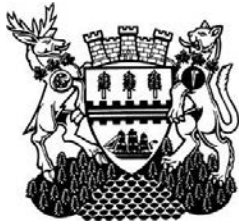


# Considered at the December 3, 2024, Special Council meeting

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## City of Port Moody Report/Recommendation to Council

Date: December 3, 2024  
Submitted by: Community Development Department – Development Planning Division  
Subject: Second Reading – OCP and Rezoning (TOD) – 3060-3092 Spring Street, 80-85 Electronic Avenue, and 2806 Spring Street (Beedie Living)

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### Purpose

To present an Official Community Plan (OCP) amendment bylaw and two rezoning bylaws for second reading and referral to public hearing, as well as to present the draft term sheet setting out the applicant’s obligations as part of redevelopment of the subject lands. The purpose is to facilitate the development of a high-density mixed-use development on one site and a six-storey women’s transition housing facility on a second site, both in the Moody Centre Transit Oriented Development (TOD) area.

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### Recommended Resolution(s)

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 39, 2024, No. 3475 (Beedie – Moody Centre) be read a second time as amended as recommended in the report dated December 3, 2024, from the Community Development Department – Development Planning Division regarding Second Reading – OCP and Rezoning (TOD) – 3060-3092 Spring Street, 80-85 Electronic Avenue, and 2806 Spring Street (Beedie Living);**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94) be read a second time as amended;**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95) be read a second time;**

**AND THAT the Community Amenity Contributions be waived for the affordable housing project at 2806 Spring Street (CD95), per section 9 of the City’s Community Amenity Contribution Program Corporate Policy (2017-01);**

**AND THAT the document titled “Beedie Living Port Moody TOD Term Sheet (Draft)” be used as the basis for preparation of a development agreement setting out the applicant’s obligations as part of the redevelopment of the subject lands;**

**AND THAT Bylaw Nos. 3473, 3474, and 3475 be referred to public hearing.**

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## Executive Summary

This report addresses the development application by Beedie Living (Beedie) for two sites: one located at 3060-3092 Spring Street and 80-85 Electronic Avenue (main site), and the other located at 2806 Spring Street (second site). The proposed mixed-use transit-oriented development (TOD) comprises three residential towers (32, 34, and 38 storeys), commercial space, including childcare, and a plaza on the main site, along with a six-storey women's transition housing facility on the second site. Ownership of the second site will be transferred from Beedie to BC Housing prior to or at the time of occupancy.

Council gave first reading to the proposed bylaws on July 23, 2024, and directed they will be brought back for second reading and referral to public hearing once a number of topics had been addressed, including preparation of term sheet that sets out Beedie's financial contributions (cash and in-kind) and other on- and off-site obligations as part of the development. All these topics have now been addressed.

Prior to giving second reading to the bylaws, three amendments are proposed to the OCP amending bylaw and the rezoning bylaw for the main site.

## Background

At the Regular Council meeting on July 23, 2024, Council considered a report by staff (**Attachment 1**) and gave first reading to three bylaws including the OCP amendment bylaw, Bylaw No. 3475 (**Attachment 2**), the rezoning bylaw for the main site, Bylaw No. 3473, (**Attachment 3**), and the rezoning bylaw for the second site related to the women's transition housing facility, Bylaw No. 3474 (**Attachment 4**). Together, the bylaws would facilitate three residential towers ranging from 32 to 38 storeys containing a total of 981 residential units. The proposed development would also include a minimum 6,300m<sup>2</sup> (67,815ft<sup>2</sup>) of commercial space, including a childcare facility.

At the meeting, Council also raised a number of topics for further information and consideration by Beedie and City staff prior to bringing the bylaws back for consideration of second reading and referral to public hearing. These topics included:

- **Greenery and Flexibility:** Enhance green spaces throughout the project, including the plaza and roof top areas, and designing them to be more flexible to better meet the community's needs.
- **Plaza Design:** Enhance the current design of the plaza area, such as increasing greenery, including more trees and plantings, to create a more inviting space. The plaza should also be programmed to accommodate various seasonal activities and reduce the austere concrete feel.
- **Vibrant Streetscape:** Create a more vibrant streetscape with diverse uses at the street-level commercial spaces to enhance the overall pedestrian experience.
- **Streetscape Enhancements:** Increase green elements in the streetscape to improve the overall environment and make it more appealing.
- **Clarity on Financial Contributions:** Provide more information regarding Community Amenity Contributions (CACs) and density bonus payments to the City.



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- Sustainability and Environmental Considerations: Provide assurance that the project will meet the City's Step Code requirements, particularly concerning the amount of glazing on the towers.
- Job Creation: Explore opportunities to increase the number of jobs generated by the project.
- Additional Features: Consider incorporating artist studios into the project mix, as well as providing a clear strategy for car sharing.
- Noise Mitigation: Develop a strategy to mitigate noise from the nearby rail and transit corridor to ensure minimal impact on residents.

Each of these topics is addressed in this report.

## Discussion

### Development Proposal Summary

Beedie's proposal includes the following key elements, per the draft Comprehensive Development (CD) zones that have been prepared:

<b>Development Summary</b>		
	<b>Main Site (CD 94)</b>	<b>Second Site (CD 95)</b>
Land Area	15,528m <sup>2</sup> (167,142ft <sup>2</sup> )	810m <sup>2</sup> (8,713ft <sup>2</sup> )
Gross Floor Area	80,080m <sup>2</sup> (861,974ft <sup>2</sup> )	3,116m <sup>2</sup> (33,543ft <sup>2</sup> )
FAR	5.26	3.8
Residential Floor Area	Market: 78,424m <sup>2</sup> (844,149ft <sup>2</sup> ) KFN: 1,655m <sup>2</sup> (17,814ft <sup>2</sup> )	3,150m <sup>2</sup> (33,906ft <sup>2</sup> )
Residential Units	981 (including approximately 20 non-market)	40-50 non-market
Commercial (Employment) Floor Area	6,300m <sup>2</sup> (67,813ft <sup>2</sup> ) – minimum 6,700m <sup>2</sup> (72,118ft <sup>2</sup> ) – maximum	None
Indoor Amenity Space – m <sup>2</sup> (ft <sup>2</sup> )	1,975m <sup>2</sup> (21,259ft <sup>2</sup> )	145m <sup>2</sup> (1,561ft <sup>2</sup> )
Below Grade Vehicle Parking – All Uses Combined	868 stalls – minimum	4 stalls – minimum

### Residential

Beedie estimates that the main site will have a total of 981 dwelling units based on its most recent plans and the second site with the women's transition facility will have between 40 and 50 units of varying sizes.

### Non-Market Housing – 2806 Spring Street

The site at 2806 Spring Street is planned for Second-stage Women's Transitional Housing, which is a support program through BC Housing that provides women and their children with safe, affordable housing for six to 18 months after leaving abusive situations. It provides a stable and secure environment where residents can access services and transition to long-term housing within the region. Rents will meet or exceed the requirements of Port Moody's policy for non-market housing. An operator of the facility has recently been selected by BC Housing and that operator is beginning work with BC Housing, Beedie and the project architects to finalize the facility programming and floor plans.

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The transition housing facility is planned with a total residential floor area of up to 3,150m<sup>2</sup> (33,907ft<sup>2</sup>), plus common amenity space, and will accommodate approximately 40-50 units of different sizes. The proposed non-market housing equates to approximately 4% of the total residential floor space of the overall development including the independent amenity space for the facility. While 4% is below the 6% target in the Inclusionary Zoning – Affordable Rental Units Policy, there may be an opportunity for Beedie to make up the difference within the main development site with the units that are proposed to be provided to Kwikwetlem (KFN) First Nation (KFN). Details on the KFN housing are provided in the next section of this report.

Beedie has committed to starting development of the facility at about the same time as phase one development starts on the main site and this commitment is included in the term sheet. Given that the facility is six-storey wood frame construction, as compared to concrete construction of the buildings on the main site, the facility is anticipated to be completed and opened in advance of completion of the first building on the main site. Transfer of the property by Beedie to BC Housing will occur either before or after the facility is completed.

## Proposed Amendments to the CD94 Zone Bylaw and OCP Amending Bylaw

Through refinement of the project and further work on the development permit level drawings, the following items have been revised by Beedie, and the bylaws have been amended for second reading consideration to reflect the changes:

- Tower Floorplate Size (results in increased unit sizes and increased family-friendly unit mix);
- Potential KFN Housing; and
- Parking (to ensure that commercial parking is not reduced).

The updated items are discussed below.

### Tower Floorplate Size

The Moody Centre Transit Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (2023-01) (the “Guidance Framework”) adopted by Council in December 2023 provides the following guidance on tower floorplate sizes:

- “The maximum permitted gross enclosed tower floorplate area, per level, is 790m<sup>2</sup> (8,500ft<sup>2</sup>), excluding balcony projections.

At the time of first reading of the bylaws, Beedie was proposing maximum tower floorplate sizes of 770m<sup>2</sup> (8,288ft<sup>2</sup>), excluding balcony projections.

Through further analysis as the project progresses towards development and building permit drawings, Beedie found opportunities to improve the originally envisioned unit layouts and sizes to achieve greater efficiency and maximize livability (e.g., support columns internal to the units, inset balconies for some units, studio units that were too small, and awkward layouts, notably for some of the larger family-friendly units).

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Redesigning the units to address these issues has resulted in a modest change in tower floorplate sizes. Beedie is therefore requesting that the OCP amending bylaw and rezoning bylaw for the main site be amended to increase the maximum permitted tower floorplate size to 790m<sup>2</sup> (8,500ft<sup>2</sup>), which is a 2.6% increase (20m<sup>2</sup> / 215ft<sup>2</sup>).

This proposed increase in floorplate sizes will result in the following changes to the unit mix and average sizes as shown in the two tables below.

Change in Unit Mix						
Unit Type	First Reading		Proposed		Variance	
	Unit Count	%	Unit Count	%	Unit Count	
Studio	58	6%	0	0%	-58	
1 Bed	248	25%	272	28%	49%	
1 Bed Den	179	18%	207	21%		
2 Bed	293	30%	287	29%	40%	
2 Bed Den	99	10%	108	11%		
3 Bed PHs	104	11%	107	11%	3	
<b>Total</b>	<b>981</b>	<b>100%</b>	<b>981</b>	<b>100%</b>	<b>-</b>	

As shown in the table above, there are no longer any studio units being proposed. Consequently, the overall average unit size increases by 3.2% or about 2.1m<sup>2</sup> (23ft<sup>2</sup>). There is no change to the total number of units (981).

As shown in the table below, all units, with the exception of the one bedroom plus den units, increase in average size:

Change in Unit Sizes		
Unit Type	First Reading	Proposed
Studio	43.4m <sup>2</sup> (467ft <sup>2</sup> )	N/A
1 Bed	51.6m <sup>2</sup> (556ft <sup>2</sup> )	52.2m <sup>2</sup> (573ft <sup>2</sup> )
1 Bed Den	57.5m <sup>2</sup> (619ft <sup>2</sup> )	54.5m <sup>2</sup> (587ft <sup>2</sup> )
2 Bed	74.7m <sup>2</sup> (804ft <sup>2</sup> )	76.4m <sup>2</sup> (822ft <sup>2</sup> )
2 Bed Den	87.0m <sup>2</sup> (937ft <sup>2</sup> )	92.0m <sup>2</sup> (990ft <sup>2</sup> )
3 Bed PHs	94.4m <sup>2</sup> (1,016ft <sup>2</sup> )	94.6m <sup>2</sup> (1,018ft <sup>2</sup> )

Beedie will continue to meet the City's Family-Friendly Units Policy, with a minimum of 51% of the units meeting the criteria in the policy. Beedie has indicated to staff that it may exceed that percentage, but that will depend on market demand at the time of pre-sales and construction.

The proposed minor increase to the maximum permitted floorplate size has no material impact on building massing (i.e., form). However, replacing the inset balconies with cantilevered balconies on some building elevations and moving interior support columns to the exterior does affect building design (i.e., character). Beedie has prepared the attached change submission package which shows the new rendering and elevation drawings compared to what was presented at the time of first reading with what is now proposed (**Attachment 5**). Staff believe that the proposed changes to the tower design are minor and do not materially affect the overall design. That said,

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staff's initial review has identified some elements that will be requested to closer align with the original building designs. An additional architectural review will occur with the development permit phase.

Overall, staff support the proposed amendment to the bylaws for the maximum tower floorplate size as it improves livability by removing the smallest units, creates more efficient layouts without any internal support columns, and provides slightly larger units.

### Potential *kʷikʷəłəm* (Kwikwetlem) First Nation Housing

Staff noted to Council in the first reading report that Beedie has been in discussions with KFN to enter into an agreement allocating space in the phase one tower for First Nations housing.

The approach will see 1,655m<sup>2</sup> (17,813ft<sup>2</sup>) of residential floor area, accommodating about 20 units, sold at cost to KFN for non-market rental housing. The first reading report indicated that further details regarding this proposed KFN housing component would be reported at the time of second reading consideration and incorporated into the draft term sheet. In anticipation of the delivery of this non-market housing on the main site, the draft CD94 zone included a provision that sets aside 1,655m<sup>2</sup> (17,813ft<sup>2</sup>) of residential floor area specifically for this use.

Beedie has informed staff that it is in the process of negotiating a formal Memorandum of Understanding (MOU) with KFN on the terms and conditions of delivery of this housing. What Beedie is proposing in the MOU includes, approximately 20 units, with a mix of one, two and three bedroom units. However, Beedie has told staff that it is unknown at this point what housing needs KFN has. To ensure the housing will support the needs of the nation, KFN is not ready to commit to a specific unit mix or rental type at this time. It is also possible that the unit mix and rental plan may change. In providing this flexibility, the exact number and percentage of below market units is to be determined.

Staff have had no discussions directly with KFN on this matter and are respecting the process currently underway between Beedie and KFN to finalize a MOU. Beedie has indicated that once the MOU is finalized, a copy will be shared with the City so that the exact terms and conditions are known.

Given the above circumstances, staff are recommending the following, which Beedie has agreed to:

1. That the CD94 zone be amended as part of second reading to make non-market housing a potential use, but not a required use to provide flexibility on how the inclusionary housing is achieved.
2. That the draft term sheet specify that if the 1,655m<sup>2</sup> (17,813ft<sup>2</sup>) of residential floor area is acquired by KFN, there will be no Housing Agreement Bylaw that specifies the type of residential use unless KFN agrees to this condition.
3. That the draft term sheet specify that if KFN does not acquire the 1,655m<sup>2</sup> (17,813ft<sup>2</sup>) of residential floor area, a Housing Agreement Bylaw will be adopted which requires that the space be used for non-market housing.
4. That the draft term sheet require that agreement between Beedie Living and KFN be reached prior to the issuance of the first development permit for the main site. If

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agreement is not reached and Beedie wishes to obtain the development permit, clause 3 above will apply.

Staff support providing KFN the opportunity to determine their housing needs in due course as it aligns with the City’s Strategic Goal of, *“enhancing community wellbeing, including incorporating our values, including diversity, equity, inclusion, Truth and Reconciliation, and climate action, into our policies, plans, and initiatives”*.

As mentioned earlier in this report, Beedie intends to meet the Inclusionary Zoning – Affordable Rental Units Policy by the combination of the Women’s Transitional Housing Facility and additional housing on the primary site. As noted, the KFN housing may or may not include non-market units and would not be subject to a Council approved housing agreement bylaw. If the KFN housing does not include non-market housing, the project would not be meeting the intent of the 6% non-market housing outlined in the policy.

Vehicle Parking

At the time that Council gave first reading to the rezoning bylaw for the main site, the section on Parking, Loading, and Bicycle Parking read:

The provision of parking, loading and bicycle parking for Buildings in the CD94 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations in conjunction with transportation demand management measures:

Type of Use	Vehicle Parking Required
All uses combined, including residential, commercial and visitor	868 spaces

For clarity, the table in this section of the bylaw has been amended to read as follows:

Type of Use	Vehicle Parking Required
Commercial and Visitor	181 spaces
Residential	687 spaces

The amendment reflects that Beedie is not proposing to reduce its commercial parking requirements below those set out in the Zoning Bylaw. It is only the residential parking where a reduction is proposed.

Draft Term Sheet

The attached draft term sheet titled “Beedie Living Port Moody TOD Term Sheet (Draft)” will be used as the basis for preparation of two development agreements – one for each site – setting out Beedie’s obligations as part of the redevelopment of the subject lands (**Attachment 6**). Completion of the two development agreements, ready to register on land title, will be one of the conditions of bringing forward the bylaws to Council for adoption.

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Key conditions of the draft term sheet include:

- Financial contributions from Community Amenity Contributions, Development Cost Charges, 215A Development Levies, and Density Bonus totaling approximately \$27,800,000 (see Financial Implications section for additional details).
- Beedie designing, constructing and maintaining the plaza at its expense and providing a statutory right of way (SROW) to allow public access at all times.
- A Housing Agreement Bylaw being prepared and adopted for the women’s transition facility at 2806 Spring Street.
- As discussed earlier, if KFN does not acquire some or all of the residential floor area allocated to them on the main site, this floor area will be subject to a Housing Agreement Bylaw requiring that it be used instead for below market rental housing.
- A number of off-site improvements and upgrades, including:
  - constructing the Golden Spike Way extension along the rear of the main site development and providing SROWs allowing access at all times by the City and the public;
  - constructing improvements to its Spring Street frontage in accordance with the Moody Centre Transit-Oriented Community Design Guidelines;
  - designing and constructing a road connecting Spring Street and the Golden Spike extension, which will be located immediately to the east of the proposed realigned and daylight creek on the PCI property, and turned over to the City; and
  - upgrading Buller Street.
- Beedie providing the land to extend Spring Street eastward through to Buller Street and Beedie acquiring a portion of Electronic Avenue (which will be renamed “Electronic Mews”).
- Adherence to the City’s Step Code policy and potential connection to the NEU that is being explored.

Response to Council Concerns

Based on a review of the July 23, 2024, Council meeting, the following table outlines the issues raised by Council and the applicant’s response to those concerns:

Issue	Applicant’s Response
Greenery and Flexibility	<p>Council expressed a desire to see more greenery throughout the development, including on the plaza (discussed below), by enhancing the streetscape (also discussed below) and on the rooftops.</p> <p>In response, Beedie has prepared an updated concept plan that shows where greenery is planned (<b>Attachment 7</b>). Among other features, it includes a community garden on the rooftop of the west podium. This concept plan will be refined at the development permit stage for each of the two phases of the project.</p>

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<p>Plaza Design</p>	<p>Beedie is proposing a large plaza on the main site in phase two, referred to as the "Living Room," which could be programmed in various ways. At the time of the first reading report, staff noted that discussions were continuing between staff and Beedie to determine the ultimate ownership of the plaza (City versus private) since both options have their pros and cons. It has now been concluded that the plaza will remain in Beedie's ownership, with an SROW to allow public access. The attached draft term sheet includes a high level concept (attached to the term sheet) showing the high level conceptual plan for the plaza.</p> <p>The detailed plaza design will be prepared as part of the development permit for phase 2 of the development on the main site. It will take into consideration Council's direction to enhance the design of the plaza area, such as increasing greenery, including more trees and plantings, to create a more inviting space and also to program the plaza to accommodate various seasonal activities and reduce the austere concrete feel. Council will have an opportunity to review the detailed plaza design when the phase 2 development permit is brought forward for approval.</p>												
<p>Vibrant Streetscape and Streetscape Enhancements</p>	<p>Council is seeking to create a vibrant streetscape with diverse uses at the street-level commercial spaces to enhance the overall pedestrian experience, as well as to increase green elements in the streetscape.</p> <p>As reported to Council at the time of first reading of the bylaws, Moody Centre Transit-Oriented Community Design Guidelines were being prepared that are intended to be added to the Guidance Framework. The design guidelines present a unified approach to urban landscape planning and streetscape standards to create a safe, inviting, high quality public realm while enabling uniquely designed individual projects that fit within this new transit-oriented neighbourhood. To provide overall guidance, they encompass a range of elements such as accommodating various modes of transportation, creation of a series of character nodes and related public spaces, along with incorporating streetscape elements (e.g., lighting, street furniture, signage and wayfinding, softscape and hardscape areas), tree and vegetation planting, and high-level stormwater management opportunities.</p> <p>These guidelines have now been completed and they will be brought forward to Council in early 2025.</p>												
<p>Clarity on Financial Contributions</p>	<p>Detailed information regarding the financial contributions that this project would provide can be found in the Financial Implications section of this report. In summary, the following payments would be made:</p> <table border="1" data-bbox="548 1629 1300 1843"> <thead> <tr> <th>Financial Contribution</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Community Amenity Contributions (CACs)</td> <td>\$1,590,000</td> </tr> <tr> <td>215 Development Levies</td> <td>\$2,589,000</td> </tr> <tr> <td>Development Cost Charges (DCCs)</td> <td>\$7,560,000</td> </tr> <tr> <td>Density Bonus Payment</td> <td>\$16,100,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$27,839,000</b></td> </tr> </tbody> </table>	Financial Contribution	Amount	Community Amenity Contributions (CACs)	\$1,590,000	215 Development Levies	\$2,589,000	Development Cost Charges (DCCs)	\$7,560,000	Density Bonus Payment	\$16,100,000	<b>Total</b>	<b>\$27,839,000</b>
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<b>Total</b>	<b>\$27,839,000</b>												

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<p>Sustainability and Environmental Considerations</p>	<p>Beedie has committed to meeting or exceeding Step Code 3 of the BC Energy Step Code and providing a Low Carbon Energy System (including accommodation of a potential District Energy System). This commitment meets the City's BC Energy Step Code and Zero Carbon Step Code Rezoning Applications Corporate Policy (2019-03).</p> <p>The amount of glazing on the towers is designed taking the Step Code requirements into consideration.</p> <p>Beedie has also committed to terms and conditions under which it would connect to the Neighbourhood Energy Utility (NEU) that the City is currently exploring if it is found to be feasible and the City implements it.</p>
<p>Job Creation</p>	<p>Beedie had initially proposed 4,319m<sup>2</sup> (46,484ft<sup>2</sup>) of commercial floor area on its main site, all of it on the first floor (street level) of the buildings. Based on input from Council and staff to explore ways to increase employment when the application was presented to the Community Initiatives and Planning Committee (CIPC) in February 20, 2024, Beedie added a second level of commercial floor area on the west podium. This space is intended to accommodate both office users and a childcare facility. This resulted in the commercial floor area being increased by 46% to a minimum of 6,300m<sup>2</sup> (67,815ft<sup>2</sup>). The draft CD zone sets a maximum of 6,700m<sup>2</sup> (72,120ft<sup>2</sup>) of commercial floor area to give Beedie flexibility to add more floor area if feasible at the detailed development permit and building permit stages when the floor area plans are fully developed.</p> <p>While not considered as commercial floor area and therefore not part of the jobs total, Beedie is also proposing approximately 223m<sup>2</sup> (2,400ft<sup>2</sup>) of co-working space for use by residents of the development, a reflection of the emerging trend of more people working at least part of the time from their homes and sometimes seeking space to work outside of their homes, but in close proximity. This co-working space is part of the minimum of 1,975m<sup>2</sup> (21,260ft<sup>2</sup>) of indoor amenity space that will be provided on the main site and may attract more work from home residents to the development.</p> <p>In total, Beedie's main site is estimated to support between 520 and 555 jobs based on the mix of tenant types and sizes that Beedie anticipates being most interested in locating on the site.</p> <p>Beedie has considered Council's desire expressed at the time of first reading to see even more job creation on the site beyond that described above. However, that could only be achieved by adding more above grade employment floor area, which would mostly likely be in the form of more office space. Beedie believes that there is not sufficient market demand to warrant more office space on top of that already added to the second storey of the west podium. Beedie has also noted to staff that adding more commercial floorspace would require an additional below grade parking, which would be costly since it would mean going down another level. For these reasons, Beedie wishes to stay with the current range of 6,300m<sup>2</sup> (67,815ft<sup>2</sup>) to 6,700m<sup>2</sup> (72,120ft<sup>2</sup>) of commercial (employment) floor area set out in the proposed CD94 zone.</p>



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<p>Additional Features – Artist Studios and Public Art</p>	<p>With respect to Council’s request at first reading that Beedie consider incorporating artist studios into the project mix, Beedie has noted to staff that the commercial space can accommodate artist studios if there is demand, but it would not be on a dedicated basis. Staff also note that PCI’s proposed development immediately to the west of Beedie’s main site is setting aside approximately 372m<sup>2</sup> (4,000ft<sup>2</sup>) of its ground level commercial floor space for use by a community-active artist or arts organization.</p> <p>Beedie has committed \$2.4 million to public art. Beedie has engaged a public art consultant and a detailed public art plan will be developed. Completion of this public art plan to the satisfaction of the City will be a condition of receiving a development permit for the main site.</p>
<p>Transportation Demand Measures</p>	<p>Beedie is proposing a number of Transportation Demand Management (TDM) measures. These measures, which are elaborated upon in the draft term sheet (<b>Attachment 6</b>), include:</p> <ul style="list-style-type: none"> <li>• car share vehicles;</li> <li>• enhanced secured bicycle parking for all required bicycle parking spaces;</li> <li>• enhanced bicycle facilities including wash and repair stations, and end-of-trip facilities for non-residential users which will include showers and lockers; and</li> <li>• a financial contribution of \$175,000 toward subsidizing monthly transit passes.</li> </ul>
<p>Noise Mitigation</p>	<p>Beedie is proposing the following approach to mitigating noise from the adjacent rail and transit corridor:</p> <ul style="list-style-type: none"> <li>• Beedie will be engaging an acoustic consultant to conduct detailed noise impact studies at various stages of the project. This will include baseline noise measurements and analysis of both daytime and night-time noise levels from the rail and transit corridor. The consultant will also assess potential noise sources such as vibrations.</li> <li>• Based on the acoustic study, Beedie will develop and incorporate a noise attenuation strategy tailored to the specific conditions of the site. This may include the use of high-performance glazing, enhanced wall assemblies, and soundproofing materials in critical areas such as residential units facing the transit corridor. The design of the buildings will also consider the orientation of windows, balconies, and common spaces to minimize exposure to direct noise sources.</li> <li>• Where necessary, modifications to the building design may be made to further reduce noise intrusion. This could include strategic placement of mechanical rooms or acoustic buffers such as landscaped zones. The overall design will prioritize both noise reduction and aesthetic integration with the surrounding urban context.</li> </ul> <p>Further details on the specific noise mitigation measures that will be incorporated into building design and construction will be determined at the development and building permit stages.</p>

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Concluding Comments

The proposal would provide about 981 dwelling units on the main site, along with the women’s transition housing facility comprising between about 40 and 50 units on the second site. The inclusion of a plaza, referred to as the “Living Room”, on the main site presents an opportunity for recreation and social interaction, with the programming details, including public art, to be determined at the development permit stage for phase 2 of the project. The commercial space planned for the project, including retail, office and a large child care facility, will support an estimated 520 to 555 jobs. The proposal to extend Spring Street through Beedie’s site to connect to Buller Street plays a crucial role in enhancing connectivity within the Moody Centre TOD neighborhood and to other parts of the community. If approved, the project would make a significant financial contribution the City, totaling approximately \$27.8 million.

**Other Option(s)**

THAT Bylaw No. 3475, Bylaw No. 3473, and/or Bylaw No. 3474 not be read a second time and be referred back to the applicant and staff to address the following items:

insert items

**Financial Implications**

Developer Financial Contributions

Beedie’s financial contributions to the City are estimated below:

<b>Beedie Financial Contributions</b>	
<b>Financial Contributions to City</b>	<b>Value</b>
Community Amenity Contributions	
General Reserve (66.6%)	\$1,060,000
Affordable Housing Reserve (33.3%)	<u>\$530,000</u>
<b>Total CACs</b>	<b>\$1,590,000</b>
Density Bonus Payment	<b>\$16,100,000</b>
215A Development Levy Fee	<b>\$2,589,000</b>
Development Cost Charges to be Paid	<b>\$7,560,000</b>
<b>GRAND TOTAL</b>	<b>\$27,839,000</b>

\* Excludes 2806 Spring Street.

\*\* The eastern portion of Beedie’s site between Electronic Avenue and Buller Street falls within the City’s 215A Levy Area of Inlet Centre and is subject to development levies rather than CACs and DCCs.

The above fees are to be paid prior to the issuance of a building permit. Each phase of the project for which a building permit is necessary will be assigned a pro rata share of the payment with such share being payable prior to the issuance of the building permit for that phase.

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## CAC Waiver Request for Women's Transitional Housing Facility

Per section 9 of the City's Community Amenity Contribution Program Corporate Policy (2017-01), staff are recommending that the CACs be waived by Council for the affordable housing (non-market rental) project at 2806 Spring Street. These CACs, if payable, would total about \$130,000.

## Communications and Public Engagement Initiatives

Notification signs informing the public of the development application were placed on the subject sites in accordance with the City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918.

Two updated Engage Port Moody summary reports are attached: one for the main site (**Attachment 8**) and the other for the second site (**Attachment 9**).

For the main site, a total of 86 comments were received up to November 14, 2024. Of those comments, 18 were supportive, 68 were opposed and 7 had a mixed reaction. The majority of those opposed had concerns with the heights of the buildings, as well as traffic and community impacts. Those in support felt that it would make a positive contribution to the area. Verbatim comments for all responses are included in the summary.

For the second site, no further comments have been received since the previous public engagement summary was shared at first reading. In summary, a total of 10 comments were received up to November 14, 2024. Of those comments, none were supportive, eight were opposed and two had a mixed reaction. Concerns included building design and also that the proposed use would not be a good fit for the area. Verbatim comments for all responses are included in the summary.

Beedie has undertaken a public engagement program that began prior to submission of its application in mid-2023. The results were contained in a report prepared for Beedie by its community relations consultants that was part of the first reading report to Council.

If the project proceeds through second reading of the bylaws, the public will have an opportunity to comment at the Public Hearing, for which notification will be provided in accordance with Development Approval Procedures Bylaw, 2023, No. 3417.

## Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goals:

- Strategic Goal 2.3 – Enhance and expand parkland and open spaces;
- Strategic Goal 3.1 – Create complete and connected communities through balanced growth;
- Strategic Goal 3.3 – Enhance community wellbeing;
- Strategic Goal 4.1 – Improve the local business climate; and
- Strategic Goal 4.3 – Leverage public spaces.

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## Attachment(s)

1. Report considered at the July 23, 2024, Regular Council Meeting.
2. Draft OCP Amendment Bylaw No. 3475.
3. Draft Zoning Amendment Bylaw No. 3473.
4. Draft Zoning Amendment Bylaw No. 3474.
5. Change Submission Package – 3060-3092 Spring Street and 80-85 Electronic Avenue.
6. Draft Term Sheet – 3060-3092 Spring Street and 80-85 Electronic Avenue, and 2806 Spring Street.
7. Updated Landscape Plan – 3060-3092 Spring Street and 80-85 Electronic Avenue.
8. EngagePM Summary Report – 3060-3092 Spring Street and 80-85 Electronic Avenue.
9. EngagePM Summary Report – 2806 Spring Street.

## Report Authors

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## Report Approval Details

Document Title:	Second Reading - OCP and Rezoning (TOD) - 3060-3092 Spring Street, 80-85 Electronic Avenue, and 2806 Spring Street (Beedie Living).docx
Attachments:	<ul style="list-style-type: none"> <li>- Attachment 1 - Report considered at the July 23, 2024, RC meeting - Bylaw Nos. 3475, 3473, 3474 - Beedie Living.pdf</li> <li>- Attachment 2 - Draft OCP Amendment Bylaw No. 3475.pdf</li> <li>- Attachment 3 - Draft Zoning Amendment Bylaw No. 3473.pdf</li> <li>- Attachment 4 - Draft Zoning Amendment Bylaw No. 3474.pdf</li> <li>- Attachment 5 - Change Submission Package - 2060-3092 Spring Street and 80-85 Electronic Avenue.pdf</li> <li>- Attachment 6 - Draft Term Sheet - 3060-3092 Spring Street and 80-85 Electronic Avenue.pdf</li> <li>- Attachment 7 - Updated Landscape Plan - 2060-3092 Spring Street and 80-85 Electronic Avenue.pdf</li> <li>- Attachment 8 - EngagePM Summary Report - 3060-3092 Spring Street and 80-85 Electronic Avenue.pdf</li> <li>- Attachment 9 - EngagePM Summary Report - 2806 Spring Street.pdf</li> </ul>
Final Approval Date:	Nov 26, 2024

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

Kate Zanon, General Manager of Community Development - Nov 25, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Nov 25, 2024

Lindsay Todd, Manager of Communications and Engagement - Nov 25, 2024

Paul Rockwood, General Manager of Finance and Technology - Nov 26, 2024

Anna Mathewson, City Manager - Nov 26, 2024

Considered at the December 3, 2024, Special Council meeting

Considered at the July 23, 2024, Regular Council meeting



# City of Port Moody

## Report/Recommendation to Council

Date: July 23, 2024  
Submitted by: Community Development Department – Development Planning Division  
Subject: First Reading, Bylaw Nos. 3475, 3473, and 3474 – Official Community Plan Amendment and Rezoning (TOD) Bylaws – Moody Centre (Beedie Living)

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### Purpose

To present an Official Community Plan (OCP) amendment bylaw and two rezoning bylaws for first reading. The purpose is to facilitate the development of a high-density mixed-use development on one site and a six-storey women’s transition housing facility on a second site, both in the Moody Centre Transit Oriented Development (TOD) area.

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### Recommended Resolution(s)

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 39, 2024, No. 3475 (Beedie – Moody Centre) be read a first time as recommended in the report dated July 23, 2024, from the Community Development Department – Development Planning Division regarding First Reading, Bylaw Nos. 3475, 3473, and 3474 – Official Community Plan Amendment and Rezoning (Transit-Oriented Development) Bylaws – Moody Centre (Beedie Living);**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94) be read a first time;**

**AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95) be read a first time;**

**AND THAT prior to Council consideration of second reading of Bylaw Nos. 3473, 3474, and 3475, a term sheet be prepared and presented to Council, which will form the basis for a development agreement setting out the applicant’s obligations as part of the redevelopment of the subject lands, including the details of public amenity contributions and timing.**

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### Executive Summary

This report addresses the development application by Beedie Living (Beedie) for two sites: one located at 3060-3092 Spring Street and 80-85 Electronic Avenue (main site), and the other located at 2806 Spring Street (second site). The proposed mixed-use transit-oriented development (TOD) comprises three residential towers (32, 34, and 38 storeys), commercial

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space, including child care, and a plaza on the main site, along with a six-storey women's transition housing facility on the second site. Ownership of the second site will be transferred from Beedie to BC Housing once the facility is constructed.

Sufficient progress has been made on refining the application based on early input from Council, as well as from the Land Use Committee and the former Advisory Design Panel, that staff are bringing forward an OCP amendment bylaw and two rezoning bylaws for first reading consideration. If Council gives first reading to the bylaws, they will be brought back for second reading and referral to public hearing once a term sheet has been drafted that sets out Beedie's financial contributions (cash and in-kind) and other on- and off-site obligations as part of the development.

## Background

The City received an Official Community Plan (OCP) and rezoning application from Beedie on September 15, 2023 (with the submission being fully completed October 18th) for two sites within the Moody Centre TOD area, as summarized above. An Application Fact Sheet is provided as **Attachment 1**.

The application was presented to the former Advisory Design Panel on January 25, 2024, to the Land Use Committee on February 5, 2024, and to the Community Initiatives and Planning Committee (CIPC) on February 20, 2024.

CIPC's input included the following requests for further information and consideration by Beedie and City staff:

1. Traffic impacts.
2. Increasing employment space and jobs.
3. Potential excessive parking.
4. Exploring the possibility of providing child care services on site notwithstanding the child care potentially proposed on a nearby site.
5. More details and clarity around the proposed amenity package, including the public benefits and financial contributions.
6. Seeking a more aesthetically pleasing architectural design without compromising building codes, if feasible.
7. Ensuring the timeline for the women's transition housing facility aligns with the first phase of development.
8. A desire to provide senior housing options alongside the women's transition facility.
9. Integration of the Happy Cities "wellbeing policy" as soon as it is adopted/approved.
10. Consideration of home-based and remote working jobs, with appropriate spaces in amenity areas.
11. Enabling connection to a proposed district energy system.
12. For the women's transition housing facility: exploring the possibility of greater heights due to its location in the TOD area; and considering negotiations with the City for adjacent lands.

Each of these topics is addressed in this report.

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## Discussion

### Property Description

As noted, there are two separate sites that are part of the application:

- ≠ The main site (3060-3092 Spring Street and 80-85 Electronic Avenue) consists of four lots, all owned by Beedie (**Attachment 2**). Beedie plans to acquire from the City the portion of Electronic Avenue between Spring Street and the future Golden Spike Way extension to incorporate into its development as a narrow private roadway (one-way) with a Statutory Right of Way (SROW) for public access. In exchange, Beedie proposes to extend Spring Street eastward to connect to Buller Street and dedicate that land to the City as a road.<sup>1</sup> This extension is an important part of enhancing connectivity both within the neighborhood and to other parts of the community. The final proposed development site is approximately 1.5 hectares (3.8 acres) in size.
- ≠ The main site is proposed to be developed in two phases: the first phase composed of a residential tower and mixed use podium at the east end of the site adjoining Buller Street; and the second phase of two towers and mixed use podium on the remaining two-thirds of the site. The planned phasing is intended to accommodate existing commercial tenancies and to facilitate the overall excavation and construction sequence for this major development project.
- ≠ The second site (2806 Spring Street) consists of a single lot, about 810m<sup>2</sup> (8,713ft<sup>2</sup>) in size, that is also owned by Beedie (**Attachment 3**).

All the subject lots are within the OCP Moody Centre Transit Oriented Development land use designation and are currently zoned as Light Industrial (M1) (**Attachment 4**).

### **Neighborhood Context:**

The main site fronts onto Spring Street and Buller Street. Surrounding development consists of:

- ≠ North: the CPKC Rail and Evergreen Line/Westcoast Express corridor.
- ≠ East: Across from Buller Street is a four-story mixed-use development completed in the late 1990s. It is outside of the designated Moody Centre TOD area.
- ≠ West: Properties owned by PCI, currently zoned M1 and also designated in the OCP as Moody Centre TOD development. PCI submitted an application last year for an OCP amendment, rezoning, and development permit to allow a high-density mixed-use development. This includes commercial space at the street and second levels, artist space, and two 39-storey towers with 857 units of residential housing, all of it rental. Council received and commented on this application at its November 21, 2023, CIPC meeting.
- ≠ South: Five lots on the south side of Spring Street facing St. Johns Street, four of which are zoned General Commercial (C3), and one which is zoned Service Station Commercial (C4). All five lots are designated in the OCP as Moody Centre TOD development. It is envisioned that these lots will accommodate high-density mixed-use development, possibly including two towers up to 26 storeys in height, through at least a

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<sup>1</sup> A road closure bylaw and accompanying purchase and sales agreement for this proposed road acquisition and exchange will be brought forward later in the process if Council supports advancing this application.



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partial land assembly. There are no active development applications for these properties.

The second site fronts onto Spring Street, about three blocks west of the main site. Surrounding development consists of:

- ≠ North: Road allowance owned by the City that is currently used for public parking.
- ≠ East: Three lots zoned M1 where a land assembly is being pursued by another developer. There is not yet an active development application for these lots, but it is envisioned that, once assembled, they could accommodate a high-density mixed-use development, with one tower possibly up to 33 storeys in height.
- ≠ West: A single small lot zoned M1 (84 Moody Street) with a newer two storey commercial building on it.
- ≠ South: Directly across on the south side of Spring Street facing St. Johns Street, one lot zoned General Commercial (C3). This lot is also part of a land assembly being pursued by another developer for a high-density mixed-use development, with one tower possibly up to 26 storeys in height.

### Potential Merger of Other Properties with 2806 Spring Street

Staff, working with Beedie, explored the possibility of merging the proposed 2806 Spring Street development with one or more surrounding properties to allow for a more comprehensive and mutually beneficial development that might include, for example, a seniors housing component and also a denser form of development, as suggested by CIPC. However, based on discussions with adjacent property owners, it was concluded that the owners are not a point where their plans for any potential redevelopment are likely to happen in the same timeframe as redevelopment of 2806 Spring Street. Beedie's application therefore remains for the single lot alone and, given its relatively small size, it cannot accommodate a building of significantly more height, nor would more density align with the optimum size of the facility that BC Housing is seeking to develop on the site.

With respect to the parcels adjacent to 2806 Spring Street:

- ≠ The properties to the east, all the way to Hugh Street, are part of a land assembly, but the timing of when a development application may be submitted to the City is unknown.
- ≠ The corner lot to the west (84 Moody Street), which has a newer two storey building on it, could in the future be redeveloped to accommodate up to six storeys, which would match the height of the building proposed for 2806 Spring Street. It would also match the height of the buildings recently developed on the west side of Moody Street, creating a balanced street wall. There is also the potential that this lot could form part of a future assembly that includes some of the City land discussed below.
- ≠ The opportunities for the City land immediately to the north that is currently being used for parking are still being explored by staff. If the land is developed, at least in part, and requires parking, that parking could be accessed via a Statutory Right of Way (SROW) through the 2806 Spring Street parkade and that possibility is built into the parkade plans for 2806 Spring Street. Among the uses that may be appropriate for the City land is a seniors facility or some other form of housing that has a social / community benefit. Alternatively, there is also the potential for it to be used as active park space or another public amenity.

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## Proposal:

### Submission Document

Beedie's key submission document (May 2024 Revision 1 version) is included as

**Attachment 5**. Also attached are a number of colour renderings of the project on the main site (**Attachment 6**)

### Proposed OCP Amendments

An OCP Land Use and Building Height Designations map is included as **Attachment 7**.

In order for the main site to be rezoned as proposed, there are four key OCP policies for the Moody Centre TOD area that require site-specific amendment:

- increasing the maximum permitted tower height from 26 storeys up to 32, 34, and 38 storeys;
- increasing the maximum permitted tower floorplate size from in the range of 700m<sup>2</sup> (7,535ft<sup>2</sup>) to about 770m<sup>2</sup> (8,290ft<sup>2</sup>);
- decreasing the minimum required distance separation between towers from 60m (197ft) to no less than 40m (131ft); and
- moving the eastern boundary of the TOD area from Electronic Avenue to Buller Street.

These four amendments proposed by Beedie are aligned with the Moody Centre Transit Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (the "Guidance Framework") adopted by Council in December 2023 (**Attachment 8**).

The second site at 2806 Spring Street where the six-storey women's transition facility is proposed would not require any OCP amendments.

### Development Summary

Beedie's updated proposal includes the following key elements, per the draft Comprehensive Development (CD) zones that have been prepared:

	<b>Main Site</b>	<b>Second Site</b>
Land Area – m <sup>2</sup> (ft <sup>2</sup> )	15,528 (167,147)	810 (8,713)
Gross Floor Area – m <sup>2</sup> (ft <sup>2</sup> )	80,079 (861,970)	3,116 (33,543)
FAR	5.26	3.8
Residential Floor Area	Market: 78,424 (844,149) Non-Market: 1,655 (17,814)	3,116 (33,543)
Residential Units	981 (including approximately 20 non-market)	40 - 50 non-market
Commercial (Employment) Floor Area – m <sup>2</sup> (ft <sup>2</sup> )	6,300 (67,815) - minimum 6,700 (72,120) - maximum	None
Indoor Amenity Space – m <sup>2</sup> (ft <sup>2</sup> )	1,975 (21,260)	147 (1,582)
Below Grade Vehicle Parking - All Uses Combined	868 stalls - minimum	4 stalls – minimum

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As noted above, Beedie is proposing to phase this major development project. The phase one construction is targeted to start later in 2026 with building occupancy anticipated around mid-year 2029. Phase two construction is forecast for late 2027 and occupancy in mid-2031.

## Commercial (Employment) Floorspace

Beedie's main development site constitutes 22.3% of the total developable area within the Moody Centre TOD area. According to the Employment Floorspace formula outlined on page 2 of the Guidance Framework, the site should consequently accommodate around 625 jobs, which is 22.3% of the target of a minimum of 2,800 jobs (excluding home-based jobs) within the Moody Centre TOD area at full-build-out. This allocation aims to foster a complete community and contribute to Port Moody's portion of projected regional employment.

Beedie had initially proposed 4,319m<sup>2</sup> (46,484ft<sup>2</sup>) of commercial floor area on its main site, all of it on the first floor (street level) of the buildings. Based on input from Council and staff to explore ways to increase employment, Beedie has added a second level of commercial floor area on the west podium. This space is intended to accommodate both office users and a child care facility. This has resulted in the commercial floor area being increased by 46% to a minimum of 6,300m<sup>2</sup> (67,815ft<sup>2</sup>). The draft CD zone sets a maximum of 6,700m<sup>2</sup> (72,120ft<sup>2</sup>) of commercial floor area to give Beedie flexibility to add more floor area if feasible at the detailed development permit and building permit stages when the floor area plans are fully developed. The employment supported by this commercial floor area is estimated to range from 520 to 555 jobs, which moves Beedie much closer to the desired 625 jobs per the Guidance Framework.

While not considered as commercial floor area and therefore not part of the jobs total, Beedie is also proposing approximately 223m<sup>2</sup> (2,400ft<sup>2</sup>) of co-working space for use by residents of the development, a reflection of the emerging trend of more people working at least part of the time from their homes and sometimes seeking space to work outside of their homes, but in close proximity. This co-working space is part of the minimum of 1,975m<sup>2</sup> (21,260ft<sup>2</sup>) of indoor amenity space that will be provided on the main site and may attract more work from home residents to the development.

## Child Care

Beedie's initial submission did not include space specifically for child care since it was assumed by Beedie that the need would be met through another anticipated major development application in the Moody Centre TOD area. However, given the uncertainty over the timing of other development applications, Council requested that Beedie consider including child care space on its main site.

In response, Beedie is now planning between 372m<sup>2</sup> (4,000ft<sup>2</sup>) and 557m<sup>2</sup> (6,000ft<sup>2</sup>) of child care floor area, plus secure outdoor space, as part of the commercial floor area that it has added to the second level of the west podium. The exact amount of floor area provided will depend upon the operator of the child care space and how they intend to program it.

The facility will accommodate between approximately 71 and 107 child care spaces and significantly exceeds the projected child care demand of the development, using the City's Child Care Needs Assessment as a reference. The outdoor play space requirement for the projected child care client group would be met through a combination of an attached exterior deck space and access to the nearby on-site "Living Room" plaza area.

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## Residential

Beedie estimates that the main site will have a total of 981 dwelling units based on its most recent plans and the second site with the women's transition facility will have between 40 and 50 units of varying sizes.

The City's Family-Friendly Units Policy sets out the expectations for the provision of two-bedroom and three-bedroom units in all new multi-residential and mixed-use residential development applications where 20 or more dwelling units are created. As the main site is strata, it is expected to meet the unit mix for strata apartment projects. The proposed zoning for the main site meets or exceeds the policy requirements:

Number Of Bedrooms	Share of Units per Policy	Share of Units per Zoning
Studios	70% max	65% max
One-Bedroom		
Two-Bedroom	20% min	25% min
Three Bedroom or more	10% min	10% min

Beedie has indicated to staff that it may exceed the 25% minimum for two-bedroom units and also the 10% minimum for three-bedroom or more units, but that will depend on market demand at the time of pre-sales and construction, which is several years away if the project is approved.

## Non-Market Housing

As noted in the application submission document, Beedie is currently in discussion with the Kwikwetlem First Nation (KFN) to enter into a partnership allocating space in the phase one tower for First Nations housing. The approach that is being explored would see approximately 1,655m<sup>2</sup> (17,814ft<sup>2</sup>), accommodating roughly 20 units, to be sold at cost to KFN for non-market rental housing. Further details regarding this proposed KFN housing component will be reported at the time of second reading consideration and will need to be incorporated into the term sheet.

As briefly touched on earlier in this report, Beedie has committed to starting development of the women's transition housing facility on its 2806 Spring Street site at the same time as the phase one development starts on the main site and this commitment will be included in the term sheet. Given that the facility is six-storey wood frame construction, as compared to concrete construction of the buildings on the main site, the facility is anticipated to be completed and opened well in advance of completion of the first building on the main site. Transfer of the property by Beedie to BC Housing will occur after the facility is completed.

The 2806 Spring Street transition housing facility is planned with a total floor area of 3,116m<sup>2</sup> (33,543ft<sup>2</sup>) and accommodating approximately 40-50 non-market units. The floor area of this facility will count towards the City's Inclusionary Zoning Policy and any shortfall not meeting the 6% inclusionary policy will be made up by the main site phase one building KFN owned housing units.

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Attachment 1

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Public Art

Beedie has committed \$2.5 million to public art (final value still subject to confirmation by staff as part of finalizing the overall public benefits package). Beedie has engaged a public art consultant, and a detailed public art plan will be developed. Completion of this public art plan will be a condition of receiving a development permit for the main site.

Plaza

As noted in the CIPC report, Beedie is proposing a large plaza on the main site in phase two, referred to as the "Living Room," which could be programmed in various ways. Beedie has refined the design of this plaza (**Attachments 5 and 6**) since its initial submission and discussions continue between staff and Beedie to determine the ultimate ownership of the plaza (City versus private). Both options have their pros and cons. Beedie has proposed to construct and dedicate the "Living Room" as public park via an Air Space Parcel situated over the project's underground parkade. Beedie has also offered a two-year maintenance period for the "Living Room" park facility and thereafter the City would assume that responsibility. Staff have a number of questions and concerns in this regard. Once further analysis and discussion has taken place, staff will present a recommendation on the preferred option to Council for consideration, including the cost implications. This matter will need to be addressed in the near future as the ultimate ownership, maintenance/repair, programming and other arrangements regarding the "Living Room" will be included in the term sheet, which will be brought forward to Council at the same time as second reading of the bylaws.

District Energy

Beedie has committed to design the buildings to meet the City's energy performance policy requirements. Per Council's direction at its May 21, 2024, Finance Committee meeting, Beedie's detailed design will allow connection to some form of district energy system in the future if a system is found to be feasible through the study that the City has just initiated.

Vehicle Parking

Given the transit-oriented nature of the area, Beedie had initially proposed to reduce the off-street vehicle parking rates for all uses combined on its main site from the 1,371 stalls required at the time of application to 1,199 stalls, a difference of 172 stalls (-12.5%). As part the Province's Bill 47 (Transit-Oriented Areas), the City can no longer impose any off-street residential parking requirements, except for people living with accessibility needs, on TOA developments and the Zoning Bylaw has been amended accordingly.

Beedie still intends to provide residential parking, including for visitors, on its main site at an average of 0.71 stalls per unit since it believes that it still needs to provide some residential parking to attract buyers, notwithstanding that the project is in a TOD area.

The City's commercial parking requirements remain in place and Beedie is not seeking a reduction. However, Beedie submitted a report prepared by Bunt & Associates titled Moody Centre Transit-Oriented Development (TOD) Parking & Loading Rationale (September 8, 2023), which states that, "Due to the mixed-use nature of the site, there are inherent opportunities for shared parking between the residential visitor and commercial land uses, considering that the peak parking demand for these land uses typically occur at different times of the day. As such, these land uses are able to operate without reserved parking stalls. Therefore, the potential to share parking between these different land uses was reviewed to reduce the parking supply."

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Beedie is now proposing 868 parking stalls for all uses combined, which is a 28% reduction from the 1,199 stalls initially proposed.

For the smaller second site at 2806 Spring Street, six parking stalls in one level of enclosed parking are proposed since vehicle usage is anticipated to be very low. The CD95 zone requires only four parking stalls to allow flexibility in parking layout, plus the opportunity to have an SROW through the parkade to access the City land immediately to the north of the site if it is ultimately developed, as discussed above. So, there may be six stalls initially, but it could be reduced to four at some point in the future.

### Bicycle Parking

Beedie is proposing to provide off-street bicycle parking on the main site as per the requirements in the City's zoning bylaw. For the second site, off-street bicycle parking will also be provided, but at a reduced rate based on BC Housing's experience with similar facilities.

### Transportation Demand Management

Beedie is also proposing Transportation Demand Management measures for the main site that include:

- ≠ car share vehicles; and
- ≠ enhanced bicycle parking.

### Traffic Impact Assessment

A number of the Moody Centre TOD area landowners, including Beedie, have teamed together to pay the cost of a study that models the Citywide traffic impacts of redevelopment in the area. The terms of reference for the study and the model choice were approved by staff. Work on the study began in March of this year and a first draft of the report by the developers' consultants is expected to be completed in late July/early August.

Based on the findings of that traffic impact study, road system improvements may be identified in the immediate Moody Centre area, which may necessitate funding contributions from Beedie and other area developers to undertake those works. Funding support from Beedie for these required improvements will need to be identified in the term sheet.

### Building Architecture

The building architecture on the main site, including both the podiums and the towers, has been refined. The City's consulting architect / urban designer has reviewed the revised plans and concluded that the refinements have improved building design. Further details on building colours, materials and other elements will be submitted by Beedie at the development permit stage.



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## Spring Street Streetscape Design Guidelines

When Council adopted the Guidance Framework for the Moody Centre TOD area in December 2023, staff were asked to prepare design guidelines for Spring Street. Working with an architectural consultant jointly funded by the Spring Street developer applicants, a cross-department staff team have collaborated with that group in preparing draft streetscape design guidelines over the past several months. Given the challenges of the narrow public road width along Spring Street from Moody to Buller Street, a two-part recommended streetscape concept has been developed. For the section of Spring Street between Hugh and Buller Streets, an 18m wide cross-section has been arrived at generally consisting of two-way vehicle lanes, a multi-directional bicycle and micromobility pathway, tree planting corridors (envisioned to contain stormwater ground recharge systems) and sidewalks on statutory rights of way (SRWs) on the outside edges of the upgraded Spring Street corridor. See **Attachment 9** for the current version of these streetscape cross-section concepts.

The proposed Spring Street streetscape design package is presently being refined by the project group and will be brought forward for Council's consideration in the early fall and ultimately for adoption into the Guidance Framework.

The development plans for both of Beedie's sites in terms of building and parkade setbacks, building massing and proposed on-site landscape areas have been shown to be consistent with the draft streetscape guidelines.

## Public Benefits

Staff continue to work with Beedie on the public benefits package (cash and in-kind) to be delivered as part of the proposed development, as well as any density bonus, community amenity contribution (CAC) and / or development cost charge credits that may be appropriate. As noted above, that includes determining the ultimate ownership of the "Living Room" plaza on the main site. All this will be put into a term sheet for Council's consideration and this term sheet will be one of the conditions of bringing the bylaws to Council for second reading and referral to public hearing. If endorsed by Council, the term sheet will be the basis for a development agreement that must be completed as one of the conditions of adoption of the bylaws (fourth reading).

## Happy Cities Social Well Being Guidelines

Happy Cities prepared a report in August 2021 on behalf on a number of the landowners within the Moody Centre TOD Area titled "Boosting Wellbeing in Moody Centre" (**Attachment 10**). Beedie has used this report as guide in preparing its plans, as discussed in the Rezoning Booklet on pages 13-21 (**Attachment 5**).

On June 18, 2024, Council endorsed the Social Well Being Guidelines prepared with the assistance of Happy Cities. Some of the elements in the guidelines will be incorporated into the Sustainability Report Card and others will form part of new Social Well Being Guidelines Worksheets for development applications. The guidelines, worksheets and updated Sustainability Report Card are intended to be finalized and posted on the City's website and form part of the requirements for development application as of September 2024. Since this work is still underway, it has not been applied to Beedie's submission.

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Sustainability Report Card

An updated completed Sustainability Report Card, with staff’s grading and comments, is included as **Attachment 11**.

Pillar	Total possible points	Sum of N/A points	Sum of missed points	Applicant total points	Pillar % score
Cultural Sustainability	56	27	5	24	82
Economic Sustainability	93	12	22	59	72
Environmental Sustainability	172	22	60	90	60
Social Sustainability	165	14	81	70	46

The scores went up by 10-20% from the initial Sustainability Report Card. Beedie is reviewing staff’s comments to determine if there are items that can be further addressed to increase the scores.

Concluding Comments

The proposal would provide about 961 market and 20 non-market units on the main site, along with a much-needed women’s transition housing facility comprising between about 40 and 50 units on the second site. The inclusion of a large plaza, referred to as the “Living Room”, also presents a significant opportunity for recreation and social interaction, although programming details are still being determined, as well as the ultimate ownership of the plaza. Additionally, the proposal to extend Spring Street through Beedie’s site to connect to Buller Street plays a crucial role in enhancing connectivity within the neighborhood and to other parts of the community.

**Bylaws**

Bylaw No. 3475 (**Attachment 15**), Bylaw No. 3473 (**Attachment 16**), and Bylaw No. 3474 (**Attachment 17**) are presented for consideration of first reading.

**Other Option(s)**

THAT Bylaw No. 3475, Bylaw No. 3473, and Bylaw No. 3474 not be read a first time and be referred back to the applicant and staff to address the following items:

insert items

**Financial Implications**

There are no financial implications associated with the recommendations in this report. However, as discussed above, the financial contributions (cash and in-kind) and related items are still being determined and will be part of the term sheet required as part of consideration of second reading of the bylaws.



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## Communications and Public Engagement Initiatives

Notification signs informing the public of the development application were placed on the subject sites in accordance with the City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918.

Two Engage Port Moody summary reports are attached: one for the main site (**Attachment 12**) and the other for the second site (**Attachment 13**).

For the main site, a total of 80 comments were received up to June 27, 2024. Of those comments, 17 were supportive, 57 were opposed and 6 had a mixed reaction. The majority of those opposed had concerns with the heights of the buildings, as well as traffic and community impacts. Those in support felt that it would make a positive contribution to the area. Verbatim comments for all responses are included in the summary.

For the second site, a total of 10 comments were received up to June 27, 2024. Of those comments, none were supportive, 8 were opposed and 2 had a mixed reaction. Concerns included building design and also that the proposed use would not be a good fit for the area. Verbatim comments for all responses are included in the summary.

Beedie has undertaken a public engagement program that began prior to submission of its application in mid-2023 and has continued since then. Most recently, that included hosting two community workshops on February and March, 2024, as well as using other public engagement tools. Further details are contained in the attached report prepared for Beedie by its community relations consultants (**Attachment 14**).

If the project proceeds through initial bylaw readings, the public will have an opportunity to comment at the Public Hearing, for which notification will be provided in accordance with Development Approval Procedures Bylaw, 2023, No. 3417.

## Council Strategic Plan Goals

The recommendations in this report align with the following Council Strategic Plan Goals:

- ≠ Strategic Goal 2.3 – Enhance and expand parkland and open spaces;
- ≠ Strategic Goal 3.1 – Create complete and connected communities through balanced growth;
- ≠ Strategic Goal 3.3 – Enhance community wellbeing;
- ≠ Strategic Goal 4.1 – Improve the local business climate; and
- ≠ Strategic Goal 4.3 – Leverage public spaces.

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## Attachment(s)

1. Application Fact Sheet.
2. Location Map – Main Site.
3. Location Map – Second Site.
4. Zoning Designation Map.
5. Rezoning Resubmission Booklet and OCP Framework Submission (May 2024).
6. Colour Renderings – Main Site.
7. OCP Land Use and Building Height Designations Map.
8. Moody Centre Transit Oriented Development Area Guidance Framework.
9. Spring Street Streetscape Design cross-section concepts
10. Happy Cities, Boosting Wellbeing in Moody Centre (August 2021).
11. Sustainability Report Card.
12. Engage Port Moody Summary Report – Main Site (June 27, 2024).
13. Engage Port Moody Summary Report – Second Site (June 27, 2024).
14. Pottinger Bird – Engagement Summary Report (April 10, 2024).
15. Draft Bylaw No. 3475 – OCP (Beedie – Moody Centre).
16. Draft Bylaw No. 3473 – CD94 (Beedie – Moody Centre).
17. Draft Bylaw No. 3474 – CD95 (2806 Spring Street).

## Report Authors

Bitu Jamalpour, MSc, PhD  
Senior Development Planner

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**Report Approval Details**

Document Title:	First Reading, Bylaw Nos. 3475, 3473, and 3474 – Official Community Plan Amendment and Rezoning (TOD) Bylaws – Moody Centre (Beedie Living).docx
Attachments:	<ul style="list-style-type: none"> <li>- Attachment 1 - Application Fact Sheet.pdf</li> <li>- Attachment 2 - Location Map – Main Site.pdf</li> <li>- Attachment 3 - Location Map - Second Site.pdf</li> <li>- Attachment 4 - Zoning Designation Map.pdf</li> <li>- Attachment 5 - Rezoning Resubmission Booklet and OCP Framework Submission (May 2024).pdf</li> <li>- Attachment 6 - Colour Renderings – Main Site.pdf</li> <li>- Attachment 7 - OCP Land Use and Building Height Designations Map.pdf</li> <li>- Attachment 8 - Moody Centre Transit Oriented Development Area Guidance Framework.pdf</li> <li>- Attachment 9 - Spring Street Streetscape Design cross-section draft concepts.pdf</li> <li>- Attachment 10 - Happy Cities, Boosting Wellbeing in Moody Centre (August 2021).pdf</li> <li>- Attachment 11 - Sustainability Report Card.pdf</li> <li>- Attachment 12 - Engage Port Moody Summary Report – Main Site (June 27, 2024).pdf</li> <li>- Attachment 13 - Engage Port Moody Summary Report Second Site (June 27 2024).pdf</li> <li>- Attachment 14 - Pottinger Bird – Engagement Summary Report (April 10, 2024).pdf</li> <li>- Attachment 15 - Draft Bylaw No. 3475 - OCP (Beedie - Moody Centre).pdf</li> <li>- Attachment 16 - Draft Bylaw No. 3473 - CD94 (Beedie - Moody Centre).pdf</li> <li>- Attachment 17 - Draft Bylaw No. 3474 - CD95 (2806 Spring Street).pdf</li> </ul>
Final Approval Date:	Jul 15, 2024

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

Tracey Takahashi, Deputy Corporate Officer - Jul 11, 2024

Michael Olubiyi, Manager of Development Planning - Jul 11, 2024

Kate Zanon, General Manager of Community Development - Jul 11, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Jul 12, 2024

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Lindsay Todd, Manager of Communications and Engagement - Jul 12, 2024

Paul Rockwood, General Manager of Finance and Technology - Jul 12, 2024

Anna Mathewson, City Manager - Jul 15, 2024

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Attachment 1

# Application Fact Sheet

This fact sheet summarizes the key components of the application. For detailed information, please refer to the full application documents and referral memos.

## Applicant Information

- **Applicant Name:** Jeremy Golden
- **Company Name:** Beedie Living
- **Submission Date:** September 15, 2023
- **Full Package Submission:** October 18, 2023
- **First revision:** May 2024

## Main Site Information

- **Location:** 3060-3092 Spring Street, 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way
- **Existing Zoning:** M1 (Light Industrial)
- **OCP Designation:** Moody Centre TOD and Moody Centre Mixed Use, 6-26 Storeys
- **Proposed Use:** Comprehensive Development (CD)

## Proposal for Main Site

The development application includes two phases:

### Phase 1: Market Condos Strata Homes

- **Total Residential Units:** 927
- **Residential Towers:**
  - **West Tower:** 34 Levels / 326 Units
  - **Mid Tower:** 38 Levels / 338 Units
  - **East Tower:** 32 Levels / 308 Units
- **Floor Area Ratio (FAR):** 5.26
- **Total Residential Floor Area:** 75,943 m<sup>2</sup>
- **Retail/Employment Space:** 4,318.54 m<sup>2</sup>
- **Amenity Space:** 2,097.80 m<sup>2</sup>
- **Total Parking Spaces:** 1,207 (1,024 Residential, 183 Shared for Visitor/Commercial Use)

**Rezoning Details:** Rezoning from Light Industrial (M1) to Comprehensive Development (CD).

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## Development Permit Areas (DPAs):

- **DPA2** - Form and Character
- **DPA5** – Hazardous Lands (Potential for Soil Liquefaction and Flooding)

**Energy Performance:** Beedie is committed to meeting the City’s energy performance policy requirements. An energy report demonstrating whole building energy modeling results will be provided at a later date.

**Housing Component:** 972 market units on this site; a separate site at 2806 Spring Street will provide 40 below-market units (see separate referral memo).

## Second Site Information

- **Location:** 2806 Spring Street
- **Existing Zoning:** M1 (Light Industrial)
- **OCP Designation:** Moody Centre TOD, 6-26 Storeys
- **Proposed Use:** Comprehensive Development (CD)

## Proposal for Second Site

- **Total Non-Market Housing Units:** 40 (Below-Market Rental Terms)
- **Floor Area Ratio (FAR):** 3.8
- **Total Residential Floor Area:** 3,116 m<sup>2</sup>
- **Amenity Space:** 212.71 m<sup>2</sup>
- **Shared Parking Spaces:** 6

**Rezoning Details:** Rezoning from Light Industrial (M1) to Comprehensive Development (CD).

## Development Permit Areas (DPAs):

- **DPA2** - Form and Character
- **DPA5** – Hazardous Lands (Potential for Soil Liquefaction and Flooding)

**Energy Performance:** Beedie is committed to meeting the City’s energy performance policy requirements. An energy report demonstrating whole building energy modeling results will be provided at a later date.

**Housing Component:** 40 non-market units on this site; 972 market units will be provided on the main site at 3060-3092 Spring Street and 80-85 Electronic Avenue (see separate referral memo).



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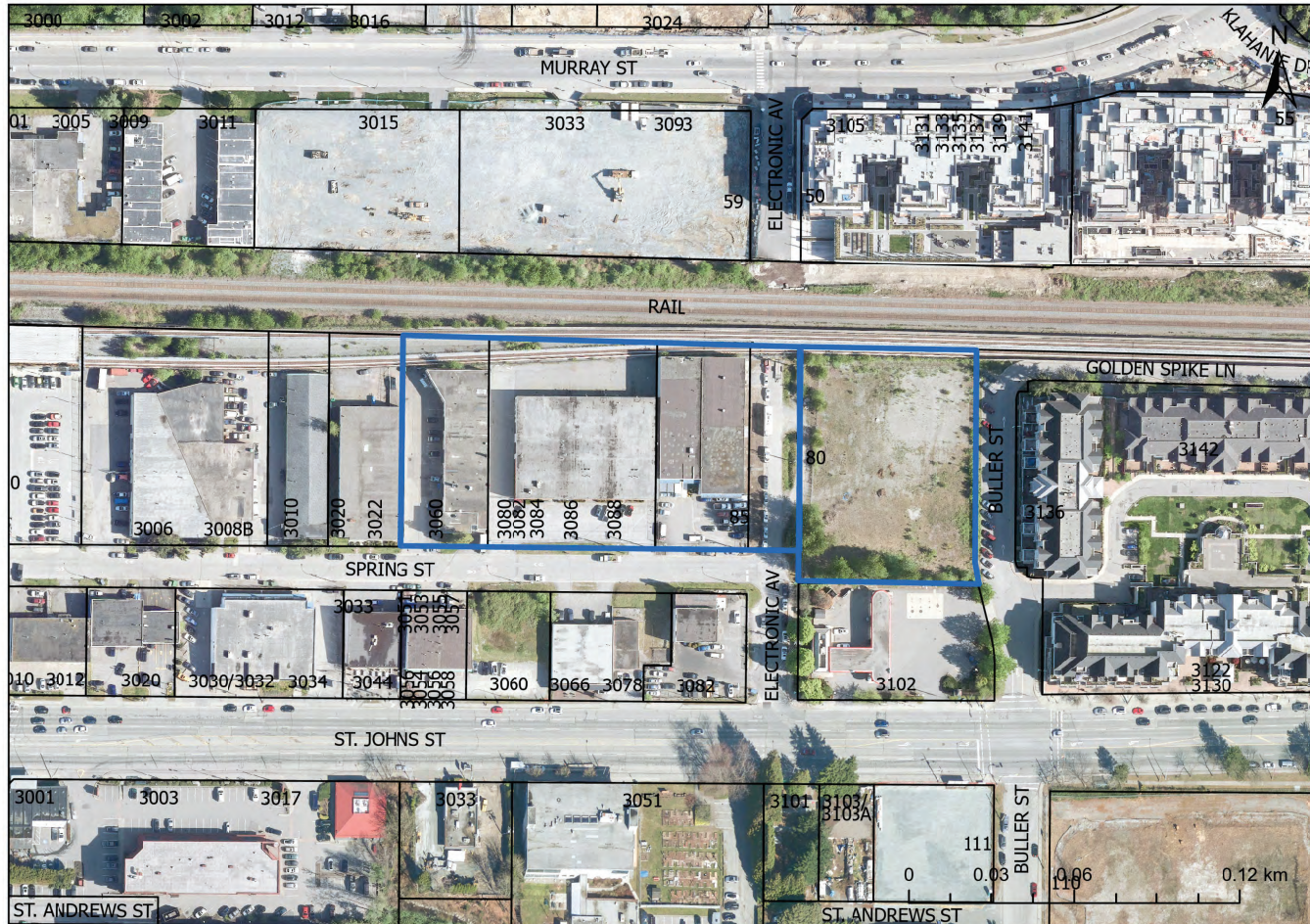
Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 2

## LOCATION MAP - 3060-3088 Spring St & 80-85 Electronic Ave SUBJECT PROPERTY





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Attachment 3

## LOCATION MAP - 2806 Spring Street

**SUBJECT PROPERTY**





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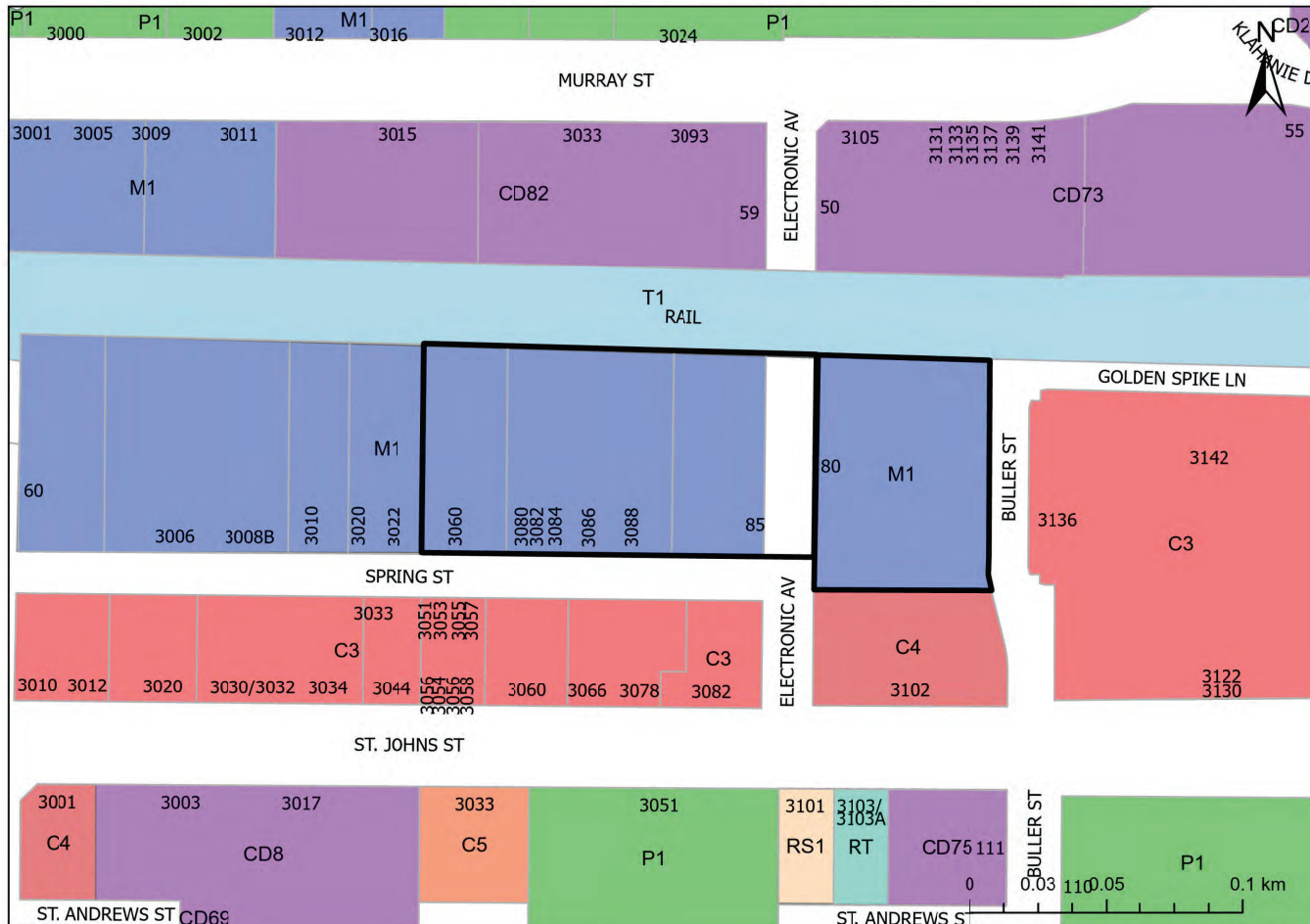
Attachment 1

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Attachment 4

## Zoning Map - 3060-3088 Spring St & 80-85 Electronic Ave **SUBJECT PROPERTY**



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Attachment 1

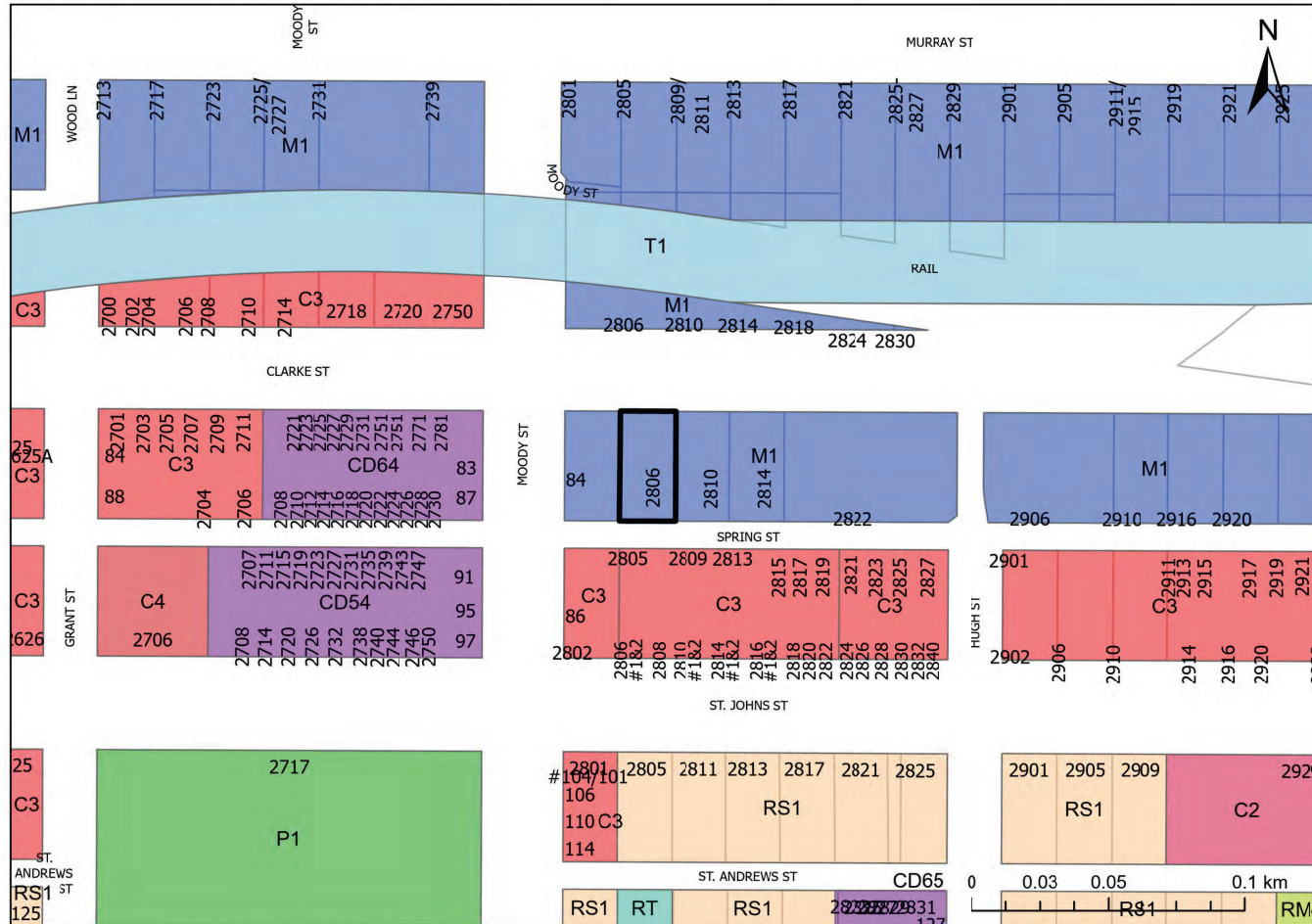
# Considered at the July 23, 2024, Regular Council meeting

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Attachment 4

## Zoning Map - 2806 Spring Street

 **SUBJECT PROPERTY**



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Attachment 5

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

Rezoning Resubmission Booklet & OCP Framework

May 2024

Revision 1



**Perkins&Will**



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Attachment 5

Perkins&Will



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

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

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

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

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**Version History**

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

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

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Spring Street

Rezoning Booklet & OCP Framework

**Section 1.0**

# Introduction

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Attachment 5

Perkins&amp;Will



## 1.1 Executive Summary

### A Vision for Moody Centre - Background Summary

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

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

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

### A Community Driven Effort

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

### A Vision for Moody Centre - Looking forward

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

As such, this application should also be viewed as a component of Phase 1 of the wider Moody Centre TOD precinct. Phase 1 is comprised of 3 sites

directly adjacent to the transit station. The sites are owned by PCI, Beedie, and Ministry of Transportation and Infrastructure. The shared and phased approach across these sites, collectively, will set the tone and vision for future development in the Moody Centre TOD Area and ensure objectives of the original OCP to create a sustainable, inclusive, and vibrant Moody Centre.

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

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

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

### The Proposal

Beedie Living is proposing a mixed-use development package across two sites. The mixed-use market site located on 3060-3092 Spring St. and 80-85 Electronic Avenue consists of three towers of 32, 34 and 38 stories, 40ft.+ podium and below grade parking. The ground floor hosts anchor and active retail units extending towards Spring Street, enhancing the dynamic public realm surrounding the proposed public plaza, known as the Living Room. This space is further activated by commercial units along Electronic Avenue. The housing components proposed predominately consist of market strata housing, with the remainder being rental housing in collaboration with the k i k m (Kwikwetlem) First Nation (KFN).

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

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

- a diverse range of housing, both family oriented market strata (greatly exceeding City policy minimums in terms of family units) and non-market housing.
- an expanded public realm that builds off a pedestrian focused Spring Street, including a large flexible public plaza (adaptable for both community events and day to day social connection), mews, smaller intimate public spaces and underground parking. It is anticipated that the City of Port Moody will retain ownership of this public plaza, after Phase 2 of construction is completed, through an air space parcel agreement, while Beedie will enter into a servicing agreement to maintain it for two years post-completion.
- Beedie will engage in an inclusive public art process and work in collaboration with the City of Port Moody and other Phase 1 applicant sites to create a campus wide approach to Moody Centre TOD precinct and generate opportunities to contribute to the city's existing cultural fabric
- ground oriented and 2nd storey employment, providing jobs and opportunity for economic development
- high quality, inspiring architecture that sets the tone for the development of the wider Moody Centre TOD precinct.

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



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Attachment 1

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Updated Content

## 1.2 Letter from Province



### Application Compliance with Policy

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

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

- Added Port Moody Corporate Policy - 13-6510-2023-01 - Moody Centre TOD Area - Guidance Framework for OCP Amendment and Rezoning Applications - Prioritizing Higher Density Development Policy
- BC Energy Step Code rezoning Applications Policy
- Inclusionary Zoning - Affordable Rental Units Policy
- Family Friendly Units Policy
- CAC Policy
- Public Art Policy
- Provincial Transit-Oriented Development
- Metro Vancouver Regional Growth Strategy
- Key Actions from Climate Ready Homes & Buildings Plan
  - Accelerate Adoption of the BC Energy Step Code
  - Mandatory Building Energy Benchmarking
  - Revise Parking Minimums and Create Maximums
  - Significant Policy Changes that Reduce Emissions from Transportation
  - Create Pedestrian Priority Zones in Key Areas
  - Encourage Development of Complete, Compact Communities
  - Update Design Guidelines with a Climate Lens
  - Implement Permit Streamlining for Low Carbon Buildings

September 11, 2023

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

Re: **Moody Centre TOD**

Dear Robert,

The Integrated Development Branch supports well-planned transit-oriented development (TOD). Successful implementation of TOD will help advance our Branch's goals and further support livable communities.

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

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

Sincerely,

Jesse Margolus  
Development Manager

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

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Attachment 5

Perkins&Will

Unchanged Content



## 1.3 Letter from BC Housing



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

September 8<sup>th</sup>, 2023

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

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

Dear Mayor Lahti and Honorable Members of City Council,

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

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

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

Sincerely,

Naomi Brunemeyer  
Director, Regional Development  
Lower Mainland  
BC Housing

## 1.4 Letter from KFN First Nations



September 5, 2023

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

Dear Mayor and Honorable Members of City Council

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

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

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

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

All our relations,

Chief Ron Giesbrecht  
kʷikwəłəm First Nation

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## 1.5 Project Team

### Client

#### Beedie Living

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

### Architect

#### Perkins + Will Canada Architects Co.

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

### Landscape Architect

#### Perry + Associates

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

### Structural Engineer

#### KOR Structural Engineering

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

### Mechanical

#### Introba

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

### Electrical

#### AES Engineering

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

### Civil Engineering

#### Binnie

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

### Traffic & Transportation Consultant

#### Bunt & Associates

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

### Surveyor

#### Butler Sundvick Land Surveys

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

### Code Consultant

#### LMDG

780 Beatty St, Vancouver, BC V6B 2M1  
604 681 7146

### Elevator Consultant

#### GUNN Consultants Inc.

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

### Lighting Consultant

#### ThinkL Studio

22 E 5th Ave #400, Vancouver, BC V5T 1G8  
604 818 5178

### Envelope & Energy Modelling

#### Morrison Herschfield

4321 Still Creek Dr #310, Burnaby, BC V5C 6S7  
604 454 0402

### Geotechnical Engineer

#### Geopacific Consultants Ltd.

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

### Arborist

#### Diamondhead Consulting

3559 Commercial St, Vancouver, BC V5N 4E8  
604 733 4886

### Environmental Consultant

#### Keystone Consultant

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

### Waste/Recycling Consultant

#### Target Zero Waster

North Vancouver, BC V7G 1S4  
604 688 7024

### Public Art Consultant

#### Ballard Fine Art

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

### Acoustics

#### BKL Consultants Ltd.

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

### Public Engagement

#### Pottinger Bird

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

### Wellbeing Consultant

#### Happy Cities

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

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Section 2.0

# Project Attributes

## Contents

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**Version History**

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

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

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

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Updated Content

## 2.1 Summary of Application

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

- Additional height/density above 26 storeys on Market Site. Non-Market site at 2806 remains as per OCP guideline at 6 stories.
- Tower separation minimum of 25m (in lieu of 60m). 25m is typical in lower mainland TOD precincts.
- Floor plate size of 770m<sup>2</sup> over encouraged 700m<sup>2</sup>
- Pedestrian Mews on Electronic Avenue (via Landswap with the City of Port Moody, to provide an extension of Spring Street through to Buller St. to be dedicated to public ownership). Extension of TOD precinct to cover this land east of Spring Street.

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

- Substantial lot consolidation to reasonably accommodate the form of development as outlined in the OCP.
- Residential use that includes a range of forms, tenure and unit types with both market and Affordable Housing provision, focused around family friendly living.
- Ground facing Retail and mixed-use employment space activating a vibrant Spring Street, including the creation of a generous public space for residents and visitors and providing opportunities for public art.
- Underground parking accommodating 868 parking stalls and 1950 bicycle parking allowing reduction of podium to a pedestrian friendly scale.
- Loading via proposed extension of Golden Spike Lane (removing loading and vehicular traffic from Spring St.)





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Unchanged Content

## 2.2 Wellbeing - Happy City

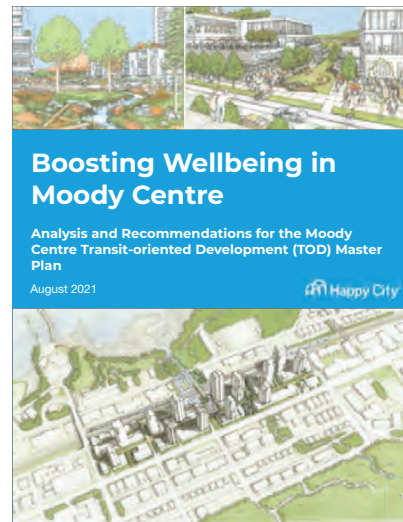
Happy Cities has created a framework that draws on insights from public health, neuroscience, behavioural economics, and environmental psychology to guide the design, programming, and implementation of developments and mixed-use neighbourhoods (see appendix for full report). This evidence based approach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

These principles informed various design strategies and high impact actions that were created to inspire the design vision for the Spring Street proposal.

The following are the seven wellbeing principles:

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

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



### Wellbeing principles

Happy City draws on insights from public health, neuroscience, behavioural economics and environmental psychology to guide the design, programming and implementation of developments and mixed-use neighbourhoods. For Moody Centre, we worked with the Planning Group to combine this evidence base with learnings from local policies and engagement activities to create a set of unique wellbeing principles for the Moody Centre Master Plan. These principles can inform various stages of project development in order to nurture health, happiness, and wellbeing:

- A social place**  
A place where neighbours can bump into each other through diverse public realm experiences and shared spaces that cultivate meaningful social relationships.
- A resilient community**  
A sustainable community that can adapt to inevitable growth, unforeseen challenges and the evolving needs of residents.
- A sense of belonging**  
A beloved, sought-after place where people put down roots and foster emotional connections with their community and neighbours.
- An active lifestyle**  
A place that prioritizes pedestrian connections where a healthy, low-emissions lifestyle is an easy and convenient choice for residents.
- A unique identity**  
A beautiful destination that offers unique experiences and uses arts and culture to set itself apart from other transit-oriented developments in Metro Vancouver.
- A place to enjoy nature**  
A community to bring residents and visitors closer to nature, promoting a culture of appreciation and care for our natural environment.
- A place for all**  
An inclusive, vibrant, mixed-use community that provides homes and employment for people with diverse incomes, ages, abilities and cultural backgrounds.

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

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## 2.3 Housing Provision

A diverse mix of housing options is integral when creating healthy communities and fostering a balanced and inclusive housing market. Both regional growth strategy and Port Moody's OCP recognize and support this vision. The proposed residential development of approximately 1021 new homes helping to make this vision a reality. **The project complies with the City of Port Moody's adaptable unit policy which requires that 50% of current BCBC provincial adaptable housing standards and out of 100 units, 50% will be family-friendly units, meeting City of Port Moody current standards.**

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

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

The homes will be professionally operated and managed, providing stability for residents. Thoughtfully designed amenity space will be shared among residents at the podium level which includes a fitness center, restoration studio, co-working spaces, urban agriculture, children play area, office, and much more.

The site at 2806 Spring Street is entirely designated as non-market housing, facilitating the provision of 40 secure housing units in collaboration with BC Housing. Envisioned as below-market rental tenures, these units ensure affordability and address housing in need. The intended tenants for these units, vulnerable populations, Women's Transition Housing & Supports program, highlight the project's role in addressing housing vulnerability. In accordance with BC Housing's Women's Transition Housing - Secondary Stage Housing, this is intended as transitional housing where the length of stay is 6 to 18 months and staff are available for support, safety planning, and referrals.

This provision on 2806 Spring Street equates to approximately 10% of the total residential floor area. As per the Port Moody Inclusionary Zoning Bylaw, a minimum 6% of residential FAR is to be made up of non-market rental units on the main site in partnership with the Kwikwetlem (Kwkwetlem) First Nation (KFN), providing approximately 20 units of housing within the market strata component to the KFN at cost.

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



Principles adopted from strategies identified Happy City Report 2021:

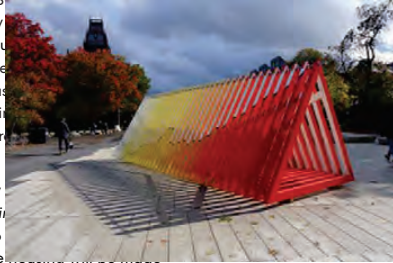
Refer to appendix

### 6.1 Diverse unit types

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

### 6.2 Diverse tenure options

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



### 3.4 Unique architecture style

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



### 2.1 Setback from public realm

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





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## 2.4 Enhanced Public Realm - The Living Room

The application proposes a central plaza as an extension of the vibrant pedestrian focused public realm of Spring Street highlighted in both current OCP (2017) and built on in subsequent Amendment submissions (2020/21).

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

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

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

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



Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix

### 1.1 Complement Rocky Point Park

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

### 1.2 Small intimate spaces

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

### 1.3 Connected public spaces

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

### 1.4 Spaces for intergenerational play

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



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## 2.5 Residential Amenities at Podium

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

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

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



8.1 Community gardens

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

Refer to appendix



2.3 Separate with greenery

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

4.4 Connected indoor-outdoor spaces

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

6.3 Flexible amenity rooms

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





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## 2.6 Employment Space

### Active Retail

The project provides continuous ground oriented commercial retail units served directly from Spring street. The 40ft+ podium creates a vibrant streetscape encouraging pedestrians' points of interest and creates a strong neighbourhood 'main street' experience. A variety of scale CRU units are available to foster economic development within the precinct.

### Food and Beverage

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

### Employment Space

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

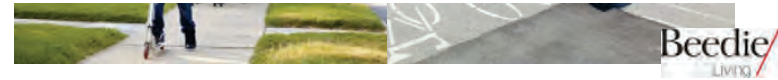
The Port Moody Economic Development Master Plan (June 2022) played a pivotal role in shaping the proposal's response to pressing Economic and Employment-related challenges in the aftermath of the pandemic. The envisaged Commercial Employment spaces within the development will serve as a dynamic hub encompassing an opportunity to support various scaled commercial enterprises; including larger format anchor tenants, offices, locally-curated boutique users, health & financial services, food & beverage and the like. Moreover, recognizing the evolving landscape of work, characterized by the increasing prevalence of remote and hybrid work models, the development incorporates over 2,880 SF of the residential amenity offering. Coalescing data from multiple sources including:

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

- 530 Jobs within the 68,639 SF of commercial space including 2nd storey employment for childcare.<sup>23</sup>
- 168 Work-from-Home Jobs accommodated within Residential Units.<sup>1</sup>

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

1. Through the 2021 StatsCan Census of Population, the average household consists of 2.4 people. Through our proposed 1,021 units, that equates to an added population of 2,450 people. Utilizing the Work-from-Home rate of 6.9% outlined in the Economic Development Master Plan, it can be assumed that the Residential Units within the development will accommodate 168 jobs. The additional jobs assumption is based on what the dedicated workspace amenity will facilitate.
2. Calculated utilizing the City of Port Moody's Economic Development Master Plan Employment Density Assumptions.
3. The Colliers Memorandum provided as supplemental material indicates a total job base scenario.



Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



3.1 A Moody Centre specialty experience

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



7.4 Create a main street experience on Spring Street

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



5.2 Smaller scale commerce

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



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





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Unchanged Content

## 2.7 Public Art

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix

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

The public art for the Beedie site(s) within the Moody Centre will be thoughtfully considered, and in keeping with the vision of the development as well as the City of Port Moody's public art program. As the "City of the Arts", the public art will reflect the City's commitment in offering public access to artistic expression and enhancing public awareness and appreciation of the visual arts supporting the goals outlined in the City of Port Moody Arts and Culture Master Plan (2017), and the City's Art in Public Places Master Plan (2021) for public art: The public art will significantly contribute to the artistic and cultural vibrancy of this lively new urban community, building legacy, civic pride and community identity.

### 1. Reflects the indigenous heritage of the land

### 2. Engages its community

### 3. Leads innovative, creative placemaking and practice

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

Situated on the on traditional, ancestral, and unceded territories of the kwikwem (Kwkwetlem), qiqayt (Qayqayt), xmkym (Musqueam), swxw7mesh (Squamish), and silw'tal (Tseilil Waututh) First Nations, the public art will further support the creation, promotion, and preservation of Indigenous art and culture.



### 3.2 Diverse art expression

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



### 3.3 Art and environmental action

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



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



Wooden Play Structures with Nature/Creek Theme



Opportunity for Digital Art



Example of Illuminated Custom Playground



Wooden Play Structures with Nature/Creek Theme



Lighting Integration with Plaza Arches



"Golden Spike" Sculptural Seating Elements



Flush Plaza Water Feature with Sheet Flow

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## 2.8 Sustainability

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

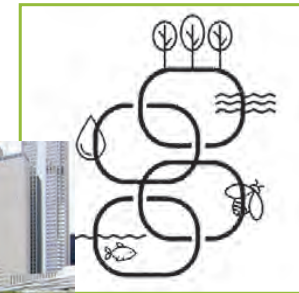
- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

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

The project will be designed for an "envelope first" approach to performance based design in order to reduce greenhouse gas emissions. Design of the project will adhere to the City of Port Moody's Sustainability Policy for rezoning applications by meeting or exceeding Step Code 3 of the BC Energy Step Code and provision for a Low Carbon Energy System. Section 4 explores sustainability strategies in more detail as they relate to the above objectives.

Principles adopted from strategies identified Happy City Report 2021:

Refer to appendix



Carbon emissions and overall reliance on fossil fuels as means of meeting the City of Port Moody's climate leadership objectives.



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

### Enhanced Ecosystem

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

Application Sustainability Objectives



### Low Carbon Lifestyle

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



### 8.4 Include indigenous flora

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



### 8.2 Nature immersive spaces

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



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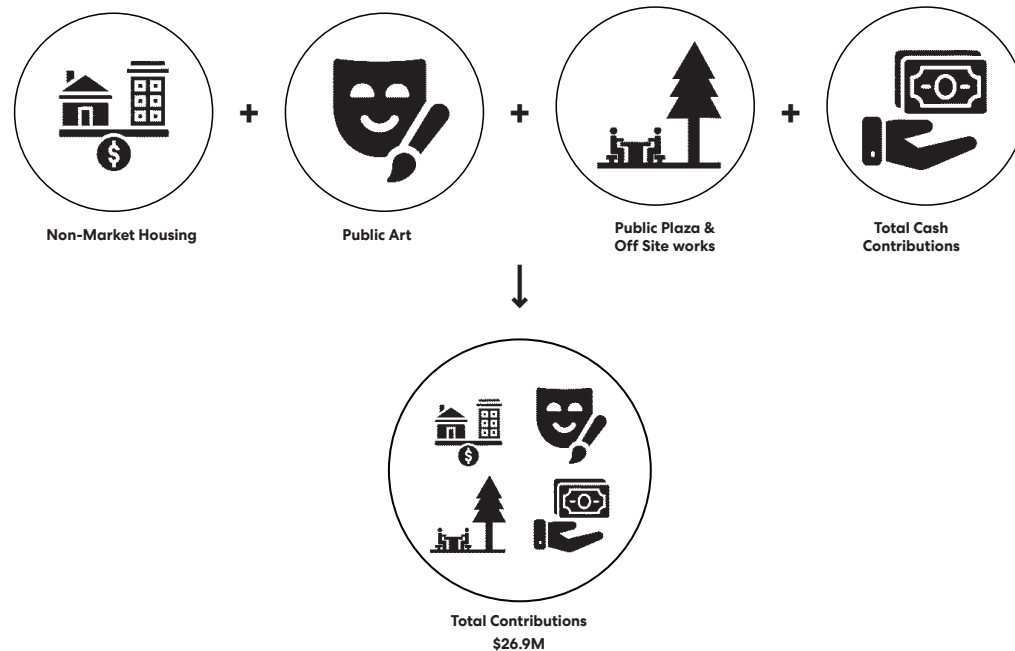
Updated Content

## 2.9 Public Benefits

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

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

Additionally, over the course of the project, approximately \$5.7 million will be paid to the City of Port Moody in the form of rezoning, development permit, and building permit fees. Once completed, the new development will also generate additional property tax revenue for the City of Port Moody that is estimated to be at least \$2.1 million annually starting year one of the projects completion. The project team continues to work closely with city staff in determining that appropriate contributions are delivered in accordance with local municipal government policy, and expects there to be an excess of \$26.9M provided to the community via cash or in-kind contributions.





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Vision Statement

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



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Section 3.0

# OCP Framework

## Contents

3.1 OCP Policy Overview

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### Version History

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

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

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

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## 3.1 OCP Policy Overview

### 3.1.1 Outline

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

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

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

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

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

#### 2017

##### OCP Policy

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

#### 2020

##### OCP Amendment

Revisions:

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

Refinements:

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

#### 2021

##### OCP Amendment Supplementary Submission

Refinements:

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

#### 2023

##### OCP Amendment and Rezoning Application Submission of PCI Site

##### including Moody Centre Framework

Refinements:

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

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

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

#### 2024

##### OCP Amendment and Rezoning Resubmission

Refinements:

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

We are here



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Updated Content

### 3.1.2 Moody Centre TOD Design Guidelines

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

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



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## Section 4.0

# Rezoning Submission

## Contents

4.1	Site Definition & Context Analysis	33
4.2	Program Statistics & Site Configuration	47
4.3	Design Rationale	51
4.4	Landscaping & Public Realm	65
4.5	Public Art	85
4.6	Sustainability	89
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### Version History

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

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

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

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# 4.1 Site Definition & Context Analysis





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4.1.1 Regional Context

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

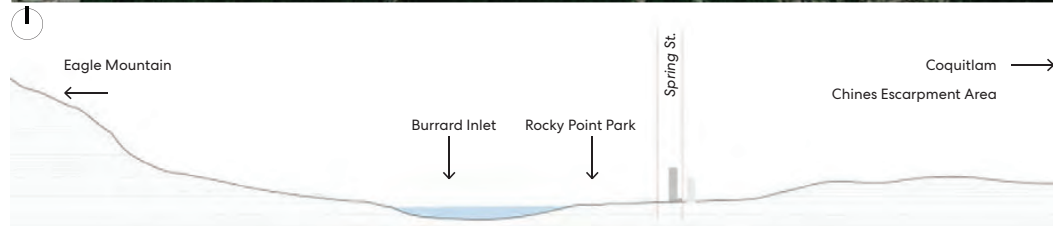
Metro Vancouver's Regional Growth Strategy is centered on creating high density, mixed-use urban centres at transit stations and along transit corridors. The Metro Vancouver Regional Growth Strategy has identified Moody Centre as a Frequent Transit Development Area within a Major Transit Growth Corridor.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

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



LEGEND:

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



Diagrammatic Section: North-South, Port Moody Area



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## 4.1.2 Site Definition

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

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

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

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

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

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

### 2806 Spring Street - Dedicated Non-Market Site

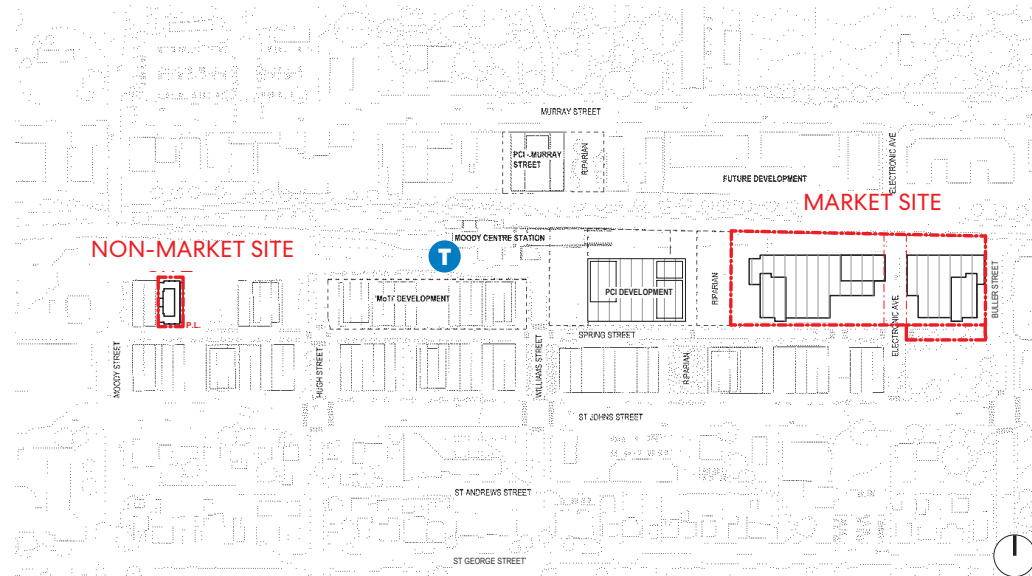
The non-market site is located at 2806 Spring Street, about 300m east of Moody Centre Station.

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

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

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

To the east lies overheight single-storey warehouse buildings, intended as open park space in line with the OCP Framework's neighborhood node concept seen on the neighboring market site.



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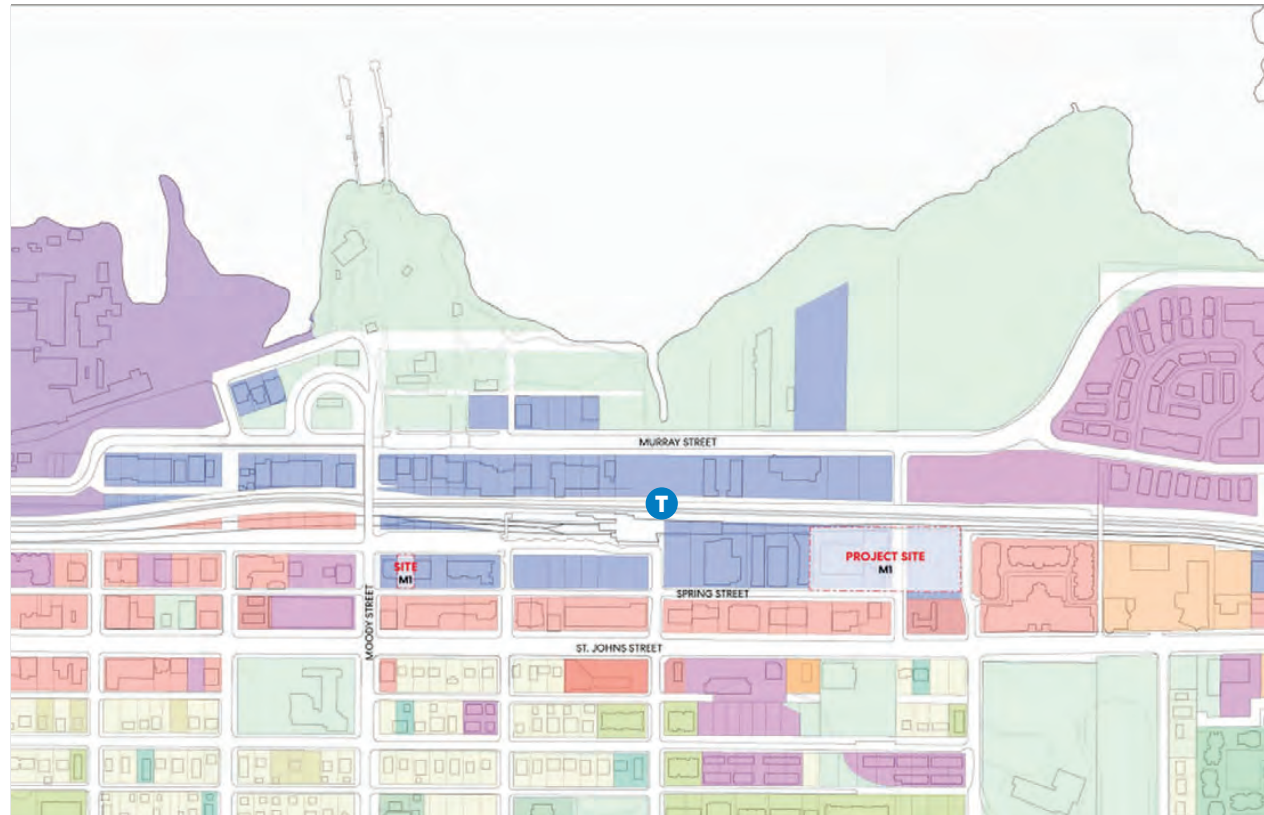
### 4.1.3 Land Use

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

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

#### ZONING LEGEND

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



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### 4.1.4 Transportation & Mobility

The proposed development sites are within 300m of Moody Centre Station offering unmatched access to the Evergreen Line, West Coast Express and nearby bus exchange.

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

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



#### Legend

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



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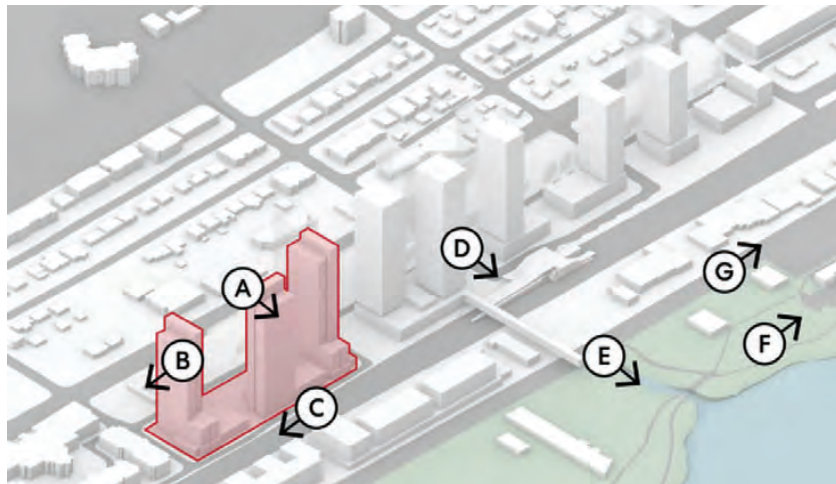
915

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Unchanged Content

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



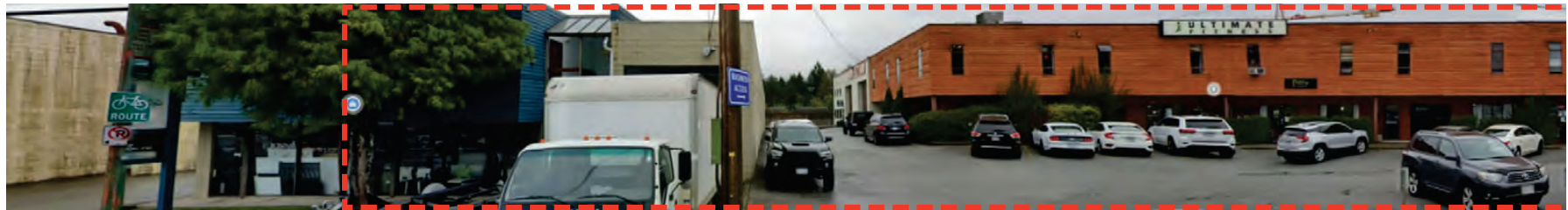
Key Plan



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



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



View A. Looking towards north on Spring St



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



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



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



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



Street View. Source: Google Maps

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

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





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4.1.7 Existing Conditions - Landscape



Existing Trees to be Retained, Typ.

Existing Trees to be Removed, Typ.

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4.1.8 Views from Market Strata Site

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

Level 20



Level 10





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Level 40



Level 30



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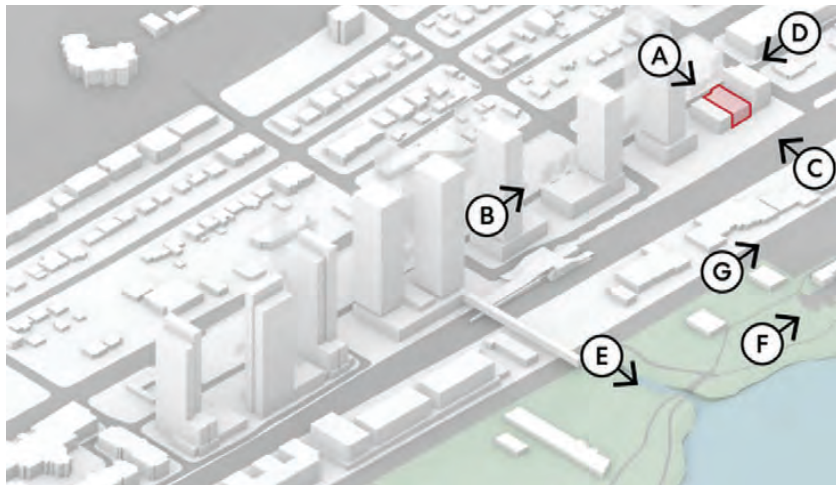
921

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



Key Plan

View A. Looking towards north on Spring St



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



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



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Site Photos



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



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



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



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



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#### 4.1.10 Orthophoto — Non-Market (2806 Spring Street)

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





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## **4.2 Program Statistics & Site Configuration**

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4.2.1 Key Project Statistics

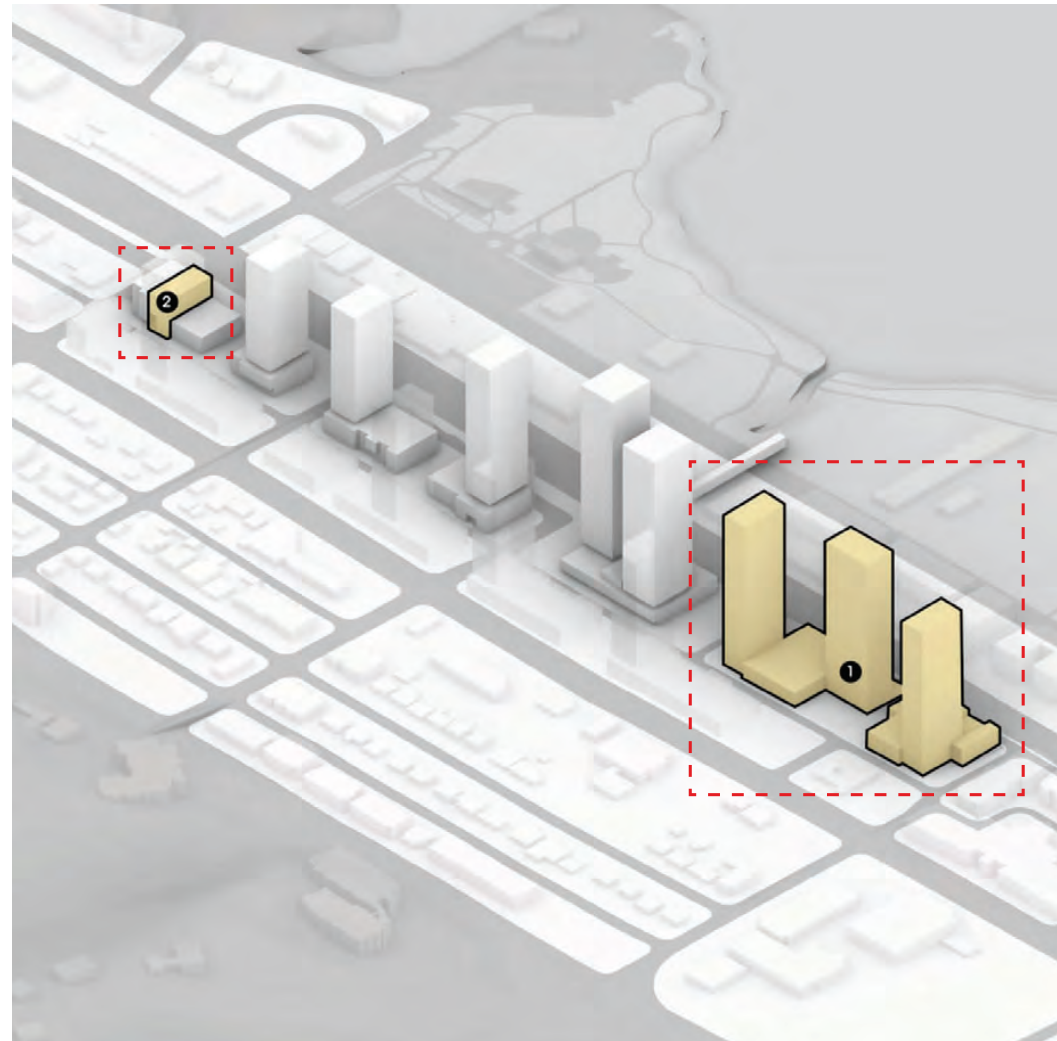
KEY PROJECT STATISTICS				
	1 Mixed Use Market Site		2 Dedicated Non-Market Site	
	m <sup>2</sup>	sf	m <sup>2</sup>	sf
Gross Site Area	14,885.67	160,228	809.5	8,713
Total FSR Area	85,472	920,014	3,116.23	33,543
FSR		5.74		3.8
Living Room Plaza	838	9,021	-	-

AREA TOTALS FOR EACH USE				
	Mixed Use Market Site		Dedicated Non-market Site	
	m <sup>2</sup>	sf	m <sup>2</sup>	sf
Total Residential (Market FSR)	79,095	851,375	-	-
Total Residential (Non-Market FSR)	-	-	3,116.23	33,543
Total Adaptable (excludable, non-FSR)	984	10,592	145.87	1,570
Total Amenity (excludable, non-FSR)	1,976	21,268	146.84	1,581
Total Employment Space	6,377	68,639	-	-

PROPOSED UNIT MIX				
Site	1		2	
Type	Mixed Use Market Site		Dedicated Non-market Site	
Studio	58	6%	15	38%
1 Bed	427	44%	10	25%
2 Bed	392	40%	10	25%
3 Bed	104	11%	5	13%
Total	981	100%	40	100%



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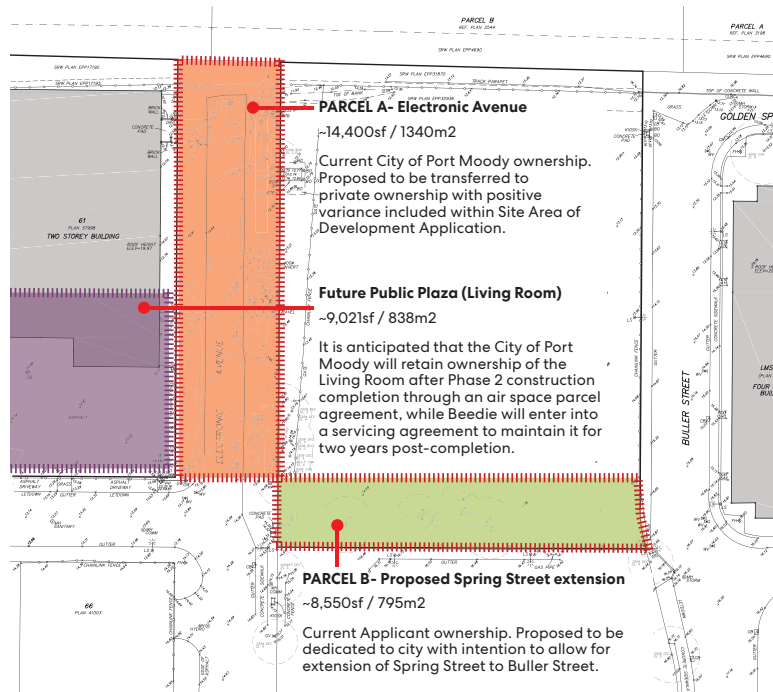
Attachment 5

Spring Street

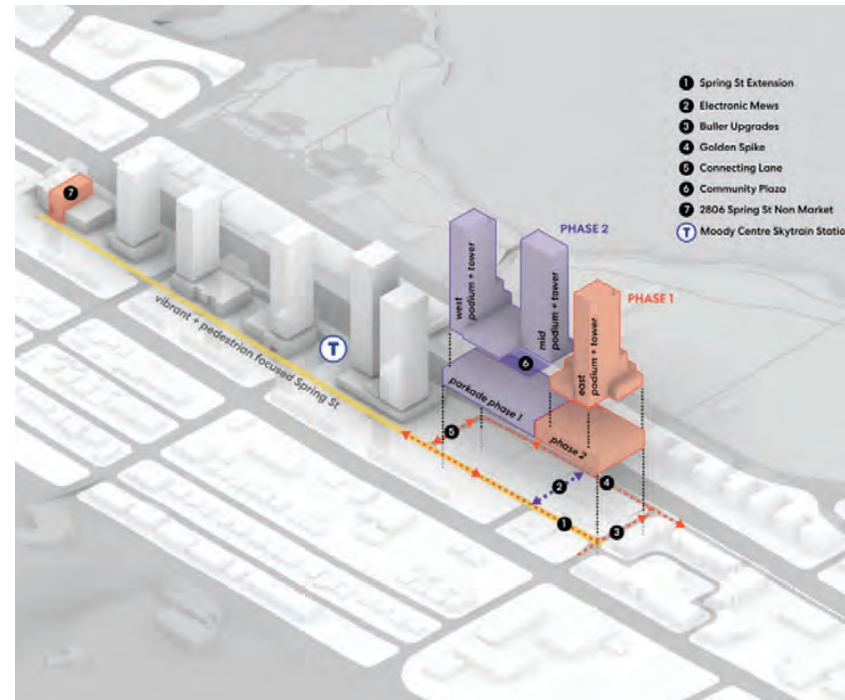
Rezoning Booklet & OCP Framework

Updated Content

## 4.2.2 Landswap



## 4.2.3 Phasing



As a part of the Application the Applicant is proposing a land swap with the City of Port Moody to allow for the natural continuation of Spring Street, past its current terminus at Electronic Avenue, to connect through to Buller Street. The Landswap being proposed results in a positive net transfer of land to the applicant. The value of the purchase will be negotiated in good faith based on fair market value to be determined later through appropriate financial analysis and inclusive of cost of entitlement of roadway dedications.

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

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

2806 Spring Street is proposed to proceed independently in consultation with the City of Port Moody, BC Housing and community stakeholders, with the intention of delivering it within Phase 1 or earlier in order to provide much needed affordable housing.

