



Development Application Form

Planning Division

604.469.4540 • www.portmoody.ca

Mark the appropriate box with your application type, including sub-categories. Complete additional information where applicable. This information is required to calculate your development application fee. Complete and accurate applications reduce processing time.

☐ **Official Community Plan Amendment**

Concurrent with re-zoning application? ☐ yes ☐ no

Proposed OCP Designation:

☐ **Rezoning**

☐ Map amendment

☐ Text amendment

☐ Residential use: number of units: _____

☐ Other uses: gross site area: _____ m²

Existing Zoning:

Proposed Zoning:

☐ **Subdivision**

☐ Fee Simple

☐ Strata Title Conversion

☐ Air Space Parcel

☐ Form P (Phased) Approval/Amendment

☐ Boundary Adjustment

☐ Bare Land Strata

☐ **Development Permit**

☐ **Minor Development Permit**

☐ Area 1: Neighbourhood residential

☐ Area 2: Moody Centre

☐ Area 3: Inlet Centre

☐ Area 4: Environmentally sensitive

☐ Area 5: Hazardous lands

☐ Residential use: number of units: _____

☐ Other uses: gross site area: _____ m²

☐ **Development Variance Permit**

☐ **Minor Development Variance Permit**

☐ **Development Authorization** (North Shore Development Agreement area)

☐ **Land Use Contract**

☐ This application is for an amendment

☐ Residential: # of units: _____

☐ Other: gross site area: _____ m²

☐ Use/density change

☐ This application is for a discharge

☐ **Temporary Use Permit**

☐ Commercial

☐ Industrial

☐ **Heritage Alteration Permit**

☐ Council authorized (proposes to vary zoning/development regulation)

☐ Staff authorized

☐ **Heritage Revitalization Agreement**

☐ **Pre-Application Review**

Fees must be paid in full before an application can be reviewed. Review the application fees as per the [Fees Bylaw](#). Staff will assess your application for completeness, then contact you to confirm the required fees.

Describe the proposed work

Civic address(es): 3121 and 3127 St Johns Street, 110 and 112-118 James Road

PID(s): 024-670-529, 004-947-941, 026-156-539, 005-606-322

Nature of work and any relaxations you are requesting:

6-storey mixed use project with 192 market rental units and approximately 4,900 sq. ft. of retail fronting St Johns Street.

Applicant

Applicant name: Isaac Beall

Company name: Anthem Properties Group

Mailing address: 1055 Dunsmuir Street, Vancouver - Suite 1100

Postal Code: V7X 1K8

Email: ibeall@anthemproperties.com

Work #: 604-235-6967

Home #:

Fax #:

- I/ We have included the required attachments as noted on the Development Application Submission Requirements Checklist (PDF) and certify that it is complete and accurate and hereby agree to submit further information deemed necessary for processing this application.
- I/We understand that I/We will be required to comply with the City of Port Moody Development Procedures Bylaw, 2021, No. 3312, available on the City's website. Applicants may be required to hold an open house and post one or more signs on the subject site, at their expense.
- I/We agree to assume legal costs directly incurred by the City for application processing/approval.
- Further, I hereby agree that all associated applications and plans may be made publicly available during the development application process. Personal information contained in this document may only be made available **s.22(1) Personal Privacy** required by law.

Applicant signature

Date: June 1, 2022

Registered Owner(s)

List all registered owners. For strata properties, provide accompanying authorization from the strata council. If the owner is an incorporated company/society, attach a current corporate/society search or "notice of directors."

Owner(s) names: Anthem LMV Tri-City Holdings LP

Mailing address: 1055 Dunsmuir Street, Vancouver - Suite 1100

Postal Code: V7X 1K8

Email:

Work #: 604-689-3040

Home #:

Fax #:

Owner Authorization (if applicant is different from registered owner)

- I/We are the registered owner(s) of the above referenced property and hereby authorize the above named Applicant to make this development application on my/our behalf and to have act as primary point of contact. Correspondence about key milestones will be copied to the owner.
- Further, I hereby agree that all associated applications and plans may be made publicly available during the development application process. Personal information contained in this document may only be made available **s.22(1) Personal Privacy** required by law.

Owner signature

Date: June 1, 2022

Development Application Form

Instructions

Please ensure you have consulted with staff to confirm your application requirements and that you have all attachments ready to upload before starting this form. Planning staff will review your application, then contact you for [fee payment](#) and/or additional information if needed.

Complete and accurate applications reduce processing time. Please contact City planning staff at planning@portmoody.ca or 604-469-4540 with any questions.

Application type(s)

Check the relevant application types *

- | | | |
|--|---|--|
| <input type="checkbox"/> Official Community Plan Amendment | <input type="checkbox"/> Development Variance Permit | <input type="checkbox"/> Temporary Use Permit |
| <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Minor Development Variance Permit | <input type="checkbox"/> Heritage Alteration Permit |
| <input type="checkbox"/> Subdivision | <input type="checkbox"/> Development Authorization (North Shore Development Agreement Area) | <input type="checkbox"/> Heritage Revitalization Agreement |
| <input checked="" type="checkbox"/> Development Permit | <input type="checkbox"/> Land Use Contract | <input type="checkbox"/> Pre-Application Review |
| <input type="checkbox"/> Minor Development Permit | | |

Rezoning information

Existing Zoning: *

RM-1, P-2

Proposed Zoning: *

CD based on CRM3 (six storey Mixed Use)

Rezoning details *

- | | | | |
|---|--|---|--|
| <input checked="" type="checkbox"/> Map amendment | <input checked="" type="checkbox"/> Text amendment | <input checked="" type="checkbox"/> Residential use | <input checked="" type="checkbox"/> Other uses |
|---|--|---|--|

Number of residential units: *

192

Gross site area (m2): *

455

Development Permit information

Development Permit Area: *

☒ Area 1: Neighbourhood residential

☐ Area 2: Moody Centre

☐ Area 3: Inlet Centre

☐ Area 4: Environmentally sensitive

☐ Area 5: Hazardous lands

☐ Area 7: Detached Accessory Dwelling Unit (laneway home)

Land use type *

☒ Residential use

☒ Other uses

Number of residential units: *

192

Gross site area (m2): *

455

Description of proposed work

Civic address(es): *

3121 and 3127 St Johns Street, 110 and 112-118 James Road

PID(s): *

005-606-322, 024-670-529, 026-156-539, 004-947-941

Nature of work and any relaxations you are requesting: *

The proposed development envisions an economically viable six storey mixed use development with approximately 4,902.6 sq. ft. of commercial space and 192 residential purpose built rental units. The development provides a diverse blend of unit types, including a high proportion of family oriented housing with 24% 2 bedrooms and 11.5% 3 bedrooms. Units range in size from 415 sq.ft. to 950 sq.ft. The proposal increases the sideyard separation to the adjacent six storey beyond the required sideyard setback for improved liveability and appropriate building separation.

Applicant and owner information

Applicant information

Applicant name: *

Isaac Beall

I am: *

☐ an agent

☒ an owner

Company name:

Anthem Properties Group

Address: *

Suite 1100 - 1055 Dunsmuir Street, Vancouver

Postal code: *

V7X 1K8

Email: *

ibeall@anthemproperties.com

Work phone: *

604-235-6967

Cell phone:

Fax:

- I/We have included the required attachments as noted on this form and certify that it is complete and accurate and hereby agree to submit further information deemed necessary for processing this application.
- I/We understand that I/We will be required to comply with the City of Port Moody [Development Approval Procedures Bylaw, 2021, No. 3312](#), available on the City's website. Applicants may be required to hold an open house and post one or more signs on the subject site, at their expense.
- I/We agree to assume legal costs directly incurred by the City for application processing/approval.
- Further, I hereby agree that all associated applications and plans may be made publicly available during the development application process. Personal information contained in this document may only be made available to the public as required by law.

Applicant/Owner signature: *

s.22(1) Personal Privacy

Date: *

6/1/2022



Registered owner information

- **If the applicant is not the registered owner**, upload a signed [Letter of Authorization](#) (PDF) to list all owners, their addresses, contact information and signatures.
 - **If the property is within a strata**, provide authorization from the strata council.
 - **If the owner is an incorporated company/society**, provide a current corporate/society search or "notice of directors."
-

Letter of authorization

Strata authorization

Current corporate/society search or "notice of directors"

Upload your required application attachments

Submission checklist

Review the [Development Applications Submission Requirements Checklist](#) (PDF) to confirm you have all the required attachments. **When providing attachments please ensure:**

- PDF files are flattened (no layers) and do not have passwords or restrictions. This allows staff to reduce file sizes, add markups, and print as needed.
- Drawings are separated by discipline (i.e. architectural, landscape, mechanical) and each PDF file submitted is <50mb.
 - **NOTE – at the time of submission for Council consideration**, applicants will be asked to provide reduced versions of the final PDFs to meet these requirements: 8.5 x 11", portrait or landscape, text and graphics legible, and file size <15mb.
- Drawing files are created using best practices to reduce file bloat (i.e. limited use of hash mark pattern, no gradients, smallest image resolutions possible, flattened objects), and are output to produce an optimized, flattened PDF.

Please provide all files by only one of these two methods – do not split your files between them:

Option 1: upload your documents below. Large files may take up to five minutes to upload, so please be patient.

OR

Option 2: you may provide a link to a file sharing provider (e.g. dropbox) and upload all your files there for staff to access.





Option 1: Upload your attachments

You will be permitted to upload up to 25 PDF documents (20 that are <15mb each, and 5 that are <50mb each).



Upload up to 10 files. Each must be <15mb.

File Name	
	3121 St Johns-Application Form.pdf 1.2 MB
	2021.11.05-3121 St Johns-Arborist Report.pdf 10.2 MB
	TITLE-CA8400074-PID-005-606-322.pdf 7.9 KB
	TITLE-CA8400075-PID-024-670-529.pdf 9.4 KB
	TITLE-CA9354673-PID-026-156-539.pdf 5.9 KB
	TITLE-CA9377714-PID-004-947-941.pdf 5.5 KB
	2022.05.16-3121 St Johns-SWMP Report.pdf 3.2 MB
	2022.05.17-3121 St Johns-Site Servicing and Maintenance Plan.pdf 4.3 MB
	2021.05.28-3121 St Johns-Phase I ESA Report.pdf 1.9 MB
	2021.06.15-3121 St Johns-Geotechnical Investigation Report.pdf 1.5 MB

Upload up to 10 files. Each must be <15mb.

File Name	
	2022.05.26-3121 St Johns-RZ Design Rationales.pdf 137.5 KB
	2022.05.18-3121 St Johns-Site Survey.pdf 1.2 MB
	2022.05.12-3121 St Johns-Step Code Letter.pdf 341.4 KB
	3121 St Johns-Port Moody Sustainability Report.pdf 1.8 MB

Upload up to five files <50mb

File Name	
	2022.05.27-3121 St Johns Street-RZ DP Submission Set.pdf 33.0 MB
	2022.05.16-3121 St Johns-Landscape Plan.pdf 38.8 MB

Option 2: Provide a file sharing link

Alternately, you may provide a link to a file sharing provider (like dropbox) where all your attachments can be accessed by planning staff.

File sharing link (e.g. dropbox):

Submit your application

Click 'submit' to send your completed application to our planning staff.

If you have any questions please contact City planning staff at planning@portmoody.ca or 604-469-4540.



Owner Authorization Form

Building Division

604.469.4534 • www.portmoody.ca

Date: June 30, 2022

Building Official
Building Division, Development Services
City of Port Moody
100 Newport Drive
Port Moody, B.C., V3H 3E1

To Whom It May Concern,

Re: 3121 and 3127 St Johns Street (Civic address)

This letter is to advise that I/We, LMV Churchill Holdings Ltd., am/are the registered owners of the above referenced property and hereby authorize Anthem Properties Group to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the City of Port Moody.

Yours truly,

s.22(1) Personal Privacy

Signature of the registered owner

Name: Isaac Beall

Address: #1100-1055 Dunsmuir Street, Vancouver

Telephone: 604-235-6967

Email: ibeall@anthemproperties.com



Email this form back to buildingpermits@portmoody.ca



Fax this form back to 604.469.4533

PORT MOODY
CITY OF THE ARTS

Attachment for development applications

A) Property details

Property address(es): 3121 St Johns Street and 3127 St Johns Street

PID(s): 024-670-529 and 005-606-322

B) Applicant

Name: Isaac Beall

Company: Anthem Properties Group

Address: #1100-1055 Dunsmuir Street, Vancouver

Postal code: V7X 1K8

Phone: 604-235-6967

Email: ibeall@anthemproperties.com

Date: July 6, 2022

Applicant signature:

s.22(1) Personal Privacy

C) Owner authorization (if applicant is different from registered owner)

- I/We are the registered owner(s) of the above referenced property and hereby authorize the above named Applicant to make this development application on my/our behalf and to have act as primary point of contact. Correspondence about key milestones will be copied to the owner.
- Further, I hereby agree that all associated applications and plans may be made publicly available during the development application process. Personal information contained in this document may only be made available to the public as required by law.

Registered owner(s):

- List all registered owners. Attach additional pages if required.

Name: LMV Churchill Holdings Ltd.

Address: #1100-1055 Dunsmuir Street, Vancouver

Phone: 604-689-3040

Email: info@anthemproperties.com

Postal code: V7X 1K8

Date: July 6, 2022

Owner signature:

s.22(1) Personal Privacy

Name:

Address:

Phone:

Email:

Postal code:

Date:

Owner signature:

- For numbered companies:

Company business number:

Address:

Phone:

Email:

Postal code:

Date:

Name and title of authorized corporate signee:

Signature of authorized corporate signee:

- If the owner is an incorporated company/society, attach a current corporate/society search or "notice of directors."
- If the property is within a strata, attach accompanying authorization from the strata council.



Owner Authorization Form

Building Division

604.469.4534 • www.portmoody.ca

Date: June 30, 2022

Building Official
Building Division, Development Services
City of Port Moody
100 Newport Drive
Port Moody, B.C., V3H 3E1

To Whom It May Concern,

Re: 110, 112, 114, and 116 James Road (Civic address)

This letter is to advise that I/We, Anthem LMV James Road Holdings Ltd., am/are the registered owners of the above referenced property and hereby authorize Anthem Properties Group to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the City of Port Moody.

Yours truly,

s.22(1) Personal Privacy

Signature of the registered owner

Name: Isaac Beall

Address: #1100-1055 Dunsmuir Street, Vancouver

Telephone: 604-235-6967

Email: ibeall@anthemproperties.com

Email this form back to buildingpermits@portmoody.ca

Fax this form back to 604.469.4533

PORT MOODY
CITY OF THE ARTS

Attachment for development applications

A) Property details

Property address(es): 110, 112, 114, 116, and 118 James Road

PID(s): 004-947-941, 026-156-539, 026-156-547, 026-156-555, and 026-156-563

B) Applicant

Name: Isaac Beall

Company: Anthem Properties Group

Address: #1100-1055 Dunsmuir Street, Vancouver

Postal code: V7X 1K8

Phone: 604-235-6967

Email: ibeall@anthemproperties.com

Date: July 6, 2022

Applicant signature: s.22(1) Personal Privacy

C) Owner authorization (if applicant is different from registered owner)

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- List all registered owners. Attach additional pages if required.

Name: Anthem LMV James Road Holdings Ltd.

Address: #1100-1055 Dunsmuir Street, Vancouver

Phone: 604-689-3040

Email: info@anthemproperties.com

Postal code: V7X 1K8

Date: July 6, 2022

Owner signature: s.22(1) Personal Privacy

Name:

Address:

Phone:

Email:

Postal code:

Date:

Owner signature:

- For numbered companies:

Company business number:

Address:

Phone:

Email:

Postal code:

Date:

Name and title of authorized corporate signee:

Signature of authorized corporate signee:

- If the owner is an incorporated company/society, attach a current corporate/society search or "notice of directors."
- If the property is within a strata, attach accompanying authorization from the strata council.

CITY OF PORT MOODY
FEE SLIP



Please remit with payment.

Folder: DP000049

PLANNING APPLICATIONS
DEVELOPMENT PERMIT - MIXED USE

<u>Summary</u>	<u>Outstanding</u>
Fee-pla	29,542.00
TOTAL	\$29,542.00

CITY OF PORT MOODY

FEE SLIP

100 NEW PORT DR
PORT MOODY, BC V3H 3E1
Phone: (604) 469-4534
Fax: (604) 469-4533

Folder: DP000049

PLANNING APPLICATIONS
DEVELOPMENT PERMIT - MIXED USE

Address: 3127 ST JOHNS ST

<u>Description</u>	<u>Amount</u>	<u>Description</u>	<u>Amount</u>
Arch Rev Fee	1,500.00	Com Add To Dp	460.00
Dev Per App Fee	22,023.00	Dev Per-esa/haz	4,359.00
Landscrevfee	1,200.00		
<u>Summary</u>	<u>Amount</u>	<u>Received</u>	<u>Outstanding</u>
Fee-pla	29,542.00	0.00	29,542.00
TOTAL	29,542.00	0.00	29,542.00

CITY OF PORT MOODY
FEE SLIP



Please remit with payment.

Folder: REZ00028

PLANNING APPLICATIONS
REZONING - MIXED USE

Summary

Fee-pla

TOTAL

Outstanding

23,875.00

\$23,875.00

CITY OF PORT MOODY

FEE SLIP

100 NEW PORT DR
PORT MOODY, BC V3H 3E1
Phone: (604) 469-4534
Fax: (604) 469-4533

Folder: REZ00028

PLANNING APPLICATIONS
REZONING - MIXED USE

Address: 3127 ST JOHNS ST

Description

Comm Add On Rez

Rezoning Fee

Amount

460.00

22,960.00

Description

Rezocpdpsascan

Staf/att @ Mtgs

Amount

208.00

247.00

Summary

Fee-pla

TOTAL

Amount

23,875.00

23,875.00

Received

0.00

0.00

Outstanding

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CITY OF PORT MOODY
FEE SLIP



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PLANNING APPLICATIONS
DEVELOPMENT PERMIT - MIXED USE

<u>Summary</u>	<u>Outstanding</u>
Fee-pla	29,542.00
TOTAL	\$29,542.00

s.21(1) Disclosure of Business Interests of a Third Party

CITY OF PORT MOODY

FEE SLIP

100 NEW PORT DR
PORT MOODY, BC V3H 3E1
Phone: (604) 469-4534
Fax: (604) 469-4533

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PLANNING APPLICATIONS
DEVELOPMENT PERMIT - MIXED USE

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FEE SLIP



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DEVELOPMENT PERMIT - MIXED USE

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CITY OF PORT MOODY
100 NEW PORT DR
PORT MOODY, BC V3H 3E1
Phone: (604) 469-4534
Fax: (604) 469-4533

FEE SLIP

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PLANNING APPLICATIONS
DEVELOPMENT PERMIT - MIXED USE

Address: 3127 ST JOHNS ST

<u>Description</u>	<u>Amount</u>	<u>Description</u>	<u>Amount</u>
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s.21(1) Disclosure of Business Interests of a Third Party

CITY OF PORT MOODY
FEE SLIP



Please remit with payment.

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PLANNING APPLICATIONS
REZONING - MIXED USE

Summary

Fee-pla

TOTAL

Outstanding

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\$23,875.00

s.21(1) Disclosure of Business Interests of a Third Party

CITY OF PORT MOODY

100 NEW PORT DR
PORT MOODY, BC V3H 3E1
Phone: (604) 469-4534
Fax: (604) 469-4533

FEE SLIP

Folder: REZ00028

PLANNING APPLICATIONS
REZONING - MIXED USE

Address: 3127 ST JOHNS ST

Description

Comm Add On Rez

Rezoning Fee

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460.00

22,960.00

Description

Rezocpdpsascan

Staf/att @ Mtgs

Amount

208.00

247.00

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Fee-pla

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23,875.00

Received

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0.00

Outstanding

23,875.00

23,875.00

s.21(1) Disclosure of Business Interests of a Third Party

CITY OF PORT MOODY
FEE SLIP



Please remit with payment.

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PLANNING APPLICATIONS
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PLANNING APPLICATIONS
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Description

Rezocpdpsascan

Staf/att @ Mtgs

Amount

208.00

247.00

Summary

Fee-pla

TOTAL

Amount

23,875.00

23,875.00

Received

0.00

0.00

Outstanding

23,875.00

23,875.00

s.21(1) Disclosure of Business Interests of a Third Party

**SURVEY PLAN CERTIFICATION
PROVINCE OF BRITISH COLUMBIA**

PAGE 1 OF 2 PAGES

Your electronic signature is a representation that you are a British Columbia land surveyor and a subscriber under section 168.6 of the *Land Title Act*, RSBC 1996 c.250. By electronically signing this document, you are also electronically signing the attached plan under section 168.3 of the act.

John Franko
2LDXGG

Digitally signed by John Franko
2LDXGG
DN: c=CA, cn=John Franko 2LDXGG,
o=BC Land Surveyor, ou=Verify ID at
www.juricert.com/LKUP.cfm?
id=2LDXGG
Date: 2022.08.05 21:03:13 -07'00'

1. BC LAND SURVEYOR: (Name, address, phone number)

John M. Franko
#201 - 275 Fell Avenue

Email: john@bennettsurveys.com

Phone: 604-980-4868 ext 212

www.bennettsurveys.com

North Vancouver

BC V7P 3R5

☐ Surveyor General Certification [For Surveyor General Use Only]

2. PLAN IDENTIFICATION:

Control Number: **165-975-8593**Plan Number: **EPP122690**This original plan number assignment was done under Commission #: **893**

3. CERTIFICATION:

☒ Form 9☐ Explanatory Plan☐ Form 9A

I am a British Columbia land surveyor and certify that I was present at and personally superintended this survey and that the survey and plan are correct.

The field survey was completed on: **2022 June 22** (YYYY/Month/DD) The checklist was filed under ECR#:

The plan was completed and checked on: **2022 August 05** (YYYY/Month/DD) **263483**

☒ None ☐ Strata Form S☒ None ☐ Strata Form U1 ☐ Strata Form U1/U2Arterial Highway ☐Remainder Parcel (Airspace) ☐4. ALTERATION: ☐

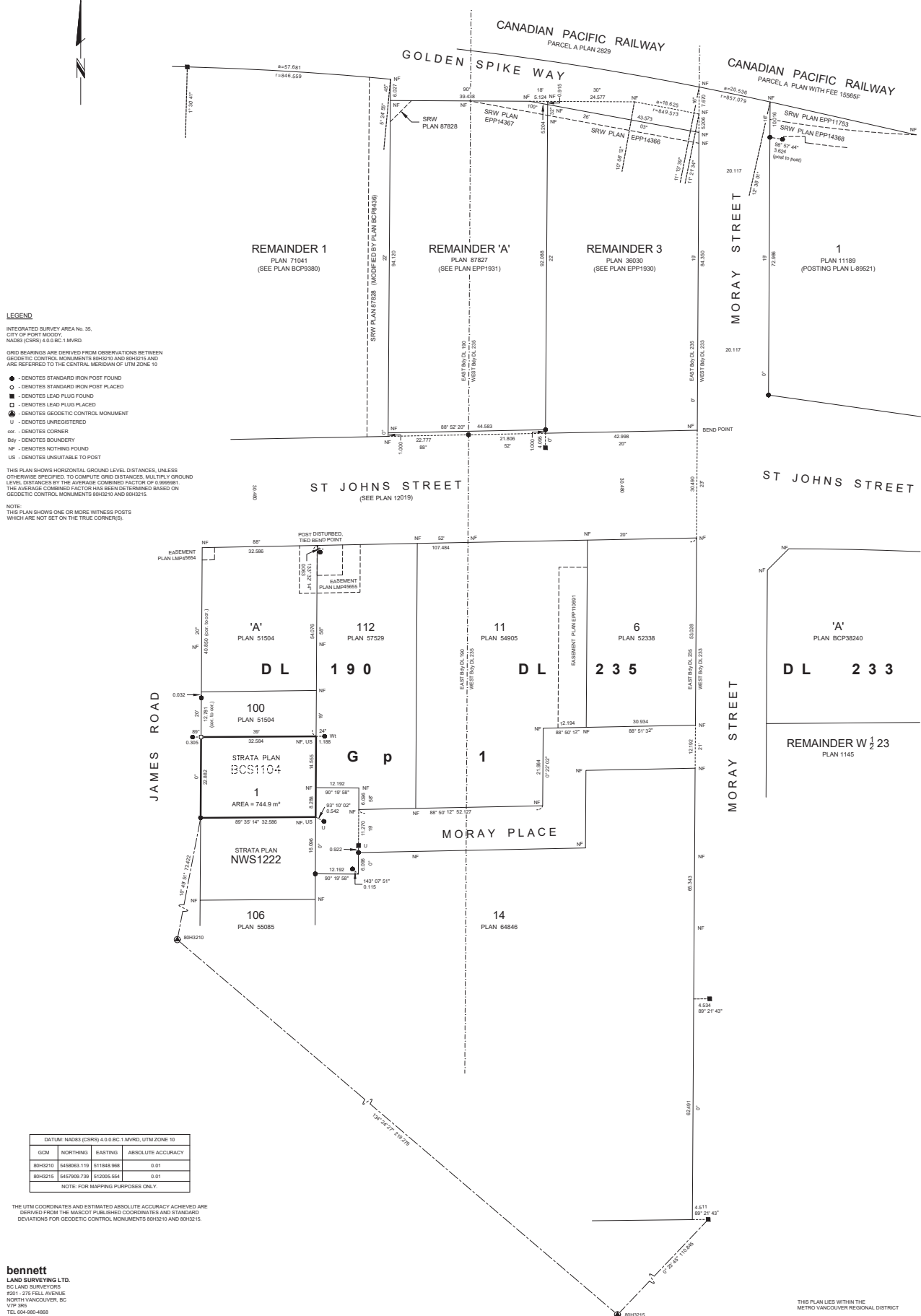
REFERENCE PLAN OF THE LANDS FORMERLY SHOWN ON STRATA PLAN BCS1104
DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT

PLAN EPP122690

PURSUANT TO SECTION 100(1)(a) OF THE LAND TITLE ACT
AND SECTION 274 OF THE STRATA PROPERTY ACT

CITY OF PORT MOODY
BCGS 92G.026

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.
THE INTENDED PLOT SIZE OF THIS PLAN IS 568mm IN WIDTH BY 864mm IN HEIGHT (D SIZE) WHEN PLOTTED AT
A SCALE OF 1:500



AQUA-COAST ENGINEERING LTD.

ORGANIZATIONAL
QUALITY MANAGEMENT
PROGRAM



ENGINEERS &
GEOSCIENTISTS
BRITISH COLUMBIA



May 12, 2022

To Whom it May Concern,

RE: Rezoning / Development Permit Application for
3121 St. Johns Street, Port Moody
Application Checklist Item X – BC Energy Step Code Confirmation

This letter is to confirm that Anthem Properties (Anthem LMV James Road Holdings LP) has retained Aqua-Coast Engineering Ltd. to perform Energy Modelling services on the subject project.

Aqua-Coast Engineering confirms the proposed building will be designed to achieve **BC Energy Step Code – Step 4** in accordance with the City of Port Moody BC Energy Step Code Rezoning Application Corporate Policy.

If you have any questions please don't hesitate to contact per below.

Aqua-Coast Engineering Ltd.
EGBC Permit No: 1002408

s.22(1) Personal Privacy



Pat Cuthbert, P. Eng.
Principal
E: pcuthbert@aquacoast.ca
T: 604-946-9910

LAND TITLE ACT 11 DEC 2003 14 52 BV520695

FORM C

(Section 233(1))

Province of British Columbia

GENERAL INSTRUMENT - PART 1 (This area for Land Title Office use)

Page 1

1. APPLICATION: (Name, address, phone number and signature of applicant, applicant's solicitor or agent)

LOH & COMPANY, Barristers & Solicitors
708 North Tower, Oakridge Centre, 650 West 41st
Avenue, Vancouver, B.C. V5Z 2M9
Phone: 604-261-1234
File Ref. No: 03/440
LTO Client No. 011085

**West Coast
Client # 10350**

s.22(1) Personal Privacy

ed Agent

2. PARCEL IDENTIFIER(S) AND LEGAL DESCRIPTION(S) OF LAND: ¹⁴ 03/12/11 14:54:01 05 LM 507371
(PID) (LEGAL DESCRIPTION) CHARGE \$55.00

004-947-932 Lot 101, District Lot 190, Group 1, New Westminster District, Plan 51504

3. NATURE OF INTEREST:*

DESCRIPTION

DOCUMENT REFERENCE:
(page and paragraph)

PERSON ENTITLED TO INTEREST

Section 219 Land Title Act
Covenant

Entire Instrument

Transferee

4. TERMS: Part 2 of this Instrument consists of (select one only)

- (a) Filed Standard Charge Terms ☐
(b) Express Charge Terms ☒
(c) Release ☐

D.F. No.
Annexed as Part 2
There is no Part 2 of this instrument

A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in Item 3 is released or discharged as a charge on the land described in Item 2.

5. TRANSFEROR(S):*

Blessing Investments Ltd. Inc. #365530
6580 Fleming Street
Vancouver, B.C.

6. TRANSFEREE(S): (Including occupation(s), postal address(es) and postal code(s))*

CITY OF PORT MOODY
100 Newport Drive, Port Moody, B.C. V3H 5C3

7. ADDITIONAL OR MODIFIED TERMS:*

N/A

s.22(1) Personal Privacy

Page 2

8. **EXECUTION(S):*** This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Officers Signature(s)

John Chao
428 – 1367
Vancouver, B.C. V3H 4A7
Commissioner for Taking Affidavits in
British Columbia

Kelly Head
(As to both Signatures)

Kelly Head
100 Newport Drive
Port Moody, BC V3H 5C3
Commissioner for Taking Affidavits in
British Columbia

EXECUTION DATE

Y	M	D
03	07	29
03	07	23

Transferor(s) Signatures

BLESSING INVESTMENTS LTD. by
its Authorized signatory:

s.22(1) Personal Privacy

Transferee(s) Signatures

CITY OF PORT MOODY by its
authorized signatories

Lee Trasolini
Mayor **GERALD NUTTALL**
ACTING MAYOR

Gerry van der Wolf
Gerry van der Wolf
City Clerk

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the Evidence Act, R.S.B.C. 1979, c.116, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the Land Title Act as they pertain to the execution of this instrument.

Page 3

TERMS OF INSTRUMENT - PART 2**SECTION 219 LAND TITLE ACT - COVENANT AGREEMENT**

THIS AGREEMENT dated the ~~11th~~ ^{22nd} day of ~~October~~ ^{April}, 2003.

BETWEEN:

CITY OF PORT MOODY, a Municipal Corporation under the *Local Government Act* of the Province of British Columbia, and having its Municipal Offices at 100 Newport Drive, Port Moody, British Columbia, V3H 3E1

(the "City")

AND:

BLESSING INVESTMENTS LTD.
6580 Fleming Street
Vancouver, B.C.

(the "Grantor")

WHEREAS:

A. The Grantor is the registered owner in fee-simple of the certain parcels of land situated in the City of Port Moody, British Columbia, described in Item 2 of Form C to which this Terms of Instrument is attached (collectively referred to as the "Lands");

B. Section 219 of the *Land Title Act* R.S.B.C. 1996, c. 250 permits the registration of a covenant, whether of a negative or positive nature, in favour of the City, as a charge against the title to the Lands which is enforceable against the Grantor and its successors in title even if the covenant is not annexed to land owned by the City;

C. The Grantor desires to develop the Lands and has made application to the City for a Development Permit and the City has issued a Development Permit pursuant to the Section 286 Termination and Land Exchange Agreement Assignment and Bylaw No. 1819;

D. The Grantor desires to grant this Covenant and the City is agreeable to accepting it on the terms and conditions herein contained;

NOW THEREFORE in consideration of the sum of Two Dollars (\$2.00) paid by the City to the Grantor (the receipt of which from the City is acknowledged by the Grantor) and in consideration of the premises the Grantor and the City agree as follows:

1. The Grantor hereby covenants and agrees:

(a) to use the Lands; and

Page 4

- (b) to use the buildings on or to be erected on the Lands; and
- (c) to build, or not to build on the Lands; and
- (d) not to subdivide, or to subdivide the Lands

in accordance with the terms and conditions set out in the Development Permit attached as Schedule "A", the Development Variance Permit attached hereto as Schedule "B", and the Servicing Agreement attached as Schedule "C" hereto.

2. The Grantor hereby releases, indemnifies and saves the City and its employees harmless from and against any matter or claim, whether known or unknown, which has arisen or may arise as a result, directly or indirectly, of the granting, registration, existence, requirements or issuance of this Covenant or the permit of construction, actual construction or existence or maintenance of any works authorized or required by the Development Permit, which is Schedule "A" to this Agreement, the Development Variance Permit, which is Schedule "B" to this Agreement, and the Servicing Agreement, which is Schedule "C" to this Agreement.

3. Waiver of any default by either party shall not be deemed to be a waiver of any subsequent default by that party.

4. This covenant runs with the Lands.

5. Whenever the singular or masculine is used in this Covenant, the same is deemed to include the plural or the feminine or the body politic or corporate as the context so requires.

6. Every reference to each party is deemed to include the heirs, executors, administrators, successors, assigns employees, agents, officers and invitees of such party whenever the context so requires or allows.

7. If any section, subsection, sentence, clause or phrase of this Covenant is for any reason held to be invalid by the decision of a Court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this Covenant.

8. This Covenant shall enure to the benefit of and be binding on the parties hereto notwithstanding any rule of law or equity to the contrary.

9. This Agreement shall be governed and construed in accordance with the laws of the Province of British Columbia.

10. The City shall be under no obligation to enforce any of the provisions of this Covenant.

IN WITNESS WHEREOF the Parties acknowledge that this Agreement has been duly executed and delivered by the parties executing Part 1 of Form C attached to and forming part of this Agreement.

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NO. DP 2003-18**SCHEDULE "A"****CITY OF PORT MOODY****DEVELOPMENT PERMIT - No. DP 2003-18**

TO: Blessing Investments Ltd.
6580 Fleming Street
Vancouver, BC

(the "Developer")

1. This Development Permit is issued subject to compliance with all applicable City Bylaws, except as specifically varied or supplemented by Development Variance Permit DVP-2003-21:
2. This Permit applies to those lands within Port Moody, British Columbia more particularly described below and including all buildings, structures and other development thereon:

Lot 101, District Lot 190, Group 1, New Westminster District, Plan 51504
(PID 004-947-932)

(hereinafter referred to as the "Lands")

3. The following plans are made part of this Permit and, notwithstanding any other provision, no Works shall be performed upon the lands covered by this Permit, nor shall any building or structure be erected, constructed, repaired, renovated or sited, that is not in substantial accordance with the following plans attached to this Permit and strictly in accordance with all terms and conditions of this Permit.
 - i) Architectural Drawings sheet numbers 1 through 3 prepared by Coleman Design, of 3589 Kalyk Avenue, Burnaby, B.C. V5G 3B1 and marked "Received, Planning and Development Services, April 9, 2003", and any amendments thereto subsequently approved in writing by the City.
 - ii) Landscape plan sheet number L1 prepared by Coleman Design, of 3589 Kalyk Avenue, Burnaby, B.C. V5G 3B1 and marked "Received, Planning and Development Services, April 9, 2003" and any amendments thereto subsequently approved in writing by the City.
 - iii) Engineering servicing plans – Key Plan; Lot Grading Plan; and Sediment Control Plan - prepared by HUB Engineering Inc., of 101 – 7485 – 130th Street, Surrey, B.C. V8W 1H8 and marked "Received, Planning and Development Services, May 21, 2003" and "Accepted for Construction Purposes, June 11, 2003" and any amendments thereto subsequently approved in writing by the City.
 - iv) Engineering electrical plan prepared by Shaflik Engineering, of 8606 Commerce Court, Burnaby, B.C. V5A 4N6 and marked "Received, Planning and Development Services,

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CITY OF PORT MOODY
Development Permit - No. DP 2003-18

May 21, 2003" and "Accepted for Construction Purposes, June 11, 2003" and any amendments thereto subsequently approved in writing by the City.

4. The Works contemplated in the plans set out in Section 3 hereto shall be completed within two years of the date of the Council Resolution authorizing issuance of this permit.
5. As a condition of issuance of this development permit, the Developer is required to provide to the City, a reduced Security (the "Security") in the sum of \$17,934.00 for the completion of items described in Section 3 (ii). The Security is to be in the form of cash or an Irrevocable Letter of Credit worded to the satisfaction of the City to ensure that the development is carried out in accordance with the terms and conditions set out herein and, if, for any reason the Developer neglects or otherwise fails to complete the Works, being all the Works required by this Development Authorization to be done, within 2 years of the date of issuance of this Development Authorization, the City may, in its sole discretion, provided it has given the Developer seven (7) days written notice, complete the Works or any portion thereof and all costs incurred in doing shall be deducted by the City from the amount of the Security and, on final completion to the satisfaction of the City as evidenced by the issuance of a Certificate of Completion, the City shall thereafter refund the remainder of monies, if any.
6. As a condition of issuance of this authorization, the developer shall pay to the City a landscaping inspection/review fee in the amount of \$758.68, which is 2% of the amount of the landscaping construction cost estimates totaling \$37,934.00.
7. Portions of the Security may be returned to the Developer, or reduced, as stages of the Works are completed, to the satisfaction of, and at the sole discretion of the City's Director of Planning and Development Services.

AUTHORIZING RESOLUTION PASSED BY COUNCIL the 22nd day of April, 2003.

ISSUED THIS 23 day of JULY, 2003.


City Clerk

SCHEDULE "B"**CITY OF PORT MOODY****DEVELOPMENT VARIANCE PERMIT 2003-21**

ISSUED BY: CITY OF PORT MOODY

A Corporation under the "Municipal Act," with offices at 100
Newport Drive, Port Moody, B.C. (the "City")

TO: BLESSING INVESTMENTS LTD.
6580 Fleming Street
Vancouver, B.C.
(the "Developer")

WHEREAS:

- A. The Developer has applied to the City for a Development Permit, (Development Permit No. 2003-18), in order to commence development in accordance with the Development Permit upon that parcel of land in Port Moody known and described as:

Lot 101, District Lot 190, Group 1, New Westminster District, Plan 51504
(PID 004-947-932)

(the "Lands")

- B. The Developer has made application for a Development Variance Permit in order to vary certain provisions of the City's bylaws, as permitted by the Local Government Act, in regard to the proposed development:

NOW THEREFORE, the Council for the City hereby issues a Development Variance Permit in respect of the lands, as follows:

1. This Development Variance Permit is issued subject to all requirements contained in the City's Bylaws, except where specifically varied or supplemented by this Development Variance Permit.

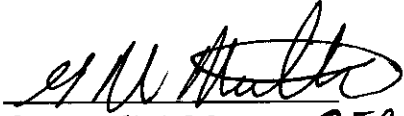
2. The Developer shall comply with all Permits applicable to the lands, and with all applicable building regulations, and shall not commence work on the lands until he has received a building permit in respect of such work from the City.
3. Whenever the singular or masculine is used in this Permit, the same shall be deemed to include the plural, or the feminine, or the body politic or corporate as the context so requires, and every reference to each party shall be deemed to include the heirs, executors, administrators, successors and assigns of such party whenever the context or the parties so require.
4. The City's Bylaws are hereby varied, to facilitate development upon the lands in accordance with this Permit and Development Permit No. 2003-18, as follows:
 - (a) To vary the setback from the front property line on James Road from 6 metres, under Section 41.6.1, to 4.3 metres.
 - (b) To vary the setback from the south property line from 6 metres, under Section 41.6.1, to 5.2 metres.
 - (c) To vary the maximum allowable building height from 8 metres, under Section 41.5, to 9.8 metres.
 - (d) To vary the useable open space requirement for the exclusive use of each residential unit from 18.5 square metres, under Section 41.7, to 5.5 square metres.
 - (e) To vary the parking requirement from 9 spaces, under Section 6.5, to 7 spaces.
 - (f) To vary the landscape screen for accessory off-street parking from 1.5 metres, under section 6.3.5, to .46 metres.

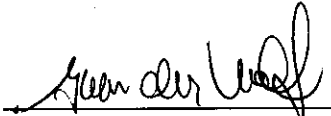
~~Page 3 of 3~~

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AUTHORIZED BY COUNCIL RESOLUTION, passed on the 22nd day of April, 2003.

CITY OF PORT MOODY, by its
authorized signatories:


~~G. Trasolini, Mayor~~ **GERALD NUTTALL**
ACTING MAYOR


Gerry van der Wolf, City Clerk

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SCHEDULE "C"
CITY OF PORT MOODY
DEVELOPMENT SERVICING AGREEMENT

THIS AGREEMENT dated the 22nd day of April 2003

BETWEEN:

CITY OF PORT MOODY
100 Newport Drive
Port Moody, British Columbia
V3H 3E1

(the "City")

AND BLESSING INVESTMENTS LTD.
6580 Fleming Street
Vancouver, B.C.

(the "Developer")

WHEREAS the Developer desires to construct and install the prescribed works as required by "City of Port Moody Works and Services Bylaw No. 1789, 1986", in relation to development authorized by Development Permit DP-2003-18

AND WHEREAS Section 940 of Division 11 of Part 26 of the Local Government, Act R.S.B.C. 1996, c. 323 authorizes this Agreement for that purpose;

NOW THEREFORE in consideration of the premises and of the sum of Ten Dollars (\$10.00), receipt of which from each party is acknowledged by the other and other good and valuable consideration **THE PARTIES AGREE:**

1. The Developer, being the registered owner of those certain parcels of land in Port Moody, British Columbia which are more particularly described as:

Lot 101, District Lot 190, Group 1, New Westminster District, Plan 51504
(PID 004-947-932)

(the "lands")

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shall construct and install all works and services prescribed by Section 9 of this Agreement (the "Works"), subject to Section 13(d) herein and any amendments pursuant to Sections 9 and 12 hereto, to the standards prescribed in the City of Port Moody Subdivision Servicing Bylaw No. 1804 by two years from the date of this Agreement.

2. The Developer shall complete the construction of the works, subject to Section 13(d) herein, specified in Section 9 hereto in accordance with the Standard Specifications and Standard Drawings to the satisfaction of the City by the date specified in Section 1 above and to do all the work in accordance with plans and as accepted by the City, and/or to make all payments to the City provided for in this Agreement. If, in the opinion of the City, the work is not being carried out with due diligence, the City may, in writing, order the Developer to employ additional workmen, machinery, tools, plant, equipment, materials, articles and things deemed necessary by the City, for the diligent advancement of the work, and the workmen so provided shall be subject to discharge by the Developer only with the consent of the City.
3. All plans prepared by the Developer's consulting engineer marked "Accepted for Development Permit" and forming part thereof, shall be revised as noted and submitted to the City for final review. Plans marked "Accepted for Construction" by the City Engineer shall be returned to the Developer and the Developer's consulting engineer. Subsequent to receipt of said plans, the Developer's consulting engineer may arrange for a pre-construction meeting with the City Engineer, the Developer, and the Developer's contractor. Commencement of construction is subject to all conditions hereby identified, including those prescribed for issuance of a Highway Use Permit for any works in City or road Right-of-Way.
4. The Developer covenants and agrees to adhere in all respects to the contours, elevations and drainage patterns indicated on the lot grading plan or plans prepared by the Developer's Consulting Engineers indicated in Section 7 hereof, which plans have been accepted for the purposes of this Agreement by the Planning and Development Services Department.
5. The Developer covenants and agrees that all works required herein, to facilitate the use and development of the land, except landscaping, have been designed by a Professional Engineer, who is registered with the Association of Professional Engineers of British Columbia and retained by the Developer. Plans and specifications for the said works have been prepared and sealed by the said Professional Engineer and delivered to the City for review and acceptance as required herein.
6. The Developer covenants and agrees with the City that prior to the commencement of any work on or adjacent to City property, the Developer shall obtain and maintain in force, during the term of the Servicing Agreement and the Maintenance Period, a policy of insurance acceptable to the Municipality with limits not less than those shown in the following items:
 - a) Comprehensive Public Liability Insurance and Property Damage Insurance providing coverage of at least \$5,000,000 inclusive against liability for bodily injury or death and/or damage to property on an all risk occurrence basis.

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- b) Motor Vehicle Insurance for public liability and property damage providing coverage of at least \$5,000,000 inclusive on owned, non-owned or hired vehicles.
- c) Completed operations coverage on all-risk occurrence basis of at least \$5,000,000 inclusive against liability for bodily injury, death and/or damage to property of others arising out of the existence of any condition in the Work when completed or any installation or repair operations during the Maintenance Period.

In addition to the above, the insurance policy shall:

- a) name the City as an additional insured;
 - b) be issued by an insurance company entitled under provincial law to carry on business in British Columbia; and
 - c) state that the policy:
 - a. applies to each insured in the same manner and to the same extent as if a separate policy of insurance had been issued to each insured; and,
 - b. cannot be cancelled, lapsed or materially changed without thirty (30) days written notice given to the City by registered mail;
 - c. will be maintained for a period ending twelve months after this Agreement is terminated; and
 - d. does not include any deductible amount greater than \$5,000 per occurrence.
7. As security for the due and proper performance of all of the covenants and agreements in this contract contained, the Developer shall forthwith deposit with the City the securities specified in Appendix "I", Item 1 (the "Security"). The security shall be provided in the form of cash or automatically renewing irrevocable Letter of Credit.
8. The Developer agrees that if the works are not completed pursuant to Section 2 hereto, the City may complete the works at the cost of the Developer and deduct from the Security held by the City the cost of such completion, and the balance of the deposit shall be returned to the Developer, less any additional administration fees or cost required. If there is insufficient money on deposit with the City then the Developer will pay such deficiency to the City immediately upon receipt of the City's bill for completion. It is understood that the City may do such work either by itself or by Contractors employed by the City. If the works are completed as herein provided, then the Security shall be returned to the Developer.
9. It is understood and agreed that the intent of this agreement is that the Developer shall construct fully completed works and services, including provisions for gas, hydro, telephone and cable services and grant all necessary rights-of-way which in the discretion of the City Engineer may be varied because of conditions at the site, or through changes in City standards, procedures or Bylaws, so that the works function and operate in a manner satisfactory to the City. Should the works provided to be constructed herein prove to be in any way defective or should they not operate to the satisfaction of the City prior to completion, then the Developer shall, at his own expense modify and reconstruct the works so that the works shall be fully operative and

Page 13

function to the satisfaction of the City, and that such satisfaction is to be indicated by a letter of acceptance, signed by the City. The Developer shall provide the City with a letter confirming that he has retained the services of a Consulting Engineer to certify that all works and services are constructed and installed to the standards and specifications as prescribed in Bylaw No. 1804 and all other City standards as required by the City Engineer.

10. The Developer covenants and agrees to comply with the provisions of the Highways Act, R.S.B.C., 1996, C.188, and amendments thereto and the "City of Port Moody Street and Traffic and Public Places By-law, 1981, No. 1528", and amendments thereto, throughout the construction of the herein referred to work and without limiting the generality of the foregoing, further covenants and agrees not to deposit any material or debris upon any roads throughout the construction of the work. In the event that any material or debris should be deposited upon any road during the construction of the work, the Developer covenants and agrees that the City may forthwith remove such material or debris at the expense of the Developer, the cost of such removal to be determined by the City. In the event that any invoice of the City, for the removal of such material or debris, shall remain unpaid after thirty (30) days of receipt of same by the Developer, the City is authorized to deduct the amount of such invoice from the deposit referred to in paragraph 7 hereof.
11. The Developer shall not employ any person who, in the opinion of the City, is unfit or not skilled in the work assigned to him. The Developer shall at all times in connection with the execution of the work, keep and employ a competent general superintendent capable of speaking, reading and writing the English language, and any explanations, orders, instructions, directions and requests given by the City to such superintendent shall be held to have been given to the Developer.
12. The Developer covenants and agrees to comply with any changes in requirements or standards enacted by Bylaw prior to the actual commencement upon the lands of the works contemplated by this Agreement.
13. The Developer covenants and agrees to:
 - (a) Maintain the works to be built pursuant to this agreement in complete repair for the performance test period of one (1) year from interim completion thereof as certified by the City.
 - (b) Remedy any defects appearing within the performance test period of one (1) year from the date of such interim completion of the works and pay for any damage to other work or property resulting therefrom save and except for defects caused by reasonable wear and tear, negligence of the City, its servants or agents, or acts of God, and,
 - (c) Deposit with the City for the performance test period of one (1) year from interim completion of the works, as certified by the City, an amount specified in Appendix "I", Item 2, and should the Developer fail to maintain the works, remedy any defect or pay for any damage resulting therefrom, the City may deduct the cost of completing the works, remedying the defect or paying the damage from the said deposit.

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- (d) In addition to paragraph 13(c), the City will require a security deposit for the placement of surface lift paving if not completed prior to the expiration of the one (1) year performance test period. The surface lift paving will require placement during favourable weather conditions. The amount of the security deposit, if necessary, will be established by the City Engineer and in place before the release of the amount specified in Appendix "I", Item 2.
14. The Developer shall submit to the City the final as-built drawings of all works as constructed and as accepted by the City and certified correct by the Developer's Consulting Engineer, within two months after substantial completion of the works.
15. The Developer covenants to save harmless and effectually indemnify the City against:
- (a) All actions and proceedings, costs, damages, expenses, claims and demands whatsoever and by whomsoever brought by reason of the construction of the works.
 - (b) All expenses and costs which may be incurred by reason of the execution of the works resulting in damage to any property owned in whole or in part by the City or which the City by duty or custom is obliged, directly or indirectly, in any way or to any degree, to construct, repair or maintain.
 - (c) All expenses and costs which may be incurred by reason of liens for nonpayment of labour or materials, workers' compensation assessments, unemployment insurance, Federal or Provincial Tax, check-off and for encroachments owing to mistakes in survey.
16. The City hereby covenants and agrees with the Developer to permit the Developer to perform all the work upon the terms and conditions herein contained.
17. The City covenants and agrees that upon satisfactory completion by the Developer of all of the covenants and conditions in this Agreement, and without limiting the generality of the foregoing, including the maintenance of the works constructed pursuant to this agreement in complete repair for the performance test period of one (1) year, to provide the Developer with the letter of acceptance of the works, signed by the City.
18. Notwithstanding any provisions of this contract hereinbefore contained and notwithstanding the provisions of "City of Port Moody Building and Plumbing Code Administration By-law, 1993, No. 2146" and amendments thereto and of Sections 694(1)(d) and 694(3) of the "Local Government Act", R.S.B.C. 1996, c. 323, and amendments thereto, the Developer covenants and agrees that the City may withhold the granting of an occupancy permit for the occupancy and/or use of any building or part thereof, constructed upon the lands until the applicable works herein have been completed to the satisfaction of the City as evidenced by the Certificate of Completion provided to the Developer by the City.

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19. It is understood and agreed that the City has made no representations, covenants, warranties, guarantees, promises or agreements (verbal or otherwise) with the Developer other than those in this Agreement.

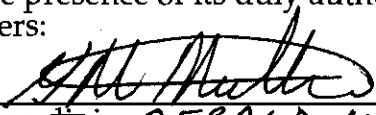
20. Subject to this Agreement, the DP 2003-18, the within works and the development herein shall comply with all of the Bylaws of The City of Port Moody.

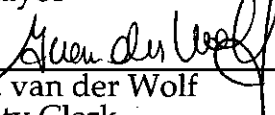
WHEREVER the singular or masculine is used throughout this Indenture, the same shall be construed as meaning the plural or the feminine or body corporate or politic where the context or the parties hereto so require.

THIS AGREEMENT shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators and assigns.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals on the day and year first above written.

The Corporate Seal of **THE CITY OF PORT MOODY**, was hereunto affixed in the presence of its duly authorized officers:


G. Trasolini **GERALD NUTTALL**
Mayor **ACTING MAYOR**


G. van der Wolf
City Clerk

The Corporate seal of "Developer" was hereunto affixed in the presence of its duly authorized officers:

s.22(1) Personal Privacy

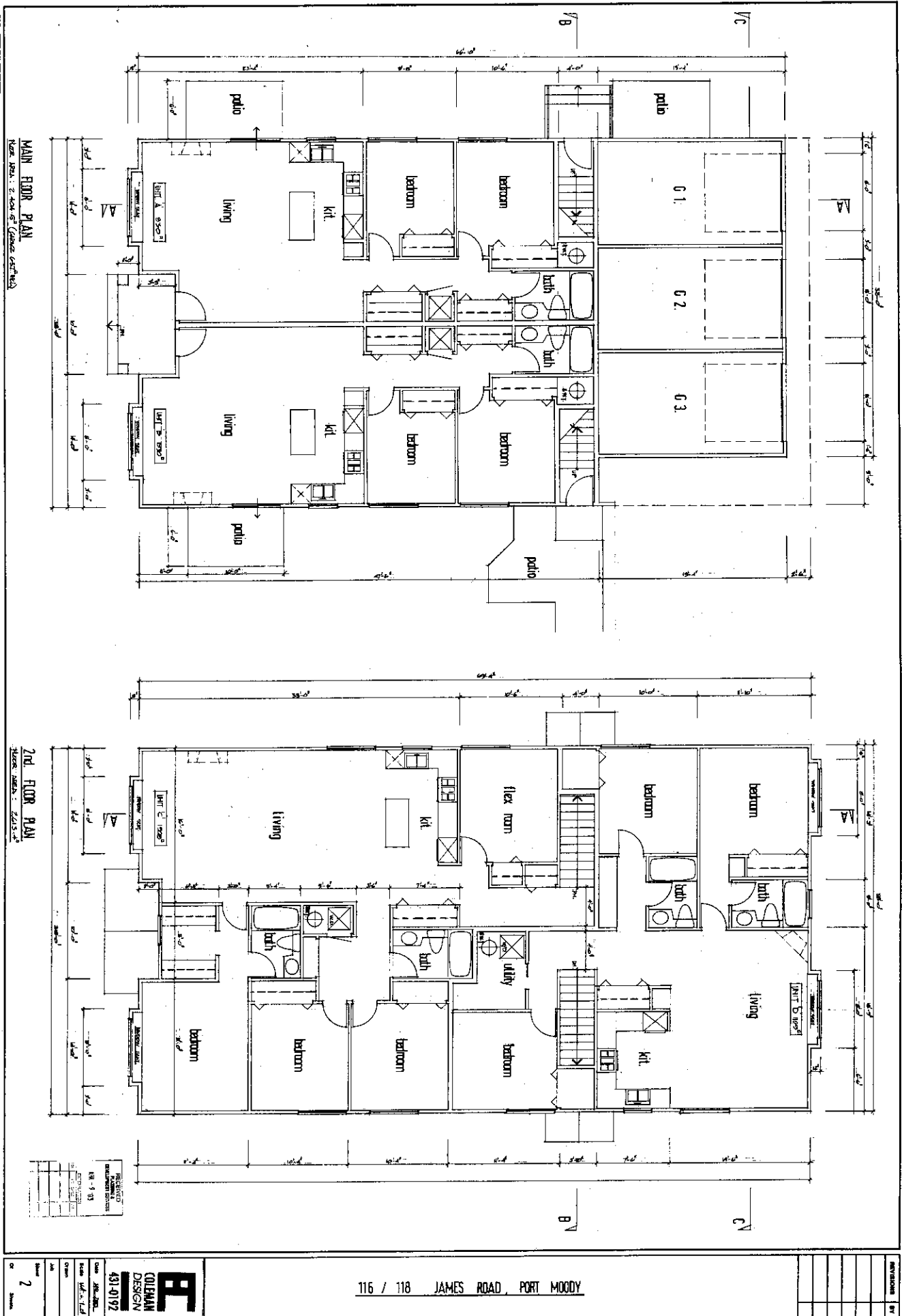
Authorized Signatory for Blessing Investments Ltd.

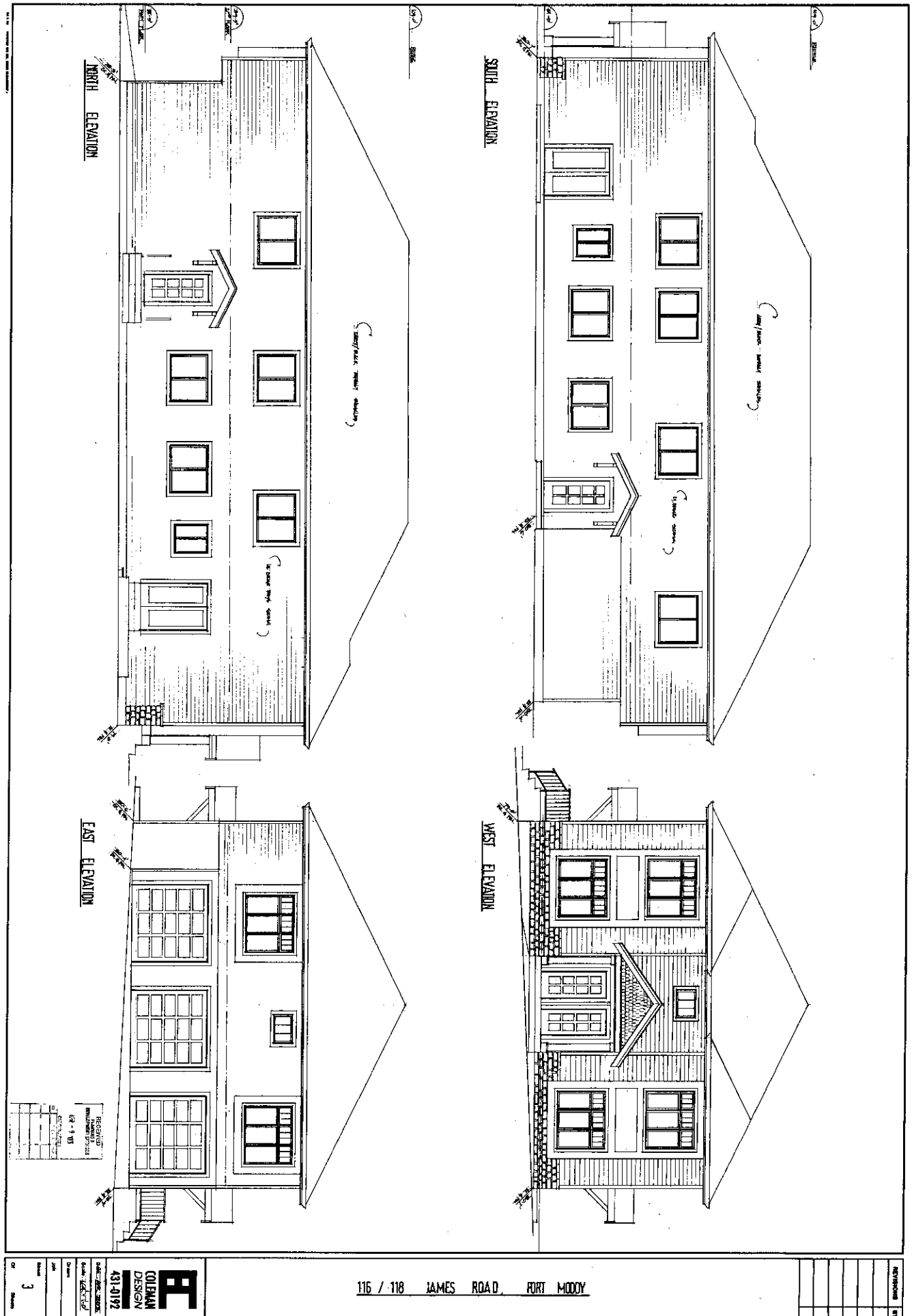
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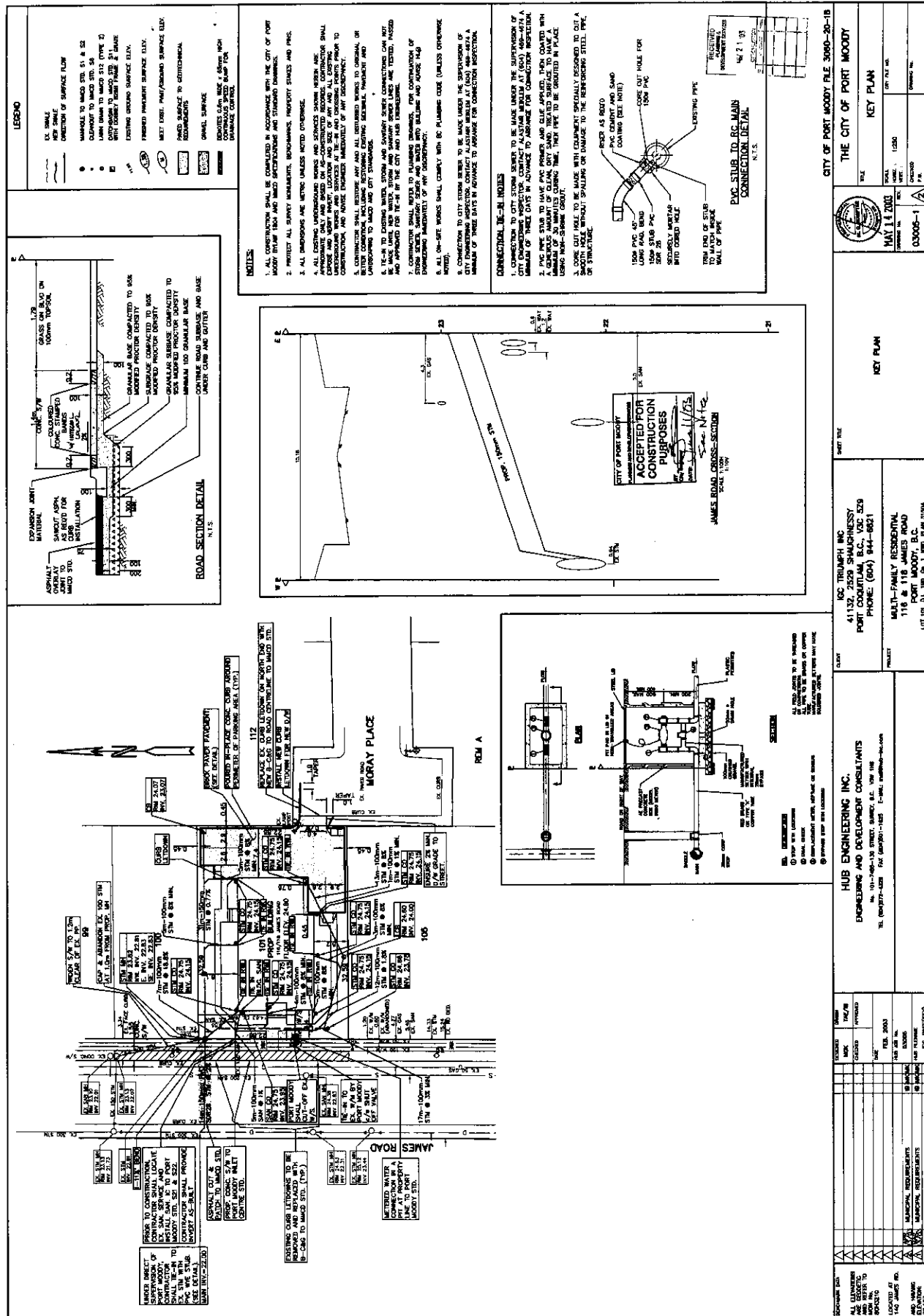
APPENDIX I

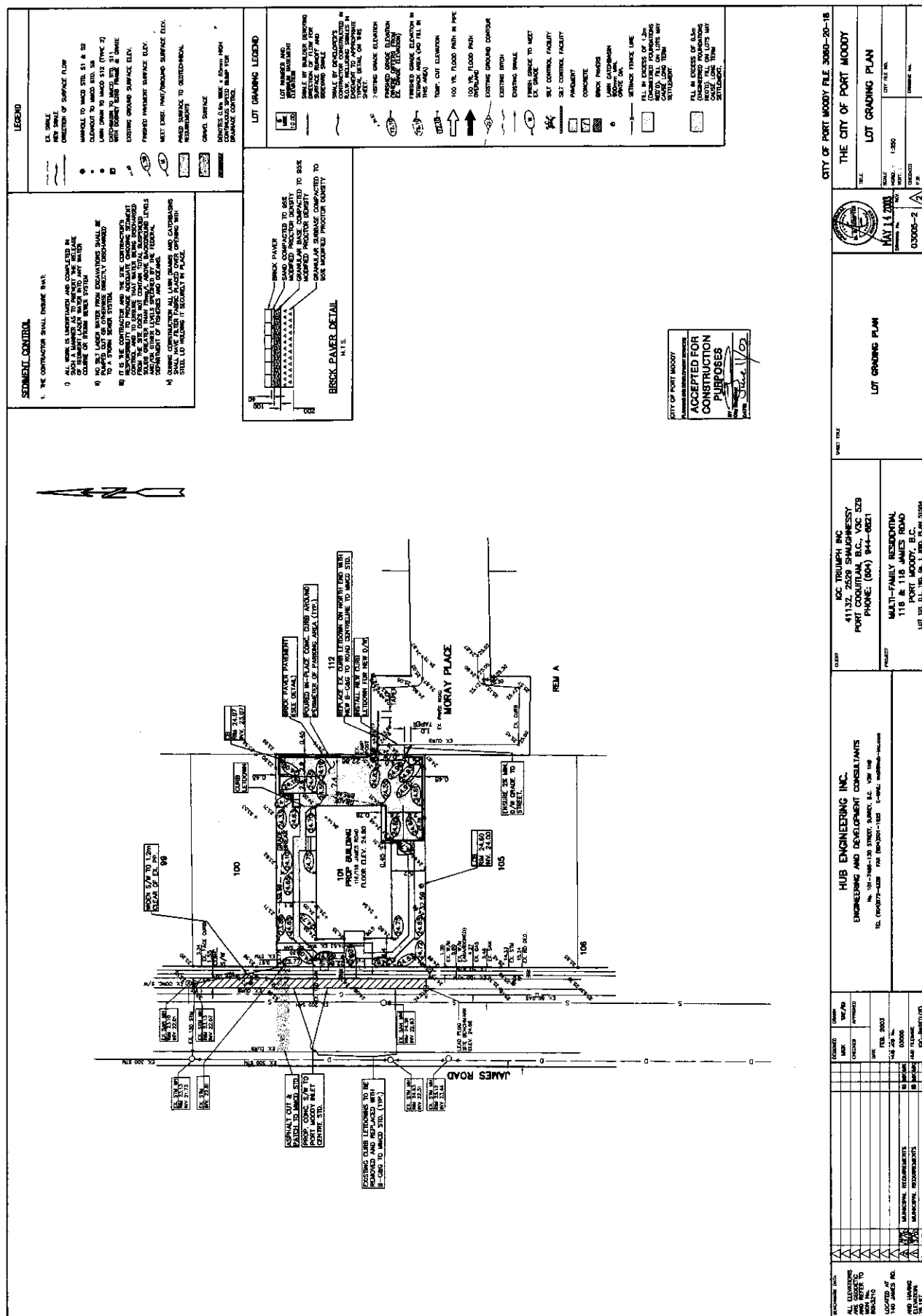
1. The security referred to in Clause 7 of this Agreement shall be reduced to \$20,000 from \$29,000 and provided to the City, in the form of cash, certified cheque, or automatically renewing irrevocable Letter of Credit. The amounts of the maintenance holdback and review fees will be based on the original construction estimates.
2. The deposit of funds for the performance test period of one year for maintenance purposes, referred to by Clause 13(c), shall be 10% of the construction costs for the off-site works. The estimate provided for the construction costs for the off-site works is \$29,521.25. Therefore, a 10% maintenance holdback will total \$2,952.13.
3. The payment of the off-site plan review fees at 4.0% of the construction costs for the off-site works, which amount to \$1,180.85, to be paid by cash or certified cheque.
4. The payment of on-site plan review fees at 2.0% of the cost of construction of the on-site works, which amount to \$467.92, and are based on the detailed construction cost estimate provided by the developer's consulting engineer, plus contingency and inflation adjustments, to the satisfaction of the City Engineer.

