>(4 points)</i></p> <p><input type="checkbox"/> temporary artist spaces on or off the site <i>(2 points)</i></p> <p><input type="checkbox"/> publicly viewable exhibition space <i>(2 points)</i></p> <p><input type="checkbox"/> developer identified need/opportunity <i>(up to 4 points)</i></p> <p>Please specify: _____</p> <p>Provide the size and details of the proposed space(s):</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p>For the spaces being provided in this project, how will operation be managed? (e.g., who is responsible for managing tenants, maintenance, etc)?</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<p>Resources</p> <p>Developer Public Art Guidelines</p> <p>Art in Public Spaces Master Plan</p> <p>Arts and Culture Master Plan</p> <p>Enforcement</p> <ul style="list-style-type: none">- Units (market and below market) will be secured through a Housing Agreement.- Plaza/creative/exhibition space & temporary artist space will be confirmed through the Development Permit.- Elements on Landscape Plans will be subject to securities.- Formal written confirmation of arrangements for managing spaces will be required. <p>Staff comments</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div> <p>Score <input type="text" value="0"/> /12</p>

C1b *(applicants can choose between C1a or C1b)* **(6 points possible)**

Does the project include artwork which is aligned with the Art in Public Spaces Master Plan and located in a publicly accessible or publicly owned space? *(Note: Public Art Policy encourages at least 0.5% of construction costs)*
(4 points)

- Yes
- No
- N/A *(applicants can choose between C1a or C1b)*

Applicants are encouraged to work with artists and/or art consultants early so that artworks can be incorporated in meaningful and creative ways. **Has an artist or art consultant been engaged for this project?** *(2 points)*

- Yes
- No

OR

Does the project provide an in lieu financial contribution to the City's Artwork Reserve Fund in accordance with the City's Public Art Policy? *(4 points)*

- Yes
- No
- N/A *(applicants can choose between C1a or C1b)*

What is the proposed contribution to the City's Artwork Reserve Fund? *(Note: Public Art Policy encourages at least 0.5% of construction costs)*
(up to 2 points)
(2 points if contribution is at least 10% greater than recommendation)

\$ amount: _____ % of construction budget: _____

Resources

- [Developer Public Art Guidelines](#)
- [Art in Public Spaces Master Plan](#)
- [Arts and Culture Master Plan](#)

Enforcement

- Formal written commitment to engage in a process to include public art will be required. Confirmation of the value of this commitment and securing this commitment through a letter of credit submitted prior to issuance of Development Permit will be required.
- Collection of public art funds prior to issuance of development permit will be required.

Staff comments

The applicant is considering the mashrabiya screen as an artistic element.

Score /6

<p>C2 (2 points possible)</p> <p>Does the project include artistically designed (professionally designed) architectural elements that enhance the overall visual appeal of the development (e.g., water feature)?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, describe how:</p> <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p>The proposal for the institutional component includes culturally-significant design elements and details such as a geometric-patterned above-grade parkade facade Mashrabiya screen, entry details, and opportunities for art immersed in cultural symbolism.</p> </div>	<div style="background-color: #cccccc; padding: 5px;">Enforcement</div> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Elements on Landscape Plans will be subject to securities. <div style="background-color: #cccccc; padding: 5px;">Staff comments</div> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <div style="text-align: right;">Score <input type="text" value="2"/> /2</div>
<p>C3 (2 points possible)</p> <p>Does the project include artistically designed (professionally designed) street furniture and/or streetscape enhancements (e.g., artistically designed benches, streetlights, tree grates)? <i>(Note: consider maintenance and replacement of furniture/enhancements)</i></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes, describe the furniture/enhancements and how they will be maintained:</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="background-color: #cccccc; padding: 5px;">Enforcement</div> <ul style="list-style-type: none"> - Elements on Landscape Plans will be subject to securities. - Elements included in Civil Plans will be secured through the Servicing Agreement. <div style="background-color: #cccccc; padding: 5px;">Staff comments</div> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <div style="text-align: right;">Score <input type="text" value="0"/> /2</div>

<p>C4 (2 points possible)</p> <p>Describe how your project aligns with the Art in Public Spaces and/or Arts and Culture Master Plans, or otherwise contributes to the overall cultural and artistic vitality of Port Moody:</p> <div style="border: 1px solid gray; padding: 5px; min-height: 150px;"> <p>Through the use of elements such culturally-significant geometric screens, architectural detailing, landscaping, and aesthetic signage, the proposed development will make an important contribution to the public realm and streetscape in such a high-visibility location.</p> </div>	<div style="background-color: #cccccc; padding: 2px;">Resources</div> <p>Art in Public Spaces Master Plan Arts and Culture Master Plan</p> <div style="background-color: #cccccc; padding: 2px;">Enforcement</div> <p>- N/A</p> <div style="background-color: #cccccc; padding: 2px;">Staff comments</div> <div style="border: 1px solid gray; padding: 5px; min-height: 50px;"> <p>While not an actual public art installation, the mashrabiya screen does represent a significant artistic element</p> </div> <p style="text-align: right;">Score <input type="text" value="1"/> /2</p>
<p>C5 (1 point possible)</p> <p>Does the project include artistic elements for the benefit of the residents/ occupants (e.g., artistic features in a private courtyard or main entryway)?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, please describe:</p> <div style="border: 1px solid gray; padding: 5px; min-height: 100px;"> <p>The proposal includes a thoughtfully-designed, geometric pattern for the enjoyment of the residents and Jamatkhana visitors, as well as a rooftop amenity deck within the institutional component specifically designed to replicate an Islamic garden that will contribute to the cultural enrichment of the occupants. The signage, architectural details and material selection at the main entryways will also include artistic elements.</p> </div>	<div style="background-color: #cccccc; padding: 2px;">Enforcement</div> <p>- Architectural elements will be secured through the Development Permit. - Elements on Landscape Plans will be subject to securities.</p> <div style="background-color: #cccccc; padding: 2px;">Staff comments</div> <div style="border: 1px solid gray; padding: 5px; min-height: 50px;"> </div> <p style="text-align: right;">Score <input type="text" value="1"/> /1</p>

Heritage	
<p>C6 (3 points possible)</p> <p>Have you consulted with City staff to determine if any of the structures on the subject property may have heritage value?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A </p> <p>If yes, does the project include a statement of significance for heritage structures not listed on Heritage Register, prepared by a heritage conservation specialist where potential heritage value is observed?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A </p>	<p>Resources</p> <p>Heritage Register</p> <p>Enforcement</p> <p>– Submission of Statement of Significance with application will be required.</p> <p>Staff comments</p> <div style="border: 1px solid #ccc; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /3</p>
<p>C7 (3 points possible)</p> <p>Does the project include a heritage conservation plan prepared by a heritage conservation professional for a structure on the property of the application or on another property in the City?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A </p> <p>If yes, provide the address of the structure included in the heritage conservation plan:</p> <p>Address: _____</p>	<p>Enforcement</p> <p>– Submission of a conservation plan will be required with application.</p> <p>Staff comments</p> <div style="border: 1px solid #ccc; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /3</p>

<p>C8 (3 points possible)</p> <p>Does the project include reusing an existing heritage structure with heritage value through heritage restoration or heritage rehabilitation? (3 points)</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p>Enforcement</p> <p>- Details will be included in Heritage Conservation Plan and formalized in a Heritage Revitalization Agreement or Development Permit. Formal protection typically involves heritage designation following completion of conservation work.</p> <p>Staff comments</p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /3</p>
<p>C9 (2 points possible)</p> <p>Where the preservation of a heritage structure in its original location cannot be accommodated, relocation may be considered.</p> <p>Does this project include heritage relocation within Port Moody? (2 points)</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p>Resources</p> <p><i>Conservation of Historic Places in Canada:</i> historicplaces.ca</p> <p>Enforcement</p> <p>- Written confirmation of commitment to relocate structure and details of plans for the building in its new location will be required.</p> <p>Staff comments</p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /2</p>

<p>C10 (2 points possible)</p> <p>Does the project salvage materials or artefacts from a historic place in Port Moody, or reuse materials or artifacts from architectural/landscape salvage in a manner which supports the authenticity of the site's character-defining elements?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p> <p>If yes, please explain: (up to 2 points)</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>	<p>Enforcement</p> <ul style="list-style-type: none"> - Depending on what is proposed, incorporating these elements could be shown on landscape and/or architectural plans included in the Development Permit. - Landscaped elements will be subject to securities. If the artifacts are used in public art then they will be secured through Public Art Securities. <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /2</p>
<p>C11 (2 points possible)</p> <p>Does the project involve the addition of a heritage structure to the City's Heritage Register? This only applies to a structure with heritage value that is NOT already on the City's Heritage Register.</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p>Resources</p> <p>Heritage Register</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Confirmation of intention to add the heritage structure to the Heritage Register will be required. <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="checkbox"/> /2</p>

<p>C12 (2 points possible)</p> <p>Does the project incorporate acknowledgement of historical or cultural connections to the site (e.g., historical naming of the site, people, events, structures, architectural inspiration etc.)?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If yes, please explain: <i>(up to 2 points)</i></p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<p>Enforcement</p> <ul style="list-style-type: none"> - Follow up will depend on the method used to acknowledge cultural connections to the site. Determined by staff. <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value=""/> /2</p>
Public Realm	
<p>C13 (8 points possible)</p> <p>Does the project improve the streetscape beyond minimum City requirements by integrating lasting creative elements and demonstrating effort to optimize the project’s beautification impact?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply: <i>(up to 4 points)</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Artistic stormwater management features <i>(1 point)</i> <input type="checkbox"/> Restores the frontage of an existing building in Historic Moody Centre <i>(2 points)</i> <input checked="" type="checkbox"/> Proposed artistic paving treatments <i>(1 point)</i> <input checked="" type="checkbox"/> Adds aesthetics to functional elements of the streetscape <i>(1 point)</i> <input checked="" type="checkbox"/> Aesthetically pleasing and functional benches, bike rack, planter, lighting etc. upgrades <i>(1 point)</i> <input type="checkbox"/> Interaction of the project with the public e.g., edible landscape/foilage <i>(1 point)</i> <input checked="" type="checkbox"/> Artistic panels in entry foyer <i>(1 point)</i> <input type="checkbox"/> Other <i>(up to 1 point)</i> <p>Are the streetscape elements designed by a local artist? (4 points)</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Elements on Landscape Plans will be subject to securities. - Elements included in Civil Plans will be secured through the Servicing Agreement. - Artistic elements will be secured through Public Art securities. <p>Staff comments</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="4"/> /8</p>

<p>C14 (3 points possible)</p> <p>Does your project include any innovative cultural sustainability aspects not captured in the Report Card?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A</p> <p>If yes, please explain: <i>(up to 3 points)</i></p> <div style="border: 1px solid gray; padding: 5px;"> <p>The proposal includes a unique cultural amenity for the community and City of Port Moody. Since the closing of the Ismaili Community Centre at 3127 St Johns due to its structure being undermined by adjacent construction activity, the community has been seeking a new and improved contemporary community space to add to the cultural diversity of Port Moody. The proposed cultural space is located on a high-visibility location, and includes spaces for worship, cultural learning, and visual arts.</p> </div>	<div style="background-color: #cccccc; padding: 2px;">Enforcement</div> <p>- Will depend on the type of innovation, determined by staff.</p> <div style="background-color: #cccccc; padding: 2px;">Staff comments</div> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="2"/> /3</p>
<p>C15</p> <p>Does your project face any unique site constraints that limit cultural sustainability achievement?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, please explain:</p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div>	<div style="background-color: #cccccc; padding: 2px;">Enforcement</div> <p>- N/A</p> <div style="background-color: #cccccc; padding: 2px;">Staff comments</div> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div>

C16

(3 points possible)

Summarize the project's cultural sustainability contributions, including the performance criteria in this Report Card and additional elements not previously captured here.

Located in Port Moody's Cultural and Innovation District, the proposal features a rich, pedestrian-oriented public realm that encourages community vitality, inclusivity, and cultural sustainability, providing a vibrant gathering place for the Ismaili and non-Ismaili communities alike. The proposed development will greatly enhance the existing public realm and streetscape through the addition of an architecturally beautiful and functional cultural landmark. Artistically-designed street furniture, building design, visual arts, and landscaping are all elements that will complement the cultural and architectural learning, spiritual, and event gathering amenities for the community, all within walking distance to rapid transit on a high-visibility arterial thoroughfare.

The Ismaili community in the Port Moody and the Tri-Cities area has a long-standing history of community involvement and service, and securing a permanent home in close proximity to the Moody Centre Cultural District will contribute to further entrenching Port Moody as a cultural destination in the region.

Enforcement

- Highlighted in Council reports

Staff comments

Score /3

Total Cultural Sustainability Pillar Points = /56

2. Economic Sustainability

Complete Community	
<p>EC1 (13 points possible)</p> <p>Does the project support active transportation to access shops and services by improving the circulation and connectivity of the site to retail shops, services, and employment near the project site?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply for how this is achieved: (up to 13 points)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Creates connectivity to existing active transportation network <i>(up to 3 points)</i> <input checked="" type="checkbox"/> Eliminates barriers to access for active transportation (e.g., improving let-downs, accessibility) <i>(up to 3 points)</i> <input checked="" type="checkbox"/> Enhances trails and bike paths <i>(1 point)</i> <input checked="" type="checkbox"/> Creates public amenity space <i>(1 point)</i> <input checked="" type="checkbox"/> Use of greenery and landscaping to serve pedestrians and to direct patrons to storefront entrances and transit <i>(1 point)</i> <input checked="" type="checkbox"/> Wide sidewalks and separation from the road to encourage and promote pedestrian movement <i>(1 point)</i> <input checked="" type="checkbox"/> Blade or tab signs are incorporated as appropriate <i>(up to 2 points)</i> <input checked="" type="checkbox"/> Seating, public art, and other amenities are incorporated into design of retail storefront area <i>(up to 3 points)</i> <input checked="" type="checkbox"/> Receiving/shipping areas are located off pedestrian routes <i>(1 point)</i> <input checked="" type="checkbox"/> Other – please explain: <i>(up to 3 points)</i> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Street trees within the boulevard, bicycle parking, a carefully-curated bicycle-focused amenity room and street furniture will complement a pedestrian-scale streetwall to promote pedestrian safety and a more walkable public realm.</p> </div>	<p>Resources</p> <p>Master Transportation Plan Examples</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements are secured through the Development Permit. - Elements on Landscape Plans will be subject to securities. - Elements included in Civil Plans will be secured through the Servicing Agreement. - Signage will be confirmed through the Signage Plan. <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>some suggested measures require further discussion with the applicant through the on-going Development Permit review</p> </div> <p style="text-align: right;">Score <input type="text" value="8"/> /13</p>

<p>EC2</p>	<p>(12 points possible)</p>	<p>Resources</p>	
<p>Does the project increase access to daily services or supplement the existing business composition?</p>		<p>WalkScore</p>	
<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Enforcement</p>	
<p>If yes:</p>		<p>– Architectural elements will be secured through the Development Permit. – Specific uses will be incorporated into the project zoning.</p>	
<p>Check all that apply: <i>(up to 12 points)</i></p>		<p>Staff comments</p>	
<p><input checked="" type="checkbox"/> Contiguous retail frontage to maintain continuity of retail storefronts <i>(2 points)</i></p>	<p>staff disagree with the applicant's responses. The small amount of commercial floor space proposed on Moray Street does not contribute to the establishment of a retail frontage which ideally would be along St. Johns Street. No specific commercial uses have been proposed.</p>		
<p><input type="checkbox"/> Enhances existing businesses through agglomeration as appropriate <i>(2 points)</i></p>			
<p><input checked="" type="checkbox"/> Provides a variety of store widths or opportunity for a variety of storefront widths through combining individual units <i>(2 points)</i></p>			
<p><input type="checkbox"/> Provides daily goods and services that are missing or underserved in the current local area business composition <i>(2 points)</i></p>			
<p>Please explain missing/underserved goods and services identified:</p> <div style="border: 1px solid black; height: 70px; width: 100%;"></div>			
<p><input type="checkbox"/> Supports expansion of and/or leverages the existing business community in the area <i>(2 points)</i></p>			
<p>Please explain how:</p> <div style="border: 1px solid black; height: 70px; width: 100%;"></div>			
<p><input type="checkbox"/> Other – please explain: <i>(up to 2 points)</i></p>			
<div style="border: 1px solid black; height: 50px; width: 100%;"></div>			
<p>What is the Walk Score of the proposed project?</p>			
<div style="border: 1px solid black; height: 50px; width: 100%;"></div>			
		<p>Score 2 /12</p>	

EC3

(5 points possible)

What is the estimated increase to the current and proposed property assessed value, as would be determined by BC Assessment (market value) for each property classification?

(Note that only estimates are required for proposed assessed value as actual assessed values would not be available at this point in the project)

Current (Land & Improvement)

Class 1 – residential assessed value: 0

Class 2 – utilities assessed value: _____

Class 3 – supportive housing assessed value: _____

Class 4 – major industry assessed value: _____

Class 5 – light industry assessed value: _____

Class 6 – business other assessed value: \$13,020,000

Estimated Proposed (Land & Improvement)

Class 1 – residential assessed value: \$67,000,000

Class 2 – utilities assessed value: _____

Class 3 – supportive housing assessed value: _____

Class 4 – major industry assessed value: _____

Class 5 – light industry assessed value: _____

Class 6 – business other assessed value: \$41,000,000

Project provides more assessed value in a non-residential class (2,4,5,6) = 3 points

Proposed assessed value is higher than current assessed value = 2 points

Proposed assessed value is the same as current assessed value = 1 point

Proposed assessed value is lower than current assessed value = 0 points

Resources

[Official Community Plan land use plan map](#)

[BC Assessment Property Classification](#)

Enforcement

- N/A

Staff comments

Score /5

Local Economy

EC4

(20 points possible)

Does the project increase the number of and variety of skilled employment on land designated as Industrial, Mixed Employment, or Mixed Use in the City's Official Community Plan?

Yes

No

If yes:

List the estimated number of jobs: (up to 5 points)

of existing jobs on site: 15

of proposed jobs on site: 24

% of jobs retained: 160%

If # of existing jobs is not retained = 0 points
If # of existing jobs is retained = 3 points
If # of jobs is increased beyond existing = 5 points

Using the North American Industry Classification System (NAICS), list the type of jobs created. Classification to the Sector (first) level is sufficient.

Real estate and rental and leasing. [special events staff, maintenance, catering, philanthropy, etc] Educational services. Arts, entertainment and recreation. Information and cultural industries.

List the jobs to population ratio on site: (up to 15 points)

Up to 0.5, each 0.1 = 1 point; Above 0.5, each 0.1 = 2 points

0.1

Are the Industrial, Mixed Employment, or Mixed Use areas leased or owned?

Leased

Owned

Other - please describe:

Have you identified potential occupants for each land use?

Yes

No

If yes, list all potential occupants identified and their intended use:

The institutional use encompasses a prayer hall, classrooms, a large social hall, and acts as a spiritual, educational, cultural and social community hub. The commercial space on Moray can accommodate a variety of light industrial, professional and retail uses.

Resources

Official community Plan Overall Land Use Plan Map

NAICS

Metro Vancouver Industrial Lands Strategy

Enforcement

- Commitment confirmed through Building Permit Plans re: space/occupant designation

- For owner spaces, proof of registration of the Strata Plan at Land Title & Survey Authority submitted.