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## 4.3 Design Rationale

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Beedie  
LIVING



*Collective Vision for Moody Centre TOD*

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

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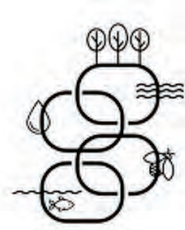
Spring Street

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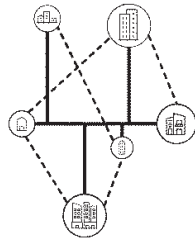
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4.3.1 Design Principles

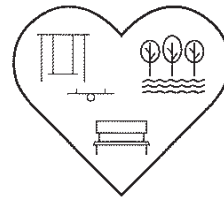
OCP FRAMEWORK PRINCIPLES



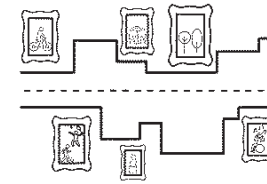
Linked Natural Systems



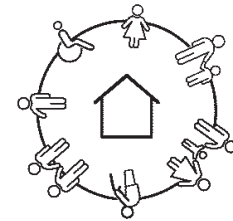
Interconnected Neighbourhood



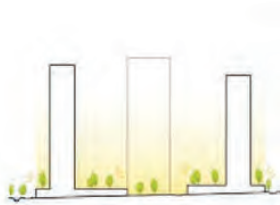
Enhanced Public Realm



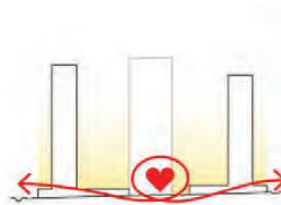
Activated Spring Street



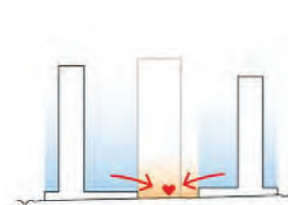
Diversity in Housing



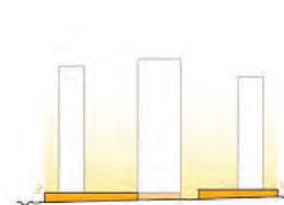
Integrating Ecology



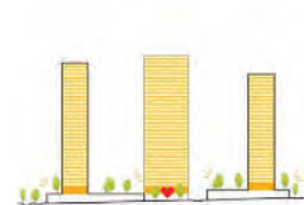
Community Living Room



Public & Private Engagement



Invitational Form



Family Centered Living

SITE-SPECIFIC PRINCIPLES



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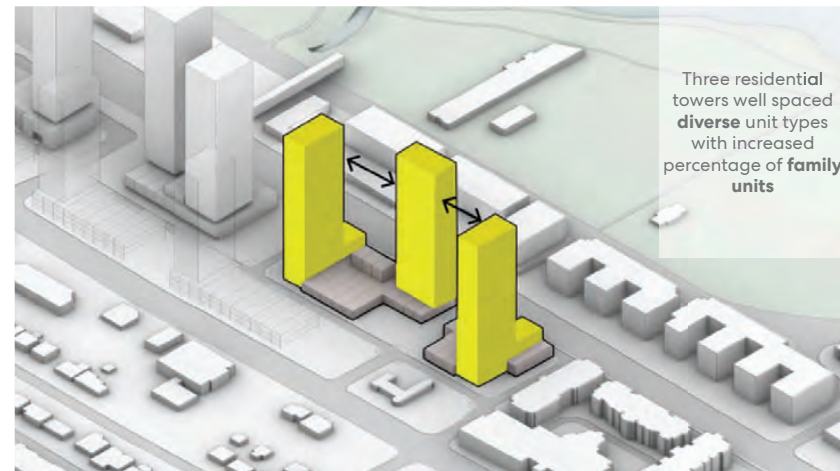
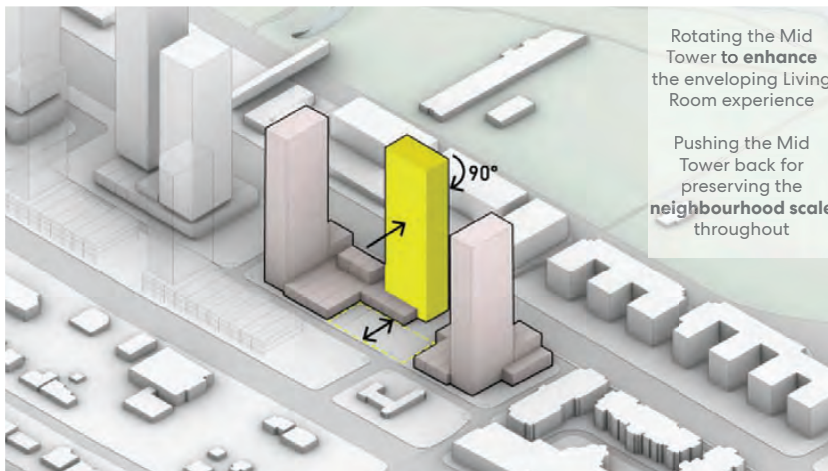
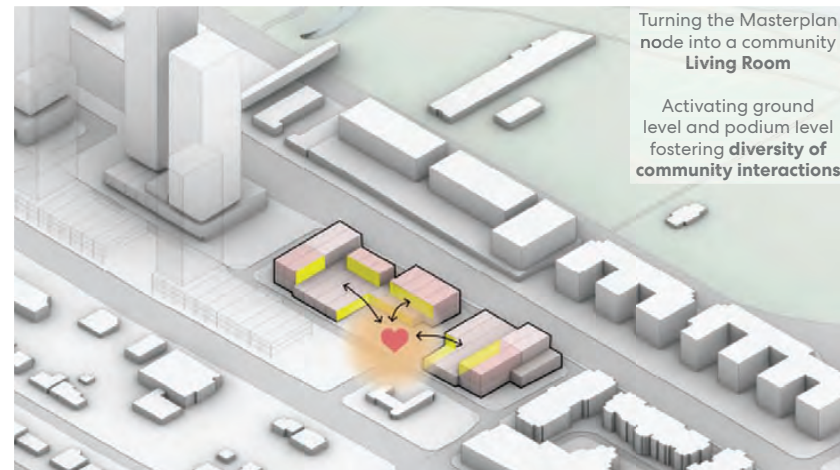
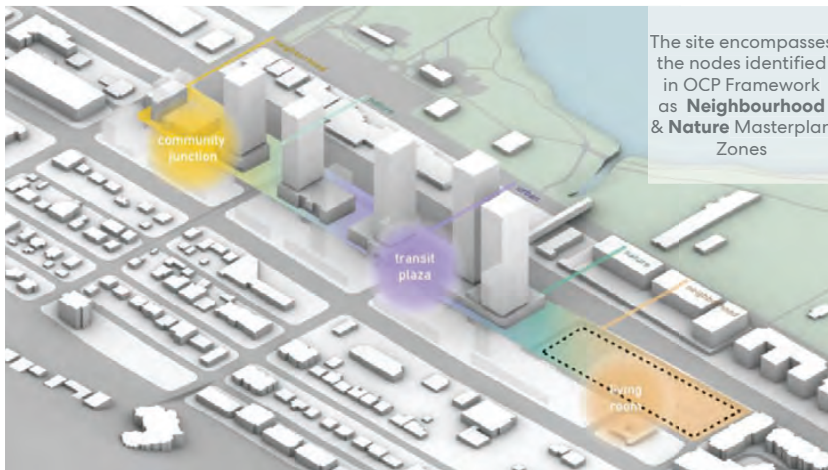
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### 4.3.2 Form Narrative





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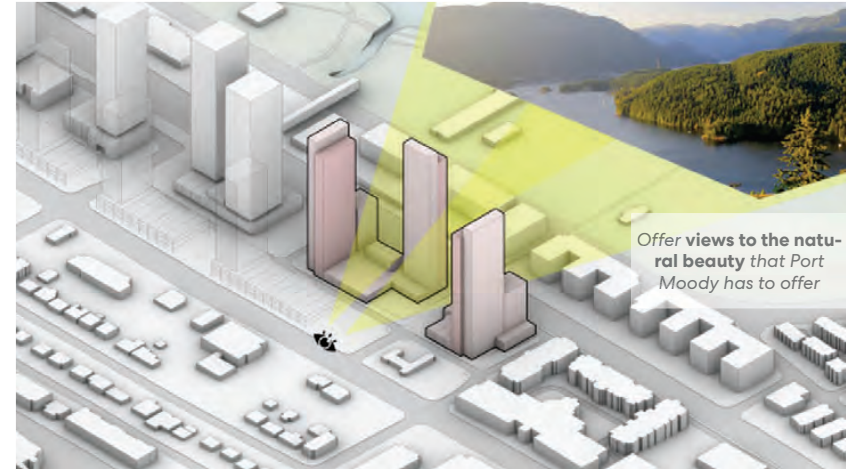
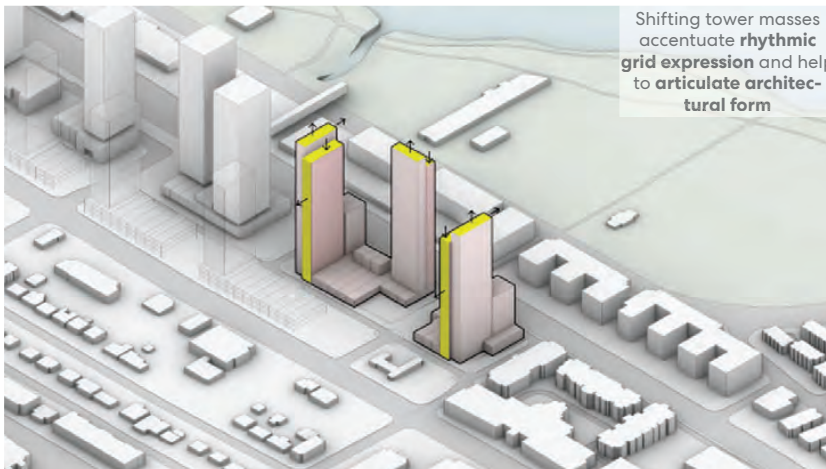
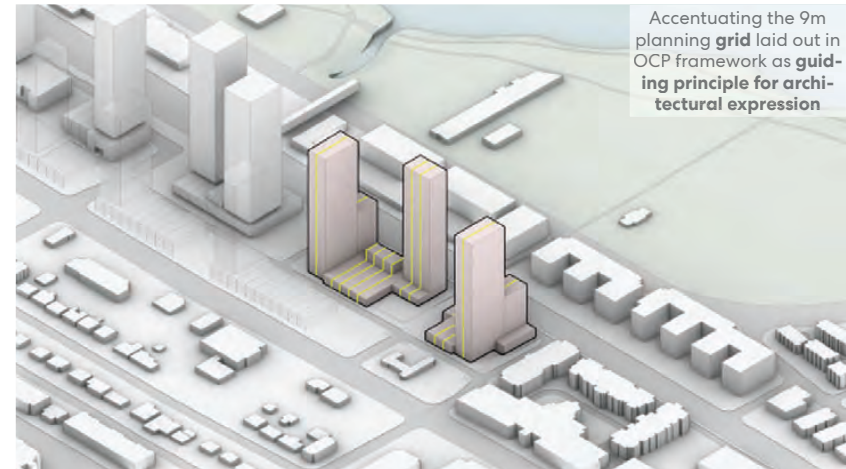
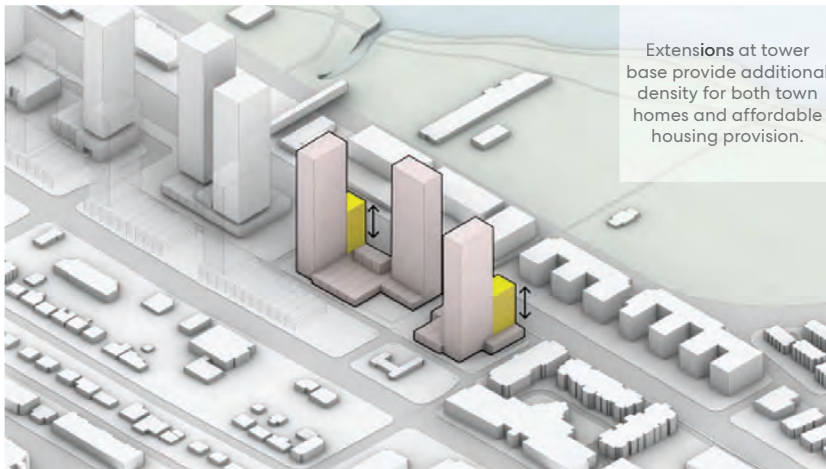
932

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Unchanged Content

### 4.3.3 Opportunities & Constraints

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

#### Community Connection

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

#### Public Realm

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

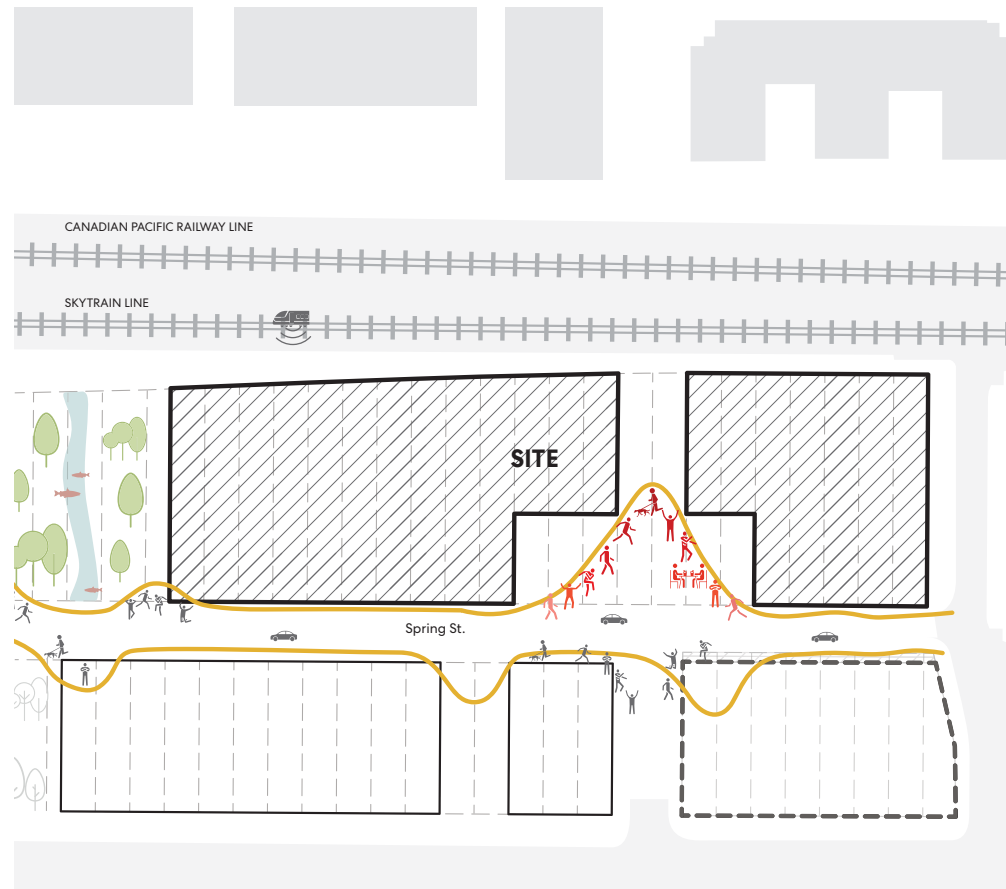
#### Views and Acoustics

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

#### Celebrating Natural Assets

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

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



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Attachment 5

Spring Street

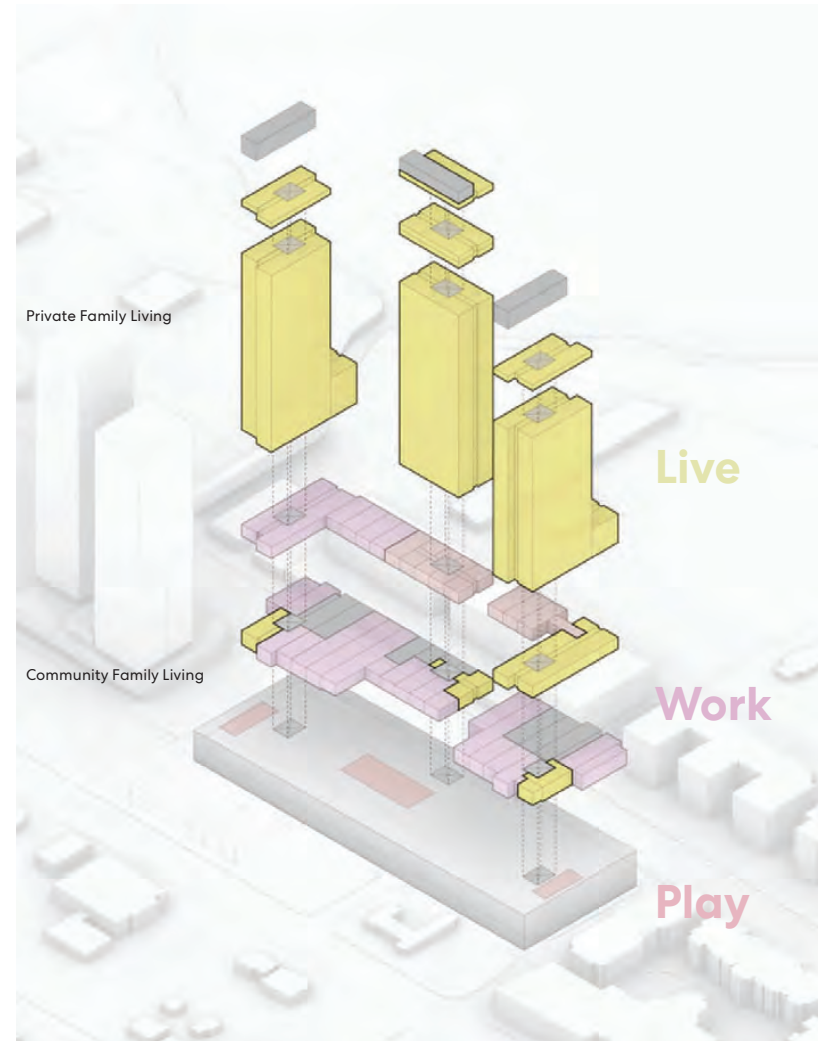
Rezoning Booklet & OCP Framework

Updated Content

#### 4.3.4 Family Centered Living

Vision Statement for Beedie Site

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





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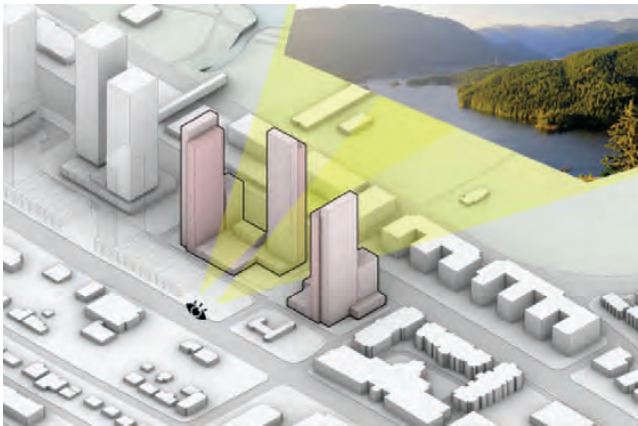
Attachment 5

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Updated Content

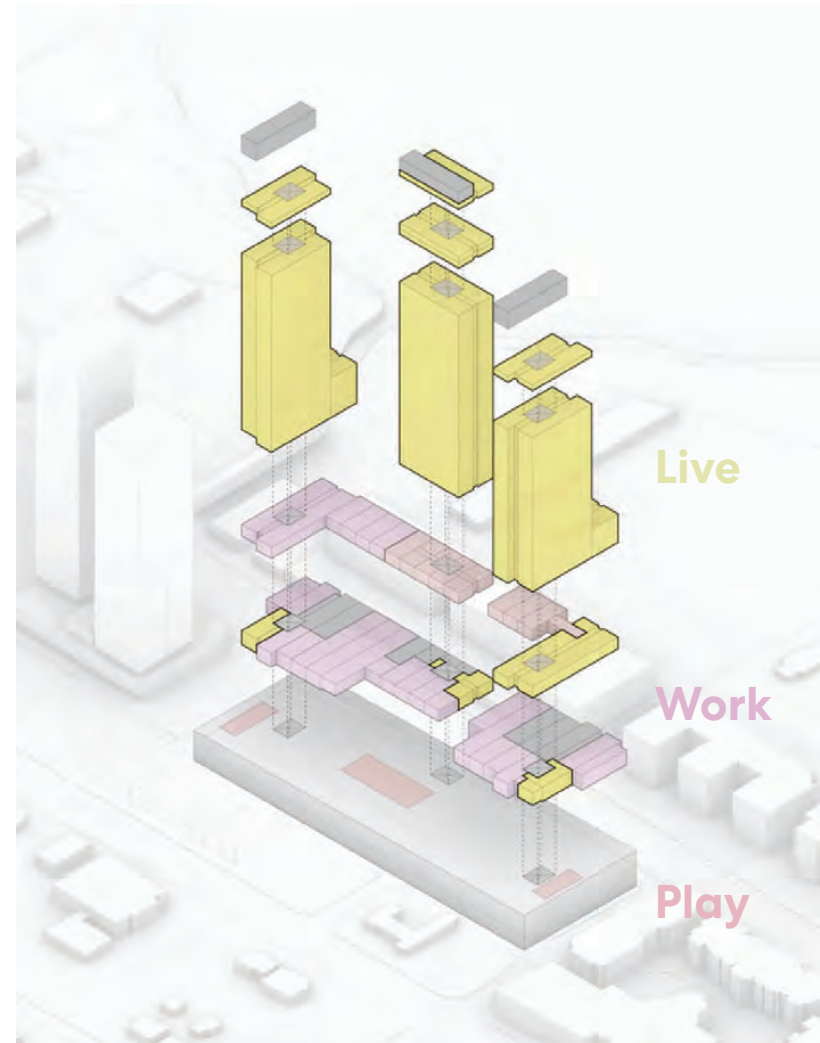
### 4.3.5 Family Centered Living - LIVE



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

The application aligns with these ambitions by proposing a diverse range of housing options from ownership to key partnerships for provision of affordable housing within the Moody Centre TOD precinct (refer to sections EN13 & EN23 in Sustainability Report Card). Creating variety and choice takes into consideration the diversity in economic positions that exists within Port Moody today.

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





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Spring Street

Rezoning Booklet & OCP Framework

Updated Content





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### 4.3.6 Family Centered Living - Market Housing

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

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

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

- **Housing demand:** The current housing shortage and lack of options for homebuyers call for more diverse options.
- **Long-term stability:** Unlike private rentals, ownership in housing can provide long-term stability for people who want to stay in their home long-term.
- **Ownership:** Buying one's own house is a long term investment where the place invested in can be used by generations if living in the same place and there is sense of security even with all the market rate fluctuations.
- **Return on investment:** A home once bought is an asset that is valued for a lifetime and even beyond. This also provides financial support in times of need.

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



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Spring Street

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4.3.7 Non-Market Housing (2806 Spring Street)

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

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

The decision to designate a separate site for this distinct housing typology offers several distinct advantages including efficient space utilization, design optimization, purpose-built architecture to accommodate the intended amenities, communal spaces, supportive infrastructure, and services tailored to the residents' specific needs. This approach then fosters a more supportive and closely-knit community, ultimately contributing to the success of the Moody TOD's diverse housing provisions. This allows early delivery through an expedited permitting process (refer to section S10 in the Sustainability Report Card).

This provision on 2806 Spring Street equates to approximately 3260m<sup>2</sup> (~35000sf) of residential floor area. As per the Port Moody policy *Inclusionary Zoning - Affordable Rental Units* a minimum 6% of residential FAR is to be made up of Non-Market Rental Units. The balance of this 6% policy requirement for affordable housing will be made up of non-market rental units on the main site in partnership with the Kwikwemlem First Nation (KFN).



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



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

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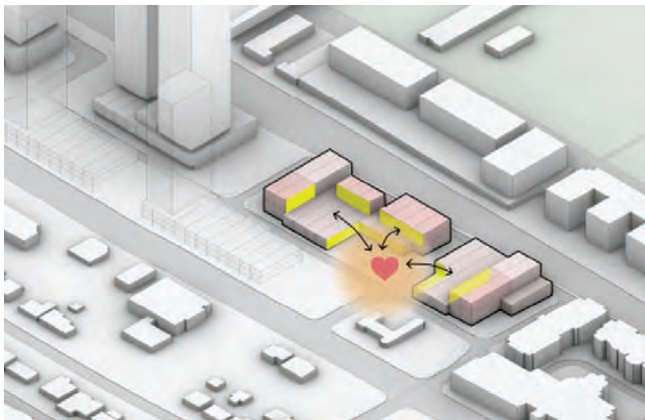
Attachment 5

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### 4.3.8 Family Centered Living -WORK

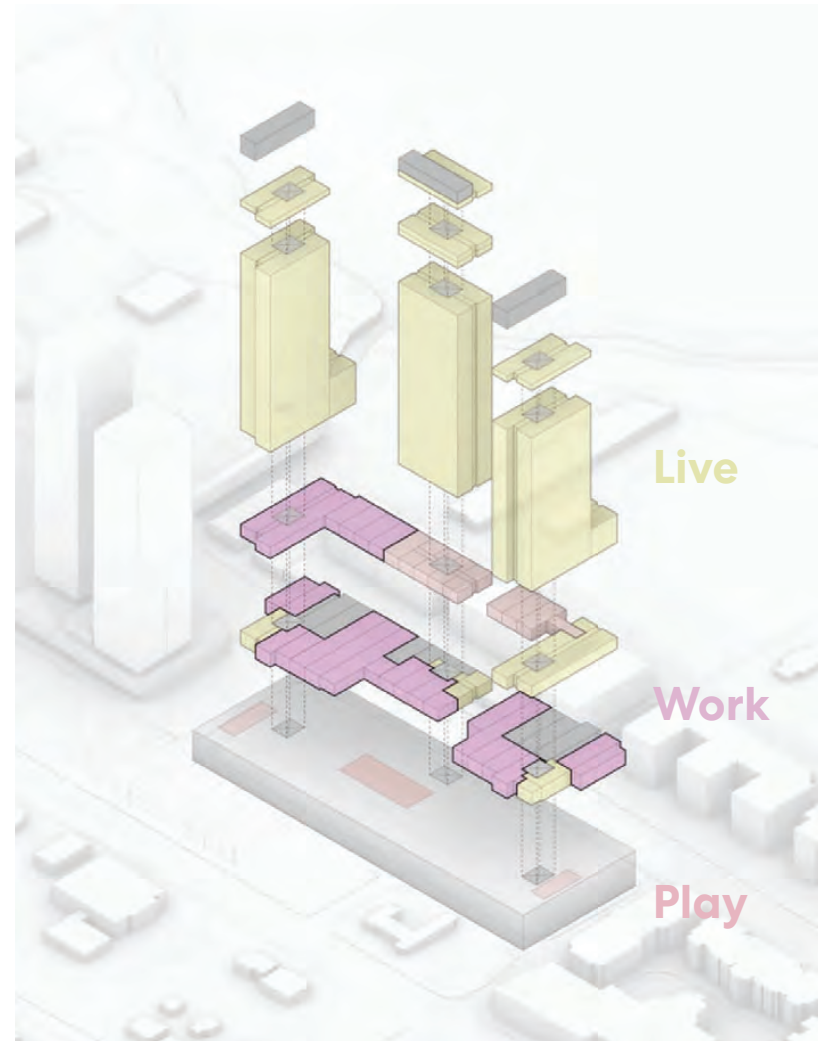


The conceptual approach to the site is to build on the characterization of the public realm within our proposed OCP Framework, establishing a Masterplan Neighborhood node as an extension of an active and pedestrian focused Spring Street. This led to the creation of a Public Plaza, entitled the Living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

Activating the ground plane that envelopes this plaza with office and retail space creates a hub of commercial activity within the Moody Centre precinct that supports local businesses and connects with local and transitory customers. Flexible space planning provides for the possibility of up to 530 jobs.

Through the provision of approximately 50% 2 bed or larger units paired with the co-working residential amenity, the development is projected to accommodate an additional 168 work-from-Home opportunities.

The proposed continuous active commercial frontage wrapping the ground plane, close to transit and high quality outdoor public spaces, provides businesses with the best chance for success. Generous ceiling heights within this active podium allow for second level mezzanine options for tenants and commercial owners, providing future flexibility. Phase 2 of the project will feature an additional 22,000 square feet of employment space on the podium. This office space not only expands commercial activities but also offers potential for childcare provision, addressing the needs of working parents within the community.





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Attachment 1

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940

Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Updated Content



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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

941

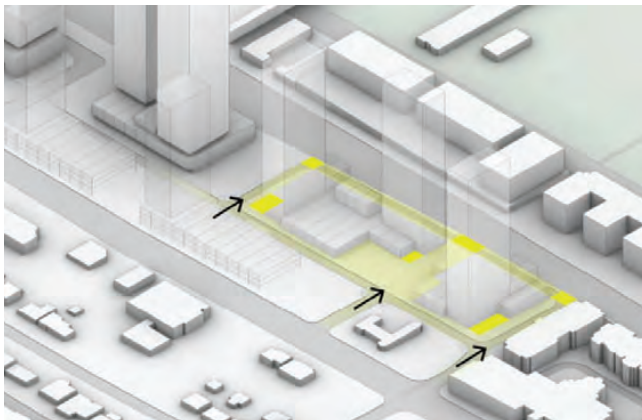
Attachment 5

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Updated Content

### 4.3.9 Family Centered Living -PLAY

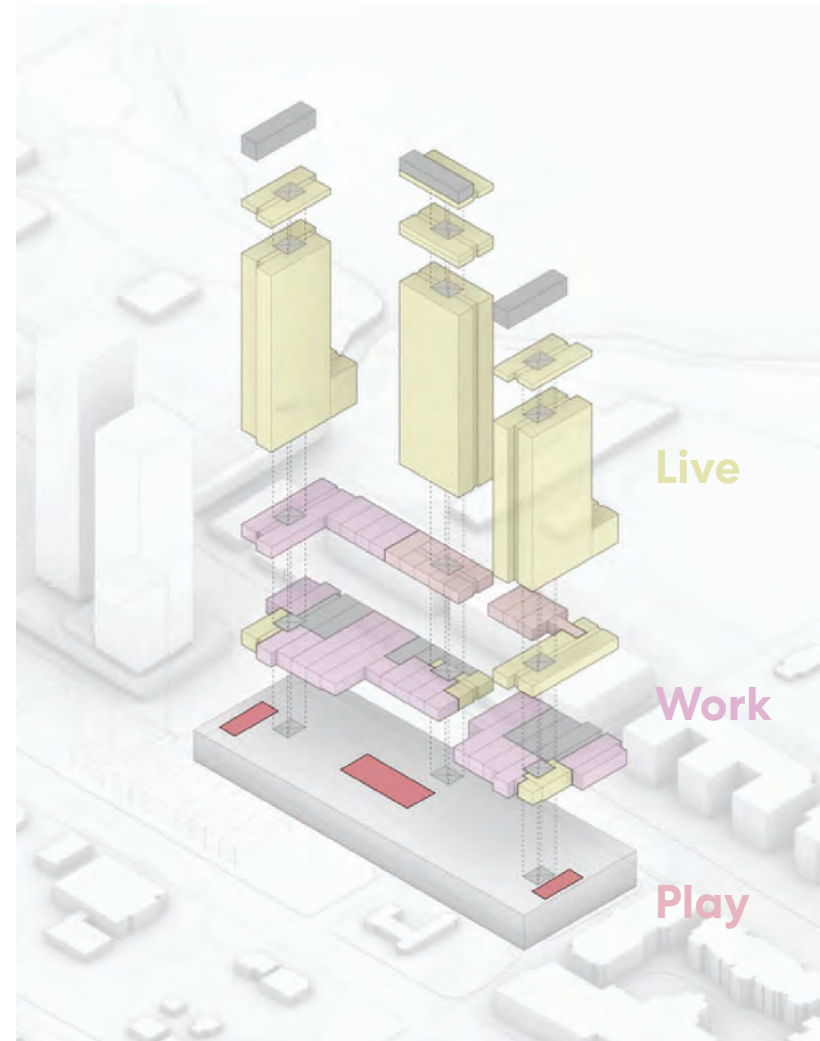


A vibrant walkable Spring Street is a clearly stated ambition of the City's OCP, emphasizing pedestrians, cyclists, retail activity and including green spaces and residential entries, where the spine of the moody Centre TOD precinct will be a living street full of vitality and representative of the City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

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

A number of opportunities are presented within the proposal for integration of public art within the public realm; through landscaping, wayfinding and play spaces as well as stand-alone public art pieces. The towers individually reach the ground and provide a chance for a tailored public realm expression, which can incorporate elements of play, public art and wayfinding, allowing a distinct identity for each tower relative to the communal Living Room plaza. The extension of Golden Spike Lane and backdrop of the boundary interface with the rail lines suggest an opportunity for a public art and/or landscape intervention to both soften and shield this firm edge.

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





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Attachment 5

Spring Street

Updated Content

## 4.4 Landscaping & Public Realm





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Attachment 5

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Updated Content





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Attachment 5

Spring Street

Updated Content

#### 4.4.1 Landscape and Public Realm Introduction



The proposed Spring Street development aims to create a walkable, vibrant, pedestrian oriented public realm along the Spring Street corridor of the Moody Centre TOD area. The proposed central urban plaza and mews function as the central organizing element of the project, offering high quality amenities to the TOD neighbourhood and community at large. The landscape design and public realm programming aims to promote social and environmental sustainability through pedestrian and family friendly design principles and climate resiliency strategies.



Pedestrian Priority & Transit Oriented Design



Family Friendly Programming



Sustainable & Resilient Design Strategies

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Attachment 1

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945

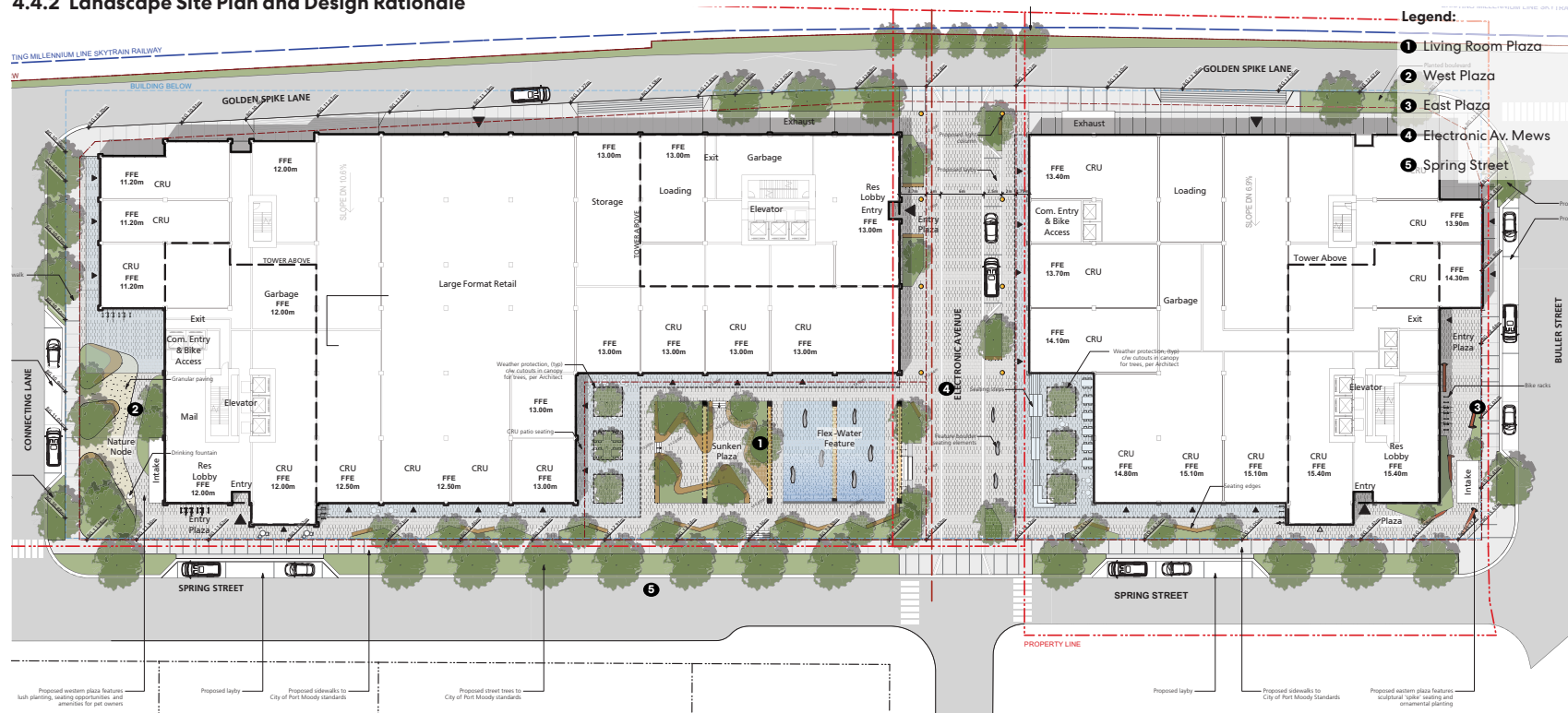
Attachment 5

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Updated Content

## 4.4.2 Landscape Site Plan and Design Rationale



The proposed development, at the northeastern edge of Moody Centre TOD, offers public realm improvements and neighborhood amenities. Three towers and two podiums line Spring Street, connecting to the skytrain station and the community beyond (see section EN13 in the Sustainability Report Card). A central plaza at Spring Street and Electronic Avenue serves as a 'Living Room' with restaurants, cafes, and seating for informal meetings. A water feature, sunken seating area, lush planting, and shade canopies encourage year-round use by residents of all ages. The water feature is identified for its benefits to both residents and the public. The proposed "splash-pad-like" nature of the feature is expected to pull in community members to the site to allow children a space to play (see sections C2, EN18, & S9 in the Sustainability Report Card). Electronic Avenue is envisioned as pedestrian-priority Mews that can be closed for vehicles for markets or community events. Smaller plazas are at West and East Building corners. A nature node at the corner of Spring Street and the West connector lane takes cues from the adjacent daylight creek. At the intersection of Buller and

Spring Street, a small plaza is proposed to feature playful 'railway spike' seating elements to reference the connection to the Golden Spike Lane and serve as a wayfinding element (see section C3 in the Sustainability Report Card). The landscape focuses on climate resilience and ecological sustainability. The integration of a native and adaptive plant palette and interconnected tree canopies provides a resilient landscape, promoting shade, temperature regulation, and habitat connectivity. The tree network is identified as an ecological thoroughfare with tree canopies connecting to provide a continuous connection of greenspace along Spring St. that extends down Connecting Lane past the nature node. This is considered to be an excellent connection for small birds system (see sections EN9, EN18, & EN23 in the Sustainability Report Card). Moreover, sustainable stormwater measures, including permeable pavements and rain gardens, are incorporated where feasible to support a sustainable stormwater management approach.



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946

Attachment 5

Spring Street

Updated Content

### 4.4.3 Living Room Urban Plaza



Curved Seating Edges



Misting Fountain



Stepped Seating



Legend:

- 1 Curvilinear Seating Edges
- 2 Water Feature
- 3 Plaza Arches

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

curved seating, water feature, misting fountain and walking loops offer informal play opportunities, inviting kids to explore and engage. A sunken portion of the plaza features curvilinear planters with seating edges flaring into small lounging platforms for conversations, relaxation, and informal gatherings. Overhead frames span the width of the plaza while connecting it to the architectural rhythm of the surrounding buildings. The frames are designed to support catenary and recessed feature lighting to activate the space into the evening, as well as integrate shade elements during summer months. These opportunities can be adapted to special events and celebrations to create unique, changing, and memorable experiences for the community.



Catenary Lighting



Flush Plaza Water Feature with Sheet Flow

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Attachment 1

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947

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## 4.4.4 Landscape Plan West Building



Nature Node



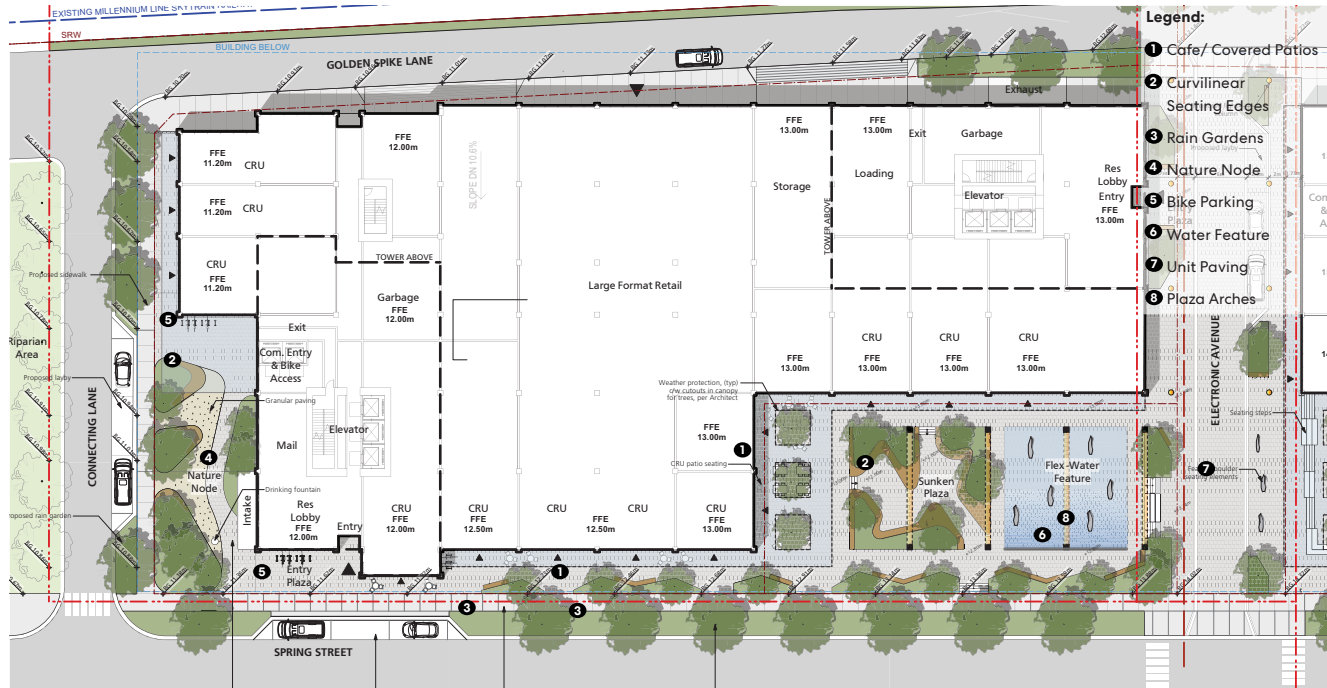
Sunken Plaza Seating



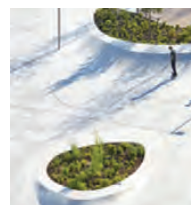
Lighting Integration with Plaza Arches



Corner Entry Plaza with Seating Elements



Bike Racks



Curvilinear Planters



Cafe/Restaurant Patios



Rain Gardens



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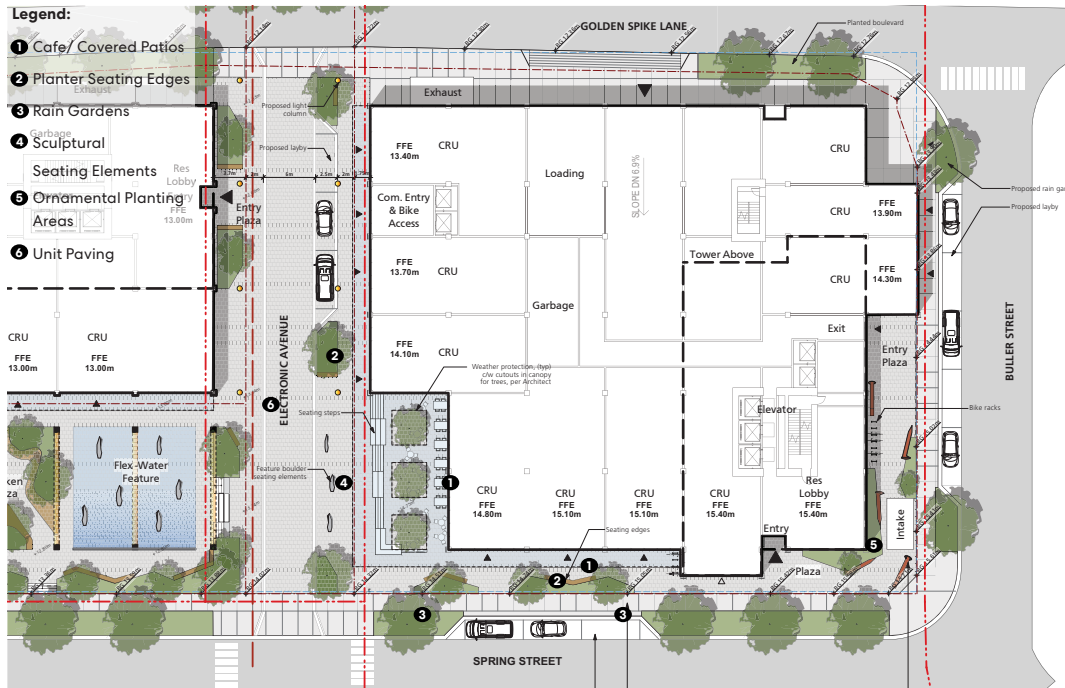
948

Attachment 5

Spring Street

Updated Content

### 4.4.5 Landscape Plan East Building



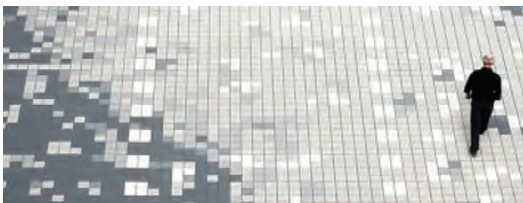
"Golden Spike" Sculptural Seating Elements



Planter Seating Edges



Tree Planting with Ornamental Grasses



Continuous Plaza Paving with Electronic Avenue



Commercial Frontages



Ornamental Grasses

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949

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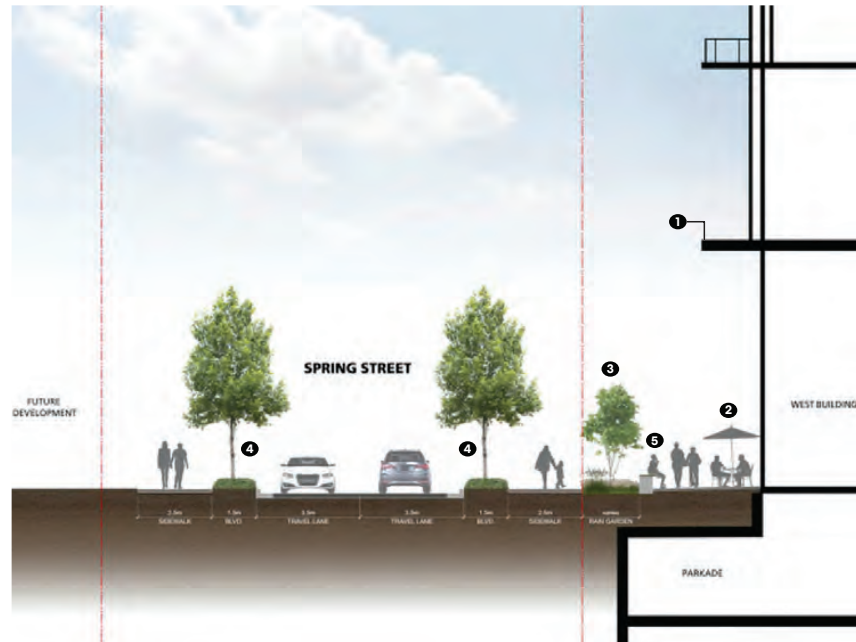


### 4.4.6 Spring Street

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

Legend:

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



Weather Protection



Angled Seating



Street Tree with Planting



City Bench



Bike Racks



Rain Gardens



Flexible Seating Areas



Considered at the December 3, 2024, Special Council meeting

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Attachment 1

Considered at the July 23, 2024, Regular Council meeting

950

Attachment 5

Spring Street

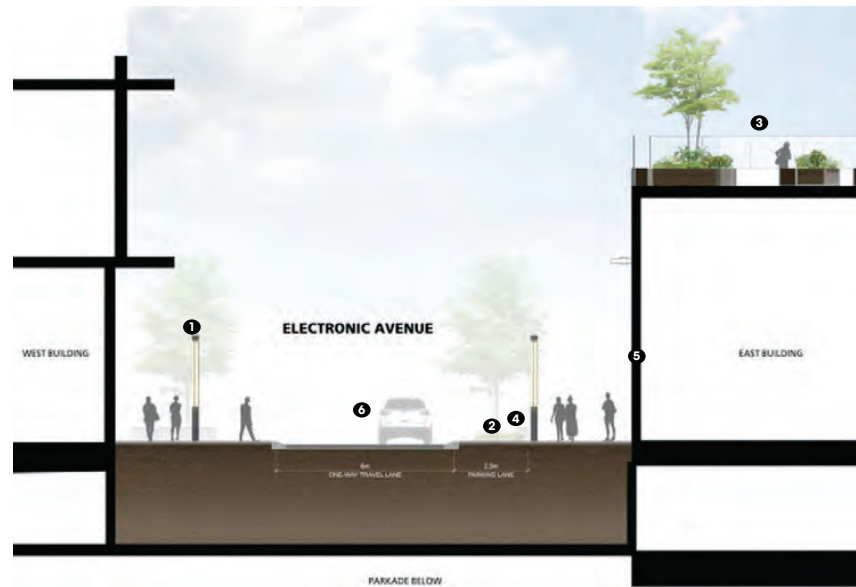
Updated Content

### 4.4.7 Electronic Avenue

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

**Legend:**

- ❶ Light Columns
- ❷ Flush Tree Planting
- ❸ Amenity Podium
- ❹ Seating Edges
- ❺ Covered Patio
- ❻ Shared Street/Unit Paving



Covered Patio with Trees



Flush Tree Planting with Grate



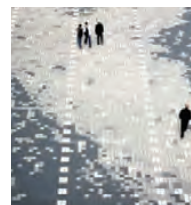
Shared Street



Angled Seating Edges



Hydraulic Bollards



Unit Paving



Local Market Events



Lighting Integration with Columns



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### 4.4.8 Neighbourhood Gathering Space Comparison

LONSDALE QUAY - 19 Wallace Mews, North Vancouver



RIVER DISTRICT CROSSING - Vancouver, BC



EVENTS



GATHERING



VIBRANCY



LANDSCAPE ELEMENTS



RETAIL FRONTAGE



VIBRANCY



LANDSCAPE ELEMENTS



PUBLIC ACTIVATION



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

Spring Street

Unchanged Content

## Neighbouring Gathering Space Comparison

OLYMPIC VILLAGE - Vancouver, BC



FOCAL POINT



LANDSCAPE ELEMENTS



VIEWS / VIBRANCY



RETAIL FRONTAGE

SUN HOP PARK - Vancouver, BC



BIKE CONNECTION



SEATING, LANDSCAPE ELEMENT



PUBLIC ART



LANDSCAPE

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

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953

Attachment 5

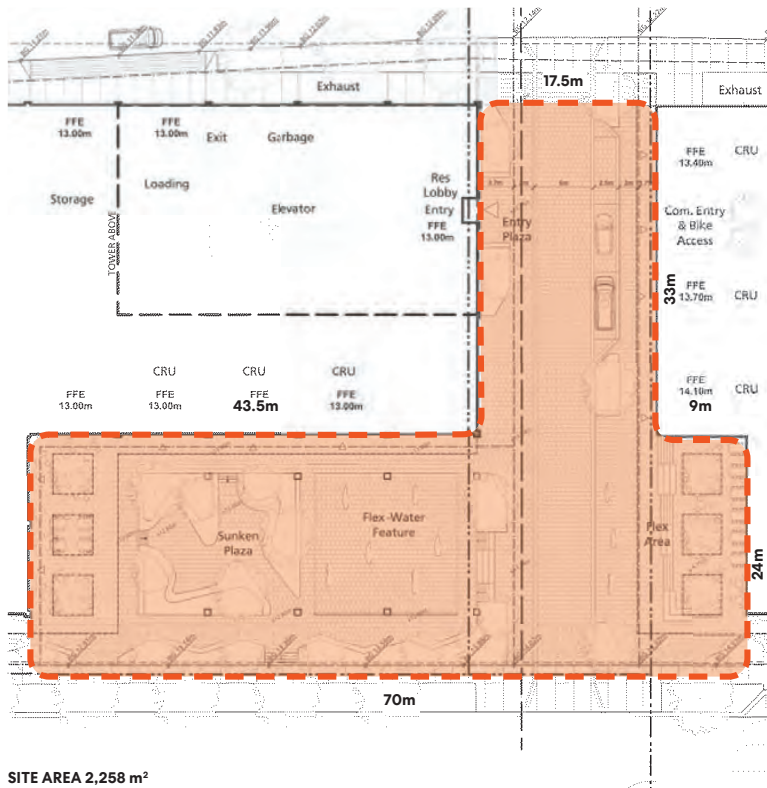
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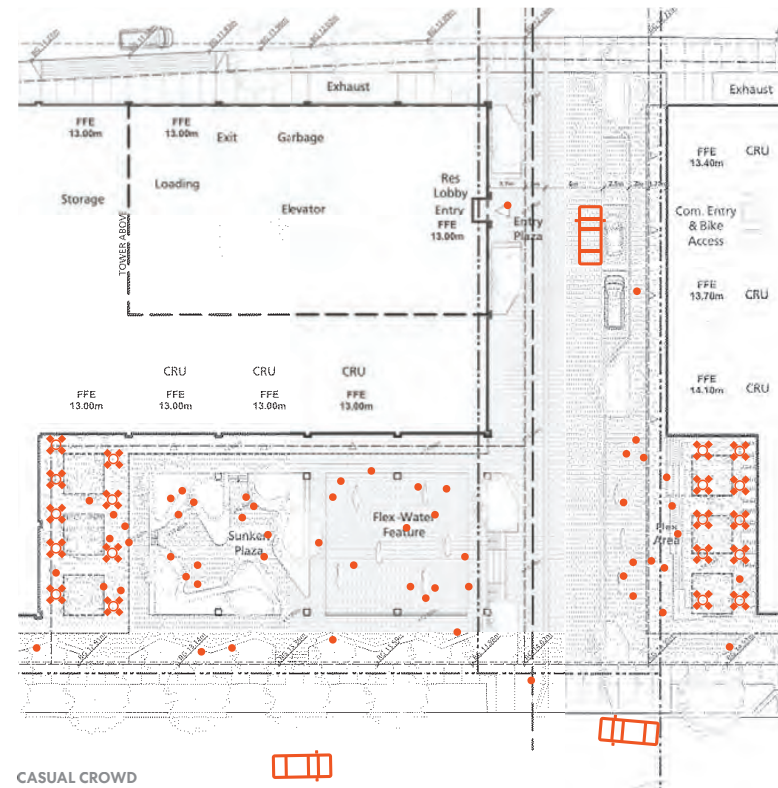
Updated Content

## 4.4.9 Living Room Programming Studies

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



SITE AREA 2,258 m<sup>2</sup>



CASUAL CROWD  
• 50 People



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Attachment 1

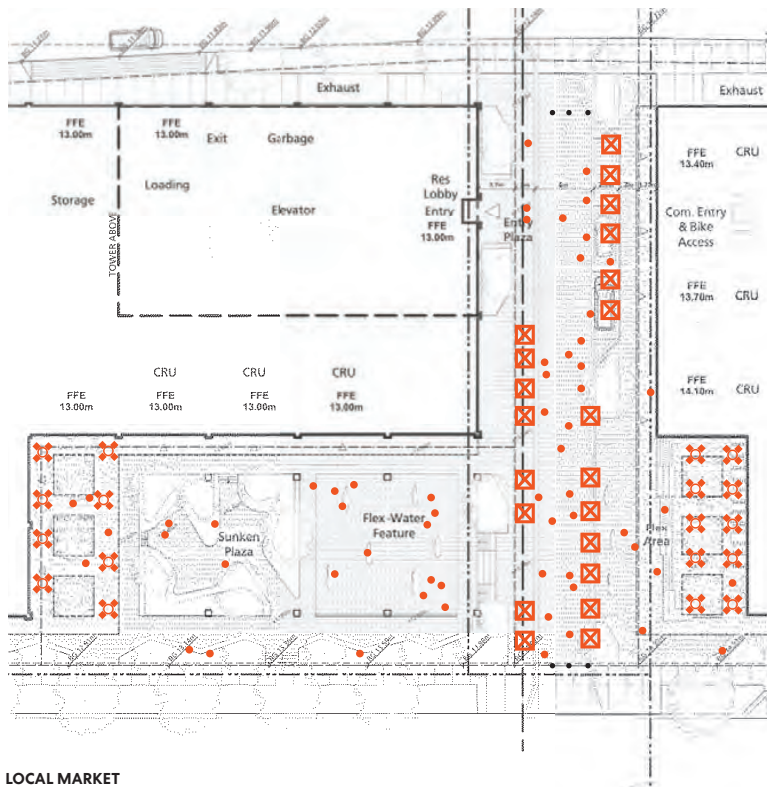
# Considered at the July 23, 2024, Regular Council meeting

954

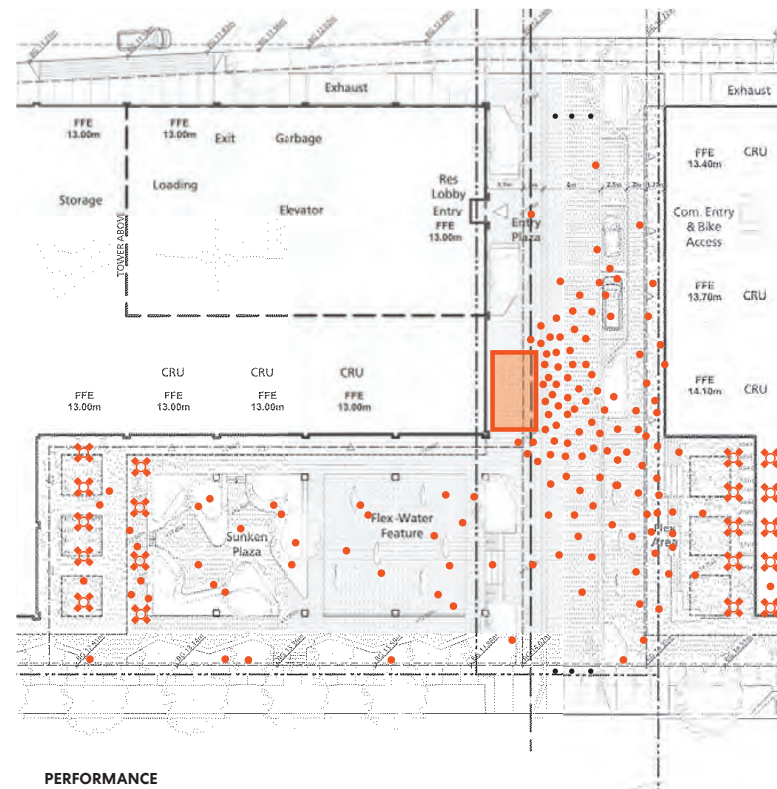
Attachment 5

Spring Street

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- LOCAL MARKET**
- 60-100 People
  - 23, 3X3m Tents



- PERFORMANCE**
- 100-200 People
  - 8X4m Stage

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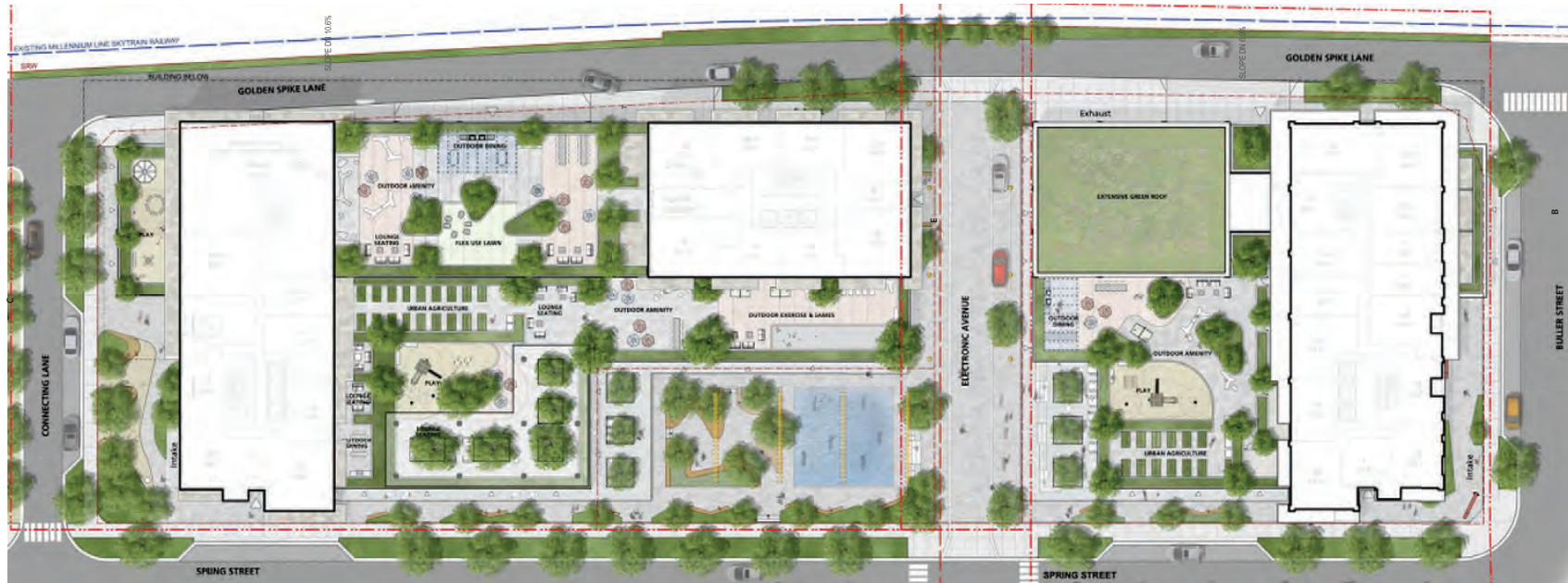
Attachment 5

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Updated Content

### 4.4.10 Podium Level Landscape



The landscape design for the amenity podiums seamlessly transitions indoor residential amenities to outdoor spaces, fostering a balanced blend of urban living and nature. These tower podiums serve as vibrant extensions of the built environment, offering a diverse range of engaging program areas. These include outdoor dining spots, urban agriculture plots, family-friendly play areas, outdoor workstations, multiple fitness areas, a bocce ball court, and various seating options for relaxation and gatherings. These integrated features will enhance the overall quality of life and provide a holistic living experience for all residents. Additionally, perimeter planters and an extensive sedum green roof increase biodiversity, combat the urban heat island effect, and support pollinator habitat. (see sections S1, S9, S11, S21, EN2, & EN18 in the Sustainability Report Card).





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

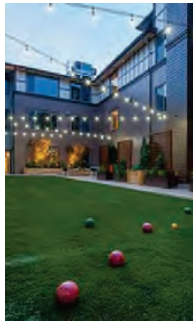
# Considered at the July 23, 2024, Regular Council meeting

956

Attachment 5

Spring Street

Updated Content



Bocce Ball Court



Outdoor Work Stations



Amenity Patios



Flex-Use Lawn Area



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



Outdoor Fitness



Outdoor Dining



Catenary Lighting



Urban Agriculture



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

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



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Attachment 5

Spring Street

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

959

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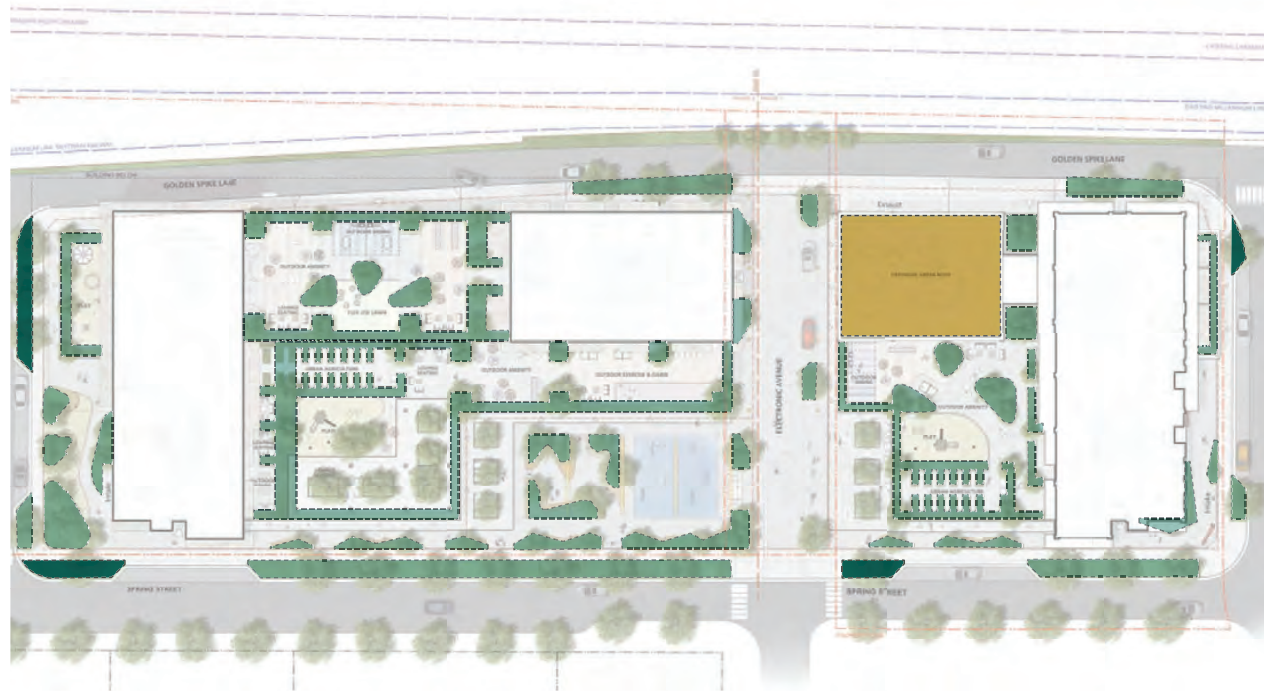


Updated Content

## 4.4.11 Stormwater Management

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

The project team is aiming to develop innovative strategies and new technologies to create absorbent landscapes and reduce overall runoff. Rain gardens, green roofs, and blue-green infrastructure strategies can be utilized to create stormwater sponges even in over-slab conditions and on podiums. Engineered solutions for detention of rainwater can be utilized for the re-use of water for passive irrigation or watering of urban agriculture plots on the landscaped podiums. Generous landscaping not only serves as an aesthetic element but also functions as a natural stormwater filter. The strategic placement of native and adaptive vegetation, including grasses, shrubs, and trees, enhances the soil's capacity to capture and retain pollutants, sediments, and nutrients carried by stormwater runoff. These natural processes contribute to improved water quality and ecosystem health, aligning with Port Moody's commitment to preserving its natural environment. The proposed generous tree canopy is further mitigating rain impact while fostering community well-being and reducing urban heat island effects (see section EN2 in the Sustainability Report Card).



### Legend



Absorbent Landscapes



Rain Gardens



Extensive Green Roof



Water Feature



# Considered at the December 3, 2024, Special Council meeting

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Spring Street

Unchanged Content

## 4.4.12 Parks & Open Space

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

The amount of existing accessible park space within a 10-minute walk of Moody Centre Station is comparable to what is available in other municipalities of similar context in Metro Vancouver. This application introduces innovative elements that expand and enhance both the quality and variety of park spaces available to present and future residents. Furthermore, the inclusion of a pedestrian overpass in Phase 1 further enhances accessibility to nearby amenities, including Port Moody's thriving brewery district and Rocky Point Park.

As part of the 2020 OCP Amendment process a study by Urban Systems was commissioned by the Moody Centre TOD stakeholder. This analysis is outlined in their report *Moody Centre: Future Transit Oriented Neighbourhood OCP Amendment Application - Park and Open Space Analysis*, contained in the appendix. This analysis has found:

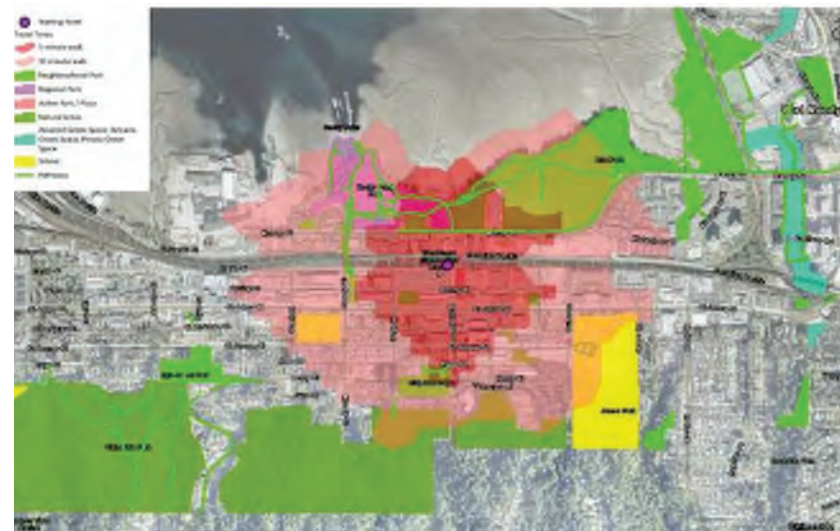
- The City of Port Moody's current target of active & neighborhood park space within a 10-minute walk is 2.1 ha per 1,000 residents
- The amount of active and neighbourhood park space within a 10-minute walk will be 3.2 ha per 1,000 residents

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

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



Park distances from Moody Centre Station.



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

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## 4.5 Public Art



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Unchanged Content



## 4.5.1 Public Art Vision

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

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

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

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

Situated on the on traditional, ancestral, and unceded territories of the k i k m (Kwkwetlem), q i q é y t (Qayqayt), x m k y m (Musqueam), s w x w 7mesh (Squamish), and s i l w t a l (Tseil Waututh) First Nations, the public art at Port Moody Landing will further support the creation, promotion, and preservation of Indigenous art and culture.



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

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**Public Art Vision**

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

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

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

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



- Images from left to right.
- Top Row: Girourad, Olivier and Johnathan Villeneuve, *Loop, Montreal* (2016); Point, Susan, *The River Giver of Life, Port Moody, 2004*; Brekeelman, Steven, *Pilings, Port Moody, 2022*.
- Middle Row: MacAdam, Charles and Toshiko Horuchi, *Harmonic Motion, Ohio, 2015*. Photo Credit: Roberto Boccacino. Gensler, *Rendering of San Pedro Plaza in Los Angeles, 2023*.
- Bottom Row: Breuning, Olaf, *Clouds, NY, 2014*; Hapa Collective, *Bendy Straw at Sun Hop Park, Vancouver, 2013*.

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## 4.6 Sustainability

### Version History

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

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

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

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Updated Content

## 4.6.1 Sustainability Objectives

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

- Carbon Leadership
- Enhanced Livability
- Enhanced Ecosystem

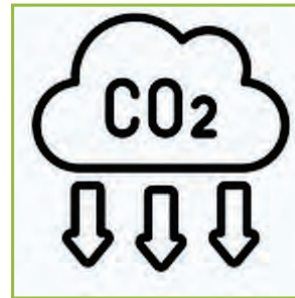
This section explores sustainability strategies as they relate to these three key objectives, and the accompanying City of Port Moody Sustainability Report Card in the appendix outlines how these goals are met through the lens of environmental, social, cultural and economic sustainability.

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

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

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

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



### Carbon Leadership

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

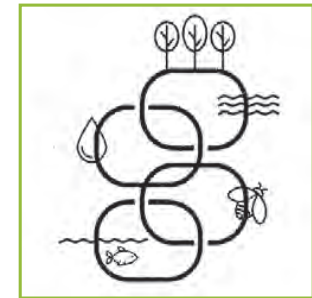
*Embodied carbon will be reduced by seeking products with environmental product declaration to understand the impacts of materials. Where possible, produces sourced locally with recycled content or demonstrable reduction in Global Warming Potential will be used for the project to reduce embodied carbon.*



### Enhanced Livability

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

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



### Enhanced Ecosystem

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

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

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

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Updated Content

## 4.6.2 Overview of Sustainability Strategies

### Carbon Leadership



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



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



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



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



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

### Enhanced Livability



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



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



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



**Health and Well-being**  
Create spaces to engage with neighbors and the surrounding communities for social and mental wellbeing. Provide spaces for play for children and families.



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

### Enhanced Ecosystem



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



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



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



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



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



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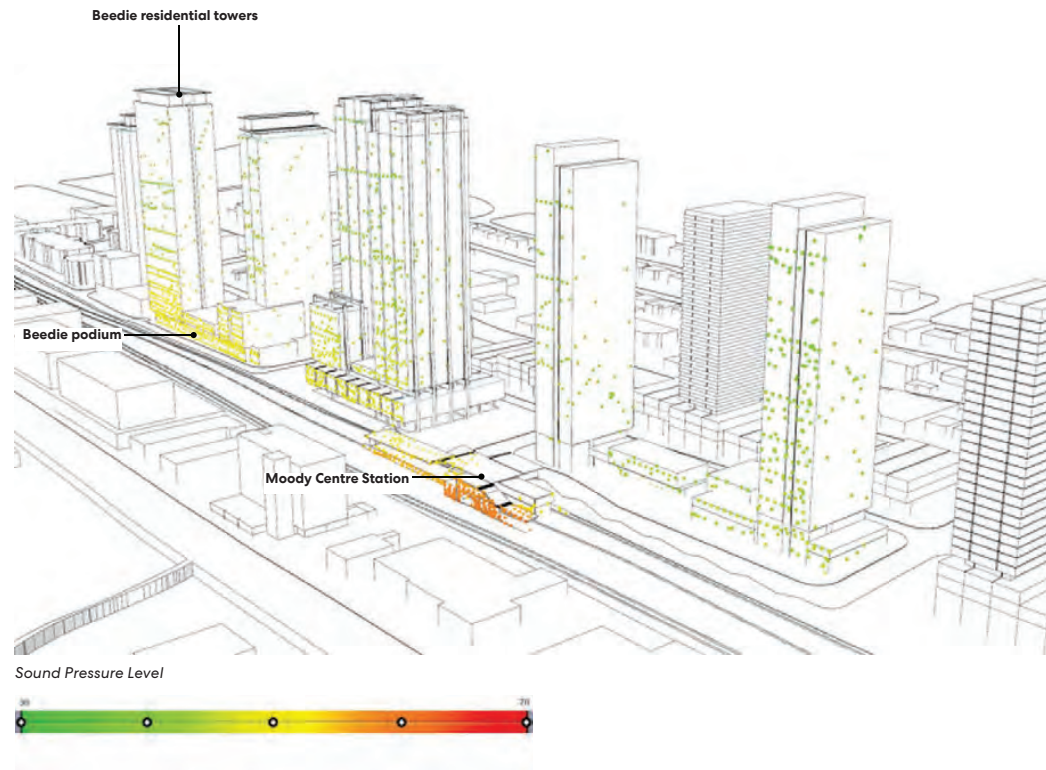


Updated Content

### 4.6.3 Acoustic Analysis

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

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



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Rezoning Booklet & OCP Framework

Updated Content

## 4.6.4 Sustainability Report Card

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



### Social Sustainability

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

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

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



### Economic Sustainability

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

**Response:** The Living Room plaza is an extension of a vibrant pedestrian-focused Spring Street that is activated by a variety of retail, commercial and employment generating spaces.

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

The project represents a massive revitalization to the site increasing the assessed property value substantially through the addition of the proposed density and addition of retail space. This project represents approximately 2,500 additional residents living, paying taxes, and spending in the area. In the context of the larger 2017 OCP for the Area, the development represents a major amount of growth for the City of Port Moody



### Cultural Sustainability

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

**Response:** The project's design of the pedestrian level has been developed with community and culture in mind. Mid-block pedestrian links break up the former parking lot to encourage connection through the district in the North-South direction. This creates pedestrian 'collision' zones within the public realm which fosters social interaction and cohesion in the community. The primary collision zone for the project includes a water feature, plaza space and play spaces surrounded by food retail intended to activate the area and make it a thriving destination.

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

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



### Environmental Sustainability

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

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

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

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# 4.7 Policy Context

## Version History

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

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

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



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Updated Content

4.7.1 City of port Moody Corporate Policy

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

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

Figure 4 – Approximate Tower Placements

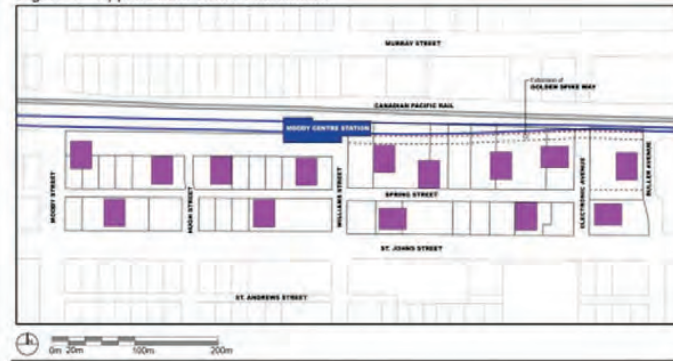
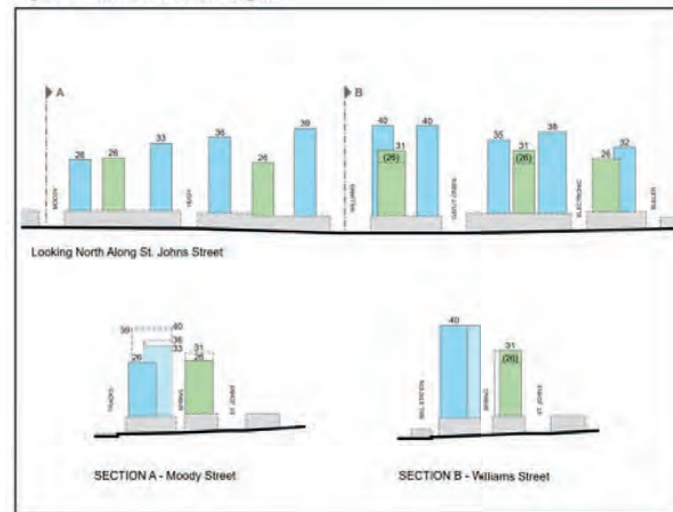


Figure 5 – Maximum Tower Heights



0m 20m 100m 200m

All tower heights are indicated as number of maximum floors above adjacent grade.

■ Towers South of Spring Street  
■ Towers North of Spring Street  
■ Maximum 6 Storey Podium

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## 4.7.2 City of Port Moody Official Community Plan

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

### Sustainability

- Comprehensive Approach: the project scores well on all four pillars of sustainability—environment, economic, social, and cultural. The development will comply with the existing green building policy. The project is assessed via a Sustainability Report Card, refer to the Sustainability chapter 4.6 and the Appendix for the Report Card.

### Environment

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

### Housing

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

### Appropriate Development

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

### Parks, Open Space and Recreation Facilities

- Health and Wellness: social and physical wellness is promoted through construction of high-quality public and private amenities including the public plaza, outdoor private amenity, fitness facilities, and other.
- Community Facilities: new green spaces and community facilities will help to meet the health, recreation, and cultural needs of the community.
- Waterfront Access: pedestrian overpass proposed as part of the Phase 1 application on the adjacent site to run across SkyTrain and the West Coast Express train tracks will greatly improve access to the Burrard Inlet through Rocky Point Park.

### Transportation

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



## CITY OF PORT MOODY OFFICIAL COMMUNITY PLAN

Schedule "A" to Bylaw No. 2955



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### 4.7.3 Other Guiding Policies & Plans

#### Prioritizing Higher Density Development (2017)

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

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

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

#### Climate Action Plan, 2020

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

Focus Area	Goals	Compliance
Organization-wide	Embed an LCR climate lens into City processes	Done
Natural environment	<ul style="list-style-type: none"> <li>Restore/ strengthen our natural environment</li> <li>Restore/ strengthen our urban forests</li> </ul>	Use of indigenous flora and fauna, stormwater management and landscaping within the public realm to provide tree canopy, shading and immersion in nature.
Buildings	<ul style="list-style-type: none"> <li>Design/ construct/ renovate buildings that:                             <ul style="list-style-type: none"> <li>- are durable and more likely to withstand or recover quickly from anticipated effects of climate change;</li> <li>- use relatively little energy to operate;</li> <li>- provide a healthy indoor environment with good air quality.</li> </ul> </li> <li>Design/ construct/ renovate buildings with:                             <ul style="list-style-type: none"> <li>- materials that are associated with low levels of embodied carbon;</li> <li>- materials that store carbon</li> </ul> </li> <li>Use sources of energy that produce lower amounts of greenhouse gas emissions and energy systems that are more likely to withstand or recover quickly from disruptive events.</li> </ul>	Emergency power, passive cooling systems, energy efficient (Step code 3 or 4), district energy.
Emergency response and human health	<ul style="list-style-type: none"> <li>Ensure all members of the community have equal access to information, support, and resources related to preparing for climate change impacts</li> <li>Ensure the City is ready to respond to climate-related hazards, such as flooding, wildfires, and extreme heat</li> </ul>	Emergency plan in place for residents, climate awareness info and energy reduction recommendations.
Infrastructure	<ul style="list-style-type: none"> <li>Reduce water consumption</li> <li>Minimize urban flooding due to heavy rainfall</li> <li>Ensure civic infrastructure and natural assets are well-maintained and improved/ restored/ replaced when necessary so they are more resilient to the anticipated effects of climate change</li> </ul>	Use of low-flow plumbing fixtures in building, rainwater capture/ detention/ retention as part of landscape design.
Land use and growth management	<ul style="list-style-type: none"> <li>Incorporate climate change risks and vulnerability assessments into land use planning and development.</li> <li>Develop a complete, connected, and compact community to minimize transportation and building emissions.</li> <li>Manage shoreline erosion from sea level rise and coastal flooding</li> </ul>	Transit-oriented development focuses daily transportation on cleaner modes which reduced GHG's, puts people within walking distance to daily needs
Transportation and mobility	<ul style="list-style-type: none"> <li>Reduce greenhouse gas emissions from the City's fleet of vehicles.</li> <li>Support the use of alternative and zero-emission transportation options.</li> <li>Encourage residents to use clean vehicles that emit low or zero levels of greenhouse gases.</li> </ul>	Residential parking stalls will be EV Ready, fast chargers in public parking, co-op vehicle(s) will be incorporated into development. Over 2,000 bike parking stalls will be provided.
Waste reduction and management	<ul style="list-style-type: none"> <li>Minimize waste going to landfill and achieve zero emissions from waste before 2050.</li> </ul>	In-building waste and recycling plan will be implemented.



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Other Guiding Policies and Plans



**Parks and Recreation Master Plan, 2015**

Port Moody's Park and Recreation Master Plan outlines objectives and provides guidance for development of parks, open spaces and recreational facilities. For higher-density developments, the plan specifically promotes creating on-site green spaces, incorporating urban agriculture and encourages creation of open spaces in commercial centers. The project will conform to the plan by providing a large public plaza focussed on fostering community connection, located in what is described as the Neighbourhood node within the Moody Centre Transit Oriented Development Area, outlined in the OCP Framework (Section 3). Additionally, the development will include high quality private amenity spaces (both indoor and outdoor) as well as fitness areas and children's play areas.

**Inclusionary Zoning, Affordable Rental Units, 2022**

This policy sets out the expectations for the provision of Affordable Rental Units as part of new multi-family residential and mixed-use residential development applications where additional density is being sought through a rezoning.

**TransPort Moody, Master Transportation Plan, 2017**

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

**Family-Friendly Units Policy, 2022**

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

Number of Bedrooms	Share of Units
Studios	50% (70% max allowed)
One-Bedroom	
Two-Bedroom	40% (20% min required)
Three-Bedroom or more	10% (10% min required)

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

**Public Art Corporate Policy, 2017**

We recognize that, as "The City of the Arts" grows, public art will continue to be a critically important part of the new urban fabric and we are excited to do our part in facilitating the delivery of high-quality public art. This application will provide approximately \$2.4 million towards new on-site public art to be procured in compliance with the City's Public Art Corporate Policy (2017). A public art consultant is retained to oversee this process.

**Metro Vancouver Regional Growth Strategy**

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

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

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

**Goal 2. Support a Sustainable Economy**

Supporting regional employment and economic growth by creating approximately 57,000 sqft of ground floor retail / employment space.

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

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

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

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

**Goal 5. Support Sustainable Transportation Choices**

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

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Spring Street

Rezoning Booklet & OCP Framework

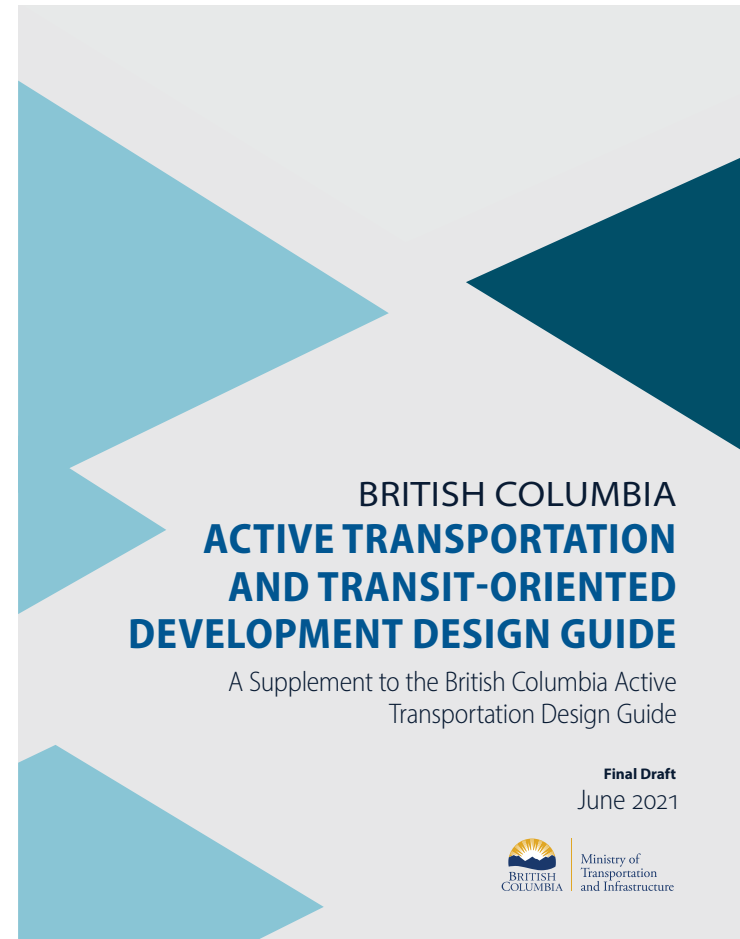
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Other Guiding Policies and Plans

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

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

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



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Other Guiding Policies and Plans

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

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

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





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Section 5.0

# Appendix

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## 5.1 Separate Submission Documents

· Refer to Submission Folders

C - Title Certificate

E - Site Profile

F - Report and Plans

Civil Report

Community Engagement Summary

Energy Modelling Letter of Commitment

Environmental Report

Geotechnical Report

Transportation Study Updated Content

G - Site Survey

H - Arborist Assessment

I - Site Plan Updated Content

J - Site Servicing Plan Updated Content

W - Sustainability Report Card Updated Content

### Supplemental Material

Happy Cities Wellbeing Report

Urban Systems Park Space Analysis

Colliers Employment Letter

Beedie Spring Street Engagement Report Updated Content



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Appendix 01 — Previous OCP Chapter

# OCP Framework

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## 5.2 Background & Engagement

### 5.2.1 Summary

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

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

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

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

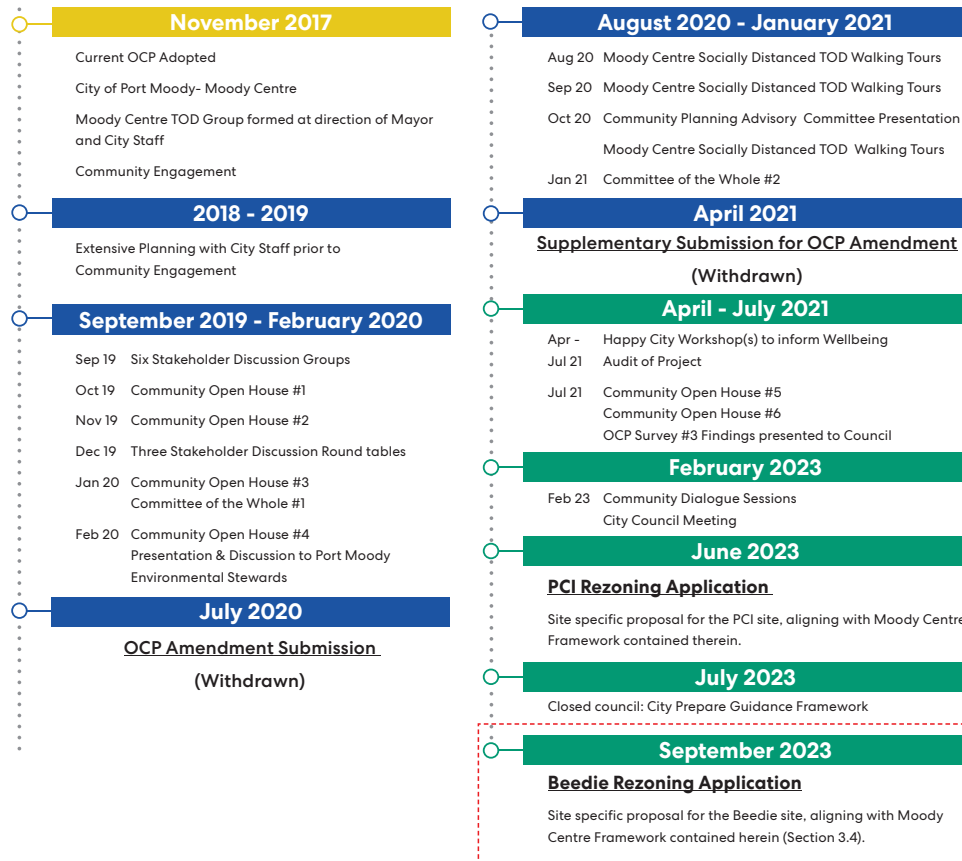


Photo from Oct 2019 Open House



Photo from Jan 2020 Open House

We are here

Key:

Current OCP (2017)

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

Events leading up to PCI Rezoning Application (2023)

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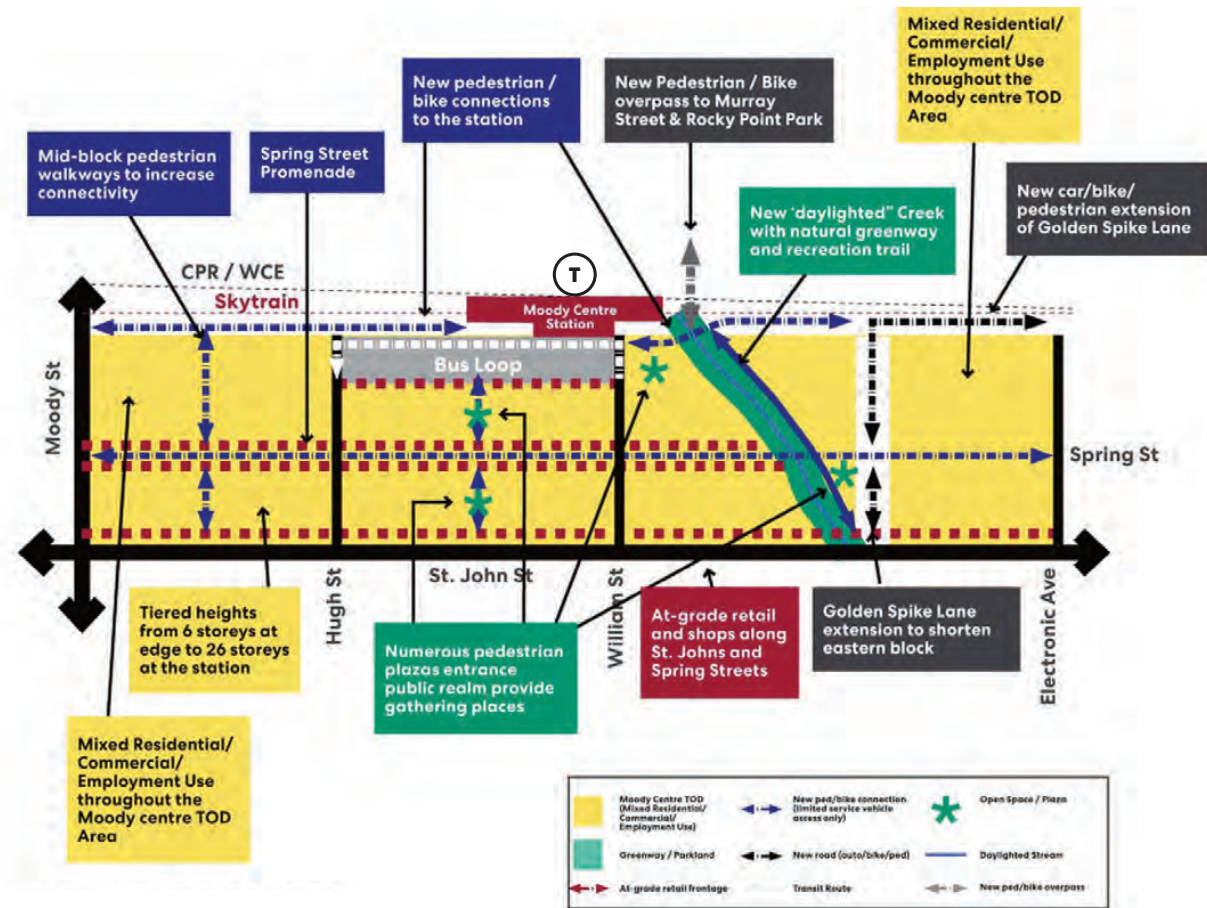
## 5.3 Existing OCP Policy (2017)

### 5.3.1 OCP Policy (2017)

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

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

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



Source: The Community Vision for Moody Centre (2017)



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OCP Policy (2017) cont'd



Source: The Community Vision for Moody Centre (2017)



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## 5.4 Moody Centre Framework (2023)

### 5.4.1 Collective Vision

Driven by the Guiding Principles (3.4.2) outlined overleaf, the vision for Moody Centre imagines a pedestrian-oriented, vibrant, mixed-use community that is centred around high-quality transit, sustainability, and celebrates livability in the 'City of the Arts' Collective.

The Moody Centre Framework (2023) builds upon the principles of the 2017 OCP to further refine the area of the TOD by:

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

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



Artistic rendering of an activated, pedestrian-oriented Spring Street

**“A pedestrian-oriented, vibrant, mixed-use community that is centered around high-quality transit, sustainability, and celebrates livability in the ‘City of the Arts’ Collective”**

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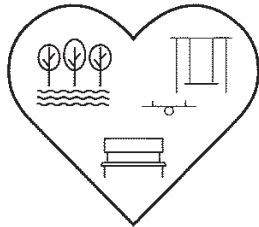
Spring Street

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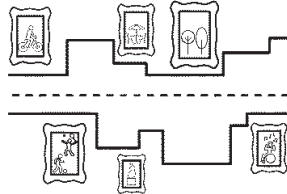
Moody Centre Framework (2023) cont'd

## 5.4.2 Guiding Principles



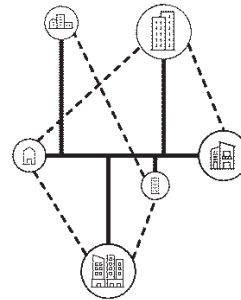
### Enhanced Public Realm

A purposefully programmed public realm rooted in local culture and history



### Activated Spring Street

A curated human scale experience with diverse retail and commercial spaces



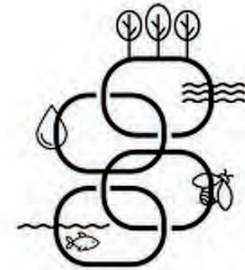
### Interconnected Neighbourhood

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



### Housing for a Diverse Community

Diverse unit mixes and inclusive housing opportunities



### Linked Natural Systems

Health and well being promoted through connection with the surrounding ecosystem



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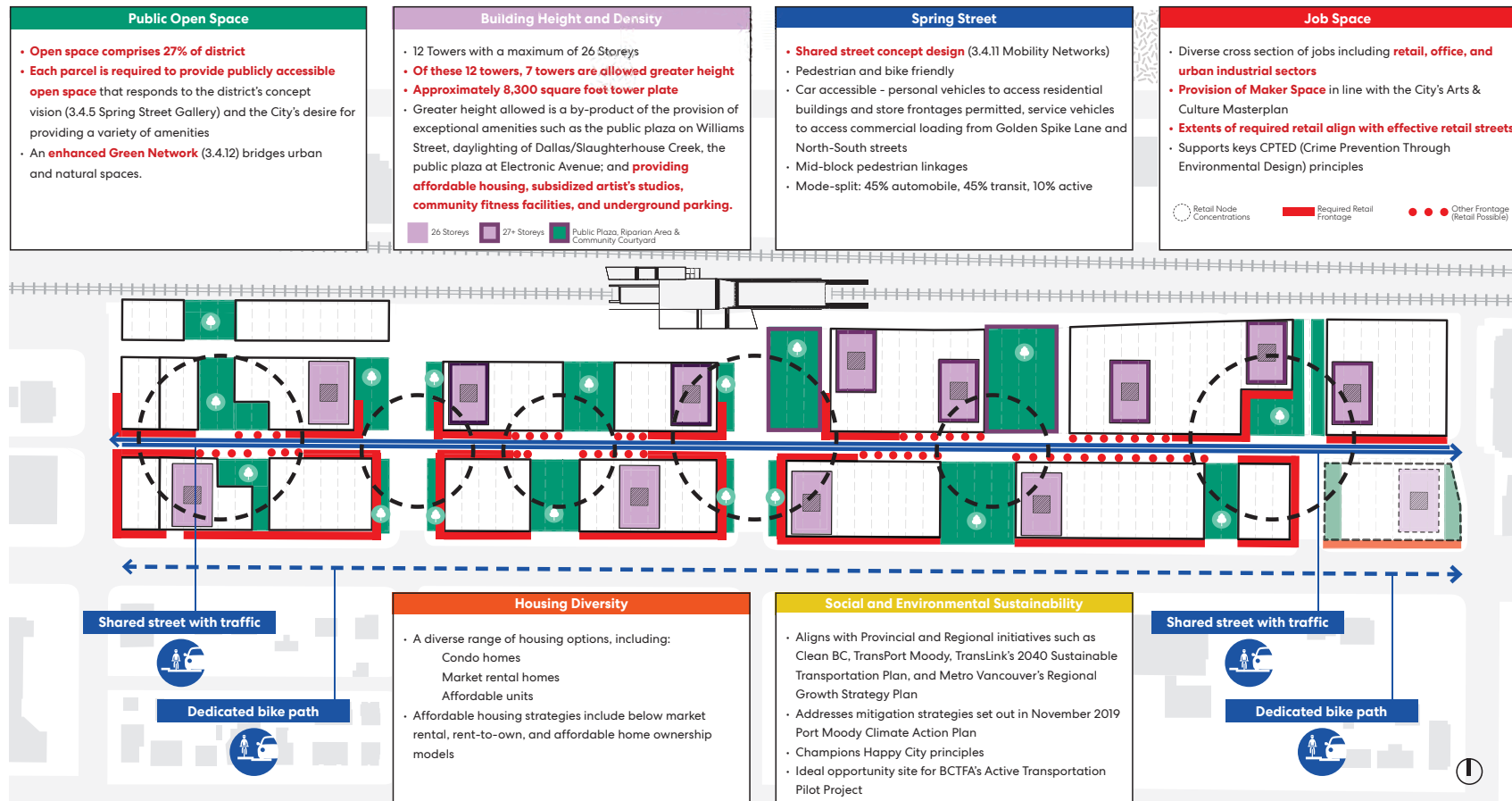
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Moody Centre Framework (2023) cont'd

### 5.4.3 Moody Centre Framework Master Plan (2023)



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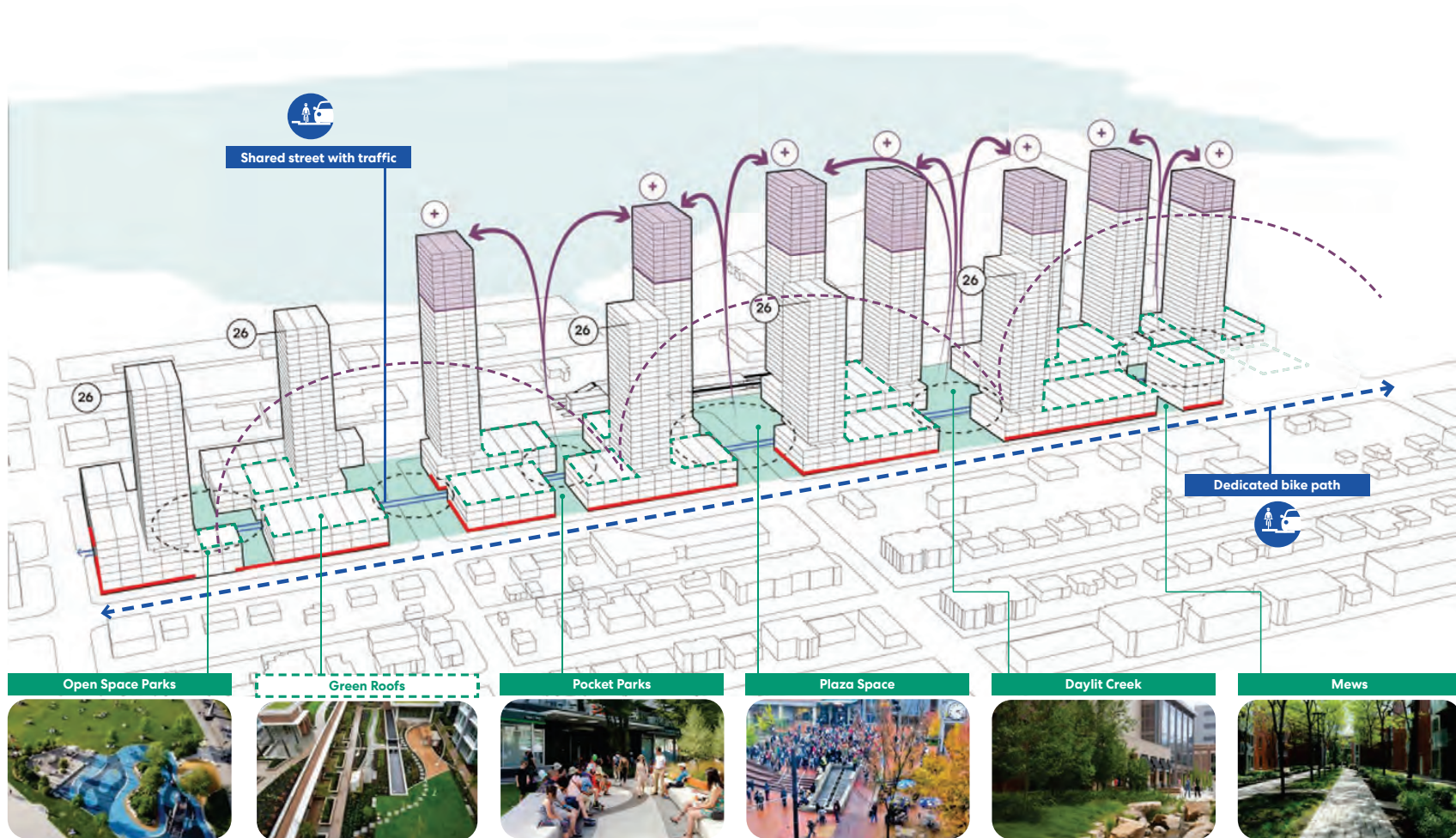
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Moody Centre Framework (2023) cont'd



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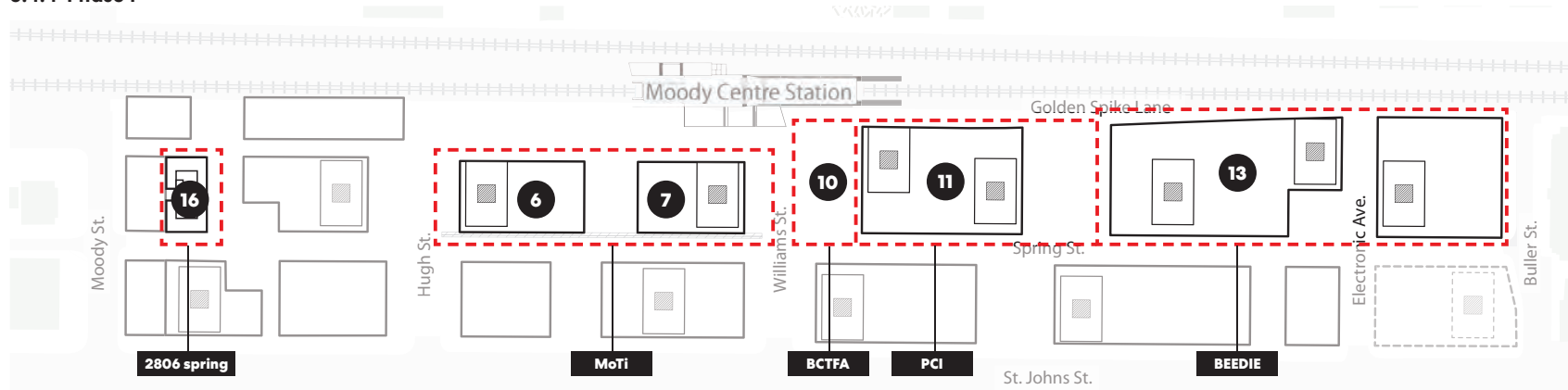
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Moody Centre Framework (2023) cont'd

## 5.4.4 Phase 1



Site	Public Open Space	Building Height and Density	Job Space	Housing Diversity	Spring Street	Social and Environmental Sustainability
<p>Phase 1 comprises of parcels: MoTi 10 BCTFA + 11 PCI 13&amp;16 Beedie</p> <p>Together, the three sites provide a range of public spaces, housing options, and job opportunities which contribute to fulfilling the vision set out in the Moody Centre Framework (2023).</p>	<p>Phase 1 is committed to providing a unique grouping of public spaces with a variety of amenities which integrate local art guided by Port Moody's Art and Culture Masterplan.</p> <p>Each site offers a unique open space that is publicly accessible:</p> <ul style="list-style-type: none"> <li>• Transit Plaza</li> <li>• Daylit Creek</li> <li>• Pedestrian Mews</li> <li>• Community Courtyard</li> <li>• Community Garden</li> </ul> <p>As well as utilizing podium rooftops to provide additional amenities to residents.</p>	<p>A total of seven towers are distributed across Phase 1, with a maximum height of 39 storeys and a floorplate of approximately 8,300 square feet.</p> <p>The additional building density (26+ storeys) results from the provision of outstanding amenities and public open space including:</p> <ul style="list-style-type: none"> <li>• Transit Plaza</li> <li>• Daylit Creek</li> <li>• Community Courtyard</li> <li>• Community Gardens</li> <li>• Pedestrian Mews</li> <li>• Artist Studios</li> <li>• Maker's Space</li> <li>• Daycare</li> <li>• Affordable Housing</li> <li>• Underground Parking</li> </ul>	<p>Phase 1 will bring over 700 jobs to Moody Centre.</p> <p>Types of industry include:</p> <ul style="list-style-type: none"> <li>• Artist Studios</li> <li>• Grocery</li> <li>• CRU</li> <li>• Office</li> <li>• Daycare</li> </ul>	<p>Phase 1 is committed to delivering approximately 2,400 units of housing through a diverse range of housing units informed by the City of Port Moody's Housing Needs Assessment, including:</p> <ul style="list-style-type: none"> <li>• Market Rental homes</li> <li>• Market Strata homes</li> <li>• Affordable Rental</li> </ul> <p>Affordable housing strategies include Below Market and Non market.</p>	<p>Phase 1 honours the approach to a pedestrian-friendly Spring Street by ensuring a human-scale streetscape and offering mid-block pedestrian links (3.4.9 &amp; 3.4.11) on all sites.</p> <p>Loading access from Golden Spike Lane and Hugh Street keeps trucks off of Spring Street to ensure a safe environment for pedestrians and local cyclists (3.4.7 &amp; 3.4.9).</p>	<p>Phase 1 puts the Happy City Principles (4.11) at the forefront, keeping focus on the Well Being of Moody Centre residents through a thoughtful approach to human-centred design.</p>



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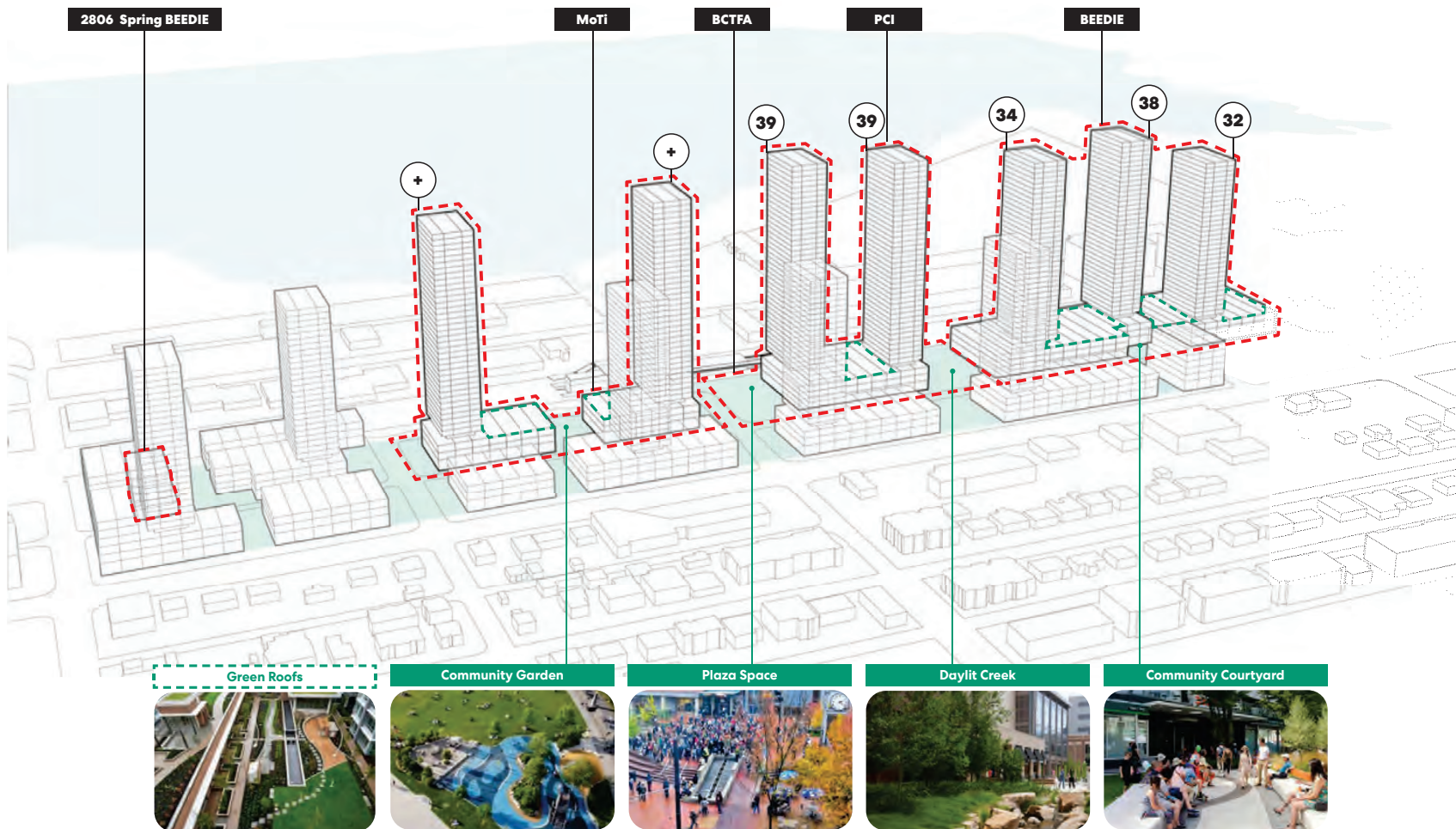
Attachment 5

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Rezoning Booklet & OCP Framework

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Moody Centre Framework (2023) cont'd



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Moody Centre Framework (2023) cont'd

### 5.4.5 Spring Street Gallery

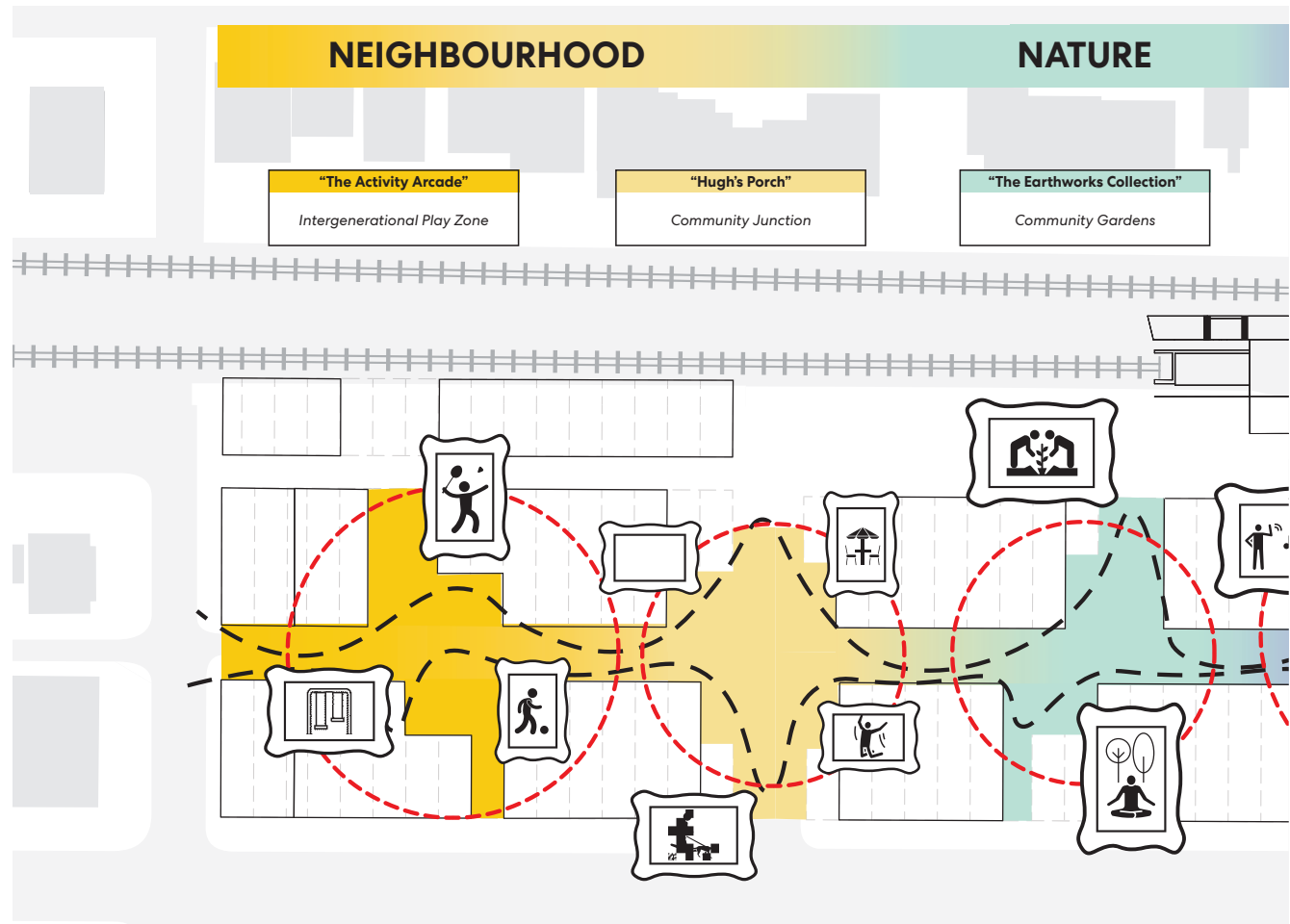
Spring Street is the heart of Moody Centre in Port Moody "City of the Arts". It is an active corridor where the community can gather in curated "galleries" of open space that spill from the street at intersections and mid-blocks. Each gallery has its own distinct identity, and together they weave a vibrant,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

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

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

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

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



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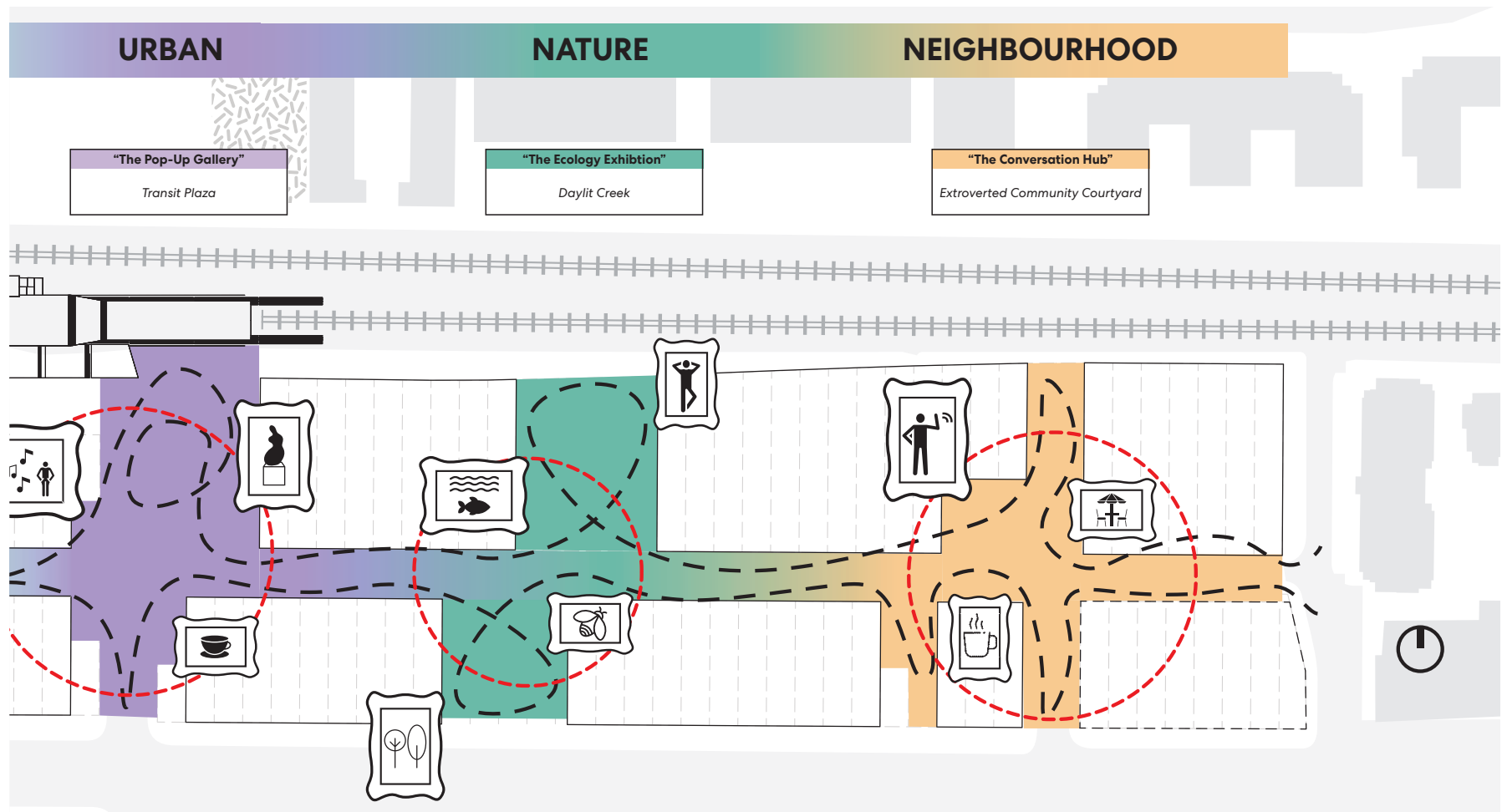
Attachment 5

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Moody Centre Framework (2023) cont'd





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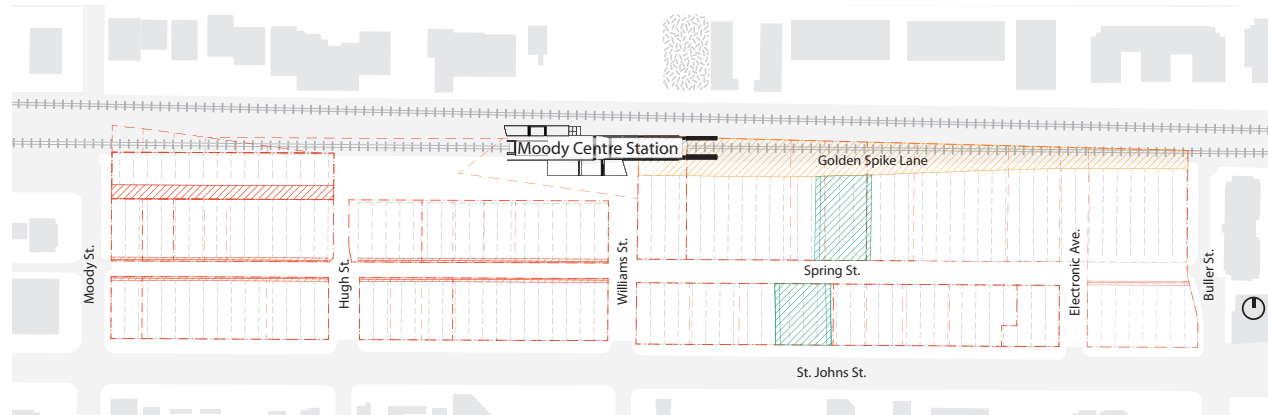
Moody Centre Framework (2023) cont'd

## 5.4.6 Organizing Framework

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

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

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



## 5.4.7 District Perimeter

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

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

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



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

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Moody Centre Framework (2023) cont'd

### 5.4.8 Nodes for Engagement

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

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

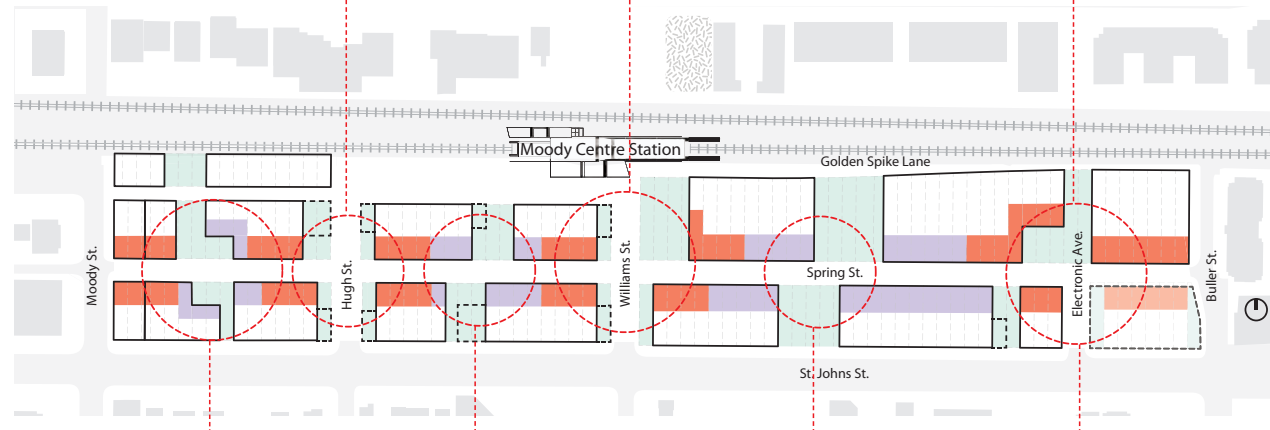
Each Extroverted Node is associated with public open space zones and required retail frontage to create a lively atmosphere for activity at the intersections along Spring Street. Activity spills out from Spring Street to St Johns at these intersections to draw the wider community inwards.

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

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

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

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



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

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Moody Centre Framework (2023) cont'd

## 5.4.9 Podium Articulation

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

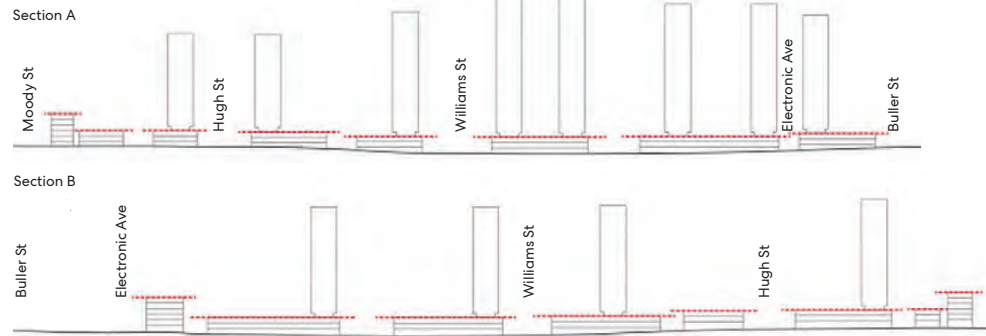
A significant grade change along the length of Spring Street is emphasized by master plan podium guidance where podium datum is related to street grade rather than neighbouring podiums (Fig. 3.4.9.1).

There is an opportunity for podiums to pull back from Spring Street to support programmatic requirements to create more outdoor space in front of lobbies or to provide room for cafe seating along food and beverage frontages (Fig. 3.4.9.2).

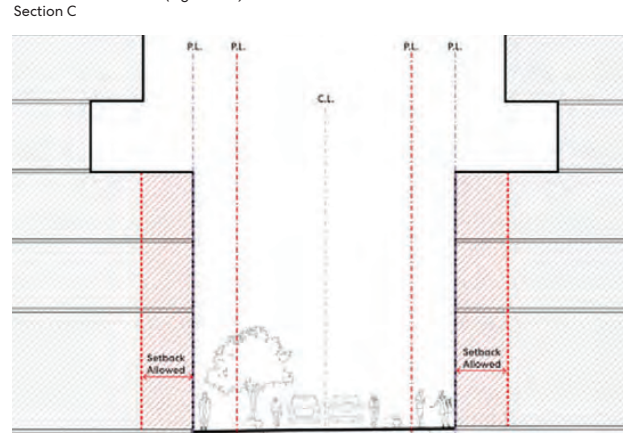
Continuous coverage from the elements could be addressed by pulling back the podium on the ground floor while maintaining building envelope coverage above; or, where the full face of the podium remains in plane, canopy coverage must be provided (Fig. 3.4.9.3).

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

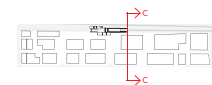
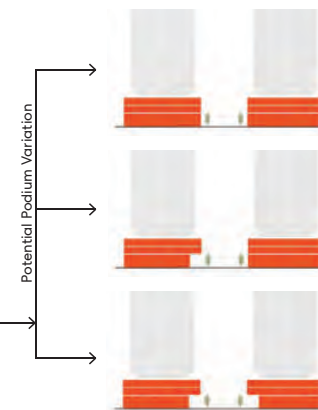
Podium Relationship to Grade Change (Fig. 3.4.9.1)



Podium Setback Rule (Fig. 3.4.9.2)



Canopy Coverage (Fig. 3.4.9.3)



Key:

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



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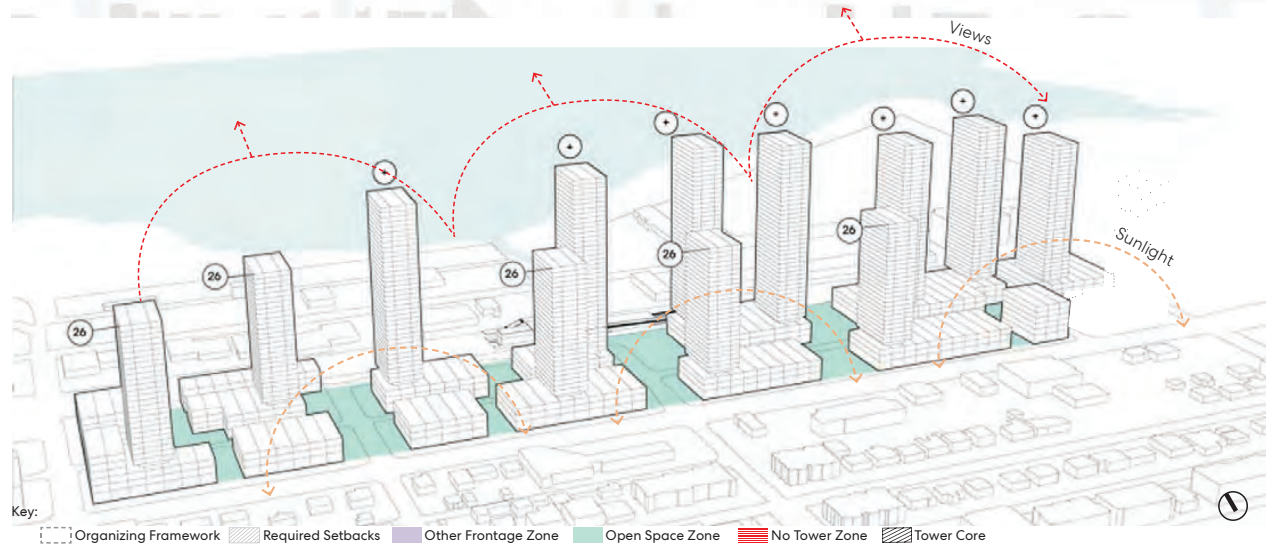
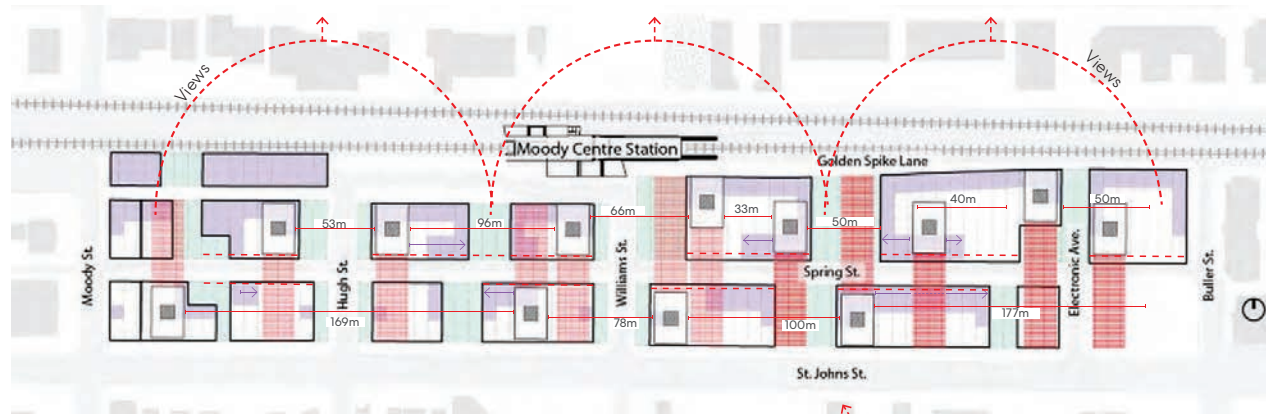
Moody Centre Framework (2023) cont'd

### 5.4.10 Tower Density and Height

The development proposes 12 towers with a maximum floor plate of approximately 8,300 square feet arranged in an alternating formation along Spring Street ensuring that no two towers immediately face each other across Spring Street.