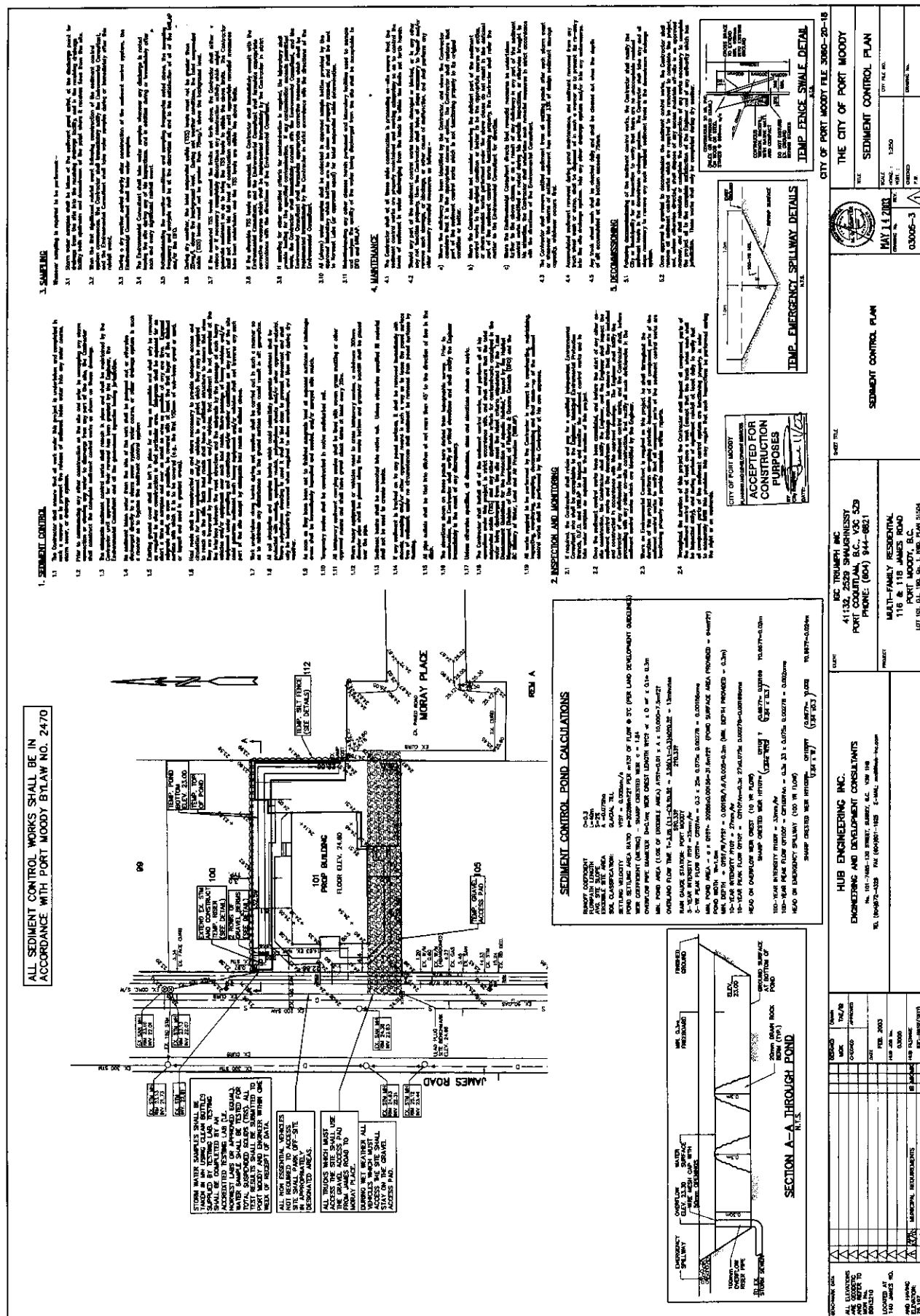
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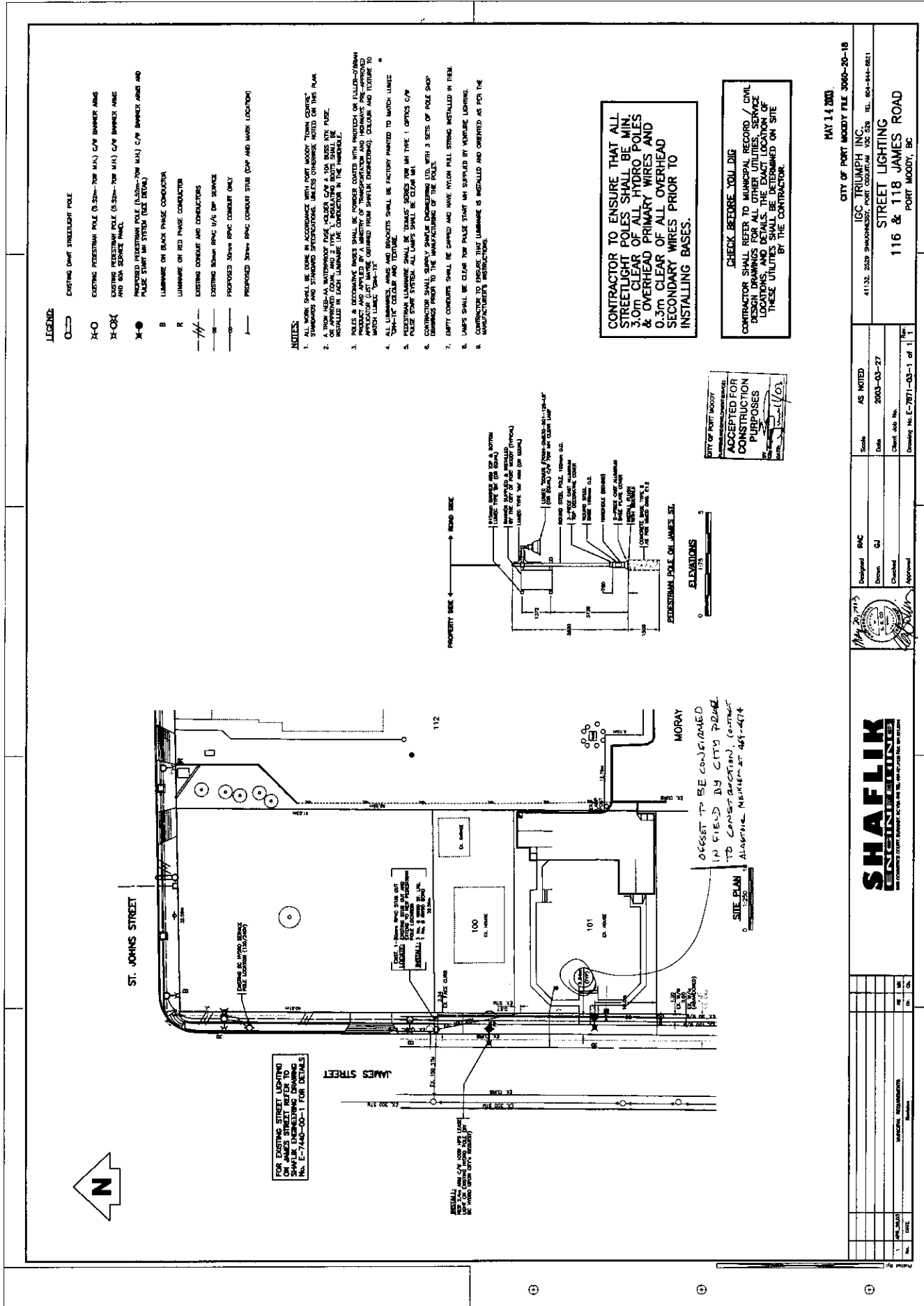








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APPLICATION TO DEPOSIT PLAN
AT LAND TITLE OFFICE
PROVINCE OF BRITISH COLUMBIA

Your electronic signature is a representation that
(a) you are a subscriber under section 168.6 of the *Land Title Act*, RSBC 1996 c.250, and that you are authorized to electronically sign this application by an e-filing direction made under section 168.22(2) of the act, and
(b) if this application requires an execution copy, that you are a designate authorized to certify this application under section 168.4 of the *Land Title Act*, RSBC 1996, c.250, that you certify this application under section 168.42(4) of the act, and that an execution copy, or a true copy of that execution copy, is in your possession.

1. APPLICATION: (Name, address, phone number of applicant, applicant's solicitor or agent)

s.22.1 Personal Privacy, TERRA LAW CORPORATION

2800 - 650 West Georgia Street

Vancouver

BC V6B 4N7

Phone 604-628-8969

Client No. 12544 Doc No. 2097913

File No. 505782

Deduct LTSA Fees? Yes ☒

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
[PID] [LEGAL DESCRIPTION]

SEE SCHEDULE

3. APPLICATION FOR DEPOSIT OF:

PLAN TYPE	PLAN NUMBER	CONTROL NUMBER	NUMBER OF NEW LOTS CREATED
Reference or Explanatory	EPP122690	165-975-8593	<div>0</div>

4. OWNER(S): (updated owner(s) name(s), occupation(s), postal address and postal code)

ANTHEM LMV JAMES ROAD HOLDINGS LTD.

1100 - 1055 DUNSMUIR STREET

VANCOUVER

V7X 1K8

BRITISH COLUMBIA

CANADA

Incorporation No

BC1323500

5. ADDITIONAL INFORMATION:

The Form 17 Fee Simple Cancellation of Strata Plan is filed concurrently in support of the plan application.

ADDITIONAL PARCEL INFORMATION

PAGE 2 OF 5 PAGES

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:

[PID]

[LEGAL DESCRIPTION]

026-156-539

**STRATA LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT
STRATA PLAN BCS1104**

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:

[PID]

[LEGAL DESCRIPTION]

026-156-547

**STRATA LOT 2 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT
STRATA PLAN BCS1104**

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:

[PID]

[LEGAL DESCRIPTION]

026-156-555

**STRATA LOT 3 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT
STRATA PLAN BCS1104**

ADDITIONAL PARCEL INFORMATION

PAGE 3 OF 5 PAGES

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
[PID] [LEGAL DESCRIPTION]

**026-156-563 STRATA LOT 4 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT
STRATA PLAN BCS1104**

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
[PID] [LEGAL DESCRIPTION]

NO PID NMBR COMMON PROPERTY STRATA PLAN BCS1104

[Related Plan Number]

BCS1104

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
[PID] [LEGAL DESCRIPTION]

PLAN NUMBER: EPP122690

CONTROL NUMBER: 165-975-8593

Witness to All Signatures

s.22(1) Personal Privacy

[signature]

Priti Roopra

[fill in witness name]

Paralegal

[fill in occupation]

Suite 1100, 1055 Dunsmuir St.

[fill in address line 1]

Vancouver, BC V7X 1K8

[fill in address line 2]

Owner:

ANTHEM LMV JAMES ROAD HOLDINGS LTD.

(Inc. No. BC1323500), by its authorized signatory(ies):

s.22(1) Personal Privacy

Name: Ed Cheung

s.22(1) Personal Privacy

Name: Chase Melnychyn

PLAN NUMBER: EPP122690

CONTROL NUMBER: 165-975-8593

Witness to A

s.22(1) Personal Privacy

[signature]

[fill in witness name]

James Sutcliffe
Barrister and Solicitor
McMittan LLP

[fill in occupation] 1500 - 1055 West Georgia Street
PO Box 11117
Vancouver, BC V6E 4N7

[fill in address line 1] t 604.689.9111
f 604.685.7084

[fill in address line 2]

Charge Owner:

ROYAL BANK OF CANADA,
by its authorized signatory(ies):

s.22(1) Personal Privacy

Name: *Natallia Dmitriyeva*
Director, Real Estate

Name:



1. Application

s.22.1 Personal Privacy, TERRA LAW CORPORATION
orgia Street
Vancouver BC V6B 4N7
604-628-8969

505782

2. Description of Land

PID/Plan Number	Legal Description
026-156-539	STRATA LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-547	STRATA LOT 2 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-555	STRATA LOT 3 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-563	STRATA LOT 4 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
BCS1104	COMMON PROPERTY STRATA PLAN BCS1104

Market Value

\$1.00

3. Nature of Interest

Fee Simple

CANCELLATION OF STRATA PLAN

Additional Information

Pursuant to Sections 272, 273 and 274 of the Strata Property Act

4. Person Entitled to be Registered as Owner

ANTHEM LMV JAMES ROAD HOLDINGS LTD.
1100 - 1055 DUNSMUIR STREET
VANCOUVER BC V7X 1K8

BC1323500

Electronic Signature

Your electronic signature is a representation that

(a) you are a subscriber under section 168.6 of the *Land Title Act*, RSBC 1996 c.250,
and that you are authorized to electronically sign this application by an e-filing
direction made under section 168.22(2) of the act, and

(b) if this application requires a supporting document, that you are a designate authorized to certify this application under section 168.4 of the *Land Title Act*,
RSBC 1996 c.250, that you certify this application under section 168.43(3) of the act, and that the supporting document or a true copy of the supporting
document, if a true copy is allowed under an e-filing direction, is in your possession.

Strata Property Act

(Section 273)

CONVERSION SCHEDULE

STRATA PLAN BCS1104

1. The Owners, Strata Plan BCS1104 (the “**Strata Corporation**”) holds no land in its own name, and has no land held on its behalf, that is not shown on Strata Plan BCS1104 (the “**Strata Plan**”).
2. The land shown on the Strata Plan is legally described as follows:

Parcel Identifier	Legal Description
026-156-539	Strata Lot 1 District Lot 190 Group 1 New Westminster District Strata Plan BCS1104 together with an interest in the Common Property in proportion to the unit entitlement of the strata lot ss shown on Form V
026-156-547	Strata Lot 2 District Lot 190 Group 1 New Westminster District Strata Plan BCS1104 together with an interest in the Common Property in proportion to the unit entitlement of the strata lot ss shown on Form V
026-156-555	Strata Lot 3 District Lot 190 Group 1 New Westminster District Strata Plan BCS1104 together with an interest in the Common Property in proportion to the unit entitlement of the strata lot ss shown on Form V
026-156-563	Strata Lot 4 District Lot 190 Group 1 New Westminster District Strata Plan BCS1104 together with an interest in the Common Property in proportion to the unit entitlement of the strata lot ss shown on Form V
N/A	Common Property of Strata Plan BCS1104

3. The names and postal addresses of each owner and registered charge holder of the lands are as follows:
 - (a) Registered owner of all strata lots in the Strata Plan:

Anthem LMV James Road Holdings Ltd.
1100 - 1055 Dunsmuir Street
Vancouver, BC V7X 1K8
 - (b) Registered chargeholders:
 - (i) Holder of Notice of Interest, Builders Lien Act, see CB4823, Filed 2022-06-15:

Anthem LMV James Road Holdings Ltd.
1100 - 1055 Dunsmuir Street
Vancouver, BC V7X 1K8

- (ii) Holder of Covenant BV520695:

City of Port Moody
100 Newport Drive
Port Moody, BC V3H 5C3

- (iii) Holder of Mortgage CB302800 and Assignment of Rents CB302801:

Royal Bank of Canada
36th Floor – 1055 West Georgia Street
Vancouver, BC V6E 3S5

4. Registered interests in the land as they exist at the time of the resolution approving the cancellation of the Strata Plan:

- (a) Registered owner of all strata lots in the Strata Plan:

Anthem LMV James Road Holdings Ltd.
1100 - 1055 Dunsmuir Street
Vancouver, BC V7X 1K8

- (b) Registered legal notations and charges:

- (i) Notice of Interest, Builders Lien Act, see CB4823, Filed 2022-06-15, in favour of Anthem LMV James Road Holdings Ltd. (*appurtenant to all strata lots in the Strata Plan*);
- (ii) Covenant BV520695, in favour of the City of Port Moody (*registered on title to the common property and all strata lots in the Strata Plan*).
- (iii) Mortgage CB302800, in favour of Royal Bank of Canada (*registered on title to all strata lots in the Strata Plan*); and
- (iv) Assignment of Rents CB302801, in favour of Royal Bank of Canada (*registered on title to all strata lots in the Strata Plan*).

5. Registered interests in the land as they will exist if the registrar grants an order and the owners become tenants in common in shares calculated in accordance with the schedule of interest upon destruction for the Strata Plan:

- (a) Registered owner of the land (as to an undivided 100% interest):

Anthem LMV James Road Holdings Ltd.
1100 - 1055 Dunsmuir Street
Vancouver, BC V7X 1K8

- (b) Registered legal notations and charges (as to an undivided 100% interest):

- (i) Notice of Interest, Builders Lien Act, see CB4823, Filed 2022-06-15, in favour of Anthem LMV James Road Holdings Ltd. (*appurtenant to all*

strata lots in the Strata Plan);

- (ii) Covenant BV520695, in favour of the City of Port Moody (*registered on title to the common property and all strata lots in the Strata Plan*).
- (iii) Mortgage CB302800, in favour of Royal Bank of Canada (*registered on title to all strata lots in the Strata Plan*); and
- (iv) Assignment of Rents CB302801, in favour of Royal Bank of Canada (*registered on title to all strata lots in the Strata Plan*).

6. The schedule of interest upon destruction for the Strata Plan is as follows:

Strata Lot No.	Interest upon Destruction
1	558,100.45
2	557,804.56
3	850,008.40
4	723,986.59
Aggregate	2,689,900.00

**CONSENT TO CANCELLATION OF STRATA PLAN BCS1104 AND
WINDING UP OF THE OWNERS, STRATA PLAN BCS1104**
(Section 274(c) of the *Strata Property Act*)

TO: THE OWNERS, STRATA PLAN BCS1104 (the "Strata Corporation")

AND TO: THE REGISTRAR OF LAND TITLES
NEW WESTMINSTER LAND TITLE OFFICE

FROM: ANTHEM LMV JAMES ROAD HOLDINGS LTD. (the "Owner")

WHEREAS:

- A. The Owner is the sole registered owner in fee simple of all of the strata lots within Strata Plan BCS1104 (the "**Strata Plan**"), being strata lots 1 to 4 (collectively the "**Strata Lots**");
- B. Notice of Interest, Builders Lien Act (S.3(2)), see CB4823, Filed 2022-06-15 (the "**Legal Notation**"), which is in favour of the Owner, is a legal notation appurtenant to title of each of the Strata Lots;
- C. The Strata Corporation is the strata corporation created by the deposit of the Strata Plan in the Land Title Office; and
- D. The Owner is applying to cancel the Strata Plan and wind up the Strata Corporation and wishes to provide its consent to such cancellation and winding up.

NOW THEREFORE:

- 1. The Owner hereby consents to the cancellation of the Strata Plan and the winding up of the Strata Corporation.
- 2. The Owner hereby acknowledges and agrees that, effective immediately upon the cancellation of the Strata Plan, the Owner will be the sole registered owner of the lands (the "**Lands**") formerly shown on the Strata Plan, and that the Legal Notation will be a legal notation appurtenant to title of the Lands.

Officer Signature(s)

s.22(1) Personal Privacy

Nicholas Roos
Barrister & Solicitor
Suite 1100 - 1055 Dunsmuir Street
Vancouver, B.C. V7X 1K8

OFFICER CERTIFICATION: Your signature constitutes a representation that you are a solicitor, notary public or other person authorised by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

Execution Date

Y	M	D
23	01	26

Party(ies) Signature(s)

ANTHEM LMV JAMES ROAD
HOLDINGS LTD.
by its authorized signatory(ies):

s.22(1) Personal Privacy

Print Name: Ed Cheung

s.22(1) Personal Privacy

Print Name: Chase Melnychyn

**CONSENT TO CANCELLATION OF STRATA PLAN BCS1104 AND
WINDING UP OF THE OWNERS, STRATA PLAN BCS1104 AND
ACKNOWLEDGEMENT REGARDING PRIORITY OF REGISTERED CHARGES**
(Section 274(c) and (e) of the *Strata Property Act*)

TO: ANTHEM LMV JAMES ROAD HOLDINGS LTD. (the “Owner”)
AND TO: THE OWNERS, STRATA PLAN BCS1104 (the “Strata Corporation”)
**AND TO: THE REGISTRAR OF LAND TITLES
NEW WESTMINSTER LAND TITLE OFFICE**
FROM: CITY OF PORT MOODY (the “Chargeholder”)

WHEREAS:

- A. The Owner is the sole registered owner in fee simple of all of the strata lots within Strata Plan BCS1104 (the “**Strata Plan**”), being strata lots 1 to 4 (collectively the “**Strata Lots**”);
- B. The Chargeholder is the holder of Covenant BV520695 (the “**Covenant**”) registered against title to each of the Strata Lots and the common property of the Strata Plan;
- C. The Strata Corporation is the strata corporation created by the deposit of the Strata Plan in the Land Title Office; and
- D. The Owner is applying to cancel the Strata Plan and wind up the Strata Corporation and the Chargeholder wishes to provide its consent to such cancellation and winding up.

NOW THEREFORE:

- 1. The Chargeholder hereby consents to the cancellation of the Strata Plan and the winding up of the Strata Corporation.
- 2. The Chargeholder hereby acknowledges and agrees that, effective immediately upon the cancellation of the Strata Plan, the Owner will be the sole registered owner of the lands (the “**Lands**”) formerly shown on the Strata Plan, and that the Covenant will be registered against title to the Lands.

Officer Signature(s)	Execution Date		Party(ies) Signature(s)
	Y	M	
	23		CITY OF PORT MOODY
			by its authorized signatory(ies):

			Print Name:

			Print Name:

OFFICER CERTIFICATION: Your signature constitutes a representation that you are a solicitor, notary public or other person authorised by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

**CONSENT TO CANCELLATION OF STRATA PLAN BCS1104 AND
WINDING UP OF THE OWNERS, STRATA PLAN BCS1104 AND
ACKNOWLEDGEMENT REGARDING PRIORITY OF REGISTERED CHARGES**
(Section 274(c) and (e) of the *Strata Property Act*)

TO: ANTHEM LMV JAMES ROAD HOLDINGS LTD. (the "Owner")
AND TO: THE OWNERS, STRATA PLAN BCS1104 (the "Strata Corporation")
AND TO: THE REGISTRAR OF LAND TITLES
NEW WESTMINSTER LAND TITLE OFFICE
FROM: ROYAL BANK OF CANADA (the "Chargeholder")

WHEREAS:

- A. The Owner is the sole registered owner in fee simple of all of the strata lots within Strata Plan BCS1104 (the "**Strata Plan**"), being strata lots 1 to 4 (collectively the "**Strata Lots**");
- B. The Chargeholder is the holder of Mortgage CB302800 and Assignment of Rents CB302801 (collectively, the "**Security**") registered against title to each of the Strata Lots;
- C. The Strata Corporation is the strata corporation created by the deposit of the Strata Plan in the Land Title Office; and
- D. The Owner is applying to cancel the Strata Plan and wind up the Strata Corporation and the Chargeholder wishes to provide its consent to such cancellation and winding up.

NOW THEREFORE:

- 1. The Chargeholder hereby consents to the cancellation of the Strata Plan and the winding up of the Strata Corporation.
- 2. The Chargeholder hereby acknowledges and agrees that, effective immediately upon the cancellation of the Strata Plan, the Owner will be the sole registered owner of the lands (the "**Lands**") formerly shown on the Strata Plan, and that the Security will be registered against title to the Lands.

Officer Signature(s)
s.22(1) Personal Privacy

James Sutcliffe
Barrister and Solicitor
McMillan LLP
1500 - 1055 West Georgia Street
PO Box 11117
Vancouver, BC V6E 4N7
604.685.7084

Execution Date

Y	M	D
23	02	02

Party(ies) Signature(s)

ROYAL BANK OF CANADA
by its authorized signatory(ies):
s.22(1) Personal Privacy

Print Name: *Natalia Dimitrijeva*
Director, Real Estate

Print Name:

OFFICER CERTIFICATION: Your signature constitutes a representation that you are a solicitor, notary public or other person authorised by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

Strata Property Act

In the matter of Application No. _____
to cancel Strata Plan BCS1104

ORDER

BEFORE THE REGISTRAR OF TITLE the _____ day of _____, 2023 at
NEW WESTMINSTER LAND TITLE OFFICE

UPON THE APPLICATION of The Owners, Strata Plan BCS1104;

AND UPON READING the application dated _____, 2023, the Conversion
Schedule, the Certificate of Strata Corporation, the Reference Plan and reproductions thereof
and the draft proposed order, all filed;

AND it having been proved to my satisfaction that the requirements of Section 274 of the *Strata
Property Act* are met.

I HEREBY ORDER that the Strata Plan BCS1104 be cancelled.

I HEREBY FURTHER ORDER that the land that was shown on Strata Plan BCS1104 vest in
Anthem LMV James Road Holdings Ltd., being the sole owners of all of the strata lots formerly
within Strata Plan BCS1104, as set out in the Conversion Schedule in the application.

DATED this _____ day of _____, 2023

Registrar, New Westminster Land Title Office

COMMON PROPERTY SEARCH PRINT

2023-01-20, 10:18:43

File Reference: 505782

Requestor: s.22(1) Personal Privacy

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District	NEW WESTMINSTER
Land Title Office	NEW WESTMINSTER

Common Property Strata Plan	BCS1104
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Transfers	NONE
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Legal Notations

REMOVAL OF LIMITED COMMON PROPERTY FOR STRATA LOT 2 AND DESIGNATION
OF LIMITED COMMON PROPERTY FOR STRATA LOT 4, SEE BX325077
FILED 2005/04/28 (SECTION 257 STRATA PROPERTY ACT)

Charges, Liens and Interests

Nature:	COVENANT
Registration Number:	BV520695
Registration Date and Time:	2003-12-11 14:52
Registered Owner:	CITY OF PORT MOODY
Remarks:	INTER ALIA

Miscellaneous Notes:	NONE
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TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$805000

2023-01-20, 10:18:42

Requestor: s.22(1) Personal Privacy

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9354673 BX167728
Application Received	2021-09-13
Application Entered	2021-09-15
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-539 STRATA LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9354994 FILED 2021-09-13 NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CB4823 FILED 2022-06-15

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$805000

2023-01-20, 10:18:42

Requestor: s.22(1) Personal Privacy

Charges, Liens and Interests

Nature:	COVENANT
Registration Number:	BV520695
Registration Date and Time:	2003-12-11 14:52
Registered Owner:	CITY OF PORT MOODY
Remarks:	INTER ALIA

Nature:	MORTGAGE
Registration Number:	CB302800
Registration Date and Time:	2022-10-26 14:22
Registered Owner:	ROYAL BANK OF CANADA
Remarks:	INTER ALIA

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CB302801
Registration Date and Time:	2022-10-26 14:22
Registered Owner:	ROYAL BANK OF CANADA
Remarks:	INTER ALIA

Duplicate Indefeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$805000

2023-01-20, 10:18:42

Requestor: s.22(1) Personal Privacy

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9353777 CA8588167
Application Received	2021-09-13
Application Entered	2021-09-23
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-547 STRATA LOT 2 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9354995 FILED 2021-09-13 NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CB4823 FILED 2022-06-15

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$805000

2023-01-20, 10:18:42

Requestor: s.22(1) Personal Privacy

Charges, Liens and Interests

Nature:	COVENANT
Registration Number:	BV520695
Registration Date and Time:	2003-12-11 14:52
Registered Owner:	CITY OF PORT MOODY
Remarks:	INTER ALIA

Nature:	MORTGAGE
Registration Number:	CB302800
Registration Date and Time:	2022-10-26 14:22
Registered Owner:	ROYAL BANK OF CANADA
Remarks:	INTER ALIA

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CB302801
Registration Date and Time:	2022-10-26 14:22
Registered Owner:	ROYAL BANK OF CANADA
Remarks:	INTER ALIA

Duplicate Infeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$1270000

2023-01-20, 10:18:43

Requestor: s.22(1) Personal Privacy

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9470536 CA8764542
Application Received	2021-10-29
Application Entered	2021-11-09
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-555 STRATA LOT 3 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9470537 FILED 2021-10-29 NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CB4823 FILED 2022-06-15

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$1270000

2023-01-20, 10:18:43

Requestor: s.22(1) Personal Privacy

Charges, Liens and Interests

Nature: COVENANT
Registration Number: BV520695
Registration Date and Time: 2003-12-11 14:52
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

Nature: MORTGAGE
Registration Number: CB302800
Registration Date and Time: 2022-10-26 14:22
Registered Owner: ROYAL BANK OF CANADA
Remarks: INTER ALIA

Nature: ASSIGNMENT OF RENTS
Registration Number: CB302801
Registration Date and Time: 2022-10-26 14:22
Registered Owner: ROYAL BANK OF CANADA
Remarks: INTER ALIA

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$1450000

2023-01-20, 10:18:43

Requestor: s.22(1) Personal Privacy

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9961003 CA1124842
Application Received	2022-05-30
Application Entered	2022-06-14
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-563 STRATA LOT 4 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9961004 FILED 2022-05-30 NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CB4823 FILED 2022-06-15

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$1450000

2023-01-20, 10:18:43

Requestor: s.22(1) Personal Privacy

Charges, Liens and Interests

Nature: COVENANT
Registration Number: BV520695
Registration Date and Time: 2003-12-11 14:52
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

Nature: MORTGAGE
Registration Number: CB302800
Registration Date and Time: 2022-10-26 14:22
Registered Owner: ROYAL BANK OF CANADA
Remarks: INTER ALIA

Nature: ASSIGNMENT OF RENTS
Registration Number: CB302801
Registration Date and Time: 2022-10-26 14:22
Registered Owner: ROYAL BANK OF CANADA
Remarks: INTER ALIA

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$5757000

****CURRENT AND CANCELLED INFORMATION SHOWN****

Land Title District	NEW WESTMINSTER
Land Title Office	NEW WESTMINSTER
Title Number	CA8400074
From Title Number	BN319722
Application Received	2020-08-31
Application Entered	2020-09-17
Registered Owner in Fee Simple	
Registered Owner/Mailing Address:	LMV CHURCHILL HOLDINGS LTD., INC.NO. BC1230949 505 - 100 PARK ROYAL SOUTH WEST VANCOUVER, BC V7T 1A2
Taxation Authority	Port Moody, City of
Description of Land	
Parcel Identifier:	005-606-322
Legal Description:	LOT 112 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 57529
Legal Notations	
	HERETO IS ANNEXED EASEMENT BP84430 OVER PART (PLAN LMP45655) LOT A (BP6684) PLAN 51504
Charges, Liens and Interests	
Nature:	STATUTORY RIGHT OF WAY
Registration Number:	U13202
Registration Date and Time:	1982-02-16 13:49
Registered Owner:	BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
Nature:	MORTGAGE
Registration Number:	BN319723
Registration Date and Time:	1999-11-30 13:25
Registered Owner:	VANCOUVER CITY SAVINGS CREDIT UNION
Cancelled By:	CA8752417
Cancelled Date:	2021-02-03

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$5757000

Nature: ASSIGNMENT OF RENTS
Registration Number: BN319724
Registration Date and Time: 1999-11-30 13:25
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
Cancelled By: CA8752418
Cancelled Date: 2021-02-03

Nature: COVENANT
Registration Number: BP84424
Registration Date and Time: 2000-04-13 09:58
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

Nature: PRIORITY AGREEMENT
Registration Number: BP84425
Registration Date and Time: 2000-04-13 09:58
Remarks: GRANTING BP84424 PRIORITY OVER BN319723 AND BN319724
Cancelled By: CA8752418
Cancelled Date: 2021-02-03

Nature: EASEMENT
Registration Number: BP84431
Registration Date and Time: 2000-04-13 09:59
Remarks: PLAN LMP45655
APPURTENANT TO LOT A (BP6684) PLAN 51504

Nature: PRIORITY AGREEMENT
Registration Number: BP84433
Registration Date and Time: 2000-04-13 09:59
Remarks: GRANTING BP84431 PRIORITY OVER BN319723 AND BN319724
Cancelled By: CA8752418
Cancelled Date: 2021-02-03

Nature: COVENANT
Registration Number: BP84434
Registration Date and Time: 2000-04-13 09:59
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$5757000

Nature: PRIORITY AGREEMENT
Registration Number: BP84435
Registration Date and Time: 2000-04-13 09:59
Remarks: GRANTING BP84434 PRIORITY OVER BN319723 AND
BN319724

Cancelled By: CA8752418
Cancelled Date: 2021-02-03

Nature: MORTGAGE
Registration Number: CA6496482
Registration Date and Time: 2017-12-07 10:36
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
INCORPORATION NO. FI-97

Cancelled By: CA8752419
Cancelled Date: 2021-02-03

Nature: ASSIGNMENT OF RENTS
Registration Number: CA6496483
Registration Date and Time: 2017-12-07 10:36
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
INCORPORATION NO. FI-97

Cancelled By: CA8752420
Cancelled Date: 2021-02-03

Duplicate Infeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

Corrections NONE

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$3743000

****CURRENT AND CANCELLED INFORMATION SHOWN****

Land Title District	NEW WESTMINSTER
Land Title Office	NEW WESTMINSTER
Title Number	CA8400075
From Title Number	BP6684
Application Received	2020-08-31
Application Entered	2020-09-17
Registered Owner in Fee Simple	
Registered Owner/Mailing Address:	LMV CHURCHILL HOLDINGS LTD., INC.NO. BC1230949 505 - 100 PARK ROYAL SOUTH WEST VANCOUVER, BC V7T 1A2
Taxation Authority	Port Moody, City of
Description of Land	
Parcel Identifier:	024-670-529
Legal Description:	LOT A (SEE, BP6684) DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 51504
Legal Notations	
	HERETO IS ANNEXED EASEMENT BP84431 OVER PART (PLAN LMP45655) LOT 112 PLAN 57529
Charges, Liens and Interests	
Nature:	MORTGAGE
Registration Number:	BN319723
Registration Date and Time:	1999-11-30 13:25
Registered Owner:	VANCOUVER CITY SAVINGS CREDIT UNION
Remarks:	INTER ALIA
Cancelled By:	CA8752413
Cancelled Date:	2021-02-03

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$3743000

Nature: ASSIGNMENT OF RENTS
Registration Number: BN319724
Registration Date and Time: 1999-11-30 13:25
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
Remarks: INTER ALIA
Cancelled By: CA8752414
Cancelled Date: 2021-02-03

Nature: COVENANT
Registration Number: BP84424
Registration Date and Time: 2000-04-13 09:58
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

Nature: PRIORITY AGREEMENT
Registration Number: BP84425
Registration Date and Time: 2000-04-13 09:58
Remarks: INTER ALIA
GRANTING BP84424 PRIORITY OVER BN319723 AND
BN319724
Cancelled By: CA8752414
Cancelled Date: 2021-02-03

Nature: STATUTORY RIGHT OF WAY
Registration Number: BP84427
Registration Date and Time: 2000-04-13 09:59
Registered Owner: CITY OF PORT MOODY
Remarks: PLAN LMP45654

Nature: PRIORITY AGREEMENT
Registration Number: BP84428
Registration Date and Time: 2000-04-13 09:59
Remarks: GRANTING BP84427 PRIORITY OVER BN319723 AND
BN319724
Cancelled By: CA8752414
Cancelled Date: 2021-02-03

Nature: EASEMENT
Registration Number: BP84430
Registration Date and Time: 2000-04-13 09:59
Remarks: PLAN LMP45655
APPURTENANT TO LOT 112 PLAN 57529

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$3743000

Nature: PRIORITY AGREEMENT
Registration Number: BP84432
Registration Date and Time: 2000-04-13 09:59
Remarks: GRANTING BP84430 PRIORITY OVER BN319723 AND BN319724
Cancelled By: CA8752414
Cancelled Date: 2021-02-03

Nature: COVENANT
Registration Number: BP84434
Registration Date and Time: 2000-04-13 09:59
Registered Owner: CITY OF PORT MOODY
Remarks: INTER ALIA

Nature: PRIORITY AGREEMENT
Registration Number: BP84435
Registration Date and Time: 2000-04-13 09:59
Remarks: INTER ALIA
GRANTING BP84434 PRIORITY OVER BN319723 AND BN319724
Cancelled By: CA8752414
Cancelled Date: 2021-02-03

Nature: MORTGAGE
Registration Number: CA6496482
Registration Date and Time: 2017-12-07 10:36
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
INCORPORATION NO. FI-97
Remarks: INTER ALIA
Cancelled By: CA8752415
Cancelled Date: 2021-02-03

Nature: ASSIGNMENT OF RENTS
Registration Number: CA6496483
Registration Date and Time: 2017-12-07 10:36
Registered Owner: VANCOUVER CITY SAVINGS CREDIT UNION
INCORPORATION NO. FI-97
Remarks: INTER ALIA
Cancelled By: CA8752416
Cancelled Date: 2021-02-03

Duplicate Indefeasible Title NONE OUTSTANDING**Transfers** NONE

TITLE SEARCH PRINT

File Reference:

Declared Value \$3743000

2022-05-18, 14:51:48

Requestor: s.22(1) Personal Privacy

Pending Applications

NONE

Corrections

NONE

TITLE SEARCH PRINT

2022-06-10, 09:58:24

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$805000

****CURRENT AND CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9353777 CA8588167
Application Received	2021-09-13
Application Entered	2021-09-23
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-547 STRATA LOT 2 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9354995 FILED 2021-09-13
Charges, Liens and Interests Nature: Registration Number: Registration Date and Time: Registered Owner: Remarks:	COVENANT BV520695 2003-12-11 14:52 CITY OF PORT MOODY INTER ALIA

TITLE SEARCH PRINT

2022-06-10, 09:58:24

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$805000

Nature:	MORTGAGE
Registration Number:	CA8588168
Registration Date and Time:	2020-11-23 13:06
Registered Owner:	THE TORONTO-DOMINION BANK
Cancelled By:	CA9688166
Cancelled Date:	2022-02-01

Nature:	MORTGAGE
Registration Number:	CA9377917
Registration Date and Time:	2021-09-22 13:40
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	INTER ALIA EXTENDED BY CA9470815

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CA9377918
Registration Date and Time:	2021-09-22 13:40
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	INTER ALIA EXTENDED BY CA9470816

Duplicate Infeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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Corrections	NONE
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TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$805000

****CURRENT AND CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9354673 BX167728
Application Received	2021-09-13
Application Entered	2021-09-15
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-539 STRATA LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9354994 FILED 2021-09-13
Charges, Liens and Interests Nature: Registration Number: Registration Date and Time: Registered Owner: Remarks:	COVENANT BV520695 2003-12-11 14:52 CITY OF PORT MOODY INTER ALIA

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$805000

Nature:	MORTGAGE
Registration Number:	CA6890422
Registration Date and Time:	2018-06-27 09:02
Registered Owner:	THE BANK OF NOVA SCOTIA
Cancelled By:	CA9587408
Cancelled Date:	2021-12-15

Nature:	MORTGAGE
Registration Number:	CA9377917
Registration Date and Time:	2021-09-22 13:40
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	INTER ALIA EXTENDED BY CA9470815

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CA9377918
Registration Date and Time:	2021-09-22 13:40
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	INTER ALIA EXTENDED BY CA9470816

Duplicate Infeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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Corrections	NONE
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TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$1500000

****CURRENT AND CANCELLED INFORMATION SHOWN******Land Title District**

Land Title Office

NEW WESTMINSTER

NEW WESTMINSTER

Title Number

From Title Number

CA9377714

AA46695E

Application Received

2021-09-22

Application Entered

2021-10-04

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500
1100 - 1055 DUNSMUIR STREET
VANCOUVER, BC
V7X 1K8**Taxation Authority**

Port Moody, City of

Description of Land

Parcel Identifier:

004-947-941

Legal Description:

LOT 100 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 51504

Legal NotationsNOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9377715
FILED 2021-09-22**Charges, Liens and Interests**

Nature:

MORTGAGE

Registration Number:

CA9377917

Registration Date and Time:

2021-09-22 13:40

Registered Owner:

PROSPERA CREDIT UNION
INCORPORATION NO. FI157

Remarks:

INTER ALIA
EXTENDED BY CA9470815

TITLE SEARCH PRINT

2022-05-18, 14:51:48

File Reference:

Requestor: §.22(1) Personal Privacy

Declared Value \$1500000

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CA9377918
Registration Date and Time:	2021-09-22 13:40
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	INTER ALIA EXTENDED BY CA9470816

Duplicate Indefeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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Corrections	NONE
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TITLE SEARCH PRINT

2022-06-10, 09:58:24

File Reference:

Requestor: s.22(1) Personal Privacy

Declared Value \$1270000

****CURRENT AND CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9470536 CA8764542
Application Received	2021-10-29
Application Entered	2021-11-09
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-555 STRATA LOT 3 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9470537 FILED 2021-10-29
Charges, Liens and Interests Nature: Registration Number: Registration Date and Time: Registered Owner: Remarks:	COVENANT BV520695 2003-12-11 14:52 CITY OF PORT MOODY INTER ALIA

TITLE SEARCH PRINT

2022-06-10, 09:58:24

File Reference:

Requestor: § 22(1) Personal Privacy

Declared Value \$1270000

Nature:	MORTGAGE
Registration Number:	CA9470815
Registration Date and Time:	2021-10-29 10:48
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	EXTENSION OF CA9377917

Nature:	MORTGAGE
Registration Number:	CA9470816
Registration Date and Time:	2021-10-29 10:48
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	EXTENSION OF CA9377918

Duplicate Indefeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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Corrections	NONE
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Specific/Blanket

Title No. R77496E

U 13202

FORM 17 — CHARGE	
NATURE: Statutory Right-of-Way necessary for the operation and maintenance of B.C. Hydro's undertaking with priority over T125625 and T125626.	
TRUE VALUE: \$	100.00
HEREWITH FEES OF \$	11.00
APPLICANT	s.22(1) Personal Privacy
ALICE EDITH ARMSTRONG	
AGENT FOR B.C. HYDRO, 900-1045 HOWE ST.,	
VANCOUVER, B.C. V6Z 2B1 663-4241	

RECEIVED 16 FEB 1982

NEW WESTMINSTER LAND TITLE OFFICE

THIS AGREEMENT made as of the 7th day of January, 1982

BETWEEN:

VERNON-JUNG LTD., (Incorporation Number 97226), a company duly incorporated under the laws of the Province of British Columbia on the 11th day of December 1970, and having its registered office at 3rd Floor-124 East Pender Street, in the City of Vancouver, in the Province of British Columbia, V6A 1T4,

(hereinafter called "the Owner")

OF THE FIRST PART

AND:

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY, of 970 Burrard Street, in the City of Vancouver, in the Province of British Columbia, V6Z 1Y3,

(hereinafter called "B. C. Hydro")

OF THE SECOND PART

WITNESSETH THAT:

LAND TITLE ACT
Form 1 (Section 36)
MEMORANDUM OF REGISTRATION
Registered on application received on
the day and at the time written hereon
S.A.P. Buchfeld, Registrar
New Westminster Land Title Office

1. The Owner, in consideration of the sum of -----
-----Ten-----Dollars,
(\$ 10.00), of the lawful money of Canada (the receipt and sufficiency whereof is hereby acknowledged) hereby grants unto B. C. Hydro in perpetuity the full and free right, liberty and statutory right of way for B. C. Hydro, its servants, agents and all others the licensees of B. C. Hydro:

NEW WESTMINSTER
L.R.O. (B.C.G.)
AMOUNT PAID

16 FEB 82

- 2 -

13202 B.U.E.

- (a) To excavate for, install, operate, maintain, remove and replace (with conduits or cables of the initial or any other size) one or more underground conduits, whether or not encased by concrete or other protective material, and cables with all necessary attachments and fittings, and aboveground or underground transformers,

for the transmission and distribution of electric energy and for communication purposes (all of which are hereinafter collectively called "the works") upon and within the land described in the Schedule hereto (hereinafter called "the land");

- (b) (i) To trim or fell all or any trees or growth now or hereafter on any portion or portions of the land lying within three (3) metres of a line formed by raising or dropping perpendiculars to the surface of the ground from the outermost points of any part of the works (which portions are hereinafter together called "the adjacent areas");
- (ii) To clear the adjacent areas and keep them cleared of all or any part of any trees or growth now or hereafter on the adjacent areas;
- (iii) To clear the adjacent areas and keep them cleared of all or any part of any buildings or obstructions now or hereafter on the adjacent areas which might, in the opinion of B. C. Hydro, interfere with or endanger the installation, operation, maintenance, removal or replacement of or access to the works or any part thereof; or the operation, use, maintenance or existence of which on the adjacent areas might, in the opinion of B. C. Hydro, create or increase any hazard to persons;
- (c) Generally to do all acts necessary or incidental to the business of B. C. Hydro in connection with the foregoing.

2. The Owner hereby covenants with B. C. Hydro:

- (a) Not to make, place, erect, operate, use or maintain any building, structure, foundation, pavement, excavation, well, pile of material, obstruction, equipment, thing or inflammable substance or to plant any growth upon any of the adjacent areas which in the opinion of B. C. Hydro:
 - (i) might interfere with or endanger the works or any part thereof or the installation, operation, maintenance, removal or replacement of the works or any part thereof; or
 - (ii) might obstruct access by B. C. Hydro's servants, agents or licensees to the works or any part thereof; or
 - (iii) might by its operation, use, maintenance or existence on any of the adjacent areas create or increase any hazard to persons, vehicles or equipment.
- (b) Not to carry out blasting or aerial logging operations on or adjacent to any portion of the adjacent areas unless permission in writing from B. C. Hydro has first been received, which permission shall not be unreasonably withheld;
- (c) Not to diminish or substantially to add to the ground cover over such of the works as may be from time to time installed, operated or maintained below the surface of the land and, in particular, without in any way limiting the generality of the foregoing, not to construct open drains or ditches along or across such of the works as may at any time be installed on or under the land;
- (d) Not to do or knowingly permit to be done any act or thing which might in any way whatsoever interfere with or injure or endanger the works or any part thereof or impair the operating efficiency thereof or create or increase any hazard to persons.

3. B. C. Hydro hereby covenants with the Owner:

- (a) To pay compensation to the Owner for any damage to any buildings, crops, or improvements outside any of the adjacent areas caused by B. C. Hydro in the exercise of any of its rights hereunder and without negligence on the part of the Owner;
- (b) To pay all royalties, scaling fees and other charges which may be levied by the Crown against any timber that B. C. Hydro cuts on the land;
- (c) To pay compensation to the Owner for all merchantable timber cut or damaged on the land by B. C. Hydro in the exercise of any of its rights under this Agreement;
- (d) That it will, as soon as weather and soil conditions permit and insofar as it is practicable to do so, bury and maintain any underground works installed hereunder so as not to interfere with the drainage or ordinary cultivation and use of the land.

13202

- 4 -

B/Dwg.

- (e) Not to install, maintain or replace any works upon or within the land under the terms of this Agreement other than those works located or to be located as shown coloured red or within the red outline (as the case may be) upon the attached print of B. C. Hydro Drawing Number 466-U07-C96 unless permission from the Owner has first been received which permission shall not unreasonably be withheld.

4. It is mutually agreed between the Owner and B. C. Hydro that:

- (a) The amount of any compensation payable under paragraph 3 hereof shall be such as may be mutually agreed upon between the Owner and B. C. Hydro and in the event of disagreement as may be settled by arbitration pursuant to the Arbitration Act of British Columbia, but no such compensation shall be payable for any damage or cutting for which compensation has theretofore been paid;
- (b) The title to all timber cut on the land by B. C. Hydro in the exercise of its rights hereunder shall vest in B. C. Hydro;
- (c) This Agreement shall be construed as running with the land and that no part of the fee of the soil shall pass to or be vested in B. C. Hydro under or by this Agreement;
- (d) The expressions "Owner" and "B. C. Hydro" herein contained shall be deemed to include the executors, administrators, successors and assigns of such parties wherever the context so admits;
- (e) Where the expression "Owner" includes more than one person, all covenants herein on the part of the Owner shall be construed as being several as well as joint; and
- (f) Wherever the singular and masculine are used in this Agreement they shall be construed as meaning the plural or the feminine or body corporate where the context or the parties hereto so require.

IN WITNESS WHEREOF the Owner has caused these presents to be executed as of the day and year first above written.

The Seal of VERNON-JUNG LTD.)
was hereunto affixed in the)
presence of:)

s.22(1) Personal Privacy)

Authorized Signatory)

Authorized Signatory)

13202

- 5 -

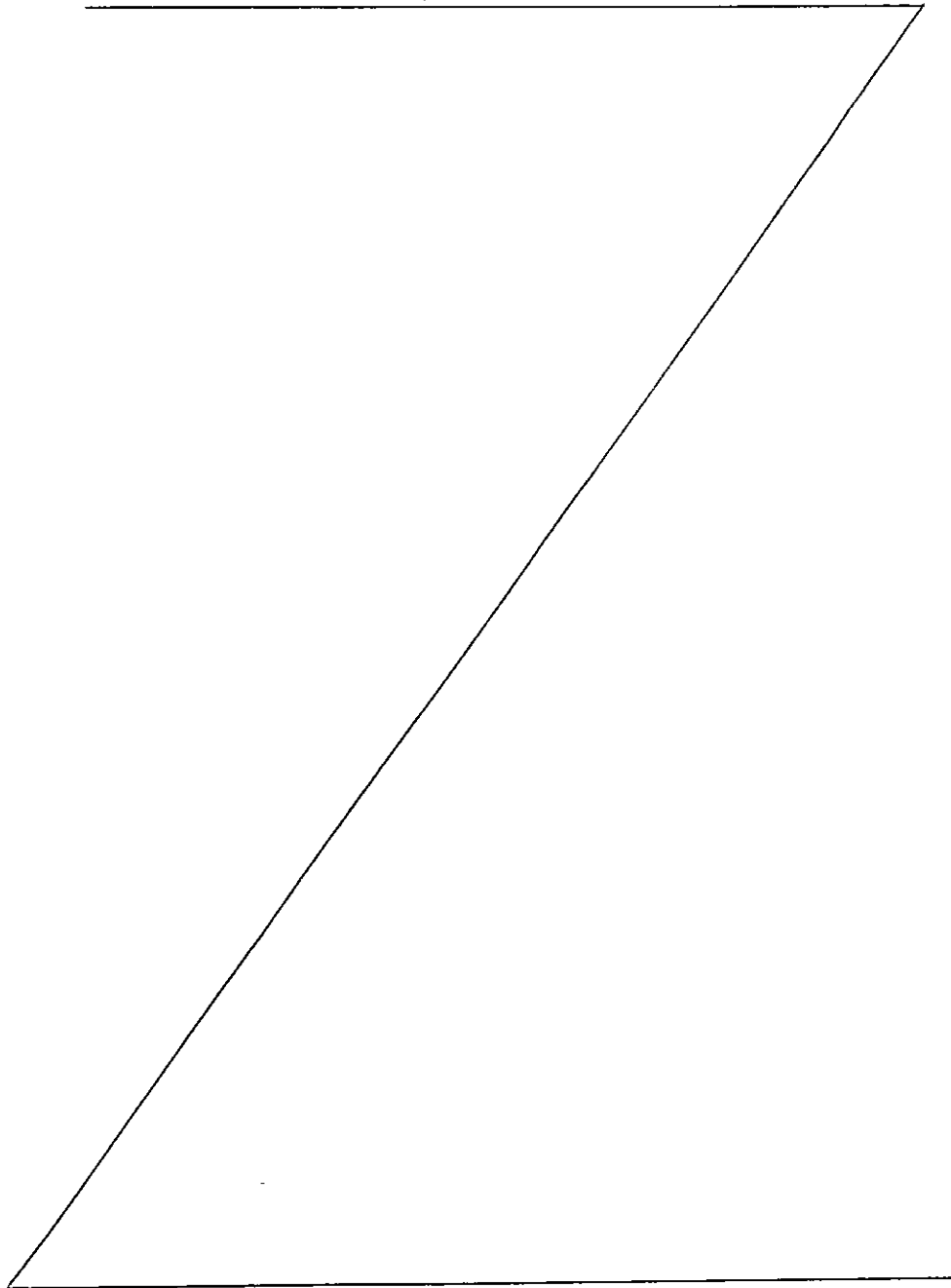
SCHEDULE

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Port Moody, in the Province of British Columbia, and more particularly known and described as:

Lot One Hundred Twelve (112) of District

Lot One Hundred Ninety (190), Group One

(1), Plan 57529, New Westminster District.



13202

CONSENT

FIRST CITY TRUST COMPANY
the holder of a Mortgage and an Assignment of Rents registered
in the Land Title Office under charge numbers T125625 and
T125626 respectively hereby approves of, joins in and consents
to the foregoing grant of right, liberty and statutory right
of way and to its registration in the Land Title Office with
priority over the registration of the said Mortgage and
Assignment of Rents.

The Seal of FIRST CITY TRUST)
COMPANY was hereunto affixed)
in the presence of:)

s.22(1) Personal Privacy

Authorized Signatory)
ASS. VICE-PRESIDENT, MORT. UNDERWRITING)

s.22(1) Personal Privacy

Authorized Signatory)

PROOF OF EXECUTION BY CORPORATION

I CERTIFY that on the 3rd day of FEBRUARY, 1982, at
VANCOUVER, in British Columbia,

~~(whose identity has been proved by the evidence on oath of~~ JULES P. JOANIS

(state full name, address and occupation)

who is) personally known to me, appeared before me and acknowledged to me that he/she is
the authorized signatory of First City Trust Company

and that he/she is the person who subscribed his/her name and affixed the seal of the
corporation to the instrument, that he/she was authorized to subscribe his/her name and
affix the seal to it, and that the corporation existed at the date the instrument was
executed by the corporation.

IN TESTIMONY OF WHICH I set my hand ~~and seal of office~~ at VANCOUVER

, in British Columbia, this 3rd
day of FEBRUARY, 1982.

s.22(1) Personal Privacy

DOUGLAS B. HYNDMAN
10th FLOOR, BURNARD BUILDING
1000 WEST GEORGIA STREET
VANCOUVER, B.C. V6E 3C4
Barrister & Solicitor

A Commissioner for Taking Affidavits for British Columbia
A Notary Public in and for the Province of British Columbia

PROOF OF EXECUTION BY CORPORATION

13202

I CERTIFY that on the 7th day of January, 1982,
at VANCOUVER, in British Columbia;
CRAIG VERNON
(whose identity has been proved by the evidence on oath of _____)

(state full name, address and occupation)
who is) personally known to me, appeared before me and acknowledged to me
that he/she is the authorized signatory of _____

VERNON-JUNG LTD.

and that he/she is the person who subscribed his/her name and affixed the
seal of the corporation to the instrument, that he/she was authorized to
subscribe his/her name and affix the seal to it, and that the corporation
existed at the date the instrument was executed by the corporation.

IN TESTIMONY OF WHICH I set my hand and seal of office at U
VANCOUVER, in British Columbia, this 7 day
of JANUARY, 1982.

s.22(1) Personal Privacy

D. CHONG

A Commissioner for Taking Affidavits for British Columbia
A Notary Public in and for the Province of British Columbia

PROOF OF EXECUTION BY CORPORATION (D.V.A.)

I CERTIFY that on the _____ day of _____, 19____,
at Ottawa, in Ontario,
who is personally known to me, appeared before me and acknowledged to me that
he is the authorized signatory of THE DIRECTOR, THE VETERANS' LAND ACT and
that he is the person who subscribed his name and affixed the seal of the
corporation to the instrument, that he was authorized to subscribe his name
and affix the seal to it, and that the corporation existed at the date the
instrument was executed by the corporation.

IN TESTIMONY OF WHICH I set my hand and seal of office at Ottawa, in
Ontario, this _____ day of _____, 19____.

A Commissioner for Taking Affidavits for Ontario
A Notary Public in and for the Province of Ontario

STATUTORY DECLARATION WHERE ATTORNEY IS NOT A CORPORATION

I, _____,
of _____, in British Columbia, solemnly declare that:

1. I am the attorney for _____
under a power of attorney filed under the LAND TITLE ACT.
2. I am the person who subscribed the name of _____
and my name in the instrument as a transferor.

3. At the time of the execution of the instrument the power of attorney
had not been revoked by or on behalf of _____
and I had not received any notice or information of the death, disability or
bankruptcy of _____
OR, IF THE PRINCIPAL OF THE POWER OF ATTORNEY IS A CORPORATION, SUBSTITUTE FOR
3 ABOVE:

3. At the time of execution of the instrument the power of attorney had
not been revoked by or on behalf of _____,
that _____ is legally entitled to hold and
dispose of land in British Columbia, and I had not received any notice or
information of the bankruptcy or dissolution of _____.

4. I know the contents of the instrument and subscribed the name of _____
to it voluntarily
as the free act of the transferor.

And I make this solemn declaration conscientiously believing it to be true,
and knowing that it is of the same force and effect as if made under oath.

Declared before me at _____,
in British Columbia, this _____ day of _____,
19____.

A Commissioner for Taking Affidavits
for British Columbia
A Notary Public in and for the
Province of British Columbia

CERTIFICATE OF ACKNOWLEDGMENT OF TRANSFEROR

13202

I CERTIFY that on the _____ day of _____, 19____,
at _____, in British Columbia,
(whose identity has been proved by the evidence on oath of _____,

(state full name, address and occupation)
who is) personally known to me, appeared before me and acknowledged to me
that he/she/they is(are) the person(s) mentioned in this instrument as a
transferor (or attorney of a transferor), that his/her/their name(s) is(are)
subscribed to it, that he/she/they know(s) the contents of the instrument
and executed it voluntarily, and is(are) of the age of 19 years or more.

IN TESTIMONY OF WHICH I set my hand and seal of office at _____,
in British Columbia, this _____ day of _____, 19____

A Commissioner for Taking Affidavits for British Columbia
A Notary Public in and for the Province of British Columbia

466-1602.0 (X³⁴) AEA/1s 2/12/81

Properties Division
British Columbia Hydro and
Power Authority
900 - 1045 Howe Street
Vancouver, B. C. V6Z 2B1

STATUTORY RIGHT OF WAY

and
BRITISH COLUMBIA HYDRO AND
POWER AUTHORITY

VERNON-JUNG LTD.

Dated _____ 19____

AFFIDAVIT OF WITNESS

I, _____,
of _____, in British Columbia, make oath and say:

1. I was present and saw this instrument duly signed and executed by
the party(ies) to it, for the purposes named in it.

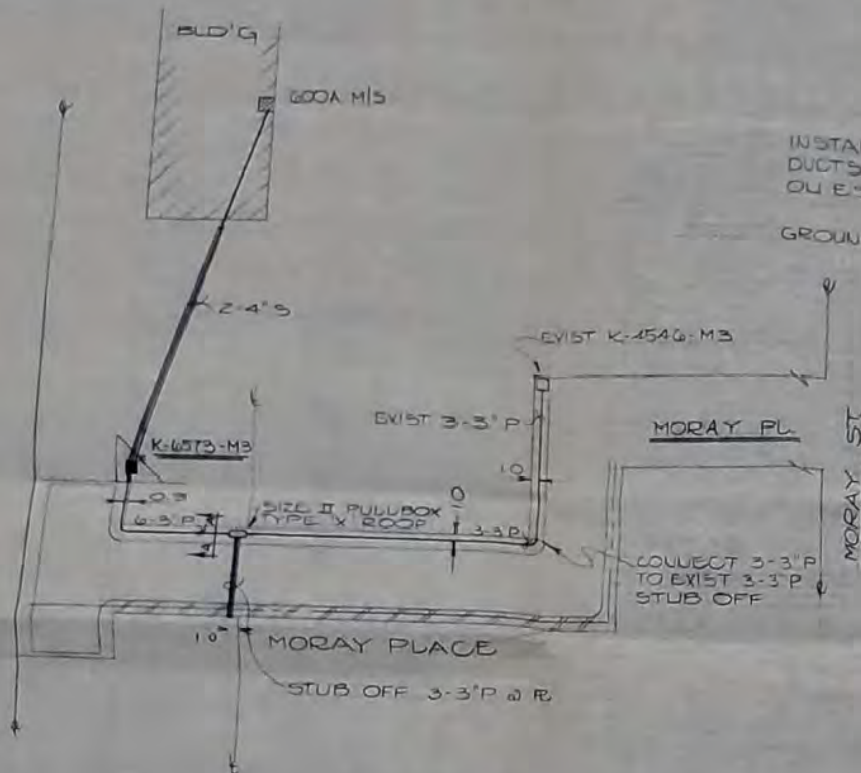
2. The instrument was executed at _____.

3. I know the party(ies), who is(are) 19 years old or more.

4. I am the subscribing witness to the instrument and am 16 years old
or more.

Sworn before me at _____,
in British Columbia, this _____ day of _____,
19____.

A Commissioner for Taking Affidavits
for British Columbia
A Notary Public in and for the Province
of British Columbia

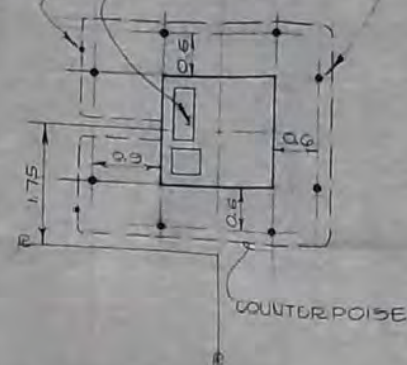


WATER
PLAN 1:500

INSTALL 15-5" DIA. 25 LONG
STEEL STANCHIONS FILLED
WITH CONCRETE, PROJECTING
1.5 OUT OF GROUND

INSTALL PRIMARY & SECONDARY
DUCTS AS REQ'D, LOCATE AS SHOWN
ON E5, 54 F3-04, 01, 02 & 03.

GROUND RODS



KIOSK-G573 -M3 DETAIL 1:50

NOTES

ALL CONSTRUCTION TO COMPLY
WITH CURRENT B.C. HYDRO
STANDARDS.

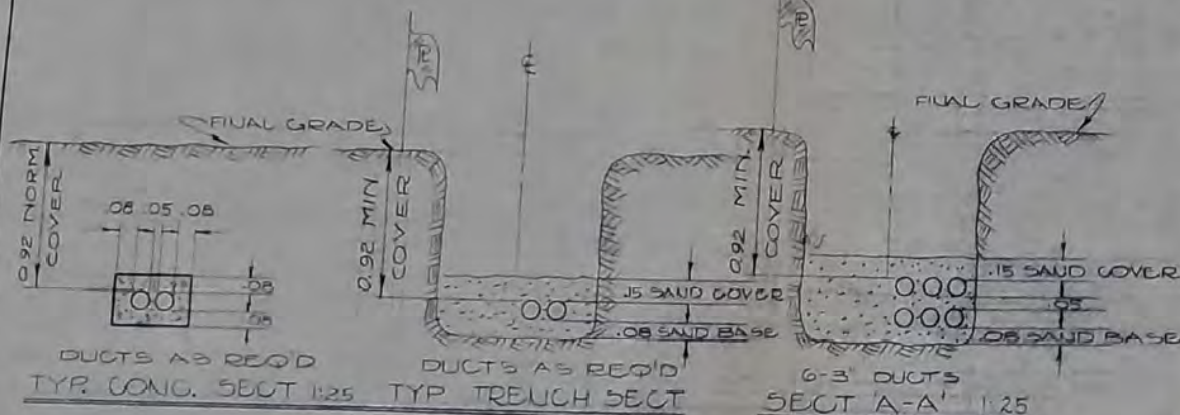
CONTRACTOR IS TO ARRANGE
FOR A B.C.H. SAFETY-MAN TO
STAND-BY WHILE THEY CHECK
EXISTING DUCT, MAKE ANY
NECESSARY REPAIRS, TIE INTO
NEW DUCT AND INSTALL DUCT
STRING.

THE DEVELOPER IS RESPONSIBLE
FOR ANY MINOR CHANGES
REQ'D BY B.C.H. FIELD
INSPECTOR.

KIOSK GRID REFERENCE

K-6573-M3 2250-4916-396-573

ACKNOWLEDGMENT OF MUNICIPAL NOTIFICATION	
BY	DATE 11/27/8
PROJECT	UIG-65
ESTIMATE	C17550
OWNER	
GAS	
BC	
BC HYDRO	
REVIEWED BY	
BY	DATE
GRID	C4-18F



SCHEMATIC 466-106-BB2
EXIST CIVIL 466-107-CB4
PULLBOX E5 54 F3-01, 02, 03
D5K 1554 F3-04, 01, 02, 03

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY			
DES.	A. NOWICK	DATE	
DES.	CH.		
DR.	D. GARDNER	DATE	8-7-8
DR.	CH.		
SCALE	AS NOTED		
	MICROFILMED		

APPROVALS	
BY	DATE
B. Fry	8-7-8

UIG SERVICE TO MOODY WOK
RESTAURANT @ 3125 ST.
JOHNS ST
PORT MOODY
UIG ELEC. STRUCTURES
SHEET 1 OF 1 DWG. NO. 466-107-CB4

October 26, 2022

City of Port Moody
100 Newport Drive
Port Moody, BC
V3H 5C3

Attention: Ellen Molloy

Dear Sirs/Mesdames:

**Re: Authorization Letter for Isaac Beall
Development Application for 110, 112-118 James Road, Port Moody**

The undersigned, in my capacity as an officer of Anthem LMV Tri-City Holdings GP Ltd., the general partner of Anthem Tri-City Holdings Limited Partnership, hereby give authorization to Isaac Beall to complete and submit the development application and all related forms on behalf of the nominee, Anthem LMV James Road Holdings Ltd., for the purpose of the development being undertaken at 110, 112-118 James Road, Port Moody.

Please do not hesitate to contact me should you require anything further with respect to this authorization.

Sincerely,

s.22(1) Personal Privacy

Nicholas Roos
Vice President and General Counsel
604 488 3643

Request to post Development Application on Engage Port Moody

Significant development applications are also posted to engage.portmoody.ca for public information and input once they have been vetted and added to the current development applications map. See procedures documentation (RPM 567619) for more information on the process. Please complete and email this form to [Lindsay Todd](mailto:Lindsay.Todd@portmoody.ca).

Planner name: Doug Allan, Senior Planner	Date of request: August 10, 2022
1. Development Application details	
Date for posting to EngagePM: August 15, 2022	Application #: REZ00028
Applicant company name: Anthem Properties Group	
Applicant contact person name: Isaac Beall	
Applicant email: ibeall@anthemproperties.com	Applicant phone: 604-235-6967
Project location/address: 3121-3127 St. Johns Street and 110-118 James Road	
<p>Project summary (replace placeholder content below with project information):</p> <p>We would like your feedback on a Rezoning and Development Permit application at 3121-3127 St. Johns Street and 110-118 James Road . The applicant would like to rezone the properties to a new Comprehensive Development Zone and obtain a development permit.</p> <p>This proposal includes:</p> <ul style="list-style-type: none"> • a 6 storey, mixed use residential/commercial building; • 192 market rental units consisting of a mix of studio, 1, 2 and 3 bedroom units; • approximately 4,900sq.ft. of commercial floor space; • a proposed gross floor area ratio of approximately 3.0; • 241 vehicle parking spaces on 2 underground levels accessed off James Road, 289 long term resident bicycle storage spaces and 23 short term visitor bicycle spaces; and • an outdoor, amenity courtyard. 	
2. Provide application documents and relevant bylaws or policies	
<p>a) Include html links to documents presented to Council in your email. Preference is to link to html files found through the Council agenda links.</p> <p>b) For documents in RPM, you must add <i>PUBLIC WEB DOC</i> in the security settings to allow it to be posted on the web.</p> <p>c) For documents not already available through Council reports or in RPM, make a new project subfolder in GeneralData\Planning Documents for Public Hearing, DVP and TUP\EngagePM. Copy all relevant documents for posting to this folder. Ensure file names are public-friendly.</p>	
3. Key dates timeline	
<ul style="list-style-type: none"> • Application received: July 8, 2022 • Applicant open house/info meeting (if known – otherwise add later): [date] 	

4. Notes or Key Messages

Are there any special notes or key messages that should be included with this project posting?



604.469.4540 • www.portmoody.ca

Date: June 20, 2022

Proposed Use: 6 storey mixed use project

Purpose of Application:

Following the initial application submission, staff comments were forwarded at the end of December and, in response to our comments, the developer has provided a revised submission.

A copy of the initial staff comments letter is attached for your reference. The materials provided with the resubmission include revised architectural, landscape and civil engineering drawings.

Application File Source:

The revised drawings are included as rows 1, 2 and 4 in the Tempest folder [\\01-V51-001\TEMPEST\\$\PLANNING\DP000049](#)

The following documents were provided with the original application and are included in the Tempest file:

- Design Rationale
- Architectural plans
- Landscape Plans
- Arborist Report
- Phase 1 Environmental Assessment Report
- Civil Drawings (Site Survey)
- Transportation Study
- Geotechnical Report
- Sustainability Report Card
- Step Code Letter
- Storm Water Management Plan
- Site Servicing and ESC Plan

REFERRAL INFORMATION

Planner: Doug Allan

Phone: 604-469-4608

Email: doallan@portmoody.ca

The referral is being sent VIA EMAIL to the following City Departments:

<input checked="" type="checkbox"/> Building	Robyn MacLeod, Manager of Building, Bylaw & Licensing; Stephen Cote-Rolvink
<input checked="" type="checkbox"/> Engineering	Linda Santos, Engineering Assistant;
<input checked="" type="checkbox"/> Environment	Angela Crampton, Environmental Coordinator Bryan Moffatt, Urban Forestry Technician
<input checked="" type="checkbox"/> Cultural Services	Devin Jain, Manager of Cultural Services Sarah Graham, Staff Artist
<input checked="" type="checkbox"/> Fire Rescue	Rob Van, Fire Prevention Officer
<input checked="" type="checkbox"/> Policy Planning	Liam McLellan, Social Planner Arzan Balsara, Sustainability and Energy Coordinator

<input checked="" type="checkbox"/> Economic Development	Joji Kumagai, Manager of Economic Development
Timelines:	
Initial Comments to Planner	May 10, 2023
Anticipated DRG Meeting Date	May 3, 2023



Development Application Referral Form

Planning Division

604.469.4540 • www.portmoody.ca

APPLICANT INFORMATION

Applicant Name: Isaac Beall

Company Name: Anthem Properties Group

Location: 3121 & 3127 St Johns Street and 110 & 112-118 James Road

Date: June 20, 2022

Location Map:



APPLICATION INFORMATION

☐ OCP ☒ Rezoning ☐ Subdivision ☒ Dev. Permit ☐ Minor Dev. Permit ☐ Dev. Auth. ☐ DVP ☐ BOV ☐ TUP ☐ HAP

Existing Zoning: RM-1, P-2

OCP Designation: Mixed-Use Moody Centre and Multi-Family Residential

Proposed Use: CD (based on CRM2) 192 market rental units, 4900 SQ FT ground level retail, 6 Storey

Purpose of Application:

Proposal:

The development application proposal includes the following:

- 192 market rental units
- FAR of 3.0
- 4900 SQ. FT. of retail fronting ST Johns

The property is located in the following DP Areas:

DPA1 – Form and Character

DPA 5 – Hazardous Conditions

Housing Component:

Unit Mix:

- Studio – 6
- 1 bed – 118
- 2 bed – 46
- 3 bed – 22

Application File Source:

Rezoning information is located in the Tempest folder REZ00028. Files can also be accessed by clicking the following link: [\\01-V51-001\TEMPEST\\$\PLANNING\REZ00028](#) & Development Permit information is also located in DP000049, link [\\01-V51-001\TEMPEST\\$\PLANNING\DP000049](#)

The following documents are provided:

- Design Rationale
- Architectural plans
- Landscape Plans
- Arborist Report
- Phase 1 Environmental Assessment Report
- Civil Drawings (Site Survey)
- Transportation Study
- Geotechnical Report
- Sustainability Report Card
- Step Code Letter
- Storm Water Management Plan
- Site Servicing and ESC Plan

REFERRAL INFORMATION

Planner: Doug Allan

Phone: 604-469-4542

Email: doallan@portmoody.ca

The referral is being sent VIA EMAIL to the following City Departments:

<input checked="" type="checkbox"/> Building	Robyn MacLeod, Manager of Building, Bylaw & Licensing
<input checked="" type="checkbox"/> Engineering	Linda Santos, Engineering Assistant
<input checked="" type="checkbox"/> Environment	Karen Devitt, Environmental Coordinator Bryan Moffatt, Urban Forestry Technician
<input checked="" type="checkbox"/> Cultural Services	Devin Jain, Manager of Cultural Services Sarah Graham, Staff Artist
<input checked="" type="checkbox"/> Fire Rescue	Rob Van, Fire Prevention Officer
<input checked="" type="checkbox"/> Policy Planning	Liam McLellan, Social Planner Mary De Paoli, Manager of Policy Planning Laura Sampliner, Sustainability and Energy Coordinator
<input checked="" type="checkbox"/> Economic Development	Joji Kumagai, Manager of Economic Development

Timelines:

Initial Comments to Planner

August 2, 2022

Anticipated DRG Meeting Date

August 10, 2022

August 22, 2022

GCF File No. 2022-05

City of Port Moody
City File Manager: Doug Allan

**Independent Design Review for Proposed Rezoning/Development Permit Application:
3121 St Johns Street**

- a) **Architect:** Integra Architecture Inc.
- b) **Project Address:** 3121 St Johns Street
- c) **Application File Number:** Rezoning/Development Permit Application File #TBC
- d) **Development Permit Area:** DPA-1 (Form and Character for Neighbourhood Residential)
- e) **OCP Use Designation:** Mixed Use - Moody Centre
- f) **Current Zoning:** P2 (Private Institutional) and RM-1 (Semi-Detached and Townhouse Residential)
- g) **Proposed Zoning:** CD (based on CRM-2: 6-Storey Mixed Use)
- h) **Site Area:** 48,974 sf/4,550 sm
(approx. 200 x 251 ft/61 x 76.5 m, roughly rectangular w/ irregular southern property line)
- i) **Right-of-Way:** 10 ft/3.0 m for east-west sewer line at southwest corner
- j) **Proposed Gross Building Area:** 150,766 sf/14,071 sm
- k) **Proposed Use:** Mixed:
 - 145,865 sf/ 13,551 sm or 97% is designated as residential use (192 market rental suites)
 - 4,902 sf/ 455 sm or 3% is designated as commercial use (5 small ground floor tenancies)
- l) **Proposed FAR:** 3.00 (not including small exclusions for Indoor Amenity and Adaptable Units)
- m) **Relaxations Requested or Implied:**
 - If CRM-2 is the reference for the proposed CD Zoning:
 - i. 3.00 FAR exceeds the specified 2.50 maximum
 - ii. main floor residential use is 81% vs. the specified 50% maximum
 - iii. main floor commercial use is 19% vs. the specified 50% minimum

Primary Issues Identified for Recommended Further Consideration and/or Amendment:

- Consider raising the residential portion of the main level slightly to better align with the natural grade and prevent the main level units feeling like basement suites.
- Consider refinement of north elevation to improve the relationship between the commercial façade and upper massing, and to strengthen clarity of elements and overall composition on this face.
- Explore eliminating plan and massing projections at the northwest and southeast corners of the south wing to strengthen and simplify overall massing, and improve courtyard sun exposure.
- Consider reorientation/relocation of the residential entrance and lobby, including potentially integrating it with the courtyard for improved entry experience and better moving access, in the anticipation of frequent tenant turnover.
- Explore minor refinements of some suite plans to improve and enhance their livability.
- Explore alternative cladding solutions to simplify the range and application of materials and colours, to help reduce visual clutter and improve overall composition unity and consistency.