Staff comments

No specific commercial uses have been identified

Score 6 /20

<p>EC5 (12 points possible)</p> <p>Does the project retain industrial uses on site?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes:</p> <p>Will the zoning restrict a portion of the project to light industrial uses? (5 points)</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>Will the industrial use(s) be multi-level (E.g., mezzanine)? (up to 5 points)</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>Will the proposed tenants intensify the use of industrial space? (2 points)</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>What is the industrial floor space ratio (FSR)? _____</p>	<p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Occupancy will be confirmed as a part of the Building Permit. <p>Staff comments</p> <p>No industrial uses are retained based on the current submission. The applicant's response should be N/A</p> <p style="text-align: right;">Score <input type="text"/> /12</p>
<p>EC6 (7 points possible)</p> <p>Do the sizes and configuration of retail units in the project support a variety of occupants, employment, and uses for those units?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes, check all that will be incorporated: (up to 7 points)</p> <p><input checked="" type="checkbox"/> Ceiling heights of at least 12' (floor to ceiling, not floor to slab) (1 point)</p> <p><input type="checkbox"/> Appropriate setbacks to allow for seating, patios, public art, and other streetscape features and amenities (1 point)</p> <p><input type="checkbox"/> For corner developments, a corner retail storefront with wraparound glazing (1 point)</p> <p><input type="checkbox"/> Variety of storefront widths, depths, ventilation, and glazing treatments etc. to meet the needs of different tenants (1 point)</p> <p><input checked="" type="checkbox"/> Exterior lighting is positioned and integrated to enhance architecture and storefront design (1 point)</p> <p><input checked="" type="checkbox"/> Storefronts are adaptable to accommodate different signage types to support tenant's branding while maintaining neighbourhood character (1 point)</p> <p><input type="checkbox"/> Adaptable to emerging retail trends e.g., online orders (1 point)</p>	<p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. <p>Staff comments</p> <div style="border: 1px solid black; height: 150px;"></div> <p style="text-align: right;">Score <input type="text"/> /7</p>

<p>EC7 (6 points possible)</p> <p>Does the project contribute to a circular economy?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all the circular economy initiatives: (up to 6 points)</p> <ul style="list-style-type: none"> <input type="checkbox"/> re-use of resources (deconstruction for re-use, materials made from recycled/reclaimed materials, materials made from natural inputs) (2 points) <input type="checkbox"/> local repair café (2 points) <input type="checkbox"/> collaboration between local enterprises/industry (2 points) <input type="checkbox"/> design for the future/design for deconstruction (2 points) <input type="checkbox"/> maker-space/tool library (2 points) <input checked="" type="checkbox"/> foster a sharing initiative (e.g., car share, bike share etc.) (2 points) <input checked="" type="checkbox"/> Other – please describe: (up to 2 points) <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>The use of high quality and durable materials will ensure the life cycle of the Jamatkhana and residential rental units can be used as long as possible.</p> </div>	<p>Resources</p> <p>Canadian Circular Economy</p> <hr/> <p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Waste related initiatives may be subject to securities. - Other elements may be secured with a Section 219 Covenant. <hr/> <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="3"/> /6</p>
<p>EC8 (5 points possible)</p> <p>Is the project expected to contribute to the daytime economy (i.e. daytime population comprised of workers and students) and/or the nighttime economy of Port Moody (i.e. commercial activities in the evening e.g., restaurant, entertainment, sports, culture, shops, etc.)?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check any of the following sectors that you may be targeting: (up to 5 points)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Incorporate office, institutional or light industrial space (5 points) <input type="checkbox"/> Food and beverage establishment (e.g., restaurant, coffee shop, etc.) (3 points) <input type="checkbox"/> Tourism business (1 point) 	<p>Enforcement</p> <ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Elements related to occupancies will be confirmed through the Building Permit. <hr/> <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px;"> <p>specific commercial uses are undefined as yet. Points awarded on potential</p> </div> <p style="text-align: right;">Score <input type="text" value="3"/> /5</p>

<p>EC9 (4 points possible)</p>	<p>Enforcement</p>
<p>Does the project provide a regional destination for commercial or institutional land uses?</p>	<ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Elements related to occupancies will be confirmed through the Building Permit.
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Staff comments</p>
<p>If yes, please check all that apply: (up to 4 points)</p>	<div style="border: 1px solid #ccc; padding: 5px; min-height: 200px;"> <p>Jamat Khana provides cultural space which may attract others from the region</p> </div>
<p><input checked="" type="checkbox"/> specialized training/education (2 points)</p>	
<p><input checked="" type="checkbox"/> specialized art (2 points)</p>	
<p><input checked="" type="checkbox"/> culture/heritage (2 points)</p>	
<p><input checked="" type="checkbox"/> recreational opportunities (e.g., high performance training centre) (2 points)</p>	<p>Score <input type="text" value="2"/> /4</p>
<p><input type="checkbox"/> Other – please describe: (up to 2 points)</p>	
<div style="border: 1px solid #ccc; height: 50px; width: 100%;"></div>	
<p>EC10 (3 points possible)</p>	<p>Enforcement</p>
<p>Will the project attempt to source local (Port Moody) labour, supply and materials?</p>	<ul style="list-style-type: none"> - Architectural elements will be secured through the Development Permit. - Contractors will be confirmed through the Building Permit.
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Staff comments</p>
<p>If yes, check all that apply: (up to 3 points)</p>	<div style="border: 1px solid #ccc; height: 140px; width: 100%;"></div>
<p><input checked="" type="checkbox"/> Local supply of materials (1 point)</p>	
<p><input checked="" type="checkbox"/> Local labour (1 point)</p>	
<p><input checked="" type="checkbox"/> Local contractors (1 point)</p>	
<p><input type="checkbox"/> Local professional services (1 point)</p>	
<p><input type="checkbox"/> Other – please describe: (1 point)</p>	<p>Score <input type="text" value="3"/> /3</p>
<div style="border: 1px solid #ccc; height: 50px; width: 100%;"></div>	

EC11	(3 points possible)	Enforcement
Does your project include any innovative economic sustainability aspects not captured?		- Will depend on the type of innovation, determined by staff.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A		Staff comments
If yes, please describe: <i>(up to 3 points)</i>		<div style="border: 1px solid #ccc; height: 150px;"></div>
<div style="border: 1px solid #ccc; height: 85px;"></div>		
		Score <input type="text"/> /3
EC12		Enforcement
Does your project face any unique site constraints unique that limit economic sustainability achievement?		- N/A
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Staff comments
If yes, please describe:		<div style="border: 1px solid #ccc; height: 165px;"></div>
<div style="border: 1px solid #ccc; height: 90px;"></div>		

EC13

(3 points possible)

Summarize the project’s economic sustainability contributions including the performance criteria in this Report Card and additional elements not previously captured here:

- The proposal will increase the employment, volunteering opportunities, and non-residential value of improvements on the property.
- The proposal will make a cultural contribution to an area identified in the OCP as a Cultural and Innovation District
- The proposed development will create a regional cultural destination that will bring increased traffic to plenty of other local businesses in the area.
- The project will provide 2,500+/- SF of commercial space along Moray St.
- An enhanced streetscape and public realm is intended to promote walkability and pedestrian safety, while secure bike parking, electric vehicle infrastructure and a carefully-curated bicycle amenity room promote sustainable growth principles.

Enforcement

- Highlighted in Council report

Staff comments

Score /3

Total Economic Sustainability Pillar Points = /93

3.Environmental Sustainability

Natural Environment	
<p>EN1 (20 points possible)</p> <p>Does the project protect and enhance the urban forest, prioritizing tree retention and planting of native or adaptive tree species which provide multi-storey habitat (groundcover, shrubs and trees) to increase ecological value, biodiversity, and resilience to climate change impacts?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes:</p> <p>Outline the following:</p> <p>Number of existing significant mature trees protected on site (i.e., mature trees over 40 cm DBH): _____ (up to 5 points)</p> <p>Number of existing trees over 10 cm protected on site: _____ (up to 5 points)</p> <p>Replacement tree ratio: <u>10</u> required; <u>16</u> replacement _____ (up to 5 points) (Note: Native tree species are preferred for areas immediately adjacent to Environmentally Sensitive Areas)</p> <ul style="list-style-type: none"> • Trees planted on-site: <u>9</u> • Trees planted off-site: <u>7</u> • Cash-in-lieu: _____ <p>Existing canopy cover (%): <u>275 sq.m (7%)</u> (total site area: 3,496.44 sq.m)</p> <p>Proposed canopy cover at 20 years post development (%): <u>1,375 sq.m (39%)</u> If canopy cover is the same = 3 points If proposed canopy cover exceeds existing = up to 5 points</p> <p>Demonstrate ability of trees to reach full maturity. Check all that apply: (up to 5 points)</p> <p><input checked="" type="checkbox"/> Adequate soil volume as determined by the Canadian Landscape Standard (2 points)</p> <p><input checked="" type="checkbox"/> Designated space for significant trees/stand of trees to reach full maturity (2 points)</p> <p><input checked="" type="checkbox"/> Proximity to infrastructure (e.g., Building(s), power lines) (1 point)</p>	<p>Resources</p> <p>Tree Protection Bylaw</p> <p>-tree Canopy</p> <p>Canadian Landscape Standard</p> <p>New canopy cover is calculated based on the type of trees that are being planted, at 20 year maturity.</p> <p>Large Canopy Trees provide 125 m² per tree (e.g., Douglas Fir, Deodor Cedar, Red Oak)</p> <p>Medium Canopy Trees provide 50 m² per tree (e.g., Evergreen magnolia, Honey locust)</p> <p>Small Canopy Trees provide 25 m² per tree (e.g., Japanese maple, Giant Dogwood)</p> <p>Sum Total Species Canopy Area for all proposed species and divide by gross site area to obtain mature canopy coverage percentage</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Elements on Landscape Plans will be subject to securities. - Tree Protection Covenants may be applied. <p>Staff comments</p> <div style="border: 1px solid #ccc; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score 5 /20</p>

EN2

(15 points possible)

Does the site stormwater management plan provide adequate stormwater quality, volume and groundwater protection to address the relevant senior and municipal government requirements for future rainfall expected with climate change?

Yes

No

If yes:

Do the site conditions work to restore stormwater flows to be closer to pre-development historical conditions? (2 points)

Yes

No

Indicate which of these approaches the project will use:

A. Nature-based Green Infrastructure solutions

Check all that apply: (up to 9 points)

Watercourse daylighting (3 points)

Constructed wetlands (3 points)

Rain gardens (up to 3 points)

Bioswales (up to 3 points)

Green roof/wall (up to 3 points)

Other – please describe: (up 2 points)

Empty text box for describing other nature-based solutions.

B. Engineered Green Infrastructure solutions

Check all that apply: (up to 4 points)

Rainwater harvesting (2 points)

Systems that support street trees (e.g., trenches, soil cells, structural soils, etc.) (1 point)

Roof downspout disconnection to Green Infrastructure (1 point)

Water quality structures (1 point)

Absorbent landscaping (1 point)

Other – please describe: (up to 2 points)

Detention and infiltration facilities.

Resources

[Metro Vancouver's Stormwater Source Control Guidelines](#)

[Climate Action Plan](#)

[The Chines Integrated Stormwater Management Report \(metrovancover.org\)](#)

[DFO Land Development Guidelines](#)

[2018 KWL IDF Curves for Climate Change](#)

Enforcement

- Submission of stormwater management plan that addresses the goals indicated will be required.

- Elements on Landscape Plans will be subject to securities.

- Elements included on Civil Plans will be secured through the Servicing Agreement.

Staff comments

details to be addressed through the on-going review of the civil engineering and landscape plans

Score /15

EN3 (applicants choose A or B)

(15 or 6 points possible)

A. Does the project protect, restore and/or compensate for site ecology on-site?

Yes

No

N/A (applicants choose A or B)

If yes, check all that apply: (up to 15 points)

Watercourse daylighting (5 points)

Constructed wetlands (3 points)

No increase in existing impervious area (4 points)

Area (m²): _____

Riparian Area Restoration (up to 3 points)

Aquatic restoration (2 points)

Non-riparian forest restoration (2 points)

Native/"naturescape" landscaping (2 points)

Removal of invasive plant species from natural areas (2 points)

Other biodiversity and habitat enhancement (1 point)

Salvage replanting (1 point)

Other – please describe: (up to 3 points)

OR

B. Does the project provide other biodiversity enhancement in an urban setting?

Yes

No

N/A (applicants choose A or B)

If yes, check all that apply: (up to 6 points)

Other biodiversity and habitat enhancement (1 point)

Native/"naturescape" landscaping (2 points)

Other – please describe: (up to 3 points)

We have proposed a range of species, both native and adaptive, and a layered approach to planting to support bird and pollinator-insect friendly design.

Resources

[Naturescape Policy 13-6410-03](#)

Enforcement

– Elements on Landscape Plans will be subject to securities.

Staff comments (A)

Staff comments (B)

details to be confirmed

Score /15 or 6

EN4	(10 points possible)	Resources
Is the proposed property located in an Environmentally Sensitive Area (ESA)?		Official Community Plan Map 13: Environmentally Sensitive Areas and Appendix 2: Development Permit Area Guidelines
<input type="checkbox"/> Yes		Enforcement
<input checked="" type="checkbox"/> N/A		– Environmentally Sensitive Area DP, other means of protection are required as established in criteria ii.
If yes:		Staff comments
i. What is the designation of the ESA?		
ii. What are the means of ESA protection? (up to 8 points)		
<input type="checkbox"/> Dedication <i>(3 points)</i>		
<input type="checkbox"/> Covenant <i>(1 point)</i>		
<input type="checkbox"/> Monitoring <i>(up to 2 points)</i>		
<input type="checkbox"/> Other – please explain: <i>(up to 2 points)</i>		
iii. How is the ESA being improved? (up to 2 points)		
		Score <input type="checkbox"/> /10

EN5	(5 points possible)	Resources Water meter Specifications
Does the project reduce potable water use from existing site conditions and/or per capita?		Enforcement - Elements included on Civil Plans will be secured through the Servicing Agreement. - Elements on Landscape Plans will be subject to securities. - Low flow/flush and greywater systems will be confirmed through the Building Permit. - Elements noted on Mechanical Drawings will be confirmed through the Building Permit.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Staff comments <div style="border: 1px solid black; height: 150px; width: 100%;"></div>
If yes, check all that apply: (up to 5 points)		Score <input type="text" value="2"/> /5
<input checked="" type="checkbox"/> Drought tolerant landscaping (xeriscaping) with native species <i>(0.5 points)</i>	<input checked="" type="checkbox"/> Installation of a water meter display to show consumption for occupants more frequently than billing <i>(0.5 points)</i>	<input type="checkbox"/> Non-water dependent materials/features for ground cover treatment <i>(0.5 points)</i>
<input checked="" type="checkbox"/> Irrigation system with central control, rain sensors, and drip irrigation on and off-site <i>(0.5 points)</i>	<input type="checkbox"/> Captured rainwater irrigation or greywater system <i>(0.5 points)</i>	<input checked="" type="checkbox"/> Other – please explain: <i>(up to 2 points)</i>
<div style="border: 1px solid black; padding: 5px;"> <p>We have proposed plantings that are appropriate for the environment into which they have been placed and that are considered to be hardy and drought tolerant once established.</p> </div>		
EN6	(5 points possible)	Resources Green Shores Port Moody Zoning Bylaw Section 5.3.5
Is the project located along the Burrard Inlet foreshore or otherwise impacted by coastal flooding (e.g., sea level rise, coastal squeeze, etc.)?		Enforcement - Setbacks and minimum building elevation are confirmed through the Development Permit and Building Permit.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A		Staff comments <div style="border: 1px solid black; height: 100px; width: 100%;"></div>
If yes, describe how the project will mitigate risks and impacts of coastal flooding events in current and future climate scenarios: <i>(up to 5 points)</i>		Score <input type="text" value=""/> /5
<div style="border: 1px solid black; height: 150px; width: 100%;"></div>		

<p>EN7 (5 points possible)</p> <p>Does the project redevelop and rehabilitate a brownfield site? <i>(5 points)</i></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> N/A</p>	<p>Resources</p> <p>Brownfields</p> <p>Contaminated Sites Regulations</p> <p>Enforcement</p> <p>- Proof of compliance with provincial contaminated sites regulations will be required.</p> <p>Staff comments</p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value=""/> /5</p>
<p>EN8 (4 points possible)</p> <p>Does the design of outdoor lighting incorporate technology to minimize the harmful effects of light pollution?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>Check all that apply to ensure that lights are: <i>(up to 4 points)</i></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Only on when needed <i>(0.5 points)</i> <input checked="" type="checkbox"/> Only light the area that needs it <i>(0.5 points)</i> <input checked="" type="checkbox"/> No brighter than necessary <i>(0.5 points)</i> <input checked="" type="checkbox"/> Minimizes blue light emissions <i>(0.5 points)</i> <input checked="" type="checkbox"/> Fully shielded (pointing downward) <i>(0.5 points)</i> <input checked="" type="checkbox"/> LED lights <i>(0.5 points)</i> <input checked="" type="checkbox"/> Non-reflective pavement surface <i>(0.5 points)</i> <input checked="" type="checkbox"/> Other – describe the lighting plan for the site and its dark sky friendly features: <i>(up to 0.5 points)</i> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Carefully chosen lighting will highlight the architecture and landscape features. All lighting will be shielded and directed downwards in consideration of being dark sky friendly.</p> </div>	<p>Resources</p> <p>International Dark Sky Association for Dark Sky Friendly Lighting</p> <p>Enforcement</p> <p>- Lighting details will be confirmed through the Building Permit and will be subject to securities through Landscape Plans.</p> <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>lighting details to be reviewed but points awarded based on intent</p> </div> <p style="text-align: right;">Score <input type="text" value="4"/> /4</p>

<h3>EN9</h3>	<p>(3 points possible)</p>	<p>Resources</p>
<p>Does the project provide bird-friendly development through landscaping features that provide habitat to native species and building design that reduces bird collisions?</p>		<p>Vancouver Bird Strategy</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Enforcement</p>
<p>If yes, check all that apply: (up to 3 points)</p>		<p>- Elements included on Landscape Plans will be subject to securities. - Architectural elements will be secured through the Development Permit.</p>
<p><input type="checkbox"/> Building design minimizes the quantity of glass (0.5 points)</p>		<p>Staff comments</p>
<p><input type="checkbox"/> Incorporation of visual markers (0.5 points)</p>		<div style="border: 1px solid #ccc; height: 150px;"></div>
<p><input type="checkbox"/> Incorporation of features to block reflections (0.5 points)</p>		
<p><input checked="" type="checkbox"/> Landscaping is appropriate distance from glass features (0.5 points)</p>		
<p><input checked="" type="checkbox"/> Reduces light pollution (0.5 points)</p>		
<p><input type="checkbox"/> Building design reduces trapping potential by ensuring open pipes, ventilation grates and drains are inaccessible to birds (0.5 points)</p>		
<p><input checked="" type="checkbox"/> Landscaping plan incorporates a diversity of native plants that provide food options for birds throughout the year (0.5 points)</p>		
<p><input checked="" type="checkbox"/> Landscaping plan creates habitat complexity by including ground cover, shrubs, understory, and canopy layers in a stepped pattern (0.5 points)</p>		
<p><input type="checkbox"/> Other – please explain: (0.5 points)</p>	<div style="border: 1px solid #ccc; height: 30px;"></div>	<p>Score <input type="text" value="2"/> /3</p>
<h3>EN10</h3>	<p>(2 points possible)</p>	<p>Resources</p>
<p>Does the project include forest fire prevention measures or fire smart building features?</p>		<p>Fire Smart Canada</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Enforcement</p>
<p>If yes, list all features: (up to 2 points)</p>		<p>- Materials will be confirmed through the Building Permit.</p>
<div style="border: 1px solid #ccc; padding: 5px;"> <p>Non-combustible construction.</p> </div>		<p>Staff comments</p>
		<div style="border: 1px solid #ccc; height: 100px;"></div>
		<p>Score <input type="text" value="1"/> /2</p>

<p>EN11 (2 points possible)</p> <p>Is the project seeking third party environmental certifications (e.g., Salmon Safe BC certification)?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	Resources
	<p>Salmon Safe BC Certification</p>
	Enforcement
	<p>- Certification will be confirmed through Section 219 Covenant.</p>
<p>Staff comments</p> <div style="border: 1px solid #ccc; height: 80px; width: 100%;"></div>	
<p>Score <input type="text" value="0"/> /2</p>	

Air Quality – Low Carbon Mobility

<p>EN12 (12 points possible)</p> <p>Does the project provide sustainable transportation infrastructure for user groups of each land use type, which contributes to reducing greenhouse gas emissions from this development beyond requirements in the Zoning Bylaw?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply: (up to 12 points)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Unbundled and/or district parking (2 points) <input checked="" type="checkbox"/> Level 2 EVSE installed (as defined in technical bulletin) (2 points) <input type="checkbox"/> Public EV DC Fast Charging EVSE installed (2 points) <input type="checkbox"/> More than 20% of commercial EV charging infrastructure provided (1 point) <input type="checkbox"/> Subsidized transit pass and transit information package (1 point) <input checked="" type="checkbox"/> Micro e-charging is provided for a minimum of 10% of storage/parking spaces (e.g., e-bicycle, e-scooter) (1 point) <input type="checkbox"/> Energized EV Charging for visitor parking (1 point) <input type="checkbox"/> End of trip bicycle facilities (1 point) <input type="checkbox"/> Bike share and assigned parking (1 point) <input checked="" type="checkbox"/> Car share and assigned parking space provision in nearby on-street/public parking (1 point) <input type="checkbox"/> Other – please describe: (up to 2 points) <div style="border: 1px solid #ccc; height: 60px; width: 100%; margin-top: 5px;"></div>	Resources
	<p>Port Moody Zoning Bylaw</p> <p>Port Moody Electric Vehicle charging Infrastructure Bulletin</p>
	Enforcement
	<p>- Elements noted on Architectural Plans will be confirmed through the Development Permit and Building Permit Plans.</p> <p>- Transit passes/unbundled & district parking will be secured through a Section 219 Covenant.</p> <p>- End of trip facilities/parking uses included on Architectural Plans will be confirmed through the Development Permit.</p>
<p>Staff comments</p> <div style="border: 1px solid #ccc; height: 120px; width: 100%;"></div>	
<p>Score <input type="text" value="4"/> /12</p>	

EN13 (11 points possible) Does the project incorporate measures to support and increase active transportation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, check all that apply: (up to 11 points): <ul style="list-style-type: none"><input checked="" type="checkbox"/> Connects to existing pedestrian/cycling routes and priority destinations (1 point)<input checked="" type="checkbox"/> Improved crossings of busy streets (1 point)<input checked="" type="checkbox"/> Improved local pedestrian routes, local bike networks/trails (1 point)<input checked="" type="checkbox"/> Safe, secure, accessible, and sustainable footpaths (1 point)<input checked="" type="checkbox"/> Pedestrian clearway sufficient to accommodate pedestrian flow (1 point)<input checked="" type="checkbox"/> Covered outdoor waiting areas, overhangs, or awnings (1 point)<input checked="" type="checkbox"/> Pedestrian scale lighting (1 point)<input checked="" type="checkbox"/> Pedestrian/bike only zones (1 point)<input checked="" type="checkbox"/> Improves connections to transit (bus/SkyTrain/West Coast Express) (1 point)<input type="checkbox"/> Other – please describe: (up to 2 points) <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	Resources Port Moody Master Transportation Plan
	Enforcement <ul style="list-style-type: none">- Elements included in Civil Plans will be included in Servicing Agreement.- Elements included in Architectural Plans will be secured through Development Permit.
	Staff comments <div style="border: 1px solid black; padding: 5px; min-height: 60px;">to be confirmed through DP review</div>
	Score <input type="text" value="6"/> /11

Greenhouse Gas Emissions and Energy Reductions

EN14

(12 points possible)

Does the project provide a low carbon energy system (LCES), which prioritizes on-site local energy systems that provide heating, cooling and hot water heating? (Note: systems should meet a Coefficient of Performance of 2 or greater) Examples include: solar; district energy; heat pump; or geo exchange.