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

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



# Considered at the December 3, 2024, Special Council meeting

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Attachment 5

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Unchanged Content

Moody Centre Framework (2023) cont'd

### 5.4.11 Mobility Networks

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

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

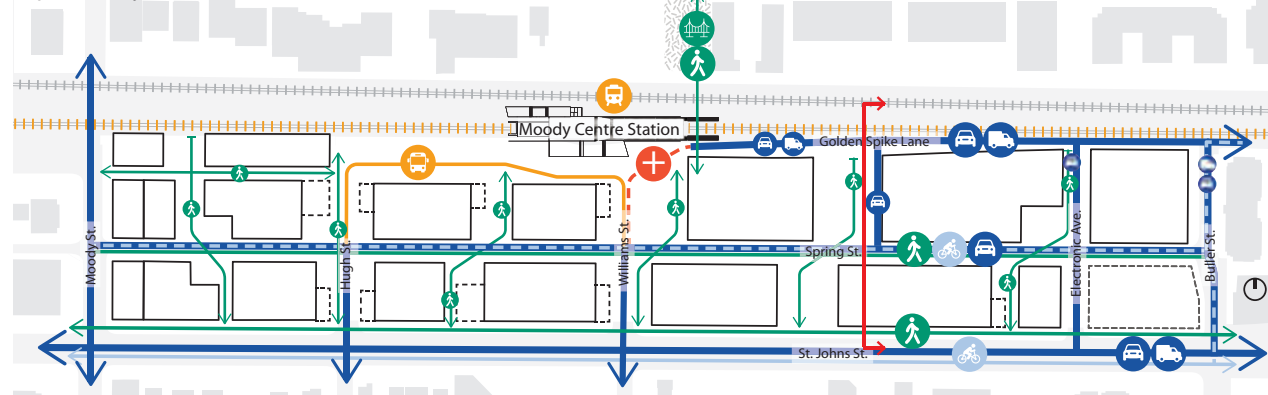
A transit hub is sited to the central North of the district offering links to the West Coast Express, Skytrain, and the bus loop. While a new pedestrian bridge here connects the TOD area with Rocky Point Park.

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

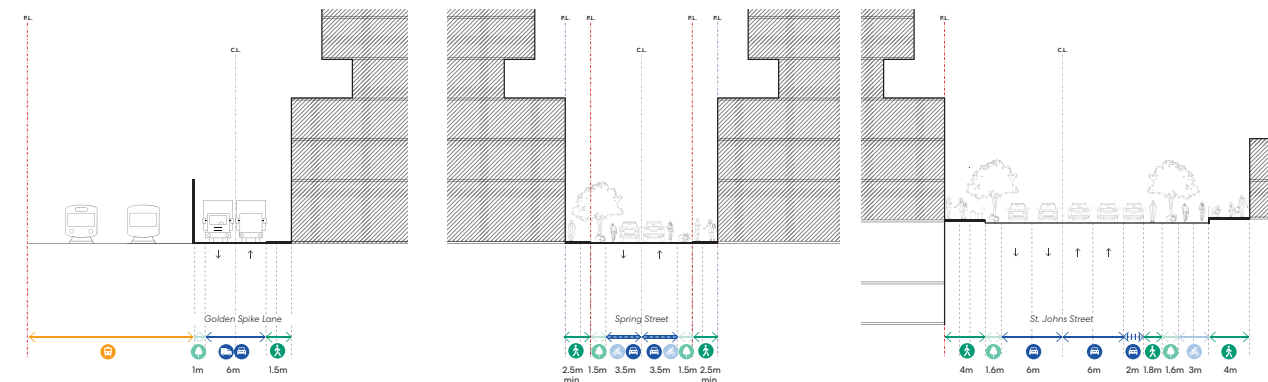
A generous green buffer zone separates pedestrians from vehicular traffic on St. Johns. Dedicated cycle lanes support safety for cyclist commuter traffic. While dual laneways mitigate the high volume of vehicle traffic and keeps trucks off of Spring Street.

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

Proposed Mobility Network



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



Key:

- Pedestrians
- Overpass
- Bicycles
- Vehicles
- Shared Lane
- Parking
- Bus Loop
- Train
- Emergency Vehicle Access
- PL(Spring Street West of Williams)
- PL(Spring Street East of Williams)

# Considered at the December 3, 2024, Special Council meeting

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

Moody Centre Framework (2023) cont'd

### 5.4.12 Green Network

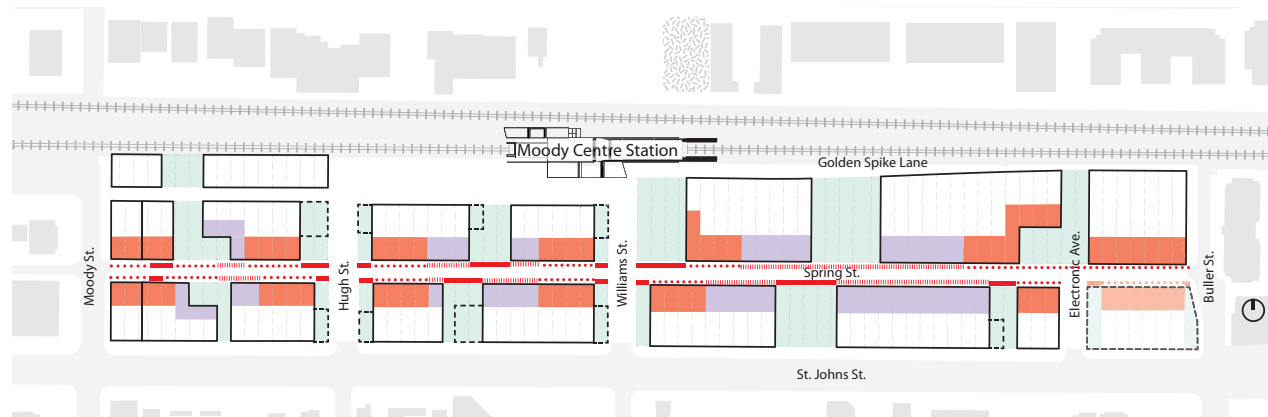
The Green Network enhances the relationship between the urban and natural qualities of the district to create a thoughtfully composed urban forest.

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

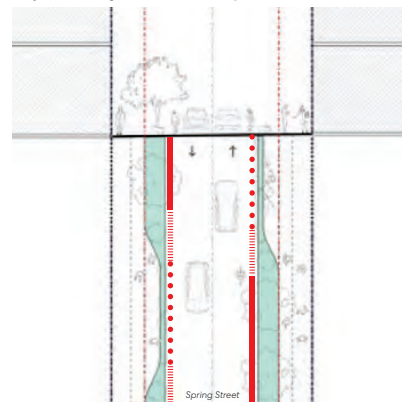
Along retail frontage, visibility is desirable; these zones are most open to the street with minimal planting strips, allowing the sidewalk to widen generously at these busy areas picking up additional footfall or creating opportunity for retail patios.

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

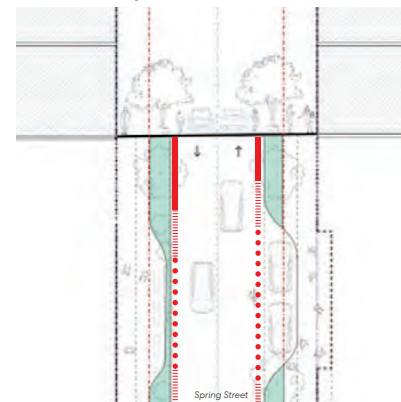
Other frontage zones are treated as a transition zone and can accommodate either wide or narrow planting zones, depending on the nature of the program in these zones.



Bicycle Parking and Sidewalk Expansion Provision



On-Street Parking Provision



#### Bicycle Parking and Sidewalk Expansion Provision

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

#### On-Street Parking Provision

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

Key:

- Organizing Framework
- Open Space Zone
- Retail Frontage Zone
- Other Frontage Zone
- Maximum Planting
- Minimum Planting
- Transitional Planting
- ▶ Pedestrians
- ▶ Shared Lane
- ▶ Parking



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Unchanged Content

Moody Centre Framework (2023) cont'd

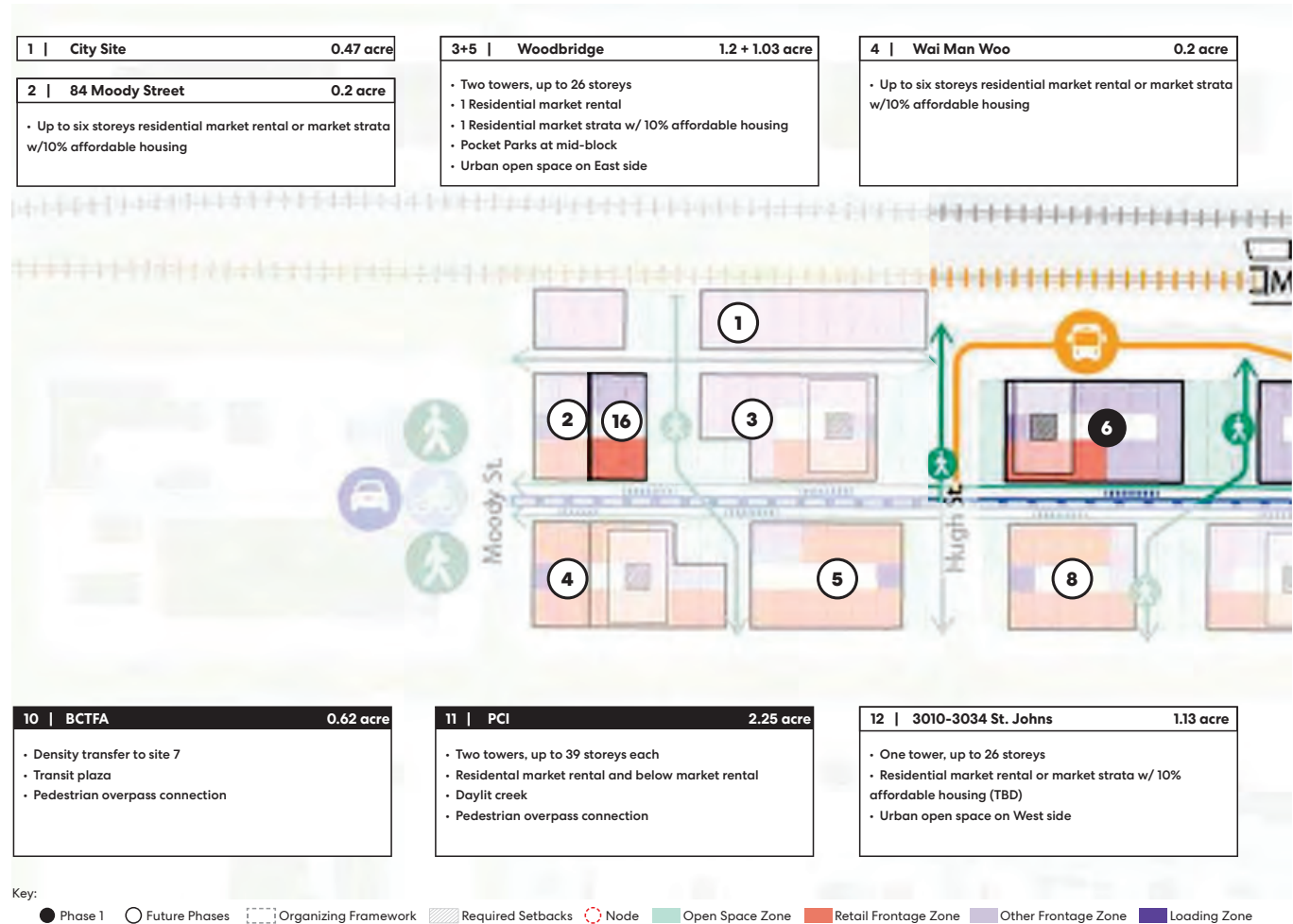
### 5.4.13 Moody Centre Framework

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

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

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

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



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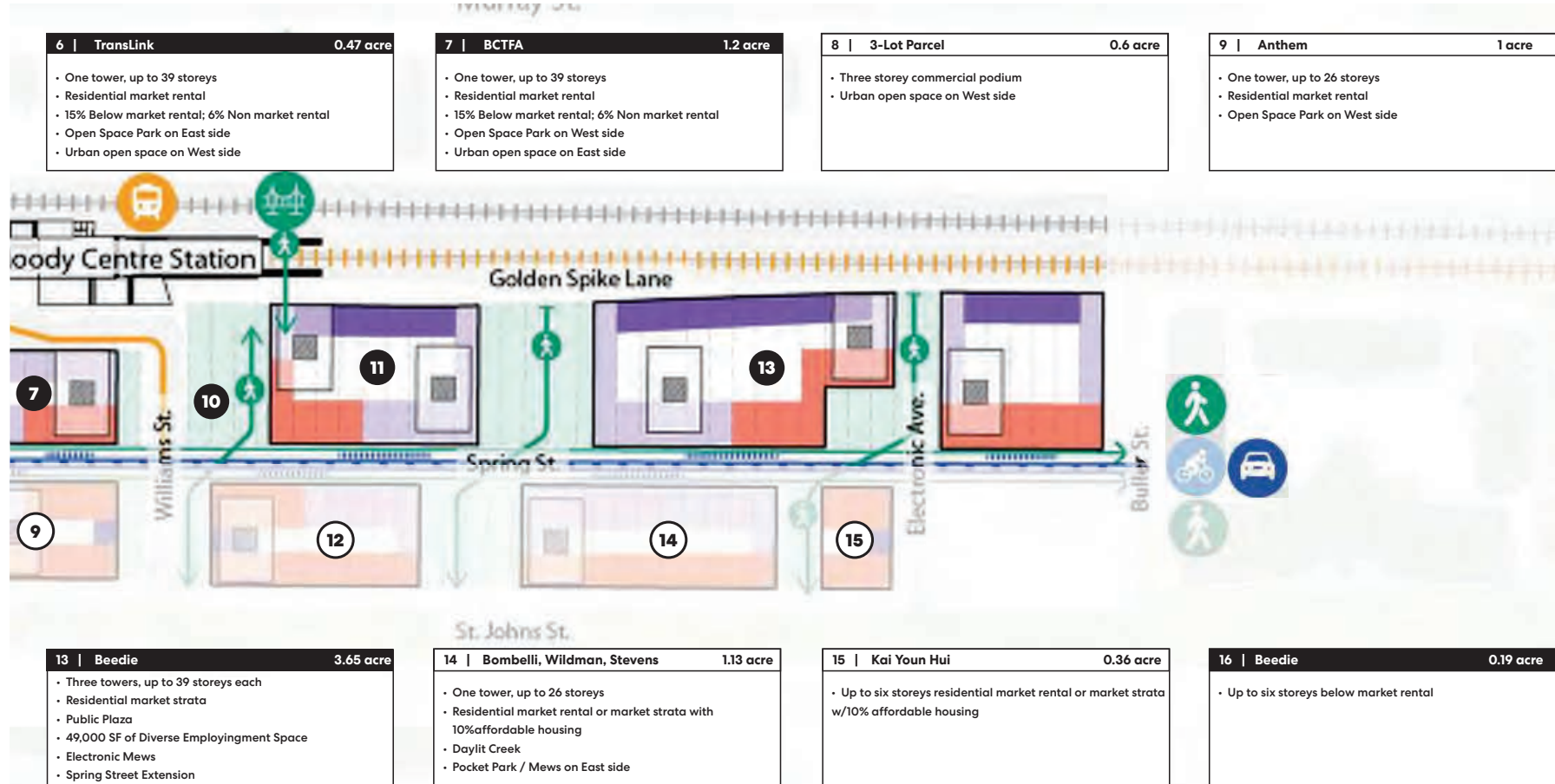
Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

Moody Centre Framework (2023) cont'd



Key:

- Pedestrians
- Bicycles
- Vehicles
- Shared Lane
- Parking

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

## Appendix 02 – Submission Documents

# Architectural Drawings

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

**5.4.14 Community Engagement Summary**

**5.4.15 Geotech**

**5.4.16 Environmental**

**5.4.17 Site Profile**

**5.4.18 Transportation Memo**

**5.4.19 Survey**

**5.4.20 Civil**

**5.4.21 Arborist**

**5.4.22 Park Space Memo**

**5.4.23 Title Certificate**

**5.4.24 Sustainability Report Card**

**5.4.25 TD Systems Letter**

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Updated Content

## 5.5 Market Strata Drawings

### PROJECT INFORMATION

PROJECT NAME	PORT MOODY - SPRING STREET	
PROJECT NUMBER	411998	
CIVIC ADDRESS	3993-3992 SPRING ST. 80-85 ELECTRONIC AVE	
LEGAL DESCRIPTION	LOT 51, PLAN NWP31988, DISTRICT LOT 190, NEW WEST DISTRICT LOT 1, PLAN EPP31869, DISTRICT LOT 190, NEW WEST DISTRICT GROUP 1 LOT 61, PLAN NWP29771, DISTRICT LOT 190, NEW WEST DISTRICT GROUP 1 LOT 66, PLAN 41921, DISTRICT LOT 190, NEW WEST DISTRICT	
CURRENT ZONING	M1 (Light Industrial)	
PROPOSED ZONING	CD (CA based)	
COMMUNITY PLAN	City of Port Moody Official Community Plan, 2017	
PRIMARY APPLICABLE CODES:	City of Port Moody Bylaw, 2018 British Columbia Building Code 2018	
<b>SITE AREA KEYPLAN</b>		
<b>SITE SIZE</b>		
GROSS SITE AREA (including Electronic Ave & excluding Spring St & Connecting Lane)	160228 sf	
FLOOR AREA RATIO - GROSS BEEDIE SITE AREA	5.14	
SITE COVERAGE	50.14%	
<b>BUILDING HEIGHT</b>		
	MAX ALLOWED	PROVIDED
BUILDING STOREYS	NA	34.38.32 + MECH
MAX BUILDING HEIGHT	NA	138.7m (455.1')

### FAR CALCULATIONS / PROGRAM

<b>PROVIDED FAR AREA</b>		
RESIDENTIAL	79099.34 m <sup>2</sup>	851375 m <sup>2</sup>
RETAIL	6376.76 m <sup>2</sup>	68639 m <sup>2</sup>
TOTAL	85472.10 m <sup>2</sup>	920014 m <sup>2</sup>
<b>PROVIDED FAR EXCLUSION AREA</b>		
ADAPTABLE	364 m <sup>2</sup>	10592 m <sup>2</sup>
AMENITY	1976 m <sup>2</sup>	21268 m <sup>2</sup>
SERVICE (GROUND FL)	1442 m <sup>2</sup>	15521 m <sup>2</sup>
TOTAL	4402 m <sup>2</sup>	47381 m <sup>2</sup>
<b>FAR CALCULATION</b>		
FAR AREA	85472.10 m <sup>2</sup>	920014 m <sup>2</sup>
SITE AREA	14885.67 m <sup>2</sup>	160228 m <sup>2</sup>
FAR	5.74	
RESIDENTIAL AREA (incl. ADAPTABLE)	80,079 m <sup>2</sup>	861,967 m <sup>2</sup>
<b>OPEN BALCONY</b>		
PROVIDED	15231.29 m <sup>2</sup>	163949 m <sup>2</sup>
PROVIDED GFA RATIO	17.2 %	

### SHEET LIST

SHEET NUMBER	SHEET NAME	DRAWING INDEX	
		ISSUED FOR REZONING	ISSUED FOR REZONING RESUBMISSION
<b>01-GENERAL</b>			
RZ-MA-001	COVER SHEET	•	•
RZ-MA-002	PROJECT STATISTICS	•	•
RZ-MA-003	AREA AND UNIT TYPE SUMMARY	•	•
RZ-MA-004	PARKING STATISTICS	•	•
RZ-MA-005	CONTEXT PLAN	•	•
RZ-MA-006.1	SITE SURVEY	•	•
RZ-MA-006.2	SITE SURVEY	•	•
RZ-MA-007	CONTEXT PHOTOS	•	•
RZ-MA-008	SITE SERVICING PLAN	•	•
RZ-MA-010	SITE PLAN - SITE COVERAGE & LAND SWAP	•	•
RZ-MA-011	SHADOW STUDY	•	•
RZ-MA-012	SITE SECTION E-W	•	•
RZ-MA-013	SITE SECTION N-S	•	•
<b>02-ARCHITECTURE</b>			
RZ-MA-102	FLOOR PLAN - PARKADE P3	•	•
RZ-MA-103	FLOOR PLAN - PARKADE P2	•	•
RZ-MA-104	FLOOR PLAN - PARKADE P1	•	•
RZ-MA-105	FLOOR PLAN - PARKADE P0	•	•
RZ-MA-106	FLOOR PLAN - GROUND LEVEL 01	•	•
RZ-MA-107	FLOOR PLAN - PODIUM LEVEL 2	•	•
RZ-MA-107.1	FLOOR PLAN - PODIUM LEVEL 3	•	•
RZ-MA-108	FLOOR PLAN - TOWER TAIL	•	•
RZ-MA-109	FLOOR PLAN - TOWER TYPICAL LOWER	•	•
RZ-MA-110	FLOOR PLAN - TOWER TYPICAL UPPER	•	•
RZ-MA-111	FLOOR PLAN - PENTHOUSE	•	•
RZ-MA-112	FLOOR PLAN - MECH ROOF LOWER	•	•
RZ-MA-113	FLOOR PLAN - MECH ROOF UPPER	•	•
RZ-MA-114	TYPICAL UNIT LAYOUT	•	•
RZ-MA-201	SECTION N-S 1	•	•
RZ-MA-202	SECTION N-S 2	•	•
RZ-MA-203	SECTION N-S 3	•	•
RZ-MA-204	SECTION W-E	•	•
RZ-MA-301	BUILDING ELEVATION - NORTH	•	•
RZ-MA-302	BUILDING ELEVATION - SOUTH	•	•
RZ-MA-303	BUILDING ELEVATIONS - EAST & WEST	•	•
<b>FAR</b>			
FAR-MA-01	COVER PAGE	•	•
FAR-MA-02	FAR SUMMARY	•	•
FAR-MA-03	FLOOR PLAN - GROUND FLOOR	•	•
FAR-MA-04	FLOOR PLAN - 2F PODIUM	•	•
FAR-MA-05	FLOOR PLAN - 3F PODIUM	•	•
FAR-MA-06	FLOOR PLAN - WEST TOWER	•	•
FAR-MA-07	FLOOR PLAN - NORTH TOWER	•	•
FAR-MA-08	FLOOR PLAN - EAST TOWER	•	•





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Attachment 5

**Perkins&Will**

Updated Content

**RESIDENTIAL PARKING (REQUIRED)**

RESIDENTIAL PARKING		REQUIRED	DWELLING UNITS	MINIMUM REQUIRED	PROPOSED BY BUNT 1	PROVIDED RESIDENTIAL PARKING (ACC. PARKING INCLUDED)
		BYLAW REFERENCE Parking By-law 6.3.1.1*				
Strata	Studio	1 space per unit (0.39 proposed**)	58	58		
	1 Bedroom Unit	1 space per unit (0.39 proposed**)	427	427		
	2 Bedroom Unit	1.35 space per unit (1 proposed**)	392	530		
	3 Bedroom Unit	1.35 space per unit (1 proposed**)	104	141		
		<b>TOTAL</b>	<b>981</b>	<b>1,156*</b>	<b>687**</b>	<b>TOTAL 687</b>
ACCESSIBILITY / DISABILITY PARKING		BYLAW REFERENCE City of Port Moody Zoning By-law 6.4.1.1*		MINIMUM REQUIRED		ACC. PARKING (INCLUDED IN OVERALL PARKING COUNT)
		Total required parking spaces				
		1-39		1		
		40-74		2		14 residential
		75-124		3		4 shared
		125-174		4		
		For each addition 50 parking space or part thereof in excess of 50		1 additional Parking Space		
		<b>TOTAL</b>		<b>18</b>		<b>TOTAL 19</b>
ELECTRICAL VEHICLE PARKING		BYLAW REFERENCE City of Port Moody Zoning By-law 6.11.1.1*		MINIMUM REQUIRED		EV PARKING (INCLUDED IN OVERALL PARKING)
		EV Parking (For apartments, multi-residential buildings, townhouses, and detached accessory dwelling units)			687	
		For all parking spaces provided for residential use, excluding visitor parking spaces, shall be EV parking spaces				
		<b>TOTAL</b>			<b>687</b>	<b>TOTAL 687</b>

RESIDENTIAL VISITOR PARKING		REQUIRED	DWELLING UNITS	MINIMUM REQUIRED	PROPOSED BY BUNT 1	PROVIDED
		BYLAW REFERENCE City of Port Moody Zoning By-law 6.3.1.1*				
Market Rental		0.2 / unit for the first 100 units, then 0.1 / unit (0.1 / unit proposed)	981	109	Shared parking*	
		<b>TOTAL</b>		<b>109</b>	<b>Shared parking*</b>	<b>TOTAL 181 (SHARED)</b>

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

**COMMERCIAL PARKING (REQUIRED)**

MIXED EMPLOYMENT PARKING		REQUIRED	GFA (sf) / (m²)	MINIMUM REQUIRED	PROVIDED COMMERCIAL PARKING (ACC. PARKING INCLUDED)
		BYLAW REFERENCE Parking By-law 6.3.1			
OFFICE		1 space per 50m² of Floor Area.	18,621 sf / 1,730 m²	35	
RETAIL		1 space per 40m² of Floor Area.	29,387 sf / 2,730 m²	70	
LARGE FORMAT RETAIL		1 space per 40m² of Floor Area.	13,076 sf / 1,215 m²	31	
RESTAURANT		1 space per 18m² of Floor Area.	3,778 sf / 351 m²	20	
CHILD CARE		3 space per 93m² of Floor Area.	3,775 sf / 351 m²	12	
		<b>TOTAL</b>	<b>68,639 sf / 6,377 m²</b>	<b>168*</b>	<b>TOTAL 181 (SHARED)†</b>
ELECTRICAL VEHICLE PARKING		BYLAW REFERENCE City of Port Moody Zoning By-law 6.11.1.1*		MIN PARKING SPACE REQUIRED	COMMERCIAL EV PARKING
		EV Parking (For commercial use)		156	32
		Min of 20% of parking spaces			
		<b>TOTAL</b>		<b>32</b>	<b>TOTAL 181</b>

\* 182 shared pool proposed by Bunt. To be shared with residential visitor.

MAX SMALL CAR REQUIRED		REQUIRED	MIN PARKING SPACE REQUIRED	MAX ALLOWED	PROVIDED SMALL CARS PROVIDED
		BYLAW REFERENCE City of Port Moody Zoning By-law 6.6.5			
		Maximum of 33% of the total parking requirement	687	286	81

\* refer to parking & loading rationale

**RESIDENTIAL BICYCLE PARKING (REQUIRED)**

RES BICYCLE PARKING		REQUIRED	DWELLING UNITS	MINIMUM REQUIRED	PROVIDED RESIDENTIAL LONG TERM BIKE PARKING
		BYLAW REFERENCE City of Port Moody Zoning By-law 6.10.3			
LONG TERM SPACES		1.5 spaces per dwelling unit, centralized			1040
			981	<b>TOTAL 1472</b>	<b>TOTAL 2088</b>
SHORT TERM SPACES		6 spaces for each apartment building on a Lot 50 dwelling units; not applicable to buildings with less than 10 units.		REQUIRED APARTMENT BUILDINGS	PROVIDED RESIDENTIAL SHORT TERM BIKE PARKING
				18	AT GRADE 18
		<b>TOTAL</b>		<b>18</b>	<b>TOTAL 18</b>

**PARKING SUMMARY**

PROVIDED OVERALL PARKING (ACCESSIBLE PARKING INCLUDED)				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P0	41	7	1	49
LEVEL P1	199	20	6	231
LEVEL P2	281	22	6	289
LEVEL P3	281	32	6	289
<b>TOTAL</b>	<b>782</b>	<b>81</b>	<b>19</b>	<b>888</b>

RESIDENTIAL PARKING				
LEVEL	STANDARD	SMALL	ACCESSIBLE	TOTAL
LEVEL P0	-	-	-	-
LEVEL P1	87	10	2	99
LEVEL P2	281	22	6	289
LEVEL P3	281	32	6	299
<b>TOTAL</b>	<b>659</b>	<b>64</b>	<b>14</b>	<b>687</b>

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

TOTAL PARKING	
RESIDENTIAL	687
SHARED PARKING	181
<b>TOTAL</b>	<b>868</b>

PROVIDED TOTAL PARKING - PHASE 1	
RESIDENTIAL	251
SHARED PARKING	134
<b>TOTAL</b>	<b>385</b>

PROVIDED TOTAL PARKING - PHASE 2	
RESIDENTIAL	436
SHARED PARKING	47
<b>TOTAL</b>	<b>483</b>

**COMMERCIAL BICYCLE PARKING (REQUIRED)**

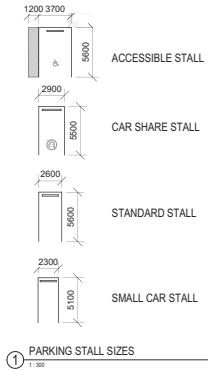
COMMERCIAL		REQUIRED	GFA (sf) / (m²)	MINIMUM REQUIRED	PROVIDED COMMERCIAL BIKE PARKING
		BYLAW REFERENCE City of Port Moody Zoning By-law 6.10.3			
LONG TERM SPACES		1 per 750 SM		6,377 m²	LEVEL P0 10*
SHORT TERM SPACES		6 for more than 750 SM		6,377 m²	AT GRADE 6
		<b>TOTAL</b>		<b>12</b>	<b>TOTAL 16</b>

\* 5 STORAGE LOCKERS CONTAINING 2 BIKES EACH

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

**LOADING (REQUIRED)**

COMMERCIAL LOADING		REQUIRED	GFA (sf) / (m²)	MINIMUM REQUIRED	BUNT MINIMUM SUPPORTED SUPPLY 1	BUNT PROPOSED PROVISION 1	PROVIDED COMMERCIAL LOADING
		BYLAW REFERENCE City of Port Moody Zoning By-law 6.9.5					
		Total GFA of Building(s)		Spaces Required			
		Less than 494.5m² (5,000sf)		1	CLASS A 4	CLASS A 0	CLASS A 0
		494.5m² to 2,322.5m² (25,000sf)		2	CLASS B 3	CLASS B 4	CLASS B 5
		Each additional 2,322.5m² or fraction thereof in excess of 1,162m² (12,508sf)		1 additional	CLASS C 0	CLASS C 1	CLASS C 1
		<b>TOTAL</b>		<b>3</b>	<b>7</b>	<b>5</b>	<b>6</b>



1 PARKING STALL SIZES  
1:100

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Attachment 1

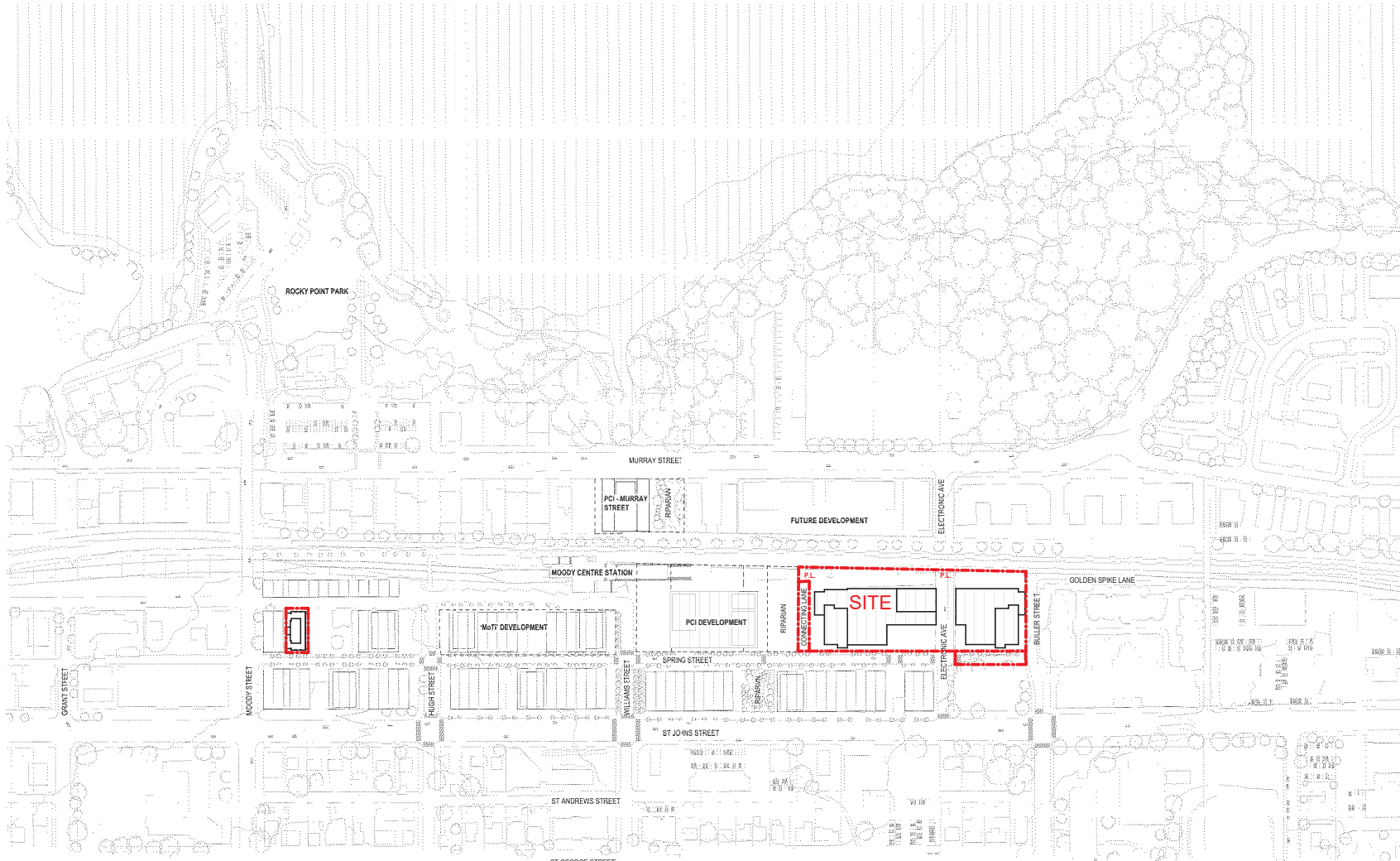
# Considered at the July 23, 2024, Regular Council meeting

1006

Attachment 5

Spring Street

Updated Content



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

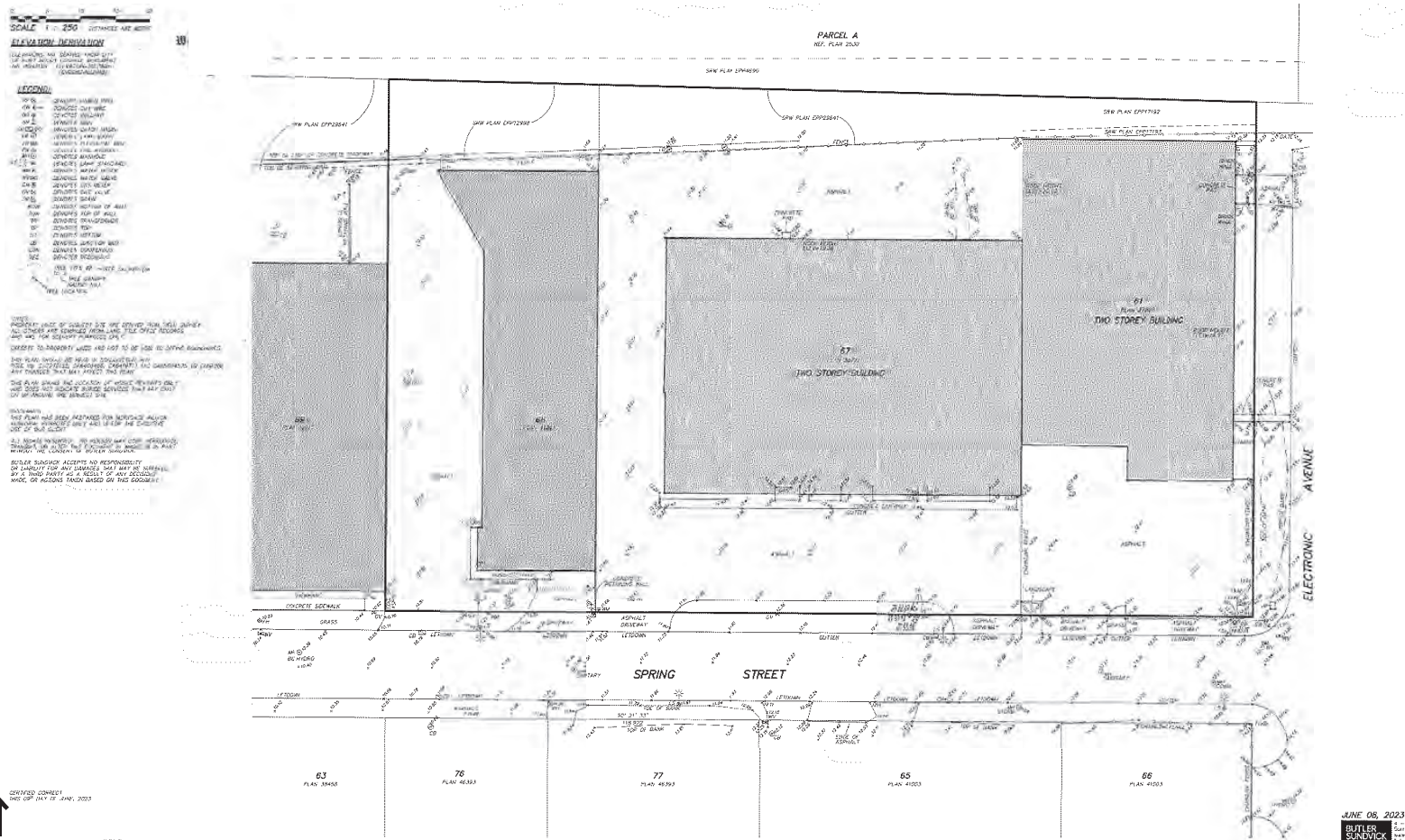
1007

Attachment 5

Perkins&Will

Unchanged Content

Survey West



130

JUNE 06, 2023  
BUTLER  
SUNDVICK



# Considered at the December 3, 2024, Special Council meeting

179

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1008

Attachment 5

Spring Street

Unchanged Content

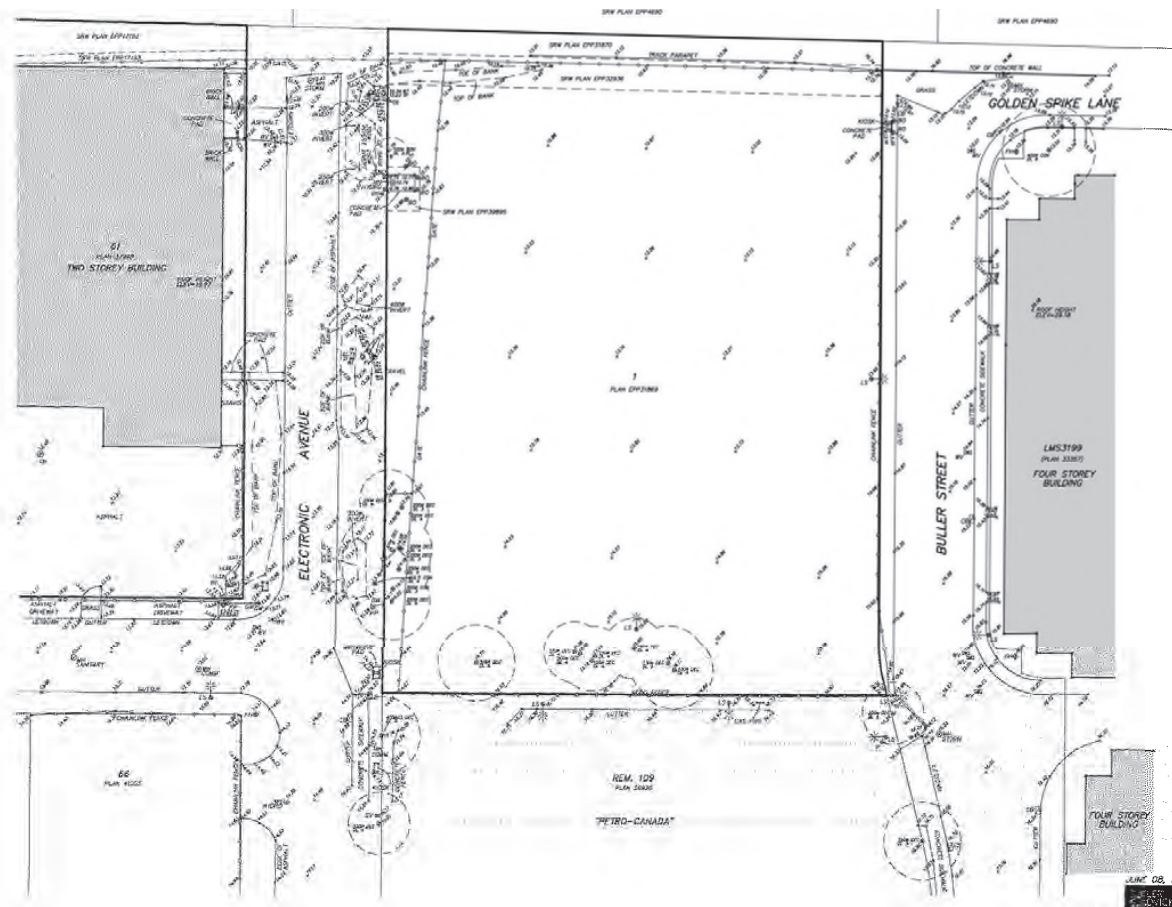
Survey East

### ELEVATION DERIVATION

ELEVATIONS ARE DERIVED FROM CITY OF PHOENIX HEIGHT CONTROL ORDINANCE AND ELEVATION SURVEY DATA (UNRECORDED)

#### LEGEND:

- 1710 - SHADDED POUND HOLE
- 1711 - SHADDED POLE
- 1712 - SHADDED SIGN
- 1713 - SHADDED SIGN
- 1714 - SHADDED SIGN
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- 1772 - SHADDED SIGN
- 1773 - SHADDED SIGN
- 1774 - SHADDED SIGN
- 1775 - SHADDED SIGN
- 1776 - SHADDED SIGN
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- 1778 - SHADDED SIGN
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- 1782 - SHADDED SIGN
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- 1786 - SHADDED SIGN
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- 1790 - SHADDED SIGN
- 1791 - SHADDED SIGN
- 1792 - SHADDED SIGN
- 1793 - SHADDED SIGN
- 1794 - SHADDED SIGN
- 1795 - SHADDED SIGN
- 1796 - SHADDED SIGN
- 1797 - SHADDED SIGN
- 1798 - SHADDED SIGN
- 1799 - SHADDED SIGN
- 1800 - SHADDED SIGN



# Considered at the December 3, 2024, Special Council meeting

180

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

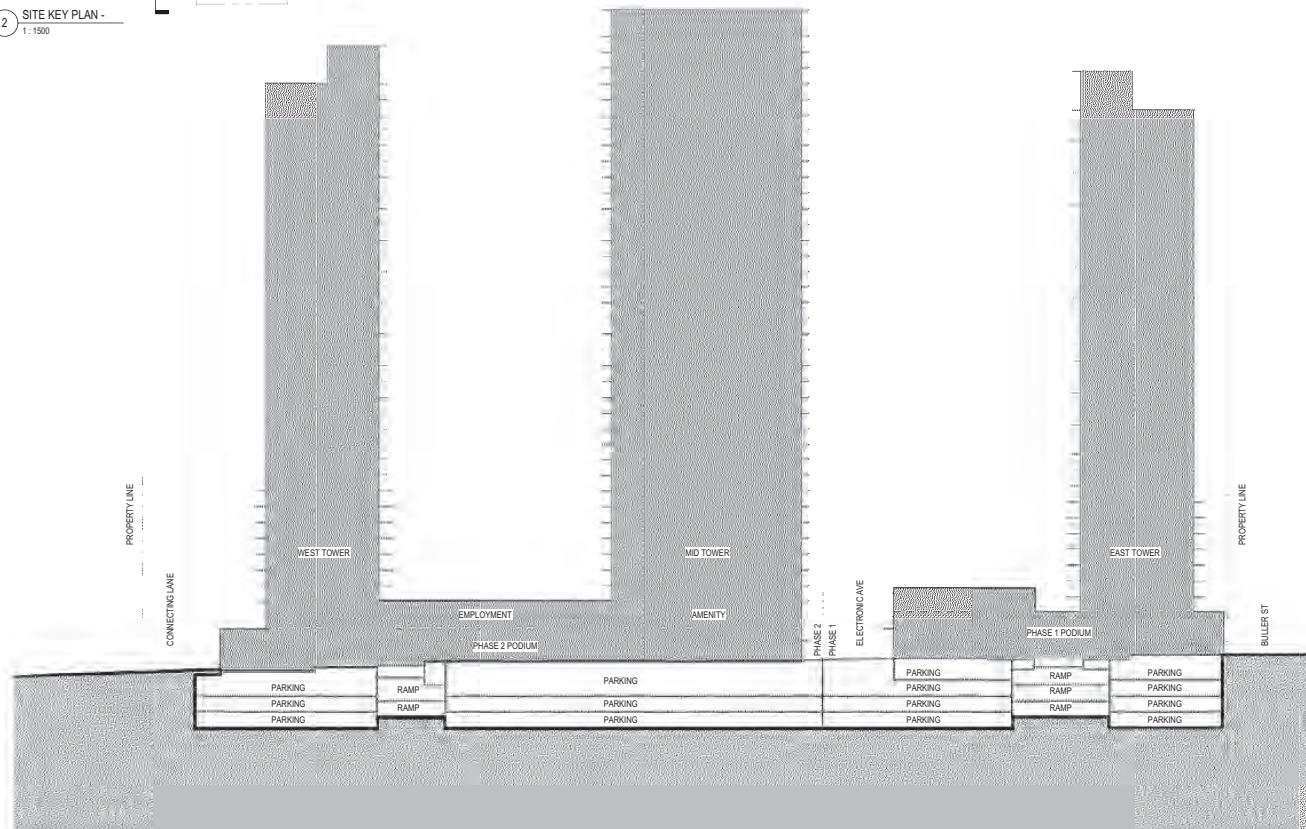
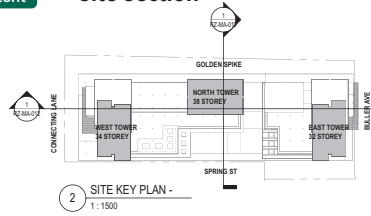
1009

Attachment 5

Perkins&Will

Updated Content

## Site Section



# Considered at the December 3, 2024, Special Council meeting

181

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

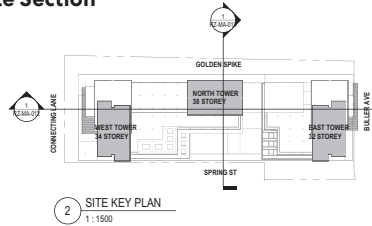
1010

Attachment 5

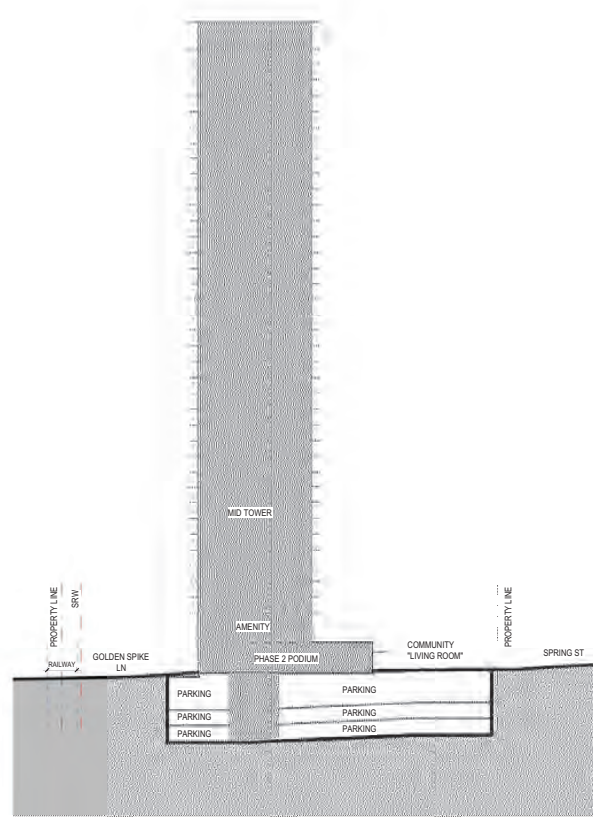
Spring Street

Updated Content

## Site Section



2 SITE KEY PLAN  
1:1500





# Considered at the December 3, 2024, Special Council meeting

182

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

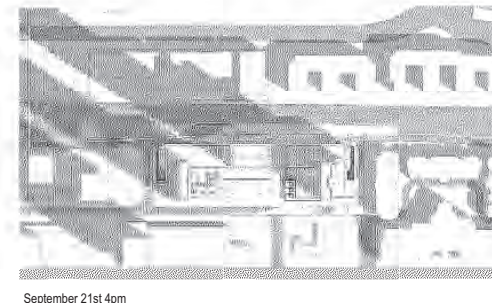
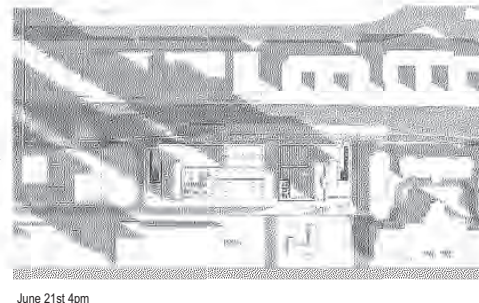
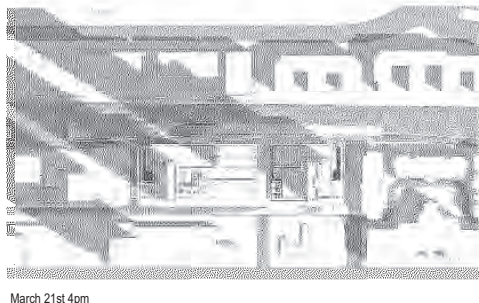
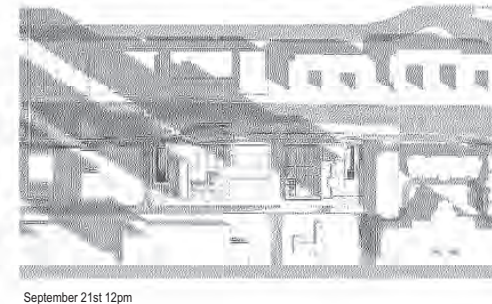
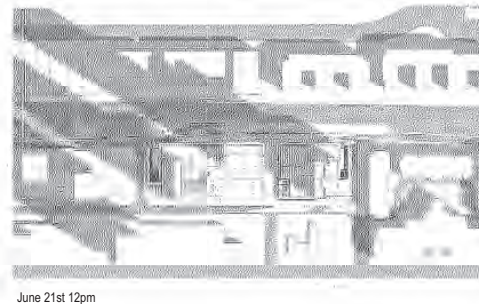
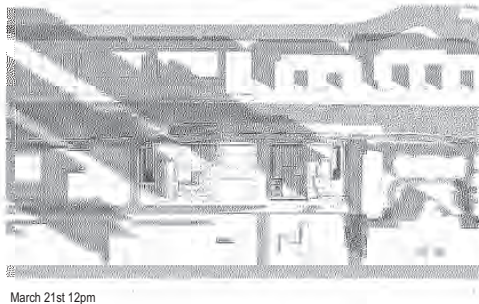
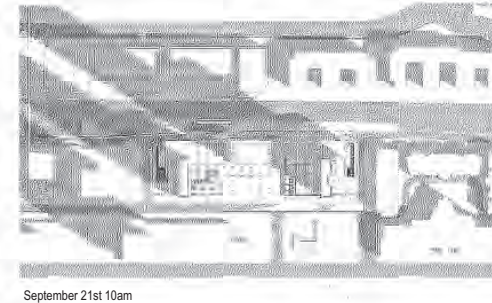
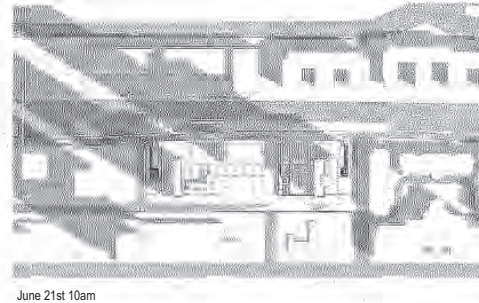
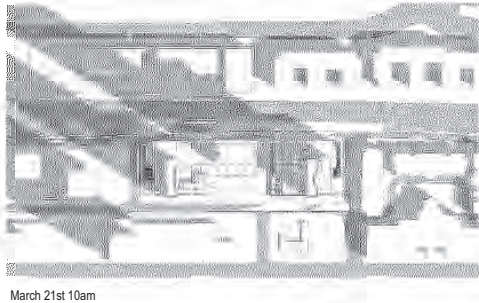
1011

Attachment 5

Perkins&Will

Updated Content

## Shadow Study



# Considered at the December 3, 2024, Special Council meeting

183

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

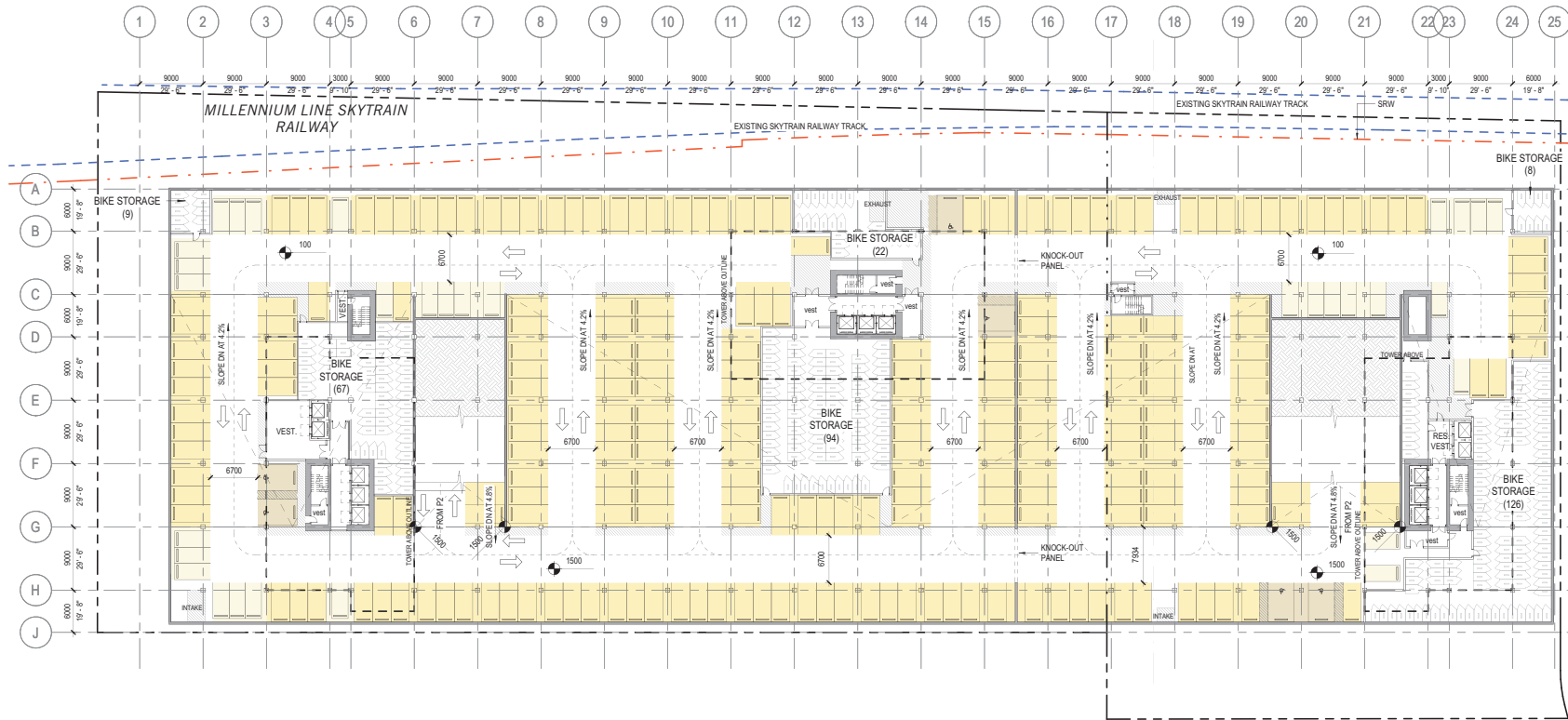
1012

Attachment 5

Spring Street

Updated Content

## Floor Plan - Parkade Level P3



1 P3  
1:350

PARKING STATS - P3			BIKE PARKING		PARKING - TOTAL			TYPES	USES	COLOUR LEGEND
Parking Use	Parking Size	Count	Level	Storage Locker Count	Bicycle Count	Parking Use	Parking Size	Count		
RESIDENTIAL	ACC	6				RESIDENTIAL	ACC	14	ST	RESIDENTIAL
RESIDENTIAL	SM	32	LEVEL P3	50	100	RESIDENTIAL	SM	64	ACC	SH
RESIDENTIAL	STD	261	LEVEL P1	348	696	RESIDENTIAL	STD	609	SM	SHARED (VISITOR-COMMERCIAL)
TOTAL		299	LEVEL P2	326	652	RESIDENTIAL		687		CS
			LEVEL P3	321	642	SHARED	ACC	5		LD
			TOTAL	1045	2090	SHARED	CS	6		
						SHARED	SM	17		
						SHARED	STD	153		
						SHARED		181		
						GRAND TOTAL		868		

\*refer to R2-MIA-004 for parking stall sizing



# Considered at the December 3, 2024, Special Council meeting

184

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

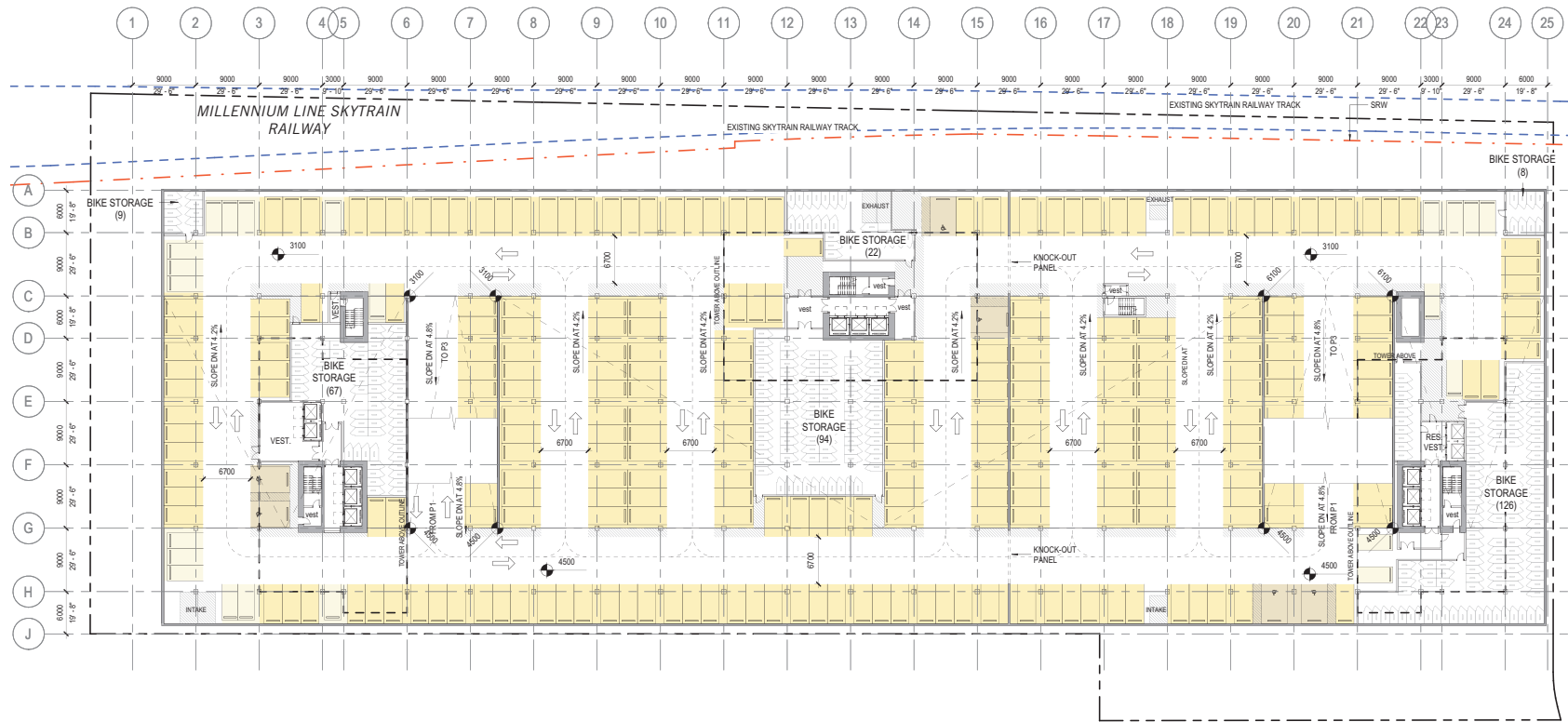
1013

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Parkade Level P2



1 P2  
1:350

### PARKING STATS - P2

Parking Use	Parking Size	Count
RESIDENTIAL ACC	6	6
RESIDENTIAL SM	22	22
RESIDENTIAL STD	261	261
TOTAL		289

\*refer to R2-MA-004 for parking stall sizing

### BIKE PARKING

Level	Storage Locker Count	Bicycle Count
LEVEL P0	50	100
LEVEL P1	343	686
LEVEL P2	326	652
LEVEL P3	321	642
TOTAL	1045	2090

### PARKING - TOTAL

Parking Use	Parking Size	Count
RESIDENTIAL ACC	14	14
RESIDENTIAL SM	64	64
RESIDENTIAL STD	609	609
RESIDENTIAL		687
SHARED ACC	5	5
SHARED CS	6	6
SHARED SM	17	17
SHARED STD	153	153
SHARED		181
GRAND TOTAL		868

### TYPES

ST	RESIDENTIAL
ACC	ACCESSIBLE
SM	SMALL

### USES

RES	RESIDENTIAL
SH	SHARED (VISITOR-COMMERCIAL)
CS	CAR SHARE
LD	LOADING

### COLOUR LEGEND

[Yellow Box]	RES STD
[Light Yellow Box]	RES AC
[Light Green Box]	RES SM
[Light Blue Box]	SH STD
[Light Purple Box]	SH AC
[Light Pink Box]	SH SM





# Considered at the December 3, 2024, Special Council meeting

185

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

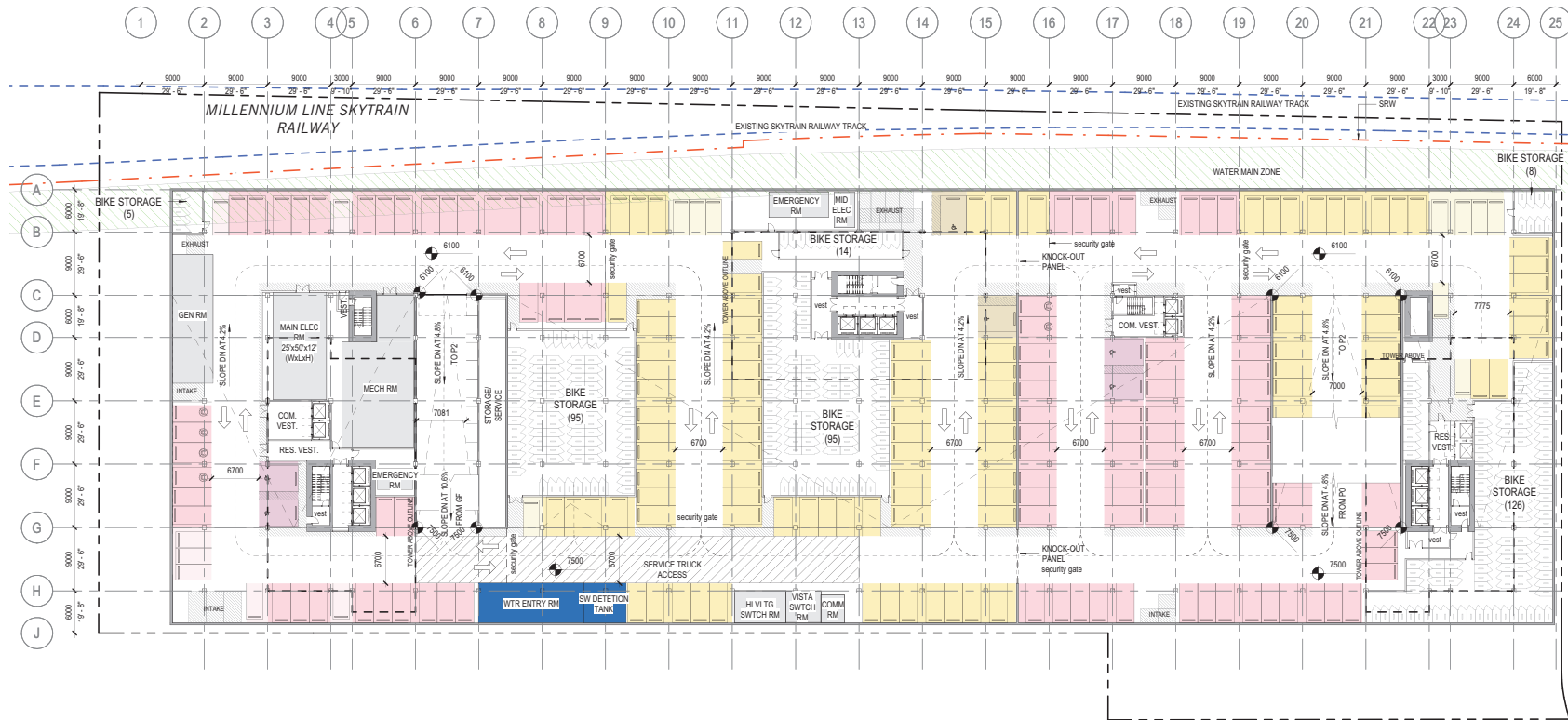
1014

Attachment 5

Spring Street

Updated Content

## Floor Plan - Parkade Level P1



1 P1  
1:350



PARKING STATS - P1			BIKE PARKING		PARKING - TOTAL			TYPES	USES	COLOUR LEGEND	
Parking Use	Parking Size	Count	Level	Storage Locker Count	Bicycle Count	Parking Use	Parking Size	Count			
RESIDENTIAL	ACC	2				RESIDENTIAL	ACC	14	ST	RESIDENTIAL	
RESIDENTIAL	STD	10				RESIDENTIAL	SM	64	ACC	RESIDENTIAL	
RESIDENTIAL	STD	87	LEVEL P0	50	100	RESIDENTIAL	STD	609	SM	SHARED (VISITOR-COMMERCIAL)	
RESIDENTIAL		99	LEVEL P1	348	696	RESIDENTIAL		687		CS	CAR SHARE
SHARED	ACC	4	LEVEL P2	326	652	SHARED	ACC	5		LD	LOADING
SHARED	CS	6	LEVEL P3	321	642	SHARED	CS	6			
SHARED	SM	10	TOTAL	1045	2090	SHARED	SM	17			
SHARED	STD	112				SHARED	STD	153			
SHARED		132				SHARED		181			
TOTAL		231				TOTAL		868			

\*Refer to R2-M4-004 for parking stall sizing

# Considered at the December 3, 2024, Special Council meeting

186

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

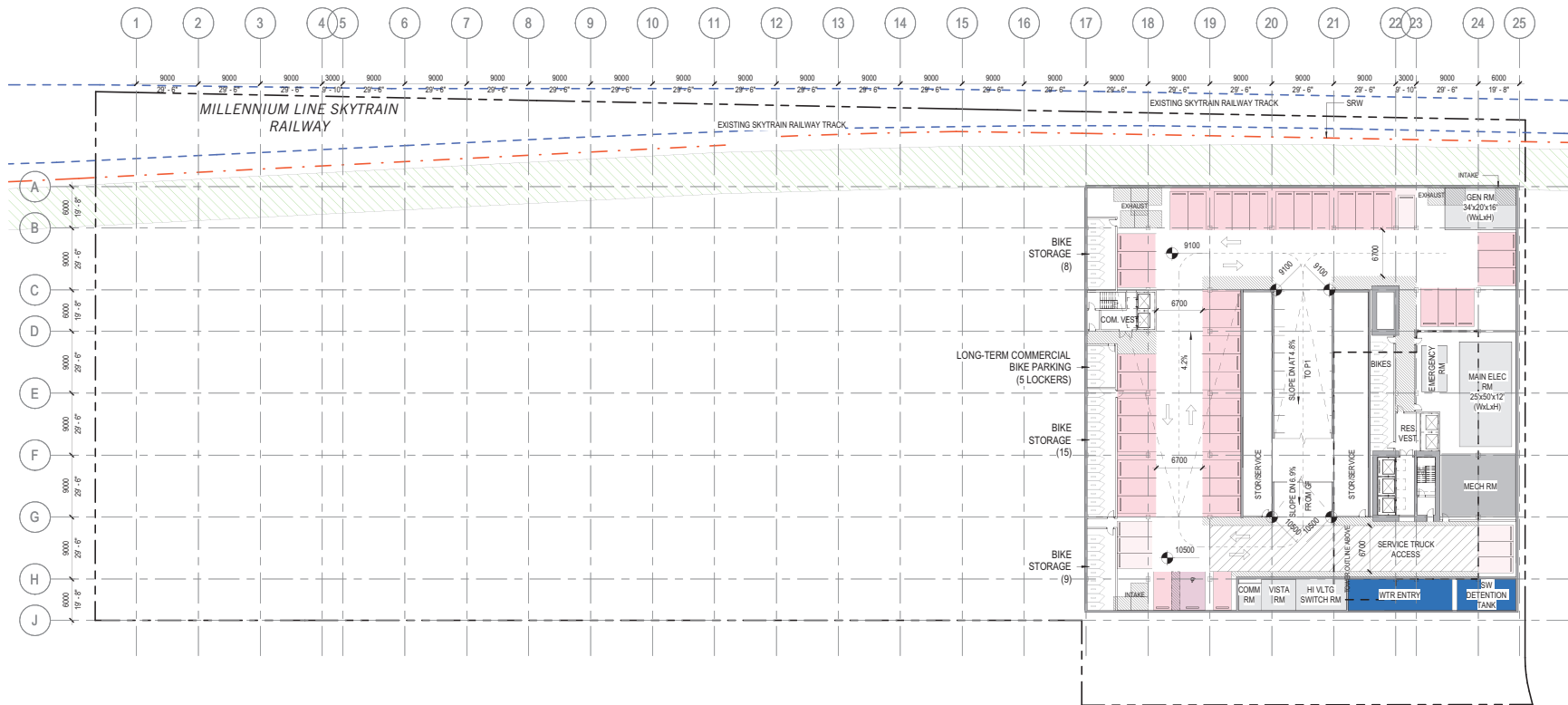
1015

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Parkade Level P0



1 P0  
1:350

PARKING STATS - P0			BIKE PARKING		PARKING - TOTAL			TYPES		USES		COLOUR LEGEND	
Parking Use	Parking Size	Count	Level	Storage Locker Count	Bicycle Count	Parking Use	Parking Size	Count	ST	RESIDENTIAL	RES	RESIDENTIAL	RES STD
SHARED	ACC	1	LEVEL P0	50	100	RESIDENTIAL	ACC	14	ACC	ACCESSIBLE	SH	SHARED (VISITOR-COMMERCIAL)	RES AC
SHARED	SM	7	LEVEL P1	348	696	RESIDENTIAL	STD	609	SM	SMALL	CS	CAR SHARE	RES SM
TOTAL		49	LEVEL P2	326	652	RESIDENTIAL	ACC	5			LD	LOADING	SH STD
			LEVEL P3	321	642	SHARED	CS	6					SH AC
			TOTAL	1045	2090	SHARED	SM	17					SH SM
						SHARED	STD	153					
						SHARED		181					
						GRAND TOTAL		868					

\*refer to R2-66A-004 for parking stall sizing



# Considered at the December 3, 2024, Special Council meeting

187

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

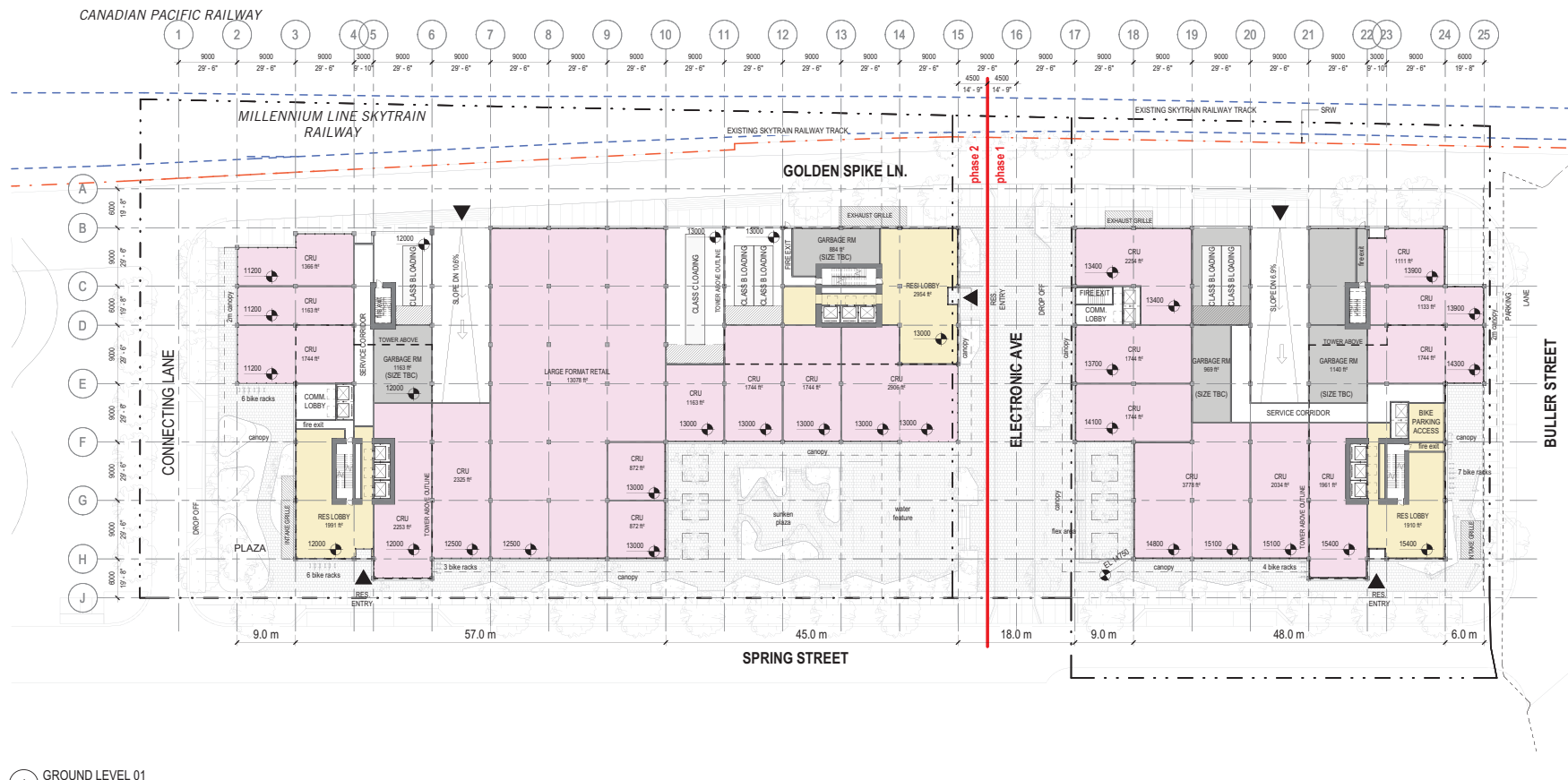
1016

Attachment 5

Spring Street

Updated Content

## Floor Plan - Ground Level 01



1 GROUND LEVEL 01  
1:350





# Considered at the December 3, 2024, Special Council meeting

188

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

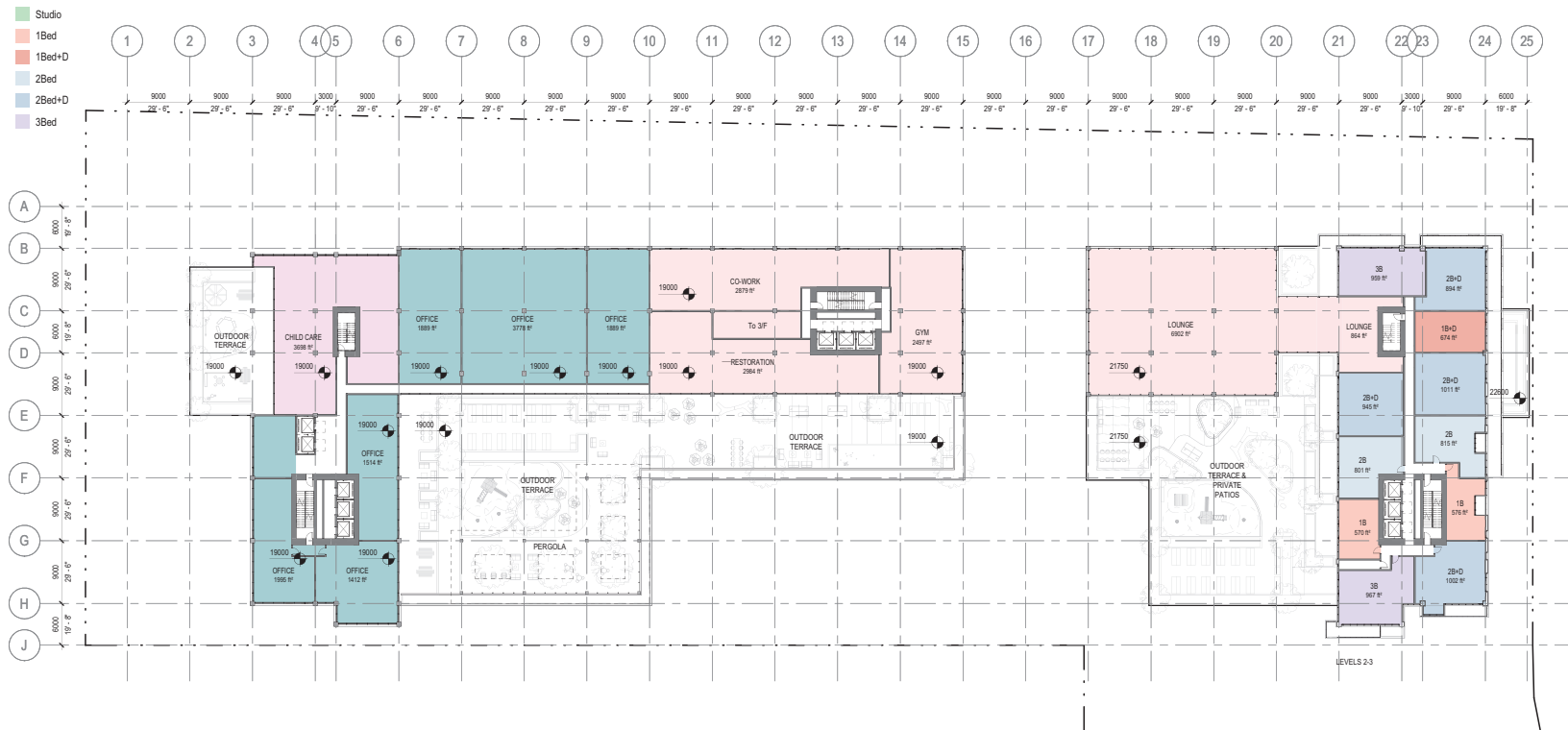
1017

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Podium Level 02



1 LEVEL 02 PODIUM  
1:350



# Considered at the December 3, 2024, Special Council meeting

189

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

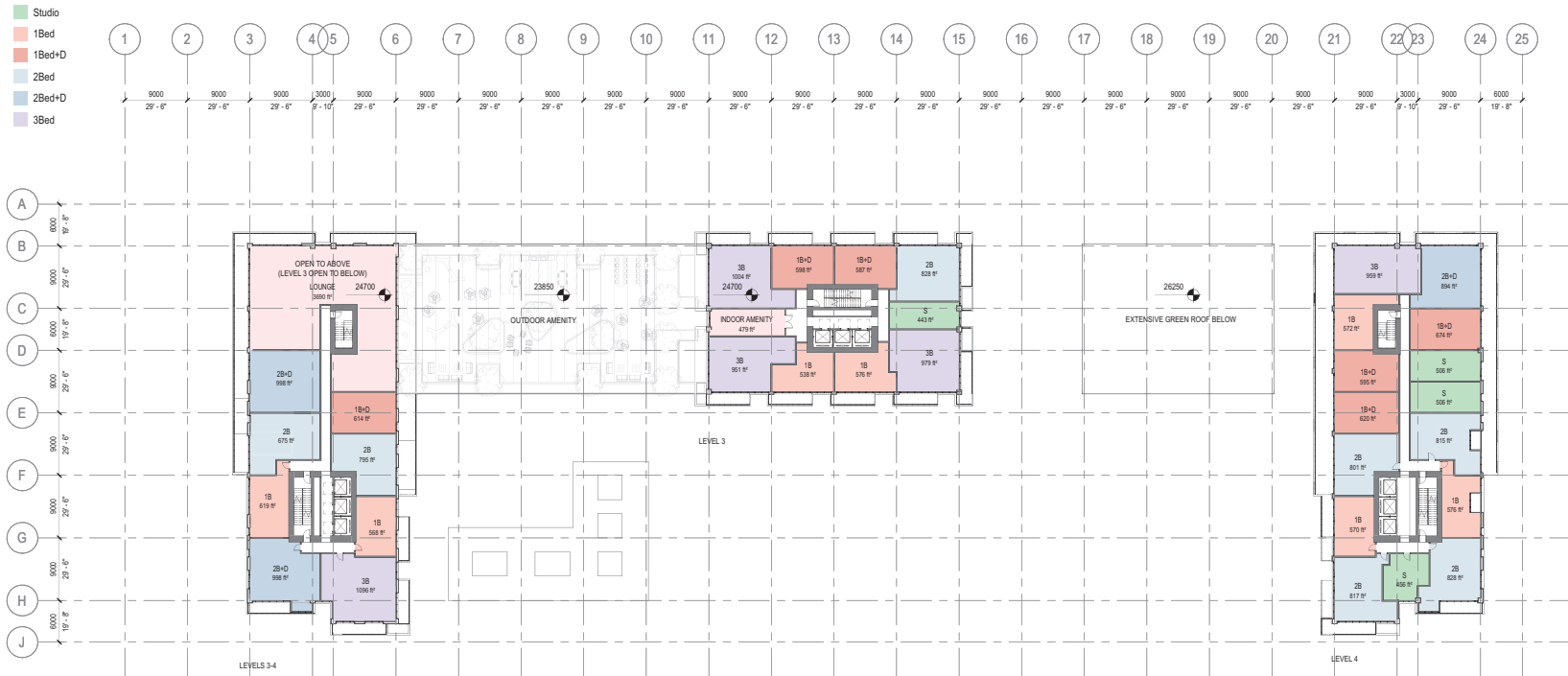
1018

Attachment 5

Spring Street

Updated Content

## Floor Plan - Podium Level 03



1 LEVEL 03 PODIUM  
1:350



# Considered at the December 3, 2024, Special Council meeting

190

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

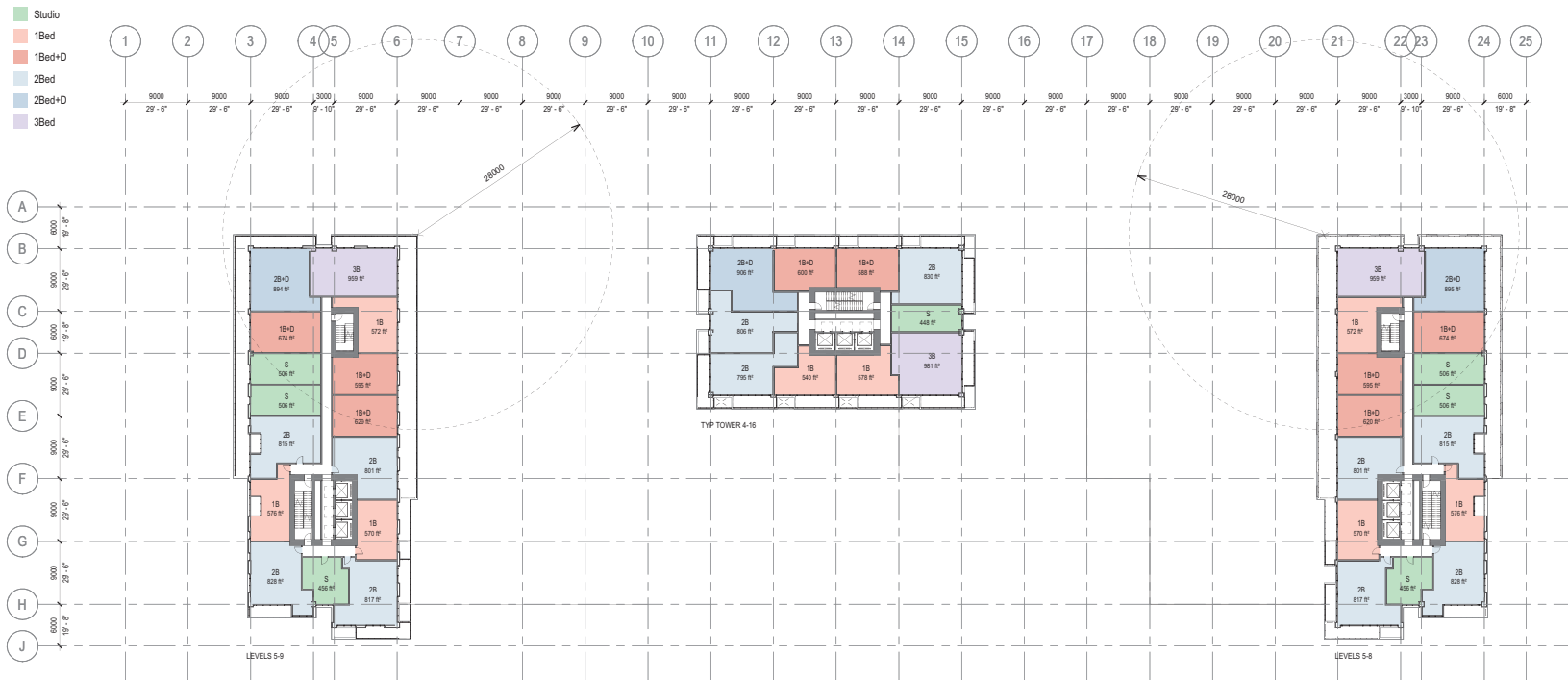
1019

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Typical Tower Tail



1 TYP TOWER TAIL  
1:350

# Considered at the December 3, 2024, Special Council meeting

191

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

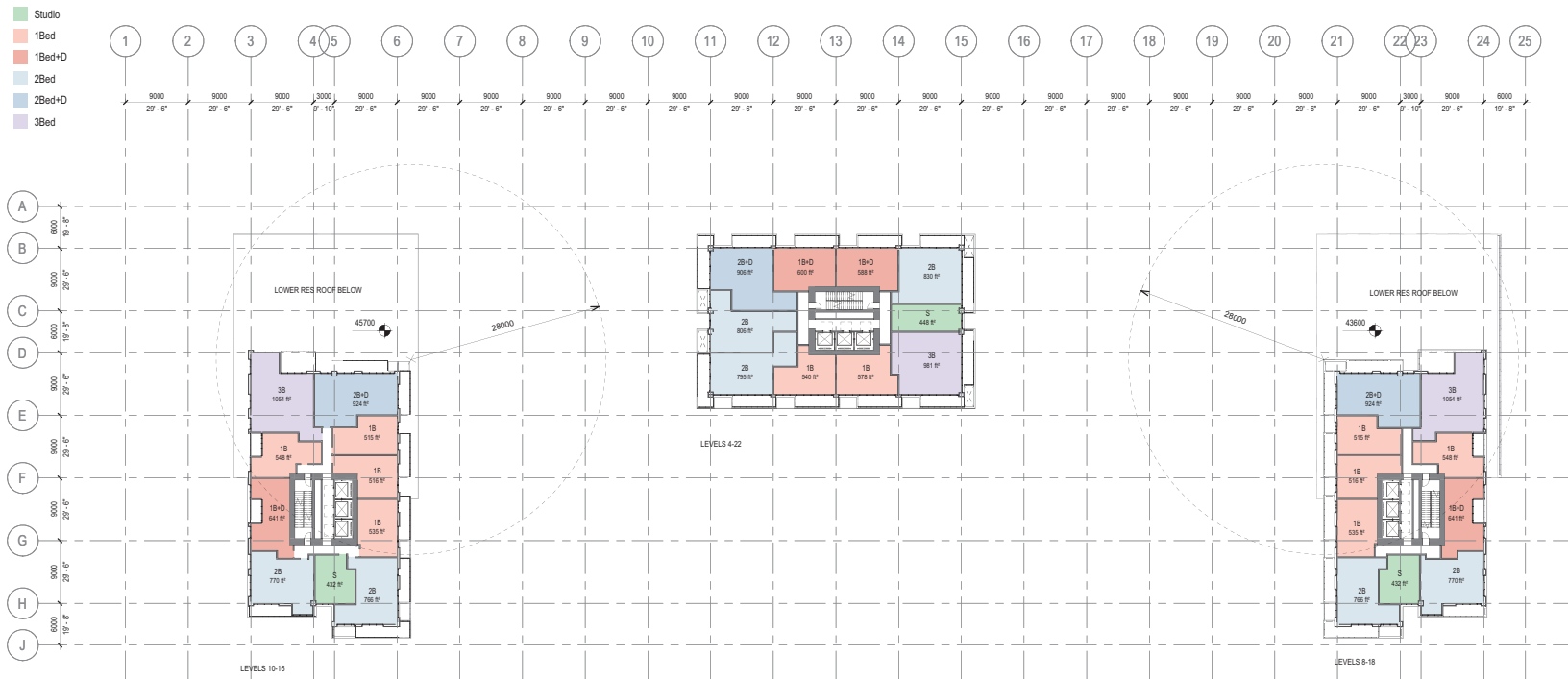
1020

Attachment 5

Spring Street

Updated Content

## Floor Plan - Tower Typical Lower Level



1 TYP TOWER - LOWER  
1: 350





# Considered at the December 3, 2024, Special Council meeting

192

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

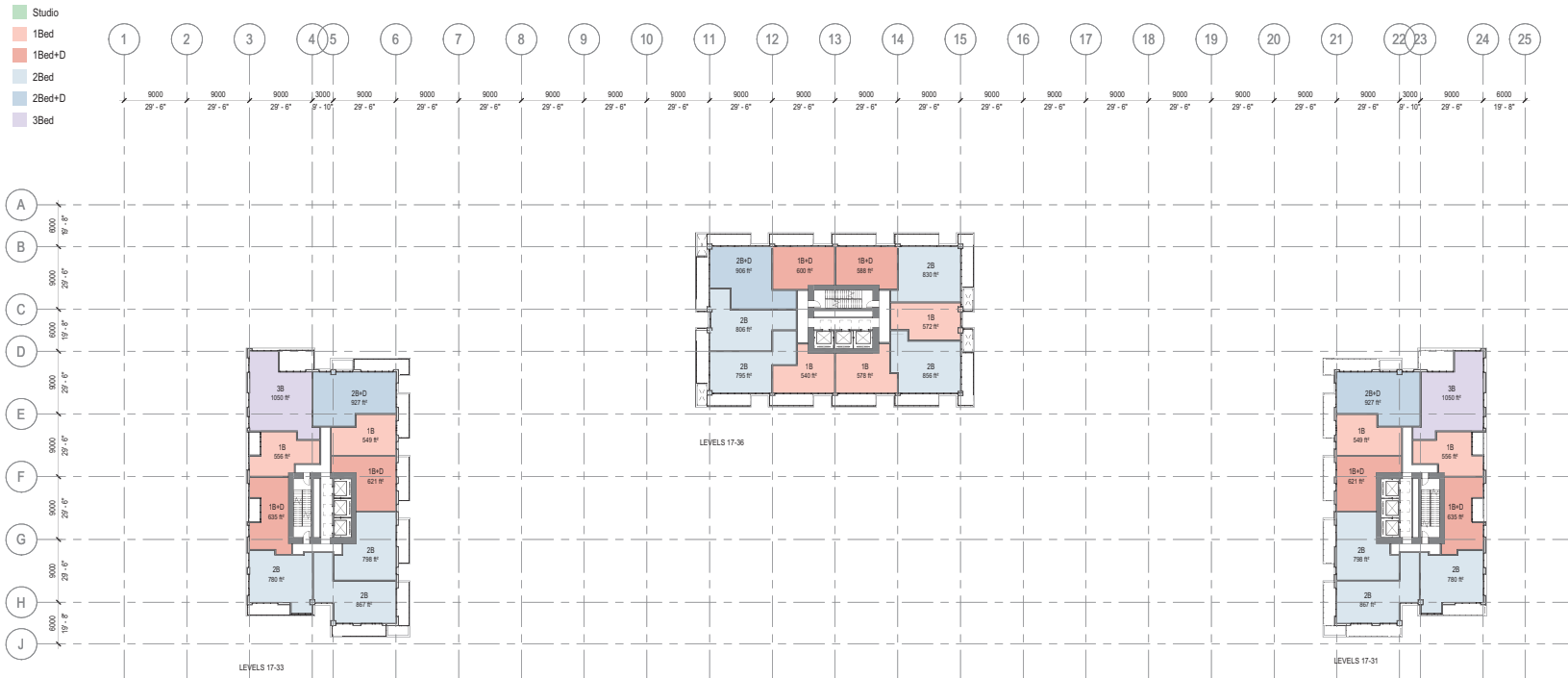
1021

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Tower Typical Upper Level



1 TYP TOWER - UPPER  
1:350



Considered at the December 3, 2024, Special Council meeting

193

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

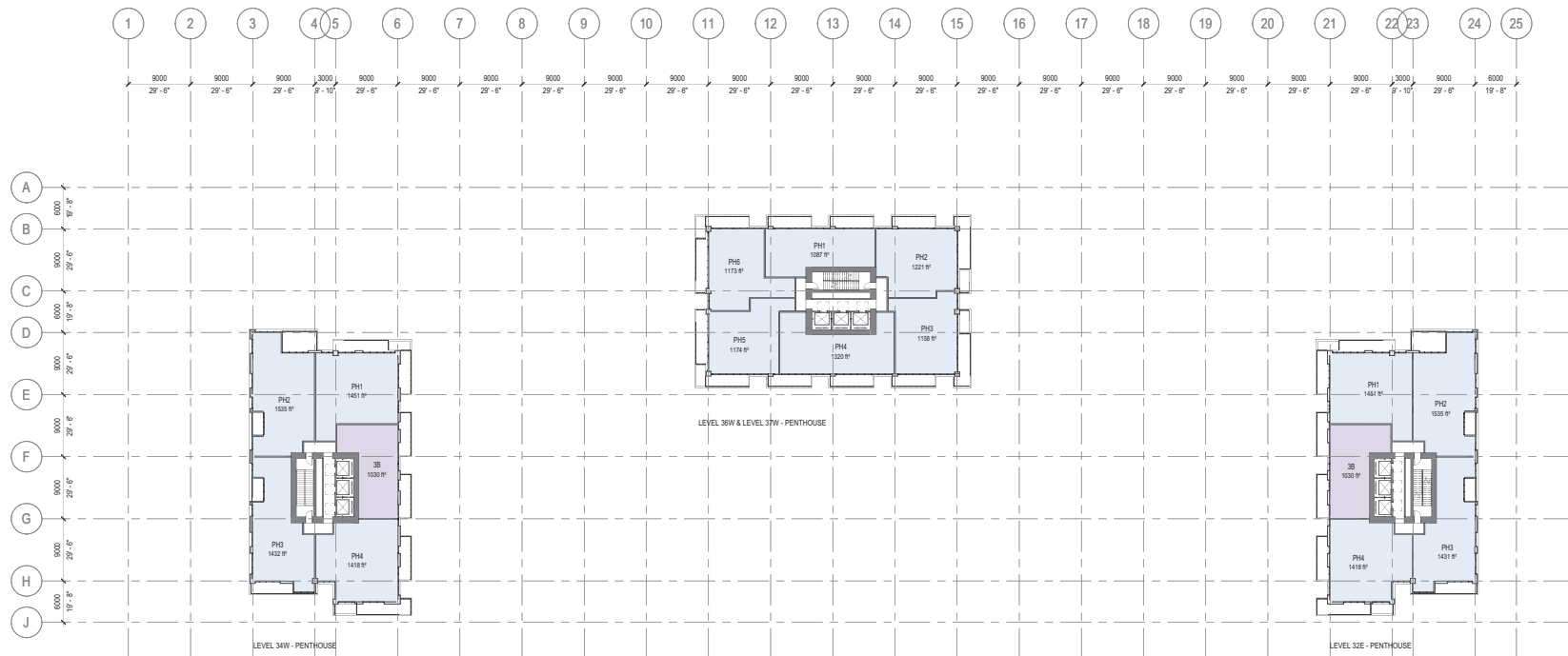
1022

Attachment 5

Spring Street

Updated Content

Floor Plan - Penthouse & Sub Penthouse Level



1 MECH AND PENTHOUSE PLANS (LOWER)  
1:350



# Considered at the December 3, 2024, Special Council meeting

194

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

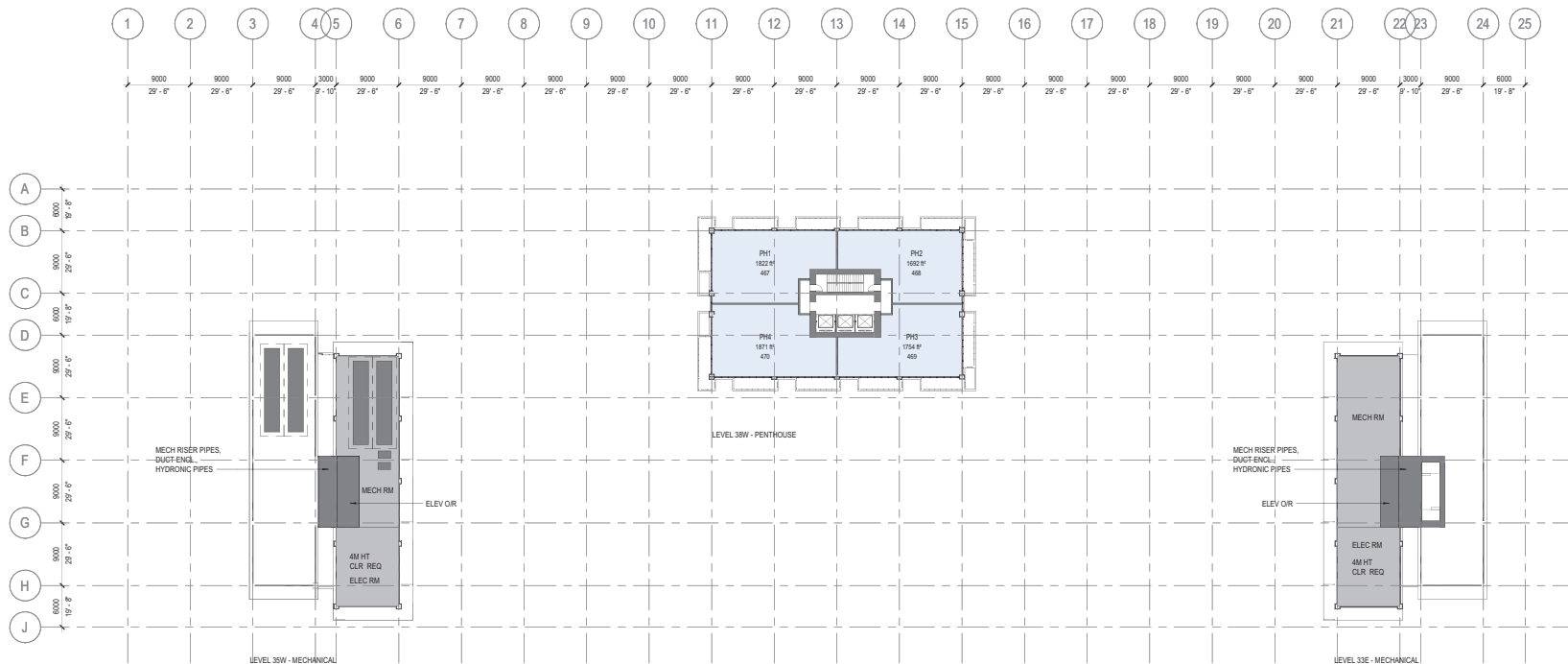
1023

Attachment 5

Perkins&Will

Updated Content

## Floor Plan - Penthouse Upper Level



1 MECH AND PENTHOUSE FLOORS (UPPER)  
1:350



Considered at the December 3, 2024, Special Council meeting

195

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

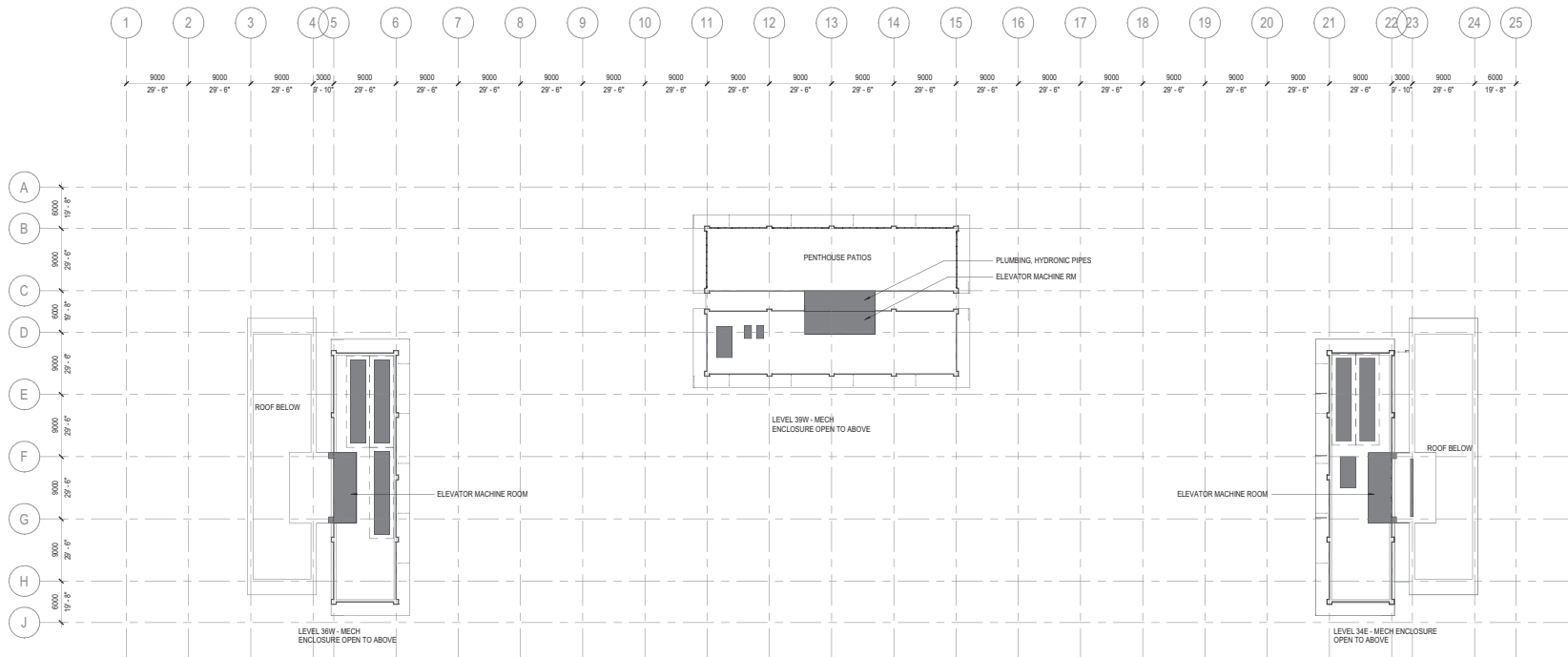
1024

Attachment 5

Spring Street

Updated Content

Floor Plan - Mechanical Level





# Considered at the December 3, 2024, Special Council meeting

196

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1025

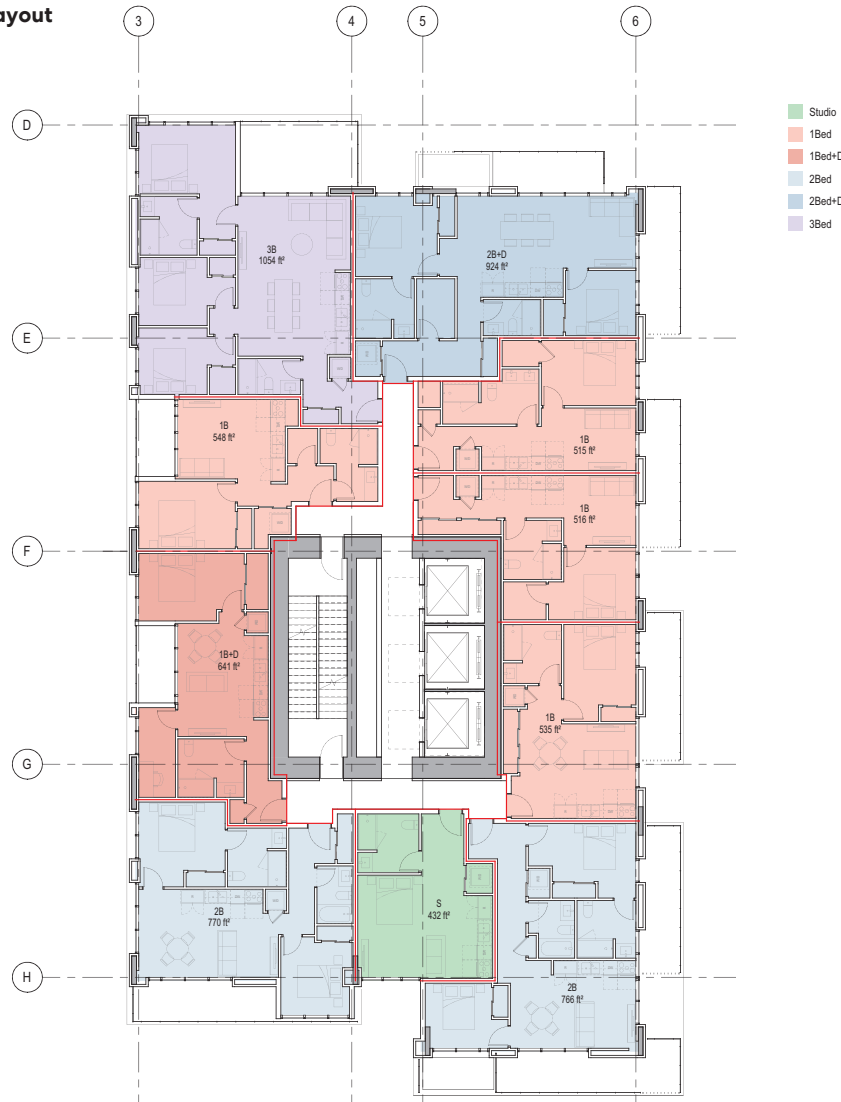
Attachment 5

Perkins&Will



Updated Content

## Floor Plan - Typical Floor Unit Layout



# Considered at the December 3, 2024, Special Council meeting

197

Attachment 1

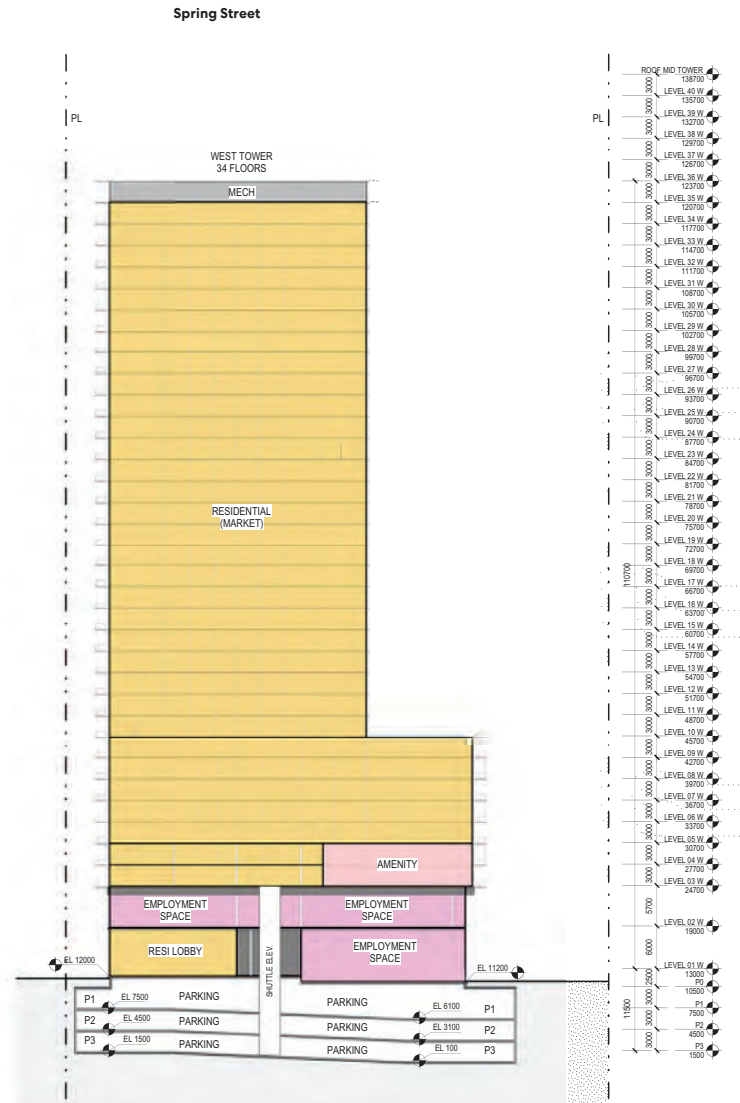
# Considered at the July 23, 2024, Regular Council meeting

1026

Attachment 5

Updated Content

## West Tower Section



# Considered at the December 3, 2024, Special Council meeting

198

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

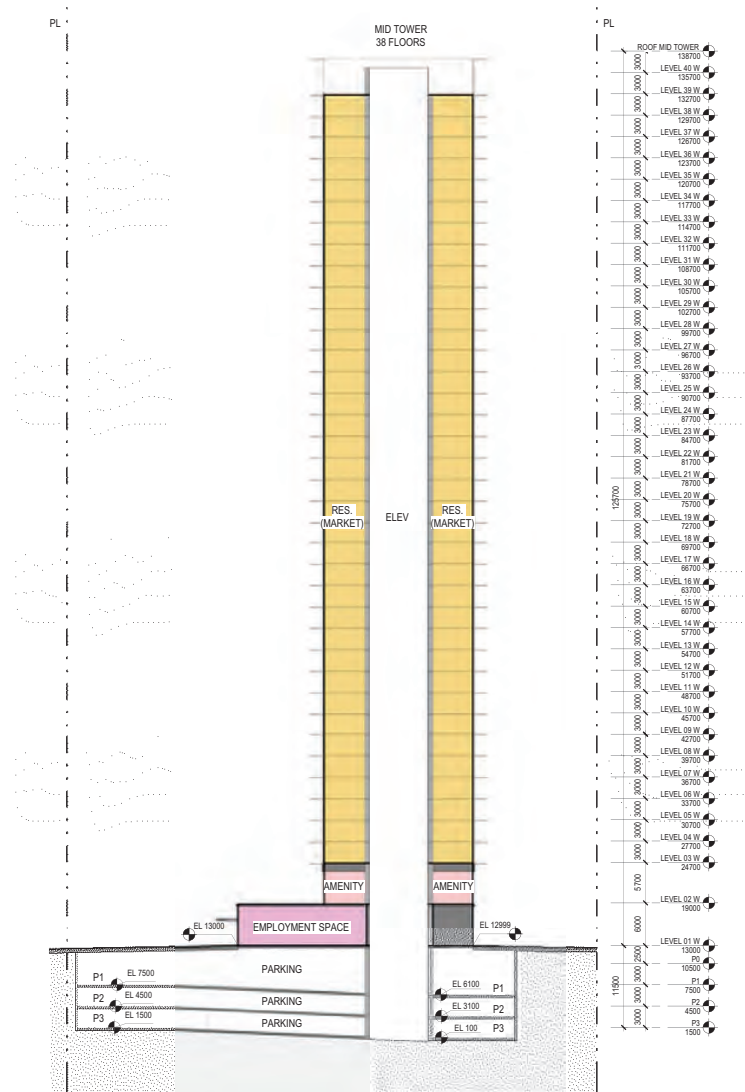
1027

Attachment 5

Perkins&Will

Updated Content

## North Tower Section



# Considered at the December 3, 2024, Special Council meeting

199

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1028

Attachment 5

Updated Content

## East Tower Section





# Considered at the December 3, 2024, Special Council meeting

200

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

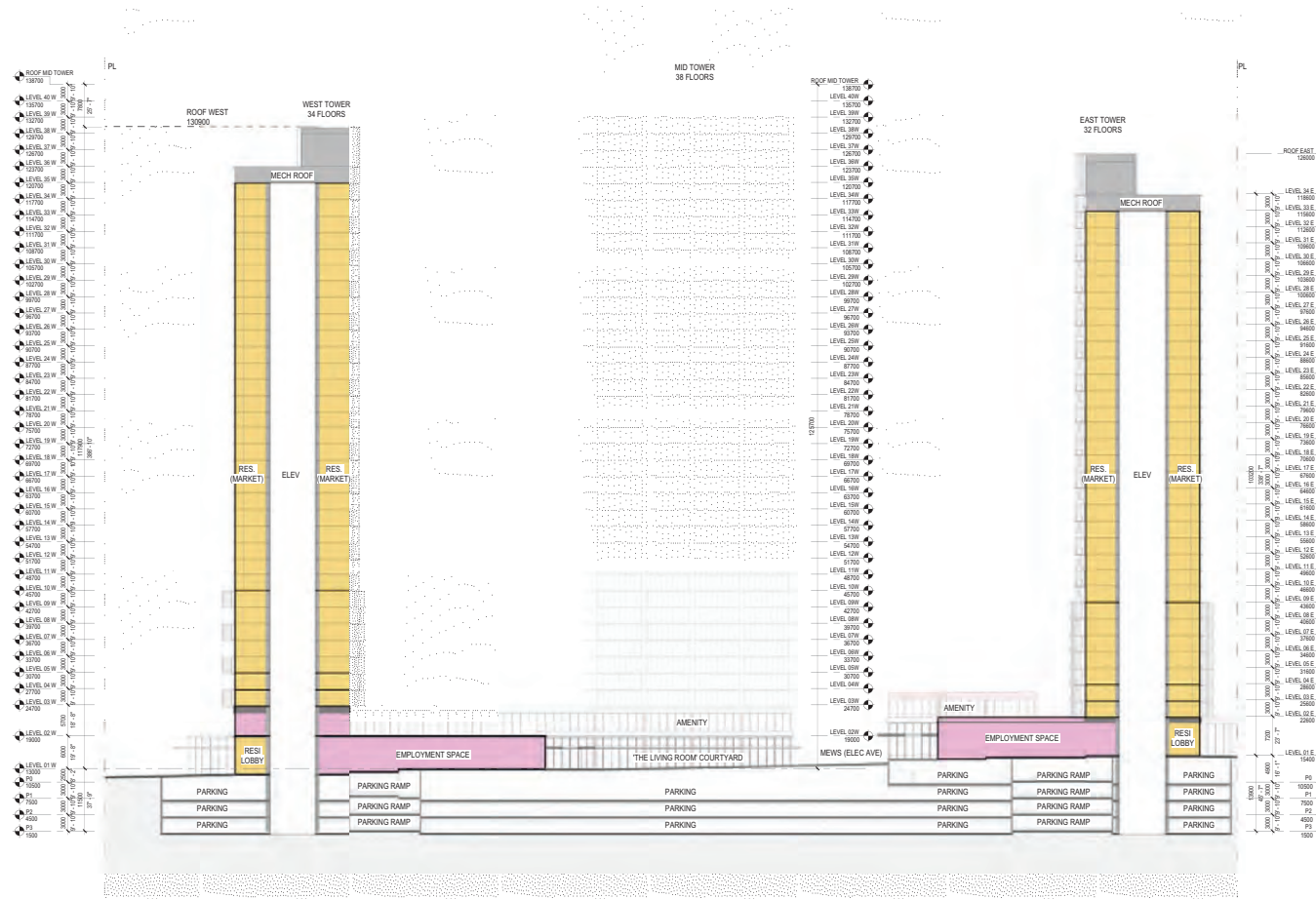
1029

Attachment 5

Perkins&Will

Updated Content

## East-West Section



1 W-E SECTION  
1:350

# Considered at the December 3, 2024, Special Council meeting

201

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1030

Attachment 5

Spring Street

Updated Content

## North Elevation



1 NORTH ELEVATION  
1:300

Considered at the December 3, 2024, Special Council meeting

202

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

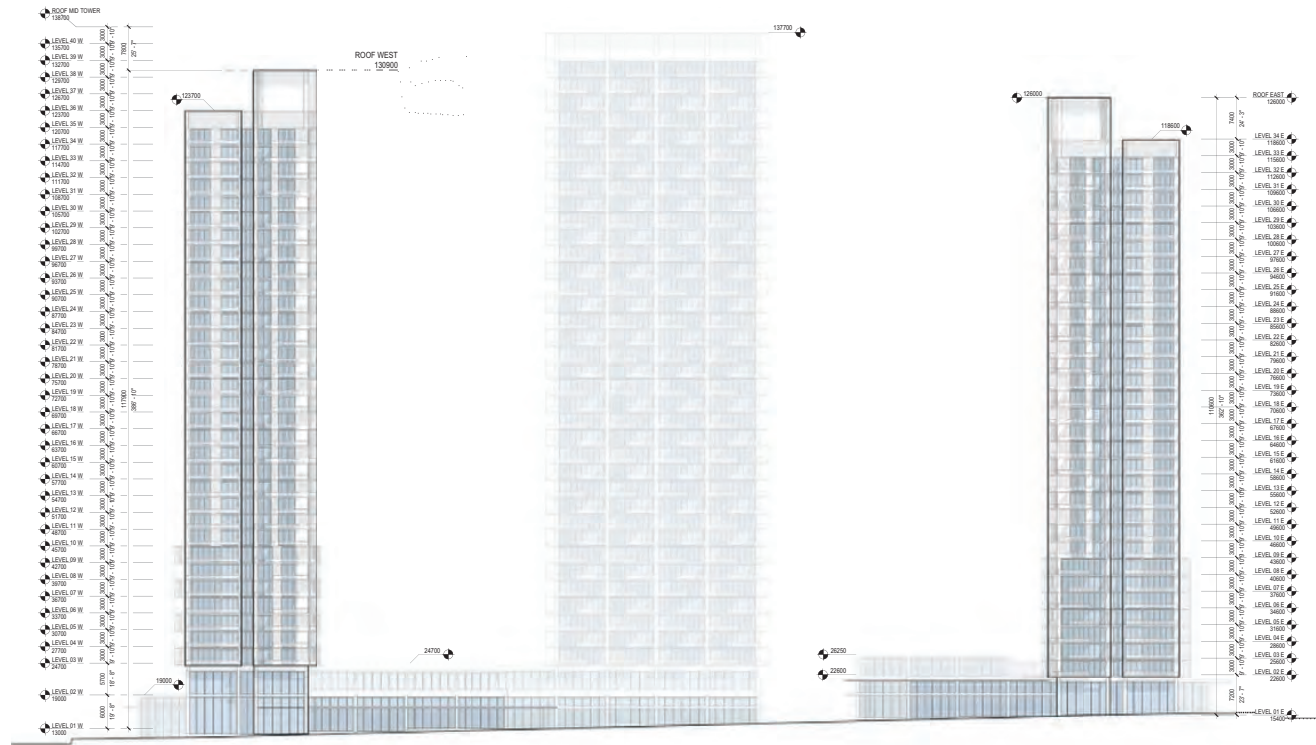
1031

Attachment 5

Perkins&Will

Updated Content

South Elevation



1 SOUTH ELEVATION  
1:350

# Considered at the December 3, 2024, Special Council meeting

203

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1032

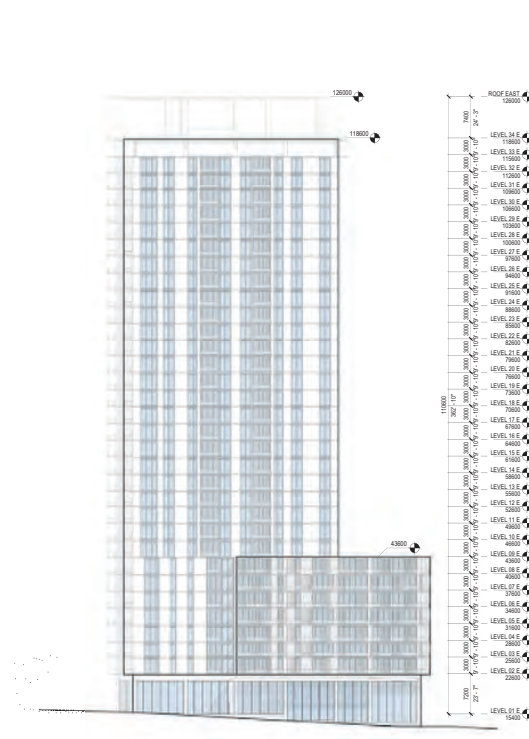
Attachment 5

Spring Street

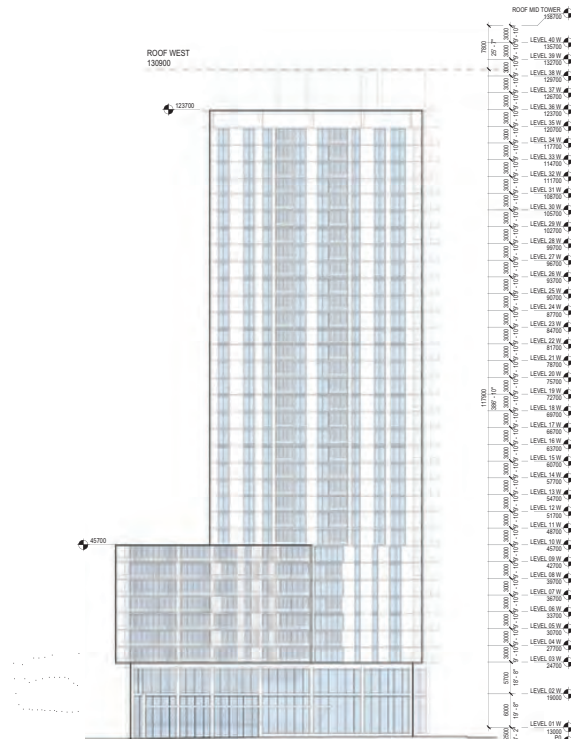
Rez

Updated Content

## East & West Elevations



1 EAST ELEVATION  
1:350



2 WEST ELEVATION  
1:350



Considered at the December 3, 2024, Special Council meeting

204

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1033

Attachment 5

Perkins&Will

Updated Content

FAR Summary

FAR SUMMARY

Table with 2 columns: Category and Value. Rows include PROVIDED FAR AREA, PROVIDED FAR EXCLUSION AREA, FAR CALCULATION, and OPEN BALCONY.

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

FAR CALCULATIONS / PROGRAM

Table with 10 columns: LEVEL, CRU, RETAIL GFA (M), RETAIL GFA (SF), EXCLUSIONS, AMENITY CRU, AMENITY CRU (SF), RETAIL FAR (M), RETAIL FAR (SF), RETAIL FAR (SF), RETAIL FAR (SF).

MARKET CONDO - WEST TOWER

Large table with 14 columns: LEVEL, W MR GFA (M), W MR GFA (SF), W INDOOR AMENITY (M), W INDOOR AMENITY (SF), W OUTDOOR AMENITY (M), W OUTDOOR AMENITY (SF), W ADAPTABLE MR EXCLUSIONS, W ADAPTABLE MR EXCLUSIONS (SF), W MR FAR (M), W MR FAR (SF), W MR OPEN BALCONY (M), W MR OPEN BALCONY (SF), W MR OPEN BALCONY (SF).

MARKET CONDO - NORTH TOWER

Large table with 14 columns: LEVEL, N MR GFA (M), N MR GFA (SF), N INDOOR AMENITY (M), N INDOOR AMENITY (SF), N OUTDOOR AMENITY (M), N OUTDOOR AMENITY (SF), N ADAPTABLE MR EXCLUSIONS, N ADAPTABLE MR EXCLUSIONS (SF), N MR FAR (M), N MR FAR (SF), N MR OPEN BALCONY (M), N MR OPEN BALCONY (SF), N MR OPEN BALCONY (SF).

MARKET CONDO - EAST TOWER

Large table with 14 columns: LEVEL, E MR GFA (M), E MR GFA (SF), E INDOOR AMENITY (M), E INDOOR AMENITY (SF), E OUTDOOR AMENITY (M), E OUTDOOR AMENITY (SF), E ADAPTABLE MR EXCLUSIONS, E ADAPTABLE MR EXCLUSIONS (SF), E MR FAR (M), E MR FAR (SF), E MR OPEN BALCONY (M), E MR OPEN BALCONY (SF), E MR OPEN BALCONY (SF).