Detailed comments below are summarized in consideration of various applicable City Policies, the objectives engrained within the OCP, and the general ambition of staff and Council for new development to enhance the built environment within the City of Port Moody. While any guidance offered aims to be objective and constructive, some suggestions may of necessity be considered subjective, and as such may be subject to further negotiation between the applicant and City staff. The goal of any critique is to help guide the realization of high-calibre design embodied within timeless projects of appropriate form, character, and massing, set comfortably within the current and future context.

Existing Context - Key Items for Reference:

1. The rectangular site is located at the southeast corner of the St Johns Street and James Road intersections. It is a consolidation of four separate parcels, with three currently occupied by individual buildings. The most easterly parcel, which fronts St Johns Street, extends southward to the dead-end hammerhead of Moray Place, framing the eastern side of the two southerly parcels fronting James Road. The fourth parcel is proportionally square and abuts the street intersection. Perceptibly flat, the total site slopes very gently northwards along the 251 ft/76.5 m north-south frontage, dropping approximately 10 ft/3.0 m, or the equivalent of a shallow single storey. The frontages along St Johns Street and Moray Place are essentially level. There are several trees across the whole of the site at various levels of maturity. None are of exceptional stature, though some may warrant protection or relocation contingent on the City's direction.
2. Of the 4 parcels making up the site, the parcel adjacent the street intersection is occupied by a surface parking lot extending eastward and southward onto the deeper eastern parcel. Both parcels combine to create an overall L-shaped site that was home to a former mosque facility housed within a two-storey wood frame structure on the east edge of the eastern parcel, directly abutting the eastern property line. Constructed in 2000, the building appears to be older, and was vacated following the sale of the property to the applicant in 2020. Most of the underutilized mosque property is occupied by its existing parking lot, which is accessible via three driveways on James Road, St Johns Street and at the terminus of Moray Place.

3. Directly south of the former mosque's corner parking lot, on the tiny middle parcel of the consolidated subject site, sits a small one storey single family residence constructed in 1977, fronting James Road. A detached double garage occupies the rear of the parcel, and a previously topped multi-trunked conifer tree of questionable value sits close to the street frontage. Like the mosque site, redevelopment is recommended to realize the site's potential as part of a larger parcel, while completing/improving the urban design of the context.
4. A newer strata fourplex built in 2003 exists on the most southerly parcel of the subject site. The wood frame building appears to be in good repair, but represents low density for the parcel on which it sits, and redevelopment is appropriate despite the relatively young age of the structure. This parcel fronts James Road, but is connected by to the Moray Place hammerhead by a driveway.
5. The surrounding context is varied in both use and building form, and much of it is currently experiencing transitional redevelopment, especially along the south side of St. Johns Street. 'The Moody', a new 6-storey 142-unit rental building was recently completed on the parcel immediately east of the site, replacing a former 1 storey commercial building to create a new and attractive contemporary street-wall façade on St Johns Street. The building is a significant contrast to its eastern neighbour, the small 1-storey Dairy Queen which has occupied the corner lot at St Johns and Moray Street since 1979. Redevelopment of this corner site should be anticipated in the future. Beyond the Dairy Queen across Moray Street is a large single storey stand-alone Shoppers Drug Mart built in 2008 on a site that if developed today would possibly have supported residential use above it, in a similar manner as the new 6-storey strata building east of the drug store's parking lot.
6. To the west across James Road lies the expansive playing field for the recently completed replacement facility for Port Moody Middle School, a building that is destined to become a hub of community activity. The school and field are likely to remain in place for decades, and will eventually be augmented by the planned construction of a new elementary school close to the St Johns Street frontage. However, the new school is likely be low in scale, and an open southwest vista from the subject site will remain long into the future. The adjacency of both schools will offer an impetus for increased family accommodation nearby.
7. At the southern terminus of the long block bordering the east side of James Road, adjacent the entrance to the family-oriented Tall Tree Estates townhomes, a new 6-storey combination strata and rental residential building ('Sitka House') was recently approved, replacing 2 single-family homes. North of Sitka House and south of the subject proposal lie 4 residential parcels, each roughly 8,000 sf/742 sm in area. From north to south, the existing 1 to 1.5-storey structures are a strata duplex (1958), a rental duplex (1958), and 2 single-family homes (1964 and 1967). Both duplexes are in fair repair, and the homes are in good repair, but with approval of the subject proposal and the pending construction of Sitka House, the properties will be the last remaining low-density housing on the street, and will very likely be targets of a consolidation and redevelopment effort in the near future. The medium density projects at either end of the block will set a precedent for densification and renewal, and establish a new and contemporary neighbourhood character. The resultant emerging context along James Road will be that of a 6-storey street wall (as permitted by the OCP), comprised of multi-unit residential buildings, a transition that is not inappropriate for the location, though with the school directly opposite, a dominant focus on family units would be ideal. In circumstances such as this, it is important that new development in an

established but evolving residential community not create 'orphaned' sites, where parcels become too small to support appropriate redevelopment. The 4 residual properties, if consolidated into a single parcel, or, at most, two plots, will be of sufficient size to experience redevelopment proposals similar in scale and density to both Sitka House and the subject proposal.

8. Southeast to the rear of the proposed building, across and slightly uphill from the dead end of Moray Place, a 3.24 acre parcel is the site of fifty-two 3 and 4 bedroom townhomes, a relatively low-density complex by contemporary standards, built in 1983. It provides essential low-income family-oriented housing within the community, but the wood-frame buildings are aging and current housing market pressures may force eventual redevelopment to realize greater density and value on such a large site. The complex is accessed off Moray Street and feels quite removed from the context of the proposed project. The new development should not greatly affect its current circumstance, as no vehicular access is proposed via Moray Place.
9. A large 2-storey Toyota dealership lies directly across St Johns Street from the proposal, constructed in 2004 and expected to remain for the foreseeable future. Just to the east is a smaller Mazda dealership built in 2013. Neither development is a particularly ideal contribution to the urban landscape, as this segment of St Johns Street could be described as 'car dealership row'. However, given that the buildings and use on these properties were realized relatively recently, it is likely that the mountain vistas northwards from the subject site will be maintained for the foreseeable future. Beyond the car dealerships lies the Skytrain line and CP tracks, and beyond the tracks, at a lower elevation from the subject site, new low-rise residential buildings are being constructed, but these seem removed from the context owing to the barrier of the train tracks.

Impact of Proposal on Context ('Project Fit'):

10. The proposal will add a significant bulk and mass on a site that is currently somewhat invisible and under-utilized with respect to perception of the urban fabric of the area. This will transform both the property and the immediate context, creating a dominant street-wall definition on the corner and along St Johns Street, while establishing a contemporary 6-storey massing on the north portion of James Road. If the surrounding neighbourhood were to remain low-scaled, the building might seem out of character, but numerous new or in-progress developments nearby are altering the character of the precinct, establishing a community of 6-storey residential buildings in a gradual transition that the proposal will help to enhance and complete.
11. Along the south side of St. Johns Street, the adjacent recently completed Woodbridge project ('The Moody') has established a redevelopment precedent mid-block. The north façade of the proposed project aligns with The Moody in both setback and height, presenting an elemental rhythm and character both sympathetic to and compatible with The Moody, but with enough variation to distinguish each project. A relatively narrow gap of approximately 30 ft/10 m separates the 2 projects, permitting some passage of light mid-day, and a landscaped gap to break up the resulting street-wall, while remaining narrow enough to establish a comfortable, cohesive and appropriate urban façade along the majority of the block. If and when the Dairy Queen site is redeveloped, similarly scaled massing and compatible detailing would be recommended to complete the transition of this segment of St. Johns Street.

-
12. Looking at the resultant 2-building façade, architectural elements on the proposal simultaneously contrast and reference those on The Moody to create a compatible and pleasing combination. The proposal emphasizes horizontality on the first floor, reinforced by a projected open-frame massing at levels 2, 3 and 4, and in a strongly expressed roof overhang. The Moody also includes dominant (but differently articulated) horizontal elements, and, for contrast, includes a strongly defined brick-clad vertical form extending upwards from the main entrance. Overall, the facades of both buildings combine to create an attractive and balanced street wall composition. This resulting ‘contextual comfort’ could be more effectively illustrated in the submission package via a more accurate illustration of The Moody’s street elevation. The applicant is also encouraged to provide a more accurate elevation of the full block to better illustrate the successful urban outcome described.
 13. The resulting 6-storey street wall that will be established along the south side of St. Johns Street will also provide a comfortable and welcome counterpoint to the lower-scaled forms of ‘car dealership row’ which has recently been established on the north side of the street, and is expected to remain for the foreseeable future. The lower scale of the dealership buildings will not impede the outlook from the residential buildings, and the variation of scale and use on either side of the street will avoid what otherwise might become a tunnel effect when traversing the street. Within this segment of St Johns Street, the realization of the proposal will complete a unified and appropriate transformation, providing a comfortable fit on the City’s busiest throughfare.
 14. Transformative redevelopment is still occurring on the east side of James Road, and discussion on contextual fit is somewhat contingent on what will eventually occur on the 4 remaining low-density residential parcels south of the subject site. The proposal is certainly compatible with Sitka House, a recently approved (yet to be built) 6-storey rental building (also designed by Integra Architecture) at the south end of James Street. The proposed project will ‘bookend’ the block, but as with the St. Johns Street façade, an accurate contextual elevation along the entire block would be helpful in assessing the fit of the proposal. It is probable that most of the western side of James Road will remain an open school field in the long term, preserving the westward view of properties on the east side, no matter their scale. Once redevelopment is fully realized between the proposal and Sitka House, it can be assumed that the full eastern side of block will present a 6-storey street wall similar to the St. Johns Street façade. It will be anchored at the intersection by the proposal, establishing a unified and appropriately configured block of urban fabric within a fully transitioned neighbourhood.
 15. Though the proposal is compatible with ‘The Moody’ adjacent, the plan configuration places a very long eastern façade in parallel with the similarly long western elevation of The Moody. This creates a relatively narrow gap between the two buildings, roughly twice as high as it is wide. Though some sun will penetrate the narrow gap at mid-day, for much of the day throughout the year there will be very limited exposure to daylight in the gap for both buildings. The proposal will also block most of the outlook of The Moody’s west-facing suites, and vice-versa. A slight shift westward of the proposal’s centre section would help to alleviate the canyon-like effect produced by the gap, varying the eastern façade and slightly increasing the central portion of side yards between buildings. (Depending on the subtle adjustments to the plan that this might entail, it could also place a jog in the otherwise exceptionally long interior corridor, which will appear relentless despite the position of the interior doors at the firewall location).

Commentary on General Planning, by Use/Level:

- Main Level – Residential Use (including Lobby and Amenity) and Small Commercial Tenancies
16. The proposal appears to have been laid out to maximize the massing and building footprint within a feasible arrangement while respecting/exceeding CRM2 setbacks requirements on all sides. The plan is arranged in a U configuration around an outdoor courtyard opening onto James Road. Due to the size of the floorplates, a required vertical firewall is located approximately at the junction of the north wing ('Component A') and the central section of the U-shaped plan. Five small commercial rental units are appropriately positioned fronting onto the north St Johns Street exposure, with the most westerly CRU also fronting James Road at the intersection. The commercial use will help to activate the sidewalk, though it represents slightly less than 20% of the overall main floor area, significantly less than the minimum 50% specified in the referenced CRM-2 regulations. However, this affords creation of a greater number of residential units than would otherwise fit on the main level, an arguably acceptable tradeoff given the current market pressure for increased rental housing. (A similar rationale was put forward for the adjacent Woodbridge building, which includes no commercial space). The CRU space is shown demised into 5 units, but the overall space is flexible, suitable for fewer tenants, or a single tenancy, contingent on market demand.
 17. The courtyard plan is a good basis for an attractive thesis, but the concept could be more strongly articulated. Rather than expressed as a cleanly delineated U-shape, comprised of 3 simple rectangular wings, the effort to maximize floor area has added 'bump-outs' at the northwest and southeast corners of the south wing. At the southeast corner, the projection creates a unit with a beneficial 3-sided exposure, but the 'tail-piece' inappropriately frames and emphasize the hammerhead on Moray Place, and contributes massing that is not cohesive with the overall form of the wing. The projection also slightly blocks views from The Moody. The same lack of concept clarity is present at the south wing's northwest corner, where the projection detrimentally restricts light and sun penetration into the courtyard, reduces the westward outlook from some of the courtyard-facing units, and erodes the geometry and spaciousness of the courtyard. Some refinement is suggested, though modifications which reinforce design clarity may reduce floor area and unit count.
 18. The commercial frontage and a portion of the 3 floors directly above are skewed very slightly to exactly parallel the property line, though the gesture is very subtle. If the intent is to provide a contrast with the orthogonal geometry of the rest of the building, the coplanar juxtaposition of all 4 floors erodes any perception of the skew, and creates an awkward junction between the brick-cladding of Levels 2, 3 and 4 and the very different treatment of the commercial frontage. An adjustment is recommended to distinguish the commercial units and give them a separate identity from the balance of the building; any refinement could also help to emphasize the skew of the brick-clad 'box' above. (Refer also to Item 43.).
 19. The residential entry is located at the east end of the north frontage, aligned with the main massing of the building above. This location seems an odd choice, as it is at the low point of the site and requires a 3.5 ft/1 m stepped and ramped rise to reach the lobby level, within a constrained area. The arrival/entry experience seems compromised as a result. Space at the top of the outdoor entry stairs is dangerously small, and the swing of the double entry doors blocks the upper end of the

ramp. If the residential entry point remains in the same location (refer also to Item 20.), a larger and more gracious resolution of the grade change and entry experience is strongly recommended.

20. Not only is the residential entry physically removed from the sidewalk level at the location proposed, but it also feels distant and disconnected from many of the units in the building. An opportunity exists to consider arrival off James Street, adjacent to or via the outdoor courtyard space, which as configured helps to give residents their own enhanced building identity. A repositioned entrance could create a pleasant and still private 'front yard' experience, in which residents might pass through daily, and help to animate a space that might otherwise feel static for much of the time. Despite the overall replanning that would be necessary to accommodate a repositioned entrance (and possibly the elevator core), an exploration of potential courtyard refinements is recommended. The objective would be to provide in combination with the courtyard an appealing residential arrival point off the much quieter James Road, creating an enhanced sense of identity and 'ownership' for the residents that could be the defining feature of the entire project. If pursued, the proposed lobby space could instead perhaps house the amenity gym, lending animation on the St. Johns Street frontage, and the potential for enhanced landscaping adjacent the sidewalk.
21. A further concern regarding the placement of the main lobby and the double elevator relates to the need for convenient access for moving companies. The proposal is a large rental building and will have a higher month-end turnover of residents than a strata building. This could sometimes require parking for more than moving van, and will necessitate direct and convenient access between the main entrance (where it is assumed 1 of 2 elevators will be used for moving) and the moving truck. This direct connection is not present in the proposal, and is another reason why entrance via the courtyard off the western exposure should be considered, a location where moving vans could park much more easily curbside along the west side of James Road. However, it is also acknowledged that such a revision would require revisiting the proposed emergency response route.
22. The main floor seems to be set lower than necessary compared to the grade conditions on the balance of the site. The building is well within the height limit, and the proposed main floor has been set lower than may be desirable relative to the adjacent grades on the east and south facades, resulting in units on the main level that are sunk into the landscape. As a result, the patios for the west-facing units of the south wing and all of the east and south facing units will feel like basement suites. This creates a particularly unfortunate circumstance on much of the east and south facades, with the condition well-illustrated on the landscape drawings (though the landscaping tries hard to alleviate this circumstance). Towards the southern half of the eastern façade, the adjacent property grades are significantly higher, and main level suites will have little direct access to daylight, and a limited restricted outlook. The low elevation will also mean south facing units adjacent the sewer ROW and units fronting the James Street sidewalk, in addition to feeling sunken, will also have their privacy compromised, as overlook from the adjacent grades will be directly into the suites, necessitating the privacy hedges proposed by the landscape design, which will further block daylight exposure. Raising the main floor level slightly is strongly recommended to address and better resolve these issues. Raising the main level will also raise the courtyard, which might make it more exclusive and private relative to the James Road exposure. Additional benefits could include a reduced excavation depth for the parking levels, a potential reduction in parking ramp length, depending on the finalized location of the ramp, and an increased height for the commercial space.

23. Understandably positioned towards the lower gradient of the property, the parking ramp sits quite close to the street intersection, potentially creating a dangerous back-up circumstance for left-turning cars approaching off St. Johns Street. Combining the ramp access/egress with the commercial loading dock in a very wide apron may also lead to vehicular conflicts and create a dangerous situation for pedestrians. The loading dock position could also compromise the adjacent courtyard environment, though it needs to be located close to the commercial space it is serving. Refinement of both the ramp and the loading space could possibly better address these concerns.
24. The amenity lounge and gym are small for the size of the project, and no portion of the lobby qualifies as amenity use. In the rainy climate of Port Moody, access to the amenity spaces should not be exclusively from the exterior, though the amenity lounge benefits from a southern exposure and the proposed connection with the outdoor courtyard space.
25. There is good integration of the exit stairs from the parking levels below, with egress points placed at appropriate locations and without interference or compromise to main level functions.
26. Three residential elevators are essential for the quantity of units, especially in a rental building, where monthly moving will occur. However, placing 2 of them adjacent the lobby and 1 centrally in Component 2 of the building will prove confusing for visitors, despite the potential convenience the third elevator may offer to residents in the southern portion of the building.
27. The courtyard has the potential to be a pleasant and multi-functional space, and, in general, details of the landscaping have been well-considered, though modifications of other design elements as suggested elsewhere in the review may lead to beneficial refinements. (Refer also to comments under Landscape Design).

▪ Residential Floors – Partial Level 1 and Levels 2 through 6

28. Levels 2 through 6 propose identical residential floorplates, except for some north-facing units which differ only in their balcony configurations. There are slight variations between each level in the façade and balcony enclosure treatments, but the suite plans remain the same in all floors. Except for the space occupied by the CRUs and residential lobby/amenity spaces, the main level also includes residential units identical to the plans of the units above them. All of the main level units have spacious patios, most of them partially covered by the smaller balconies of the units above. The consistency of plans is not expressed on the exterior, where articulation of the massing and variation in cladding treatments is quite varied across the facades (as discussed within the section Building Form, Character and Architectural Expression).
29. There is a broad variety of unit layouts throughout the building, which proposes 27 different suite plans, some of which are minor variations of each other. Of the total 192 units, 68 (35%) of these are 2 or 3 bedrooms, 118 (62%) are 1 bedroom (some of which offer dens), and 6 (3%) are studios. The range seems appropriate for a segment of the market, although given the shortage of rentals for families and the proximity to schools, a higher percentage of large units might be more desirable. Half of the units are adaptable.
30. The majority of suites are well-thought out and efficiently planned. Most, including the adaptable units, will function effectively. Almost all kitchens are configured well, and the applicant should be

commended for indicating furniture that is true to scale, as a means to assess the workability of the typically tight dimensions of current market housing. However, all bedrooms assume that tenants will have no bedroom furniture beyond a queen size bed and 2 small night tables, though this assumption is becoming the norm for almost all multi-unit housing. There are, however, exceptions to the otherwise acceptable suite planning that could diminish livability: Almost all balcony depths are slightly less than the City's recommended 6 ft/1.8 m minimum dimension, and a few balconies seem unacceptably small (Level 2's B1 in the North wing, and some corner F-2 units, where balconies appear to be narrower on the large plan than on the large-scaled suite layouts). Some units (B1, C1, C-a, C2-a) have very narrow living areas. The den in Unit C3-a is little more than a closet. Units D4-and D5-a will have extremely limited access to daylight in the living/dining/kitchen areas, and the kitchen arrangement in Unit F3 is small for the largest suite type in the building. These are all relatively minor issues, but several of the larger units with 2 or 3 bedrooms/ 2 bathrooms have a common bathroom that is distant and highly inconvenient from the secondary bedrooms. This applies to units D4-a, D5-a, E1, and all Type F units. There are also some balcony overlook issues between inside corner units that may compromise privacy. Some planning refinement is recommended to address as many of these concerns as possible.

▪ Parking Levels

31. The parking layout for vehicles and bicycles is well organized and highly efficient. Access to the bicycle storage rooms is direct and easy. The visitor and commercial parking stalls are also efficiently configured and appropriately located.
32. The secured residential parking is comprised of 230 total stalls based on the applicant's tabulated summary. This is slightly higher (by 18 stalls) than the 1.1 stalls per unit or 212 stalls required by the City's parking regulations. There are 39 stalls provided in the combined residential visitor and commercial parking area, which based on regulations (39 stalls required for visitor parking plus 12 stalls for commercial use) is 12 stalls short of the total number of unsecured dual use stalls provided. Overall, the parking numbers are compliant with the parking requirements, so a portion of the residential visitor stalls will either be within the secured zone, or, alternatively, the demising security fence could be repositioned.
33. The commercial elevator is well positioned, connecting conveniently to the sidewalk level directly adjacent the CRU frontages. Access at both levels is highly visible and safe.
34. Some unassigned storage space may be possible to add beneath a portion of the parking ramp on Level P2, in an area that is likely to be excavated to the same elevation as the Level P2 slab during construction.
35. On Level P1, there is no obvious access from the gated residential parking area to the lobby for the 2 main residential elevators, except via the vehicle security gate or a possible circuitous route at the west end of the visitor/commercial parking area, implying that all residents parking on Level P1 are intended to use the single southerly elevator. This condition and the presence of only a single elevator to serve the majority of the parking may prove somewhat inconvenient for residents, especially those living in the northern portion of the building. Some refinement with respect to

these 2 options may be warranted, in part to prevent the potentially dangerous walking route via the vehicle gate and across the ramp access aisle. Access to all elevators is relatively direct and convenient on Level P2, though it is unclear why the northwestern (slightly convoluted) pedestrian connection requires a door to separate the north zone from the west zone. It is also recommended that for residential security reasons, the commercial elevator should not travel lower than Level P1.

36. The doors into both residential lobbies on both parking levels open directly off the edge of the drive aisle, which poses some safety risks for residents entering the garage from the lobbies. There is sufficient space to recess the doors from the edge of the aisles, which should be considered along with providing some glazing in the lobbies to ensure good visual access.
37. A generous residential garbage and recycling room is provided and positioned conveniently close to the parking ramp for collection. However, the commercial garbage room is distant from the commercial spaces and might serve the CRUs more effectively if it was located on the main level, adjacent to and at the same level as the commercial loading space, if feasible.
38. The electrical substation on Level P1 appears to be in conflict with the sewer ROW, to be confirmed by the City.

Building Form, Character, and Architectural Expression (Including Materiality):

Note: Some of the refinements recommend in the previous planning commentary section may, if undertaken, affect or influence the form and massing of the building, resulting in slightly adjusted form and character than currently documented. All modifications should consider plan and building form simultaneously.

39. The U-shaped configuration provides an excellent foundation as a basis for an appropriate thesis on the subject site. It creates an illusion of 2 buildings along James Road, thereby reducing the perceived bulk and mass along the street, and creating a more diminutive scale. In the short term, this will help ease the transition to the remaining much smaller residential buildings south of the site. The scale transition is reinforced by the detailing on the west elevation of the south wing, where the facade is further articulated in a presumed effort to break up the massing. However, this also diminishes the visual unity and balance of the wing, and does not seem fully or comfortably resolved. Some refinement may be warranted, as per Item 45.
40. The building is large and requires careful management and articulation of massing and materials to counter any potential expression of monolithic bulk on a site with a relatively high visibility. The applicant has recognized this and is proposing an extensive variety of articulation, form, materiality and colour. Despite the applicant's commendable effort to achieve visual interest, the resulting exuberance of form and articulation, combined with the application of more than 10 colours (where guidelines recommend no more than 3) has created a proposal that in places lacks unity and appears cluttered. In some locations the strong U-shaped simplicity of the thesis has been eroded by pieces of projecting form and an inconsistent clarity of architectural intent. The result runs the risk of sensory overload, and some refinement is suggested to help calm and better unify the expression of character, which is based on a generally solid and acceptable concept.

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41. The proposed materials generally respect in principle the intent of the City's guidelines for neighbourhood residential buildings, as they are a muted and cohesive palette, and specify compliant materials, but some guidelines need reconsideration to address the challenge presented in larger-scaled buildings than may have been fully anticipated when the City's guidelines were initially adopted. For a building of the proposed scale, horizontal siding, while understandably cost-effective for a rental building and residential in character, seems incompatible with the project's bulk and height, and feels somewhat thin and tenuous, especially when it is the primary material on the larger multi-storey facades. This is further reinforced when siding-clad walls are the backdrop for heavy brick-clad wall projections. It may still be appropriate for smaller expanses of wall, perhaps in a single colour versus the 3 proposed, or in more unified expanses of the wall surfaces, but consideration of a larger-scaled panelized product might be more appropriate. A material offering a more robust character would help to lend the project an improved expression of permanence and quality.
42. Compounding the perceptual impermanence of the horizontal siding is the application of dark charcoal and visually heavy brick on portions of the façade. This provides a very strong contrast to the siding, but is applied in a way that does not express a consistent architectural intent. In some locations, the brick conflicts with other components of the building while weakening the expression of the brick-clad forms themselves. This is especially apparent on the street facades. On the north St. Johns Street elevation, the brick is applied in 2 quite different different ways. It is expressed as a heavy horizontal band at the second level, cantilevered above the residential entry, and 'folding' vertically into the ground plane at either end, with the northeast corner visually unsupported. It does provide a good device to emphasize and frame the entry, but would be better articulated and distinguished from the balance of the building if it was not directly aligned with the slightly skewed frontage of the CRU facades and brick-clad upper projection. Setting the commercial frontage slightly farther south, potentially aligning it with the primary upper storey massing of the building, is one suggested solution, despite the resulting small loss of commercial area.
43. Much more dominant brick cladding than the entry canopy on the north elevation is expressed in a heavy frame-like element which projects outwards from the orthogonal face of levels 5 and 6, and the façade to the east, to align with the same skew as the previously noted commercial façade. The alignment of both these faces seems incompatible in both material and architectural expression; the perceived aesthetic objective and strength of the brick box is weakened by a co-planar commercial frontage that has no identifying character and is visually weak and incompatible with the mass directly above. The brick either needs to meet the ground in some manner, extending the frame downwards so it sits comfortably on the ground, or the commercial façade needs to be pulled back from the skewed face of the brick box as suggested in Item 42. This latter approach might be the stronger of the two, as it will create a more dramatic contrast, 'floating' the cantilevered brick box above, while recessing the commercial façade slightly. It will also help to unify the overall composition of this primary elevation, and provide opportunity for a clean uninterrupted and fully glazed commercial façade that should not include any elements to compete with the balance of the facade. A horizontal canopy over the commercial frontage might be the only detail required (the proposal vaguely suggests one, but it requires more detail), together with more consideration for integrated signage. This will permit flexibility within the tenant spaces, and permit the CRU's themselves the opportunity to animate the sidewalk frontage.
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44. Continuing with consideration of the brick clad elements, the modifications suggested in Item 43. should continue around the corner onto the James Road frontage, where the incompatibility of expression between the main level and the brick box above is especially pronounced. The CRU frontage here has no character as proposed, and it should either be framed by bringing brick elements to the ground, or serve as a transparent 'reveal' over which the brick box will float. Glazing should extend farther along the façade, as well as an appropriately detailed canopy and better-defined signage opportunity, to replace the blank light grey panel wall currently proposed. Integration of the parking entry should aim to be more than a hole in the façade to help define and orient the vehicle access for commercial patrons and residential visitors.
45. Continuing up James Street, brick cladding is proposed on the south wing in a seemingly different objective of expression than on the north wing. Here, the effort to break up the massing relies on the brick creating an illusion of 2 smaller brick buildings sitting directly on the ground. White panelized cladding creates an awkward 'belt-line' midway up the building while separating the brick portions; instead of creating a preferable visual recess, this small white section will visually jump forward. The overall composition of the entire west elevation might be strengthened if the northern brick section of the south wing was extended one floor higher while remaining fully grounded. The southern section could recall whatever refined brick treatment is chosen for the north wing, either remaining grounded as proposed, or hovering above the main level.
46. The brick cladding should continue to wrap the southeast corner and into the north and south courtyard facades to maintain continuity, terminating in a manner similar to what is proposed in the submission. Brick is not essential as a cladding material on the balance of all elevations, and it is commendable that is being proposed at all on a rental building. That being said, a limited amount of brick cladding at the main level would help to ground the overall composition and strengthen the expression of base, which is weak on the east, south and courtyard elevations. Alternatively, a continuous band of darker toned panel materials could be introduced as cladding on the main level.
47. The expression of 'building top' is currently defined only by the dominant horizontal cantilevered roofline, which provides a slightly weak terminus to the building volume. If consistently-coloured panel cladding (lighter toned than those suggested as a possible definition of 'building base') were to replace the horizontal cladding proposed on Levels 2 through 5, horizontal cladding could remain on the top level to provide a stronger unified definition of 'building top', in combination with the roofline, visually lowering the overall massing. If panels were preferred as a substitute for all of the horizontal siding, then the top level could potentially be clad in the lightest hue of panels, utilizing the same range of colours currently proposed, but applying them in a simpler more unifying way. The horizontal roof expression could be resolved slightly more cleanly in places; the projection at the northeast corner seems random and serves little purpose, and some soffit jogs in the courtyard could be simplified to strengthen the roofline as a simple unifying element.
48. Some elements are thoughtfully considered and composed, though overall composition differs from elevation to elevation, with some facades more successfully resolved than others. Balconies which project from vertical recesses are nicely detailed, with the floors and light-toned railings carried by a darker beam-like element that is well-integrated with the adjacent wall surfaces. Vertical rhythm and balcony recesses are emphasized by white or dark-coloured panels above and below windows, or on the inner rear face of recesses, to good effect, though simplification in the application of the materials might enhance the overall expression, and help to reduce visual clutter.
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49. The wood-like accents on the undersides of the balconies, roof soffits and on selected small areas of the walls add an attractive and appropriate warm-toned punch within a palette which, though multi-hued, is comprised of subtle variations in black, white and, predominantly, a range of greys. The generally monochromatic colour scheme may risk creating a gloomy and sombre character in a City that is often dark and rainy in the winter, but it will also offer an air of classic sophistication, emphasized by the crisp black window frames.

Landscape Design

50. Overall, the landscape package demonstrates good consideration and resolution of the conditions defined by the architectural design. Other than the courtyard (refer also to Items 17, 20 and 21), the spaces available for landscape expression are restricted to the perimeter setbacks and the street boulevards, but these spaces as proposed have been detailed with care and generously planted with appropriate species. The landscaping is more comprehensively illustrated and thoughtfully resolved than is seen in many other applications. Some existing boulevard trees and a few on-site specimens are to be retained or relocated to suit City requirements.
51. Despite the depressed grade of the main floor (recommended for reconsideration), the stepped planting zones help to alleviate and manage the grade change, especially in the area of the southeastern setbacks, and the relatively narrow gap between buildings on the eastern side of the building. The suite patios should be pleasant spaces when the extensive number of trees and plants reach maturity. However, as noted elsewhere, many of the below-grade units will have restricted access to daylight, and will be heavily shaded by mature plantings. If the main floor level is raised slightly, the stepped terraces should remain with similar landscaping, but the grade changes will feel less enclosing and more comfortable.
52. The courtyard concept provides an excellent opportunity for an interesting multi-purpose space available to all residents, and the landscape design has capitalized on this by introducing multiple landscaping elements, several of them attractive and unique, especially the children's play zone, which should experience a lot of use and help to animate the space. However, there is an almost over-exuberance of elements, to the extent that clear unity of an overall concept is not readily apparent. This would be easier to achieve if the northwest portion of the south wing did not project into what would otherwise be a more pure and spacious rectangular space, permitting potentially better resolution of the landscape concept. As proposed, the multiplicity of zones feel slightly squeezed, and the southern portion of the courtyard will be in constant shadow.
53. The outdoor amenity patio is appropriately situated with southern exposure, but the outdoor dining and barbeque area (with its handsome pergola) is oddly situated adjacent the commercial loading dock, though the location will be one of the only areas of the courtyard that will experience sunlight year-round. Positioning it as shown also permits several other different activities to occur simultaneously within the courtyard.
54. In response to other review comments, the courtyard elevation and main entry locations may undergo some adjustment, offering potential for further enhancement of the courtyard and the overall project design. Should any refinements provoke courtyard landscape revision, the richness of proposed plantings and elements should be maintained, perhaps within an improved and slightly simpler landscape, though the courtyard thesis as proposed is generally a commendable amenity.

55. No rooftop landscaping or green roof treatment is proposed, but the presence of the courtyard offsets this effectively. A green roof would add construction expense and maintenance costs to a building that is striving hard to maximize a significant amount of rental housing within an interesting concept and a feasible construction budget.

Premise / Basis for Proposal:

A. Perceived Assets/Benefits:

- Appropriate redevelopment of a currently underutilized site as an important segment of Port Moody's main thoroughfare.
- Completion of a significant and respectful component of a context in transition.
- Provision of 192 rental units offered in a wide variety of configurations and sizes, within a visually interesting and good-quality building that is creatively arranged to frame a valuable outdoor landscaped courtyard amenity for residents.
- Creation of small retail/commercial spaces to help animate the sidewalk frontage and provide neighbourhood services.

B. Possible Negatives/Detriments:

- Massing may appear bulky and overly animated if some elements within the composition are not modified or deleted to strengthen the clarity of the thesis.
- As proposed, the grade-level units will feel like basement suites as a result of the low elevation of the first floor.
- The long east façade running parallel to the similarly long west façade on The Moody will restrict outlook from both buildings and limit daylight exposure, especially on lower levels.
- Location of the main entry feels slightly disconnected and its location will present challenges at the end of the month if multiple tenants are vacating.

Summary

Port Moody is a City in transition, and many properties that are candidates for redevelopment are seeking an increase in density, and the associated form and character which results. The City's policies encourage this, and a substantial density lift is appropriate for the subject proposal. In such instances, the City's objective is to regulate new development to ensure an appropriate density and a comfortable blending of form and character with the surrounding context, both existing and future. The design, form and massing should strive for an acceptable fit, and the density needs to feel comfortable within the context while creating an appealing expression of character and a high level of resident livability.

The subject proposal, comprised of 192 rental residential units and a small amount of ground level commercial space, is thoughtfully composed and generally well-resolved. It is conceived with an intent to maximize acceptable density on a site that is currently under-developed, and modelled with general sensitivity to the overall massing by arranging the form in an appropriate U-shaped plan to embrace a large landscaped outdoor amenity space. Some elements are nicely resolved, such as the balcony projections and the wood-like soffits and accents, though various refinements of other components are suggested to help strengthen and simplify the form, and improve the clarity of the concept geometry. The acceptable colour palette, the multiple types of cladding, and the varied application of both, may produce an overly busy character, and some simplification may be warranted. At the street level, the ground floor frontages are not appropriately compatible with the upper massing and express a weak and underdeveloped character along the sidewalk, but this may be easily resolved with minor modification. More significant adjustments may be required in response to concerns about the location of the residential entry, and the recommendation to slightly raise the elevation of the main level to counter the impression it has sunk into the grade; this refinement will improve livability of the ground floor suites. Despite the various suggested modifications, the project conveys an impression of substance and good quality that is often lacking in a rental building. With careful consideration and implementation of some necessary refinement, the building should add quality, character and visual interest to the context, while providing much needed rental housing.

December 20, 2022

File No. REZ00028

Mr. Isaac Beall
Senior Director, Development
Anthem Properties Group Ltd.
Suite 1100 Bentall IV Box 49200
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Vancouver, B.C. V7X 1K8

Dear Mr. Beall

Re: 3121-3127 St. Johns Street and 110-118 James Road – Initial Staff Comments Letter

Staff have completed their review of the development permit submission for mixed commercial and rental residential project at the corner of St. Johns Street and James Road. The following comments are based on the review of the materials received with the application dated August 29, 2022 and identify the key action items which need to be addressed.

Review Process

Key milestones to date include the following:

- August 29, 2022 - the application for rezoning and development permits for form and character and environmentally sensitive areas is submitted;
- October 20, 2022 - the application is presented at the Advisory Design Panel;
- December 6, 2022 – the application is considered at a Council Committee of the Whole meeting; and
- December 12, 2022 – the application is considered by the Land Use Committee.

Land Use Policy

The OCP designates the properties fronting St. Johns Street as Mixed Use – Moody Centre, with building heights permitted up to six storeys. The two lots on James Road are designated Multi-Family Residential, with permitted building heights ranging from three to six storeys.

The site is located within Development Permit Area 1: Neighbourhood Residential, which provides guidance with respect to the form and character of commercial, multi-family residential and industrial developments. The site is also located within Development Permit Area 5: Hazardous Conditions due to the potential of soil liquefaction during an earthquake event.

Zoning

The two lots fronting St. Johns Street are zoned P2 (Private Institutional), although the southern portion of the corner lot presently used for parking, is split-zoned P2 and Semi-Detached and Townhouse Residential (RM1). The two properties on James Road are zoned RM1.

While the proposal is consistent with the prevailing Official Community Plan land use policy, the building exceeds the maximum 12 storey height permitted and therefore, an amendment to the OCP is required. Aside from the issuance of a Development Permit to address the form and character of development and the hazardous condition, implementation of the project will also require rezoning to a site specific Comprehensive Development Zone with regulations tailored to the final project design, and adoption of a Housing Agreement Bylaw.

Planning Comments

Form and Character

The following comments are based on the applicable development permit area guidelines and issues identified by the City's architectural design consultant.

The proposal will add a significant bulk and mass on this under-utilized site but, from a contextual perspective, given the adjacent rental residential project, the recent project approval at the south end of James Road, the potential for other new development mid-block on James Road this proposal is not out of character.

In general, the building is well composed. Despite the suggested modifications below, the project conveys an impression of substance and quality. With refinements, the building should add quality and visual interest to the context.

Specific issues to be addressed in a re-submission include:

1. Indoor Amenity Spaces

While the indoor amenity lounge and gym take advantage of the south exposure and connection with the outdoor courtyard space, the rooms themselves are small for the size of the project and are to be expanded to be more functional.

2. Courtyard Shadowing

Based on the shadow diagrams provided, the courtyard will be shaded for much of the day/year. Revise the design to allow for greater sunlight penetration. This may require revisions to the upper level of the southern building element with the potential loss of some units.

3. Unit Storage

The project does not include any dedicated storage space in the underground parkade or in the individual units. Either provide storage lockers in the parkade or revise the size of units to allow for some interior storage.

4. Main Floor Grade

The main floor is set lower than necessary compared to the grade conditions on the balance of the site. Raise the residential portion of the main level to better align with the natural grade and in doing so, prevent the main level units from appearing as basement suites and, improve the relationship with the units in the project to the east.

5. North Elevation

Refine the north elevation to improve the relationship between the commercial façade and upper massing and introduce greater articulation to reduce the lengthy, flat appearance of the roof line along this and other elevations.

6. Residential Entry

Relocate the residential entry from St. Johns Street to the courtyard to relate to the residential side of the project. This will enable improved residential pick-up and drop-off, provide the opportunity to increase the amount of commercial floor space and create a stronger street retail frontage on St. Johns Street.

7. Materials/Colour Scheme

Simplify the range and application of the multiple types of cladding and the colour scheme to improve the overall architectural composition. Expand the use of brick to enhance building features and accents.

8. East Elevation

The separation between the east building wall and the adjacent rental building creates a narrow corridor with limited sun penetration particularly for the ground level units. In addition to addressing the grade along this side of the building, it may be appropriate to shift a portion of the floor plates west to increase the separation between buildings. At the very least, this adjacency with the building to the east will require careful attention to balcony placement along with fencing and landscaping to buffer and screen this side of the proposed project.

Parking Variances

As submitted, the proposal is based on a parking variance of 10 spaces, consisting of nine resident spaces and one residential visitor space. In addition to these two variances, the applicant is proposing to share the use of the residential visitor spaces with the commercial uses. Staff's support for the variances will be based on the extent of offsetting Transportation Demand Management measures. Once those measures are finalized, the City will prepare a covenant to register the TDM report on title to ensure the measures are implemented. The project is deficient by two accessible spaces. Staff will not support that variance and the parking layout will need to be revised.

Rental Housing / Housing Agreement

The project generally addresses various OCP housing policies related to the provision of a range of building forms and tenures to meet the needs of different segments of the market.

To ensure that the project will be administered as a rental building in perpetuity (or a minimum of 60 years), the City's solicitor will prepare a draft Housing Agreement which will be provided for your review. This agreement will require a separate bylaw that must be adopted before Council authorizes the issuance of a development permit.

Child Care

Given the location of the site adjacent to a middle school and future elementary school, it has been suggested that the provision of dedicated child care space be considered, however, staff would prefer that the commercial frontage along St. Johns Street be retained and therefore, any child care space should be located on the James Road side of the project.

Sustainability

Detailed comments are included as Attachment 1. Key items to be addressed:

1. energize 100% of the residential stalls for Level 2 charging in accordance with the Zoning Bylaw.
2. in addition to satisfying the Zoning Bylaw requirements for EV charging, the applicant is strongly encouraged to:
 - a. provide either:
 - i. Level 2 EVSE installed for 50% of visitor parking stalls, or
 - ii. 1 networked DCFC accessible to visitors and residents.
 - b. consider providing energized Level 2 electric vehicle charging infrastructure for on-street parking and for car share vehicle spaces in coordination with Modo.
 - c. address the comments related to building energy;
 - d. consider the use of passive cooling strategies and low carbon cooling energy systems;
 - e. consider the use of a grey water system for non-potable water uses collected from rainwater; and
 - f. incorporate outdoor cooling features for extreme heat.

Sustainability Report Card

The Sustainability Report Card has been reviewed and scored and will be forwarded to you separately. While some measures are not applicable to this project, please review the report card and identify opportunities to incorporate additional measures.

Environmental and Parks

Detailed comments are included as Attachment 2. In response to those issues:

- provide a dog relief area;
- incorporate community gardening if there is sufficient space;
- incorporate on- and off-site green infrastructure features;
- ensure that the landscape plans comply with the City's standards for Landscaping on City Lands;

- decrease the extent of the underground parkade to enable retention of trees if appropriate;
- update the Arborist Report;
- incorporate additional tree planting to comply with the required tree replacement ratio; and
- ensure that retention of the existing street trees along St. Johns Street trees is possible given potential civil upgrades.

Engineering Comments:

The full Engineering comments are included as Attachment 3 to this letter. Ensure that all servicing plans meet the specifications identified in the City of Port Moody Subdivision and Development Servicing Bylaw 2010, No. 2831 and that all changes to the civil and related drawings are reflected on revised site/architectural and landscape drawings for proper drawing coordination. Key issues to be addressed include:

- dedication of the 2.5m strip of land along James Road rather than provision of a statutory right-of-way;
- dedication of a 2m strip of land rather than a statutory right-of-way and a 1.5m statutory right-of-way to enable a temporary one-way access though from Moray Place to James Road;
- dedication of a 5m x 5m corner cut at James Road and St. Johns Street;
- provision of site access from Moray Place rather than James Road;
- undergrounding of all overhead utilities;
- the provision of a latecomer contribution in the amount of 25% of the cost of constructing and installing a new traffic signal at James Road and St. Johns Street;
- the provision of a latecomer contribution in the amount of 25% of the cost of constructing a multi-use path on the west side of James Road;
- the identification of transportation demand management measures to offset the reduction in parking. The final TDM report will be registered as a covenant on title if the variance is approved by Council; and
- revisions to the geotechnical report as noted in the detailed comments.

Building Comments

Please provide:

- Fire Department Access Plan complete with travel distances.
- a Building Code compliance report showing the proposed structures can be constructed. This report should also include a list of any proposed Alternative Solutions; and
- provision for a shaft through the building for venting for a future restaurant or other use involving food preparation.

Cultural Services Comments

The provision of a public art installation or a financial contribution to the City's Public Art Reserve Fund is not required for rental project under the City's Public Art Policy. However,

developers are still encouraged to incorporate public artwork in projects. In this case, installation of art work could be incorporated along the St. Johns Street facade of the building as it is located on a highly visible and well-used corridor. If St. Johns Street is not possible, then our second choice for an integrated artwork would be along James Road closer to St. Johns Street to take advantage of the easterly sight lines afforded by the school property. It is strongly recommended that the applicant retain an art consultant to implement a public art strategy for the site.

Install our standard banner arms on any new lights along St. Johns Street to create a more cohesive and colourful banner program along the street.

Advisory Design Panel

The application was presented to the Advisory design Panel on October 20, 2022 and the Panel passed the following motion:

ADP22/023

Moved, seconded, and CARRIED

THAT the proposed Mixed-Use Project – 3121-3127 St. Johns Street and 110-118 James Road (Anthem LMV Tri-Cities Holdings LP) be endorsed subject to the applicant addressing the following items:

- explore implementation and incorporation of green roofs to increase permeability;
- review plant list to incorporate more native plants;
- if non-native plants are to be used, pollinator-friendly and drought tolerant plants with wildlife habitat value could be considered;
- study possibility of relocating vehicular ramp further south to avoid courtyard pedestrian traffic having to cross the access ramp;
- revisit incorporation of arts and culture components to the project, and explore creating art spaces within the courtyard in lieu of playground;
- investigate increasing commercial and cultural space mix;
- study additional options for stormwater retention and management; and revisit retention of existing street trees with the City.

It is recommended that the design team explore these comments in a re-submission although, staff would not support the elimination of the playground space to enable the creation of art spaces as suggested in the Panel's motion.

Council Committee of the Whole

The application was considered by Council at a Committee of the Whole meeting on December 6, 2022 and at that meeting, the following motion was passed:

CW22/097

THAT staff and the applicant consider the comments provided during the Special Council (Committee of the Whole) meeting held on December 6, 2022 regarding the Rezoning and Development Permit Application presented in the report dated October 27, 2022 from the Community Development Department – Development Planning Division regarding Rezoning and Development Permit Application – 3121-3127 St. Johns Street and 110-118 James Road (Anthem Properties Group).

The draft meeting minutes are not yet available so in the interim, please consider the issues noted in the members discussion. Minutes will be forwarded when completed.

Land Use Committee

The application was considered by the City's Land Use Committee on December 12, 2022 and at that meeting, the following motion was passed:

LUC22/010

Moved, seconded, and CARRIED

THAT the Land Use Committee recommends that the proposed land use for application LUC – Rezoning and Development Permit (Mixed Use Development) – 3121-3127 St. Johns Street and 110-118 James Road (Anthem Properties Group) is appropriate for the following reasons:

- compliant with current OCP;
- neighbourhood context;
- density; and
- mobility implications;

AND THAT the Land Use Committee recommends that the applicant address the following concerns:

- reduction of 10 parking spaces (4%) and 2 accessible parking spaces;
- sharing parking for visitor and commercial uses;
- consider the courtyard shadowing;
- consider having the main floor at grade level;
- consider revising the residential entry;
- consider revising the indoor amenity space;
- increase storage options;
- increase commercial parking;
- increase family housing;
- move entrance to James Road; and
- increase children's outdoor play area.

An excerpt from the draft minutes of the Land Use Committee is included as Attachment 4 for your reference. Please consider these issues as you review revisions to the project design.

Financial Considerations

1. Development Cost Charges (DCCs)

The application is subject to the payment of DCCs under the City's "Development Cost Charges Bylaw". Under the Bylaw, for residential use, the charge is \$117.81/m². Commercial uses are charged at \$47.37/m². The total charges will be determined once the final floor areas are established and will be payable prior to issuance of a building permit.

2. Community Amenity Contribution

The project is required to comply with the City's Community Amenity Contribution Policy. Under the Policy, the total charge is based on \$6.00/ft² of residential floor area up to a maximum FAR of 2.5 and up to a maximum of \$6,000/unit. The total charge will be determined once the final residential floor area is established and will be payable prior to adoption of the required OCP amendment and rezoning bylaws.

3. Density Bonus

Section 7 of the Zoning Bylaw includes density bonus provisions for projects with a residential FAR in excess of 2.5. While Section 7.2.3(b) exempts low income housing or moderate income housing, according to the definition of those types of housing, the proposed market rental units would not be exempt and a density bonus payment will be determined once the final FAR is established.

Final Comments

Prior to moving forward with the application to Council, a revised submission addressing the above items and those in Attachments 1-3 is required along with the submission of a revised Sustainability Report Card. While every attempt has been made to provide comprehensive comments, the City reserves the right to provide additional comments or requirements in the future upon review of new/additional information.

Should you have any questions or wish to arrange a meeting to discuss the various staff comments in advance of preparing a revised submission, please feel free to contact me by telephone at 604-469-4608 or email at doallan@portmoody.ca.

Yours truly,

Doug Allan
Senior Planner

Attachments

1. Sustainability Comments
2. Environment and Parks Comments
3. Engineering and Transportation Comments
4. Excerpt from the Draft December 12, 2022 Land Use Committee Meeting Minutes

Memorandum

To:	Doug Allan, Senior Planner	File #:	586597
CC:	Julie Pavey-Tomlinson, Director Environment and Parks	Date:	August 3, 2022
	Bryan Moffatt, Urban Forestry Supervisor		
From:	Karen Devitt, Environmental Coordinator		
Subject:	3121 and 3127 St. Johns Street and 110, 112-118 James Road- Rezoning and Development Permit		

Understanding of the Application

- The applicant is proposing to rezone 3121 and 3127 St. Johns Street (Private Institutional - P2) and 110, 112, 114, 116, 118 James Road (Semi-detached and Townhouse Residential, RM1) to a CD zone to accommodate 192 market rental units and 4900 sq. ft. of retail space fronting St. Johns Street.
- The application is not located within Development Permit Area 4: ESA.
- A Phase 1 Environmental Site Assessment was conducted and concluded that past site activities and site investigation does not trigger further investigation under the Contaminate Sites Regulation at this time.

Parks and Open Space

- **Note for Planning – Please refer Landscape Plans to a Landscape Architect for review. Please have the LA consider option for vertical landscaping or for taller growing trees in courtyard.**
- The development proposes increased density in an area that is deficient in City Park space. The development application should incorporate programming elements that meets the needs of future residents and reduces pressure on neighboring City parks and facilities. Careful consideration is required for people and their dogs to reduce impacts/conflicts in public spaces. Staff recommend incorporating opportunities for an active sports area; playground equipment; dog relief areas; community gardens and other pet friendly building amenities/considerations. Please provide programming details in future submissions.

Stormwater Management and ESC

- The proposed development will result in a significant increase in impervious area and falls within the Chines watershed. The applicant is encouraged to incorporate on and off-site green infrastructure features such as rain gardens and absorbent landscaping to reduce impervious areas.
- Please add water-quality criteria of 25 NTU for all site discharge to ESC Note #16 of the ESC plan.

Landscape Plans

- Please update landscape plans to reflect the City's Standards for Landscaping on City Lands. Future landscape plans should also reference the City's landscaping standards as a baseline for all off-site landscape installations, warranties, and maintenance (Attached).

- Staff also encourage the applicant to review and incorporate the City's Climate Resilient Landscaping Standards (Attached) both off and on-site.

Urban Forest

- As per the Official Community Plan section 6.12, sub sec. 39, the City recognizes that trees on private lands make a significant contribution to the urban forest and wishes to encourage sound planning and management of all trees on private land. As such, opportunities to decrease underground parkade to retain trees such as tree # 19-57 should be considered.
- The arborist report should be updated to include the following information in the Tree Management Plan
 - Location of all trees – privately owned, city owned and neighbouring trees within 4m of property lines or any excavation work
 - Critical Root Zone of each tree including ones removed
 - Tree protection fencing dimensions and outline
 - Existing and proposed buildings
 - Hardscaping such as driveways, sidewalks, and pathways, retaining walls, fences
 - Property lines
 - Watercourses
 - Patios
 - Overhead or underground utilities: Storm, sanitary, water, sewer, gas, telecommunications, electrical, fibre
 - Significant grade changes
 - Identify proposed extents of excavation for structures
- Staff appreciate the interest in transplanting several of the onsite paper bark maples as a means of tree retention. Please provide further details on where these trees will be replanted and how they will be managed for survivability.
- Sustainability Report Card indicates that the application is not meeting the required replacement tree ratio, as required under the Tree Protection Bylaw.
- It is understood that Engineering has civil upgrades requirements along St Johns frontage. Please confirm that retention of the boulevard trees is possible base off these requirements.
- Opportunities for undergrounding of 3rd party utilities lines along St Johns Street should be considered to support planting larger specimen trees.
- Landscape plans should incorporate space to support large specimen trees into the site. Tree planting pits and areas for such trees should be continuous in design, providing adequate soil volume and growing space necessary to support large trees. Tree planting should be coordinated with other infrastructure to avoid conflicts, particularly with transportation and utilities. Where space is constrained, consider employing suspended and permeable pavements, engineered cells, structural soils, and passive irrigation to improve soil conditions and overall health.
- Please refer to City's Landscaping on City Lands Draft Interim Specifications and Standards for off-site soil volume requirements and ensure that plans meet or exceed minimum soil amounts. Off-site plans should show soil volumes in cubic meters, provide boulevard planting strip widths, and indicate continual planting trenches where applicable.

Other Environmental Considerations

- Please review and incorporate the [City's Bear-Resistant Design Guidelines for Solid Waste, Organics, and Recycling enclosures and containers](#)
- Staff appreciate the applicant's commitment to minimize the harmful effects of light pollution, as identified in the Sustainability Report Card. In future submission please clarify how this commitment will be achieved and ensure all lighting choices and details are included on the landscape plans and electrical drawings.
- The proposed development will result in a significant increase in glass surface and includes design elements that increase the potential for bird-window collisions. The applicant should incorporate elements into the design that reduce bird-window collisions (see [Vancouver Bird Strategy, Appendix B](#)).
- As per the ESA Phase 1 report, additional site investigation may be required if underground storage tanks are identified. Please ensure appropriate measures are incorporated into construction management plans to accommodate the potential for underground storage tanks.

Memorandum

To:	Isaac Beall	SS No.	SS000120
File #:	11/5245/St Johns Street/ 3121 & 3127 St Johns Street and 110 & 112-118 James Road		
From:	Stephen Judd	Date Completed:	8/30/22
Review:	Stephen Judd	Date Reviewed:	8/30/22
Subject:	Engineering Requirements for Development REZ00028		

1.0 General

The City of Port Moody Subdivision and Development Servicing Bylaw 2010, No. 2831 including specifications, standard drawings, water meter specifications, reference studies, plans, and other technical documents required for preparing servicing plans for development projects are available on the City Webpage.

<https://www.portmoody.ca/en/business-and-development/engineering-requirements.aspx>

All technical documentation, calculations and drawings submitted must be signed and sealed by a professional engineer, include a EGBC Permit to Practice Number, and meet the requirements listed in the Servicing Bylaw and Master Municipal Construction Document (Platinum Edition), unless explicitly approved otherwise.

City record drawings can be requested through the Engineering Department. This information is made available on the understanding that the City does not accept responsibility for the accuracy or completeness. Verification of this information must be made by the professional engineer responsible for the design and any variation in field conditions reported to the City prior to completion of designs.

It is the responsibility of the applicant to ensure that development permit drawings and servicing plans are coordinated and achieve the minimum required level of service. Consultants are recommended to arrange for a pre-design meeting to ensure compliance with the latest municipal standards, specifications, and policies.

As outlined in Schedule C Part 2.5, servicing plans shall be designed in accordance with Bylaw 2831 and submitted as a complete package including the following plans:

- a. Cover Sheet
- b. Site Plan
- c. Key Plan
- d. Legal/Subdivision Plan
- e. Lot Grading Plan
- f. Waterworks Plan and Profiles
- g. Sanitary Catchment/Servicing Plan
- h. Sanitary Sewer Plan and Profiles
- i. Storm Drainage Catchment/Servicing Plan
- j. Storm Sewer Plan and Profiles

- k. Storm Water Management Plan (refer to City ISMP's)
- l. Roadworks Plan and Profiles
- m. Road Cross Sections
- n. Street lighting, traffic signal and signage plan
- o. Detail Sheets
- p. Confirmation of 3rd party utilities
- q. Erosion Sediment Control Plan (separated into onsite and offsite construction phases)
- r. Others as Required
 - i. Fire Department Access Plan
 - ii. Construction Management Plan
 - iii. Pre-construction infrastructure condition assessment

All servicing plans shall specify datum (CGVD28 or CGVD2013) and control monument location and ID on all sheets (title block). Resubmissions shall clearly identify changes made to address City comments.

1.0 Off-Site Servicing

1.1 Water

- a) Abandon existing service connections at the main and provide new service connections from James Road
- b) Remove abandoned watermain along St Johns Street and James Road prior to boulevard reconstruction.
- c) Assess the water distribution capacity incorporating the proposed density with the future OCP scenario (MDD plus FF and the PHD)

1.2 Sanitary

- a) Abandon existing service connections at the main and provide new service connections from James Road
- b) Inspect condition of sanitary main and replace as necessary

1.3 Drainage

- a) Abandon existing service connections at the main and provide new service connections from James Road
- b) Inspect condition of storm drainage main and replace as necessary
- c) Upgrade Storm on James Road and St Johns Street as per Moody Center Stormwater Management Servicing Plan
- d) Stormwater Management Report – Binnie May 16, 2022
 - i. Review and incorporate recommendations from Moody Center Stormwater Management Servicing Plan as well as Chines ISMP
 - ii. Confirm calculations used the updated KWL IDF curve and Table 2 Proposed Stormwater Management Criteria
 - iii. Maximum release rate must include the anticipated groundwater discharge as per Geotechnical Study
 - iv. Minimum 300mm absorbent landscaping, additional depth required for shrubs and tree areas

- v. Detention facility must be on private property, 2.5m strip is to be dedicated not SRW. How will the detention/infiltration facility interact with the foundation drain for the parking structure.

1.4 Roads - General

a) Road Classification/Standard

St Johns Street, Arterial MRN Road Classification, Continue standard fronting 3131 St Johns St

- i. Classified as an MRN Arterial, ½ road width shall be upgraded to meet standard RD-9, direct access is not permitted to arterial and MRN roads.
- ii. Boulevard to be rebuilt to the RD-12 and RD-14 standard (matching 3131 St Johns Street), curb and gutter and boulevard treatments. Coordination with Pattison and Translink will be required for replacement of the existing transit stop. Curb extensions shall be used to protect parking and reduce crossing distance. Discussion with transportation staff regarding bike facilities is required prior to submission of detailed design.
- iii. Existing street trees are to be protected and retained on St Johns Street in coordination with City arborist and incorporated into proposed civil grading plan.

James Road, Local High Density Road Classification, Collector standard.

- i. Classified as a Local High Density, ½ road width shall be upgraded to meet standard RD-9.
- ii. Boulevard to be rebuilt as a collector standard to RD-12 and RD-14 standard including, curb and gutter and boulevard treatments, boulevard landscaping to include Green Infrastructure where appropriate and grass with Street trees.

Moray Place, Local High Density, Laneway Standard

- i. Classified as a Local High Density, however it has been constructed to a service road standard complete with 2m wide sidewalks on both sides, 7.5m travel lane and pocket parking where feasible. Developer shall provide a combination of 2.0m dedication and 1.5m SRW to provide a temporary 3.5m wide one-way access through to James Road.
- ii. Access to site should be from Moray Place

b) Road Dedication:

- i. 5x5m corner dedication at the intersection of St Johns Street and James Road
- ii. 2.5m from the west property line; James Road future 20m road allowance with 2.5m dedication from School Property.
- iii. 2.0m dedication from the south property line of 112 James Road; Moray Place future 12m lane to be extended through to James Road
- iv. Temporary 1.5m SRW north of the 2.0m dedication from 112 James Road to provide a temporary 3.5m wide one-way egress from Moray Place to replace the current “hammer-head” configuration.
- v. Consider purchase of the remaining hammerhead and incorporating into the site.

- c) Decorative LED streetlighting shall be provided on all road frontages including road and pedestrian level lights. Ornamental streetlights shall be used consistent with existing lighting and City standards.
- d) Relocation of overhead wires is not acceptable, all overhead utilities fronting the property on Spring Street and St Johns Street are to be undergrounded unless written consent is provided by the third party utilities that it is considered to be a safe for emergency approach for Port Moody Fire Department, as well operationally for the strata to conduct maintenance to facades.
- e) Submit an on-street parking plan including proposed locations for loading zones, accessible parking, car share and commercial parking time restrictions.

2.0 Transportation

- a) 25% Latecomer contribution to the new traffic signal being constructed at James Road based on the final construction costs.
- b) Provide bike lanes on St Johns street
- c) On-street electric Car share
- d) 25% Latecomer contribution to the MUP on the westside of James Road based on the final construction costs.
- e) Traffic Impact Assessment
- f) Comments on the TIA Terms of Reference were provided to the consultant and the TOR accepted as noted.
- g) Proposed parking reduction of 4% will be considered with amenity contributions or TDM measures.

1.0 On-Site Servicing

1.1 General

- a) Remove the current Access SRW/Easements on title

1.2 Architectural plans

- a) Remove access onto James Road and access site from Moray Place.
- b) The proposed access ramp on St Johns is 8.33% which exceeds accessible standards, and the doorway will block ramp access when open
- c) Garbage staging area to be included into the solid waste

1.3 Solid Waste & Recycling

- a) Provision of solid waste service shall be in accordance with Bylaw No. 3058, submit a solid waste plan that outlines the proposed private or municipal services for green waste, recycling, garbage and glass including both commercial and residential landuses. If the proposed service is not in accordance with Bylaw include a formal request for exclusion from the municipal solid waste bylaw.

- b) Where street parking limits the placement of carts the City may determine that the proposed service cannot be efficiently serviced and shall be excluded from the Bylaw or require changes to the proposed frontages.

2.0 Plans

2.1 Fire Department Access Plan shall be submitted, clearly indicating:

- a) Fire department(FD) access route
- b) FD response point
- c) FD Connection
- d) Hydrant location(s)
- e) Any adjacent above ground utility services
- f) Travel distances from:
 - Hydrant(s) to FD response point(s)
 - FD Connection to the hydrant
 - Response point to principal entrance.

2.2 Construction Management Plan shall be submitted, clearly indicating:

- a) Trucking Routes
- b) Delivery staging
- c) Construction staging plan
- d) Trades Parking Plan
- e) Pedestrian Safety Plan
- f) Temporary service connections

2.3 Preconstruction Infrastructure Condition Memo shall be submitted that indicates the preconstruction condition of the following infrastructure:

- a) Adjacent boulevards and properties
- b) Neighbourhood roads
- c) Underground infrastructure

3.0 Geotechnical Report

- a) Identify the impact of draining the perched groundwater table on the surrounding vegetation and tree canopy.
- b) Groundwater cannot be pumped to the sanitary sewer, the anticipated 40 L/min groundwater discharge from the foundation wall will need to be included into the stormwater design and accounted for in the environmental assessment. Should ground water discharge be approved, the developer shall monitor the rate once excavation is complete, reassess the downstream storm sewer and address all capacity deficiencies.
- c) Report identifies anticipated ground settlement within a minimum of 3m of the excavation. What is the anticipated long-term settlement from dewatering. Provide a pre-construction assessment of existing City infrastructure prior to excavation.
- d) City needs to be identified in the report limitations.
- e) Water consumption for construction of shoring and or foundation walls shall be metered and charged at the bylaw rate.

4.0 Report Card

- C13 The project is required to reconstruct James Road, St Johns Street and Moray Place to the Bylaw standards. The landscape and architectural plans are integrated with the required offsite improvements but have limited public amenities including the inclusion of benches into planters. (1) **(1/8)**
- EC1 Project will include financial contribution to the proposed traffic signal at James Road to improve connectivity to the Skytrain and commercial areas as well as ½ road improvement connecting Moray Place to James Road (2) Landscaping has been incorporated to create inviting frontage (1) separated sidewalks are included in the bylaw requirements (1) (4/13)
- EN12 No Additional Comments – (3/12)
- EN13 Upgrade to Traffic signal and Bylaw frontage improvements supports the checked boxes, with the exception of there is no footpaths, pedestrian or bike only zone (-2). – (7/11)

December 20, 2022

File No. REZ00028

Mr. Isaac Beall
Senior Director, Development
Anthem Properties Group Ltd.
Suite 1100 Bentall IV Box 49200
1055 Dunsmuir Street
Vancouver, B.C. V7X 1K8

Dear Mr. Beall

Re: 3121-3127 St. Johns Street and 110-118 James Road – Initial Staff Comments Letter

Staff have completed their review of the development permit submission for mixed commercial and rental residential project at the corner of St. Johns Street and James Road. The following comments are based on the review of the materials received with the application dated August 29, 2022 and identify the key action items which need to be addressed.

Review Process

Key milestones to date include the following:

- August 29, 2022 - the application for rezoning and development permits for form and character and environmentally sensitive areas is submitted;
- October 20, 2022 - the application is presented at the Advisory Design Panel;
- December 6, 2022 – the application is considered at a Council Committee of the Whole meeting; and
- December 12, 2022 – the application is considered by the Land Use Committee.

Land Use Policy

The OCP designates the properties fronting St. Johns Street as Mixed Use – Moody Centre, with building heights permitted up to six storeys. The two lots on James Road are designated Multi-Family Residential, with permitted building heights ranging from three to six storeys.

The site is located within Development Permit Area 1: Neighbourhood Residential, which provides guidance with respect to the form and character of commercial, multi-family residential and industrial developments. The site is also located within Development Permit Area 5: Hazardous Conditions due to the potential of soil liquefaction during an earthquake event.

Zoning

The two lots fronting St. Johns Street are zoned P2 (Private Institutional), although the southern portion of the corner lot presently used for parking, is split-zoned P2 and Semi-Detached and Townhouse Residential (RM1). The two properties on James Road are zoned RM1.

While the proposal is consistent with the prevailing Official Community Plan land use policy, the building exceeds the maximum 12 storey height permitted and therefore, an amendment to the OCP is required. Aside from the issuance of a Development Permit to address the form and character of development and the hazardous condition, implementation of the project will also require rezoning to a site-specific Comprehensive Development Zone with regulations tailored to the final project design, and adoption of a Housing Agreement Bylaw.

Applicant Response: The proposal is consistent with the OCP and the building is only six-storeys in height; therefore, no OCP Amendment is required.

Planning Comments

Form and Character

The following comments are based on the applicable development permit area guidelines and issues identified by the City's architectural design consultant.

The proposal will add a significant bulk and mass on this under-utilized site but, from a contextual perspective, given the adjacent rental residential project, the recent project approval at the south end of James Road, the potential for other new development mid-block on James Road this proposal is not out of character.

In general, the building is well composed. Despite the suggested modifications below, the project conveys an impression of substance and quality. With refinements, the building should add quality and visual interest to the context.

Specific issues to be addressed in a re-submission include:

1. Indoor Amenity Spaces

While the indoor amenity lounge and gym take advantage of the south exposure and connection with the outdoor courtyard space, the rooms themselves are small for the size of the project and are to be expanded to be more functional.

Applicant Response: Indoor amenity lounge and gym areas have been increased, furthermore, an additional 424 sq. ft. indoor amenity space is proposed adjacent to the revised residential lobby.

2. Courtyard Shadowing

Based on the shadow diagrams provided, the courtyard will be shaded for much of the day/year. Revise the design to allow for greater sunlight penetration. This may require revisions to the upper level of the southern building element with the potential loss of some units.

Applicant Response: The southwest portion of the building has been reduced to allow for more sunlight penetration into the courtyard. The updated shadow study is included in our submission. Removing residential units from the sixth floor will not achieve the intended outcome. The proposed solution widens the opening to the courtyard, resulting in increased sunlight penetration.

3. Unit Storage

The project does not include any dedicated storage space in the underground parkade or in the individual units. Either provide storage lockers in the parkade or revise the size of units to allow for some interior storage.

Applicant Response: Additional dedicated storage spaces are provided in the underground parkade and on the first floor. Furthermore, a high proportion of the residential units include den spaces that provide ample in-suite storage opportunities.

4. Main Floor Grade

The main floor is set lower than necessary compared to the grade conditions on the balance of the site. Raise the residential portion of the main level to better align with the natural grade and in doing so, prevent the main level units from appearing as basement suites and, improve the relationship with the units in the project to the east.

Applicant Response: The grade of the residential portion of the main level has been raised 30" to better align with grade in response to the comments above. Raising the building any higher would make the building a high building according to the BC Building Code added costs and complexity.

5. North Elevation

Refine the north elevation to improve the relationship between the commercial façade and upper massing and introduce greater articulation to reduce the lengthy, flat appearance of the roof line along this and other elevations.

Applicant Response: The north elevation has been revised to place greater emphasis on the commercial façade improving the relationship between the commercial façade and upper massing. The upper massing of the residential portion steps back to reduce the overall street-wall effect. Additional articulation has been added to the roof line reflecting the massing below. Variation in colour and articulation have been carefully designed to maintain the proportions along the North Elevation.

6. Residential Entry

Relocate the residential entry from St. Johns Street to the courtyard to relate to the residential side of the project. This will enable improved residential pick-up and drop-off, provide the opportunity to increase the amount of commercial floor space and create a stronger street retail frontage on St. Johns Street.

Applicant Response: The residential entry has been relocated to James Road and the commercial area along St Johns Street has been increased to strengthen the retail frontage.

7. Materials/Colour Scheme

Simplify the range and application of the multiple types of cladding and the colour scheme to improve the overall architectural composition. Expand the use of brick to enhance building features and accents.

Applicant Response: Brick has been extended to create a prominent podium of high quality and character along the commercial frontage and James St. Subtle variations in colour and different cladding types articulate the facades to break down the overall massing and reduce the overall visual weight of a 6-storey building.

8. East Elevation

The separation between the east building wall and the adjacent rental building creates a narrow corridor with limited sun penetration particularly for the ground level units. In addition to addressing the grade along this side of the building, it may be appropriate to shift a portion of the floor plates west to increase the separation between buildings. At the very least, this adjacency with the building to the east will require careful attention to balcony placement along with fencing and landscaping to buffer and screen this side of the proposed project.

Applicant Response: 7 units were removed from the east building wall due to relocation of parking entry. Translucent balcony railings have been incorporated into the design to promote privacy while maintaining natural light penetration in the homes. A metal picket with hedging is provided to infill the east edge at the ground floor. Extensive landscaping and tree planting has been proposed to promote privacy and create a softer interface between the two buildings.

Parking Variances

As submitted, the proposal is based on a parking variance of 10 spaces, consisting of nine resident spaces and one residential visitor space. In addition to these two variances, the applicant is proposing to share the use of the residential visitor spaces with the commercial uses. Staff's support for the variances will be based on the extent of offsetting Transportation Demand Management measures. Once those measures are finalized, the City will prepare a covenant to register the TDM report on title to ensure the measures are implemented. The project is deficient by two accessible spaces. Staff will not support that variance and the parking layout will need to be revised.

Applicant Response: Noted, the previous application included 5 disabled stalls. The current revised application includes 6 disabled stalls (1 for visitor / commercial and 5 for the residents).

Rental Housing / Housing Agreement

The project generally addresses various OCP housing policies related to the provision of a range of building forms and tenures to meet the needs of different segments of the market. To ensure that the project will be administered as a rental building in perpetuity (or a minimum of 60 years), the City's solicitor will prepare a draft Housing Agreement which will be provided for your review. This agreement will require a separate bylaw that must be adopted before Council authorizes the issuance of a development permit.