- Yes
- No

If yes:

Describe the system type: (up to 10 points)

- Heating mechanical system (up to 5 points)
 - Description: Packaged Terminal HP's and VRF with backup electric
 - Fuel source (e.g., electricity, renewable etc.): Electricity
- Hot water mechanical system (up to 3 points)
 - Description: Electric resistance and electric heat pump
 - Fuel source (e.g., electricity, renewable etc.): Electricity
- Cooling mechanical system (up to 2 points)
 - Description: Packaged Terminal heat pumps and VRF
 - Fuel source (e.g., electricity, renewable etc.): Electricity

Does the system use refrigerants with low global warming potential (GWP)?

- Yes
- No
- N/A

If yes, check the low GWP system being installed: (up to 2 points)

- Centralized system (e.g., communal heat pump) using ammonia, R744, water, CO2, R1234ze, or R1234yf, R454b, R513a, R32, R410a, R407c, R134a (2 points)
- Distributed system (e.g., VRF) using R32 or equivalent (2 points)
- Individual system (e.g., split or individual heat pump) using R290 propane, R744, or R134a (2 points)
- Other (up to 2 points)

How will the project mitigate refrigerant leakage?

Factory refrigerant pressure tests. Certified Refrigeration contractors and manufacturer field reviews.

Resources

[Energy Step Code Corporate Policy](#)

[Vancouver low carbon energy system policy](#)

[Refrigerants & Environmental Impacts: A Best Practice Guide - Integral Group](#)

Enforcement

- LCES confirmed through the Energy Step Code Corporate Policy commitment and Building Permit.

- Mechanical systems confirmed through Building Permit Plans.

Staff comments

Systems are generally suitable but will be reviewed through DP process

Score /12

EN15

(11 points possible)

Will the project include strategies to reduce lifecycle (embodied) greenhouse gas emissions from the project and increase carbon sequestration?

(Note that projects should aim to have total embodied carbon emissions below 500 kgCO₂e/m²)

Yes

No

If yes:

Check all that apply:

(up to 10 points)

- Tracking and reporting project embodied emissions (1 point)
- Embodied emissions third-party certification: (1 point)
List the certification: _____
- Wood frame construction (2 points)
- Low carbon concrete construction (1 point)
- materials sourced locally to reduce transportation emissions (1 point)
- labour sourced locally to reduce transportation emissions (1 point)
- Selecting materials with environmental product declarations (1 point)
- Low embodied emissions disposal of materials (1 point)
- Utilization of natural insulation products (1 point)
- Targeting third party certification under ISO 14040, ISO 14044, and/or EN15978 (2 points)
- Commitment to reduce at least 40% of embodied emissions compared to project embodied emissions baseline: (2 points)
% reduction committed to: _____
- Submission of pre- and post-construction lifecycle assessment (1 point)
- Low embodied emissions material selection policy (1 point)
- Benchmarking embodied emissions performance (1 point)
- Other – please describe: (1 point)

Please state the estimated embodied emissions of the project: (1 point)

- over the building's estimated lifespan: _____
- in kgCO₂e/m²: _____

Provide the name of the calculator used to provide an estimate and/or the name of the organization who provided the embodied emissions analysis:

Resources

- [Life Cycle Assessment \(LCA\) Practice Guide \[Carbon Leadership Forum\]](#)
- [CLF Embodied Carbon Policy Toolkit - Carbon Leadership Forum](#)
- [lcm-public-sector-guide.pdf \(gov.bc.ca\)](#)
- [Methodology to Calculate Embodied Carbon of Materials \[RICS\] \(PDF\)](#)
- [Whole Building Life Cycle Assessment: Reference Building Structure and Strategies \[ASCE\]](#)
- [Zero Code – Off-Site Procurement of Renewable Energy \[Architecture 2030\] \(PDF\)](#)
- [Carbon Smart Materials Palette \[Architecture 2030\]](#)
- [Athena Impact Estimator](#)
- [Environment Agency's Carbon Calculator for Construction Activities](#)
- [eTool](#)
- [One Click LCA Tally](#)

Project teams may use a carbon calculator that is not listed above but must include the name of tool/organization completing the assessment

Enforcement

- Commitment will be secured through Section 219 Covenant.

Staff comments

Score /11

<p>EN16 (10 points possible)</p> <p>Will the project achieve a recognized industry standard for sustainable design? <i>(Note that the City does not accept equivalencies and applicants must complete full certification)</i></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes, check all that apply:</p> <p><input type="checkbox"/> Built Green Canada – certification level: _____ (10 points)</p> <p><input type="checkbox"/> LEED – certification level: _____ (10 points)</p> <p><input type="checkbox"/> Zero Carbon Building Standard (10 points)</p> <p><input type="checkbox"/> Energy Star (10 points)</p> <p><input type="checkbox"/> BOMA BEST (10 points)</p> <p><input type="checkbox"/> Canadian Passive House Institute (10 points)</p> <p><input type="checkbox"/> International Living Future Institute – Zero Carbon Certification (10 points)</p> <p><input type="checkbox"/> Other – please describe: _____ (up to 10 points)</p>	<p>Resources</p> <p>Built Green Canada</p> <p>LEED Canada</p> <p>Zero Carbon Building Standard</p> <p>Energy Star</p> <p>BOMA BEST</p> <p>Canadian Passive House Institute</p> <p>ILFI – Zero Carbon Certification</p> <p>Enforcement</p> <p>– Commitment will be secured through Section 219 Covenant.</p> <p>Staff comments</p> <div style="border: 1px solid #ccc; height: 80px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="0"/> /10</p>
<p>EN17 (8 points possible)</p> <p>Does the project include strategies to ensure buildings do not overheat in future climate change scenarios?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply: (up to 8 points)</p> <p><input checked="" type="checkbox"/> Natural/passive ventilation (1 point)</p> <p><input type="checkbox"/> Stacked windows (1 point)</p> <p><input type="checkbox"/> Earth tempering ducting (1 point)</p> <p><input type="checkbox"/> Passive evaporative cooling (1 point)</p> <p><input type="checkbox"/> Fixed/operable external shading (1 point)</p> <p><input checked="" type="checkbox"/> Natural shading (1 point)</p> <p><input checked="" type="checkbox"/> Low window to wall area ratio (1 point)</p> <p><input checked="" type="checkbox"/> Thermal massing (1 point)</p> <p><input checked="" type="checkbox"/> Building Energy Model using future climate weather files (1 point)</p> <p><input checked="" type="checkbox"/> High-efficiency low carbon mechanical cooling (1 point)</p> <p><input type="checkbox"/> Other – please describe: _____ (up to 2 points)</p> <div style="border: 1px solid #ccc; height: 40px; width: 100%; margin-top: 5px;"></div>	<p>Resources</p> <p>Pacific Climate Impacts Consortium future weather files</p> <p>City of Vancouver Passive Design Toolkit</p> <p>Enforcement</p> <p>– Elements included in Architectural Plans will be secured through the Development Permit and confirmed through the Building Permit.</p> <p>Staff comments</p> <div style="border: 1px solid #ccc; height: 120px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="5"/> /8</p>

<p>EN18 (8 points possible)</p> <p>Does the project reduce the heat island effect on the site?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply: (up to 8 points)</p> <p><input type="checkbox"/> Water features on site (1 point)</p> <p><input checked="" type="checkbox"/> Natural shade around the structures (trees, climbing plants) (1 point)</p> <p><input checked="" type="checkbox"/> Increase canopy cover compared to existing canopy cover (1 point)</p> <p><input type="checkbox"/> Green infrastructure such as green roofs, rain gardens, absorbent landscaping etc. (1 point)</p> <p><input checked="" type="checkbox"/> Use of low-albedo materials (1 point)</p> <p><input checked="" type="checkbox"/> Reducing waste heat production through energy efficiency and active transportation (1 point)</p> <p><input type="checkbox"/> Other – please describe: (up to 2 points)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p>Resources</p> <p>Reducing Urban Heat Islands to Protect Health in Canada</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Landscaped elements will be subject to securities. - Elements included in Architectural Plans will be secured through the Development Permit. - Active transportation commitments will be confirmed through the Servicing Agreement and Development Permit as noted on Civil Plans and other plans noted above. <p>Staff comments</p> <div style="border: 1px solid black; height: 60px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="4"/> /8</p>
<p>EN19 (6 points possible)</p> <p>Which Step of the Energy Step Code will the project be designed to comply with?</p> <p>Part 9</p> <p><input type="checkbox"/> Step 3 (0 points)</p> <p><input type="checkbox"/> Step 4 (2 points)</p> <p><input type="checkbox"/> Step 5 (3 points)</p> <p>Part 3</p> <p><input type="checkbox"/> Step 2 (0 points)</p> <p><input checked="" type="checkbox"/> Step 3 (2 points for large residential, 3 points for commercial)</p> <p><input type="checkbox"/> Step 4 (3 points)</p>	<p>Resources</p> <p>Building Bylaw</p> <p>BC Energy Step Code</p> <p>Energy Step Code Corporate Policy</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Step Code commitment will be confirmed through the Building Permit and a Section 219 Covenant. <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px;"> Applicant has committed to Step 3 with a LCES. Points awarded on basis of large residential as commercial component is small </div> <p style="text-align: right;">Score <input type="text" value="2"/> /6</p>

EN20

(2 points possible)

Does the project allocate sufficient and accessible recycling and garbage storage space in multi-residential and commercial buildings and complexes compatible with Metro Vancouver’s Technical Specifications for Recycling and Garbage Amenities in Multi Family and Commercial Developments? (1 point)

Yes

No

If yes, outline the space provided for each (m²):

Residential recycling: 360.5 SF (exceeds Metro Vancouver)

Residential garbage: 360.5 SF (exceeds Metro Vancouver)

Residential green waste: included above

Commercial recycling: 255.5 SF (exceeds Metro Vancouver)

Commercial garbage: 255.5 SF (exceeds Metro Vancouver)

Commercial green waste: included above

Does the design of the waste area provide safe and universally accessible access in a secure common area? (1 point)

Yes

No

If yes – please explain:

Waste areas are secure, accessible, and well lit inside the parkade.

Does the design of the waste area align with the Bear Resistant Guidelines for Solid Waste, Organics, and Recycling Enclosures & Containers?

Yes

No

Resources

[Zoning Bylaw](#)

[Metro Vancouver’s Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments](#)

[Bear Resistant Guidelines for Solid Waste, Organics, and Recycling Enclosures & Containers](#)

Enforcement

– Elements included on the Architectural Plans will be secured through the Development Permit.

Staff comments

Score /2

<p>EN21 (3 points possible)</p> <p>Does your project include any innovative environmental sustainability aspects not captured?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> N/A</p> <p>If yes, please describe:</p> <div style="border: 1px solid black; height: 60px; width: 100%;"></div>	<p>Enforcement</p> <p>- Will depend on the type of innovation, determined by staff.</p> <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="9"/> /3</p>
<p>EN22</p> <p>Does your project face any unique site constraints unique that limit environmental sustainability achievement?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If yes, please describe:</p> <div style="border: 1px solid black; height: 60px; width: 100%;"></div>	<p>Enforcement</p> <p>- Highlighted in Council reports.</p> <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>

EN23

(3 points possible)

Summarize the project's environmental sustainability contributions including the performance criteria in this Report Card and additional elements not previously captured here:

The mixed-use project's environmentally sustainable contributions to the City of Port Moody include:

- Absorbent landscaping, native and adaptive plant species, planting that supports birds, hardy and drought tolerant plant species, and systems that support street trees.
- Lighting that ensures the minimization of harmful effects of light pollution.
- Level 2 EV energized outlets for all residential parking spaces.
- Measures that support and increase active transportation.
- Pedestrian and cyclist scaled landscaping.
- Locally sourced materials and labour to reduce transportation emissions.
- Low window to wall area ratio and a building energy model that has used future weather data.

Enforcement

- Highlighted in Council reports.

Staff comments

these measures have been captured elsewhere in the report card.

Score /3

Total Environmental Sustainability Pillar Points = /172

4. Social Sustainability

<p>S1 (30 points possible)</p> <p>Does the project provide voluntary amenities?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A (select if making contribution to the City's amenity reserve)</p> <p>If yes:</p> <p>Check all that apply: (up to 15 points)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Community centre/facility (15 points) <input checked="" type="checkbox"/> Space for growing food (3 points) <input checked="" type="checkbox"/> Child play areas (1 point) <input checked="" type="checkbox"/> Gathering place/space (1 point) <input type="checkbox"/> Usable public park/greenspace (10 points) <input checked="" type="checkbox"/> Community facilities (3 points) <input checked="" type="checkbox"/> Arts and cultural facilities (3 points) <input checked="" type="checkbox"/> Streetscape and pedestrian improvements (2 points) <input checked="" type="checkbox"/> Accessible landscaped roof deck (3 points) <input type="checkbox"/> Dog runs/ dog wash station (2 points) <input checked="" type="checkbox"/> Work space (2 points) <input checked="" type="checkbox"/> Other – please describe: (up to 3 points) <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Bike repair and maintenance room </div> <p>Does the project provide dedicated space for childcare? (10 points)</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If yes, is the dedicated space for childcare being operated by a non-profit? (5 points)</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p style="text-align: center; background-color: #f2f2f2; padding: 5px;">OR</p> <p>Does the project contribute to the General Community Amenity Contribution Reserve as per the Community Amenity Contribution Policy? (2 points)</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A (select if amenities are provided on site)</p> <p>If yes, what is the \$ amount contributed: <u> TBD </u></p>	<p>Resources</p> <p>Community Amenity Contribution Policy</p> <p>Enforcement</p> <ul style="list-style-type: none"> - Elements on Architectural Plans will be secured through Development Permit. - Elements on Landscape Plans will be subject to securities. - Section 219 Covenant relating to childcare spaces and community + arts and cultural facilities will be required. - Housing related amenities will be included in the Housing Agreement. - Public Art Securities will be applied to any public art amenities. - Parkland contributions to the City will be formalized through the subdivision and parkland dedication process. <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> the reference to community centre/facility is to a municipal centre which the Jamat Khana does not replicate and it is limited to the Ismaili community </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> While the CAC policy does not apply to this project, the 215A Levy does with an estimated contribution of \$997,641.35. </div> <p style="text-align: right;">Score 17 /30</p>
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S2

(25 points possible)

Does the project provide new purpose-built market rental housing or affordable rental housing or contributes to the city's affordable housing reserve fund in lieu of provision of affordable housing?

Check all that apply:

- 5% shelter rate housing (up to 25 points)
- 15% Affordable rental housing (up to 15 points)
- 20% Purpose-built market rental housing (up to 5 points)
- 15% Rent to own (up to 2 points)
- Affordable housing fund contribution (1 point)
- None (0 points)

If none, describe other measures or amenities provided in lieu of provision of affordable housing:

We are proposing 10% affordable rental housing, as well as providing all units as rental units.

If purpose-built/affordable rental, provide the following information:

Types (e.g., purpose-built or affordable): Purpose-built

Description (bedroom number breakdown): 13 units (studio & 1,2,3-beds)

% of total housing units: 10

If financial contribution, what is the total amount of dollars dedicated to the City's Affordable Housing Reserve Fund? _____

Does this amount exceed the \$2/sqft requirement? (1 point)

- Yes
- No

Resources

[Port Moody Affordable Housing Reserve Fund Policy](#)

[Interim Affordable Housing Guidelines](#)

[Community Amenity Contribution Policy](#)

Enforcement

- Commitments will be secured through Housing Agreement and Community Amenity Contribution collection process.

Staff comments

Points awarded on the basis that the entire project is rental accommodation. While the project is a mix of market rental and below-market rental units the below-market units only represent 10% of the total units

Score 5 /25

S3

(23 points possible)

Does the project provide accessible residential unit(s) and accessible project design features for multi-residential developments beyond City requirements?

- Yes
- No

If yes, check all the residential unit feature options: (up to 21 points)
(Note: adaptable and accessible units are as defined in the BC Building Code)

- 60% of single storey residential units are adaptable units (1 point)
- 70% of single storey residential units are adaptable units (1 point)
- 80% of single storey residential units are adaptable units (1 point)
- 90% of single storey residential units are adaptable units (1 point)
- 100% of single storey residential units are adaptable units (1 point)
- 10% of single storey residential units are accessible units (2 points)
- 20% of single storey residential units are accessible units (2 points)
- 30% of single storey residential units are accessible units (2 points)
- 40% of single storey residential units are accessible units (2 points)
- 50% of single storey residential units are accessible units (2 points)
- 60% of single storey residential units are accessible units (2 points)
- 70% of single storey residential units are accessible units (2 points)
- 80% of single storey residential units are accessible units (2 points)
- 90% of single storey residential units are accessible units (2 points)
- 100% of single storey residential units are accessible units (2 points)
- Project incorporates adaptable and accessible design features in the site/building circulation and bathrooms in all other uses (1 point)

If no, list any additional accessible features provided that are not already required by the BC Building Code: (up to 2 points)

Examples include:

- Accessible amenity features
- Number of elevators exceeds Building Code requirement
- Automated door opening

Resources

[BC Building Code Accessibility Handbook](#)

Enforcement

– Architectural elements will be secured through the Development Permit and Building Permit.

Staff comments

Score /23

<p>S4 (10 points possible)</p>	<p>Enforcement</p>
<p>Does the project include a range of unit sizes for a variety of household types?</p>	<p>- Unit types will be secured through the Housing Agreement.</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Staff comments</p>
<p>If yes: (maximum of 10 points for mixed tenure)</p>	<div style="border: 1px solid #ccc; padding: 5px; min-height: 200px;"> <p>32.8% of units are 2/3-bedroom 7.8% of units are 3-bedroom</p> </div>
<p>For Market Strata projects, does the project meet or exceed the following proportion of bedroom types:</p>	
<p><input type="checkbox"/> At least 30% of the total project units be 2 and 3-bedroom units (up to 5 points)</p>	
<p><input type="checkbox"/> At least 10% of the total project units be 3-bedrooms or more (up to 5 Points)</p>	
<p>OR</p>	<p>Score <input type="text" value="10"/> /10</p>
<p>For Market Rental projects, does the project meet or exceed the following proportion of bedroom types:</p>	<p>Resources</p>
<p><input checked="" type="checkbox"/> At least 25% of the total project units be 2 and 3-bedroom units (up to 5 points)</p>	<p>Interim affordable housing Policy</p>
<p><input checked="" type="checkbox"/> At least 5% of the total project units be 3-bedrooms or more (up to 5 Points)</p>	<p>Enforcement</p>
<p>S5 (10 points possible)</p>	<p>- Commitment will be secured through the Housing Agreement.</p>
<p>Does the project contain a rental housing component where the rental units are secured for at least 60 years or the lifespan of the building?</p>	<p>Staff comments</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<div style="border: 1px solid #ccc; min-height: 150px;"></div>
<p>If yes, list the % of units secured for 60 years or the lifespan of the building: <u>100</u> (up to 10 points)</p>	
	<p>Score <input type="text" value="10"/> /10</p>

<p>S6 (10 points possible)</p>	<p>Resources</p>
<p>Does the project support aging in place? (Refer to Age Friendly Plan recommendations) (i.e., adult care, assisted living space, independent senior living space)</p>	<p>Age Friendly Plan Fraser Health Family Guide to Services for Seniors</p>
<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Enforcement</p>
<p>If yes, list all the supports for aging in place: (up to 10 points) <i>Note: this criterion does not include adaptable and/or accessible units.</i></p>	<p>- Elements on Architectural Plans will be secured through the Development Permit. - Elements on Landscape Plans will be subject to securities.</p>
<div style="border: 1px solid black; height: 174px;"></div>	<p>Staff comments</p>
	<div style="border: 1px solid black; height: 193px;"></div>
	<p>Score <input type="text" value="0"/> /10</p>
<p>S7 (9 points possible)</p>	<p>Enforcement</p>
<p>Does the development include a mix of housing types?</p>	<p>- Elements on Architectural Plans will be secured through Development Permit and Building Permit. - Rental units will be secured through the Housing Agreement.</p>
<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>- Rental units will be secured through the Housing Agreement.</p>
<p>If yes, list the number of units per housing type: (up to 9 points)</p>	<p>Staff comments</p>
<ul style="list-style-type: none"> • Live-work units: _____ (3 points) • Ground-oriented units: _____ (3 points) • Lock-off units _____ (3 points) 	<div style="border: 1px solid black; height: 129px;"></div>
	<p>Score <input type="text" value="0"/> /9</p>

S8

(7 points possible)

Will the project ensure occupants have clean, cool air during times of poor air quality and/or wildfire events beyond Building Code requirements?