# Considered at the December 3, 2024, Special Council meeting

205

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1034

Attachment 5

Spring Street

Rez

Updated Content

## FAR - Ground Level



FAR AREA - GROUND FLOOR WEST			
SERVICE	SW 1.0	219.51 m <sup>2</sup>	2363 ft <sup>2</sup>
SERVICE	SN 1.0	101.01 m <sup>2</sup>	1087 ft <sup>2</sup>
FAR EXCLUSION		300.52 m <sup>2</sup>	3450 ft <sup>2</sup>
RESIDENTIAL	WMR	153.36 m <sup>2</sup>	1651 ft <sup>2</sup>
RESIDENTIAL	NMR	227.57 m <sup>2</sup>	2450 ft <sup>2</sup>
RESIDENTIAL	CIRC. WP	96.13 m <sup>2</sup>	1035 ft <sup>2</sup>
RESIDENTIAL	CIRC. NP	126.82 m <sup>2</sup>	1365 ft <sup>2</sup>
RESIDENTIAL	CIRC. WP	23.80 m <sup>2</sup>	256 ft <sup>2</sup>
FAR R AREA		627.68 m <sup>2</sup>	6756 ft <sup>2</sup>
RETAIL	CRU W 1.03	2508.18 m <sup>2</sup>	26998 ft <sup>2</sup>
RETAIL	CRU W 1.04	396.90 m <sup>2</sup>	4272 ft <sup>2</sup>
RETAIL	CIRC. WP	50.26 m <sup>2</sup>	541 ft <sup>2</sup>
FAR RT AREA		2955.34 m <sup>2</sup>	31811 ft <sup>2</sup>
TOTAL GROSS FLOOR AREA		3903.54 m <sup>2</sup>	42017 ft <sup>2</sup>

FAR AREA - GROUND FLOOR EAST			
SERVICE	SE 1.0	456.13 m <sup>2</sup>	4910 ft <sup>2</sup>
FAR EXCLUSION		456.13 m <sup>2</sup>	4910 ft <sup>2</sup>
RESIDENTIAL	CIRC. EP	100.76 m <sup>2</sup>	1085 ft <sup>2</sup>
RESIDENTIAL	EMR	153.53 m <sup>2</sup>	1653 ft <sup>2</sup>
RESIDENTIAL	CIRC. EP	23.80 m <sup>2</sup>	256 ft <sup>2</sup>
FAR R AREA		278.09 m <sup>2</sup>	2993 ft <sup>2</sup>
RETAIL	CRU E 1.01	1258.84 m <sup>2</sup>	13550 ft <sup>2</sup>
RETAIL	CRU E 1.02	372.24 m <sup>2</sup>	4007 ft <sup>2</sup>
RETAIL	CRU EP	60.60 m <sup>2</sup>	652 ft <sup>2</sup>
RETAIL	CRU EP	50.00 m <sup>2</sup>	538 ft <sup>2</sup>
FAR RT AREA		1741.88 m <sup>2</sup>	18747 ft <sup>2</sup>
TOTAL GROSS FLOOR AREA		2475.90 m <sup>2</sup>	26650 ft <sup>2</sup>

2 GROUND FLOOR PLAN - PHASE 2 (LEVEL 01 W)  
1:350

1 GROUND FLOOR PLAN - PHASE 1 (LEVEL 01 E)  
1:350



# Considered at the December 3, 2024, Special Council meeting

206

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1035

Attachment 5

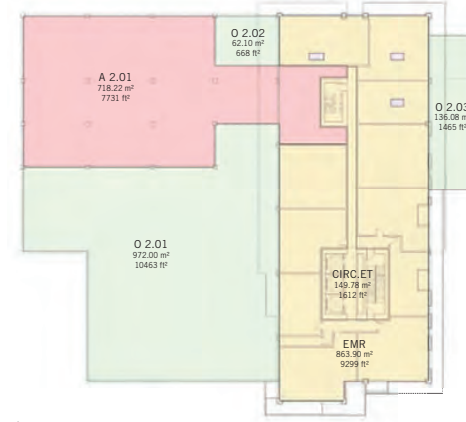
Perkins&Will

Updated Content

FAR - Level 2-3



2 UPPER PODIUM - PHASE 2 (LEVEL 02 W)  
1:350



1 UPPER PODIUM - PHASE 1 (LEVEL 02 E)  
1:350

FAR AREA - L2 PODIUM WEST			
RESIDENTIAL	CIRC. NT	84.01 m²	904 ft²
RESIDENTIAL	CIRC. WT	91.47 m²	985 ft²
FAR R AREA		175.47 m²	1889 ft²
AMENITY	A 2.02	863.99 m²	9268 ft²
FAR R EXCLUSION		860.99 m²	9268 ft²
OUTDOOR	O 2.04	1620.00 m²	17438 ft²
AMENITY		1620.00 m²	17438 ft²
RETAIL	CRU 2.01	462.77 m²	4981 ft²
RETAIL	CRU 2.02	1052.75 m²	11332 ft²
RETAIL	CIRC. WP	23.80 m²	256 ft²
FAR RT AREA		1679.73 m²	18081 ft²
OUTDOOR	O 2.05	255.00 m²	2751 ft²
AMENITY		255.00 m²	2751 ft²
FAR RT NON GFA		255.00 m²	2751 ft²
TOTAL GROSS FLOOR AREA		4391.80 m²	46426 ft²

FAR AREA - L2 PODIUM EAST			
RESIDENTIAL	EMR	863.90 m²	9299 ft²
RESIDENTIAL	CIRC. ET	149.78 m²	1612 ft²
FAR R AREA		1013.68 m²	10911 ft²
ADAPTABLE	AE	2.00 m²	22 ft²
ADAPTABLE	AE	2.00 m²	22 ft²
ADAPTABLE	AE	2.00 m²	22 ft²
AMENITY	A 2.01	718.22 m²	7731 ft²
FAR R EXCLUSION		724.22 m²	7795 ft²
OUTDOOR	O 2.01	972.00 m²	10463 ft²
AMENITY		972.00 m²	10463 ft²
OUTDOOR	O 2.02	62.10 m²	668 ft²
AMENITY		62.10 m²	668 ft²
OUTDOOR	O 2.03	138.08 m²	1465 ft²
AMENITY		138.08 m²	1465 ft²
FAR RT NON GFA		1170.18 m²	12596 ft²
TOTAL GROSS FLOOR AREA		2908.08 m²	31302 ft²



Considered at the December 3, 2024, Special Council meeting

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Attachment 1

Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

Spring Street

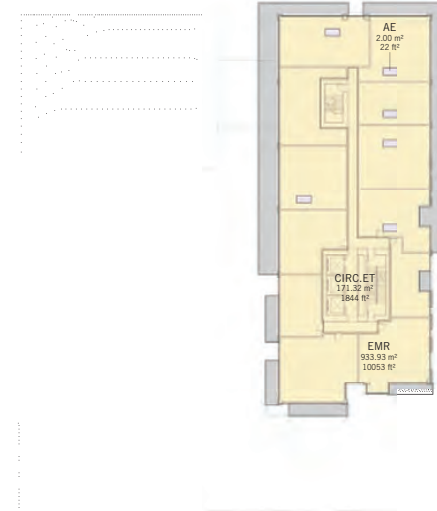
Rezoning Booklet & OCP Framework

Updated Content

FAR - Level 2-3



2 UPPER PODIUM - PHASE 2 (LEVEL 03 W)  
1:350



1 UPPER PODIUM - PHASE 1 (LEVEL 03 E)  
1:350

**FAR AREA - L3 PODIUM WEST**

RESIDENTIAL MR.WT	591.91 m²	6371 ft²
RESIDENTIAL MR.NL	592.81 m²	6379 ft²
RESIDENTIAL CIRC.NT	116.64 m²	1256 ft²
RESIDENTIAL CIRC.WT	187.81 m²	1996 ft²
FAR R AREA	1468.98 m²	15812 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
AMENITY A 3.02	345.86 m²	3723 ft²
AMENITY A 3.01	50.81 m²	547 ft²
FAR R EXCLUSION	414.67 m²	4463 ft²
OUTDOOR AMENITY O 3.01	966.42 m²	10402 ft²
FAR R NON GFA	966.42 m²	10402 ft²
TOTAL GROSS FLOOR AREA	2850.07 m²	30678 ft²

**FAR AREA - L3 PODIUM EAST**

RESIDENTIAL EMR	933.93 m²	10053 ft²
RESIDENTIAL CIRC.ET	171.32 m²	1844 ft²
FAR R AREA	1105.25 m²	11897 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
ADAPTABLE AE	2.00 m²	22 ft²
FAR R EXCLUSION	12.00 m²	129 ft²
TOTAL GROSS FLOOR AREA	1117.25 m²	12026 ft²





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

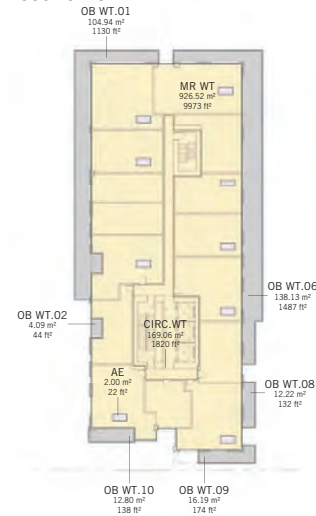
Perkins&Will

Updated Content

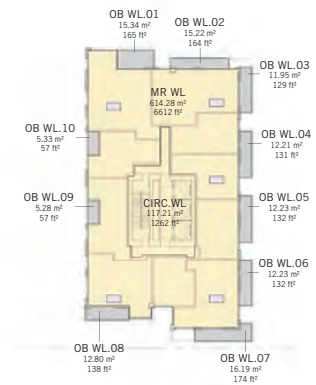
## FAR - West Tower

WEST TOWER MARKET STRATA AREA SUMMARY - TAIL			
RESIDENTIAL	CIRC. WT	169.06 m <sup>2</sup>	1820 m <sup>2</sup> 15%
RESIDENTIAL	MR WT	928.52 m <sup>2</sup>	9973 m <sup>2</sup> 83%
ADAPTABLE	AE	18.00 m <sup>2</sup>	194 m <sup>2</sup> 2%
TOTAL GROSS FLOOR AREA		1113.59 m <sup>2</sup>	11987 m <sup>2</sup>

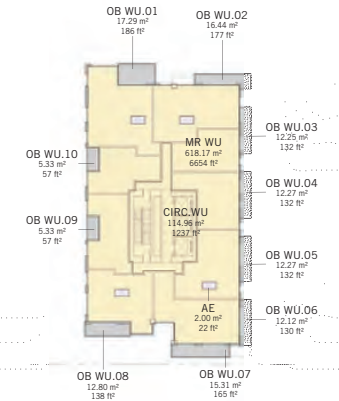
WEST TOWER MARKET STRATA AREA SUMMARY - PENT			
RESIDENTIAL	CIRC. PH	106.29 m <sup>2</sup>	1144 m <sup>2</sup> 14%
RESIDENTIAL	MR PH	635.90 m <sup>2</sup>	6845 m <sup>2</sup> 86%
FAR R AREA		742.18 m <sup>2</sup>	7989 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		742.18 m <sup>2</sup>	7989 m <sup>2</sup>



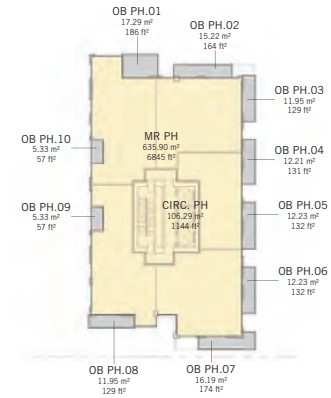
5 WEST TOWER TAIL TYPICAL PLAN (LEVEL 5-9)  
1:350



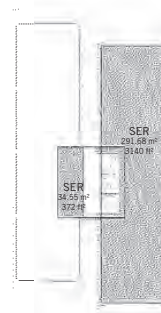
4 WEST TOWER LOWER TYPICAL PLAN (LEVEL 10-16)  
1:350



3 WEST TOWER UPPER TYPICAL PLAN (LEVEL 17-33)  
1:350



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



1 WEST TOWER ROOF MECH SERVICE RM  
1:350

WEST TOWER MARKET STRATA AREA SUMMARY - LOW			
RESIDENTIAL	CIRC. WL	117.21 m <sup>2</sup>	1282 m <sup>2</sup> 16%
RESIDENTIAL	MR WL	614.28 m <sup>2</sup>	6612 m <sup>2</sup> 83%
FAR R AREA		731.49 m <sup>2</sup>	7874 m <sup>2</sup>
ADAPTABLE	AE	10.00 m <sup>2</sup>	108 m <sup>2</sup> 1%
FAR R EXCLUSION		10.00 m <sup>2</sup>	108 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		741.49 m <sup>2</sup>	7981 m <sup>2</sup>

WEST TOWER MARKET STRATA AREA SUMMARY - UP			
RESIDENTIAL	CIRC. WU	114.96 m <sup>2</sup>	1237 m <sup>2</sup> 16%
RESIDENTIAL	MR WU	618.17 m <sup>2</sup>	6854 m <sup>2</sup> 85%
FAR R AREA		733.13 m <sup>2</sup>	7891 m <sup>2</sup>
ADAPTABLE	AE	8.00 m <sup>2</sup>	86 m <sup>2</sup> 1%
FAR R EXCLUSION		8.00 m <sup>2</sup>	86 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		741.13 m <sup>2</sup>	7977 m <sup>2</sup>

WEST TOWER MARKET STRATA AREA SUMMARY - MECH SERVICE RM			



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

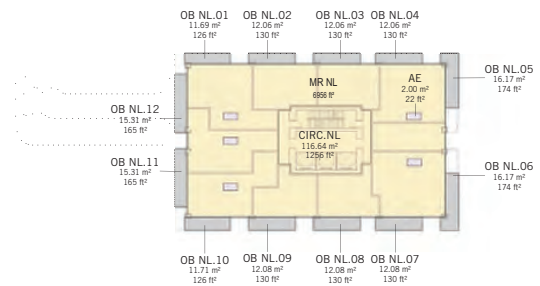
Spring Street

Rezoning Booklet & OCP Framework

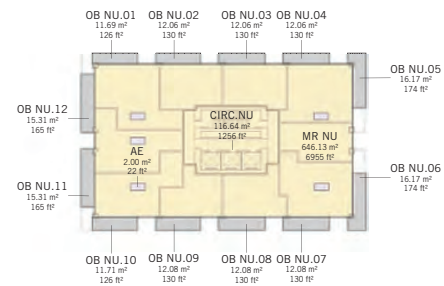
Updated Content

## FAR - North Tower

NORTH TOWER MARKET STRATA AREA SUMMARY - LOW			
RESIDENTIAL	CIRC.NL	116.64 m <sup>2</sup>	1256 m <sup>2</sup> 15%
RESIDENTIAL	MR.NL	646.24 m <sup>2</sup>	6955 m <sup>2</sup> 84%
FAR R AREA		762.88 m <sup>2</sup>	8212 m <sup>2</sup>
ADAPTABLE	AE	10.00 m <sup>2</sup>	108 m <sup>2</sup> 1%
FAR R EXCLUSION		10.00 m <sup>2</sup>	108 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		772.88 m <sup>2</sup>	8319 m <sup>2</sup>

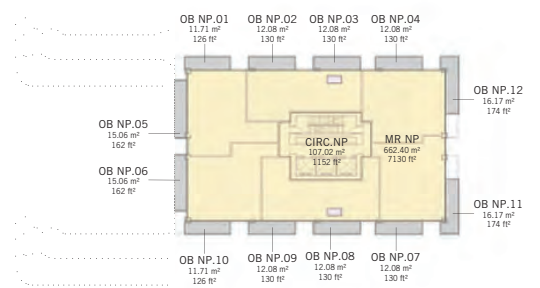


4 NORTH TOWER LOWER TYPICAL PLAN (LVL 3-15)  
1:350

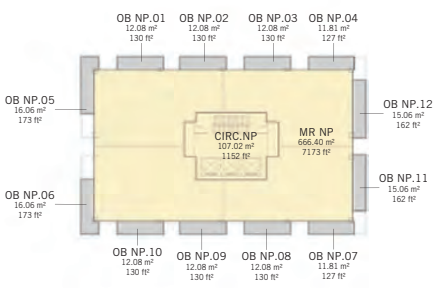


3 NORTH TOWER UPPER TYPICAL PLAN (LVL 16-35)  
1:350

NORTH TOWER MARKET STRATA AREA SUMMARY - PH LOW			
RESIDENTIAL	CIRC.NP	107.02 m <sup>2</sup>	1152 m <sup>2</sup> 14%
RESIDENTIAL	MR.NP	662.40 m <sup>2</sup>	7130 m <sup>2</sup> 86%
FAR R AREA		769.42 m <sup>2</sup>	8282 m <sup>2</sup>
ADAPTABLE	AE	4.00 m <sup>2</sup>	43 m <sup>2</sup> 1%
FAR R EXCLUSION		4.00 m <sup>2</sup>	43 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		773.42 m <sup>2</sup>	8325 m <sup>2</sup>



2 NORTH TOWER SUB PENTHOUSE (LEVEL 36-37)  
1:350



1 NORTH TOWER PENTHOUSE (LVL 38)  
1:350

NORTH TOWER MARKET STRATA AREA SUMMARY - UP			
RESIDENTIAL	CIRC.NU	116.64 m <sup>2</sup>	1256 m <sup>2</sup> 15%
RESIDENTIAL	MR.NU	646.13 m <sup>2</sup>	6955 m <sup>2</sup> 84%
FAR R AREA		762.77 m <sup>2</sup>	8210 m <sup>2</sup>
ADAPTABLE	AE	10.00 m <sup>2</sup>	108 m <sup>2</sup> 1%
FAR R EXCLUSION		10.00 m <sup>2</sup>	108 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		772.77 m <sup>2</sup>	8318 m <sup>2</sup>

NORTH TOWER MARKET STRATA AREA SUMMARY - PH UP			
RESIDENTIAL	CIRC.NP	107.02 m <sup>2</sup>	1152 m <sup>2</sup> 14%
RESIDENTIAL	MR.NP	666.40 m <sup>2</sup>	7173 m <sup>2</sup> 86%
FAR R AREA		773.42 m <sup>2</sup>	8325 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		773.42 m <sup>2</sup>	8325 m <sup>2</sup>



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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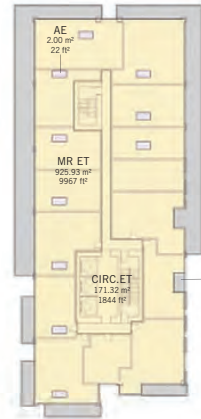
Attachment 5

Perkins&Will

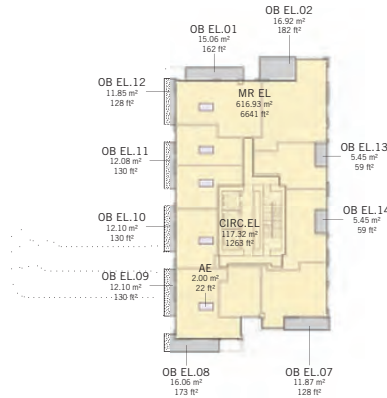
Updated Content

## FAR - East Tower

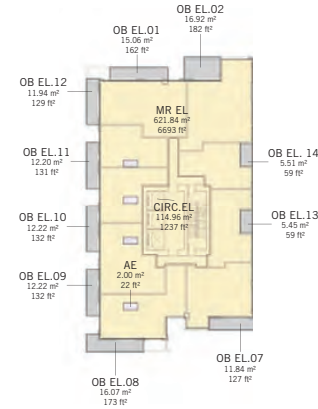
EAST TOWER MARKET STRATA AREA SUMMARY - TAIL			
RESIDENTIAL	CIRC.ET	171.32 m <sup>2</sup>	1844 m <sup>2</sup> 15%
RESIDENTIAL	MR.ET	925.93 m <sup>2</sup>	9967 m <sup>2</sup> 83%
FAR R AREA		1097.26 m <sup>2</sup>	11811 m <sup>2</sup>
ADAPTABLE	AE	20.00 m <sup>2</sup>	215 m <sup>2</sup> 2%
FAR R EXCLUSION		20.00 m <sup>2</sup>	215 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		1117.26 m <sup>2</sup>	12026 m <sup>2</sup>



5 EAST TOWER TAIL TYPICAL (LEVELS 4-8)  
1:350



4 EAST TOWER LOWER TYPICAL (LEVELS 9-16)  
1:350

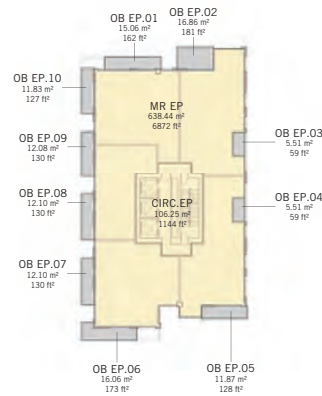


3 EAST TOWER UPPER TYPICAL (LEVELS 17-31)  
1:350

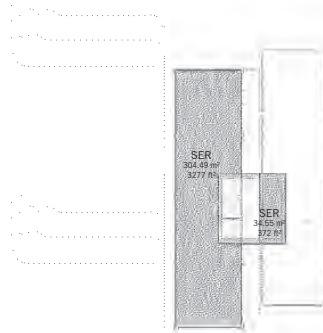
EAST TOWER MARKET STRATA AREA SUMMARY - LOW			
RESIDENTIAL	CIRC.EL	117.32 m <sup>2</sup>	1263 m <sup>2</sup> 10%
RESIDENTIAL	MR.EL	616.93 m <sup>2</sup>	6641 m <sup>2</sup> 83%
FAR R AREA		734.25 m <sup>2</sup>	7903 m <sup>2</sup>
ADAPTABLE	AE	10.00 m <sup>2</sup>	108 m <sup>2</sup> 1%
FAR R EXCLUSION		10.00 m <sup>2</sup>	108 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		744.25 m <sup>2</sup>	8011 m <sup>2</sup>

EAST TOWER MARKET STRATA AREA SUMMARY - UP			
RESIDENTIAL	CIRC.EL	114.96 m <sup>2</sup>	1237 m <sup>2</sup> 15%
RESIDENTIAL	MR.EL	621.84 m <sup>2</sup>	6641 m <sup>2</sup> 83%
FAR R AREA		736.80 m <sup>2</sup>	7931 m <sup>2</sup>
ADAPTABLE	AE	8.00 m <sup>2</sup>	86 m <sup>2</sup> 1%
FAR R EXCLUSION		8.00 m <sup>2</sup>	86 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		744.80 m <sup>2</sup>	8017 m <sup>2</sup>

EAST TOWER MARKET STRATA AREA SUMMARY - PH			
RESIDENTIAL	CIRC.EP	106.25 m <sup>2</sup>	1144 m <sup>2</sup> 14%
RESIDENTIAL	MR.EP	638.44 m <sup>2</sup>	6872 m <sup>2</sup> 86%
FAR R AREA		744.70 m <sup>2</sup>	8016 m <sup>2</sup>
TOTAL GROSS FLOOR AREA		744.70 m <sup>2</sup>	8016 m <sup>2</sup>



2 EAST TOWER PH (LEVEL 32)  
1:350



1 EAST TOWER MECH/SERVICE ROOF  
1:350

EAST TOWER MARKET STRATA AREA SUMMARY - MECH SERVICE ROOF			



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1040

Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

## 5.6 Drawings – Non-Market (2806 Spring St.)

Perkins&Will

### PROJECT INFORMATION

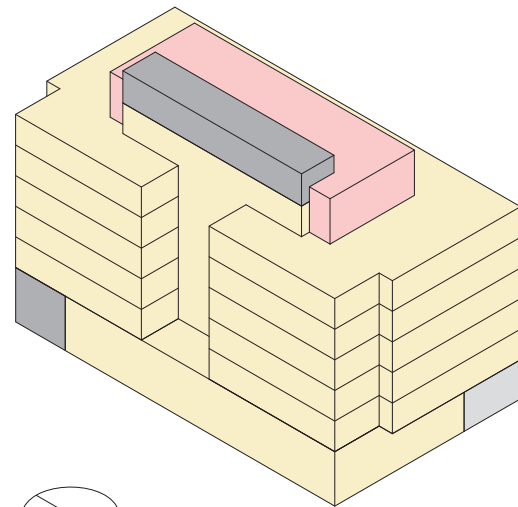
PROJECT NAME	FORT MOODY - SPRING STREET	
PROJECT NUMBER	41199	
CIVIC ADDRESS	2806 Spring St.	
LEGAL DESCRIPTION	LOT 13, BLOCK 13, PLAN WWP72, DISTRICT LOT 201, NEW WEST DISTRICT	
CURRENT ZONING	M1 (Light Industrial)	
PROPOSED ZONING	LU (Light Residential)	
COMMUNITY PLAN	City of Fort Moody Official Community Plan, 2017	
PRIMARY APPLICABLE CODES:	City of Fort Moody Bylaw, 2018 British Columbia Building Code 2018	
SITE AREA KEYPLAN		
SITE SIZE		
GROSS SITE AREA	809.4 m <sup>2</sup>	
FLOOR AREA RATIO - GROSS SITE AREA	1.8	
SITE COVERAGE - GROSS SITE AREA	87%	
BUILDING HEIGHT		
BUILDING STOREYS	MAX ALLOWED: 28	PROVIDED: 6
MAX BUILDING HEIGHT		

PROVIDED FAR AREA	
RESIDENTIAL	3116.23 m <sup>2</sup> / 33421 SF
TOTAL	3116.23 m <sup>2</sup> / 33421 SF
PROVIDED FAR EXCLUSION AREA	
AMENITY	148.84 m <sup>2</sup> / 1611 SF
RESIDENTIAL	80.30 m <sup>2</sup> / 861 SF
SERVICE	65.87 m <sup>2</sup> / 709 SF
TOTAL	294.81 m <sup>2</sup> / 3181 SF
FAR CALCULATION	
FAR AREA	3116.23 m <sup>2</sup> / 33421 SF
SITE AREA	809.5 m <sup>2</sup> / 8713 SF
FAR	3.84

- RESIDENTIAL - NON MARKET
- AMENITY
- PARKING
- MECH

Programmatic Area Summary		
Use	Proposed (m <sup>2</sup> )	Proposed (SF)
AMENITY	148.84 m <sup>2</sup>	1581 SF
BALCONY	160.54 m <sup>2</sup>	1728 SF
RESIDENTIAL	3196.23 m <sup>2</sup>	34404 SF
SERVICE	65.87 m <sup>2</sup>	709 SF

TOTAL = 40 UNITS



### SHEET LIST

DRAWING INDEX - NM - RZ		ISSUED FOR REZONING
SHEET NUMBER	SHEET NAME	

01-GENERAL		
RZ-NM-001	COVER SHEET	
RZ-NM-002	DRAWING INDEX, PROJECT STATS	
RZ-NM-003	SITE CONTEXT	
RZ-NM-004	SITE SURVEY	
RZ-NM-005	CONTEXT PHOTOS	
RZ-NM-006	SITE PLAN - SITE COVERAGE	
RZ-NM-007	SHADOW STUDIES	

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

03- FAR		
FAR-NM-01	FAR SUMMARY	

AREA RANGE	RESIDENTIAL UNITS MIX				# Units
	33 sqm (350 sqft)	48 sqm (525 sqft)	67 sqm (725 sqft)	86 sqm (925 sqft)	
Unit Type	Studio	1BR	2BR	3BR	
7					
6	3	2	2	1	8
5	3	2	2	1	8
4	3	2	2	1	8
3	3	2	2	1	8
2	3	2	2	1	8
1					
	AMENITY				
# Units	15	10	10	5	40

NON-MARKET RESIDENTIAL UNITS MIX			
Type	Unit Mix (Target)	Unit Mix (Actual)	Units
Studio	70% max	38%	15
1 Bed		25%	10
2 Bed	20% min	25%	10
3 Bed	10% min	13%	5
<b>Total</b>			<b>40</b>

TOTAL PARKING	
RESIDENTIAL	0
SHARED PARKING	6
TOTAL	6



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

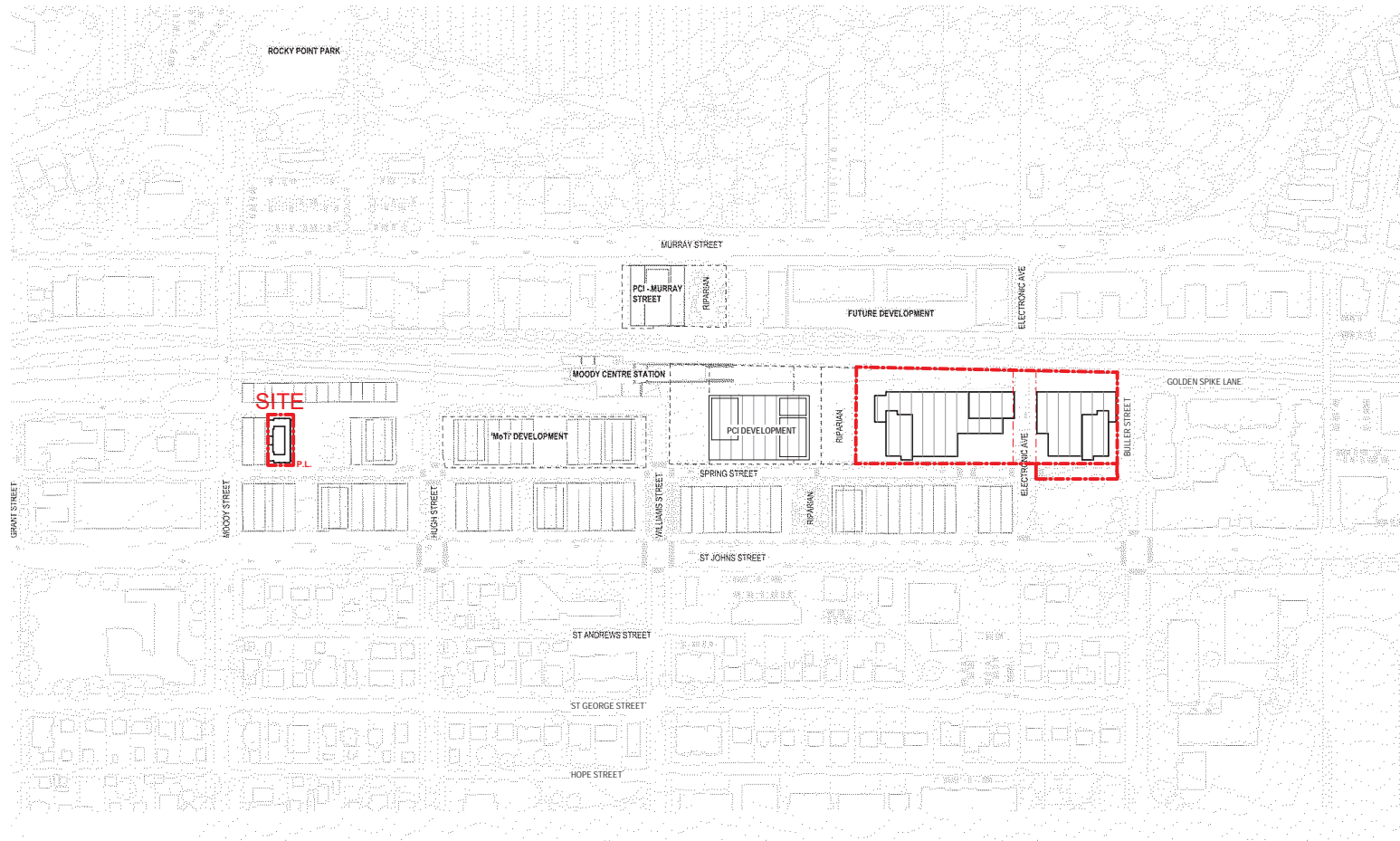
1041

Attachment 5

Perkins&Will

Unchanged Content

Context Map





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1043

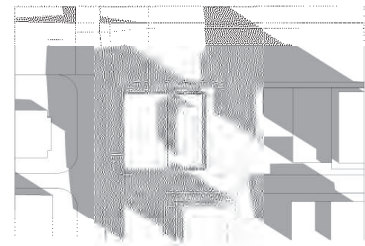
Attachment 5

Perkins&Will

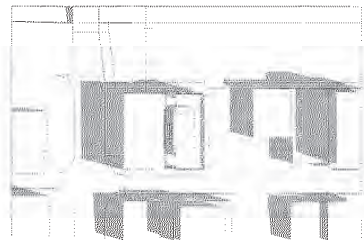
Unchanged Content

## Shadow Studies

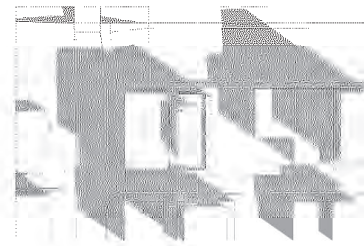
:&Will



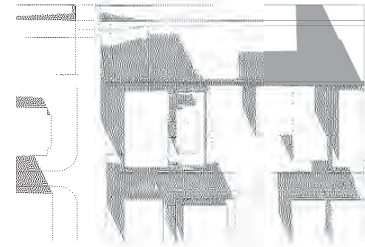
9 Mar 21 10am



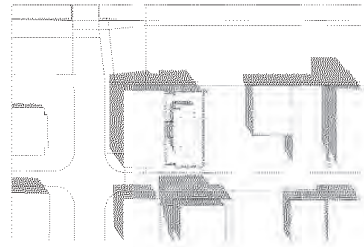
8 June 10am



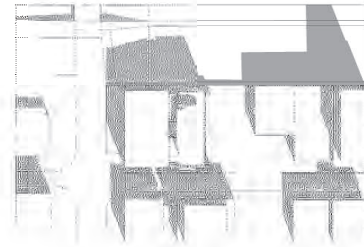
7 September 21 10am



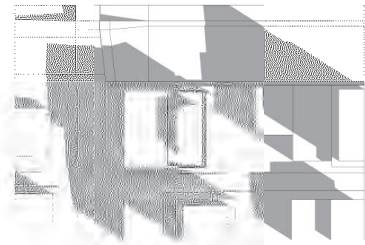
6 Mar 21 12pm



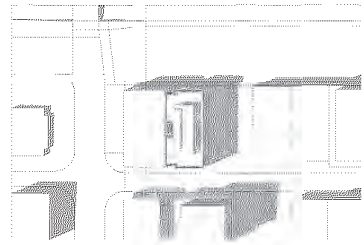
5 June 21 12pm



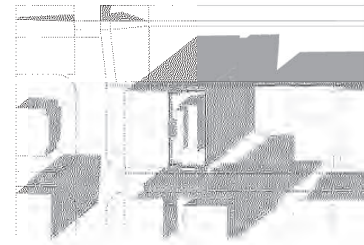
4 September 21 12pm



3 Mar 21 4pm



2 June 21 4pm



1 September 21 4pm

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1044

Attachment 5

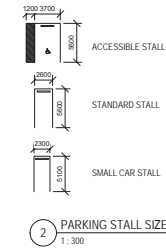
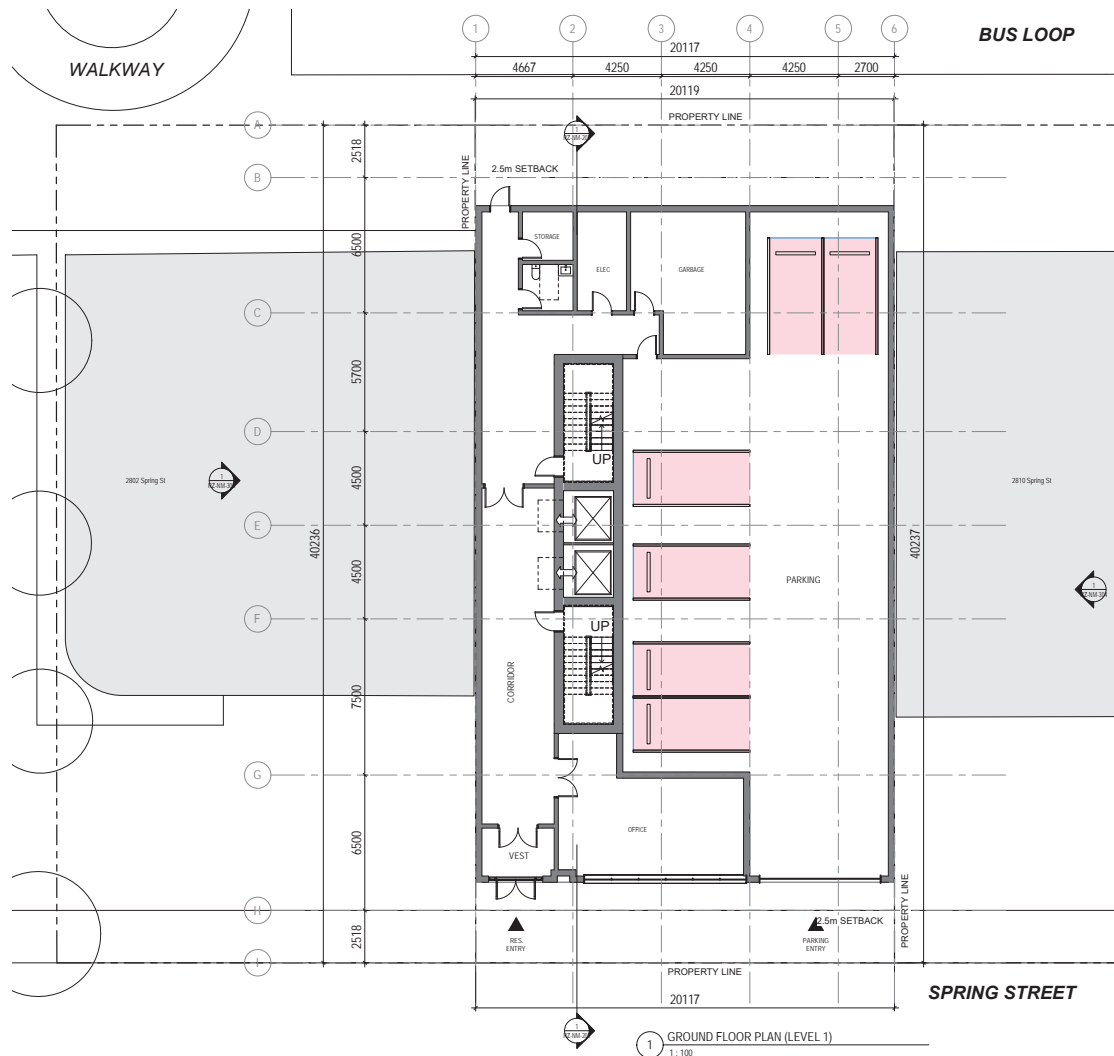
Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

## Floor Plan - Ground Level

P&Perkins&Will



2 PARKING STALL SIZES  
1:300

### USES

- RES RESIDENTIAL
- SH SHARED (OFFICE/COMMERCIAL)
- CS CAR SHARE
- LD LOADING

### TYPES

- ST RESIDENTIAL
- AC ACCESSIBLE
- SM SMALL

### PARKING STATS - P0

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

### COLOUR LEGEND

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

1 GROUND FLOOR PLAN (LEVEL 1)  
1:100





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

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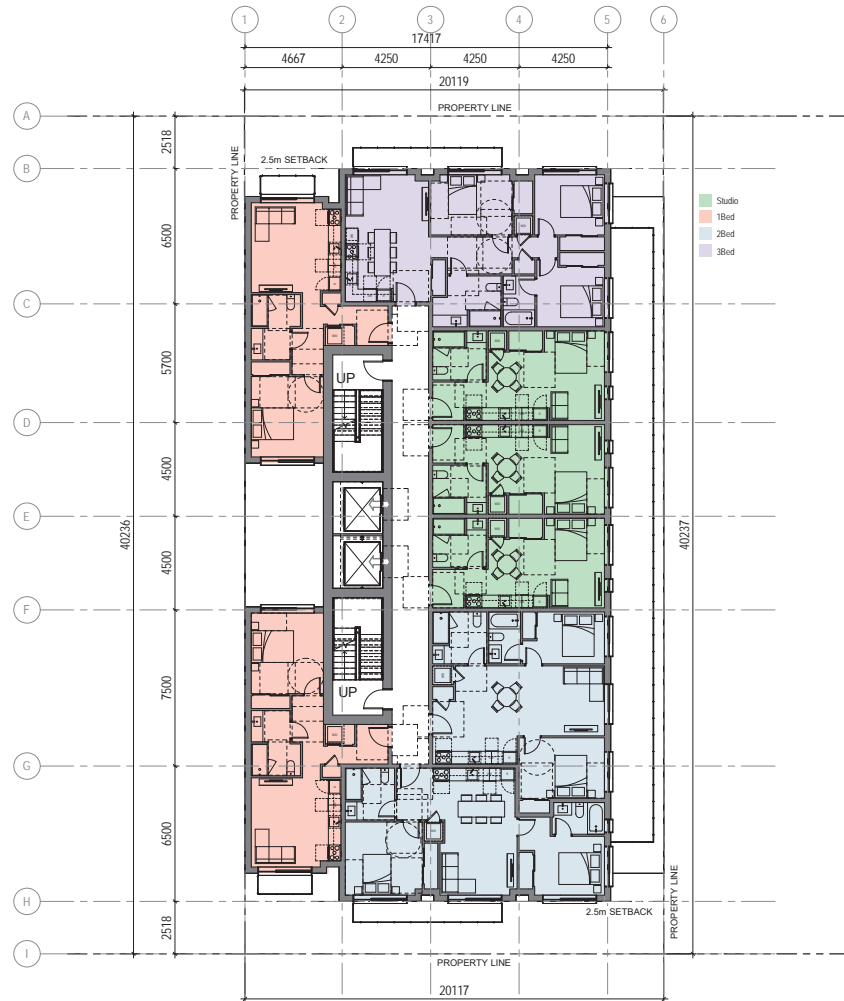
Attachment 5

Perkins&Will

Unchanged Content

## Floor Plan - Level 2

Perkins&Will



1 TYPICAL FLOOR PLAN (LEVEL 2)  
1:100



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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

## Floor Plan - Level 3-6

Perkins&Will



1 TYPICAL FLOOR PLAN (LEVEL 3-6)  
1:100

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1047

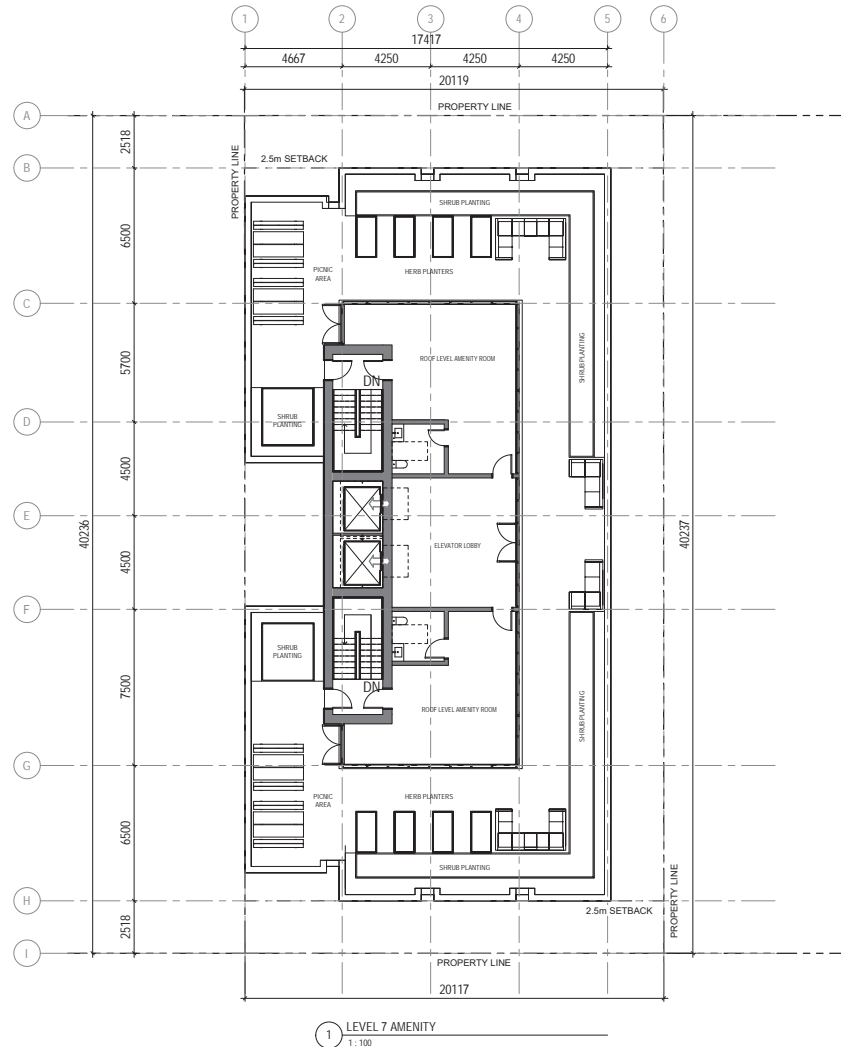
Attachment 5

Perkins&Will

Unchanged Content

## Floor Plan - Level 7

Perkins&Will



1 LEVEL 7 AMENITY  
1:100

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

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Attachment 5

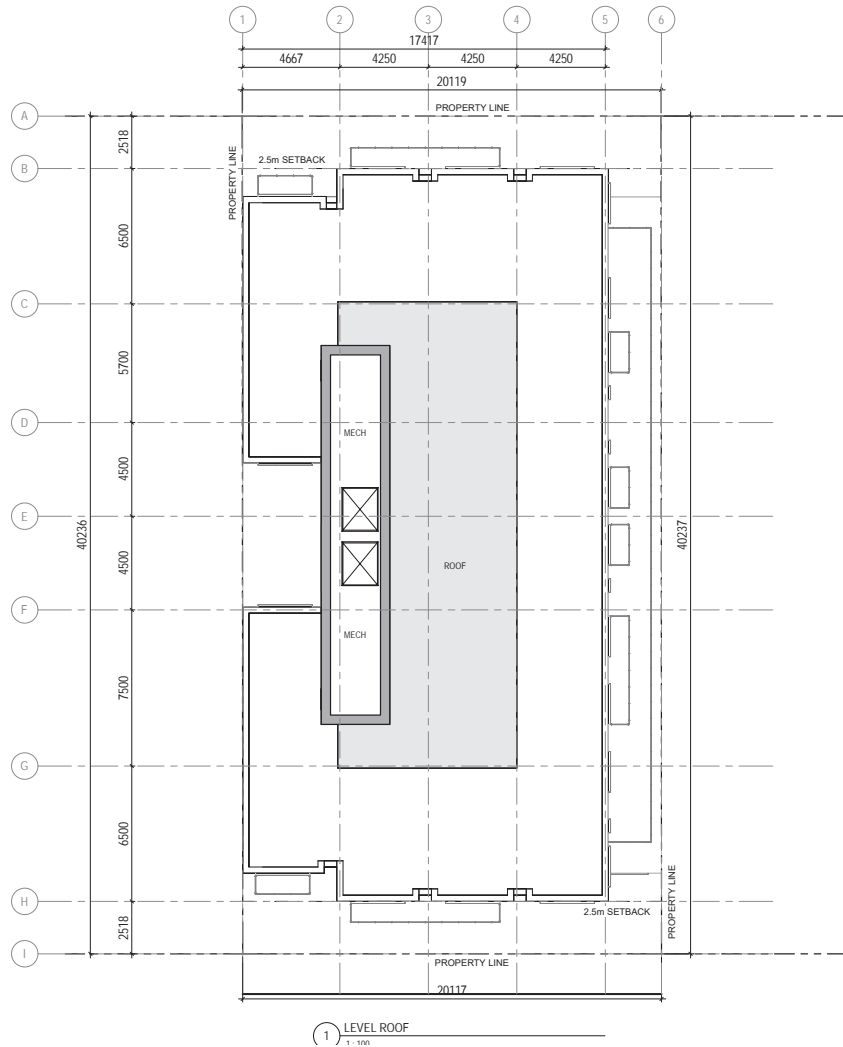
Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

## Roof Plan

Perkins&Will



1 LEVEL ROOF  
1:100





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Attachment 1

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1049

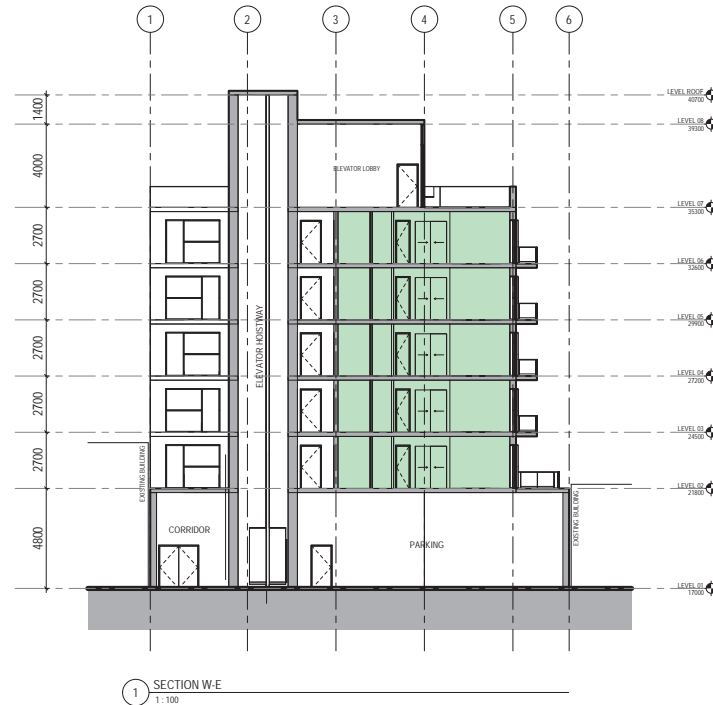
Attachment 5

Perkins&Will

Unchanged Content

Section W-E

Perkins&Will



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1050

Attachment 5

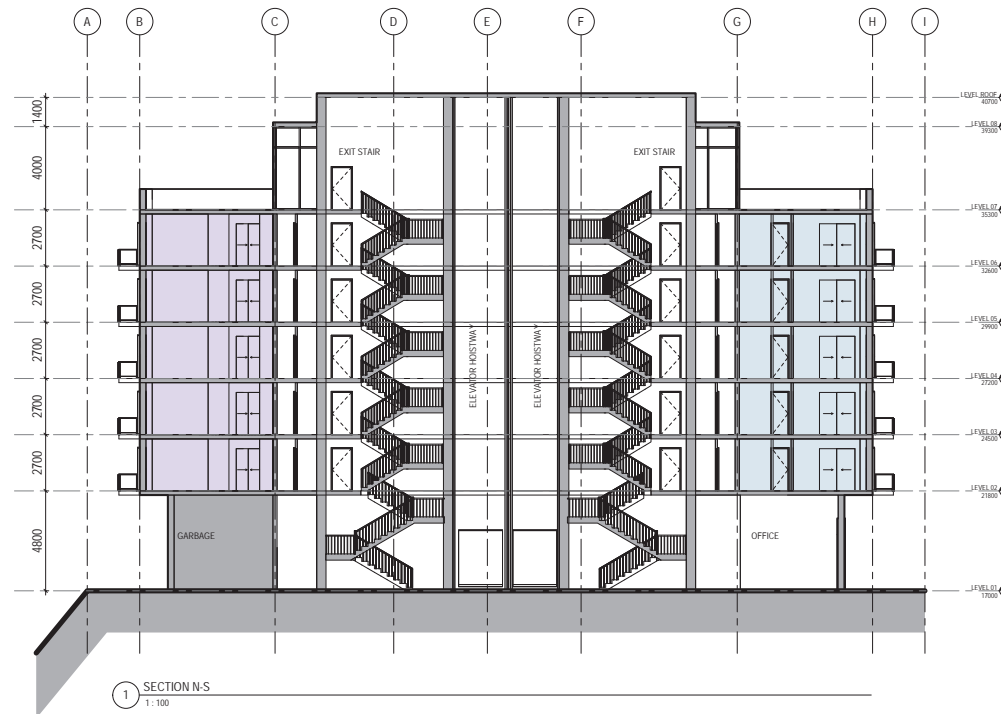
Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

## Section N-S

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# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1051

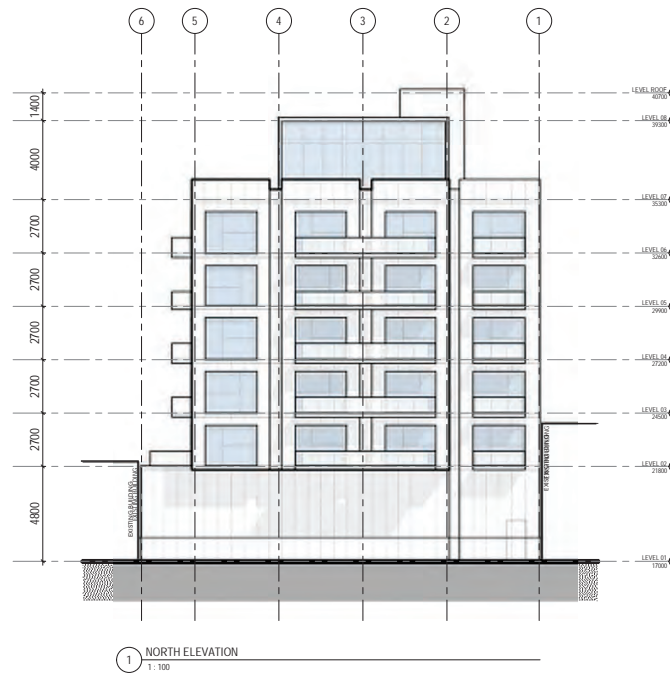
Attachment 5

Perkins&Will

Unchanged Content

North Elevation

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 5

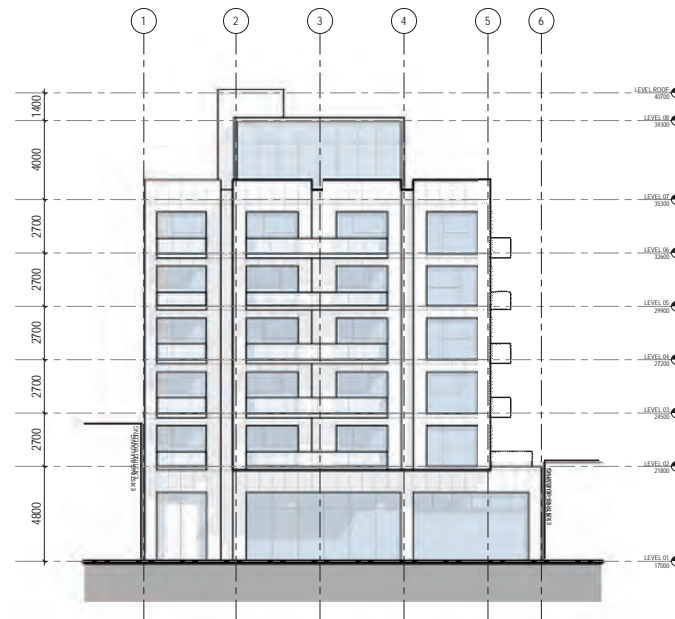
Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

South Elevation

Perkins&Will



1 SOUTH ELEVATION  
1:100



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Attachment 1

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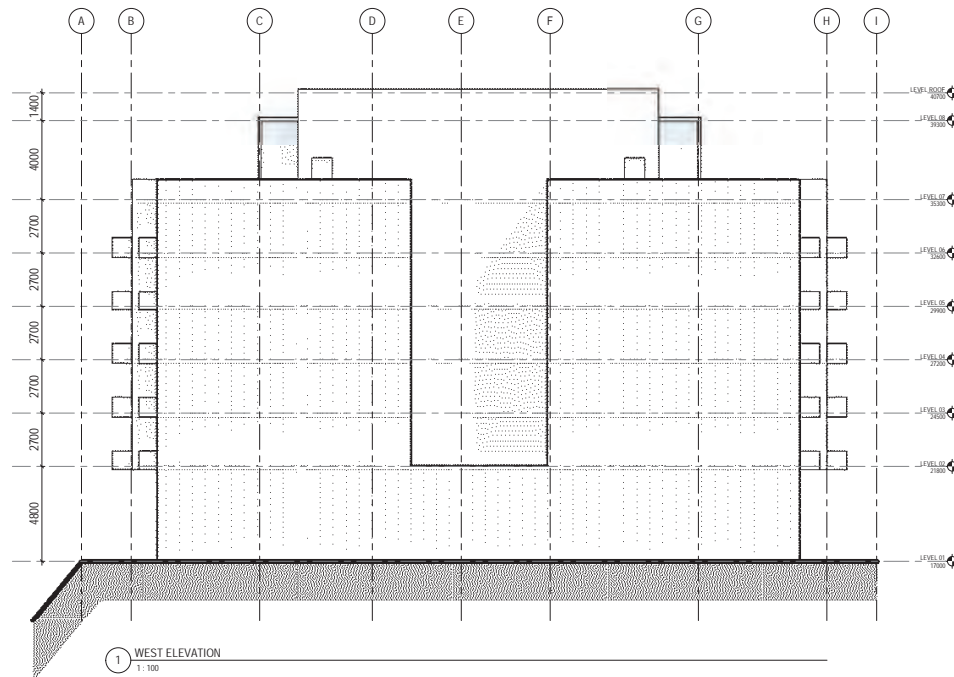
Attachment 5

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Unchanged Content

West Elevation

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# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

Unchanged Content

East Elevation

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# Considered at the December 3, 2024, Special Council meeting

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Attachment 5

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Unchanged Content

## FAR Summary

Perkins&Will

### FAR SUMMARY

PROVIDED FAR AREA		
RESIDENTIAL	3116.23 sq ft	33543 ft
TOTAL	3116.23 sq ft	33543 ft
PROVIDED FAR EXCLUSION AREA		
AMENITY	164.84 sq ft	1581 ft
RESIDENTIAL (ADAPTABLE)	80.00 sq ft	801 ft
STORAGE	65.87 sq ft	789 ft
TOTAL	292.71 sq ft	3151 ft
FAR CALCULATION		
FAR AREA	3116.23 sq ft	33543 ft
EXCL. AREA	(292.71 sq ft)	(3151 ft)
FSR		3.3

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

### FAR CALCULATIONS / PROGRAM

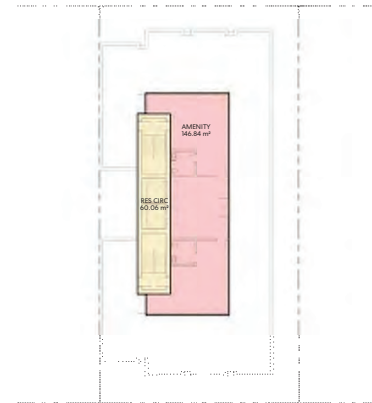
LEVEL	NM GFA (sq ft)	NM GFA (sq m)	EXCLUSIONS				NM RES FAR (sq ft)	NM RES FAR (sq m)
			NM INDOOR AMENITY (sq ft)	NM INDOOR AMENITY (sq m)	NM ADAPTABLE EXCLUSION (sq ft)	NM ADAPTABLE EXCLUSION (sq m)		
LEVEL-01	301.96 sq ft	280.01	0.00 sq ft	0.00	65.87 sq ft	789	236.10 sq ft	2543.31
LEVEL-02	580.01 sq ft	534.31	0.00 sq ft	0.00	16.00 sq ft	177	564.01 sq ft	6071.01
LEVEL-03	580.01 sq ft	534.31	0.00 sq ft	0.00	16.00 sq ft	177	564.01 sq ft	6071.01
LEVEL-04	580.01 sq ft	534.31	0.00 sq ft	0.00	16.00 sq ft	177	564.01 sq ft	6071.01
LEVEL-05	580.01 sq ft	534.31	0.00 sq ft	0.00	16.00 sq ft	177	564.01 sq ft	6071.01
LEVEL-06	580.01 sq ft	534.31	0.00 sq ft	0.00	16.00 sq ft	177	564.01 sq ft	6071.01
LEVEL-07	206.90 sq ft	192.27	164.84 sq ft	1581	0.00 sq ft	0	60.06 sq ft	646.07
TOTAL	2926.91 sq ft	2699.91	164.84 sq ft	1581	102.87 sq ft	1271	2778.22 sq ft	29450.39



1 FAR GROUND FLOOR PLAN (LEVEL 1)  
1:200



2 FAR - TYPICAL FLOOR PLAN (LEVEL 2-6)  
1:200



3 FAR - ROOF PLAN (LEVEL 7)  
1:200

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Attachment 5

Spring Street

Rezoning Booklet & OCP Framework

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Attachment 5

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

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Attachment 6





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Attachment 1

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Attachment 6





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Attachment 1

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Attachment 6





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Attachment 1

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Attachment 6





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Attachment 1

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Attachment 6





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Attachment 6





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Attachment 1

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Attachment 6



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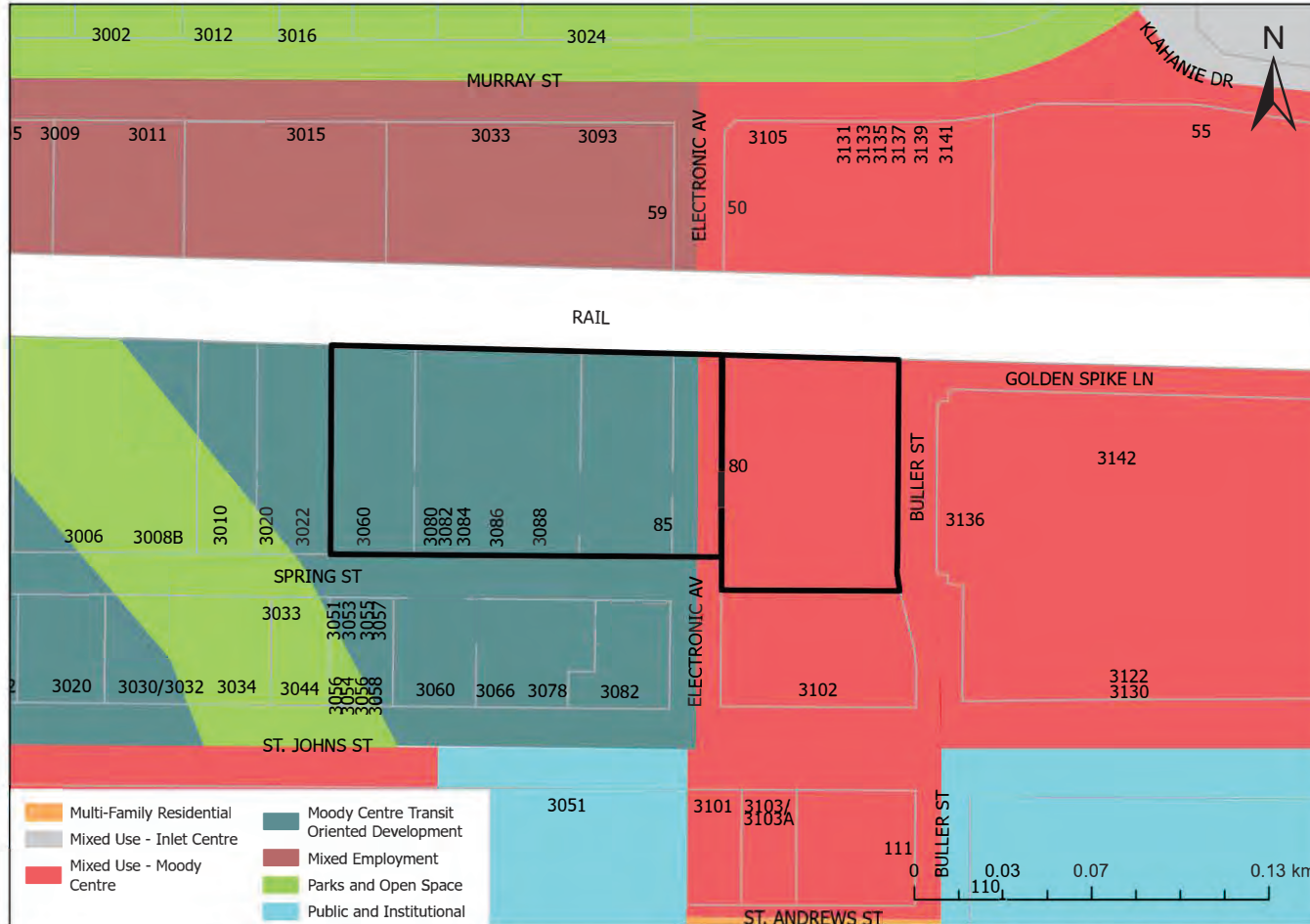
Attachment 1

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Attachment 7

## Land Use Designations - 3060-3088 Spring St & 80-85 Electronic Ave   **SUBJECT PROPERTY**





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

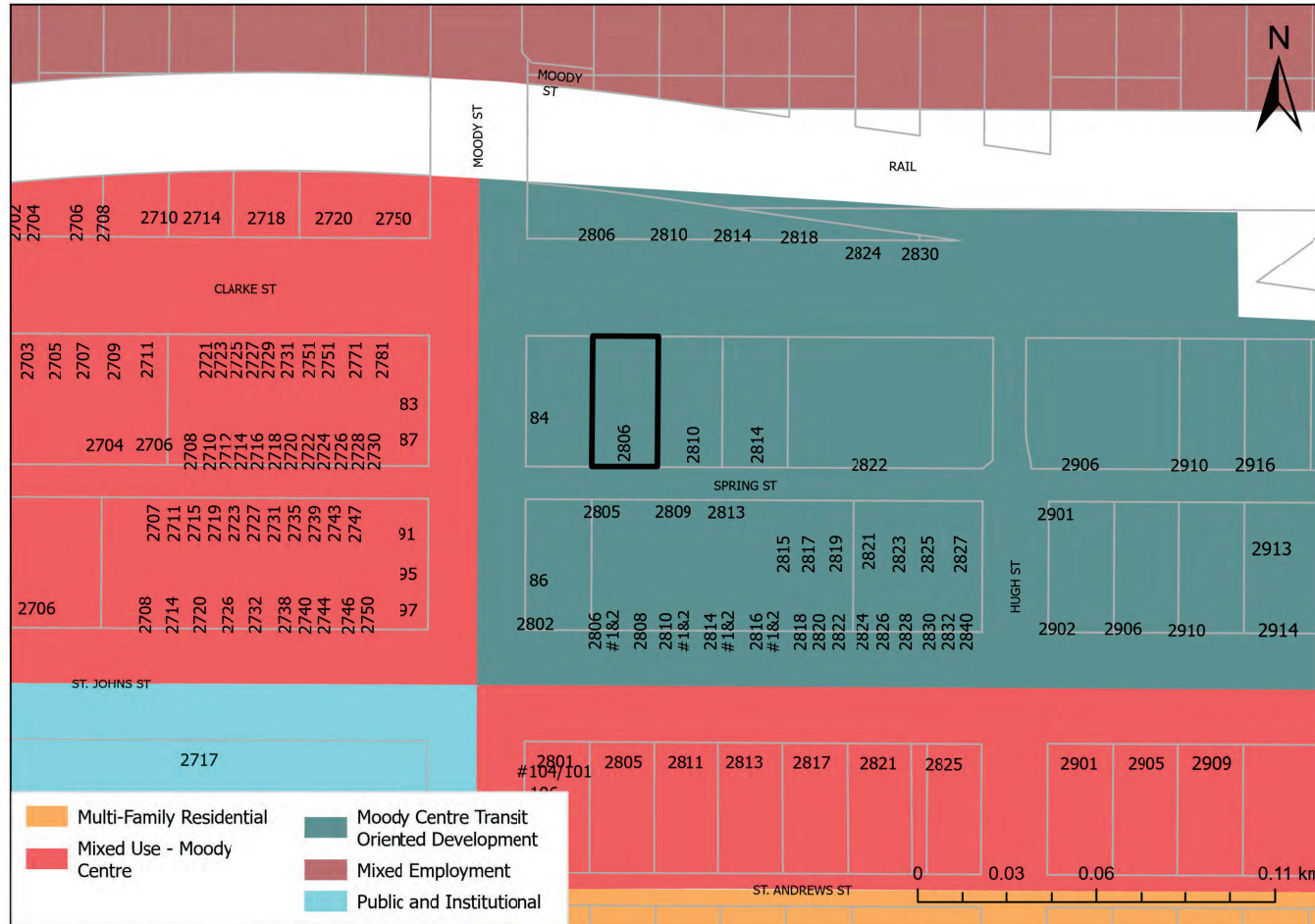
# Considered at the July 23, 2024, Regular Council meeting

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Attachment 7

## Land Use Designations - 2806 Spring Street

 **SUBJECT PROPERTY**



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Considered at the July 23, 2024, Regular Council meeting

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# Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada  
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Planning and Development	13
Sub-Section:	Community Development	6510
Title:	Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications	2023-01

## Related Policies

Number	Title
13-6410-2017-02	Prioritizing Higher Density Development

## Approvals

Approval Date: December 5, 2023	Resolution #: <u>RC23/298</u>
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

# Considered at the December 3, 2024, Special Council meeting

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## Attachment 8

### Corporate Policy Manual

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

### Policy

The Moody Centre Transit-Oriented Development (TOD) Guidance Framework (the Framework) allows Official Community Plan (OCP) amendment and rezoning applications submitted to the City to be reviewed both individually and as an integral part of delivering on the OCP vision for the overall area (map in Appendix 1). The Framework provides guidance on several topics, such as land uses, building heights and forms, urban design, view corridors, housing types, parks and open space, sustainability, community wellbeing, employment creation and amenity contributions. It is meant to supplement and clarify existing OCP policies for the Moody Centre TOD area and to work in coordination with the policy directions set out in the OCP.

These are guidelines and there may be development proposals brought forward that do not fully align with all elements of the Framework, but which Council may consider as still making a significant contribution to the OCP vision for the area and therefore could be supported.

### Procedures

#### Common Elements for all Applications

The following common elements apply to all development applications submitted to the City for properties within the Moody Centre TOD area:

1. Proposed OCP amendments, except those initiated by the City, should be accompanied by a rezoning application.
2. All applications for OCP amendments must clearly identify the amendments being sought and the rationale.
3. All developments must be mixed-use and include both residential and employment generating uses.
4. The base density on all sites must be a minimum Floor Area Ratio of 2.5.
5. Density transfers will be supported in exchange for creating parks, open space, and creek daylighting.
6. All onsite parking must be below grade.
7. All developments requiring subdivision must provide a 5% parkland dedication or cash-in-lieu, with the City selecting the option.
8. Comprehensive Development (CD) zoning will be applied to each development in recognition that each development, while having some common elements, is likely to be different in terms of its mix of uses, density, building forms, amenity contributions and other features.
9. A development agreement setting out the details of amenity contributions and other developer obligations will be required to be registered on the title of the subject property as one of the conditions of adoption of a rezoning bylaw.

#### Reference Documents

A list of bylaws, policies, reports, and other documents that should be consulted by applicants as part of preparing their submissions is contained in Appendix 2.

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## Attachment 8

### Corporate Policy Manual

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

#### Planning Principles

The following planning principles apply to the Moody Centre TOD area. Applicants must demonstrate how their proposed developments address each of these principles.

1. Provide a range of housing options suited to all ages, abilities, incomes, and tenures.
2. Create employment opportunities suited to a diverse local labor force.
3. Help create public amenities through both financial and in-kind contributions to the City.
4. Produce high-quality urban design, including building architecture and ground plane.
5. Provide active and passive parks and other open space.
6. Contribute to sustainability, including addressing climate change and resiliency through the integration of green infrastructure and other features.
7. Protect identified view corridors and achieve a varied building skyline.
8. Support a pedestrian, micro-mobility, and cycling-oriented neighbourhood, with connectivity to other parts of the city and reduced reliance on private vehicle use.
9. Achieve logical land assemblies and avoid creating orphan properties with limited redevelopment potential.
10. Contribute to community wellbeing.
11. Integrate public art.

#### Key Topics

The following sections provide guidance on key topics relevant to the Moody Centre TOD area.

##### 1. Residential

Each application must identify the number of residential units, sizes, and tenure and how they meet the City's Inclusionary Zoning – Affordable Rental Units Corporate Policy, Age-Friendly Assessment and Action Plan, Family Friendly Units Corporate Policy, and adaptable housing standards. Each application must also indicate how it will contribute to the needs outlined in the City's Housing Needs Report and Housing Action Plan, as well as how it contributes to the provincial housing targets set for Port Moody.

Provision of dedicated seniors housing is encouraged. Outdoor amenity space for all residential buildings is required and utilization of rooftops for some of this space is encouraged.

##### 2. Employment Floorspace

To help create a complete community and work towards Port Moody's share of projected regional employment, the City has targeted a minimum of 2,800 jobs for the Moody Centre TOD area at full buildout. This job target is based on a synthesis of the findings of three recent reports that assessed employment generation opportunities in Port Moody. The 2,800-job target for the TOD area is also consistent with Metro Vancouver's estimated employment numbers for Port Moody by 2050. This estimate excludes home-based jobs.

While retail floorspace is desirable as part of serving residents, the area is a prime location for other types of employment activity, such as office, institutional, creative sectors, and clean light industry.



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### Corporate Policy Manual

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

Each application must identify:

- The amount and type of employment floorspace being proposed and the estimated number of jobs that will be supported for each type of floorspace.
- The estimated number of jobs expressed as a percentage share of the targeted 2,800 total jobs in the area.
- The land area of the development as a percentage share of the 6.4ha (15.9ac) of developable land in the TOD area. As a guideline, the share of land area of a development should at a minimum match the share of jobs that are being created (e.g., 10% of the land area should produce a minimum of 10% of the total targeted jobs).

Purpose-built office space, in particular, is strongly encouraged and should be located on floors above street level.

Port Moody Economic Development Master Plan, June 2022; Colliers, Port Moody – TOD Precinct Employment Study, February 2023; and Urban Systems, Employment and Associated Job Floor Space Requirements to 2051 (draft), March 2023.

### 3. Retail/Commercial Frontages

To help create active, local serving, and safe streetscapes, at-grade retail/commercial space is required on the frontages shown in Figure 1. Partial retail/commercial refers to frontages where the amount that can be accommodated depends upon building entrances, loading, access to below-grade parking and waste/recycling facilities. The number of parkade entries from Spring Street should be limited to provide for a more continuous and attractive pedestrian environment.

Retail/commercial space may also be proposed by applicants on other frontages and above grade. Residential entry will also be permitted from Spring Street.

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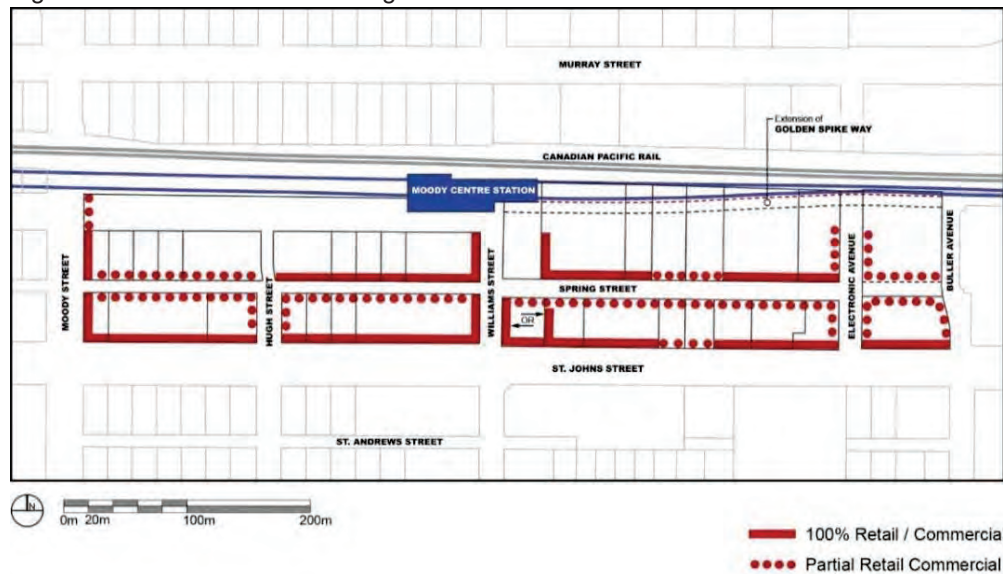
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**Corporate Policy Manual**

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

Figure 1 – At-Grade Retail Frontage



## 4. Child Care

Child care space will be required in the area with the amount dependent upon the type of housing provided and the demographic composition of residents. Using the City's Child Care Needs Assessment as a guide, each development application must demonstrate how this need will be met based on the following formula to estimate demand:

- an average of 0.14 children per residential unit.
- 30 childcare spaces per 100 children aged 0-5.

## 5. Parks and Open Space

Figure 2 illustrates potential opportunities for parks and open space across the entire TOD area, taking into consideration access to sunlight variation throughout the day. They are intended to be part of an interconnected network of parks, open space, a daylit creek, and pedestrian routes that will ultimately provide a trail connection linking the Shoreline Park system to Chines Park. Each application must indicate the amount of parks and open space being created, its function, and its programming, taking into consideration the following needs identified for the area:

- a balance of active and passive park space;
- inclusive, accessible playgrounds;
- family gathering space;
- covered spaces for all seasons and all weather uses;
- community gardens, including within development sites;
- sports courts;
- urban forest/tree stands, with sufficient soil planting areas;
- increased tree canopy cover;
- separation from traffic;

**Corporate Policy Manual**

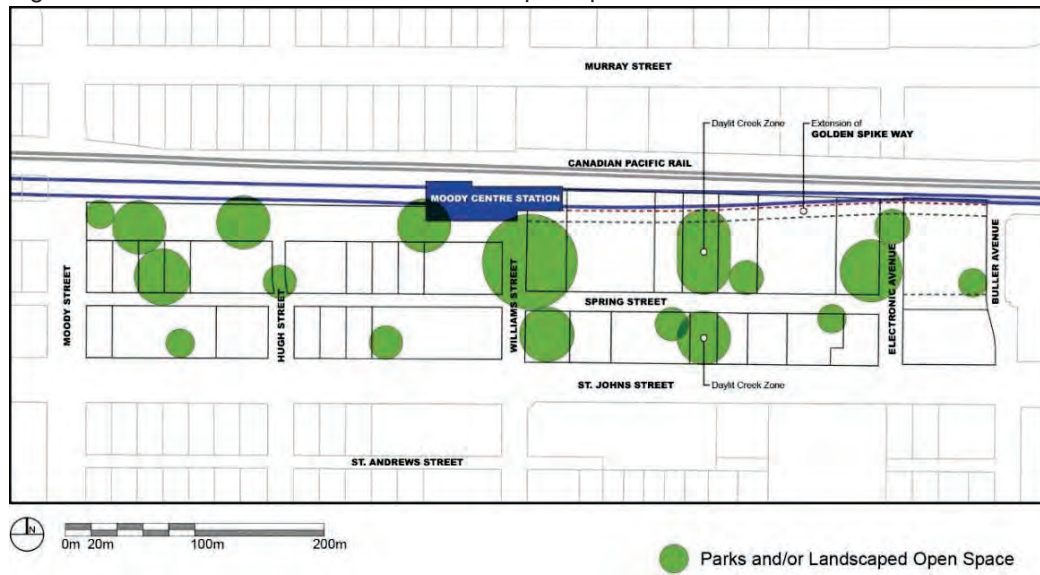
Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

- good pedestrian connectivity and accessibility;
- greenways adjacent to daylight creek areas;
- multi-functional plazas to support everyday use as well as events;
- delineated dog parks, dog amenity areas on development sites; and
- access to sunlight at least some times of the day.

Parks and open space may, in some cases, become City-owned and, in other cases, remain in private ownership but with public access. This will be determined by the City on an application-specific basis. For the overall TOD area, the need for a neighbourhood park has been identified, though the ultimate size and location of this park is to be determined.

Per the Parks and Recreation Master Plan, neighbourhood parks are defined as “typically 1ha to 2ha (3ac to 5ac), although some are smaller” (e.g., Barber, Cedarwood, and Sycamore Parks). Given the constrained size of the TOD area and high prevailing land costs, a new neighbourhood park in the range of 0.2ha to 0.3ha (0.5ac to 0.75ac) may be more feasible and attainable.

Figure 2 – Potential Locations for Parks and Open Space



6. Density

The Framework builds on the Prioritizing Higher Density Development Corporate Policy, which places a priority on encouraging higher density development in the areas envisioned for this use in the OCP. The appropriate density for each development parcel will be determined based on factors such as the mix and types of uses proposed, the size, configuration and location of the parcel, the public amenities being offered, and the quality of the urban design.

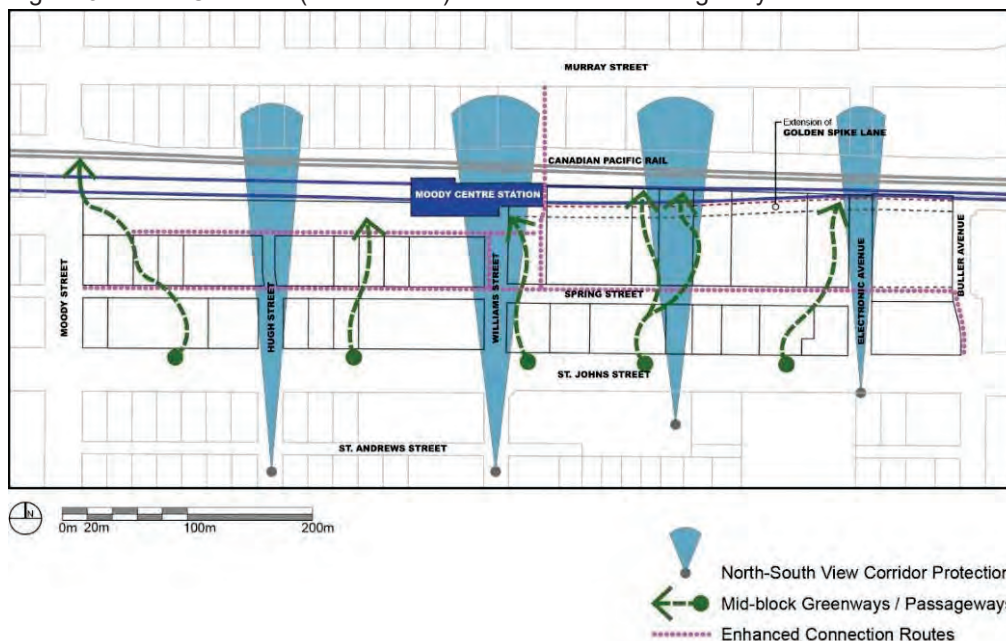
**Corporate Policy Manual**

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

7. View Corridors and Greenways

Four view corridors are to be maintained within the TOD area, as shown in Figure 3. These will be supplemented by enhanced greenway passages in the approximate locations shown, including along the daylight portions of Dallas Creek.

Figure 3 – View Corridors (North-South) and Enhanced Passageways



8. Building Forms

Recognizing this Moody Centre sub-area’s strategic location adjacent to a major transit hub, heightened building forms and more efficient development siting are envisioned in the Framework, while the guidelines also seek to optimize livability and achieve other urban design objectives. The following guidelines apply to building forms, including towers (which are defined as buildings higher than 12 storeys):

- Taking into account broader TOD area urban design best practices and noting that greater building separations reduce land use efficiency, the minimum recommended tower separation is 30.5m (100ft) in a diagonal direction or 45m (148ft) in an orthogonal direction.
- Reduced tower separation, both diagonally and orthogonally, may be considered to maintain view corridors or to create green/open space, as shown in Figures 2 and 3, but in no case shall towers be any closer than 28m (93ft). Applications should aim for maximizing tower separation wherever possible and if a separation greater than the minimum distance is possible, applicants will be required to consider it. Tower separations will be assessed on a case-by-case basis in consideration of all relevant urban design factors.
- Towers will not be considered on sites smaller than 2,415m<sup>2</sup> (26,000ft<sup>2</sup>).



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

- The maximum permitted gross enclosed tower floorplate area, per level, is 790m<sup>2</sup> (8,500ft<sup>2</sup>), excluding balcony projections.
- Balcony projections must be arranged in a manner that contributes articulation to the architectural expression and does not add visual bulk to the overall massing.
- Larger maximum floorplate areas may be considered on the lower one third of total tower heights, contingent on acceptable architectural expression.
- Tower floorplates must be generally rectangular, arranged within maximum overall dimensions of 33.5m (110ft) by 26m (85ft).
- To encourage narrower building forms, an increase in the longer 33.5m (110ft) footprint dimension may be considered if the narrower footprint dimension is less than 23m (75ft), providing other tower separation requirements are met.
- Variations/irregularities in the perimeter plan configuration are encouraged to add visual interest and articulation to the massing and/or to achieve the maximum specified gross floor area, but overall footprint proportioning must not be square.
- On some parcels north of Spring Street, towers above 26 storeys may be considered based on building form, articulation, massing, and distinctive architectural expression, as illustrated in Figure 5, but it is recommended that no tower shall exceed 40 storeys.
- Any tower between St. Johns Street and Spring Street will have a maximum height of 26 storeys, except for the parcels fronting St. Johns Street between Williams Street and Electronic Avenue. Within this block, towers up to a maximum of 31 storeys may be considered via density transfers or other mechanisms required to create parks, a daylight creek and/or other open space.
- All towers must have podiums in the range of three to six storeys.
- Towers must meet the ground in an arrangement that integrates with the podiums in a unified composition. Towers shall not be isolated from adjacent podiums nor meet the ground plane directly on all four sides.
- The top level(s) of all towers must provide an interesting architectural profile against the skyline and a consistently level flat roof expression will not be accepted. All elevator overruns must be incorporated within the proposed architectural composition.
- Noise mitigation measures must be applied to all building forms.

The following factors were considered in arriving at the 40-storey maximum tower height being recommended in the Framework for certain sites within the TOD core:

- A key principle of Transit-Oriented Development is to locate higher density development, both for housing and employment, in proximity to rapid transit stations. This important locational relationship promotes transit ridership, reduces dependency on private vehicle travel and capitalizes on the significant public investment in transit infrastructure.
- The recently announced Provincial government policy direction seeks to reinforce these TOD principles and establishes expectations for municipal planning and zoning to enable transit supportive development.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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## Attachment 8

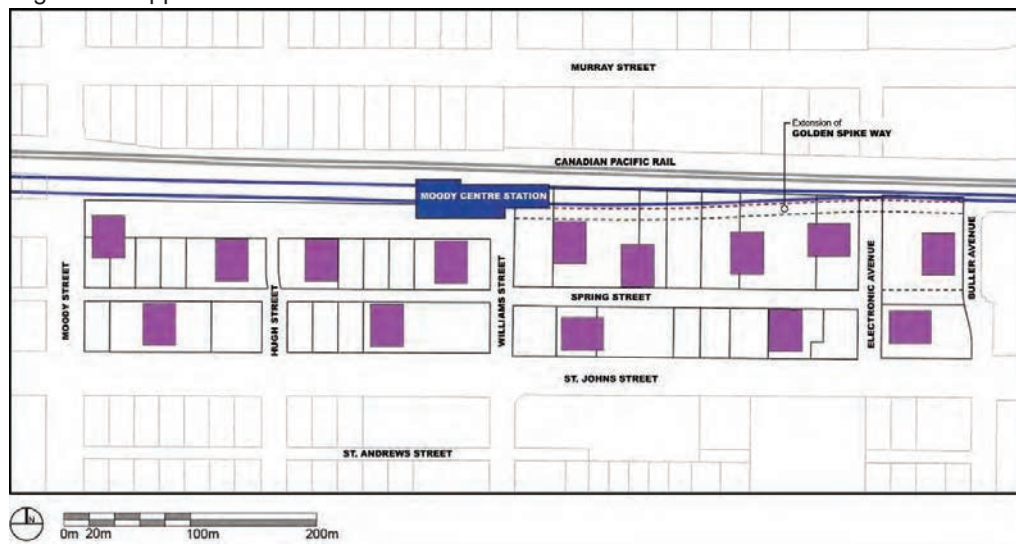
### Corporate Policy Manual

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

- Under the current OCP, up to 26 storey towers may be considered in the TOD area and a maximum tower height of 38 storeys has been established for the Oceanfront District site. Given this existing policy context and guided by broadly accepted TOD planning best practices, a 40-storey tower height in the TOD core area is felt to be appropriate.
- Tower heights above the current 26-storey maximum create the opportunity for additional housing, and through that can also help support attaining other community objectives and desires for this area including: affordable/rental housing; provision of parks, open space, and watercourse daylighting; construction of a trail network, pedestrian overpass, and signalized pedestrian road crossings; creation of needed employment-generating space; and the potential for generating density bonus contributions to help fund other, broader community amenities.
- Allowing several 40-storey towers in the TOD core and transitioning down in building heights both east/west and north/south, will help create a varied, distinct, and understandable skyline (as opposed to a skyline of towers built to the same height). Enabling higher towers on key sites also presents the opportunity to maintain or open view corridors within the TOD area.

Figure 4 shows the approximate placements of towers within the TOD area.

Figure 4 – Approximate Tower Placements



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## Attachment 8

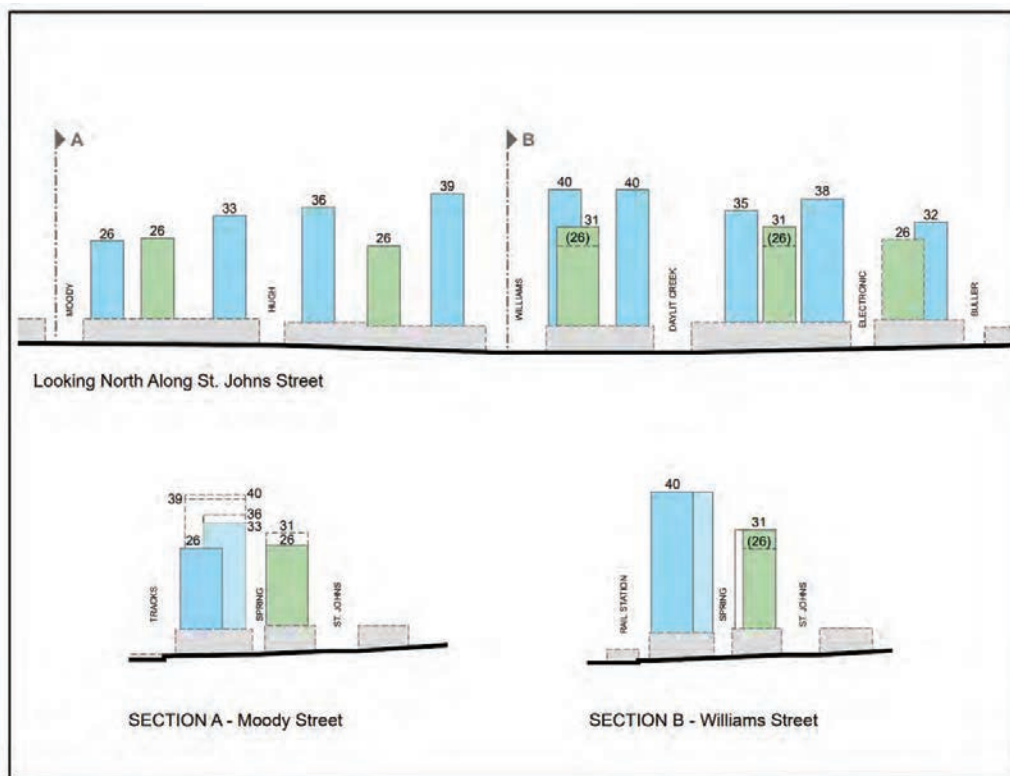
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Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications

A varied building skyline is desired both north and south and east and west through the area, as shown in Figure 5. Heights are measured in storeys above adjacent grades and exclude any indoor and outdoor rooftop amenity space and mechanical systems.

This skyline analysis and the recommended tower height and placement also considers the existing grade variation across the TOD area.

Figure 5 – Maximum Tower Heights



All tower heights are indicated as number of maximum floors above adjacent grade.

- Towers South of Spring Street
- Towers North of Spring Street
- Maximum 6 Storey Podium

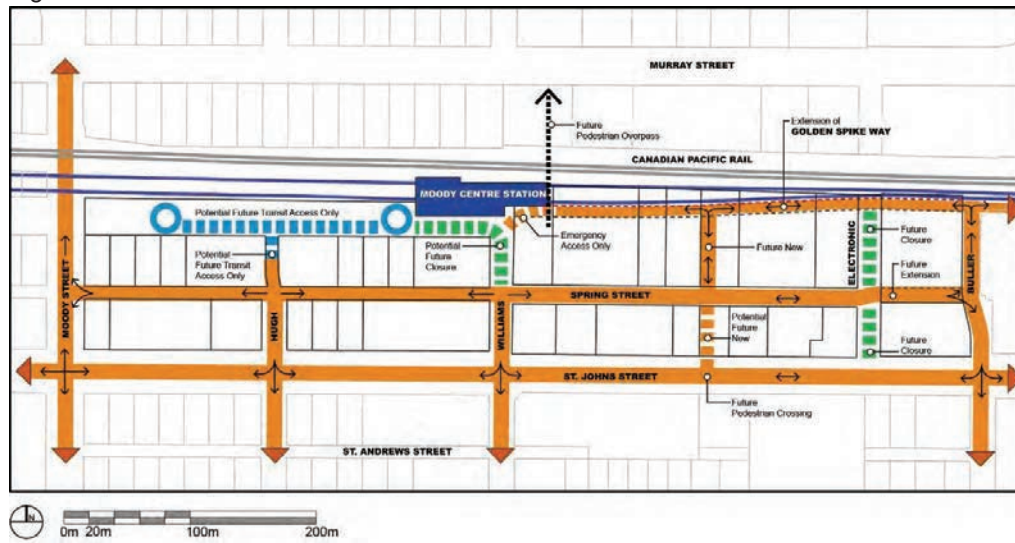
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## 9. Road Network

The anticipated road network is illustrated in Figure 6.

Figure 6 – Road Network



Spring Street will be an enhanced promenade and serve as the main east-west corridor through the area, accommodating both two-way vehicle traffic and separated pedestrian, cycling, and micro-mobility movements. The streetscape design must be consistent along all of Spring Street through the area.

Spring Street will be extended east to Buller Street, where there is a signalized intersection at St. John's Street.

Electronic Avenue, both north and south of Spring Street, will be closed, sold, and merged with adjacent development parcels.

Golden Spike Way will be extended westward and serve as the primary corridor for loading, access to below-grade parking and waste/recycling facilities for development on the north side of Spring Street between Williams Street and Buller Street. While this service road is not intended to serve as a primary pedestrian and cycling route, it is recognized that it may be used by some pedestrians and cyclists and must be designed accordingly. The overall cross-section of this road needs to be determined based on projected traffic volumes and types, as well as to accommodate future service infrastructure needs.

A secondary road access between Spring Street and Golden Spike Way is also envisioned. Additionally, this secondary access may need to be extended south to connect to St. John's Street at a new signalized intersection. The necessity, timing, and design of the portion between Spring Street and St. John's Street will be dependent on projected traffic volumes and road network analysis.



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#### 10. Pedestrian Network

Convenient access to and strong connectivity between parks and open spaces both within the area and to other areas must be created for pedestrians. Completion of the pedestrian overpass across the rail corridor connecting to Murray Street is a desired public amenity early in the redevelopment of the area.

A mid-block pedestrian crossing will be created on St. Johns Street between Williams Street and Buller Street that connects the existing daylight creek and green corridor south of St. Johns Street and the planned daylight creek and green corridor north of St. Johns Street.

The retention and upgrading of the existing pedestrian route at the northwest corner of the TOD area connecting to Moody Street and extension eastwards to the transit hub is another pedestrian network priority.

All sidewalks within the area are to be widened to accommodate heavier pedestrian flows, with street furniture, landscaping, including street trees, bike racks, and other design elements that enhance the pedestrian experience.

#### 11. Traffic and Parking

Each application must include a traffic impact assessment and parking demand report. The City will consider relaxations to its Zoning Bylaw parking requirements where it can be demonstrated that less parking is needed and Transportation Demand Management measures are to be implemented.

Below-grade parkades may extend into public road allowances where under sidewalks and boulevards.

#### 12. Servicing

Each application must identify its impacts on the City's service infrastructure and how these impacts will be addressed. This includes roads, water supply, and sanitary and storm sewer systems. To support the higher density development envisioned for the TOD area, infrastructure upgrades and extensions, along with likely road widening dedications, will need to be determined and undertaken as necessary.

#### 13. Financial and In-Kind Amenity Contributions

Each application must identify the estimated community amenity and density bonus contributions and development cost charges payable to the City. In-kind amenity contributions will be considered by the City on a case-by-case basis.

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#### 14. Wellbeing Principles

Each application must address how it achieves the following seven wellbeing principles that have been established for the Moody Centre TOD area:

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

#### 15. Climate Change and Sustainability

A Sustainability Report Card is required for all rezoning applications. The report card identifies performance measures in four sustainability categories:

- Cultural;
- Economic;
- Environmental; and
- Social.

These performance measures will be used as part of evaluating development proposals and all categories should be carefully considered in the project design.

### Monitoring/Authority

This policy is to be administered and monitored by the Community Development Department.

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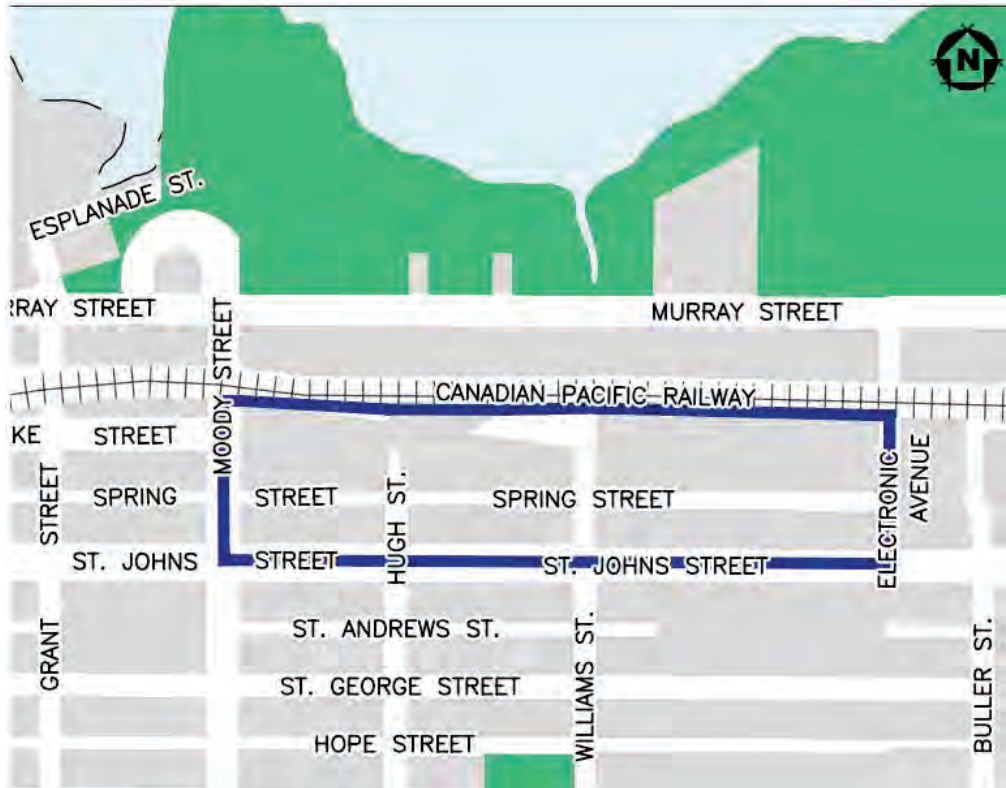
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**Appendix 1 – Moody Centre TOD Area Map**



Note: The eastern boundary of the TOD area will be moved to Buller Street as part of extending Spring Street to connect to Buller Street, per the proposed updated OCP.

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### Appendix 2 – Reference Documents

The following documents should be consulted by applicants as part of preparing their submissions:

- Age-Friendly Assessment and Action Plan 2020 - 2030
- Art in Public Spaces Master Plan, 2021
- Arts and Culture Master Plan 2018 - 2027
- BC Energy Step Code Rezoning Applications Corporate Policy, 2020
- Child Care Action Plan Report, 2022
  - ≠ This report includes the Child Care Needs Assessment
- Climate Action Plan, 2020
- Chines Integrated Stormwater Management Plan, 2016
- Community Amenity Contribution Program Corporate Policy, 2017
- Council Strategic Plan 2023 - 2026
- Development Approval Procedures Bylaw No. 3417
- Development Cost Charges Bylaw No. 3054
- Economic Development Master Plan, 2022
- Economic Study, 2022
- Family Friendly Units Corporate Policy, 2022
- Housing Needs Report, 2021
- Inclusionary Zoning – Affordable Rental Units Corporate Policy, 2022
- Industrial Land Strategy, 2023
- Master Transportation Plan, 2017
- Official Community Plan Bylaw No. 2955
  - ≠ Many sections are relevant but note, in particular, section 15.5.6 Moody Centre Station Transit-Oriented Development.
- Parks and Recreation Master Plan, 2015
- Prioritizing Higher Density Development Corporate Policy, 2017
- Provincial Housing Order
- Public Art Corporate Policy, 2017
- Street Trees Corporate Policy, 2017
- Subdivision and Development Servicing Bylaw No. 2831
- Sustainability Report Card Mixed Use Projects
- Urban Forest Management Strategy, 2023
- Zoning Bylaw No. 2937
  - ≠ Note that this bylaw includes the City's density bonus program (Section 7);
  - ≠ It also includes a requirement that 50% of all new apartment units must meet provincial adaptable housing standards.

Note: Other strategies, plans, and policies adopted by Council over time will be added as reference documents to the above list.



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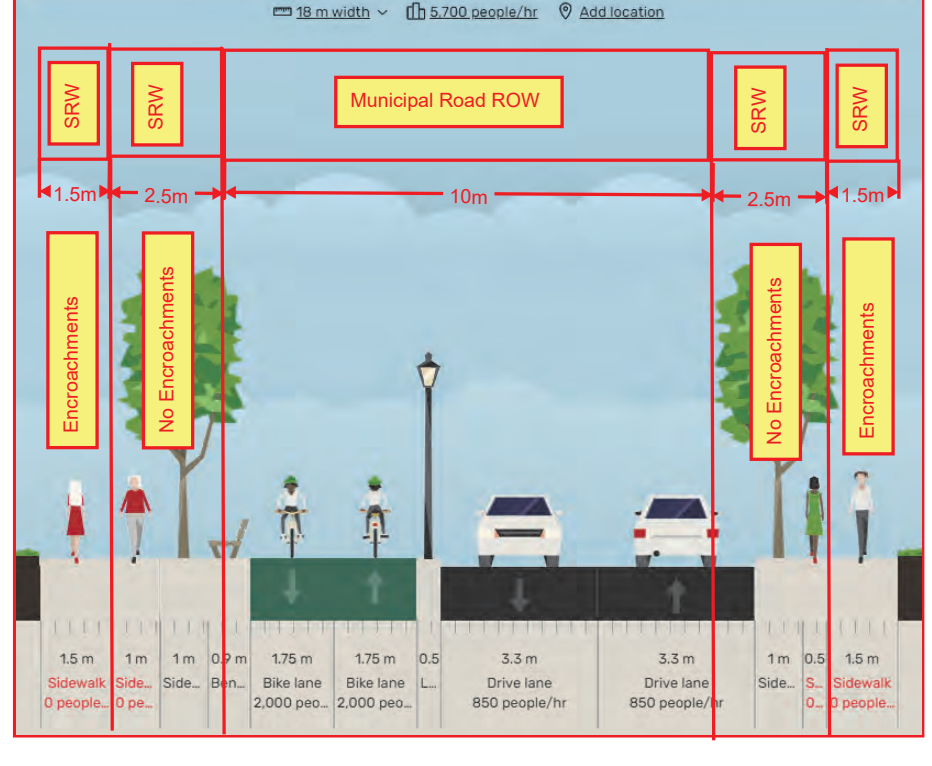
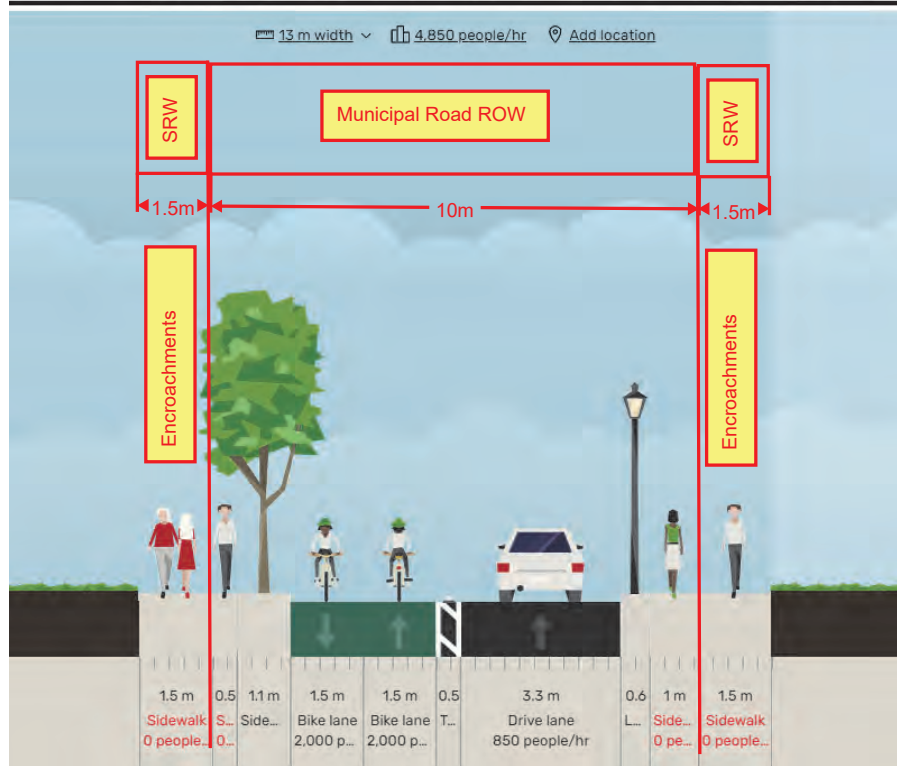
Attachment 9

SPRING STREET (MOODY - HUGH)

SPRING STREET (HUGH - WILLIAMS)

6a Spring Street (13m) - One Way

5a Spring Street (18m) - Typical



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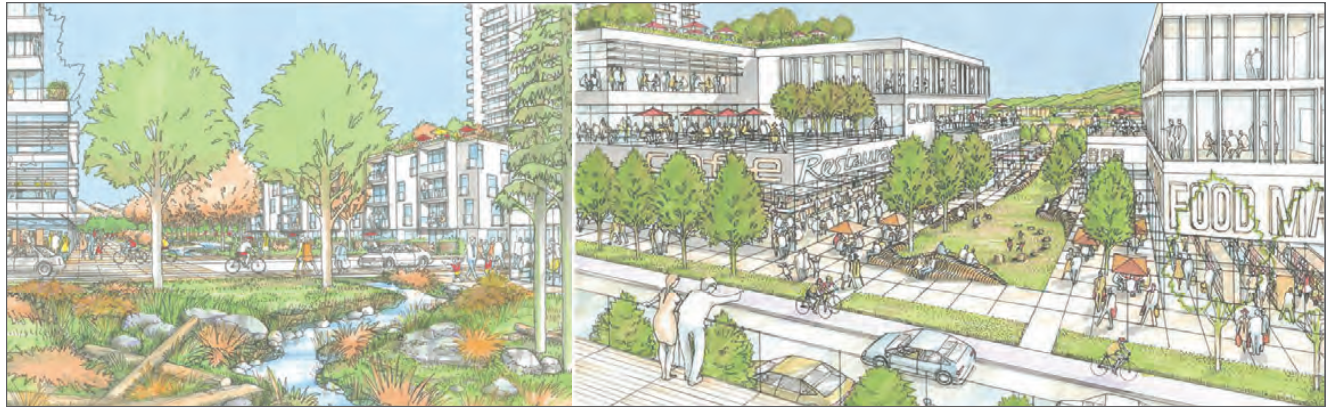
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# Boosting Wellbeing in Moody Centre

**Analysis and Recommendations for the Moody Centre Transit-oriented Development (TOD) Master Plan**

August 2021



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## A shared wellbeing vision

**Happy City is delighted to collaborate with Anthem, PCI, Beedie Living, Woodbridge Homes, Translink and the British Columbia Transportation Financing Authority (the Planning Group) to promote wellbeing through the Port Moody Centre Master Plan.**

The Planning Group and Happy City have been hard at work evaluating the current Moody Centre Master Plan's strengths and challenges, and creating opportunities to maximize wellbeing for existing and future residents of Port Moody. Through conversations, co-creative sessions, and an iterative design process, we have explored options to boost wellbeing that are aligned with policies and priorities identified by Port Moody staff and Council.

This report offers practical recommendations to boost wellbeing and social connectedness for Port Moody residents. It includes:

1. **A summary of our co-creative wellbeing process:** outlining the steps the Planning Group and Happy City took to create the recommendations in this document.
2. **A summary of our wellbeing audit:** describing the wellbeing strengths and challenges of the current master plan.
3. **Wellbeing design principles:** introducing the evidence-based principles meant to guide strategic recommendations and future stages of the project.
4. **Recommendations for urban wellbeing:** detailing wellbeing-centred strategies for the Moody Centre Master Plan with supporting evidence. Each strategy includes a series of actions that can be carried out throughout different stages of the project.

We believe that, if acted upon, these recommendations will promote health and happiness for current and future Port Moody residents. This report represents the beginning of the planning and design process that we hope guides the Planning Group through all stages of the project. Given the project is at the OCP application stage, we note that fine-grained actions are subject to change. We recommend using the high-level principles and strategies identified in this report to guide the Planning Group's decision-making through that different iterations of the planning and design process.

We applaud the Planning Group's commitment to wellbeing and look forward to supporting you on this journey.

Sincerely,

Paty Rios  
and the Happy City team



Considered at the December 3, 2024, Special Council meeting

Considered at the July 23, 2024, Regular Council meeting

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# Executive summary

This report provides a wellbeing framework for the Moody Centre Master Plan. Acknowledging that that this project is in the early development application stages and that moving from the site's current state to the future development envisioned for Moody Centre is a lengthy process, we have designed a framework for wellbeing that can be used as a guiding tool throughout the various stages of the project. This document will ensure that the Planning Group and any new stakeholders that join in later phases have concrete wellbeing goals to guide the decision-making process.

First, we introduce key considerations and common challenges related to wellbeing for developments of this size. Second, we summarize the co-creative process we followed to assess the current state of the master plan and identify wellbeing recommendations. Third, we outline the key learnings from our wellbeing audit of the Moody Centre Master Plan. Finally, we provide a wellbeing framework for Moody Centre, divided into three scales:

- 1) **Wellbeing principles:** guiding values that harness Happy City's expertise on wellbeing and reflect values expressed by the Planning Group and comments from early stages of the community engagement process.
- 2) **Strategies:** specific goals within each principle that can guide decision-making throughout the different stages of the project. Strategies can be achieved through pragmatic actions.
- 3) **Actions:** specific design, programming or policy ideas intended to fulfill each strategy. We include actions that resulted from the co-creative process between the Planning Group and Happy City, and actions identified by community members.

We believe that the recommendations outlined in this report strengthen design directives that City of Port Moody staff and Council have expressed in the past months.



Larimer Street, Denver, USA  
Image Source: FUNDRISE

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More specifically, strategies and actions will serve to fulfill City of Port Moody and Council direction in the following ways:

### **Strategy 1: Diverse public spaces**

Help maintain the character and unique identity of Port Moody.  
Provide different types of green spaces — including daylight creeks and pocket parks — offering residents a variety of options to stay close to nature and avoid overburdening Rocky Point Park.  
Create a centre for the community with different joyful experiences, including a vibrant plaza for larger events.

### **Strategy 2: Transitional spaces**

Align with Port Moody’s character and community-oriented identity.  
Become a pedestrian-first place that encourages an active lifestyle.  
Create a centre for the community with different joyful experiences promoting community life.  
Encourage positive social encounters for high-rise residents.

### **Strategy 3: Local character**

Help maintain the character and unique identity of Port Moody.  
Create a proper centre for the community that is uniquely identifiable, helping to maintain and shape the regional identity of Port Moody.  
Consolidate a distinct character that embraces growth and benefits the community.

### **Strategy 4: Unique vertical community**

Help maintain the character and unique identity of Port Moody.  
Activate rooftops in towers and maximize opportunities for social connections in podiums.  
Accommodate growth while embracing community-oriented environments.  
Create slim towers with innovative design.

### **Strategy 5: Mixed-use places**

Generate diverse employment opportunities addressing the City’s 0.42 jobs-per-person target.  
Build a resilient economy and resilient community that is ready to address any unexpected future challenges.  
Create a pedestrian-first place that offers safe spaces and joyful experiences.

### **Strategy 6: Housing diversity**

Help maintain the character and identity of Port Moody as a welcoming and diverse community.  
Provide diverse housing typologies and tenures addressing a wide range of needs.  
Activate rooftops in towers and maximize opportunities for social connections in podiums.

### **Strategy 7: Walkability First**

Help maintain the character and identity of Port Moody as healthy and social community.  
Become a pedestrian-first neighbourhood that allows people of all ages and abilities to have an active life.  
Create a mixed-use centre for the community where people can fulfill different needs, engage in social interactions, and experience nature.  
Prioritize walkability and avoid adding traffic to already congested streets.

### **Strategy 8: Nature everywhere**

Provide green spaces and nature experiences that reduce the burden on Rocky Point Park.  
Daylight traditional creeks and nurture joyful experiences in natural settings.  
Activate rooftops on towers and maximize opportunities to enjoy nature throughout the development.

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# Introduction

## Territorial acknowledgement

We acknowledge that the Moody Centre Master Plan project takes place on the unceded territories of the Kikwəəm (Kwkwetlem), xwmə kwəy əm (Musqueam), S w̓wú7mesh (Squamish), Stó:lō (Stolo), and Selíwítulh (Tsleil-Waututh) peoples. We thank them for caring for these lands and waters since time immemorial, the most powerful case of public realm stewardship that this region has known.

## Project considerations

The Moody Centre Master Plan is a comprehensive and inclusive transit-oriented development (TOD) in the region. High-density developments are generally suitable for central areas with excellent transit, such as the Moody Centre site. Moody Centre’s strategic location and connectivity to urban centres across Metro Vancouver offers a unique opportunity to provide affordable housing, a wide range of jobs, and diverse recreational spaces for existing and future residents. The Skytrain and West Coast Express Lines provide opportunities for people in Port Moody and surrounding areas to easily commute to Vancouver while enjoying close proximity to forests and the ocean.

Building dense environments means great responsibility. The recommendations included in this report address the most common challenges faced by developments this size. These challenges will need to be considered throughout all stages of the project:

### Overcrowding

Consider providing ways for people to control their social exposure when living in dense environments. People experience extreme stress and discomfort if they have no ability to retreat into privacy and maintain space away from others.

### Social disconnection

Consider including different opportunities for people living in high-rises to connect and spend time with each other. High-rises and dense environments have the potential to address feelings of loneliness and social isolation.

### Physical disconnection

High-density communities must be married with excellent transit, walkability and cycling facilities. Including shared mobility options such as e-bikes and carshare can help promote active lifestyles.





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**Monotonous aesthetics**

Mega-developments often manifest as repetitive and boring design, since it may be more cost-efficient to unify building designs and materials. However, research shows that places with monotonous design can feel overwhelming and do not build strong feelings of attachment or joy for residents and visitors. Providing visual variety and uniqueness in every building will help create a vibrant community and commercial offerings that people want to visit.

**Excessive hardscapes**

Highly urban settings do not prioritize nature by default. It can be easy to lose that connection if the design does not intentionally integrate nature within the community. This can be done by leaving space for parks, rooftop gardens, street trees and other nature experiences.

**Lack of human scale**

Poorly designed towers can create a streetscape in which pedestrians feel overwhelmed by surrounding buildings. An environment too big for the human scale elicits feelings of stress and discomfort among residents. Breaking up towers and using mid-rise podiums lined with commercial spaces can mitigate this challenge and transform it into a strength.

**Introducing a wellbeing lens**

Urban spaces and systems influence how inhabitants feel, behave and interact with each other. The thoughtful design of our cities can led to opportunities that enable people to socially connect, enjoy an active lifestyle and reduce stress. However, failing to incorporate a wellbeing approach can lead to increased loneliness, sedentary lifestyles and higher cortisol levels, among other negative impacts. By drawing on lessons from public health, neuroscience, environmental psychology, behavioural economics, and sociology studies, city-makers can ensure that new built environments have a positive impact on people's health and wellbeing.



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The most livable communities around the world have one thing in common: residents are able to leave their homes and find everything they need just steps away in a safe and enjoyable environment. Livable and inclusive communities welcome people from different age groups, genders, cultural backgrounds, ethnicities, preferences, and with visible or invisible impairments. They embrace the different layers of history and make space for younger generations to leave a footprint as new identities are consolidated.

Cities that promote wellbeing encourage residents to walk, cycle or roll more often, which in turn increases the likelihood they may bump into a friend or meet a new friend on the street. Happy cities bring homes and destinations closer together to reduce the economic cost of accessing services and recreation for residents and for government. Happy cities make the most use of our limited resources and encourage ways of getting around that do not destroy our environment or our infrastructure.

The recipe for wellbeing is unique to each community. A tailored wellbeing approach can be crafted to ensure it is addressing current and future residents' needs and priorities.

## A wellbeing lens for Moody Centre

### **Our goal is to identify opportunities to maximize wellbeing for the future residents of Port Moody Centre.**

By embracing wellbeing opportunities in the Moody Centre Master Plan, the design and planning team will be able to navigate the challenges and pain points of all growing cities. A wellbeing-centred approach will ensure that Port Moody continues to be a healthy, inclusive place that values community and nature, and welcomes a wide diversity of people. The following pages present analysis and recommendations for pragmatic actions to ensure that wellbeing is at the heart of the Moody Centre Master Plan.



Montreal, QC  
Image Source: Samuel Jeffrey, Expedia

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# Our co-creative process

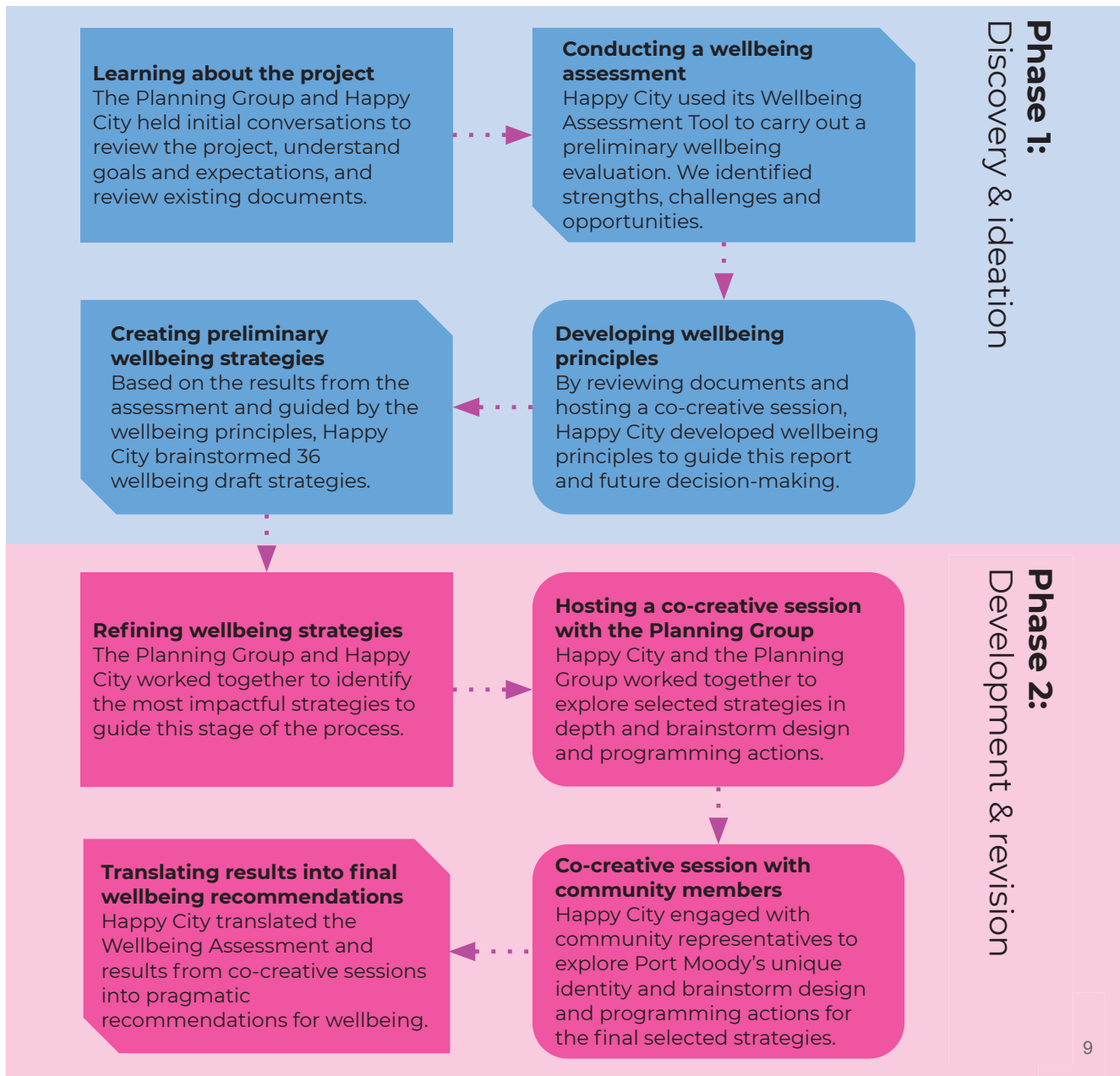
Developing actionable and feasible wellbeing recommendations requires close collaboration between the project stakeholders and the community. Below, we outline the co-creative process we followed in drafting this report. For more details about this process, refer to Appendix 1.

### Legend of activity types

Expert-led activities

Collaborative activities

Co-creative activities



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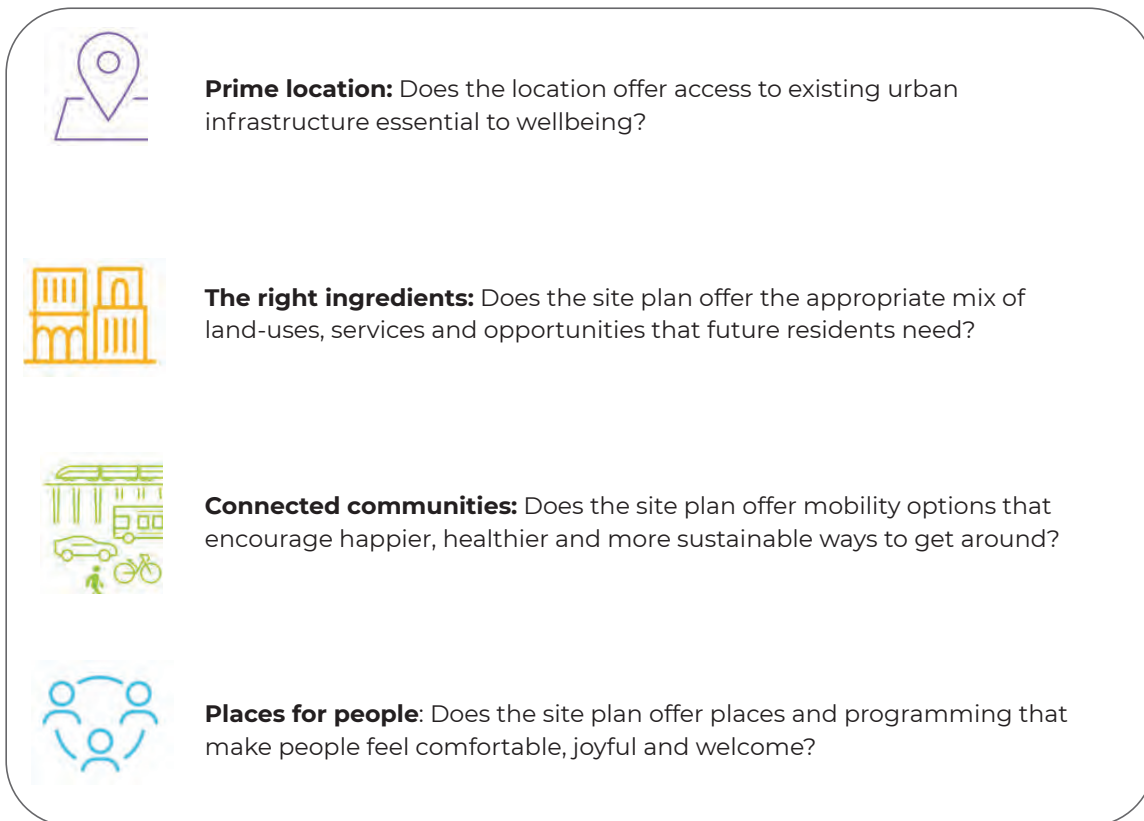
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# Master plan wellbeing audit


## Conducting the wellbeing audit


Our first step was to analyze how the current [master plan](#) achieves urban wellbeing (Appendix 2: Image of Moody Centre Master Plan). To do that, we used our proprietary, evidence-based Community Wellbeing Assessment Tool to measure the site and the current master plan against 80+ urban wellbeing criteria. The audit tracks the criteria along four overarching design realms:



- 

**Prime location:** Does the location offer access to existing urban infrastructure essential to wellbeing?
- 

**The right ingredients:** Does the site plan offer the appropriate mix of land-uses, services and opportunities that future residents need?
- 

**Connected communities:** Does the site plan offer mobility options that encourage happier, healthier and more sustainable ways to get around?
- 

**Places for people:** Does the site plan offer places and programming that make people feel comfortable, joyful and welcome?