Applicant Response: Housing Agreement to be executed in due course.

Child Care

Given the location of the site adjacent to a middle school and future elementary school, it has been suggested that the provision of dedicated childcare space be considered, however, staff would prefer that the commercial frontage along St. Johns Street be retained and therefore, any childcare space should be located on the James Road side of the project.

[Applicant Response: No childcare space is currently contemplated in this proposal.](#)

Sustainability

Detailed comments are included as Attachment 1. Key items to be addressed:

[Applicant Response: Aqua Coast Engineering has replied to these items in Attachment 1.](#)

[Sustainability comments to be addressed in Attachment 1.](#)

1. energize 100% of the residential stalls for Level 2 charging in accordance with the Zoning Bylaw.

[Applicant Response: 100% of the residential stalls have been energized for Level 2 charging as per the Zoning Bylaw.](#)

2. in addition to satisfying the Zoning Bylaw requirements for EV charging, the applicant is strongly encouraged to:

[Applicant Response: Responses in Attachment 1.](#)

- a. provide either:

- i. Level 2 EVSE installed for 50% of visitor parking stalls, or
- ii. 1 networked DCFC accessible to visitors and residents.

[Applicant Response: Noted and we will continue to explore these opportunities; however, at this time the enclosed submission does not include Staff's suggestion.](#)

- b. consider providing energized Level 2 electric vehicle charging infrastructure for on-street parking and for car share vehicle spaces in coordination with Modo.

[Applicant Response: Level 2 EV charging and a car share vehicle are proposed on site.](#)

- c. address the comments related to building energy;
- d. consider the use of passive cooling strategies and low carbon cooling energy systems;
- e. consider the use of a grey water system for non-potable water uses collected from rainwater; and

[Applicant Response: No grey water system currently contemplated.](#)

- f. incorporate outdoor cooling features for extreme heat.

Sustainability Report Card

The Sustainability Report Card has been reviewed and scored and will be forwarded to you separately. While some measures are not applicable to this project, please review the report card and identify opportunities to incorporate additional measures.

[Applicant Response: Noted, comments within the Sustainability Report Card have been addressed.](#)

Environmental and Parks

Detailed comments are included as Attachment 2. In response to those issues:

[Applicant Response is contained in Attachment 2.](#)

- provide a dog relief area;
[Applicant Response: A dog relief area cannot be accommodated in this proposal.](#)
- incorporate community gardening if there is sufficient space;
[Applicant Response: Community gardening plots have been provided in the enclosed submission.](#)
- incorporate on- and off-site green infrastructure features;
- ensure that the landscape plans comply with the City's standards for Landscaping on City Lands;
[Applicant Response: Please refer to the Landscape Plans in the enclosed submission.](#)
- decrease the extent of the underground parkade to enable retention of trees if appropriate;
[Applicant Response: This has been explored and is not possible given the parkade circulation and design constraints.](#)
- update the Arborist Report;
[Applicant Response: An updated Arborist Report has been included in the enclosed submission.](#)
- incorporate additional tree planting to comply with the required tree replacement ratio; and
[Applicant Response: Additional trees have been incorporated and the proposal currently includes the required 62 replacement trees. Please refer to the Planting Plan.](#)
- ensure that retention of the existing street trees along St. Johns Street trees is possible given potential civil upgrades.
[Applicant Response: Civil works requirements and municipal standards will prevent St Johns street trees from being retained.](#)

Engineering Comments:

The full Engineering comments are included as Attachment 3 to this letter. Ensure that all servicing plans meet the specifications identified in the City of Port Moody Subdivision and Development Servicing Bylaw 2010, No. 2831 and that all changes to the civil and related drawings are reflected on revised site/architectural and landscape drawings for proper drawing coordination. Key issues to be addressed include:

- dedication of the 2.5m strip of land along James Road rather than provision of a statutory right-of-way;
- dedication of a 2m strip of land rather than a statutory right-of-way and a 1.5m statutory right-of-way to enable a temporary one-way access though from Moray Place to James Road;
- dedication of a 5m x 5m corner cut at James Road and St. Johns Street;
- provision of site access from Moray Place rather than James Road;
- undergrounding of all overhead utilities;

- the provision of a latecomer contribution in the amount of 25% of the cost of constructing and installing a new traffic signal at James Road and St. Johns Street;
- the provision of a latecomer contribution in the amount of 25% of the cost of constructing a multi-use path on the west side of James Road;
- the identification of transportation demand management measures to offset the reduction in parking. The final TDM report will be registered as a covenant on title if the variance is approved by Council; and
- revisions to the geotechnical report as noted in the detailed comments.

Applicant Response is contained in Attachment 3.

Building Comments

Please provide:

- Fire Department Access Plan complete with travel distances.
- a Building Code compliance report showing the proposed structures can be constructed. This report should also include a list of any proposed Alternative Solutions; and

Applicant Response: Noted with thanks, a Building Code compliance report will be provided at Building Permit Application. A fire Department Access Plan is included (Refer to A-1.300)

- provision for a shaft through the building for venting for a future restaurant or other use involving food preparation.

Applicant Response: Commercial kitchens with grease laden exhaust have not been contemplated as part of this development due to negative impacts (odors and noise) of the residential units. Lower intensity food uses without grease laden exhaust can be accommodated.

Cultural Services Comments

The provision of a public art installation or a financial contribution to the City's Public Art Reserve Fund is not required for rental project under the City's Public Art Policy. However, developers are still encouraged to incorporate public artwork in projects. In this case, installation of artwork could be incorporated along the St. Johns Street facade of the building as it is located on a highly visible and well-used corridor. If St. Johns Street is not possible, then our second choice for an integrated artwork would be along James Road closer to St. Johns Street to take advantage of the easterly sight lines afforded by the school property. It is strongly recommended that the applicant retain an art consultant to implement a public art strategy for the site.

Install our standard banner arms on any new lights along St. Johns Street to create a more cohesive and colourful banner program along the street.

Applicant Response: Noted with thanks, a public art consultant will be engaged, and steps will be taken to finalize a public art proposal for the project prior to Building Permit issuance. Public

art will be contemplated at the corner of James Road and St Johns Street as indicated in the enclosed plans.

Advisory Design Panel

The application was presented to the Advisory design Panel on October 20, 2022 and the Panel passed the following motion:

ADP22/023

Moved, seconded, and CARRIED

THAT the proposed Mixed-Use Project – 3121-3127 St. Johns Street and 110-118 James Road (Anthem LMV Tri-Cities Holdings LP) be endorsed subject to the applicant addressing the following items:

- explore implementation and incorporation of green roofs to increase permeability;
Applicant Response: The implementation of green roofs was explored; however, it is not a viable option and there is sufficient permeability in this proposal.

- review plant list to incorporate more native plants;
Applicant Response: Planting plans have been adjusted to respond to comment. Note that many native plants are bear friendly and cannot be used as we have been requested to consider bear deterrence.

- if non-native plants are to be used, pollinator-friendly and drought tolerant plants with wildlife habitat value could be considered;

Applicant Response: Pollinator / bird-friendly plants and drought-tolerant plants have been added to the planting list.

- study possibility of relocating vehicular ramp further south to avoid courtyard pedestrian traffic having to cross the access ramp;

Applicant Response: Vehicular ramp has been relocated to Moray Place.

- revisit incorporation of arts and culture components to the project, and explore creating art spaces within the courtyard in lieu of playground;

Applicant Response: Courtyard has been planned and programmed to be flexible and accommodate a variety of uses including recreation, socialization, quiet enjoyment, and cultural activities.

- investigate increasing commercial and cultural space mix;

Applicant Response: Commercial space has been increased as a result of the relocation of the residential lobby to James Road.

- study additional options for stormwater retention and management; and
revisit retention of existing street trees with the City.

Applicant Response: Existing street trees along St Johns cannot be retained due to civil works and municipal offsite standards.

It is recommended that the design team explore these comments in a re-submission although, staff would not support the elimination of the playground space to enable the creation of art spaces as suggested in the Panel's motion.

Council Committee of the Whole

The application was considered by Council at a Committee of the Whole meeting on December 6, 2022 and at that meeting, the following motion was passed:

CW22/097

THAT staff and the applicant consider the comments provided during the Special Council (Committee of the Whole) meeting held on December 6, 2022 regarding the Rezoning and Development Permit Application presented in the report dated October 27, 2022 from the Community Development Department – Development Planning Division regarding Rezoning and Development Permit Application – 3121-3127 St. Johns Street and 110-118 James Road (Anthem Properties Group).

The draft meeting minutes are not yet available so in the interim, please consider the issues noted in the members discussion. Minutes will be forwarded when completed.

Land Use Committee

The application was considered by the City's Land Use Committee on December 12, 2022 and at that meeting, the following motion was passed:

LUC22/010

Moved, seconded, and CARRIED

THAT the Land Use Committee recommends that the proposed land use for application LUC – Rezoning and Development Permit (Mixed Use Development) – 3121-3127 St. Johns Street and 110-118 James Road (Anthem Properties Group) is appropriate for the following reasons:

- compliant with current OCP;
- neighbourhood context;
- density; and
- mobility implications;

AND THAT the Land Use Committee recommends that the applicant address the following concerns:

- reduction of 10 parking spaces (4%) and 2 accessible parking spaces;
- sharing parking for visitor and commercial uses;
- consider the courtyard shadowing;
- consider having the main floor at grade level;
- consider revising the residential entry;
- consider revising the indoor amenity space;
- increase storage options;
- increase commercial parking;
- increase family housing;
- move entrance to James Road; and

- **increase children's outdoor play area.**

[Applicant Response: Majority of items have been addressed in the submission with comments above.](#)

An excerpt from the draft minutes of the Land Use Committee is included as Attachment 4 for your reference. Please consider these issues as you review revisions to the project design.

Financial Considerations

1. Development Cost Charges (DCCs)

The application is subject to the payment of DCCs under the City's "Development Cost Charges Bylaw". Under the Bylaw, for residential use, the charge is \$117.81/m². Commercial uses are charged at \$47.37/m². The total charges will be determined once the final floor areas are established and will be payable prior to issuance of a building permit.

2. Community Amenity Contribution

The project is required to comply with the City's Community Amenity Contribution Policy. Under the Policy, the total charge is based on \$6.00/ft² of residential floor area up to a maximum FAR of 2.5 and up to a maximum of \$6,000/unit. The total charge will be determined once the final residential floor area is established and will be payable prior to adoption of the required OCP amendment and rezoning bylaws.

3. Density Bonus

Section 7 of the Zoning Bylaw includes density bonus provisions for projects with a residential FAR in excess of 2.5. While Section 7.2.3(b) exempts low-income housing or moderate-income housing, according to the definition of those types of housing, the proposed market rental units would not be exempt, and a density bonus payment will be determined once the final FAR is established.

[Applicant Response: Our understanding is that given the substantial land dedications, bonus density will be calculated based on the gross site area.](#)

Final Comments

Prior to moving forward with the application to Council, a revised submission addressing the above items and those in Attachments 1-3 is required along with the submission of a revised Sustainability Report Card. While every attempt has been made to provide comprehensive comments, the City reserves the right to provide additional comments or requirements in the future upon review of new/additional information.

Should you have any questions or wish to arrange a meeting to discuss the various staff comments in advance of preparing a revised submission, please feel free to contact me by telephone at 604-469-4608 or email at doallan@portmoody.ca.

Yours truly,

Doug Allan
Senior Planner

Attachments

1. Sustainability Comments
2. Environment and Parks Comments
3. Engineering and Transportation Comments
4. Excerpt from the Draft December 12, 2022 Land Use Committee Meeting Minutes

Memorandum

To:	Doug Allan, Senior Planner	File #:	586597
CC:	Julie Pavey-Tomlinson, Director Environment and Parks	Date:	August 3, 2022
	Bryan Moffatt, Urban Forestry Supervisor		
From:	Karen Devitt, Environmental Coordinator		
Subject:	3121 and 3127 St. Johns Street and 110, 112-118 James Road- Rezoning and Development Permit		

Understanding of the Application

- The applicant is proposing to rezone 3121 and 3127 St. Johns Street (Private Institutional - P2) and 110, 112, 114, 116, 118 James Road (Semi-detached and Townhouse Residential, RM1) to a CD zone to accommodate 192 market rental units and 4900 sq. ft. of retail space fronting St. Johns Street.
- The application is not located within Development Permit Area 4: ESA.
- A Phase 1 Environmental Site Assessment was conducted and concluded that past site activities and site investigation does not trigger further investigation under the Contaminate Sites Regulation at this time.

Parks and Open Space

- Note for Planning – Please refer Landscape Plans to a Landscape Architect for review. Please have the LA consider option for vertical landscaping or for taller growing trees in courtyard.

Applicant Response: Landscape plans have been updated to incorporate taller growing varieties of trees that are appropriate for smaller spaces as listed on the local website GreatPlantPicks.org

- The development proposes increased density in an area that is deficient in City Park space. The development application should incorporate programming elements that meets the needs of future residents and reduces pressure on neighboring City parks and facilities. Careful consideration is required for people and their dogs to reduce impacts/conflicts in public spaces. Staff recommend incorporating opportunities for an active sports area; playground equipment; dog relief areas; community gardens and other pet friendly building amenities/considerations. Please provide programming details in future submissions.

Applicant Response: Landscape plans have been adjusted to include more programming for resident use. Opportunities for urban gardening have been incorporated into the courtyard area, adjacent to the streetscape edge. The flexible use area in the courtyard has been updated to provide more active programming for children including mounded resilient surfacing and stepping and balancing posts. Adults and families are accommodated with an outdoor dining area and other opportunities for seating and social interaction. Note that the internal and exterior amenity areas are physically and visually linked allowing for added flexibility in how the spaces are utilized.

Stormwater Management and ESC

- The proposed development will result in a significant increase in impervious area and falls within the Chines watershed. The applicant is encouraged to incorporate on and off-site green infrastructure features such as rain gardens and absorbent landscaping to reduce impervious areas.

Applicant Response: Absorbent landscaping to reduce impervious areas has been incorporated as much as possible into the enclosed submission.

- Please add water-quality criteria of 25 NTU for all site discharge to ESC Note #16 of the ESC plan.

Applicant Response: Noted, we will include the above criteria in our ESC notes.

Landscape Plans

- Please update landscape plans to reflect the City's Standards for Landscaping on City Lands. Future landscape plans should also reference the City's landscaping standards as a baseline for all off-site landscape installations, warranties, and maintenance (Attached).

Applicant Response: The Landscape Plan has been updated following City Standards for off-site landscape details and requirement and plans coordinated with the Civil engineer. Street tree locations have been adjusted to conform to required offsets from civil infrastructure and topsoil volumes.

- Staff also encourage the applicant to review and incorporate the City's Climate Resilient Landscaping Standards (Attached) both off and on-site.

Applicant Response: Landscape Plans have been updated to incorporate City's Climate Resilient Landscape Standards and provide irrigation system for on-site landscaping.

Urban Forest

- As per the Official Community Plan section 6.12, sub sec. 39, the City recognizes that trees on private lands make a significant contribution to the urban forest and wishes to encourage sound planning and management of all trees on private land. As such, opportunities to decrease underground parkade to retain trees such as tree # 19-58 should be considered.

Applicant Response: Careful consideration has been given to retain on-site trees where possible; however, it is not viable to decrease the underground parkade footprint, further we would like to note that these are not heritage trees and we will be providing substantial replanting.

- The arborist report should be updated to include the following information in the Tree Management Plan
 - Location of all trees – privately owned, city owned and neighbouring trees within 4m of property lines or any excavation work
 - Critical Root Zone of each tree including ones removed
 - Tree protection fencing dimensions and outline
 - Existing and proposed buildings
 - Hardscaping such as driveways, sidewalks, and pathways, retaining walls, fences
 - Property lines
 - Watercourses
 - Patios

- Overhead or underground utilities: Storm, sanitary, water, sewer, gas, telecommunications, electrical, fibre
- Significant grade changes
- Identify proposed extents of excavation for structures

Applicant Response: The Tree Management Plan has been updated to include the above information where applicable.

- Staff appreciate the interest in transplanting several of the onsite paper bark maples as a means of tree retention. Please provide further details on where these trees will be replanted and how they will be managed for survivability.

Applicant Response: A location to replant these trees has not been identified. These trees are recommended for removal and replacement trees are being proposed.

- Sustainability Report Card indicates that the application is not meeting the required replacement tree ratio, as required under the Tree Protection Bylaw.

Applicant Response: A total of 58 replacement trees have been provided on site.

- It is understood that Engineering has civil upgrades requirements along St Johns frontage. Please confirm that retention of the boulevard trees is possible base off these requirements.

Applicant Response: Civil works requirements and municipal standards will prevent the St Johns street trees from being retained.

- Opportunities for undergrounding of 3rd party utilities lines along St Johns Street should be considered to support planting larger specimen trees.

Applicant Response:

- Landscape plans should incorporate space to support large specimen trees into the site. Tree planting pits and areas for such trees should be continuous in design, providing adequate soil volume and growing space necessary to support large trees. Tree planting should be coordinated with other infrastructure to avoid conflicts, particularly with transportation and utilities. Where space is constrained, consider employing suspended and permeable pavements, engineered cells, structural soils, and passive irrigation to improve soil conditions and overall health.

Applicant Response: The project is constructed over an underground parkade structure with landscape planters built over this structure. Trees have been selected that are appropriate for this over slab condition and to provide for a variety of species. All on site landscape plantings will be provided a high efficiency irrigation system. Off site trees on James Road will be provided a continuous soil trench meeting the City's requirements. The existing trees on St Johns will be retained and new sidewalk constructed around them to confirm the City's design.

- Please refer to City's Landscaping on City Lands Draft Interim Specifications and Standards for off-site soil volume requirements and ensure that plans meet or exceed minimum soil amounts. Off-site plans should show soil volumes in cubic meters, provide boulevard planting strip widths, and indicate continual planting trenches where applicable.

Applicant Response: We have reviewed the City's relevant documentation. Tree spacing along James Road has been adjusted to meet specified offsets from civil infrastructure. The boulevard provides 60m³ of topsoil along its length at 900mm depth to support the three new trees allowed. Along St John's the existing trees are being retained and the City sidewalk pattern and tree grate detail have been incorporated into the design. City to confirm species of trees required for James Road.

Other Environmental Considerations

- Please review and incorporate the [City's Bear-Resistant Design Guidelines for Solid Waste, Organics, and Recycling enclosures and containers](#)

Applicant Response: The landscape plant list was revised to incorporate a bear-resistant design.

- Staff appreciate the applicant's commitment to minimize the harmful effects of light pollution, as identified in the Sustainability Report Card. In future submission please clarify how this commitment will be achieved and ensure all lighting choices and details are included on the landscape plans and electrical drawings.

Applicant Response: Landscape lighting will be dark sky compliant.

- The proposed development will result in a significant increase in glass surface and includes design elements that increase the potential for bird-window collisions. The applicant should incorporate elements into the design that reduce bird-window collisions (see [Vancouver Bird Strategy, Appendix B](#)).

Applicant Response: Glazed balcony railings and corner windows reduce the appearance of clear passage to sky or vegetation. Residential windows are smaller in overall opening with multiple mullions increasing the density of external visual markers. Commercial Glazing has a solid canopy which dampens the overall reflection of the glazing.

- As per the ESA Phase 1 report, additional site investigation may be required if underground storage tanks are identified. Please ensure appropriate measures are incorporated into construction management plans to accommodate the potential for underground storage tanks.

Applicant Response: Noted, appropriate measures will be incorporated into construction management plans.

Memorandum

To:	Isaac Beall	SS No.	SS000120
File #:	11/5245/St Johns Street/ 3121 & 3127 St Johns Street and 110 & 112-118 James Road		
From:	Stephen Judd	Date Completed:	8/30/22
Review:	Stephen Judd	Date Reviewed:	8/30/22
Subject:	Engineering Requirements for Development REZ00028		

1.0 General

The City of Port Moody Subdivision and Development Servicing Bylaw 2010, No. 2831 including specifications, standard drawings, water meter specifications, reference studies, plans, and other technical documents required for preparing servicing plans for development projects are available on the City Webpage.

<https://www.portmoody.ca/en/business-and-development/engineering-requirements.aspx>

All technical documentation, calculations and drawings submitted must be signed and sealed by a professional engineer, include a EGBC Permit to Practice Number, and meet the requirements listed in the Servicing Bylaw and Master Municipal Construction Document (Platinum Edition), unless explicitly approved otherwise.

City record drawings can be requested through the Engineering Department. This information is made available on the understanding that the City does not accept responsibility for the accuracy or completeness. Verification of this information must be made by the professional engineer responsible for the design and any variation in field conditions reported to the City prior to completion of designs.

It is the responsibility of the applicant to ensure that development permit drawings and servicing plans are coordinated and achieve the minimum required level of service. Consultants are recommended to arrange for a pre-design meeting to ensure compliance with the latest municipal standards, specifications, and policies.

As outlined in Schedule C Part 2.5, servicing plans shall be designed in accordance with Bylaw 2831 and submitted as a complete package including the following plans:

- a. Cover Sheet
- b. Site Plan
- c. Key Plan
- d. Legal/Subdivision Plan
- e. Lot Grading Plan
- f. Waterworks Plan and Profiles
- g. Sanitary Catchment/Servicing Plan
- h. Sanitary Sewer Plan and Profiles
- i. Storm Drainage Catchment/Servicing Plan
- j. Storm Sewer Plan and Profiles

- k. Storm Water Management Plan (refer to City ISMP's)
- l. Roadworks Plan and Profiles
- m. Road Cross Sections
- n. Street lighting, traffic signal and signage plan
- o. Detail Sheets
- p. Confirmation of 3rd party utilities
- q. Erosion Sediment Control Plan (separated into onsite and offsite construction phases)
- r. Others as Required
 - i. Fire Department Access Plan
 - ii. Construction Management Plan
 - iii. Pre-construction infrastructure condition assessment

All servicing plans shall specify datum (CGVD28 or CGVD2013) and control monument location and ID on all sheets (title block). Resubmissions shall clearly identify changes made to address City comments.

1.0 Off-Site Servicing

1.1 Water

- a) Abandon existing service connections at the main and provide new service connections from James Road
Applicant Response: Noted, new connections will be provided.
- b) Remove abandoned watermain along St Johns Street and James Road prior to boulevard reconstruction.
Applicant Response: Noted.
- c) Assess the water distribution capacity incorporating the proposed density with the future OCP scenario (MDD plus FF and the PHD)
Applicant Response: Noted, Onsite water demand load will be determined by the mechanical engineer for City review.

1.2 Sanitary

- a) Abandon existing service connections at the main and provide new service connections from James Road
Applicant Response: Noted, new service connections will be provided.
- b) Inspect condition of sanitary main and replace as necessary
Applicant Response: Noted.

1.3 Drainage

- a) Abandon existing service connections at the main and provide new service connections from James Road
Applicant Response: Noted, new service connections will be provided.
- b) Inspect condition of storm drainage main and replace as necessary
Applicant Response: Noted.
- c) Upgrade Storm on James Road and St Johns Street as per Moody Center Stormwater Management Servicing Plan
Applicant Response: As per the noted servicing plan, the following upgrading is required:

St Johns	Existing 150mm diameter	Upgrade 250mm diameter
James Road	Existing 300mm diameter	Upgrade 375mm diameter

d) Stormwater Management Report

- i. Review and incorporate recommendations from Moody Center Stormwater Management Servicing Plan as well as Chines ISMP
[Applicant Response: Current SWMP incorporates this requirement.](#)
- ii. Confirm calculations used the updated KWL IDF curve and Table 2 Proposed Stormwater Management Criteria
[Applicant Response: Noted and included in the enclosed submission.](#)
- iii. Maximum release rate must include the anticipated groundwater discharge as per Geotechnical Study
[Applicant Response: Noted.](#)
- iv. Minimum 300mm absorbent landscaping, additional depth required for shrubs and tree areas
[Applicant Response: Noted and included in the enclosed submission.](#)
- v. Detention facility must be on private property, 2.5m strip is to be dedicated not SRW. How will the detention/infiltration facility interact with the foundation drain for the parking structure.
[Applicant Response: Noted, coordination will be made with Williams Engineering.](#)

1.4 Roads - General

a) Road Classification/Standard

St Johns Street, Arterial MRN Road Classification, Continue standard fronting 3131 St Johns St

- i. Classified as an MRN Arterial, ½ road width shall be upgraded to meet standard RD-9, direct access is not permitted to arterial and MRN roads.
[Applicant Response: Noted – we will confirm current design meets RD-9. Confirmed no direct access, based on current Architectural drawings.](#)
- ii. Boulevard to be rebuilt to the RD-12 and RD-14 standard (matching 3131 St Johns Street), curb and gutter and boulevard treatments. Coordination with Pattison and Translink will be required for replacement of the existing transit stop. Curb extensions shall be used to protect parking and reduce crossing distance. Discussion with transportation staff regarding bike facilities is required prior to submission of detailed design.
[Applicant Response: Boulevard to be rebuilt to standards noted above. No transit stop existing adjacent to property.](#)
- iii. Existing street trees are to be protected and retained on St Johns Street in coordination with City arborist and incorporated into proposed civil grading plan.
[Applicant Response: Civil work requirements and municipal standards will prevent existing St Johns street trees from being retained.](#)

James Road, Local High Density Road Classification, Collector standard.

- i. Classified as a Local High Density, ½ road width shall be upgraded to meet standard RD-9.
[Applicant Response: Noted, we will confirm our current design meets RD-9.](#)

- ii. Boulevard to be rebuilt as a collector standard to RD-12 and RD-14 standard including, curb and gutter and boulevard treatments, boulevard landscaping to include Green Infrastructure where appropriate and grass with Street trees.
[Applicant Response: Noted, Civil Engineer will coordinate with Landscape Architect.](#)

Moray Place, Local High Density, Laneway Standard

- i. Classified as a Local High Density, however it has been constructed to a service road standard complete with 2m wide sidewalks on both sides, 7.5m travel lane and pocket parking where feasible. Developer shall provide a combination of 2.0m dedication and 1.5m SRW to provide a temporary 3.5m wide one-way access through to James Road.

[Applicant Response: We can provide the offsite access to the one-way access through James Road. Driveway access will be required on James Road and Moray Place.](#)

Access to site should be from Moray Place.

[Applicant Response: Noted and can confirm that parkade access is from Moray Place as per the enclosed submission.](#)

b) Road Dedication:

- i. 5x5m corner dedication at the intersection of St Johns Street and James Road

[Applicant Response: Noted, 5x5 corner dedication will be provided.](#)

- ii. 2.5m from the west property line; James Road future 20m road allowance with 2.5m dedication from School Property.

[Applicant Response: Noted, 2.5m dedication provided.](#)

- iii. 2.0m dedication from the south property line of 112 James Road; Moray Place future 12m lane to be extended through to James Road

[Applicant Response: Noted, we are currently providing 2.0m dedication north of 112 James Road](#)

- iv. Temporary 1.5m SRW north of the 2.0m dedication from 112 James Road to provide a temporary 3.5m wide one-way egress from Moray Place to replace the current "hammerhead" configuration.

[Applicant Response: 3.5m wide one-way egress has been incorporated into the submission.](#)

- v. Consider purchase of the remaining hammerhead and incorporating into the site.

[Applicant Response: Applicant to pursue acquisition. Hammerhead has been incorporated into the site.](#)

- c) Decorative LED streetlighting shall be provided on all road frontages including road and pedestrian level lights. Ornamental streetlights shall be used consistent with existing lighting and City standards.

[Applicant Response: Noted and LED streetlighting will be provided on all road frontages.](#)

- d) Relocation of overhead wires is not acceptable, all overhead utilities fronting the property on James Road and St Johns Street are to be undergrounded unless written consent is provided by the third-party utilities that it is considered to be a safe for emergency approach for Port Moody Fire Department, as well operationally for the strata to conduct maintenance to facades.

[Applicant Response: The intent is to work with third-party utilities to underground the overhead wires on James Road and are working with third-party utilities to determine the feasibility of undergrounding of overhead wires along St Johns Street.](#)

- e) Submit an on-street parking plan including proposed locations for loading zones, accessible parking, car share and commercial parking time restrictions.

[Applicant Response: Incorporated into submission.](#)

2.0 Transportation

- a) 25% Latecomer contribution to the new traffic signal being constructed at James Road based on the final construction costs.
- b) Provide bike lanes on St Johns Street

[Applicant Response: Following guidance from Engineering that this is not to be pursued.](#)

- c) On-street electric Car share

[Applicant Response: One car share vehicle \(Modo\) is being proposed on site.](#)

- d) 25% Latecomer contribution to the MUP on the westside of James Road based on the final construction costs.

- e) Traffic Impact Assessment

- f) Comments on the TIA Terms of Reference were provided to the consultant and the TOR accepted as noted.

- g) Proposed parking reduction of 4% will be considered with amenity contributions or TDM measures.

[Applicant Response: TDM measures have been incorporated into the enclosed transportation report.](#)

1.0 On-Site Servicing

1.1 General

- a) Remove the current Access SRW/Easements on title

[Applicant Response: Noted.](#)

1.2 Architectural plans

- a) Remove access onto James Road and access site from Moray Place.

[Applicant Response: Parkade access has been moved from James Road to Moray Place.](#)

- b) The proposed access ramp on St Johns is 8.33% which exceeds accessible standards, and the doorway will block ramp access when open.

[Applicant Response: Comment is no longer applicable.](#)

- c) Garbage staging area to be included into the solid waste.

[Applicant Response: Noted, a garbage staging area has been included in the enclosed submission.](#)

1.3 Solid Waste & Recycling

- a) Provision of solid waste service shall be in accordance with Bylaw No. 3058, submit a solid waste plan that outlines the proposed private or municipal services for green waste, recycling, garbage, and glass including both commercial and residential land uses. If the proposed service is not in accordance with Bylaw include a formal request for exclusion from the municipal solid waste bylaw.

[Applicant Response: Noted, a solid waste plan will be provided upon Building Permit Submission.](#)

- b) Where street parking limits the placement of carts the City may determine that the proposed service cannot be efficiently serviced and shall be excluded from the Bylaw or require changes to the proposed frontages.

2.0 Plans

2.4 Fire Department Access Plan shall be submitted, clearly indicating:

- a) Fire department (FD) access route
- b) FD response point
- c) FD Connection
- d) Hydrant location(s)
- e) Any adjacent above ground utility services
- f) Travel distances from:
 - Hydrant(s) to FD response point(s)
 - FD Connection to the hydrant
 - Response point to principal entrance.

[Applicant Response: A Fire Department Access Plan will be provided upon Building Permit Submission.](#)

2.5 Construction Management Plan shall be submitted, clearly indicating:

- a) Trucking Routes
- b) Delivery staging
- c) Construction staging plan
- d) Trades Parking Plan
- e) Pedestrian Safety Plan
- f) Temporary service connections

[Applicant Response: A Construction Management Plan will be provided upon Building Permit Submission.](#)

2.6 Preconstruction Infrastructure Condition Memo shall be submitted that indicates the preconstruction condition of the following infrastructure:

- a) Adjacent boulevards and properties
- b) Neighbourhood roads
- c) Underground infrastructure

[Applicant Response: A Preconstruction Infrastructure Condition Memo will be provided upon Building Permit Submission.](#)

3.0 Geotechnical Report

- a) Identify the impact of draining the perched groundwater table on the surrounding vegetation and tree canopy.
- b) Groundwater cannot be pumped to the sanitary sewer, the anticipated 40 L/min groundwater discharge from the foundation wall will need to be included into the stormwater design and accounted for in the environmental assessment. Should ground water discharge be approved, the developer shall monitor the rate once excavation is complete, reassess the downstream storm sewer and address all capacity deficiencies.

- c) Report identifies anticipated ground settlement within a minimum of 3m of the excavation. What is the anticipated long-term settlement from dewatering. Provide a pre-construction assessment of existing City infrastructure prior to excavation.
[Applicant Response: A preconstruction assessment will be provided prior to excavation.](#)
- d) City needs to be identified in the report limitations.
- e) Water consumption for construction of shoring and or foundation walls shall be metered and charged at the bylaw rate.

4.0 Report Card

- C13 The project is required to reconstruct James Road, St Johns Street and Moray Place to the Bylaw standards. The landscape and architectural plans are integrated with the required offsite improvements but have limited public amenities including the inclusion of benches into planters. (1) **(1/8)**
[Applicant Response: Additional street furniture has been provided on St Johns Street for commercial frontages. Please refer to Landscape Plans.](#)
- EC1 Project will include financial contribution to the proposed traffic signal at James Road to improve connectivity to the Skytrain and commercial areas as well as ½ road improvement connecting Moray Place to James Road (2) Landscaping has been incorporated to create inviting frontage (1) separated sidewalks are included in the bylaw requirements (1) (4/13)
- EN12 No Additional Comments – (3/12)
- EN13 Upgrade to Traffic signal and Bylaw frontage improvements supports the checked boxes, with the exception of there is no footpaths, pedestrian or bike only zone (-2). – (7/11)

Memorandum

To:	Doug Allan, Senior Planner	File #:	
CC:		Date:	August 3, 2022
From:	Laura Sampliner, Senior Sustainability and Energy Coordinator		
Subject:	3121 & 3127 St Johns Street and 110 & 112-118 James Road		

Below are comments for the application at 3121 & 3127 St Johns Street and 110 & 112-118 James Road.

Low Carbon Transportation

- Please label all EV stalls on architectural drawings.
- Applicant is encouraged to provide a minimum of 2 Level 2 dual-port fully installed electric vehicle charging stations to service 4 stalls or 1 DCFC that can be accessed by visitors and residents. Fully installed refers to including the station itself (EVSE) as opposed to just the electrical servicing up to the plug, as required in the Zoning Bylaw. Please review this commitment in the sustainability report card in EN section. See examples below:

**Image 1: Outlet Sample
(Zoning Bylaw Requirement)**



**Image 2: Fully Installed Charging Station
Sample (EVSE)**



- Load/power sharing systems can be used. Please make sure to abide by requirements through Technical Safety BC for the use of load management systems.
- Encouraged to provide secure e-bike charging for 50% of bike parking. E-bike charging can be accommodated with a standard 120v plug.

Applicant Response: EV stalls to be provided with a minimum two Level 2 dual-port stations.

Low Carbon Performance

- The City strongly encourages the applicant to install a low carbon energy system consistent with the LCES guidelines in the Corporate Policy [here](#). The most common example is a heat pump.
 - When selecting a low carbon energy system please be sure to use low global warming potential (GWP) refrigerants. Refer to this guide for information [Refrigerants & Environmental Impacts: A Best Practice Guide - Integral Group](#)

Applicant Response: Application has been revised to pursue Step Code 3 with Low Carbon Energy Systems.

- The applicant is STRONGLY encouraged to consider the addition of low-carbon mechanical cooling or passive cooling strategies. Overheating and extreme heat will continue be a problem with global warming. A heat pump is recommended as this system is low carbon in addition to easily integrating cooling in one system.

Applicant Response: Application has been revised to include mechanical cooling for all units.

- Applicant is strongly encouraged to complete and submit a pre-construction lifecycle assessment (LCA) of the new structures on site including estimated embodied emissions over the estimated lifespan of the building, and per kgCO₂e/m². There are free tools and resources to assist in LCA/embodied emissions estimations:
 - [Life Cycle Assessment \(LCA\) Practice Guide \[Carbon Leadership Forum\]](#)
 - [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](#)

Applicant Response: A pre-construction LCA will not be pursued at this time as this is not a requirement of the Building Code.

- Applicant is encouraged to incorporate outdoor cooling features for extreme heat. This could be in the form of seating and amenity areas under tree canopy for shade, cooling parks with water features (e.g. mister) etc.

Applicant Response: Outdoor cooling features have been incorporated into the outdoor courtyard in the form of seating under tree canopy for shade and can be found in the enclosed Landscape Plan.

- Applicant is strongly encouraged to achieve a recognized industry standard for sustainable design (e.g. Built Green, LEED, etc.)

Applicant Response: Our experience with LEED and sustainable design standards is that they provide inferior energy / sustainability targets relative to the current BC Energy Step Code.

- Please use future weather files to perform energy modelling on the proposed new structure to simulate energy and comfort performance with climate change. Future weather files can be downloaded for free from the Pacific Climate Impacts Consortium [here](#). Please use Abbotsford weather file location.

Applicant Response: As per the enclosed BC Energy Step Code Confirmation letter provided, an updated Energy Model using the prescribed future weather files at a later date.

- Please provide outdoor cooling features for times of extreme heat (e.g. spray park, seating and tables under shade, water features, drinking fountain etc.)

Applicant Response: Seating and tables under shade have been incorporated, as well as mechanical cooling has been included in units and amenity areas.

Building Department Comments

May 31, 2023

1. There doesn't appear to be a building code compliance report with the proposed Alternative Solutions which is required.
[Applicant Response: An Outline Building Code Review has been completed and provided in the enclosed submission.](#)
2. We originally had a concern with the location of the exhaust fan for their NFPA 96 system. The new plans do not show if there is one in place or not. If there is a likelihood of a food-related business with on-site preparation, then the exhaust venting will need to be built into the design. If not, then staff may decide to include some prohibited uses in the zoning bylaw eg. restaurant or other related use since we will not support any exterior venting solutions.
[Applicant Response: The proposal will include the option for food-related businesses to prepare food without grease laden cooking.](#)
3. Standpipes are shown on the wrong landing.
[Applicant Response: The drawings have been updated.](#)
4. Will need alternative solution for exit exposure.
[Applicant Response: An alternative solution for exit exposure protection has been included by the building code consultant.](#)
5. No indication for onsite detention facility if one is required.
[Applicant Response: An onsite detention facility has been included in the drawings.](#)
6. Fire department connection and retaining wall need to be modified to ensure connection is accessible and located entirely on private property.
[Applicant Response: A fire department connection has been relocated to be accessible and on private property.](#)
7. Don't know what "Luxer one" lockers are but these are shown open into entry lobby and am thinking that these may need to be in a rated enclosure.
[Applicant Response: Luxer one lockers are furniture pieces used for parcel delivery.](#)
8. Commercial elevator lobby not fully detailed and appears too shallow.
[Applicant Response: The commercial elevator lobby has been accurately detailed.](#)

Addressing these comments will require some additional plan revisions so you should plan on that. If you wish to discuss any of these comments, can I suggest that you contact Evan Mercer whom I've copied on this email.

Engineering Department Comments

Any questions, please direct them to Stephen. Aside from these comments which will necessitate revised civil drawings, some of the Environment and Parks comments may require amendments to these plans as well.

1.0 On/Offsite Civil

- a) See markups on attached conceptual plan (EDMS Document 613915) including:
 - i. Engineer to confirm operational status of water infrastructure identified on St Johns Street and update drawing.

Applicant Response: The engineer has confirmed the operational status of the watermain on St Johns Street based on information provided from the City via asbuilts and City GIS system.

- ii. Engineer to coordinate the arborist with the proposed street tree plans along St Johns and James Road.

Applicant Response: Noted

- iii. Engineer to coordinate the landscaping plan and post construction water quality control with the Storm Water Management Plan.

Applicant Response: Noted

- iv. Engineer to amend the alignment of sidewalks to consider Drawing RD-9 with adjustment for coordination with soil volumes and planting widths for street trees.

Applicant Response: Noted

- v. Engineer to identify a minimum 50mm mil and overlay to road centerline or as required by Benkelman Beam testing.

Applicant Response: Note has been added for 50mm mill and overlay to centerline and requirements for Benkelman Beam testing.

- vi. Architect and Engineer to confirm coordination between onsite and offsite plans including grade changes

Applicant Response: Noted and drawings have been updated.

- vii. Developer to coordinate SRW for public access to the road and sidewalk connection between Moray Place and James Road.

Applicant Response: Noted

- b) City to confirm with Coast Mountain Bus/Translink if a stop is required adjacent the site.

Applicant Response: Noted

- c) 25% Latecomer contribution to the new traffic signal being constructed at James Road based on the final construction costs.

Applicant Response: Noted

- d) 25% Latecomer contribution to the MUP on the westside of James Road based on the final construction costs.

Applicant Response: Noted

- d) Water consumption for construction of shoring and or foundation walls shall be metered and charged at the bylaw rate.

Applicant Response: Noted

2.0 Traffic Impact Assessment:

Section 2.2.3 - Cycling & Pedestrian Networks

- Additional bikeway links are provided along Moray Street between Golden Spike Lane and Brookmount Avenue – section should be removed as the bike lane was removed as part of the Moray Traffic Calming pilot project in early spring 2022.

Applicant Response: Section has been updated.

Section 3.3 - Proposed Parking Supply

- 29 visitor spaces – Confirm if the visitor parking stalls are intended to be dual purpose (i.e., both visitor and commercial use)
[Applicant Response: Visitor and commercial stalls are separate. 29 visitor spaces for residential and 14 commercial spaces.](#)

Section 4.2 - Site Traffic

- The OCP identifies that proximity to transit is within 400 m of Skytrain stations not 800 m as provided in the report. Although the site is within 800m of two SkyTrain stations, the subcategory 'Not Close to Rail Transit' was selected due to the limited number of surveys for the 'Close to Rail Transit' subcategory in a general urban/suburban context. To account for lowered vehicle trip rates caused by the site's proximity to transit, a 10% discount was instead applied to the base ITE residential rates – There will need to be a parking variance regardless of the rationale for doing this.

[Applicant Response: The need to include a parking reduction was not previously identified or discussed and should not be required. Based on feedback from the public engagement process and the City's initial comments, parking is at a premium in the area. The requirement to reduce parking based on a nominal 10% mode split to transit is not recommended. The 10% mode split reduction represents 7 AM peak hour and 7 PM peak hour trips. This magnitude of traffic will not substantially change the outcome of the report.](#)

Section 5.5 - Future Traffic Operations

- The traffic signal at St. Johns Street & James Road intersection will operate close to pre-timed operations, however the intersection is to be put into coordination during peak times. The synchro will need to be updated to reflect the intersection operating like a full signal.

[Applicant Response: The report has been updated to remove the unsignalized scenario for St. Johns Street & James Road.](#)

- The plan identifies lane configuration to include a short westbound right turn lanes – The laning configuration for the Phase 2 of the redesign would be 4 travel lanes and centre left turning bays. No right turn lanes.

[Applicant Response: The analysis has been updated to reflect shared through/right curb lanes.](#)

Section - 5.5.4 Summary of Traffic Impacts & Recommended Mitigations

- St. Johns Street & Moray Street, During AM peak hour, the westbound through movement is forecast to exceed the stated performance threshold with v/c ratios of up to 1.06, albeit with acceptable delays. 95th percentile queues are forecast to extend nearly 400m, reaching the upstream Dewdney Trunk Road intersection - The cause for the v/c capacity may decrease due to the traffic control in place due to development.

Applicant Response: The analysis has been updated to confirm St. John Street & Moray Street and the new St. Johns Street & James Road intersections are operating in coordination with the St. Johns Street & Buller Street intersection.

3.0 Geotechnical Report

- a) Identify the impact of draining the perched groundwater table on the surrounding vegetation and tree canopy.

Applicant Response: Arborist confirms there will be no issue based on their observation, as there is only 1 hedge being retained to the southwest of the site. The hedge condition will not be affected.

- b) Groundwater cannot be pumped to the sanitary sewer, the anticipated 40 L/min groundwater discharge from the foundation wall will need to be included into the stormwater design and accounted for in the environmental assessment. Should ground water discharge be approved, the developer shall monitor the rate once excavation is complete, reassess the downstream storm sewer and address all capacity deficiencies.

Applicant Response: The Civil Engineer has confirmed the anticipated groundwater discharge is typical and achievable, and see no issues. It was also noted in Section 6.5 of the enclosed Geotechnical Report.

4.0 Fire-Rescue Guide:

Port Moody Fire Rescue requires the following information to be submitted on one drawing:

- New and existing hydrant(s)
- Distance between hydrant(s) and fire department connections
- All entrances and exits from underground parking area
- Location(s) of fire alarm annunciator panel(s) and FDC
- Fire truck access route with weight considerations
- Immediate road(s) surrounding property

Applicant Response: Architectural drawings have been updated as required to meet requirements noted above.

Environment and Parks Department Comments

- Update arborist report and Tree Management Plan, including to clarify condition of 3 *Acer rubrum* trees on St Johns and suitability for retention. There is inconsistent information across current plans and responses to date.

Applicant Response: The arborist, VDZ, VDZ re-assessed the 3 *Acer rubrum* trees (C1, C2, C3) on June 19, 2023. The arborist report has been updated to clarify their condition and suitability for retention. The roots of C1 and C2 are currently lifting the sidewalk significantly above the grade of the curb. Removal and replacement of the sidewalk and regrading will likely require significant root damage. Tree C2 has low live crown ratio and is in decline. C3 has a slightly thin crown. The sidewalk around C3 has recently been replaced which may have resulted in impact to roots that have not yet manifested. Replacing the sidewalk again will result in additional impacts. A drainage line is proposed within the CRZ of C1, C2, C3 and the sidewalk is to be removed and replaced. VDZ recommends removal of the 3 *Acer rubrum* trees (C1, C2, C3).

- Street trees on James St and St Johns should be retained wherever possible.
Applicant Response: VDZ has reviewed the possibility of retaining the 3 street trees on St. Johns and one on James Rd with the project team. These trees are recommended for removal with the proposed development.
- Information from updated arborist report should be added to updated civil plans so all plans are coordinated.
Applicant Response: Noted.
- Include a rain garden at the northeast end of James St. Recommend appropriate tree species in appropriate location within or adjacent to the rain garden.
Applicant Response: The inclusion of a rain garden will not be viable due to hydrant, poles, and BC Hydro electrical vault.
- Run utilities underground on St Johns and James St.
Applicant Response: We will work with third-party utilities to underground the overhead wires on James Road and have determined that it is unfeasible to underground the overhead wires along St Johns Street.
- Include street tree irrigation that is accessible from private property on landscape plans and include relevant components on civil plan.
Applicant Response: Landscape Plans have been updated to include a 1½" water stub out for street tree irrigation and will be coordinated on the Civil Plans.
- Shift sidewalk on James St to allow a 1.8m boulevard strip.
Applicant Response: The sidewalk on James Street has been shifted to allow for a 2.0-metre boulevard strip.

Please ensure that these comments are addressed and you submit a revised set of coordinated landscape and civil engineering drawings.

One thing I did miss earlier in the review is the setback of the underground parkade. Under the Zoning Bylaw, section 6.5 requires a minimum setback for underground parking of 1.2m (3.9ft). It appears from the latest plans that the minimum setback is about 0.25m (10"). I would suggest that the architects review the parkade design (space sizes, aisle widths, etc. to see if that can be increased. If the setbacks can't meet the 1.2m requirement, then the development permit will need to include a variance.

Applicant Response: A development permit variance to be sought.



April 11, 2023

To: Whom it May Concern,

RE: Updated Rezoning / Development Permit Application for
3121 St. Johns Street, Port Moody
Application Checklist Item X – BC Energy Step Code Confirmation

This letter is to confirm that Anthem Properties (Anthem LMV James Road Holdings LP) has retained Aqua-Coast Engineering Ltd. to perform Energy Modelling services on the subject project.

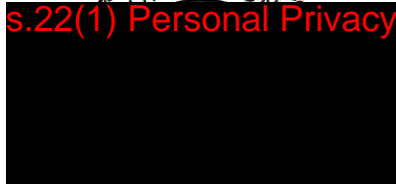
Aqua-Coast Engineering confirms the proposed building will be designed to achieve **BC Energy Step Code – Step 3 with Low Carbon Energy System** in accordance with the City of Port Moody BC Energy Step Code Rezoning Application Corporate Policy.

The energy modelling for the proposed building will use future weather files (Abbotsford) to simulate energy usage and thermal comfort considering the effects of climate change.

If you have any questions please don't hesitate to contact per below.

Aqua-Coast Engineering Ltd.
EGBC Permit No: 1002408

s.22(1) Personal Privacy



Pat Cuthbert, P. Eng.
Principal
E: pcuthbert@aquacoast.ca
T: 604-946-9910



3121 and 3127 St. Johns Street, 110 and 112-118 James Road

Transportation Impact Assessment

Final Report v1.0

Prepared for

Anthem Properties

Date

August 28, 2023

Project No.

04-21-0429

August 28, 2023
04-21-0429

Kevin Keresztes
Development Coordinator
Anthem Properties Group
Suite 1100 Bentall IV Box 49200
Vancouver, BC V7X 1K8

Dear Mr. Keresztes:

**Re: 3121 and 3127 St. Johns Street, 110 and 112-118 James Road
Transportation Impact Assessment, Final Report v1.0**

Please find enclosed the final Transportation Impact Assessment (TIA) for your proposed mixed-use development project encompassing the lots located at 3121/3127 St. Johns Street and 110, and 112-118 James Road in Port Moody, BC. The attached report documents the potential impacts of the proposed development on the adjacent street network and reviews the potential parking characteristics of the site.

Please contact the undersigned with any questions regarding the final TIA.

Yours truly,
Bunt & Associates

s.22(1) Personal Privacy

Catherine Oberg
Principal

s.22(1) Personal Privacy

CORPORATE AUTHORIZATION

Prepared By: Catherine Oberg
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Date: August 28, 2023

Project No. 04-21-0429

Approved By: Daniel Fung, P.Eng.

Status: Final Report v1.0

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1. INTRODUCTION

1.1 Overview

Anthem Properties is proposing to construct a mixed-use development encompassing the lots located at 3121/3127 St. Johns Street and 110, and 112-118 James Road in Port Moody, BC. The site is located at the southeast corner of the St. Johns Street & James Road intersection, within the Moody Centre area as outlined in the Official Community Plan (OCP).

Lots 3121 and 3217 St. Johns Street are currently zoned P2 – Private Institutional and lots 110, 112-118 James Road are currently zoned RM1 – Semi-detached and Townhouse Residential. As part of the development process, Anthem Properties is proposing to rezone the sites CD – Comprehensive Development Districts based on a multi-residential (RM) zone. The current development plan consists of a 6-storey residential tower with ground-floor commercial uses.

Bunt & Associates Engineering Ltd. (Bunt) was retained to prepare a Transportation Impact Assessment (TIA) to confirm the proposed site traffic characteristics and identify potential mitigation measures (if required) to address future operational concerns and/or constraints in the context of future area development objectives as outlined in Port Moody planning policies.

1.2 Study Objectives

The objectives of the TIA are:

- to review and summarize transportation and land use policy that is relevant to the site.
- to understand the existing operational challenges/opportunities in the study area concerning walking, cycling, transit, and vehicle use.
- to estimate the number of new trips generated by the development and the operational impact on the study network.
- to assess how the estimated site generated traffic can be accommodated on the study network for future horizon years.

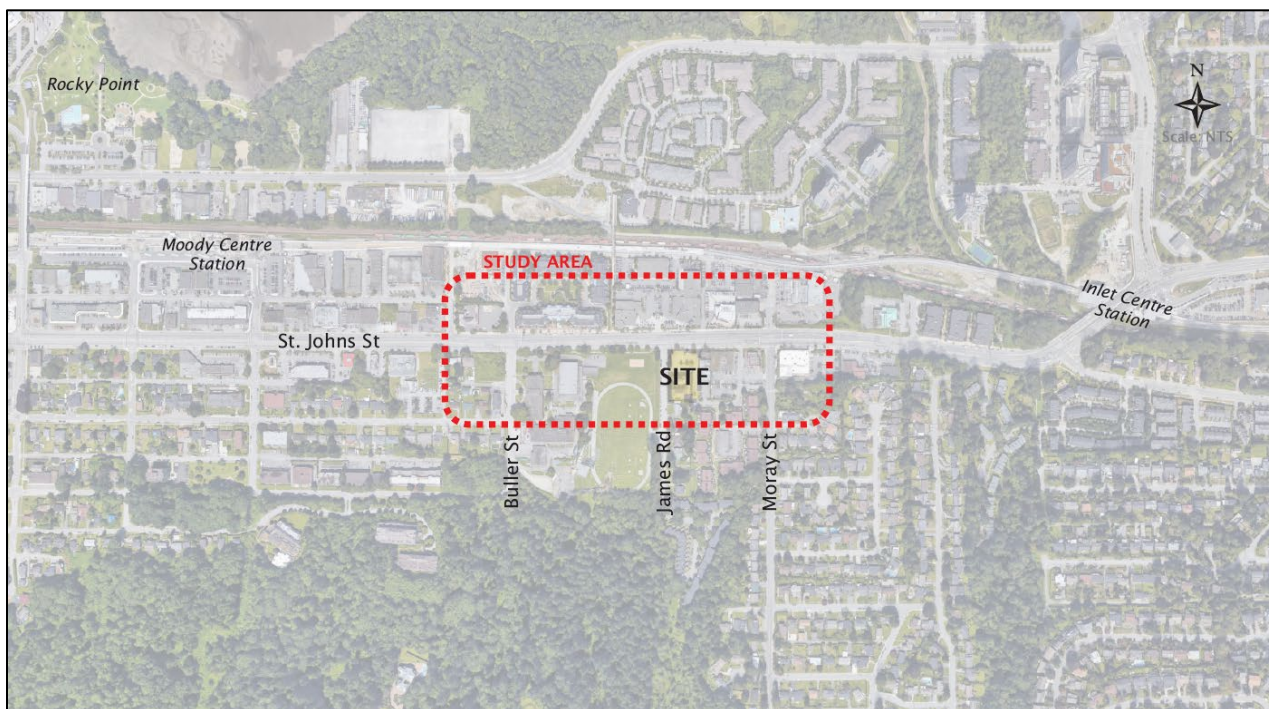
1.3 Study Scope and Area

As noted above, the site encompasses the lots located at 3121/3127 St. Johns Street and 110, and 112-118 James Road. Based on discussions with the City of Port Moody, the study area has been defined to include the following intersections:

- St. Johns Street & Buller Street;
- St. Johns Street & James Road; and
- St. Johns Street & Moray Street.

The site location and study area are illustrated in **Figure 1.1**.

Figure 1.1: Site Location and Study Area



The scope of the TIA was confirmed through the development of a Terms of Reference (TOR) in consultation with City of Port Moody staff. A copy of the TOR and associated correspondence is included in **Appendix A**.

2. SITE CONTEXT – EXISTING AND FUTURE AREA CONDITIONS

2.1 Existing Land Use

The proposed development site is located within the Moody Centre area as outlined in the OCP and is currently zoned P2 – Private Institutional and RM1 – Semi-detached and Townhouse Residential. Under the OCP, the site is intended for the development of “a variety of retail, service, office, and stand-alone commercial activities. Multi-family residential uses will also be permitted in association with commercial uses.”¹

Lots 3121 and 3127 St. Johns Street previously accommodated the Ismaili Community Centre and Jamatkhana while Lots 110, 112-118 James Road accommodate residential buildings.

2.2 Existing Conditions

2.2.1 Road Network

Table 2.1 summarizes the characteristics of the adjacent road network, while **Exhibit 2.1** displays the existing study area road network and traffic control.

Table 2.1: Existing Street Characteristics

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED	PARKING FACILITIES
Buller Street	Local	2	30 km/h ¹	On-street parking (time-restricted on the west side)
James Road	Local	2	30 km/h	On-street parking
Moray Street	Collector	2	30 km/h	None between St. Johns Street and Flinn Court
St. Johns Street	Arterial	4/5 ²	50 km/h	Time-restricted on-street parking

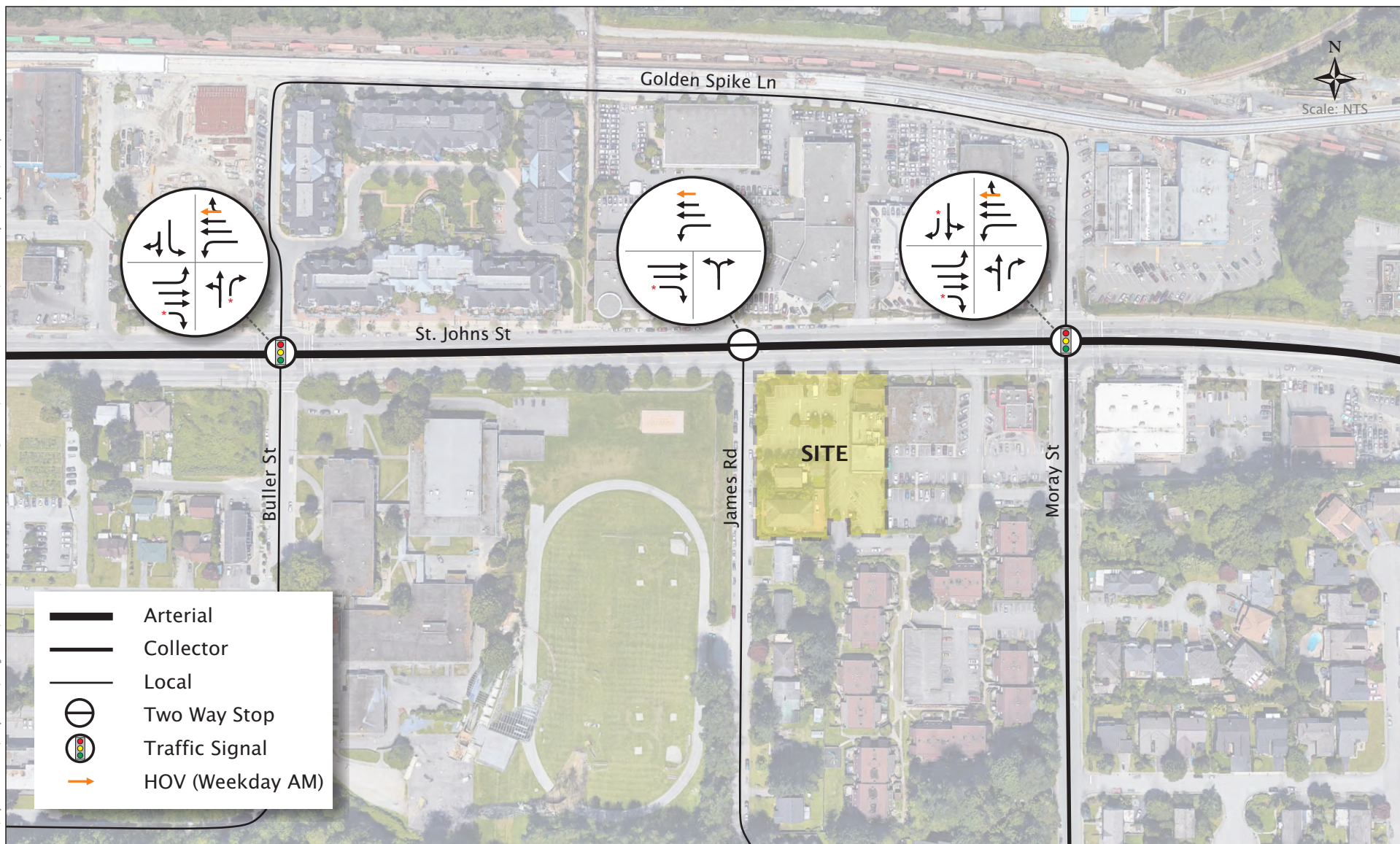
1. School zone

2. Westbound HOV Lane from 6:30-8:30AM on weekdays

Buller Street

Buller Street is a local road which spans from Golden Spike Lane in the north to Henry Street to the south. Notably, it provides access to Moody Middle School, which is located on the east side of Buller Street south of St. Johns Street.

¹ City of Port Moody, City of Port Moody Official Community Plan, Schedule “A” to Bylaw No. 2955, 2014.



* Note: Informal short right turn bays assumed at wide approach lanes

Exhibit 2.1 Existing Road Network, Laning & Traffic Control

04-21-0429

3121 St. Johns Street
December 2022

James Road

James Road is a local dead-end road which stretches south from St. Johns Street and terminates at a residential complex. The St. Johns Street & James Road intersection operates with minor leg stop control. The north leg of the St. Johns Street/James Road intersection provides access to commercial uses on the north side of James Road.

Moray Street

Moray Street is a collector road connecting Golden Spike Lane north of St. Johns Street to Como Lake Avenue in Coquitlam. To the north of St. Johns, Moray Street provides access to local businesses. Traffic calming measures are currently being piloted to help slow down traffic south of St. Johns, where there is a posted speed limit of 30 km/h.

St. Johns Street

St. Johns Street/Barnet Highway is an east-west arterial road which connects with Lougheed Highway to the east, providing access to Maple Ridge, and connects to Hastings Street and Downtown Vancouver to the west. It is a major corridor for both the movement of people and goods, as it is also part of TransLink's Major Road Network (MRN). Currently, there is a westbound HOV lane in effect from 6:00 AM to 8:30 AM on weekdays, though the City is planning to repurpose this space to provide active transportation facilities along the corridor.

2.2.2 Transit Network

The site is well served by transit, with close access to bus services along St. Johns Street. St. Johns Street is part of TransLink's Frequent Transit Network (FTN), providing access to 15 minute or better service during the following times:

- 6am – 9pm on weekdays
- 7am – 9pm on Saturdays
- 8am – 9pm on Sundays

The site is also located in close proximity to both Inlet Centre and Moody Centre Stations, providing access to higher-order rapid transit via the SkyTrain and West Coast Express (WCE). Bus route #160 provides 15-minute service between Port Coquitlam Station and Kootenay Loop, while other routes provide connections to Anmore, Belcarra, and Coquitlam. The transit network is illustrated in **Exhibit 2.2**. The nearest bus stops for transit routes situated within 800m of the site (approximately 10-minute walking distance) are detailed within **Table 2.2**, while **Table 2.3** summaries service frequencies for these nearby transit routes.

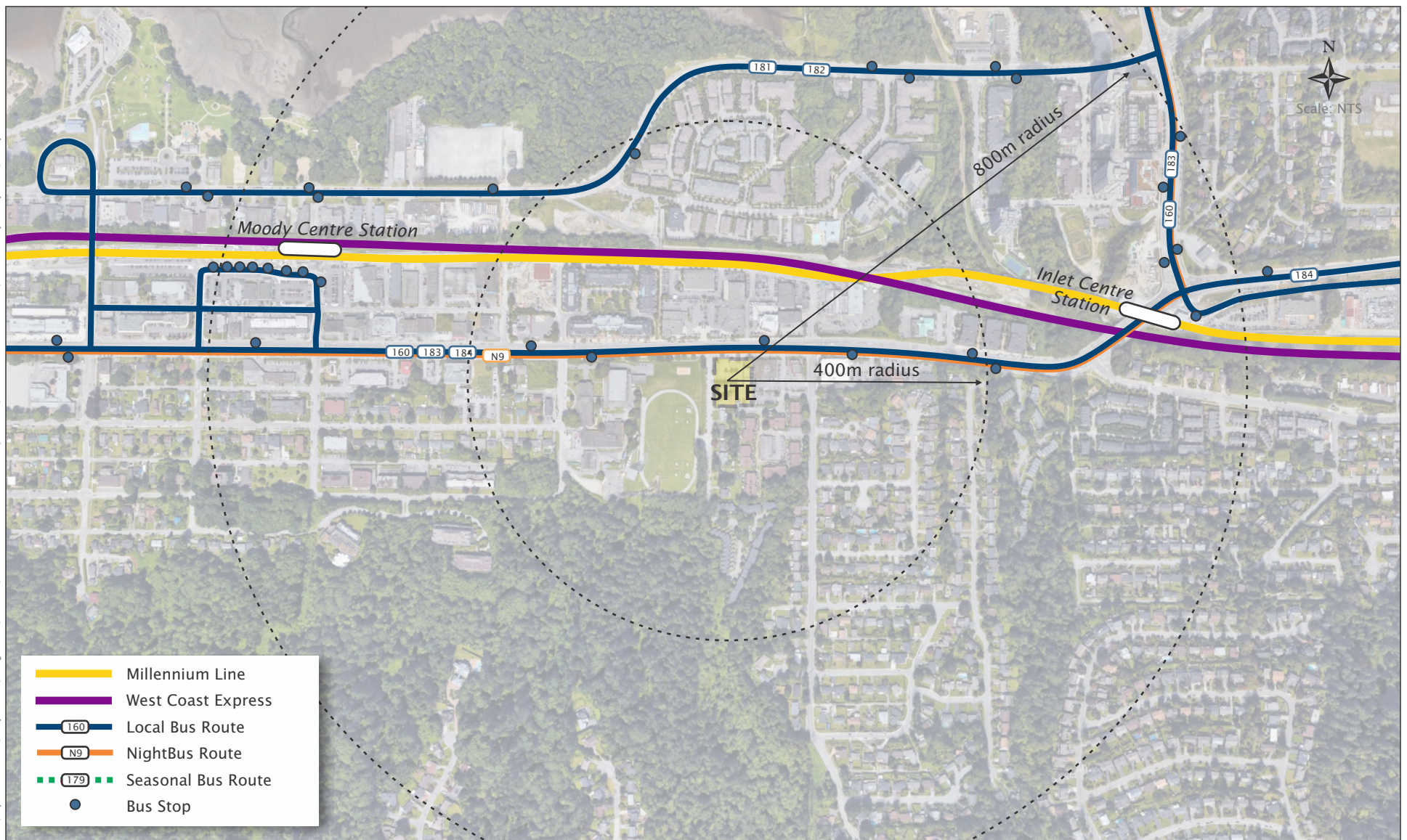


Exhibit 2.2 Existing Transit Network

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3121 St. Johns Street
January 2022

Table 2.2: Transit Stops within 800m Walking Distance of Site

STOP LOCATION	DIRECTION	STOP #	AMENITY	ROUTES SERVICED	WALKING DISTANCE
Inlet Centre Station	EB/WB	n/a	SkyTrain	Millennium Line	660m
Moody Centre Station	EB/WB	n/a	SkyTrain, WCE	Millennium Line, WCE	800m
St. Johns St @ Moray St	WB	53181	Bus	160, 183, 184, N9	170m
St. Johns St @ Moray St	EB	53150	Bus	160, 183, 184, N9	150m
Murray St @ Klahanie Dr West	EB	59491	Bus	181, 182	530m
Murray St @ Electronic Ave	WB	61235	Bus	181, 182	660m

Table 2.3: Existing Transit Service Frequency

ROUTE		STOP	WEEKDAY SERVICE SPAN		HEADWAY (MIN.)				
#	DIRECTION		START	END	AM	MID-DAY	PM	EVENING	WEEKEND
160	Eastbound	53150	6:02	2:04	15	15	15	15	15
	Westbound	53181	4:57	1:33	15	15	15	15	15
181	Eastbound	59491	6:15	23:46	30	40	30	60	60
	Westbound	61235	6:05	23:34	30	40	30	60	60
182	Eastbound	59491	5:58	20:38	30	30	30	60	60
	Westbound	61235	6:01	21:38	30	30	30	60	60
183	Eastbound	53150	4:28	2:02	15	30	15	30	30
	Westbound	53181	5:06	2:08	15	30	15	30	30
184	Eastbound	53150	5:32	23:12	15	30	15	30	30
	Westbound	53181	5:52	0:05	15	30	15	30	30
N9	Eastbound	53150	2:27	6:45	-	-	-	20	20
	Westbound	53181	0:30	4:29	-	-	-	30	30
Millennium Line	Eastbound	Inlet Centre	5:10	1:06	3	6	3	6	6
	Westbound		6:00	1:53	3	6	3	6	6
West Coast Express	Eastbound	Moody Centre	16:14	18:44	-	-	30	-	-
	Westbound		6:15	8:15	30	-	-	-	-

2.2.3 Cycling & Pedestrian Networks

The cycling and pedestrian network is illustrated in **Exhibit 2.3**. Cycling facilities within the area are generally located north of the study site. There are multi-use paths along Murray Street and via the Shoreline Trail. These facilities are both located north of the rail corridor, though there are overpasses located along Moody Street and west of James Road linking the two sides. South of the rail corridor, east-west neighbourhood bikeways are provided along Spring Street and St. George Street. These bikeways are shared facilities along local roadways with features such as lower vehicles speed and limited through vehicle access to improve safety for cyclists. An additional bikeway link is provided along Golden Spike Lane between Buller Street and Moray Street (one-way eastbound).

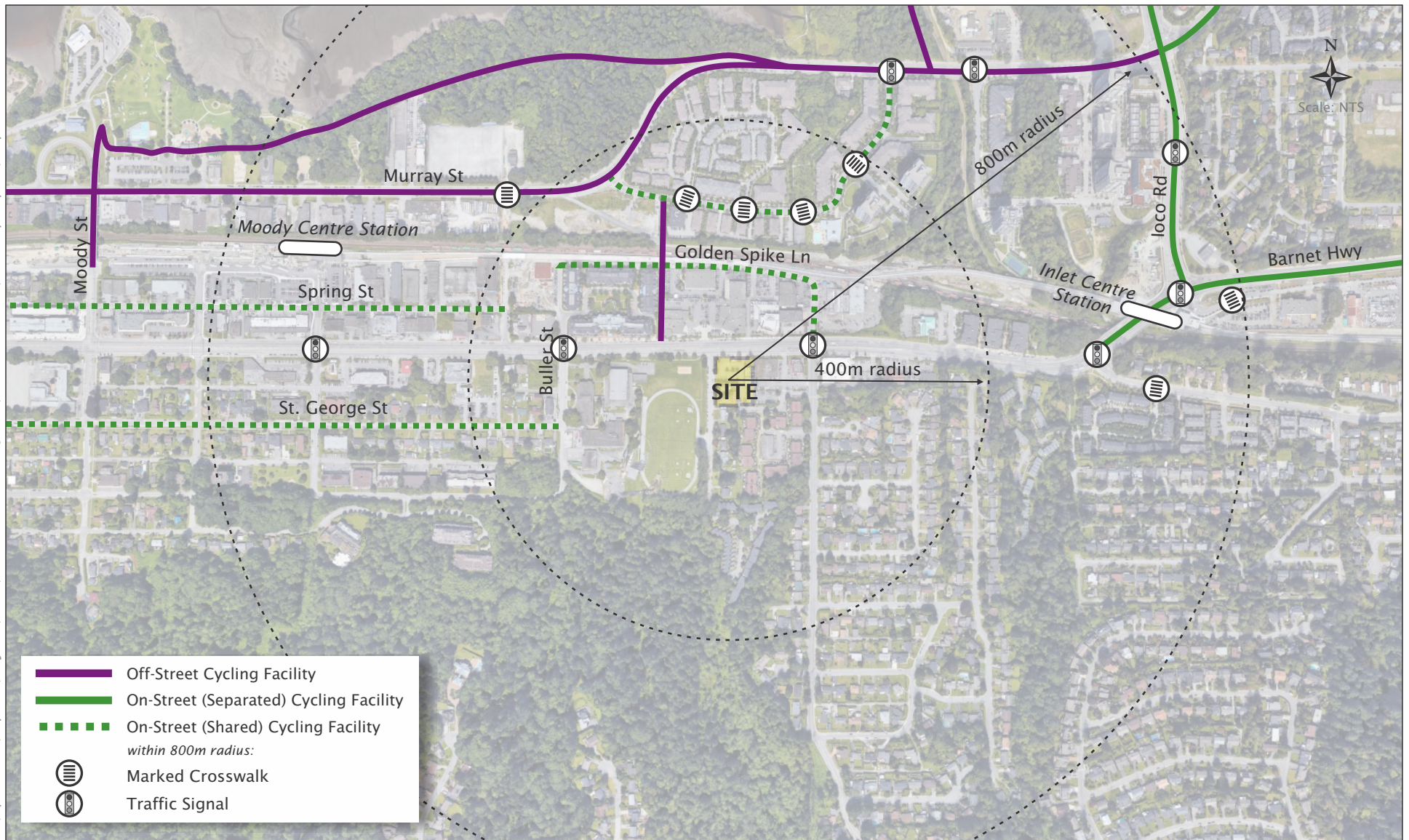


Exhibit 2.3 Existing Pedestrian and Cyclist Network

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3121 St. Johns Street
December 2022

There are currently limited cycling facilities located south of the project site, as the steep grade poses a significant challenge for cyclists. There is an existing multi-use path on Gatensbury Road west of the study area, and the City of Coquitlam has also expressed a desire for a new cycling facility to St. Johns Street via Clearview Drive.