Yes

No

If yes, check all that apply:

(up to 7 points)

- Improved mechanical ventilation (e.g., proper commissioning, increase outdoor air intake) (1 point)
- Improved air filtration (e.g., HEPA particulate air filtration) (1 point)
- Airtightness better than ACH of 2 (1 point)
- No indoor combustion appliances (e.g., gas stove or fireplace) (1 point)
- Homeowner/occupant health and safety information (1 point)
- Other – please describe: (up to 2 points)

Residential units, common areas and community centre spaces will have air conditioning as a climate-resiliency measure

Resources

- [Guidance for Cleaner Air Spaces During Wildfire Smoke Events](#)
- [Guide to Air Cleaners in the Home](#)

Enforcement

- Commitment will be secured through Building Permit.

Staff comments

Score /7

S9

(7 points possible)

Does the design of the project help to facilitate mental health, wellness and social connectedness?

Yes

No

If yes:

Check all that apply:

(up to 7 points)

- Semi-public gathering space with comfortable seating (1 point)
- All weather recreation areas/wellness space (1 point)
- Pet friendly units / amenities (e.g., dog run) (1 point)
- Greenspace that facilitates socialization (1 point)
- Prioritizing pedestrians (1 point)
- Creative design to promote social interaction (1 point)
- Other – please describe: (up to 2 points)

Reference to plans (e.g., landscape plans/architectural plans, etc.)

Please refer to landscape or architectural drawings.

Resources

[Strengthening Neighbourhood Resilience](#)

Enforcement

- Elements on Architectural Plans will be secured through the Development Permit.
- Elements on Landscape Plans will be subject to securities.
- Pet friendly units will be secured through a Section 219 Covenant.

Staff comments

Score /7

<p>S10 (6 points possible)</p>	<p>Resources</p>
<p>Does the project provide urban vitalization by involving land owner and occupants, community groups, and end user groups who may be affected by the proposal in the planning process to identify and showcase Port Moody's unique assets (i.e. goes above and beyond standard notification and consultation)?</p>	<p>A Guide to Community Revitalization</p>
<p>Example: Host a community-building workshop with the neighbourhood at the time of a project's inception to determine values and identify unique assets to leverage through design</p>	<p>Enforcement</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>- Summary of community engagement will be required.</p>
<p>If yes:</p>	<p>Staff comments</p>
<p>List all the stakeholders and their involvement: (1 point)</p>	<p>while the Ismaili community was involved in the planning of the project, other than a community information meeting there was no other broader community input. Points awarded accordingly</p>
<p>Local, regional, national, and international Ismaili Councils and their consultants involved in providing programming, design, wayfinding input. The Imara, the Jamati arm responsible for designing, constructing, and maintaining Jamatkhana and Imam properties has also been an active stakeholder.</p>	
<p>Identify actions taken in response to stakeholder input (up to 5 points)</p>	<p>Score <input type="text" value="4"/> /6</p>
<p>Instrumental in lifecycle, scope, spatial planning of the institutional component with a cultural and occupant-centric perspective. Consultation led to new social rooms, a server, porte-cochere, and rooftop amenity space with weather protection being added to the proposal. Stakeholder input will continue through design development and construction.</p>	

<h3>S11</h3>	<p>(5 points possible)</p>	<p>Resources</p>
<p>Does the project provide or designate spaces for growing food in private or common areas including on-site secure composting to support gardening activities?</p>		<p>City of Vancouver Bulletin: Sustainable Large Development (PDF)</p>
<p><input checked="" type="checkbox"/> Yes</p>		<p><i>Applies to large developments (2+ Acres).</i></p>
<p><input type="checkbox"/> No</p>		<p>Enforcement</p>
<p><input type="checkbox"/> N/A</p>		<p>- Elements on Architectural Plans will be secured through Development Permit.</p>
<p>If yes:</p>		<p>- Elements on Landscape Plans will be subject to securities.</p>
<p>Check all that apply:</p>	<p>(up to 5 points)</p>	<p>Staff comments</p>
<p><input checked="" type="checkbox"/> Community garden</p>	<p>(2 points)</p>	<div style="border: 1px solid black; padding: 5px;"> <p>to be reviewed against landscape plans</p> </div>
<p><input type="checkbox"/> Secure on-site community compost</p>	<p>(2 point)</p>	
<p><input checked="" type="checkbox"/> Secure features (e.g., fencing to prevent wildlife access, tool storage etc.)</p>	<p>(1 point)</p>	
<p><input type="checkbox"/> Other – please describe:</p>	<p>(up to 2 points)</p>	
<div style="border: 1px solid black; padding: 5px;"> <p>Urban agriculture planters to be provided on the outdoor amenity space for the residential users.</p> </div>		<p>Score <input type="text" value="1"/> /5</p>
<h3>S12</h3>	<p>(3 points possible)</p>	<p>Enforcement</p>
<p>Will the project undertake any of the following analysis?</p>		<p>- Acoustic analysis identified as a Development Permit application requirement, as appropriate to the project location.</p>
<p><input checked="" type="checkbox"/> Acoustic analysis</p>	<p>(1 point)</p>	<p>- Requirement for Thermal Comfort Analysis would be identified through the rezoning process.</p>
<p><input checked="" type="checkbox"/> Thermal comfort analysis</p>	<p>(1 point)</p>	<p>Staff comments</p>
<p><input checked="" type="checkbox"/> CPTED analysis</p>	<p>(1 point)</p>	<div style="border: 1px solid black; padding: 5px;"> <p>Thermal comfort analysis and CPTED assessment not provided.</p> </div>

<p>S13 (3 points possible)</p>	<p>Resources</p>
<p>Does the design of the site prevent crime through crime prevention through environmental design principles (CPTED)?</p>	<p>CPTED</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enforcement</p>
<p>If yes, describe the crime prevention design measures: (up to 3 points)</p>	<p>- A CPTED analysis is required for submission.</p> <p>- Elements on Architectural Plans will be secured through the Development Permit.</p> <p>- Elements on Landscape Plans will be subject to securities.</p>
<div style="border: 1px solid black; padding: 5px;"> <p>Passive surveillance to deter anti-social behavior:</p> <ul style="list-style-type: none"> • Windows overlooking public and private areas • Transparency at building entrances and exits • Landscape design that provides surveillance and visibility • Ensuring problem areas are well lit (eg. pathways, stairs, entries/exits etc., parking areas) • Provide visibility through screens/fences <p>Natural Access Control</p> <ul style="list-style-type: none"> • Clearly identifiable point of entries • Eliminate design features that provide access to roofs and upper levels <p>Natural Territorial Reinforcement</p> <ul style="list-style-type: none"> • Maintained premises and landscaping such that it communicates an alert and active presence occupying the space. • Display security system signage at access points. </div>	<p>Staff comments</p>
	<div style="border: 1px solid black; padding: 5px;"> <p>Points awarded based on intent but a formal analysis to confirm has not been submitted</p> </div>
	<p style="text-align: right;">Score <input type="text" value="3"/> /3</p>
<p>S14 (3 points possible)</p>	<p>Resources</p>
<p>Will the project allow for pet friendly rental units?</p>	<p>Pets OK BC</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enforcement</p>
<p>If yes, describe how the project will allow for pet friendly rental units and any other pet friendly details of the project (e.g., dog run, pet wash station etc.): (3 points)</p>	<p>- A Section 219 Covenant related to no prohibition on pet rental for strata developments will be required.</p>
<div style="border: 1px solid black; padding: 5px;"> <p>- highly-durable flooring in units</p> </div>	<p>Staff comments</p>
	<div style="border: 1px solid black; height: 100px;"></div>
	<p style="text-align: right;">Score <input type="text" value="1"/> /3</p>

<p>S15 (2 points possible)</p>	<p>Enforcement</p>
<p>Does the development provide diversification by increasing the mix of uses for the particular site and its neighbourhood?</p>	<p>- Elements on Architectural Plans will be secured through Development Permit.</p>
<p><input checked="" type="checkbox"/> Yes</p>	<p>Staff comments</p>
<p><input type="checkbox"/> No</p>	<div style="border: 1px solid gray; height: 127px;"></div>
<p>If yes, describe the proposed uses: (up to 2 points for 3 uses)</p>	<p>Score <input type="text" value="2"/> /2</p>
<ul style="list-style-type: none"> Residential % total floorspace/site area: <u>78%</u> 	
<ul style="list-style-type: none"> Commercial % total floorspace/site area: <u>1.3%</u> 	
<ul style="list-style-type: none"> Industrial % total floorspace/site area: _____ 	
<ul style="list-style-type: none"> Institutional % total floorspace/site area: <u>18.7%</u> 	
<ul style="list-style-type: none"> Park (note type) % total floorspace/site area: _____ 	
<ul style="list-style-type: none"> Gathering space % total floorspace/site area: <u>2%</u> 	
<p>S16 (2 points possible)</p>	<p>Enforcement</p>
<p>Climate change is expected to bring more frequent and intense weather that may result in increased and prolonged power outages. Will this project be designed to provide occupants basic needs amid prolonged power outage and extreme weather? (e.g., back-up power supply, energy independent features)</p>	<p>- Elements included in Civil Plans will be secured through the Servicing Agreement.</p>
<p><input checked="" type="checkbox"/> Yes</p>	<p>- Energy and mechanical systems will be confirmed through the Building Permit.</p>
<p><input type="checkbox"/> No</p>	<p>Staff comments</p>
<p>If yes, list all measures: (up to 2 points)</p>	<div style="border: 1px solid gray; height: 267px;"></div>
<div style="border: 1px solid gray; padding: 5px;"> <p>Emergency generator will be provided.</p> </div>	<p>Score <input type="text" value="2"/> /2</p>

<p>S17 (2 points possible)</p>	<p>Enforcement</p>
<p>Does the project provide education and awareness of the sustainable features of the project for owners/occupants?</p>	<ul style="list-style-type: none"> - Written commitment from applicant detailing education and awareness. - Common property features are required to be included in Strata Bylaws.
<p>Examples include:</p> <ul style="list-style-type: none"> • Document is given to new owners at time of sale, covenant on title, inclusion/protection of features in strata bylaws • Signage/display/art recognizing design, etc. 	<p>Staff comments</p>
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<div style="border: 1px solid #ccc; height: 230px; width: 100%;"></div>
<p>If yes, list all the education and awareness initiatives: (up to 2 points)</p>	
<div style="border: 1px solid #ccc; padding: 5px; min-height: 150px;"> <p>A renters handbook will be given to tenants at the time of move-in. The handbook will include information on sustainable features of the building as well as sustainable features within their specific unit (ie. kitchen appliances, washing machine and dryer, unit materials etc.).</p> </div>	<p>Score <input type="text" value="2"/> /2</p>
<p>S18 (2 points possible)</p>	<p>Enforcement</p>
<p>Is the project design adapted to minimize shadow or privacy impacts to and from adjacent buildings? (1 point)</p>	<ul style="list-style-type: none"> - A shadow/viewscape study is required through the Development Permit.
<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Staff comments</p>
<p>AND / OR</p>	
<p>Does the project design integrate the results of a viewscape study with respect to water and mountain views? (1 point)</p>	<div style="border: 1px solid #ccc; padding: 5px; min-height: 150px;"> <p>A shadow study is required to confirm</p> </div>
<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p>	

<p>S19 (3 points possible)</p> <p>Does your project include any innovative social sustainability aspects not captured?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A</p> <p>If yes, please describe: (up to 3 points)</p> <div style="border: 1px solid black; padding: 5px;"> <p>The residential component of the project will provide, high-quality, air-conditioned units, promoting affordable, equitable access to climate-resilient housing. The mix of affordable and market rental housing will encourage a diverse and equitable community. The institutional component has a social community hub as well as event and gathering spaces for both Ismailis and non-Ismaili communities alike.</p> </div>	<p>Enforcement</p> <p>- Will depend on the type of innovation, determined by staff.</p> <p>Staff comments</p> <div style="border: 1px solid black; padding: 5px;"> <p>These measures have been captured elsewhere in the Report Card so no additional points awarded</p> </div> <p style="text-align: right;">Score <input type="text" value="0"/> /3</p>
<p>S20</p> <p>Does your project face any unique site constraints that limit social sustainability achievement?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, please explain:</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<p>Enforcement</p> <p>- N/A</p> <p>Staff comments</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>

S21

(3 points possible)

Summarize the project's social sustainability contributions including the performance criteria in this Report Card and additional elements not previously captured here:

The state of the art Jamat Khana community centre and will become a spiritual and cultural destination in Port Moody. The project includes gathering spaces, an enhanced streetscape, a pedestrian-friendly public realm, classrooms, a rooftop amenity, a bike repair station, and work spaces, that are all geared to promote social interaction, improved mental health and wellness.

The proposed development is 100% purpose built market rental housing that will provide 128 units of much needed rental housing to the City of Port Moody. It is the intent at the time of RZ/DP submission that 10% of residential units be offered at 20% below median CMHC rents (Tri-Cities) at occupancy. This will be a significant contribution to the community in ensuring that future generations have affordable access to housing in Port Moody.

The project provides a range of unit sizes with adaptable and accessible design features (building, units, indoor and outdoor amenities) to ensure the building is socially sustainable for diverse age groups at present and into the future.

Enforcement

- Highlighted in Council reports.

Staff comments

Items previously captured and points awarded. No additional points awarded.

Score /3

Total Social Sustainability Pillar Points = /165

Final Score

Pillar	Total possible points	Sum of N/A points	Sum of missed points	Applicant total points	Pillar % score
Cultural Sustainability	56	17	23	17	43
Economic Sustainability	93	15	40	38	49
Environmental Sustainability	172	23	93	56	38
Social Sustainability	165	0	96	69	42

Glossary of Terms

Accessible housing: Housing designed and constructed to be universally accessible to people of diverse ages and abilities.

Adaptable unit: A dwelling unit that provides flexible design features that meet BC Building Code minimum requirements; it can be adapted to meet the changing needs of any occupant for reasons of disability, lack of stamina, and progressing through different life stages to support independent living.

Accessible housing/unit: Housing with fixed design features to enable independent living for persons with disabilities, such as those in wheelchairs.

ACH: Air changes per hour.

Affordable market housing: Housing that is affordable to moderate income households achieved through tenure, location, reduced parking, modesty in unit size, level of finishing, and design and durability over time as the buildings age.

Beautification: The process of making visual improvements appropriate to a specific place, including but not limited to building facades, landscaping, decorative or historic-style street elements, selection of paving/fencing materials and their treatment, etc. Improvements contribute to Port Moody's reputation as City of the Arts in a sustainable manner.

BC Energy Step Code: BC Energy Step Code is a voluntary provincial roadmap that establishes progressive performance targets (i.e., steps) that support market transformation from the current energy-efficiency requirements in the BC Building Code to net zero energy ready buildings.

Brownfield: A term used in urban planning to describe land previously used for industrial purposes or some commercial uses where the expansion, redevelopment, or reuse of the property may be complicated by the potential presence of a hazardous substance, pollutant, or contaminant.

Car/Bike share network: Arrangements between two or more persons to share the use of a vehicle or bicycle for a specified cost and period of time.

Character-defining elements: The materials, forms, location, spatial configurations, uses, and cultural associations or meanings that contribute to the heritage value of a historic place, which must be retained to preserve its heritage value.

Crime Prevention Through Environmental Design (CPTED): The design and effective use of the built environment to reduce the incidence of crime and improve the quality of life.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 9

Coastal Flooding: A flood is a general and temporary inundation of normally dry land areas. When a coastal process—such as waves, tides, storm surge, or heavy rainfall from coastal storms—produces that flood, it is called a coastal flood. Coastal areas, like all areas, can also flood from high rainfall or overflowing streams.

Coefficient of Performance (COP): Is a ratio of useful heating or cooling provided to work (energy) required. Higher COPs equate to higher efficiency, lower energy (power) consumption and thus lower operating costs.

District energy systems: A system that uses renewable energy to pipe energy to buildings within a specified area for space heating, hot water, and air conditioning.

Ecological inventory: An inventory that identifies the ecological values in a natural habitat and is usually the first step in an environmental impact assessment.

Electric vehicle (EV): An automobile that uses one or more electric motors or traction motors for propulsion. An electric vehicle may be powered through a collector system by electricity from off-vehicle sources or may be self-contained with a battery or generator to convert fuel to electricity.

Embodied greenhouse gas emissions: Embodied emissions refers to the greenhouse gas emissions created in various phases of a building or piece of infrastructure's full life cycle (e.g., material extraction, manufacturing, construction, maintenance, and end of life/disposal).

Environmentally Sensitive Areas: Land designated as areas that need special protection because of its environmental attributes, such as rare ecosystems, habitats for species at risk and areas that are easily disturbed by human activities. Refer to Map 13 of OCP.

Greenfield: Undeveloped land in a city or rural area either used for agriculture or landscape design or left to evolve naturally. These areas of land are usually agricultural, or amenity properties being considered for urban development.

Greyfield: Economically obsolescent, out-dated, declining, and/or underutilized land, often with the presence of abundant surface parking.

Greywater: Wastewater from lavatories, showers, sinks, and washing machines that do not contain food wastes and that can be reused for purposes such as irrigation or flushing toilets.

Habitat corridor: Habitat areas, generally consisting of native vegetation, linking with larger areas of similar wildlife habitat. Corridors are critical for the maintenance of ecological processes, providing food, and allowing for the movement of animals and the continuation of viable populations.

Heat island effect: Heat islands form as vegetation is replaced by hard surfaces to accommodate growing populations. These surfaces absorb, rather than reflect, the sun's heat, causing surface temperatures and overall ambient temperatures to rise.

Heritage rehabilitation: The action or process of making possible a continuing or compatible contemporary use of a historic place through repair, alterations, and/or additions while protecting its heritage value.

Heritage restoration: Returning a historic place back to how it looked at any time in its past.

Invasive plant species: An invasive plant is a non-native species whose interaction causes economic harm, harm to human health, and/or environmental harm.

Light pollution: Brightening of the night sky caused by streetlights and other man-made sources, which has a disruptive effect on natural cycles and inhibits the observation of stars and planets.

Market rental housing: market rent is the rent that an apartment, without rent or income restrictions or rent subsidies, would command in the open market considering its location, features, and amenities.

Considered at the September 24, 2024, Regular Council meeting

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Naturescape planting: Landscaping with species that are naturally adapted to local climate, soils, predators, pollinators, and disease and, once established, require minimal maintenance.

Non-human companion: Means any domestic or feral pet under the care, custody, or ownership of a person.

Non-market rental housing: Subsidized rental housing for those unable to pay market-level rents including, but not limited to, public housing owned and operated by government agencies, non-profit housing owned and operated by public and private non-profit groups, and co-operative housing owned and managed by co-operative associations of the residents.

On-site power generation: The ability to generate power without transporting it from its source to where it can be utilized.

On-site renewable energy generation: The generation of naturally replenished sources of energy, such as solar, wind power, falling water, and geothermal energy.

Lock-off suites: Lock-off units are self-contained units which are smaller than the principal dwelling unit. Each unit must have direct access to a hallway, corridor or the outside, and a shared internal door which can be locked enabling both units to be independent.

Low albedo: Albedo is the measure of the reflectivity of a material. A high albedo means it reflects a lot of light and a low albedo means it absorbs a lot of light.

Low Carbon Energy System: Low carbon energy systems (“LCES”) supply heat energy primarily derived from highly efficient and renewable sources in order to provide space heating and conditioned ventilation air for buildings seeking to achieve low greenhouse gas emissions. These systems may also provide domestic hot water and cooling service.

Passive design: An approach to building design that uses the building architecture to minimize energy consumption and improve thermal comfort.

Public space: A social space that is generally open and accessible to people.

R-2000-Certified New Home: Best-in-class, energy-efficient homes with even higher levels of energy efficiency than ENERGY STAR-qualified new homes, as well as clean air and environmental features.

Sea Level Rise: Sea level rise is an increase in the level of the world’s oceans due to the effects of global warming.

Sequestered carbon: a natural or artificial process by which carbon dioxide is removed from the atmosphere and stored.

Smart technology: Technologies that allow sensors, databases, and/or wireless access to collaboratively sense, adapt to, and provide for users within the environment.

Statement of significance: The first essential step in any conservation project, which involves identifying and describing the character-defining elements; it is important in defining the overall heritage value of the historic place. Refer to the Standards and Guidelines for the Conservation of Historic Places in Canada (see Resources glossary).

Streetscape: The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces that combine to form the street’s character.

Storm water management plan: The management of water occurring as a result of development or precipitation that flows over the surface into a sewer system.

Considered at the September 24, 2024, Regular Council meeting

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Transit oriented development (TOD): A mixed-use residential and commercial area designed to maximize access to public transportation; it often incorporates features to encourage transit ridership. A TOD neighbourhood typically has a centre with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the centre. TODs generally are located within a radius of 400 to 800 metres from a transit stop, as this is considered to be an appropriate distance for walkability.