The assessment helps us score the master plan's performance on each design realm. This score is intended to highlight the site's strengths and opportunities for improvement. It is not meant to serve as a certification or seal of approval. The results of this assessment helped us convene the development and design teams to identify principles, strategies and actions to improve wellbeing in Port Moody Centre.

Below we share a summary of assessment results for each design realm.

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## Prime location



***Does the location offer access to existing urban infrastructure essential to wellbeing?***

Is the site located within or alongside existing community fabric?

Is the site serviced by existing or proposed transit corridors?

Considering these questions, we identified strengths and challenges (next page).



Robson St and Homer St, Vancouver, BC  
Image Source: Skyrise Vancouver



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Prime location

## Strengths:

- 1) **Infill: This project is an infill site that replaces under-utilized industrial space.** Replacing this industrial site with a mixed-use community will add jobs and homes, generate economic activity, and encourage more people to live, work and enjoy themselves in Port Moody.
- 2) **Excellent transit: The site is served by important transit corridors including the SkyTrain and West Coast Express train.** It is also served by multiple, frequent bus routes. These transit connections make it an ideal site to encourage car-less or car-free living, which can boost social wellbeing and reduce climate emissions.
- 3) **Community connections: The site abuts existing, established communities with good street connections throughout.** This connectivity will allow current and future residents to access any future amenities provided in Moody Centre. It also facilitates a complete pedestrian and cycling network throughout Port Moody.

## Challenges:

- 1) **Rail cut-off: The site is cut off on its northern side by SkyTrain and heavy rail right of ways.** This cut-off is a major barrier to pedestrian and cyclist movement. The existing overpass is a good start; however, future strategies to mitigate the effects of this barrier should be explored. Exposure to the rail noise is also a health concern.
- 2) **St. Johns Street barrier: A major thoroughfare runs along the southern edge of the site.** This road creates another barrier for pedestrians and cyclists, and poses noise and safety concerns for future residents. St. Johns Street is a six-lane road that allows through-traffic from surrounding communities to cut through Port Moody, often at high speeds. Redesigning this street to improve pedestrian and cyclist safety is critical.



# The right ingredients



## *Does the site plan offer the appropriate mix of land-uses, services and opportunities that future residents need?*

Does the site plan co-locate housing density with the primary commercial and employment areas?

Does the site plan adequately use land use and design to create a critical mass of street life that makes businesses, transit and public spaces successful?

Does the site plan provide access to public spaces across the spectrum from small to extra-large?

Does the site plan offer a mix of housing types to meet a broad range of needs?

Does the site plan offer access to essential services and civic facilities such as grocery stores, schools and other daily needs?

For each of these questions we estimate access based on percentage of total housing units. We also use an equity filter to understand how different populations may access these services and opportunities.

From this analysis we have identified strengths and challenges (next page).



Rethinking Urban Planning  
Image Source: WSP

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The right ingredients

## Strengths

- 4) **Density: The site plan appropriately matches jobs and residential density to the level of transit service available.** Since the site has the excellent access to multiple transit corridors, in a region facing housing shortage, it is deemed appropriate to adopt high density urban forms, especially near the SkyTrain station. There are many ways to achieve a high density. The site plan proposes a tower-based high-density model that has many benefits, such as improved views and more open space, but it also creates some challenges (identified in the Places for People realm).
- 5) **Critical mass: The site plan's main commercial center offers a critical mass of co-located public space, shops, homes and jobs to create a vibrant public life.** Every home, office, shop and transit stop is a starting point or destination for an urban trip. By co-locating these points together, we maximize the chance that commuters will easily combine activities during their journeys.
- 6) **Walkability: The site offers a blend of shops, services, parks and civic facilities (schools, community centers, etc.) within walking distance to every residential unit on the site.** This ensures that residents can achieve the majority of their weekly needs within walking distance, which is the strongest correlate of healthy living and increases the likelihood of social interaction.
- 7) **Public space provision: The site offers a variety of public spaces within walking distance of different sizes and landscaping treatments. These offerings allow people to have different experiences.** The multiple pocket parks, riparian parks, urban plazas in different sizes, and mews contribute to the aesthetic complexity and spectrum of opportunities that boost the site's vibrancy and livability. Integrating multiple scales and types of public space throughout the community offers multiple chances for public life to flourish.

## Challenges

- 3) **Walkability details: It's not just about the quantity of services within walking distance, it's also about the variety.** People's weekly needs vary, from grocery stores and coffee shops to pharmacies and services. Not having any of these basic needs within walking distance decreases the likelihood that people will choose to walk to destinations. To ensure this plan meets WalkScore's walkability criteria — an evidence-based criteria of what amenities and services people need to be able to walk to every week — this site requires a commercial space strategy.
- 4) **Housing forms and ownership: A healthy, resilient community requires diverse housing forms and different types of ownership to meet changing demands.** Further conversations among developers, designers, the City and crown organizations in future stages of the project will help ensure that housing form and tenure address residents' needs. Securing the right partnerships and exploring different ownership models will ensure people with diverse incomes can live at Moody Centre. Further, including different housing forms with varying number of bedrooms will enable families with children and intergenerational families to be part of the community.



# Connected communities



***Does the site plan offer mobility options that encourage happier, healthier and more sustainable ways to get around?***

Is the transit network aligned with land uses to enable transit-oriented development?

Does the site plan offer a highly connected and walkable pedestrian network?

Does the site plan offer multi-modal options for getting around and design streets accordingly?

Does the site plan offer safe streets that enable people of all ages and abilities to get around safely?

Does the site plan offer or connect to a minimum-grid of safe, accessible bikeways?

Considering these questions, we identified strengths and challenges (next page).



Image Source: James Lewis, UnSplash



# Considered at the December 3, 2024, Special Council meeting

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## Connected communities

### Strengths

- 8) **Great transit access: The site offers access to varying levels of transit service that will enable people to reach destinations and services across Metro Vancouver.** This transit access will reduce the number of car trips and enable a healthier lifestyle. It will also enable people who cannot drive or afford a car the opportunity to live in this community.
- 9) **A highly walkable street grid: The site plan offers a sufficient density of intersections, breaking up long blocks with high-quality pedestrian connections.** This enables walks to be shorter and more direct.
- 10) **Pedestrian-priority: The site plan clearly identifies areas where pedestrians and cyclists will be prioritized over cars.** It also offers design ideas to ensure slower speeds and a more convivial street environment.
- 11) **Good cycling connections: The site plan includes a minimum grid of bike lanes that connect excellently with the wider local and regional bike networks.** It is even possible to access the Shoreline Trail via the skytrain station overpass. It also offers grade-separated bike lanes on higher traffic routes. These connections will enable more people to choose cycling as an option, further reducing the prospective number of car trips.

### Challenges:

- 5) **Design details: When it comes to pedestrian safety, the devil is in the details.** Since this master plan is at an early design stage, it is hard to assess how effective the streetscaping design will be in traffic-calming and improving pedestrian safety.
- 6) **Sustainable mobility infrastructure: It takes more than bike lanes and sidewalks to make sustainable mobility the easy choice.** Acknowledging that we are still at an early design stage, the plan must consider sustainable mobility infrastructure such as bike lockers, bike racks, electric vehicle charging stations, and car-share solutions to enable first-and-last mile mobility options other than the private car.

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Attachment 1

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Attachment 10

# Places for people



***Does the site plan offer places and programming that make people feel comfortable, joyful and welcome?***

Do the buildings meet the street with active edges?

Do the streets and buildings work together to offer an enclosed, human-scale experience throughout the site?

Are towers designed to mitigate negative impacts on the street and to reduce isolation?

Is there greenery throughout the site's public spaces and streets?

Are the right foundations there to enable creative placemaking and community expression?

This design realm was harder to assess, as many of these details come at the landscaping or detailed design stage. However, we have conducted analysis based on conversations with the Planning Group, as well as intentions drawn from submitted renderings and the site plan. Success depends on successfully transforming these intentions into detailed designs and placemaking. We have focused on offering strategies that enable the design team to do that.

Considering these factors, we identified strengths and challenges (next page).



Broad Street, Atlanta, GA, USA  
Image Source: City of Atlanta

## Strengths

- 12) **Active edges: The site adequately lines public spaces with active edges (plenty of windows, doors, commercial activity and other things to see or do), while minimizing sections with exposure to blank walls or parking lots.** This encourages people to walk more, and makes walking more enjoyable. Both are essential components of walkability.
- 13) **Tower massing may support public life: The site plan suggests a tower massing, in which low-rise podiums to frame the street, with taller towers set back from the street and placed in ways to protect views and minimize shadows.** Tower massing can contribute to aesthetic complexity of the site and offer unique views throughout the development.
- 14) **Good access to nature: The site plan shows an intent to offer nature experiences at different scales (from pocket parks to daylighted creeks), and to line the streets with a consistent row of street trees.** Having nature experiences at every level of the site — including tower rooftops and green podiums — is a strong wellbeing intervention that boosts mental health, cools down urban areas, and improves people’s connections to nature.
- 15) **Public spaces designed for vibrancy: The site plan proposes well-sized public spaces with renderings that show an intent to offer seating, food, shade, and a variety of opportunities for activities.** This is a good foundation to enable creative placemaking once residents move in. These sites can host future events and activities. Further, Spring Street is envisioned to promote walkability throughout the site and connect the diversity of public spaces.

## Challenges

- 7) **Too early to tell: The project is not far enough along the design process to give a conclusive assessment of success in the Places for People realm.** However, we have not identified any issues that would hinder these efforts in the future.
- 8) **Too early to identify a clear community identity: The site plan and renderings will need to be further refined in further stages to portray Port Moody’s unique community identity.** In future stages, detailed renderings and drawings should differentiate this site from other dense centres in Metro Vancouver. It is essential that the next design stages dive deep into the aesthetic details and place configuration to offer a clear community identity that will shape the design of buildings, public spaces and other offerings in this community. This identity should reflect the needs and desires of diverse communities, and display the Indigenous histories of the land. Doing so is crucial to fostering place belonging and a strong commercial center.
- 9) **Towers can be isolating: Towers, by default, can put many people in close proximity, while reducing people’s ability to control their social exposure.** Good design can mitigate social isolation. We offer strategies to provide transition spaces and elements that help control social exposure, either for privacy or to boost sociability opportunities. Finding opportunities for positive social interaction requires collaboration between the developers, architects and city staff to remove common barriers to more social design.

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Attachment 1

Considered at the July 23, 2024, Regular Council meeting

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Attachment 10

# A wellbeing framework for Moody Centre

After identifying the challenges and opportunities associated with the Moody Centre site and the current plan, we set about developing wellbeing principles, strategies and actions to guide decision-making on the Moody Centre Master Plan. To this end, we combined wellbeing evidence with learnings from planning and policy documents, and lessons from our co-creative sessions with the Planning Group and community members.

The analysis and recommendations in this report are organized at three scales: **Principles**, **Strategies** and **Actions**.

## Definitions

### Principles

Our wellbeing principles serve as a framework of high-level aspirations and values that guide all of our strategies and actions. They embody evidence as well as the values we heard during our engagement with stakeholders.

### Strategies

Strategies are containers for a variety of actions that can fulfil project principles. They provide general guidance for designers, architects and landscape architects, while maintaining the flexibility for an array of ideas to emerge. The strategies in this report address challenges identified during the wellbeing assessment, as well as challenges identified by City staff and Council. In some cases, multiple principles can be fulfilled through a single strategy.

### Actions

Actions are specific policies, design or programming ideas intended to fulfill principles and strategies. They can be implemented or used as inspiration to show how the principles and strategies can be fulfilled.

This report is organized around eight priority strategies, each accompanied by a series of high-impact actions and supplementary actions. **High-impact actions** should be prioritized as they carry great opportunity to enhance wellbeing. **Supplementary actions** support the implementation of high-impact actions.



Note: When an action features this 'community icon' (left), it means that community members have highlighted these as really important!



Considered at the December 3, 2024, Special Council meeting

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Attachment 1

Considered at the July 23, 2024, Regular Council meeting

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Attachment 10

# Wellbeing principles

Happy City draws on insights from public health, neuroscience, behavioural economics and environmental psychology to guide the design, programming and implementation of developments and mixed-use neighbourhoods. For Moody Centre, we worked with the Planning Group to combine this evidence base with learnings from local policies and engagement activities to create a set of unique wellbeing principles for the Moody Centre Master Plan. These principles can inform various stages of project development in order to nurture health, happiness, and wellbeing:



### A social place

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



### A resilient community

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



### A sense of belonging

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



### An active lifestyle

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



### A unique identity

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



### A place to enjoy nature

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



### A place for all

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

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

# Strategies & actions

How can we meet the aspirations described in the Moody Centre wellbeing principles? We developed strategies and actions collaboratively with feedback from the co-creative sessions. In this section we present all the actions, grouped into eight key strategies. We developed one strategy for each principle with the exception of 'A Social Place' for which we developed two. For each strategy we share:

1. **Why is this important?** We share wellbeing evidence and analysis explaining why this strategy matters for the Moody Centre project.
2. **Addressing challenges identified by City staff, Council & wellbeing assessment:** We list identified issues and show how they are addressed by the strategy.
3. **Actions:** We share high-impact and supplementary actions. High-impact actions should be prioritized.
4. **Timeline:** When actions can be implemented: during the planning stage (OCP), detailed design stage, or the post-occupancy stage.

## Strategy 1

Diverse public spaces



## Strategy 2

Transitional spaces

## Strategy 3

Local character



## Strategy 4

Unique vertical community

## Strategy 5

Mixed-use places



## Strategy 6

Housing diversity

## Strategy 7

Walkability first



## Strategy 8

Nature everywhere

## Strategy 1

### Diverse public spaces

Include small, medium and large public spaces with different activities throughout the community.

Principle addressed:

**A social place**



Other principles the strategy supports:



### Why is it important?

Diverse scales of public space offer different experiences and help enable both casual and long-term relationships between residents of varying ages and backgrounds. This strategy helps ensure a diverse range of people can find places of meaning in the community, and helps bring people from different backgrounds together.

#### People connect at various scales

People need to be able to connect with people at different scales of intimacy in order to fulfill their social needs. Having spaces to gather with four or five friends, spaces for up to 50 people and opportunities to gather with a larger circle of community (up to 150 people), helps address our range of sociability needs.

#### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character** and unique identity of Port Moody. By including different scales of public spaces and a variety of experiences, **including daylight creeks** and diverse **types of green spaces**, it will be possible to attract users to Moody Centre and **avoid overburdening Rocky Point Park.**

This strategy addresses the need to **create a centre for the community** with different **joyful experiences** for diverse demographics. It integrates the vision of creating a **vibrant transit plaza that can hold larger events.**

This strategy addresses challenges 5, 7 and 8 identified in the wellbeing audit, and builds on strengths 3, 6, 7, 14 and 15.

## Why is it important? (continued)

### Intimate spaces combat loneliness

Small spaces can facilitate both short casual conversations (3-5 minutes) and long encounters between friends. Introverts are more likely to engage strangers in conversation when they don't feel overcrowded and have the possibility of retreating.

### Intergenerational interactions need a home

Port Moody is a family-oriented community, but it also has a fast-growing number of single households, including seniors. Opportunities that allow grandparents to spend meaningful time with their grandchildren can strengthen family relationships and build support between people of different ages. When seniors have an opportunity to share their life stories with children, their feelings of loneliness decrease and life satisfaction improves.

### Access must be universal

Accessibility is critical to people living with disability. In BC, approximately a quarter of residents live with a disability. A study in the UK showed that 75% of people with disabilities had to abandon their visits to local businesses due to a lack of accessible infrastructure.

### Everyone should have opportunities to experience public spaces

People enjoy having different types of public spaces that offer a wide variety of experiences within their community. A rich aesthetic and functioning community addresses the interests of diverse populations and allows people to experience their community in different ways. Different approaches to the design of public space ensure people feel welcome and find places that relate to their background, history, and even customs.



### Sun for you, shade for me

Sunlight and natural daylight can improve mood, lower fatigue, increase productivity, and decrease rates of depression. When people are comfortable, they are more likely to socialize, especially if a space feels pleasant. Seating should offer options to be either in the sun or shade, and protected from the elements.

### Everyone should feel safe in public places

People are more likely to stay and enjoy a space when they feel comfortable and safe. This allows them to engage in casual conversations with others, which is the first step towards forming deeper relationships. Residents feel safer when the spaces they navigate are not just accessible, but are *easy to read*. This can be achieved by creating clear boundaries, visual connections, and a strong wayfinding system.



Diverse public spaces

# High-impact actions



### 1.1 Complement Rocky Point Park

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



### 1.2 Small intimate spaces



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



### 1.3 Connected public spaces

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



### 1.4 Spaces for intergenerational play



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

Diverse public spaces

### Supplementary actions



**1.5 Safe spaces for children**

Design small public spaces that are safe and feel welcoming for small children. Consider wooden fences and natural barriers that keep children safe from traffic.



**1.6 Accessible public spaces**

Ensure that all public spaces can be accessed through ramps, and that staircases have railings to aid people with mobility impairments.



**1.7 Welcome cultural diversity**

Design public spaces that embrace residents' different cultural backgrounds. Ensure that the aesthetic design helps all people feel welcome.

**1.8 Weather protection**

Design a weather-protected, covered public space with year-round features and functionality.



**1.9 A vibrant transit plaza**

Design a public plaza where civic events can be carried out, for instance a Christmas tree, public demonstrations and events.

**1.10 Flexibility in larger public spaces**

Create larger spaces that are flexible enough to host a festival, but also daily activities such as dancing, yoga sessions, art exhibits or craft classes.



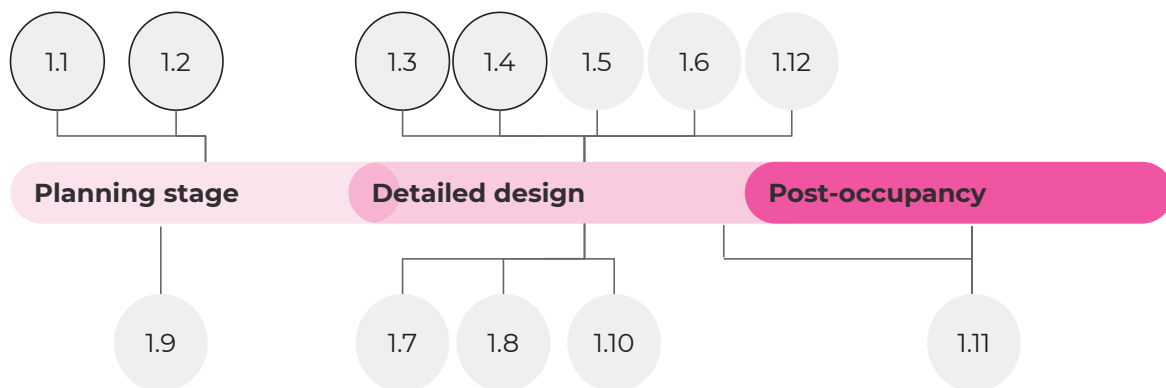
**1.11 Spaces for play**

Include public spaces with giant chess boards and creative playgrounds that stimulate people's minds.

**1.12 Balance sun and shade**

Design public spaces that intentionally include opportunities for people to enjoy sun and shade.

### Timeline for carrying out these actions:



## Strategy 2

### Transitional spaces

Provide a legible, gradual transition between public and private spaces.

*Principle addressed:*

**A social place**



*Other principles the strategy supports:*



### Why is it important?

Clear transitions between public and private allow residents to control their exposure to others, thereby increasing their sense of comfort and their likelihood of interacting with their neighbours.

#### Casual interactions are good for neighbours and good for business

Semi-private spaces, like porches, allow residents to engage in casual interaction and get to know their neighbours. Adding patios and other types of transition spaces to grade-level businesses attracts people so they are more likely to linger outside the building. This pattern results in increased success for businesses.

#### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character** of Port Moody. By paying special attention to the design of the street edge and second floor levels, Moody Centre will become a **pedestrian-first place** that encourages an active lifestyle. Transition spaces that welcome passersby and invite them to linger along commercial facades will **promote community life and joyful experiences.**

This strategy addresses challenges 3, 5, 6 and 9 identified in the wellbeing audit, and builds on strengths 6, 12, 13 and 15.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 10

Transitional spaces

## Why is it important? (continued)

### Prospect and refuge

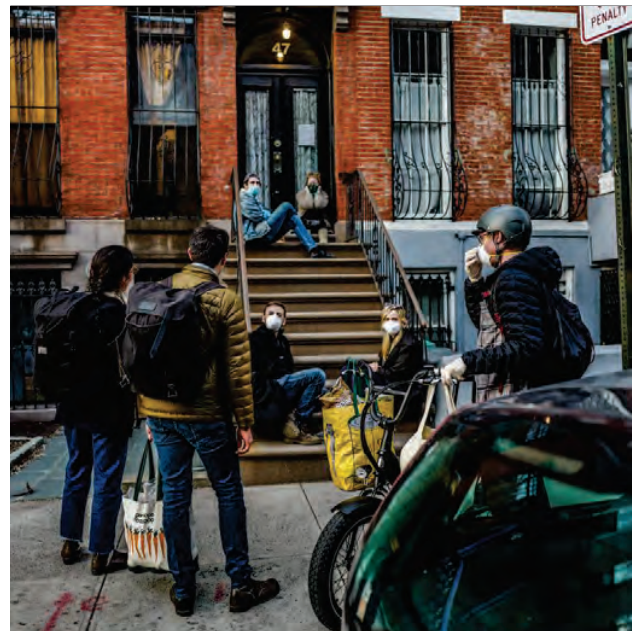
Residents report higher satisfaction when they have access to semi-private spaces that overlook the street. These spaces enable them to feel part of the public and street life, and provide them with opportunities to meet and interact with passersby.

### Design elements enable people to their mediate social exposure

Separation between lots, blocks and streets helps distinguish private from public space. This contributes to residents' sense of personal territory, safety and satisfaction. Fences are useful for demarking space, but should be low enough to allow people to easily see each other and connect verbally, if they wish. Designed entrances with furniture may also encourage social interaction.

### Transition spaces can be social engines

Evidence shows that triangulation (the process by which some external stimulus provides a linkage between people and prompts strangers to talk to other strangers as if they knew each other) has proven to be a successful way of nurturing local connections. Small book libraries, seed libraries, bike repair stations, and water stations for people and pets all represent examples of nodes that promote triangulation. These amenities become the external stimuli that bring people together.



### Abundant seating is a health intervention

Opportunities to sit allow people of all ages and abilities to comfortably navigate spaces without feeling like they cannot stop and rest when they need to. Seating also encourages people to linger in the space, increasing their chances of having a social encounter with their neighbours. Seating should be made attractive by including a well-maintained landscape and features with different shapes and colours.



## High-impact actions



### 2.1 Setback from public realm

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



### 2.2 Commercial transition spaces

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



### 2.3 Separate with greenery

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



### 2.4 Fine-grained scale

Break down facades to maintain a human scale at grade level. In the case of big chain stores, use different materials, small setbacks and seating opportunities to maintain fine-grained scale.

## Supplementary actions

### 2.5 Control social exposure

Design screens, setbacks and landscapes that enable homes at grade level to control their social exposure.

### 2.6 Social nooks

Include small social nooks across the development where a small library, bike repair station, or water fountain for humans and dogs can bring people together.

### 2.7 Small changes in grade

Design elevated public spaces that overlook the public realm to create a subtle transition between public and semi-private spaces.

### 2.8 Connection to public realm

Ensure all units and amenity spaces within the podium have generous balconies to enhance connections to the public realm.

### 2.9 Ground treatment

Use different ground treatments and materials to indicate changes in use.

### 2.10 Lobbies as social spaces

Design lobbies as marketplaces and activity hubs that are available for both residents and the wider community to use.

### 2.11 Gardens at entrances

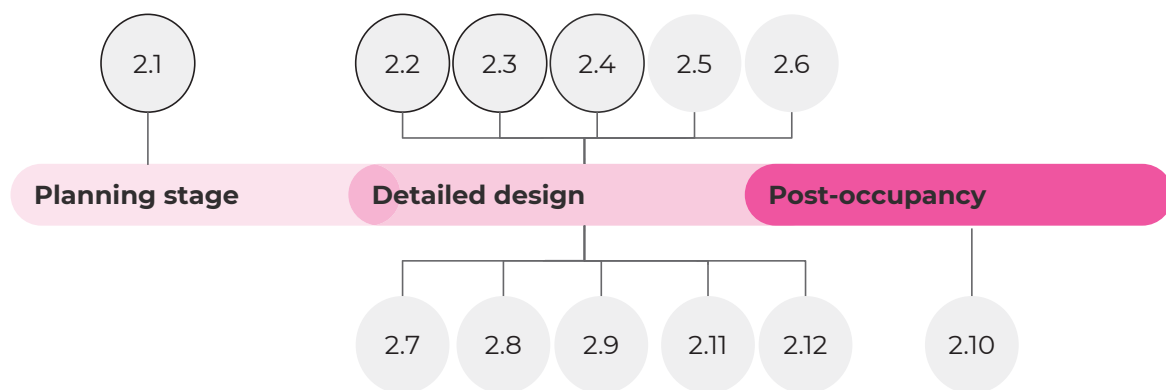
Include garden plots in the front yards or patios of residential towers to allow residents to connect with passersby.

### 2.12 Shaded sidewalks

Include trees every 10 to 15 metres to ensure sidewalks will be protected by a tree canopy over time. Complement trees with structures that allow climbing plants to provide shade.



## Timeline for carrying out these actions:



## Strategy 3

### Local character

Provide aesthetic features that represent Port Moody's unique character.

*Principle addressed:*

**A sense of belonging**



*Other principles the strategy supports:*



### Why is it important?

A neighbourhood that celebrates Port Moody's unique character will support a sense of community and belonging, while becoming a highly sought-after place to live.

#### Art nurtures identity

Designers should reflect local history in the building design while keeping some areas available for residents' self-expression. Collaborative art or co-creation leads to lower levels of stress, higher levels of perceived social support and increased feelings of belonging and inclusion. Providing people with options to express themselves fulfills the human need for choice. A cohesive art concept can be achieved by working together with artists and the community to imagine something that is culturally relevant, and that can be translated into the design of building facades.

#### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character** of Port Moody. Creating a **proper centre for the community** that is uniquely identifiable will not only maintain but will help shape the regional identity of Port Moody.

By providing a unique experience, Moody Centre will be successful locally and regionally, and will show that **growth can benefit the community**. It will also encourage high-rise buildings to **maintain a distinct character**.

This strategy addresses challenges 6, 7 and 8 identified in the wellbeing audit, and builds on strengths 5 -7 and 12 - 15.



## Why is it important? (continued)

### Reflecting local history

Port Moody has the opportunity to connect its existing identity with the desires and aspirations that can attract younger families to the area. A balance between old and new is required to ensure that everyone feels welcome in the new Moody Centre development. Celebrating and referring to the existing context, while allowing room for innovation and resident input, can create a highly-sought after community.

### Aesthetic complexity creates a sense of place

Variety in facade design reduces perceived density and boosts residents' sense of place. People are more likely to walk in places where they can experience different materials, colours and shapes. However, it is important to maintain an overarching concept or aesthetic approach that ensures the built environment is perceived as interesting, rather than chaotic. The design of all buildings should include recurring elements to foster a sense of unity, while still including unique features that support a particular sense of identity for each building.

### Public art can be part of reconciliation

The incorporation of Indigenous art provides opportunities to connect the site to the land's history through collaboration with Kwikwetlem, Musqueam, Squamish, Stó:lō and Tsleil-Waututh artists. Reflections of local Indigenous culture in art, through the hiring of Indigenous artists, serves to emphasize the connections between land, place and history, while supporting a sense of meaning and belonging in a space. Highlighting local Indigenous arts and culture in shared spaces is a small step towards reconciliation.

### Lovely streets encourage pedestrian activity

Shoppers are willing to walk three times as far along lively streets lined with small shops than they would through large parking lots. A separate study found that most people will happily walk 800 metres along an active facade. Happy City's public space experiments have also found that people are both happier and kinder to strangers along street edges with an abundance of smaller shops and services.





Local character

### High-impact actions



3.1 A Moody Centre specialty experience 

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



3.2 Diverse art expression 

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



3.3 Art and environmental action 

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



3.4 Unique architecture style 

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

Local character

## Supplementary actions



### 3.5 Spaces for art

Ensure Moody Centre goes beyond simply providing art installations by creating spaces where art is practiced and builds a sense of community. For instance, consider an annual art festival.



### 3.9 Unique aesthetic

Vary the appearance of buildings by using brick, wood and concrete in diverse and innovative ways.



### 3.6 Artistic partnerships

Promote private-, public- and community-led initiatives that help consolidate Port Moody's vision as City of the Arts.



### 3.10 Accessible materials

Consider ground treatments that allow seniors, people using a wheelchair, and strollers to access pathways and recreational areas. For instance, use rubber material instead of grass.



### 3.7 Involvement in art

Create opportunities for the community to be involved in artistic and creative programs. Enable community artists to shape the artistic vision.



### 3.11 Include pedestrian paths

Include small pedestrian paths through long blocks that are linked to townhouses and/or front yards to create space for residents and pedestrians.



### 3.8 Form and function

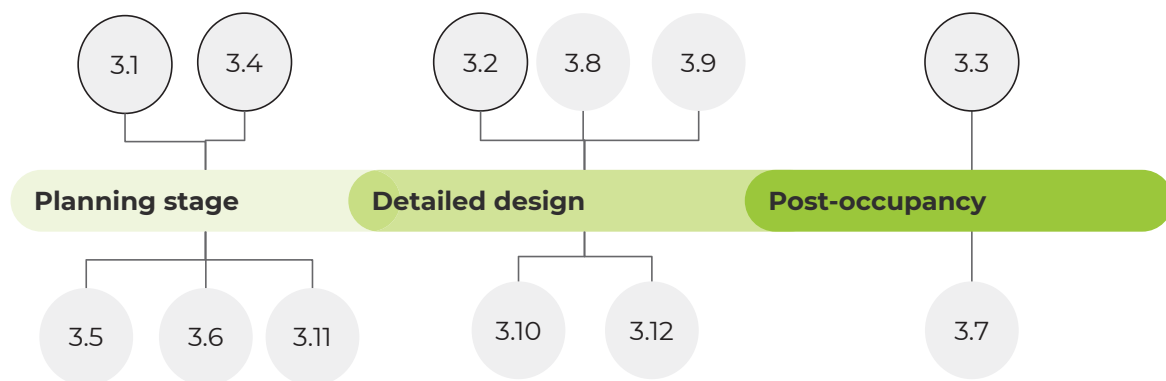
Ensure buildings' form and aesthetic appearance reflect the function they serve and that they integrate and enhance with Moody Centre's overall character.



### 3.12 Courtyards and intimate spaces

Create opportunities across Moody Centre for small public spaces that can be enjoyed by families and close friends. This will help maintain the small city feeling and nourish meaningful social connections.

## Timeline for carrying out these actions:



## Strategy 4

### Unique vertical community

Create a unique approach to high-rises by providing opportunities for residents to socialize and experience a distinct aesthetic identity.

Principle addressed:

**A unique identity**



Other principles the strategy supports:



### Why is it important?

A dense community where the primary housing form is high-rises can pose challenges to creating diverse opportunities to socialize and deepen feelings of belonging. However, there are many actions that can successfully mitigate the impacts of high-rise living.

#### Shared spaces nurture neighbourliness

People need common spaces to connect and cultivate meaningful relationships. A sense of comfort in shared spaces encourages residents to linger and spend time with neighbours. This allows them to engage in casual conversations with others, which is the first step towards forming deeper relationships.

### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character** of Port Moody. By providing spaces and programming opportunities for people living in high-rises to socially connect, such as distributed amenity spaces and **activated rooftops**, Moody Centre will demonstrate that **it is possible to accommodate growth** while creating caring, empathetic and **community-oriented environments**.

The addition of outdoor terraces that are connected to indoor amenity spaces will result in setbacks at different heights and support the **design of slimer towers**.

This strategy addresses challenges 7, 8 and 9 identified in the wellbeing audit, and builds on strengths 1, 4, 5, 13 and 14.

Unique vertical community

Why is it important? (continued)

Casual encounters boost residents' wellbeing

A rich community life can be based on what might seem like insignificant meetings with neighbours. Strong social connections emerge when people have opportunities for light and unscheduled interactions with a limited number of neighbours. These interactions can occur in circulation and service spaces, and can be facilitated through intentional design of spaces.

Residents need a range of common spaces

Common spaces shared by small groups of neighbours improve satisfaction and reduce perceptions of crowding. In multi-unit housing, the perception of crowding can corrode social interactions with other residents and the community.

Mitigating the impacts of high-rise development on children

Children growing up in high-rises can face development challenges. Parents do not feel safe letting children on upper floors play unsupervised outdoors, which restricts children's outdoor play time and socialization. A Japanese study found that young children living above the fifth floor were slower to develop basic skills such as dressing themselves and helping with household tasks. Creating semi-public spaces throughout the development can give parents and kids a chance to feel safe and easily access enriching social spaces.



Fostering self-expression in high-rise communities

Multi-unit housing typically offers dozens or hundreds of housing units that are identical (or very similar) in appearance. Therefore, giving residents a chance to differentiate their units can support social wellbeing by allowing self-expression. Self-expression holds an important place in defining a collective identity and developing a sense of belonging. People are more likely to communicate well and develop a sense of empathy towards one another when they can share their ideas. Residents report greater satisfaction when they can personalize their spaces to reflect their own identities and tastes.



Unique vertical community

# High-impact actions



### 4.1 Social animator

Lead the development of a program with a social animator to help get social activities started in the building when people first move in.



### 4.2 Amenities for all interests

Incorporate shared workshops and other facilities that cater to diverse interests — for instance, studios where residents can practice woodwork or pottery.



### 4.3 Social clusters

Create neighbourhoods within larger buildings that are centered around shared spaces, such as small social clusters or social corridors.



### 4.4 Connected indoor-outdoor spaces

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

Unique vertical community

### Supplementary actions



#### 4.5 Adaptable amenities

Design amenity spaces that can be transformed over time to address residents' evolving needs.

#### 4.6 Unique doorways

Allow people to customize the doorway to their unit, such as by selecting a dutch door, painting it different colours, or adding signage and art.

#### 4.7 Get to know your neighbors



Create a system such as a website or message board where residents can build a profile so that others can get to know them and their interests.

#### 4.8 Social circulation



Maximize social opportunities around elevator landings, corridors and stairwells by providing areas to pause and features such as art, plants and windows.

#### 4.9 Social lobbies

Create social lobbies that incorporate multiple uses, such as permanent or pop-up retail, places to pause, and areas of interest.

#### 4.10 Unique architecture



Create a unique architectural expression for each tower that reflects the character of the community.

#### 4.11 Shared workspaces



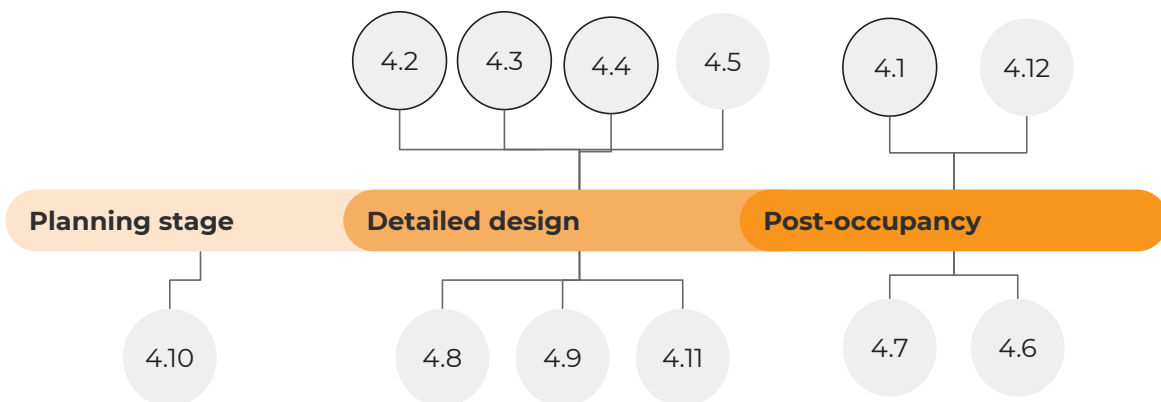
Create bookable meeting rooms for residents who work from home and need a space to take a phone call or host a meeting.

#### 4.12 Community mingling



Create opportunities for residents of different towers to mingle with each other, through shared activities or amenities.

### Timeline for carrying out these actions:



## Strategy 5

### Mixed-use places

Ensure that Moody Centre Master Plan includes a mix of places to live, work and play.

Principle addressed:

**A place for all**



Other principles the strategy supports:



### Why is it important?

A mixed-use community provides vibrancy and opportunities for residents to spend less time travelling, and more time doing activities with family, friends and neighbours.

#### Boosting livability

Mixed-use places host a wide variety of activities throughout the day. Most livable places around the world bring different uses together and ensure that people are able to enjoy them in the morning, afternoon and evening.

Neighbourhoods that focus on a specific land use often miss opportunities to add livability and may fail to promote a sense of safety during certain hours of the day. An office park, for instance, will be active during the day, but will become almost empty after 5 p.m. This can be addressed by mixing office space with housing and cultural or recreational opportunities.

### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Create places that generate **diverse employment opportunities** and contribute to the **0.42 jobs per person** target set by Council. Diverse employment also ensures that the community is not reliant on any one industry or type of employment, creating **a more resilient economy**.

Providing ground-level commercial and service offerings will create a **pedestrian-oriented place** that engenders a sense of identity and belonging. The residential and commercial mix ensures that the **transit plaza is vibrant**, and that people have **joyful experiences** walking through it.

This strategy addresses challenges 3, 5, 7 and 8 identified in the wellbeing audit, and builds on strengths 1-6, 8 and 12.

## Why is it important? (continued)

### Promoting social inclusion

Inclusion matters for wellbeing. Services that are provided in mixed-use places should take into account the different income levels among people that will occupy the space. Providing a wide spectrum of commercial and recreational activities that cater to people's different lifestyles, will ensure that everyone is able to be an active part of the community.

### Reducing dependence on private vehicles

When people are able to walk to restaurants, services, schools, cultural facilities, parks and workplaces, the need for private vehicles is reduced. In a TOD, mixed use is crucial to promote walkability and active transportation options. By reducing the need for vehicle travel, mixed-use developments can prioritize shared community spaces. Plazas, parks, and wide sidewalks foster social interaction among people. Reducing private vehicle use provides residents with more opportunities to spend time together, boosting their sense of belonging.

### Fostering local business opportunities

Local businesses recycle much more money into communities than chain stores do. Local businesses show vibrancy and stability in the neighbourhood: they are committed to their neighbourhoods and donate more to local community programs than their chain counterparts. Developers can add value to a development by activating underutilized space to increase foot traffic to commercial units.





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Mixed-use places

# High-impact actions



### 5.1 More than office jobs

Provide a variety of quality commercial, community and office space that allows for more variety in jobs on site. This helps achieve Council's target of 0.42 jobs/acre.



### 5.2 Smaller scale commerce

Intentionally create space for small stores within the development. This incentivizes local ownership and entrepreneurship. These spaces should line up to create a strong 'main street' experience.



### 5.3 Vibrant food scene

Provide a wide range of restaurants (i.e. casual, fancy, breweries, cafes). Allow restaurants to spill out into streets via patios and food trucks, and around the transit plaza.



### 5.4 Post-secondary education

Create a post-secondary educational facility in Moody Centre that will attract both students and employment to the community. This facility should anchor and support commercial spaces.

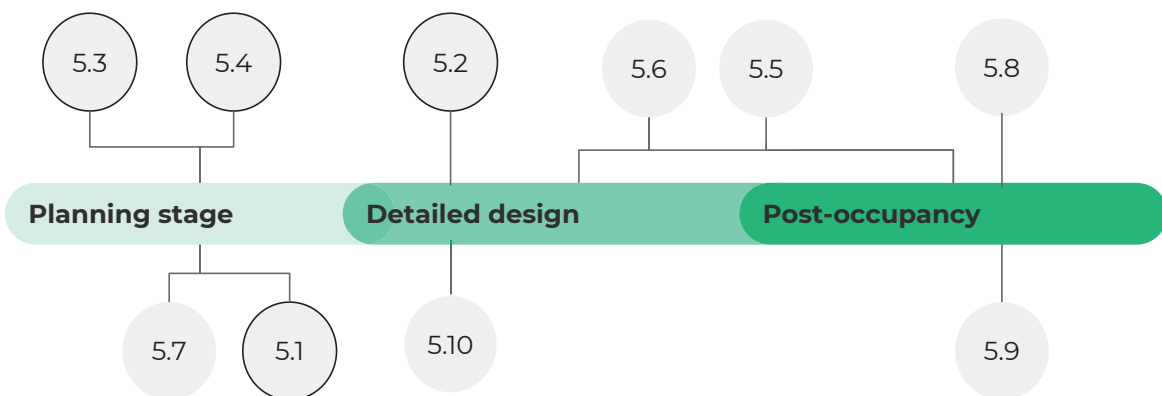
Mixed-use places

### Supplementary actions

- 5.5 Pop-up opportunities**  
Create opportunities for pop-up commercial uses in the transit plaza, for instance, like an art festival or farmers' market.
- 5.6 Multi-generational uses**  
Provide opportunities for cultural services that cater to different demographics' needs and interests. If possible, co-locate daycares and seniors' centres to offer social opportunities and multi-generational support.
- 5.7 Performance arts centre**  
Create a Moody Centre performance arts venue that would host theatre, dance and other events.

- 5.8 Diverse residents**  
Provide spaces and programming that encourage residents from different cultural backgrounds to celebrate their cultures and connect with each other.
- 5.9 Active participation**  
Create opportunities for people to be involved in the activation of spaces. Ensure participatory inclusive methods are incorporated to ensure people from different cultural backgrounds, age groups and interests are part of the decision-making process.
- 5.10 Anchor companies**  
Attract anchor companies that may be larger, in order to balance out small and medium-sized businesses to help drive innovation and create a critical mass of activity.

### Timeline for carrying out these actions:



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## Strategy 6

### Housing diversity

Ensure the development includes housing typologies with a variety of bedrooms and tenures that address the needs of diverse populations.

*Principle addressed:*

**A resilient community**



*Other principles the strategy supports:*



### Why is it important?

Diverse housing helps build a strong community where residents have options on where they want to live, allowing them to remain in the community over the long-term.

#### Secure tenure

Being able to remain in the same place has an impact on people's sense of community. People who live in the same building or neighborhood for a long time generally report higher life satisfaction, interpersonal trust, and sense of belonging. People who have been living in their neighbourhood for many years are more likely to participate in community events, more likely to want to get to know their neighbours, and more likely to help when asked. Conversely, the more often children have to move, the higher their chance of developing behavioural and emotional problems.

### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character and identity** of Port Moody as a welcoming and diverse community. By providing a wide **diversity of housing typologies and tenures**, the new development will ensure that people with different incomes and household configurations have a place they call home at Moody centre.

The strategy suggests providing flexible indoor and outdoor amenity spaces to ensure residents' various interests are embraced. **Rooftops and podiums become ideal spaces to promote social interactions** between neighbours and with the broader community.

This strategy addresses challenges 4 and 9 identified in the wellbeing audit, and builds on strengths 1, 4, 13 and 14.

## Why is it important? (continued)

### Helping people age in place

Port Moody has a growing population of seniors. Studies show that older adults want choices about where and how they live. Ageing in place creates an ongoing sense of attachment and connection, and feelings of security and familiarity. It helps seniors maintain existing relationships and, ultimately, their independence. Overall, allowing seniors to age in place is less costly for individuals and government than other living options.

### Diverse tenure makes room for everyone

Diversity promotes local vitality and economic health, while strengthening social capital. New tenure arrangements such as below-market rentals, co-ownership with government, and mechanisms such as rent control, allow families to live in healthy and thriving communities, while ensuring employment proximity. These tools allow planners to create more inclusive and equitable communities.

### One size does not fit all households

Units with a range of bedrooms allow different household configurations to live in the same place, thereby establishing a more diverse community. Units that are flexible and can change over time allow households to adapt their housing according to their needs. Flexible unit configurations also allow residents to remain in the same home as their needs change.

An example of flexible design can be found at The National University of Singapore. In the “Kent Vale” complex, each floor features adjacent one- and two-bedroom units, which can be merged together or separated back into two, depending on the family needs.





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Housing diversity

## High-impact actions



### 6.1 Diverse unit types

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



### 6.2 Diverse tenure options

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



### 6.3 Flexible amenity rooms

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



### 6.4 Amenities for the community

Include amenity spaces at grade level that can be used by residents but also by members of the community who may not live in that particular building.

Housing diversity

## Supplementary actions

### 6.5 Lock-off units

Provide lock-off units (interconnected but self-sufficient apartments) that allow a caregiver, a senior parent, or a college student to live close to their family.

### 6.6 Flexible design guidelines

Create flexible guidelines for amenity spaces that encourage innovative thinking to achieve social connectedness outcomes.



### 6.7 Features that invite interaction

Create opportunities for residents to feel welcome in the building — for instance, use rolling garage doors or dutch doors to invite interaction between private/semi-private and public spaces.

### 6.8 Flexible units

Create some flexible units where the owner can transform a living space into a studio or bedroom and vice versa when their family structure changes.



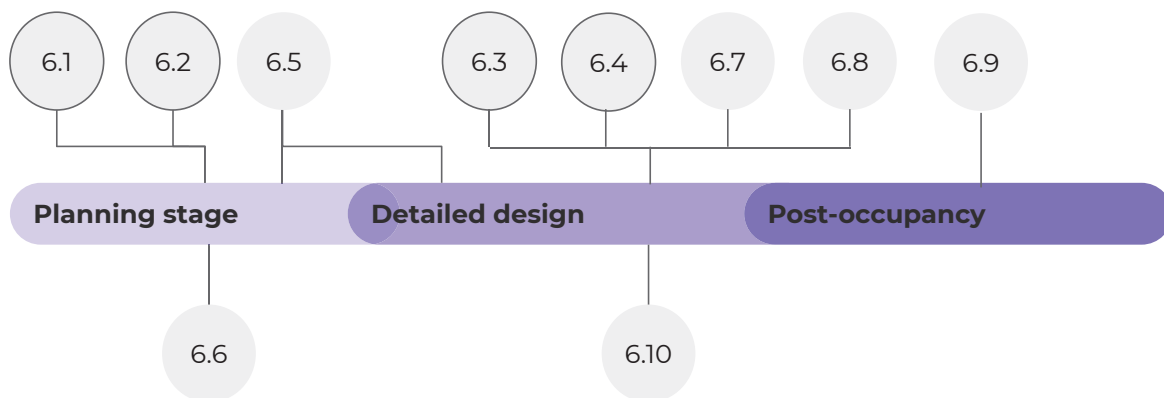
### 6.9 Community hub

Create a community hub in the development that helps create a sense of stewardship, promotes community participation, and allows residents to get organized for emergency preparedness.

### 6.10 Semi-private outdoor spaces

Create a unit mix that allows for larger balconies to be placed at the corners of buildings, providing semi-private outdoor space for a few families to share.

## Timeline for carrying out these actions:



## Strategy 7

### Walkability first

Make walking the easiest, most convenient way to get around.

Principle addressed:

**An active lifestyle**



Other principles the strategy supports:



### Why is it important?

Walkable neighbourhoods support both the physical and mental health of residents by creating more opportunities for people to socialize and exercise.

#### A foundation of physical wellbeing

Overall, people who walk or cycle to their destinations demonstrate better physical health and a lower risk of being overweight or obese. Each additional kilometre walked per day reduces your probability of becoming obese by 4.7%, whereas each hour spent driving increases obesity risk by 6%.

### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Help **maintain the character and identity** of Port Moody as a healthy and social community. By prioritizing walkability, Moody Centre will enable more **joyful** and **pedestrian-first** urban environments. Co-locating businesses, services and jobs creates a **proper centre for the community**. By adding **diverse housing options** in the community, the development enables people to live, work and play in one place.

Walkability is a foundation for economic, social and equity goals as it allows more people to live in an area **without adding traffic** to already congested streets and without increasing carbon emissions.

This strategy addresses challenges 1, 2, 3, 5 and 7 identified in the wellbeing audit, and builds on strengths 2, 3, 6 and 8-12.

## Why is it important? (continued)

### A path to greater mental wellbeing

People in walkable neighbourhoods spend 50-70 minutes more time walking per week than their counterparts in car-dependant neighbourhoods. People who walk to their destinations report engaging in positive conversations with strangers more often than people who use other modes of transport. Meanwhile, residents in car-dependent neighbourhoods report feeling more disconnected and isolated.

### Walkability can promote social equity

Access to public transit and active transportation fosters equity by providing mobility options to people who are unable to drive. Non-driving seniors in the U.S. who don't have access to public transportation make 65% fewer visits to see family and friends or attend religious community events. Meanwhile, studies have found that children who grow up in walkable neighbourhoods are more likely to climb the socioeconomic ladder.

### Active street edges get people walking and rolling

Streets with restaurants, coffee shops, chairs and benches attract pedestrians, foster social interactions, and create vibrancy. Buildings with large floor-plate occupants on the ground floor (like banks or big drug stores) and buildings with opaque windows or long stone walls foster antisocial streets. However, well-designed building edges can mitigate the social-dampening effect of large commercial chains. This can be achieved by varying material, using greenery to create a change in rhythm, and building social nooks with seating opportunities. The more active the street edges and building facades, the more likely people are to walk.



### Walkability nurtures belonging

Residents in walkable communities report a greater sense of belonging compared to their counterparts in car-oriented communities. During natural disasters, walkable communities are able to recover faster since residents are more likely to form social connections through casual interactions. The same happens in communities where people commonly cycle. For instance, during Mexico City's 2017 earthquake, neighbourhoods where residents cycled regularly saw faster organized responses than car-oriented neighbourhoods. The debris blocking the streets were easily navigated by people on bicycles to bring food and medicine to those in need.



Walkability first

# High-impact actions



### 7.1 Maximize crosswalks

Maximize the number of crosswalks along the Southern edge of the development to encourage safe pedestrian activity. Focus on intersections that connect to frequented destinations like schools.



### 7.2 Happy pedestrian experience

Provide elements to create an attractive pedestrian experience such as playful lighting, weather protections, views, seating and points of interest.



### 7.3 Discourage through-traffic on Spring Street

Use an appropriate combination of traffic-calming and redirection techniques — such as dead-ends, chicanes and others — to discourage through traffic and prioritize Spring Street as a people-first street. Ensure pedestrians, cyclists and wheelchairs have unobstructed access.



### 7.4 Create a main street experience on Spring Street

Create a central hub of commercial activities and services emanating from the skytrain station and flowing into Spring and William Streets to establish Moody Centre as the cultural heart of Port Moody. See Appendix 3 for further detail.

Walkability first

## Supplementary actions

### 7.5 Decrease pedestrian wait times

Decrease pedestrian wait times at busy intersections, especially on St. Johns Street. Consider a Tokyo-style four-way crosswalk.

### 7.6 Clarke Street connection

Extend a clear, universally accessible pedestrian pathway from Clarke Street to the Port Moody SkyTrain station and proposed transit square.

### 7.7 Clear wayfinding for everyone

Create a clear wayfinding strategy throughout the site to ensure that pedestrians and cyclists feel safe and comfortable. Ensure that different strategies are used to support people with mobility difficulties, people with hearing loss, and people who are visually impaired.



### 7.8 Shared mobility

Integrate bike-sharing, car-sharing and micro-mobility offerings and facilities throughout the site and especially near transit stations.

### 7.9 Williams Street: bus-only

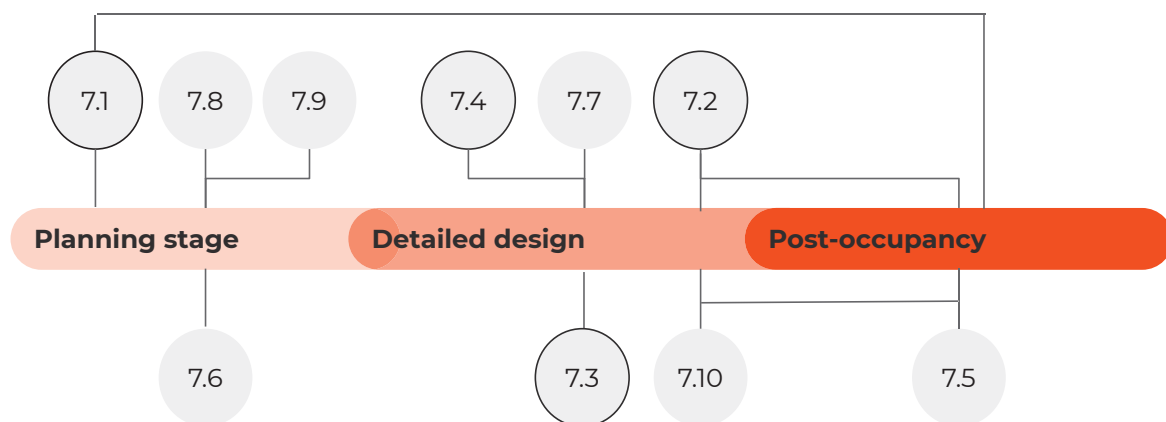
Allowing only buses on Williams Street will provide more space for pedestrians. This will ensure people perceive this area as safe and comfortable, enabling the success of the high visibility area described in Appendix 3.

### 7.10 Integrate seating along pedestrian paths



Seniors, parents with children, and people with mobility impairments require frequent access to seating. Ensure there is a place to sit every 50 metres along the main pedestrian thoroughfares in the development.

## Timeline for carrying out these actions:



## Strategy 8

### Nature everywhere

Include opportunities for residents to experience nature at various scales from residential towers.

Principle addressed:

**A place to enjoy nature**



Other principles the strategy supports:



### Why is it important?

Nature provides a sense of calm and safety for residents. Natural spaces boost our physical and mental health, and can help enable social connections.

#### Access to nature nurtures psychological wellbeing

People who experience nature on a daily basis report being happier, more curious and more fascinated by life. They also report feeling more energetic. Those who work in nature, and even those who can see nature through their windows, report more positive attitudes and less stress than those who do not. A recent study found that people who spend two hours per week in green spaces were substantially more likely to report good health and psychological wellbeing.

### Addressing challenges identified by City staff, Council & wellbeing audit:

This strategy will:

Show how the City can provide **green spaces** and nature experiences in Moody Centre to **reduce the burden on surrounding parks, especially Rocky Point Park**. It provides suggestions to **daylight creeks** on the site and create a more **joyful experience** as people navigate this new community.

This strategy also offers ways to integrate green spaces in high-rise buildings and create **usable rooftop spaces** that make the most of the natural views around the site. This will all help maintain and enhance **the character of Port Moody** as a nature-oriented community.

This strategy addresses challenges 3, 5, 8 and 9 identified in the wellbeing audit, and builds on strengths 7, 11, 14 and 15.

Nature everywhere

Why is it important? (continued)

Nature grows social connections

Places featuring more vegetation are more attractive to socializing. People tend to gather more in green areas, and their social ties grow stronger when compared to people who live or congregate in bare areas. Even a small change, such as adding plants to a room, can make people more generous and caring towards others. Connection to nature also influences people to adopt pro-environmental behaviours.

We need natural spaces at all levels

People who live in high-rises develop fewer friendships and also spend more time worrying about crime when compared to residents of low-rises. Rooftops and terraces placed in the upper levels are opportunities to mitigate these negative impacts. Spaces that are natural, partly enclosed and calm can support a sense of safety and reduce the potential for feeling overwhelmed — for example, by traffic, light pollution or the buzz of streets and public spaces. These spaces are also great for teenagers and child-caregiver interactions (parents, grandparents, siblings, neighbours), such as breastfeeding and storytelling.

Shared gardens foster sociability, resilience and community

Strong social connections emerge when people work or play together on tasks or altruistic causes. Gardens foster connections between people of different ages and abilities. A study revealed that community gardening boosted the social networks and empowerment of New Yorkers after they survived Hurricane Sandy.



'Wild-like' spaces can be prosocial if designed carefully

Green spaces that resemble wild or natural landscapes have the most positive impact on users. However, if a space is perceived by residents as unsafe or poorly maintained, it is not associated with enhanced social wellbeing. Providing prosocial natural spaces involves a fine balance between nurturing feelings of safety and providing contact with more complex natural ecosystems.



Nature everywhere

### High-impact actions



8.1 Community gardens



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



8.2 Nature immersive spaces



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



8.3 Integrate water systems



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



8.4 Include indigenous flora



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

Nature everywhere

### Supplementary actions

#### 8.5 Water features & management

Integrate public space design with the groundwater management plan to create natural water features and highlight water conservation.

#### 8.6 Views to nature



Maximize opportunities for views of the mountains and surrounding natural environment across the development.

#### 8.7 Climate adaptation

Create a public space that adapts to seasonal weather — for example, a basketball court that transforms into a pond during the rainy season.

#### 8.8 Fusion with nature

Consider including materials and design elements that embrace nature, such as permeable pavers, green roofs and green walls.

#### 8.9 Welcome pollinators

Include a pollinator corridor and opportunities to host beehives in podiums and rooftops.

#### 8.10 Nature at all levels



Locate social amenities in residential towers next to outdoor terraces to ensure that people can access nature from different levels.

#### 8.11 Learning and participating

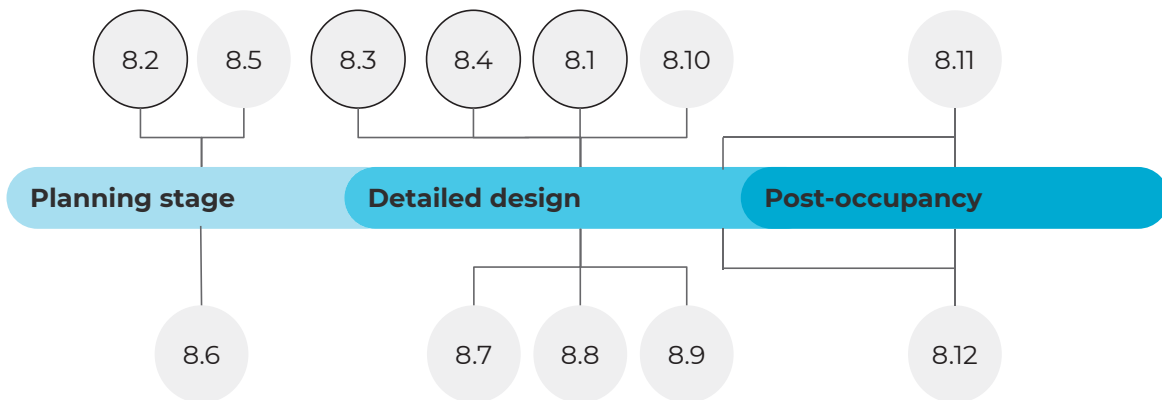


Integrate bioswales and water basins across public spaces with opportunities for people to participate in water conservation activities.

#### 8.12 Food production

Create food security programs that teach people how to grow food and where it comes from.

### Timeline for carrying out these actions:



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Appendix 1: Process

## Project process in detail

### Background review

The Happy City team reviewed Moody Centre project background documents to become familiar with the site and history of the project. This review included project drawings, latest submitted applications, OCP, parking policy, transportation plans, public engagement results, climate reports, economic profile, and the Metro Vancouver 2040 regional strategy. This review allowed us to gain a deeper understanding of the project's process, goals, characteristics and challenges.

The background review included meetings with the Planning Group to better understand the challenges and opportunities of the site. We also explored priorities and considerations highlighted by City staff and Council members.



### Wellbeing assessment

The Happy City team carried out a preliminary wellbeing assessment to identify the strengths and opportunities of the project. This evaluation clarified how the proposed design will impact future residents of the site and the surrounding community. We measured four overarching design realms and tracked over 80 evidence-based design criteria to identify the project's wellbeing impact. The design realms are: Prime Location, The Right Ingredients, Connected Communities, and Places for People.

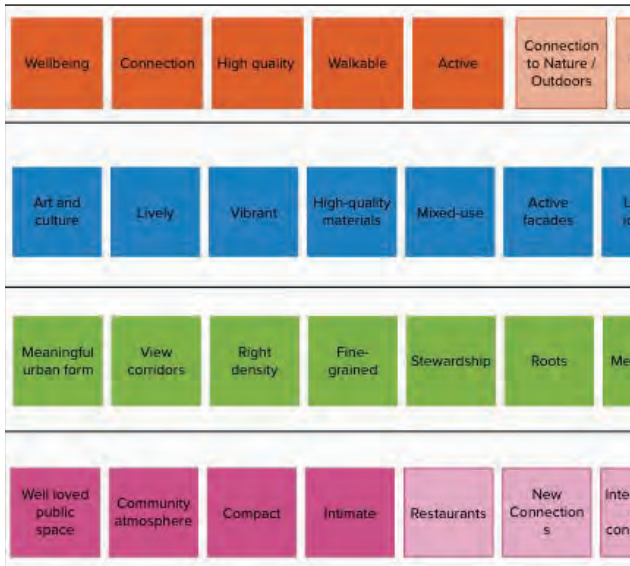
This assessment, along with an understanding of the challenges identified by Council and City staff, allowed us to draft wellbeing principles for the Moody Centre Master Plan. From the principles, we identified preliminary strategies that began to envision how the principles could be translated into pragmatic actions.



## Appendix 1: Process

### Wellbeing principles

Parallel to reviewing project documents, we carried out content analysis that allowed us to identify the wellbeing values that have been used to describe the vision, goals and specific actions of Moody Centre Master Plan. After completing this analysis we ended up with more than 50 concepts connected to wellbeing.



Examples of wellbeing concepts we ended up with.

The next step was to distill our analysis and identify priorities. To that end, we conducted a collaborative session with members of the Planning Group to dive deeper into the values that guide the project. We drove this process using dynamic activities that leveraged Happy City's evidence base and wellbeing framework.

The resulting wellbeing principles are intended to guide decision making now and in the future:

- **A unique identity**
- **A social place**
- **A sense of belonging**
- **An active lifestyle**
- **A place for all**
- **A resilient community**
- **A place to enjoy nature**

We used these principles to inspire the creation of strategies and actions for design and programming of the Moody Centre site.

### Strategies

The next work stage involved translating the wellbeing principles and analysis into broad strategies that will guide interventions throughout the different stages of the project.

The process of creating wellbeing strategies required multiple iterations and collaboration with the Planning Group to ensure two goals: feasibility and high-impact value. The Happy City team developed a set of 38 draft strategies and, along with the Planning Group, narrowed these down to eight core strategies.



## Appendix 1: Process

### Co-creative sessions

Once the priority strategies were identified, Happy City hosted two co-creative sessions: the first with eight members of the Planning Group and the second with six residents representing the Port Moody community.

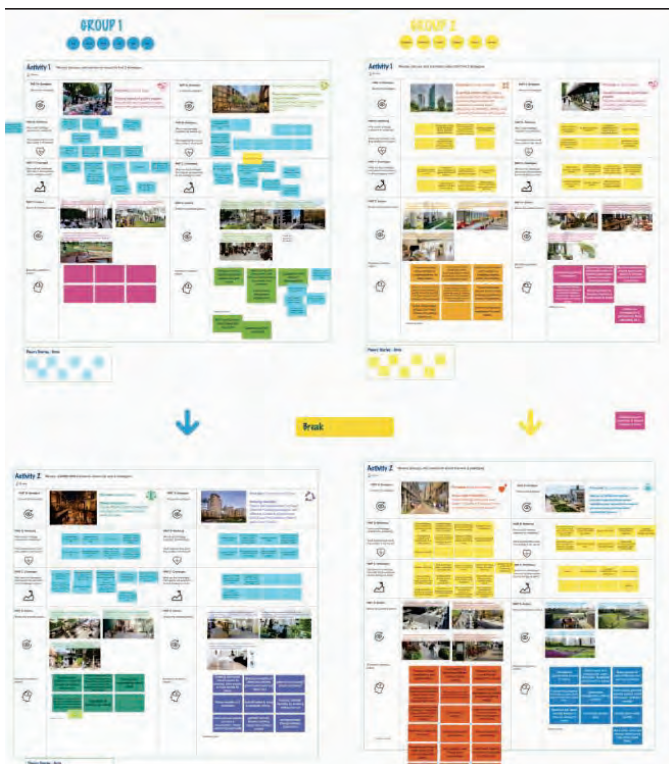
**Co-creative session 1:** We conducted an online session on June 25, 2021 using Zoom and the interactive platform, Mural. We explored priority strategies and brainstormed actions for each proposed strategy. We discussed action feasibility, challenges and considerations.

**Co-creative session 2:** During the second session, we engaged six members of the Port Moody community to provide further input. We invited community members that have been part of the engagement process led by Pottinger Bird Community Relations. We welcomed participants representing the 24-44, 45-64 and 65+ age groups, as well as caregivers, people living in Moody Centre and in the inlet, and representing diverse living arrangements. This session's goal was to explore Port Moody's unique identity and come up with specific actions to implement some of the priority strategies.

We used the results from both co-creative sessions to inform the content of the 'Strategies & actions' section of this document. The Happy City team drew together dozens of actions under eight strategies.

### Project report

The Happy City team continued analysis, and drew together dozens of actions under eight strategies in this report. It is important to remember that the action lists outlined in this document should be subject to change as the various stakeholders involved go through the different stages of the Moody Centre project. However, we believe that the wellbeing principles and strategies presented here are robust enough to guide decision-making throughout the development process. By holding these principles and strategies close, we are confident that the Project Team can create a happy and healthy community in Moody Centre.



Mural screenshot showing the outcome of the first co-creative session.

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Appendix 2: Revised Moody Centre Master Plan

# Revised Moody Centre Master Plan

The following image shows the Moody Centre Master Plan developed by the Planning Group that the Happy City team used to carry out the master plan Wellbeing Audit. This masterplan can be found in the Moody Centre Transit Oriented Development (TOD) Area Master Plan [Website](#).

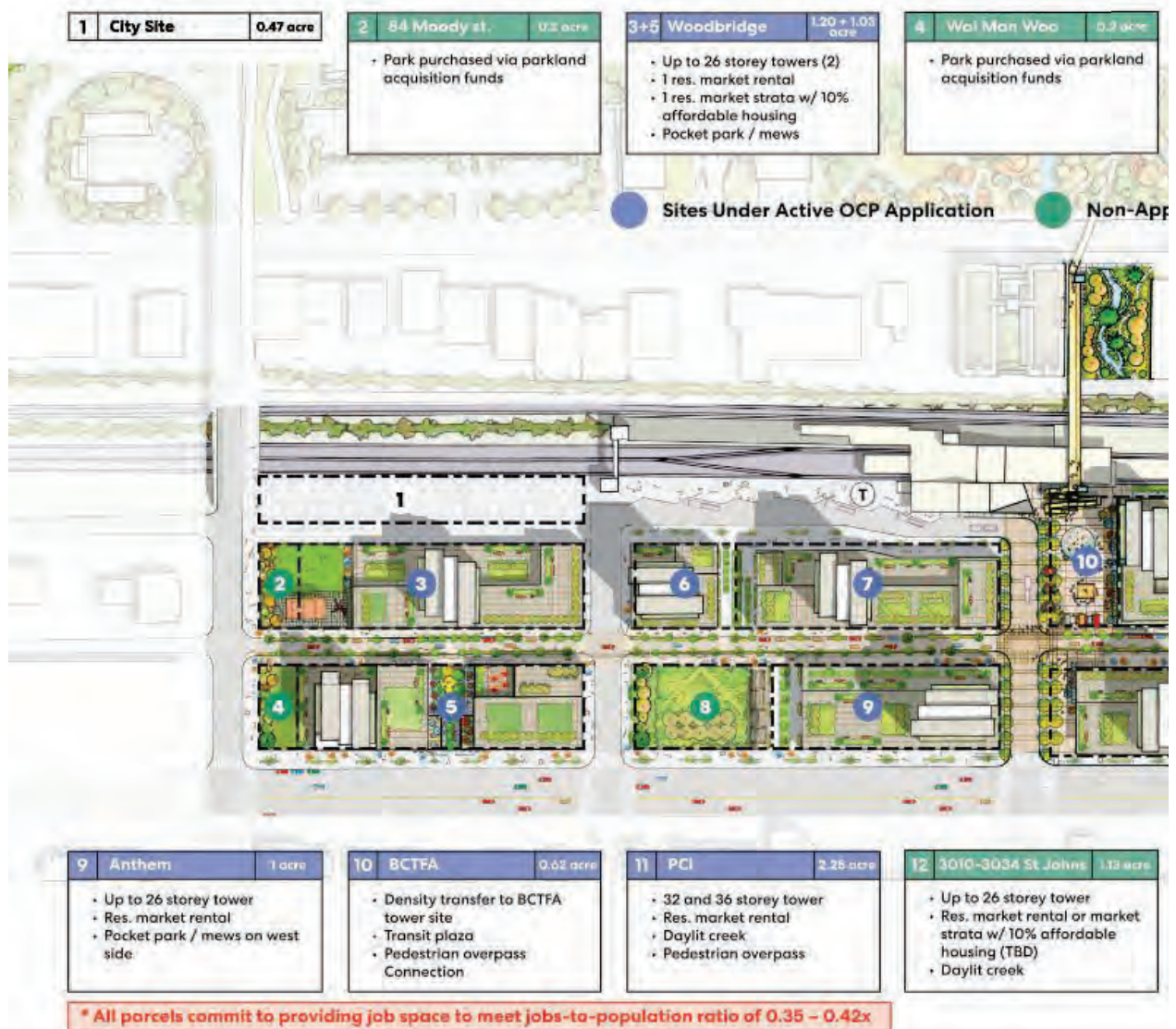


Image downloaded from website on July 20, 2021:  
<https://moodycentretod.ca/submitted-application>



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Appendix 2: Revised Moody Centre Master Plan

# Revised Moody Centre Master Plan

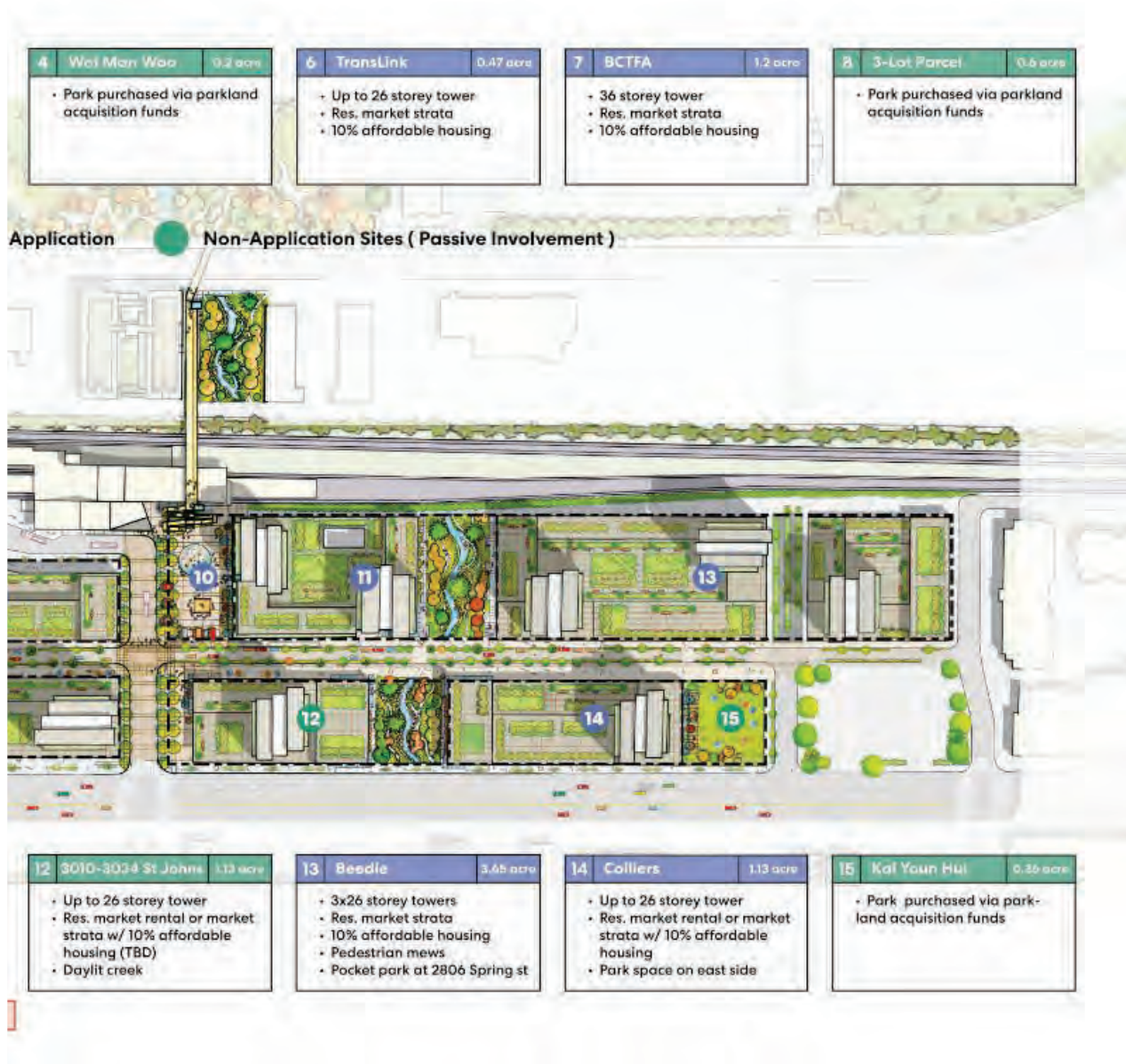


Image downloaded from website on July 20, 2021:  
<https://moodycentretod.ca/submitted-application>

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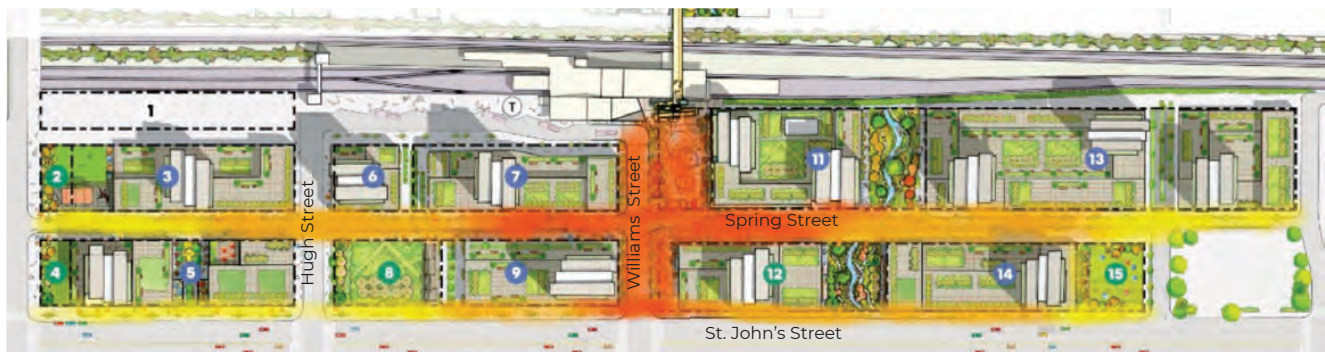
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Appendix 3: Create a main street experience on Spring Street

## Details for Strategy 7, action 7.4: Create a main street experience on Spring Street

Main streets are the heart of a community's economic and social life. A central hub of commercial activities and services emanating from the SkyTrain station and flowing into Spring and William Streets can establish Moody Centre as the cultural heart of Port Moody.

Research shows that commercial activity clusters around transit stations, and flows in the directions that people can see as they exit transit stations. This means that the immediate edges and corridors leading out from the SkyTrain stations are the most visible and commercially viable edges in the site. Below, we show how visibility and commercial activity in Moody Centre should be clustered to maximize commercial success, social connectedness, and the main street experience.



High visibility commercial: Moody Centre should concentrate restaurants, patios and other commercial activities that support vibrancy and social life, or businesses that rely on high visibility in this area.



Medium visibility: Moody Centre can offer the same amenities as in high visibility areas. However, these areas may experience less foot traffic than the high visibility areas.



Lower visibility: These areas will have the least foot traffic and activity in Moody Centre; however, the visibility is only relatively less than in the high visibility area. Commercial offerings here will still succeed due to proximity to the station and residential density. It is ideal here to focus commercial activity that is more local and service-oriented, such as grocery stores, local coffee shops, dry cleaners, etc.



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## References

### Strategy 1: Diverse public spaces

Cover image: Jim Deva Plaza, *Happy City*

Image (Page 20): Paley Park, New York City, NY, USA, *Pinterest*

Images (Page 21 - 1.1 to 1.4): Rocky Point Park, Port Moody, BC, *Travel British Columbia*; Santa Monica, CA, USA, *Smart Cities Dive*; Superblock of Sant Antoni, Barcelona, ESP, *Leku Studio*, *Photographer: Del Rio Bani*; Lilydale Lake Park, Melbourne, AUS, *ABC*.

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Attachment 10

# References

## Strategy 2: Transitional spaces

Cover image: Pearl District of Portland, *Baker Architects*

Image (Page 25): Brooklyn, NYC, NY, *AMNY Newsletters*, *Photographer: Francesca Magnani*

Images (Page 26 - 2.1 to 2.4) 1261 Alberni St, Vancouver, BC, *Marie O'Connor Real Estate*; Vancouver, BC, *Unknown*; Townhome, Vancouver, BC, *Vancouver Townhouse.ca*; Lorna Jane Active Living, San Diego, CA, USA, *Unknown*

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## Considered at the December 3, 2024, Special Council meeting

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Attachment 10

# References

## Strategy 3: Local character

Cover image: The Bridge Street District Plan, *Crawford Hoying*.

Image (Page 29): On-Street Mural at Bute and Robson Plaza, Vancouver, BC, *Artist: Atheana Picha, Happy City*

Image (Page 30 - 3.1 to 3.4): West Eau Claire Park, Calgary, AB, *O2 Planning + Design, Image Source: CANA Construction; Canoe Restoration, Students from Suwa'lkh Secondary School, Tri Cities News, Image Source: City of Port Moody; Warming Warning, Petersham, MA, USA, Artists: David Buckley Borden and Aaron M. Ellison, Image Source: Harvard Forest; Oregon Conservation Centre, Portland, OR, Lever Architecture*

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## References

### Strategy 4: Unique vertical community

Cover image: Three Harbour Green, Vancouver, BC, *IBI Architects*

Image (Page 33): *LEVS Architecture*

Image (Page 34 - 4.1 to 4.4): Hey Neighbour! Pilot Program, *Happy City, City of Vancouver*; Co-housing, *Schemata Workshop*; Capitol Hill Urban Co-housing, Seattle, WA, USA, *Co-Everything*, Image Source: *Erika Schultz, the Seattle Times*; Lakeside Seniors Apartments, Oakland, CA, USA, *David Baker Architects, SAHA*

### Evidence:

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# References

## Strategy 5: Mixed-use places

Cover image: Echelon Seaport, Boston, MA, USA, *KPF Architects*

Image (Page 37): Mixed Use Development, *Stantec*

Image (Page 38 - 5.1 to 5.4): Gateway North, Calgary, AB, *S2 Architecture*; Benny's Market, Vancouver, BC, *Image Source: CTV News Vancouver*; Portland Mercado, Portland, OR, *PPS, Nate Storring*;

University of Texas at Dallas Sciences Building, Dallas, TX, USA, *Stantec + HOK*

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## References

### Strategy 6: Housing diversity

Cover image: Marine Drive Residence, University of British Columbia, *DIALOG*

Image (Page 41): Baugruppe Spreefeld, Berlin, GER, *TheConversation.com*, *Andrea Kroth*

Image (Page 42 - 6.1 to 6.4): Manhattan Apartment, *Image Source: Matthew Williams*; Co:Here Housing Community, Vancouver, BC, *Co:Here Housing Community*; Oosterwold Co-Living Complex, Oosterwold, NL, *bureau SLA*, *Photographer: Filip Dujardin*; R50 Baugruppen, Berlin, GER, *Nion Berlin*.

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## References

### Strategy 7: Walkability first

Cover image: Woonerf Concept, Hoffman Madison's the Wharf, Washington, DC, USA, *Unknown*

Image (Page 45): Vancouver, BC, *Happy City*

Image (Page 46 - 7.1 to 7.4): Family using sidewalk, *Image Source: Active for Life; Agnes Greenway*

Creative Engagement, *Happy City*; Spring Street, Port Moody, BC, *The Tri City News*, *ario Bartel*;

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## References

### Strategy 8: Nature everywhere

Cover image: Via Verde, NYC, NY, USA, *Grimshaw + Dattner Architects*

Image (Page 49): Lakeside Seniors Apartments, Oakland, CA, USA, *David Baker Architects, SAHA*

Image (Page 50 - 8.1 to 8.4): Richardson Apartments, San Francisco, CA, USA, *David Baker + Partners*,  
 Photographer: *Bruce Damonte*; Lurie Garden, Chicago, IL, USA, *Gustafson Guthrie Nichol*, Image  
 Source: *The Cultural Landscape Foundation*; Pierce's Park, Baltimore, MD, USA, *Mahan Rykiel  
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## 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.

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## 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.

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## Instructions

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- ≠ 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

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- ≠ 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.

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## Monitoring

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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

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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.



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## Property and Applicant Information

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**Applicant:** Beedie Living

**Telephone:** 604-436-7888      **Email:** jeremy.golden@beedie.ca

**Registered owner:** Jeremy Golden

**Project address:** 2806 Spring St. 3060-3092 Spring St. and 80-85 Electronic Ave.

**Proposed use:** Mixed use Res Commercial      **Total floor space (m²):** 84,532 3,116 (2806Spring St.)

**Building type:** Concrete      **Number of storeys:** 40

**Number of units:** 975 40 (2806 Spring St.)

## Final Score (staff to complete)

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Pillar	Total possible points	Sum of N/A points	Sum of missed points	Applicant total points	Pillar % score
Cultural Sustainability	56	27	5	24	82
Economic Sustainability	93	12	22	59	72
Environmental Sustainability	172	22	60	90	60
Social Sustainability	165	14	81	70	46

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## 1. Cultural Sustainability

Arts	
<p><b>C1a</b> <i>(applicants can choose between C1a or C1b)</i> <span style="color: red;">(12 points possible)</span></p> <p><b>Does the project designate space for artists or creative enterprises to be retained for the lifetime of the project?</b></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> <b>N/A</b> <i>(applicants can choose between C1a or C1b)</i></p> <p><b>If yes:</b></p> <p><b>Check all that apply:</b> <span style="float: right;"><i>(up to 12 points)</i></span></p> <p><input type="checkbox"/> artist studios <span style="float: right;"><i>(2 points for first studio + 1 point for each additional studio, max 8 points)</i></span></p> <p><input type="checkbox"/> family-size live-work units – sold below market value <span style="float: right;"><i>(3 points per unit, max 8 points)</i></span></p> <p><input type="checkbox"/> family-size live-work units – sold at market value <span style="float: right;"><i>(2 points per unit, max 6 points)</i></span></p> <p><input type="checkbox"/> plaza, creative placemaking space, available for public use (e.g., outdoor stage) <span style="float: right;"><i>(4 points)</i></span></p> <p><input type="checkbox"/> temporary artist spaces on or off the site <span style="float: right;"><i>(2 points)</i></span></p> <p><input type="checkbox"/> publicly viewable exhibition space <span style="float: right;"><i>(2 points)</i></span></p> <p><input type="checkbox"/> developer identified need/opportunity <span style="float: right;"><i>(up to 4 points)</i></span></p> <p>Please specify: _____</p> <p><b>Provide the size and details of the proposed space(s):</b></p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div> <p><b>For the spaces being provided in this project, how will operation be managed?</b> (e.g., who is responsible for managing tenants, maintenance, etc)?</p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div>	<p><b>Resources</b></p> <p><a href="#">Developer Public Art Guidelines</a></p> <p><a href="#">Art in Public Spaces Master Plan</a></p> <p><a href="#">Arts and Culture Master Plan</a></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Units (market and below market) will be secured through a Housing Agreement.</li> <li>- Plaza/creative/exhibition space &amp; temporary artist space will be confirmed through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Formal written confirmation of arrangements for managing spaces will be required.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px; min-height: 150px;"> <p>Applicant has mared N/A for this question</p> </div> <p style="text-align: right;"><b>Score</b> <span style="border: 1px solid gray; padding: 2px 5px;">0</span> /12</p>

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<p><b>C1b</b> <i>(applicants can choose between C1a or C1b)</i> <b>(6 points possible)</b></p> <p><b>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?</b> <i>(Note: Public Art Policy encourages at least 0.5% of construction costs)</i> <i>(4 points)</i></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> <i>N/A (applicants can choose between C1a or C1b)</i></p> <p>Applicants are encouraged to work with artists and/or art consultants early so that artworks can be incorporated in meaningful and creative ways. <b>Has an artist or art consultant been engaged for this project?</b> <i>(2 points)</i></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><b>Resources</b></p> <p><a href="#">Developer Public Art Guidelines</a></p> <p><a href="#">Art in Public Spaces Master Plan</a></p> <p><a href="#">Arts and Culture Master Plan</a></p>
<b>OR</b>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- Collection of public art funds prior to issuance of development permit will be required.</li> </ul>
<p><b>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?</b> <i>(4 points)</i></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> <i>N/A (applicants can choose between C1a or C1b)</i></p> <p><b>What is the proposed contribution to the City's Artwork Reserve Fund?</b> <i>(Note: Public Art Policy encourages at least 0.5% of construction costs)</i> <i>(up to 2 points)</i> <i>(2 points if contribution is at least 10% greater than recommendation)</i></p> <p>\$ amount: _____ % of construction budget: _____</p>	<p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 200px;"> <p>Ballard Fine Art identified as project Art Consultant. Pulic Art Budget of \$2,600,000</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="6"/> /6</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1160

<p><b>C2</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Does the project include artistically designed (professionally designed) architectural elements that enhance the overall visual appeal of the development (e.g., water feature)?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, describe how:</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Rezoning landscape plan is considering a water feature accessible to the public. The feature will establish fountain heads for a splash-pad like experience. When not in use the feature remains accessible plaza space.</p> <p>The project team is coordinating with adjacent developments to establish a strong identity for the site which aligns well with the surrounding developments. Art Strategy will reflect indigenous heritage of the land, engage community, and support creative placemaking.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>
<p><b>C3</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Does the project include artistically designed (professionally designed) street furniture and/or streetscape enhancements (e.g., artistically designed benches, streetlights, tree grates)? (Note: consider maintenance and replacement of furniture/enhancements)</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p><b>If yes, describe the furniture/enhancements and how they will be maintained:</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>In line with the approach above the project team has developed a framework for creating unique and engaging streetscapes cohesive with the other developments in the area while providing space for artistic expression. Creating a framework to support more diverse seating and expression areas.</p> <p>Street enhancements in the form of various details and seating and will reflect the site history and community culture. The rezoning application includes examples of this in the form of playful 'railway spike' seating elements to reference the connection to the Golden Spike Lane and serve as a wayfinding element.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Elements included in Civil Plans will be secured through the Servicing Agreement.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Elements can be found in documentation</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>



# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>C4</b> <span style="float: right;">(2 points possible)</span></p> <p><b>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:</b></p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>The project's arts strategy is in development in coordination with other communities proposed for the area. By collaborating on a consolidated arts strategy, a more distinct culture can be create for the Port Moody Center community.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>The site itself is providing several plaza spaces including a central plaza (Living Room), the East &amp; West Plazas in line with the 2017 OCP Policy. Each plaza will feature ways to support the goals outlined in the City of Port Moody Arts and Culture Master Plan (2017), and the City's Art in Public Places Master Plan (2021) for public art: Further design development will determine which of these spaces are best suited to the art strategy.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Art in Public Spaces Master Plan</a>  <a href="#">Arts and Culture Master Plan</a></p> <p><b>Enforcement</b></p> <p>- N/A</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p>Applicant responded with detailed information per staffs request</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>
<p><b>C5</b> <span style="float: right;">(1 point possible)</span></p> <p><b>Does the project include artistic elements for the benefit of the residents/ occupants (e.g., artistic features in a private courtyard or main entryway)?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><b>If yes, please describe:</b></p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>The majority of art works will be public realm oriented. Residents will have access to the to public plaza spaces and the artistic elements therein. Residents will further benefit from the vibrancy of programming like the "Living Room" where community events and gatherings.</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>The building will include select art pieces in private resident amenity spaces like main lobbies (entryways) and amenity rooms.</p> </div>	<p><b>Enforcement</b></p> <p>- Architectural elements will be secured through the Development Permit.</p> <p>- Elements on Landscape Plans will be subject to securities.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 100px;"> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="1"/> /1</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<b>Heritage</b>	
<p><b>C6</b> <span style="float: right; color: red;">(3 points possible)</span></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</p> <p><input type="checkbox"/> No</p> <p><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</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p><b>Resources</b></p> <p><a href="#">Heritage Register</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Submission of Statement of Significance with application will be required.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 100px;">Applicant has selected N/A</div> <p style="text-align: right;">Score <input type="text" value="0"/> /3</p>
<p><b>C7</b> <span style="float: right; color: red;">(3 points possible)</span></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</p> <p><input type="checkbox"/> No</p> <p><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><b>Enforcement</b></p> <p>- Submission of a conservation plan will be required with application.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 100px;">Applicant has selected N/A</div> <p style="text-align: right;">Score <input type="text" value="0"/> /3</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1163

<p><b>C8</b> <span style="float: right;">(3 points possible)</span></p> <p>Does the project include reusing an existing heritage structure with heritage value through heritage restoration or heritage rehabilitation? <span style="float: right;">(3 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p><b>Enforcement</b></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> <hr/> <p><b>Staff comments</b></p> <p>Applicant has selected N/A</p> <p style="text-align: right;">Score <input type="text" value="0"/> /3</p>
<p><b>C9</b> <span style="float: right;">(2 points possible)</span></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? <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p><b>Resources</b></p> <p><i>Conservation of Historic Places in Canada:</i> <a href="http://historicplaces.ca">historicplaces.ca</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Written confirmation of commitment to relocate structure and details of plans for the building in its new location will be required.</p> <hr/> <p><b>Staff comments</b></p> <p>Applicant has selected N/A</p> <p style="text-align: right;">Score <input type="text" value="0"/> /2</p>

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>C10</b> <span style="float: right;">(2 points possible)</span></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><b>If yes, please explain:</b> <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid gray; padding: 5px; min-height: 150px;"> <p>Site not of historical or heritage value so no artifacts available to salvage.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Depending on what is proposed, incorporating these elements could be shown on landscape and/or architectural plans included in the Development Permit.</li> <li>- Landscaped elements will be subject to securities. If the artifacts are used in public art then they will be secured through Public Art Securities.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px; min-height: 100px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;">Score <input type="text" value="0"/> /2</p>
<p><b>C11</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Does the project involve the addition of a heritage structure to the City's Heritage Register?</b> 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><b>Resources</b></p> <p><a href="#">Heritage Register</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Confirmation of intention to add the heritage structure to the Heritage Register will be required.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px; min-height: 100px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;">Score <input type="text" value="0"/> /2</p>



# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>C12</b> <span style="float: right;">(2 points possible)</span></p> <p><b>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.)?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, please explain:</b> <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid black; padding: 5px;"> <p>Several workshops have been conducted with staff and the surrounding community to discuss public realm, programming, and the site's integration. The project incorporates where possible elements of the sites historical industrial uses in the form of railway themed seating. The sites pre-industrial history is something the team will continue to review and develop through the detailed art plan.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Follow up will depend on the method used to acknowledge cultural connections to the site. Determined by staff.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Large improvement over earlier response.</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>
<b>Public Realm</b>	
<p><b>C13</b> <span style="float: right;">(8 points possible)</span></p> <p><b>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?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, check all that apply:</b> <span style="float: right;">(up to 4 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Artistic stormwater management features <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Restores the frontage of an existing building in Historic Moody Centre <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> Proposed artistic paving treatments <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Adds aesthetics to functional elements of the streetscape <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Aesthetically pleasing and functional benches, bike rack, planter, lighting etc. upgrades <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Interaction of the project with the public e.g., edible landscape/foilage <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Artistic panels in entry foyer <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Other <span style="float: right;">(up to 1 point)</span></li> </ul> <p><b>Are the streetscape elements designed by a local artist?</b> <span style="float: right;">(4 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Elements included in Civil Plans will be secured through the Servicing Agreement.</li> <li>- Artistic elements will be secured through Public Art securities.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Sunken Plaza, Water Feature, Nature Node, Entry Plaza, and Flex Areas may include different hardscape treatments. Rainwater gardens are proposed to buffer Spring</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="4"/> /8</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>C14</b> <span style="float: right;">(3 points possible)</span></p> <p>Does your project include any innovative cultural sustainability aspects not captured in the Report Card?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> N/A</p> <p>If yes, please explain: <span style="float: right;">(up to 3 points)</span></p> <div style="border: 1px solid black; padding: 5px;"> <p>The project team and ownership group has fostered a working relationship with the developments proposed immediately adjacent to the site. The goal of the relationship is to help establish a more uniform approach to community making in line with OCP 2017 guidelines.</p> <p>Relative to the sites current condition (an underutilized parking lot), the project will vastly improve the access, amenity, and livability for the surrounding area.</p> </div>	<p><b>Enforcement</b></p> <p>- Will depend on the type of innovation, determined by staff.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="2"/> /3</p>
<p><b>C15</b></p> <p>Does your project face any unique site constraints that limit cultural sustainability achievement?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If yes, please explain:</p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<p><b>Enforcement</b></p> <p>- N/A</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>

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## 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.

As a part of the 2017 OCP, the Project plays a vital role in the revitalization and proposed vibrancy of the area. The OCP and project look to substantially improve upon the current site condition which is severely underutilized as a parking lot. There are no existing amenities, seating, green spaces, engagement on the current site making it a difficult space to stay and enjoy the area.

The project’s design of the pedestrian level has been developed with community and culture in mind. Mid-block pedestrian links break up the former parking lot to encourage connection through the district in the North-South direction. This creates pedestrian ‘collision’ zones within the public realm which fosters social interaction and cohesion in the community. The primary collision zone for the project includes a water feature, plaza space and play spaces surrounded by food retail intended to active the area and make it a thriving destination.

Public art plays a vital role in the building of complete communities and further enhancement of the pedestrian level. In line with the City’s Art in Public Places Master Plan (2021), Beedie will uphold Port Moody’s status as “City of the Arts” by animating the development’s public spaces with an inspiring public art program that:

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

In addition to public art, a large community plaza all of which will act as welcoming gathering places for community residents of all backgrounds which is vital to the creation and evolution of a complete and inclusive community.

Further, public area will be developed in coordination with the surrounding developments proposed. As part of both the Spring St improvements, the site will better connect the the surrounding area than ever before supporting enhanced non-motorized connections to the whole neighborhood contributing to a car-free culture. This will provide a better community feel and identity for the neighborhood.

### Enforcement

- Highlighted in Council reports

### Staff comments

Applicant effort and edits are a large improvement in contrast to earlier report cards.

Score  /3

Total Cultural Sustainability Pillar Points =  /56

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## 2. Economic Sustainability

Complete Community	
<p><b>EC1</b> <span style="float: right;">(13 points possible)</span></p> <p><b>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?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, check all that apply for how this is achieved:</b> <span style="float: right;">(up to 13 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Creates connectivity to existing active transportation network <i>(up to 3 points)</i></li> <li><input checked="" type="checkbox"/> Eliminates barriers to access for active transportation (e.g., improving let-downs, accessibility) <span style="float: right;">(up to 3 points)</span></li> <li><input checked="" type="checkbox"/> Enhances trails and bike paths <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Creates public amenity space <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Use of greenery and landscaping to serve pedestrians and to direct patrons to storefront entrances and transit <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Wide sidewalks and separation from the road to encourage and promote pedestrian movement <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Blade or tab signs are incorporated as appropriate <span style="float: right;">(up to 2 points)</span></li> <li><input checked="" type="checkbox"/> Seating, public art, and other amenities are incorporated into design of retail storefront area <span style="float: right;">(up to 3 points)</span></li> <li><input checked="" type="checkbox"/> Receiving/shipping areas are located off pedestrian routes <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Other – please explain: <span style="float: right;">(up to 3 points)</span></li> </ul> <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 10px;"></div>	<p><b>Resources</b></p> <p><a href="#">Master Transportation Plan Examples</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements are secured through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Elements included in Civil Plans will be secured through the Servicing Agreement.</li> <li>- Signage will be confirmed through the Signage Plan.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>proposed connecting lane allow for pedestrian and cyclist connection through the site/ establishing tree-lined streets and places to rest/ "All buildings surrounded with wide accessible side-walks. "</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="13"/> /13</p>



# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>EC2</b> <span style="float: right;">(12 points possible)</span></p> <p>Does the project increase access to daily services or supplement the existing business composition?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes:</p> <p><b>Check all that apply:</b> <span style="float: right;">(up to 12 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Contiguous retail frontage to maintain continuity of retail storefronts <span style="float: right;">(2 points)</span></li> <li><input type="checkbox"/> Enhances existing businesses through agglomeration as appropriate <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> Provides a variety of store widths or opportunity for a variety of storefront widths through combining individual units <span style="float: right;">(2 points)</span></li> <li><input type="checkbox"/> Provides daily goods and services that are missing or underserved in the current local area business composition <span style="float: right;">(2 points)</span></li> </ul> <p>Please explain missing/underserved goods and services identified:</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> <ul style="list-style-type: none"> <li><input type="checkbox"/> Supports expansion of and/or leverages the existing business community in the area <span style="float: right;">(2 points)</span></li> </ul> <p>Please explain how:</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> <ul style="list-style-type: none"> <li><input type="checkbox"/> Other – please explain: <span style="float: right;">(up to 2 points)</span></li> </ul> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> <p><b>What is the Walk Score of the proposed project?</b></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p><b>Resources</b></p> <p><a href="#">WalkScore</a></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Specific uses will be incorporated into the project zoning.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>"Proposed Retail plan includes multiple configurations ranging from micro units to large format retail."/ "Connecting Lane, Spring Street, Electronic Ave, and Buller Street all have retail frontage. In no instance is there a single unit. "</p> </div>
<b>Score</b> <span style="border: 1px solid black; padding: 0 5px;">7</span> /12	

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>EC3</b> <span style="float: right;">(5 points possible)</span></p> <p><b>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?</b></p> <p><i>(Note that only estimates are required for proposed assessed value as actual assessed values would not be available at this point in the project)</i></p> <p><b><u>Current (Land &amp; Improvement)</u></b></p> <p>Class 1 – residential assessed value: <u>\$15,000,000 \$2,000,000 \$31,000,000</u></p> <p>Class 2 – utilities assessed value: _____</p> <p>Class 3 – supportive housing assessed value: _____</p> <p>Class 4 – major industry assessed value: _____</p> <p>Class 5 – light industry assessed value: _____</p> <p>Class 6 – business other assessed value: _____</p> <p><b><u>Estimated Proposed (Land &amp; Improvement)</u></b></p> <p>Class 1 – residential assessed value: <u>\$740,000,000</u></p> <p>Class 2 – utilities assessed value: _____</p> <p>Class 3 – supportive housing assessed value: _____</p> <p>Class 4 – major industry assessed value: _____</p> <p>Class 5 – light industry assessed value: _____</p> <p>Class 6 – business other assessed value: _____</p> <p><i>Project provides more assessed value in a non-residential class (2,4,5,6) = 3 points</i>  <i>Proposed assessed value is higher than current assessed value = 2 points</i>  <i>Proposed assessed value is the same as current assessed value = 1 point</i>  <i>Proposed assessed value is lower than current assessed value = 0 points</i></p>	<p><b>Resources</b></p> <p><a href="#">Official Community Plan land use plan map</a></p> <p><a href="#">BC Assessment Property Classification</a></p> <p><b>Enforcement</b></p> <p>- N/A</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 300px;"> <p>Applicant responded and provided full answers</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="5"/> /5</p>
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# Considered at the December 3, 2024, Special Council meeting

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## 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: 0- blank parking lot

# of proposed jobs on site: 152- Based on Default ASHRAE intensities

% of jobs retained: 100

*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.

Project is proposing Childcare (6244), Office (53,54,or55), Food and Beverage (445) and Retail spaces likely to be a Pharmacy (45611).

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*

Estimated Residential Population- 2500  
Estimated Full time Jobs- 152  
Job to Population Ratio= 1:16.4

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:

Anchor Retail space is expected to be a pharmacy or other retail intended to suite the needs of the community. Office will likely be a small scale service provider like Dentist, Doctors, and lawyer, real-estate, etc.

#### 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

Score 15 /20

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<p><b>EC5</b> <span style="float: right;">(12 points possible)</span></p> <p>Does the project retain industrial uses on site?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p> <p>If yes:</p> <p>Will the zoning restrict a portion of the project to light industrial uses? <span style="float: right;">(5 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>Will the industrial use(s) be multi-level (E.g., mezzanine)? <span style="float: right;">(up to 5 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>Will the proposed tenants intensify the use of industrial space? <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>What is the industrial floor space ratio (FSR)? _____</p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Occupancy will be confirmed as a part of the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 150px;"> <p>Applicant has marked NA</p> </div> <p style="text-align: right;">Score <input type="text" value="0"/> /12</p>
<p><b>EC6</b> <span style="float: right;">(7 points possible)</span></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: <span style="float: right;">(up to 7 points)</span></p> <p><input checked="" type="checkbox"/> Ceiling heights of at least 12' (floor to ceiling, not floor to slab) <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Appropriate setbacks to allow for seating, patios, public art, and other streetscape features and amenities <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> For corner developments, a corner retail storefront with wraparound glazing <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Variety of storefront widths, depths, ventilation, and glazing treatments etc. to meet the needs of different tenants <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Exterior lighting is positioned and integrated to enhance architecture and storefront design <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Storefronts are adaptable to accommodate different signage types to support tenant's branding while maintaining neighbourhood character <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Adaptable to emerging retail trends e.g., online orders <span style="float: right;">(1 point)</span></p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 150px;"> <p>"Ground Floor Retail floor to Floor proposed"/ "Retail Units on the corners surrounding Sunken Plaza and Water Feature Will have have wrap-around Glazing. "</p> </div> <p style="text-align: right;">Score <input type="text" value="5"/> /7</p>



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<p><b>EC7</b> <span style="float: right;">(6 points possible)</span></p> <p>Does the project contribute to a circular economy?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all the circular economy initiatives: <span style="float: right;">(up to 6 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> re-use of resources (deconstruction for re-use, materials made from recycled/reclaimed materials, materials made from natural inputs) (2 points)</li> <li><input type="checkbox"/> local repair caf (2 points)</li> <li><input type="checkbox"/> collaboration between local enterprises/industry (2 points)</li> <li><input type="checkbox"/> design for the future/design for deconstruction (2 points)</li> <li><input type="checkbox"/> maker-space/tool library (2 points)</li> <li><input type="checkbox"/> foster a sharing initiative (e.g., car share, bike share etc.) (2 points)</li> <li><input type="checkbox"/> Other – please describe: (up to 2 points)</li> </ul> <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	<p><b>Resources</b></p> <p><a href="#">Canadian Circular Economy</a></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Waste related initiatives may be subject to securities.</li> <li>- Other elements may be secured with a Section 219 Covenant.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>"Rebar and metals will seek to have a recycled content of at least 25%. Concrete aggregates will be sought from reclaimed concretes SCM mixes will be explored as well. "</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /6</p>
<p><b>EC8</b> <span style="float: right;">(5 points possible)</span></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: <span style="float: right;">(up to 5 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Incorporate office, institutional or light industrial space (5 points)</li> <li><input checked="" type="checkbox"/> Food and beverage establishment (e.g., restaurant, coffee shop, etc.) (3 points)</li> <li><input type="checkbox"/> Tourism business (1 point)</li> </ul>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Elements related to occupancies will be confirmed through the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>"18,600fs of Office Space proposed in addition tot he proposed 46,500sf of retail spaces. "/ "shops adjacent to Sunken Plaza and an additional Retail unit Adjacent to "Flex Plaza likely candidates for Food and Beverage."</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="5"/> /5</p>

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<p><b>EC9</b> <span style="float: right;">(4 points possible)</span></p> <p>Does the project provide a regional destination for commercial or institutional land uses?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p>If yes, please check all that apply: <span style="float: right;">(up to 4 points)</span></p> <p><input type="checkbox"/> specialized training/education <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> specialized art <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> culture/heritage <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> recreational opportunities (e.g., high performance training centre) <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Elements related to occupancies will be confirmed through the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="0"/> /4</p>
<p><b>EC10</b> <span style="float: right;">(3 points possible)</span></p> <p>Will the project attempt to source local (Port Moody) labour, supply and materials?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, check all that apply: <span style="float: right;">(up to 3 points)</span></p> <p><input type="checkbox"/> Local supply of materials <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Local labour <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Local contractors <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Local professional services <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Other – please describe: <span style="float: right;">(1 point)</span></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Architectural elements will be secured through the Development Permit.</li> <li>- Contractors will be confirmed through the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <p>Items will have to be provided with more detail at a later date. Scoring conditional</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="2"/> /3</p>

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>EC11</b> <span style="float: right;">(3 points possible)</span></p> <p>Does your project include any innovative economic sustainability aspects not captured?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A</p> <p>If yes, please describe: <span style="float: right;">(up to 3 points)</span></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Relative to its current condition the proposed development proposes to offer more services for its residents and its surrounding community. The proposal includes plaza spaces capable of conversion for larger programs such as local markets or performances further drawing people into the site. The proposed Childcare supports working families.</p> </div>	<p><b>Enforcement</b></p> <p>- Will depend on the type of innovation, determined by staff.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; margin-top: 10px;"></div> <p style="text-align: right;">Score <input type="text" value="2"/> /3</p>
<p><b>EC12</b></p> <p>Does your project face any unique site constraints unique that limit economic sustainability achievement?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, please describe:</p> <div style="border: 1px solid black; height: 80px; margin-top: 10px;"></div>	<p><b>Enforcement</b></p> <p>- N/A</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; margin-top: 10px;"></div>

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<p><b>EC13</b> <span style="float: right;">(3 points possible)</span></p> <p><b>Summarize the project's economic sustainability contributions including the performance criteria in this Report Card and additional elements not previously captured here:</b></p> <div style="border: 1px solid gray; padding: 5px;"> <p>The project represents a massive revitalization to the site increasing the assessed property value substantially through the addition of the proposed density and addition of retail space. This project represents approximately 2,500 additional residents living, paying taxes, and spending in the area. In the context of the larger 2017 OCP for the Area, the development represents a major amount of growth for the City of Port Moody.</p> <p>The development incorporates greenery and wide sidewalks to encourage pedestrian movement in order to prioritize walking, cycling, and transit-use over single occupancy vehicle use. Locating services in close proximity to public transit represents an opportunity for the development to serve as a regional destination that attracts people and contributes to the local economic growth of Port Moody. These additional residents help build Port Moody's economy in a sustainable way, locating residents and amenities close to transit to reduce the amount of infrastructure needed by the City of Port Moody to help move all these new residents and visitors.</p> <p>The area will be a vibrant economic area with opportunities to live, work, and play keeping money within the community. Relative to the current site condition with an employment ratio of 0:0 the proposed Job to Population ratio of 1:16. The project's economic contribution will begin as soon as ground breaks for construction immediately contributing local employment for trades and laborers from within Port moody and the Lower Land for some time.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Highlighted in Council report</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px;"> <p>Improved report card compare to original version. Staff recognize the difficulty with providing more concrete answers early in the application life cycle. Staff encourage applicant to revisit the application and explore potential ideas that might bring more value (Economic Pillar Value).</p> </div> <p style="text-align: right;"><b>Score</b> <span style="border: 1px solid gray; padding: 0 5px;">3</span> /3</p>
<p><b>Total Economic Sustainability Pillar Points = <span style="border: 1px solid white; padding: 0 5px;">59</span> /93</b></p>	



### 3.Environmental Sustainability

Natural Environment	
<p><b>EN1</b> <span style="float: right; color: red;">(20 points possible)</span></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 checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p><b>If yes:</b></p> <p><b>Outline the following:</b></p> <p>Number of existing significant mature trees protected on site (i.e., mature trees over 40 cm DBH):  <u>0- None within site</u> <span style="float: right;">(up to 5 points)</span></p> <p>Number of existing trees over 10 cm protected on site:  <u>0- None within site</u> <span style="float: right;">(up to 5 points)</span></p> <p>Replacement tree ratio: <u>93:1 (93 proposed trees)</u> <span style="float: right;">(up to 5 points)</span>  <i>(Note: Native tree species are preferred for areas immediately adjacent to Environmentally Sensitive Areas)</i></p> <p style="margin-left: 40px;">Trees planted on-site: <u>93</u></p> <p style="margin-left: 40px;">Trees planted off-site: <u>Under review through land swap</u></p> <p style="margin-left: 40px;">Cash-in-lieu: _____</p> <p>Existing canopy cover (%): <u>0</u></p> <p>Proposed canopy cover at 20 years post development (%): <u>19%- Targeted</u>  <i>If canopy cover is the same = 3 points</i>  <i>If proposed canopy cover exceeds existing = up to 5 points</i></p> <p><b>Demonstrate ability of trees to reach full maturity.</b>  <b>Check all that apply:</b> <span style="float: right;">(up to 5 points)</span></p> <p><input checked="" type="checkbox"/> Adequate soil volume as determined by the Canadian Landscape Standard <span style="float: right;">(2 points)</span></p> <p><input checked="" type="checkbox"/> Designated space for significant trees/stand of trees to reach full maturity <span style="float: right;">(2 points)</span></p> <p><input checked="" type="checkbox"/> Proximity to infrastructure (e.g., Building(s), power lines) <span style="float: right;">(1 point)</span></p>	<p><b>Resources</b></p> <p><a href="#">Tree Protection Bylaw</a></p> <p><a href="#">I-tree Canopy</a></p> <p><a href="#">Canadian Landscape Standard</a></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 m<sup>2</sup> per tree (e.g., Douglas Fir, Deodor Cedar, Red Oak)</p> <p>Medium Canopy Trees provide 50 m<sup>2</sup> per tree (e.g., Evergreen magnolia, Honey locust)</p> <p>Small Canopy Trees provide 25 m<sup>2</sup> 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><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Tree Protection Covenants may be applied.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 100px;"> <p>"Site is a blank parking lot with no existing landscape "/&gt; "Final tree count and canopy subject to further design. "</p> </div> <p style="text-align: right;"><b>Score</b> <span style="border: 1px solid black; padding: 2px;">10</span> /20</p>

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## 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 to 2 points)

### 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)

### Resources

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

[Climate Action Plan](#)

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

[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

"Rain Gardens located at the corners of Spring St. And Connecting Lane, Electronic Av. and Spring St. and Connecting Lane and Golden Spike Lane"/ "Extensive Greenroof identified for the L2 Lounge Roof"/ "The landscape design includes absorbent landscape throughout the site at the podium and street levels to help manage rainwater"

Score  /15

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## 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 (m<sup>2</sup>): \_\_\_\_\_

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)

Project landscape design provides "Nature Nodes" and tree canopy networks to aide in the movement of animals establishing ecological corridors along Spring Street and Connecting Lane.

### Resources

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

### Enforcement

- Elements on Landscape Plans will be subject to securities.

### Staff comments (A)

"Site contains no existing ecologies and no such covenant has been proposed by the CoPM"

Applicant has selected N/A

### Staff comments (B)

"Planting species will strive to delicately balance native species and species resilient to a changing climate. "/ "Current site condition is so devoid of biodiversity "

Score  /15 or 6

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Attachment 11

<p><b>EN4</b> <span style="float: right;"><b>(10 points possible)</b></span></p> <p>Is the proposed property located in an Environmentally Sensitive Area (ESA)?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> N/A</p> <p>If yes:</p> <p>i. What is the designation of the ESA?</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> <p>ii. What are the means of ESA protection? <span style="float: right;"><b>(up to 8 points)</b></span></p> <p><input type="checkbox"/> Dedication <span style="float: right;"><i>(3 points)</i></span></p> <p><input type="checkbox"/> Covenant <span style="float: right;"><i>(1 point)</i></span></p> <p><input type="checkbox"/> Monitoring <span style="float: right;"><i>(up to 2 points)</i></span></p> <p><input type="checkbox"/> Other – please explain: <span style="float: right;"><i>(up to 2 points)</i></span></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> <p>iii. How is the ESA being improved? <span style="float: right;"><b>(up to 2 points)</b></span></p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<p><b>Resources</b></p> <p><a href="#">Official Community Plan Map 13: Environmentally Sensitive Areas and Appendix 2: Development Permit Area Guidelines</a></p> <p><b>Enforcement</b></p> <p>– Environmentally Sensitive Area DP, other means of protection are required as established in criteria ii.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 200px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /10</p>
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# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>EN5</b> <span style="float: right;">(5 points possible)</span></p> <p><b>Does the project reduce potable water use from existing site conditions and/or per capita?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, check all that apply:</b> <span style="float: right;">(up to 5 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Drought tolerant landscaping (xeriscaping) with native species (0.5 points)</li> <li><input type="checkbox"/> Installation of a water meter display to show consumption for occupants more frequently than billing (0.5 points)</li> <li><input checked="" type="checkbox"/> Non-water dependent materials/features for ground cover treatment (0.5 points)</li> <li><input checked="" type="checkbox"/> Irrigation system with central control, rain sensors, and drip irrigation on and off-site (0.5 points)</li> <li><input type="checkbox"/> Captured rainwater irrigation or greywater system (0.5 points)</li> <li><input checked="" type="checkbox"/> Other – please explain: (up to 2 points)</li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Landscape maintenance plan will include a soil health maintenance and management program intended to keep mulches and other materials onto of soils to help limit evaporation of water from soils. Mulching is a proven passive strategy for increasing soil moisture retention and reducing irrigation demand.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Water meter Specifications</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements included on Civil Plans will be secured through the Servicing Agreement.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Low flow/flush and greywater systems will be confirmed through the Building Permit.</li> <li>- Elements noted on Mechanical Drawings will be confirmed through the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>"Drought tolerant species will be considered for landscape design with the principal goal of reducing irrigation demand and being resilient to changing climate." / "Landscape contains a mix of hardscapes which do not require any irrigation"</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="3"/> /5</p>
<p><b>EN6</b> <span style="float: right;">(5 points possible)</span></p> <p><b>Is the project located along the Burrard Inlet foreshore or otherwise impacted by coastal flooding (e.g., sea level rise, coastal squeeze, etc.)?</b></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> N/A</p> <p><b>If yes, describe how the project will mitigate risks and impacts of coastal flooding events in current and future climate scenarios:</b> <span style="float: right;">(up to 5 points)</span></p> <div style="border: 1px solid black; height: 150px; margin-top: 10px;"></div>	<p><b>Resources</b></p> <p><a href="#">Green Shores</a></p> <p><a href="#">Port Moody Zoning Bylaw Section 5.3.5</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Setbacks and minimum building elevation are confirmed through the Development Permit and Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /5</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1182

<p><b>EN7</b> <span style="float: right;"><b>(5 points possible)</b></span></p> <p>Does the project redevelop and rehabilitate a brownfield site? <span style="float: right;"><i>(5 points)</i></span></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> N/A</p>	<p><b>Resources</b></p> <p><a href="#">Brownfields</a></p> <p><a href="#">Contaminated Sites Regulations</a></p> <p><b>Enforcement</b></p> <p>- Proof of compliance with provincial contaminated sites regulations will be required.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 60px;">Applicant has selected N/A</div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /5</p>
<p><b>EN8</b> <span style="float: right;"><b>(4 points possible)</b></span></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><b>Check all that apply to ensure that lights are:</b> <span style="float: right;"><b><i>(up to 4 points)</i></b></span></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Only on when needed <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> Only light the area that needs it <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> No brighter than necessary <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> Minimizes blue light emissions <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input type="checkbox"/> Fully shielded (pointing downward) <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> LED lights <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> Non-reflective pavement surface <span style="float: right;"><i>(0.5 points)</i></span></li> <li><input checked="" type="checkbox"/> Other – describe the lighting plan for the site and its dark sky friendly features: <span style="float: right;"><i>(up to 0.5 points)</i></span></li> </ul> <div style="border: 1px solid #ccc; padding: 5px; min-height: 100px;">All lighting fixtures will be specified to be dark sky compliant.</div>	<p><b>Resources</b></p> <p><a href="#">International Dark Sky Association for Dark Sky Friendly Lighting</a></p> <p><b>Enforcement</b></p> <p>- Lighting details will be confirmed through the Building Permit and will be subject to securities through Landscape Plans.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 150px;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="4"/> /4</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>EN9</b> <span style="float: right;">(3 points possible)</span></p> <p><b>Does the project provide bird-friendly development through landscaping features that provide habitat to native species and building design that reduces bird collisions?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><b>If yes, check all that apply:</b> <span style="float: right;">(up to 3 points)</span></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Building design minimizes the quantity of glass <span style="float: right;">(0.5 points)</span></li> <li><input type="checkbox"/> Incorporation of visual markers <span style="float: right;">(0.5 points)</span></li> <li><input type="checkbox"/> Incorporation of features to block reflections <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Landscaping is appropriate distance from glass features <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Reduces light pollution <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Building design reduces trapping potential by ensuring open pipes, ventilation grates and drains are inaccessible to birds <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Landscaping plan incorporates a diversity of native plants that provide food options for birds throughout the year <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Landscaping plan creates habitat complexity by including ground cover, shrubs, understory, and canopy layers in a stepped pattern <span style="float: right;">(0.5 points)</span></li> <li><input checked="" type="checkbox"/> Other – please explain: <span style="float: right;">(0.5 points)</span></li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Spring Street and Connecting Lane lines with trees to provide continuous tree canopy corridor.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Vancouver Bird Strategy</a></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements included on Landscape Plans will be subject to securities.</li> <li>- Architectural elements will be secured through the Development Permit.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Larger trees and shrubs generally located on far side of sidewalks approximately 6-10 ft from retail frontage. "I" "See light pollution measures detailed under EN8"/ Detailed design will limit penetrations. Where unavoidable grates and screen will be provided.</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="3"/> /3</p>
<p><b>EN10</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Does the project include forest fire prevention measures or fire smart building features?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><b>If yes, list all features:</b> <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Building cladding and structure will be non-combustible.</p> <p>Building will be maintained to avoid build-up of any flammable materials (leaves etc., flammable materials in vents)</p> <p>Tower roofs will be paver or stone (non combustible [Class A]) Lower level landscapes will be cleaned of debris.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Fire Smart Canada</a></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Materials will be confirmed through the Building Permit.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>EN11</b> <span style="float: right;">(2 points possible)</span></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 type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p>	<p><b>Resources</b></p> <p><a href="#">Salmon Safe BC Certification</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Certification will be confirmed through Section 219 Covenant.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 60px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;">Score <input type="text" value="0"/> /2</p>
<b>Air Quality – Low Carbon Mobility</b>	
<p><b>EN12</b> <span style="float: right;">(12 points possible)</span></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><b>If yes, check all that apply:</b> <span style="float: right;">(up to 12 points)</span></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Unbundled and/or district parking <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> Level 2 EVSE installed (as defined in technical bulletin) <span style="float: right;">(2 points)</span></li> <li><input type="checkbox"/> Public EV DC Fast Charging EVSE installed <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> More than 20% of commercial EV charging infrastructure provided <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Subsidized transit pass and transit information package <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Micro e-charging is provided for a minimum of 10% of storage/parking spaces (e.g., e-bicycle, e-scooter) <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Energized EV Charging for visitor parking <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> End of trip bicycle facilities <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Bike share and assigned parking <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Car share and assigned parking space provision in nearby on-street/public parking <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 2 points)</span></li> </ul> <div style="border: 1px solid #ccc; height: 40px; margin-top: 5px;"></div>	<p><b>Resources</b></p> <p><a href="#">Port Moody Zoning Bylaw</a></p> <p><a href="#">Port Moody Electric Vehicle charging Infrastructure Bulletin</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Elements noted on Architectural Plans will be confirmed through the Development Permit and Building Permit Plans.</p> <p>- Transit passes/unbundled &amp; 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> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid #ccc; padding: 5px; min-height: 60px;"> <p>"Existing Modo carshare parking located at St George and William. Multiple Developments in the area considering the provision of additional carsharing provisions."</p> </div> <p style="text-align: right;">Score <input type="text" value="7"/> /12</p>



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<b>EN13</b>	<b>(11 points possible)</b>	<b>Resources</b>
<b>Does the project incorporate measures to support and increase active transportation?</b>		<a href="#">Port Moody Master Transportation Plan</a>
<input checked="" type="checkbox"/> <b>Yes</b>		<b>Enforcement</b>
<input type="checkbox"/> <b>No</b>		- Elements included in Civil Plans will be included in Servicing Agreement.
<b>If yes, check all that apply:</b>	<i>(up to 11 points):</i>	- Elements included in Architectural Plans will be secured through Development Permit.
<input checked="" type="checkbox"/> Connects to existing pedestrian/cycling routes and priority destinations	<i>(1 point)</i>	<b>Staff comments</b>
<input checked="" type="checkbox"/> Improved crossings of busy streets	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Improved local pedestrian routes, local bike networks/trails	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Safe, secure, accessible, and sustainable footpaths	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Pedestrian clearway sufficient to accommodate pedestrian flow	<i>(1 point)</i>	
<input type="checkbox"/> Covered outdoor waiting areas, overhangs, or awnings	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Pedestrian scale lighting	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Pedestrian/bike only zones	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Improves connections to transit (bus/SkyTrain/West Coast Express)	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Other – please describe:	<i>(up to 2 points)</i>	
Primary bike route on St. Johns connected through Electronic Ave and Buller St- Spring Street Street improvements contribute to larger network enhancement planned through 2017 OCP.		
		<b>Score</b> <input type="text" value="9"/> /11

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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## 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: Centralized Heat Recovery ASHP

- Fuel source (e.g., electricity, renewable etc.): Electric

Hot water mechanical system (up to 3 points)

- Description: ASHP w. nat gas back-up (auc Top Up)

- Fuel source (e.g., electricity, renewable etc.): Elect w. gas back-up

Cooling mechanical system (up to 2 points)

- Description: Centralized ASHP

- 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?**

Centralized system should help keep refrigerants concentrated and contained to a single area easier to identify and maintain leaks.

#### 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

Score  /12

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## 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 kgCO<sub>2</sub>e/m<sup>2</sup>)*

**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: To be provided

≠ in kgCO<sub>2</sub>e/m<sup>2</sup>: To be provided

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

OneClick LCA Analysis developed by Introba.