For pedestrians, there are key destinations within walking distance of the site including Rocky Point Park and commercial and retail businesses along St. Johns Street. There is a sidewalk on the east side of James Road fronting the site. There are traffic signals along St. Johns Street at Moray Street and Buller Street with push buttons and crosswalks for pedestrians to cross St. Johns Street.

2.3 Existing Traffic Volumes

The following weekday AM and PM peak hour intersection turning movement count data was reviewed to establish the existing traffic volumes for use in the assessment:

- St. Johns Street/Moray Street – City of Port Moody - April 21, 2022 and July 21, 2022
- St. Johns Street and James Road – Bunt – July 21, 2022
- St. Johns Street and Dewdney Trunk Road – Bunt – July 21, 2022
- Barnet Highway and Dewdney Trunk Rd (Turning Movements to/from Dewdney Trunk Rd only) – Bunt – April 12, 2022
- Barnet Highway and Ioco Road – Bunt – April 12, 2022
- St. Johns Street and Buller Street – Bunt – February 21, 2019
- St. Johns Street and Moray Street – Bunt - February 21, 2019
- St. Johns Street and Moody Street – Bunt – November 27, 2018
- St. Johns Street and Buller Street – Bunt – February 21, 2019

Traffic data summaries are provided in **Appendix B** for reference.

Traffic volumes and patterns across Canada changed as a result of the COVID-19 pandemic. The St. Johns Street/Moray Street intersection turning movement counts from February 2019 (pre-pandemic) and April and July 2022 (post-pandemic) were reviewed to establish an approach to estimate existing volumes at the study intersections. As shown in **Table 2.4**, the total April 2022 traffic volumes at the St. Johns Street/Moray intersection were 12% and 10% lower than the February 2019 traffic volumes for the AM and PM peak hour respectively, while the total July 2022 traffic volumes were 32% and 14% lower than the February 2019 traffic volumes for the AM and PM peak hour, respectively. It is anticipated that in addition to potential changes to traffic volumes and patterns associated with the pandemic, the July 2022 traffic count may also have been impacted by a lack of school traffic as well as the influence of construction along St. Johns Street.

Table 2.4: St. Johns Street and Moray Street Intersection Volume Comparison

COUNT DATE	APPROACH VOLUME				TOTAL VOLUME
	EB	WB	NB	SB	
AM Peak Hour					
February 21, 2019	901	2,676	386	57	4,020
April 21, 2022	984	2,056	411	77	3,528
July 21, 2022	756	1,611	320	58	2,745
% change (April 2022-2019)	9%	-23%	6%	35%	-12%
% change (July 2022-2019)	-16%	-40%	-17%	2%	-32%
PM Peak Hour					
February 21, 2019	1,863	1,543	574	146	4,126
April 21, 2022	1,615	1,505	471	125	3,716
July 21, 2022	1,550	1,461	423	126	3,560
% change (April 2022-2019)	-13%	-2%	-18%	-14%	-10%
% change (July 2022-2019)	-17%	-5%	-26%	-14%	-14%

Based on the data summarized in Table 2.4, the February 2019 traffic data for the St. Johns Street/Moray Street and St. Johns Street/Buller Street intersections are proposed to be used as the basis for the existing conditions assessment.

As 2019 traffic data is not available for St. Johns Street/James Road intersection, the 2022 data is proposed to be used, with eastbound and westbound through volumes along St. Johns Street increased to balance volumes along St. Johns Street. The 2019 traffic data showed volume imbalances westbound on St. Johns Street, with about 5-10% more vehicles departing the Moray Street intersection compared to the vehicles arriving at the Buller Street intersection. While the midblock intersection at James Road and three driveway accesses on the north side of St. Johns between James and Moray are potential sources of these imbalances, they likely do not solely account for the major (100+ vehicle) imbalance observed in both the AM and PM peak hours. Therefore, Bunt conservatively factored up the westbound volumes arriving at Buller Street to better match the volume departing Moray Street, with minor imbalances assumed to remain between James and Moray to account for the driveways located on that stretch.

The balanced existing weekday AM and PM peak hour vehicle volumes are presented in **Exhibit 2.4**.



Exhibit 2.4 Existing Balanced Peak Hour Volumes

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3121 St Johns
April 2023

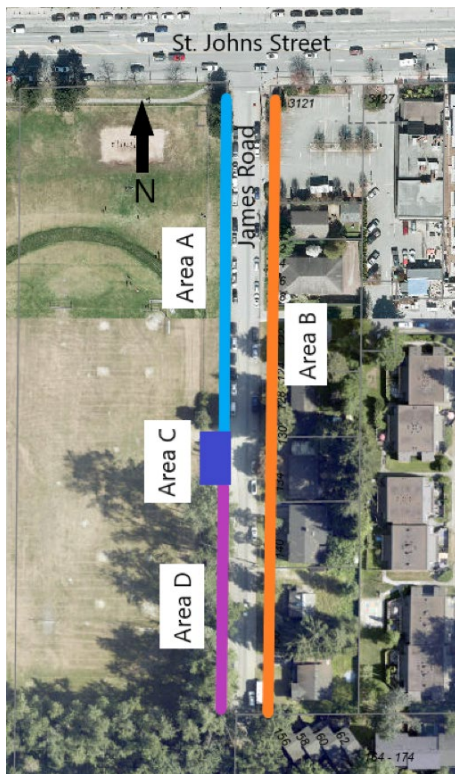
2.3.1 Existing Parking Supply and Demand

No on-street parking is allowed on the south side of St. Johns Street fronting the project site. West of James Road, there is time-restricted 4-hour on-street parking on St. Johns from 9:00 AM to 5:00 PM from Monday to Saturday, meaning no parking is permitted during the evening period analyzed for this exercise. Therefore, the parking study focused on James Road from St. Johns Street to the residential complex at its southern terminus.

The eastern side of James Road is occupied by single-family homes; therefore, vehicles cannot be parked for more than three hours as per the City of Port Moody Street and Traffic Bylaw, 1981. There is on-street signage confirming this bylaw is in effect along the east side of James Road. The west side of James Road fronts sports fields associated with Ecole Moody Middle School of the Arts, and no parking restrictions are in effect. There is also a small gravel lot near the entrance to the Moody Middle playing fields where perpendicular parking is feasible.

Parking data was collected in 30-minute increments during two weekday evenings (September 22 and 23, 2022) and one Saturday evening (September 24, 2022) from 6:00 PM – 10:00 PM. The evening time period was selected, as evenings are anticipated to generate the highest parking demand for visitors accessing to proposed development. The available parking area was divided into four subareas as shown in **Figure 2.1**.

Figure 2.1: Parking Sub Areas



The existing parking supply, along with the peak period demand and utilization is summarized in **Table 2.5**.

Table 2.5: James Road Parking Demand and Utilization

AREA	DESCRIPTION	SUPPLY (SPACES)	PEAK DEMAND ¹ (VEHICLES)	PEAK UTILIZATION ¹
A	West side (North of lot)	14	7	50%
B	East side	24	13	54%
C	Gravel lot on west side	8	0	0%
D	West side (South of lot)	9	4	44%
TOTAL	JAMES ROAD	55	24	40%

1. Peak period occurred on Friday, Sept. 23rd at 6:00PM

The on-street parking supply was estimated based on the available curb length and an assumed 6.7m parking stall length, while the perpendicular parking supply was estimated based on the available width of the parking area and an assumed 2.6m stall width. The highest parking demands were observed to occur from approximately 6:00 PM to 6:30 PM, and Friday was observed to have higher demand compared to the other two days.

Overall, the parking supply on James Road was found to be sufficient to accommodate the evening parking demands. The gravel parking lot was found to be underutilized, with a maximum of one parked vehicle observed during the study. If visitors to the proposed development choose not to park within the parkade, there should be sufficient parking available on James Road during the evening without negatively impacting area residents.

2.4 Future Conditions

2.4.1 Study Horizons

Two horizons were identified for inclusion in the analysis: Opening Day (2026) and Opening Day + 5 years (2031).

2.4.2 Future Transportation Network Improvements

Within the study area, the following roadway improvements are anticipated to be constructed within the near term and are assumed to be completed within each of the future horizon years.

St. Johns Street & James Road Signal

The City's 2017 Master Transportation Plan (MTP) recommended a new pedestrian signal be installed at the St. Johns Street/James Road intersection, replacing the existing minor-street stop control, to improve walkability in the area. The City has confirmed that a full signal will be installed by a separate developer, and that it should be considered within this study.

St. Johns Street Redesign Project

The City's MTP identified that walking and cycling were difficult on St. Johns Street and that the existing westbound HOV lane is underutilized. As a result, the MTP recommended that the HOV lane be repurposed to provide active transportation facilities.

Phase 1 of the St. Johns Street Redesign project, from Albert Street to Moody Street, focuses on providing a new multi-use path and is scheduled for construction in Summer 2023. Timelines for Phase 2 of the project, which stretches along St. Johns from Moody Street to Ioco Road and encompasses the study area, is still to be determined.

2.4.3 Background Traffic Forecasts

Background traffic is traffic that would be present on the road network if the site did not redevelop. Historical traffic data at the Barnet Highway/Ioco Road and St. Johns Street/Buller Street intersections was reviewed to identify recent volume trends along St. Johns Street. **Table 2.6** summarizes the peak hour directional volumes from available traffic count data.

Table 2.6: Historical Traffic Growth along St. Johns Street

COUNT DATE	AM PEAK		PM PEAK	
	EB	WB	EB	WB
Barnet Highway (West of Ioco Road)				
February 18, 2015	1000	2475	2218	1380
April 12, 2022	1260	1607	1893	1444
Linear Yearly Growth Rate	3%	-8%	-2%	1%
St. Johns Street (East of Buller Street)				
March 25, 2015	864	2419	1742	1255
February 21, 2019	903	2348	1895	1252
Linear Yearly Growth Rate	1%	-1%	2%	0%

Based on the above, background traffic growth for the two study horizons will be developed by applying growth rates as follows:

- St. Johns Street (Eastbound) - 1% per year, applied linearly
- St. Johns Street (Westbound) - 0% per year, applied linearly

In combination, the above growth rate is consistent with an average growth rate of 0.5% for the corridor used in prior studies. The 1% growth rate assumed for the eastbound hour reflects the potential for growth while also respecting potential capacity constraints. The application of 0% growth for westbound traffic at the study area intersections is consistent with the planned St. Johns Street Redesign, which would reduce capacity along the corridor and restrict future growth in westbound traffic, especially in the AM peak hour.



Exhibit 2.5 2026 Background Traffic Forecasts

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3121 St Johns
April 2023



Exhibit 2.6 2031 Background Traffic Forecasts

04-21-0429

3121 St Johns
January 2022

3. PROPOSED DEVELOPMENT

3.1 Land Use

Exhibit 3.1 illustrates the proposed development, while **Table 3.1** summarizes the land use schedule currently being contemplated.

Table 3.1: Land Use Schedule

LAND USE	BEDROOMS	INTENSITY
6-Storey Residential	Studio	12 du
	1-Bed	119 du
	2-Bed	40 du
	3-Bed	20 du
Total Residential		191 du
Retail		5,992 sq. ft.

The development plan includes providing 191 market rental residential units across six storeys along with a ground-floor commercial retail unit with 5,992 sq. ft of gross floor area fronting St. Johns Street.

3.2 Site Access

Vehicle access to the below-ground parkade will be facilitated via a driveway ramp at the south end of the building connecting to Moray Place. A new one-way westbound alley connection will be provided between Moray Place and James Road along the south side of the property.

Waste and loading areas are provided along the west side of the building adjacent to James Road, approximately 25m south of St. Johns Street.

3.3 Proposed Parking Supply

3.3.1 Vehicle Parking

Vehicle parking will be located within a two-level underground parkade with access from Moray Place. **Table 3.2** details the proposed vehicle parking supply. As noted, 14 commercial parking spaces will be provided in addition to 206 resident spaces and 29 residential visitor spaces for a total of 249 spaces.

Table 3.2: Land Use Schedule and Vehicle Parking Supply

LAND USE	INTENSITY	VEHICLE PARKING SUPPLY
Resident Spaces	191 du	206 residential spaces
Residential Visitor Spaces		29 visitor spaces
Commercial	5,992 SF	14 Commercial spaces
Total		249 spaces

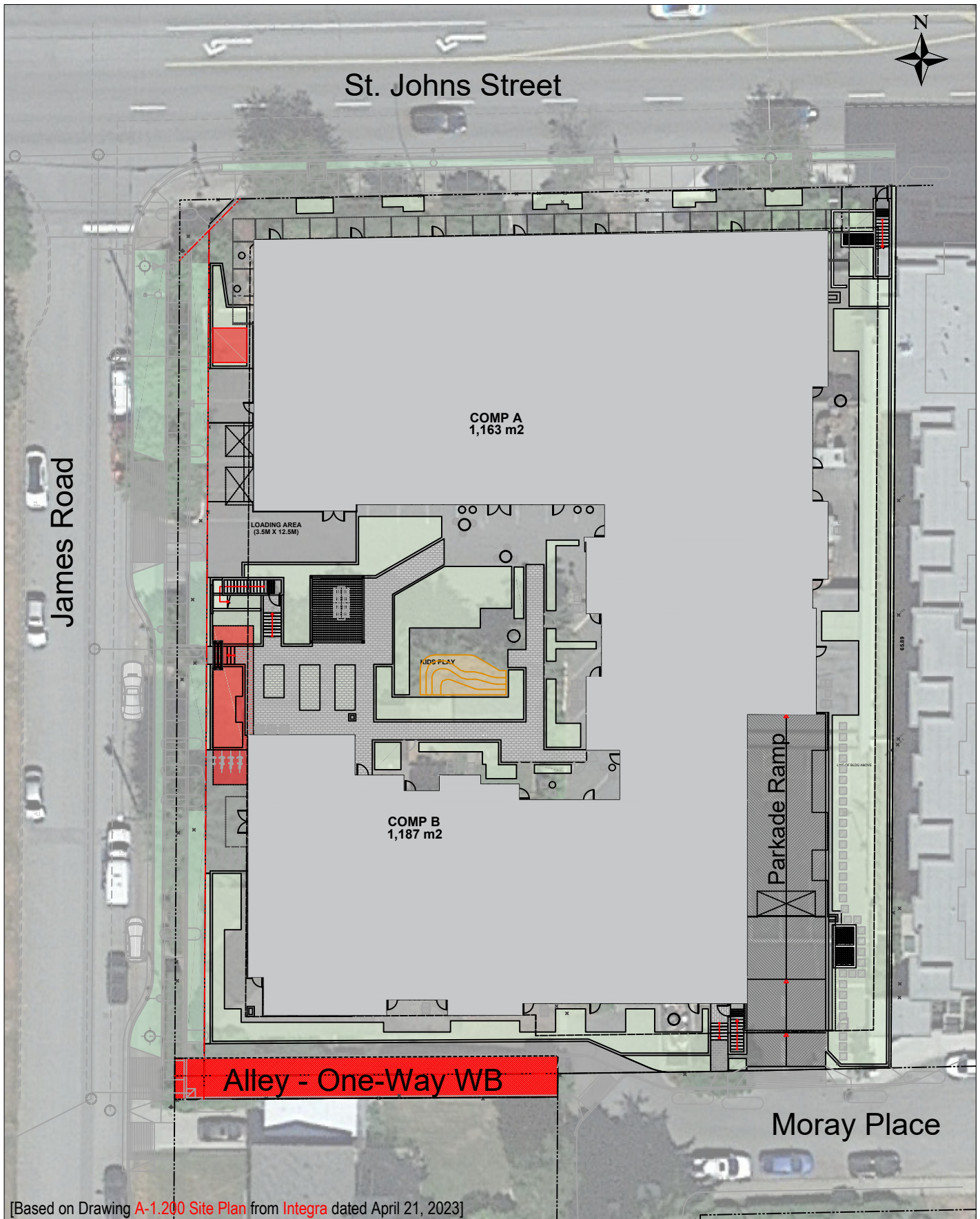


Exhibit 3.1 Site Plan

3121 St. Johns
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3.3.2 Bicycle Parking

Well managed, secure, accessible, and covered bicycle parking will be provided as part of the development plan. As shown in **Table 3.3**, the development is anticipated to include 290 long-term spaces and 23 short-term spaces.

Table 3.3: Bicycle Parking Supply Requirement & Provision

LAND USE	QUANTITY	PROPOSED	
		LONG-TERM	SHORT-TERM
Residential	191 units	290	23
Commercial	5,992 SF (557 sqm)	0	0
TOTAL		290	23

4. SITE GENERATED TRAFFIC FORECASTS

4.1 Analysis Time Periods

The majority of the proposed development program includes residential uses; therefore, the study focuses on the AM and PM peak hours of adjacent street traffic.

4.2 Site Traffic

Trip Generation

The trip generation rates used to estimate the vehicle trip generation associated with this development are based on rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed). Residential trip rates are based on 'LUC 221 – Multifamily Housing (Mid-Rise)' while commercial trip rates are based on 'LUC 822 – Strip Retail Plaza (<40k)'. A 'General Urban/Suburban' setting was selected for both land use codes. The residential land use code contains a further subcategory to differentiate between sites located within 800m of rail transit and those which are not. Although the site is within 800m of two SkyTrain stations, the subcategory 'Not Close to Rail Transit' was selected due to the limited number of surveys for the 'Close to Rail Transit' subcategory in a general urban/suburban context. To account for lowered vehicle trip rates caused by the site's proximity to transit, a 10% discount was instead applied to the base ITE residential rates.

Table 4.1 summarizes the peak hour trip generation rates used in the assessment. The residential rates included in the table account for the mode split adjustment. **Table 4.2** summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates.

Table 4.1: Peak Hour Vehicle Trip Rates

LAND USE	SOURCE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	ITE 221	Dwelling units	23%	77%	0.33 ¹	61%	39%	0.35 ¹
Commercial	ITE 822	1000 sq.ft. GLA	60%	40%	2.36	50%	50%	6.59

1. Trip rates decreased by 10% to account for lower site-specific auto mode splits compared to ITE surveys.

Table 4.2: Estimated Peak Hour Site Vehicle Trips

LAND USE	QUANTITY	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	191 units	14	49	63	41	26	67
Commercial	5,992 sq. ft.	8	6	14	20	20	40
TOTAL		22	55	77	61	46	107

The development is anticipated to generate approximately 77 and 107 two-way vehicle trips during the AM and PM peak hours, respectively. This represents on average, about 1-2 vehicles per minute added to the local area road network during peak traffic periods.

Trip Distribution & Assignment

When adding the estimated site trips to the study area road network, trips were distributed in a manner based upon existing traffic patterns. **Table 4.3** summarizes the assumed site traffic trip distribution patterns.

Table 4.3: Estimated Trip Distribution

ORIGIN/DESTINATION	AM PEAK HOUR		PM PEAK HOUR	
	IN (%)	OUT (%)	IN (%)	OUT (%)
Moray Street (South)	0%	4%	5%	5%
St. Johns Street (East)	55%	43%	49%	68%
St. Johns Street (West)	45%	53%	46%	27%
TOTAL	100%	100%	100%	100%

The site traffic was assigned to the parkade access to Moray Place. As the new alley connection between Moray Place and James Road is one-way westbound, no inbound trips were assigned via James Road. The resulting site generated traffic volumes are illustrated in **Exhibit 4.1**. The incremental impact of the site traffic on the study intersections during the Opening Day (2026) horizon year is presented in **Table 4.4**.

Table 4.4: Net Change in Future Intersection Vehicle Volumes with New Site Trips

INTERSECTION	AM PEAK HOUR VOLUMES			PM PEAK HOUR VOLUMES		
	BACK-GROUND	SITE	% CHANGE	BACK-GROUND	SITE	% CHANGE
St. Johns Street & Buller Street	3496	39	1.1%	3342	40	1.2%
St. Johns Street & James Road	3423	50	1.5%	3311	56	1.7%
St. Johns Street & Moray Street	4067	60	0.9%	4253	95	2.2%
TOTAL	10986	149	1.4%	10906	191	1.8%

The development will induce minimal traffic increases of approximately 1.0-2.5% compared to the Opening Day Background traffic at the three main study intersections. These percentages would decrease further in future horizon years as background traffic would continue to increase.

4.2.1 Total Traffic

The future total traffic volumes were established by superimposing the site traffic onto the background traffic volumes. The weekday AM and PM total peak hour traffic forecasts for the 2026 and 2031 horizon years are presented in **Exhibits 4.2** and **4.3**, respectively. Background traffic volumes at the Moray Place/Moray Street intersection were not measured as part of the study; therefore, background turning movements for the intersection were estimated based on existing development along Moray Place and balancing the volumes to the south approach of the St. James Street/Moray Street intersection.



Exhibit 4.1 Site Traffic Forecasts

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3121 St Johns
April 2023



Exhibit 4.2 2026 Total Traffic Forecasts

04-21-0429

3121 St Johns
April 2023



Exhibit 4.3 2031 Total Traffic Forecasts

04-21-0429

3121 St Johns
April 2023

5. TRANSPORTATION ASSESSMENT

5.1 Vehicle Parking Evaluation

5.1.1 Zoning Bylaw Parking Requirements

Table 5.1 summarizes the calculation of parking supply for market rental units based on Section 6.3: Required Off-Street Parking from the City of Port Moody's Zoning Bylaw.

Table 5.1: Zoning Bylaw Parking Requirements

LAND USE	INTENSITY	BYLAW PARKING RATIO	REQUIRED SUPPLY	PROPOSED SUPPLY
Residential Units (Market Rental)	191 du	1.1 space/du	210 spaces	206 spaces
Residential Visitors	100 du	0.2 visitor spaces/du for the first 100 units	20 spaces	29 spaces
	91 du	0.1 visitor spaces/du for each additional unit	9 spaces	
Total Residential	191 du		239 spaces	235 spaces
Commercial	5,992 SF (557 m ²)	1 space per 40m ²	14 spaces	14 spaces
TOTAL SPACES			253 SPACES	249 SPACES

As shown in Table 5.1, the proposed development requires 253 spaces based on the application of parking ratios as per the Zoning Bylaw. Based on a proposed parking supply of 249 spaces, the site is anticipated to be deficient by 4 spaces, or 1.6%.

5.1.2 Resident Parking

The City of Port Moody's zoning bylaw parking ratio of 1.1 spaces/du continues to allow for a minimum of one space to be allocated to each dwelling unit, with surplus spaces available for 10% of units to retain two spaces. Although the site is outside of the Transit Oriented Development (TOD) areas defined by the Port Moody OCP, the site is located within 650m of the Inlet Centre Station, within 800m of the Moody Centre Station, and along a Frequent Transit Network (FTN) route, increasing the opportunity for site residents to incorporate transit as a primary mode of travel in their daily lives.

The potential influence of the site's location in proximity to transit on the overall residential parking demand was determined based on a review of the 2018 Regional Parking Study, Technical Report prepared by TransLink and Metro Vancouver (2018 RPS). The 2018 RPS considered transit influence when units were within 800m of rapid transit and 400m of frequent bus transit only.

Table 5.2 summarizes the parking and vehicle holdings data for market rental units by proximity to transit as outlined in the 2018 RPS.

Table 5.2: Parking and Vehicle Holdings for Market Rental by Proximity to Transit

# OF BEDROOMS	PARKED VEHICLES			VEHICLE HOLDINGS		
	Within 800m of Rapid Transit	Within 400m of Frequent Bus Transit	Off FTN	Within 800m of Rapid Transit	Within 400m of Frequent Bus Transit	Off FTN
0 to 1 Bed	0.52	0.69	1.10	0.55	1.03	1.25
2 Bed	0.67	1.00	1.23	1.00	1.18	1.33

Information for three-bedroom units is limited; however, based on all data from three-bedroom Strata units, the average number of parked vehicles was in the order of 1.55 and the vehicle holdings were in the order of 1.69.

Table 5.3 summarizes the estimated parking demands for the proposed development based on the average vehicle holding rates for the different unit sizes in proximity to transit.

Table 5.3: Potential Parking Requirements based on Vehicle Holdings for Market Rental by Proximity to Transit

# OF BEDROOMS	# OF UNITS	VEHICLE HOLDING RATES	TOTAL SPACES
		Within 800m of Rapid Transit	Within 800m of Rapid Transit
0 to 1 Bed	131 du	0.55 spaces/du	72 spaces
2 Bed	40 du	1.00 spaces/du	40 spaces
3 Bed	20 du	1.69 spaces/du	34 spaces
TOTALS	191 DU		146 SPACES

As noted, the site is within 800m of two rapid transit stations and is also adjacent to a FTN route. As shown in Table 5.3, based on average vehicle holding data, a parking supply in the order of 146 spaces could meet the site requirements. The bylaw requirement of 210 resident parking spaces represents a potential 44% oversupply based on regional data. The provision of 206 resident parking spaces is anticipated to provide significant flexibility in the provision of parking to future building residents and is not anticipated to result in a parking shortfall based on future potential demand.

5.1.3 Travel Demand Management

Travel Demand Management (TDM) programs are designed to help reduce the magnitude of parking demands and single occupant vehicle use associated with future development projects. The programs may include a variety of site amenities or services to enhance travel by transit or active modes. The following provides a sampling of TDM measures considered within the surrounding jurisdictions:

- Bicycle amenity areas that include washing and maintenance features;
- Magnitude of secure bicycle storage that is easily accessed from ground levels;
- Carshare spaces and/or memberships;
- Electric vehicle charging equipment; and
- Subsidized transit passes.

As noted previously, the site's location in proximity to rapid transit and the FTN is anticipated to be a key driver in the shift from private vehicle to transit use for future residents. From an active transportation perspective, the following building amenities/enhancements have been identified:

- Provision of specialty/over-sized bike storage (2 spaces, 8ft long);
- Provision of Bike Maintenance and Wash Facilities (designated workspace, bike holders, tools, located adjacent to primary bike storage);
- On-site Car Share Vehicle (subject to agreement from the car share operator); and
- EV Charging Equipment for 10% of resident spaces.

5.1.4 Parking Evaluation Summary

The parking supply associated with the future development at 3121 and 3127 St. Johns Street, 110 and 112 to 118 James Road is proposed to include 206 resident parking spaces and 43 publicly accessible spaces, made up of 29 residential visitor spaces and 14 commercial spaces for a total supply of 249 parking spaces. Based on a review of the City of Port Moody's Zoning Bylaw, a 4-space variance is required. Based on the site's location in relation to transit and the provision of TDM measures that support the use of transit and active modes by building residents, the proposed parking supply is anticipated to be sufficient to accommodate peak demands.

5.2 Bicycle Parking Evaluation

Table 5.4 summarizes the bicycle parking supply requirements based on Section 6.10: Bicycle Parking from the City of Port Moody's Zoning Bylaw. As shown in the table, the site is proposed to meet the bicycle parking requirements. The long-term parking spaces will be located in secure bicycle rooms within the parkade. The short-term spaces will be provided in publicly accessible areas near the main building entrances in well lit and highly visible areas.

Table 5.4: Bicycle Parking Supply Requirement & Provision

LAND USE	QUANTITY	BYLAW RATE		BYLAW REQUIREMENT		PROPOSED	
		LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM
Residential	191 units	1.5 spaces per unit	6 spaces for each 50 units	287	23	290	23
Commercial	5,992 SF (557 sqm)	If >750 sqm, then 1 space per 750 sqm	If >750 sqm, then 6 spaces per building	0	0	0	0
TOTAL				287	23	290	23

5.3 Active Modes Network

As noted previously, installation of a signal is planned for the St. James Street/James Road intersection. The new signal is anticipated to improve pedestrian and cyclist connections to the existing rail overpass on the north side of St. Johns approximately 70m west of James Road. The walking distance for pedestrians to safely travel between James Road and the overpass would be reduced by approximately 260m compared to the existing configuration, as they would no longer need to detour to the Buller Street signal to safely cross St. Johns Street.

5.4 Traffic Operational Analysis

5.4.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 11 analysis software (Version 11.1, build 2, revision 9). The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio. HCM 2000 was selected as more recent versions of HCM (i.e., 6th Edition) do not support exclusive pedestrian phases which were used to model leading pedestrian intervals at some signalized intersections. HCM 6th Edition also does not support approach speeds of less than 25 mph (40 km/h).

The Level of Service (LOS) rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 5.5 below summarizes the thresholds for the six LOS, for both signalized and unsignalized intersections.

Table 5.5: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

The anticipated 95th percentile queue length has also been included in the following assessment summaries. The queues provided may include a footnote that relates to the ability of the program to estimate the queue accurately. The 'm' footnote indicates that the volume entering the intersection is being metered by an upstream intersection. The Synchro help file also provides the following regarding the '#' footnote:

"The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. This traffic was simulated for two complete cycles of 95th percentile traffic to account for the effects of spill over between cycles. If the reported v/c < 1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bays."²

The methodology includes a number of assumptions that relate to the operating conditions present at the intersections. In general, Synchro default parameters were used for the analysis; however, existing peak hour factors, heavy vehicle percentages, and bicycle and pedestrian volumes collected as part of the intersection traffic counts were inputted into Synchro to better represent existing conditions. These parameters were carried through for analysis of future horizon years.

As directed by the City of Port Moody, the performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below.

Signalized Intersections:

- Overall intersection Level of Service = LOS D or better;
- Overall intersection V/C ratio = 0.85 or less;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.

² Trafficware LLC., Synchro Studio 11 User Guide, Chapter 11 – Timing/Signing Settings, Queue Lengths, pg. 11-17.

Unsignalized Intersections and Roundabouts:

- Individual movement Level of Service = LOS E or better unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2000 output for overall LOS and V/C as well as individual movement LOS and V/C is reported. 95th Percentile Queues are reported as estimated by Synchro;
- For unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported for individual lanes as the HCM methodology does not report overall performance;

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix C**.

5.4.2 Existing Conditions Analysis Assumptions*Signal Timing*

Signal timing for the two signalized intersections at Buller Street and at Moray Street were modelled based on the signal timing plans received from the City. The eastbound and westbound movements at these intersections are coordinated with all Port Moody signals along the St. Johns Street and loco Road corridors during peak hours. During off peak periods (e.g., 8:00 AM to 4:00 PM) the St. Johns Street/Buller Road continues to operate under coordinated operation, while the St. Johns Street/Moray Street intersection is uncoordinated during off peak periods.

The existing weekday AM peak hour was found to be 7:30-8:30 AM, which straddles the boundary between two time-of-day signal timing patterns at 8:00 AM. The AM Synchro analysis was conducted using the later time-of-day plan since the peak 15-minute interval was found to occur from 8:15-8:30 AM.

Laning Assumptions

There is a westbound HOV lane on St. Johns Street during the weekday AM peak hour. As lane utilization data was not collected, the HOV lane was conservatively excluded from the Synchro analysis. The City's MTP had also noted the HOV lane is underutilized. Instead of the HOV lane, westbound right turn bays were assumed at locations where non-HOV vehicles would use the HOV lane to complete a right turn movement. However, excluding the HOV lane results in a reduction of the modelled westbound capacity, leading to inflated operational results including existing v/c ratios above 1.0 during the AM peak hour.

Right turn bays were also assumed at intersection approaches, such as eastbound approaches along St. Johns Street, with sufficient width for right turning vehicles to bypass a through vehicle.

5.4.3 Existing Operational Analysis Results

The existing weekday AM and PM peak hour traffic operations are presented in **Table 5.6**.

Table 5.6: Existing Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
St. Johns Street & Buller Street (Signalized)	OVERALL	E	0.87	-	A	0.63	-
	EBL	C	0.36	#15	A	0.13	9
	EBT	B	0.42	71	B	0.71	213
	EBR	A	0.02	1	A	0.01	0
	WBL	B	0.31	24	B	0.28	m6
	WBT	F	1.14	m401	A	0.48	63
	WBR	A	0.04	4	A	0.06	6
	NBLT	D	0.23	22	D	0.10	10
	NBR	D	0.06	12	D	0.04	11
	SBL	D	0.13	14	D	0.27	18
	SBTR	D	0.01	0	D	0.02	5
St. Johns Street & James Road (Unsignalized)	OVERALL	A	-	-	A	-	-
	EBLT	A	0.37	0	A	0.78	0
	EBR	A	0.00	0	A	0.01	0
	WBL	A	0.00	0	C	0.05	1
	WBT	A	0.76	0	A	0.40	0
	WBR	A	0.03	0	A	0.01	0
	NBLTR	B	0.02	12	D	0.09	2
St. Johns Street & Moray Street (Signalized)	OVERALL	D	1.05	-	C	0.93	-
	EBL	B	0.04	2	B	0.07	m2
	EBT	B	0.49	87	C	0.97	#251
	EBR	B	0.06	7	A	0.12	m5
	WBL	B	0.73	#58	E	0.95	#151
	WBT	D	1.06	#386	A	0.48	90
	WBR	A	0.01	0	A	0.03	4
	NBLT	D	0.67	46	E	0.73	50
	NBR	C	0.38	38	D	0.78	#137
	SBLT	C	0.19	16	D	0.62	42
	SBR	C	0.01	0	D	0.02	0

Note: **Bolded** results indicate values that do not meet acceptable performance criteria.

"-" indicates a value not applicable to that particular intersection or movement.

Traffic volumes along St. Johns Street are highly directional, with traffic favouring the westbound direction during the AM peak hour, and with higher eastbound volumes during the PM peak hour. During these peak hours, the peak direction along St. Johns Street operates near its practical capacity, with multiple individual movements and some overall intersections operating above acceptable thresholds as well.

Note that while the westbound movements along St. Johns were found to have high v/c ratios of up to 1.14 at the Buller Street intersection during the AM peak hour, these results are inflated due to the exclusion of the westbound HOV lane from this analysis. While the HOV lane is underutilized, it does still provide an additional through lane for high occupancy vehicles, adding additional capacity to these westbound movements which are not reflected within the operational results. Westbound queueing was also found to be a concern, with 95th percentile westbound queues at Buller Street and Moray Street stretching back to their upstream signalized intersections of Moray Street and Dewdney Trunk Road, respectively.

During the PM peak hour, the Moray Street intersection operates above acceptable thresholds, notably on the conflicting eastbound through and westbound left movements. The modelled 95th percentile queue on the westbound left movement of 151m also exceeds the approximately 100m of available storage.

No operational issues were identified at the St. John Street & James Road intersection, where the existing minor-leg stop control was found to be sufficient in accommodating the relatively low volume of vehicles entering and exiting James Road.

5.5 Future Traffic Operations

5.5.1 Future Conditions Analysis Assumptions

Signal Timing

Signal timings were optimized along St. Johns Street for all future scenarios to reflect changing traffic volumes. As this corridor is coordinated, the cycle lengths were generally unchanged from existing conditions. The exception is the intersection of St. Johns Street & Moray Street, where the signal currently operates as an uncoordinated semi-actuated signal from 8:00 AM to 4:00 PM. Under future scenarios, the cycle length for this intersection was adjusted and the analysis assumed coordinated operation along James Road.

Laning Assumptions

As discussed previously, Phase 2 of the St. Johns Street Redesign Project involves repurposing the westbound HOV lane along St. Johns Street for active transportation facilities. Since the City's MTP indicated the HOV lane is being underutilized, the lane was already excluded as a through lane from the existing conditions analysis. In the future scenarios, the curb lane will be repurposed to active transportation facilities; therefore, right turn bays have not been assumed along St. Johns Street.

5.5.2 Future Background Traffic Operations

The future background assessment results during the 2026 and 2031 horizon years are summarized in **Table 5.7** and **5.8**, respectively.

5.5.3 Future Total Traffic Operations

Tables 5.9 and **5.10** summarize the Weekday AM and PM intersection capacity analysis results for the St. Johns Street intersections under Opening Day (2026) and Opening Day + 5 Years (2031) horizon years and Total traffic conditions. **Table 5.11** summarizes the Moray Place/Moray Street intersection under the Opening Day and Opening Day + 5 Years (2031) horizons.

Table 5.7: Opening Day (2026) Background Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
St. Johns Street & Buller Street (Signalized)	OVERALL	E	0.90	-	A	0.66	-
	EBL	C	0.38	#16	A	0.15	9
	EBTR	B	0.44	74	B	0.74	233
	WBL	A	0.33	m3	B	0.33	m4
	WBTR	E	1.14	#390	A	0.52	46
	NBLT	D	0.23	22	D	0.10	10
	NBR	D	0.06	12	D	0.04	11
	SBL	D	0.13	14	D	0.28	19
	SBTR	D	0.01	0	D	0.02	5
St. Johns Street & James Road (Signalized)	OVERALL	B	0.84	-	A	0.68	-
	EBLTR	A	0.39	41	A	0.81	32
	WBL	A	0.01	m0	A	0.19	m1
	WBTR	B	1.01	#342	A	0.51	24
	NBLTR	D	0.01	1	D	0.01	4
	SBLTR	D	0.01	3	D	0.01	0
St. Johns Street & Moray Street (Signalized)	OVERALL	C	1.02	-	D	1.01	-
	EBL	B	0.04	m1	B	0.07	m1
	EBTR	B	0.57	92	E	1.10	#308
	WBL	B	0.72	58	E	0.96	#151
	WBTR	D	1.04	#397	A	0.50	94
	NBLT	D	0.69	47	E	0.74	50
	NBR	C	0.41	41	D	0.82	#121
	SBLT	D	0.21	17	D	0.63	43
	SBR	D	0.01	0	D	0.02	0

Note: **Bolded** results indicate values that do not meet acceptable performance criteria.

"-" indicates a value not applicable to that particular intersection or movement.

Table 5.8: Opening Day + 5 Years (2031) Background Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
St. Johns Street & Buller Street (Signalized)	OVERALL	E	0.90	-	B	0.70	-
	EBL	C	0.39	#16	A	0.16	10
	EBTR	B	0.47	78	B	0.77	#285
	WBL	A	0.36	m3	B	0.40	m#5
	WBTR	F	1.17	m#390	A	0.52	46
	NBLT	D	0.22	22	D	0.10	10
	NBR	D	0.06	13	D	0.04	12
	SBL	D	0.13	15	D	0.29	20
	SBTR	C	0.01	0	D	0.02	5
St. Johns Street & James Road (Signalized)	OVERALL	B	0.84	-	A	0.71	-
	EBLTR	A	0.41	42	A	0.84	#56
	WBL	A	0.01	m0	A	0.23	m1
	WBTR	B	1.01	#342	A	0.51	24
	NBLR	D	0.01	2	D	0.01	4
	SBLTR	D	0.01	3	D	0.01	0
St. Johns Street & Moray Street (Signalized)	OVERALL	D	1.02	-	E	1.05	-
	EBL	B	0.04	m1	B	0.07	m1
	EBTR	B	0.61	98	F	1.15	#332
	WBL	B	0.73	#65	E	0.96	#151
	WBTR	D	1.04	#397	A	0.50	94
	NBLT	D	0.69	47	E	0.75	50
	NBR	C	0.44	45	D	0.87	#134
	SBLT	D	0.22	18	D	0.66	45
	SBR	D	0.01	0	D	0.02	0

Note: **Bolded** results indicate values that do not meet acceptable performance criteria.

"-" indicates a value not applicable to that particular intersection or movement.

Table 5.9: Opening Day (2026) Total Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
St. Johns Street & Buller Street (Signalized)	OVERALL	E	0.91	-	B	0.67	-
	EBL	C	0.38	#16	A	0.15	10
	EBTR	B	0.45	75	B	0.75	241
	WBL	A	0.33	m3	B	0.35	m4
	WBTR	E	1.16	m#370	A	0.52	47
	NBLT	D	0.23	22	D	0.10	10
	NBR	D	0.06	12	D	0.04	11
	SBL	D	0.13	14	D	0.28	19
	SBTR	D	0.01	0	D	0.02	5
St. Johns Street & James Road (Signalized)	OVERALL	B	0.85	-	A	0.70	-
	EBLTR	A	0.40	41	A	0.83	#39
	WBL	A	0.01	m0	A	0.21	m1
	WBTR	C	1.03	m#339	A	0.52	25
	NBLTR	D	0.06	10	D	0.07	11
	SBLTR	D	0.01	3	D	0.01	0
St. Johns Street & Moray Street (Signalized)	OVERALL	D	1.04	-	E	1.05	-
	EBL	B	0.04	m1	B	0.07	m1
	EBTR	B	0.61	95	F	1.12	#320
	WBL	C	0.74	#73	F	1.07	#167
	WBTR	D	1.05	#397	A	0.50	94
	NBLT	D	0.73	53	E	0.76	52
	NBR	C	0.42	44	D	0.86	#130
	SBLT	D	0.21	17	D	0.64	43
	SBR	D	0.01	0	D	0.02	0

Note: **Bolded** results indicate values that do not meet acceptable performance criteria.

"-" indicates a value not applicable to that particular intersection or movement.

Table 5.10: Opening Day + 5 Years (2031) Total Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
St. Johns Street & Buller Street (Signalized)	OVERALL	E	0.91	-	B	0.70	-
	EBL	C	0.39	#16	A	0.16	10
	EBTR	B	0.48	80	B	0.79	#291
	WBL	A	0.37	m3	C	0.42	m5
	WBTR	F	1.18	m#370	A	0.52	47
	NBLT	D	0.22	22	D	0.10	10
	NBR	D	0.06	13	D	0.04	12
	SBL	D	0.13	15	D	0.29	20
	SBTR	C	0.01	0	D	0.02	5
St. Johns Street & James Road (Signalized)	OVERALL	B	0.85	-	A	0.73	-
	EBLTR	A	0.42	43	A	0.87	#309
	WBL	A	0.01	m0	A	0.24	m1
	WBTR	C	1.03	m#339	A	0.52	25
	NBLTR	D	0.07	10	D	0.07	11
	EBLT	D	0.01	3	D	0.01	0
St. Johns Street & Moray Street (Signalized)	OVERALL	D	1.04	-	E	1.09	-
	EBL	B	0.04	m1	B	0.07	m1
	EBTR	B	0.65	101	F	1.18	#143
	WBL	C	0.75	#81	F	1.07	#167
	WBTR	D	1.05	#397	A	0.50	94
	NBLT	E	0.74	53	E	0.77	52
	NBR	C	0.44	48	E	0.90	#142
	SBLT	D	0.22	18	D	0.66	45
	SBR	D	0.01	0	D	0.02	0

Note: **Bolded** results indicate values that do not meet acceptable performance criteria.

"-" indicates a value not applicable to that particular intersection or movement.

Table 5.11: Total Vehicle Operations -Moray Place and Moray Street

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Opening Day (2026) Total Vehicle Operations							
Moray Place & Moray Street (Unsignalized)	OVERALL	A	-	-	A	-	-
	EBLR	C	0.20	6	D	0.41	14
	NBL	A	0.00	0	A	0.01	0
	NBT	A	0.23	0	A	0.34	0
	SBTR	A	0.27	0	A	0.35	0
Opening Day + 5 Years (2031) Total Vehicle Operations							
Moray Place & Moray Street (Unsignalized)	OVERALL	A	-	-	A	-	-
	EBLR	C	0.21	6	D	0.43	15
	NBL	A	0.00	0	A	0.01	0
	NBT	A	0.24	0	A	0.36	0
	SBTR	A	0.27	0	A	0.36	0

5.5.4 Summary of Traffic Impacts & Recommended Mitigations

The traffic congestion and operational issues experienced today along the St. Johns Street corridor are anticipated to worsen under future conditions with additional traffic from general background growth and the proposed development, and with reduced capacity in the AM peak period due to the planned removal of the westbound HOV lane. Similar to existing conditions, the future traffic forecasts remain highly directional with westbound movements projected to operate at or even over capacity during the AM peak hour and the opposing eastbound movements operating similarly during the PM peak hour. The proposed development traffic represents a minor portion of the future traffic forecasts. Correspondingly, the traffic impacts between the Background and Total traffic scenarios are relatively similar, as all movements found to exceed acceptable performance thresholds under Total traffic conditions also exceeded thresholds under Background conditions.

With limited opportunities to increase road capacity on St. Johns Street, future efforts to reduce traffic congestion along this corridor will need to be realized by encouraging a shift away from automobile dependence and towards alternative and sustainable transportation modes.

Further discussion of expected traffic impacts the key study intersections are provided in the subsections below.

St. Johns Street & Buller Street

This intersection is anticipated to operate at overall LOS E during all future scenarios and with overall v/c ratios of up to 0.91 during the AM peak hour. The westbound through movement is anticipated to exceed acceptable performance thresholds during the AM peak hour with LOS F and with 95th percentile queues stretching past Moray Street. During the PM peak hour, the intersection was shown to operate with overall LOS B, and with all individual movements within acceptable thresholds.

St. Johns Street & James Road

The St. Johns Street & James Road intersection currently operates with minor leg stop control on James Road, but was assumed to be upgraded to an actuated/coordinated signal for all future scenarios. Based on the assessments completed, westbound through movements are projected to exceed capacity in the AM peak hour with long queues, similar to other intersections along the corridor. The intersection is anticipated to operate at acceptable levels of service in the PM peak hour; although, eastbound queues could extend to/through the upstream intersection.

St. Johns Street & Moray Street

The St. Johns Street & Moray Street intersection is anticipated to operate at its practical capacity during all future scenarios. During the AM peak hour, the westbound through movement is forecast to exceed the stated performance threshold with v/c ratios of up to 1.05, albeit with acceptable delays. 95th percentile queues are forecast to extend nearly 400m, reaching the upstream Dewdney Trunk Road intersection.

Operations during the PM peak hour are more constrained at the Moray Street intersection compared to the other study intersections. This is due to the high volume (300+ vehicles) of westbound left turning movements which conflicts with the peak eastbound traffic flow. Both these movements are forecast to exceed acceptable v/c thresholds and have queueing issues. Eastbound 95th percentile queues are anticipated to extend about 300m, stretching past James Road but not quite to Buller Street. Westbound left turns may sometimes spill back into the travel lanes, as the modelled 95th percentile queue of 167m exceeds the existing storage length of 135m.

Moray Place and Moray Street

The Moray Place/Moray Street intersection is anticipated to accommodate the majority of the site generated traffic. As illustrated in Table 5.11, the intersection is anticipated to operate at acceptable levels of service based on the estimate background and site traffic volumes.

6. CONCLUSIONS

The 3121/3127 St. Johns Street and 110, and 112-118 James Road project proposes to redevelop an existing private institutional site to a mixed use residential/commercial building in Port Moody, BC. The proposed development is anticipated to include 191 market rental residential units across six storeys along with a ground-floor commercial retail unit with 5,992 sq. ft of gross floor area fronting St. Johns Street. In the order of 249 vehicle parking spaces and 313 bicycle spaces are proposed to be developed upon completion of the development.

A parking variance of 4 spaces has been identified as compared to City of Port Moody zoning bylaw requirements. The parking supply continues to provide a minimum of 1 space per dwelling unit plus 43 public spaces serving the commercial uses and residential visitors. Based on the site's proximity to the Inlet Centre and Moody Centre Stations and along a key FTN corridor, the reduction in parking supply is not anticipated to negatively impact the surrounding areas. As well, the provision of TDM measures, such as the provision of specialty/over-sized bike storage and bike maintenance and wash facilities further support residents use of alternate modes.

Based on the traffic analysis completed, the St. Johns Street corridor is congested during the peak hours, primary in the peak direction (e.g., westbound in the AM peak hour, eastbound in the PM peak hour). The Moray Place/Moray Street intersection is anticipated to accommodate the majority of the site generated traffic at acceptable levels of service. Secondary egress is available via James Road, and the provision of a signal at the St. Johns Street/James Road intersection is anticipated to benefit northbound traffic at the intersection.

With limited opportunities to increase road capacity on St. Johns Street, future efforts to reduce traffic congestion along this corridor will need to be realized by encouraging a shift away from automobile dependence and towards alternative and sustainable transportation modes. The provision of TDM measures in the development including bicycle maintenance and wash facilities, over-sized bike storage, on-site car share, and EV charging equipment for 10% of spaces supports this mode shift.

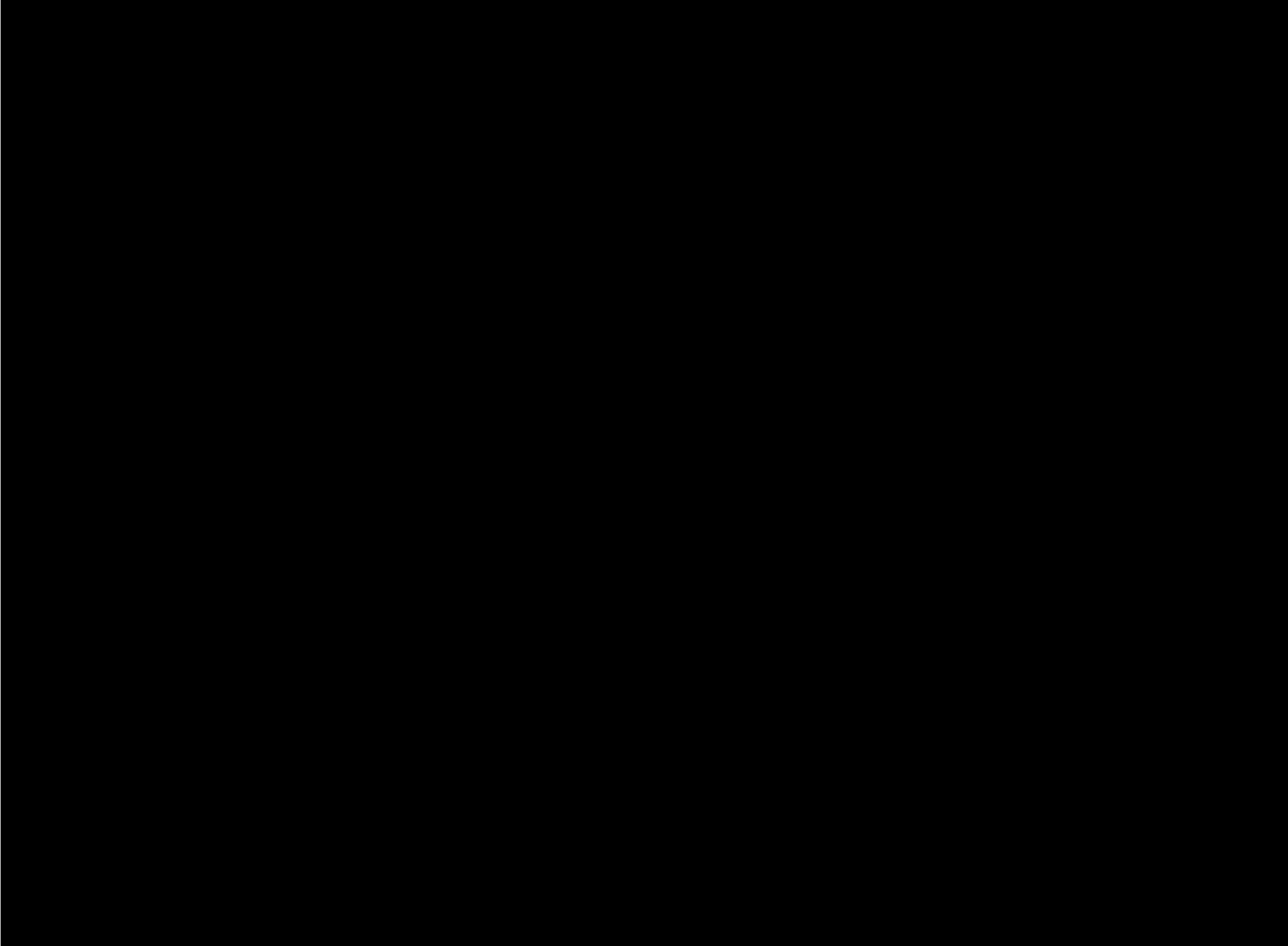
APPENDIX A

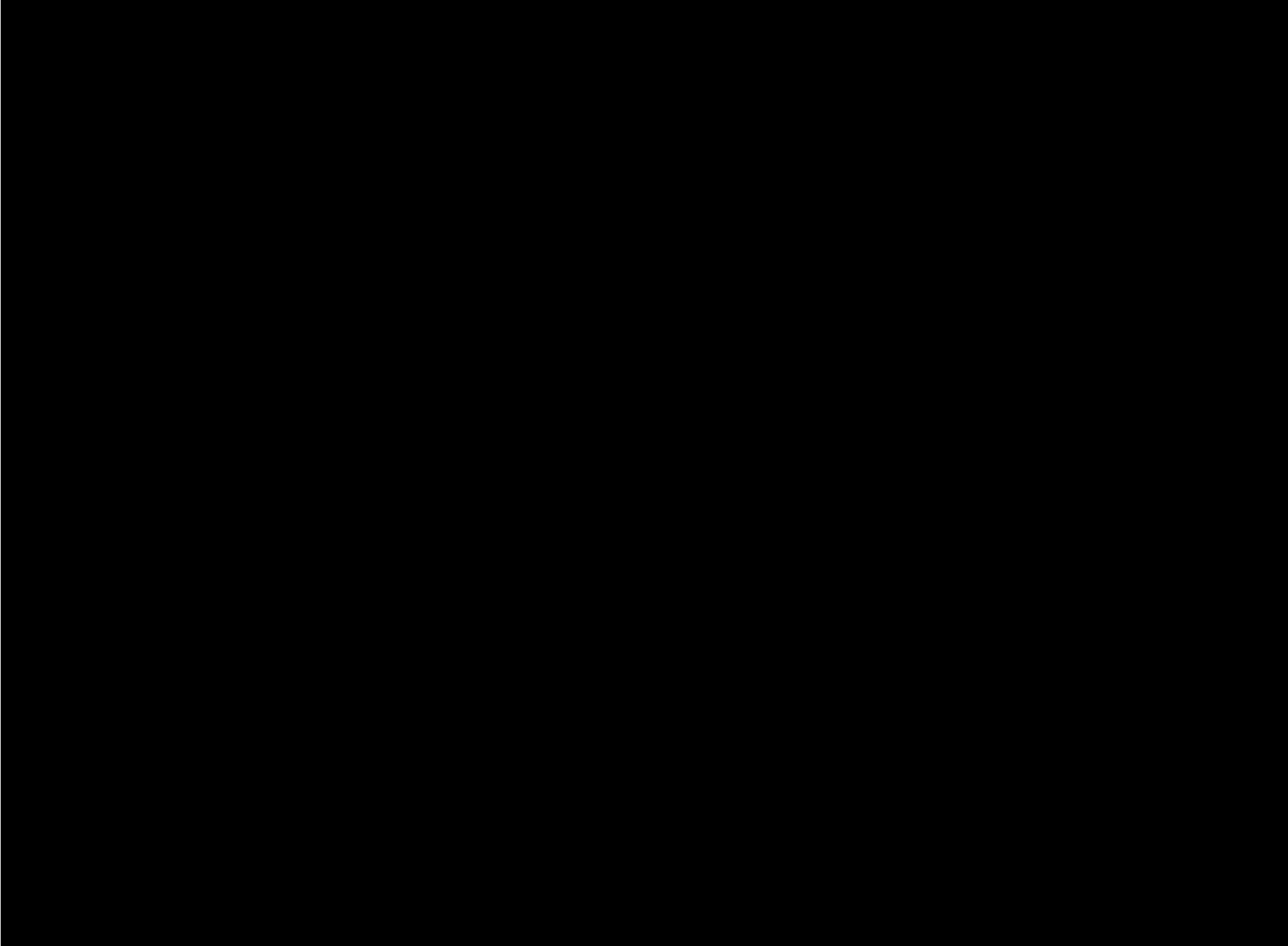
Terms of Reference

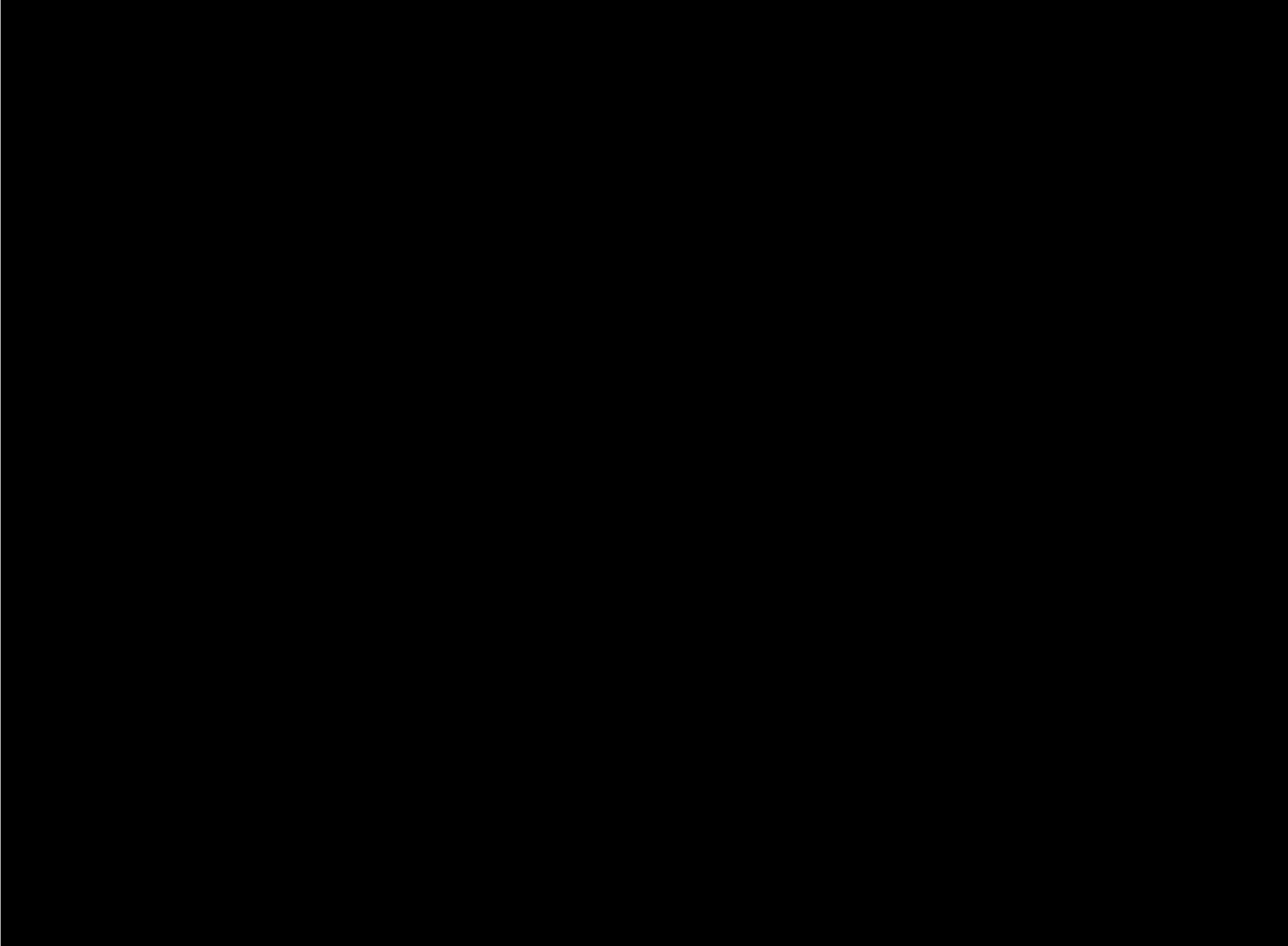
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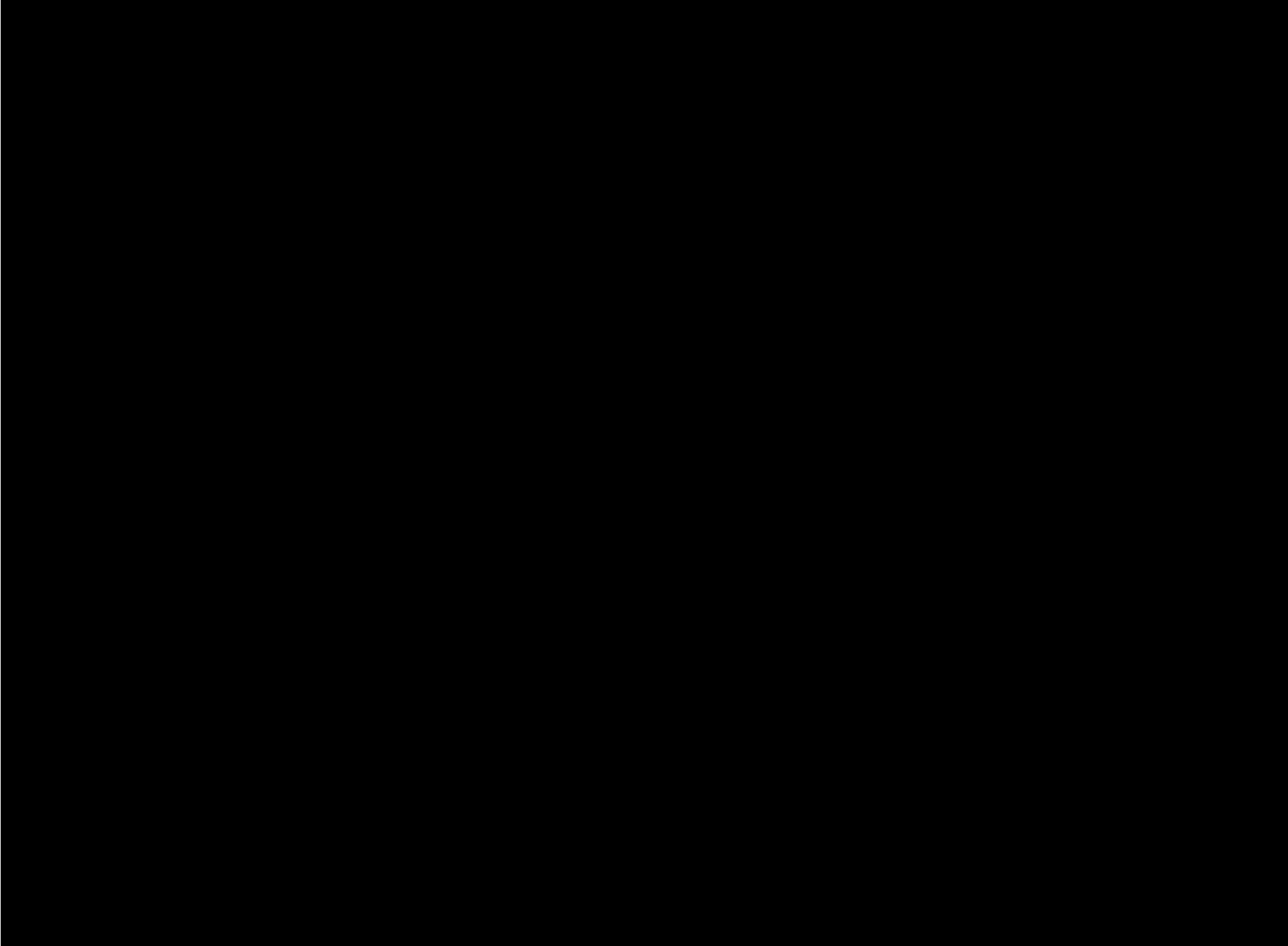
APPENDIX B