Triangulation: Triangulation is spatial design that gives people a reason to be in the space. In order to promote public interaction, common areas should contain amenities people don't have in their private residences such as a splash pad or play structure with triangular configuration in mind.

Universal access: This term refers to broad-spectrum ideas meant to produce buildings, products, and environments that are inherently accessible to both people without disabilities and people with disabilities.

Urban infill: An urban planning term that refers to new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development.

Urban forest: The total collection of trees and associated plants growing in a city or town. It includes trees in parks and yards, along roadways and paths, and in other areas, both on public and private lands.

Urban vitalization: The urban planning process of rehabilitating a place or "taking a place to a higher level" using a community-building process (early stage community involvement) to define the key characteristics that make a place unique or special; and applying the concepts of urban conservation to leverage a community's assets, most often in accordance with approved City plans.

Viewscape: The natural and built environment that is visible from a viewing point.

Walkability: The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying, or spending time in an area; improvements in walkability lead to health, economic, and environmental benefits.

Xeriscaping: Refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation. Xeriscaping refers to a method of landscape design that minimizes water use.



City of Port Moody

Bylaw No. 3469

A Bylaw to amend the City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to allow for an increase in the number of storeys permitted and revise policy wording for property at 3180/3190 St. Johns Street and 81-89 Moray Street.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 37, 2024, No. 3469 (3180-3190 St. Johns Street and 81-89 Moray Street)”.

2. Amendment

- 2.1 The City of Port Moody Official Community Plan, section 15.5.7 is amended by rewording Policy 5 as follows:

“5. The properties in the 3200-Block of the north side of St. Johns Street are designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 12 storeys.”.

- 2.2 The City of Port Moody Official Community Plan is amended by adding the following as Policy 6 and renumbering the remaining policies accordingly:

“6. The property at 3180/3190 St. Johns Street and 81-89 Moray Street is designated as Mixed Use – Inlet Centre which envisions a mix of residential, institutional and commercial uses in a building form not to exceed 16 storeys.”.

- 2.3 City of Port Moody Official Community Plan Map 11 – Evergreen Line Sub-Areas in Schedule “A” of City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended as indicated on Map 11 – Evergreen Line Sub-Areas Map, attached to this bylaw as Schedule A, and on Detail Map attached to this Bylaw as Schedule B, to change the proposed number of storeys for the following property from six to up to a maximum residential tower height of 16 storeys:

LOT 3, DISTRICT LOT 235, GROUP 1 NEW WESTMINSTER DISTRICT
PLAN 36030, EXCEPT PLANS 71041 AND EPP 1930

PID: 003-014-207

Considered at the September 24, 2024, Regular Council meeting

3. Attachments and Schedules

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

- Schedule A – Map 11 – Evergreen Line Sub-Areas Map
- Schedule B – Detail Map

4. Severability

4.1 If a portion of this Bylaw is found invalid by a court, it will be severed, and the remainder of the Bylaw will remain in effect.

Read a first time this ___ day of _____, 2024.

Read a second time this ___ day of _____, 2024.

Read a third time this ___ day of _____, 2024.

Adopted this ___ day of _____, 20__.

M. Lahti
Mayor

S. Lam
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3469 of the City of Port Moody.

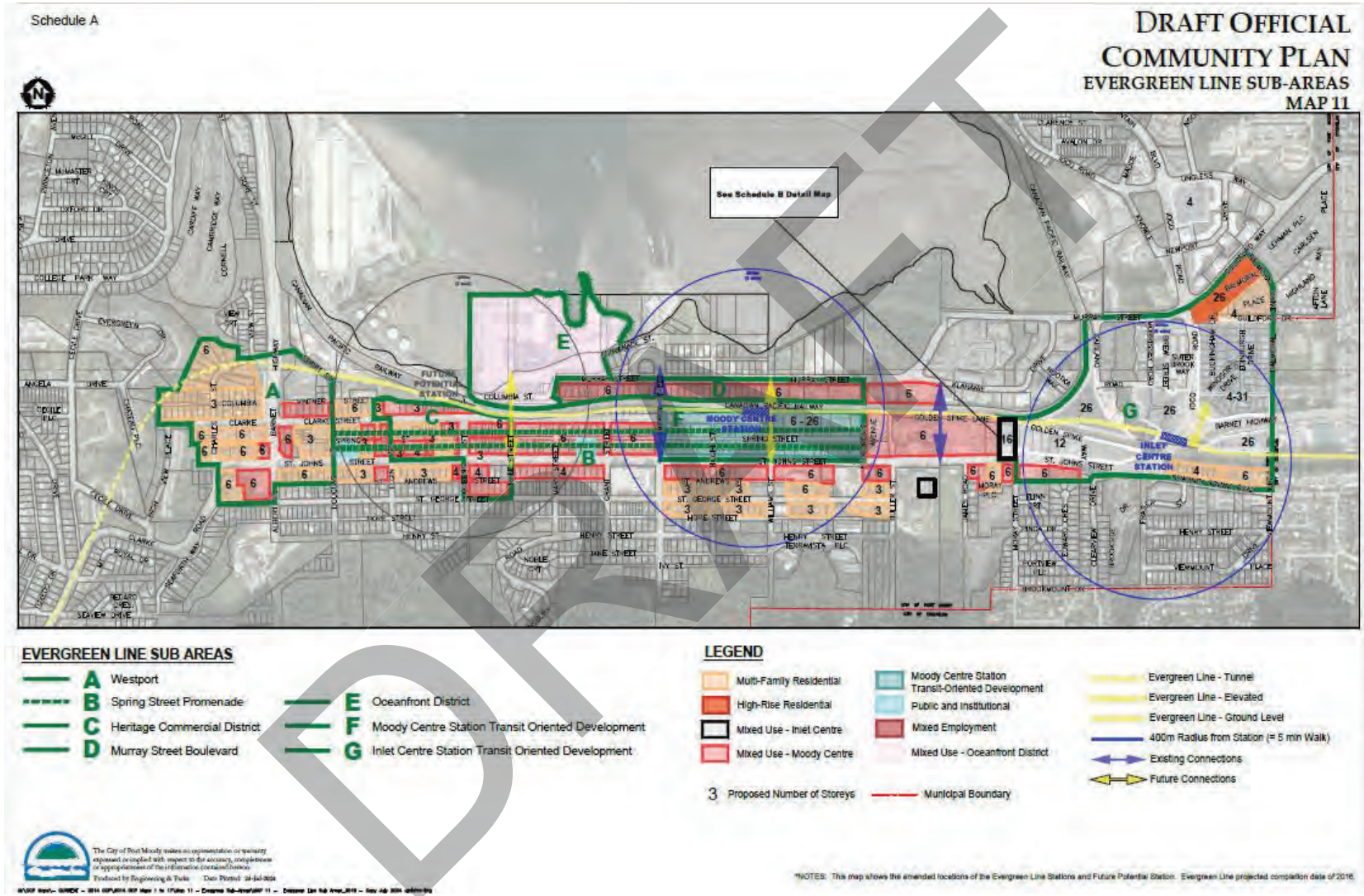
S. Lam
City Clerk

Considered at the September 24, 2024, Regular Council meeting

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Attachment 10

Schedule "A" to Bylaw No. 3469

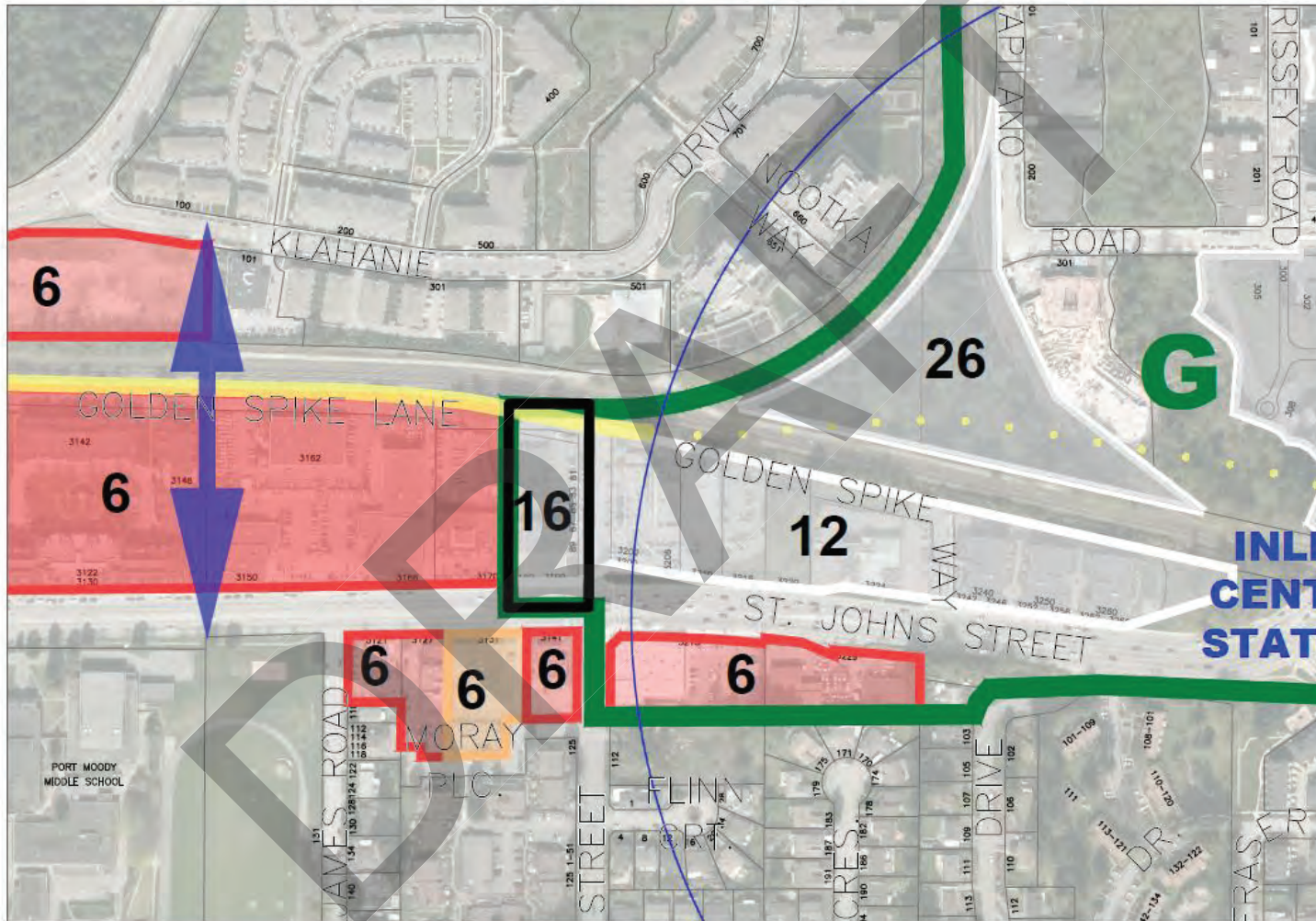


Considered at the September 24, 2024, Regular Council meeting

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Schedule "B" to Bylaw No. 3469

Schedule B





City of Port Moody

Bylaw No. 3463

A Bylaw to amend the City of Port Moody Zoning Bylaw, 2018, No. 2937 to rezone the properties at 3180-3190 St. Johns Street and 81-89 Moray Street to facilitate the development of a mixed residential/institutional/commercial project up to 16 storeys in height.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Pot Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 96, 2024, No. 3463 (3180-3190 St. Johns Street and 81-89 Moray Street) (CD96)”.

2. Amendments

- 2.1 City of Port Moody, 2018, No. 2937 is amended by rezoning the following lands from General Commercial Zone (C3) and Light Industrial Zone (M1) to Comprehensive Development Zone 96 (CD96):

LOT 3, PLAN NWP36030, DISTRICT LOT 235, NEW WESTMINSTER DISTRICT, GROUP 1, EXCEPT PLANS NWP71041 AND EPP1930

PID: 003-014-207

as shown on the map in Schedule A of this Bylaw.

- 2.2 City of Port Moody Zoning Bylaw, 2018, No. 2937 is further amended by adding the following section CD96:

“CD96. Comprehensive Development Zone 96 (CD96)

CD96.1 Intent

The intent of this zone is to facilitate the development of a mixed institutional, commercial and residential project over underground and above ground parking, in a building form up to a maximum height of 16 storeys.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 11

CD96.2 Permitted Uses

The following uses are permitted:

CD96 Zone	
a. Principal Use	i. Assembly Use ii. Convenience Retail Use iii. Creative Industry Use iv. Multi-Residential Use v. Office Use vi. Personal Service use vii. Restaurant Use viii. Retail Use ix. Retail Food Service
b. Secondary Use	i. Child Care Use ii. Home Occupation – Type A and Type C iii. Off-Street Parking

CD96.3 Conditions of Use

- (a) Multi-Residential Use shall consist of not more than 128 units of which a maximum of 115 units shall be Market Rental units and a minimum of 13 units shall be Below Market Rental Units, subject to a Housing Agreement.
- (b) Child Care Use shall be permitted as a secondary use subject to compliance with the regulations in Section 5.2.8 of the Zoning Bylaw as may be amended.
- (c) Home Occupation – Type A and Type C shall be permitted as secondary uses subject to compliance with the regulations in Sections 5.2.3. (a), (b) and (d) of the Zoning Bylaw.

CD96.4 Lot Coverage

The maximum lot coverage shall not exceed 85%.

CD96.5 Floor Area Ratio

The maximum permitted Floor Area Ratio shall not exceed 3.02 based on the net floor area after all allowable exclusions and a net lot area after all required property dedications.

CD96.6 Building Height

The maximum permitted building height, as measured from the average grade to the highest point of the residential tower, excluding any elevator run-on, pedestrian access structures or other mechanical appurtenances, shall not exceed 27.5m (90.2ft).

CD96.7 Setbacks

- (a) The building shall be setback in accordance with the following:
 - (i) North – 1.5m (5ft);
 - (ii) East – 3m (10ft);
 - (iii) South – 2.4m (8ft);
 - (iv) West – 0m (0ft).

CD96.8 Parking, Loading and Bicycle Parking

- (a) Notwithstanding the regulations in section 6.3.2 of the Zoning Bylaw, in accordance with Bylaw No. 3465 and in accordance with the *Local Government Act*, section 525.1, the number of Off-Street Parking Spaces for apartment uses in Inlet Centre Transit-Oriented Area shall be calculated in accordance with the following table:

Type of Building or Use	Paring Required
Apartment	Market Rental No specified minimum or maximum spaces per Dwelling Unit No visitor parking spaces required <u>Below Market Rental</u> No specified minimum or maximum spaces per Dwelling Unit. No visitor parking spaces required.

subject to the acceptance of a Transportation Demand Management Plan.

- (b) Parking for permitted commercial and child care uses shall be provided in accordance with the individual requirements for specific uses under section 6.3.1 of the Zoning Bylaw.
- (c) Parking for Church Use shall be provided in accordance with the requirements for Assembly use under section 6.3.1 of the Zoning Bylaw.
- (d) All parking spaces and manoeuvring aisles shall comply with the minimum dimensions specified in section 6.6.1 and sections 6.6.6, 6.6.7 and 6.6.8 of the Zoning Bylaw.
- (e) A maximum of 33% of the total parking requirement may be provided as small car parking spaces.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 11

(f) A minimum of 3 off-street loading spaces shall be provided in accordance with the requirements of section 6.9.3 and 6.9.6 of the Zoning Bylaw.

(g) Bicycle parking spaces shall be provided as follows:

Use	Long Term	Short Term	Total
Residential	259	6	265
Jamat Khana	Not Required	6	6
Commercial	Not Required	Not Required	0
	259	12	271

(h) Long-term and short-term bicycle parking spaces for permitted uses not specified in section (g), shall be provided in accordance with the requirements in section 6.10.3 of the Zoning Bylaw.

(i) Long- and short-term bicycle parking spaces shall be provided in accordance with the size, locational and design criteria in sections 6.10.4, 6.10.5, and 6.10.6 of the Zoning Bylaw.

3. Attachments and Schedules

3.1 The following schedule is attached to and forms part of this Bylaw:

- Schedule A – Location Map.

4. Severability

4.1 If a portion of this Bylaw is found invalid by a court, it will be severed, and the remainder of the Bylaw will remain in effect.

Read a first time this ___ day of ____, 2024.

Read a second time this ___ day of ____, 2024.

Read a third time this ___ day of ____, 2024.

Adopted this ___ day of ____, 2024.

M. Lahti
Mayor

S. Lam
City Clerk

Considered at the September 24, 2024, Regular Council meeting

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Attachment 11

I hereby certify that the above is a true copy of Bylaw No. 3463 of the City of Port Moody.

S. Lam
City Clerk

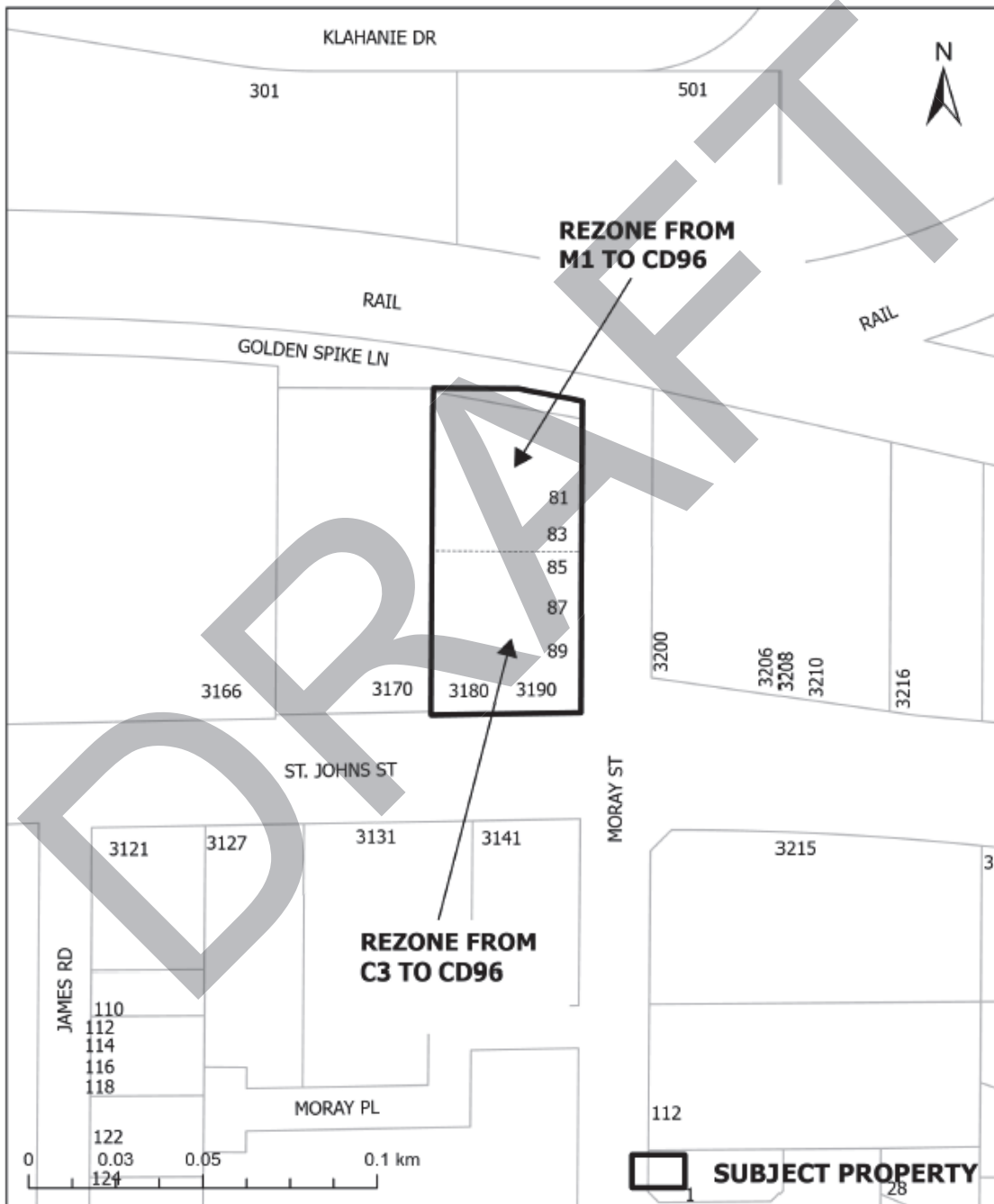
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Considered at the September 24, 2024, Regular Council meeting

Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of City of Pot Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 96, 2024, No. 3463 (3180-3190 St. Johns Street and 81-89 Moray Street (CD96)).