### 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

"LCA under development. Planned completion after initial rezoning application. "/ "Wood frame construction under consideration for 2806 Spring. Wood Frame construction not feasible for higher towers due to code limitations. "/ Relative to national concrete embodied carbon intensities BC concrete mixes generally contain less embodied carbon"

**Score** 5 /11

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<p><b>EN16</b> <span style="float: right;">(10 points possible)</span></p> <p>Will the project achieve a recognized industry standard for sustainable design? (Note that the City does not accept equivalencies and applicants must complete full certification)</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p><b>If yes, check all that apply:</b></p> <p><input type="checkbox"/> Built Green Canada – certification level: <span style="float: right;">(10 points)</span></p> <hr/> <p><input type="checkbox"/> LEED – certification level: <span style="float: right;">(10 points)</span></p> <hr/> <p><input type="checkbox"/> Zero Carbon Building Standard <span style="float: right;">(10 points)</span></p> <p><input type="checkbox"/> Energy Star <span style="float: right;">(10 points)</span></p> <p><input type="checkbox"/> BOMA BEST <span style="float: right;">(10 points)</span></p> <p><input type="checkbox"/> Canadian Passive House Institute <span style="float: right;">(10 points)</span></p> <p><input type="checkbox"/> International Living Future Institute – Zero Carbon Certification <span style="float: right;">(10 points)</span></p> <p><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 10 points)</span></p> <hr/>	<p><b>Resources</b></p> <p><a href="#">Built Green Canada</a></p> <p><a href="#">LEED Canada</a></p> <p><a href="#">Zero Carbon Building Standard</a></p> <p><a href="#">Energy Star</a></p> <p><a href="#">BOMA BEST</a></p> <p><a href="#">Canadian Passive House Institute</a></p> <p><a href="#">ILFI – Zero Carbon Certification</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Commitment will be secured through Section 219 Covenant.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 80px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /10</p>
<p><b>EN17</b> <span style="float: right;">(8 points possible)</span></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><b>If yes, check all that apply:</b> <span style="float: right;">(up to 8 points)</span></p> <p><input checked="" type="checkbox"/> Natural/passive ventilation <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Stacked windows <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Earth tempering ducting <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Passive evaporative cooling <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Fixed/operable external shading <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Natural shading <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Low window to wall area ratio <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Thermal massing <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Building Energy Model using future climate weather files <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> High-efficiency low carbon mechanical cooling <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Other – please describe: <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid gray; padding: 5px; margin-top: 10px;"> <p>Building massing and form generally supportive of balcony-based exterior shading strategy.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Pacific Climate Impacts Consortium future weather files</a></p> <p><a href="#">City of Vancouver Passive Design Toolkit</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Elements included in Architectural Plans will be secured through the Development Permit and confirmed through the Building Permit.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px;"> <p>Building will include operable windows to provide control of addition outdoor air in addition to mechanical ventilation"/ "Window to Wall Ratio under review with energy modeling team expected to be available after initial rezoning"</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="6"/> /8</p>



# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>EN18</b> <span style="float: right;">(8 points possible)</span></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><b>If yes, check all that apply:</b> <span style="float: right;">(up to 8 points)</span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Water features on site <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Natural shade around the structures (trees, climbing plants) <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Increase canopy cover compared to existing canopy cover <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Green infrastructure such as green roofs, rain gardens, absorbent landscaping etc. <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Use of low-albedo materials <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Reducing waste heat production through energy efficiency and active transportation <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 2 points)</span></li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <p>Consideration of low albedo materials to be evaluated through rezoning application.              Addition of a Pergola to help shade substantial portion of L2 outdoor space</p> </div>	<p><b>Resources</b></p> <p><a href="#">Reducing Urban Heat Islands to Protect Health in Canada</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Landscaped elements will be subject to securities.</li> <li>- Elements included in Architectural Plans will be secured through the Development Permit.</li> <li>- Active transportation commitments will be confirmed through the Servicing Agreement and Development Permit as noted on Civil Plans and other plans noted above.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 60px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="5"/> /8</p>
<p><b>EN19</b> <span style="float: right;">(6 points possible)</span></p> <p>Which Step of the Energy Step Code will the project be designed to comply with?</p> <p><b>Part 9</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Step 3 <span style="float: right;">(0 points)</span></li> <li><input type="checkbox"/> Step 4 <span style="float: right;">(2 points)</span></li> <li><input type="checkbox"/> Step 5 <span style="float: right;">(3 points)</span></li> </ul> <p><b>Part 3</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Step 2 <span style="float: right;">(0 points)</span></li> <li><input checked="" type="checkbox"/> Step 3 <span style="float: right;">(2 points for large residential, 3 points for commercial)</span></li> <li><input type="checkbox"/> Step 4 <span style="float: right;">(3 points)</span></li> </ul>	<p><b>Resources</b></p> <p><a href="#">Building Bylaw</a></p> <p><a href="#">BC Energy Step Code</a></p> <p><a href="#">Energy Step Code Corporate Policy</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Step Code commitment will be confirmed through the Building Permit and a Section 219 Covenant.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 60px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="3"/> /6</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>EN20</b> <span style="float: right;">(2 points possible)</span></p> <p><b>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?</b> <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes, outline the space provided for each (m<sup>2</sup>):</b></p> <p>Residential recycling: <u>4,156sf (split recycling, garbage and green)</u></p> <p>Residential garbage: <u>Design to be developed</u></p> <p>Residential green waste: <u>Design to be developed</u></p> <p>Commercial recycling: <u>Design to be developed</u></p> <p>Commercial garbage: <u>Design to be developed</u></p> <p>Commercial green waste: <u>Design to be developed</u></p> <p><b>Does the design of the waste area provide safe and universally accessible access in a secure common area?</b> <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><b>If yes – please explain:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Waste rooms are located at grade within building footprint. Waste rooms access from Golden Spike Lane</p> </div> <p><b>Does the design of the waste area align with the Bear Resistant Guidelines for Solid Waste, Organics, and Recycling Enclosures &amp; Containers?</b></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><b>Resources</b></p> <p><a href="#">Zoning Bylaw</a></p> <p><a href="#">Metro Vancouver’s Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments</a></p> <p><a href="#">Bear Resistant Guidelines for Solid Waste, Organics, and Recycling Enclosures &amp; Containers</a></p> <p><b>Enforcement</b></p> <p>- Elements included on the Architectural Plans will be secured through the Development Permit.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>thank you for clarifying access.</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /2</p>
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# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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<p><b>EN21</b> <span style="float: right; color: red;">(3 points possible)</span></p> <p>Does your project include any innovative environmental sustainability aspects not captured?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> N/A</p> <p>If yes, please describe:</p> <div style="border: 1px solid gray; padding: 5px; margin-top: 5px;"> <p>Ecologically, the project is taking substantial steps to reestablish greenspace on the site. Given the project's unique location this additional of greenspace supports a growing urban network vegetation to support the movement and longevity of species in Port Moody.</p> </div>	<p><b>Enforcement</b></p> <p>- Will depend on the type of innovation, determined by staff.</p> <hr/> <p><b>Staff comments</b></p> <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><b>EN22</b></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 gray; height: 60px; width: 100%;"></div>	<p><b>Enforcement</b></p> <p>- Highlighted in Council reports.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 100px; width: 100%;"></div>

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

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

Embodied carbon will be reduced by optimizing the structural design to reduce the size of elements where possible and eliminate transfers. In addition to structure, low carbon envelope materials will be explored using the OneClick LCA tool and incorporated into the final design where viable. The project team will seek locally sourced recycled materials and products with EPDs to help prompt demand for responsible sourced materials in the Port moody market. The bulk of the project's embodied carbon will come from concrete so use of BC sourced concretes (known to have lower Global Warming Potential than national average) will be important to the team.

The development promotes active transportation by designing a pedestrian oriented neighborhood. Active and public transportation including walking, cycling, and transit is encouraged in order to reduce greenhouse gas emissions from transportation. The project's alignment with the 2017 OCP aims to enhance the Spring Street frontage to expand the City of Port Moody's larger active transportation network. The project is within a 5 minute walk to the Evergeen Skytrain line making it a true transit-oriented development.

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

### Enforcement

- Highlighted in Council reports.

### Staff comments

Score  /3

Total Environmental Sustainability Pillar Points =  /172



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## 4. Social Sustainability

<p><b>S1</b> <span style="float: right;">(30 points possible)</span></p>	<p><b>Resources</b></p>
<p>Does the project provide voluntary amenities?</p>	<p><a href="#">Community Amenity Contribution Policy</a></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><b>Enforcement</b></p>
<p>If yes:</p> <p><b>Check all that apply:</b> <span style="float: right;">(up to 15 points)</span></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Community centre/facility <span style="float: right;">(15 points)</span></li> <li><input checked="" type="checkbox"/> Space for growing food <span style="float: right;">(3 points)</span></li> <li><input checked="" type="checkbox"/> Child play areas <span style="float: right;">(1 point)</span></li> <li><input checked="" type="checkbox"/> Gathering place/space <span style="float: right;">(1 point)</span></li> <li><input type="checkbox"/> Usable public park/greenspace <span style="float: right;">(10 points)</span></li> <li><input type="checkbox"/> Community facilities <span style="float: right;">(3 points)</span></li> <li><input type="checkbox"/> Arts and cultural facilities <span style="float: right;">(3 points)</span></li> <li><input checked="" type="checkbox"/> Streetscape and pedestrian improvements <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> Accessible landscaped roof deck <span style="float: right;">(3 points)</span></li> <li><input checked="" type="checkbox"/> Dog runs/ dog wash station <span style="float: right;">(2 points)</span></li> <li><input checked="" type="checkbox"/> Work space <span style="float: right;">(2 points)</span></li> <li><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 3 points)</span></li> </ul> <div style="border: 1px solid black; height: 30px; width: 100%;"></div>	<ul style="list-style-type: none"> <li>- Elements on Architectural Plans will be secured through Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> <li>- Section 219 Covenant relating to childcare spaces and community arts and cultural facilities will be required.</li> <li>- Housing related amenities will be included in the Housing Agreement.</li> <li>- Public Art Securities will be applied to any public art amenities.</li> <li>- Parkland contributions to the City will be formalized through the subdivision and parkland dedication process.</li> </ul>
<p>Does the project provide dedicated space for childcare? <span style="float: right;">(10 points)</span></p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, is the dedicated space for childcare being operated by a non-profit? <span style="float: right;">(5 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Podium roof amenity space includes resident garden spaces inclusive of tool storage and hose bibs to improve usability."/ "Outdoor amenities include play spaces. At-grade water feature expected to be engaging and fun "splash-pad-like" environment.</p> </div>
<b>OR</b>	
<p>Does the project contribute to the General Community Amenity Contribution Reserve as per the Community Amenity Contribution Policy? <span style="float: right;">(2 points)</span></p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A (select if amenities are provided on site)</p> <p>If yes, what is the \$ amount contributed: _____</p>	<p style="text-align: right;">Score <input type="text" value="14"/> /30</p>

# Considered at the December 3, 2024, Special Council meeting

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<p><b>S2</b> <span style="float: right;"><b>(25 points possible)</b></span></p> <p>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?</p> <p>Check all that apply:</p> <p><input checked="" type="checkbox"/> <b>5% shelter rate housing</b> <span style="float: right;"><i>(up to 25 points)</i></span></p> <p><input type="checkbox"/> <b>15% Affordable rental housing</b> <span style="float: right;"><i>(up to 15 points)</i></span></p> <p><input type="checkbox"/> <b>20% Purpose-built market rental housing</b> <span style="float: right;"><i>(up to 5 points)</i></span></p> <p><input type="checkbox"/> <b>15% Rent to own</b> <span style="float: right;"><i>(up to 2 points)</i></span></p> <p><input type="checkbox"/> <b>Affordable housing fund contribution</b> <span style="float: right;"><i>(1 point)</i></span></p> <p><input type="checkbox"/> <b>None</b> <span style="float: right;"><i>(0 points)</i></span></p> <p>If none, describe other measures or amenities provided in lieu of provision of affordable housing:</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Project is providing 40 Non-market Rental Housing units in a dedicated building adjacent to the site. The total area of the project is 33,500sf</p> </div> <p>If purpose-built/affordable rental, provide the following information:</p> <p>Types (e.g., purpose-built or affordable): <u>Purpose built seperate building</u></p> <p>Description (bedroom number breakdown): <u>15- Std, 10-1 Bdr, 10-2 Bdr, 5-3 Bc</u></p> <p>% of total housing units: <u>100</u></p> <p>If financial contribution, what is the total amount of dollars dedicated to the City's Affordable Housing Reserve Fund? _____</p> <p>Does this amount exceed the \$2/sqft requirement? <span style="float: right;"><i>(1 point)</i></span></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p><b>Resources</b></p> <p><a href="#">Port Moody Affordable Housing Reserve Fund Policy</a></p> <p><a href="#">Interim Affordable Housing Guidelines</a></p> <p><a href="#">Community Amenity Contribution Policy</a></p> <p><b>Enforcement</b></p> <p>- Commitments will be secured through Housing Agreement and Community Amenity Contribution collection process.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>application provides 3.8% of the total residential floor area as non-market. The City's Inclusionary Zoning Policy requires at least 6% of the floor area to be designated as non-market, or 15% of the floor area as below-market.</p> </div> <p style="text-align: right;"><b>Score</b> <span style="border: 1px solid black; padding: 2px;">12</span> /25</p>
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# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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## 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

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<p><b>S4</b> <span style="float: right;">(10 points possible)</span></p> <p>Does the project include a range of unit sizes for a variety of household types?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes: <span style="float: right;">(maximum of 10 points for mixed tenure)</span></p> <p><b>For Market Strata projects, does the project meet or exceed the following proportion of bedroom types:</b></p> <p><input checked="" type="checkbox"/> At least 30% of the total project units be 2 and 3-bedroom units <span style="float: right;">(up to 5 points)</span></p> <p><input checked="" type="checkbox"/> At least 10% of the total project units be 3-bedrooms or more <span style="float: right;">(up to 5 Points)</span></p> <p style="text-align: center;"><b>OR</b></p> <p><b>For Market Rental projects, does the project meet or exceed the following proportion of bedroom types:</b></p> <p><input type="checkbox"/> At least 25% of the total project units be 2 and 3-bedroom units <span style="float: right;">(up to 5 points)</span></p> <p><input type="checkbox"/> At least 5% of the total project units be 3-bedrooms or more <span style="float: right;">(up to 5 Points)</span></p>	<p><b>Enforcement</b></p> <p>- Unit types will be secured through the Housing Agreement.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 150px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="5"/> /10</p>
<p><b>S5</b> <span style="float: right;">(10 points possible)</span></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><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, list the % of units secured for 60 years or the lifespan of the building:</p> <p><u>6%- in separate dedicated building</u> <span style="float: right;">(up to 10 points)</span></p>	<p><b>Resources</b></p> <p><a href="#">Interim affordable housing Policy</a></p> <hr/> <p><b>Enforcement</b></p> <p>- Commitment will be secured through the Housing Agreement.</p> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 150px; width: 100%;"></div> <p style="text-align: right;">Score <input type="text" value="5"/> /10</p>



# Considered at the December 3, 2024, Special Council meeting

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<p><b>S6</b> <span style="float: right;"><b>(10 points possible)</b></span></p> <p><b>Does the project support aging in place?</b> (Refer to Age Friendly Plan recommendations) (i.e., adult care, assisted living space, independent senior living space)</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> N/A</p> <p><b>If yes, list all the supports for aging in place:</b> <span style="float: right;"><i>(up to 10 points)</i></span>  <i>Note: this criterion does not include adaptable and/or accessible units.</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 150px;"> <p>Project is focused on providing Family residential units and non-market residential housing. it is not intended to be a seniors facility. Units will be accessible and adaptable in line with code requirements.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Age Friendly Plan</a></p> <p><a href="#">Fraser Health Family Guide to Services for Seniors</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Architectural Plans will be secured through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 150px;"> <p>Applicant has selected N/A</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /10</p>
<p><b>S7</b> <span style="float: right;"><b>(9 points possible)</b></span></p> <p><b>Does the development include a mix of housing types?</b></p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> <p><b>If yes, list the number of units per housing type:</b> <span style="float: right;"><i>(up to 9 points)</i></span></p> <p>≠ Live-work units: _____ (3 points)</p> <p>≠ Ground-oriented units: _____ (3 points)</p> <p>≠ Lock-off units _____ (3 points)</p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Architectural Plans will be secured through Development Permit and Building Permit.</li> <li>- Rental units will be secured through the Housing Agreement.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px; min-height: 150px;"> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="0"/> /9</p>

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

<p><b>S8</b> <span style="float: right;"><b>(7 points possible)</b></span></p> <p><b>Will the project ensure occupants have clean, cool air during times of poor air quality and/or wildfire events beyond Building Code requirements?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><b>If yes, check all that apply:</b> <span style="float: right;"><b>(up to 7 points)</b></span></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Improved mechanical ventilation (e.g., proper commissioning, increase outdoor air intake) <span style="float: right;"><i>(1 point)</i></span></li> <li><input type="checkbox"/> Improved air filtration (e.g., HEPA particulate air filtration) <span style="float: right;"><i>(1 point)</i></span></li> <li><input type="checkbox"/> Airtightness better than ACH of 2 <span style="float: right;"><i>(1 point)</i></span></li> <li><input type="checkbox"/> No indoor combustion appliances (e.g., gas stove or fireplace) <span style="float: right;"><i>(1 point)</i></span></li> <li><input checked="" type="checkbox"/> Homeowner/occupant health and safety information <span style="float: right;"><i>(1 point)</i></span></li> <li><input type="checkbox"/> Other – please describe: <span style="float: right;"><i>(up to 2 points)</i></span></li> </ul> <div style="border: 1px solid black; height: 40px; width: 100%; margin-top: 5px;"></div>	<div style="background-color: #f0f0f0; padding: 5px;"><b>Resources</b></div> <ul style="list-style-type: none"> <li><a href="#">Guidance for Cleaner Air Spaces During Wildfire Smoke Events</a></li> <li><a href="#">Guide to Air Cleaners in the Home</a></li> </ul> <div style="background-color: #f0f0f0; padding: 5px;"><b>Enforcement</b></div> <ul style="list-style-type: none"> <li>- Commitment will be secured through Building Permit.</li> </ul> <div style="background-color: #f0f0f0; padding: 5px;"><b>Staff comments</b></div> <div style="border: 1px solid #ccc; padding: 5px; margin-top: 5px;"> <p>Items to be provided later in the application phase. Applicant will need to show evidence.</p> </div> <div style="text-align: right; margin-top: 10px;"><b>Score</b> <span style="border: 1px solid black; padding: 0 5px;">2</span> /7</div>
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<b>S9</b>	<b>(7 points possible)</b>	<b>Resources</b>
Does the design of the project help to facilitate mental health, wellness and social connectedness?		<a href="#">Strengthening Neighbourhood Resilience</a>
<input checked="" type="checkbox"/> <b>Yes</b>		<b>Enforcement</b>
<input type="checkbox"/> <b>No</b>		- Elements on Architectural Plans will be secured through the Development Permit.
<b>If yes:</b>		- Elements on Landscape Plans will be subject to securities.
<b>Check all that apply:</b>	<b>(up to 7 points)</b>	- Pet friendly units will be secured through a Section 219 Covenant.
<input checked="" type="checkbox"/> Semi-public gathering space with comfortable seating	<i>(1 point)</i>	
<input checked="" type="checkbox"/> All weather recreation areas/wellness space	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Pet friendly units / amenities (e.g., dog run)	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Greenspace that facilitates socialization	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Prioritizing pedestrians	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Creative design to promote social interaction	<i>(1 point)</i>	
<input checked="" type="checkbox"/> Other – please describe:	<i>(up to 2 points)</i>	<b>Staff comments</b>
The project is strongly focused on providing spaces for play for residents and families as well. On each tower podium is a dedicated play area in addition to the proposed water feature which is expected to be ve		"Both buildings include indoor and outdoor amenities. Spaces"/ Proposed public plaza water feature should provide a create space for the community to gather. Whether as spray heads or trickling feature water feature should provide an interest and engaging space for children to play and cool down leading to a gather of families"
<b>Reference to plans (e.g., landscape plans/architectural plans, etc.)</b>		
See section 4.4.10 Podium Level Landscape Plan for details on podium and ground-level landscape.		
		<b>Score</b> <input type="text" value="7"/> /7

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1200

Attachment 11

<p><b>S10</b> <span style="float: right; color: red;">(6 points possible)</span></p> <p><b>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)?</b></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><input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No</p> <p><b>If yes:</b></p> <p><b>List all the stakeholders and their involvement:</b> <span style="float: right;">(1 point)</span></p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>The project team have continually engaged with community groups throughout the early design and rezoning application development. Business leaders and other vendors were consulted to help understand demand for office and retail space in the area and form the retail unit sizes and configuration.</p> </div> <p><b>Identify actions taken in response to stakeholder input</b> <span style="float: right;">(up to 5 points)</span></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<div style="background-color: #cccccc; padding: 5px;"><b>Resources</b></div> <p><a href="#">A Guide to Community Revitalization</a></p> <div style="background-color: #cccccc; padding: 5px;"><b>Enforcement</b></div> <p>- Summary of community engagement will be required.</p> <div style="background-color: #cccccc; padding: 5px;"><b>Staff comments</b></div> <div style="border: 1px solid #ccc; height: 200px; width: 100%;"></div> <div style="text-align: right; padding-top: 10px;"> <b>Score</b> <span style="border: 1px solid black; padding: 2px 5px;">1</span> /6 </div>
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# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1201

Attachment 11

<p><b>S11</b> <span style="float: right;">(5 points possible)</span></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><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p> <p>If yes:</p> <p><b>Check all that apply:</b> <span style="float: right;">(up to 5 points)</span></p> <p><input checked="" type="checkbox"/> Community garden <span style="float: right;">(2 points)</span></p> <p><input checked="" type="checkbox"/> Secure on-site community compost <span style="float: right;">(2 point)</span></p> <p><input checked="" type="checkbox"/> Secure features (e.g., fencing to prevent wildlife access, tool storage etc.) <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Other – please describe: <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Composting systems will be identified and coordinated in design later in detailed design.</p> </div>	<p><b>Resources</b></p> <p>City of Vancouver <a href="#">Bulletin: Sustainable Large Development</a> (PDF)</p> <p><i>Applies to large developments (2+ Acres).</i></p> <hr/> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Architectural Plans will be secured through Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Community gardens proposed on both tower amenity roof decks. Both proposed 24 (48 if partitioned differently) garden plots per building. "/&gt; garden plot includes a potting table and tool storage space</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="5"/> /5</p>
<p><b>S12</b> <span style="float: right;">(3 points possible)</span></p> <p>Will the project undertake any of the following analysis?</p> <p><input checked="" type="checkbox"/> Acoustic analysis <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> Thermal comfort analysis <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> CPTED analysis <span style="float: right;">(1 point)</span></p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Acoustic analysis identified as a Development Permit application requirement, as appropriate to the project location.</li> <li>- Requirement for Thermal Comfort Analysis would be identified through the rezoning process.</li> </ul> <hr/> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>Acoustic analysis provided in section 4.6.3 CPTED will need to be provided later</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="2"/> /3</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1202

Attachment 11

<p><b>S13</b> <span style="float: right;">(3 points possible)</span></p> <p>Does the design of the site prevent crime through crime prevention through environmental design principles (CPTED)?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, describe the crime prevention design measures: <span style="float: right;">(up to 3 points)</span></p> <div style="border: 1px solid gray; padding: 5px; min-height: 150px;"> <p>Appropriate lighting in all public spaces and back of house areas. Ground level designed to avoid any deep recesses without public line of site. Areas around each tower have been activated by providing retail. Back of house loading and parkade ramps kept in close proximity and make securing and monitoring spaces easier.</p> </div>	<p><b>Resources</b></p> <p><a href="#">CPTED</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- A CPTED analysis is required for submission.</li> <li>- Elements on Architectural Plans will be secured through the Development Permit.</li> <li>- Elements on Landscape Plans will be subject to securities.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px; min-height: 60px;"> <p>staff have been informed of CPTED analysis applicant will need to follow through for full marks</p> </div> <p style="text-align: right;">Score <input type="text" value="2"/> /3</p>
<p><b>S14</b> <span style="float: right;">(3 points possible)</span></p> <p>Will the project allow for pet friendly rental units?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</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.): <span style="float: right;">(3 points)</span></p> <div style="border: 1px solid gray; padding: 5px; min-height: 150px;"> <p>All units will permit pets. The project will provide pet-oriented amenities like a dog wash.</p> </div>	<p><b>Resources</b></p> <p><a href="#">Pets OK BC</a></p> <p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- A Section 219 Covenant related to no prohibition on pet rental for strata developments will be required.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px; min-height: 60px;"> </div> <p style="text-align: right;">Score <input type="text" value="3"/> /3</p>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1203

<p><b>S15</b> <span style="float: right;">(2 points possible)</span></p> <p>Does the development provide diversification by increasing the mix of uses for the particular site and its neighbourhood?</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, describe the proposed uses: <span style="float: right;">(up to 2 points for 3 uses)</span></p> <p>≠ Residential % total floorspace/site area: <u>92%</u></p> <p>≠ Commercial % total floorspace/site area: <u>8%</u></p> <p>≠ Industrial % total floorspace/site area: _____</p> <p>≠ Institutional % total floorspace/site area: _____</p> <p>≠ Park (note type) % total floorspace/site area: _____</p> <p>≠ Gathering space % total floorspace/site area: _____</p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements on Architectural Plans will be secured through Development Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; padding: 5px;"> <p>6-8% for commercial space 94-92 for residential space</p> </div> <p style="text-align: right;">Score <input type="text" value="2"/> /2</p>
<p><b>S16</b> <span style="float: right;">(2 points possible)</span></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><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, list all measures: <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid gray; padding: 10px; min-height: 200px;"> <p>The Building's passive design strategies (high performance envelope, low Window to Wall Ratio, and operable windows) will allow the building to remain thermally comfortable longer in the event of a sustained power outage. The Building's structure will act as a thermal battery helping to maintain indoor temperatures for residents during ongoing power outages.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Elements included in Civil Plans will be secured through the Servicing Agreement.</li> <li>- Energy and mechanical systems will be confirmed through the Building Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid gray; height: 150px;"></div> <p style="text-align: right;">Score <input type="text" value="1"/> /2</p>

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1204

Attachment 11

<p><b>S17</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Does the project provide education and awareness of the sustainable features of the project for owners/occupants?</b></p> <p>Examples include:</p> <ul style="list-style-type: none"> <li>≠ Document is given to new owners at time of sale, covenant on title, inclusion/protection of features in strata bylaws</li> <li>≠ Signage/display/art recognizing design, etc.</li> </ul> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><b>If yes, list all the education and awareness initiatives:</b> <span style="float: right;">(up to 2 points)</span></p> <div style="border: 1px solid black; padding: 5px;"> <p>Eco Concierge will be considered to offer long-term resources to residents looking to lessen their environmental impact. Concierge will be able to offer guidance to residents on proper recycling practices, and in-unit controls.</p> <p>The project will develop a operational manual for residents to further advise on how to use the controls systems (thermostats, lights, etc.) and operable windows to optimize their thermal comfort and in unit experience.</p> </div>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- Written commitment from applicant detailing education and awareness.</li> <li>- Common property features are required to be included in Strata Bylaws.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div> <p style="text-align: right;"><b>Score</b> <input type="text" value="1"/> /2</p>
<p><b>S18</b> <span style="float: right;">(2 points possible)</span></p> <p><b>Is the project design adapted to minimize shadow or privacy impacts to and from adjacent buildings?</b> <span style="float: right;">(1 point)</span></p> <p><input checked="" type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><input type="checkbox"/> <b>N/A</b></p> <p style="text-align: center; background-color: #e0e0e0; padding: 5px;"><b>AND / OR</b></p> <p><b>Does the project design integrate the results of a viewscape study with respect to water and mountain views?</b> <span style="float: right;">(1 point)</span></p> <p><input type="checkbox"/> <b>Yes</b></p> <p><input type="checkbox"/> <b>No</b></p> <p><input checked="" type="checkbox"/> <b>N/A</b></p>	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>- A shadow/viewscape study is required through the Development Permit.</li> </ul> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;"> <p>"Project density and rough massing developed in line with 2017 OCP guidance. OCP governance around building heights assumed to be inclusive of community consultation and views analysis. "</p> </div> <p style="text-align: right;"><b>Score</b> <input type="text" value="1"/> /2</p>



# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1205

<p><b>S19</b> <span style="float: right;">(3 points possible)</span></p> <p>Does your project include any innovative social sustainability aspects not captured?</p> <p><input type="checkbox"/> Yes  <input checked="" type="checkbox"/> N/A</p> <p>If yes, please describe: <span style="float: right;">(up to 3 points)</span></p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<p><b>Enforcement</b></p> <p>- Will depend on the type of innovation, determined by staff.</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; padding: 5px;">Applicant has selected N/A</div> <p style="text-align: right;">Score <input type="text" value="0"/> /3</p>
<p><b>S20</b></p> <p>Does your project face any unique site constraints that limit social sustainability achievement?</p> <p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p> <p>If yes, please explain:</p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<p><b>Enforcement</b></p> <p>- N/A</p> <p><b>Staff comments</b></p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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## 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 project transforms the site from asphalt parking lots to a vibrant mixed-use community. The programming proposed at grade and on top of podiums supports a community-focused and amenity rich lifestyle with an element intended to address resident's unique interests.

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

The project is proposing to contribute to the City of Port Moody's goals around housing equity and accessibility through a completely stand-alone building (2806 Spring St.). This project will contribute 40 additional non-market units of varying configurations to support the City's growing needs for housing. This is a provision unique to the project as it is done as a completed- turn-key building for the City in lieu of a financial contribution or smaller in-building accommodation of non-market housing establishing more of a community for those residents as well.

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

### Enforcement

- Highlighted in Council reports.

### Staff comments

Compared to previous response, this is much better.

Score  /3

Total Social Sustainability Pillar Points =  /165

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 11

## Glossary of Terms

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**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.

**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.

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# Considered at the July 23, 2024, Regular Council meeting

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**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.

**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.



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Attachment 11

**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.

**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.

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Attachment 11

**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.

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## Attachment 12

1211



100 Newport Drive, Port Moody, B.C., V3H 5C3, Canada  
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www.portmoody.ca

### 3060-3092 Spring Street, 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way - OCP amendment & rezoning Development Application

**UPDATE 1:** Public input received on Engage Port Moody from Nov. 17, 2023 to Jun. 27, 2024

*This encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for Council First 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

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Highlights of project engagement to date:

- ≠ **80 engaged participants** contributed to one or more feedback tools
- ≠ **275 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- ≠ **904 aware visitors** viewed this project page

#### What is your overall feedback on this development application?

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	Support	Oppose	Mixed
<b>From launch to First Reading:</b> Nov. 17, 2023 to Jun. 27, 2024	17	57	6

# Considered at the December 3, 2024, Special Council meeting

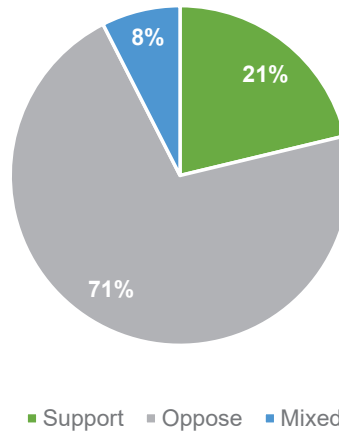
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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

## Attachment 12

1212



Comments 1 through 44 were included in the first public engagement summary shared with Council at early input

### Comments

1. I disagree with the proposed height of the development. The current OCP allows for 26 stories. This proposal would increase the height to 32, 34 and 38 stories, on top of a podium! The total height is not actually stated. When the OCP was revised the overall height for Port Moody centre was agreed to be 26 stories. This should be adhered to in my opinion. The proposal will prove to be a slippery slope to even higher buildings. Where will it stop?

Otherwise, I do not have an issue with the proposed development. I agree with the proposed number of parking stalls. Even though this development is close to transit, most families will still need a car for trips away from transit. The hope is that living next to transit will reduce the use of vehicles, but we cannot expect families to entirely give up their cars to live in Port Moody. The proposal should specify all residential parking has access to EV charger.

2. Hey I live in 50 electronic avenue and these buildings would remove literally all the sunlight my apartment gets all year, we might get a speck as it sets but we would not get any actual sunlight with those monstrosities behind us.

3. Opposed to the building of these high rises. Max 12 story building

4. This is Ridiculous project esp in this area of 5-6 floor wood frames embedded into environment. I understand that people want to make money but the architecture needs to follow basic esthetics and fit into surrounding. If that goes through it will def mean someone have taken money under the table.

5. I think this is going to be really great for the community of Port Moody. There is a need for more housing and newer developments. Why not bring more people out to discover the beauty that Port Moody has to offer! It is such an underrated city!

6. The proposed development does not suite the city of Port Moody. High rises should not be situated in this area as it will over shadow the beauty and nature of the area. It is an eye-sore and does not



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represent the city of arts well. This is a building more catered to downtown and should not be built in a suburban city. I would like this proposal to be declined/denied.

7. This proposal needs to be denied. This tall tower is hazardous and dangerous to the area. It is not suited for the city of Port Moody and will not meet climate action or safety initiatives.
8. This building impacts me as it is in my neighbourhood I grew up in and does not fit Port Moody's initiatives. It does not match its surrounding and will not be part of the community. A much shorter building is suitable. Not a tall high rise. That is for the city downtown.
9. Reject proposal. Traffic jams off Barnett onto Murray street and St. John's street are of major concern. There is no additional foot bridge between Murray street to the skytrain. High rises should only be built within a 100-200 m of the skytrain station.
10. I do not support building any towers greater than 15-20 floors in that area is warranted. I do believe that densification of the area needs to be done with addition of amenities, but I think tall towers of that size will be detrimental to the area and city.
11. High rises should only be 100m by the skytrain and no more. It is too dense in Port Moody and this area should be allocated green space.
12. Buildings of this size far exceed what is necessary in the area and will block nearly all natural sunlight to surrounding areas. Additionally, the infrastructure in this area cannot support this additional housing. Buildings should be capped at mid rise levels.
13. High rise buildings over 6 stories should only be located within 100 m of the skytrain station. This is ruining Port Moody.
14. This blocks 100% of sunlight of south facing units in the East wing of 3131 Murray st.
15. This space should be allocated to green space and nature. Port Moody is becoming too densified and losing its culture and representation. If people need more housing, I suggest building closer to the city and situating high rises in those areas, where they are more common.
16. High rises are not needed in this area. They should be kept closer and within 100m of skytrains. This building will not fit the Port Moody's culture and atmosphere.
17. Strongly oppose to this! Not the right fit for Port Moody.
18. This is a safety hazard for the area.
19. The builds past Electronic Avenue should be kept as green space! There is not enough open area with that many hi-rises going up! Keep a designated green space at least!!
20. As a city Port Moody needs to maintain some sort of designated green space and open area for its community! Like Kyle center, parts of Port Moody need to be left as open space for the growing families to enjoy the outdoors! I am strongly opposed to build anything past 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way. Strongly opposed!! Please consider open green space that is detached from any type of build! A community garden, community park, community playground etc!
21. I appreciate that the proposal includes public space at the ground floor. Port Moody needs to stop focusing on residential-only developments with no interesting architectural features like 50 Electronic Ave, and instead build complete communities like Newport which combine residential units with

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commercial space at the ground floor. While this development will no doubt introduce some additional traffic, the effect can be decreased by encouraging people to walk to get their essentials rather than driving. The development is also close to a skytrain station so the density is appropriate.

22. I think this development would provide much needed density to the area around Moody Centre station, the area is currently woefully underutilized and I perfect for a development like this. I wouldn't support large towers everywhere in Port Moody, but here it just makes sense. It looks like it will contribute to a liveable, walkable community, and will support climate sustainability by allowing people to choose active transportation (e.g. it is right by the skytrain, centrally located in Port Moody, etc.)
23. This is exactly what the area around transit needs.
24. I strongly oppose this proposal and am very frustrated to see that it, along with the PCI's neighbouring proposal, significantly exceed our OCP in terms of density, FAR, and building heights. I could never support such significant increases to our OCP and/or TOD area(s). Please, City of Port Moody, stick to the density, FAR, and building height in our OCP, which us residents have spent many years helping shape. I am also very surprised, frustrated, and disappointed to see that both initial Moody Centre TOD proposals have asked for additional significant increases to our OCP, after the city granted such increases in 2014, 2017, and 2022.
25. I am 100% against this proposal and the PCI proposal, which are both way too dense, have FARs that are way too high, and which have building heights that are way too high. Please follow our OCP, which we have spent years, if not a decade, creating, which calls for much lower density, FAR, and building height, and which has already been significantly increased a few times over the years.
26. I oppose to building anything past 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way. Port Moody as a community needs to maintain open communal spaces. That area should be designated as green space detached from any type of building that is open to the public. That area should not have a built and remain as a community garden, field, park etc.
27. There is too much congestion for this tight corridor which already has many issues with traffic. The light block will be an issue so height should be limited and a grocery store is a great addition to the area. Also need to include easy pedestrian access to Murray if anything gets developed in that area.
28. Concerned about the height of the buildings. We have no towers of this size along this street, so it will change the atmosphere, block views and cast shadows on others' homes. Infrastructure needs to improve to support increased traffic.
29. The height proposal for these buildings is absurd and not in keeping with surrounding buildings. Sunlight will be blocked from apartments in the 50 electronic apartment building. The building capacity will put a strain on the infrastructure of Port Moody. The trains running from Moody Centre are at capacity daily and there is no immediate future plan to extend the WCE service. Traffic on both St Johns and Murray street is already very busy. I'm not against development but why do the towers have to be so large?
30. We are worried that too many high-rise buildings are going to be approved near the Moody Centre Skytrain Station. We have spoken to lots of families in this area who share this fear. There is a responsibility to honour Port Moody's OCP. Knowing that the 60 Williams St, 3006/3010/3020 Spring St Development is already trying to obtain a size beyond what the OCP provides, it is sad seeing another massive proposal so close by. The OCP contains points which will help make sure Port Moody does not become overcrowded, such as requiring view corridors, limiting floors (26), and requiring slender designs. Most importantly, the OCP states that the area will "...transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6)

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storeys around the edge." We are worried that Mayor Lahti and the current City Council will approve far more tall buildings instead of following this tapering concept, largely disregarding Port Moody's OCP. Finally, it is irresponsible to increase Port Moody's population before proper infrastructure is funded in terms of schools, hospitals, roadways, and recreation centres. What Port Moody currently has will not withstand a large population boom. It is also reckless to simply say that some of these responsibilities belong to the Provincial Government. Plans for new infrastructure need to be financed prior to new high-rise buildings being approved, along with a plan to combat traffic along St Johns Street and Murray Street. We are counting on Mayor Lahti and City Council to protect Port Moody for families.

31. towers are extremely tall and out of place- they should be reduced in height. also too many luxury condos- more rentals both at market and non-market are required (at least 50% should be rental units), overall needs to be scaled down and provide more rental housing
32. These towers are too high and do not align with the vision for the neighborhood. Traffic is not addressed, and these towers will negatively impact the enjoyment of thousands of people in the area. Height should be restricted/reduced.
33. This development is far too large and awful for our city of Port Moody. We have NO INFRASTRUCTURE in place to handle this type of housing.

NO doctors, No nurses, No sewer, No traffic control, No roads, No hospitals, No schools or teachers, No community center big enough. NO MONEY to upgrade it all without dumping the costs into our taxes and making them increase.

You are not ready to increase density. When you have taken care of infrastructure, then you can think about something, but never this.

WAKE UP DOWN THERE.

34. Too many high rise buildings!!! Most families move further out to Port moody and don't want to live in high rises! Why are there not more low rises and townhouses for families here? There are over crowded schools and an over crowded hospital already! We need more housing that provides an environment that people want to live in long term! We also need affordable commercial rent for businesses!
35. We just moved to Port Moody for the beauty, light traffic and small town feel. Having 3 major sky scrapers within a bunch of low rise building will completely change the landscape and look so out of place. Traffic cannot handle this many buildings. Our trails will become way to busy to enjoy. We moved here wanting to start a family in a safe, low - medium density area. I'm all for redeveloping the area to new homes, but the MAX amount of floors should be 8. Please don't destroy Port Moody for developer gain. People who live in Port Moody came to Port Moody for a reason. Please, I want to continue making Port Moody home but if this goes through, we will move elsewhere. We are two young, educated adults who pay a significant amount in taxes who strongly oppose this move.
36. I strongly oppose having anymore than a 10 storey building. Driving on St Johns won't be beautiful anymore, the streets will become packed with cars, won't be safe for our Children or dogs to go out. The fact that our council is even CONSIDERING having multiple high rises disgusts me. Traffic will be horrid, the Port Moody life people have lived before won't be the same. Development of the area is a great idea, anything more than 8-10 stories would be a tragedy. Do not do this. Please.
37. We believe this project will have a very negative impact on the area of Port Moody in several ways. Aesthetically it would tarnish the beauty, the infrastructure is not able to accommodate the traffic,

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mental health of residents due to overcrowding and loss of privacy and sunlight, property values, and the sense of community will be destroyed.

We fell in love with Port Moody due to its small town feel, charming neighbourhoods and unobscured natural beauty. It seems that no matter where you are in Port Moody everyone has the opportunity to look out a window to view mountains, trees or water and also access these without too many crowds to compete with. This hugely influences our well being and mental health, not being able to enjoy solitude and a sense of space at our parks and is very upsetting.

To be in an area where we will be shaded by skyscrapers and never feel the sun shine through our windows and also lose the privacy with apartments towering over you is very unsettling. To forever change the horizon of trees we see and replace it with 38 stories is devastating.

Residents of Port Moody are friendlier and happier on average than other areas of greater Vancouver as we are tucked away and shielded from the madness of the bigger cities. We are on a good thing here and want to protect it at all costs, there will be no coming back from a decision like this as the soul of the city will be ruined and the natural beauty changed forever.

Having lived in big cities before with many high-rises, it brings anxieties and stresses which Port Moody will not be able to cope with and residents who should not have to. Road rage and dangerous driving becomes more prevalent as commutes become longer and more frustration and risk taking takes place. We already have very limited ways in during the evening and are backed up bumper to bumper trying to get home for the evening. Adding all these units will intensify these issues.

It is almost beyond belief - and heartbreaking - that Port Moody would consider 39 stories. I understand it will be located near the skytrain and in a make believe world you could position it as reducing the need for cars on the roads, but this is a false reality. With so many young families with kids in this area, cars are an essential part of life and will simply not be replaced by transit.

Keeping a smaller tight knit community of 6-8 stories will protect Port Moody property values, and more importantly the sense of community that we love. We currently have 26 stories at Suterbrook or Nookta way which would be much more reasonable and would keep a sense of proportionality and avoid creating a huge eyesore in such a beautiful city.

Not to mention that the bigger the city, the more disconnected people become and more fractures appear in the social fabric. Port Moody residents are open and friendly as it is a smaller scaled city. We left Metrotown & Brentwood due to all the rezoning and expansion. This created a concrete jungle with no soul, and the hustle and bustle left us with no sense of community among all the residents.

Let's keep Port Moody a beautiful, friendly and community driven city by continuing to build 6-8 stories and townhomes. Let's protect our resource so that residents can enjoy the parks around them without adding excessive traffic and overcrowding.

38. Too tall, too dense, will ruin the historic vibe of the core. Should incorporate better design, be shorter, and have more rental units, NOT just luxury condos
39. This project does not provide housing that average Canadians need (proper living space) or can afford. 1) Continuing to build over-priced properties that are out of the reach of average Canadian citizens who desperately need housing does not serve the people. Compare the income of Port Moody (and surrounding) residents, consider 5, 10, or even 20% down payment. What income level is required to afford mortgage payments on these units? Affordable housing is a critical need.



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2) Will this project require taxpayers to upgrade infrastructure to support this? Other projects like this have substantially increased taxes, and stress on our local services that are not yet funded to facilitate another large influx of people.

40. These towers would be a big reason for me leaving Port Moody. The beloved green space that we have along the Shoreline trail would be shaded out by these towers. Port Moody centre will begin to feel claustrophobic, with the hills to the South and towers to the North. If we want to densify the city, I believe we should build more apartments like in Europe (ie: 4-6 storey apartment buildings). This would be at a much more human and liveable scale. What is being built in Burquitlam, Lougheed and Brentwood, is not something I would like to see in Port Moody. Just because other municipalities are doing it, doesn't mean we need to do the same.
41. This is not a sufficient or appropriate number of below market units. The towers are also too tall. I am completely opposed to this proposal unless each building includes below-market units.
42. I think the towers are too high and will be too tight. It will create a wall of towers right at the edge of the park leading to the ocean. Why would they not be further back and keep lower towers closer to the park?
43. A good project for Moody Centre development. The buildings can improve the way they look, so that Moody Centre skyline does not seem monotonous but I don't think rezoning should be stopped for that.
44. too tall/dense will absolutely destroy the character and vibe of Port Moody. Should be much shorter with better design that fits into our city

**Comments 45 through 83 have been received since the first public engagement summary was shared with Council at early input**

45. These are hideous monstrosities that take away any character that Port Moody has. We are not Brentwood and don't want to be. It would be nice to have a building code to allow for views and take global warming and the need for more trees and greenspaces. When I see this it makes me want to move away from Port Moody big time. My instinct says to run!
46. Really excited and supportive of this project. As a resident of the inlet centre area, I am happy to see redevelopment move forward and want the city to know that this is the right direction for the area. More density, more transit oriented neighborhoods to get us out of our cars please!
47. The government mandate is that 20 storeys must be approved so I am not sure why we are entertaining applications of this magnitude as they will only ruin what we love about Port Moody. I am very disappointed in this council so far.
48. Incredible way to revitalize the area.
49. Three towers up to 38 storeys containing 972 residential units with a Floor Area Ratio (FAR) of 5.26 and over 1200 parking spaces is overkill, especially with the government mandating only 20 storeys. This overbuilding will add to our already terrible traffic and the shadowing to the north will be excessive. How about more job space and less residential?
50. This application saddens me as it is simply too much for our beautiful city.
51. Part of this area is outside of the TOD area. Area close to Electronic is up to 6 storeys.

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It's too much. Too tall, too dense. (Except for the women's transition building.) Too much for a small city with traffic jams, not enough area parkland, and other infrastructure deficits. Heights and density exceed OCP by up to 50%. Prefer 12 storeys or less.

Negatives outweigh any positives unless project is scaled back significantly. Benefits to city don't justify the ask. Not enough money to city. Staff say ""there are a number of issues associated with the financial

contributions (cash and in-kind) and credits that Beedie is proposing."" I agree. Contributions are mainly to support project, not city as a whole.

52. Looks good, build it!
53. This kind of density is unsustainable and uncalled for.
54. I would like to see some aspect of affordable housing added. It should not only be market condos only - that is grossly unfair to most folks wanting to enter the housing market.
55. Looks good. It would be nice to see more market rentals/low income units incorporated
56. While the plan to develop and densify the area is needed. The proposed additional stories of the towers are beyond what this council should approve. The towers are turning into walls. There will be no sun north of St. John's in the winter. It is frankly a money grab at the expense of our city's livability and beauty.
57. Horrible city planning, please don't destroy Port Moody with these towers
58. This is a wonderful development for the area. More housing and amenities are needed close to transit
59. I am very much in favour of this proposal. I think Beedie has done an excellent job designing a set of towers that feel connected to our beautiful nature, considering what is required for a new ""main street"" area of the City, connecting with our Indigenous heritage, and reflecting the family-friendly nature of Port Moody in its public space design. I hope that Staff and Council hold the other TOD area developers to this standard of consultation (particularly with our local Indigenous nations) and design in their proposals for the TOD area.

Similar to my feedback on other development proposals, I would suggest that staff and council request changing some of the single bed units into three-bed units to address ""missing middle"" housing needs. For a development that is marketing itself as family-friendly, having 93 three-bed units versus 442 single-bed units feels incredibly misallocated. I think this is a more-than-reasonable request in the face of the increased density proposed, and more aligned with the current demographic makeup of Port Moody.

60. Much too tall, will destroy character of Port Moody, add to traffic, and be unaffordable for all.
61. Too much height, will block all the sunlight. Please have 20 stories maximum in Moody Centre. Plus, the new businesses will probably be more banks, dentist offices and development offices, or chain restaurants. Rent in these new buildings is too expensive for small businesses, therefore no charm and vibrancy is added to the community. Don't want another Burquitlam or Brentwood in Port Moody. Many European cities have high density without towers like these. Also, why is there no below market rate housing in this location? And why are there no green space. The amenity space is all concrete, with a few stick trees.

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62. It would be better if these builds were lower, just like the current builds on Electronic Ave. Also all these buildings 10000% need to include multiple daycares. And please for the love of everything holy take inspiration from European plazas/communities. We need multiple cafes/restaurants with a shared plaza where everyone can enjoy sitting outside - AWAY from any traffic. I dont know what these orange constructions are on the vision pictures but PLEASE - MAKE IT MORE EUROPEAN.

63. Absolutely not!!! We do not have the infrastructure to accommodate this.

It will make a long commute even longer. It will away what Port Moody is.

64. I am against such a project. We have already saturated the St Johns with cars. I like that Port Moody remains a medium-sized town of people. There will not be enough services for a growing population (schools, hospitals, etc.) and if services increase, we will have to pay more taxes.

65. No to the towers

66. St.johm is a parking lot between 3:30-6pm daily. We cannot handle any more cars. Our life revolves around traffic now in 2024 without the addition of more towers full of people who drive! This is not feasible!

67. See previous comments regarding the misleading and disingenuous intentions behind [omitted]'s Facebook post imploring for negative feedback on this development.

68. Too high! No infrastrucrure to support the current needs and futuri developments,

69. I fully support the project

70. Currently our commuter cannot handle the volume of traffic during rush hours and it has only worsened with the nested developments. The current infrastructure simply cannot handle mega towers.

71. I am supportive of this application for Moody Centre.

72. Project looks good, I'm hoping there will be stores, groceries, restaurants, offices and other essential services in the commercial units so that residents in the area have things to walk to instead of having to drive everywhere. Port Moody needs to step up the development process and quickly so that businesses can stay in the area knowing what the future brings instead of moving to Coquitlam and Port Coquitlam.

73. I do not support this proposal. I prefer the alternate development proposal that includes 2 towers and below market rentals versus this one that includes 3 towers and separate transition housing.

For the overall demographics of port moody and our aging population I feel general below market housing meets a greater number of people's needs than a specific women's transition building. Often transition homes will welcome residents from other municipalities based on demand or safety concerns and while I know this is important I don't feel it is going to serve as many of our residents as more general below market rentals would.

I understand the density requirements near sky rains but would prefer two higher towers over 3 slightly lower ones so that we can retain more green space, trees, etc.

I moved to port moody from Vancouver in large part to get closer to nature based on port moody's green spaces and proximity to the inlet and parks and prefer developments that allow for as much of that to be retained as possible, to avoid the feeling of a "concrete jungle". This development plan

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does not promise much in the way of supporting nature or highlighting any of the natural features of the area.

I live very close to these developments and have significant concerns about the amount of traffic and congestion these will add to our roads. I already have a very hard time coming and going from my home during peak periods and feel this will make things worse. Particular thought and attention needs to be focused on how ingress and egress from these developments should be planned and what impacts that I will have on existing residents.

74. Please consider affordability in this development.

75. There should be no towers exceeding 20 stories anywhere in the city. None of these insanely dense developments will solve the housing crisis, but rather will continue to fill the pockets of developers, realtors and investors.

The infrastructure is already seriously lacking and total gridlock is inevitable if these and other highly dense developments will be approved. It is obvious that the current council (with one exception) and the mayor have no interest in listening to the majority of its citizens but rather continue to support developers and their cronies plans. What happened to responsible development?

76. More housing is great as long as roads and infrastructure to support that many new people is built in conjunction with this development. No I don't think people will be able to rely solely on public transportation. A large portion of the public will still require the use of cars for employment and family activities.

77. I fully support moving this project forward as quickly as possible. The city needs to place high density near our rapid transit stations. I would like to see the applicant incorporate more jobs, and possibly studio units with no parking. I believe the proposed transition house should be a minimum 20 stories.

78. Astonishingly, these are even more unspeakably hideous than the Williams street proposals.

Densification, yes. Generic condo tower monstrosities, no.

Enough with proposal to turn Port Moody into a Death Star trench. Send these and related proposals packing until a developer shows up who has some sense of human scale, appealing architecture, and cities fit for habitation by human beings instead of drones. The only inoffensive feature of this egregiously unacceptable proposal is the 40 below-market units that are apparently indexed to it. Maybe if the ratio of affordable-to-profiteering was inverted from 4: 96 to 96:4, I'd be willing to endure the grotesque blight on our city. As it stands, this is a farcically token nod to affordability at the cost of bludgeoning our town for generations to come with these abominations. NO.

79. Absolutely against this application, it is way too big, does not fit into our plans or our long term vision. Goes against almost every residents opinion and desires for our neighborhood. Too much traffic, no infrastructure, idling cars are not good for the environment and that is all you will get here. Not enough beaches, parks, schools, recreation centers, hockey rinks. Improvements are to can the whole project.

80. Hello;

It is proven that shared residential visitor and commercial parking does not work. The residence themselves as well as the intended visitors will dominate the parking. The amount of parking (183 stalls) proposed for this segment is just under the industry standard of 4 stalls per 1,000 sf of rentable area. If additional residential visitor parking is added the commercial space will be much more functional.



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With retail vacancy at its lowest levels since 2007, please push back on the employment space. People need a place to work. Suburban office space is stable, especially in the Tri Cities, not to mention the need for services and small institutional uses. The livable region plan contemplates people working, living, and paying in areas like the TOD. No better way to get people out of their cars than not having to go anywhere out of necessity.

Sincerely; [omitted]

81. A good project for Moody Centre development. The buildings can improve the way they look, so that Moody Centre skyline does not seem monotonous but I don't think rezoning should be stopped for that.

82. PLEASE DON'T DO THIS!!!

Port Moody has a space for high rises already - why not placing all of them around the inlet area? Why do we need to ruin what's a wonderful, heritage area around Moody Centre and turn it into yet another glass & steel, soulless, community-less condo zombie-town?

It's such an amazing neighbourhood, please don't ruin it :(

83. These towers are an eyesore. Nothing beyond 20 stories should be allowed so close to Rocky Point, which is the jewel of the city. Port Moody's mall town feel and suburban charm is totally ruined and we do not have the infrastructure for this many people moving into the neighborhood at the same time. Are they going to build a hospital underneath these buildings for the residents? I doubt it. What about a school for all of the additional students to attend? These massive towers are not a good idea.

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Attachment 13  
100 Newport Drive, Port Moody, B.C., V3H 5C3, Canada  
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## 2806 Spring Street - OCP amendment & rezoning Development Application

**UPDATE 1:** Public input received on Engage Port Moody from Nov. 17, 2023 to Jun. 27, 2024

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

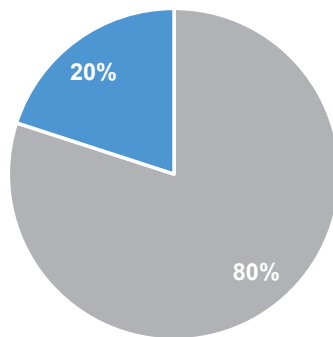
### Engagement highlights

Highlights of project engagement to date:

- ≠ **10 engaged participants** contributed to one or more feedback tools
- ≠ **56 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- ≠ **248 aware visitors** viewed this project page

### What is your overall feedback on this development application?

	Support	Oppose	Mixed
<b>From launch until First Reading:</b> Nov 17, 2023 to Jun. 27, 2024	0	8	2



■ Support ■ Oppose ■ Mixed

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**Comments 1 through 8 were included in the first public engagement summary shared with Council at early input**

## Comments

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1. strongly oppose to this! not the right fit for Port Moody
2. This space is prime real estate for it being a block away from Moody centre station. It would be a complete waste to build such a small development on this land. I do not see this being a good long-term plan for this area. If this plan is approved, it means the small lot West of this proposed development would be limited to a very small development as well. The best plan for this whole block next to the SkyTrain station would be to become high-rise towers with commercial on the ground level. This proposed development is way too small for what should be done with the space.
3. This proposal seems like a missed opportunity to increase density this close to a mass transit hub. Long term, it looks like the neighbouring property to the west is on a small plot of land and will not be able to increase density, versus if it was amalgamated into this property.  
  
The purpose and concept of how the building would be used is great to see.  
  
It's unfortunate that this proposal doesn't have increased density this close to mass transit."=
4. Absolutely hideous\boring\plain design. There is nothing exciting or "City of the Arts" about this drab building. For a woman's transition housing, I don't understand why that can't be appealing and fit in more to the other surrounding buildings....Instead residents will feel institutionalized instead of transitioning to normal living. Support transition housing for women, do not support this building or the attention it will draw. Back to the drawing board.
5. Only 6 parking spaces? I think we also need more general non-market housing units to assist in lowering rents but can't say I am fully aware of the needs for women's transition housing.
6. This building is so grey, needs more colour! I like the artwork on the walls. Needs more parking. It is good that this building provides below-market housing for women. It is unclear if there would be commercial space, but I believe it would be beneficial in this location! Overall, I oppose this application, because of the applicant's desire to build towers with 972 market units in another location.
7. Great project, but we need to capitalize on underground parking AS MUCH as possible right now especially on Spring. 6 spaces for that many residents is going to be a parking frenzy and will only place more vehicles parked on the street. I know this is to "encourage" people to go car-free but that narrative is a pipe dream in BC at this point; transit is accessible from this location but it does not mean residents won't need to drive for other reasons. If we're taking the time to demolish the existing structure and then dig for a new space, let's take the time to get those additional vehicles underground and leave the street space for active transportation.
8. I like this building a lot. However, in combination with the proposed towers, this is a laughable proposal and is insulting to the community. 6 parking spaces is a ridiculous proposal for a building of 40 units.

**Comments 9 through 10 have been received since the first public engagement summary was shared with Council at early input**

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Attachment 1

## Considered at the July 23, 2024, Regular Council meeting

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Attachment 13

9. This will very quickly become an unsafe place with dangerous and violent people coming and going. it will also become an "eyesore" to our community. Is this just another umbrella for drug addicts and safe injection sites? So in addition to the following reasons no, this should not go ahead here at all. This development is a NIGHTMARE for Port Moody residents.

This development is being fostered upon us by council members who are working for the developers. This development will not provide low cost housing, will not provide anything creditable back to the community like a new ice rink or indoor swimming pool. This will jack our taxes up exponentially bringing city services to the site. This site will make Port Moody look like Metrotown, a sea of "ice cube tray" condo towers. It will increase traffic to GRID LOCK EVERY DAY. AND HOW IDLING CARS HELPS THE ENVIRONMENT YOU ARE NUTS. And thinking people will ride the drug addicted and criminal mess of public transportation instead of using cars, you are [omitted]. It pours rain 3/4 of the year in Port Moody, and seniors do not like it. This development will push our population to breaking point in terms of hospitals, doctors, nurses, medical clinics, schools and teachers and the list goes on and on. We cannot provide for the existing residents!!!! Are you PEOPLE AWAKE DOWN THERE OR WHAT?

In addition to the regular comments I made previously to the overall development not being in our interests, I also contacted your Planning Department and spoke to them to get a clarification on the actual description for the use of "Women's Transition Housing". They replied back: "I checked in with the Planner handling this application, and they noted the following regarding what is meant by "Women's Transition Housing":

"Women's transition housing provides temporary shelter and support for women who are leaving difficult or abusive situations like domestic violence, homelessness, or unsafe living conditions. These places create a safe and nurturing environment where women can rebuild their lives, become independent, and aim for stability in the long term. Along with accommodation, they offer counseling, advocacy, job training, childcare, and other resources to help women overcome challenges and build a better future. Unfortunately, there's a severe shortage of these services in the TriCities area. Women in dangerous situations often face long waitlists, which can be costly and risky while they're in danger."

And this is what I wrote back to your planning department:

Women in danger, dangerous situations, risky while in danger! Where do you think the danger comes from? It comes from their spouses or ex spouses. And they track them down and attack them around these shelters. These are very violent situations than can involve all kinds of nasty things like stabbings, gun violence, hostage taking etc. They also can become involved with drugs and this also follows them to the area. I know because I used to be an **s, 22 Personal Privacy**. And dealt with all the joy that can come with these sites. It is sad but the truth.

And another thing that you could see should one of these awful events take place once the building is inhabited, is a MAJOR police presence required around the perimeter or proximity of the building. That area happens to be one of the ONLY TWO traffic hubs we have getting people in and out of Port Moody center. If you have a major police event there, the traffic will BE A NIGHTMARE. EVEN MORE THAN IT ALREADY IS AT RUSH HOUR. And that can go on for HOURS.

And while I am very supportive of these homes, feel desperately for those who need these supports and wish them all the best that our tax dollars can provide, having them in the middle of a community with day cares a block away and schools down the street, is NOT an APPROPRIATE LOCATION. So you should do your homework well on this before you think it is a good idea to bring it into our community there. Put these into an area like an industrial zone without these normal residential concerns around it.



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Attachment 13

So I sure hope you are listening, and don't say you haven't been warned either.

Absolutely against this application, it is way too big, does not fit into our plans or our long term vision. Goes against almost every residents opinion and desires for our neighborhood. Too much traffic, no infrastructure, idling cars are not good for the environment and that is all you will get here. Not enough beaches, parks, schools, recreation centers, hockey rinks. Improvements are to can the whole project. Very ugly building.

10. The two larger buildings should not be approved so this building will not be built as result.

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## **POTTINGER BIRD**

COMMUNITY RELATIONS

Engagement Summary Report

3060-3092 Spring Street, 80-85 Electronic Avenue,  
and a portion of the Electronic Avenue Road right-of-way & 2806 Spring Street  
Applicant: Beedie Living

*Version Date: April 10, 2024*

# Considered at the December 3, 2024, Special Council meeting

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## EXECUTIVE SUMMARY

Beedie Living (“Beedie”) has submitted a rezoning application to the City of Port Moody (“City”) that includes an amendment to the Official Community Plan (“OCP”). The proposal aims to re-define Beedie’s two transit-oriented properties at 2806 Spring Street and 3060-3092 Spring Street & 80-85 Electronic Avenue, through the creation of a mixed-use development combining market and non-market housing with new employment spaces, alongside substantial enhancements to the public realm including the establishment of a community plaza.

At 3060-3092 Spring Street & 80-85 Electronic Avenue, the project includes three towers at 32, 34, and 38 storeys and includes 972 strata homes. At 2806 Spring Street, the project envisions 40 non-market rental homes rented through BC Housing’s Women’s Transition Housing Fund.

The proposal has been informed by over five years of extensive community engagement and collaborative work with City staff, local property owners, residents, the Province, TransLink, local businesses and community organizations.

In preparation for their Rezoning and OCP Amendment submission, Beedie launched a project website that shared information with the community about the proposal. Following the launch of the website, Beedie sent an email to all those who signed up for updates on the Moody Centre Transit Oriented Development (“TOD”) Master Planning Group (471 recipients) inviting those interested to sign up to receive updates or unsubscribe from the email list.

On February 1 and March 12, 2024, Beedie hosted Public Realm Workshops on their proposed Living Room Space at the Port Moody Arts Centre with ten (10) total participants between the two sessions.

Beedie hosted a Community Open House on Tuesday, February 13, 2024, to introduce the redevelopment concept, receive feedback, and answer questions from the community. The Open House was guided by City requirements in terms of notification, online presence, open house layout and project information presented. Members of the community were invited to provide comments on the proposal in-person at the Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody.

### **Engagement as part of Moody Centre TOD Master Planning work (three phases between 2019-2021)**

The following engagement opportunities are what provided insight into the evolution of Beedie’s Spring Street design:

- ≠ Nine (9) Roundtable Discussion Groups with 62 attendees,
- ≠ Five (5) Stakeholder Presentations with various attendance,
- ≠ Ten (10) Site Walking Tours with 40 attendees,
- ≠ Six (6) Public Open Houses with 604 attendees,
- ≠ One (1) Happy City Workshop with members of the public, and
- ≠ Countless one-on-one meetings, and telephone calls.

### **Engagement as part of Beedie’s Spring Street development application (starting 2023)**

Starting in 2023, Beedie engaged in the following ways to ensure their project aligned with the information received during the Master Planning work undertaken in years previous:

- ≠ Launched a project specific website in December 2023,

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- ≠ Two (2) Public Realm Workshops with various attendance,
- ≠ Two (2) postcards mailed to the surrounding community signifying thousands of touchpoints, and
- ≠ One (1) Community Open House with 57 attendees.

Cumulatively, there have been five (5) e-blasts on the TOD project and Beedie project promoting engagement opportunities since 2020 to thousands of subscribers.

For a fulsome summary of the TOD project engagement undertaken, please see **Appendix A**.

## PROJECT OVERVIEW

For their sites at 2806 Spring Street and 3060-3092 Spring Street & 80-85 Electronic Avenue, Beedie Living (“Beedie”) has submitted a rezoning application to the City of Port Moody (“City”) to redevelop their properties into two transit-oriented developments through the creation of mixed-use buildings with market and non-market housing, new employment space, an enhanced public realm, and the creation of a community plaza.

The Moody Centre’s Transit Oriented Development (“TOD”) Area is a pivotal moment in Port Moody’s history, combining community aspirations with development potential led by Beedie. This project introduces three condo towers up to 38 storeys high, integrating retail spaces along Spring Street and creating a vibrant public domain, including the envisioned Living Room public plaza. It also supports the City’s TOD vision by increasing tower heights and expanding the TOD region eastward, offering diverse housing options, revitalizing public spaces, and fostering local employment.

The development embraces adaptable public spaces for community events and a broad housing spectrum, reflecting a commitment to quality and inclusivity. Additionally, Beedie will collaborate with BC Housing to address sheltered housing needs at 2806 Spring Street, catering to vulnerable populations.

The two sites, located in the Moody Centre neighbourhood of Port Moody, are located 300 metres or less from Moody Centre Station;

- i. **3060-3092 Spring Street & 80-85 Electronic Avenue:** This site is bound by the extension of Golden Spike Lane to the north, Spring Street to the south, a neighbouring development proposal to the west, and Buller Street to the east.
  - a. This site is proposed as a mixed-use market site made up of three towers at 32, 34, and 38 storeys. The ground floor hosts active retail/commercial units and offices intended to enhance the public realm surrounding the proposed community plaza, known as the Living Room.
- ii. **2806 Spring Street:** This site is bound by TransLink’s Park and Ride facility to the north, Spring Street to the south, and a single-storey warehouses to the west and east.
  - a. This site is envisioned as a 6-storey non-market rental building that will create 40 residential homes with deeper affordability. Beedie is exploring a partnership with BC Housing to operate these homes.

The application is requesting a Development Variance from the OCP for greater height and an extension of the TOD area one block east of Electronic Avenue. Aligned with the City’s TOD efforts and proximity to Moody Centre station, this project offers:



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- ≠ Diverse housing,
- ≠ Expanded public spaces,
- ≠ Comprehensive and interactive public art contribution,
- ≠ Diverse employment space, and
- ≠ High-quality architecture.

## MOODY CENTRE TOD CONTEXT

Following 18 months of working with design experts at Perkins and Will and the City Planning Department, the Moody Centre TOD Area Master Planning Group (“the Master Planning Group”) began a process to engage the community and receive early input on the preliminary masterplan concept for the Moody Centre TOD Station area.

The engagement program was designed to attract attention, discussion, and input from the wider community. In an effort to speak to as many people as possible about the proposal, between 2019 and 2021, our team hosted:

- ≠ Nine (9) Roundtable Discussion Groups with 62 attendees,
- ≠ Five (5) Stakeholder Presentations with various attendance,
- ≠ Ten (10) Site Walking Tours with 40 attendees,
- ≠ Six (6) Public Open Houses with 604 attendees,
- ≠ Countless one-on-one meetings, and telephone calls, and
- ≠ A project website which has experienced over 5,000 unique views since launching in November 2019.

The engagement program for the Moody Centre TOD Area has worked to ensure an open, transparent, and clear line of communication with the community via regular updates to our 450+ subscriber mailing list, publicly advertised events in the Tri Cities News, and via the project website. The feedback received from the community, City Staff, and Council has, in turn, directly informed this proposal by Beedie.

The following information is a summary of the three phases of community engagement from 2019-2021.

### Phase One

#### 2019

As the initial phase of public engagement on this masterplan, the Master Planning Group, with the assistance of Pottinger Bird and Perkins and Will, hosted a series of six (6) invitational, Stakeholder Discussion Groups with representation from local community organizations. In addition to the Stakeholder Discussion Groups, the Master Planning Group provided a presentation to the Tri Cities Chamber of Commerce Young Professionals Network to solicit early feedback on the preliminary concept.

In October and November 2019, the Master Planning Group hosted two (2) Community Open Houses to share the preliminary concept with the broader community and gather further feedback. The notification and execution of the Community Open Houses adhered to the City’s requirements and directives.

Date	Project	Type of Engagement	Number of Attendees
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September 2019	Moody Centre TOD	Letter to Head of Planning re: Community Engagement Commencement	N/A
September 23 – 26, 2019	Moody Centre TOD	Six (6) Stakeholder Discussion Groups ≠ Environmental Interest ≠ Transportation, Circulation and Public Realm ≠ Housing ≠ Economic Development ≠ Community Associations ≠ Non-Profit and Arts Organizations 38 members of the community participated <i>(People invited via community organizations, boards and committees)</i>	38 participants
October 17, 2019	Moody Centre TOD	Presentation to the Tri Cities Chamber of Commerce Young Professionals. 13 members of the community participated	13 participants
October 30 and November 2, 2019	Moody Centre TOD	Two (2) Community Open Houses ≠ Advertised in the Tri City News (twice) ≠ Mailed to 8,209 addresses in the community ≠ 317 people attend the two Community Open Houses ≠ 141 comment forms were received	317 participants
November 3, 2019	Moody Centre TOD	Project Website Launched At a minimum: ≠ 5,250 New Users ≠ Over 10,374 Page views <i>(This counts multiple page viewings and visits)</i>	5,250 unique views

Phase Two

**Late 2019 – Early 2020**

To build on the public engagement work completed in Phase One, the Master Planning Group hosted a series of three (3) invitational Stakeholder Discussion Roundtables in December 2019, with members of the community who expressed interest during Phase One.

In January and February 2020, a second round of Community Open Houses was hosted, to share the evolving concept with the broader community and gather further feedback. The notification and execution of the Community Open Houses adhered to the City’s requirements and directives and were consistent with those undertaken for Phase One.

Date	Project	Type of Engagement	Number of Attendees
December 2019	Moody Centre TOD	Three (3) Stakeholder Discussion Roundtables ≠ Urban Architecture & Design ≠ Public Realm & Art ≠ Transportation & Circulation 24 members of the community participated <i>(People invited based on their responses on our comment cards)</i>	24 participants
December 2019	Moody Centre TOD	Request to Moody Centre Community Association to provide a presentation – <i>no response</i>	N/A

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January and February 2020	Moody Centre TOD	Two (2) Community Open Houses ≠ Advertised in the Tri City News (twice) ≠ Mailed to 8,209 addresses in the community ≠ 204 people attend the two Community Open Houses ≠ 92 comment forms were received	204 participants
February 27, 2020	Moody Centre TOD	Presentation to a collection of Environmental Stewardship organizations (through Mossom Creek Hatchery) (environmental interest)	11 participants
February 28, 2020	Moody Centre TOD	Presentation to the Port Moody Friendship Society (accessibility interest)	12 participants
April 15, 2020	Moody Centre TOD	Presentation to the SFU Student Society Board (student/ U35 interest)	4+ participants
July 23, 2020	Moody Centre TOD	Project Website Updated with Full Application Booklet	N/A

Phase Three

**Mid 2020 – Mid 2021**

In July 2020, the Master Planning Group submitted their formal Master Plan and OCP Amendment application to the City. The application envisioned a complete renewal of the 23-acre site to deliver a number of land uses and public amenities identified by and for the Port Moody community.

These land uses and public amenities include: housing that ranges in form, tenure and size; mixed uses including office, retail, and employment; community amenities including a large public transit plaza, additional internal plaza/ pocket park, public art, pedestrian and cyclist links; the daylighting of Dallas/Slaughterhouse Creek; a pedestrian/bicycle overpass connecting the area to Rocky Point Park and the creation of a new Spring Street promenade. Following the submission, the Master Planning Group began the third phase of public engagement.

Between August and November 2020, the Master Planning Group hosted ten (10) Walking Tours of the site, which had a total of 40 participants. In response to feedback received from presentations to the Community Planning Advisory Committee (“CPAC”) and Council, the Master Planning Group submitted a supplement to their original application in April 2021 which refined aspects of the proposed concept.

In May 2021, the Master Planning Group contracted Happy City as consultants to conduct a Wellbeing Audit of the plan, which involved a workshop with six (6) members of the public. In July 2021, the Group hosted a third round of two virtual Community Open Houses to present the supplementary submission and to solicit feedback.

Date	Project	Type of Engagement	Number of Attendees
July 23, 2020	Moody Centre TOD	Project Website Updated with Full Application Booklet	N/A
July 24, 2020	Moody Centre TOD	E-blast to Mailing List re: Application Submission and Website Update (300+ on the mailing list - 71%/192 people opened)	192 opened messages

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August 18, 2020	Moody Centre TOD	E-Blast to Mailing List re: Community Walking Tours (350+ on the mailing list - 67%/ 227 people opened)	227 opened messages
October 6, 2020	Moody Centre TOD	E-Blast to Mailing List re: Launching Additional Walking Tour Dates (350+ on the mailing list - 53%/ 190 people opened)	190 opened messages
August – November, 2020	Moody Centre TOD	Moody Centre TOD Walking Tours ≠ Ten (10) tours conducted ≠ 40 attendees in total	40 participants
September 29, 2020	Moody Centre TOD	Presentation to the Tri Cities Chamber of Commerce	11 participants
July 6 and 8, 2021	Moody Centre TOD	Two (2) Community Open Houses ≠ Advertised in the Tri City News (twice) ≠ Mailed to 8,033 addresses in the community ≠ 83 people attend the two Community Open Houses ≠ 94 questions and comments were received	83 participants
July 15, 2021	Moody Centre TOD	Happy City Wellbeing Audit ≠ Co-creative workshop with six (6) members of the public	6 participants

Throughout 3-years of pre-application community engagement, the efforts undertaken have reached thousands of people in the community and solicited valuable feedback that has directly informed both the Master Plan and OCP Amendment for the Moody Centre TOD Station Area, and Beedie’s subsequent proposal for their properties in Moody Centre.

The remainder of this report will address the additional community engagement undertaken for Beedie’s Spring Street Rezoning and OCP Amendment Application.



# Considered at the December 3, 2024, Special Council meeting

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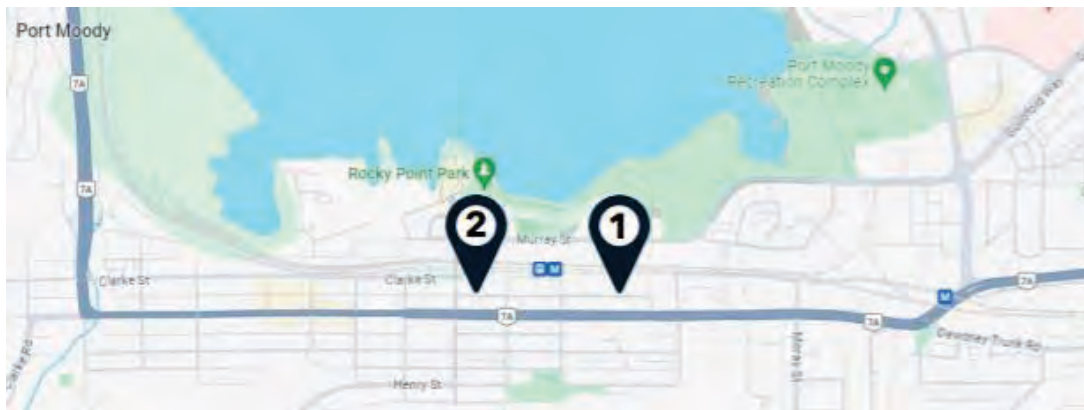
## BEEDIE SPRING STREET COMMUNITY ENGAGEMENT

JULY 2023 - ONGOING

### CONSULTATION PURPOSE:

Leading up to and following Beedie’s Rezoning Application submission for their Spring Street sites (made in October 2023), and building on the robust engagement program executed by the Moody Centre TOD Planning Group, Pottinger Bird identified and re-engaged key community stakeholders to:

- ≠ Provide information about the preliminary proposal for Beedie Spring Street and opportunities to participate in the public consultation process,
- ≠ Solicit input from the community on the proposal, particularly as relating to the public realm, the community benefits, and the vision for the Moody Centre neighbourhood,
- ≠ Respond to questions about the project and the application process.



Above: the sites are centrally located in Moody Centre, steps away from Moody Centre Station.

Please find more information below on the methods undertaken.

### COMMUNITY ENGAGEMENT METHODS:

#### PROJECT WEBSITE & EMAIL ADDRESS [launched December 15, 2023]

Pottinger Bird drafted a website outlining the preliminary plans for Beedie Spring Street which included the project vision, an overview of project details, how the proposal reflects the OCP, highlighted the various project benefits, and where and when interested parties would have opportunities to provide input. The website can be found at [springst.beedie.ca](http://springst.beedie.ca) and screenshots have been provided in **Appendix B**.

With the project website, a dedicated project email was established. The email address is [info@springstbybeedie.ca](mailto:info@springstbybeedie.ca). The email has received no inquiries via the email address.

To date, the Project Team has received 8 inquiries via the online web comment portal.

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Attachment 1

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Attachment 14

## NOTIFICATION OF REZONING

In order to ensure that, where possible, all neighbours were made aware of the Rezoning and OCP Amendment Application, the Project Team mailed a community postcard on December 22, 2023, with the project website and contact details for the Project Team. The postcard was mailed to 3,196 members of the community in the Moody Centre area.

**Appendix C** provides a notification of the flyer mailed to the community, the proof of mailing from Canada Post, and a radius map.

## EMAIL TO MAILING DATABASE

In addition to the notification of rezoning postcard, the Project Team sent an email on December 18, 2023, to the existing Moody Centre TOD Planning Group database, established through the lengthy consultation period, with details of the application and website. The email was clear to offer recipients the opportunity to unsubscribe from this mailing list should they not want to receive emails from Beedie. The mailing list contains 454 individual email addresses.

## COMMUNITY WORKSHOPS [FEBRUARY – MARCH, 2024]

Beedie hosted a series of two (2) Community Workshops to discuss the Public Realm area for their sites. A comprehensive summary of the minutes of these workshops can be found in **Appendix D**. Invitations were sent on January 4, 2024, to invitees, notifying them of the opportunity to participate in the workshops and inquiring as to their interest.

The following groups were invited through an expression of interest (**Appendix E**) in an effort to procure a broad-ranging selection of contributors to the workshop:

- Sonrisa Strata, neighbouring strata building
- The George Strata, neighbouring strata building
- PoMoArts
- Tri Cities Chamber of Commerce Young Professionals Network
- Port Moody Seniors Friendship Society
- Immediate Neighbours
- Moody Elementary PAC
- Ioco Players
- Accessibility Advocates
- *City of Port Moody Seniors Focus Committee\**
- *City of Port Moody Youth Focus Committee\**
- *City of Port Moody Inclusion, Diversity, Equity, and Accessibility ("IDEA") Committee\**

*\*In response to City of Port Moody feedback, the invitations to City Committees were retracted. The project team made an effort to identify and reach out to organizations (such as the Seniors Friendship Society) to provide similar points of view.*

The purpose of the workshops was to help evolve Beedie's preliminary ideas for the space and better meet current community priorities. The first workshop was held on February 1, 2024, and was attended by 6 members of the public. The second workshop was held on March 12, 2024, and was attended by 4 members of the public.

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Attachment 1

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Attachment 14

## COMMUNITY OPEN HOUSE [FEBRUARY 13, 2024]

Beedie hosted a Community Open House on Tuesday, February 13, 2024, to introduce the redevelopment concept, receive feedback, and answer questions from the community. The Open House was guided by City requirements in terms of notification, online presence, open house layout and project information presented. Members of the community were invited to provide comments on the proposal in-person at the Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody.

57 members of the community attended the in-person Open House with 18 hard copy comment cards received.

**Appendix F** provides a report on the Open House and the feedback received.

## APPENDICES

Appendix A – Moody Centre TOD Engagement

Appendix B – Project Website

Appendix C – Notification of Rezoning Details

Appendix D – Workshop Meeting Minutes

Appendix E – Workshop Expression of Interest

Appendix F – Open House Report

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**Appendix A**

Date	Project	Type of Engagement	Number of Attendees
September 2019	Moody Centre TOD	Letter to Head of Planning re: Community Engagement Commencement	N/A
September 23 – 26, 2019	Moody Centre TOD	Six (6) Stakeholder Discussion Groups <ul style="list-style-type: none"> <li>≠ Environmental Interest</li> <li>≠ Transportation, Circulation and Public Realm</li> <li>≠ Housing</li> <li>≠ Economic Development</li> <li>≠ Community Associations</li> <li>≠ Non-Profit and Arts Organizations</li> </ul> 38 members of the community participated. <i>(people invited via community organizations, boards and committees)</i>	38 participants
October 17, 2019	Moody Centre TOD	Presentation to the Tri Cities Chamber of Commerce Young Professionals 13 members of the community participated.	13 participants
October 30 and November 2, 2019	Moody Centre TOD	Two (2) Community Open Houses <ul style="list-style-type: none"> <li>≠ Advertised in the Tri City News (twice)</li> <li>≠ Mailed to 8,209 addresses in the community</li> <li>≠ 317 people attend the two Community Open Houses</li> <li>≠ 141 comment forms were received</li> </ul>	317 participants
November 3, 2019	Moody Centre TOD	Project Website Launched At a minimum: <ul style="list-style-type: none"> <li>≠ 5,250 New Users</li> <li>≠ Over 10,374 Page views</li> </ul> <i>(This counts multiple page viewings and visits)</i>	5,250 unique views
December 2019	Moody Centre TOD	Three (3) Stakeholder Discussion Roundtables <ul style="list-style-type: none"> <li>≠ Urban Architecture &amp; Design</li> <li>≠ Public Realm &amp; Art</li> <li>≠ Transportation &amp; Circulation</li> </ul> 24 members of the community participated <i>(People invited based on their responses on our comment cards)</i>	24 participants
December 2019	Moody Centre TOD	Request to Moody Centre Community Association to provide a presentation – no response	N/A
January and February 2020	Moody Centre TOD	Two (2) Community Open Houses <ul style="list-style-type: none"> <li>≠ Advertised in the Tri City News (twice)</li> <li>≠ Mailed to 8,209 addresses in the community</li> <li>≠ 204 people attend the two Community Open Houses</li> <li>≠ 92 comment forms were received</li> </ul>	204 participants
February 27, 2020	Moody Centre TOD	Presentation to a collection of Environmental Stewardship organizations (through Mossom Creek Hatchery) (environmental interest)	11 participants



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February 28, 2020	Moody Centre TOD	Presentation to the Port Moody Friendship Society (accessibility interest)	12 participants
April 15, 2020	Moody Centre TOD	Presentation to the SFU Student Society Board (student/ U35 interest)	4+ participants
July 23, 2020	Moody Centre TOD	Project Website Updated with Full Application Booklet	N/A
July 23, 2020	Moody Centre TOD	Project Website Updated with Full Application Booklet	N/A
July 24, 2020	Moody Centre TOD	E-blast to Mailing List re: Application Submission and Website Update (300+ on the mailing list - 71%/192 people opened)	192 opened messages
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August – November, 2020	Moody Centre TOD	Moody Centre TOD Walking Tours <ul style="list-style-type: none"> <li>≠ Ten (10) tours conducted</li> <li>≠ 40 attendees total</li> </ul>	40 participants
September 29, 2020	Moody Centre TOD	Presentation to the Tri Cities Chamber of Commerce	11 participants
July 6 and 8, 2021	Moody Centre TOD	Two (2) Community Open Houses <ul style="list-style-type: none"> <li>≠ Advertised in the Tri City News (twice)</li> <li>≠ Mailed to 8,033 addresses in the community</li> <li>≠ 83 people attend the two Community Open Houses</li> <li>≠ 94 questions and comments were received</li> </ul>	83 participants
July 15, 2021	Moody Centre TOD	Happy City Wellbeing Audit <ul style="list-style-type: none"> <li>≠ Co-creative workshop with six (6) members of the public</li> </ul>	6 participants

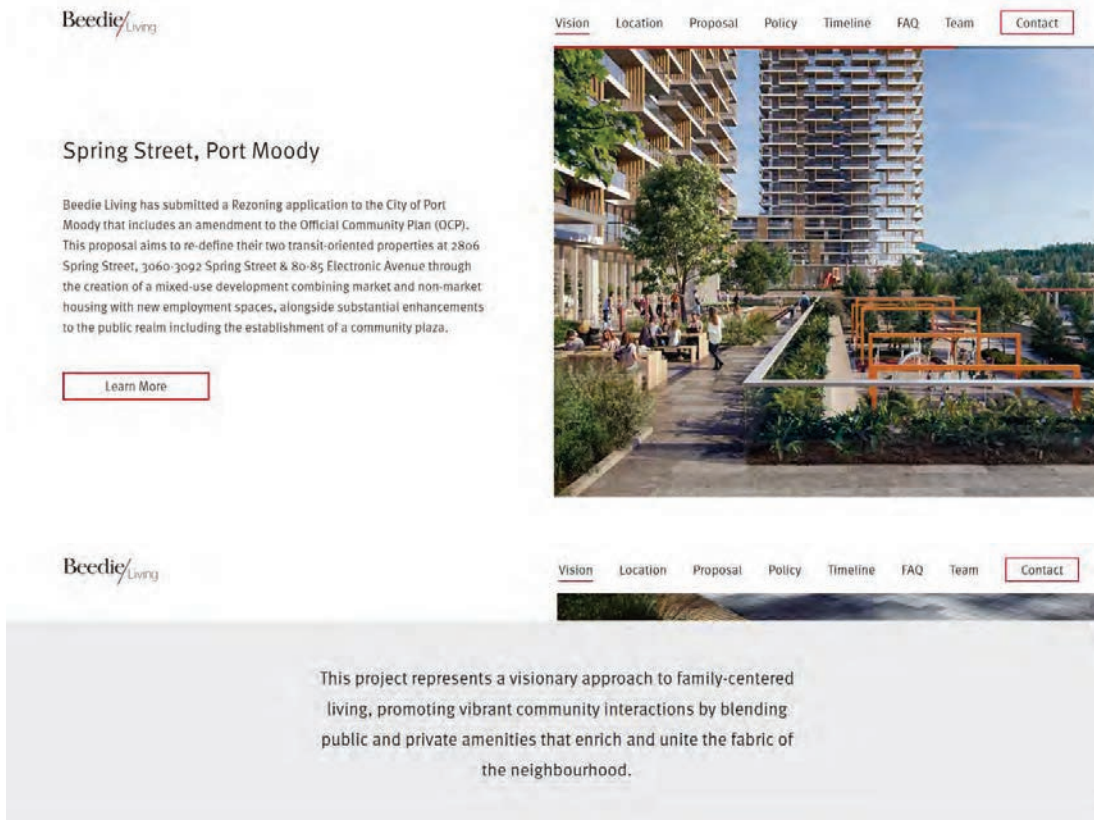
# Considered at the December 3, 2024, Special Council meeting

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## Appendix B



**Beedie Living**

Vision Location Proposal Policy Timeline FAQ Team **Contact**

### Spring Street, Port Moody

Beedie Living has submitted a Rezoning application to the City of Port Moody that includes an amendment to the Official Community Plan (OCP). This proposal aims to re-define their two transit-oriented properties at 2806 Spring Street, 3060-3092 Spring Street & 80-85 Electronic Avenue through the creation of a mixed-use development combining market and non-market housing with new employment spaces, alongside substantial enhancements to the public realm including the establishment of a community plaza.

[Learn More](#)

**Beedie Living**

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This project represents a visionary approach to family-centered living, promoting vibrant community interactions by blending public and private amenities that enrich and unite the fabric of the neighbourhood.

### Location

The two sites, located in the Moody Centre neighbourhood of Port Moody, are located 300 metres or less from Moody Centre Station:

- i. **3060-3092 Spring Street & 80-85 Electronic Avenue:** This site is bound by the extension of Golden Spike Lane to the north, Spring Street to the south, a neighbouring development proposal to the west, and Buller Street to the east.
- ii. **2806 Spring Street:** This site is bound by TransLink's Park and Ride facility to the north, Spring Street to the south, and a single-storey warehouses to the west and east.

# Considered at the December 3, 2024, Special Council meeting

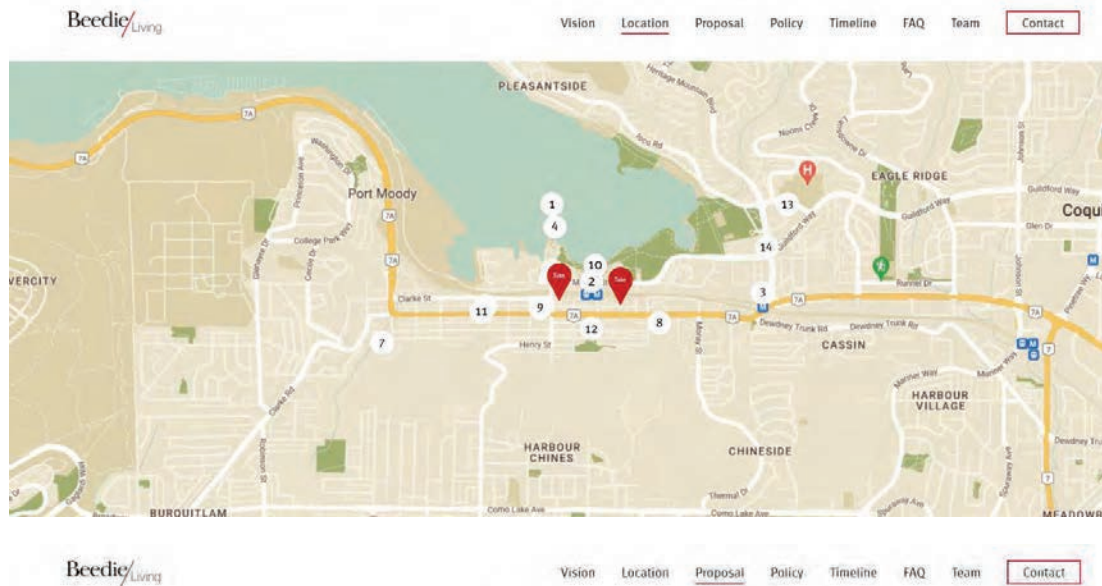
410

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Attachment 14



## Our Proposal

The project is made up of two sites along Spring Street: 2806 Spring Street and 3060-3092 Spring Street & 80-85 Electronic Avenue.

**i. 3060-3092 Spring Street & 80-85 Electronic Avenue:** Is proposed as a mixed-use market site made up of three towers at 32, 34, and 38 storeys. The ground floor hosts active retail/commercial units and offices intended to enhance the dynamic public realm surrounding the proposed community plaza, known as the Living Room. The housing is envisioned as market strata housing.

**ii. 2806 Spring Street:** Is envisioned as a 6-storey non-market rental building that will create 40 residential homes with deeper affordability. Beedie is exploring a partnership with BC Housing to operate these homes.

The modest Development variance from the 2017 OCP outlined in our application includes greater height and an extension of the TOD area one block east of Electronic Avenue. Aligned with the City's TOD efforts and proximity to Moody Centre station, our site offers a substantial amenity package including: diverse housing, expanded public spaces, a comprehensive and interactive public art contribution, diverse employment space, and high-quality architecture.

This proposal has been informed by over four years of extensive community engagement and collaborative work with city staff, local property owners, residents, the Province, TransLink, local businesses and community organizations. Our application and the modest increase in development permissions that it requests is the means by which Moody Centre's vision will be realized.

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Beedie/Living

vision will be realized.

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### Project Statistics

	3060-3092 Spring Street & 80-85 Electronic Avenue	2806 Spring Street
Site Area	167,147 sqft	8,713 sqft
Total Homes	972	40
Height	32-38 storeys	6 storeys
Ground Oriented Employment Space	46,000 sqft	N/A

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### Application Highlights

Market Housing +

Non-Market Housing +

Amenities +

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Public Benefits +

Public Realm +

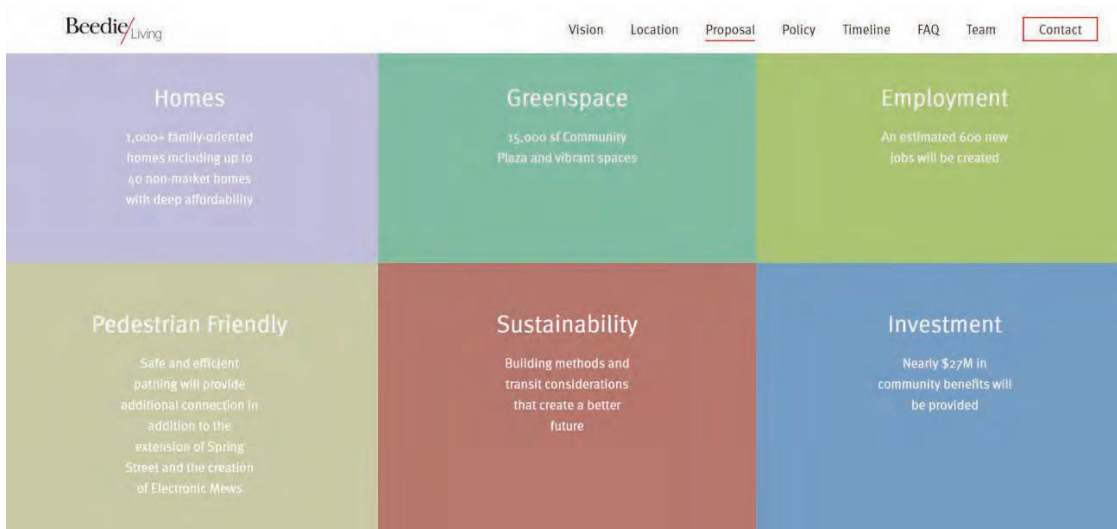
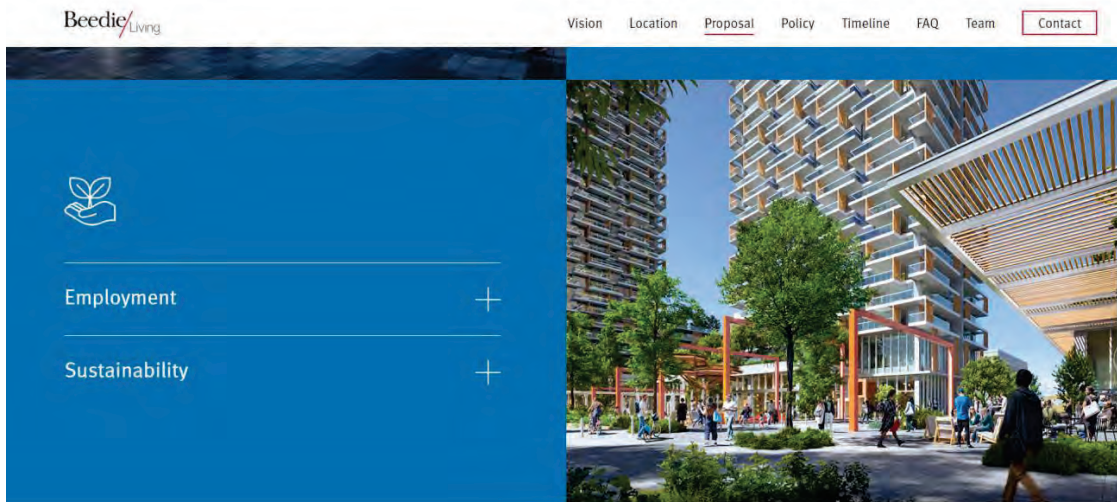
Public Art +

# Considered at the December 3, 2024, Special Council meeting

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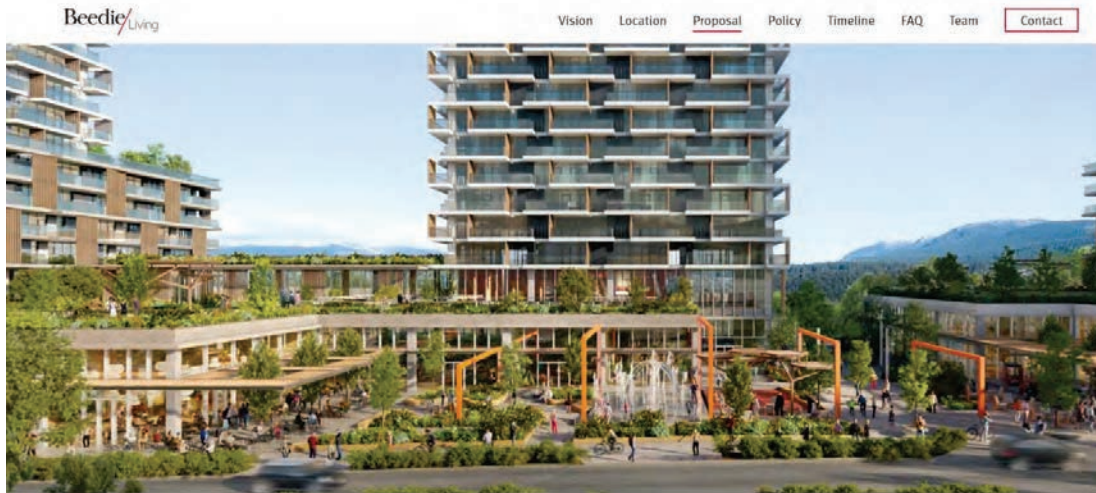
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### OCP & Moody Centre TOD Framework

After years of community consultation and work with City Staff in conjunction with a partnership with the Ministry of Transportation and Infrastructure (MoTI) and PCI, we have developed a comprehensive OCP Framework as a fundamental component of our application.

This framework is designed to be uniformly applicable to all three forthcoming rezoning applications, collectively known as Moody Centre TOD Phase 1. Although each individual parcel will submit its unique rezoning application and OCP Amendment, there exists a cohesive approach and a shared set of values that align with the guiding principles presented in the application.

Building on the Phase One OCP Summary, this OCP Amendment proposal addresses:

- A decrease in tower separation (from 60m to 25m)
- Increasing tower heights to a maximum of 39 storeys to accommodate fully underground parking and non-market rental housing components
- The integration of 80 Electronic Avenue into the Moody TOD area to allow for the extension of Spring Street to Buller Street, which in turn will provide a pedestrian mews on Electronic Avenue achieved through a land-swap with the City of Port Moody
- Increasing minimum tower floor plates from 7,500 square-feet to 8,300 square-feet
- Defining the character of the neighbourhood through a variety of unique open spaces, and the activation of Spring Street through a continuous pedestrian-oriented streetscape with 1-2 storey podiums and retail components that seamlessly integrate into the public realm.



**Beedie/Living** Vision Location Proposal Policy Timeline FAQ Team Contact

**BEEDIE SITES**

Public Open Space	Building Height and Density	Job Space	Housing Diversity	Spring Street	Local and Environmental Sustainability
<p>Phase 1 is committed to providing a unique grouping of public spaces with a variety of amenities which integrate local art guided by Port Moody's Art and Culture Masterplan.</p> <p>Each site offers a unique open space that is publicly accessible:</p> <ul style="list-style-type: none"> <li>- Transit Plaza</li> <li>- Doyll Creek</li> <li>- Pedestrian Mews</li> <li>- Community Courtyard</li> <li>- Community Garden</li> </ul>	<p>A total of seven towers are distributed across Phase 1, with a maximum height of 28 stories and a footprint of approximately 6,300 square feet. The additional building density (26+ storeys) results from the provision of outstanding amenities and public open space including:</p> <ul style="list-style-type: none"> <li>- Transit Plaza</li> <li>- Doyll Creek</li> <li>- Community Courtyard</li> <li>- Community Gardens</li> <li>- Pedestrian Mews</li> </ul>	<p>Phase 1 will bring over 700 jobs to Moody Centre.</p> <p>Types of industry include:</p> <ul style="list-style-type: none"> <li>- Office</li> <li>- Artist Studios</li> <li>- Grocery</li> <li>- CRE</li> <li>- Daycare</li> <li>- Health &amp; Financial Services</li> <li>- Local Retail</li> </ul>	<p>Phase 1 is committed to delivering approximately 2,400 units of housing through a diverse range of homes, informed by the City of Port Moody's Housing Needs Assessment, including:</p> <ul style="list-style-type: none"> <li>- Market Rental homes</li> <li>- Market Strata homes</li> <li>- Affordable Rental</li> </ul> <p>Affordable housing strategies include Below Market and Non-market.</p>	<p>Phase 1 honours the approach to a pedestrian-friendly Spring Street by ensuring a narrow-scale streetscape and offering mid-block pedestrian links (3.4.8 &amp; 3.4.11) on all sites.</p> <p>Loading access from Golden Spike Lane and Hugh Street keeps trucks off of Spring Street to ensure a safe environment for pedestrians and cyclists (3.4.7 &amp; 3.4.9).</p>	<p>Phase 1 puts the Happy City Principles (4.11) at the forefront, keeping focus on the Well Being of Moody Centre residents through a thoughtful approach to human-centred design.</p>

**Beedie/Living** Vision Location Proposal Policy Timeline FAQ Team Contact

### Policy

- Inclusionary Zoning - Affordable Rental Units, 2022
- Family Friendly Units Policy, 2022
- MetroVan Regional Growth Strategy
- Transport Moody Master Transportation Plan, 2017
- Public Art Policy, 2017
- BC Energy Step Code Rezoning Applications Policy, 2022
- Climate Action Plan, 2020
- Parks and Recreation Masterplan, 2015

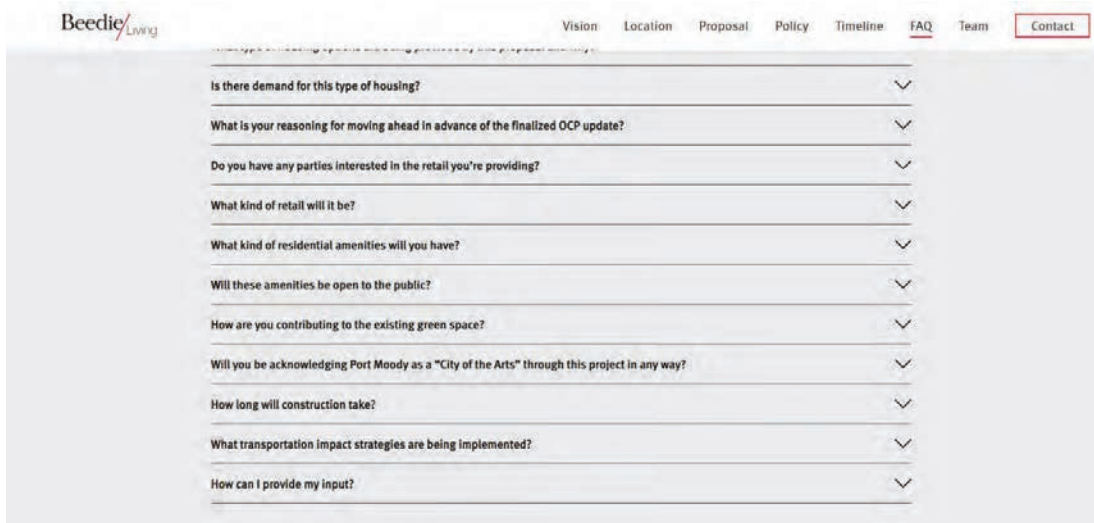
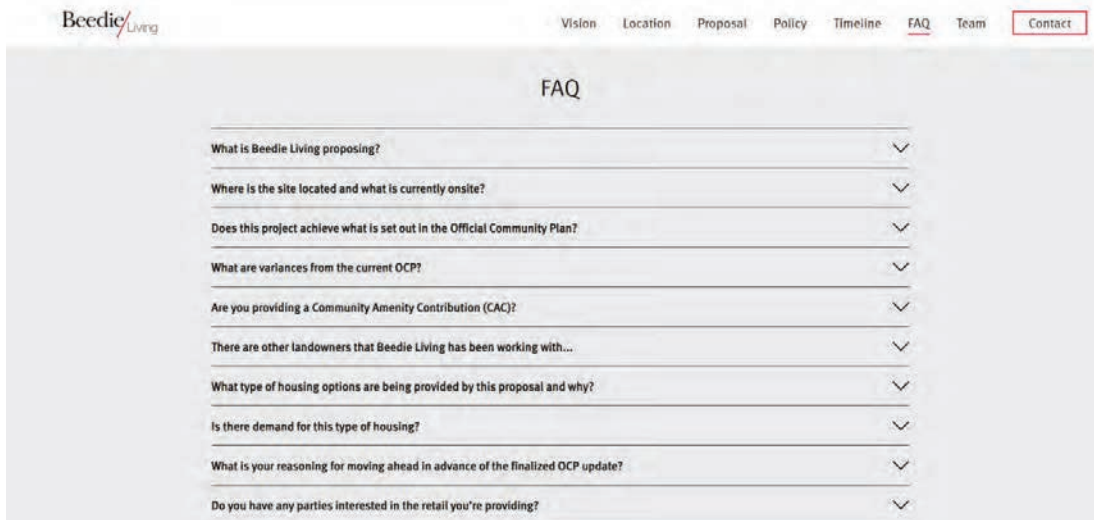


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**Beedie Living**

Vision Location Proposal Policy Timeline FAQ Team Contact

## Team

**Developer/ Land Owner**

Beedie Living creates accessible and vibrant communities across Metro Vancouver, our homes are a testament to our 70-year legacy of providing value, quality and integrity.

**Beedie Living**

**Architecture**

Perkins and Will believe that design has the power to positively transform people and the planet. To assist the team, world renowned architects, Perkins and Will, have been engaged to lead the design process for the application.

**Perkins & Will**

**Beedie Living**

Vision Location Proposal Policy Timeline FAQ Team Contact

**Transportation Planning**

Bunt is the leading transportation planning and engineering consulting firm in Western Canada, with five offices located in Calgary, Edmonton, Kelowna, Vancouver, and Victoria. Bunt's team of transportation engineers, planners, technologists, and support staff are fully committed to providing exceptional services.

**bunt associates**

**Sustainability & Engineering**

Introba is the coming together of Integral Group, Ross & Baruzzini, Elementa Engineering, and Elementa Consulting. Introba provide innovative engineering and design services through digital transformation and sustainable systems.

**Introba**

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**Beedie/Living** Vision Location Proposal Policy Timeline FAQ Team **Contact**

**Landscape Architecture**

Perry and Associates Landscape Architecture is a versatile landscape architecture and site-planning firm offering a wide variety of design services. The range of our experience gained over 35 years of consulting includes the full spectrum of landscape architecture from site design to urban design and the planning of new communities.

**Community Relations**

Pottinger Bird Community Relations is a real estate consultancy firm specializing in development-related community relations.

**Beedie/Living** Vision Location Proposal Policy Timeline FAQ Team **Contact**

## Contact

We want to hear from you! Sign up below to receive updates from the project team.

First Name  Last Name

Email  Phone Number

Comment

Yes, Beedie Living may contact me on the Spring Street project and other Beedie Living communities. You may withdraw your consent any time.

**Submit**

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### Appendix C

**LEARN MORE! NEW PROPOSAL IN MOODY CENTRE**

**Beedie Living**  
2806 Spring Street, 3060-3092 Spring Street and 80-85 Electronic Avenue  
Port Moody, BC



Beedie Living has applied to rezone and amend the Official Community Plan for their properties in the Moody Centre TOD Area. The project includes market housing, below market housing, large community plazas, active retail, extensive improvements to the public realm, and employment space. **Join our mailing list to learn more about this exciting project!**




If you would like more information about the project, please contact 778.839-4772 or email [info@springstbybeedie.com](mailto:info@springstbybeedie.com)

[www.springst.beedie.ca](http://www.springst.beedie.ca)



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## Your Targeting Report

### Mailing Campaign Details



12-19-2023

**HONEYCOMB DIRECT MAIL INC**

**Mailing ID E6TBB112767635349927**

Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Variables	
Address Attributes	Houses, Apartments, Farms and Businesses
Number of Mail Pieces	3196
Urban / Rural	All
Estimated Delivery Cost	\$562.5
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	23-12-15 To 24-01-11
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we can help identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5490.

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 Source: Derived from Statistics Canada, 2010 Census Profile and 2014 Census Dissemination Area Boundary File.  
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**Your Targeting Report**  
**Route Ranking Report**



Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



**Your Targeting Report**  
**Postal Station Summary**



To avoid transportation charges, you may want to deposit your Neighbourhood Mail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

	HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
COQUITLAM LCD PORT MOODY 620 RODERICK AVE COQUITLAM BC V3H 2A0					
<b>TOTAL</b>	906	1940	0	300	3146
PORT MOODY RPO ROCKY POINT 3215 ST. JOHNS ST PORT MOODY BC V3H 2E0					
<b>TOTAL</b>	32	0	0	18	50
<b>GRAND TOTAL</b>	938	1940	0	318	3196

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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## Appendix D

### Workshop #1



**Beedie Spring Street – Public Realm Workshop #1**  
February 9, 2024

*Summary of Event*  
On February 1, 2024, Beedie hosted their first of two Public Realm Workshops on their proposed Living Room Space at the Port Moody Arts Centre (2425 St Johns St, Port Moody).

*Attendees*

Community	Project Team
1. Laura Dick (LD), Local Resident/ Neighbour	1. Nathaniel Stuart (NS), Beedie Living
2. Deanna Kayne (DK), PoMoArts Executive Director	2. Jeremy Golden (JG), Beedie Living
3. Tracey Shaeffer (TS), PoMoArts Board Director	3. Johannes Petzel (JP), Perry and Associates
4. Rick DeHart (RH), Local Resident	4. Tarek Zeidan (TZ), Perkins + Will
5. Gerry Nuttall (GN), Senior's Friendship Society	5. Virginia Bird (VB), Pottinger Bird
6. Mariko Baerg (MB), Tri Cities Chamber Young Professionals Network.	6. Zoë Boal (ZB), Pottinger Bird

*Overview of Discussion*

With regard to presentation **Slide 7: Building on Known Values**, the group were asked if they thought anything was missing or had further comments to share:

- DK: Sees alignment with the community values they hold true. Likes inclusivity, playfulness – interested to see how this space will be pedestrian friendly and how it will transform a light industrial area into a cozy, family area.
- TS: Spring street is supposed to be the artist area. Interested to see how these folks will be able to stay in the area. Notes that, historically, artists have been priced out of communities like this and are continually searching for space. Would love to see art space included in the plan.
- RH: What assurances are there to ensure there is a continuous pedestrian experiences / promenade along Spring Street?
  - NS: The application is building off the existing OCP framework which builds that in. The city is also working with Perkins + Will, who are the same architects as the Moti, PCI and Beedie proposals, to create a design standard that will set precedent for future applications as well.
- LD: Will that carry over to the south side of Spring Street as well?
  - NS: Yes.
- GN: Going back more than one OCP, Spring Street was intended to be an entertainment area. That's what would draw them in, in the evening (drawing people in from as far as Vancouver).
  - NS: agree that there is a ton of opportunity on this site to do this. Beedie will be the long-term landowner, therefore they have a large incentive to make it a successful space.



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# Considered at the July 23, 2024, Regular Council meeting

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## POTTINGER BIRD

COMMUNITY RELATIONS

With regard to presentation **Slide 17 and 18 The Living Room: Precedents** the group were asked if they thought anything was missing or had further comments to share:

- DK: Please note that there is a complicated history with "Golden Spike".
- TS: What other than the living room would draw people into the space?
  - TZ: The commercial retail units and retail spaces are planned to be very active. Diversity of retail will be important.

VB: Asked the group what kind of spaces do they like in Port Moody, or elsewhere in the world, and what attracts you to these spaces?

- LD: Byrant Park in NYC: Fluid and very flexible in terms of what it can be and host.
  - NS: Maybe there is an idea to open up the space. Less programmed so there is room for more flexibility i.e. water feature can be turned off and flipped into a seating area.
- LD: Don't want to see more dentist or hairdressers, rotary (agreed to by others in the group).
  - GN: if you want to develop an artist entertainment area – this would not be the right place for dentists etc.

NS: Asked the group what kind of businesses would you want to see?

- Various suggestions from the group included: bookstores (LD), arts store (LD), dance school (TS), restaurants and cafes and other family-oriented business (TS), specialty / gourmet foods and unique dining experiences will draw people in (RH), pop up spaces for artisan use (TS).
- RH: A great example is the Puerto Vallarta's ArtWalk: art blocks and pop-up galleries that take people through the site.
- DK: A small theatre space. Building a space to create experiences for all ages and at all parts of the day (i.e. kids performance space, teens, adult shows).
- GN: Where will people park to access the site?
  - NS: there will be some street parking, but given the site's location in the TOD, we will encourage people to take the train, walk or cycle. That said, P1 will be a full level of parking for site visitors. We are interested in minimizing as much street parking as possible.
- RH: Outdoor seating will be the most popular location in town. Suggest having other covered areas that aren't associated with CRUs.
- RH: No brushed concrete sidewalks, want something more interesting.
  - GN: considering seniors and visually impaired as well.
- RH: Suggests tasteful use of lighting would be great (in ponds and puddles) without blinding residents
- RH: How much of the living room is hard scape vs. soft scaping?
  - JP: No firm percentages. But trying to add in as much soft scape as we can.



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With regard to presentation **Slide 19: Focused Discussion & Ideas** the group were asked their thoughts on what would make this a successful and engaging space:

TS:

- If your looking to create a space for kids, there need to be places with sun protection.
  - TZ: the design does consider shading and provided an explanation that the orange trestles are designed to be flexible (i.e. add shade sails).
- Play/Park by City Centre would be perfect for this area. In New Westminster there is a large tree play structure that children play under.
- Can you create a natural garden that will require less maintenance?
  - NS: Beedie are working with Parks Department to opportunities we can integrate.

DK:

- "Wild space" is important. We tend to get really manicured when designing outdoor spaces and then we lose out. Wild space offers ecological benefits and creates spaces that are really unique. RH agreed and noted PCI's daylight creek component near the site.
- Consider the parent perspective: create a play space on the interior of the space.
- Likes the water feature and more grass, more earth. GN agreed.
- Opportunity to add chargers (for both vehicles and phones) to encourage people to stay awhile.
- What is the space like when it's dark and rainy? Need to consider fire, heat etc. How can we make it inviting when it's wet and cold?
  - TS: Opportunity to look at innovative ways to create that heat i.e. heat powered by someone riding a bike.

DK - Additional Feedback Received Following the Workshop

- *The living room feels constructed/blocky and I'd like to see more of a nature scape. Have the river running through the space rather than a lake section. Bring in wild nature as much as possible.*
- *Play areas can be treed, running, movement/accessible for wheels, climbing, slides, swings, ropes (Mundy Park playground and Queenston Park in Coquitlam did this well)*
- *Utilize the arching beams more: include the sail/canopy capacity for shade and rain proofing, include water capacity (mistng for the heat, combine with lighting for visual effect/design: feature/water-light show), as you planed light features, structures for hanging fabrics/acrobatics, provide heat and coverage when the rain comes for a rainy-day festival.*
- *Space or flexibility to put in sculptures/platforms that the temporary art can be rotated and refreshed over time; storytelling in the community over time.*
- *Please take out the sad scary spikes as a visual, bring in nature and livability*
- *Programmable and livable for all seasons*

GN:

- Don't see a dog park here, would be a great addition. RH agreed and suggested a watering station.
- Could include a walking track around the site, with marked distances (agreed to by the entire group)

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Attachment 14

## POTTINGER BIRD

COMMUNITY RELATIONS

- What is being planned for the roofs? There is an affordable housing site near VGH that has a rooftop with green-housing, community garden, BBQ spaces – would be great here too.
  - NS: Amenity spaces for residents which will be programmed. These spaces will also offer noise mitigation. Beedie are looking to create a social and engaging space for residents to complement what's going on at the ground level.

MB:

- Suggested "teamLab" in Osaka Japan as a great example of something to be implemented here (on a smaller scale). Would help bring people into the space and would link well with the walking track idea.
- Suggest having actual branding like "The Living Room", like "Shipyards" (North Vancouver) like "The Kitchen" (Toronto).
- Would also be great to have an art piece that links to the community here

LD:

- How will noise be dealt with from the Living Room?
  - NS: Buildings will be set back to leave breathing space which will help minimize noise. Beedie want the space to activated into the night, without disrupting residents above. Windows of the buildings will be triple pane glass and Beedie will also be looking into other solutions to mitigate noise.

RH:

- Curating who the commercial and retail tenants are will be key to the success of this space (agreed to by the entire group).

### *Next Steps*

At the conclusion of the Workshop, the project team shared more information about the upcoming Community Open House on February 13, 2024 and advised that further communication would be circulated to coordinate the second and final Workshop.

Above minutes to be circulated amongst those in attendance.

**END**


# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

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## Workshop #2



**Beedie Spring Street – Public Realm Workshop #2**  
*March 12, 2024*

**Summary of Event**  
 On March 12, 2024, Beedie hosted their second, and final, Public Realm Workshops on their proposed Living Room Space at the Port Moody Arts Centre (2425 St Johns St, Port Moody).

**Attendees**

Community	Project Team
1. Laura Dick (LD), Local Resident/ Neighbour	1. Nathaniel Stuart (NS), Beedie Living
2. Deanna Kayne (DK), PoMoArts Executive Director	2. Jeremy Golden (JG), Beedie Living
3. Rick DeHart (RDH), Local Resident	3. Johannes Petzel (JP), Perry and Associates
4. Gerry Nuttall (GN), Senior's Friendship Society	4. Tarek Zeidan (TZ), Perkins + Will
	5. Virginia Bird (VB), Pottinger Bird
	6. Zoë Boal (ZB), Pottinger Bird
	7. Ciara Mooney (CM), Pottinger Bird

**Overview of Discussion**

- How long is expected for construction/ shovels in the ground?
  - o Project Team: Expecting construction to be complete in 2031, but we have been working on this since 2016.
- How much did the previous Mayor and council delay the project?
  - o Project Team: 3-4 years would be a typical rezoning for a project like this – we're in year 6. Public Hearing is a significant milestone because it will allow us to get into detailed conversations and solidify the exact project details. This feeds into the feedback at these workshops and helping form those ideas early so we can submit Development Permit soon after Public Hearing.

**With regards to precedent images**

- Mentioned a walking track and dog park at the last workshop but this was not shown in the images, why?
  - o Project Team: Not incorporated in the submitted package but certainly an idea we are exploring as we look to revise the application in response to all the feedback we've received.
- Regarding comments on the inclusion of a dog park: Good to consider that not everyone likes having their dog outside. It can be smelly if used a lot (lots of by-product).



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## POTTINGER BIRD

### COMMUNITY RELATIONS

- With regard to sustainable and resilient wilding: when not maintained, it can deteriorate. Don't think we have enough space in this location for a truly wild area. Perhaps a vertical space could be a better take on it?
- Regarding weather coverings: sails from elevated structures that can be changed or removed would be better than hardscaping structures as these are permanent and don't allow as much flexibility. General comment that there seems to be a lot of stuff being crammed in to cover everyone's ideas – maybe not the best approach.

#### **With regards to the landscape plan**

*The project team walked through changes that are being considered already as a result of feedback (while drawing on the landscape plan).*

- With regard to the commercial retail units (CRU), small merchant spaces would be great. Wouldn't want to see one tenant take up one big chunk of the CRU space. Smaller tenants bring
- Project Team: Agreed. We want to create nodes around the food and beverage, arts etc. – aligning the plaza and then family service on the edges.
- Is the CRU a single floor?
  - o Project Team: We have added a second level of commercial space to complement the ground level commercial. Tiered approaches, matching the podiums across. Trying to keep the living room as open and active as possible so as not surrounded by podiums.
- Then would it allow for two story merchants (i.e. bookstore who wants to have two levels / mezzanines etc.)?
  - o Project Team: Yes, provides flexibility & allows CRU's to change and evolve with the community over time. Tenant mix is a big consideration in making it all work. Beedie is excited to progress this.
- With regard to the second floor amenity space. How many residents are expected in full project?
  - o Project Team: There are 972 total units, so we are generally looking at ~1400-1500 new people.
- With regard to the shared workspace ideas – "Fountain Head Network Co Working space could be a great group to connect with to find out more about their model for shared workspace. This is a group already working in the community so could share information regarding use and demand.
- Could have it run as a membership based – creating an actual commercial space.
- Will the project include something like a library for students to study?
  - o Project Team: That would be the co-working space in the amenity offering.



# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

1257

## POTTINGER BIRD

### COMMUNITY RELATIONS

- Very excited about wild landscaping. When I think of natural wilding, I also think interactive. Look at nature vs. being in nature = the meaningful aspects will be from actually being in nature.
- Tried that with another park in Port Moody and cautioned that it can get out of control.
  - o Project Team: Need to look at the whole master plan area as a whole because not everything needs to be delivered or makes sense to be delivered on Beedie's site.
  - o Parceling of the sites, allows them to have a different character.
  - o Project Team: City wants to shut down Spring from Electronic. This leaves potential for a great pocket/urban park. Could create another opportunity for more natural parks.
- How are you defining passive play?
  - o Project Team: we would likely be calling it informal/integrated play. Water feature and other features we have in mind aren't necessarily prescriptive play.
- Play structures always have a place, but balancing it out with flexible spaces (climb, run, sit etc.) are also really important. It lets people be creative which is something in our prescriptive world, we start to lose. Creates an important break from our urbanized world.
  - o Project Team: Yes, for example, seating areas don't just need to be seating areas. But also, caregivers are not always parents (could be grandparents) therefore they might need somewhere to sit in the shade. Trees are excellent for this as they provide shade when you want it and, in the winter, they provide warmth.
- Loves the lighting ideas, so important in the winter areas.
  - o Project Team: Working with a company called "Think L". The idea was to have lighting features on the orange beams. Opportunity to integrate lighting in space that can also be programmed (i.e. St Patrick's = green lighting etc.). We agree that there is an appropriate sort of lighting for different days of the week, events etc. (while preventing light pollution) so the lighting will be customized for certain events, milestones etc.
- Are you going to have projection opportunities? Could use the side of a building.
  - o Project Team: Part of the adjustments to the plan is opening up the living room space which would allow projections on the floor. 100% something we want to integrate, but not sure where it will be integrated yet.
- How far away is the riparian area and the dog area?
  - o Project Team: Other side of the lane, quite a distance. Absolutely the riparian area needs to be protected. From an access perspective, the connecting lane is a necessary route for traffic to exit the area.
- Is the water park being removed?
  - o Project Team: The waterpark would have flexibility to turn it off and it's just a plaza.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 14

## POTTINGER BIRD

### COMMUNITY RELATIONS

- Inlet United have a labyrinth pattern to encourage people to walk around the pattern. Kids will also use it as well as hopscotch.
- Has the walking track idea been discounted?
  - o Project Team: No, not at all. Still an idea that's been considered/worked on.
- Should include lighting and water stations then. People who don't want to walk down to Rocky Point Park, then they can walk on the site. Adding benchmarking so ppl know how far they've walked.
- People in the community often say look at the towers at Brentwood etc. Suggests there will be big traction when we come forward with detailed designed building. Something really interesting and interest would help ensure people can understand this will be different to Brentwood.
- Agree. Buildings should be part of the art! Like how Westport has incorporated vines down the building.
  - o Project Team: A big thing that will help deliver this is space between buildings - which is what we are already considering here.
- When coming out to the public, avoid images of a glass wall. Doesn't help the story because people don't necessarily understand that it's not how the project will look. Then the whole conversation becomes about the big block etc.
- Likes the conversation that's happening. A lot of focus needs to be on things that talk about building a community that can be self-sufficient. Important that the people who live in the units have a place to walk their dog, get groceries, and go outdoors (they don't need to go to Rocky Point Park or drive their car) Should highlight this more in our conversations.
- Applies for multi-generational groups too (everyone wants to walk somewhere for a variety of reasons - builds community feel).
- Will there be elevators large enough to move your couch in?
  - o Project Team: Yes, moving elevators also for deliveries etc. Loading areas for parking as well.
- Clarification sought on the proposed housing tenure.
  - o Project Team: Explanation of housing offering across both sites (+ quick overview of PCI and Moti sites).
- When is the transition house construction happening?
  - o Project Team: Phase one.
- Who have you been working with to get info on transition housing?
  - o Project Team: We are working with YWCA now in Coquitlam and talking with local operators as well.
- We do have the Tri Cities Transition House as well for information.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1259

Attachment 14

## POTTINGER BIRD

COMMUNITY RELATIONS

- Has Beedie thought about what might happen on the rooftops? (i.e. observation area etc.)
  - o Project Team: We haven't looked at amenity space up there yet. Would likely be mostly mechanical.
- Reiterates the importance of designing a space that will keep people here. Make it as self-contained as we can.

### Photos from Workshop #2



### Next Steps:

- The project team shared their appreciation for the feedback received and their excitement to take the proposal to the next level.
- Members of the group shared their overall support for the direction of the plan and appreciated the opportunity to provide feedback.
- The project team shared that they will be working to refine the plan and resubmit with the City in mid-April.

END

**Appendix E**

**RE: EXPRESSION OF INTEREST FOR 1-2 REPRESENTATIVES TO PARTICIPATE IN OUR PUBLIC REALM COMMUNITY WORKSHOPS**

Dear NAME,

As you may know, Beedie Living has submitted a rezoning and Official Community Plan (OCP) amendment application to redevelop the properties at 2806 Spring Street, 3060-3092 Spring Street and 80-85 Electronic Avenue (near Moody Centre Station) into a mixed-use market and below market residential package. The application is a continuation of nearly four years of public process on the overall Moody Centre TOD Masterplan and input received from the community through various engagement forums and meetings.

As part of the application, Beedie has proposed 26,264 square-feet of outdoor community courtyard space, to be known as the “Living Room”. The “Living Room” community courtyard concept is envisioned to be a place where the public (including residents) can gather to relax, play, eat and intends to provide flexibility for community event planning.

**To help evolve Beedie’s preliminary ideas for the space and better meet current community priorities, we will be hosting a series of invitational Community Workshops (2) to facilitate a discussion with local residents and stakeholders to gain local insights and early feedback, which will inform a refined public realm plan.**

As an important voice in the community, we would like to invite 1-2 representatives from Moody Elementary Parent Advisory Committee to join the discussion.

Please consider the following information and let us know by **January 15, 2023**, if you’d like to participate.

<b>Objective:</b> <i>To identify findings to assist in developing strategies that will activate the plaza space in a meaningful and lasting way.</i>	
<b>MEETING ONE</b>	<b>MEETING TWO</b>
≠ <b>When:</b> February 1, 2024 (4:30pm start) ≠ <b>Time Commitment:</b> 90 minutes. ≠ <b>Location:</b> Port Moody Arts Centre (tbc) ≠ <b>Participants:</b> 8-10 local Port Moody representatives. ≠ <b>Focus:</b> ○ Welcome + Project Overview ○ Discussion of ideas (i.e. landscaping, public art, potential programming, wayfinding & inclusion, diversity, equity, and accessibility.	≠ <b>When:</b> Early March 2024 (4:30pm start) ≠ <b>Time Commitment:</b> 90 minutes. ≠ <b>Location:</b> Port Moody Arts Centre (tbc) ≠ <b>Participants:</b> 8-10 local Port Moody representatives. ≠ <b>Focus:</b> ○ Review of feedback from workshops and Community Open House ○ Reflection and discussion on findings, incorporating ideas, potential programming and evolving community needs/ priorities.
<i>Meeting minutes to be circulated after each meeting.</i>	

Should your organization be interested in participating, please email Zoe Boal at [zoe@pottingerbird.com](mailto:zoe@pottingerbird.com) who will be in touch further to coordinate the workshops.

We appreciate your interest and participation in helping to make this project the best it can be!