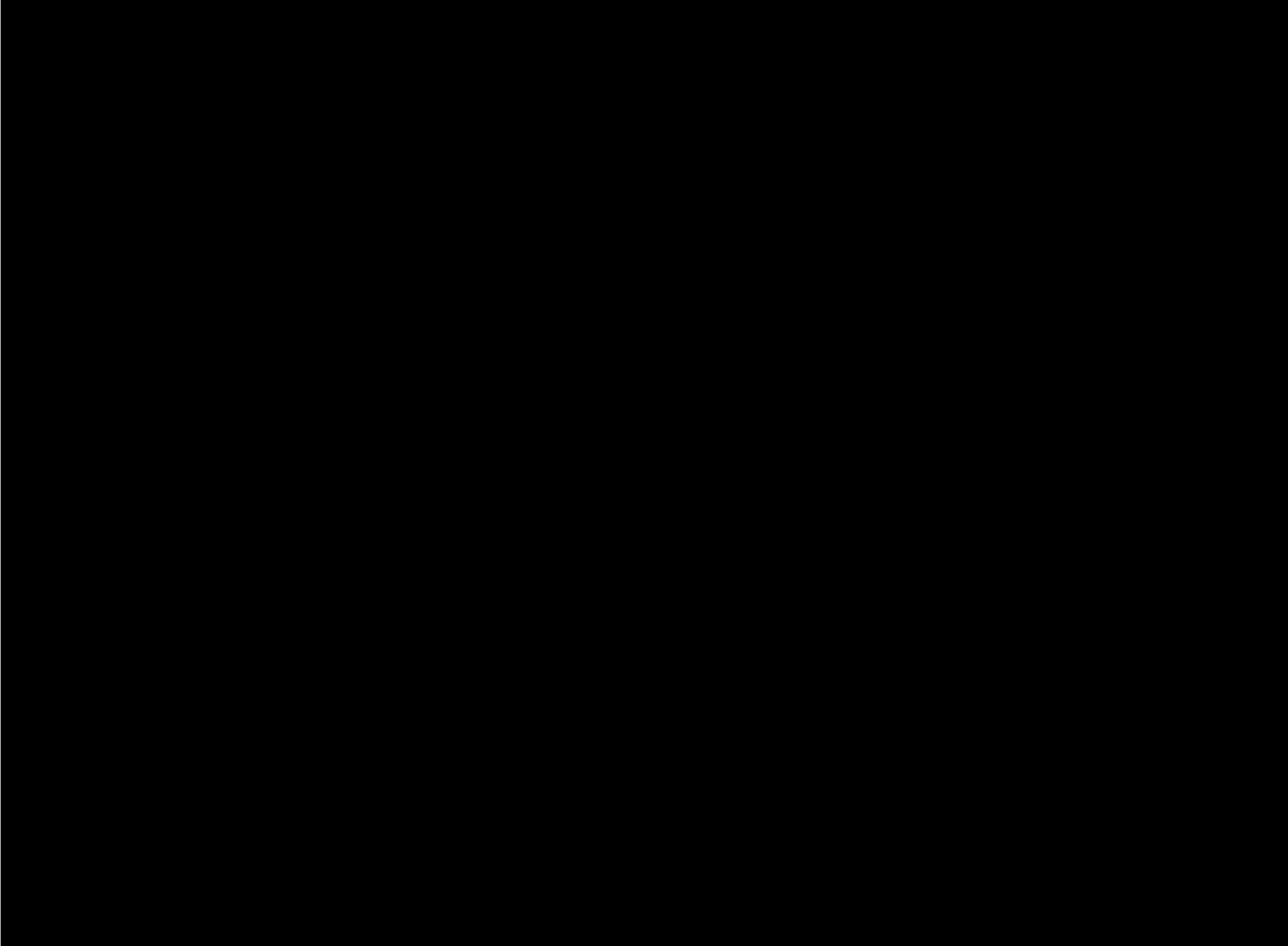
Traffic Data

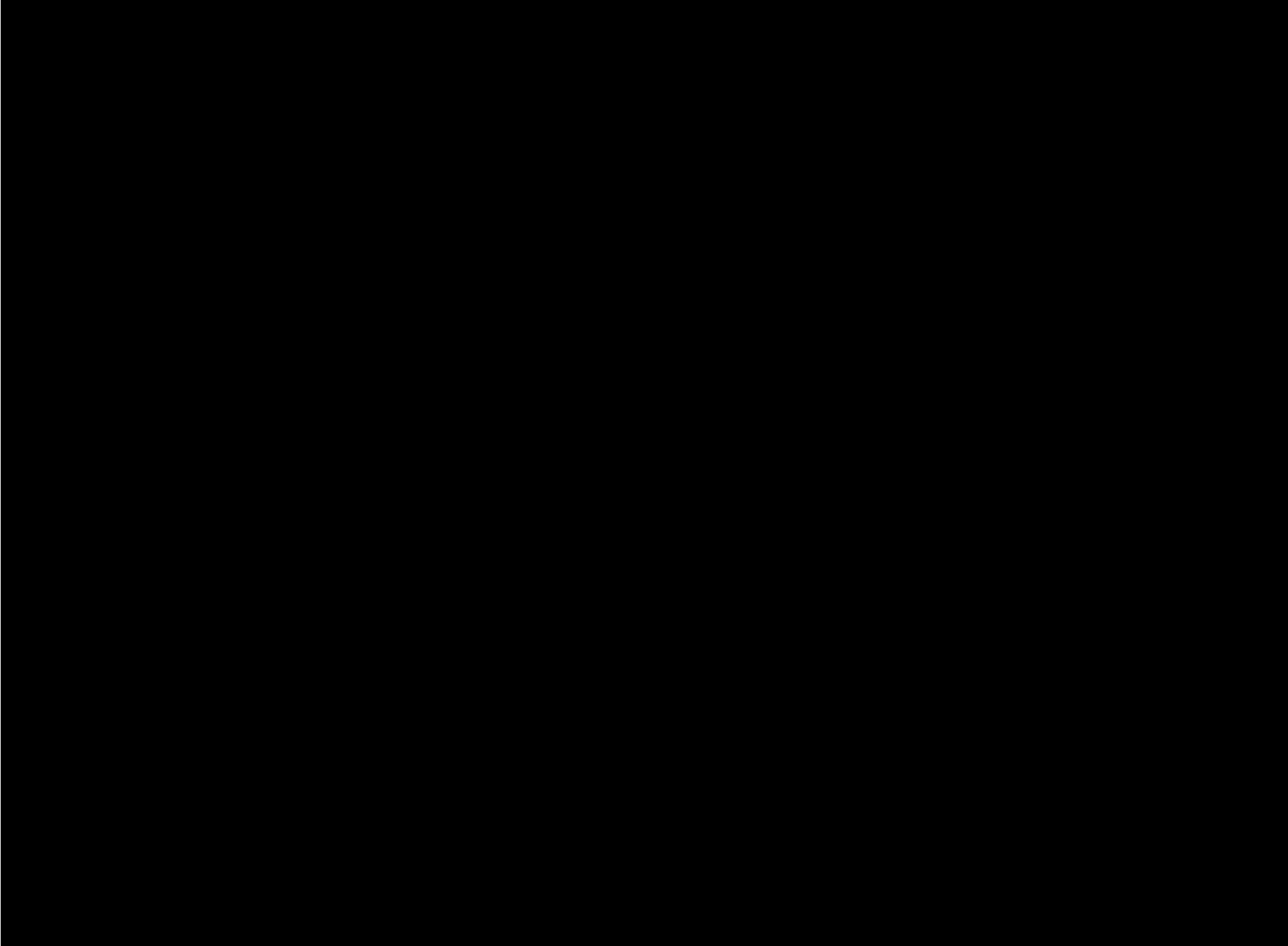


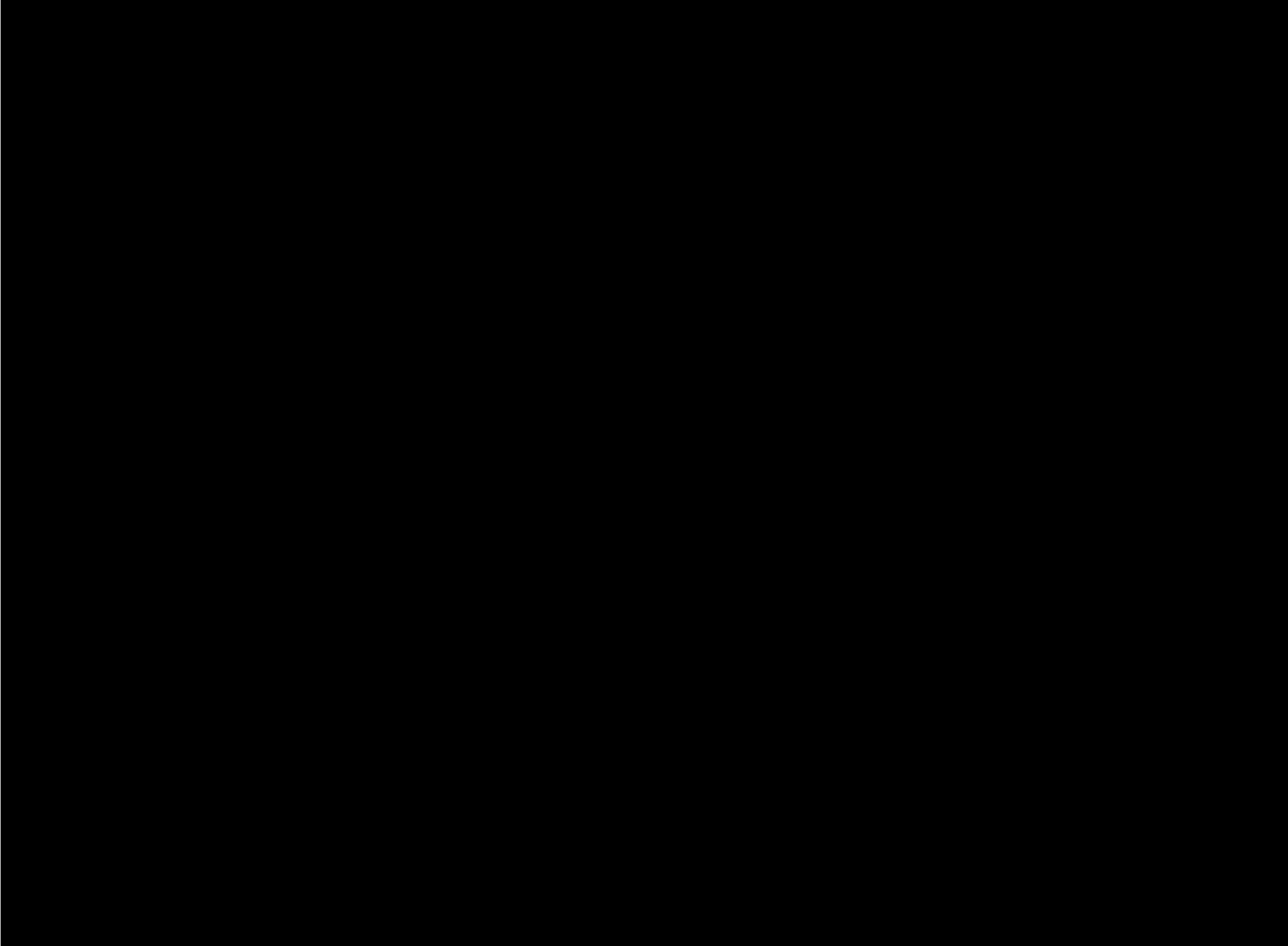


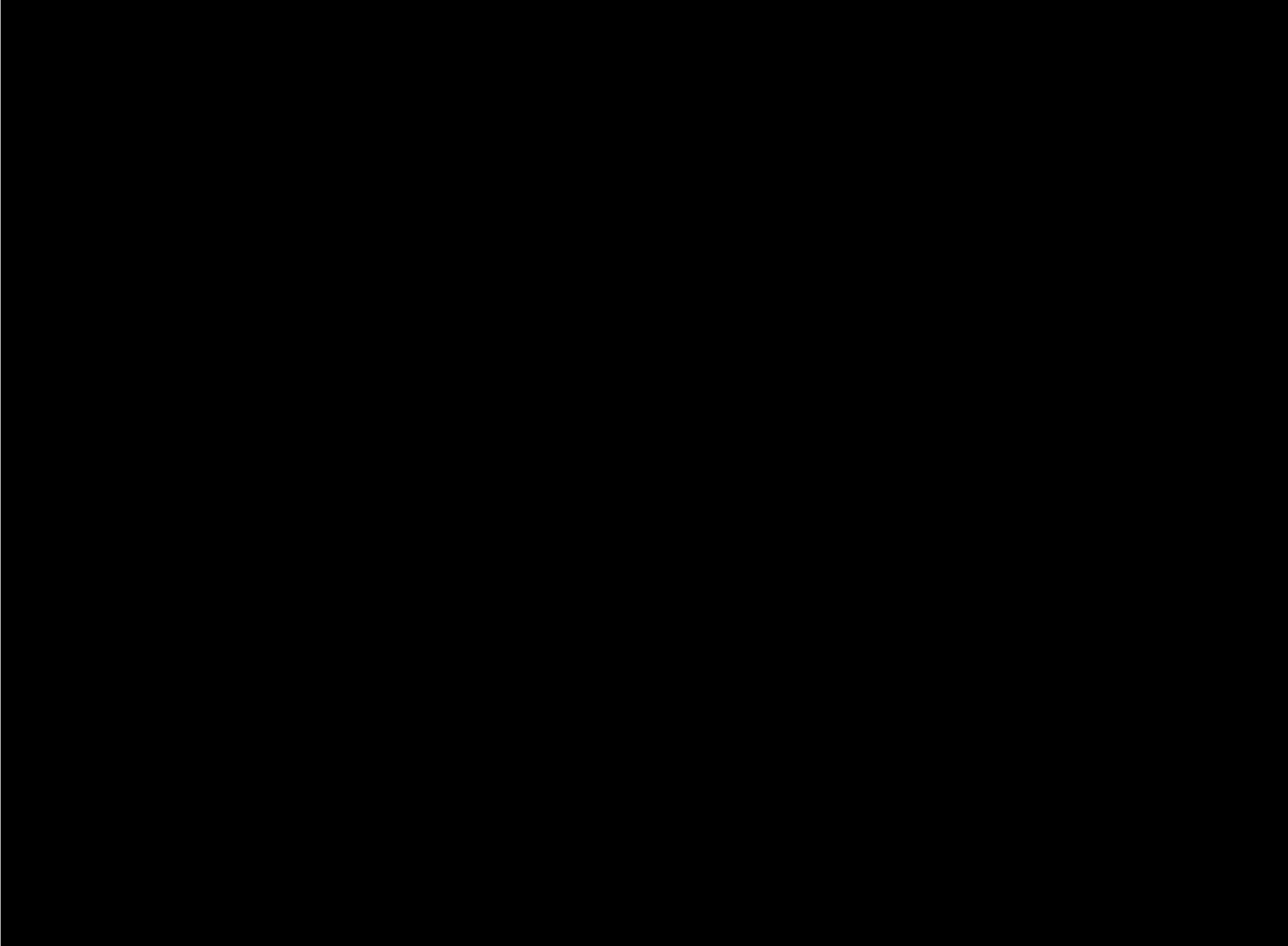


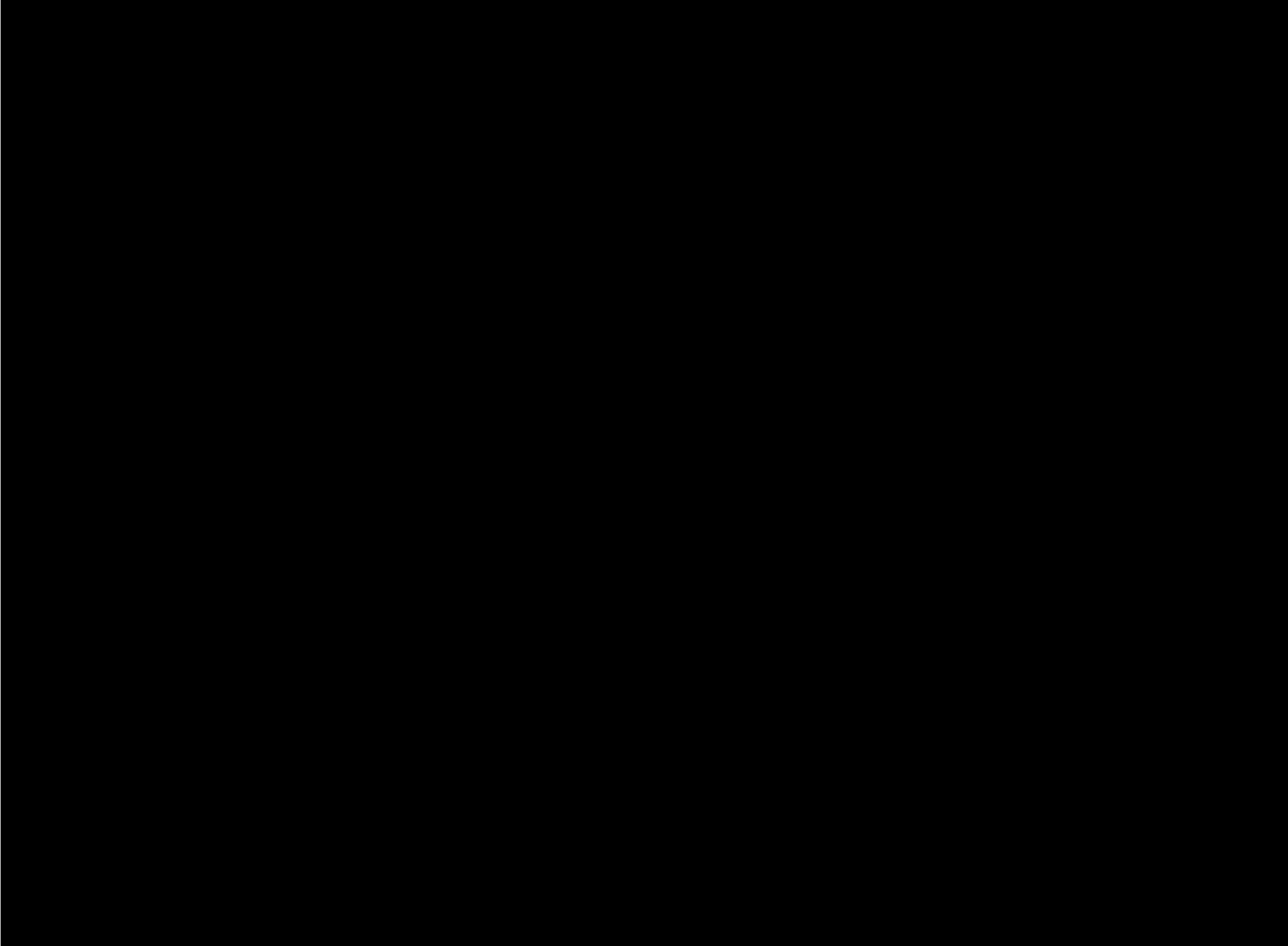


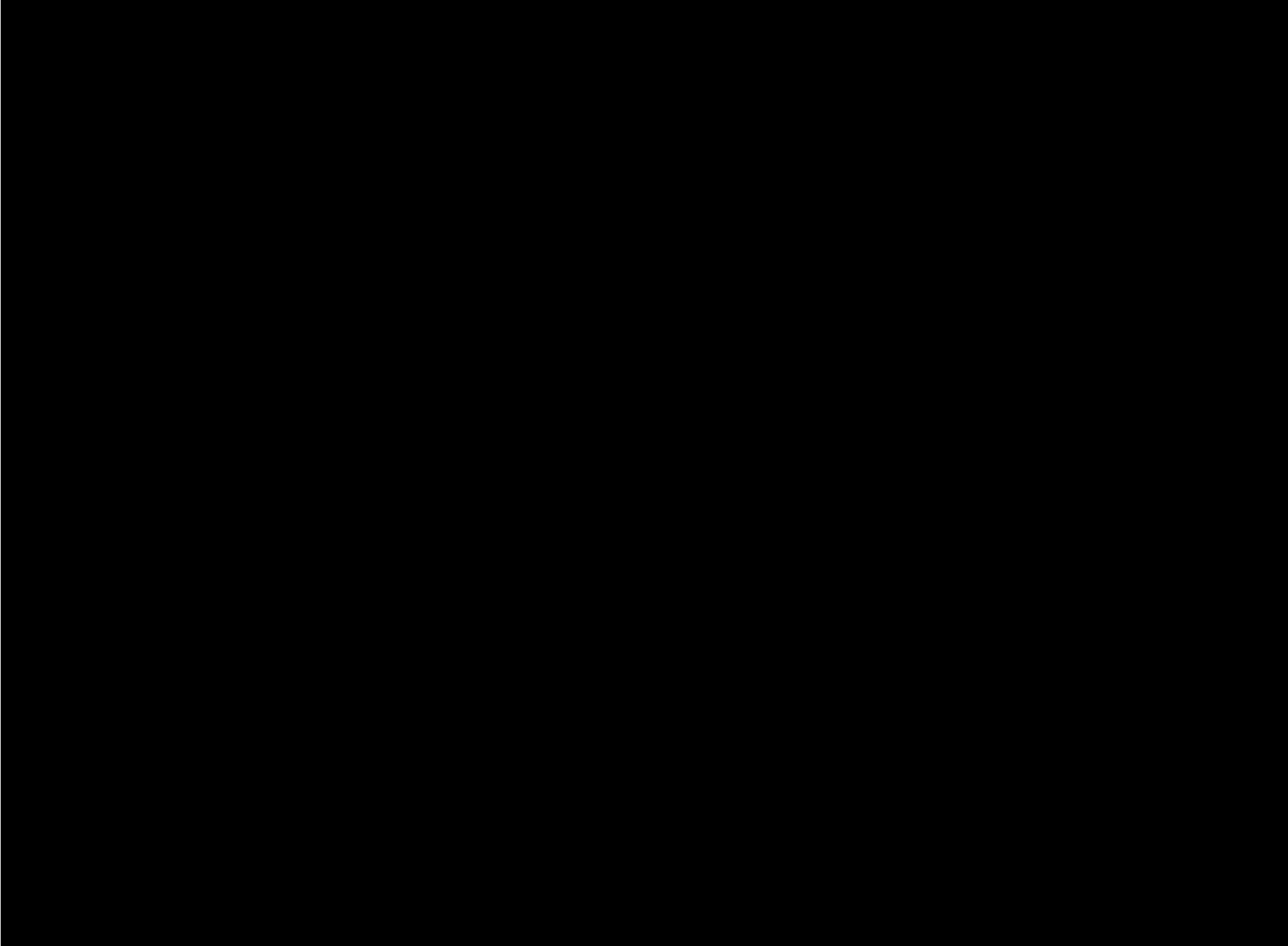


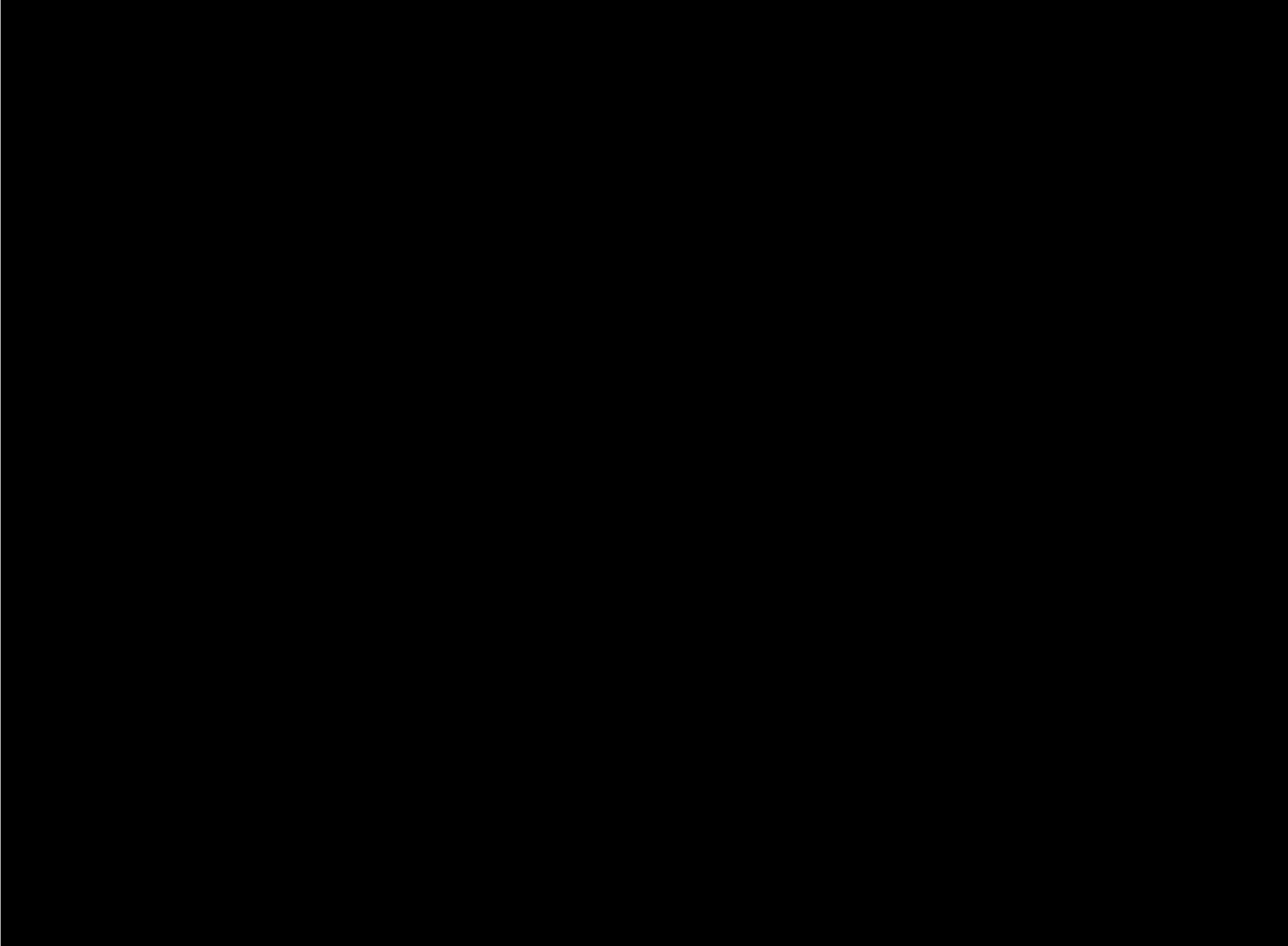


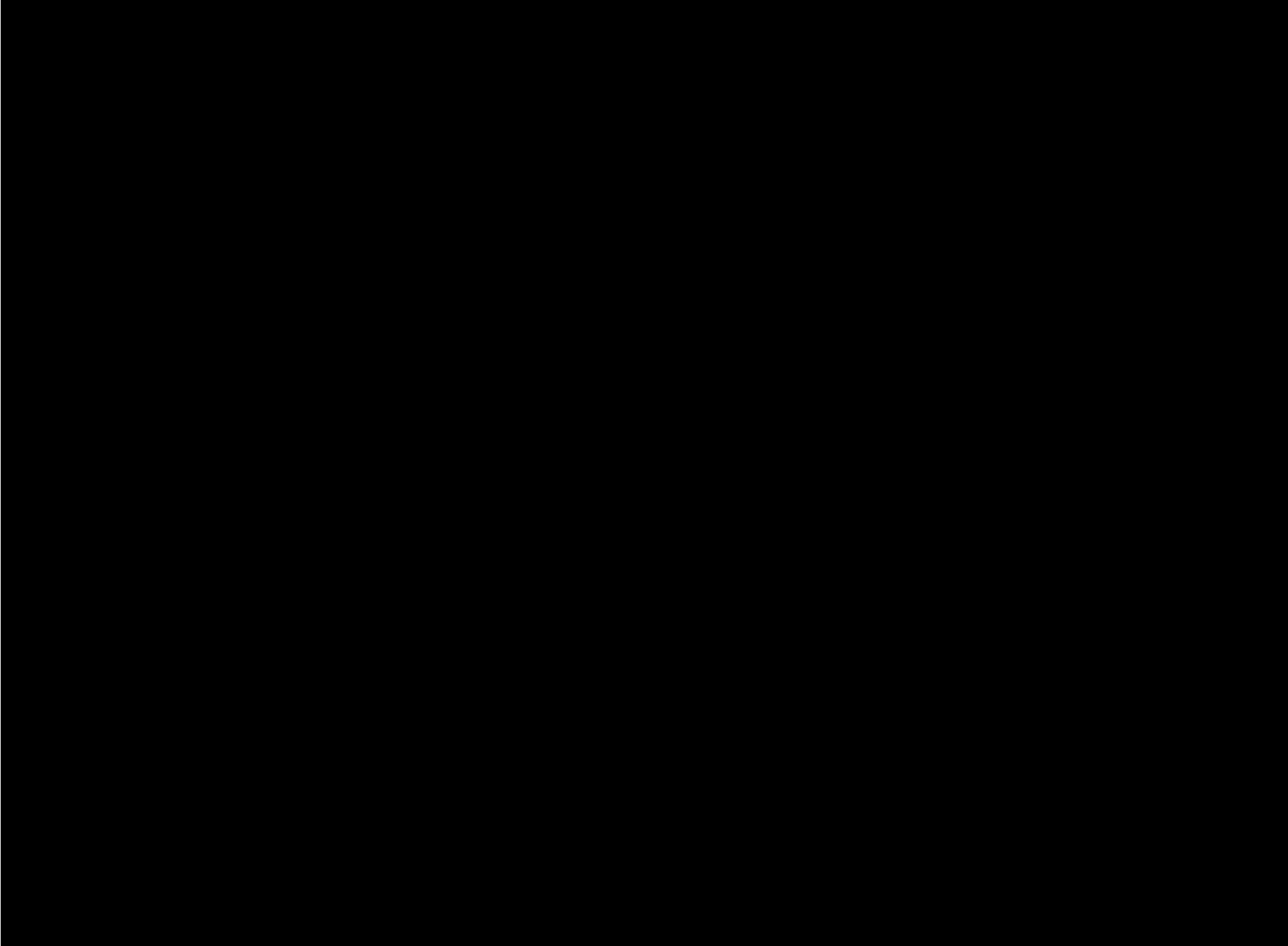


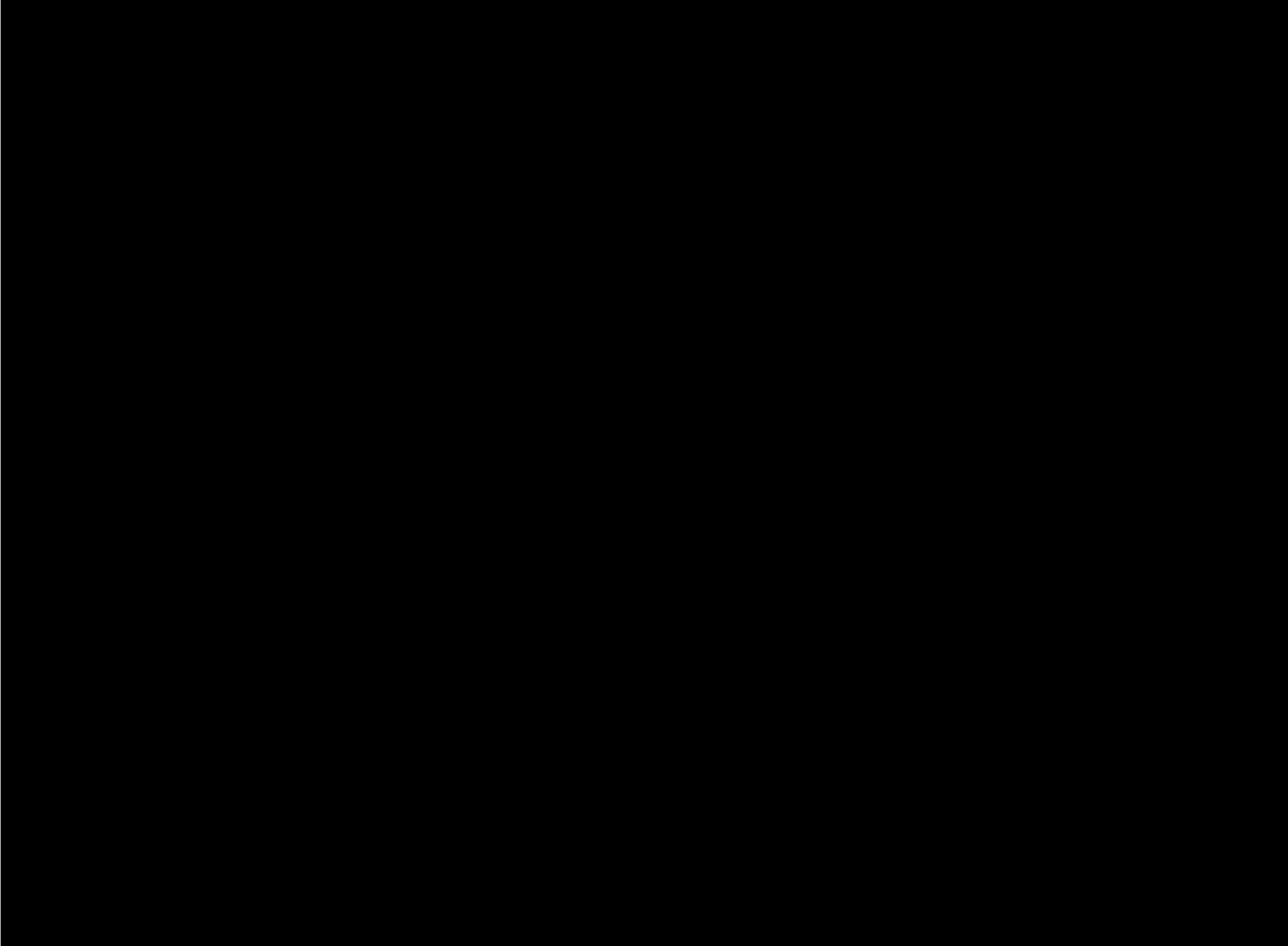


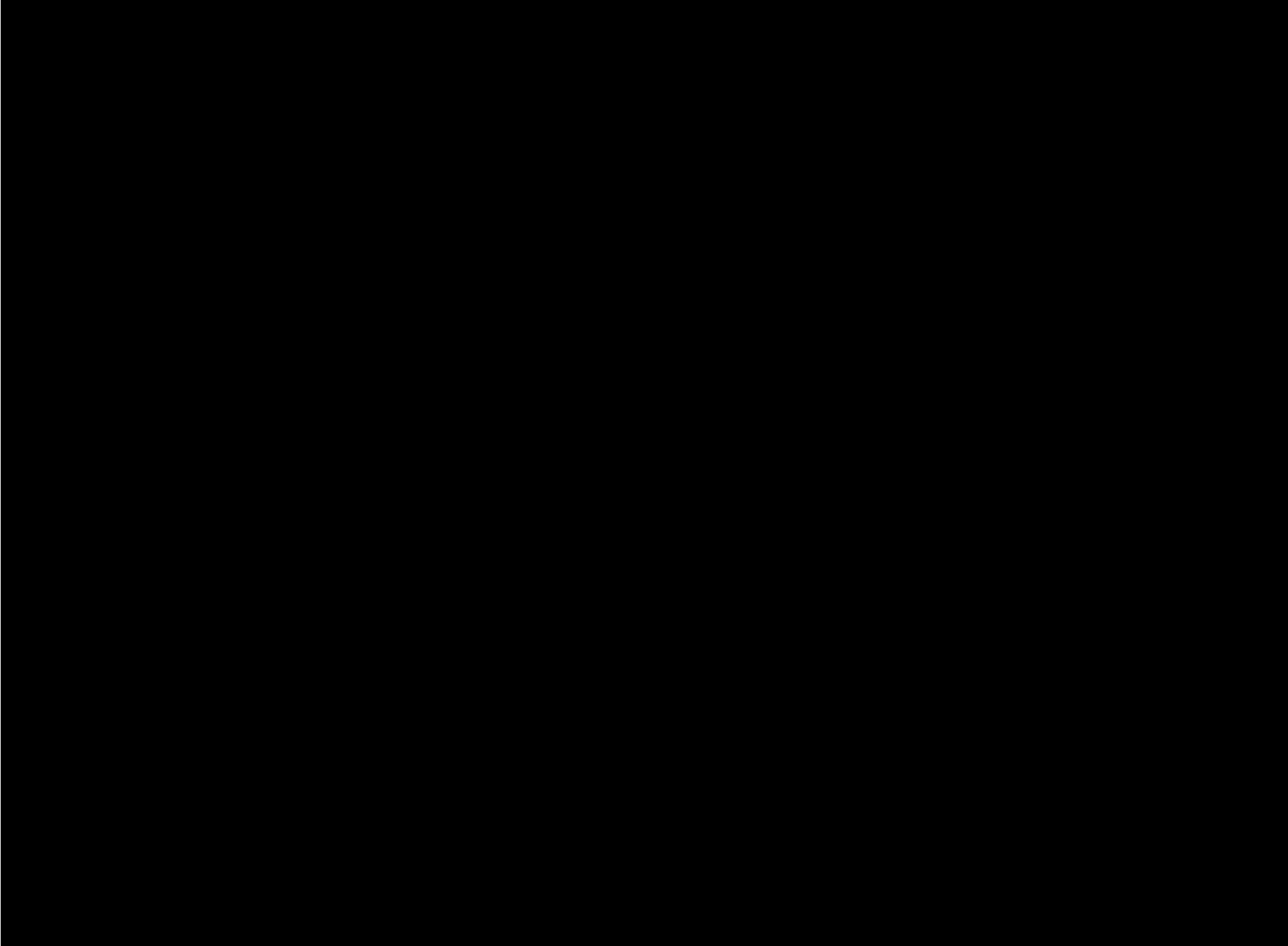


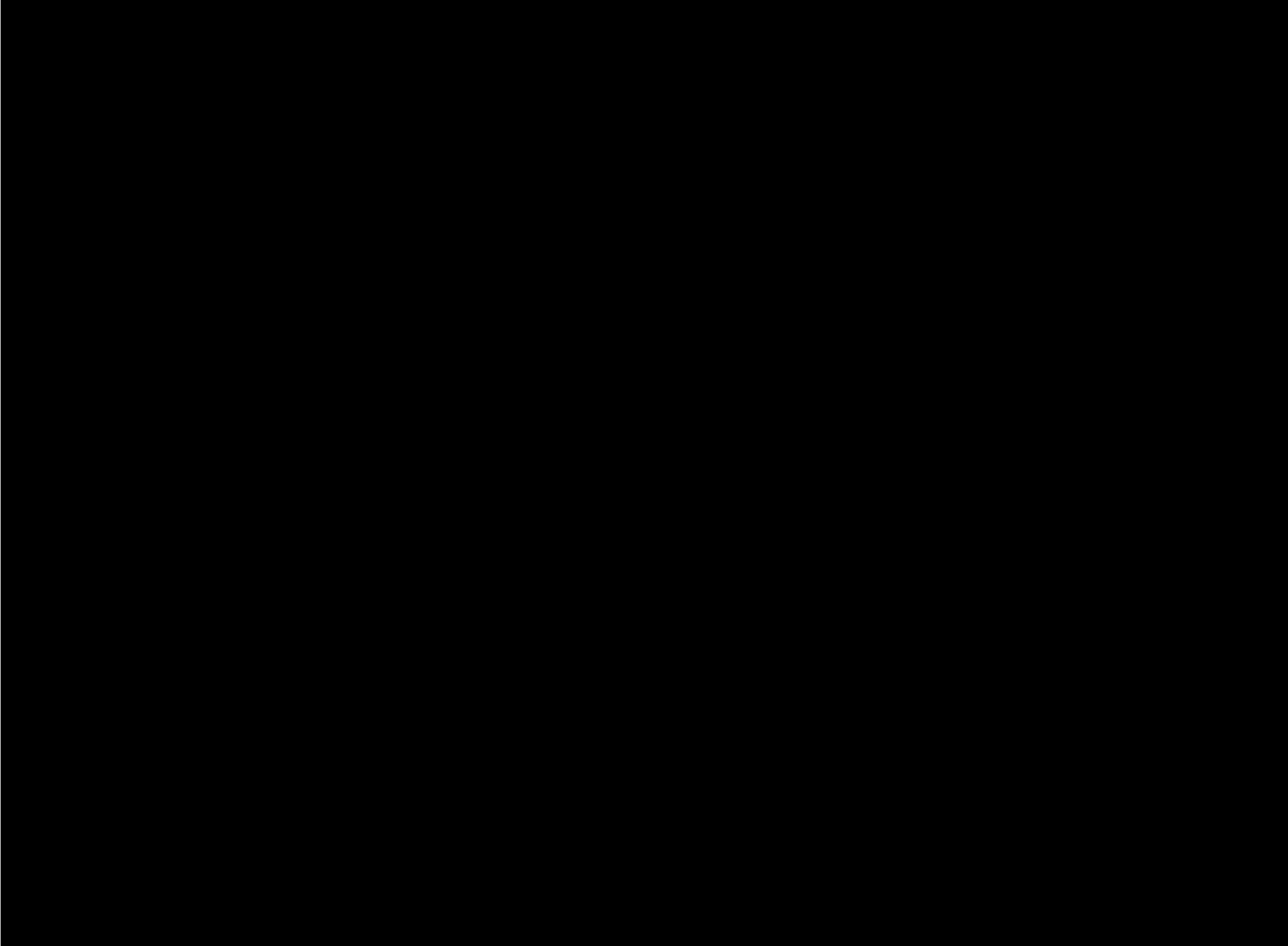


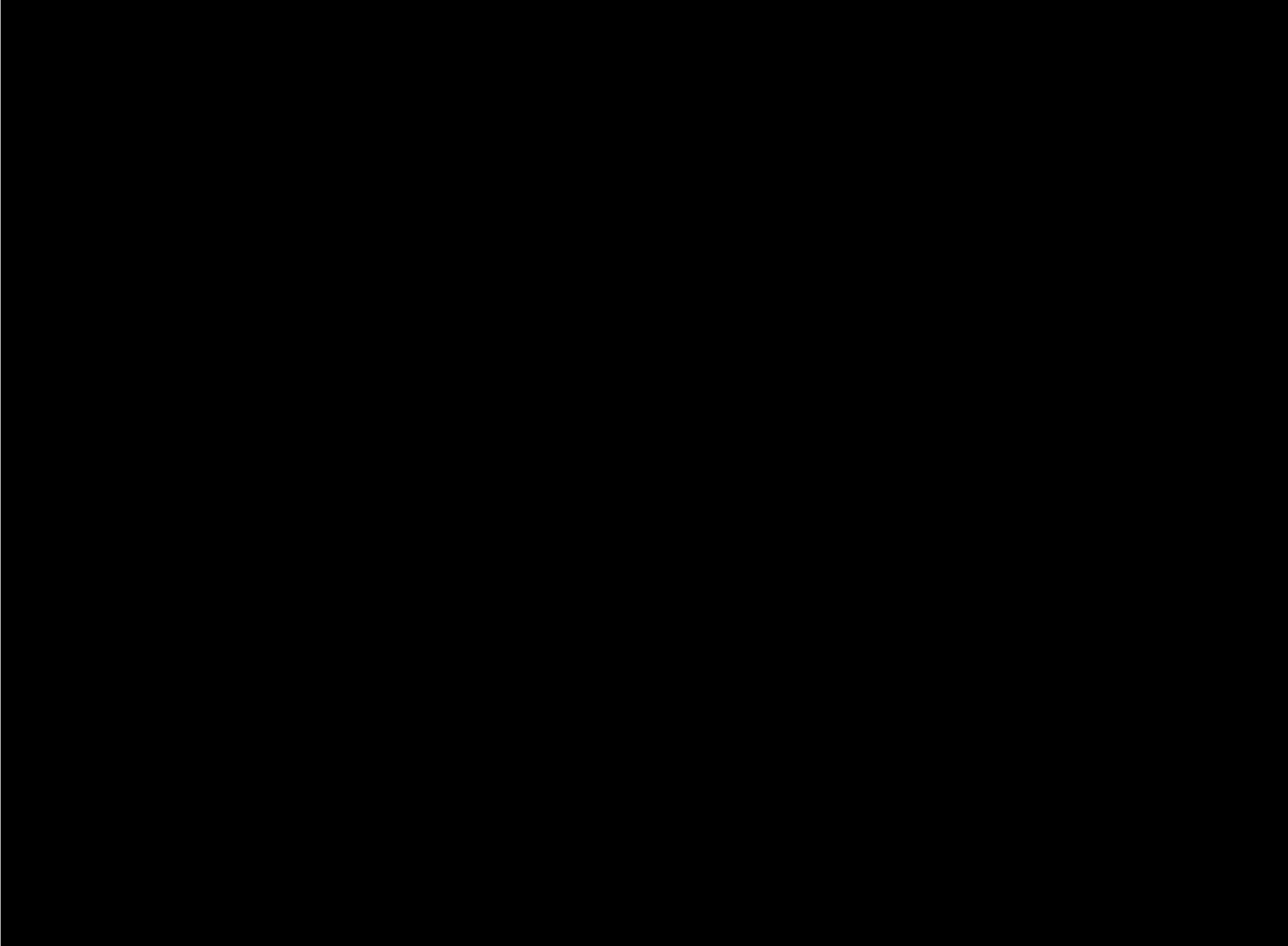


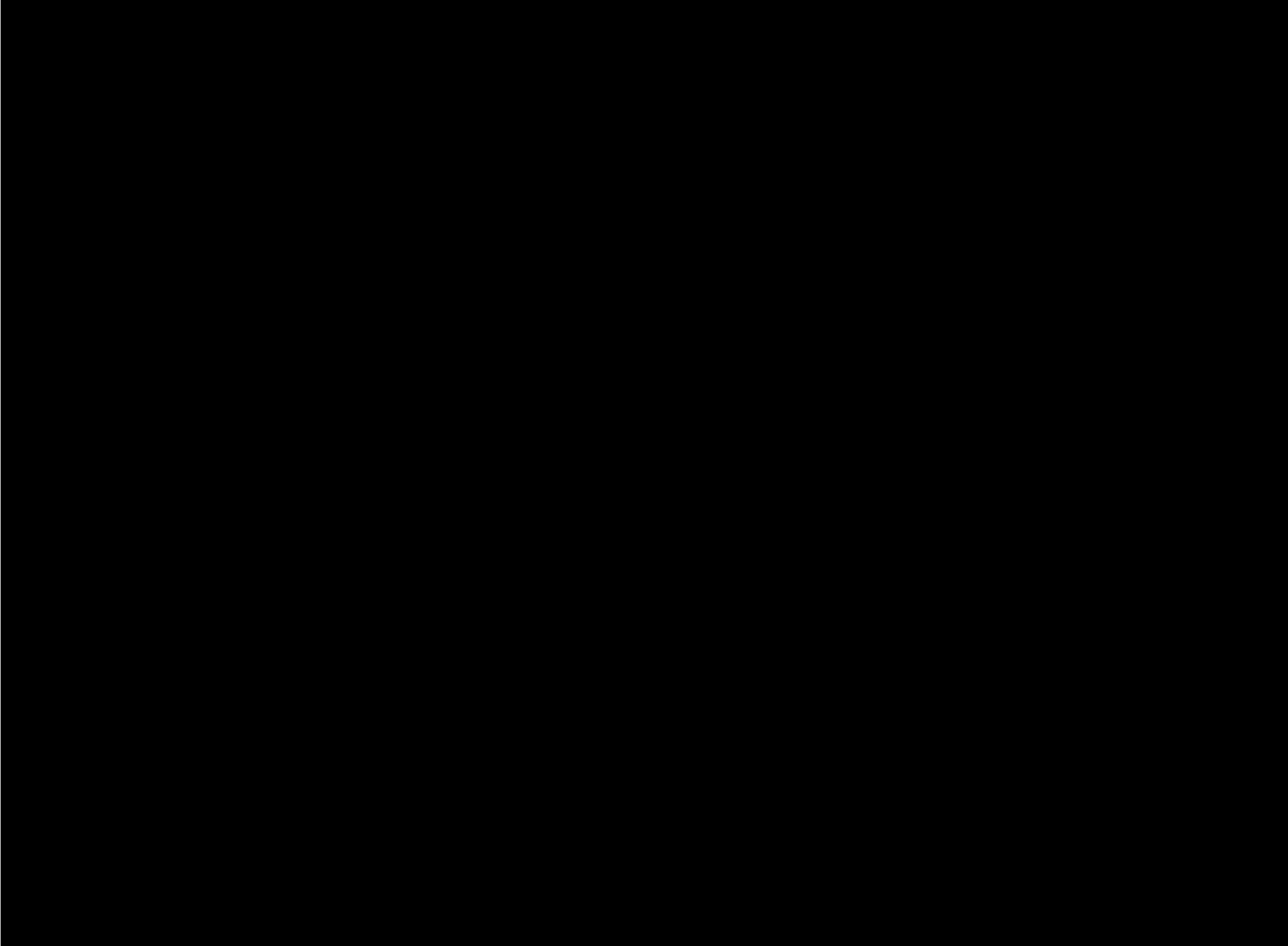


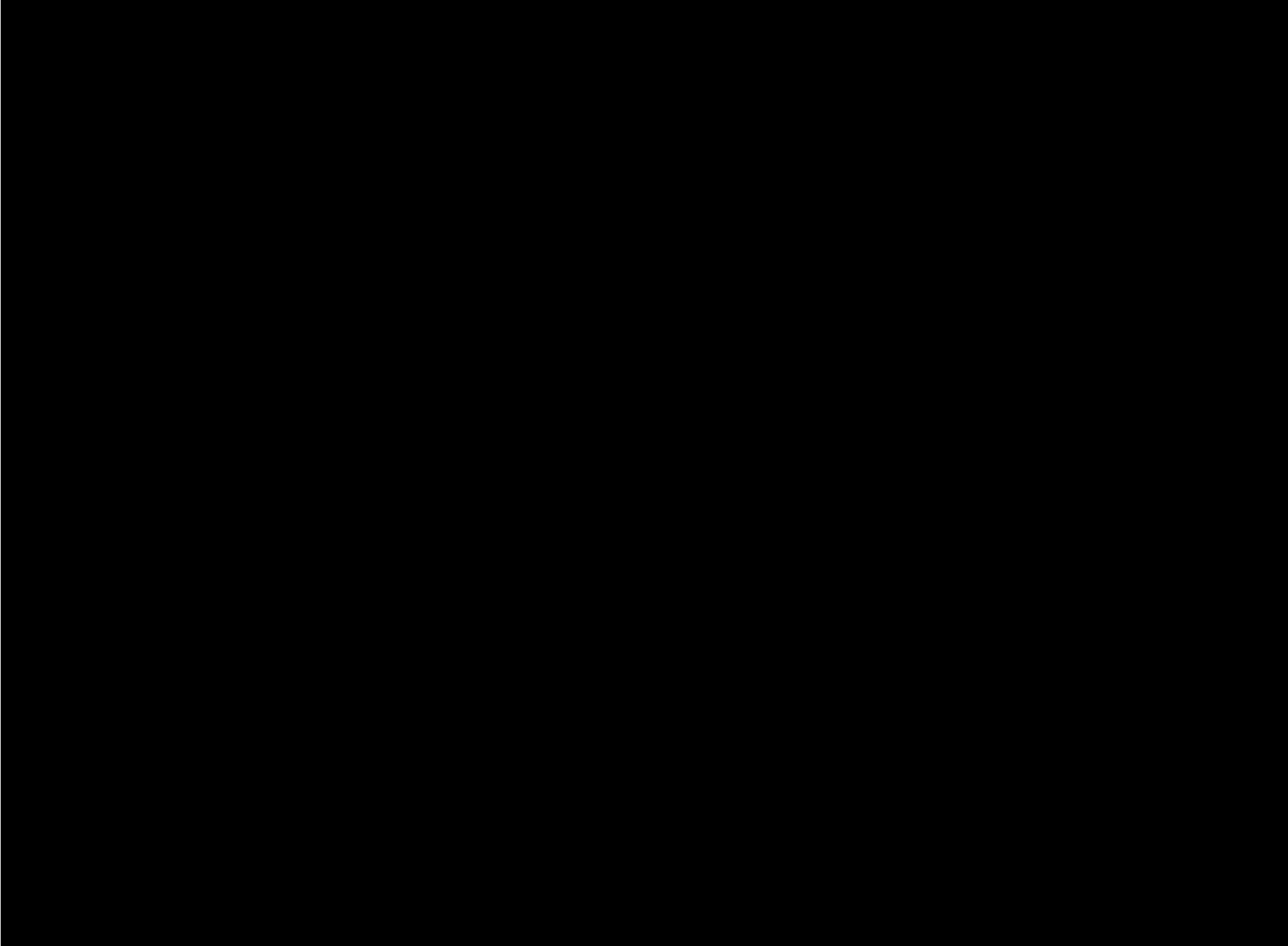


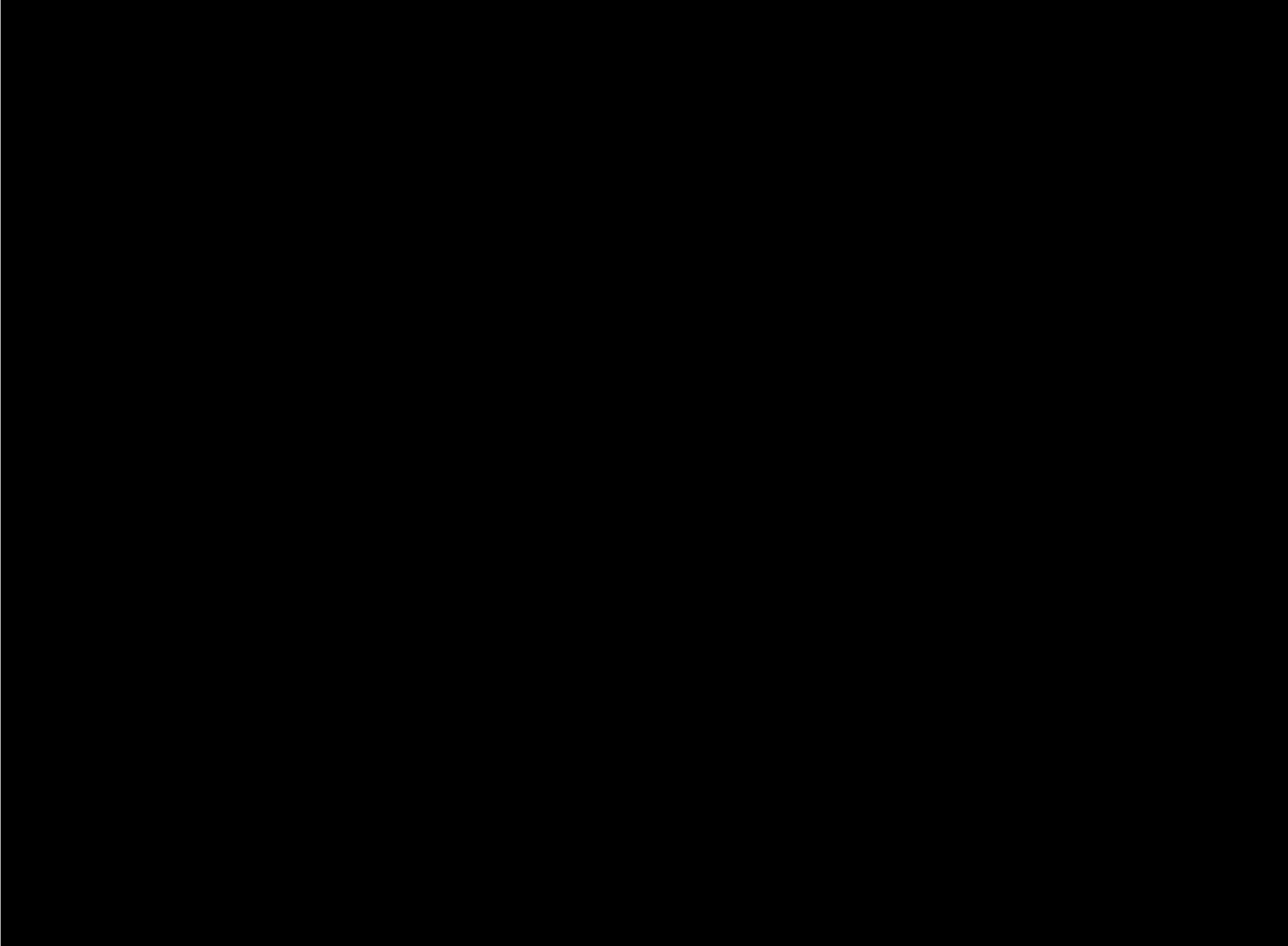


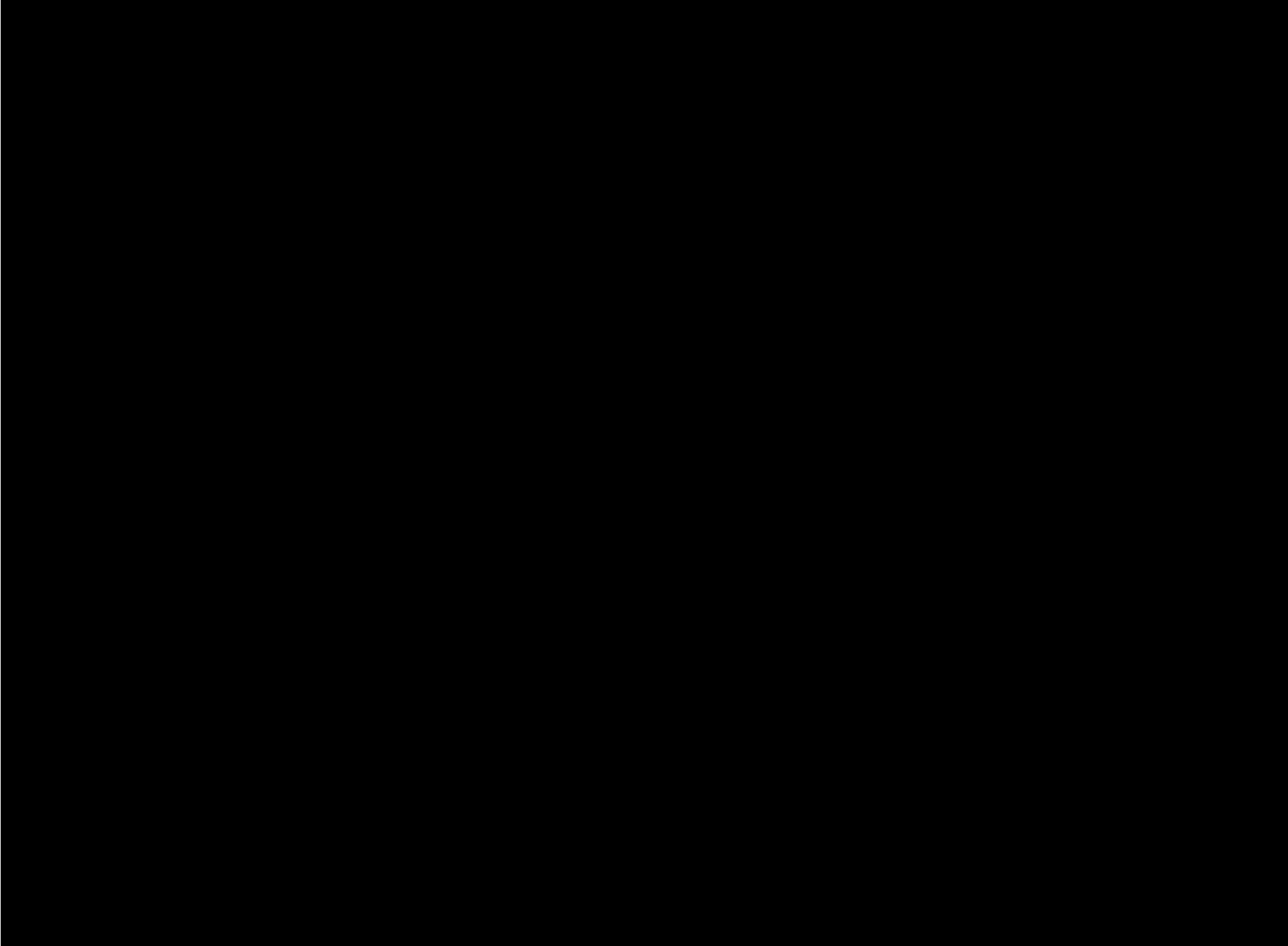


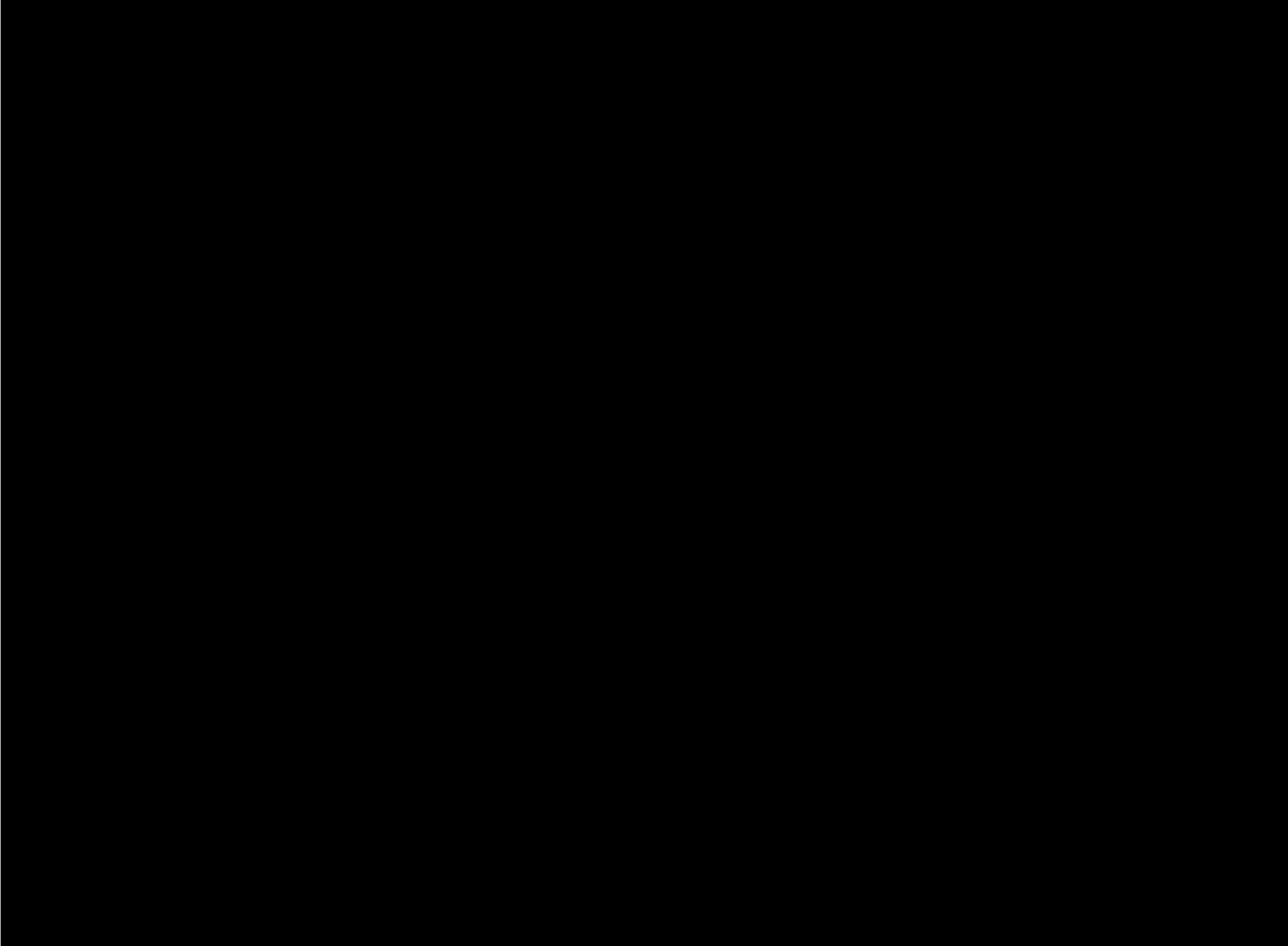


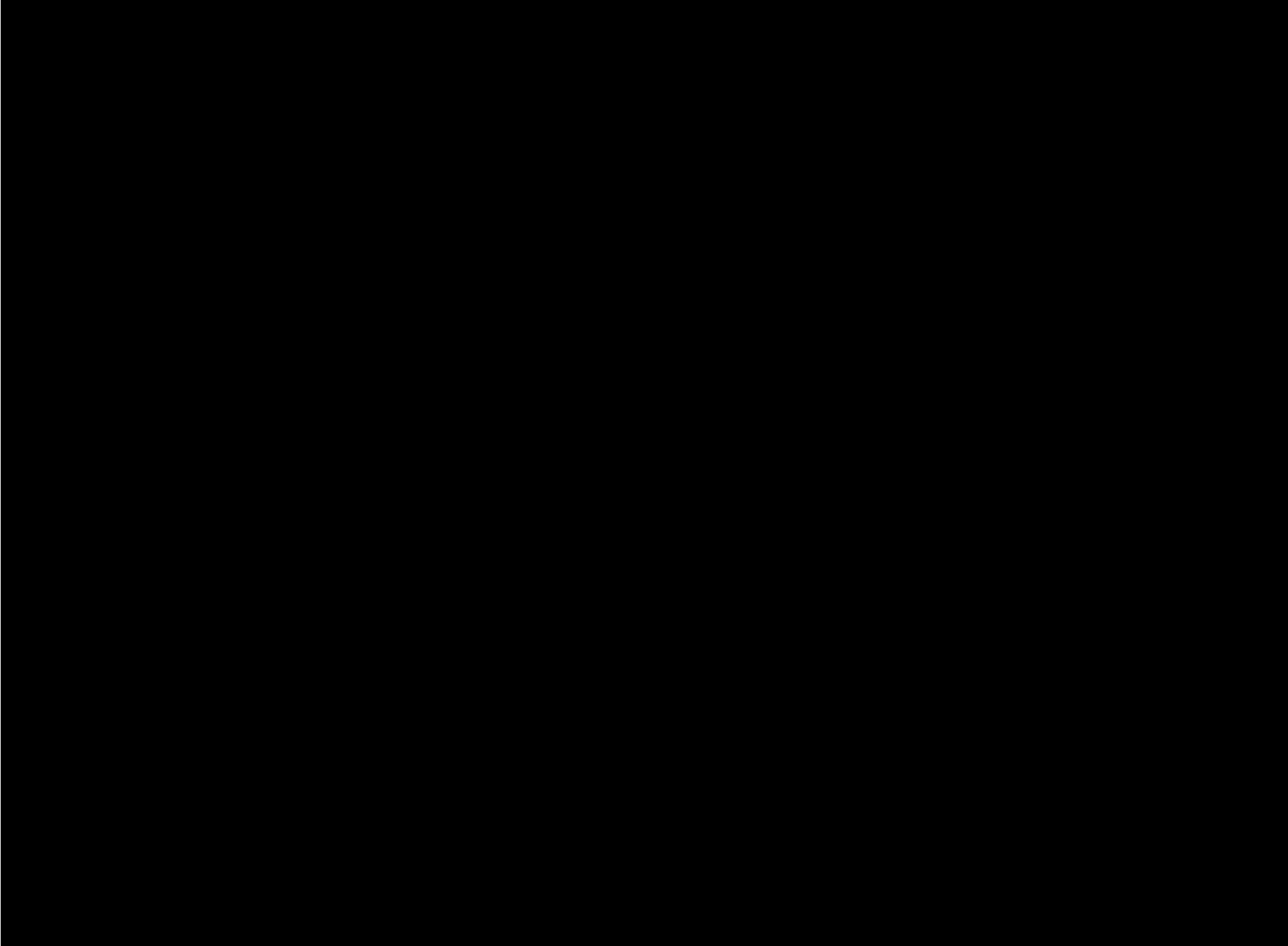


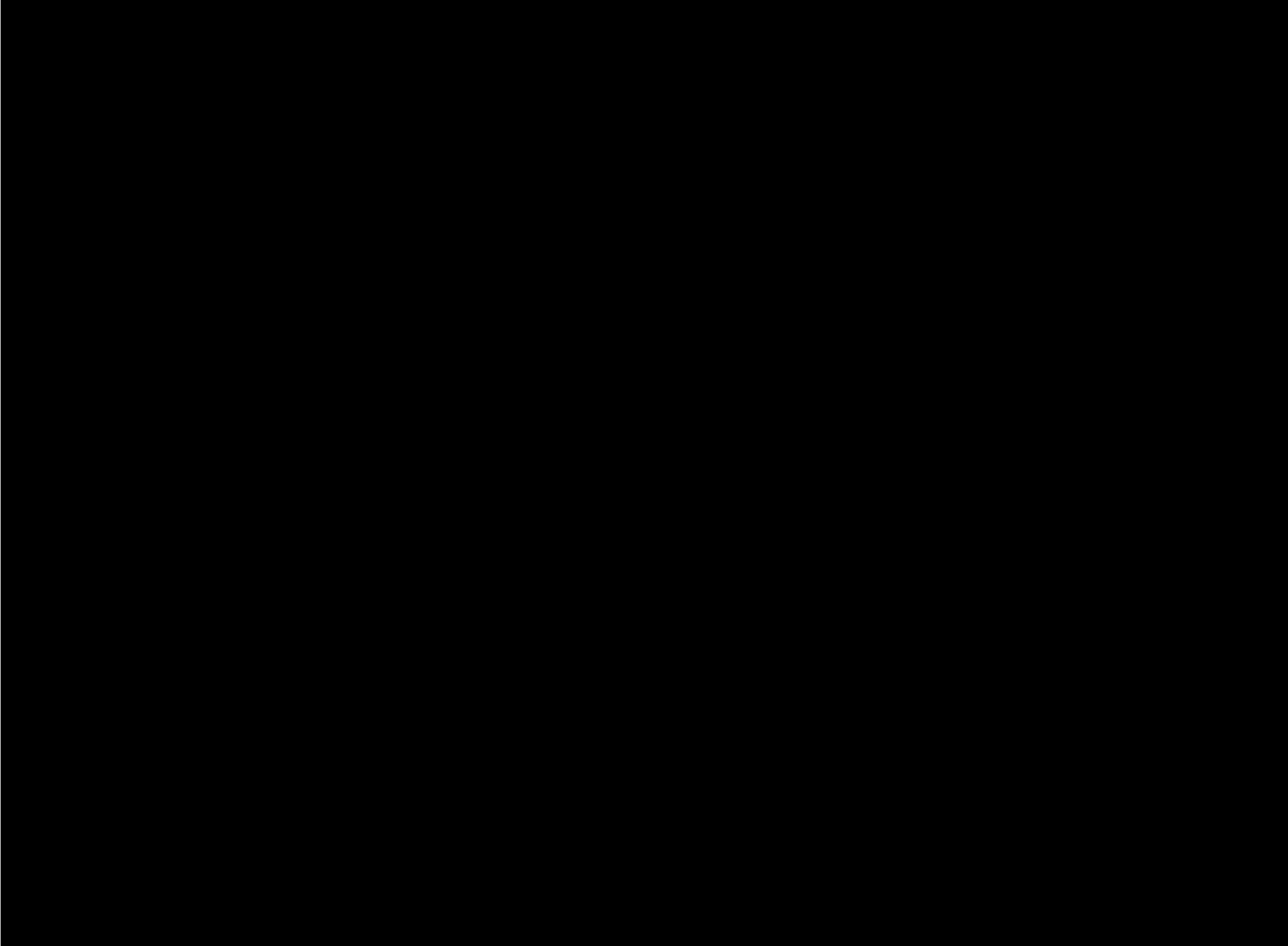


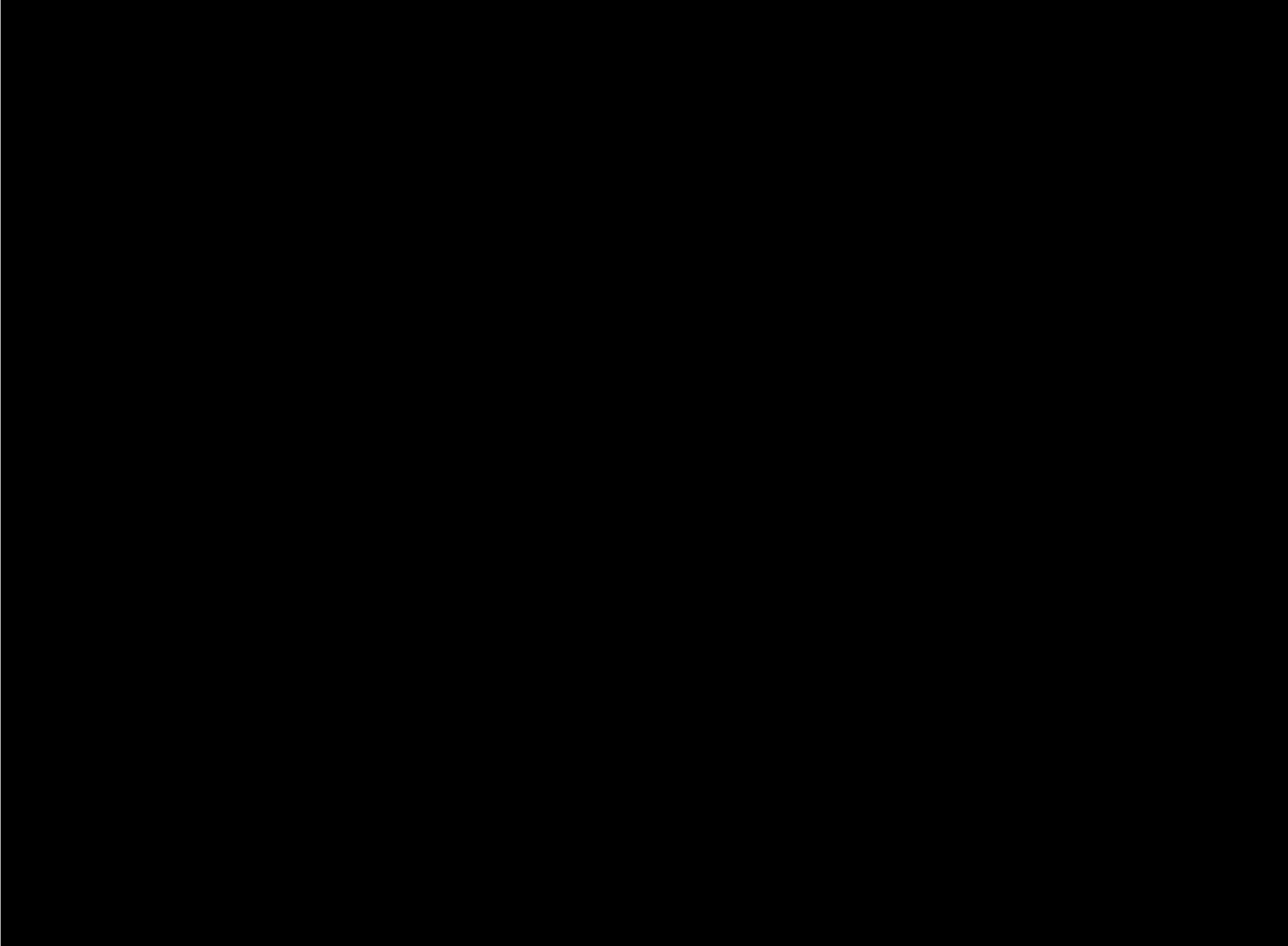


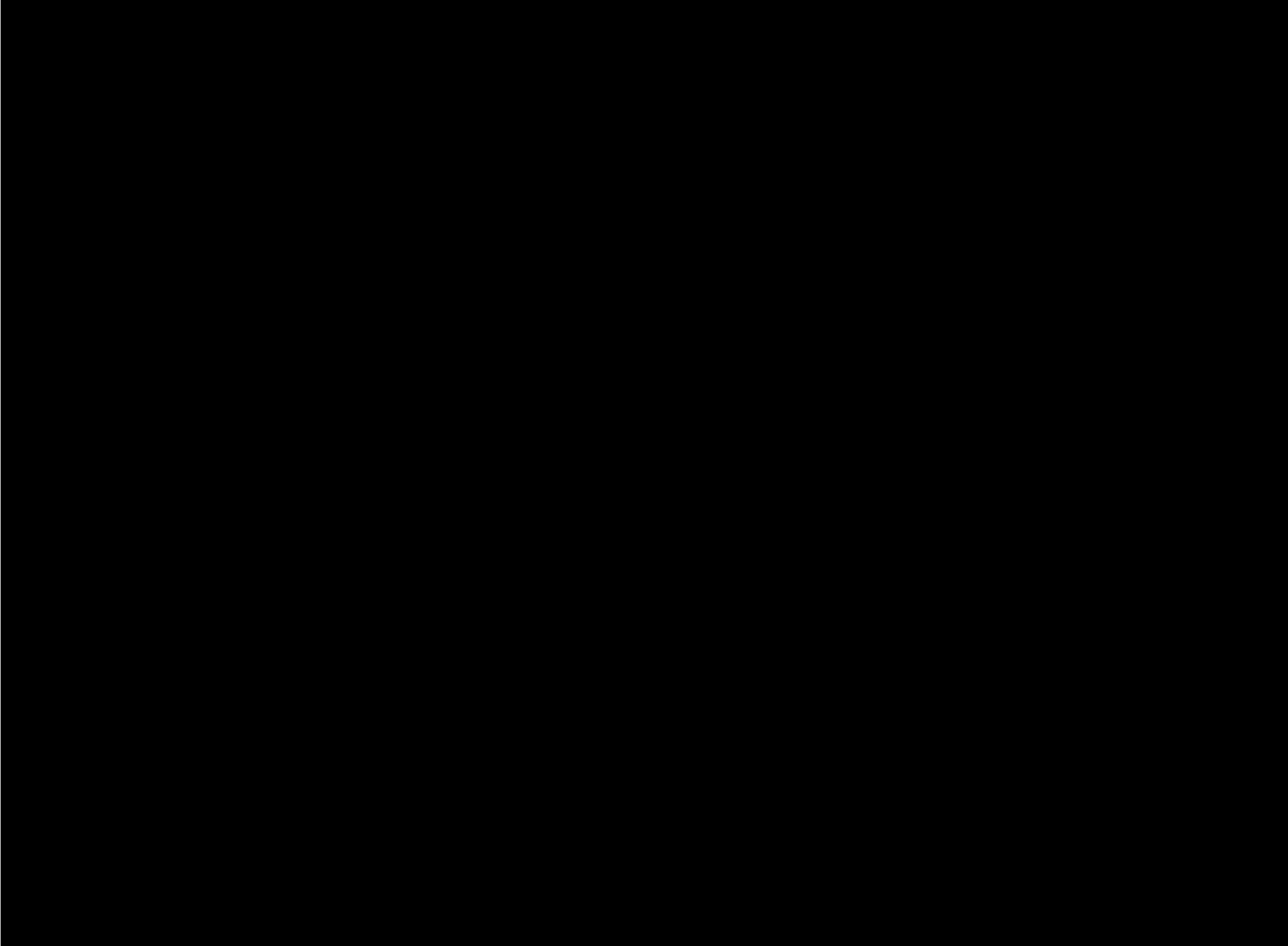


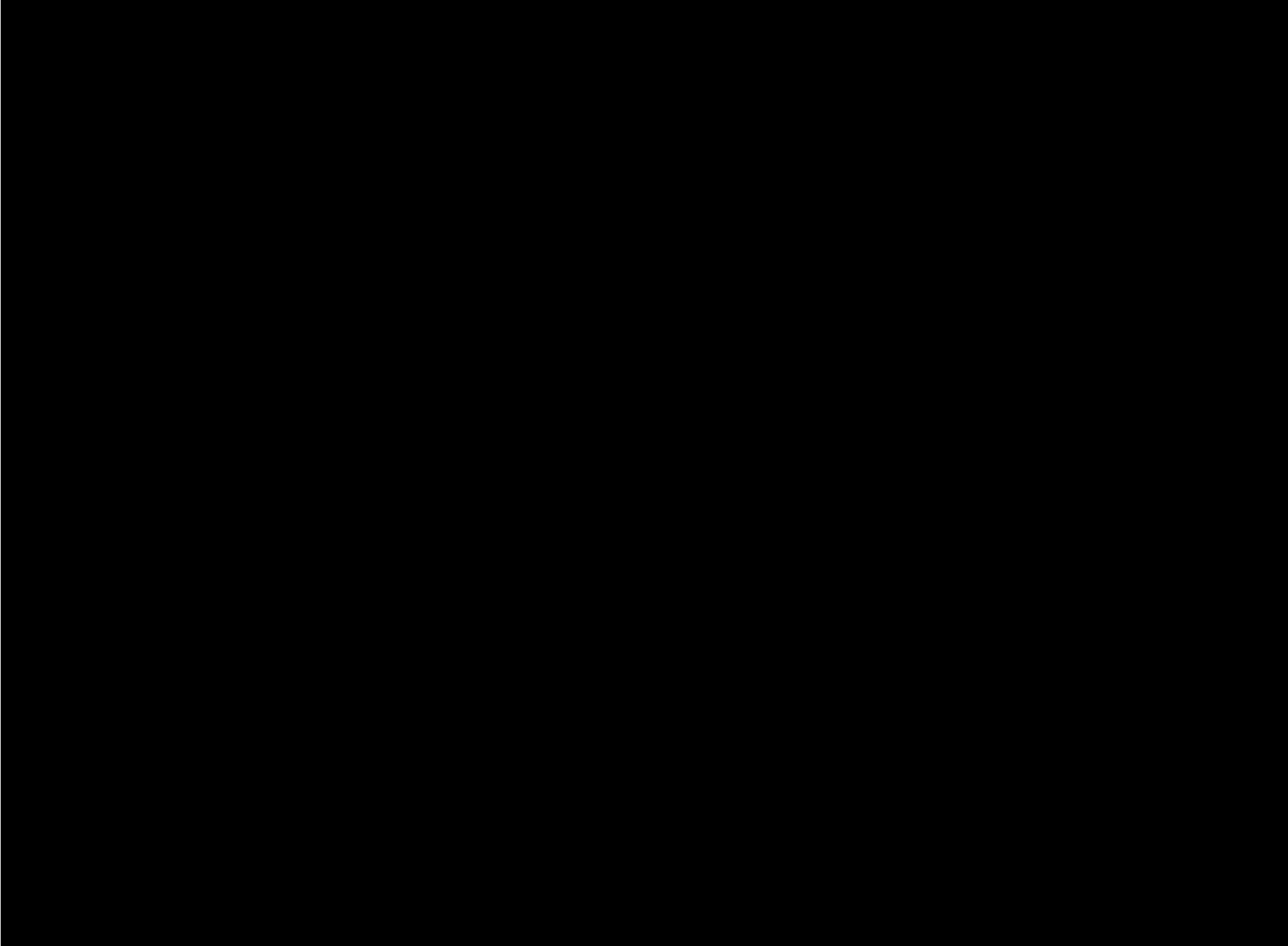












s.21(1) Disclosure harmful to business interests of a third party

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APPENDIX C

Synchro Outputs



Community Information Meeting

Public Comment Opportunity – Development Application for
3121-3127 St Johns Street and 110-118 James Road

Date & Time: Thursday, April 20, 2023
5:00PM - 7:00PM

Format: Drop-In Open House

Location: Old Mill Boathouse
2715 Esplanade Avenue
Port Moody



For more information, please contact:

Emily Howard
Anthem Properties Group Ltd.
1100 – 1055 Dunsmuir Street, Vancouver, BC V7X 1K8
ehoward@anthemproperties.com
Telephone: 604-235-3182

Anthem has submitted a development application to the City of Port Moody to permit the redevelopment of 3121-3127 St Johns Street and 110-118 James Road. The proposed development has been designed in accordance with the Official Community Plan and consists of:

- A six-storey, mixed-use building;
- 191 market rental homes to be secured under a Housing Agreement including 12 studios, 119 1-beds, 40 2-beds, and 20 3-bed units;
- 50% of the units are designed as adaptable and 31% are family-sized;
- 5,900 sq. ft. of retail at grade fronting St Johns Street;
- A large internal courtyard and multiple interior amenity offerings; and
- Two levels of underground parking accessed from Moray Place with 246 vehicle parking spaces and 292 bicycle parking spaces.