Corporate Officer



File: M:\Mapping Requests - Internal\LOCATION MAPS - (St. Johns Street\3180 St. Johns Street\3180-3190 St. Johns St_81-89_Moray_St_Bylaw Map_Format.pdf

Last Modified: 6/26/2024

Considered at the September 24, 2024, Regular Council meeting

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Attachment 12



Growing Places

November 28th, 2023

City of Port Moody
Planning Division – Second Floor
c/o Bitu Jamalpour and Doug Allan
100 Newport Dr
Port Moody, BC V3H 5C3

RE: **3180 ST JOHNS ST, PORT MOODY, BC
AMENDMENT TO APPLICATION**

We wish to inform you of the changes to our Rezoning and Development Permit application at 3180 St Johns in Port Moody. The overall form of development, consisting of a 27,797 square foot Jamat Khana cultural facility, 128 purpose-built residential units, 2,583 square feet of commercial and 317 parking stalls, will remain as proposed in our October 19th, 2023 application. The amendment of our application will be to change the tenure of the residential units to 115 market rental units and 13 affordable rental units (10% of total units). The intent is the affordable rental units will be offered at 20% below CMHC average rents for the Tri City area.

We recognize this is a significant change. The rapid rise in interest rates combined with massive increases in construction costs have forced us to revise our application to make the project viable and financeable.

We appreciate the opportunity to discuss how this amendment impacts our application and how to continue forward. We look forward working with you to advance our proposal and deliver a state-of-the-art cultural facility and desperately needed housing.

Sincerely,

Isaac Beall
Vice President, Development
Anthem Properties Group Ltd.



City of Port Moody

Bylaw No. 3480

A Bylaw to authorize Council to enter into a Housing Agreement pursuant to section 483 of the *Local Government Act* for property at 3180-3190 St. Johns Street and 81-89 Moray Street.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Housing Agreement Bylaw, 2024, No. 3480 (3180-3190 St. Johns Street and 81-89 Moray Street) (Market and Below-Market Rental)”.

2. Authorization

- 2.1 Council hereby authorizes the agreement, substantially in the form attached hereto as Schedule “A” between the City of Port Moody and Anthem LMV Tri-City Holdings Ltd. with respect to the following lands:

LOT 3, PLAN NWP36030, DISTRICT LOT 235, NEW WESTMINSTER DISTRICT, GROUP 1, EXCEPT PLANS NWP71041 AND EPP1930
PID: 003-014-207

3. Execution of Documents

- 3.1 The Mayor and Corporate Officer are authorized to execute any documents required to give effect to the Housing Agreement.

4. Attachments and Schedules

- 4.1 The following schedule is attached to and forms part of this Bylaw:
- Schedule A – Section 219 Covenant – Housing Agreement – Market and Below Market Rental – Anthem LMV Tri-City Holdings Ltd.

5. Severability

- 5.1 If a portion of this Bylaw is found invalid by a court, it will be severed, and the remainder of the Bylaw will remain in effect.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 13

Read a first time this ___ day of _____, 2024.

Read a second time this ___ day of _____, 2024.

Read a third time this ___ day of _____, 2024.

Adopted this ___ day of _____, 20__.

M. Lahti
Mayor

S. Lam
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3480 of the City of Port Moody.

S. Lam
City Clerk

Schedule A to Bylaw No. 3480

TERMS OF INSTRUMENT – PART 2

HOUSING AGREEMENT

(Pursuant to Section 483 of the *Local Government Act* and
Section 219 of the *Land Title Act*)

This Agreement dated for reference the ____ day of _____, 20__ is:

BETWEEN:

ANTHEM 3180 ST. JOHNS HOLDINGS LTD. (INC.NO. BC1074750), a company incorporated under the laws of the Province of British Columbia having an office at Suite 1100 Bentall IV Box 49200, 1055 Dunsmuir Street, Vancouver, BC V7X 1K8

(the “**Developer**”)

AND:

THE CITY OF PORT MOODY, a municipality incorporated under the *Local Government Act*, having its office at 100 Newport Drive, Port Moody, BC V3H 5C3

(the “**City**”)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and note on title to the lands, housing agreements which may include, without limitation, conditions with respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units, and rent which may be charged for housing units;
- B. Section 219 of the *Land Title Act* permits the registration of a covenant of a negative or positive nature in favour of the City in respect of the use of land, construction on land or subdivision of land;
- C. The Developer is the registered owner of the Lands (as hereinafter defined);
- D. The Developer proposes to develop the Lands and construct thereon a residential building (the “**Development**”), which is designated as Tower on the plans and specifications attached hereto as Schedule “B”, and which is referred to herein as the “**Tower**”;
- E. The Developer intends to include in the Tower a commercial component (the “**Commercial Component**”), a market rental component containing 115 market rental housing units (the “**Market Rental Component**”), and an affordable rental component containing the Affordable Housing Units (as defined herein) (the “**Affordable Rental Component**”);

Considered at the September 24, 2024, Regular Council meeting

Schedule A to Bylaw No. 3480

- F. The Developer intends to subdivide the Lands by the deposit of an air space parcel plan (the “**ASP Plan**”);
- G. Upon the deposit of the ASP Plan, the portion of the Lands that contains, or that is intended to contain, the Commercial Component, the Market Rental Component and the Affordable Rental Component shall be wholly contained within a single distinct air space parcel;
- H. The City adopted Housing Agreement Bylaw, 2024, No. 3480, authorizing the City to enter into this Agreement on the terms and conditions contained herein; and
- I. The Developer and the City wish to enter into this Agreement to provide for affordable housing in the Affordable Rental Component and market rental housing in the Market Rental Component and to restrict the use of, and construction on, the Lands, all on the terms and conditions of this agreement, to have effect as both a covenant under section 219 of the *Land Title Act* and a housing agreement under section 483 of the *Local Government Act*.

NOW THEREFORE in consideration of the mutual promises contained herein and in consideration of the payment of \$10.00 by the City to the Developer (the receipt and sufficiency of which is acknowledged by the Developer), the parties covenant and agree with each other as follows, as a Housing Agreement under section 483 of the *Local Government Act*, section 219 of the *Land Title Act* and as a contract and a deed under seal between the parties and the parties hereto further covenant and agree that the Lands shall not be used or built on except in accordance with this Covenant as follows:

1. DEFINITIONS AND INTERPRETATION

1.1. Definitions

In this Agreement:

“**Affordable Housing Units**” means the thirteen (13) Units in the Development which are made available for rent for households considered low-income by the Housing Income Limits (HILs) applicable to the geographic location of Port Moody as published by BC Housing on an annual basis at the time of occupation;

“**Agreement**” means this Housing Agreement/Section 219 Covenant;

“**BC Housing**” means the British Columbia Housing Management Commission, or its successor in function;

“**Building**” means the 12-storey residential building to be built on the Lands, which will contain the Affordable Housing Units as contemplated by the Development Permit, and includes any portion of any such building or structure, but does not include temporary buildings or structures on the Lands during the period of, and required for the purposes of, any construction contemplated by the Development Permit;

“**City**” and “**City of Port Moody**”, means the City of Port Moody and is called the “City” when referring to the corporate entity and “City of Port Moody” when referring to the geographic location;

Considered at the September 24, 2024, Regular Council meeting

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Attachment 13

Schedule A to Bylaw No. 3480

“City Personnel” means any and all of the City’s elected officials, board members, officers, directors, employees, and agents;

“CMHC” means Canada Mortgage and Housing Corporation, or its successor in function;

“CPI” means the means the All-Items Consumer Price Index for Canada published from time to time by Statistics Canada, or its successor in function;

“Developer” means the party described on page 1 of this Agreement as the Developer and any subsequent owner of the Lands or of any part into which the Lands are Subdivided containing the Affordable Housing Units, and includes any person who is registered owner in fee simple of an Affordable Housing Unit from time to time;

“Development” has the meaning ascribed thereto in Recital D;

“Development Permit” means the development authorization form issued by the City authorizing development of the Lands, more specifically identified as Development Permit No. _____, as the same may be amended from time to time;

“Eligible Tenant” means a Tenant having a cumulative annual household income of:

- (a) in respect to a studio or one-bedroom Affordable Housing Unit Tier 1, \$58,000.00 or less;
- (b) in respect to a two-bedroom Affordable Housing Unit Tier 1, \$72,000.00 or less; or
- (c) in respect to a three-bedroom Affordable Housing Unit Tier 1, \$86,000.00 or less;

provided that, the above-mentioned amounts (which amounts are the HILs for the Tri-Cities areas as defined by BC Housing) shall be:

- (a) re-adjusted on the date (the **“Readjustment Date”**) that the City issues the occupancy permit for the Affordable Housing Unit based on the then current HILs, commencing January 1, following the Readjustment Date; and
- (b) increased to reflect any additional charges permitted pursuant to Section (d) such that the above noted annual household incomes will be increased by an amount equal to the total additional charges divided by 0.3.

In the event that BC Housing ceases to determine HILs and such determination is not replaced by a similar publication, then the income limit with respect to an Affordable Housing Unit shall be determined by reference to the last published HILs which shall be increased annually by an amount equal to the increase in the CPI commencing January 1 following the year BC Housing ceased determining HILs;

“HILs” means the Housing Income Levels published by the British Columbia Housing Management Commission or its successors in function;

“Interest” means the property interest of the owner or owners of the Affordable Housing Units;

Considered at the September 24, 2024, Regular Council meeting

Schedule A to Bylaw No. 3480

“Interpretation Act” means the Interpretation Act, R.S.B.C. 1996, c. 238, together with all amendments thereto and replacements thereof;

“Land Title Act” means the *Land Title Act*, RSBC 1996, c.250, together with all amendments thereto and replacements thereof;

“Lands” means the land described in item 2 of the *Land Title Act* Form C to which this Agreement is attached; and including the Building or a portion of the Building, into which said land(s) is or are Subdivided;

“Local Government Act” means the *Local Government Act*, RSBC 2015, c.1, together with all amendments thereto and replacements thereof;

“LTO” means the New Westminster Land Title Office or its successor;

“Market Rental Rate” means the fair market rent that would be payable for a similar size and quality of Unit in a similar development in the same location as the Development, as determined by an appraiser retained by the Developer and approved by the City of Port Moody;

“Occupancy Permit” means the permit issued by the City for all or any portion of the Development confirming that the Building, or portion thereof is safe for human occupation;

“Permitted Rent” means the rent for each Affordable Housing Unit, which Permitted Rent shall not exceed:

- (a) 80% of the CMHC median rent for the Tri-Cities area; or
- (b) in the event that BC Housing ceases to determine HILs and such determination is not replaced by a similar publication, then the combined household income with respect to each particular Affordable Housing Unit shall be determined by reference to the last published HILs which shall be increased annually by an amount equal to the increase in the CPI commencing January 1 following the year BC Housing ceased determining HILs,

for new tenancy agreements. For greater certainty, the Permitted Rent for an existing tenancy will be adjusted annually during the term of such tenancy to reflect the by the maximum allowable rent increase permitted by the Residential Tenancy Act;

“Real Estate Development Marketing Act” means the Real Estate Development Marketing Act, S.B.C. 2004, c. 41, together with all amendments thereto and replacements thereof;

“Rental Accommodation” means a Unit that is, at the sole discretion of the Unit Purchaser, who owns such Unit, made available for rent to a Tenant for residential use;

“Residential Tenancy Act” means the *Residential Tenancy Act*, SBC 2002, c.78, together with all amendments thereto and replacements thereof;

“Strata Property Act” means *Strata Property Act*, S.B.C. 1998, c. 43, together with all amendments thereto and replacements thereof;

Schedule A to Bylaw No. 3480

“Subdivide” means to divide, apportion, consolidate, or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions, or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization, or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;

“Tenancy Agreement” means a tenancy agreement, lease, license, or other agreement granting rights to a Tenant to occupy a Unit;

“Tenant” means a tenant (including a subtenant) or occupant of a Unit by way of a Tenancy Agreement;

“Term” means the term of this Agreement being the greater of 60 years or the useful life of the building that contains the Units;

“Unit” means each of the one-hundred and twenty-eight (128) residential dwelling units and includes each of the Affordable Housing Units; and

“Unit Purchaser” means the registered owner of a Unit in the Development from time to time and, in this context, includes the Developer.

1.2. The Schedules to this Agreement listed below are an integral part of this Agreement:

- Schedule A – Location of Affordable Housing Units
- Schedule B – Statutory Declaration

2. USE OF LANDS AND CONSTRUCTION OF UNITS

2.1. The Developer covenants and agrees with the City that:

- (a) the Lands will not be used in any way that is inconsistent with the terms of this Agreement;
- (b) it will not cause or allow any Unit to be used, throughout the Term, except as a Rental Accommodation pursuant to a Tenancy Agreement and in accordance with this Agreement;
- (c) it will construct not less than thirteen (13) Affordable Housing Units in locations as shown on schedule “A” to this Agreement;
- (d) within 30 days after receiving notice from the City, the Developer must, in respect of each Unit, provide to the City a statutory declaration, substantially in the form, attached hereto as Schedule “B”, certified by the Developer, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Unit no more than once in any calendar year; provided however, notwithstanding that the Developer may have already provided such statutory declaration in the particular calendar year, the City may request and the Developer shall provide to the City as requested by the City in respect to a Unit if, in the City's determination, acting reasonably, the City believes that the Developer is in breach of any of its obligations under this Agreement;

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- (e) it hereby authorizes the City to make such inquiries, subject to compliance with applicable laws including privacy laws, as it considers necessary in order to confirm that the Developer is complying with this Agreement;
- (f) the Units must be designed and constructed to the same standard, in terms of layout, workmanship, and materials, as the balance of the comparable Units in the Building on the Lands;
- (g) it will keep and maintain the Units and all parts thereof, or cause same to be kept and maintained, in good repair and in a safe, clean, neat, and tidy condition, reasonable wear and tear, excepted, and will insure the Units, or cause same to be insured, to the full replacement cost, or such lower threshold as is permitted under the *Strata Property Act*, against perils normally insured against by strata corporations and owners of similar property in the geographical location of the City of Port Moody by reasonable and prudent owners of similar residential units, buildings, and lands.

2.2. The Developer covenants and agrees with the City that the Developer will not:

- (a) be issued an Occupancy Permit unless the application for the Development Permit includes the Units;
- (b) permit occupancy of the Building unless and until the Units have first been constructed and approved for occupancy, as evidenced by the issuance of an Occupancy Permit by the City;
- (c) occupy, nor permit any person to occupy, any of the Units, in part or in whole, and the City will not be obligated to permit occupancy of any of the Units constructed in the Building until all of the following conditions are satisfied:
 - (i) the Units and related uses and areas have been constructed in accordance with this Agreement;
 - (ii) the Units have received an Occupancy Permit; and
 - (iii) the Developer is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Developer in connection with the development of the Lands.

3. AFFORDABLE HOUSING UNITS

3.1. The Developer further covenants and agrees with the City that the Lands shall contain not less than thirteen (13) Affordable Housing Units and further that despite any sale of the Affordable Housing Units as contemplated under Section 3.2 below:

- (a) at all times the Affordable Housing Units may be only used or occupied by an Eligible Tenant;
- (b) each of the Affordable Housing Units will be used and occupied pursuant to a Tenancy Agreement which Tenancy Agreement shall contain a clause entitling the Developer to terminate the Tenancy Agreement in accordance with the *Residential Tenancy Act* if:
 - (i) subject to Section 3.2, the household before tax annual income of an Eligible Tenant to a Tenancy Agreement, rises more than 10% above the threshold set out in the definition of "Eligible Tenant" in Section 1.1;

Schedule A to Bylaw No. 3480

- (ii) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
- (iii) any person not identified in the Tenancy Agreement shall not reside at the Affordable Housing Unit for more than sixty (60) consecutive days or more than ninety (90) days total in any calendar year, unless the Tenant receives prior written consent from the Owner;
- (iv) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
- (v) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent;
- (vi) the Affordable Housing Unit will at all times during the term of the Tenancy Agreement be the principal residence of the Tenant and the other occupants in the Tenant's household as specified in the Tenancy Agreement; or
- (vii) the Eligible Tenant or Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

in the case of each breach, the Developer hereby agrees with the City to forthwith provide to the Eligible Tenant or Tenant a notice of termination. The notice of termination shall provide that the termination of the tenancy shall be effective the date that is two months following the date that the Developer provided the notice of termination to the Tenant;

- (c) a copy of this Agreement shall be attached to all Tenancy Agreements for the Affordable Housing Units;
- (d) the Affordable Housing Units shall not be rented for more than the Permitted Rent, provided, however, that, the Developer or the Unit Purchaser, as applicable, may charge the Eligible Tenant or Tenant, as applicable, the cost, if any, of providing parking, cable television, telephone, other telecommunications, gas, water, electricity or other utility fees and charges or fines relating to the Eligible Tenant or Tenant's, as applicable, activities or use;
- (e) the location of Affordable Housing Units will be determined prior to the occupancy of any Unit in accordance with Section 2.1(c) and may not be changed thereafter;
- (f) no Affordable Housing Unit shall be rented on less than a 30-days rental period, whatsoever; and

3.2. Sale of the Affordable Housing Units

The Developer covenants and agrees with the City that the Affordable Housing Units may be sold or transferred together but shall not be sold individually or otherwise transferred individually.

Schedule A to Bylaw No. 3480

4. DEMOLITION OF AFFORDABLE HOUSING UNITS

4.1. The Developer will not demolish an Affordable Housing Unit unless:

- (a) the Developer has obtained the written opinion of a professional engineer or architect who is at arm's length to the Developer that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Developer has delivered to the City a copy of the engineer's or architect's report; and
- (b) the Building in which an Affordable Housing Unit is located is damaged or destroyed, to the extent of 75% or more of its value above its foundations, as determined by the City in its sole discretion or the Building's insurer;

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been or will be demolished under that permit.

4.2. Should a demolition permit be issued in accordance with Section 4.1 within the Term, the Lands shall not be redeveloped unless such redevelopment includes the provision of not less than four equivalent replacement Affordable Housing Units.

5. SUBDIVISION

5.1. This Agreement will be binding upon any subdivided parcel of the Lands provided however that if the Lands are subdivided by airspace parcel, the City shall at the Developer's request, without further City council approval, authorization or bylaw, partially discharge this Agreement from those portions of the Lands that are not intended to contain the Affordable Housing Units. The Developer acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended.

6. STRATA CORPORATION BYLAWS

- 6.1. This Agreement will be binding upon all strata corporations (each a "**Strata Corporation**") created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands that contain the Affordable Housing Units.
- 6.2. Any Strata Corporation bylaw which prevents, restricts, or abridges the right to use the Units as Rental Accommodation will have no force and effect.
- 6.3. No Strata Corporation shall pass any bylaws preventing, restricting, or abridging the use of the Units as Rental Accommodation.
- 6.4. No Strata Corporation shall pass any bylaw or approve any levies which would result in only a Tenant of a Unit paying any extra charges or fees for the use of any common property, limited common property, or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.

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6.5. No Strata Corporation shall pass any bylaw which purports to restrict access to Tenants to all common property, or other common areas, facilities, and indoor and outdoor amenities, including the outdoor swimming pool and associated fitness centre, regardless of whether the Lands are Subdivided or stratified.

7. DEFAULT AND REMEDIES**7.1. Notice of Default**

The City may give to the Developer written notice to cure a default under this Agreement within 30 days of receipt of notice or such longer period as reasonably required if such default cannot be cured by the Developer acting diligently within such 30 day period. The Developer must act with diligence to correct the default within the time specified in the notice referred to herein.

7.2. Costs

The Developer will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.

7.3. Damages

The Developer acknowledges that the City requires the Units to be rented in accordance with this Agreement for the benefit of the community. The Developer therefore agrees that for each month a Unit is occupied in breach of this Agreement, the Developer must pay the City \$500.00 (the "**Damage Payment**") per month as liquidated damages and not as a penalty, due and payable at the offices of the City on the last day of the calendar month in which the breach occurred unless the Developer is acting with diligence, to the satisfaction of the City, to correct the breach within a reasonable period of time. The Developer agrees that payment may be enforced by the City in a court of competent jurisdiction as a contract debt. Notwithstanding the foregoing, if the Residential Tenancy Branch or similar government body or court makes a ruling or determination in respect of a Tenant, a Unit or Tenancy Agreement which causes the Developer to be in breach of this Agreement, no Damage Payment will be payable by the Developer in respect of such breach.

7.4. Rent Charge

By this section, the Developer grants to the City a rent charge under section 219 of the Land Title Act, and at common law, securing payment by the Developer to the City of the Damage Payment as described in section 7.3. The City agrees that enforcement of the rent charge granted by this section is suspended until the date that is 30 days after the date on which any amount due under section 7.3 is due and payable to the City in accordance with section 7.3. The City may enforce the rent charge granted by this section by an action for an order for sale or by proceedings for the appointment of a receiver.

Schedule A to Bylaw No. 3480**7.5. Equitable Remedies**

The City, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.

7.6. Specific Performance and No Penalty or Forfeiture

The Developer acknowledges and agrees with the City that:

- (a) Without affecting any other rights or remedies the City may have in respect of any breach of this Agreement that continues beyond the cure period, the City is entitled to obtain an order for specific performance of this Agreement and a prohibitory or mandatory injunction in respect of any breach by the Developer of this Agreement. The Developer agrees that the foregoing provision is reasonable given the public interest in ensuring the provision of Rental Accommodation in accordance with this Agreement;
- (b) it is entering into this Agreement to benefit the public interest in making the Rental Accommodation available;
- (c) that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out; and
- (d) the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.

7.7. Cumulative Remedies

No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right to remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination.