Sincerely,  
Virginia Bird

Community Relations  
On behalf of Beedie Living



Considered at the December 3, 2024, Special Council meeting

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Attachment 1

Considered at the July 23, 2024, Regular Council meeting

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Attachment 14

**Appendix F**

**POTTINGER BIRD**

COMMUNITY RELATIONS

Community Open House  
Summary Report

2806 Spring Street, 3060-3092 Spring Street & 80-85 Electronic Avenue,  
and a portion of the Electronic Avenue road right-of-way

Beedie Living

Report Version Date: February 15, 2024

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 14

## **Executive Summary**

Beedie Living ("Beedie") has submitted a rezoning application to the City of Port Moody ("City") that includes an amendment to the Official Community Plan (OCP). The proposal aims to re-define Beedie's two transit-oriented properties at 2806 Spring Street, 3060-3092 Spring Street & 80-85 Electronic Avenue, through the creation of a mixed-use development combining market and non-market housing with new employment spaces, alongside substantial enhancements to the public realm including the establishment of a community plaza.

At 3060-3092 Spring Street & 80-85 Electronic Avenue, the project includes three towers at 32, 34, and 38 storeys and houses 972 strata homes. At 2806 Spring Street, the project envisions 40 non-market rental homes rented through BC Housing's Women's Transition Housing Fund.

The proposal has been informed by over five years of extensive community engagement and collaborative work with City staff, local property owners, residents, the Province, TransLink, local businesses and community organizations.

In preparation of their Rezoning and OCP Amendment submission, Beedie launched a project website that shared information with the community about the proposal. Following the launch of the website, Beedie sent an email to all those who signed up for updates on the Moody Centre TOD Master Planning Group (471 recipients) inviting those interested to sign up to receive updates or unsubscribe.

Beedie hosted a Community Open House on Tuesday, February 13, 2024, to introduce the redevelopment concept, receive feedback, and answer questions from the community. The Open House was guided by City requirements in terms of notification, online presence, open house layout and project information presented. Members of the community were invited to provide comments on the proposal in-person at the Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody.

57 members of the community attended the in-person Open House with 18 hard copy comment cards received.

Below provides a more in-depth summary of the Open House and the feedback received.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1263

Attachment 14

## ENGAGEMENT DETAILS

### Project Website

Beedie launched a project website on December 15, 2023, which provided an overview of the application, detailed plans, and contact information for the team. Following the confirmation of the Open House event details, a pop-up was added to the website detailing the date, time, and location of the consultation.

[Appendix A](#) provides a full overview of the website pages.

### Notification

#### *Canada Post Mail Notification*

An official notification postcard with details of the Open House was mailed via Canada Post on January 22, 2024, to land in mailboxes two-weeks prior to the Open House event. The notification was mailed to all properties within a 140m radius with mailing addresses confirmed and provided by the City. It is noted that this list included a total of 1760 addresses.

[Appendix B](#) provides a copy of the notification flyer mailed to the community, the mailing addresses provided by the City, and receipt of mailing from Canada Post.

#### *Email to Mailing List*

On February 6, 2024, an email was sent to the existing mailing list and all who had signed up through our website detailing the Open House date, time, and location.

[Appendix C](#) provides a copy of the email sent to the mailing list.

#### *Newspaper Notification*

In addition to the Canada Post notification, a running online newspaper ad was published by the Tri City News advertising the Open House. The notification was geotargeted to Port Moody residents and ran from January 26 – February 13, 2024 (2 weeks).

[Appendix D](#) provides a copy of the newspaper publications.

### Comment Card

At the in-person Open House, attendees were provided with a physical comment card to share their views of the proposal. A total of 18 comment cards were submitted at this event. Details of the comments received are below.

[Appendix E](#) provides a copy of the comment form.

# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

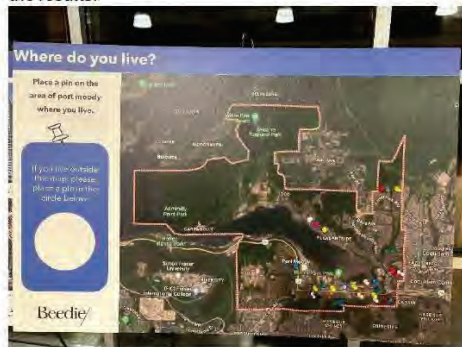
1264

### In-Person Open House Format

On February 13, 2024, an in-person Open House was hosted between 5:00pm and 7:00pm onsite at the Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody.

The Open House displayed 26 passive project boards and the applicant team was present to answer questions. No formal presentation was made. **Appendix F** provides a copy of the project boards displayed. Six (6) of the boards were interactive in nature, as detailed below.

One (1) board asked participants to place a pin where they live in Port Moody. The image below shares the results.



One (1) board reported on the feedback from the Public Realm Workshop hosted by Beedie on February 1, 2024, and asked the public to add their ideas and indicate what was missing. The image below shares the results.



Transcription of image

- Affordable retail spaces
- Pop up for charities
- Protected areas to site from rain
- Shade
- Tree canopy
- Tree canopy with grass in the parks not plastic playgrounds



# Considered at the December 3, 2024, Special Council meeting

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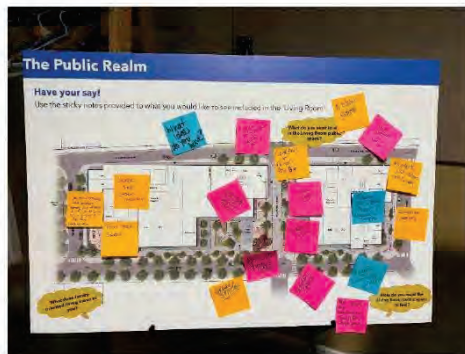
Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1265

Attachment 14

One (1) board shared an image of the site plan and requested participants share their ideas for the Living Room. The image below shares the results.



Transcription of image

- You need to show the loading zones (e.g. For move in-out) which is in use ~10-20% of the time! (and delivery)
- Food Truck Space
- Space for street musicians
- Piazza gathering space
- "open" restaurants – outdoor patios
- All ages play area (think older kids)
- Green Space
- Cocktails + Dreams Patio Bar
- A new name
- Small stages
- Seasonal events
- Seniors spaces
- Think shipyards in North Van
- No plastic just nature trees canopy
- Restaurants + public space "vibe" (Suterbrook is missing this)
- Veggie community gardens
- Not ugly art deco...something that reflects PoMo's natural beauty
- Exercise stations

Three (3) boards shared concept images of potential features in the "Living Room" and asked participants to indicate which resonated with them. The images below shares the results.



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Hard copy comment forms were available for participants to privately record their feedback on the proposal.

57 people attended the in-person Open House (54 who registered on the sign in sheet and 3 who did not). A scanned copy of the sign-in sheet is available in [Appendix G](#).



*Above: Photos from the Open House hosted on February 13, 2024*

# Considered at the December 3, 2024, Special Council meeting

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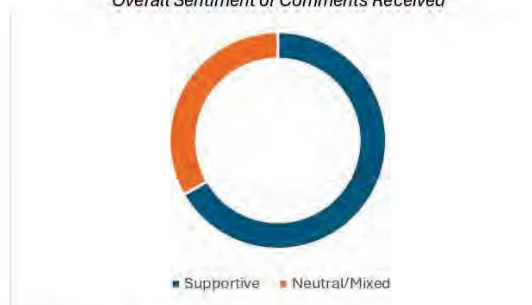
# Considered at the July 23, 2024, Regular Council meeting

1267

### Feedback Received

18 comments were submitted during the official comment period. Of the 18 comment cards received, we have determined that 6 shared neutral comments on the proposal, and 12 provided supportive comments on the proposal.

Overall Sentiment of Comments Received

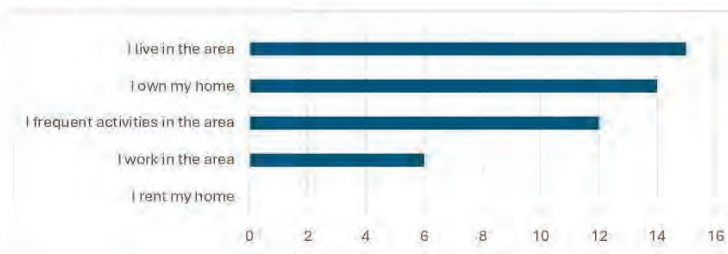


Appendix H provides a copy of all comments received.

The quantitative data from the comment forms received during the official public input period are outlined below.

### Q1. Tell us a little about yourself. Do you: *(respondents were able to choose multiple answers)*

- **15 respondents indicated:** I live in the area
- **14 respondents indicated:** I own my home
- **12 respondents indicated:** I frequent activities in the area
- **6 respondents indicated:** I work in the area
- **0 respondents indicated:** I rent my home





# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

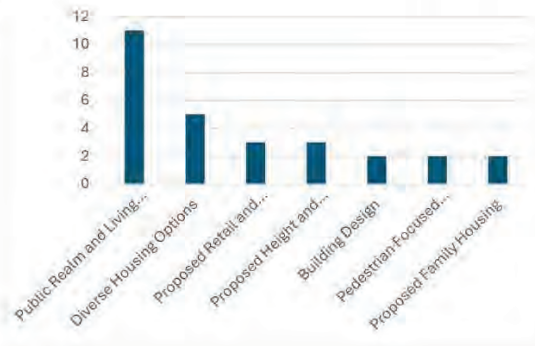
# Considered at the July 23, 2024, Regular Council meeting

1268

Attachment 14

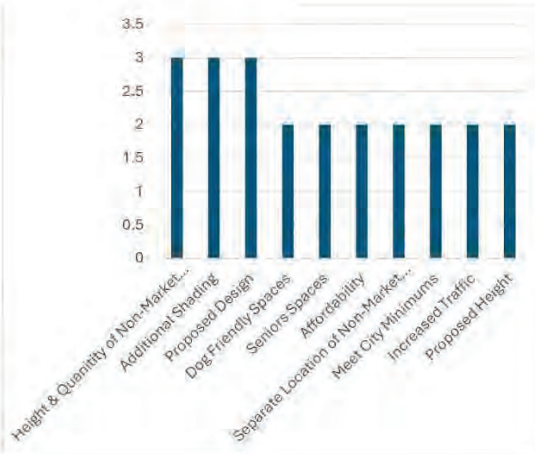
**Q2. Are there elements of the proposed plan that you like? If so, what are they?** (when raised by 2 or more respondents)

- **11 respondents indicated:** the public realm and Living Room
- **5 respondents indicated:** diverse housing options
- **3 respondents indicated:** the proposed retail and commercial space
- **3 respondents indicated:** the proposed height and density
- **2 respondents indicated:** the building design
- **2 respondents indicated:** a pedestrian focused Spring Street
- **2 respondents indicated:** the proposed ratio of family housing



**Q3. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?** (when raised by 2 or more respondents)

- **3 respondents indicated:** the proposed height and quantity of non-market housing too small
- **3 respondents indicated:** the need for additional shading
- **3 respondents indicated:** the proposed building design
- **2 respondents indicated:** the need for dog friendly spaces
- **2 respondents indicated:** the need for seniors spaces
- **2 respondents indicated:** the affordability
- **2 respondents indicated:** the separate location of the non-market housing
- **2 respondents indicated:** the need to meet City minimum requirements (for ex. 3 bedroom units)
- **2 respondents indicated:** concern for increased traffic
- **2 respondents indicated:** the proposed height is too tall





# Considered at the December 3, 2024, Special Council meeting

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# Considered at the July 23, 2024, Regular Council meeting

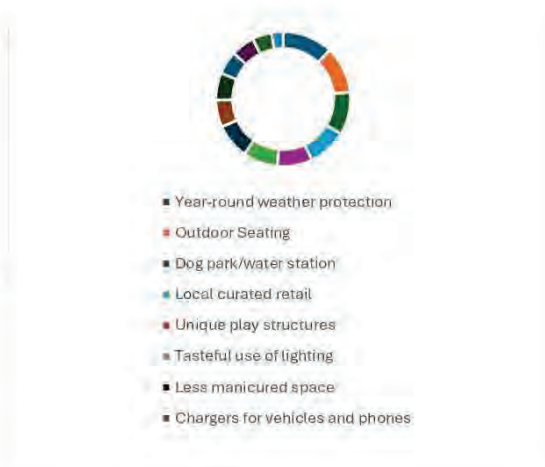
1269

**Q4. Do you have any other comments to share with us?**

*Please see Appendix H for further details*

**Q5. This application provides more than 26,000 sq.ft of public amenity space, "The Living Room". Which of the following ideas resonate with you as potential features of this public space? Check all that apply.**

- **13 respondents chose:** Year-round weather protection
- **12 respondents chose:** Outdoor seating
- **11 respondents chose:** Dog park/watering station
- **10 respondents chose:** Local, curated retail
- **9 respondents chose:** Unique play structures
- **9 respondents chose:** Tasteful use of lighting
- **9 respondents chose:** Less manicured space, more natural gardens
- **7 respondents chose:** Chargers for vehicles and phones
- **7 respondents chose:** Interesting footpath treatments
- **6 respondents chose:** Art piece linked to the community
- **6 respondents chose:** Flexible theatre space
- **5 respondents chose:** Art blocks and pop-up galleries
- **3 respondents chose:** Other  
*(suggestions: outdoor cocktail bar, shade, freeze free/refillable water station)*



END

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1270

Attachment 15



## City of Port Moody

### Bylaw No. 3475

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to implement changes to the Moody Centre Transit-Oriented Development (TOD) Area for site specific redevelopment (Beedie – Moody Centre).

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. 39, 2024, No. 3475 (Beedie – Moody Centre)”.

#### 2. Amendments

- 2.1 City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended in Chapter 4, section 4.1.6 Moody Centre Station Transit-Oriented Development of Schedule “A” by replacing the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.

with the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except as specified in section 15.5.6 Moody Centre Station Transit-Oriented Development. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.

# Considered at the December 3, 2024, Special Council meeting

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Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

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Attachment 15

- 2.2 Bylaw No. 2955 is further amended in Chapter 8, section 8.9.2 Multi-Family Forms by replacing the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys)

This designation is limited to the Inlet Centre Station Transit-Oriented Development Area and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys.”.

with the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys in most cases)

This designation is primarily limited to the Inlet Centre Station and Moody Centre Station Transit-Oriented Development Areas and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys, but higher building forms may be considered on a case-by-case basis in exchange for affordable housing and other desired community amenities.”.

- 2.3 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following introductory paragraph:

“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys.”.

with the following paragraph:

“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except in cases where area specific policies apply.”.

# Considered at the December 3, 2024, Special Council meeting

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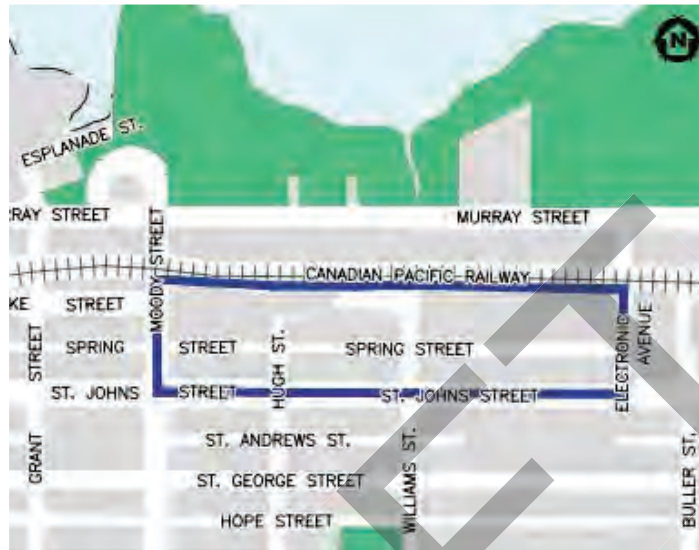
Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

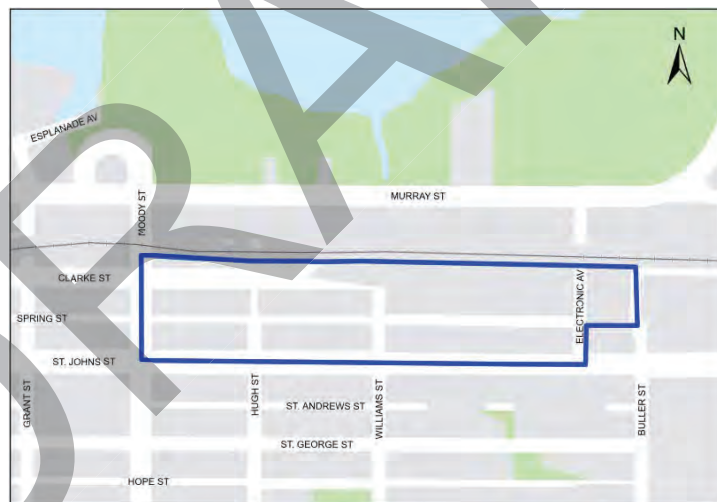
1272

Attachment 15

- 2.4 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following inset graphic:



with the following inset graphic:



- 2.5 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.



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# Considered at the July 23, 2024, Regular Council meeting

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Attachment 15

with the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, except for the area identified in policy 15 in this section, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.

- 2.6 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

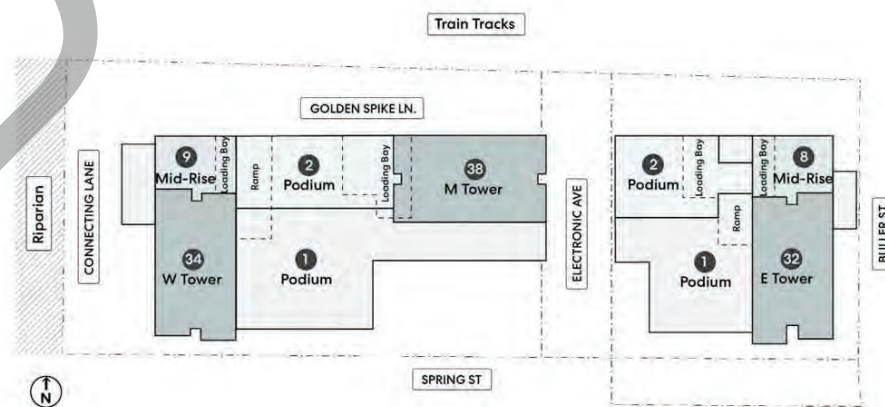
“4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged.”.

with the following paragraph:

“4. High-rise towers **should be slender and include a three-storey podium.** For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged, except for the area identified in policy 15 in this section.”.

- 2.7 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by adding the following paragraph and supporting graphic:

“15. For the area identified on the map below, a maximum height of up to 32, 34, and 38 storeys respectively will be considered for buildings, with a minimum distance separation of no less than 40m between adjacent towers and maximum tower floor places of approximately 770m<sup>2</sup>.”.



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- 2.8 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 1 – Overall Land Use Locations* with *Map 1 – Overall Land Use Plan* attached to this Bylaw as Schedule A.
- 2.9 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 11 – Evergreen Line Sub-Areas* with *Map 11 – Evergreen Line Sub-Areas* attached to this Bylaw as Schedule B.

### 3. Attachments and Schedules

- 3.1 The following schedules are attached to and form part of this Bylaw:
  - ≠ Schedule A – Map 1 – Overall Land Use Plan
  - ≠ Schedule B – Map 2 – Evergreen Line Sub-Areas

### 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

I hereby certify that the above is a true copy of Bylaw No. 3475 of the City of Port Moody.

---

S. Lam  
City Clerk

# Considered at the December 3, 2024, Special Council meeting

446

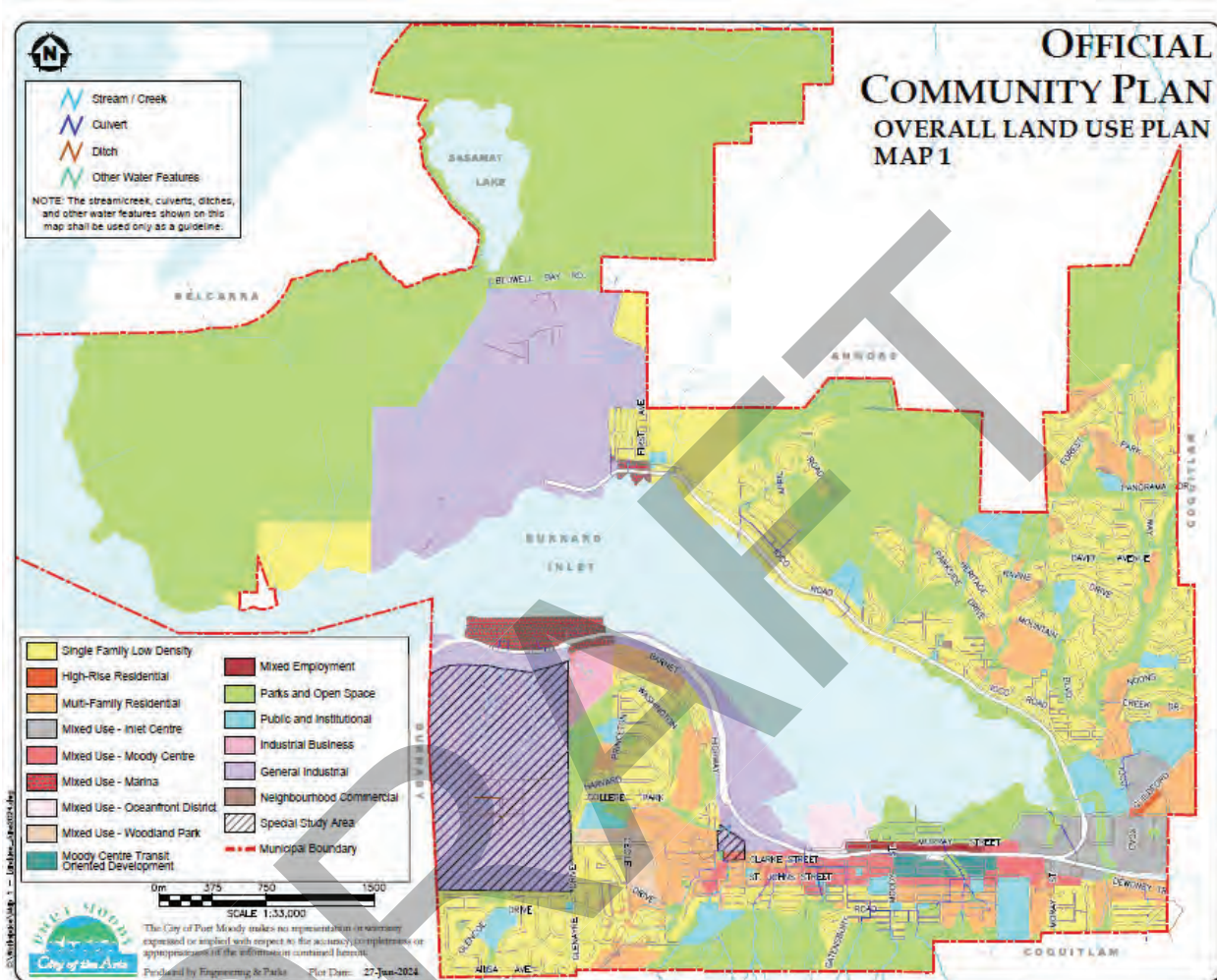
Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1275

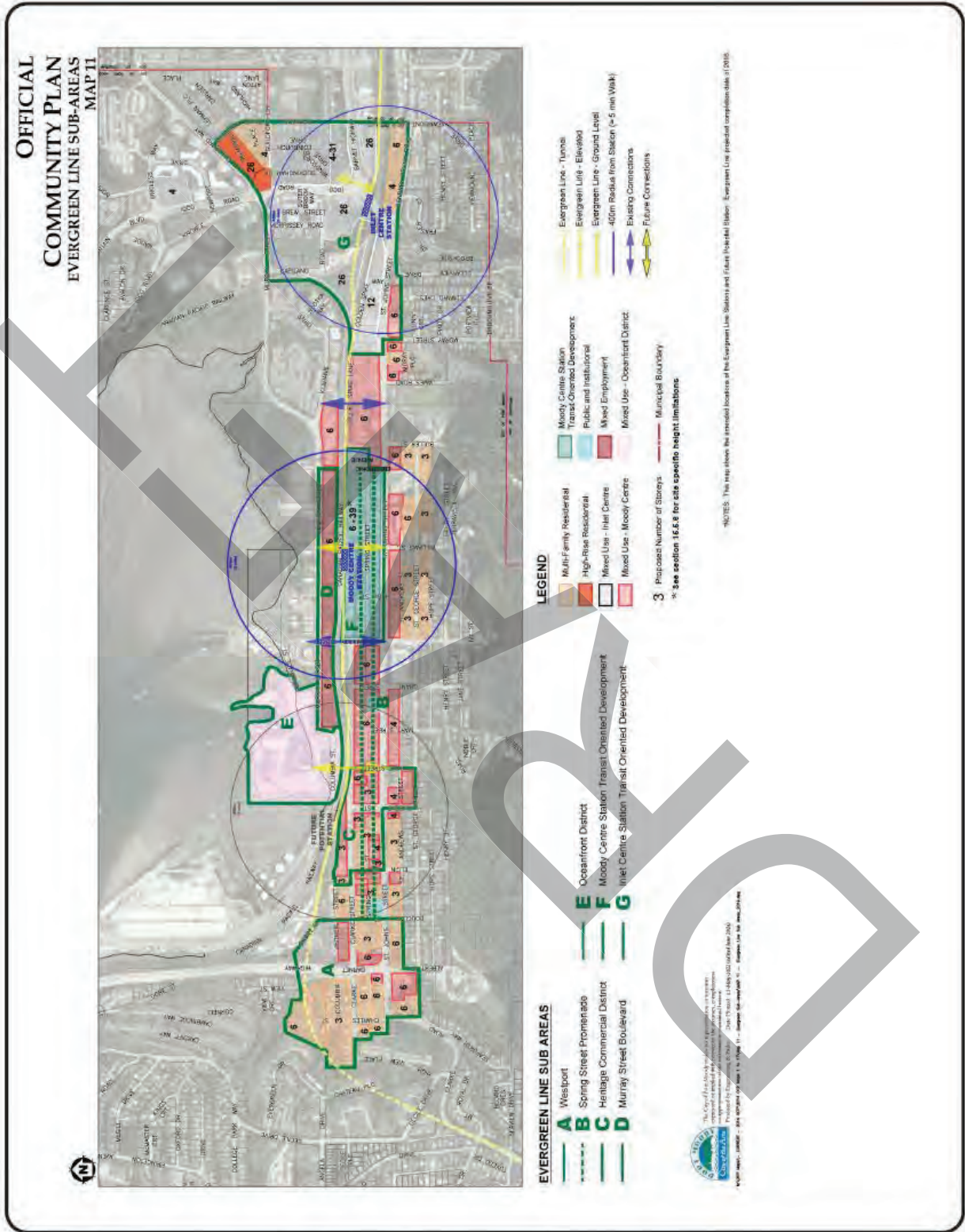
Attachment 15

## Schedule A – Map 1 – Overall Land Use Plan





Schedule B – Map 2 – Evergreen Line Sub-Areas





# Considered at the December 3, 2024, Special Council meeting

448

# Considered at the July 23, 2024, Regular Council meeting

1277



## City of Port Moody

### Bylaw No. 3473

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the rezoning of four lots in the Moody Centre Transit-Oriented Development (TOD) Area from Light Industrial (M1) to Comprehensive Development Zone 94 (CD94) to allow for the development of a high-density mixed-use project.

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 Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94)”.

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following lands from Light Industrial (M1) to Comprehensive Development Zone 94 (CD94):

PID	Legal Description
008-665-508	LOT 67 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 39771
008-449-660	LOT 61 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 37998
029-324-246	LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP31869
006-128-131	LOT 68 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41261

along with that northern portion of Electronic Avenue, all of which are shown on the location map in Schedule A attached to and forming part of this Bylaw.

- 2.2 Bylaw No. 2937 is further amended by adding the following section CD94 to Schedule D:

“CD94. Comprehensive Development Zone 94 (CD94)

#### **CD94.1 Intent**

The intent of this zone is to facilitate the development of a high-density mixed-use project in the Moody Centre Transit-Oriented Development area.

# Considered at the December 3, 2024, Special Council meeting

449

# Considered at the July 23, 2024, Regular Council meeting

1278

## **CD94.2**     **Definition**

For the purposes of the CD94 zone only, the following definition will apply:

“IN-SUITE STORAGE SPACE” means Floor Area within or Accessory to a Dwelling Unit, used to store personal items such as recreation equipment, tires, barbecues, suitcases and miscellaneous household articles, but does not include Floor Area for clothes closets, linen closets, or kitchen or bathroom cupboards.

## **CD94.3**     **Uses**

The following uses are permitted in the CD94 zone, with the location of the uses as indicated in Schedule B:

Principal Uses:

- 1) Assembly
- 2) Civic
- 3) Commercial – Artist Studio
- 4) Commercial – Athletic and Recreation
- 5) Commercial – Child Care
- 6) Commercial – Entertainment
- 7) Commercial – Licensee Retail Store
- 8) Commercial – Liquor Primary Establishment
- 9) Commercial – Office
- 10) Commercial – Personal Service
- 11) Commercial – Restaurant
- 12) Commercial – Retail
- 13) Commercial – Retail Food Service
- 14) Common Amenity Space
- 15) Community Care
- 16) Multi-Residential
- 17) Residential Sales Centre

Secondary Use:

- 1) Home Occupation – Type A

Considered at the December 3, 2024, Special Council meeting

450

Considered at the July 23, 2024, Regular Council meeting

1279

**CD94.4 Density**

CD94.4.1 The densities permitted in the CD94 zone are as follows:

Uses	Minimum Floor Area (m <sup>2</sup> )	Maximum Floor Area (m <sup>2</sup> )
Multi-Residential	N/A	80,080
Commercial	6,300	6,700
Common Amenity Space	1,975	N/A

CD94.4.2 If the Multi-Residential maximum Floor Area is fully utilized, a minimum of 1,654.8m<sup>2</sup> of the Multi-Residential Floor Area shall be utilized for Non-Market Housing. If the Multi-Residential maximum Floor Area is not fully utilized, the minimum amount of Floor Area utilized for Non-Market Housing will be 6% of the proposed Multi-Residential Floor Area less 3,150m<sup>2</sup>.

CD94.4.3 For the purposes of Floor Area calculation, In-Suite Storage Space to a maximum of 2.8m<sup>2</sup> space per Dwelling Unit may be excluded from the calculation provided that:

- ≠ storage space may be located in a single room, not exceeding 2.8m<sup>2</sup> (if storage spaces exceed 2.8m<sup>2</sup>, the total area will be included in the calculation of Floor Area);
- ≠ must be full floor-to-ceiling height (minimum of 2.1m) and have a minimum clear horizontal dimension of 1.2m in all directions and a maximum horizontal dimension of 1.8m;
- ≠ the storage space cannot be part of or adjunct to any other closet in the unit and must be accessed from a common area or hallway within the Dwelling Unit; and
- ≠ the storage space must not contain windows.

CD94.4.4 For the purposes of Floor Area calculation, corridors, elevator shafts, foyers, hallways, landings, Mezzanines, staircases and stairwells used to directly access Common Amenity Space shall be excluded from the calculation.

CD94.4.5 For the purposes of Floor Area calculation, any portion of Floor Area open to below which is used exclusively for Natural Ventilation shall be excluded from the calculation up to a maximum of 1% of the Floor Area.

# Considered at the December 3, 2024, Special Council meeting

451

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1280

Attachment 16

## **CD94.5 Residential Unit Mix**

CD94.5.1 For the overall development covered by the CD94 zone, the mix of Dwelling Unit sizes shall include a minimum of 20% two-bedroom units and a minimum of 10% three- or more-bedroom units.

## **CD94.6 Building Siting and Separation**

CD94.6.1 The siting of Buildings shall be in conformity with Schedule C.

CD94.6.2 The minimum separation required between the three Building towers on the site shall be in conformity with Schedule C.

CD94.6.3 The separation between the Building towers is measured from Building tower face to Building tower face.

## **CD94.7 Building Heights**

CD94.7.1 Maximum buildings heights, as expressed in Storeys, shall be as indicated in Schedule C.

## **CD94.8 Rooftop Common Amenity Space Structures**

CD94.8.1 Common Amenity Space Structures on the rooftops of Buildings shall not count as a Storey.

CD94.8.2 Common Amenity Space Structures (including both enclosed and unenclosed) on the rooftops of Building towers and all other structures, excluding architectural elements, on the rooftops of Building towers shall be limited to a combined total of no more than 40% of the Floor Area of the Storey below.

CD94.8.3 Common Amenity Space Structures on the rooftops of Building towers shall be limited to a maximum of 4.3m in height.

## **CD94.9 Tower Floor Areas**

CD94.9.1 The maximum permitted Floor Area of any Storey in a Multi-Residential Building tower, above the podium and mid-rise level, is 770m<sup>2</sup>.



# Considered at the December 3, 2024, Special Council meeting

452

# Considered at the July 23, 2024, Regular Council meeting

1281

## CD94.10 Parking, Loading, and Bicycle Parking

CD94.10.1 The provision of parking, loading and bicycle parking for Buildings in the CD94 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations in conjunction with transportation demand management measures:

Type of Use	Vehicle Parking Required
All uses combined, including residential, commercial, and visitor	868 spaces

### 3. Schedules

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

- ≠ Schedule A – Location Map
- ≠ Schedule B – Use Locations
- ≠ Schedule C –Siting and Building Heights

### 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.

**Public Hearing held** this \_\_\_ day of \_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_, 2024.

\_\_\_\_\_  
Megan Lahti  
Mayor

\_\_\_\_\_  
Stephanie Lam  
City Clerk

Considered at the December 3, 2024, Special Council meeting

453

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1282

Attachment 16

I hereby certify that the above is a true copy of Bylaw No. 3473 of the City of Port Moody.

---

Stephanie Lam  
City Clerk

DRAFT

# Considered at the December 3, 2024, Special Council meeting

454

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

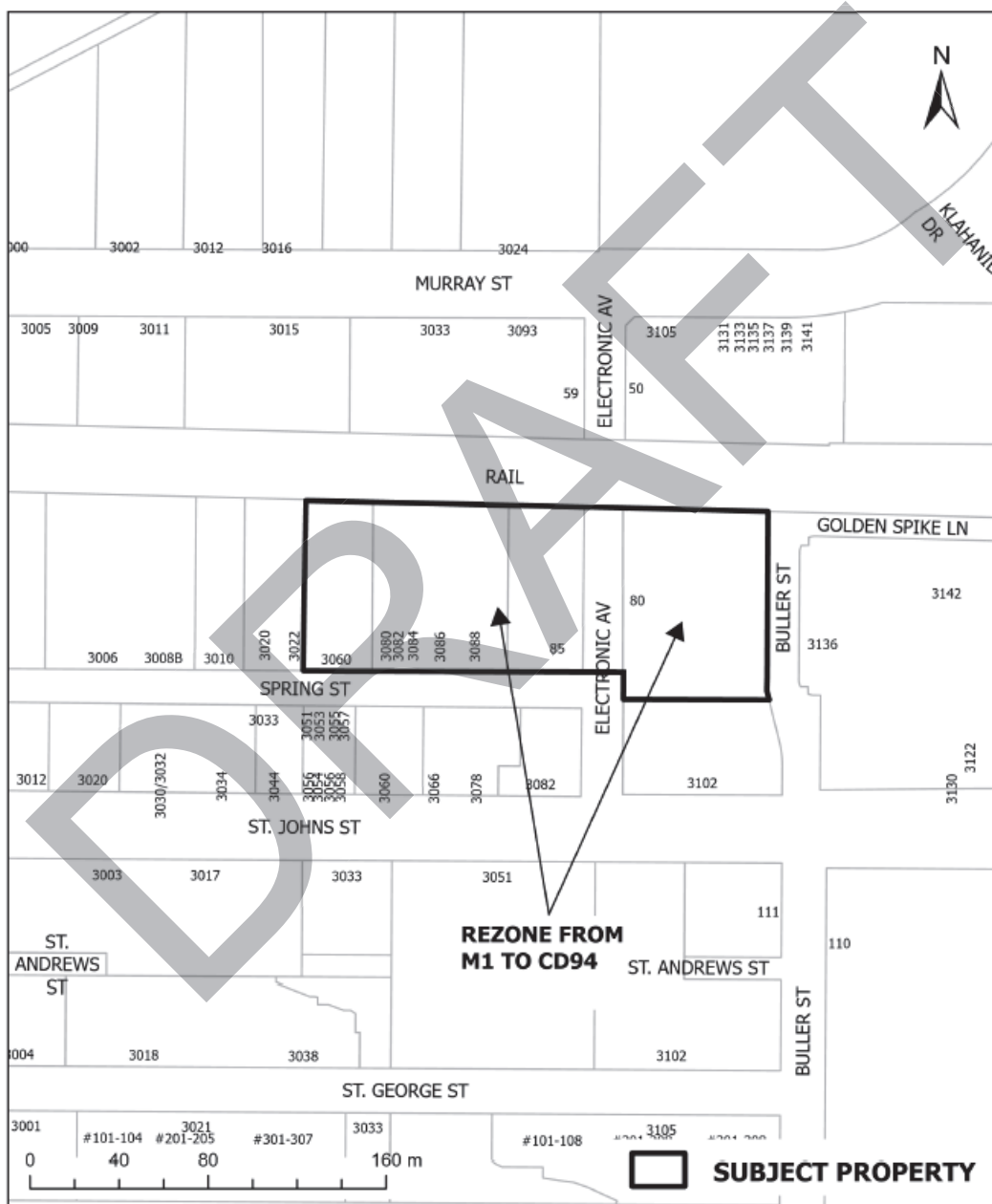
1283

Attachment 16

## Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94).

Stephanie Lam  
City Clerk



File: N:\Mapping\Requests - Internal\LOCATION MAPS (Spring Street)\3008-3088 Spring Street & 80-85 Electronic Ave\3008-3088 Spring St & 80-85 Electronic Ave\_BYLAM\_Mac.pdf

Last Modified: 7/4/2024

Considered at the December 3, 2024, Special Council meeting

455

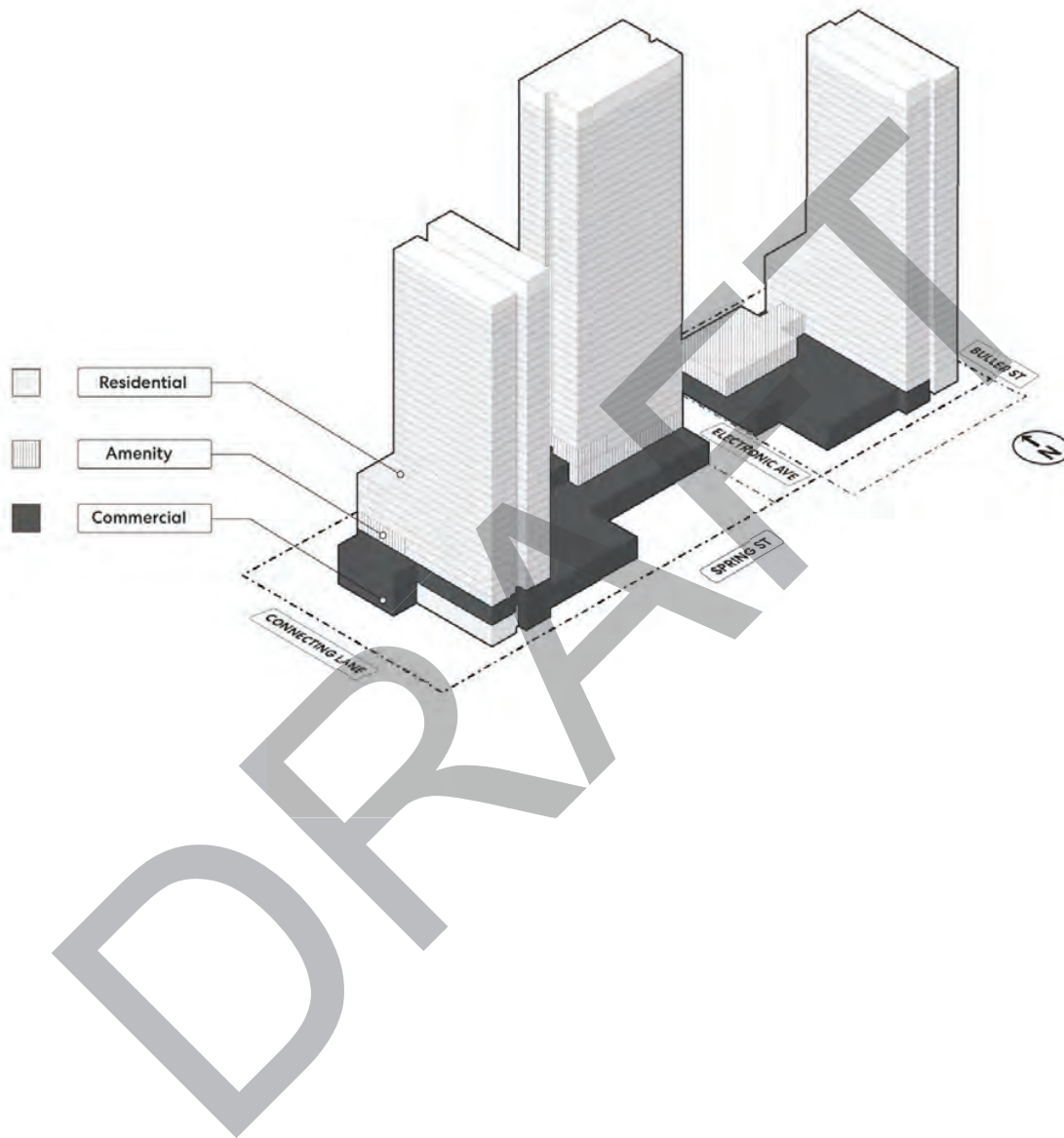
Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1284

Attachment 16

Schedule B – Use Locations





Considered at the December 3, 2024, Special Council meeting

456

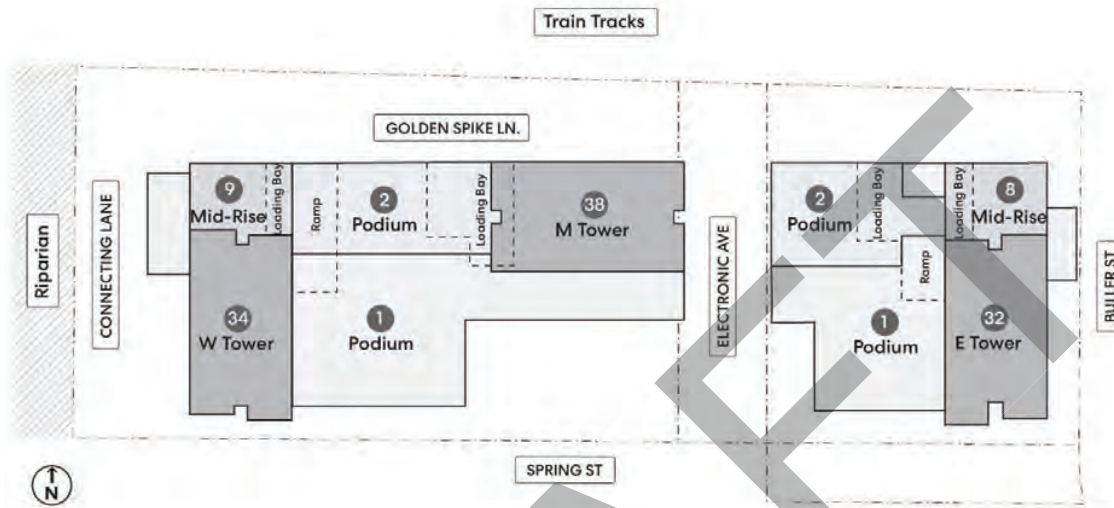
Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1285

Attachment 16

Schedule C – Siting and Building Heights



# Considered at the December 3, 2024, Special Council meeting

457

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

1286

Attachment 17



## City of Port Moody

### Bylaw No. 3474

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the rezoning of a Lot in the Moody Centre Transit-Oriented Development Area from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95) to allow for a six-storey Multi-Residential Building.

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 Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95)”.

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following land from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95):

PID	Legal Description
004-369-670	LOT 13 BLOCK 13 DISTRICT LOT 201 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 72

as shown on the location map in Schedule A attached to and forming part of this Bylaw.

- 2.2 Bylaw No. 2937 is further amended by adding the following section CD95 to Schedule D:

“CD95. Comprehensive Development Zone 95 (CD95)

**CD95.1 Intent**

The intent of this zone is to facilitate the development of a six-storey Multi-Residential Building in the Moody Centre Transit Oriented Development area.

# Considered at the December 3, 2024, Special Council meeting

458

# Considered at the July 23, 2024, Regular Council meeting

1287

## **CD95.2 Uses**

The following uses are permitted in the CD95 zone:

Principal Uses:

- 1) Common Amenity Space
- 2) Community Care
- 3) Multi-Residential

## **CD95.3 Density**

CD95.3.1 The densities permitted in the CD95 zone are as follows:

Uses	Minimum Floor Area (m <sup>2</sup> )	Maximum Floor Area (m <sup>2</sup> )
Multi-Residential	N/A	3,150
Common Amenity Space	145	N/A

CD95.3.2 For the purposes of Floor Area calculation, corridors, elevator shafts, foyers, hallways, landings, Mezzanines, staircases and stairwells used to directly access Common Amenity Space shall be excluded from the calculation.

## **CD95.4 Building Siting and Height**

CD95.4.1 The siting of the Building shall be in conformity with Schedule B.

CD95.4.2 The height of the Building shall not exceed six Storeys.

## **CD95.5 Rooftop Common Amenity Structures**

CD95.5.1 Common Amenity Structures on the rooftop of the Building shall not count as a Storey.

CD95.5.2 Common Amenity Structures (including both enclosed and unenclosed) on the rooftop of the Building shall be limited to a combined total of no more than 40% of the Floor Area of the Storey below.

CD95.5.3 Common Amenity Structures on the rooftop of the Building shall be limited to a maximum of 4.3m in height.

## **CD95.6 Parking, Loading, and Bicycle Parking**

The provision of parking, loading and bicycle parking for Buildings in the CD95 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations:

# Considered at the December 3, 2024, Special Council meeting

459

# Considered at the July 23, 2024, Regular Council meeting

1288

### CD95.6.1 Vehicle Parking

Type of Use	Vehicle Parking Required
All uses combined	Four Parking Spaces

### CD96.6.2 Off-Street Bicycle Parking

Type of Use	Bicycle Parking Required
Multi-Residential	0.7 long term parking spaces per bedroom

## 3. Schedules

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

- ≠ Schedule A – Location Map
- ≠ Schedule B– Building Siting

## 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.

**Public Hearing held** this \_\_\_ day of \_\_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_\_, 2024.

---

Megan Lahti  
Mayor

---

Stephanie Lam  
City Clerk



Considered at the December 3, 2024, Special Council meeting

460

Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1289

Attachment 17

I hereby certify that the above is a true copy of Bylaw No. 3474 of the City of Port Moody.

---

Stephanie Lam  
City Clerk

DRAFT

# Considered at the December 3, 2024, Special Council meeting

461

Attachment 1

# Considered at the July 23, 2024, Regular Council meeting

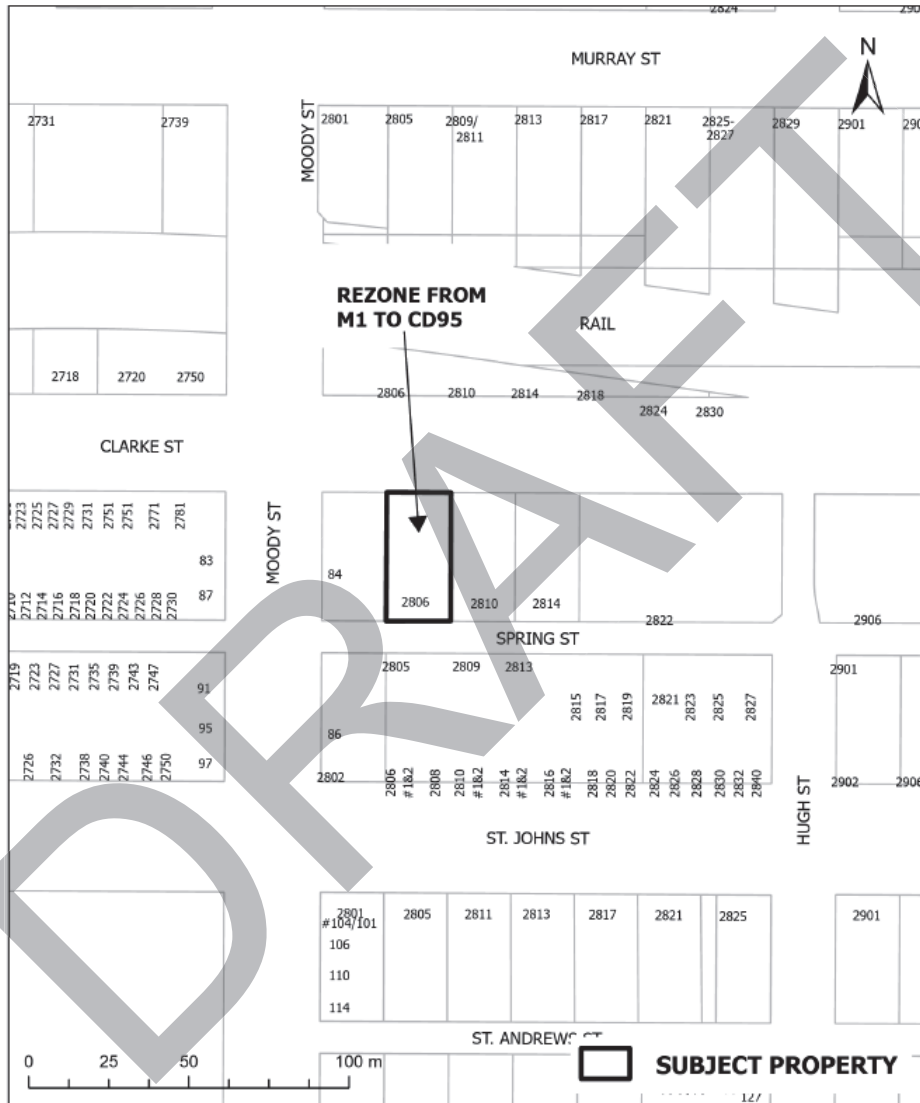
1290

Attachment 17

## Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of the City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (Spring Street) (CD95).

\_\_\_\_\_  
Corporate Officer



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Considered at the December 3, 2024, Special Council meeting

462

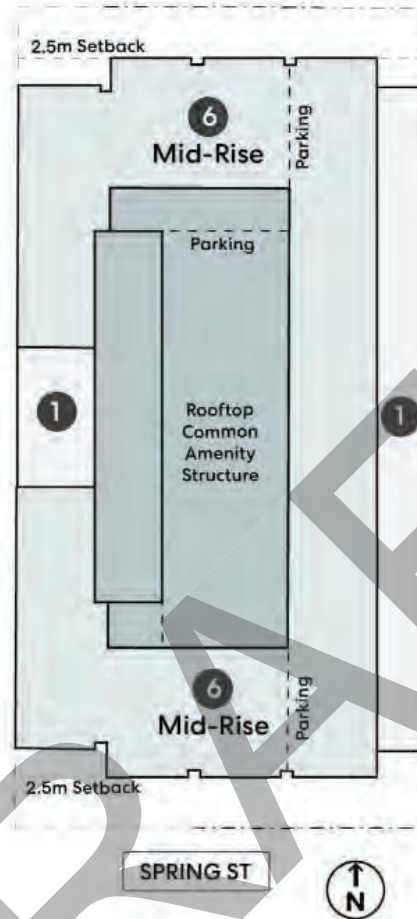
Attachment 1

Considered at the July 23, 2024, Regular Council meeting

1291

Attachment 17

Schedule B – Building Siting





# City of Port Moody

## Bylaw No. 3475

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to implement changes to the Moody Centre Transit-Oriented Development (TOD) Area for site specific redevelopment (Beedie – Moody Centre).

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. 39, 2024, No. 3475 (Beedie – Moody Centre)”.

### 2. Amendments

- 2.1 City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended in Chapter 4, section 4.1.6 Moody Centre Station Transit-Oriented Development of Schedule “A” by replacing the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.

with the following paragraph:

“The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except as specified in section 15.5.6 Moody Centre Station Transit-Oriented Development. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”.



# Considered at the December 3, 2024, Special Council meeting

464

Attachment 2

- 2.2 Bylaw No. 2955 is further amended in Chapter 8, section 8.9.2 Multi-Family Forms by replacing the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys)

This designation is limited to the Inlet Centre Station Transit-Oriented Development Area and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys.”.

with the following sub-heading and sub-paragraph:

“d. High Density Multi-Family Form: High Rise (up to 26 storeys in most cases)

This designation is primarily limited to the Inlet Centre Station and Moody Centre Station Transit-Oriented Development Areas and provides for high density residential development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys, but higher building forms may be considered on a case-by-case basis in exchange for affordable housing and other desired community amenities.”.

- 2.3 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following introductory paragraph:

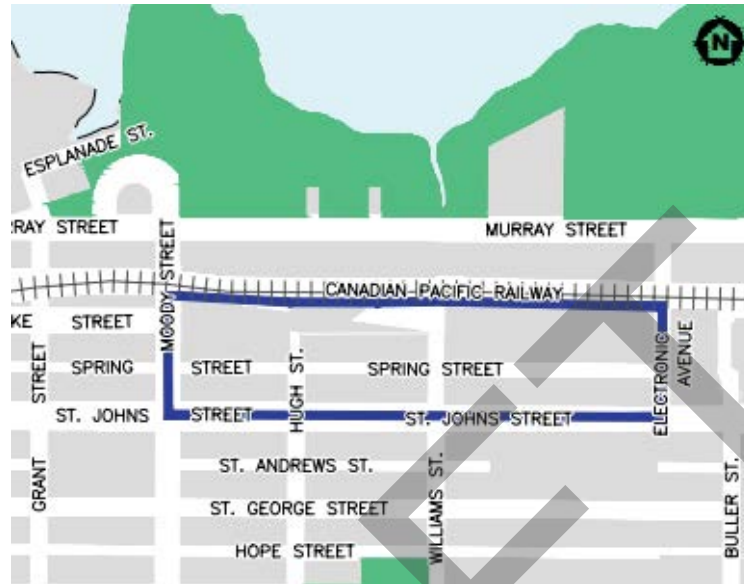
“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys.”.

with the following paragraph:

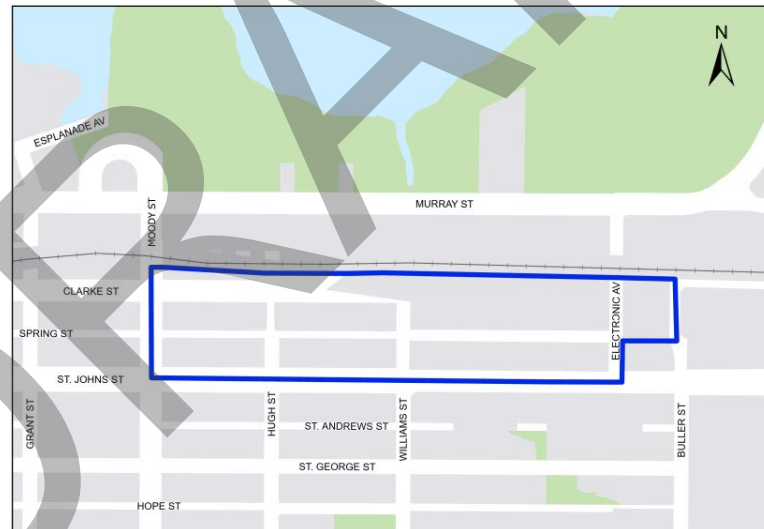
“The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys, except in cases where area specific policies apply.”.

# Considered at the December 3, 2024, Special Council meeting

- 2.4 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following inset graphic:



with the following inset graphic:



- 2.5 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.

# Considered at the December 3, 2024, Special Council meeting

with the following paragraph:

“3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, except for the area identified in policy 15 in this section, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for ‘placemaking’ around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.”.

2.6 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by replacing the following paragraph:

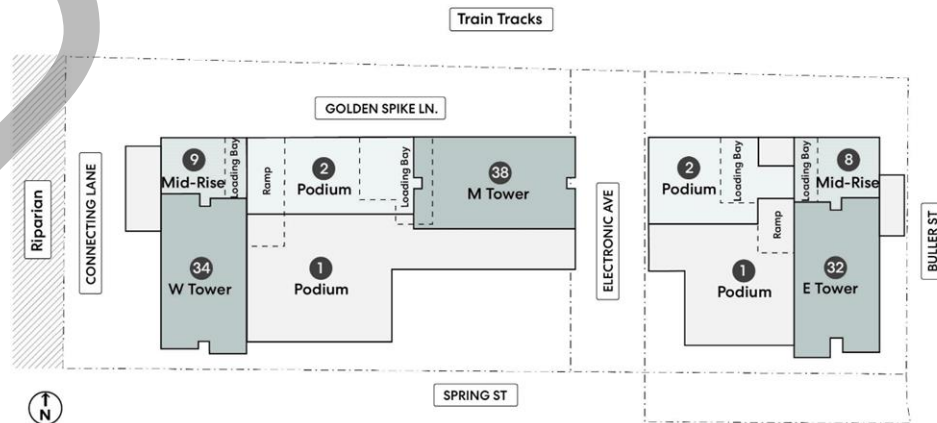
“4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged.”.

with the following paragraph:

“4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m<sup>2</sup> are encouraged, except for the area identified in policy 15 in this section.”.

2.7 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.6 Moody Centre Station Transit-Oriented Development by adding the following paragraph and supporting graphic:

“15. For the area identified on the map below, a maximum height of up to 32, 34, and 38 storeys respectively will be considered for buildings, with a minimum distance separation of no less than 40m between adjacent towers and maximum tower floor plates of approximately 790m<sup>2</sup>.”.



# Considered at the December 3, 2024, Special Council meeting

467

Attachment 2

2.8 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 1 – Overall Land Use Locations* with *Map 1 – Overall Land Use Plan* attached to this Bylaw as Schedule A.

2.9 Bylaw No. 2955 is further amended by replacing in Schedule A, *Map 11 – Evergreen Line Sub-Areas* with *Map 11 – Evergreen Line Sub-Areas* attached to this Bylaw as Schedule B.

### 3. Attachments and Schedules

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

- Schedule A – Map 1 – Overall Land Use Plan
- Schedule B – Map 2 – Evergreen Line Sub-Areas

### 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 23<sup>rd</sup> day of July, 2024.

**Read a second time** this \_\_\_ day of \_\_\_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_\_\_, 2024.

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M. Lahti  
Mayor

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S. Lam  
City Clerk

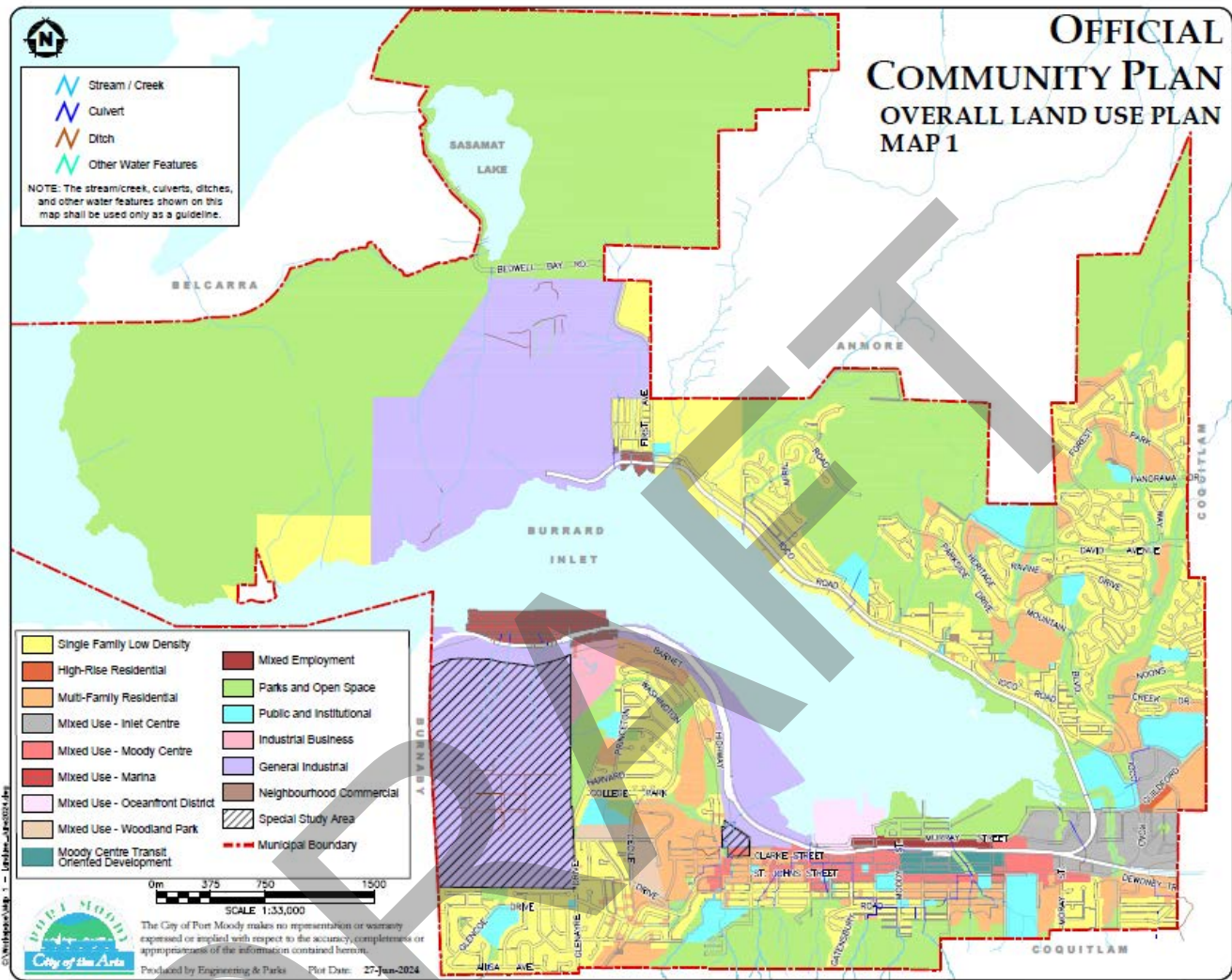
I hereby certify that the above is a true copy of Bylaw No. 3475 of the City of Port Moody.

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S. Lam  
City Clerk



Schedule A – Map 1 – Overall Land Use Plan

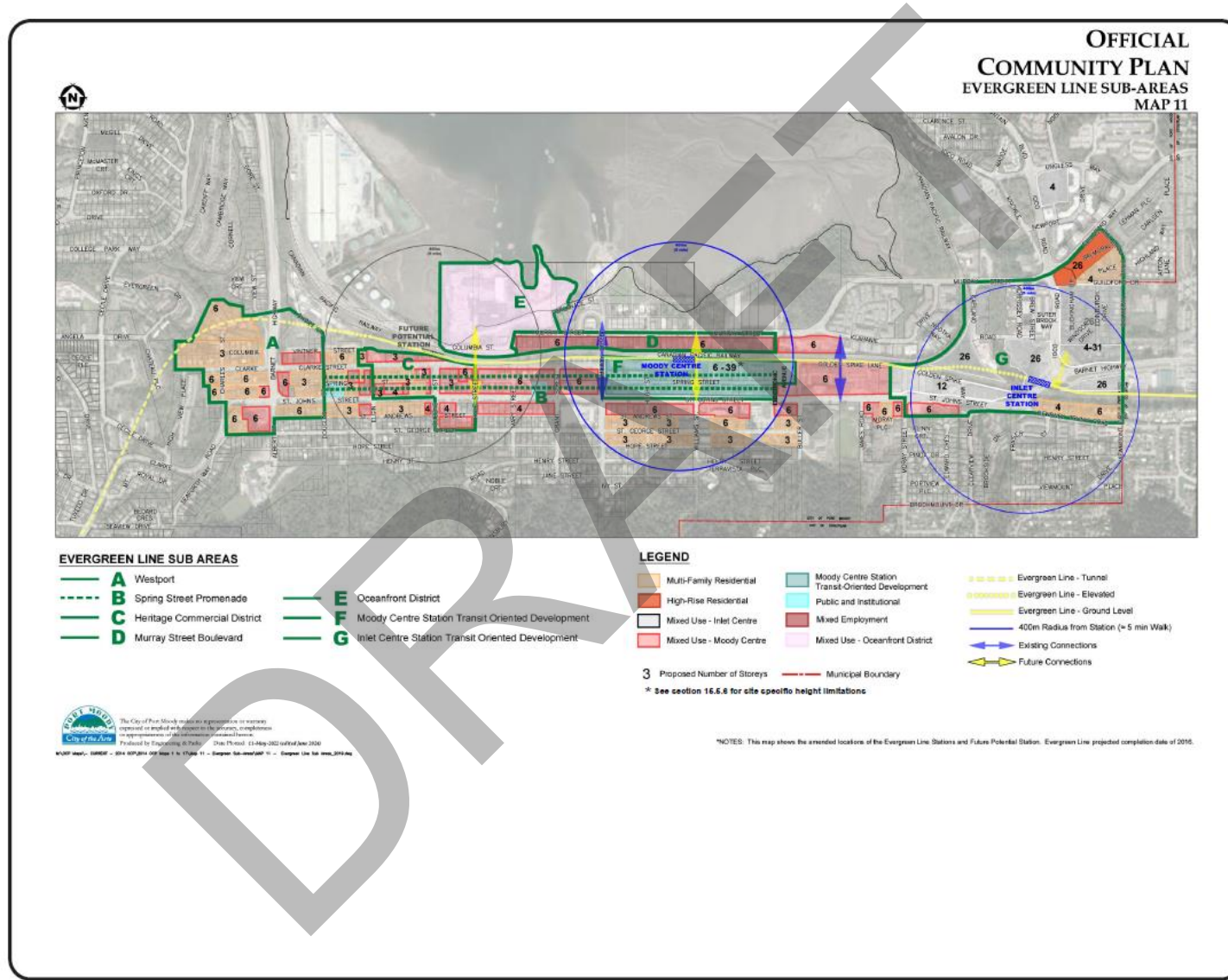


# Considered at the December 3, 2024, Special Council meeting

469

Attachment 2

## Schedule B – Map 2 – Evergreen Line Sub-Areas



# Considered at the December 3, 2024, Special Council meeting



## City of Port Moody

### Bylaw No. 3473

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the rezoning of four lots in the Moody Centre Transit-Oriented Development (TOD) Area from Light Industrial (M1) to Comprehensive Development Zone 94 (CD94) to allow for the development of a high-density mixed-use project.

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 Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94)”.

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following lands from Light Industrial (M1) to Comprehensive Development Zone 94 (CD94):

PID	Legal Description
008-665-508	LOT 67 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 39771
008-449-660	LOT 61 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 37998
029-324-246	LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP31869
006-128-131	LOT 68 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 41261

along with that northern portion of Electronic Avenue, all of which are shown on the location map in Schedule A attached to and forming part of this Bylaw.

- 2.2 Bylaw No. 2937 is further amended by adding the following section CD94 to Schedule D:

“CD94. Comprehensive Development Zone 94 (CD94)

#### **CD94.1 Intent**

The intent of this zone is to facilitate the development of a high-density mixed-use project in the Moody Centre Transit-Oriented Development area.

# Considered at the December 3, 2024, Special Council meeting

471

Attachment 3

## **CD94.2**     **Definition**

For the purposes of the CD94 zone only, the following definition will apply:

“IN-SUITE STORAGE SPACE” means Floor Area within or Accessory to a Dwelling Unit, used to store personal items such as recreation equipment, tires, barbecues, suitcases and miscellaneous household articles, but does not include Floor Area for clothes closets, linen closets, or kitchen or bathroom cupboards.

## **CD94.3**     **Uses**

The following uses are permitted in the CD94 zone, with the location of the uses as indicated in Schedule B:

Principal Uses:

- 1) Assembly
- 2) Civic
- 3) Commercial – Artist Studio
- 4) Commercial – Athletic and Recreation
- 5) Commercial – Child Care
- 6) Commercial – Entertainment
- 7) Commercial – Licensee Retail Store
- 8) Commercial – Liquor Primary Establishment
- 9) Commercial – Office
- 10) Commercial – Personal Service
- 11) Commercial – Restaurant
- 12) Commercial – Retail
- 13) Commercial – Retail Food Service
- 14) Common Amenity Space
- 15) Community Care
- 16) Multi-Residential
- 17) Non-Market Housing
- 18) Residential Sales Centre

Secondary Use:

- 1) Home Occupation – Type A



# Considered at the December 3, 2024, Special Council meeting

472

Attachment 3

## CD94.4 Density

CD94.4.1 The densities permitted in the CD94 zone are as follows:

Uses	Minimum Floor Area (m <sup>2</sup> )	Maximum Floor Area (m <sup>2</sup> )
Multi-Residential	N/A	80,080
Commercial	6,300	6,700
Common Amenity Space	1,975	N/A

CD94.4.2 For the purposes of Floor Area calculation, In-Suite Storage Space to a maximum of 2.8m<sup>2</sup> space per Dwelling Unit may be excluded from the calculation provided that:

- storage space may be located in a single room, not exceeding 2.8m<sup>2</sup> (if storage spaces exceed 2.8m<sup>2</sup>, the total area will be included in the calculation of Floor Area);
- must be full floor-to-ceiling height (minimum of 2.1m) and have a minimum clear horizontal dimension of 1.2m in all directions and a maximum horizontal dimension of 1.8m;
- the storage space cannot be part of or adjunct to any other closet in the unit and must be accessed from a common area or hallway within the Dwelling Unit; and
- the storage space must not contain windows.

CD94.4.3 For the purposes of Floor Area calculation, corridors, elevator shafts, foyers, hallways, landings, Mezzanines, staircases and stairwells used to directly access Common Amenity Space shall be excluded from the calculation.

CD94.4.4 For the purposes of Floor Area calculation, any portion of Floor Area open to below which is used exclusively for Natural Ventilation shall be excluded from the calculation up to a maximum of 1% of the Floor Area.

## CD94.5 Residential Unit Mix

CD94.5.1 For the overall development covered by the CD94 zone, the mix of Dwelling Unit sizes shall include a minimum of 20% two-bedroom units and a minimum of 10% three- or more-bedroom units.

# Considered at the December 3, 2024, Special Council meeting

473

Attachment 3

## **CD94.6 Building Siting and Separation**

- CD94.6.1 The siting of Buildings shall be in conformity with Schedule C.
- CD94.6.2 The minimum separation required between the three Building towers on the site shall be in conformity with Schedule C.
- CD94.6.3 The separation between the Building towers is measured from Building tower face to Building tower face.

## **CD94.7 Building Heights**

- CD94.7.1 Maximum buildings heights, as expressed in Storeys, shall be as indicated in Schedule C.

## **CD94.8 Rooftop Common Amenity Space Structures**

- CD94.8.1 Common Amenity Space Structures on the rooftops of Buildings shall not count as a Storey.
- CD94.8.2 Common Amenity Space Structures (including both enclosed and unenclosed) on the rooftops of Building towers and all other structures, excluding architectural elements, on the rooftops of Building towers shall be limited to a combined total of no more than 40% of the Floor Area of the Storey below.
- CD94.8.3 Common Amenity Space Structures on the rooftops of Building towers shall be limited to a maximum of 4.3m in height.

## **CD94.9 Tower Floor Areas**

- CD94.9.1 The maximum permitted Floor Area of any Storey in a Multi-Residential Building tower, above the podium and mid-rise level, is 790m<sup>2</sup>.

## **CD94.10 Parking, Loading, and Bicycle Parking**

- CD94.10.1 The provision of parking, loading and bicycle parking for Buildings in the CD94 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations in conjunction with transportation demand management measures:

Type of Use	Vehicle Parking Required
Commercial and Visitor	181 spaces
Residential	687 spaces

# Considered at the December 3, 2024, Special Council meeting

474

Attachment 3

### 3. Schedules

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

- Schedule A – Location Map
- Schedule B – Use Locations
- Schedule C –Siting and Building Heights

### 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 23<sup>rd</sup> day of July, 2024.

**Read a second time** this \_\_\_ day of \_\_\_, 2024.

**Public Hearing held** this \_\_\_ day of \_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_, 2024.

---

M. Lahti  
Mayor

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S. Lam  
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3473 of the City of Port Moody.

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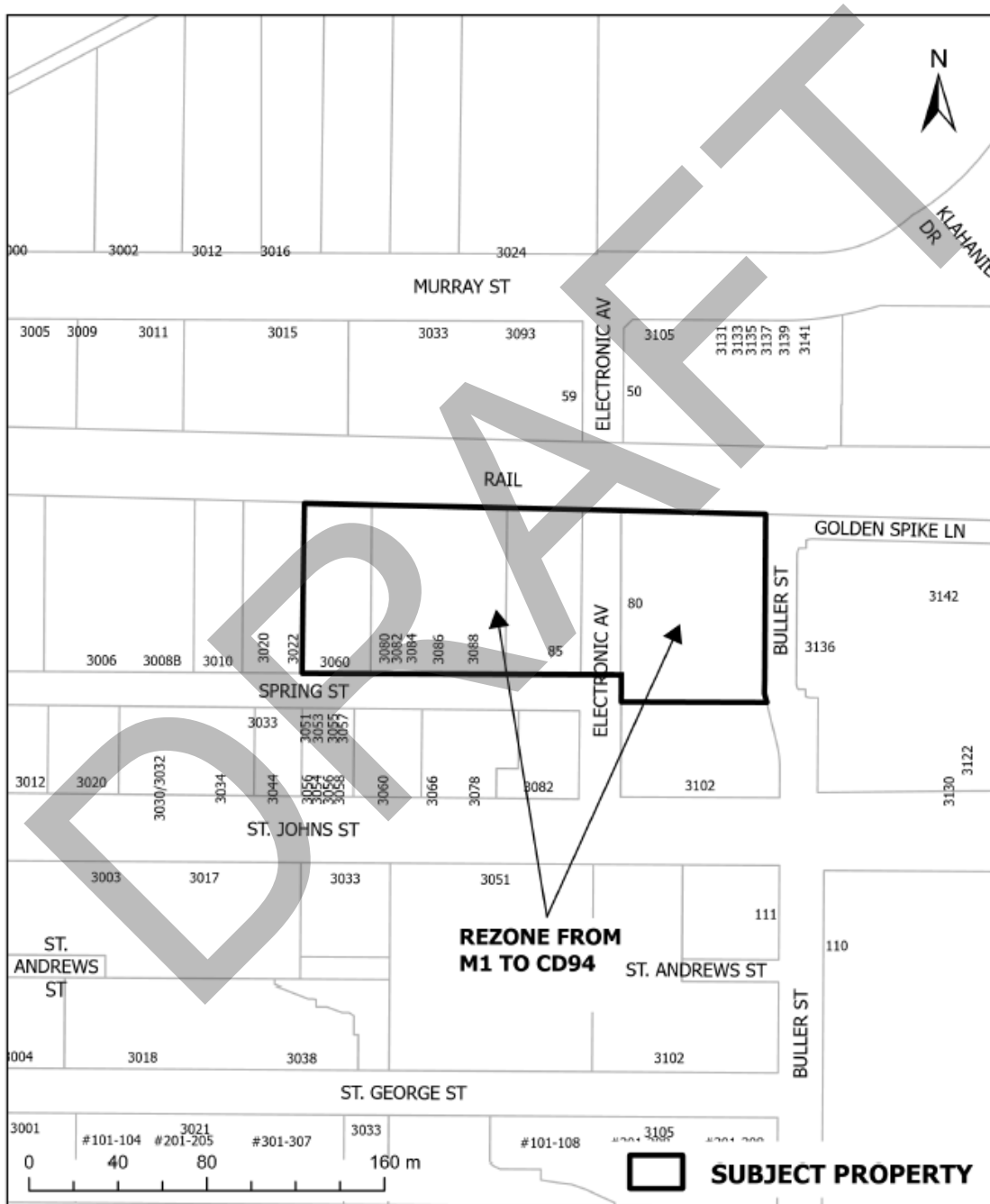
S. Lam  
City Clerk

# Considered at the December 3, 2024, Special Council meeting

## Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 98, 2024, No. 3473 (Beedie – Moody Centre) (CD94).

S. Lam  
City Clerk

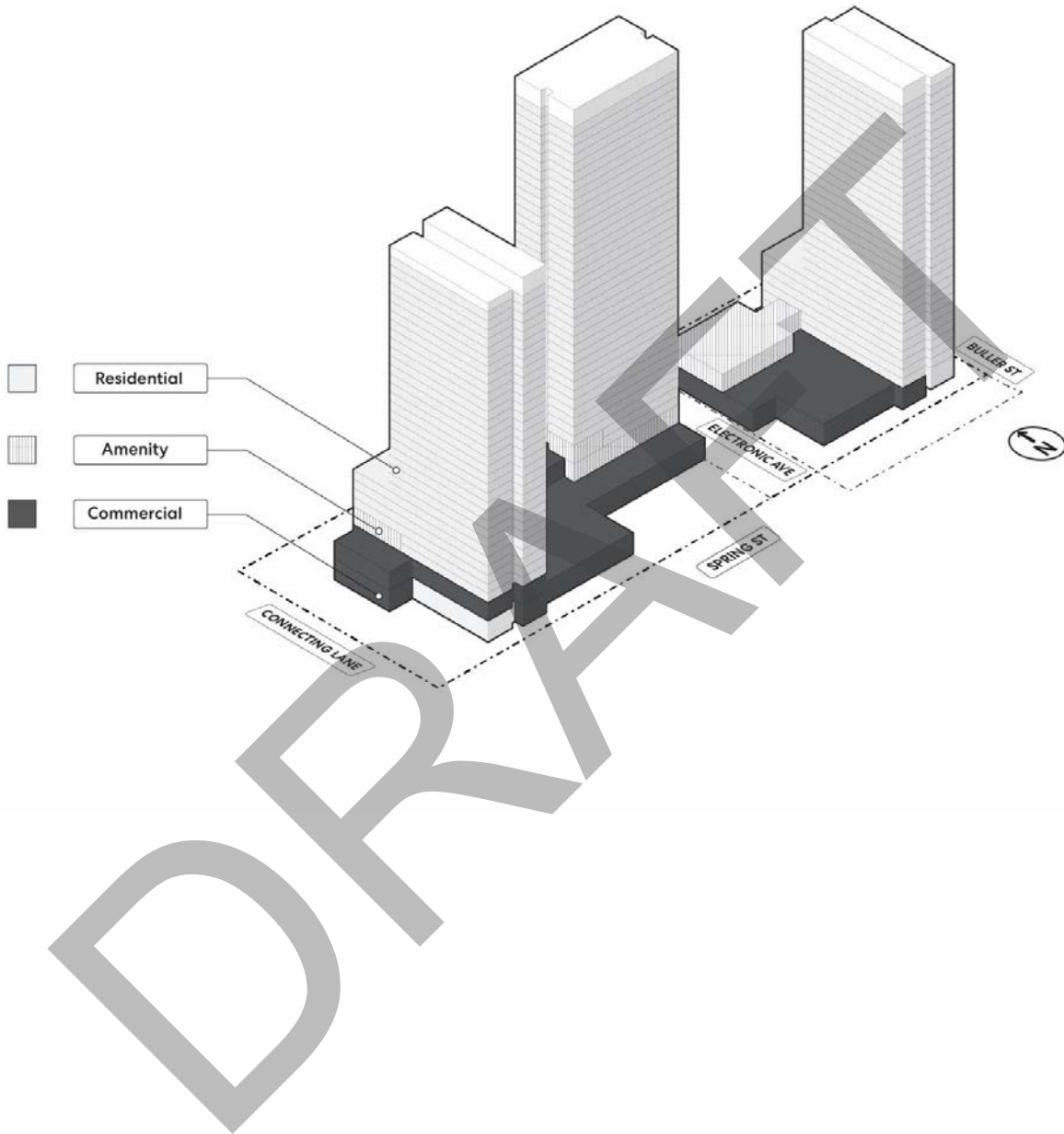


File: \\Mapping\Projects - Internal\LOCATION MAPS (Spring Street, 3002-3008 Spring Street & 80-85 Electronic Av, 3002-3008 Spring St & 80-85 Electronic Av, 011481\_Map.pdf

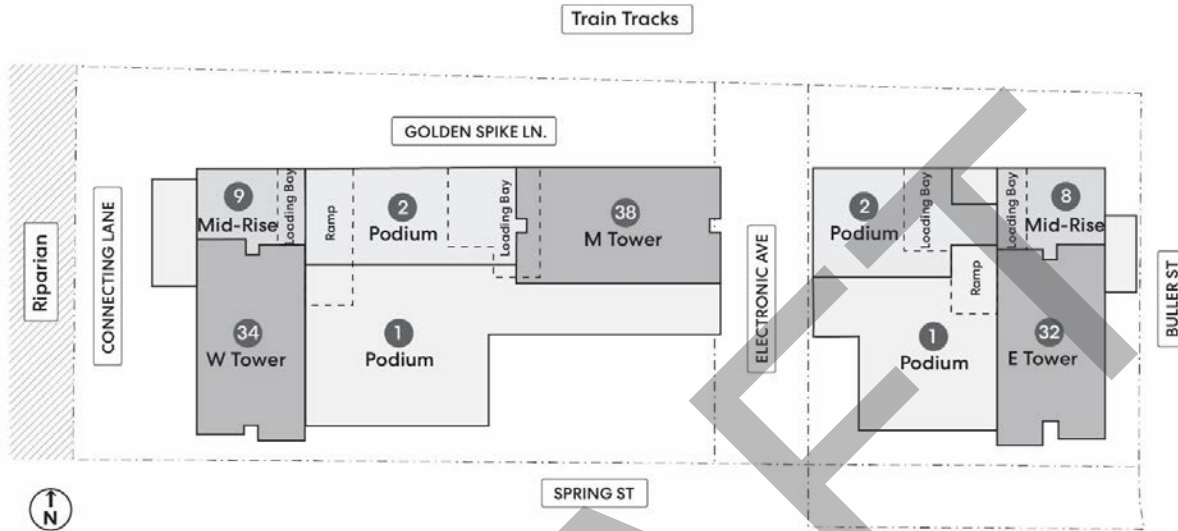
Last Modified: 7/4/2024



Schedule B – Use Locations



Schedule C – Siting and Building Heights



DRAFT



# City of Port Moody

## Bylaw No. 3474

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the rezoning of a Lot in the Moody Centre Transit-Oriented Development Area from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95) to allow for a six-storey Multi-Residential Building.

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 Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95)”.

### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following land from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95):

PID	Legal Description
004-369-670	LOT 13 BLOCK 13 DISTRICT LOT 201 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 72

as shown on the location map in Schedule A attached to and forming part of this Bylaw.

- 2.2 Bylaw No. 2937 is further amended by adding the following section CD95 to Schedule D:

“CD95. Comprehensive Development Zone 95 (CD95)

**CD95.1 Intent**

The intent of this zone is to facilitate the development of a six-storey Multi-Residential Building in the Moody Centre Transit Oriented Development area.

# Considered at the December 3, 2024, Special Council meeting

479

Attachment 4

## **CD95.2 Uses**

The following uses are permitted in the CD95 zone:

Principal Uses:

- 1) Common Amenity Space
- 2) Community Care
- 3) Multi-Residential

## **CD95.3 Density**

CD95.3.1 The densities permitted in the CD95 zone are as follows:

Uses	Minimum Floor Area (m <sup>2</sup> )	Maximum Floor Area (m <sup>2</sup> )
Multi-Residential	N/A	3,150
Common Amenity Space	145	N/A

CD95.3.2 For the purposes of Floor Area calculation, corridors, elevator shafts, foyers, hallways, landings, Mezzanines, staircases and stairwells used to directly access Common Amenity Space shall be excluded from the calculation.

## **CD95.4 Building Siting and Height**

CD95.4.1 The siting of the Building shall be in conformity with Schedule B.

CD95.4.2 The height of the Building shall not exceed six Storeys.

## **CD95.5 Rooftop Common Amenity Structures**

CD95.5.1 Common Amenity Structures on the rooftop of the Building shall not count as a Storey.

CD95.5.2 Common Amenity Structures (including both enclosed and unenclosed) on the rooftop of the Building shall be limited to a combined total of no more than 40% of the Floor Area of the Storey below.

CD95.5.3 Common Amenity Structures on the rooftop of the Building shall be limited to a maximum of 4.3m in height.

## **CD95.6 Parking, Loading, and Bicycle Parking**

The provision of parking, loading and bicycle parking for Buildings in the CD95 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations:



# Considered at the December 3, 2024, Special Council meeting

### CD95.6.1 Vehicle Parking

Type of Use	Vehicle Parking Required
All uses combined	Four Parking Spaces

### CD96.6.2 Off-Street Bicycle Parking

Type of Use	Bicycle Parking Required
Multi-Residential	0.7 long term parking spaces per bedroom

## 3. Schedules

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

- Schedule A – Location Map
- Schedule B– Building Siting

## 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 23<sup>rd</sup> day of July, 2024.

**Read a second time** this \_\_\_ day of \_\_\_, 2024.

**Public Hearing held** this \_\_\_ day of \_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_, 2024.

---

Megan Lahti  
Mayor

---

Stephanie Lam  
City Clerk

# Considered at the December 3, 2024, Special Council meeting

481

Attachment 4

I hereby certify that the above is a true copy of Bylaw No. 3474 of the City of Port Moody.

---

Stephanie Lam  
City Clerk

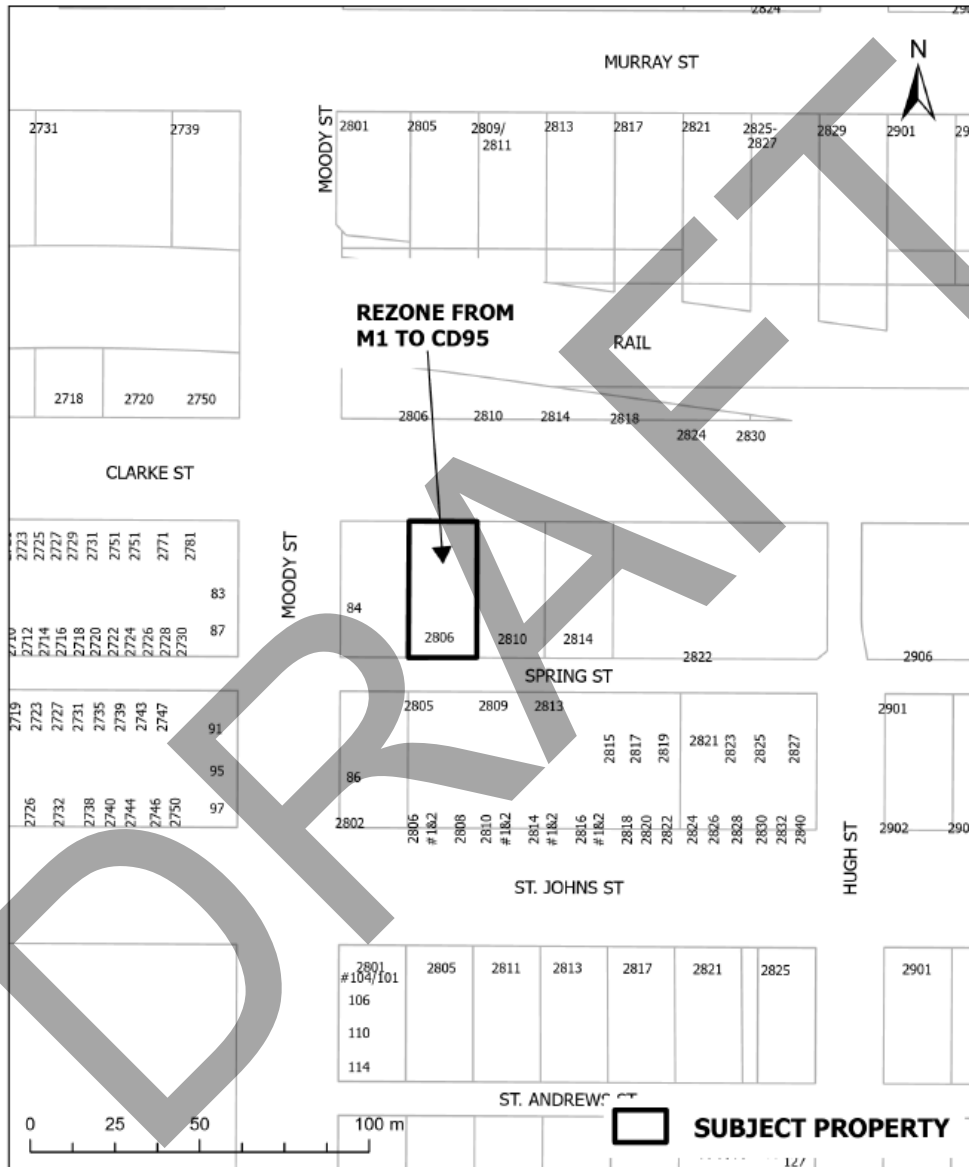
DRAFT

# Considered at the December 3, 2024, Special Council meeting

## Schedule A – Location Map

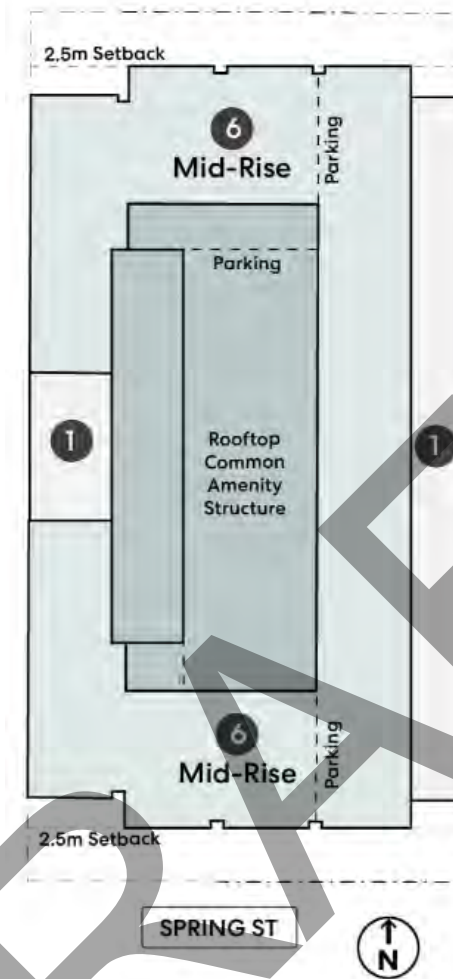
This is a certified true copy of the map referred to in section 2 of the City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (Spring Street) (CD95).

\_\_\_\_\_  
Corporate Officer



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**Schedule B – Building Siting**





# Considered at the December 3, 2024, Special Council meeting

484

Attachment 5

Nov 22, 2024

## BEEDIE SPRING STREET

SUPPLEMENTARY PACKAGE  
PROJECT UPDATE TO REZONING SUBMISSION

Perkins&Will

Beedie/Living



Considered at the December 3, 2024, Special Council meeting

# Project Stats

# Considered at the December 3, 2024, Special Council meeting

## Project Stats

Rezoning - Current

	Rezoning	Current
<b>GFA SUMMARY</b>		
RESIDENTIAL	851,966 sf	861,900 sf
RETAIL	68,639 sf	70,746 sf
<b>EXEMPTIONS</b>		
ADAPTABILITY	10,592 sf	10,908 sf
LCES	0	15,163 sf
IN SUITE STORAGE	0	3,255 sf
AMENITY	21,269 sf	20,674 sf
SERVICE	8,360 sf	17,026 sf

**CD Bylaw Maximums**

Residential = 861,974 sf

Retail = 72,118 SF

Considered at the December 3, 2024, Special Council meeting

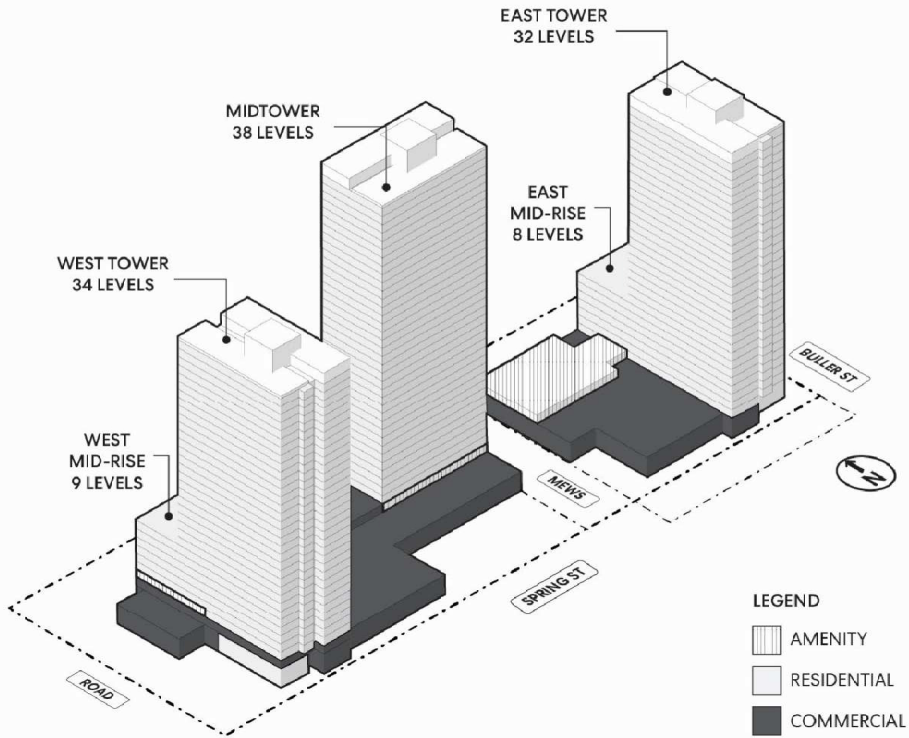
# Massing Updates



# Considered at the December 3, 2024, Special Council meeting

## Massing Updates

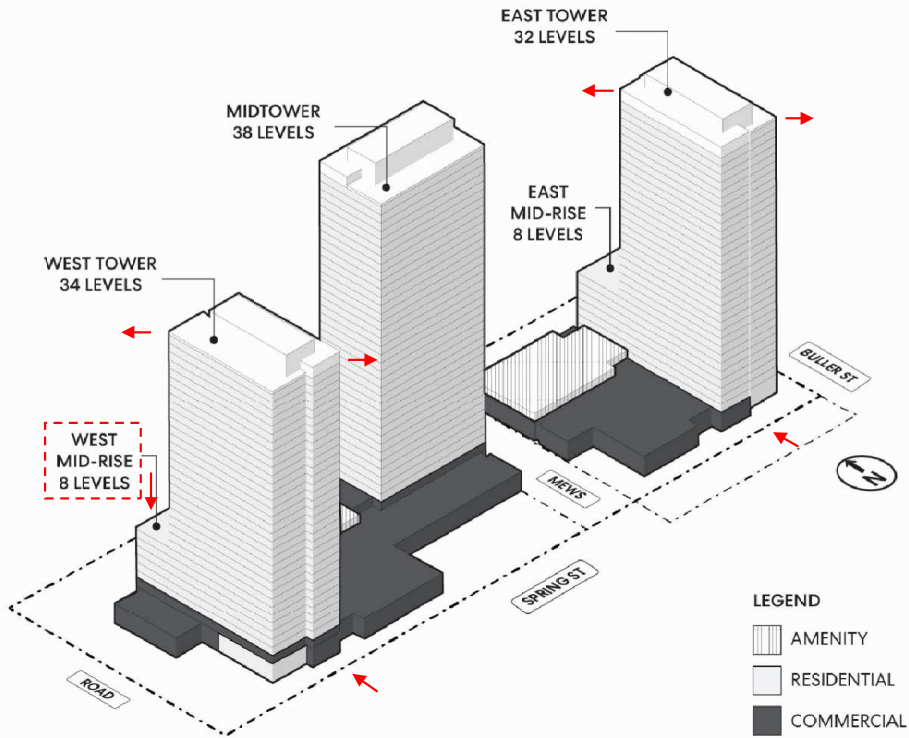
### Rezoning





## Massing Updates

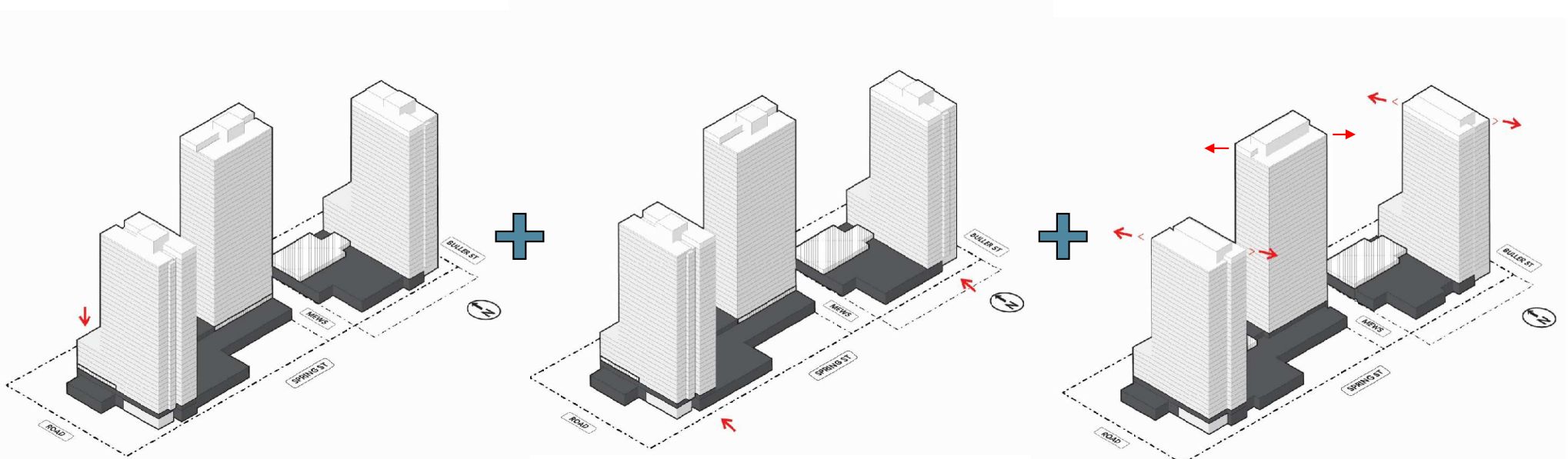
Current



# Considered at the December 3, 2024, Special Council meeting

## Massing Updates

Summary of Changes



Reduce West Tower Podium Level to 8 Stories

Shifted the East and West Towers North

Increased Floor Plate Size

Considered at the December 3, 2024, Special Council meeting

# Unit Mix



# Considered at the December 3, 2024, Special Council meeting

## Unit Mix

Rezoning Resubmission vs Current - Comparison

Unit Type	Rezoning			Current			Variance
	Count	%		Count	%		Count
Studio	58	6%		0	0%		-58
1 Bed	248	25%		272	28%		24
1 Bed + Den	179	18%		207	21%		28
2 Bed	293	30%	51% family friendly	287	29%	51% family friendly	-6
2 Bed + Den	99	10%		108	11%		9
3 Bed + PHs	104	11%		107	11%		3
<b>Total</b>	<b>981</b>			<b>981</b>			<b>0</b>
<b>Average Unit Size</b>	<b>720 SF</b>			<b>743 SF</b>			<b>23 sf</b>

### Average Unit Size

Unit Type	Rezoning	Current
Studio	467	
1 Bed	556	573
1 Bed + Den	619	587
2 Bed	804	822
2 Bed + Den	937	990
3 Bed + PHs	1016	1018

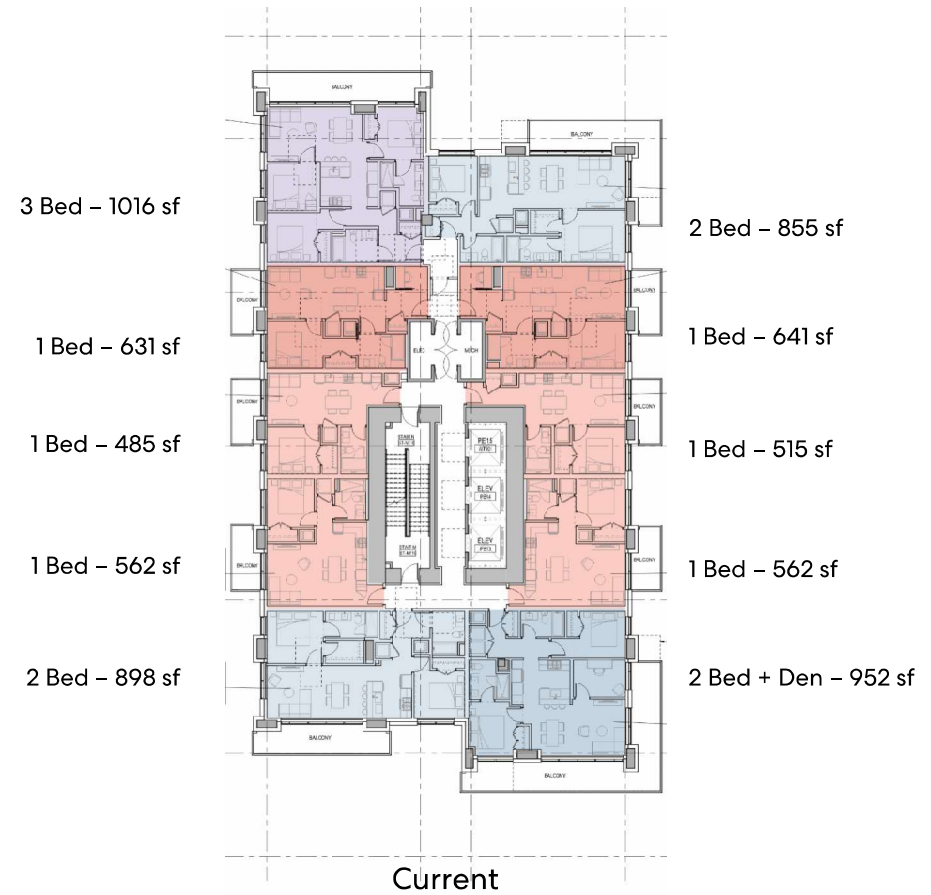
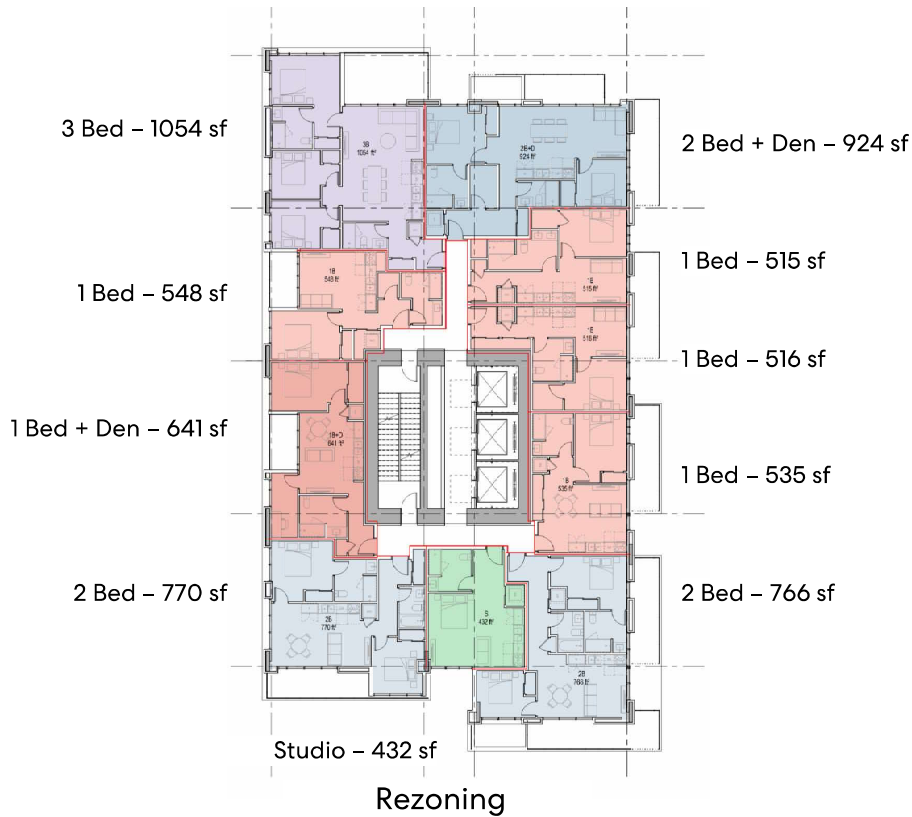
Considered at the December 3, 2024, Special Council meeting

# Unit Livability

# Considered at the December 3, 2024, Special Council meeting

## Unit Livability

### Typical E/W Tower Unit Plan Comparison



- Studio
- 1Bed
- 1Bed+D
- 2Bed
- 2Bed+D
- 3Bed

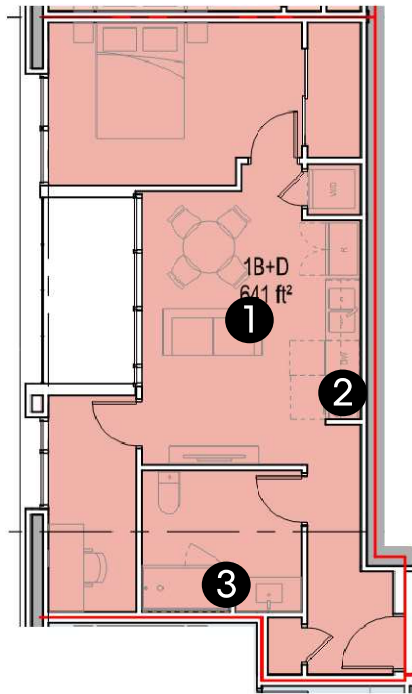
\*Figures shown are gross floor area

# Considered at the December 3, 2024, Special Council meeting

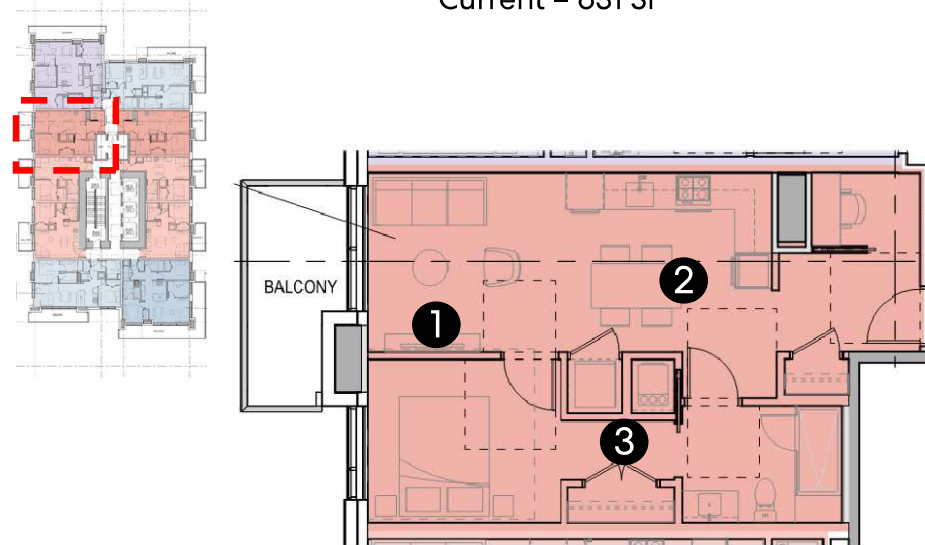
## Unit Livability

### 1 Bed + Den Unit Comparison

Rezoning - 641 SF



Current - 631 SF



#### Notes:

1. Larger and more functional circulation for living / dining
2. Improved kitchen functionality and size
3. Improved proximity of bathroom/bedroom/kitchen



\*Figures shown are gross floor area

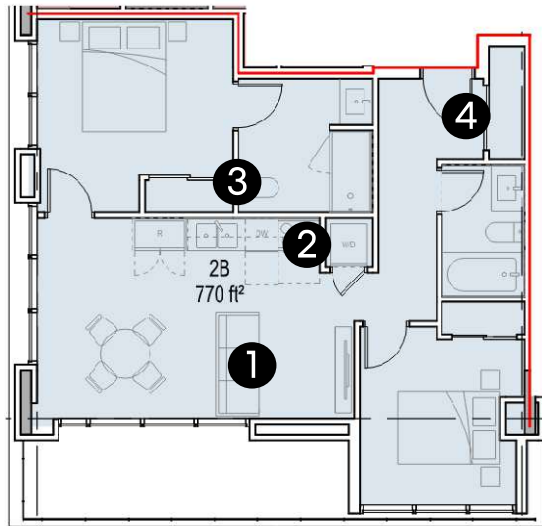


# Considered at the December 3, 2024, Special Council meeting

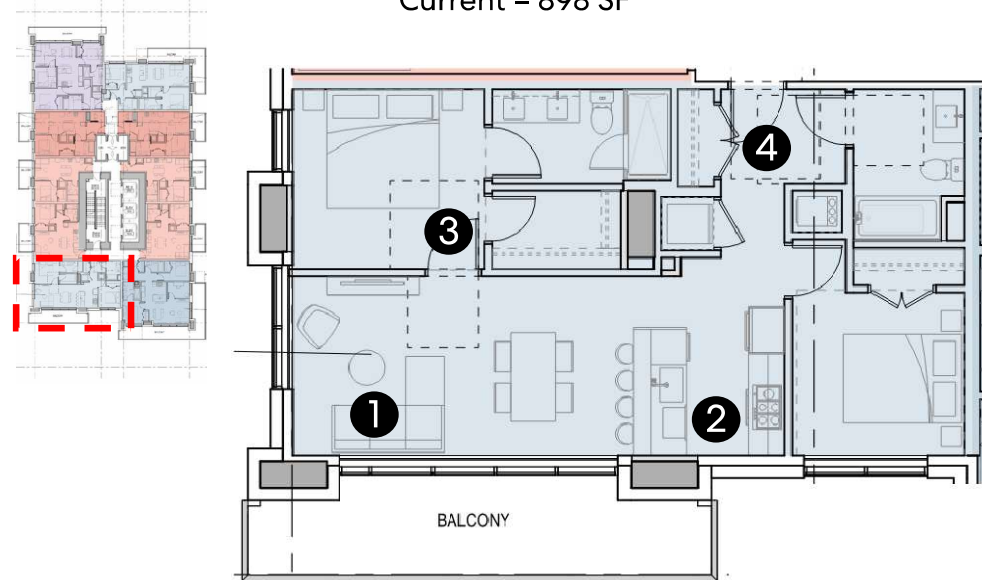
## Unit Livability

### 2 Bed Unit Comparison

Rezoning – 770 SF



Current – 898 SF



#### Notes:

1. Larger living / dining with more functional circulation
2. Improved kitchen functionality and size (inclusion of island)
3. Improved primary bedroom, closet and ensuite
4. Optimized unit efficiency + balanced functionality and adaptability

- Studio
- 1Bed
- 1Bed+D
- 2Bed
- 2Bed+D
- 3Bed

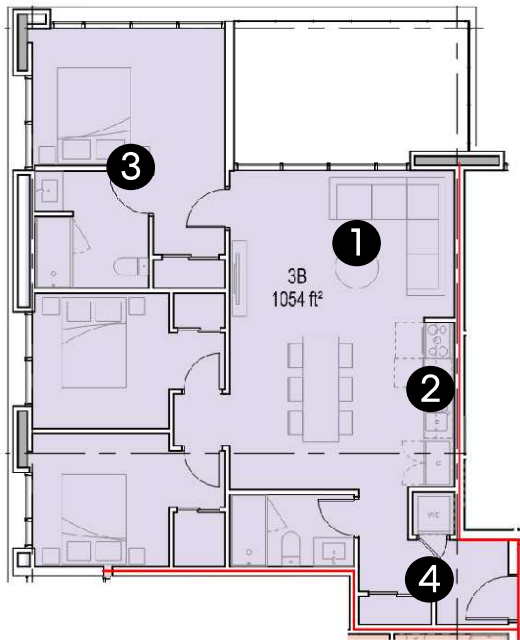
\*Figures shown are gross floor area

# Considered at the December 3, 2024, Special Council meeting

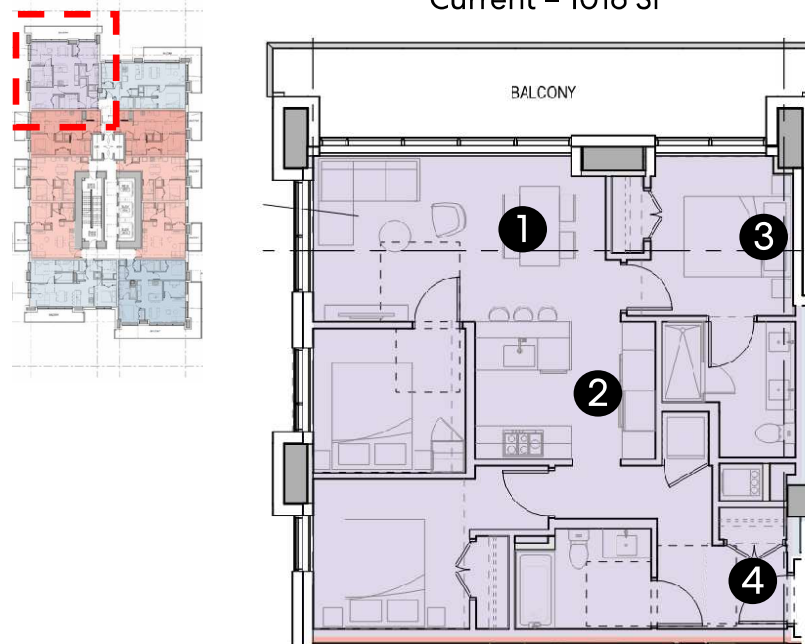
## Unit Livability

### 3 Bed Unit Comparison

Rezoning - 1054 SF



Current - 1016 SF



Notes:

1. Improved living / dining (more natural light given proximity)
2. Improved kitchen functionality and size (walkthrough)
3. Improved primary bedroom + split bedrooms
4. Optimized unit efficiency + balanced functionality and adaptability



\*Figures shown are gross floor area

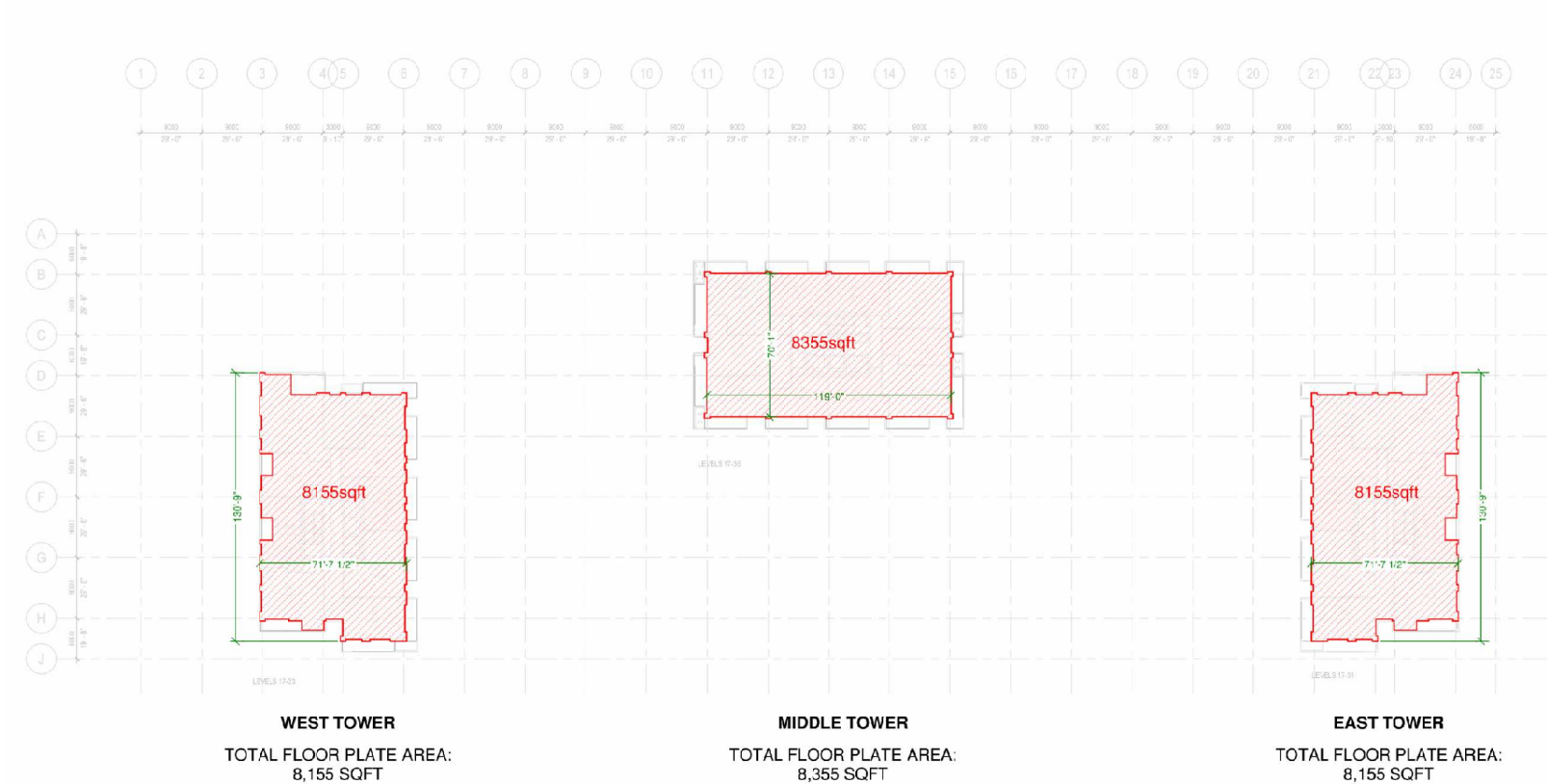
Considered at the December 3, 2024, Special Council meeting

# Floor Plate Size Comparison

# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

### Rezoning Re-Submission

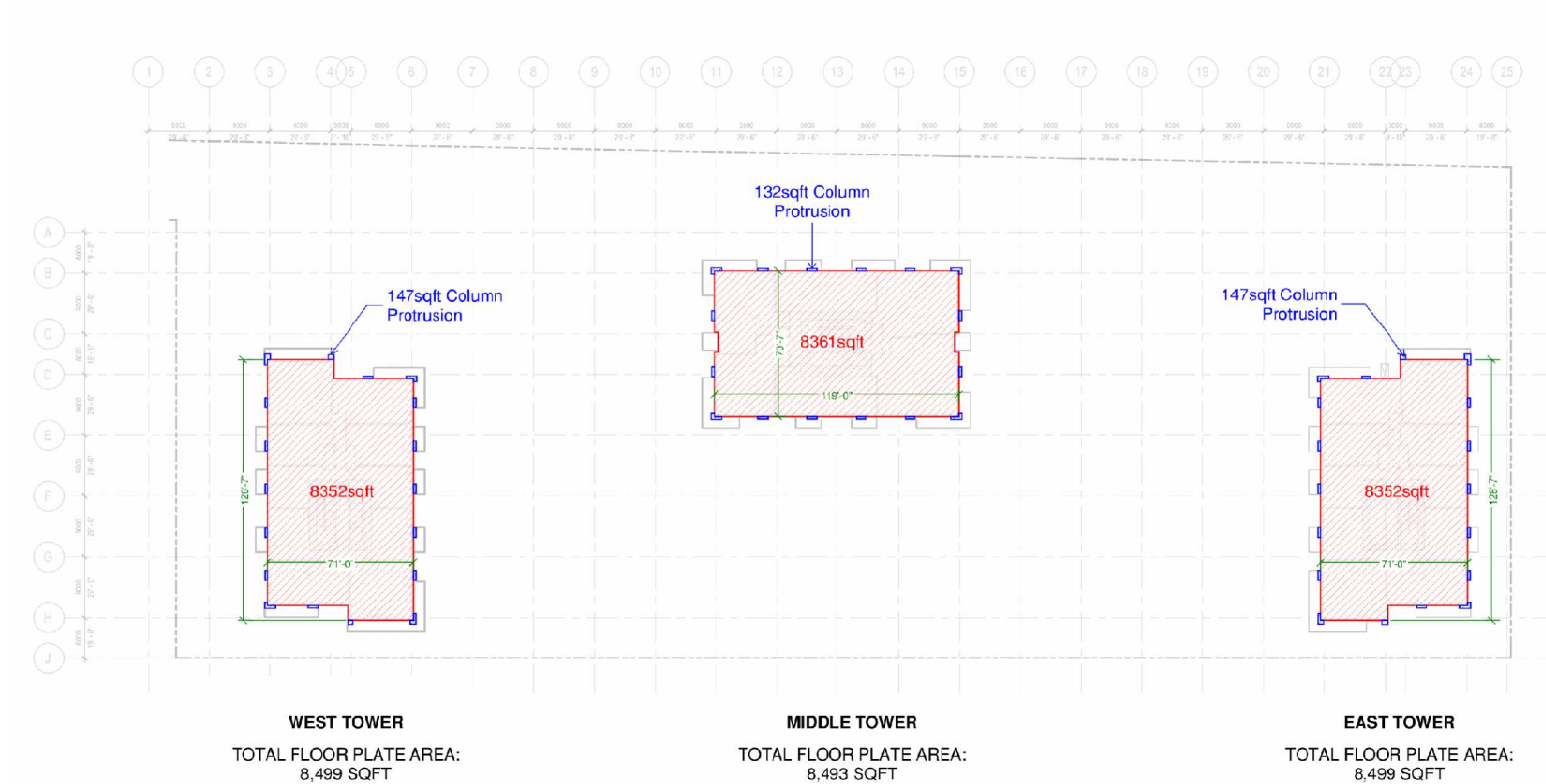




# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

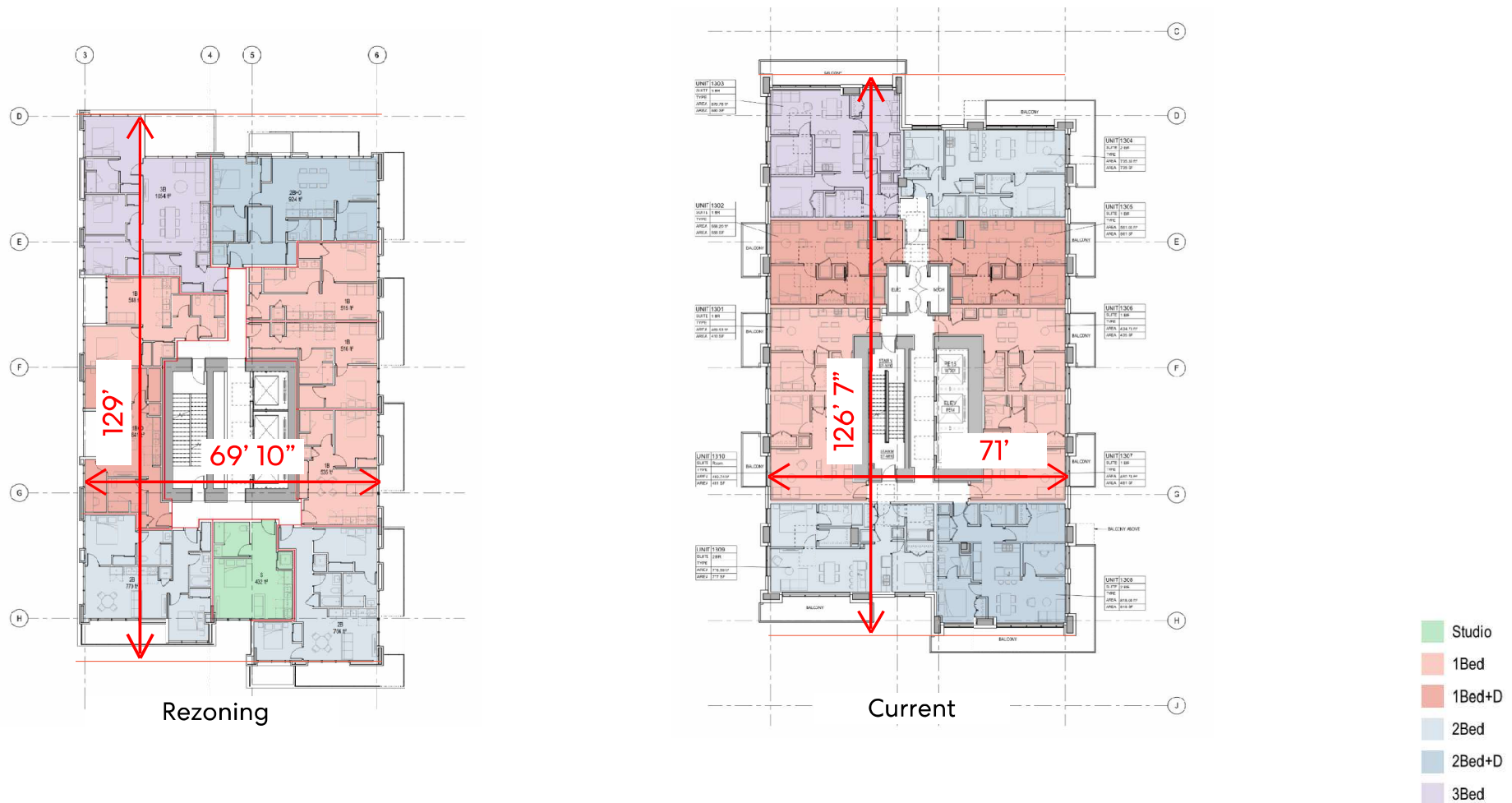
### Current Design



# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

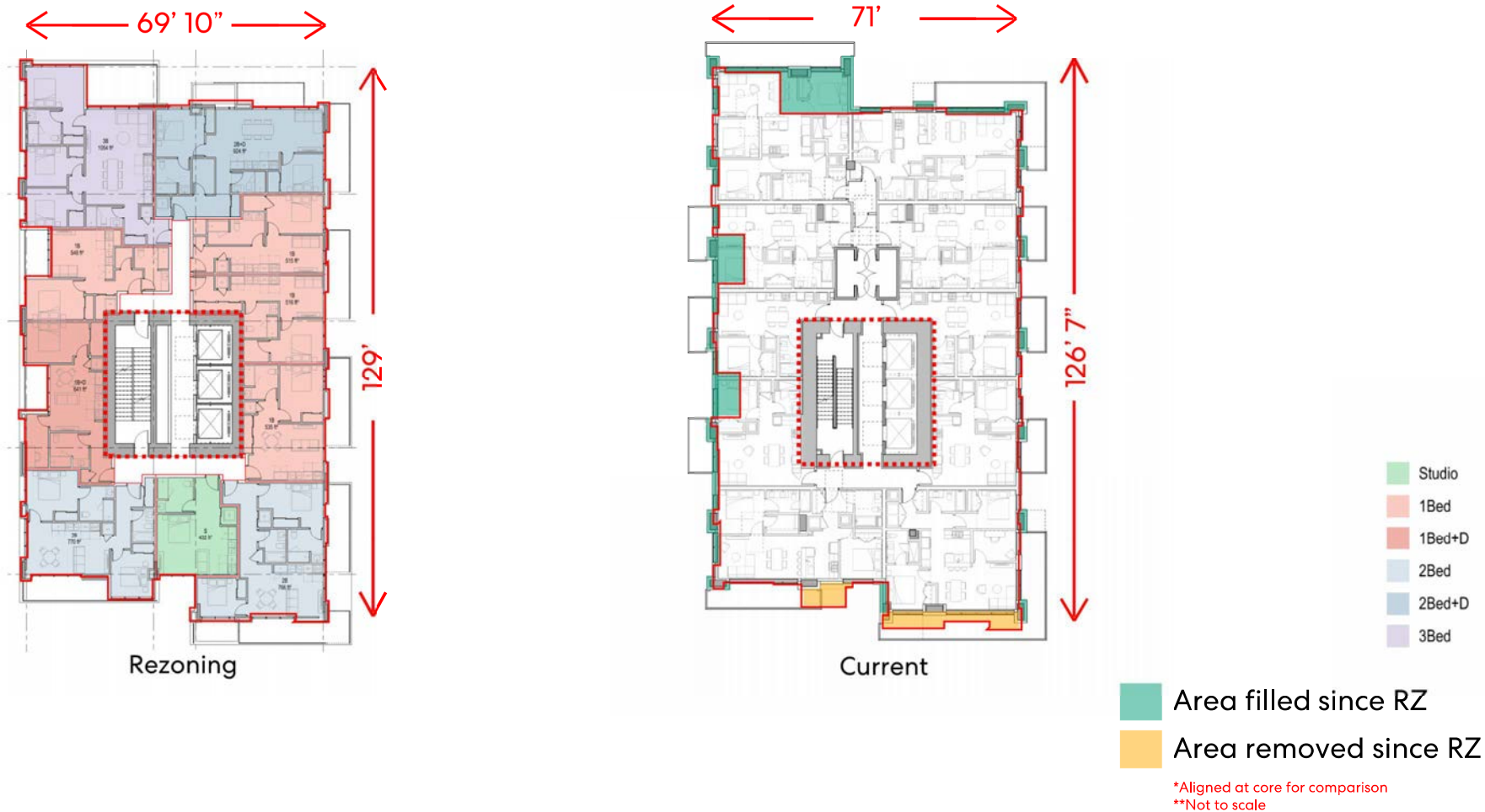
### East/West Towers Overall Dimension Comparison



# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

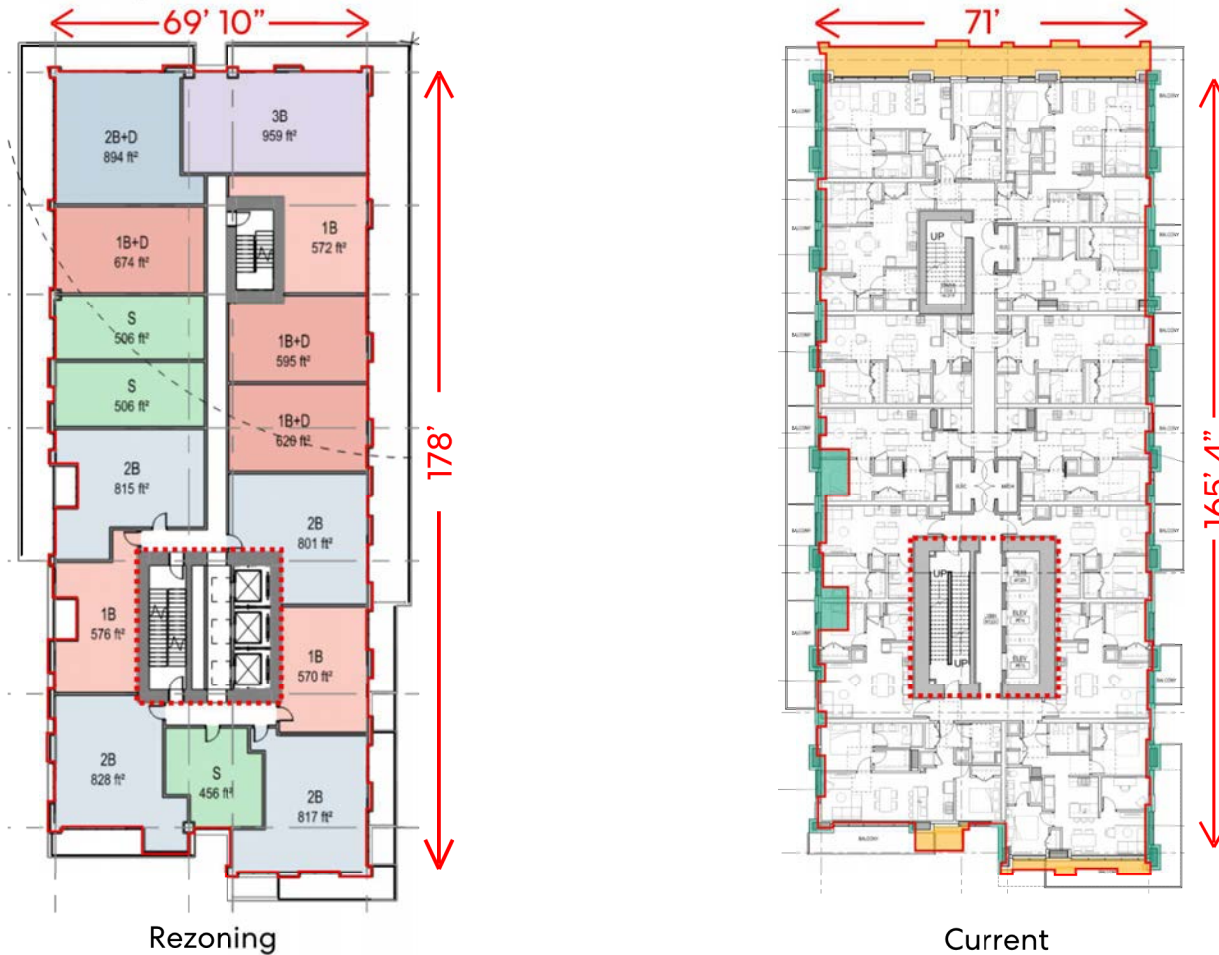
### East/West Towers Comparison



# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

### East/West Podium Comparison



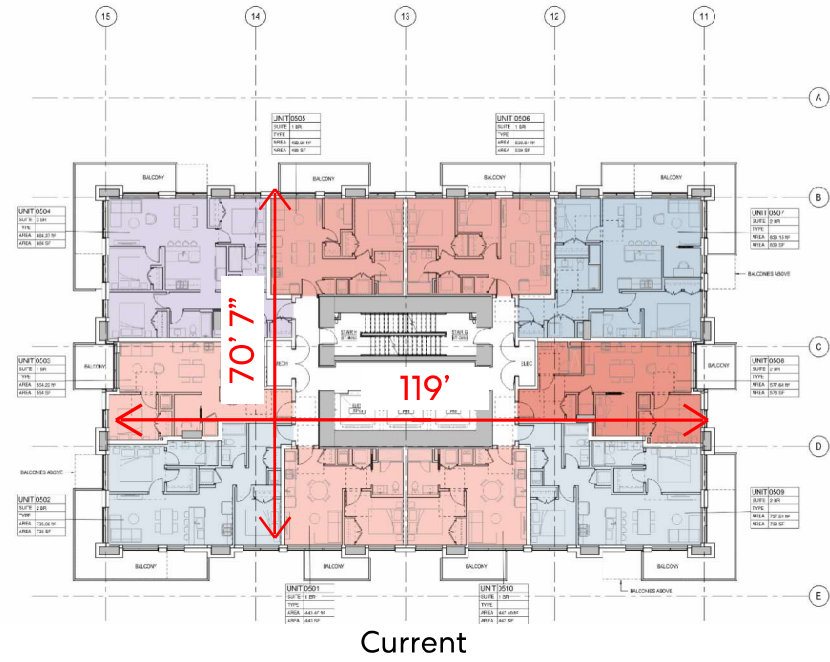
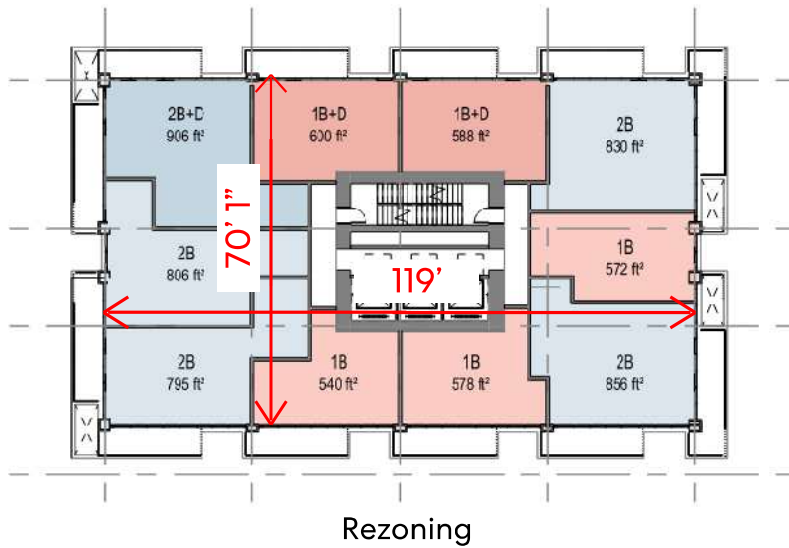
\*Aligned at core for comparison  
\*\*Not to scale



# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

### Middle Tower Overall Dimension Comparison

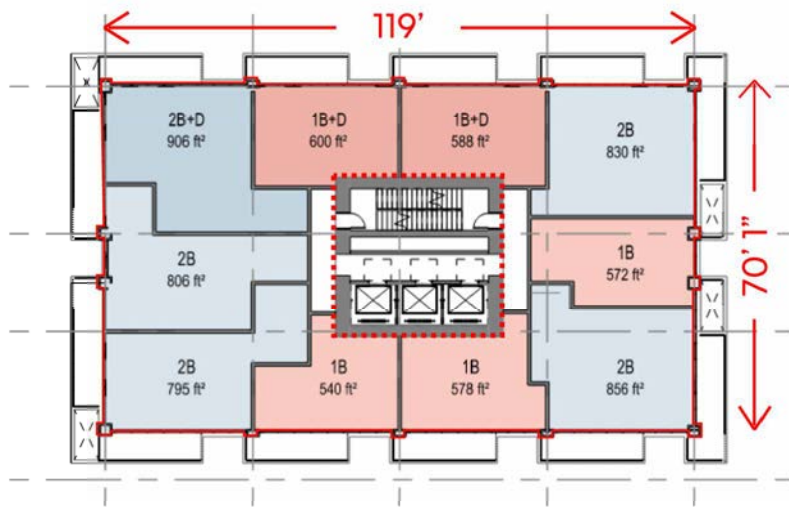


- Studio
- 1Bed
- 1Bed+D
- 2Bed
- 2Bed+D
- 3Bed

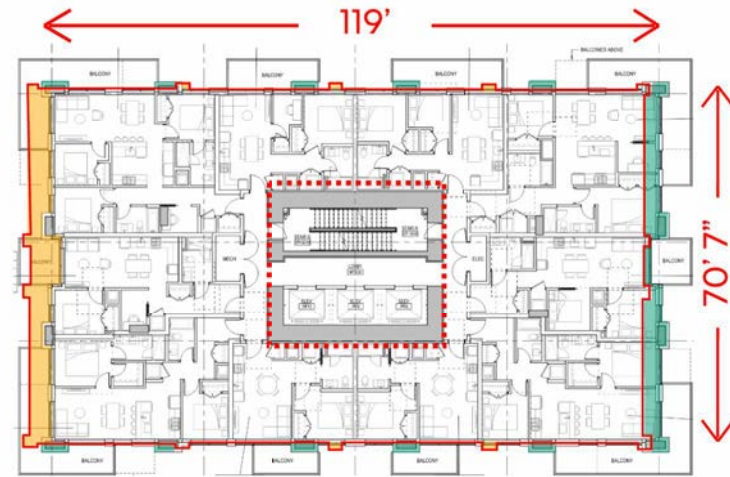
# Considered at the December 3, 2024, Special Council meeting

## Floor Plate Size

### Middle Tower Comparison



Rezoning



Current

- Studio
- 1Bed
- 1Bed+D
- 2Bed
- 2Bed+D
- 3Bed

- Area filled since RZ
- Area removed since RZ

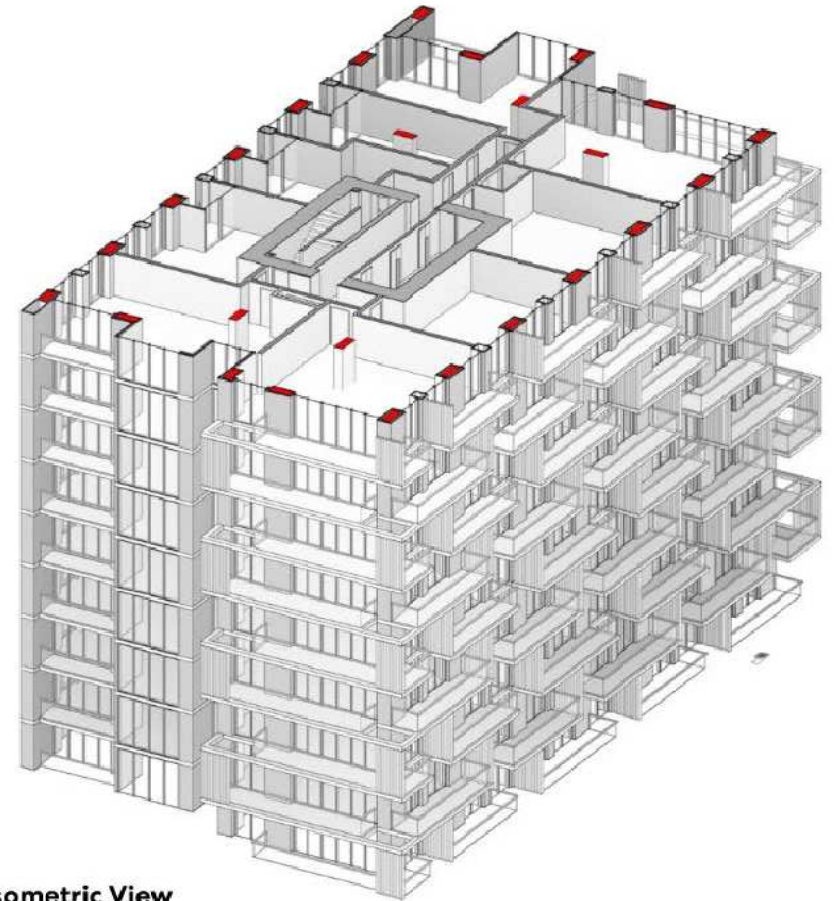
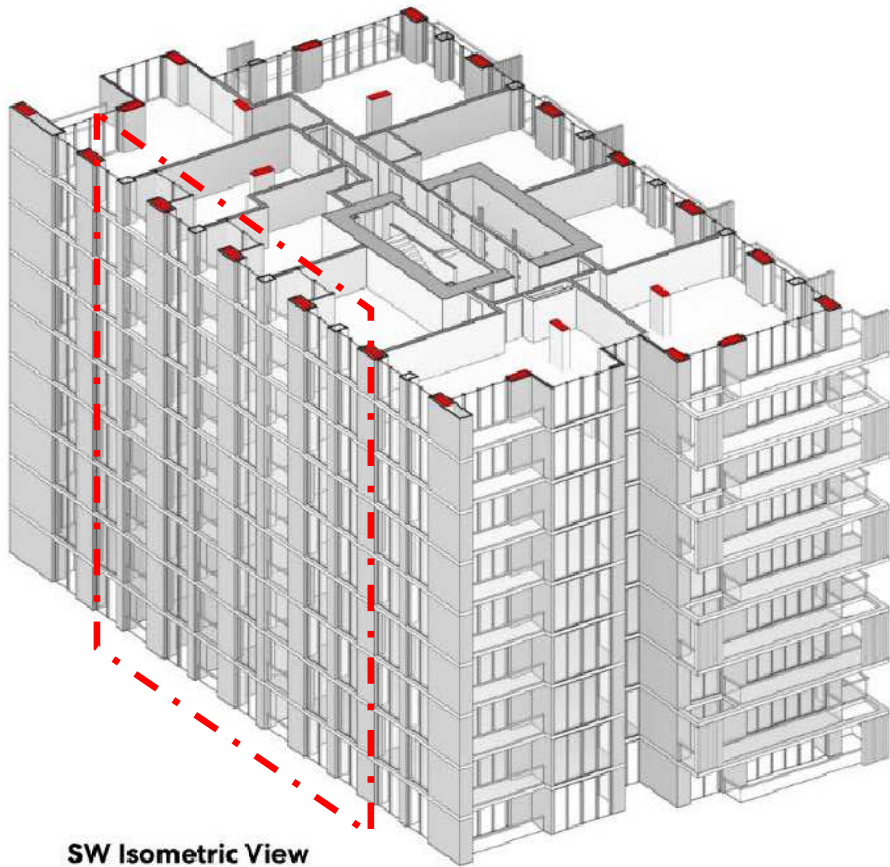
\*Aligned at core for comparison  
\*\*Not to scale

Considered at the December 3, 2024, Special Council meeting

# Balcony Studies

# Considered at the December 3, 2024, Special Council meeting

## Rezoning Tower Façade West Tower - Inboard Balconies



SW Isometric View

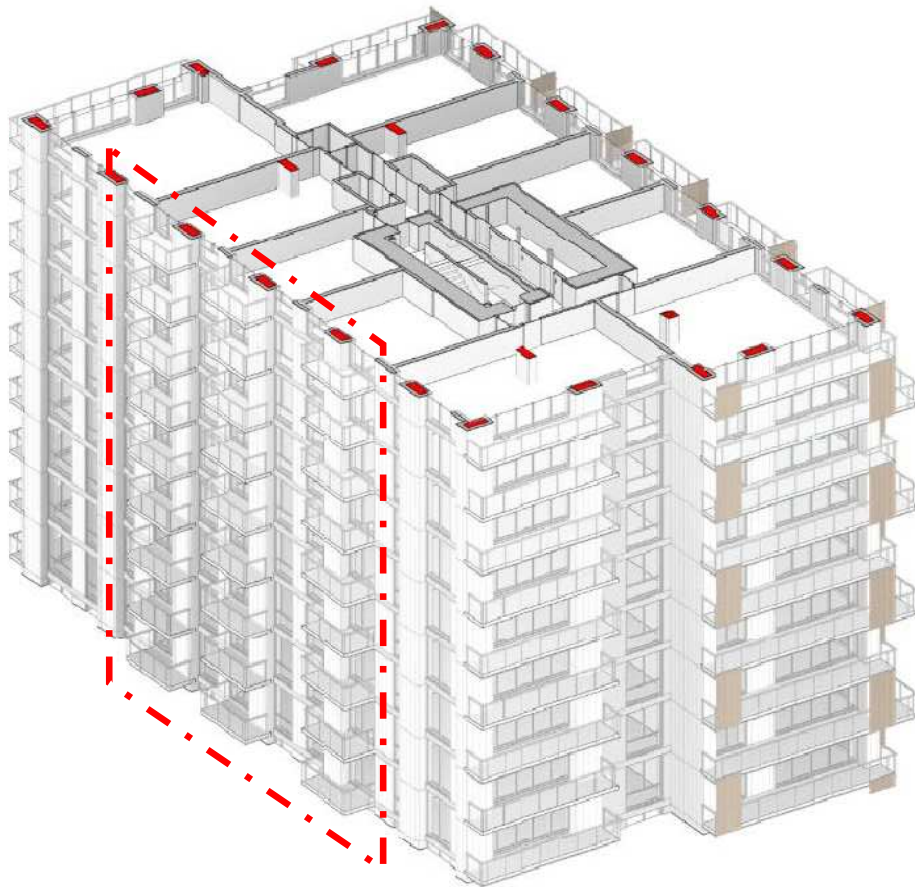
SE Isometric View



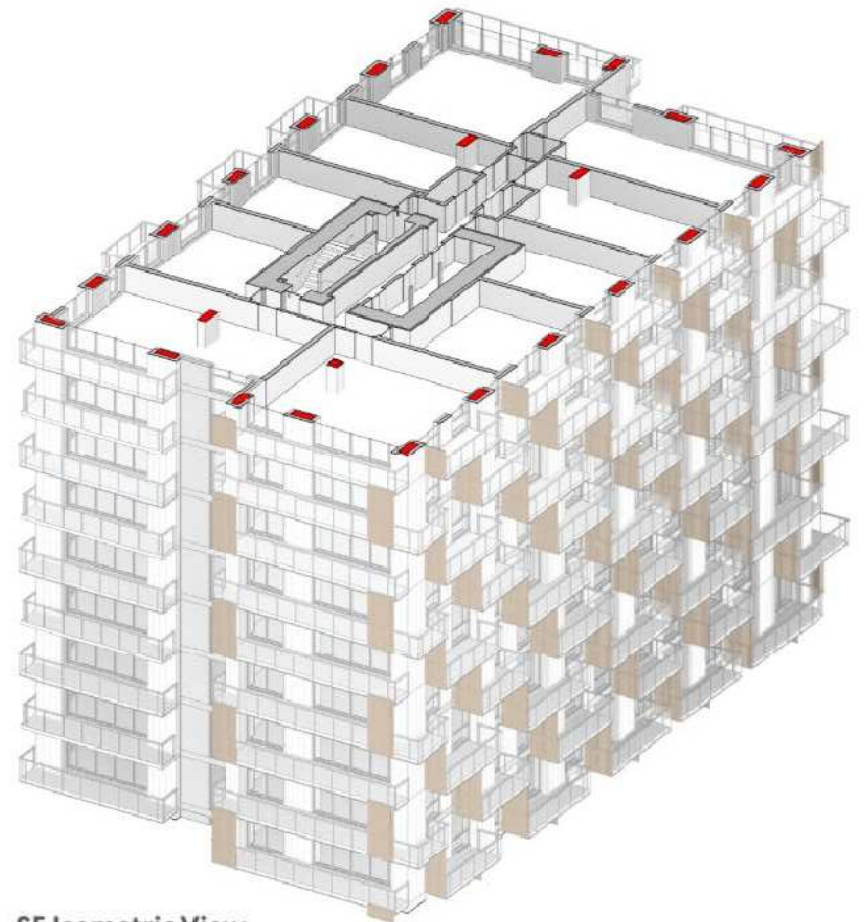
# Considered at the December 3, 2024, Special Council meeting

## Current Tower Façade

West Tower - Outboard Balconies



SW Isometric View

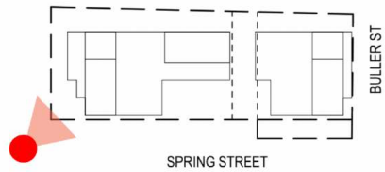


SE Isometric View

# Considered at the December 3, 2024, Special Council meeting

## Massing Balcony Comparison

Inboard vs Outboard Balcony  
West Tower – West Elevation



Rezoning



Current

Considered at the December 3, 2024, Special Council meeting

# Renderings



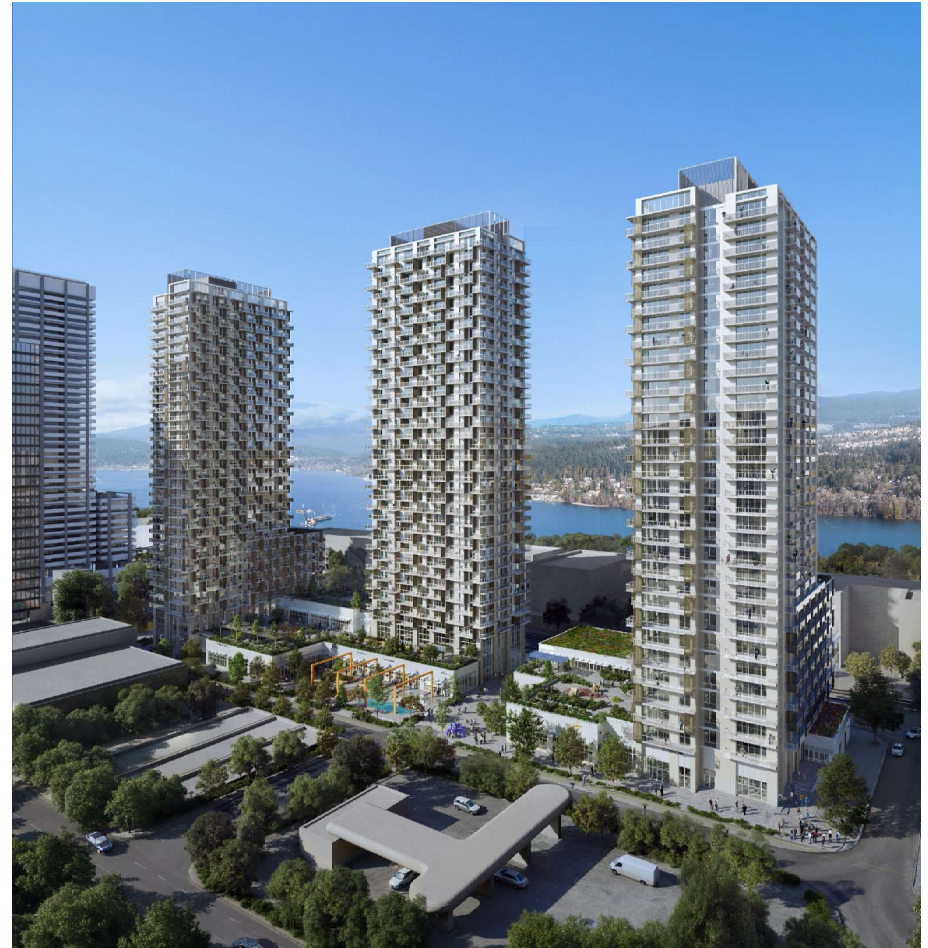
# Considered at the December 3, 2024, Special Council meeting

## Renderings – Arial View

### Rezoning – Current Comparison



Rezoning



Current



# Considered at the December 3, 2024, Special Council meeting

## Renderings – Living Room Plaza

Rezoning - Looking East from Electronic Ave





# Considered at the December 3, 2024, Special Council meeting

## Renderings – Living Room Plaza

Current – Looking East from Electronic Ave





# Considered at the December 3, 2024, Special Council meeting



**Beedie Living Port Moody TOD Term Sheet (Draft)**

City of Port Moody and Beedie Living

November 19, 2024

---

**1. Definitions**

“**Beedie Living**” means, collectively, 1145446 B.C. Ltd. and 1135653 B.C. Ltd., as registered owners of the Property, 1160715 B.C. Ltd. as registered owner of the Rental Development, and BDC (Spring Street) Property Ltd. as beneficial owner of the Property and Non-Market Rental Development.

“**City**” means the City of Port Moody.

“**CPI**” means the Consumer Price Index for Vancouver, British Columbia, all items (not seasonally adjusted), as published by Statistics Canada from time to time, provided that if such index is no longer published, the closest remaining Consumer Price Index for consumer prices that includes the Vancouver area will be used instead.

“**Key Plan**” means the functional key plan attached to this Term Sheet as Schedule A, which Key Plan is in draft form and is expected to change from time to time as the Project progresses.

“**Living Room**” means the area shown generally in yellow on the Key Plan, which is intended to be a plaza with a statutory right of way to allow public use, and attached to this term sheet as Schedule B.

“**Project**” means the mixed-use multiple tower phased Project to be constructed on the Property generally in accordance with the functional Key Plan which excludes, for clarity, the Non-Market Rental Development.

“**Property**” means the lands municipally described as 3060 to 3088 Spring Street and 80 and 85 Electronic Avenue, Port Moody.

“**Non-Market Rental Housing**” means units intended to serve very low-income households through agreements with a non-profit housing society or BC Housing for households earning less than \$30,000 and renting at shelter rates or rent geared to income.

“**Non-Market Rental Development**” means the non-market rental development to be constructed on the lands municipally described as 2806 Spring Street, Port Moody.

**2. Interpretation**

- All dollar values = 2024
- All dollar values (cash and, as appropriate, in-kind) subject to adjustment in accordance with changes to the CPI unless otherwise noted.

**3. Obligations****1) Community Amenity Contributions (CACs)**

- i) The total amount of CACs payable is \$1,590,000. This payment is subject to CPI.
- ii) Each phase of the Project for which a building permit is necessary will be assigned a pro rata share of the CACs with such share of the CACs being



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payable prior to building permit issuance for such phase of the Project. The CACs payable for the Non-Market Rental Development will be waived.

## 2) Development Levies

- a) Phase 1 of the Project will be subject to 215A Levy Bylaw 2020 and will be payable prior to building permit issuance. Phase 1 of the Project is exempt from payment of City DCCs and CACs.

## 3) Density Bonus

- a) Beedie Living will provide a density bonus payment to the City in the amount of \$16,100,000. This payment is subject to CPI.
- b) Each phase of the Project for which a building permit is necessary will be assigned a pro rata share of the density bonus payment with such share of the payment being payable prior to building permit issuance for such phase of the Project

## 4) Electronic Mews

- a) Beedie Living intend to dedicate the southern portion of 80 Electronic Avenue property generally shown as road dedication on the Key Plan (the "**Spring Street Extension**") with that part of Electronic Avenue between 80 Electronic Avenue and 85 Electronic Avenue (the "**Electronic Mews**") generally as shown on the Key Plan. This land dedication will allow for the extension of Spring Street, past its current terminus at Electronic Avenue to connect through east to Buller Street. The City will close and raise title to Electronic Mews in order to transfer fee simple title to Beedie Living. Beedie Living will construct Electronic Mews at its own cost. Since the area of Electronic Mews is greater than the area of Spring Street Extension, Beedie Living and the City will, together and in good faith, determine the fair market value of Spring Street Extension and Electronic Mews and should the fair market value of Electronic Mews exceed the fair market value of Spring Street Extension then Beedie Living will pay that excess amount to the City.

## 4. Offsites and Servicing Improvements

### 1) Spring Street Extension

- a) Beedie Living intends to grant right(s) of way over the Property generally as shown on the Key Plan with respect to certain areas north of Spring Street Extension and to construct at its sole cost, Spring Street Extension generally as set out in the Key Plan. Only the portions along the southern extents of Spring Street Extension (immediately adjacent to private lands) will be constructed to an interim standard for reasons below; all other portions to be constructed to the ultimate standard.
- b) Further to above, it is intended that Beedie Living will only be obligated to dedicate and grant right(s) of way and construct Spring Street Extension within the current legal property lines of 80 Electronic Avenue. The City acknowledges that in order for Spring Street Extension to be widened so that its width is consistent with the Spring Street Improvements (as defined below) to the west of 80 Electronic Avenue, the City will be required to obtain an interest in part of the land municipally described as 3102 St. Johns Street and undertake such widening.

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## 2) Spring Street Improvements

- a) Beedie Living intends to construct, at its own cost, upgrades to Spring Street west of 80 Electronic Avenue (excluding, for clarity, the Spring Street Extension) generally as set out in the Key Plan (collectively, the “**Spring Street Improvements**”). To the extent that such upgrades are within areas of the Property and are outside of the boundaries of the currently dedicated Spring Street as shown generally on the Key Plan, Beedie Living intends to grant right(s) of way to the City permitting such areas to be used by the City and the public generally as shown on the Key Plan. Only the portions along the southern extents of Spring Street Improvements (immediately adjacent to private lands) will be constructed to an interim standard; all other portions to be constructed to the ultimate standard.
- b) Beedie Living intends to construct, at its own cost, upgrades to Spring Street south of the Non-Market Rental Housing project.

## 3) Golden Spike Lane Extension

- a) Beedie Living intends to construct, at its own cost, an extension of Golden Spike Lane (the “**Golden Spike Lane Extension**”) to an ultimate standard generally as set out in the Key Plan. Beedie Living will grant right(s) of way to the City permitting Golden Spike Lane Extension to be used by the City and the public generally as shown on the Key Plan.
- b) Beedie Living will grant a SRW to the City securing access to City Infrastructure located within Golden Spike Land Extension on such terms and conditions as are reasonably acceptable to the City and Beedie Living.

## 4) Western Connecting Lane

- a) Beedie Living intends to construct, at its own cost, a road and related improvements (the “**Western Connecting Lane**”) connecting Golden Spike Lane Extension with Spring Street to an ultimate standard generally as set out in the Key Plan. It is intended that Beedie Living will dedicate the Western Connecting Lane generally as shown on the Key Plan.

## 5) Electronic Mews

- a) Beedie Living intends to construct, at its own cost, Electronic Mews north of Spring Street that will connect Golden Spike Lane Extension with Spring Street to an ultimate standard generally as set out in the Key Plan. Beedie Living will grant right(s) of way to the City permitting Electronic Mews to be used by the City and the public generally as shown on the Key Plan.

## 6) Buller Street Improvements

- a) Beedie Living intends to upgrade, at its own cost, that part of Buller Street between 80 Electronic Avenue and 3136 St. John Street up to the existing Buller St east curb including interim tie-ins to Spring Street Extension and Golden Spike Lane Extension, to an ultimate standard generally as set out in the Key Plan (collectively, the “**Buller Street Improvements**”).

# Considered at the December 3, 2024, Special Council meeting

## 7) **Storm Water Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the storm water management infrastructure along Spring Street, Western Connecting Lane, Buller Street and Golden Spike Lane Extension generally as set out in Schedule A - Figure 3. If any upgrades or extensions are considered "excess or extended services" within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.
- b) The City will undertake the CPKCR and TransLink storm water culvert crossing upgrade as noted in Schedule A – Figure 3. The City and Beedie Living agree to coordinate this work as part of the first phase of construction of the Project.

## 8) **Sanitary Waste Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the sanitary sewer management infrastructure along Spring Street generally as set out in Schedule A – Figure 4. If any such upgrades or extensions are considered "excess or extended services" within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.

## 9) **Water Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the water management infrastructure along Spring Street, Western Connecting Lane, and Golden Spike Lane Extension generally as set out in Schedule A – Figure 5. If any such upgrades or extensions are considered "excess or extended services" within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.

## 10) **Site Specific Transportation Impact Assessment (TIA) Improvements**

- a) Beedie Living will finalize the draft site-specific TIA and identify transportation recommendations to support integration into the existing road network.
  - i) Traffic Impacts Assessment & Future Road Upgrades
    - (1) Beedie Living will complete a traffic impact study for the Project that may recommend short term network upgrades required because of the estimated vehicle trips generated by the Project. Following which Beedie Living and the City will work in good faith to determine the acceptable integration and timing of such required work into the offsite works and services agreement as per City bylaws and policies.

## 5. Plaza (Living Room)

- 1) Beedie Living will at its sole cost construct and maintain the plaza, referred to as the "Living Room" shown in concept form in Schedule B.
- 2) Design details of the plaza concept will be determined as part of the development permit for the associated phase of the Project.
- 3) Beedie Living will grant right(s) of way permitting the plaza to be used by the public.

# Considered at the December 3, 2024, Special Council meeting

## 6. Rental Housing

- 1) Beedie Living intends to meet the 6% obligation for Port Moody's Affordable Housing Policy by providing 50,888 SF of GFA as follows:
  - a) 33,908 SF of residential GFA within the Non-Market Rental Development be allocated as Non-Market Rental Housing in partnership with BC Housing to be completed prior to the issuance of an occupancy permit for the residential portion of phase 1 of the Project; and
  - b) The Non-Market Rental Housing will be for the life of the Project and will be secured through a housing agreement bylaw. Adoption of the housing agreement bylaw by Council will be required prior to the issuance of the first development permit for the Project.
  - c) For the remaining 17,813 SF obligation Beedie Living intends to enter into an agreement with the kwikwəłəm First Nation (KFN) for the acquisition of some or all of the 17,813 SF residential GFA, whereby the terms and conditions of how that floorspace is intended to be used may change, at the discretion of the KFN.
  - d) The agreement between Beedie Living and the KFN will be required prior to the issuance of the first development permit for the Project.
  - e) If for any reason the KFN elects to not acquire any or all of the 17,813 SF, Beedie Living will provide that floor area as Non-Market Rental Housing and further fulfil the obligation (ii) above as it pertains to securing the required housing agreement bylaw.
  - f) Beedie Living will grant aSROW to the City securing access to the City's lands to the north via the parkade of the Non-Market Rental Housing project, on such terms and conditions as are reasonably acceptable to the City and Beedie Living.

## 7. Public Art

- 1) It is intended that the Public Art Plan (the "Public Art Plan"), will be prepared by Beedie Living and accepted by the City prior to the issuance of the first development permit for the Project.
- 2) Beedie Living will design, construct, and install the public art (the "Public Art") generally as set out in the Public Art Plan.
- 3) The Public Art will have a value of \$2,400,000. This value is subject to CPI.

## 8. Transportation Demand Management (TDM)

- 1) Beedie will implement all the TDM recommendations following TDM measures as outlined in the Bunt & Associates Memo draft report prepared for Beedie titled "Beedie Moody Centre Transportation Demand Management Measures", dated November 14, 2024, and attached to this term sheet in Schedule C.
- 2) In addition to the TDM measures identified, Beedie Living will implement additional TDM measures that support active transportation, transit and ride sharing as directed by Council or through amendments to City bylaws or policies regarding TDM prior to the approval of the first development permit for the Project.
- 3) Beedie Living commits to make reasonable efforts to accommodate by mutual agreement with City staff minor adjustments to its TDM measures over time in response to changing transportation demand, including for example:
  - a) Increased demand for more dedicated car share parking spaces.
  - b) Designation of an area at grade to accommodate a geofenced zone for a potential shared micromobility end of trip location.



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## 9. Detailed Design Guidelines

- 1) The Moody Centre Transit-Oriented Community Design Guidelines, as may be amended from time to time, and adopted by Council as corporate policy, will be referenced by the City and Beedie Living for each development permit application for each phase of the Project and for the Non-Market Rental Development.

## 10. Step Code and Neighbourhood Energy Utility

- 1) Beedie will comply with the City's BC Energy Step Code Rezoning Application Corporate Policy (2019-03), as amended January 28, 2020.
- 2) Beedie Living will ensure the building's thermal energy systems (i.e. Heating, Ventilation, and Air Conditioning (HVAC) and Domestic Hot Water (DHW) systems) are compatible with a future City of Port Moody Neighbourhood Energy Utility (NEU). Designs should generally meet the City of Vancouver Guidelines: Neighbourhood Energy Utility Connectivity Requirements unless City of Port Moody specific requirements are published.
- 3) If the City directs, on or before July 31, 2025, the developer will be required to forego the installation of on-site thermal energy generation equipment and connect to a City supplied NEU for thermal energy services.
- 4) If the City does not direct such a change before July 31, 2025, the developer shall register a covenant on the property (or properties) requiring connection to a City NEU for thermal energy, if the City has implemented such a system, and if directed by the City, at the earliest date of 15 years for building occupancy or the end of life/need for significant rehabilitation of the on-site thermal energy systems.
- 5) The above requirements will be met subject to the NEU feasibility study demonstrating that relative to the proposed building scale system, the NEU will perform greater than or equal to in terms of energy, carbon, and cost efficiency at a neighbourhood level.
- 6) If the NEU creates a temporary impact on the ability of the building to meet energy step code and zero carbon step code requirements, the applicant will not be required to make any adjustments.

Considered at the December 3, 2024, Special Council meeting

**SCHEDULE A**

**KEY PLAN**

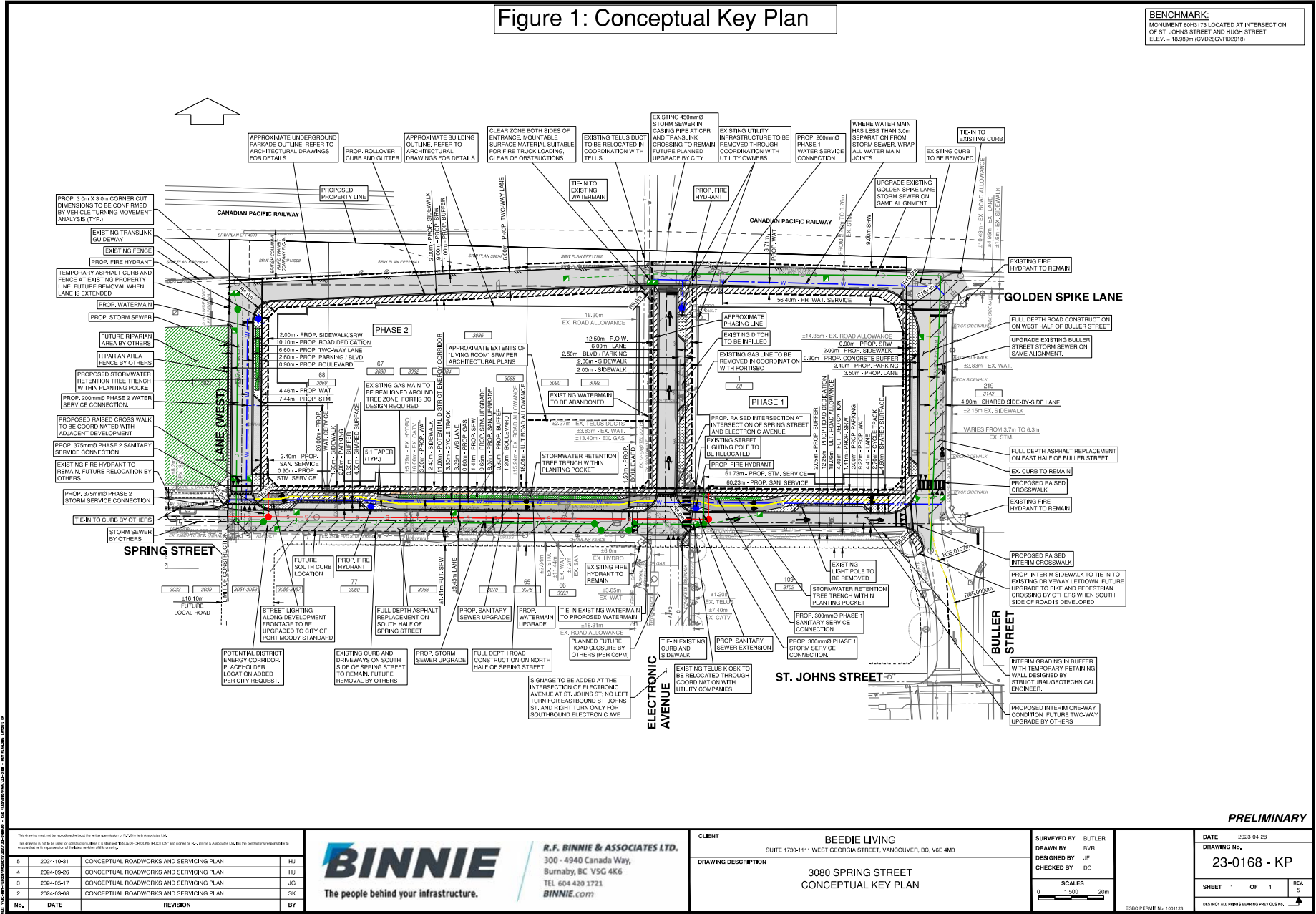
# Considered at the December 3, 2024, Special Council meeting

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Figure 1: Conceptual Key Plan

**BENCHMARK:**  
MONUMENT 60R3173 LOCATED AT INTERSECTION  
OF ST. JOHNS STREET AND HUGH STREET  
ELEV. = 18.989m (CVD286VGD018)



PRELIMINARY

No.	DATE	REVISION	BY
5	2024-10-31	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HU
4	2024-09-26	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HU
3	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICING PLAN	JG
2	2024-03-28	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK

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Burnaby, BC V5G 4K6  
TEL 604 420 1721  
BINNIE.com

CLIENT: **BEEDIE LIVING**  
SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3

DRAWING DESCRIPTION: **3080 SPRING STREET  
CONCEPTUAL KEY PLAN**

SURVEYED BY: BUTLER  
DRAWN BY: SVR  
DESIGNED BY: JF  
CHECKED BY: DC

SCALES: 0 1:500 20m

DATE: 2025-04-28

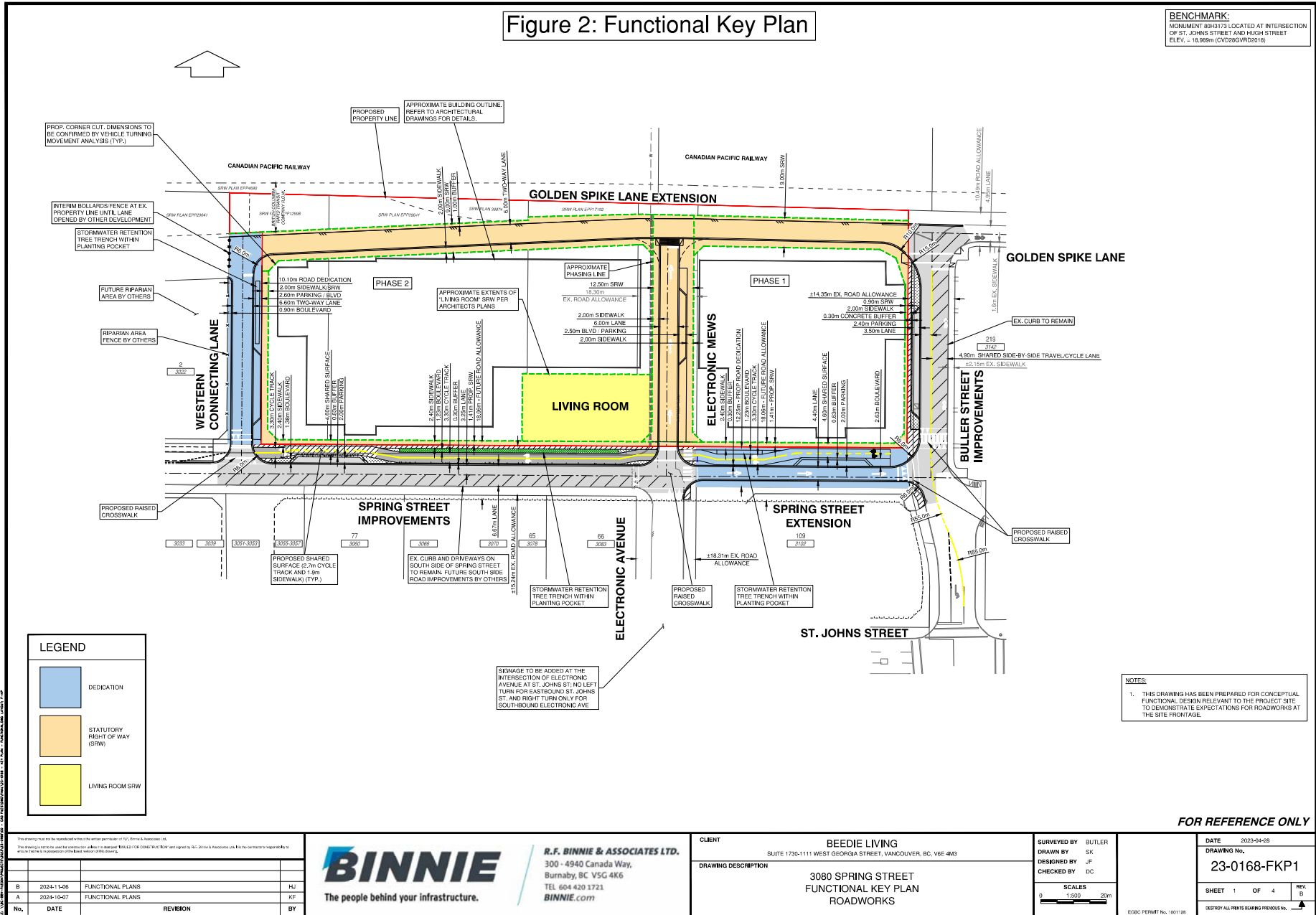
DRAWING No.: **23-0168 - KP**

SHEET 1 OF 1 REV. 1

# Considered at the December 3, 2024, Special Council meeting

Figure 2: Functional Key Plan

**BENCHMARK:**  
MONUMENT 8049173 LOCATED AT INTERSECTION OF ST. JOHN'S STREET AND HIGH STREET  
ELEV. = 18.889m (CVD78GVR2018)

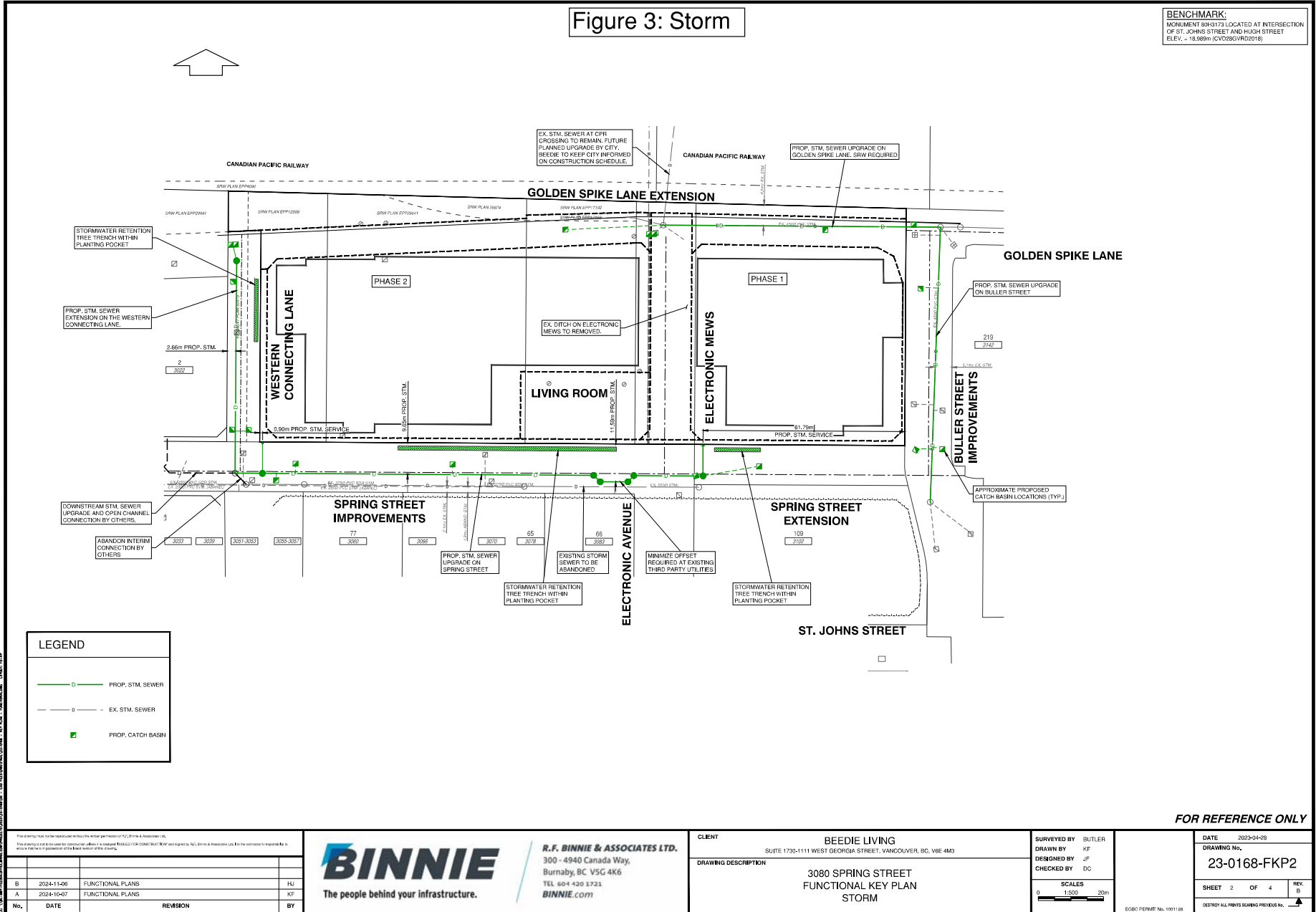




# Considered at the December 3, 2024, Special Council meeting

Figure 3: Storm

**BENCHMARK:**  
MONUMENT 8049173 LOCATED AT INTERSECTION OF ST. JOHN'S STREET AND HUGH STREET  
ELEV. = 18.569m (CVD78CGVRD2018)



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No.	DATE	REVISION	BY
B	2024-11-06	FUNCTIONAL PLANS	HJ
A	2024-10-07	FUNCTIONAL PLANS	KF



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Burnaby, BC, V5G 4K6  
TEL 604-430-1723  
BINNIE.com

CLIENT	BEDDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET FUNCTIONAL KEY PLAN STORM

SURVEYED BY	SUTLER
DRAWN BY	KF
DESIGNED BY	JF
CHECKED BY	DC
SCALES 0 1:500 20m	

DATE	2023-04-28
DRAWING No.	23-0168-FKP2
SHEET	2 OF 4
REV	B

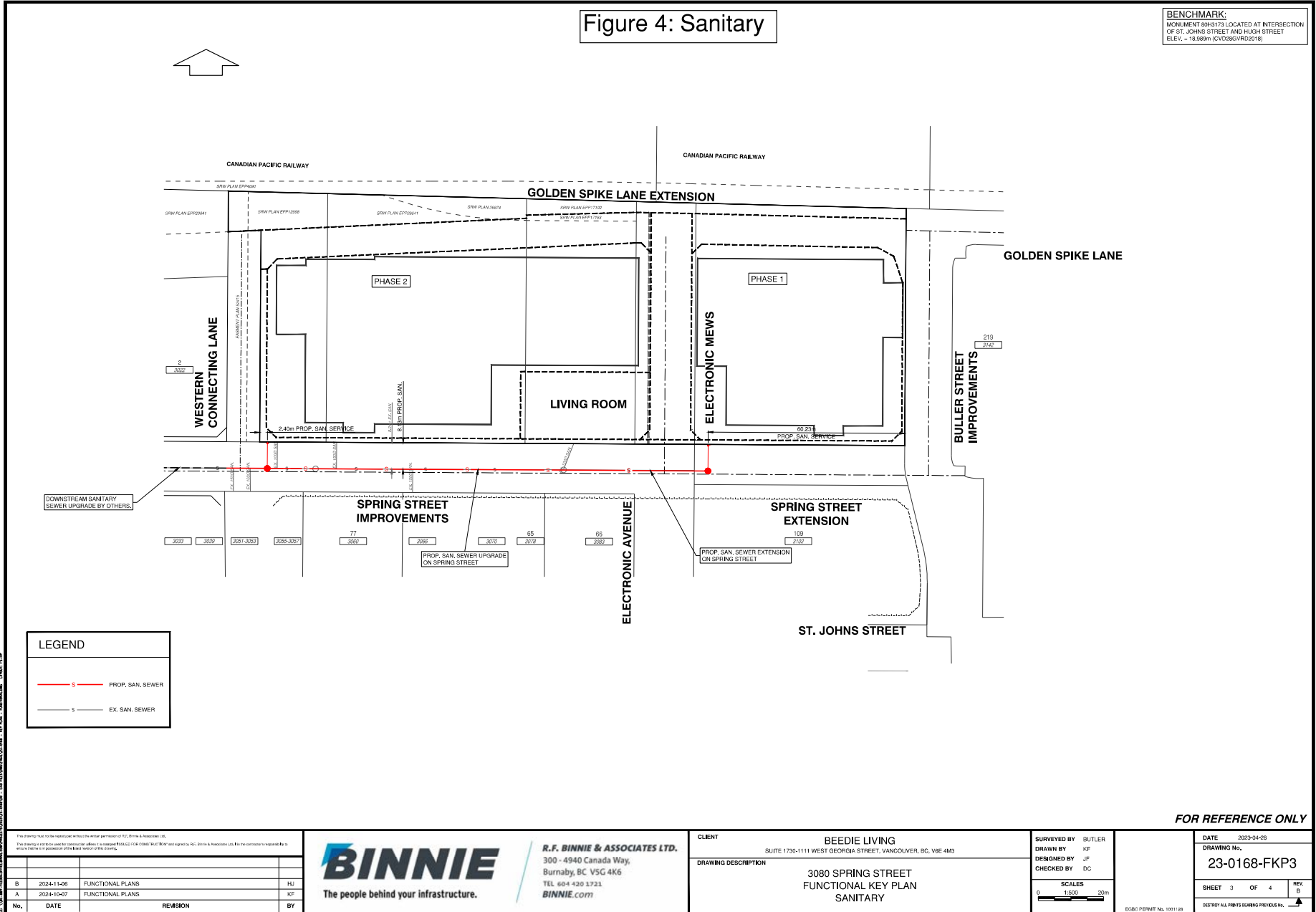
EG&C PROJECT No. 1001126

SETUP ALL PRINTS USING PREVIOUS No.

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Figure 4: Sanitary

**BENCHMARK:**  
MONUMENT 8049173 LOCATED AT INTERSECTION  
OF ST. JOHN'S STREET AND HUGH STREET  
ELEV. = 18.869m (CVD7820VRD2018)



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A	2024-10-07	FUNCTIONAL PLANS	KF



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TEL 604-430-1721  
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<b>CLIENT</b>	BEEDIE LIVING SUITE 1738-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
<b>DRAWING DESCRIPTION</b>	3080 SPRING STREET FUNCTIONAL KEY PLAN SANITARY

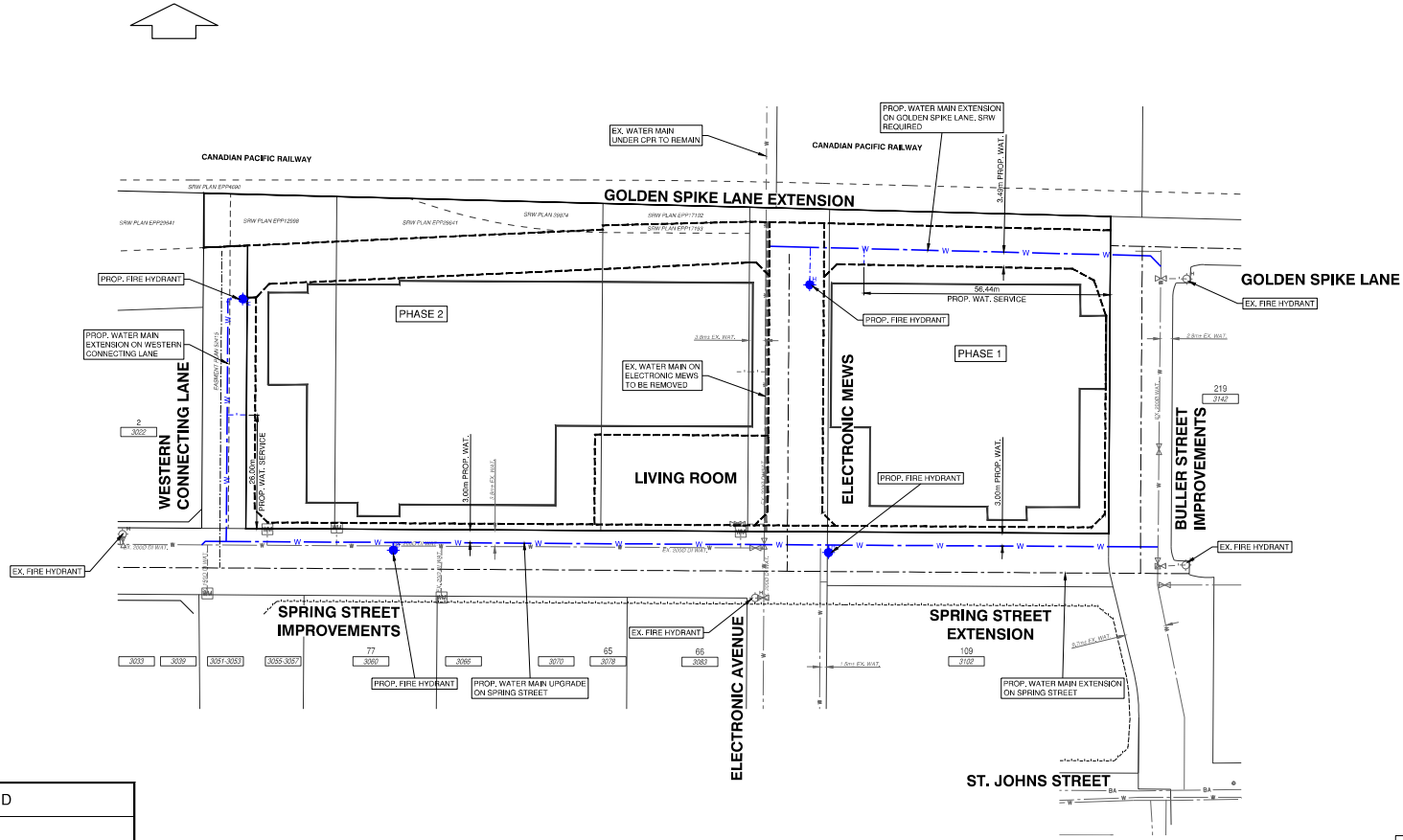
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<b>DRAWN BY</b>	KF
<b>DESIGNED BY</b>	JF
<b>CHECKED BY</b>	DC
<b>SCALES</b>	
0 1:500 20m	

<b>DATE</b>	2023-04-28
<b>DRAWING No.</b>	23-0168-FKP3
<b>SHEET</b>	3 OF 4
<b>REV</b>	B

# Considered at the December 3, 2024, Special Council meeting

Figure 5: Water

**BENCHMARK:**  
MONUMENT 8049173 LOCATED AT INTERSECTION OF ST. JOHN'S STREET AND HUGH STREET  
ELEV. = 18.569m (CVD782GVRD2018)



LEGEND	
	PROP. WATER MAIN
	EX. WATER MAIN
	PROP. FIRE HYDRANT

**NOTES:**  
1. THIS DRAWING HAS BEEN PREPARED FOR CONCEPTUAL FUNCTIONAL DESIGN RELEVANT TO THE PROJECT SITE TO DEMONSTRATE EXPECTATIONS FOR ULTIMATE ROADWORKS AT THE SITE FRONTAGE. ALL DIMENSION AND GEOMETRY TO BE CONFIRMED THROUGH DETAILED DESIGN ON FUTURE PROJECTS DEVELOPMENTS.

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No.	DATE	REVISION	BY
B	2024-11-06	FUNCTIONAL PLANS	HJ
A	2024-10-07	FUNCTIONAL PLANS	KF



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CLIENT	BEDDIE LIVING SUITE 1138-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET FUNCTIONAL KEY PLAN WATER MAIN

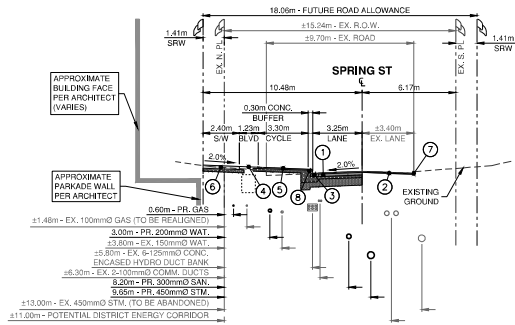
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DRAWN BY	KF
DESIGNED BY	JF
CHECKED BY	DC

SCALES  
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DATE	2023-04-28
DRAWING No.	23-0168-FKP4
SHEET	4 OF 4
REV.	B

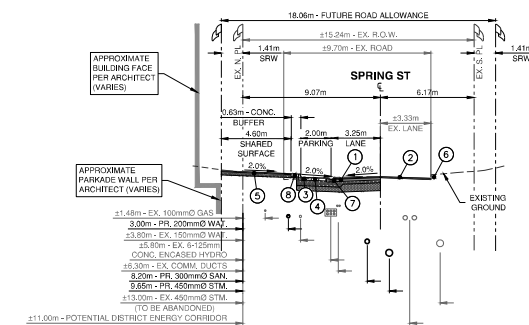
EG&C PROJECT No. 100128  
SEERD ALL RIGHTS RESERVED

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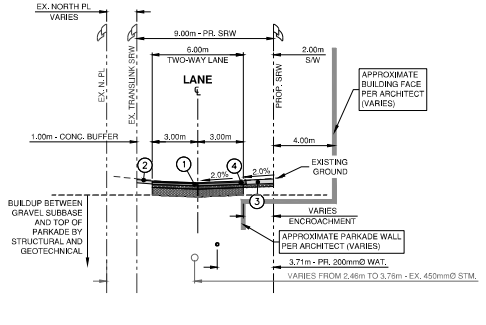
**SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE
  - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
  - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
  - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 FULL DEPTH ASPHALT REPLACEMENT
  - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
- 3 MMCD BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 4 PROP. BOULEVARD. REFER TO LANDSCAPE DESIGN DRAWINGS FOR BOULEVARD TREATMENT DETAILS. SOIL CELLS OR EQUIVALENT TO CAPTURE STORMWATER FROM CATCH BASINS AND PROVIDE SOIL VOLUMES (DETAILS TBO).
- 5 PROP. ASPHALT CYCLE TRACK
  - 50mm HOT MIX ASPHALT - 1 LIFT (50mm MMCD UC#1)
  - MIN. 150mm - 19mm MINUS CRUSHED BASE GRAVELS ON ENGINEER APPROVED SUBGRADE
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 6 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 7 EXISTING CURB ON SOUTH SIDE OF SPRING STREET TO BE RETAINED.
- 8 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



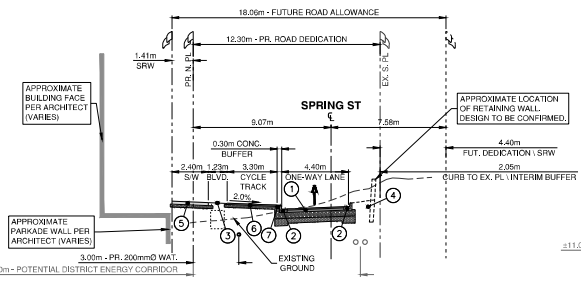
**SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2 WITH STREET PARKING**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE
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  - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
  - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 FULL DEPTH ASPHALT REPLACEMENT
  - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
- 3 PROP. REVERSE BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 4 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
- 5 PROP. CONCRETE SHARED SURFACE AS PER MMCD STD DWG C1 (2.7m CYCLE TRACK AND 1.0m SIDEWALK)
- 6 EXISTING CURB ON SOUTH SIDE OF SPRING STREET TO BE RETAINED.
- 7 PROP. CONCRETE DRAINAGE GUTTER
- 8 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



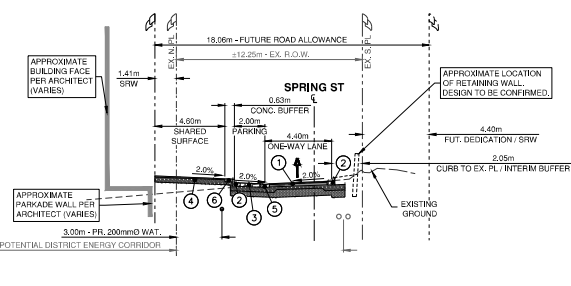
**GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 1**  
N.T.S.

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  - MIN. 200mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 PROP. 1.0m WIDE CONCRETE BUFFER AS PER MMCD STD DWG C1.
- 3 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 4 PROP. ROLL-OVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.



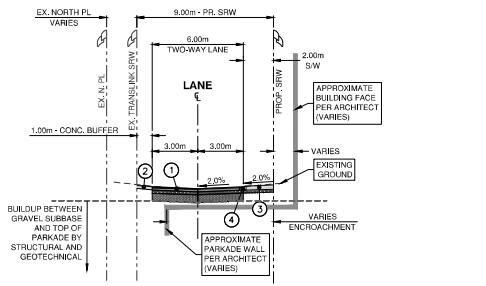
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N.T.S.

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  - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
  - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 MMCD BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 3 PROP. BOULEVARD. REFER TO LANDSCAPE DESIGN DRAWINGS FOR BOULEVARD TREATMENT DETAILS. SOIL CELLS OR EQUIVALENT TO CAPTURE STORMWATER FROM CATCH BASINS AND PROVIDE SOIL VOLUMES (DETAILS TBO).
- 4 GRADING ON SOUTH SPRING STREET INTERM BUFFER TO BE REVIEWED BY GEOTECHNICAL ENGINEER
- 5 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 6 PROP. ASPHALT CYCLE TRACK
  - 50mm HOT MIX ASPHALT - 1 LIFT (50mm MMCD UC#1)
  - MIN. 150mm - 19mm MINUS CRUSHED BASE GRAVELS ON ENGINEER APPROVED SUBGRADE
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 7 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



**SPRING STREET EXTENSION TYPICAL SECTION - PHASE 1 WITH STREET PARKING**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE
  - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
  - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
  - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 PROP. REVERSE BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 3 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
- 4 PROP. CONCRETE SHARED SURFACE AS PER MMCD STD DWG C1 (2.7m CYCLE TRACK AND 1.0m SIDEWALK)
- 5 PROP. CONCRETE DRAINAGE GUTTER
- 6 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



**GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 2**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE
  - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
  - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
  - MIN. 200mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
  - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
  - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
- 2 PROP. 1.0m WIDE CONCRETE BUFFER AS PER MMCD STD DWG C1.
- 3 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 4 PROP. ROLL-OVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.

No.	DATE	REVISION	BY
3	2024-10-07	CONCEPTUAL ROADWORKS AND SERVICES PLAN	HJ
2	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICES PLAN	JG
1	2024-03-28	CONCEPTUAL ROADWORKS AND SERVICES PLAN	SK

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Burnaby, BC V5G 4K6  
TEL 604 430 1731  
BINNIE.com

CLIENT	BEEDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET TYPICAL SECTIONS
SURVEYED BY	BUTLER
DRAWN BY	GM
DESIGNED BY	JF
CHECKED BY	DC
SCALES	NOT TO SCALE

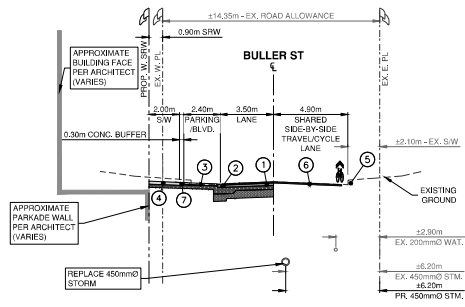
DATE	2023-04-28
DRAWING No.	23-0168 - TS1
SHEET	6 OF X REV
EG&C PERMIT No.	1001128
EG&C ALL RIGHTS RESERVED	



# Considered at the December 3, 2024, Special Council meeting

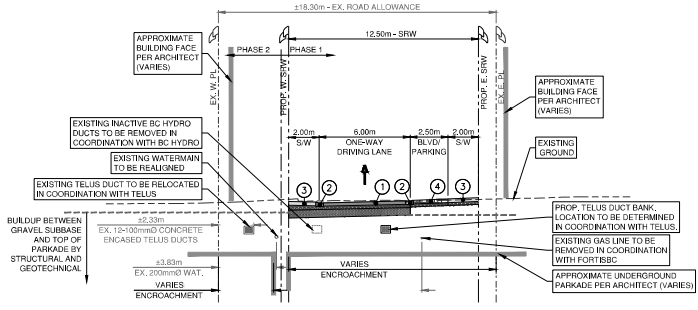
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Attachment 6



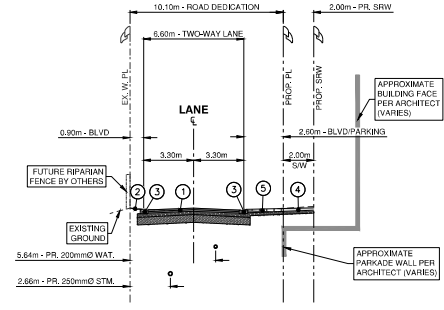
**BULLER STREET IMPROVEMENTS TYPICAL SECTION**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE  
- 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LCA1 & 40mm MMCD UCF1)  
- MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE  
- MIN. 300mm - 75mm MINUS GRANULAR SUBGRADE ON ENGINEER APPROVED SUBGRADE  
- SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 PROP. CONCRETE DRAINAGE GUTTER
- 3 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
- 4 PROP. CONCRETE SIDEWALK AS PER MMCD STD C1
- 5 EXISTING CURB ON EAST SIDE OF BULLER STREET TO BE RETAINED.
- 6 FULL DEPTH ASPHALT REPLACEMENT  
- HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
- 7 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



**ELECTRONIC MEWS TYPICAL SECTION**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE  
- 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LCA1 & 40mm MMCD UCF1)  
- MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE  
- MIN. 200mm - 75mm MINUS GRANULAR SUBGRADE ON ENGINEER APPROVED SUBGRADE  
- SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 MMCD ROLLOVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 3 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 4 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.



**WESTERN CONNECTING LANE TYPICAL SECTION**  
N.T.S.

- 1 FULL PAVEMENT STRUCTURE  
- 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LCA1 & 40mm MMCD UCF1)  
- MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE  
- MIN. 200mm - 75mm MINUS GRANULAR SUBGRADE ON ENGINEER APPROVED SUBGRADE  
- SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 PROP. BOULEVARD. REFER TO LANDSCAPE DESIGN DRAWINGS BY OTHERS FOR BOULEVARD TREATMENT DETAILS, (TYP.)
- 3 MMCD ROLLOVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 4 PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
- 5 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.

**PRELIMINARY**

This drawing has been prepared without the usual permission of the City of Vancouver.

This drawing is not to be used for construction unless it is stamped and signed by the Engineer of Record, R.F. Binnie & Associates Ltd. For the contractor's responsibility to verify that the information is correct and suitable for the intended purpose.

No.	DATE	REVISION	BY
3	2024-10-07	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HJ
2	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICING PLAN	JG
1	2024-03-28	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK



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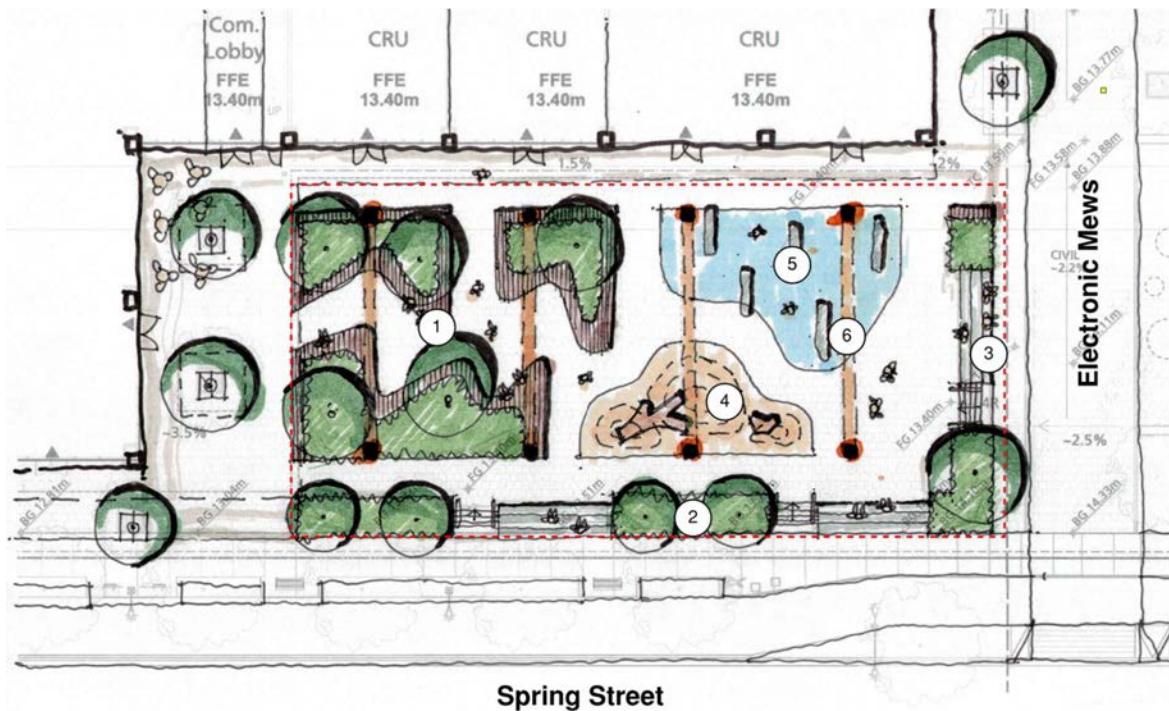
CLIENT	BEEIDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET TYPICAL SECTIONS

SURVEYED BY	BUTLER
DRAWN BY	GM
DESIGNED BY	JF
CHECKED BY	DC
SCALES	NOT TO SCALE

DATE	2023-04-28
DRAWING No.	23-0168 - TS2
SHEET	7 OF X
REV.	3

BINNIE & ASSOCIATES LTD. 300-4940 CANADA WAY, BURNABY, BC V5G 4K6 TEL 604 430 1721 FAX 604 430 1722

**SCHEDULE B**  
**THE "LIVING ROOM"**



**Figure 1: Illustrative Plan of the "Living Room"**

Per Figure 1, key features to be included within the Living Room as part of Phase 2 of the Project are:

- 1) Feature Seating Area
- 2) Soft and Hardscape Features along Spring Street and Electronic Mews
- 3) Stairs and Seating Features
- 4) Play Areas
- 5) Flush Water Feature
- 6) Plaza Arches

*Disclaimer: Descriptions of these features represent Beedie Living's intention, which is subject to coordination with the City through the development permit approval process.*



**Figure 2:** Schematic rendering of the “Living Room” looking east from Electronic Mews.

Considered at the December 3, 2024, Special Council meeting

**SCHEDULE C**

**TRANSPORATION DEMAND MANAGEMENT (TDM) MEASURES**



## Considered at the December 3, 2024, Special Council meeting

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Attachment 6

TRANSPORTATION PLANNERS AND ENGINEERS



## MEMO

DATE: November 14, 2024  
PROJECT NO: 04-23-0069  
PROJECT: **Beedie Moody Centre**  
SUBJECT: **Transportation Demand Management Measures**

TO: Nathaniel Stuart  
Beedie Living

PREPARED BY: Nicolas Moss, P.Eng.

---

### 1. INTRODUCTION

Beedie Living is proposing a two-phase high-density mixed-use project in the Moody Centre area. As part of the project approvals, the City of Port Moody is requiring a number of Transportation Demand Management (TDM) measures. This memo outlines the project's proposed TDM measures, based on discussion between Beedie, the City of Port Moody, and Bunt. The detail in this memo will also be included within the project site-specific TIA update to follow.

### 2. TDM DEFINITION

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time"<sup>1</sup>. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

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<sup>1</sup> <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

# Considered at the December 3, 2024, Special Council meeting

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Attachment 6

TRANSPORTATION PLANNERS AND ENGINEERS

bunt &amp; associates

## 3. TDM MEASURES

### *Car Share Vehicles, Spaces, and Memberships*

Modo is aware of the project and of the new Moody Centre TOD neighbourhood and is currently conducting a business case analysis to determine the number of vehicles they feel is plausible to locate on-site at the Beedie site. Modo understands the likelihood of many other new developments in the area also having an interest in on-site Modo car share vehicles.

A target of ten (10) car share vehicles is proposed for the Beedie site, understanding that Modo may not support an initial provision that high. An additional ten (10) spaces will be secured for future expansion in car share usage as the business case grows, for a potential ultimate supply of 20 spaces.

In a typical arrangement with Modo, the developer will pay the full cost of the initial 10 car share vehicles, will provide preferential parking placement in the highest level of the parkade, and will ensure the vehicles are publicly accessible 24/7. In return, Modo will be the car share operating company, and will provide the developer with Modo Plus memberships equal to the value of the purchased vehicle (typically 60-70 memberships per vehicle). Modo Plus memberships, valued at \$500 each and providing lower hourly booking fees, are lifetime memberships and thus would be retained by the project for redistribution if owners benefiting from a membership sell their unit.

### *EV Parking*

Rough-ins for EV parking infrastructure will be provided for all residential parking spaces, and all car share stalls (including the secured future car share stalls) to support Modo's EV shift goals.

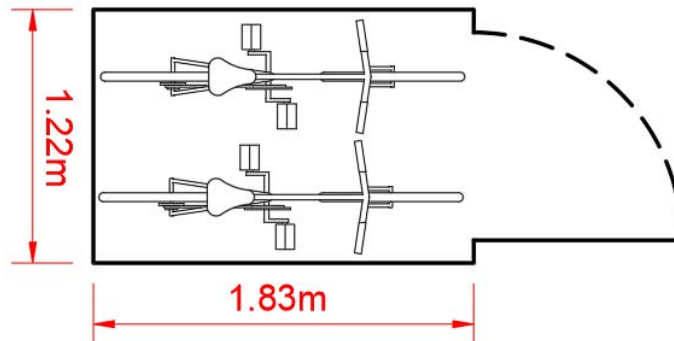
### *Long-Term Bike Parking*

Long-term bicycle parking will be provided beyond the Zoning Bylaw requirement of 1.5 stalls per unit. The project plans to supply bicycle parking entirely in the form of bicycle lockers which accommodate two bicycles each (4' x 6' / 1.22m x 1.83m). One double locker will be provided per unit. **Figure 1** shows a mock-up of the proposed double locker. This provides a more secure way of storing bicycles for residents, and meets the City of Port Moody Bylaw, which indicates minimum dimensions of 0.6m x 1.8m per long-term bicycle stall.

It is noted that the City of Burnaby specifically requires residential bicycle parking to be provided in lockers, and provides required minimum dimensions for a double locker in their Zoning Bylaw. Burnaby's double lockers are required to be 1.15m x 1.8m, slightly smaller than the proposed lockers which would meet Port Moody's bylaw dimensions.

The double locker can also be used to store larger bikes (e.g. cargo bike, electric bike, tricycle, etc) rather than two bikes. The double locker's diagonal is ~2.2m, providing extra length for these non-standard cycles compared to the same number of single lockers.

Figure 1: Double Bike Locker



#### *Bicycle Repair, Wash, and Bed-of-Trip Facilities*

Bicycle wash and repair stations will be provided within the P1 level, accessible to residents in both phases. Phase 1 will include one bicycle wash and repair station, while two additional stations will be included within Phase 2. The working space will be large enough for a working table, storage of applicable tools (a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches), and two people simultaneously working on their bikes on standalone racks.

End-of-trip (EoT) facilities for non-residential uses will be provided in Level P1 within Phase 2. The EoT facilities will include clothing lockers, sinks, a changing room, a shower, and a bicycle repair space.

#### *Access to Long-Term Bicycle Parking*

Access to the long-term bicycle parking will be via double side entry elevators sized to fit two standard bicycles or one cargo bike. The elevators are also intended to act as commercial parking shuttle elevators, which provide access to the commercial lobbies on Level 1.

All corridors providing access to the long-term bicycle parking should be wide enough to allow for two bicycles to pass in opposite directions. Generally, 1.2m corridors will allow for this manoeuvring. Additional width should be provided at corners to allow for navigation of oversized bikes in some locations, with the intent for oversized bikes to be best accommodated in rooms accessed directly from the parkade drive aisles without needing to manoeuvre through corridors.

#### *Transit Passes*

Beebie will provide a \$175,000 contribution toward subsidizing monthly transit passes. This may be in partnership with TransLink's *Compass for Developers* program, with the goal of ensuring the value of this monetary contribution is best used. The funds will support existing transit users and also encourage mode shift away from private vehicle use.

# Considered at the December 3, 2024, Special Council meeting

## 4. IMPACT OF CAR SHARE VEHICLES

The Metro Vancouver Car Share Study provides some information about the reduction of auto ownership based on car share usage. **Table 1** below shows the vehicle holdings per household prior and after residents joined a car share program.

**Table 1: Vehicle Holdings Prior to and After Joining Car Share**

MEMBERSHIP	VEHICLES PER HOUSEHOLD		PERCENT CHANGE
Modo Only	0.70	0.51	-27%
Car2go Only	1.06	1.01	-5%
Modo + Car2go	0.59	0.38	-36%

Source: Metro Vancouver Car Share Study

According to the Car Share study the number of vehicles per household decreased between 5 and 36% when the residents joined a car share program.<sup>2</sup> The study also shows that the top home-based amenity that survey respondents indicated would have them shift modes is the availability of car share vehicles. This study reinforces the premise that supplying car share vehicles for the development will work to reduce the parking demand on the site.

The reduction of vehicle ownership based on the number of car share vehicles provided can be calculated using additional information from the Metro Vancouver study. Past research has shown that the car share vehicle to member ratio is approximately 1 to 50.<sup>3</sup> For the 10 car sharing vehicles that the development will supply, the membership that can utilize those vehicles would be expected to be approximately 500 people. The study found that each car share vehicle removes between 5-11 private personal vehicles from use, or 50-110 vehicles based on the 10-car fleet proposed at Beedie’s project alone, without other TDM measures.

This estimated reduction in vehicle ownership due to the car sharing program is highly variable and likely to differ. Nevertheless, it illustrates that the car sharing vehicles provided are likely to have a measurable impact on the vehicle ownership rates and parking demand for the development. The presence of a variety of car share vehicles will also attract owners intending to live a car-free lifestyle or rent to car-free tenants, supporting the development’s intent to reduce vehicle use.

<sup>2</sup> Metro Vancouver Car Share Study – Page 30 - [https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada\\_Vancouver\\_MetroVancouverCarShareStudyTechnicalReport.pdf](https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf)

<sup>3</sup> Metro Vancouver Car Share Study – Page 15 - [https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada\\_Vancouver\\_MetroVancouverCarShareStudyTechnicalReport.pdf](https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf)



# Considered at the December 3, 2024, Special Council meeting

## 5. TDM AND CITY OF PORT MOODY’S TRANSPORTATION PLAN

As noted in the City of Port Moody’s Master Transportation Plan (2017), currently, 20% of all trips made by Port Moody residents for all purposes are made by walking, cycling, or transit. In the Transportation plan, the City outlined seeking to double the use of sustainable transportation by 2045, so that 40% of all trips made by Port Moody residents will be made by walking, cycling, or transit. The plan framework highlights a safe, walkable, bicycle friendly, and transit-oriented city. The Porty Moody Climate Action Plan (2020) outlined a more ambitious goal of reaching this mode split by 2030.

The proposed development primarily supports these objectives through its density, its proximity to rapid transit, by being part of a planned walkable community with amenities close by, and through its reduced residential parking provision, especially compared to other strata buildings. This can be seen in **Table 2**, which compares standard ITE trip generation rates for a high-rise building in a dense multi-use urban building close to rail transit with two alternatives: a mid-rise building in the same location, or a high-rise building in a suburban area without rail transit. The inclusion of Transportation Demand Management measures supports the Climate Action Plan objectives too, but the largest driver of sustainable mode choice is already achieved due to built form and location, and parking ratio. In fact, some municipalities in the Lower Mainland are recognizing this by reversing the paradigm and requiring the largest TDM contribution from developments that propose the *highest* parking ratios, as residents of these projects would need the most encouragement to use active modes.

**Table 2: Trip Generation Comparison**

EXAMPLE	PEAK HOUR VEHICLE TRIP RATES (PER UNIT)
High-rise, dense multi-use urban context, close to rail	~0.20
Mid-rise, dense multi-use urban context, close to rail	~0.25
High-rise, general urban/ suburban context, no rail	~0.30

Source: ITE Trip Generation Manual

Nonetheless, the provision of car share vehicles will reduce car ownership by providing an alternative option of car use when needed. The increased supply of bicycle parking will help to support cycling as a transportation mode. In addition, provision of a dedicated walking route to Moody Centre Station and throughout the Moody Centre neighbourhood promotes safety by separating pedestrians from vehicles, which can also help to encourage walking as a mode of travel. Finally, a financial contribution towards transit passes will provide an incentive towards transit use throughout the distribution of the transit fund.

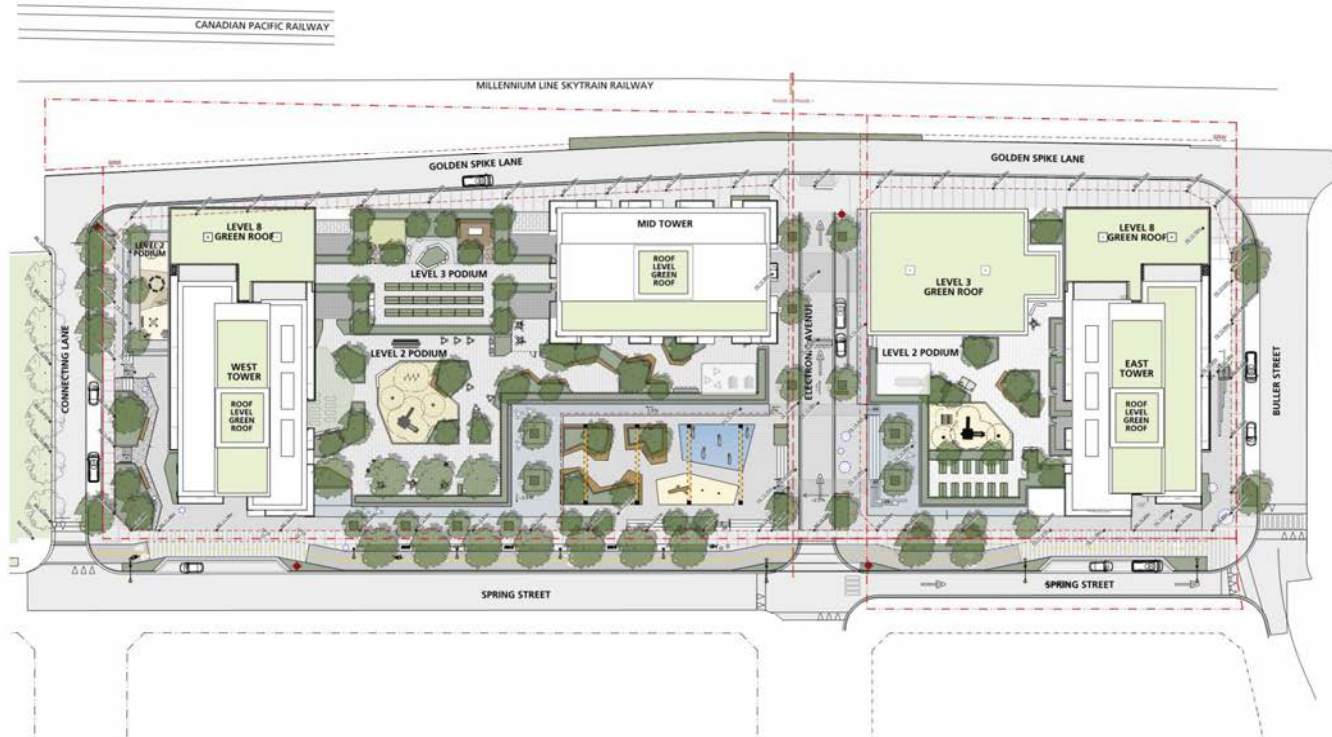
# Considered at the December 3, 2024, Special Council meeting

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Attachment 7



Peri + Associates  
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Project Name: Fort Moody Spring Street  
Drawing Title: Landscape Site Plan

Project Number: 24-036  
Scale: 3/64" = 1'-0"  
Sheet No: 24-036

L1.0

## 3060-3092 Spring Street, 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way - OCP amendment & rezoning Development Application

**UPDATE 2:** Public input received on Engage Port Moody from Nov. 17, 2023 to Nov. 14, 2024

*This encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for Council Second Reading. Comments are presented verbatim, including typos and grammatical errors. Profane or abusive language, or personally identifying information has been redacted.*

### Engagement highlights

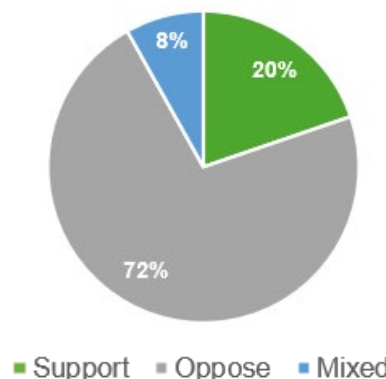
Highlights of project engagement to date:

- **86 engaged participants** contributed to one or more feedback tools
- **319 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- **1,121 aware visitors** viewed this project page

### What is your overall feedback on this development application?

	Support	Oppose	Mixed
<b>From launch to second reading:</b> Nov. 17, 2023 to Nov. 14, 2024	18	68	7

Total feedback



**Comments 1 through 44 were included in the first public engagement summary shared with Council at early input**

## Comments

---

1. I disagree with the proposed height of the development. The current OCP allows for 26 stories. This proposal would increase the height to 32, 34 and 38 stories, on top of a podium! The total height is not actually stated. When the OCP was revised the overall height for Port Moody centre was agreed to be 26 stories. This should be adhered to in my opinion. The proposal will prove to be a slippery slope to even higher buildings. Where will it stop?  
  
Otherwise, I do not have an issue with the proposed development. I agree with the proposed number of parking stalls. Even though this development is close to transit, most families will still need a car for trips away from transit. The hope is that living next to transit will reduce the use of vehicles, but we cannot expect families to entirely give up their cars to live in Port Moody. The proposal should specify all residential parking has access to EV charger.
2. Hey I live in 50 electronic avenue and these buildings would remove literally all the sunlight my apartment gets all year, we might get a speck as it sets but we would not get any actual sunlight with those monstrosities behind us.
3. Opposed to the building of these high rises. Max 12 story building
4. This is Ridiculous project esp in this area of 5-6 floor wood frames embedded into environment. I understand that people want to make money but the architecture needs to follow basic esthetics and fit into surrounding. If that goes through it will def mean someone have taken money under the table.
5. I think this is going to be really great for the community of Port Moody. There is a need for more housing and newer developments. Why not bring more people out to discover the beauty that Port Moody has to offer! It is such an underrated city!
6. The proposed development does not suite the city of Port Moody. High rises should not be situated in this area as it will over shadow the beauty and nature of the area. It is an eye-sore and does not represent the city of arts well. This is a building more catered to downtown and should not be built in a suburban city. I would like this proposal to be declined/denied.
7. This proposal needs to be denied. This tall tower is hazardous and dangerous to the area. It is not suited for the city of Port Moody and will not meet climate action or safety initiatives.
8. This building impacts me as it is in my neighbourhood i grew up in and does not fit Port Moodys initiatives. It does not match its surrounding and will not be part of the community. A much shorter building is suitable. Not a tall high rise. That is for the city downtown.
9. Reject proposal. Traffic jams off barnet onto Murray street and St. John's street are of major concern. There is no additional foot bridge between Murray street to the skytrain. High rises should only be built within a 100-200 m if the skytrain station.
10. I do not support building any towers greater than 15-20 floors in that area is warranted. I do believe that densification of the area needs to be done with addition of amenities, but I think tall towers of that size will be detrimental to the area and city.
11. High rises should only be 100m by the skytrain and no more. It is too dense in port moody and this area should be allocated green space.



## Considered at the December 3, 2024, Special Council meeting

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12. Buildings of this size far exceed what is necessary in the area and will block nearly all natural sunlight to surrounding areas. Additionally, the infrastructure in this area cannot support this additional housing. Buildings should be capped at mid rise levels.
13. High rise buildings over 6 stories should only be located within 100 m of the skytrain station. This is ruining Port Moody.
14. This blocks 100% of sunlight of south facing units in the East wing of 3131 Murray st.
15. this space should be allocate to green space and nature. Port Moody is becoming too densified and losing it's culture and representation. If people need more housing, I suggest building closer to the city and situating high rises in those areas, where they are more common.
16. High rises are not needed in this area. They should be kept closer and within 100m of skytrains. This building will not fit the Port Moody's culture and atmosphere.
17. strongly oppose to this! not the right fit for Port Moody.
18. this is a safety hazard for the area.
19. The builds past electronic avenue should be kept as green space! There is not enough open area with that many hi-rises going up! Keep a designated green space at least!!
20. As a city Port Moody needs to maintain some sort of designated green space and open area for its community! Like Kyle center, parts of Port Moody need to be left as open space for the growing families to enjoy the outdoors! I am strongly opposed to build anything past 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way. Strongly opposed!! Please consider open green space that is detached from any type of build! A community garden, community park, community playground etc!
21. I appreciate that the proposal includes public space at the ground floor. Port Moody needs to stop focusing on residential-only developments with no interesting architectural features like 50 Electronic Ave, and instead build complete communities like Newport which combine residential units with commercial space at the ground floor. While this development will no doubt introduce some additional traffic, the effect can be decreased by encouraging people to walk to get their essentials rather than driving. The development is also close to a skytrain station so the density is appropriate.
22. I think this development would provide much needed density to the area around Moody Centre station, the area is currently woefully underutilized and I perfect for a development like this. I wouldn't support large towers everywhere in Port Moody, but here it just makes sense. It looks like it will contribute to a liveable, walkable community, and will support climate sustainability by allowing people to choose active transportation (e.g. it is right by the skytrain, centrally located in Port Moody, etc.)
23. This is exactly what the area around transit needs.
24. I strongly oppose this proposal and am very frustrated to see that it, along with the PCI's neighbouring proposal, significantly exceed our OCP in terms of density, FAR, and building heights. I could never support such significant increases to our OCP and/or TOD area(s). Please, City of Port Moody, stick to the density, FAR, and building height in our OCP, which us residents have spent many years helping shape. I am also very surprised, frustrated, and disappointed to see that both initial Moody Centre TOD proposals have asked for additional significant increases to our OCP, after the city granted such increases in 2014, 2017, and 2022.

## Considered at the December 3, 2024, Special Council meeting

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Attachment 8

25. I am 100% against this proposal and the PCI proposal, which are both way too dense, have FARs that are way too high, and which have building heights that are way too high. Please follow our OCP, which we have spent years, if not a decade, creating, which calls for much lower density, FAR, and building height, and which has already been significantly increased a few times over the years.
26. I oppose to building anything past 80-85 Electronic Avenue, and a portion of the Electronic Avenue road right-of-way. Port Moody as a community needs to maintain open communal spaces. That area should be designated as green space detached from any type of building that is open to the public. That area should not have a built and remain as a community garden, field, park etc.
27. There is too much congestion for this tight corridor which already has many issues with traffic. The light block will be an issue so height should be limited and a grocery store is a great addition to the area. Also need to include easy pedestrian access to Murray if anything gets developed in that area.
28. Concerned about the height of the buildings. We have no towers of this size along this street, so it will change the atmosphere, block views and cast shadows on others' homes. Infrastructure needs to improve to support increased traffic.
29. The height proposal for these buildings is absurd and not in keeping with surrounding buildings. Sunlight will be blocked from apartments in the 50 electronic apartment building. The building capacity will put a strain on the infrastructure of Port Moody. The trains running from Moody Centre are at capacity daily and there is no immediate future plan to extend the WCE service. Traffic on both St Johns and Murray street is already very busy. I'm not against development but why do the towers have to be so large?
30. We are worried that too many high-rise buildings are going to be approved near the Moody Centre Skytrain Station. We have spoken to lots of families in this area who share this fear. There is a responsibility to honour Port Moody's OCP. Knowing that the 60 Williams St, 3006/3010/3020 Spring St Development is already trying to obtain a size beyond what the OCP provides, it is sad seeing another massive proposal so close by. The OCP contains points which will help make sure Port Moody does not become overcrowded, such as requiring view corridors, limiting floors (26), and requiring slender designs. Most importantly, the OCP states that the area will "...transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys around the edge." We are worried that Mayor Lahti and the current City Council will approve far more tall buildings instead of following this tapering concept, largely disregarding Port Moody's OCP. Finally, it is irresponsible to increase Port Moody's population before proper infrastructure is funded in terms of schools, hospitals, roadways, and recreation centres. What Port Moody currently has will not withstand a large population boom. It is also reckless to simply say that some of these responsibilities belong to the Provincial Government. Plans for new infrastructure need to be financed prior to new high-rise buildings being approved, along with a plan to combat traffic along St Johns Street and Murray Street. We are counting on Mayor Lahti and City Council to protect Port Moody for families.
31. towers are extremely tall and out of place- they should be reduced in height. also too many luxury condos- more rentals both at market and non-market are required (at least 50% should be rental units), overall needs to be scaled down and provide more rental housing
32. These towers are too high and do not align with the vision for the neighborhood. Traffic is not addressed, and these towers will negatively impact the enjoyment of thousands of people in the area. Height should be restricted/reduced.
33. This development is far too large and awful for our city of Port Moody. We have NO INFRASTRUCTURE in place to handle this type of housing.

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NO doctors, No nurses, No sewer, No traffic control, No roads, No hospitals, No schools or teachers, No community center big enough. NO MONEY to upgrade it all without dumping the costs into our taxes and making them increase.

You are not ready to increase density. When you have taken care of infrastructure, then you can think about something, but never this.

WAKE UP DOWN THERE.

34. Too many high rise buildings!!! Most families move further out to Port moody and don't want to live in high rises! Why are there not more low rises and townhouses for families here? There are over crowded schools and an over crowded hospital already! We need more housing that provides an environment that people want to live in long term! We also need affordable commercial rent for businesses!
35. We just moved to Port Moody for the beauty, light traffic and small town feel. Having 3 major sky scrapers within a bunch of low rise building will completely change the landscape and look so out of place. Traffic cannot handle this many buildings. Our trails will become way to busy to enjoy. We moved here wanting to start a family in a safe, low - medium density area. I'm all for redeveloping the area to new homes, but the MAX amount of floors should be 8. Please don't destroy Port Moody for developer gain. People who live in Port Moody came to Port Moody for a reason. Please, I want to continue making Port Moody home but if this goes through, we will move elsewhere. We are two young, educated adults who pay a significant amount in taxes who strongly oppose this move.
36. I strongly oppose having anymore than a 10 storey building. Driving on St Johns won't be beautiful anymore, the streets will become packed with cars, won't be safe for our Children or dogs to go out. The fact that our council is even CONSIDERING having multiple high rises disgusts me. Traffic will be horrid, the Port Moody life people have lived before won't be the same. Development of the area is a great idea, anything more than 8-10 stories would be a tragedy. Do not do this. Please.
37. We believe this project will have a very negative impact on the area of Port Moody in several ways. Aesthetically it would tarnish the beauty, the infrastructure is not able to accommodate the traffic, mental health of residents due to overcrowding and loss of privacy and sunlight, property values, and the sense of community will be destroyed.

We fell in love with Port Moody due to its small town feel, charming neighbourhoods and unobscured natural beauty. It seems that no matter where you are in Port Moody everyone has the opportunity to look out a window to view mountains, trees or water and also access these without too many crowds to compete with. This hugely influences our well being and mental health, not being able to enjoy solitude and a sense of space at our parks and is very upsetting.

To be in an area where we will be shaded by skyscrapers and never feel the sun shine through our windows and also lose the privacy with apartments towering over you is very unsettling. To forever change the horizon of trees we see and replace it with 38 stories is devastating.

Residents of Port Moody are friendlier and happier on average than other areas of greater Vancouver as we are tucked away and shielded from the madness of the bigger cities. We are on a good thing here and want to protect it at all costs, there will be no coming back from a decision like this as the soul of the city will be ruined and the natural beauty changed forever.

Having lived in big cities before with many high-rises, it brings anxieties and stresses which Port Moody will not be able to cope with and residents who should not have to. Road rage and dangerous driving becomes more prevalent as commutes become longer and more frustration and risk taking

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takes place. We already have very limited ways in during the evening and are backed up bumper to bumper trying to get home for the evening. Adding all these units will intensify these issues.

It is almost beyond belief - and heartbreaking - that Port Moody would consider 39 stories. I understand it will be located near the skytrain and in a make believe world you could position it as reducing the need for cars on the roads, but this is a false reality. With so many young families with kids in this area, cars are an essential part of life and will simply not be replaced by transit.

Keeping a smaller tight knit community of 6-8 stories will protect Port Moody property values, and more importantly the sense of community that we love. We currently have 26 stories at Suterbrook or Nookta way which would be much more reasonable and would keep a sense of proportionality and avoid creating a huge eyesore in such a beautiful city.

Not to mention that the bigger the city, the more disconnected people become and more fractures appear in the social fabric. Port Moody residents are open and friendly as it is a smaller scaled city. We left Metrotown & Brentwood due to all the rezoning and expansion. This created a concrete jungle with no soul, and the hustle and bustle left us with no sense of community among all the residents.

Let's keep Port Moody a beautiful, friendly and community driven city by continuing to build 6-8 stories and townhomes. Let's protect our resource so that residents can enjoy the parks around them without adding excessive traffic and overcrowding.

38. Too tall, too dense, will ruin the historic vibe of the core. Should incorporate better design, be shorter, and have more rental units, NOT just luxury condos
39. This project does not provide housing that average Canadians need (proper living space) or can afford. 1) Continuing to build over-priced properties that are out of the reach of average Canadian citizens who desperately need housing does not serve the people. Compare the income of Port Moody (and surrounding) residents, consider 5, 10, or even 20% down payment. What income level is required to afford mortgage payments on these units? Affordable housing is a critical need.  
  
2) Will this project require taxpayers to upgrade infrastructure to support this? Other projects like this have substantially increased taxes, and stress on our local services that are not yet funded to facilitate another large influx of people.
40. These towers would be a big reason for me leaving Port Moody. The beloved green space that we have along the Shoreline trail would be shaded out by these towers. Port Moody centre will begin to feel claustrophobic, with the hills to the South and towers to the North. If we want to densify the city, I believe we should build more apartments like in Europe (ie: 4-6 storey apartment buildings). This would be at a much more human and liveable scale. What is being built in Burquitlam, Lougheed and Brentwood, is not something I would like to see in Port Moody. Just because other municipalities are doing it, doesn't mean we need to do the same.
41. This is not a sufficient or appropriate number of below market units. The towers are also too tall. I am completely opposed to this proposal unless each building includes below-market units.
42. I think the towers are too high and will be too tight. It will creat a wall of towers right at the edge of the park leading to the ocean. Why would they not be further back and keep lower towers closer to the park?
43. A good project for Moody Centre development. The buildings can improve the way they look, so that Moody Centre skyline does not seem monotonous but I don't think rezoning should be stopped for that.



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44. too tall/dense will absolutely destroy the character and vibe of Port Moody. Should be much shorter with better design that fits into our city

**Comments 45 through 83 were received since the first public engagement summary was shared with Council at early input**

45. These are hideous monstrosities that take away any character that Port Moody has. We are not Brentwood and don't want to be. It would be nice to have a building code to allow for views and take global warming and the need for more trees and greenspaces. When I see this it makes me want to move away from Port Moody big time. My instinct says to run!
46. Really excited and supportive of this project. As a resident of the inlet centre area, I am happy to see redevelopment move forward and want the city to know that this is the right direction for the area. More density, more transit oriented neighborhoods to get us out of our cars please!
47. The government mandate is that 20 storeys must be approved so I am not sure why we are entertaining applications of this magnitude as they will only ruin what we love about Port Moody. I am very disappointed in this council so far.
48. Incredible way to revitalize the area.
49. Three towers up to 38 storeys containing 972 residential units with a Floor Area Ratio (FAR) of 5.26 and over 1200 parking spaces is overkill, especially with the government mandating only 20 storeys. This overbuilding will add to our already terrible traffic and the shadowing to the north will be excessive. How about more job space and less residential?
50. This application saddens me as it is simply too much for our beautiful city.
51. Part of this area is outside of the TOD area. Area close to Electronic is up to 6 storeys.
- It's too much. Too tall, too dense. (Except for the women's transition building.) Too much for a small city with traffic jams, not enough area parkland, and other infrastructure deficits. Heights and density exceed OCP by up to 50%. Prefer 12 storeys or less.
- Negatives outweigh any positives unless project is scaled back significantly. Benefits to city don't justify the ask. Not enough money to city. Staff say ""there are a number of issues associated with the financial contributions (cash and in-kind) and credits that Beedie is proposing."" I agree. Contributions are mainly to support project, not city as a whole.
52. Looks good, build it!
53. This kind of density is unsustainable and uncalled for.
54. I would like to see some aspect of affordable housing added. It should not only be market condos only - that is grossly unfair to most folks wanting to enter the housing market.
55. Looks good. It would be nice to see more market rentals/low income units incorporated
56. While the plan to develop and densify the area is needed. The proposed additional stories of the towers are beyond what this council should approve. The towers are turning into walls. There will be no sun north of St. John's in the winter. It is frankly a money grab at the expense of our city's livability and beauty.

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57. Horrible city planning, please don't destroy Port Moody with these towers
58. This is a wonderful development for the area. More housing and amenities are needed close to transit
59. I am very much in favour of this proposal. I think Beedie has done an excellent job designing a set of towers that feel connected to our beautiful nature, considering what is required for a new "main street" area of the City, connecting with our Indigenous heritage, and reflecting the family-friendly nature of Port Moody in its public space design. I hope that Staff and Council hold the other TOD area developers to this standard of consultation (particularly with our local Indigenous nations) and design in their proposals for the TOD area.

Similar to my feedback on other development proposals, I would suggest that staff and council request changing some of the single bed units into three-bed units to address "missing middle" housing needs. For a development that is marketing itself as family-friendly, having 93 three-bed units versus 442 single-bed units feels incredibly misallocated. I think this is a more-than-reasonable request in the face of the increased density proposed, and more aligned with the current demographic makeup of Port Moody.

60. Much too tall, will destroy character of Port Moody, add to traffic, and be unaffordable for all.
61. Too much height, will block all the sunlight. Please have 20 stories maximum in Moody Centre. Plus, the new businesses will probably be more banks, dentist offices and development offices, or chain restaurants. Rent in these new buildings is too expensive for small businesses, therefore no charm and vibrancy is added to the community. Don't want another Burquitlam or Brentwood in Port Moody. Many European cities have high density without towers like these. Also, why is there no below market rate housing in this location? And why are there no green space. The amenity space is all concrete, with a few stick trees.
62. It would be better if these builds were lower, just like the current builds on Electronic Ave. Also all these buildings 10000% need to include multiple daycares. And please for the love of everything holy take inspiration from European plazas/communities. We need multiple cafes/restaurants with a shared plaza where everyone can enjoy sitting outside - AWAY from any traffic. I dont know what these orange constructions are on the vision pictures but PLEASE - MAKE IT MORE EUROPEAN.
63. Absolutely not!!! We do not have the infrastructure to accommodate this.
- It will make a long commute even longer. It will away what Port Moody is.
64. I am against such a project. We have already saturated the St Johns with cars. I like that Port Moody remains a medium-sized town of people. There will not be enough services for a growing population (schools, hospitals, etc.) and if services increase, we will have to pay more taxes.
65. No to the towers
66. St.johm is a parking lot between 3:30-6pm daily. We cannot handle any more cars. Our life revolves around traffic now in 2024 without the addition of more towers full of people who drive! This is not feasible!
67. See previous comments regarding the misleading and disingenuous intentions behind [omitted]'s Facebook post imploring for negative feedback on this development.
68. Too high! No infrastrucrure to support the current needs and futuri developments,
69. I fully support the project

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70. Currently our commuter cannot handle the volume of traffic during rush hours and it has only worsened with the nested developments. The current infrastructure simply cannot handle mega towers.
71. I am supportive of this application for Moody Centre.
72. Project looks good, I'm hoping there will be stores, groceries, restaurants, offices and other essential services in the commercial units so that residents in the area have things to walk to instead of having to drive everywhere. Port Moody needs to step up the development process and quickly so that businesses can stay in the area knowing what the future brings instead of moving to Coquitlam and Port Coquitlam.
73. I do not support this proposal. I prefer the alternate development proposal that includes 2 towers and below market rentals versus this one that includes 3 towers and separate transition housing.

For the overall demographics of port moody and our aging population I feel general below market housing meets a greater number of people's needs than a specific women's transition building. Often transition homes will welcome residents from other municipalities based on demand or safety concerns and while I know this is important I don't feel it is going to serve as many of our residents as more general below market rentals would.

I understand the density requirements near sky rains but would prefer two higher towers over 3 slightly lower ones so that we can retain more green space, trees, etc.

I moved to port moody from Vancouver in large part to get closer to nature based on port moody's green spaces and proximity to the inlet and parks and prefer developments that allow for as much of that to be retained as possible, to avoid the feeling of a "concrete jungle". This development plan does not promise much in the way of supporting nature or highlighting any of the natural features of the area.

I live very close to these developments and have significant concerns about the amount of traffic and congestion these will add to our roads. I already have a very hard time coming and going from my home during peak periods and feel this will make things worse. Particular thought and attention needs to be focused on how ingress and egress from these developments should be planned and what impacts that I will have on existing residents.

74. Please consider affordability in this development.
75. There should be no towers exceeding 20 stories anywhere in the city. None of these insanely dense developments will solve the housing crisis, but rather will continue to fill the pockets of developers, realtors and investors.

The infrastructure is already seriously lacking and total gridlock is inevitable if these and other highly dense developments will be approved. It is obvious that the current council (with one exception) and the mayor have no interest in listening to the majority of its citizens but rather continue to support developers and their cronies plans. What happened to responsible development?

76. More housing is great as long as roads and infrastructure to support that many new people is built in conjunction with this development. No I don't think people will be able to rely solely on public transportation. A large portion of the public will still require the use of cars for employment and family activities.

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77. I fully support moving this project forward as quickly as possible. The city needs to place high density near our rapid transit stations. I would like to see the applicant incorporate more jobs, and possibly studio units with no parking. I believe the proposed transition house should be a minimum 20 stories.

78. Astonishingly, these are even more unspeakably hideous than the Williams street proposals.

Densification, yes. Generic condo tower monstrosities, no.

Enough with proposal to turn Port Moody into a Death Star trench. Send these and related proposals packing until a developer shows up who has some sense of human scale, appealing architecture, and cities fit for habitation by human beings instead of drones. The only inoffensive feature of this egregiously unacceptable proposal is the 40 below-market units that are apparently indexed to it. Maybe if the ratio of affordable-to-profiteering was inverted from 4: 96 to 96:4, I'd be willing to endure the grotesque blight on our city. As it stands, this is a farcically token nod to affordability at the cost of bludgeoning our town for generations to come with these abominations. NO.

79. Absolutely against this application, it is way too big, does not fit into our plans or our long term vision. Goes against almost every residents opinion and desires for our neighborhood. Too much traffic, no infrastructure, idling cars are not good for the environment and that is all you will get here. Not enough beaches, parks, schools, recreation centers, hockey rinks. Improvements are to can the whole project.

80. Hello;

It is proven that shared residential visitor and commercial parking does not work. The residence themselves as well as the intended visitors will dominate the parking. The amount of parking (183 stalls) proposed for this segment is just under the industry standard of 4 stalls per 1,000 sf of rentable area. If additional residential visitor parking is added the commercial space will be much more functional.

With retail vacancy at its lowest levels since 2007, please push back on the employment space. People need a place to work. Suburban office space is stable, especially in the Tri Cities, not to mention the need for services and small institutional uses. The livable region plan contemplates people working, living, and paying in areas like the TOD. No better way to get people out of their cars than not having to go anywhere out of necessity.

Sincerely; [omitted]

81. A good project for Moody Centre development. The buildings can improve the way they look, so that Moody Centre skyline does not seem monotonous but I don't think rezoning should be stopped for that.

82. PLEASE DON'T DO THIS!!!

Port Moody has a space for high rises already - why not placing all of them around the inlet area? Why do we need to ruin what's a wonderful, heritage area around Moody Centre and turn it into yet another glass & steel, soulless, community-less condo zombie-town?

It's such an amazing neighbourhood, please don't ruin it :(

83. These towers are an eyesore. Nothing beyond 20 stories should be allowed so close to Rocky Point, which is the jewel of the city. Port Moody's mall town feel and suburban charm is totally ruined and we do not have the infrastructure for this many people moving into the neighborhood at the same



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time. Are they going to build a hospital underneath these buildings for the residents? I doubt it. What about a school for all of the additional students to attend? These massive towers are not a good idea.

**Comments 84 through 89 have been received since the second public engagement summary was shared with Council at first reading.**

84. I am disappointed that this project looks so different from the original proposal that was shared with the public. The size of the project will completely change Port Moody. I am concerned about the traffic jams that it will create, along with the change in Port Moody's beautiful sea and mountain landscape. I liked how inviting and walkable the old project was. This is a part of town where a lot of people walk through (attracted by the skytrain, Breweries, Rocky point, etc). This looks imposing, ugly and uninviting - which is sad as the project looked so promising! It reminds me a lot of the towers around New West station, which isn't an area my family likes to walk by at all (feels unsafe). I also don't believe we have the infrastructure currently to meet so many people's needs, but realize this is an issue outside of the scope of this particular project.
85. Additional housing close to the Skytrain station is needed but do not amend the height requirements above 26 stories and maintain the "not big city" feel of Port Moody. 3 towers at 26 stories is plenty.
86. Absolutely oppose these three humongous towers that will completely change the vibe of Port Moody. Will eliminate the character and take away the charm. I suppose sticking to low to medium storey buildings with lots of commercial space and community space to have a vibrant community. Maybe take lessons from lower Lonsdale instead of Burquitlam, Lougheed, Brentwood and Metrotown.
87. In my opinion and others, I have spoken with, although there are existing high rises, anything over 6 stories is too high for the small-town charm of Port Moody.
88. This is adding too many units for which traffic can't support so many new residents. Also, women's transition housing could invite more crime to our area. Transition housing projects should be done in areas where cost of living is lower for single income or no-income families.
89. The buildings are too high and traffic is already so congested in that area. Would appreciate it if buildings are kept to 20 stories. Build more units that can house families - 3 bedrooms.

## 2806 Spring Street - OCP amendment & rezoning Development Application

**UPDATE 2:** Public input received on Engage Port Moody from Nov. 17, 2023 to Nov.14, 2024

*This encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for Council Second Reading. Comments are presented verbatim, including typos and grammatical errors. Profane or abusive language, or personally identifying information has been redacted.*

### Engagement highlights

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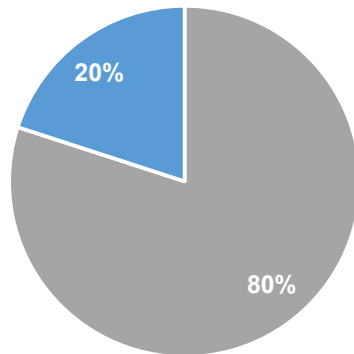
Highlights of project engagement to date:

- **10 engaged participants** contributed to one or more feedback tools
- **71 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- **300 aware visitors** viewed this project page

### What is your overall feedback on this development application?

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	Support	Oppose	Mixed
<b>From launch until second reading:</b> Nov. 17, 2023 to Nov. 14, 2024	0	8	2



■ Support ■ Oppose ■ Mixed

**Comments 1 through 8 were included in the first public engagement summary shared with Council at early input**

## Comments

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1. strongly oppose to this! not the right fit for Port Moody
2. This space is prime real estate for it being a block away from Moody centre station. It would be a complete waste to build such a small development on this land. I do not see this being a good long-term plan for this area. If this plan is approved, it means the small lot West of this proposed development would be limited to a very small development as well. The best plan for this whole block next to the SkyTrain station would be to become high-rise towers with commercial on the ground level. This proposed development is way too small for what should be done with the space.
3. This proposal seems like a missed opportunity to increase density this close to a mass transit hub. Long term, it looks like the neighbouring property to the west is on a small plot of land and will not be able to increase density, versus if it was amalgamated into this property.

The purpose and concept of how the building would be used is great to see.

It's unfortunate that this proposal doesn't have increased density this close to mass transit."=

4. Absolutely hideous\borning\plain design. There is nothing exciting or "City of the Arts" about this drab building. For a woman's transition housing, I don't understand why that can't be appealing and fit in more to the other surrounding buildings....Instead residents will feel institutionalized instead of transitioning to normal living. Support transition housing for women, do not support this building or the attention it will draw. Back to the drawing board.
5. Only 6 parking spaces? I think we also need more general non-market housing units to assist in lowering rents but can't say I am fully aware of the needs for women's transition housing.
6. This building is so grey, needs more colour! I like the artwork on the walls. Needs more parking. It is good that this building provides below-market housing for women. It is unclear if there would be commercial space, but I believe it would be beneficial in this location! Overall, I oppose this application, because of the applicant's desire to build towers with 972 market units in another location.
7. Great project, but we need to capitalize on underground parking AS MUCH as possible right now especially on Spring. 6 spaces for that many residents is going to be a parking frenzy and will only place more vehicles parked on the street. I know this is to "encourage" people to go car-free but that narrative is a pipe dream in BC at this point; transit is accessible from this location but it does not mean residents won't need to drive for other reasons. If we're taking the time to demolish the existing structure and then dig for a new space, let's take the time to get those additional vehicles underground and leave the street space for active transportation.
8. I like this building a lot. However, in combination with the proposed towers, this is a laughable proposal and is insulting to the community. 6 parking spaces is a ridiculous proposal for a building of 40 units.

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**Comments 9 through 10 were received since the first public engagement summary was shared with Council at early input**

9. This will very quickly become an unsafe place with dangerous and violent people coming and going. It will also become an "eyesore" to our community. Is this just another umbrella for drug addicts and safe injection sites? So in addition to the following reasons no, this should not go ahead here at all. This development is a NIGHTMARE for Port Moody residents.

This development is being fostered upon us by council members who are working for the developers. This development will not provide low cost housing, will not provide anything creditable back to the community like a new ice rink or indoor swimming pool. This will jack our taxes up exponentially bringing city services to the site. This site will make Port Moody look like Metrotown, a sea of "ice cube tray" condo towers. It will increase traffic to GRID LOCK EVERY DAY. AND HOW IDLING CARS HELPS THE ENVIRONMENT YOU ARE NUTS. And thinking people will ride the drug addicted and criminal mess of public transportation instead of using cars, you are total idiots. It pours rain 3/4 of the year in Port Moody, and seniors do not like it. This development will push our population to breaking point in terms of hospitals, doctors, nurses, medical clinics, schools and teachers and the list goes on and on. We cannot provide for the existing residents!!!! Are you PEOPLE AWAKE DOWN THERE OR WHAT?

In addition to the regular comments I made previously to the overall development not being in our interests, I also contacted your Planning Department and spoke to them to get a clarification on the actual description for the use of "Women's Transition Housing". They replied back: "I checked in with the Planner handling this application, and they noted the following regarding what is meant by "Women's Transition Housing":

"Women's transition housing provides temporary shelter and support for women who are leaving difficult or abusive situations like domestic violence, homelessness, or unsafe living conditions. These places create a safe and nurturing environment where women can rebuild their lives, become independent, and aim for stability in the long term. Along with accommodation, they offer counseling, advocacy, job training, childcare, and other resources to help women overcome challenges and build a better future. Unfortunately, there's a severe shortage of these services in the TriCities area. Women in dangerous situations often face long waitlists, which can be costly and risky while they're in danger."

And this is what I wrote back to your planning department:

Women in danger, dangerous situations, risky while in danger! Where do you think the danger comes from? It comes from their spouses or ex spouses. And they track them down and attack them around these shelters. These are very violent situations than can involve all kinds of nasty things like stabbings, gun violence, hostage taking etc. They also can become involved with drugs and this also follows them to the area. [redacted] And dealt with all the joy that can come with these sites. It is sad but the truth.

And another thing that you could see should one of these awful events take place once the building is inhabited, is a MAJOR police presence required around the perimeter or proximity of the building. That area happens to be one of the ONLY TWO traffic hubs we have getting people in and out of Port Moody center. If you have a major police event there, the traffic will BE A NIGHTMARE. EVEN MORE THAN IT ALREADY IS AT RUSH HOUR. And that can go on for HOURS.

And while I am very supportive of these homes, feel desperately for those who need these supports and wish them all the best that our tax dollars can provide, having them in the middle of a community with day cares a block away and schools down the street, is NOT an APPROPRIATE LOCATION. So you should do your homework well on this before you think it is a good idea to bring it into our

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community there. Put these into an area like an industrial zone without these normal residential concerns around it.

So I sure hope you are listening, and don't say you haven't been warned either.

Absolutely against this application, it is way too big, does not fit into our plans or our long term vision. Goes against almost every residents opinion and desires for our neighborhood. Too much traffic, no infrastructure, idling cars are not good for the environment and that is all you will get here. Not enough beaches, parks, schools, recreation centers, hockey rinks. Improvements are to can the whole project. Very ugly building.

10. The two larger buildings should not be approved so this building will not be built as result.

**No comments have been received since the second public engagement summary was shared with Council at first reading.**