Interested members of the public are invited to attend the Community Information Meeting (CIM) with the applicant team for an opportunity to review the proposal, ask questions, and submit a comment form.



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Community Information Meeting

Public Comment Opportunity

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How to Participate

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Thursday, April 20, 2023, 5:00PM - 7:00PM (Drop-In Open House)

Location:

Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody

For more information, please contact:

Emily Howard

Anthem Properties Group Ltd.

ehoward@anthemproperties.com • 604-235-3182



WELCOME

To the Community Information Meeting for:

3121-3127 St. Johns Street and 110-118 James Road, Port Moody, BC

Mixed Use Market Rental Apartments and Commercial - Rezoning and Development Permit Application



April 20, 2023

Anthem 

 **Integra** ARCHITECTURE INC.

P+A
Landscape Architecture
Site Planning

ABOUT ANTHEM

Founded in 1991, Anthem is a team of 500 people driven by creativity, passion and direct communication. Anthem has invested in, developed or managed – alone or in partnership – more than 320 residential, commercial and retail projects across western North America.

Our growing residential portfolio includes 20,500 homes that are complete, in design or under construction, from master planned mixed use residential and multifamily, to townhome, rental and single family communities.

We own, co-own, manage or have previously owned over 9 million square feet of retail, industrial and office space. We have developed more than 60 communities across 8,500 acres of land in Alberta, British Columbia and California.

Anthem is a real estate development, investment and management company that strives, solves and evolves to create better spaces and stronger communities.

We are Growing Places



PROJECT TEAM



Integra Architecture Inc. is an award winning architecture firm formed in 1999 and is based in downtown Vancouver. With over 20 years of experience and a growing staff Integra fosters a collaborative approach to design, sharing our experiences to bring new ideas to each project. We believe that client-centered architecture, teamwork and long-term working relationships allow for our strong project outcomes and continuing client relationships. Our capable staff has extensive experience in all types of residential buildings, mixed-use projects, as well as renovations and seniors housing. We also specialize in residential buildings and combine west-coast contemporary aesthetics with sustainable principles to create homes that are modern, welcoming, and energy efficient.

Through effective communication and high-quality construction drawings Integra bridges the gap between the builder's reality and the architect's vision.



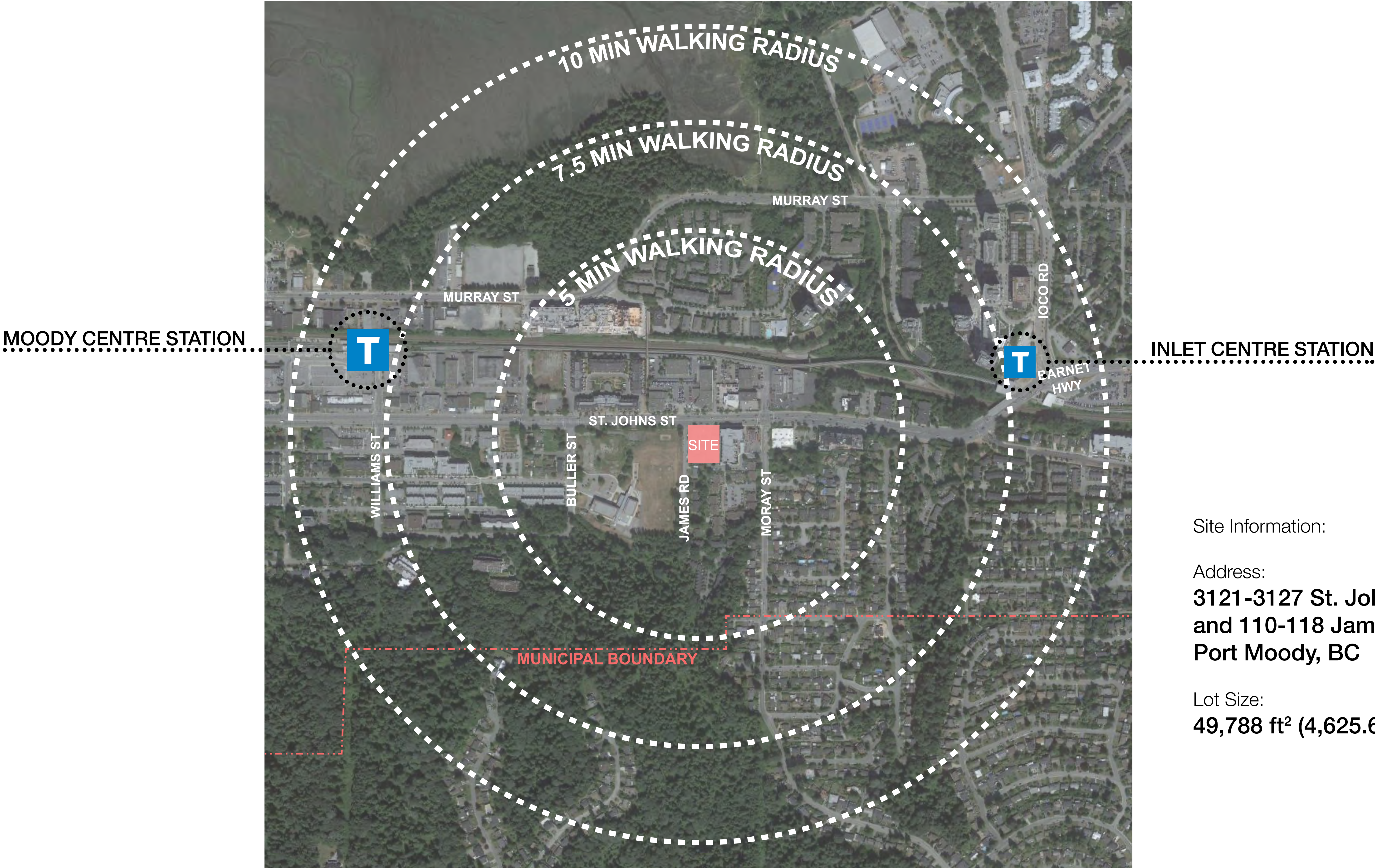
Based in Vancouver, British Columbia, P+A is a versatile landscape architecture and site-planning firm offering a wide variety of design services. Collaboration is at the core of our practice. The range of our experience gained over 35 years of consulting includes the full spectrum of landscape architecture from site design to urban design and the planning of new communities. P+A has received many awards from associations such as the Canadian Society of Landscape Architects, the Canadian Home Builders Association, and the internationally recognized Waterfront Centre, based in Washington, DC.

We have chosen to remain a medium-sized firm with an established network of colleagues with whom we collaborate on a regular basis. Over the years we have been able to maintain a talented and dedicated team of professionals who are continually challenged to create successful spaces. It is our objective to efficiently and skillfully complete each assignment and ensure that our clients are receiving the best possible service.

bunt & associates

Founded in 1993, Bunt & Associates Engineering Ltd. (Bunt) is one of the largest specialist transportation planning and engineering consulting firms in Western Canada. Our team is represented by over 50 of the finest transportation engineers, planners, technologists, and support staff in the industry. We place high value on outstanding service, building long-term client relationships, and fostering a family-friendly and supportive culture within all of our offices located in Calgary, Edmonton, Kelowna, Vancouver, and Victoria.

SITE CONTEXT MAP

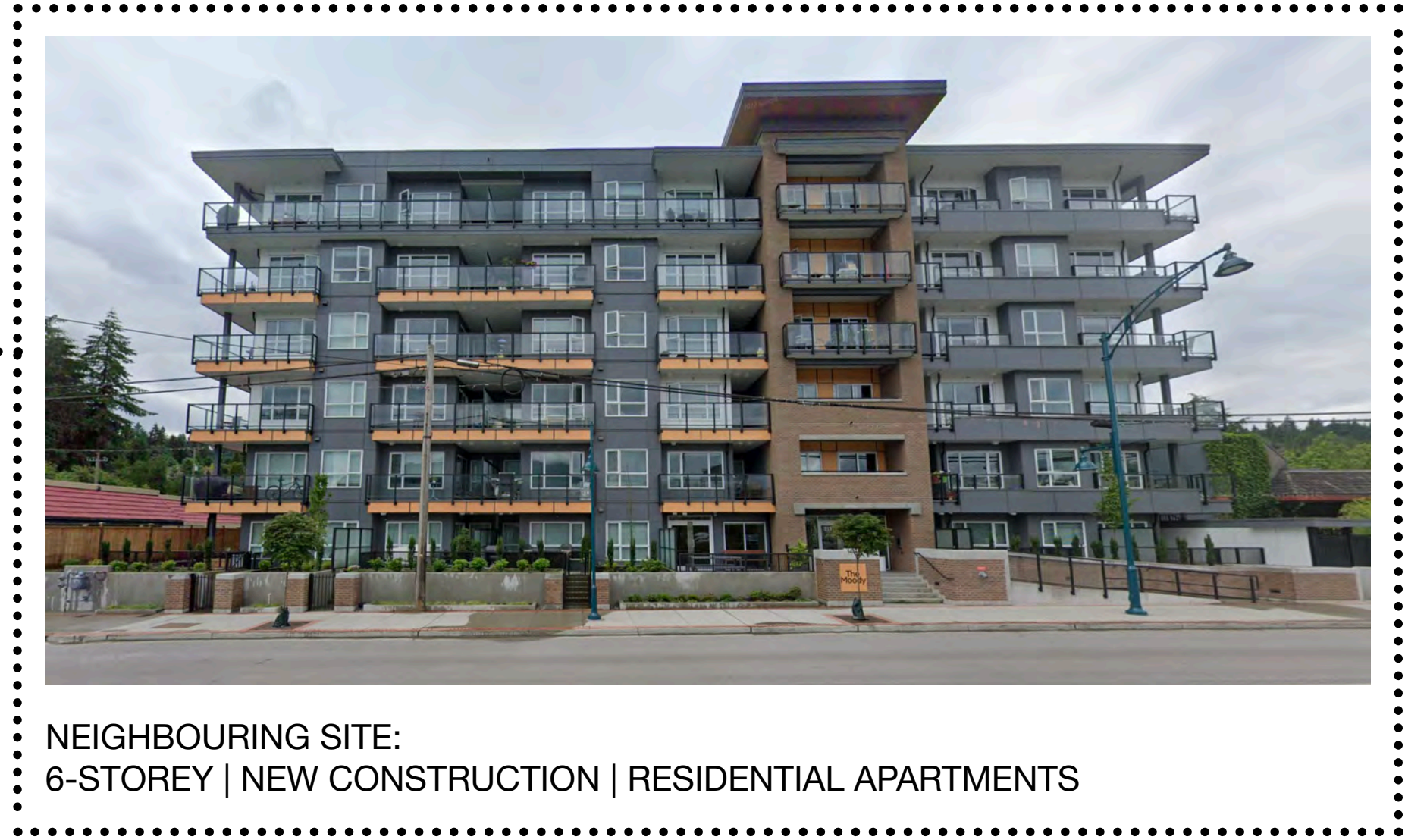
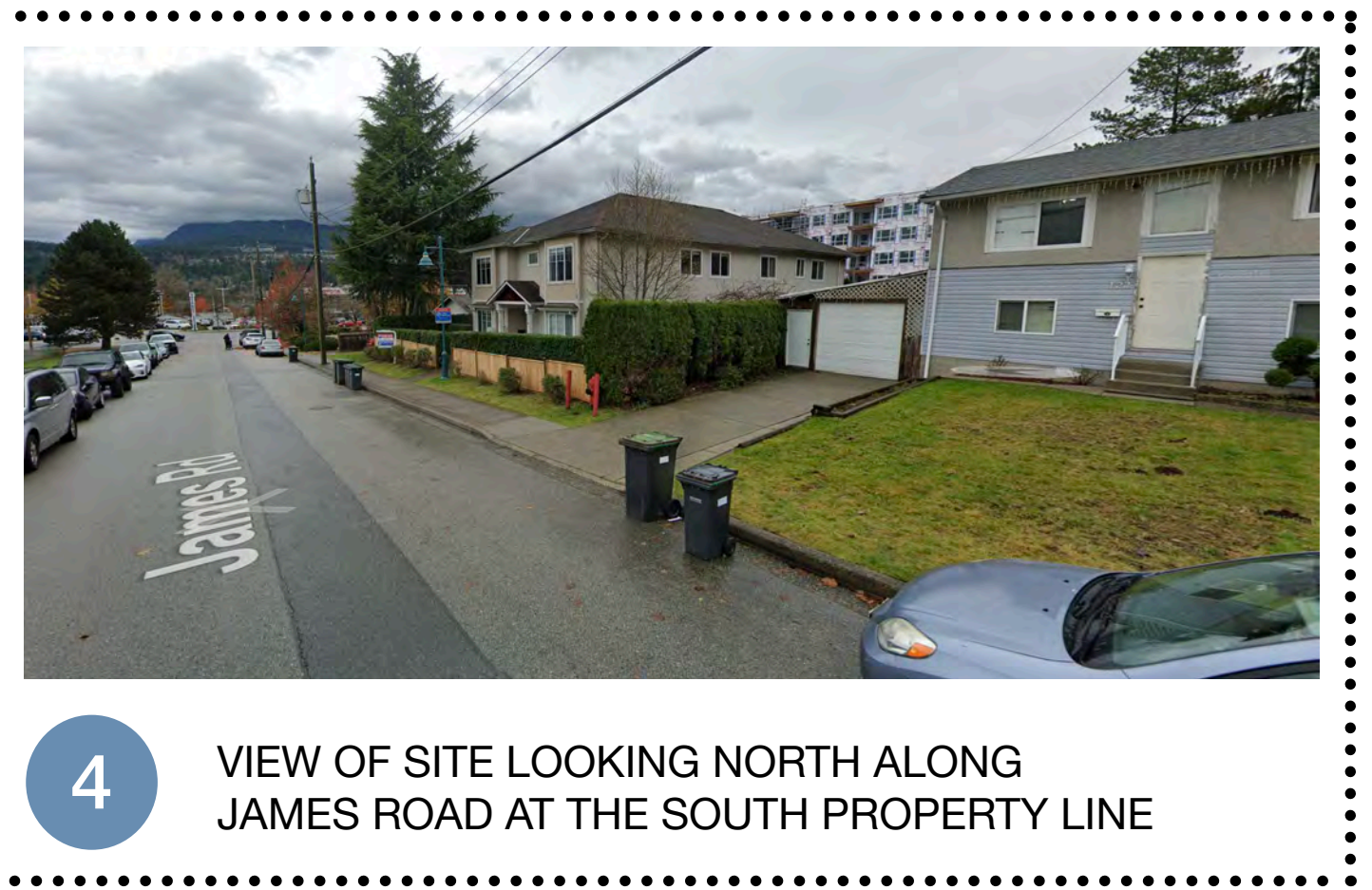
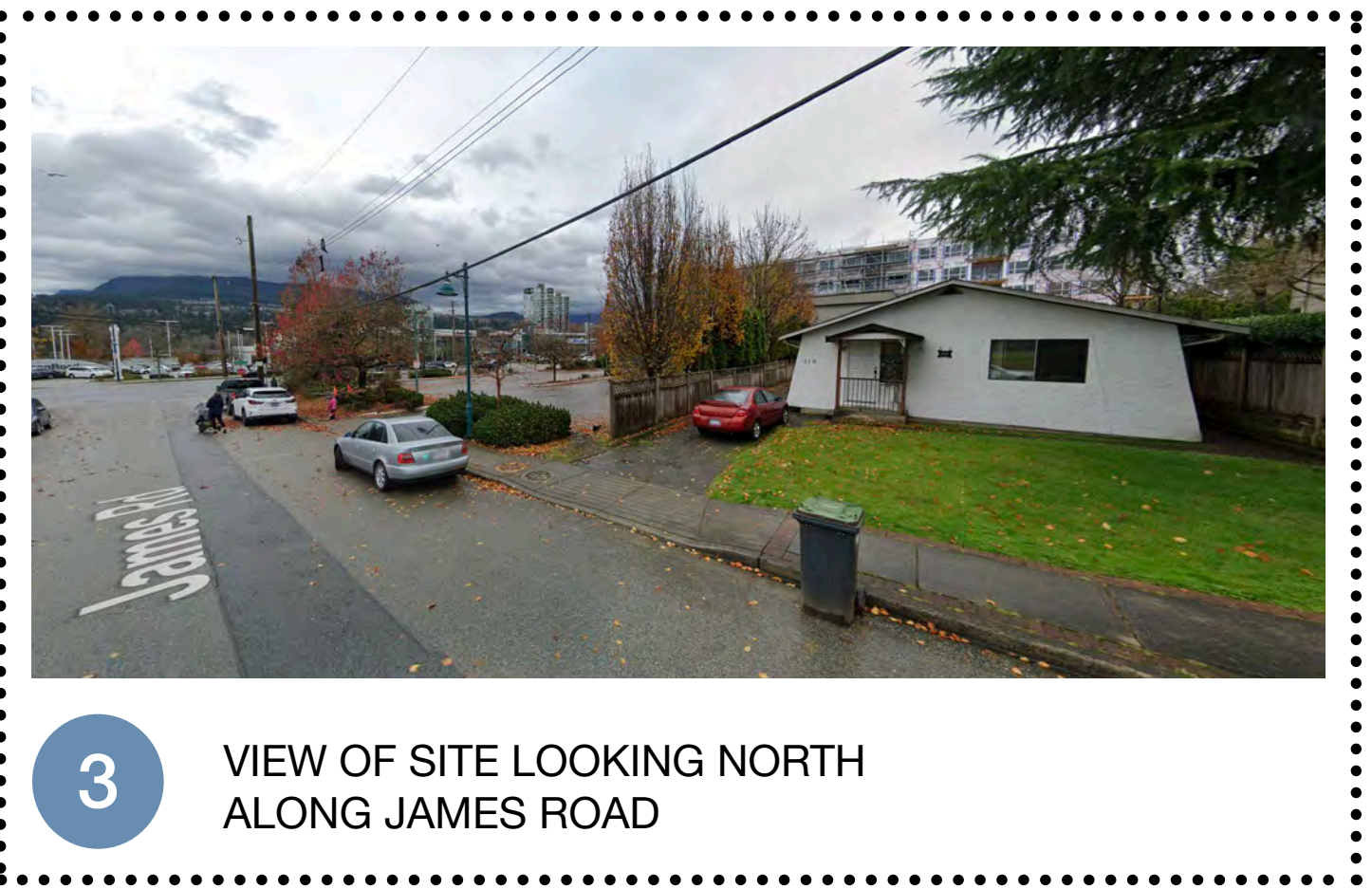
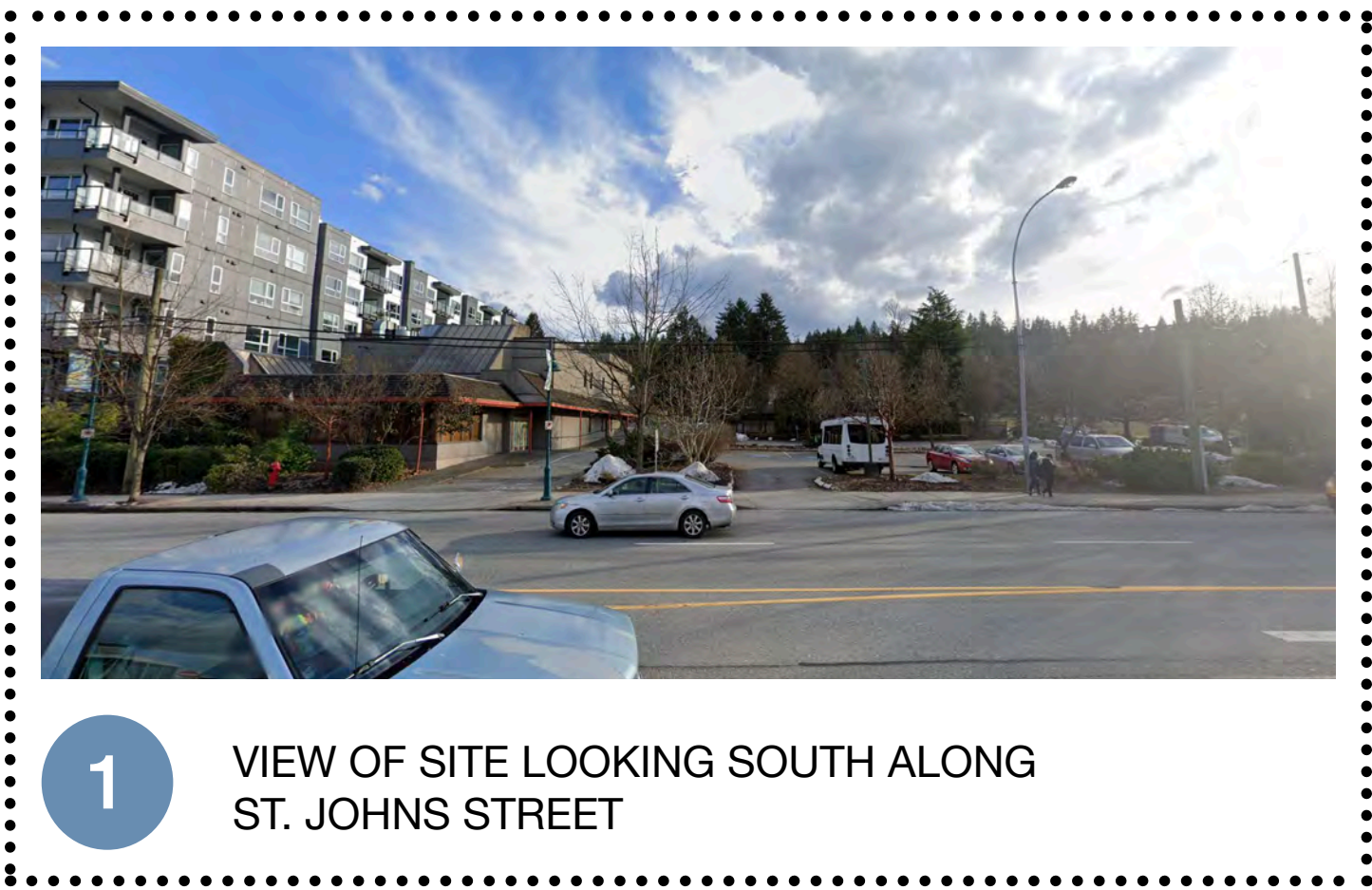


Site Information: 

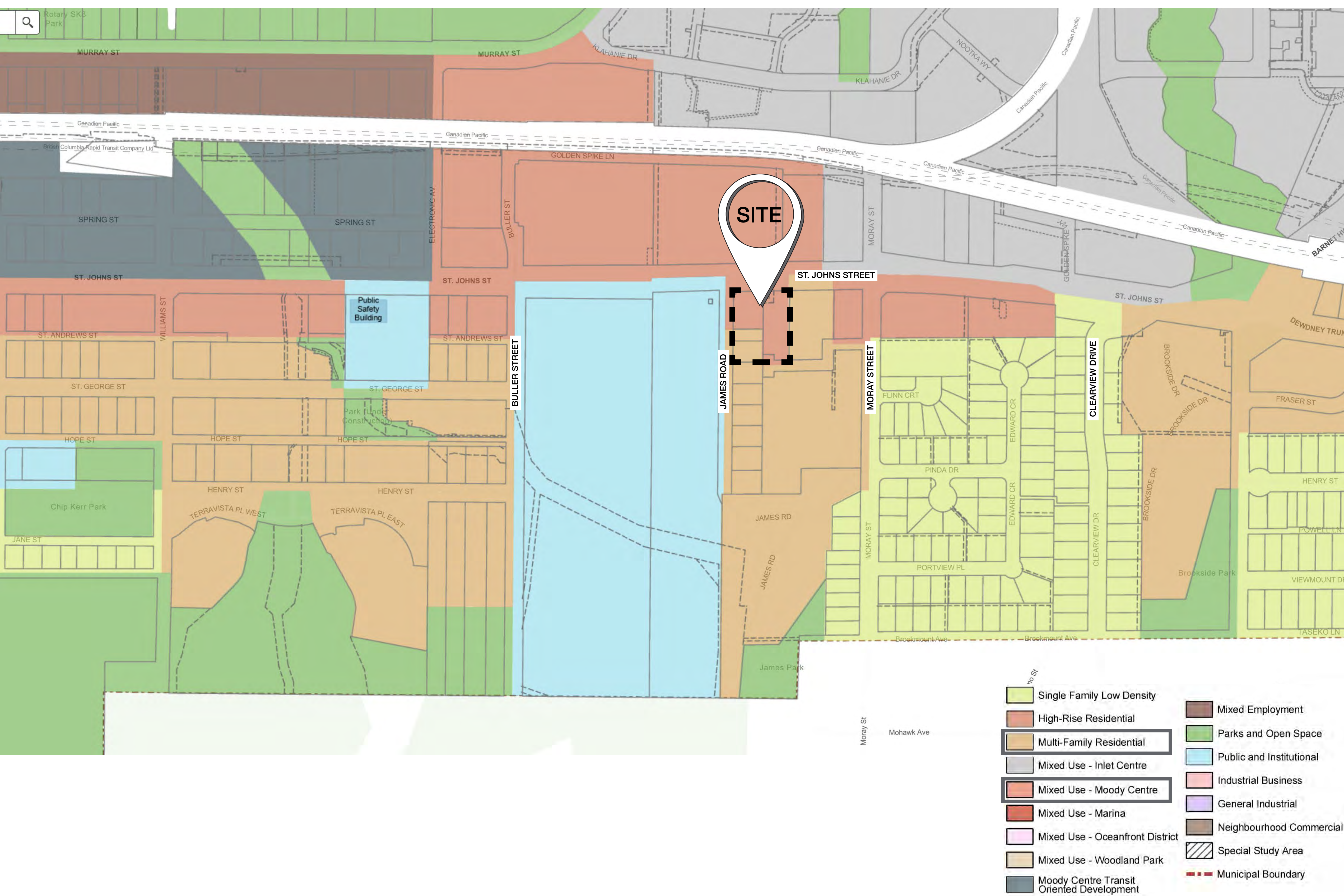
Address:
**3121-3127 St. Johns Street
and 110-118 James Road
Port Moody, BC**

Lot Size:
49,788 ft² (4,625.6 m²)

SITE CONTEXT PHOTOS



OFFICIAL COMMUNITY PLAN (OCP)



Land Use Designations:
Multi-Family Residential & Mixed Use - Moody Centre

Purpose:
Multi-Family Residential is intended to support the development of low to medium density attached housing, including apartment structures up to a maximum of 6-storeys.

Mixed Use - Moody Centre designation applies to an area intended for the development of a variety of retail, service, office, stand-alone commercial activities, and multi-family residential uses up to maximum of 6-storeys.

Maximum Building Height:
23m or 6 storeys, whichever is less

ZONING SUMMARY



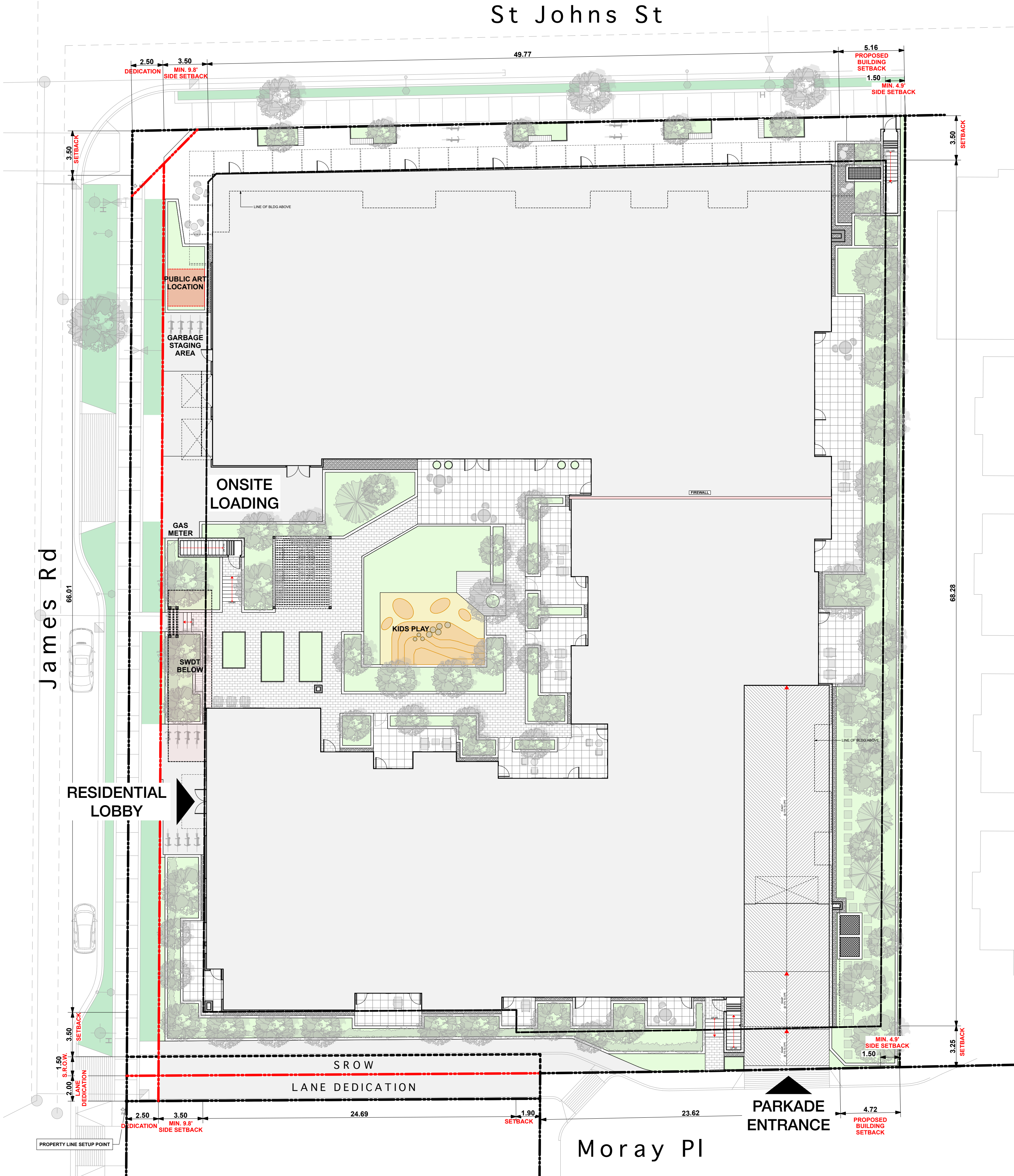
Proposed Zoning:
CD (based on CRM2)

	CRM2 (Six-Storey Mixed Use)	CD (Proposed Development)
Height Maximum	23.0m or 6-storeys	18.27m 6-storeys
Lot Coverage	N/A	50.8%
FAR	2.50	3.09
Permitted Uses	Apartment, office, retail food service, retail	Apartment, office, retail food service, retail
Setbacks		
Side Setback	1.5m	4.72m
Rear Setback	0.0m	3.25-3.5m

Existing Zoning:
**RM-1 (Semi-Detached and Townhouse Residential) &
P-2 (Private Institutional)**

PROJECT STATISTICS & SITE PLAN

SITE	PROPOSED	
Floor Area - Commercial	5,992 sq.ft.	
Floor Area - Residential	146,846 sq.ft.	
Total Floor Area	152,838 sq.ft.	
Floor Area - Exclusions	7,566 sq.ft.	
(Adaptable Units; HRVs; Indoor Amenity)		
Net Floor Area	145,272 sq.ft.	
Gross Site Area	49,788 sq.ft.	
Land Dedications	2,744 sq.ft.	
Net Site Area	47,044 sq.ft.	
FAR (Floor Area Ratio)	3.09	
Lot Coverage	50.80%	
Building Height	59.93 ft.	
Outdoor Amenity	5,711 sq.ft.	
Indoor Amenity	2,641 sq.ft.	
Total Amenity	8,352 sq.ft.	
UNIT TYPE	UNIT COUNT	PERCENTAGE
Studio	12	6.3%
1 Bed	119	62.3%
2 Bed	40	20.9%
3 Bed	20	10.5%
Total	191	100%
PARKING	REQUIRED	PROPOSED
Residents	210	206
Visitor	29	29
Commercial	14	14
Commercial Loading	2	1
Total	255	250
BIKE PARKING	REQUIRED	PROPOSED
Residential Vertical		136
Residential Horizontal		154
Residential Total	287	290
Visitor	23	23
Total	310	313



KEY FEATURES



- 1 Purpose built rental housing providing a variety of housing options.
- 2 Continuous commercial frontage on St. Johns Street to enhance and activate the street.
- 3 Building steps back above the commercial.
- 4 Substantial landscaping, street furniture, and public realm improvements.

KEY FEATURES



- 1 Residential entry off James Road.
- 2 Outdoor central courtyard with a kids play area, community gardens, and an outdoor dining area.
- 3 Building amenities open onto the courtyard to promote vibrancy and activation.
- 4 Substantial landscaping, street furniture, and public realm improvements.

COMMUNITY BENEFITS



Increased Rental Housing Stock

The proposed development will deliver 191 much needed new secured market rental homes to the City of Port Moody's constrained rental supply.

Family-Oriented Homes

Over 30% of these new rental units will be family-oriented 2- and 3-bedroom homes.

Community Amenity and Density Bonus Contributions

Approximately \$2 million will be paid by Anthem to the City of Port Moody to fund community amenities and projects.

Public Realm Improvements

Upgraded sidewalk treatment, street furniture, public art, and landscaping. Additional improvements to the public realm include new neighbourhood ground-floor retail.

Access to Transit and Reduced Car Dependency

The project is within walking distance of both Moody Centre and Inlet Centre Skytrain Stations. The provision of 298 bicycle spaces along with a Modo car share vehicle will further incentivize reduced vehicle use.

Sustainability

The building has been designed to meet Step 3 Low Carbon requirements of the BCBC Energy Step Code for exceptional energy efficiency.

Neighbourhood Retail

Approximately 5,900 sq. ft. of new neighbourhood serving retail will help revitalize this portion of St Johns Street and provide new employment opportunities in the community.

Public Art

Public art will be provided near the northwest corner of St Johns Street and James Road to add to the City's growing collection of public art. The concept has yet to be finalized.

Adaptability

50% of the homes are designed as adaptable to meet the needs of people with mobility challenges and to facilitate aging in place.

LANDSCAPE ARCHITECTURE - SITE PLAN



- 1 Landscape Planting
- 2 Bike Rack
- 3 Custom Seating on Planter Box
- 4 Storage Bench
- 5 Private Patio
- 6 Feature Paving
- 7 Concrete Planter
- 8 Garden Plots
- 9 Gateway Trellis
- 10 Flex Use Lawn
- 11 Outdoor Dining Area
- 12 Kids Play Area
- 13 Flex Use Wood Seating Deck
- 14 Moveable Table and Chairs
- 15 Lounge Chairs

LANDSCAPE ARCHITECTURE

LANDSCAPE SPACE AND SITE FURNITURE



Custom Seating Deck w./ Feature Tree Planting



Covered BBQ and Dining Area



Flex-use Artificial Turf



Community Garden Metal Planter



Bar Table



Moveable Table & Chairs



Bike Racks

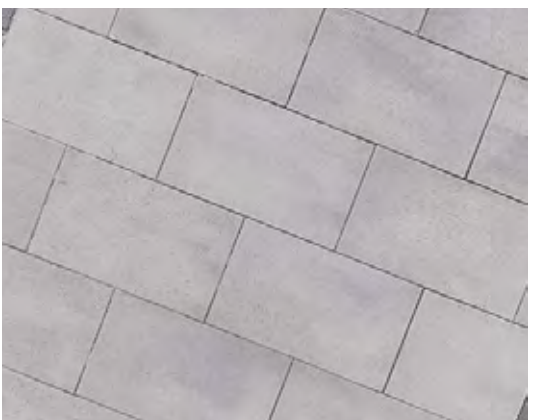


Custom Wood Seating

PAVING



C.I.P. Concrete Paving



Unit Paving

KIDS PLAY AREA



Sloped Rubber Surfing w. Hand Holds



Log Steppers and Pogo Poles



Colored Rubber Surfing

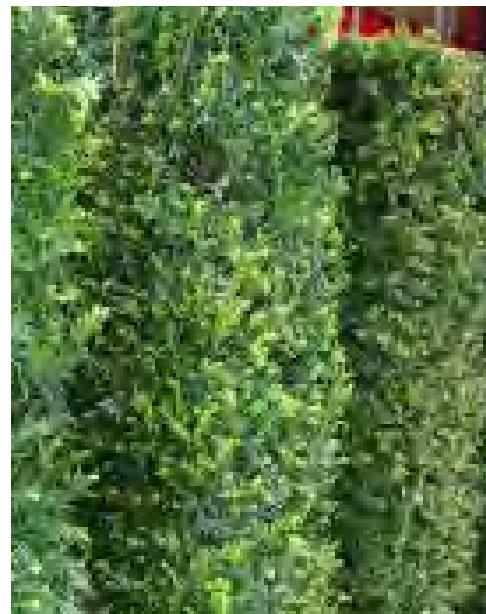
PLANT MATERIAL



Feature Trees



Evergreen Hedges



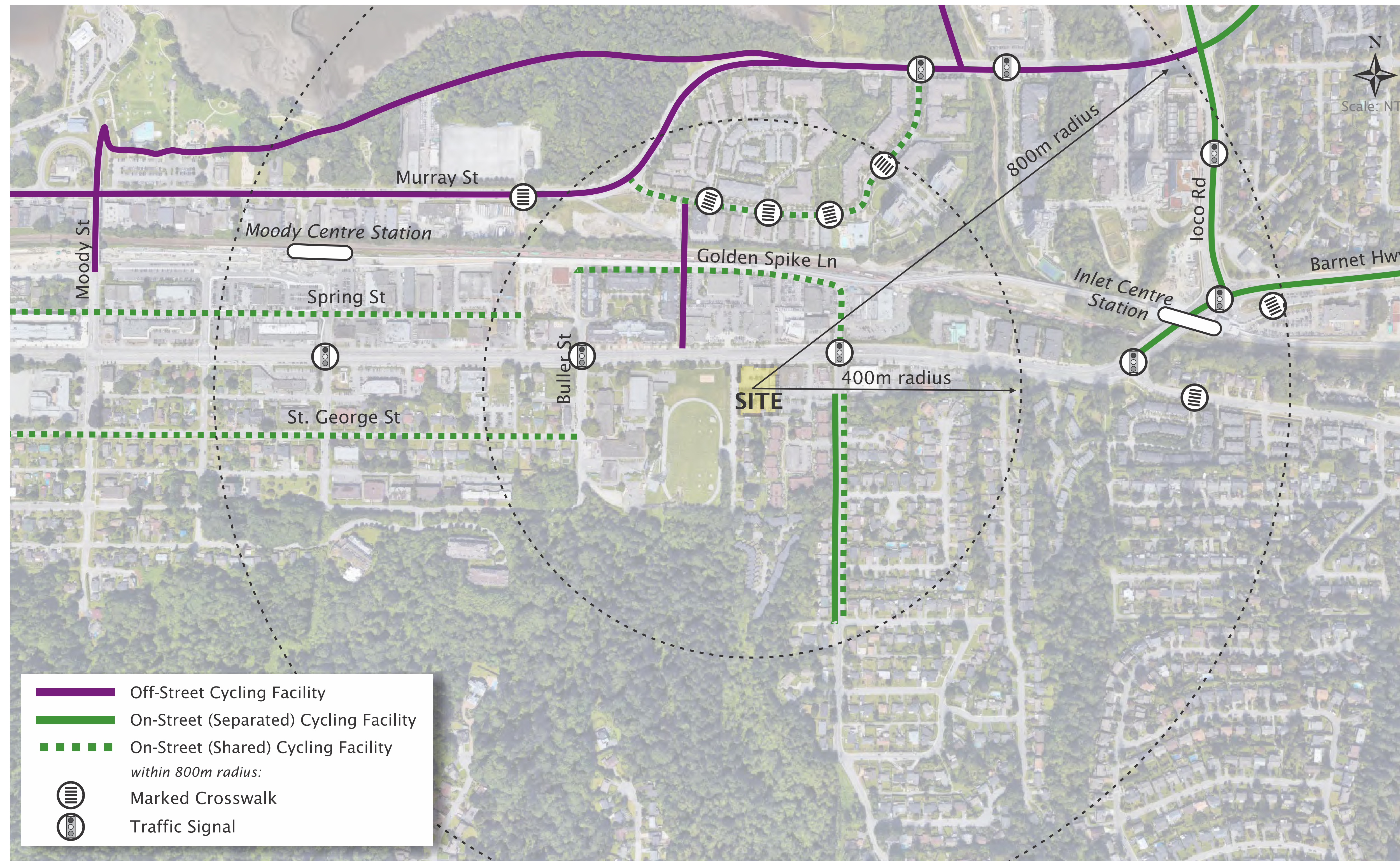
Native plants



Pollinator/ Bird Friendly Plants



TRANSPORTATION

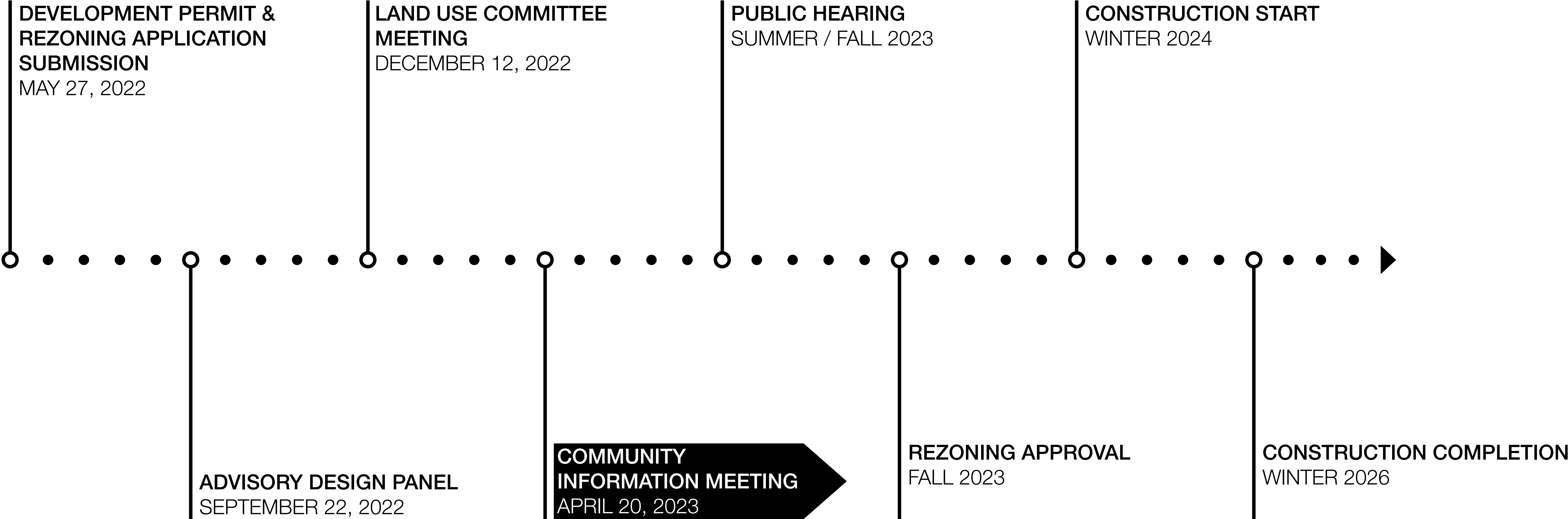


The proposed development site is well served by transit. The site is located within 800m of both Inlet Centre and Moody Centre Stations and St. Johns Street is part of Translink's Frequent Transit Network. There is also frequent bus service along St. Johns Street with stops located within 50m of the site.

In addition to the site's proximity to transit, the following TDM measures are proposed to support resident's use of alternate modes:

- Provision of cargo bike storage (2 spaces, 8ft long)
- Provision of extensive bike maintenance and wash facilities
- On-site MODO car share vehicle
- Level 2 EV charging installed for 10% of resident spaces

ESTIMATED PROJECT TIMELINE



* Estimated Project Timeline is subject to Council Approval

THANK YOU



Thank you for participating
in the Community
Information Meeting.

Please share your
feedback on the provided
comment form.

3121-3127 St. Johns Street and 110-118 James Road Community Information Meeting

Thursday, April 20, 2023, 5:00pm-7:00pm
Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody

Anthem has submitted a development application to the City of Port Moody to permit the redevelopment of 3121-3127 St. Johns Street and 110-118 James Road. The proposed development has been designed in accordance with the Official Community Plan and consists of a six-storey, mixed-use building with 191 market rental homes, 5,900 sq. ft. of retail at grade fronting St. Johns Street, a large internal courtyard, and two levels of underground parking.

Please share your comments on the development concept presented this evening:

Excellent location, close to skytrain, lots of rental units needed for Port Moody. Fully support this project.

Contact Information:

Name: s.22(1) Personal Privacy Address: s.22(1) Personal Privacy Port Moody
Phone: s.22(1) Personal Privacy Email: s.22(1) Personal Privacy

☐ The developer may contact me with updates on this proposal

Please return your completed comment form to the registration desk or send it to Emily Howard by Sunday, April 30, 2023. All comment forms received by this date will be shared with the City of Port Moody.

Emily Howard, Anthem Properties Group Ltd.
ehoward@anthemproperties.com
604-235-3182

Suite 1100, Box 49200, 1055 Dunsmuir Street, Vancouver BC V7X 1K8

Thank you! Your feedback is important to us.



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BEAUTIFUL PRESENTATION BOARDS + INFORMATIVE
PRESENTATION.

SUGGESTIONS:

- PARKING SPACES ALLOWING THE ABILITY TO ADD LEVEL 11

EV CHARGING WOULD BE A BENEFIT

- s.22(1) Personal Privacy I WOULD LOVE TO SEE A

DOA - WASHING STATION INCORPORATED :)

Contact Information:

Name: s.22(1) Personal Privacy Address: s.22(1) Personal Privacy

Phone: Email: s.22(1) Personal Privacy



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3121-3127 St. Johns Street and 110-118 James Road Community Information Meeting

Thursday, April 20, 2023, 5:00pm-7:00pm
Old Mill Boathouse, 2715 Esplanade Avenue, Port Moody

Anthem has submitted a development application to the City of Port Moody to permit the redevelopment of 3121-3127 St. Johns Street and 110-118 James Road. The proposed development has been designed in accordance with the Official Community Plan and consists of a six-storey, mixed-use building with 191 market rental homes, 5,900 sq. ft. of retail at grade fronting St. Johns Street, a large internal courtyard, and two levels of underground parking.

Please share your comments on the development concept presented this evening:

Density is a concern - James Rd is already
a parking lot - condos are not built with
adequate parking

The road to Moray Behind DQ should
be maintained as 2 way

A traffic signal at James and St Johns
is an absolute must

Contact Information:

Name: s.22(1) Personal Privacy

Address: s.22(1) Personal Privacy

Phone:

Email:



The developer may contact me with updates on this proposal

Please return your completed comment form to the registration desk or send it to Emily Howard by Sunday, April 30, 2023. All comment forms received by this date will be shared with the City of Port Moody.

Emily Howard, Anthem Properties Group Ltd.

ehoward@anthemproperties.com

604-235-3182

Suite 1100, Box 49200, 1055 Dunsmuir Street, Vancouver BC V7X 1K8

Thank you! Your feedback is important to us.



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Please share your comments on the development concept presented this evening:

Excellent design and location for much needed rental stock in Port Moody. Fully support this proposal and I look forward to seeing this development in Port Moody.

Contact Information:

Name: s.22(1) Personal Privacy Address: s.22(1) Personal Privacy Port Moody
Phone: s.22(1) Personal Privacy Email: s.22(1) Personal Privacy



The developer may contact me with updates on this proposal

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**3121-3127 St. Johns Street and 110-118 James Road
Community Information Meeting**

Thursday, April 20, 2023
5:00 PM – 7:00 PM
Old Mill Boathouse, 2715 Esplanade Avenue

SIGN-IN SHEET

Name	Address	Email	Phone Number	The developer may contact me with project updates (yes/no)
s.22(1) Personal Privacy				

Building Department Comments

May 31, 2023

1. There doesn't appear to be a building code compliance report with the proposed Alternative Solutions which is required.
[Applicant Response: An Outline Building Code Review has been completed and provided in the enclosed submission.](#)
2. We originally had a concern with the location of the exhaust fan for their NFPA 96 system. The new plans do not show if there is one in place or not. If there is a likelihood of a food-related business with on-site preparation, then the exhaust venting will need to be built into the design. If not, then staff may decide to include some prohibited uses in the zoning bylaw eg. restaurant or other related use since we will not support any exterior venting solutions.
[Applicant Response: The proposal will include the option for food-related businesses to prepare food without grease laden cooking.](#)
3. Standpipes are shown on the wrong landing.
[Applicant Response: The drawings have been updated.](#)
4. Will need alternative solution for exit exposure.
[Applicant Response: An alternative solution for exit exposure protection has been included by the building code consultant.](#)
5. No indication for onsite detention facility if one is required.
[Applicant Response: An onsite detention facility has been included in the drawings.](#)
6. Fire department connection and retaining wall need to be modified to ensure connection is accessible and located entirely on private property.
[Applicant Response: A fire department connection has been relocated to be accessible and on private property.](#)
7. Don't know what "Luxer one" lockers are but these are shown open into entry lobby and am thinking that these may need to be in a rated enclosure.
[Applicant Response: Luxer one lockers are furniture pieces used for parcel delivery.](#)
8. Commercial elevator lobby not fully detailed and appears too shallow.
[Applicant Response: The commercial elevator lobby has been accurately detailed.](#)

Addressing these comments will require some additional plan revisions so you should plan on that. If you wish to discuss any of these comments, can I suggest that you contact Evan Mercer whom I've copied on this email.

Engineering Department Comments

Any questions, please direct them to Stephen. Aside from these comments which will necessitate revised civil drawings, some of the Environment and Parks comments may require amendments to these plans as well.

1.0 On/Offsite Civil

- a) See markups on attached conceptual plan (EDMS Document 613915) including:
 - i. Engineer to confirm operational status of water infrastructure identified on St Johns Street and update drawing.

Applicant Response: The engineer has confirmed the operational status of the watermain on St Johns Street based on information provided from the City via asbuilts and City GIS system.

- ii. Engineer to coordinate the arborist with the proposed street tree plans along St Johns and James Road.

Applicant Response: Noted

- iii. Engineer to coordinate the landscaping plan and post construction water quality control with the Storm Water Management Plan.

Applicant Response: Noted

- iv. Engineer to amend the alignment of sidewalks to consider Drawing RD-9 with adjustment for coordination with soil volumes and planting widths for street trees.

Applicant Response: Noted

- v. Engineer to identify a minimum 50mm mil and overlay to road centerline or as required by Benkelman Beam testing.

Applicant Response: Note has been added for 50mm mill and overlay to centerline and requirements for Benkelman Beam testing.

- vi. Architect and Engineer to confirm coordination between onsite and offsite plans including grade changes

Applicant Response: Noted and drawings have been updated.

- vii. Developer to coordinate SRW for public access to the road and sidewalk connection between Moray Place and James Road.

Applicant Response: Noted

- b) City to confirm with Coast Mountain Bus/Translink if a stop is required adjacent the site.

Applicant Response: Noted

- c) 25% Latecomer contribution to the new traffic signal being constructed at James Road based on the final construction costs.

Applicant Response: Noted

- d) 25% Latecomer contribution to the MUP on the westside of James Road based on the final construction costs.

Applicant Response: Noted

- d) Water consumption for construction of shoring and or foundation walls shall be metered and charged at the bylaw rate.

Applicant Response: Noted

2.0 Traffic Impact Assessment:

Section 2.2.3 - Cycling & Pedestrian Networks

- Additional bikeway links are provided along Moray Street between Golden Spike Lane and Brookmount Avenue – section should be removed as the bike lane was removed as part of the Moray Traffic Calming pilot project in early spring 2022.

Applicant Response: Section has been updated.

Section 3.3 - Proposed Parking Supply

- 29 visitor spaces – Confirm if the visitor parking stalls are intended to be dual purpose (i.e., both visitor and commercial use)
[Applicant Response: Visitor and commercial stalls are separate. 29 visitor spaces for residential and 14 commercial spaces.](#)

Section 4.2 - Site Traffic

- The OCP identifies that proximity to transit is within 400 m of Skytrain stations not 800 m as provided in the report. Although the site is within 800m of two SkyTrain stations, the subcategory 'Not Close to Rail Transit' was selected due to the limited number of surveys for the 'Close to Rail Transit' subcategory in a general urban/suburban context. To account for lowered vehicle trip rates caused by the site's proximity to transit, a 10% discount was instead applied to the base ITE residential rates – There will need to be a parking variance regardless of the rationale for doing this.

[Applicant Response: The need to include a parking reduction was not previously identified or discussed and should not be required. Based on feedback from the public engagement process and the City's initial comments, parking is at a premium in the area. The requirement to reduce parking based on a nominal 10% mode split to transit is not recommended. The 10% mode split reduction represents 7 AM peak hour and 7 PM peak hour trips. This magnitude of traffic will not substantially change the outcome of the report.](#)

Section 5.5 - Future Traffic Operations

- The traffic signal at St. Johns Street & James Road intersection will operate close to pre-timed operations, however the intersection is to be put into coordination during peak times. The synchro will need to be updated to reflect the intersection operating like a full signal.

[Applicant Response: The report has been updated to remove the unsignalized scenario for St. Johns Street & James Road.](#)

- The plan identifies lane configuration to include a short westbound right turn lanes – The laning configuration for the Phase 2 of the redesign would be 4 travel lanes and centre left turning bays. No right turn lanes.

[Applicant Response: The analysis has been updated to reflect shared through/right curb lanes.](#)

Section - 5.5.4 Summary of Traffic Impacts & Recommended Mitigations

- St. Johns Street & Moray Street, During AM peak hour, the westbound through movement is forecast to exceed the stated performance threshold with v/c ratios of up to 1.06, albeit with acceptable delays. 95th percentile queues are forecast to extend nearly 400m, reaching the upstream Dewdney Trunk Road intersection - The cause for the v/c capacity may decrease due to the traffic control in place due to development.

Applicant Response: The analysis has been updated to confirm St. John Street & Moray Street and the new St. Johns Street & James Road intersections are operating in coordination with the St. Johns Street & Buller Street intersection.

3.0 Geotechnical Report

- a) Identify the impact of draining the perched groundwater table on the surrounding vegetation and tree canopy.

Applicant Response: Arborist confirms there will be no issue based on their observation, as there is only 1 hedge being retained to the southwest of the site. The hedge condition will not be affected.

- b) Groundwater cannot be pumped to the sanitary sewer, the anticipated 40 L/min groundwater discharge from the foundation wall will need to be included into the stormwater design and accounted for in the environmental assessment. Should ground water discharge be approved, the developer shall monitor the rate once excavation is complete, reassess the downstream storm sewer and address all capacity deficiencies.

Applicant Response: The Civil Engineer has confirmed the anticipated groundwater discharge is typical and achievable, and see no issues. It was also noted in Section 6.5 of the enclosed Geotechnical Report.

4.0 Fire-Rescue Guide:

Port Moody Fire Rescue requires the following information to be submitted on one drawing:

- New and existing hydrant(s)
- Distance between hydrant(s) and fire department connections
- All entrances and exits from underground parking area
- Location(s) of fire alarm annunciator panel(s) and FDC
- Fire truck access route with weight considerations
- Immediate road(s) surrounding property

Applicant Response: Architectural drawings have been updated as required to meet requirements noted above.

Environment and Parks Department Comments

- Update arborist report and Tree Management Plan, including to clarify condition of 3 *Acer rubrum* trees on St Johns and suitability for retention. There is inconsistent information across current plans and responses to date.

Applicant Response: The arborist, VDZ, VDZ re-assessed the 3 *Acer rubrum* trees (C1, C2, C3) on June 19, 2023. The arborist report has been updated to clarify their condition and suitability for retention. The roots of C1 and C2 are currently lifting the sidewalk significantly above the grade of the curb. Removal and replacement of the sidewalk and regrading will likely require significant root damage. Tree C2 has low live crown ratio and is in decline. C3 has a slightly thin crown. The sidewalk around C3 has recently been replaced which may have resulted in impact to roots that have not yet manifested. Replacing the sidewalk again will result in additional impacts. A drainage line is proposed within the CRZ of C1, C2, C3 and the sidewalk is to be removed and replaced. VDZ recommends removal of the 3 *Acer rubrum* trees (C1, C2, C3).

- Street trees on James St and St Johns should be retained wherever possible.
Applicant Response: VDZ has reviewed the possibility of retaining the 3 street trees on St. Johns and one on James Rd with the project team. These trees are recommended for removal with the proposed development.
- Information from updated arborist report should be added to updated civil plans so all plans are coordinated.
Applicant Response: Noted.
- Include a rain garden at the northeast end of James St. Recommend appropriate tree species in appropriate location within or adjacent to the rain garden.
Applicant Response: The inclusion of a rain garden will not be viable due to hydrant, poles, and BC Hydro electrical vault.
- Run utilities underground on St Johns and James St.
Applicant Response: We will work with third-party utilities to underground the overhead wires on James Road and have determined that it is unfeasible to underground the overhead wires along St Johns Street.
- Include street tree irrigation that is accessible from private property on landscape plans and include relevant components on civil plan.
Applicant Response: Landscape Plans have been updated to include a 1½" water stub out for street tree irrigation and will be coordinated on the Civil Plans.
- Shift sidewalk on James St to allow a 1.8m boulevard strip.
Applicant Response: The sidewalk on James Street has been shifted to allow for a 2.0-metre boulevard strip.

Please ensure that these comments are addressed and you submit a revised set of coordinated landscape and civil engineering drawings.

One thing I did miss earlier in the review is the setback of the underground parkade. Under the Zoning Bylaw, section 6.5 requires a minimum setback for underground parking of 1.2m (3.9ft). It appears from the latest plans that the minimum setback is about 0.25m (10"). I would suggest that the architects review the parkade design (space sizes, aisle widths, etc. to see if that can be increased. If the setbacks can't meet the 1.2m requirement, then the development permit will need to include a variance.

Applicant Response: A development permit variance to be sought.

OUTLINE BUILDING CODE REVIEW

Not for Construction - Issued for DP Stage

Project	St. Johns Street	GHL File	8248.00
Address	3121 St. Johns Street, Port Moody, BC	Date	June 8, 2023

PURPOSE

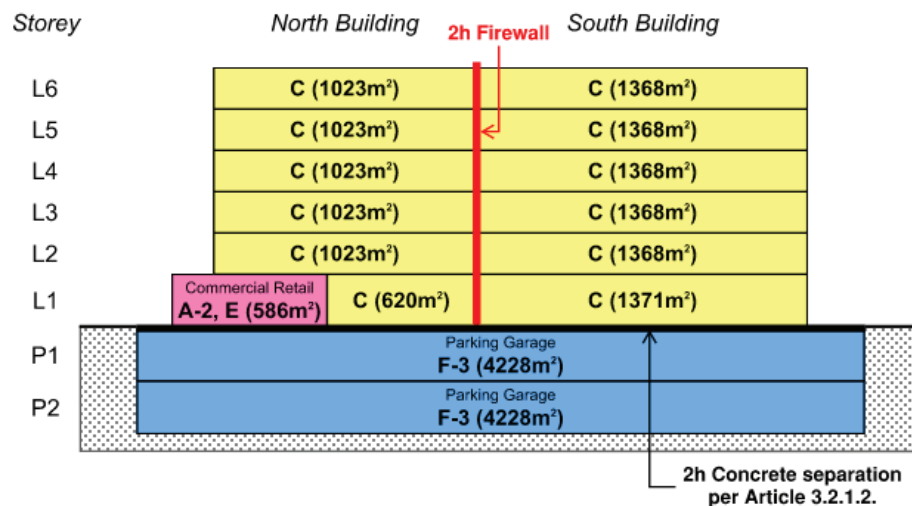
This outline report provides a summary of the general approach to Building Code compliance with respect to Division B, Part 3 of the BC Building Code 2018. This outline report is intended to demonstrate general compliance with respect to specific fire and life safety provisions of the Building Code. This outline report is issued for the purpose of rezoning and Development Permit application. A more detailed Building Code report will be submitted at the Building Permit stage.

This report should be reviewed in conjunction with the architectural drawings prepared by Integra Architecture Inc.

OUTLINE BUILDING CODE REVIEW

1. Project Description

This project will be a 6-storey (mid-rise) mixed use building consisting of residential occupancy and commercial retail use above 2 levels of basement parking garage. The below grade parking structure will be designed as a separate building, in accordance with Article 3.2.1.2 of the Building Code. Levels 1 to 6 will be two separate buildings divided by a firewall, for the purposes of applying the Building Code. The entire development will be sprinklered throughout and provided with a monitored fire alarm system. The following schematic diagram illustrates the key components of this development:





2. **Applicable Code**

The applicable Building Code will be the BC Building Code 2018 (Building Code). All reference numbers indicated in this report refer to the BC Building Code 2018, unless otherwise stated.

3. **Occupancy Classification**

This project will have the following uses and occupancies:

- Group C (Residential)
- Group A-2 (Assembly) – Café, Restaurant
- Group E (Mercantile) – Retail
- Group F, Division 3 (Low-Hazard Industrial) – Storage Garage

All other uses within will be considered subsidiary to the respective major occupancy classifications.

4. **Construction Requirements**

Based on the above major occupancies, the building characteristics and construction requirements are summarized in the following table.

	North Building	South Building	Storage Garage
Use / Occupancy	C, A-2, E	C	F-3
Building Area (m ²)	1,206	1,371	4,228
Building Height	6 storeys	6 storeys	2 basement levels
Street Faced	2	1	2
Sprinklered	Yes	Yes	Yes
Construction Article	3.2.2.50	3.2.2.50	3.2.1.2. and 3.2.2.80
Maximum Building Area (m ²)	1,500	1,500	Unlimited
Type of Construction	CC or NC	CC or NC	NC
Floor FRR	1h	1h	2h
Mezzanine FRR (if any)	1h	1h	2h
Roof FRR	1h	1h	2h per Article 3.2.1.2.

CC = Combustible Construction NC = Noncombustible Construction

FRR = Fire-Resistance Rating

All loadbearing structural supports will have a fire resistance rating equal to the rating of the supported assembly.



5. **Firewall**

In order to limit the building area on L1 to L6 to a maximum building area of 1500m², the above grade residential portions of the building will be divided into two buildings by a firewall. The firewall will be constructed in full compliance with Subsection 3.1.10 and will be of noncombustible construction. As described by Sentence 3.1.10.3.(1), the firewall is permitted to terminate on a concrete slab over a basement parking garage conforming to Article 3.2.1.2. The firewall will have a 2h fire-resistance rating and will include a minimum 150mm high parapet at the roof per Clause 3.110.4.(1)(a).

6. **Fire/Life Safety Systems**

The following fire/life safety systems will be in compliance with the Building Code:

- Fire separation and compartmentation
- Exit/egress systems
- Automatic sprinkler systems
- Standpipe systems
- Fire Department connection
- Fire alarm and detection systems
- Emergency power and lighting
- Fire extinguishers

7. **Fire Department Access**

This site will face St. Johns Street to the north, James Road to the west, and Moray Place to the south; as such, Fire Department vehicle access to the site will be provided in accordance with the Building Code. The main lobby entry doors will be within 3m to 15m from James Road. The Fire Department response location will be in conformance with Article 3.2.5.5, and will be the designated location for the following fire protection equipment:

- Fire alarm annunciator panel.
- Site plan orientation active graphic.
- Siamese connections for sprinkler/standpipe systems (within 45m of a fire hydrant).
- Means of access to the building. Lockbox containing master keys will be provided at the entry to each building if requested by the Fire Department.

8. **Alternative Solutions**

The approach to Building Code compliance for this project will include the development of alternative solutions. These are listed below:

- | | |
|------------|--|
| Solution 1 | Exit Exposure Protection |
| Solution 2 | Parking Area Sprinkler Protected Glazing |

These alternative solutions will be included in a more detailed report to be submitted as part of the Building Permit application.



SUMMARY

In summary, this outline report demonstrates general compliance with respect to requirements of the BC Building Code 2018 can be achieved for the proposed development.

Please contact our office with any questions or comments on the foregoing.