8. LIABILITY**8.1. Indemnity**

As an indemnity pursuant to section 219(6) of the *Land Title Act*, the Developer will indemnify, defend, and save harmless each of the City and the City Personnel and their heirs, executors, administrators, personal representatives, successors, and assigns, from and against all claims, demands, actions, loss, damage, costs, and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of the entering into of this Agreement or from any act or omission by the Developer or its officers, directors, employees, agents, contractors, or other persons for whom at law the Developer is responsible or from the Developer's ownership, operation, management, or financing of the Lands or the Development by the Developer, its officers, directors, agents, contractors, or other persons for whom at law the Developer is responsible.

Schedule A to Bylaw No. 3480**8.2. Release**

The Developer hereby releases and forever discharges the City and the City Personnel and its and their heirs, executors, administrators, personal representatives, successors, and assigns from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of advice or direction respecting the ownership, operation, or management of the Development or any part thereof which has been or hereafter may be given to the Developer.

9. GENERAL PROVISIONS**9.1. City's Power Unaffected**

Nothing in this Agreement:

- (a) affects or limits any discretion, rights or powers of the City under any enactment or at common law, including in relation to the use or subdivision of land;
- (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
- (c) relieves the Developer from complying with any enactment, including the City's bylaws in relation to the use of the Lands.

9.2. Agreement for Benefit of City Only

The Developer and City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Developer any Eligible Tenant, or any future owner, lessee, occupier, or user of the Lands or the Building or any portion thereof, including any Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement in respect of the Development or any Unit therein, without liability to anyone for doing so.

9.3. Agreement Runs With the Lands

This Agreement burdens and runs with the Lands. All of the covenants and agreements contained in this Agreement are made by the Developer for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement.

9.4. No Liability

Notwithstanding anything contained in this Agreement, the parties agree that neither the Developer, nor any successor in title to the Lands, or any portion thereof, will be liable for breaches of or non-observance or non-performance of covenants contained in this Agreement occurring after the date that the Developer or its successors in title, as the case may be, ceases to be the registered or beneficial owner of the Lands or such portion thereof.

Schedule A to Bylaw No. 3480

9.5. Contractual Obligations

The covenants and agreements on the part of the Developer have been made by the Developer as contractual obligations as well as being made pursuant to section 483 of the *Local Government Act* and as such will be binding on the Developer.

9.6. Modification of This Agreement

This Agreement may only be modified in writing, signed by both parties, in registrable form. The modification will only be effective if it is approved both as a modification of a housing agreement pursuant to section 483 of the *Local Government Act* (which requires a bylaw), and as a modification of a covenant pursuant to section 219 of the *Land Title Act*. Any modification will be filed in the LTO as a modification of a covenant and as a modification of the housing agreement.

9.7. Priority of This Agreement

The Developer will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement is registered against the title to each Unit in the Development in priority to all charges and encumbrances which are registered, or pending registration, against title to the Lands in the LTO, save and except those as have been approved by the City or have been granted in favour of the City.

9.8. Agreement to Have Effect as Deed

The City and the Developer each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.

9.9. Waiver

An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.

9.10. Time

Time is of the essence in this Agreement.

9.11. Validity of Provisions

If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.

9.12. Extent of Obligations and Costs

Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.

Schedule A to Bylaw No. 3480**9.13. Notices**

All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other parties by registered mail, by facsimile transmission, or by personal service, to the following address for each party:

(a) If to the City:

100 Newport Drive
Port Moody, BC V3H 5C3

Attention: Community Development Department

(b) If to the Developer at the address shown on title in the LTO.

Service of any such notice, demand, or request will be deemed complete, if made by registered mail, 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request; if made by facsimile transmission, on the first business day after the date when the facsimile transmission was transmitted; and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

9.14. Further Assurances

Upon request by the City, the Developer will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the City, to give effect to this Agreement.

9.15. Enuring Effect

This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

9.16. Housing Agreement/Section 219 Covenant

9.16.1. The Developer acknowledges and agrees that this Agreement constitutes a Housing Agreement entered into under section 483 of the *Local Government Act*.

9.16.2. The Developer further acknowledges and agrees that the terms and conditions of this Agreement constitute a covenant in respect of the use of the Lands and any Units on or to be constructed on the Lands and annexed to and running with the Lands and that the Lands shall only be used in accordance with the terms of this Agreement and the City may register this Agreement in the LTO against title to the Lands as a covenant pursuant to section 219 of the Land Title Act.

Schedule A to Bylaw No. 3480

9.16.3. The Developer acknowledges and agrees that:

- (a) this Agreement constitutes a Housing Agreement entered into under section 483 of the *Local Government Act*;
- (b) the City is required to file a notice of Housing Agreement in the LTO against title to the Lands; and
- (c) once such a notice is filed, this Agreement binds all persons who acquire an interest in the Lands as a Housing Agreement under section 483 of the *Local Government Act*.

9.17. Management and Long-Term Maintenance

The Developer covenants and agrees with the City that, in order to ensure the long-term maintenance of the Affordable Housing Units, it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Developer further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands.

10. INTERPRETATION

10.1. References

Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.

10.2. Construction

The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.

10.3. No Limitation

The word “including” when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term similar items, whether or not words such as “without limitation” or “but not limited to” are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.

10.4. Terms Mandatory

The words “shall”, “must”, and “will” are to be construed as imperative.

Considered at the September 24, 2024, Regular Council meeting

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10.5. Statutes

Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.

10.6. Entire Agreement

The Parties agree that:

- (a) this is the entire agreement between the City and the Developer concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to this Agreement, except as included in this Agreement; and
- (b) this Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by City Council of a bylaw to amend Housing Agreement Bylaw, 2024, No. 3480.

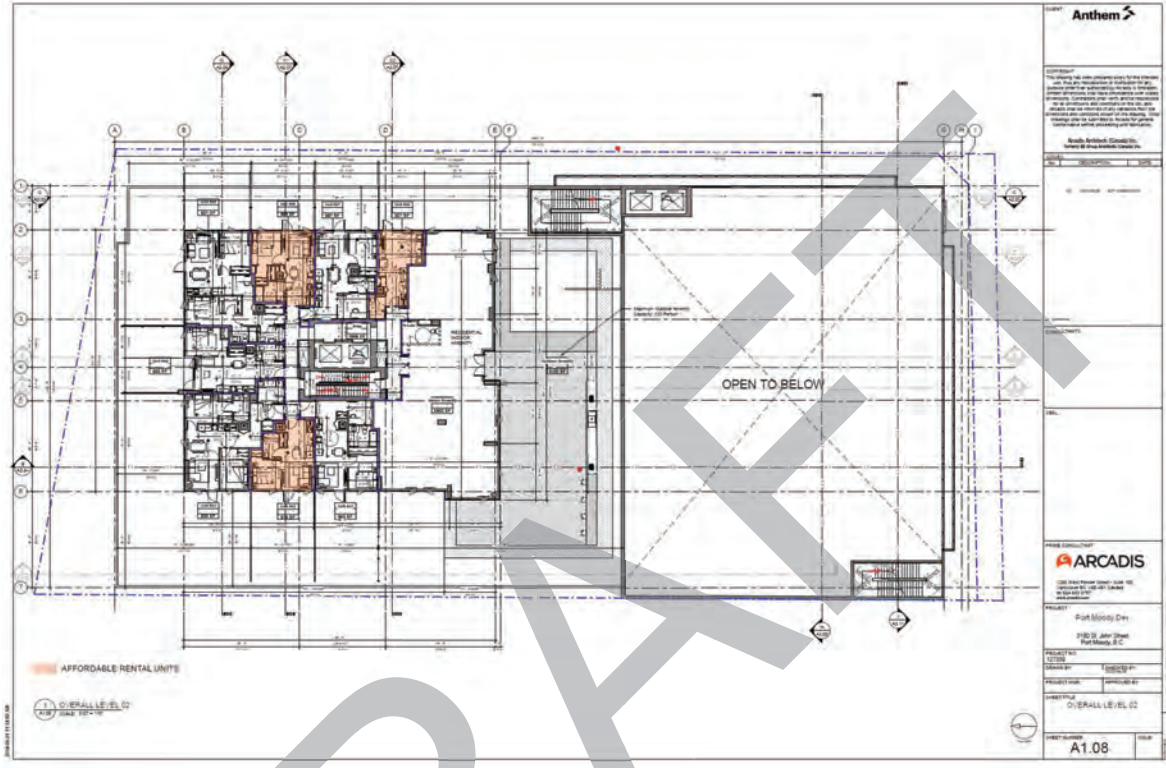
10.7. Governing Law

This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.

IN WITNESS WHEREOF, as evidence of their agreement to be bound by the terms of this instrument, the City and the Developer hereto have executed the General Instrument that is attached hereto these Terms of Instrument and forms part of this Agreement.

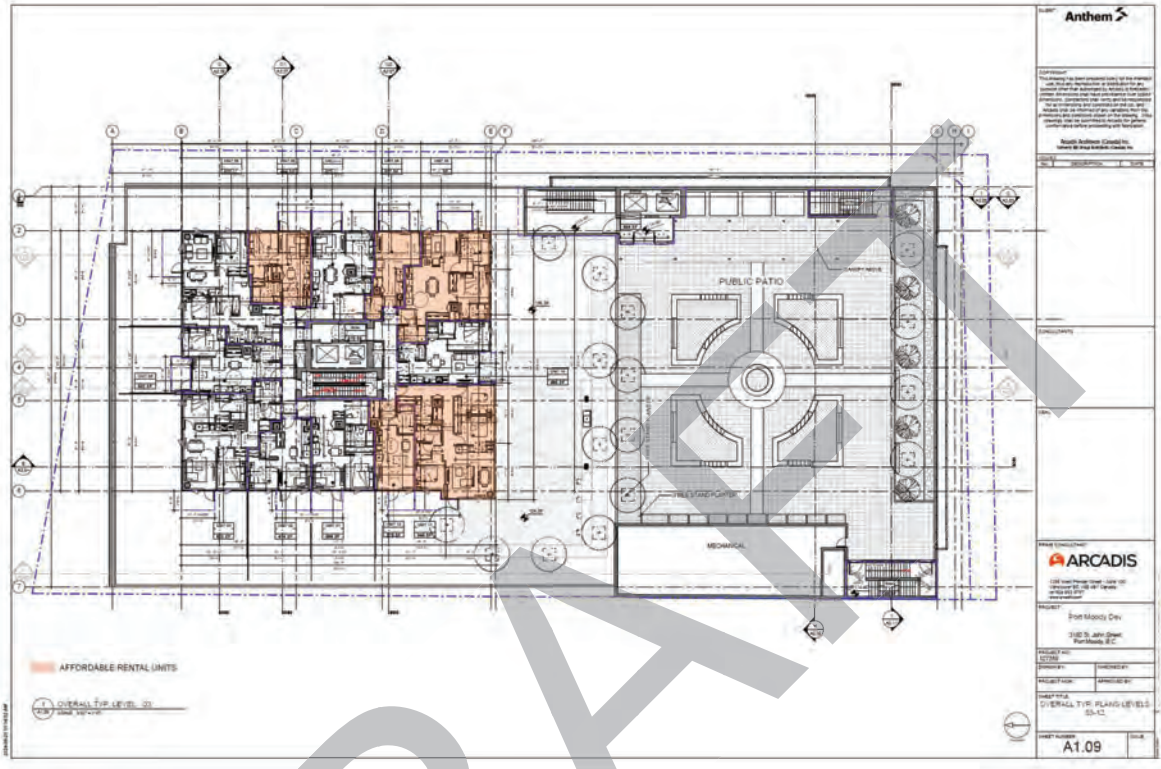
Schedule A to Bylaw No. 3480

SCHEDULE A
LOCATION OF AFFORDABLE HOUSING UNITS



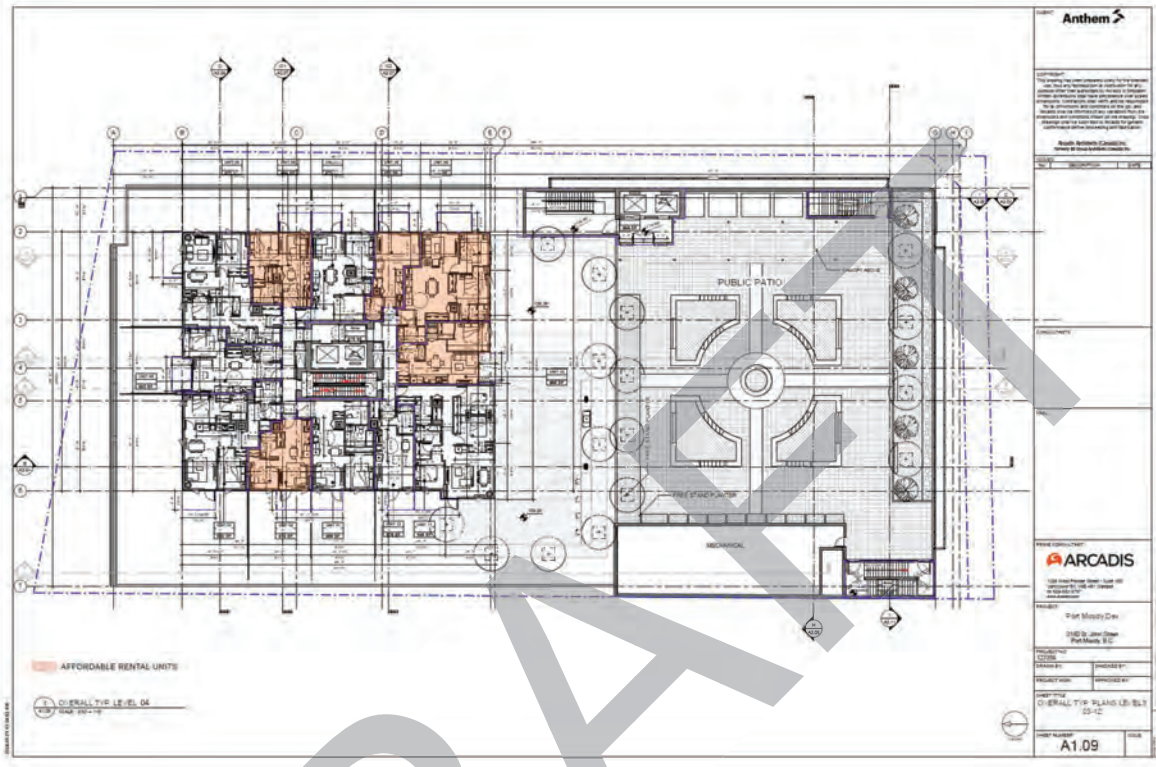
Schedule A to Bylaw No. 3480

SCHEDULE A
LOCATION OF AFFORDABLE HOUSING UNITS



Schedule A to Bylaw No. 3480

SCHEDULE A
LOCATION OF AFFORDABLE HOUSING UNITS



Schedule A to Bylaw No. 3480

SCHEDULE B – FORM OF STATUTORY DECLARATION

I, _____ of _____, British Columbia, [in my capacity as _____ of the Owner and without personal liability (if applicable),] do certify that:

1. I am the owner (the "Owner") or authorized signatory of the Owner of _____ (the "Non-Market Housing Unit"), and make this certificate to the best of my personal knowledge.
2. This certificate is made pursuant to the housing agreement registered as _____ at the Land Title Office (the "Housing Agreement") in respect of the Non-Market Housing Unit.
3. For the period from _____ to _____, the Non-Market Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement), who continue to meet all Eligible Tenant criteria and whose names and current addresses appear below:
[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]
4. The rent charged each month for the Non-Market Housing Unit is as follows:
 - (a) the monthly rent on the date three hundred and sixty-five (365) days before this date of this certificate:
\$ _____ per month;
 - (b) the rent on the date of this certificate: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is ninety (90) days after the date of this certificate: \$ _____
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Non-Market Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.
6. I make this Statutory Declaration, conscientiously believing it to be true and knowing that the City of Port Moody will be relying upon the statements made herein.

[Owner]

Signature

Signature

Considered at the September 24, 2024, Regular Council meeting

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CONSENT AND PRIORITY AGREEMENT

Vancouver City Savings Credit Union (the "**Chargeholder**") is the holder of Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland LTO under numbers CA5216628 and CB918712, and CA5216229 and CB918713, respectively (the "**Bank Charges**").

The Chargeholder, being the holder of the Bank Charges, by signing the Form C General Instrument attached hereto as Part I, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder) hereby consents to the granting of this Section 483 Housing Agreement and Section 219 Covenant and hereby covenants that this Section 483 Housing Agreement and Section 219 Covenant shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Section 483 Housing Agreement and Section 219 Covenant had been registered prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified, and without reservation or limitation.

3180 St. Johns Street Development Application

UPDATE 1: Public input received on Engage Port Moody from Nov. 22, 2022 to Sept. 9, 2024

This encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for the report to Council for first and second reading. Comments are presented verbatim, including typos and grammatical errors. Profane or abusive language, or personally identifying information has been removed where indicated by “[omitted]”.

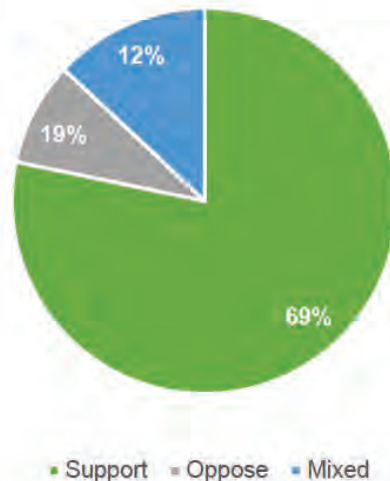
Engagement highlights

Highlights of project engagement to date:

- 115 engaged participants contributed to one or more feedback tools
- 462 informed participants visited multiple project pages, contributed to a tool, or downloaded documents
- 1546 aware visitors viewed this project page

What is your overall feedback on this development application?

	Support	Oppose	Mixed
From launch until report to Council for first/second reading: Nov. 22, 2022 to Sept. 9, 2024	81	23	14



Comments

Comments 1 through 69 were included in the first public engagement summary shared with Council at early input

1. I am a resident of Pinda Drive up the street. I appreciate the setback of the tower off of St Johns on the lower part of the property effectively reducing the visual impact of the building height of 12 stories. My preference would be to have active street front retail on St Johns side vs single use space for only certain groups to further liven up St Johns. I am not supportive of any at grade or above grade parking as this completely defeats any street front presence on Moray side. All parking should be below grade as has become standard. I don't support any iteration of this proposal above 12 stories. Overall it is good to see this site being developed and renewed. Thanks

2. From the perspective of a no car household who often has to walk from Suterbrook to the other end of Port Moody.

What level of street engagement does this serve the local area.

Cultural center, sure, but that's very specific.

Can't it be a mix of that AND at least a couple decent cafe/retail spaces to connect the boring dots along the street and serve the new recruits to the area with some urban benefits around them?

St. John's is very spread out and exposed street and that portion of St. John's is super underserved for the perks of urban living (food/grocery/retail)

There's a lack of shopping, or anything to serve the immediate area around. It's gonna become dry, dull, lifeless, in a heart beat. Function over vibrancy.

It's getting boring all these developments that end up just being solely accommodation, or very basic/essential services. Law office, dentist, Chiro, accountant, nail salon... Zzzzz

where's the buzz? The vibrancy? The cafes? Retail?, Supermarkets? Restaurant spaces? Entertainment?

Give us a reason to WANT to WALK around this city. And give us a reason to not have to walk the full length of the city to stumble across a cafe or shop.

The goal is supposed to be a transit and pedestrian friendly hub, but people still stick to their cars cause it's impractical (rain/too hot/kids-in-tow/mobility issues)

Theres already the rentals across the street that offer no retail to the community.

Think of all those people we are adding to the area with no immediate or varied options for retail/food around them (aside from DQ, and shoppers)

The development is trying to push for bikes...there gonna need them just to get to the nearest cafe (10 minute walk to outpost. 15 minute walk to Kaffi, further for black sugar)

Are they gonna bike home with their groceries? Are the pedestrians expected to grocery shop at shoppers? What are their grocery options?

They can try to "activate" the street side of the building with seats etc in their design, but there is no reason to BE there to use them.

Considered at the September 24, 2024, Regular Council meeting

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Attachment 14

Activation, vibrancy, livability.

I'm for the development in general terms but not at its current dry/stale offerings. We can do better than that.

3. This is a very unique proposal mixing institutional with rental. It does meet the vision of the OCP for that area and goals of other policies. There are too many 1 bedroom and studios. We need below market rentals for families too. Would be nice to see 1/3 of each 1 bed, 2 bed and 3 bed. Traffic study is needed to understand how the facility is used at different times of day and week.
4. I am against certain parts of this proposal. I think the above ground parking is a bad idea. This ideally would be underground. It's aesthetically better, also safer for the community to not have public parking above ground.

Also, with below ground parking you can still have 12 stories. But now it's not overbearing.

I am against having the mosque at that location. It should be commercial retail with the amount of residents moving here, amenities are required. We should make Port Moody economy grow. Let residents spend money where they live.

Mosque could be in same property, just set back. Put parking underground and mosque above it.

There's a lot of potential with this intersection and we should think long term regarding amenities.

5. I currently live in The Moody Rentals and part of the reason we moved in where we did is we have a view of the mountains which this building would completely block out.

The traffic in the area is already quite bad with all of the other developments going on causing significant congestion and sound pollution.

The amount of vehicles coming and going from both a cultural centre and 128 unit building (assuming there is parking for every unit for at least 1 car if not more, this is a lot more potential congestion)

I think my main point of contention with projects in the area is when you build them over 6 stories, it will end up looking like Burnaby which is just a mess of glass/concrete, traffic congestion, and an extremely high cost of living. Port Moody drew us to live here because it has a sort of small town charm which is fading quickly. We moved out of Vancouver because of exactly what is happening here. Port Moody is 10sq km which isn't really suitable for high density housing.

We would like to buy property in Port Moody but if the development continues to grow at this rate, we will be moving away.

6. It appears there will be capacity to park 274 bikes. To go where? I do not see bike lanes as part of the drawings.

People would be more willing to support if alternate modes of travel were viable. The city needs to get serious about installing a cycling network. Am tired of being a prisoner to the car due to antiquated road design. This project will just add to more traffic in the meantime.

7. With the amount parking as mandated from BL2937-C (6.3 Required Off-Street Parking), City (and public entities such as TransLink) should cover and subsidize the public parking area. City (and public entities) should also operate and maintain the public parking area due to 6.3. Development should at least scale back the development from Golden Spike Lane so there can be room provisioned by moving Golden Spike Lane south for adding an additional SkyTrain track on Golden Spike Lane side for at least

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bringing in express SkyTrain services, even if it means residential parking uses automated robotic parking similar to the Jameson House in Downtown Vancouver (e.g. https://youtu.be/jwc0T_MAzcA) and other automated robotic parking facilities seen worldwide in countries such as Netherlands (<https://youtu.be/Wzuo5YR2rus>), Japan (e.g. <https://youtu.be/XsNExl8leM>; <https://youtu.be/kLKQd794g5M>; <https://youtu.be/kqBID7aP56U>), Israel (e.g. https://youtu.be/_J0cNHQlym8), etc.

8. This seems reasonable. The 'screen' looks ugly in the render and it seems likely that it will be the quality of the 'screen' that will determine if this building improves the city or not since that will be the face of the building. The height is fine and it is good to add more housing near the skytrain stations.

376 parking spaces seems excessive, I know it has the religious facility in it, which needs some spots, but still, 376 spots? Could cut that to 300 maybe and eliminate a level of above ground parking, although at least the above ground parking isn't facing St. John's, that would be a deal-breaker for me.

Overall I would rate is as OK - it is a better, more intensive use of the land than the current occupants, it adds housing in the area where the city needs more housing, eliminating a St. John's curb cut so close to a major intersection is a win for safety/traffic flow/walkability and the cultural centre seems pretty cool, and needed. Biggest negative is too much parking - more parking = more driving, more cost, more climate impacts, and 376 spaces is a lot, especially for such a central location.

9. Absolutely amazing . We are looking forward to it.

10. In total agreement with the development

11. I think that is a great idea to have rental housing in Port Moody

We do not have enough supply of rental property

It will also be good economics for Port Moody

12. That is a very great idea fully in support

13. I support this plan

14. It will bring diversity to our community and much needed housing for young families

15. To council - please do not ignore the results of the comments that came back from the surveys. Residents want to see the area be activated and enhance the sense of community that Port Moody has and is proud of.

The building in the rendering looks extremely cold and unfriendly. Not just because of the height but because of the overall design and materiality. It has zero character - even its modern features look dated.

To the mayor (and council) - if you are worried about 6 story buildings creating a 'wall' effect you should look to Europe for inspiration. The best cities are full of 4-6 stories, are dense, and yet have a vibrancy, walkability, sense of community, and we are going to lose out on the opportunity to create that if we continue to encourage cheap and soulless design (I know, I have lived in them for many years). Human scale - design 101.

AND - You cannot promise the public that 'added amenity space' is going to be given in lieu of height. Where's the amenity? As you look around the city a lot of these new amenity spaces are blocked from residents that aren't living in the development. That's no value add.

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In my opinion, if you are going to allow height on this one you have to ensure that the developer is actually going to give something with value, ensure the building is designed (aesthetically, spatially) so that people experience it in a positive way for many years to come and that it isn't just designed to fit in with the dealerships at its side. You must not set this as a precedent for others. We can do better.

16. [omitted]
17. it will fit well with OCP
 1. "A community plan must also include policies with respect to affordable housing, rental housing "
 2. "City policies relating to social needs, social well-being and social development; "
18. This plan supports the community growth with appropriate housing needs which meets the OCP requirement
19. I have lived in Port Moody and agree and support for local support ofr communities living in Port Moody to enange in activities within the area
20. I think it fits well with Port Moody's development plan.
21. This project would be an assetto the community
22. Assert to community
23. it fits well with the OCP and city of Port Moody's Plans
24. It is befitting to the OCP and city of Port Moody's Plans
25. I think this fits very well with the OCP plan
26. Love this new project idea.
27. It fits well with the OCP and plans of the City of Port Moody
28. It fits very well with the OCP as it will provide rental housing and fits in with community vision.
29. Great proposal.
30. This is much needed for the Ismaili community.
31. This would be a great amenity for the City of Port Moody.
32. The proposed building is magnificent and will add to the changing character of St. John's Street. The availability of market and below market housing is in line with the City's goals. I will support the development.
33. This height of building will cast a shadow on my home at s.22(1) Personal Privacy
34. Wow. Outstanding! This would be a welcome addition to the Port Moody and Tri City Community.

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35. My name is [omitted]. **s.22(1) Personal Privacy** [redacted]
[redacted] I am proud to call Port Moody my home. I fully support this proposal for a cultural centre as not only does it add rental homes to our city, it is truly a beautiful piece of architecture in line with what Port Moody stands for as a City of Arts.
36. As a resident of the Tri-cities I welcome and fully support the project as it will benefit the community in many ways.
37. As a longtime resident, I think this development will be an asset to the city. I am glad this will also add more affordable housing which is needed.
38. My family has resided in Port Moody for over 12 years. I am a business owner in the Tri Cities area.
- We fully support this development. This will be great for the City and I would encourage more projects that provide community space and residential housing.
39. What an outstanding project concept. I am a Port Moody resident of 27 years and I fully support this development. It absolutely fits within the long term vision outlined in the Official Community Plan.
- Its the first development that I have seen that proposes a 50/50 split of market and below market rental units with the additive institutional space for religious and educational services and programs which this City currently lacks. As we know it is becoming increasingly difficult to buy a property in Port Moody and the development of 128 new spaces for rent (especially 50% below market) is finally a step in the right direction and will allow people that can not afford to buy here, but want to enjoy all the City has to offer, an opportunity to do so!!!
40. I believe that Port Moody needs more projects like this as there is such a limited supply of rental properties.
41. i think Port Moody needs some more aesthetically pleasing density. This development provides a variety of homes - parking for both vehicles and bikes - and it's on the main drag - use of transit and updating some tired current buildings. I support
42. Great design concept for multi-use residence and commercial building ideally located beside skytrain station.
43. Fantastic development. Something Port moody is very much need of.
44. As a 25 year plus Port Moody resident, I'm happy to see the St. John's area renovated. Not just the aesthetics, but functionality of the space!
45. This would be a great and much needed development for port moody. I strongly support this and any and all developments like it in port moody. Thank you [omitted]
46. For Port Moody to grow, we as a small city, require new developments. Both residential and commercial . Both types of development will assist in maintaining our financial responsibilities and help pay down our cities debts.
47. Love the idea. Looks well planned Out!
48. I am a long time resident of Port Moody. This is a great project! I fully support this initiative.
49. I'm a resident and business owner in port moody, I feel that this would benefit the community

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50. I am a resident of the tri-cities, Port Moody in particular, and I feel this project would be a great development for the City. I believe that the area needs more projects that provide community space, residential, rental housing, and affordable housing.

51. Looks fantastic.

52. I think this is a fantastic idea. Port Moody needs an addition of this sort. I feel this will be an asset to the community and will benefit many. I am a resident of Port Moody and feel the area needs more affordable housing and rental housing.

53. I've lived in Port Moody for most of my life and from what I see about rezoning 3180 St John Street to affordable rental units below market price will help many people.

What a great idea.....

54. Supportive of development. Port Moody should engage in more high density development, particularly with third party partners. The low density development in Port Moody is an inefficient use of land and reduces corridors and public space opportunities.

55. There is much to like about this proposal. Glad to see reference to CPTED reflected in the proposal. I like that much of the amenity space will be open to the broader public. I like that this will bring the Somali community back to Port Moody since they have had to meet elsewhere due to the damage to the building they had been using.

I wish there was more conversation around EV and Car-sharing options. Perhaps I've just missed that.

56. Nice looking project. It should make the residents of Pt Moody happy, more rentals, market and below market, an increase in density near the sky train station.

Maybe a few more floors would be great.

57. This would be great for Port Moody

58. I think the combination of institutional space along with both at market and low cost housing is a good blended strategy. I'm pleased to see a generous amount of parking allocated.

59. Some of businesses located within the current complex have been there for over 10+ years. The majority of these businesses are not only thriving but positively contribute to the identity that the City of Port Moody has as "City of the Arts". By developing this area, you are forcing these businesses to relocate. Having looked at commercial lease prices within the Tri-Cities, Port Moody has the highest price per sqft/yr as compared to the two neighbouring cities, which means that these business will most likely have to relocate outside of our city. Without some of these businesses the artistic identity of Port Moody will begin to diminish and it's not long before the remainder of the arts businesses as well as other long standing businesses will also have to relocate and potentially leave Port Moody because of urbanization. Lastly, St.John's street is already a highly congested and travelled route during morning and evening rush hour. Adding an additional residential building to this area with 128 residential units will bring an influx of cars to a road that already deals with congestion problems.

60. I would like to see the parking impacts of the prayer hall reduced - is this a regional or local facility? What can the users do to reduce their parking need?

61. Concerned about increased car traffic in an area that already sees heavy use particularly west-bound in the morning and east-bound in the afternoon (commuter traffic). A significant help would be adding

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bridges over the rail tracks to make access to transit and bike paths easier and more feasible. More bike and walking options are significantly encouraged. Car traffic increases here are not sustainable.

62. I think this proposed plan is directly aligned with the official community plan.
63. I think we don't need more rental properties. I think we are going overboard now. Ultimately, this will downgrade this area
64. Densification will increase traffic problems on St Johns and add more usage pressure on already crowded Rock Point Park - needs some scaling back.
65. This will be a beautiful addition to Port Moodys "City of The Arts". I especially love the Non-Profit component and added below market rental units this will add to Port Moody. As a long time PM resident, I would be proud to have such a development in our city.
66. This is not a good location for a church. St Johns corridor needs more options for retail and food stores with all of the additional residents moving into the area.
67. A religious centre on a main road and artery of port moody is a bad idea. The traffic congestion this causes during religious events will only add to the already busy and congested nature of the street. I have seen other religious institutions on main streets that have resulted in the need for policing and stopping traffic as a steady stream of cars attempts to come or leave at the same time (as people need to congregate at the same start and end times).
68. This project is a banger and should be approved without delay. I live nearby and often walk near this site on the way to shoppers. I think this proposal will provide a visually striking cultural amenity to a faith community in need of upgraded space. The rental and in particular, the below-market rental housing is exactly the type of thing we need close to transit. We need to maximize the province's investment in transit and renters living near stations is the best way to do that. This proposal will not displace any existing rental and transforms a car dealership into sustainable living. Talk about a win.
69. support the rental housing, however the residential building having religious emblems and designs is strange, should be more neutral, many religious spaces that have created housing have adopted neutral design without any symbols, etc. should be more neutral.

Comments 70 through 123 have been received since the first public engagement summary was shared with Council at the February 21, 2023 meeting

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70. This project removes retail and commercial spaces from a neighbourhood that is already vastly lacking in those businesses. Unless there is space for restaurants, grocery stores and similar food establishments, this project should not go ahead. Any project on that site needs to accommodate the new and current residents currently residing in the area and frequenting the businesses that are accommodated by the current commercial building.
 71. Reduce height of proposed building, 12 floors too high , height of building in the area should be maintained.
 72. This project is too densely populated for the area, particularly entering from Moray street. The Religious use of the property will mean that at certain times a huge influx of people will gather in this small area. Port Moody needs more affordable housing. This space would be better designated as housing only to satisfy potential provincial housing policy requirements.
 73. It looks like a good development

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74. i want to see saint john street upgraded . however this seems to be a aggressive project for the area
75. i like it if scaled down
76. I am wholeheartedly in favour of this development proposal. Increasing housing supply of all types is necessary to address the current housing affordability crisis; including some below-market rental only helps further. The proximity of this development to Inlet Centre Station and the inclusion of bicycle parking will allow residents to live car-free or car-light lifestyles, which will support the city's climate action goals while also reducing the strain on road infrastructure.
77. It is good to see something significant being proposed for development near the Moody Centre skytrain station. The development in this area has been way too stagnant. I am concerned that there is a high proportion below market which I am supportive of but little in Port Moody ever seems to be high end.
78. This development, if built, will remove already limited retail and commercial space in the area. Any development at the site needs to integrate retail space to replace the commercial space and to serve the current/new residents in the area.

There is already a major lack of food stores/restaurants/retail businesses in the vicinity of that location. Besides a Shoppers Drug Mart, Dairy Queen and multiple car dealerships, there is nothing that serves the basic needs of all the new residents moving in the buildings being built in the area. This proposal will add a bunch of new residents without providing food stores/retail amenities that are needed to support those new occupants.

Please consider adding commercial/retail/food stores to this proposal.

Thank you.

79. I like that this proposal is a community space and institutional facility, with 12 stories instead of 20+. I am concerned about filling the block with the structure close to the street as it would close off the St John's St corridor at Murray Street with buildings. Currently the parking at the same location allows for a semblance of space, allowing light through. There are no large trees on the lot so an inclusion of a tree lined boulevard to make the space more green and friendly to view would go a long way. The traffic will be a big problem here, and will push the backlog from loco to Murray and down St Johns even further. Parking should be reduced as this is an easily transitable location, including those attending the community services of religious practice and education, not just the residents.
80. This project needs to include retail and commercial space to replace the space that will be taken away by this development. Additional food stores or restaurants are absolutely needed to support the existing and new residents of that neighbourhood.
81. I support this development, but the number of available parking spaces should be reduced. The city of Port Moody should be working towards reducing the number of available spaces in buildings, and instead providing citizens with access to car sharing services, like Modo or Evo. Providing each unit a parking space will not be beneficial in the long-term. Port Moody is a small city that has many pockets of retail that can be accessed pretty easily by walking, cycling, or taking transit.

The city should be focusing on transit oriented developments and 15 minute cities. Defaulting to providing people with space for a car translates to more cars on the road. St. John's should be more than a thoroughfare just for cars. Let's reduce car dependency.

376 vehicles is a lot.

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82. Golden Spike Lane is a one-way street that intersects with St. Johns and is already very backed up due to a slow-changing traffic light. Sometimes it can take more than five minutes of waiting at the light to turn left onto St. Johns at that light. How will the City and/or the developer address this issue? There are already hundreds of residents who live in the Sonrisa complex down the street who can only access St. Johns via Golden Spike and this intersection due to their underground parking exiting only onto Golden Spike (and only having one direction to go in). With hundreds of more residents, this intersection will be chaotic and very frustrating for all.
83. I am in favour of this project; however, I would remove the religious space and dedicate it solely to a post-secondary campus, retail, or an arts and culture studio. I also suggest that the building add floors to accommodate more rental or for-sale units to increasing housing options.
84. I live on Moray street and I think this design looks nice. I appreciate that the tower is set at the back and the frontage on St John and Moray will be commercial. It would be so lovely if a grocery store were to go in there, all the new developments in this area would benefit greatly from a grocery store closer than thrifties in suterbrook.
85. Where is the low income.housing aspect of this build in the info. I'd like that.
86. The buildings along St Johns street are low rise apartments and retails. This 12 storey building will blocked the view of the sky. It doesn't fit in this quiet neighbourhood.
87. A 12 story building is to tall for that area and will effect the views of current nearby residents. Are proper lines of sight been looked in to for this project?
88. ABSOLUTELY NO WAY SHOULD THIS GO FORWARD, WE ARE EXPLODING AT THE SEAMS AS IT IS. FIX THE INFRASTRUCTURE FIRST!
89. Looking very forward to this development. Unique and beautiful design with plenty of below market rentals.
90. great
91. Very happy to see this high a ratio of below market rentals for this development. All municipalities need more affordable housing so this is great to see.
92. As a 10 yr resident of Port Moody, I support this development. It provided what is much needed in affordable housing. I appreciate the overall appearance of the building. With schools nearby and a pedestrian friendly walkway I fully support this development proposal.
93. I am a resident of Port Moody for over 10 years. I am in full support of the project. I support the developer. I appreciate the additional rental housing being provided to the Port Moody area. I am also in support of the visual plan of the project. I feel it will be a great addition to the area.
94. Stop it! Have you seen the traffic!
95. Absolutely not a good idea for something so big to go there. That intersection is already very difficult to get in and out of, and The ONLY exit for all the residents of Sonrisa condo complex. Completely inappropriate space for this choice of large structure
96. Great initiative

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97. I think this is a great use of this land. it's aesthetically pleasing, has functional use and mix of use. I support this project. Both the below and market rent units will be a welcome addition to the Port Moody community. AND bonus - close to Skytrain!
98. I am in full support of this development.
99. Excellent project for the Port Moody community. The Ismaili community has purpose built centers in the greater Vancouver area. The community is known for their philanthropy and community work for several decades. They have been part of the Port Moody family and their centers are always built with purpose and with harmony of the environment where local citizens will be able to experience the peace, tranquility and greenery. Welcome back to Port Moody
100. This is definitely a project that I can support. We need more rental spaces in Port Moody.
101. 12 stories is way too tall for this area. It shouldn't be any bigger than the other buildings that have gone up recently in the surrounding area.
102. I think this is a fantastic proposal and it will contribute significantly to Port Moody's vision. It provides 50% affordable rental units and adaptable dwelling— this proposed development adds much needed inventory to the City's housing stock. The subject property's strong connectivity and many transportation options contribute to reducing automobile dependency and thus further reducing the cost of living of prospective tenants.

The location is well situated to support future residents of this development with access to transit, schools, playgrounds and parks ensuring everyone feels part of the greater community.

103. This building proposal looks very prestigious! Will fit well into the city of Port Moody plans. The people who will attend this place of worship are peace loving people who will contribute significantly to the community
104. Excellent ideas.

a project worth waiting all this years. a job well done !!

105. My wife and myself have called Port Moody home for the last 17 years.

We love to be in a place where plurality is welcome and it is a strength for the community.

We had a Jamatkhana (prayer hall) where **s.22(1) Personal Privacy** which unfortunately was damaged when another development was going on next door..

I personally think it was a blessing in disguise as we will now hopefully get a an apartment building at the old site and a state of the art prayer hall in the new site which will also include 64 below market value units and 64 market value units which is a project for all residents of Port Moody and not Ismaili's only.

We are now in a phase where housing is desperately needed to keep up with immigration and demand.

This will be great as there will be almost 400 underground parking spaces to avoid street parking.

The design of this building will be state of the art and will be a jewel in the city of Port Moody.

I strongly recommend that this project go ahead.

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106. Very beneficial- great diversification, community growth plan
107. Looks good to me.
108. Hello. I am a Port Moody resident and have been for over 10 years. Our family of 4 uses the community for all of our day-to-day needs. We grocery shop at the local grocers, exercise, and play sports at the community centre, bank and eat. I am a huge supporter of the development proposal as I believe this will personally impact our lives in a positive way.
109. I love this idea of development.
- Most of all cuz of more housing .
110. Love this concept. You have my vote.
111. Would like to see building max to 4 floors to maintain the essence of Port Moody.
112. This seems like a reasonable use for the space. Though it would be preferable to not have the residential against the rail line for sound.
113. Getting a 50/50 split of affordable and market rental is impressive. I hope that the rental units, especially the affordable ones, will be open to the general public via BC Housing's registry (as opposed to being only open to members of the religious community).
114. The design looks unique - nice to see a building that isn't just a cookie-cutter design.
115. I am supportive of this direction and development for Moody Centre.
116. Supports affordable housing and design is appealing
117. I do not think that we should make an exception for this building. I think that they should redesign the building to meet the current OCP. If we allow this once, developers will have precedent to demand it again and again.
118. This plan supports the community growth with appropriate housing needs which meets the OCP requirement
119. Assert to community
120. Densification will increase traffic problems on St Johns and add more usage pressure on already crowded Rock Point Park - needs some scaling back.
121. The proposed development does not address the retail and commercial spaces that will be taken away. The area currently lacks a grocery store, restaurants and retail to support the neighbourhood. This proposal will only worsen the situation by taking away commercial space, and adding more residents without the amenities within close walking distance.
- I will only be supportive if the ground level frontage is dedicated to retail or commercial uses.
122. Whats is the plan to deal with the increase of traffic entering and leaving the area?
123. This would not be in line with other buildings in the area that are limited to 6 stories and create an issue with retaining the skyline and the view for hundreds of residents - let alone the impact of this

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incremental population on local resources, traffic etc. I am supportive of a building - just not one that's more than 6 stories per every other building in the vicinity.