Prepared by,
GHL CONSULTANTS LTD
Permit to Practice 1002752

s.22(1) Personal Privacy

Michael Nikitenko, BSc(Eng), BHSc, EIT

Reviewed by,

s.22(1) Personal Privacy

2023-06-08

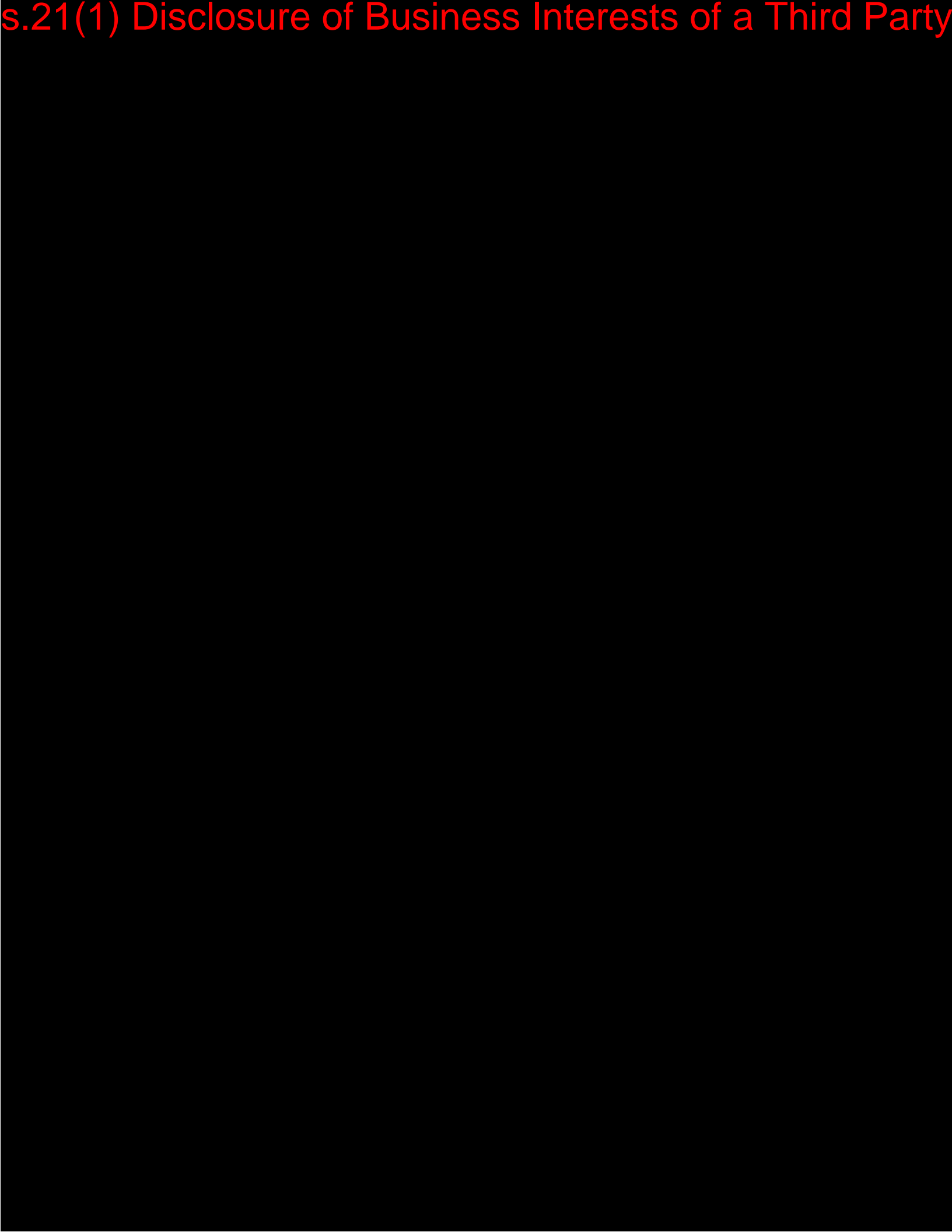
Khash Vorell, M Eng, P Eng, FEC

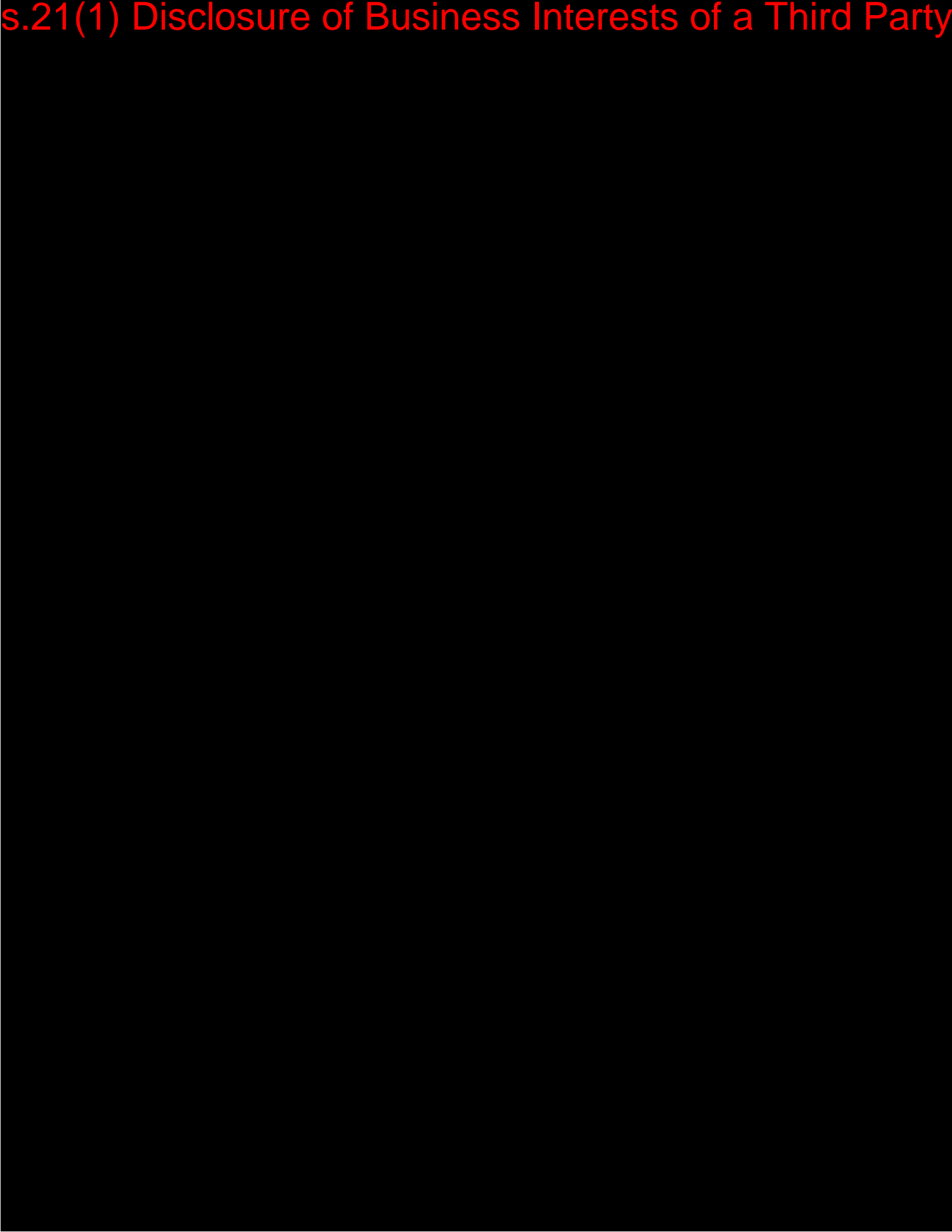
* Limitation of Liability *

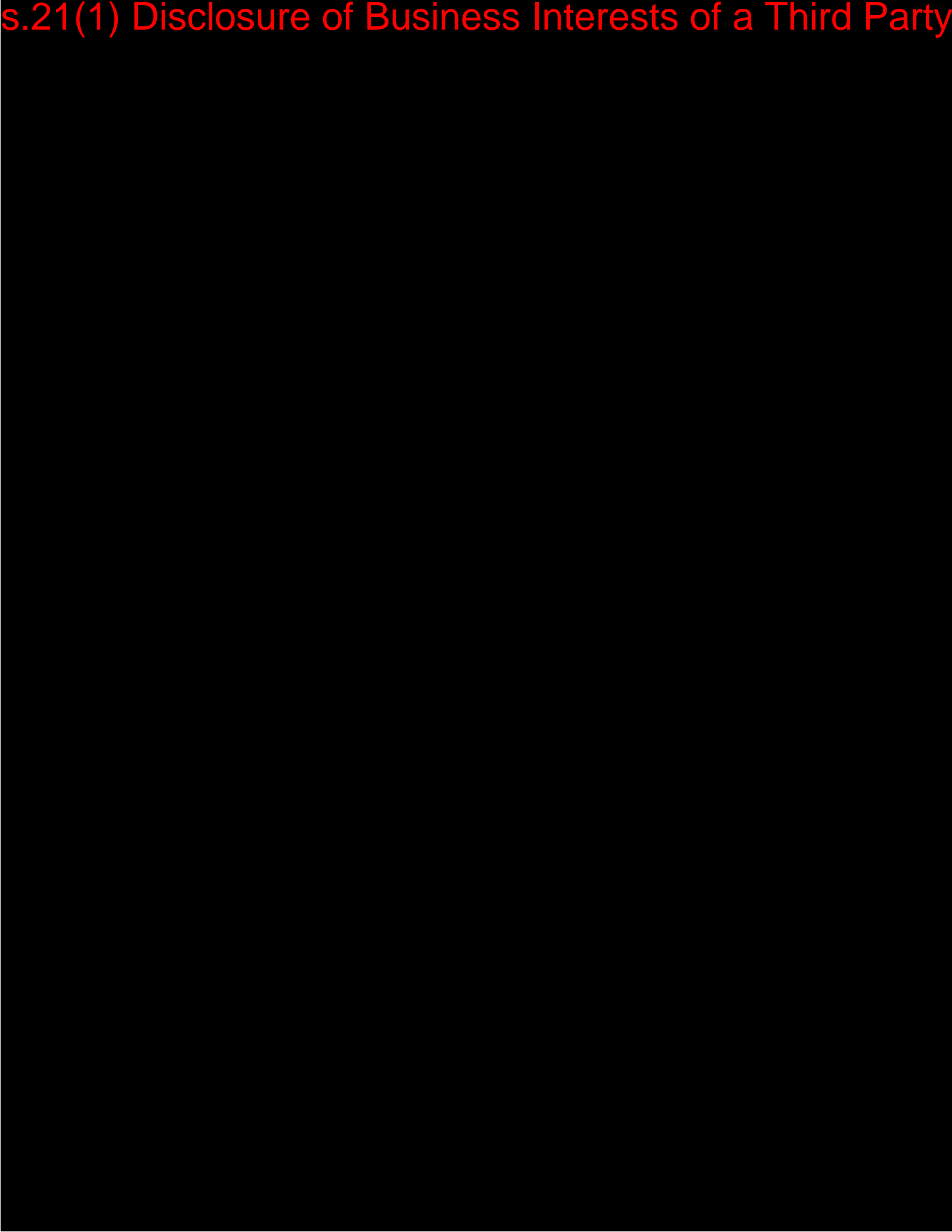
This technical report addresses only specific Building Code issues under the GHL/Client agreement for this project and shall in no way be construed as exhaustive or complete. This technical report is issued only to the Authority Having Jurisdiction, the Client, Prime Consultants and Fire Suppression Designer to this project and shall not be relied upon (without prior written authorization from GHL) by any other party.

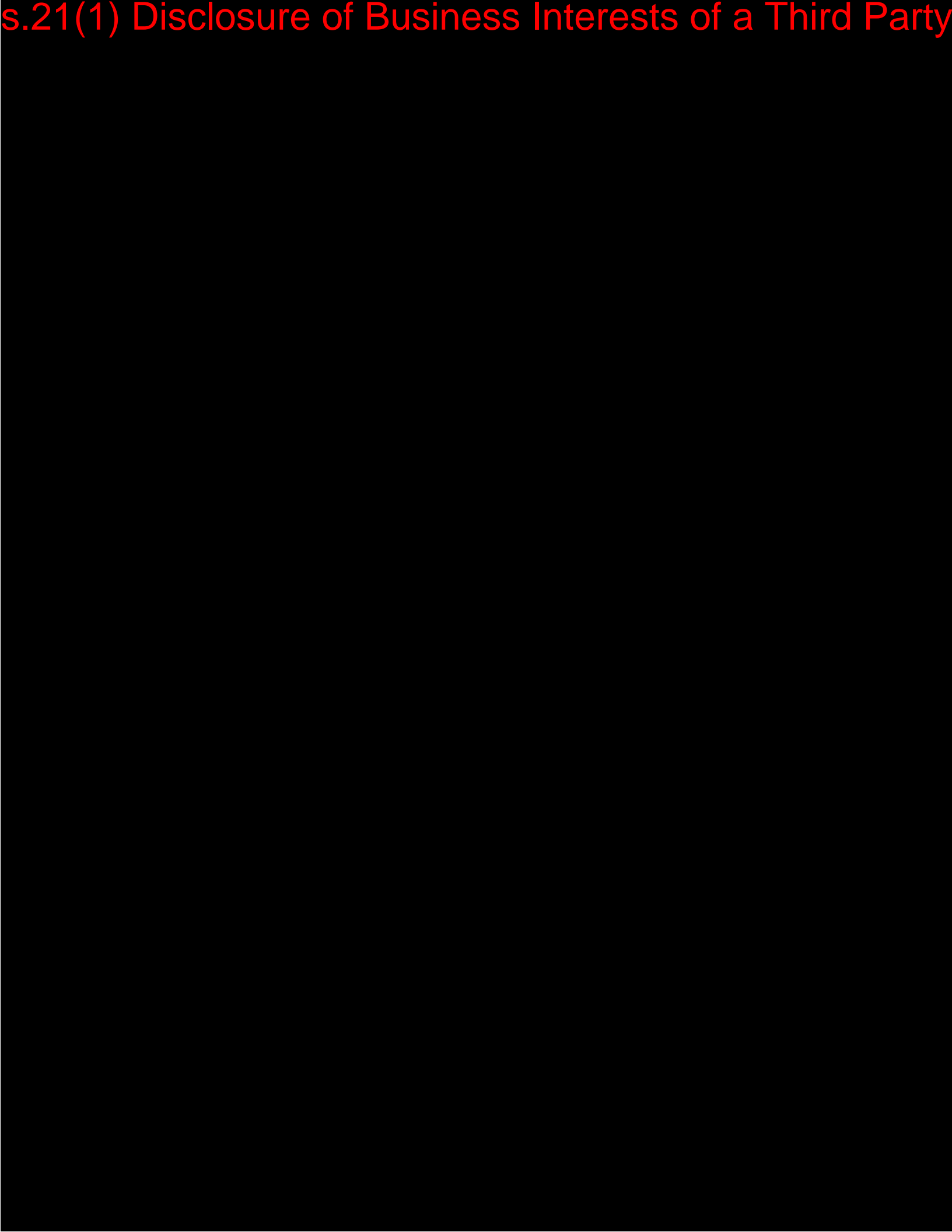
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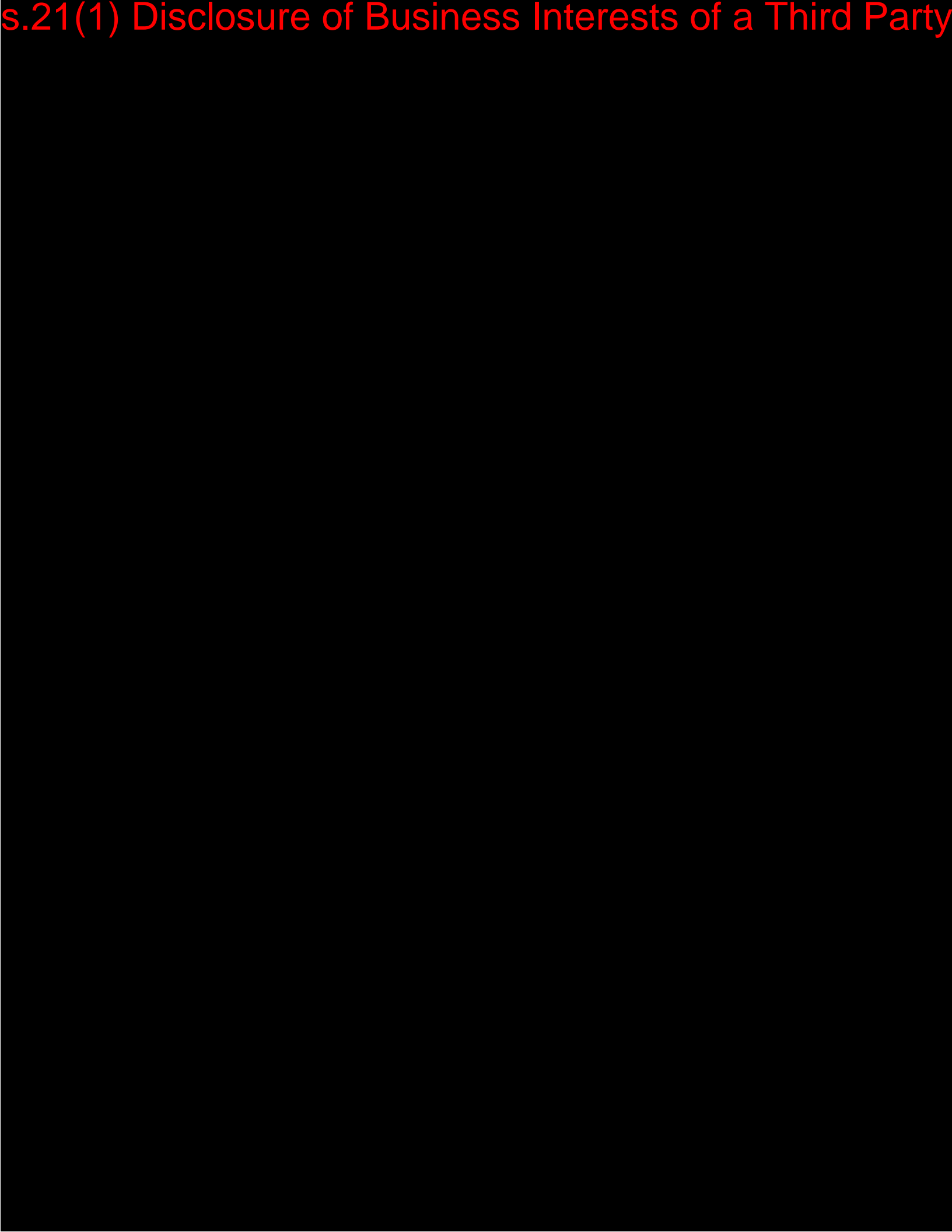
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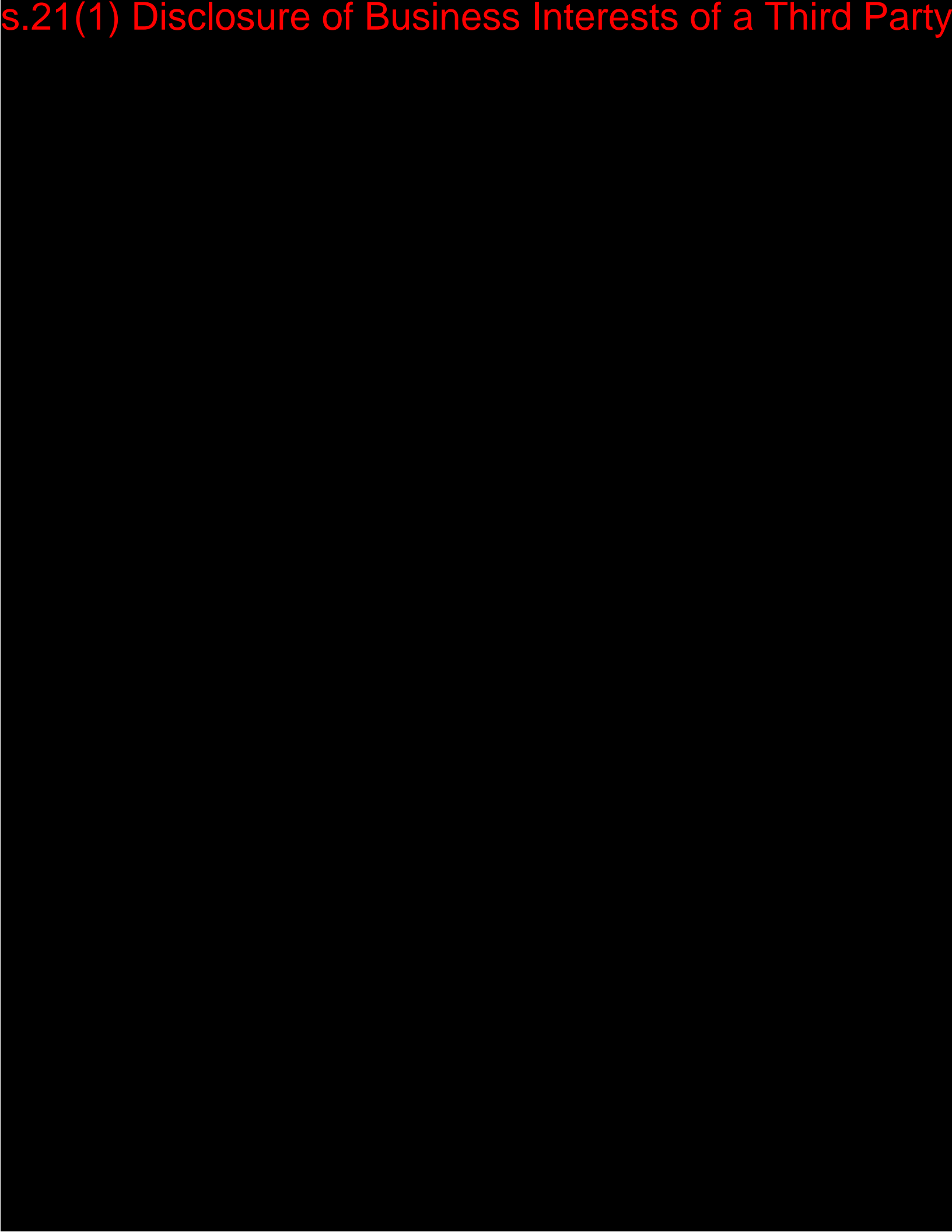


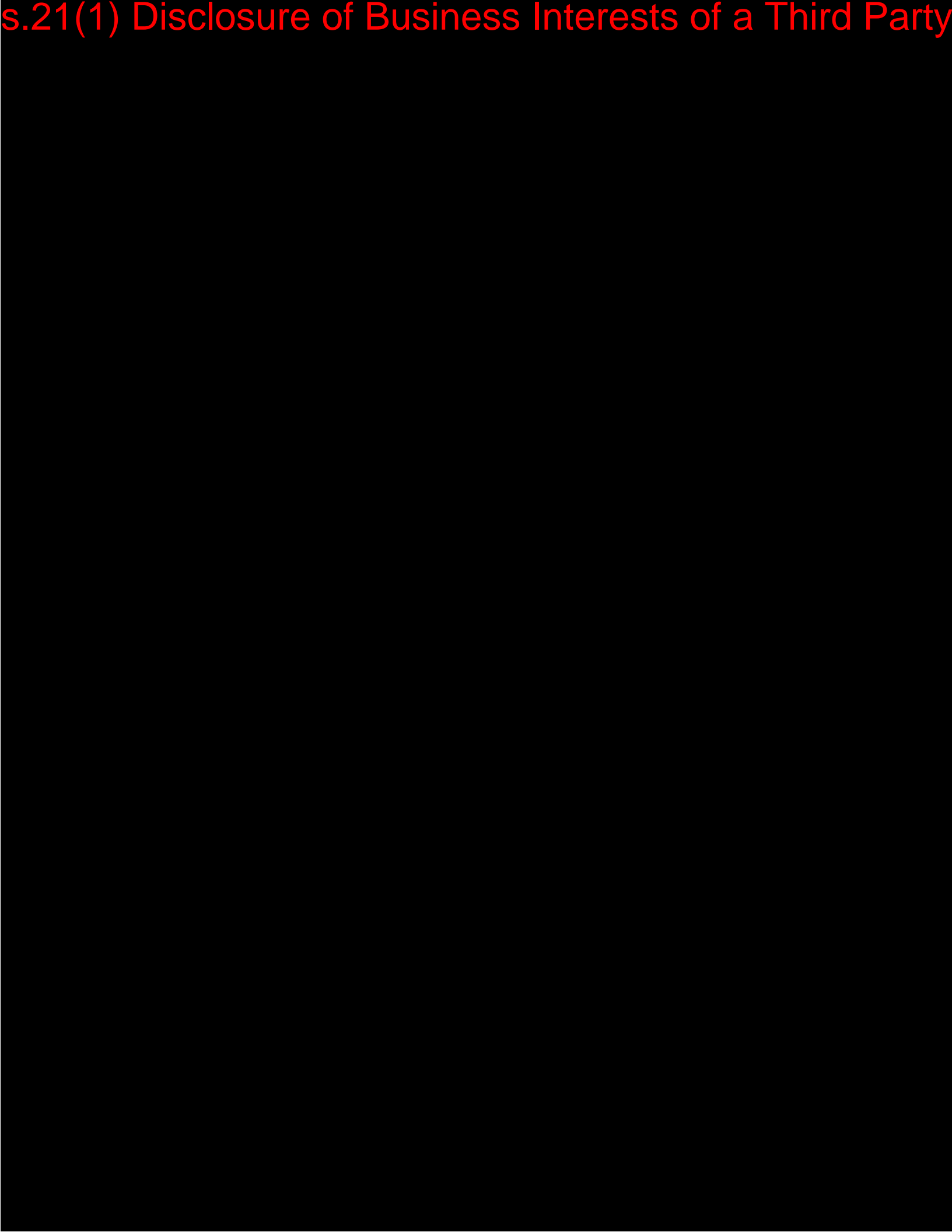


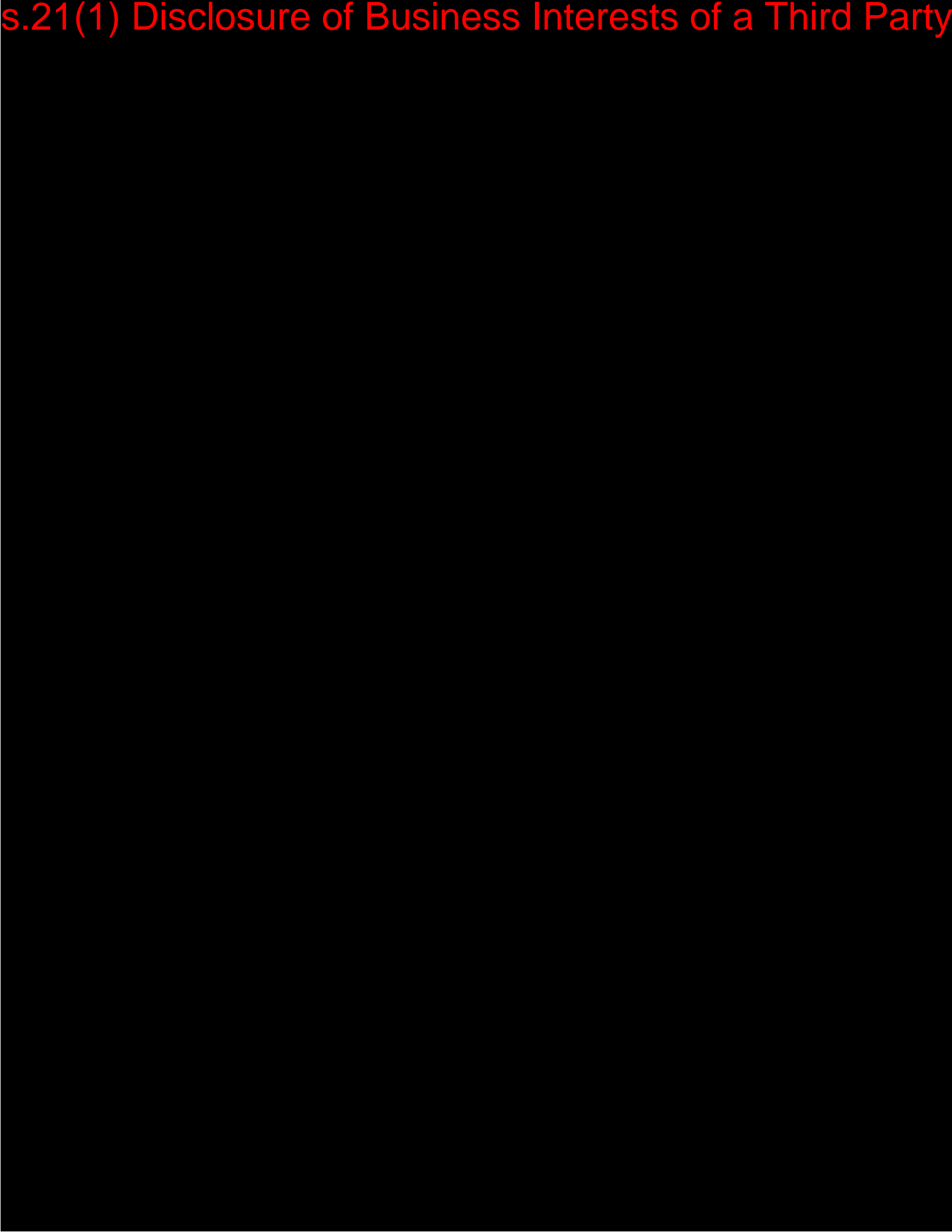


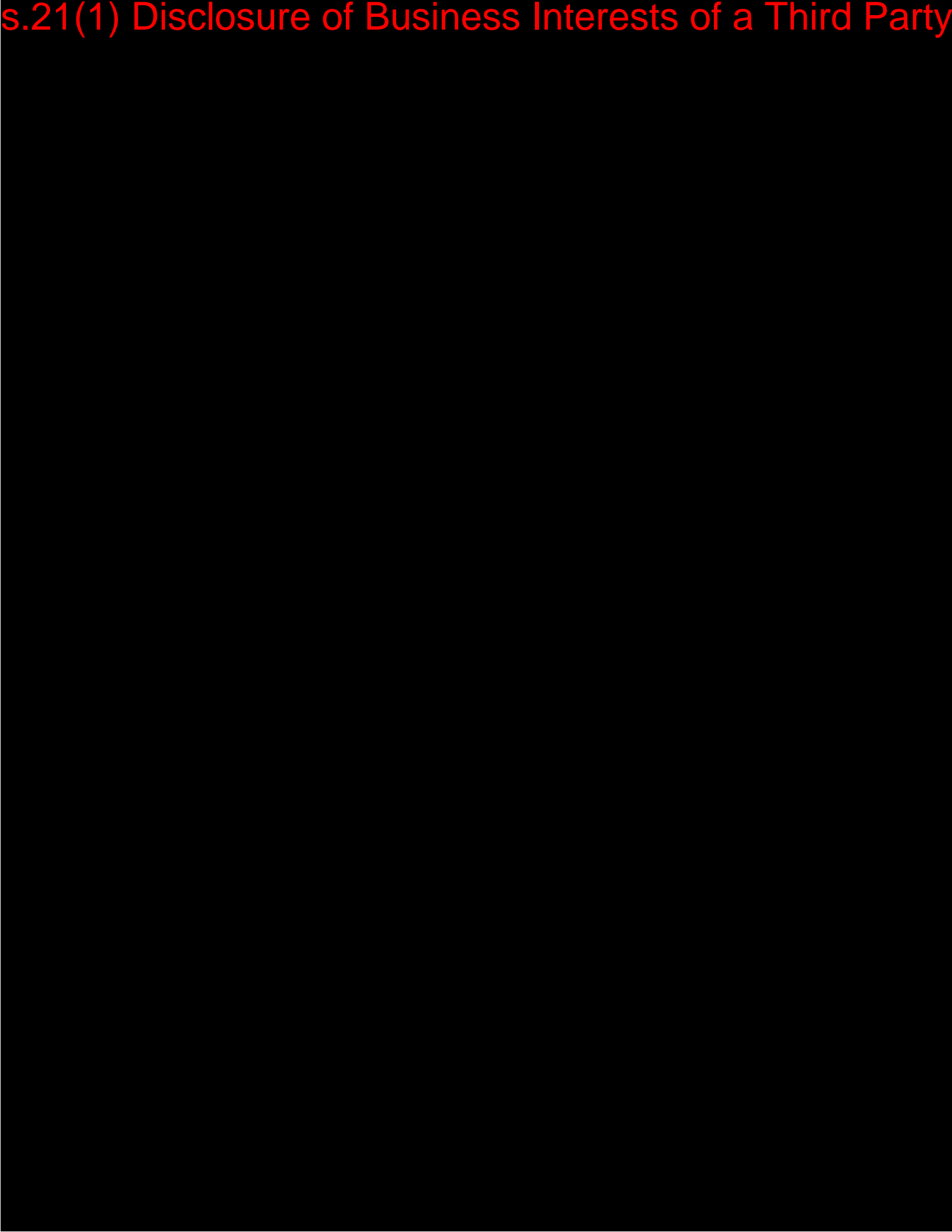


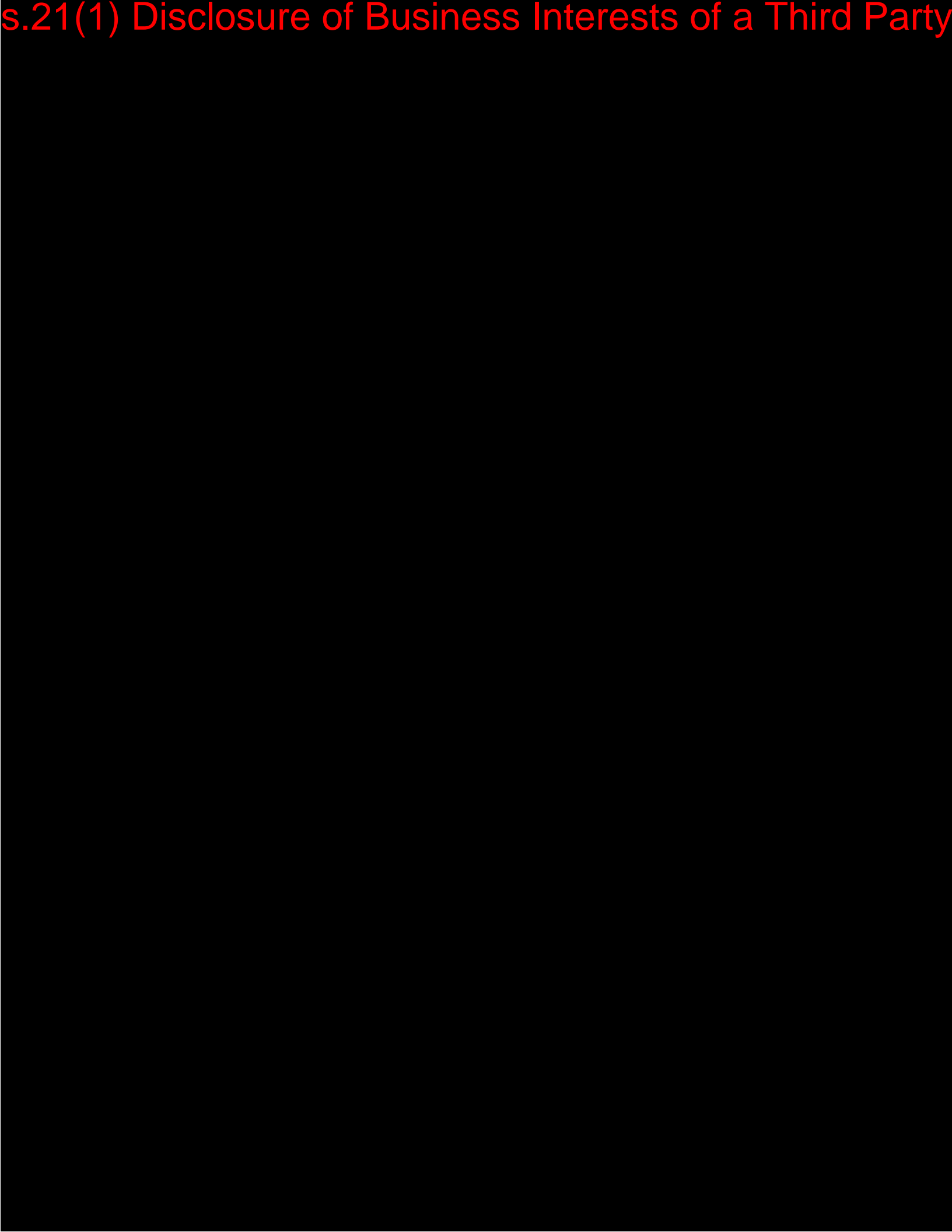


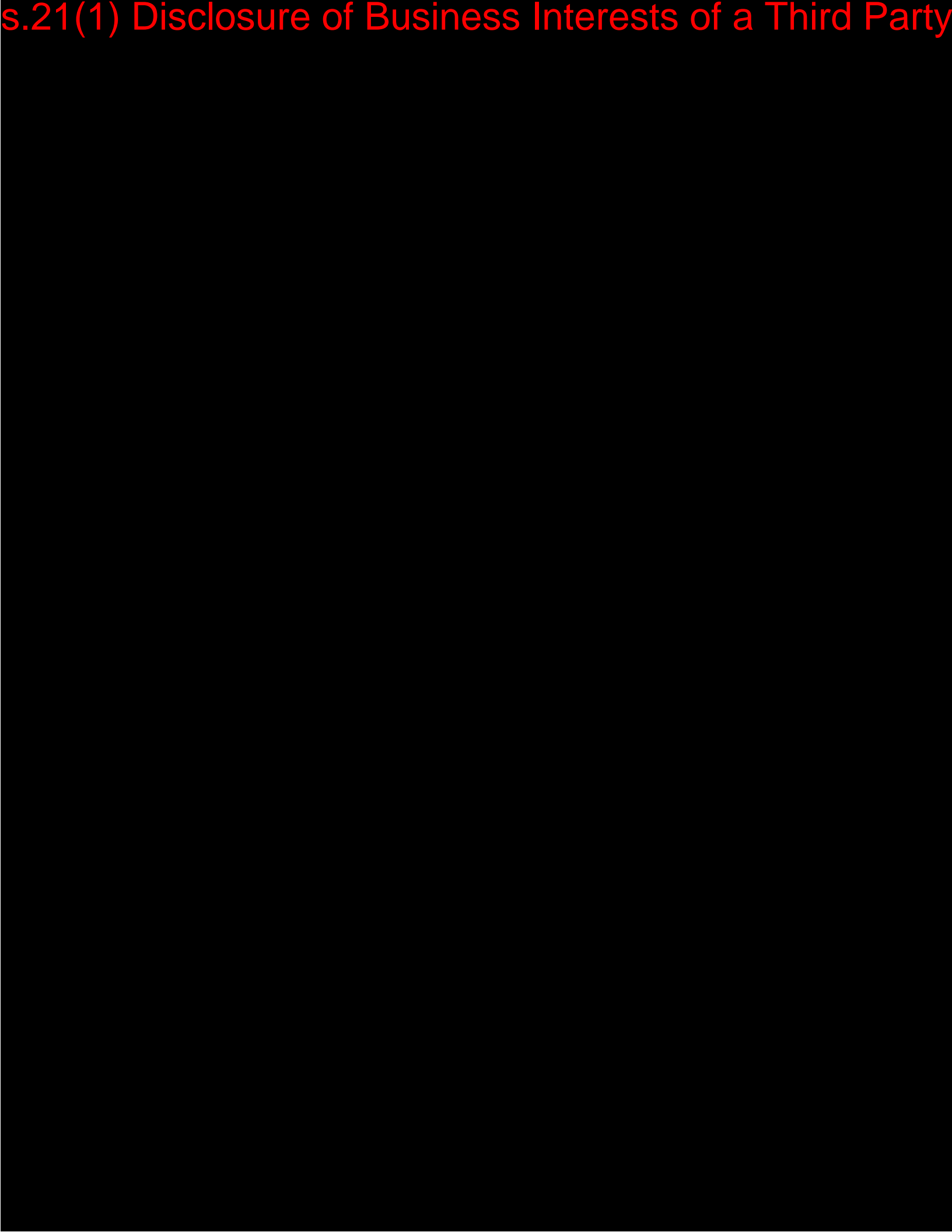


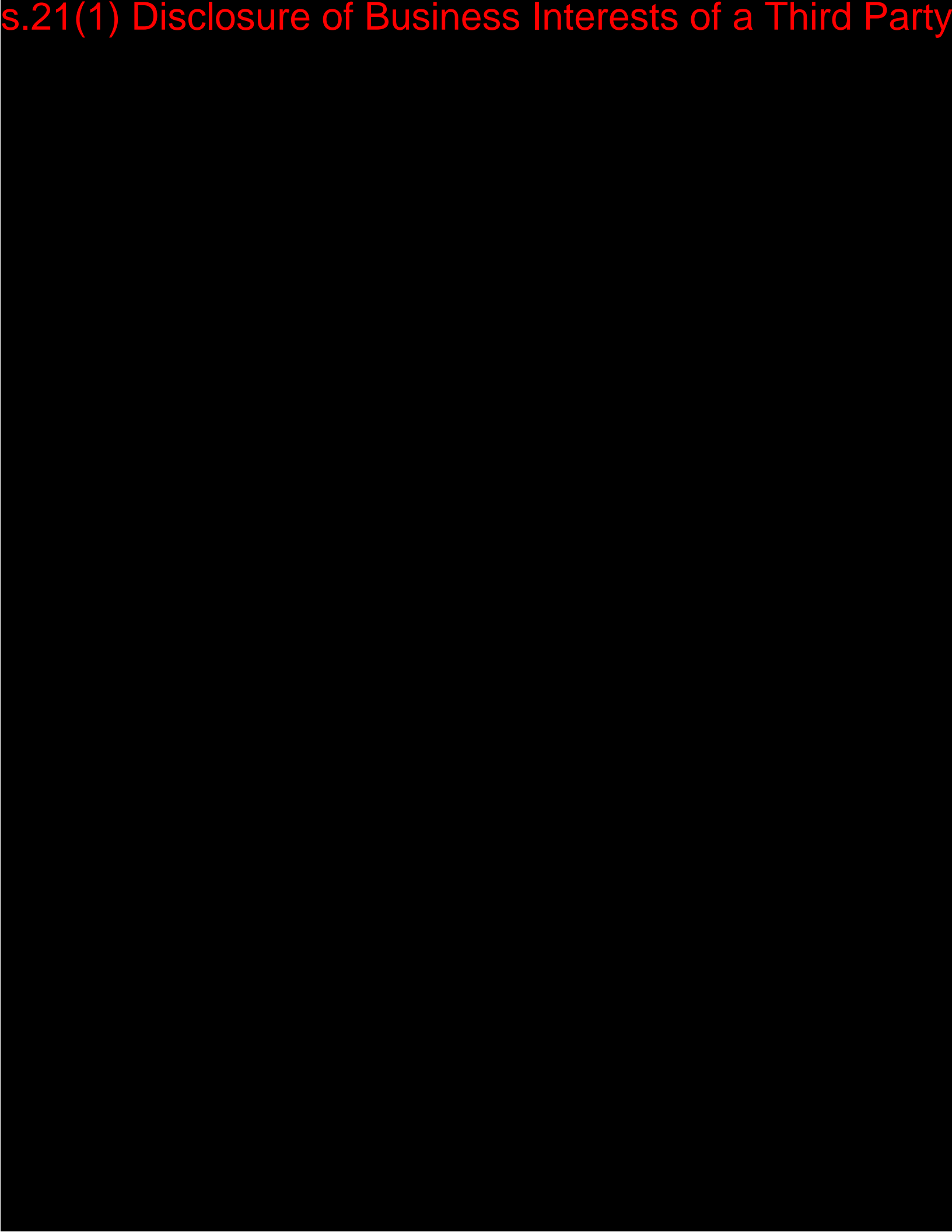


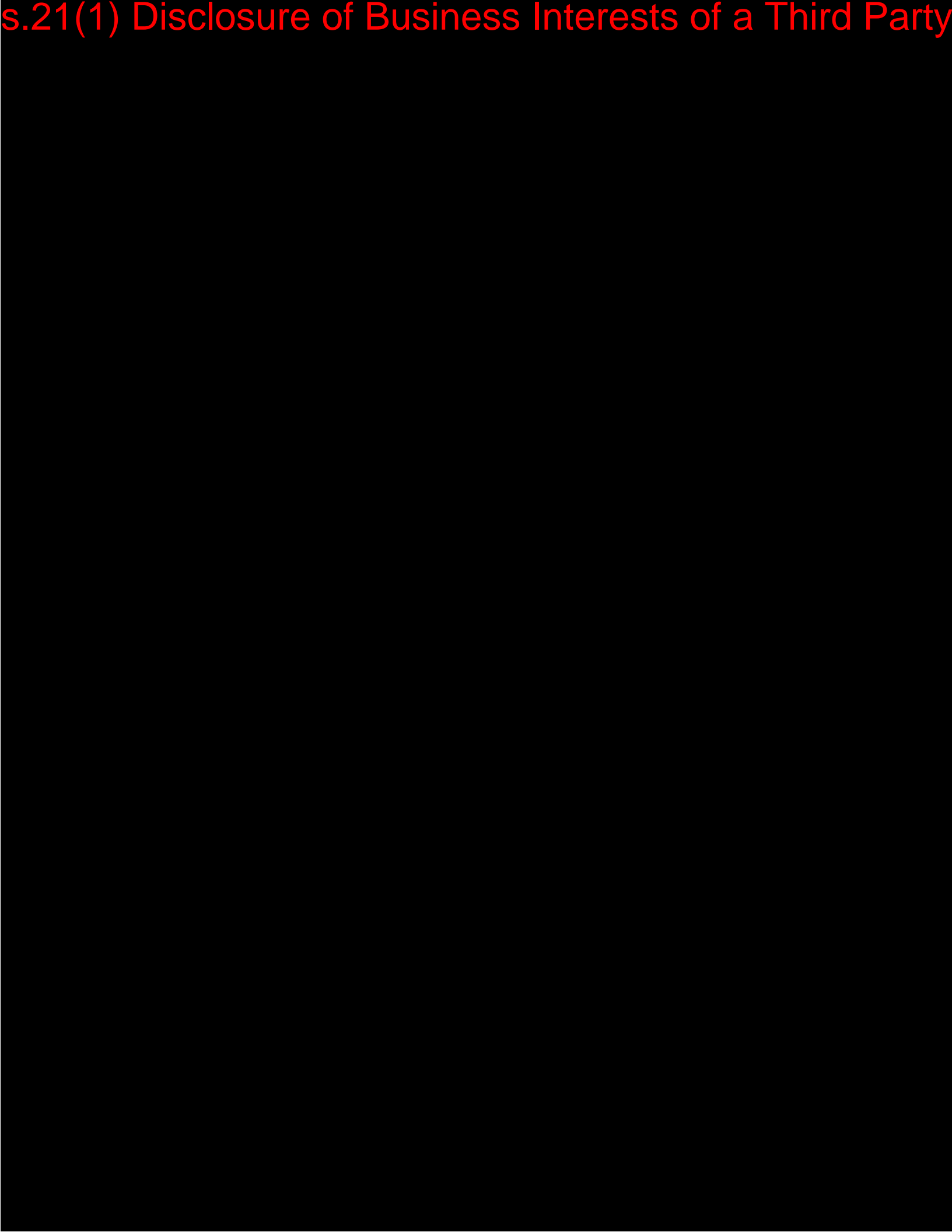


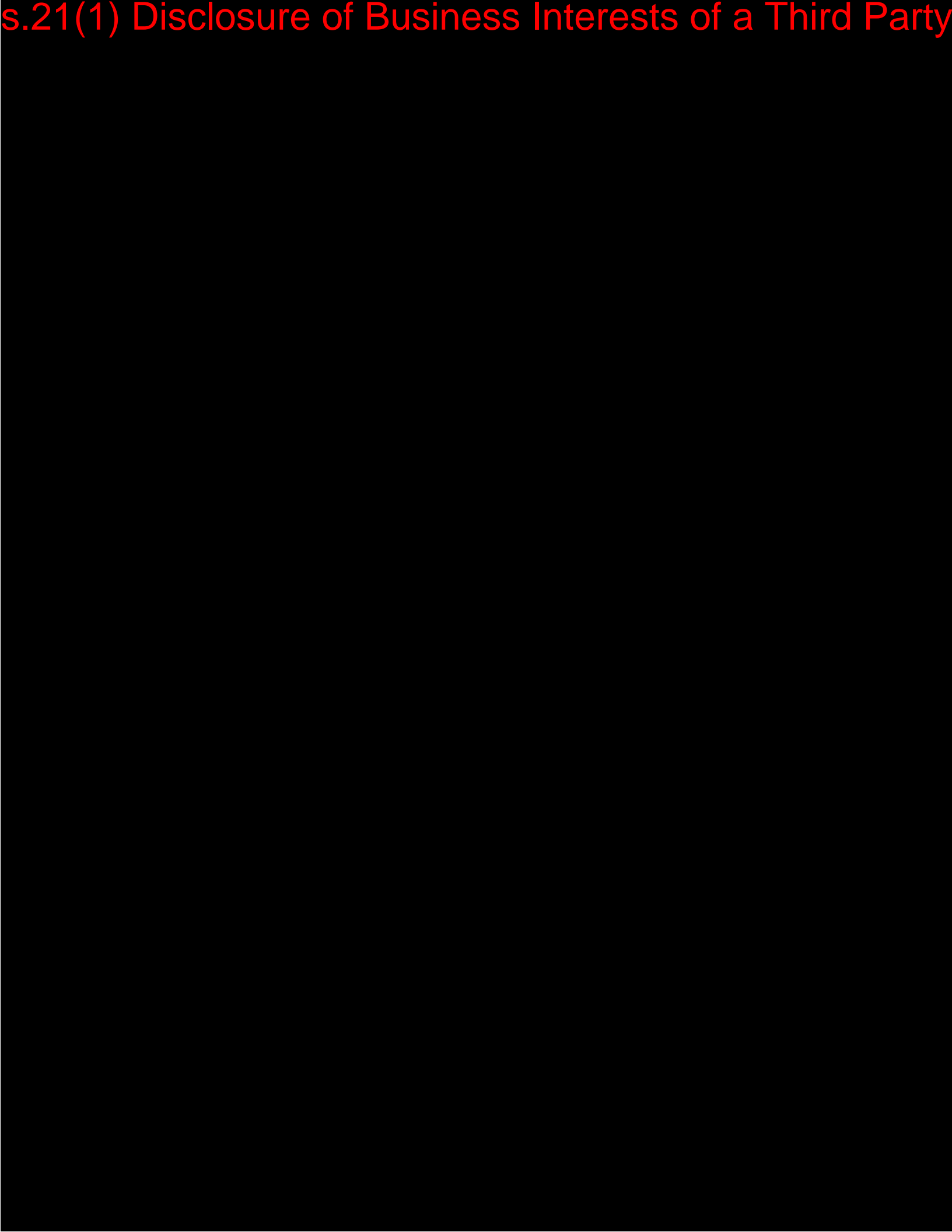


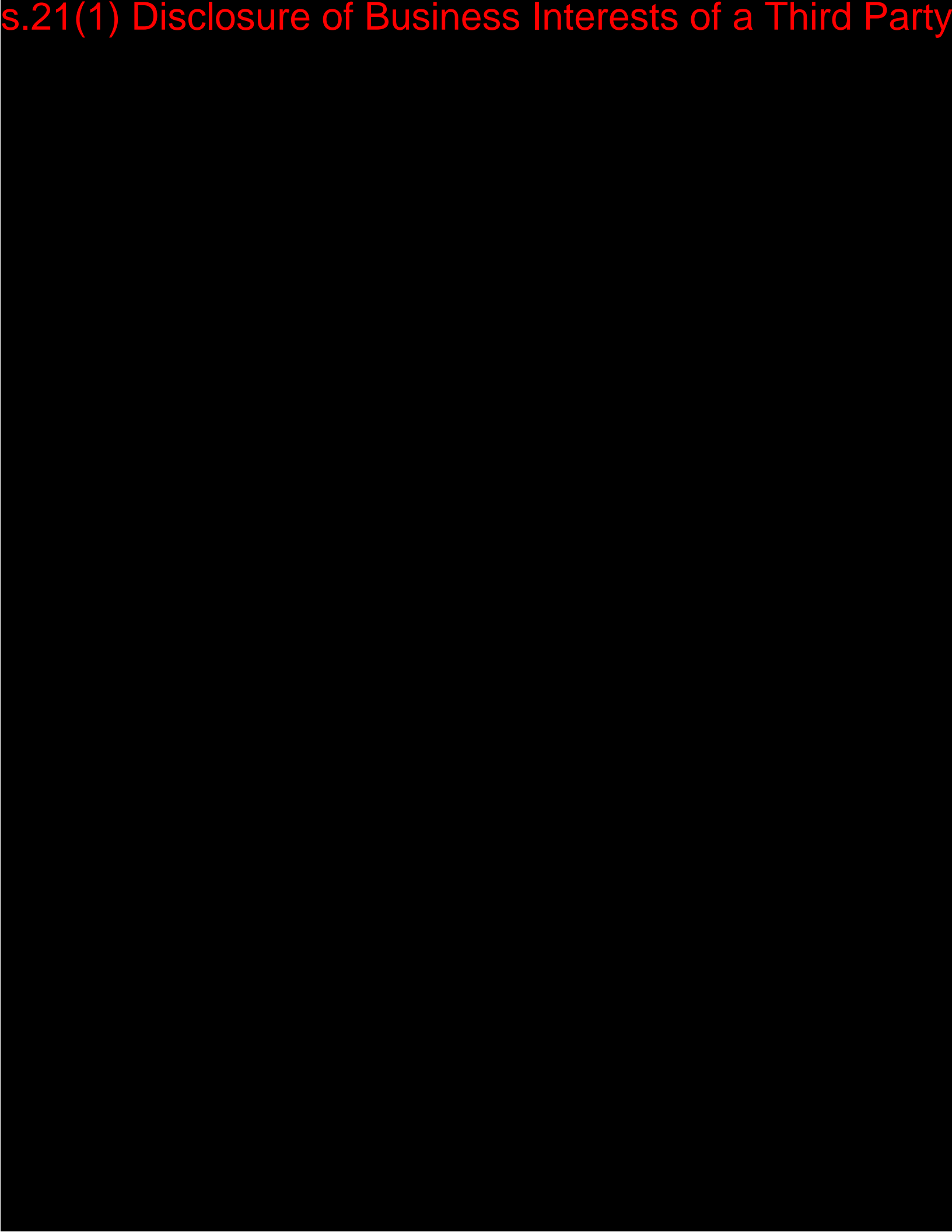


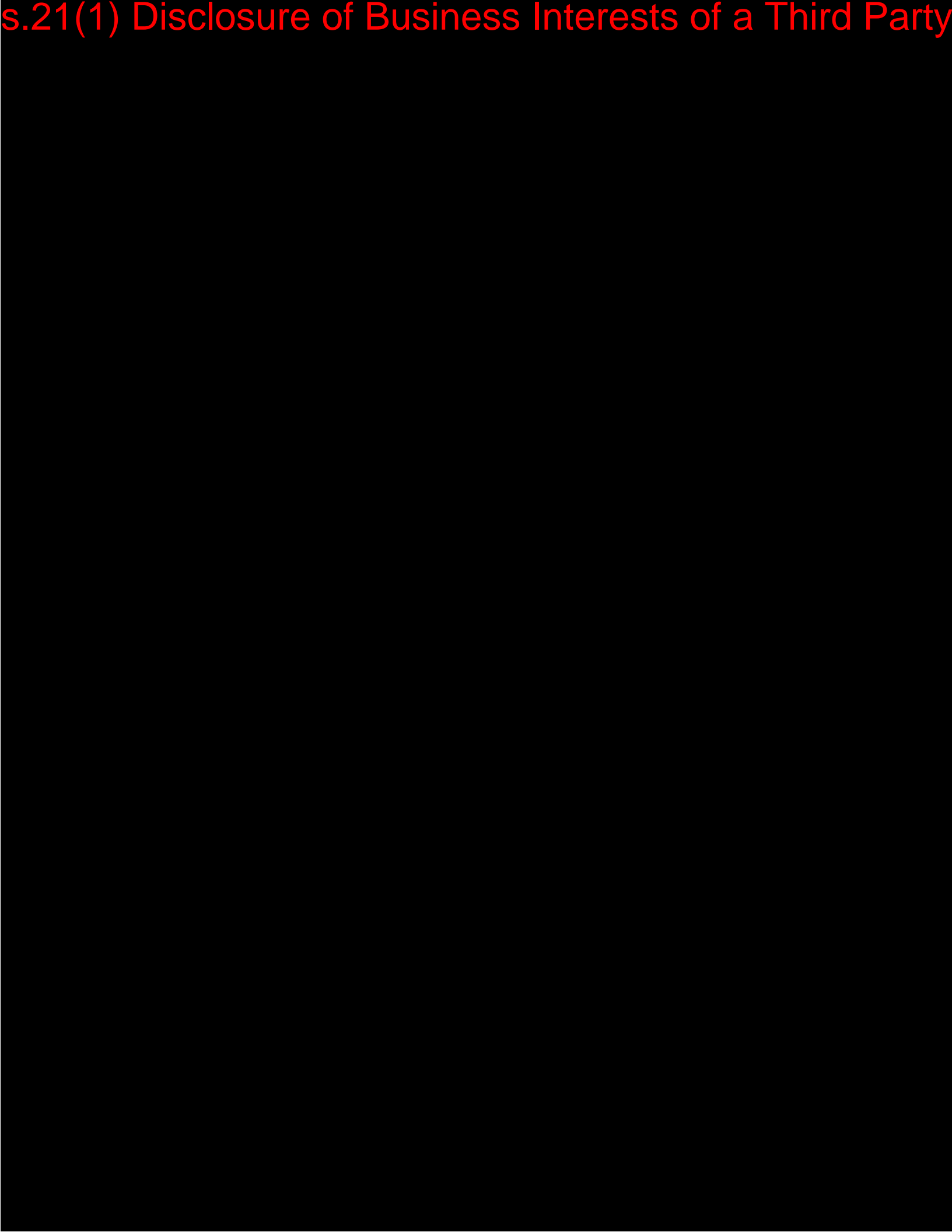


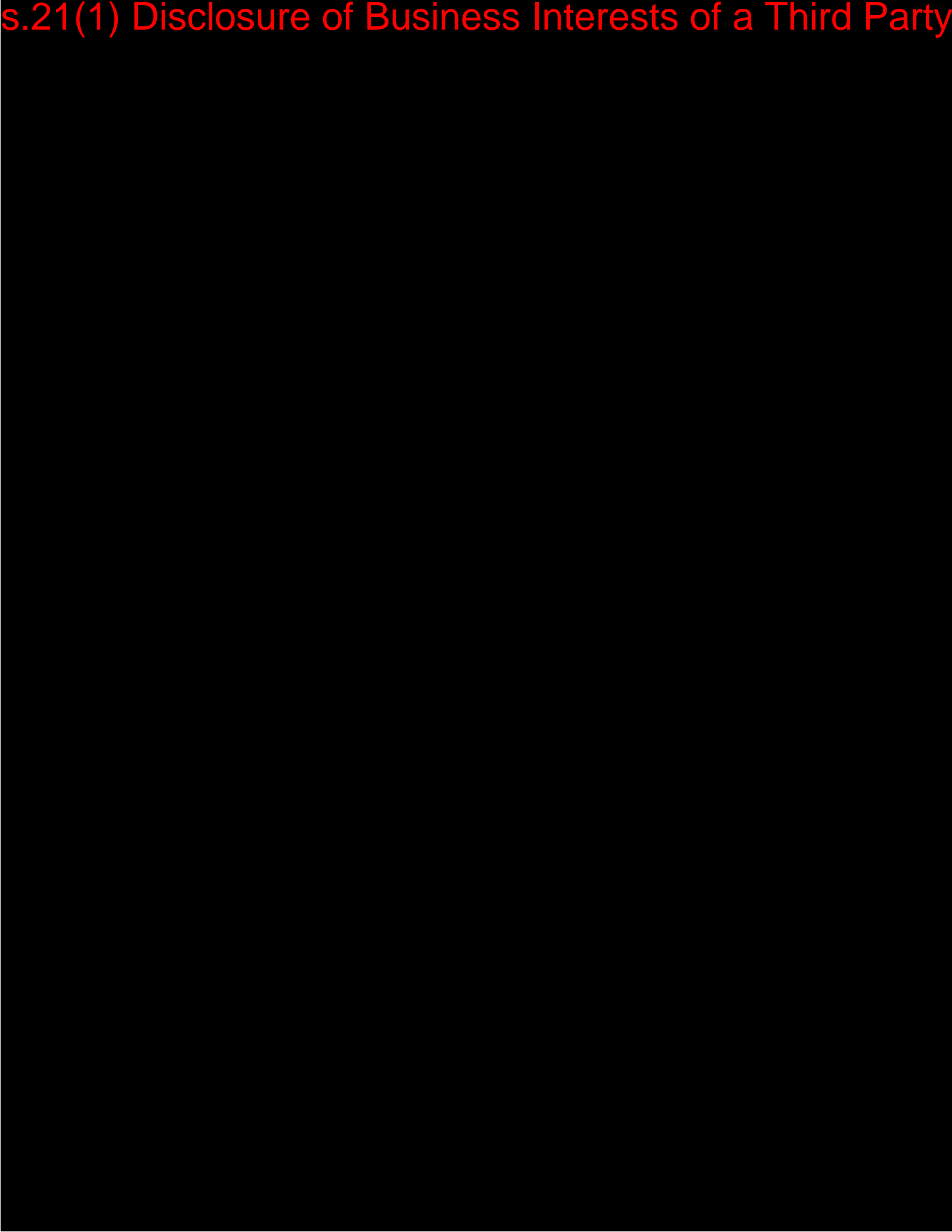


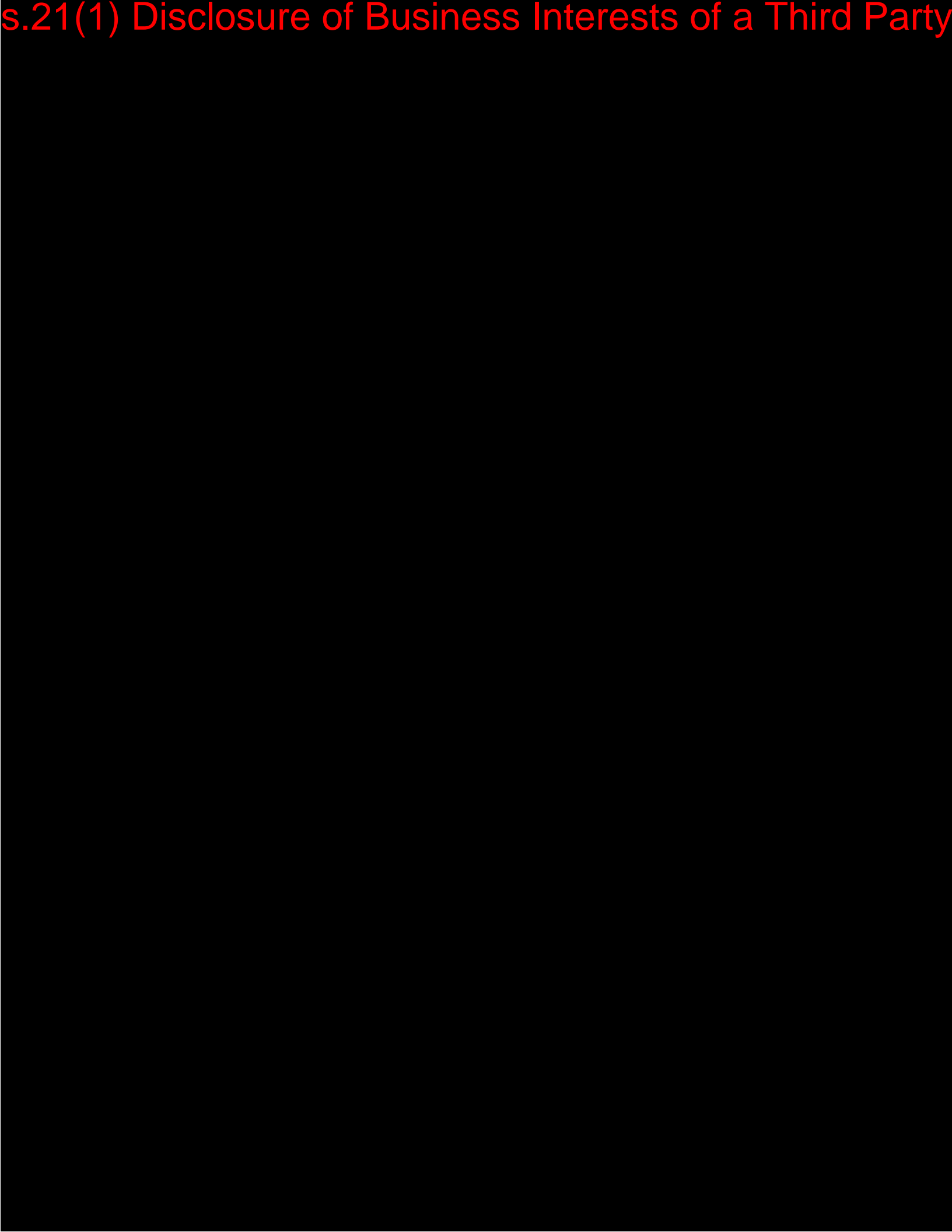








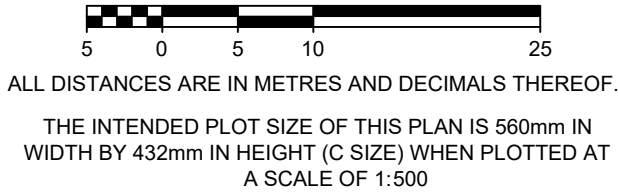




REFERENCE PLAN TO ACCOMPANY BYLAW NO ____
(CITY OF PORT MOODY) TO CLOSE PARTS OF ROAD
DEDICATED ON PLAN 57529 DISTRICT LOT 190
GROUP 1 NEW WESTMINSTER DISTRICT

PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
AND SECTION 40 OF THE COMMUNITY CHARTER.

CITY OF PORT MOODY
BCGS 92G.026



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN
WIDTH BY 432mm IN HEIGHT (C SIZE) WHEN PLOTTED AT
A SCALE OF 1:500

LEGEND

INTEGRATED SURVEY AREA No. 35,
CITY OF PORT MOODY,
NAD83 (CSRS) 4.0.0.BC.1.MVRD.

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN
GEODETIC CONTROL MONUMENTS 80H3210 AND 80H3215 AND
ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 10

- - DENOTES STANDARD IRON POST FOUND
- - DENOTES STANDARD IRON POST PLACED
- - DENOTES LEAD PLUG FOUND
- ▲ - DENOTES GEODETIC CONTROL MONUMENT
- U - DENOTES UNREGISTERED
- Bk - DENOTES BLOCK
- U/O - DENOTES UNKNOWN ORIGIN
- NF - DENOTES NOTHING FOUND

THIS PLAN SHOWS HORIZONTAL GROUND LEVEL DISTANCES, UNLESS
OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY GROUND
LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF 0.9995981.
THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON
GEODETIC CONTROL MONUMENTS 80H3210 AND 80H3215.

NOTE:
THIS PLAN SHOWS ONE OR MORE WITNESS POSTS
WHICH ARE NOT SET ON THE TRUE CORNER(S).

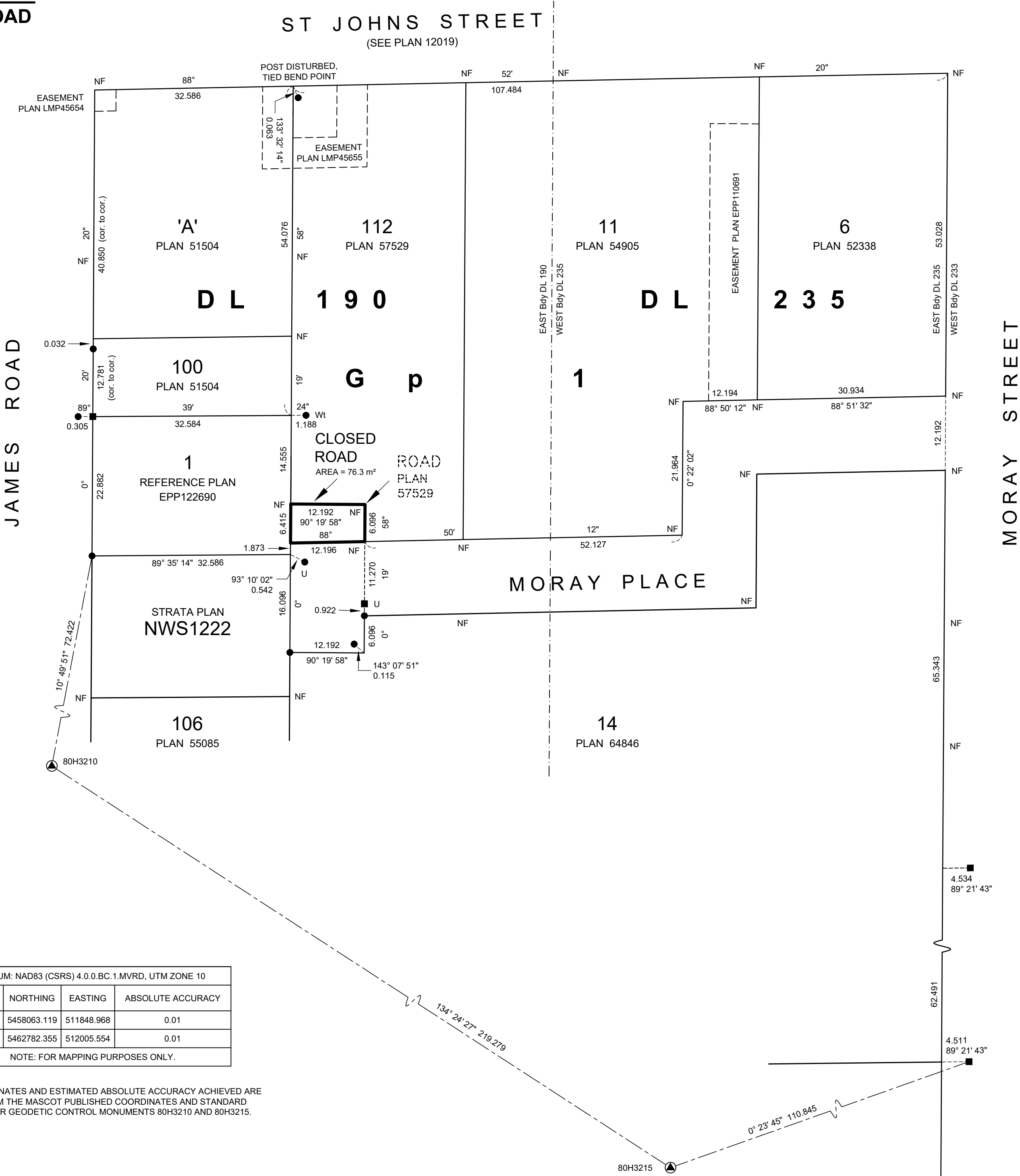
THIS PLAN LIES WITHIN THE
METRO VANCOUVER REGIONAL DISTRICT

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS
COMPLETED ON THE DAYTH OF MONTH, 2023
JOHN M. FRANKO, BCLS 893

bennett
LAND SURVEYING LTD.
BC LAND SURVEYORS
#201 - 275 FELL AVENUE
NORTH VANCOUVER, BC
V7P 3R5
TEL 604-980-4868
www.bennettsurveys.com

THE UTM COORDINATES AND ESTIMATED ABSOLUTE ACCURACY ACHIEVED ARE
DERIVED FROM THE MASCOT PUBLISHED COORDINATES AND STANDARD
DEVIATIONS FOR GEODETIC CONTROL MONUMENTS 80H3210 AND 80H3215.

DATUM: NAD83 (CSRS) 4.0.0.BC.1.MVRD, UTM ZONE 10			
GCM	NORTHING	EASTING	ABSOLUTE ACCURACY
80H3210	5458063.119	511848.968	0.01
80H3215	5462782.355	512005.554	0.01
NOTE: FOR MAPPING PURPOSES ONLY.			



PLAN EPP130191



1. Application

s.22(1) Personal Privacy, TERRA LAW CORPORATION
orgia Street
Vancouver BC V6B 4N7
604-628-8969

505782

2. Description of Land

PID/Plan Number	Legal Description
026-156-539	STRATA LOT 1 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-547	STRATA LOT 2 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-555	STRATA LOT 3 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
026-156-563	STRATA LOT 4 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104
BCS1104	COMMON PROPERTY STRATA PLAN BCS1104

3. Nature of Interest Being Released

Number	Type	Additional Information
BV520695	COVENANT	

4. There is no Part 2

The charge described in item 3 is released or discharged as a charge on the land described in item 2.

5. Transferor(s)

CITY OF PORT MOODY

6. Transferee(s)

REGISTERED OWNER

7. Execution(s)

This instrument releases or discharges the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument.

Witnessing Officer Signature

Execution Date

YYYY-MM-DD

Transferor / Transferee / Party Signature(s)

CITY OF PORT MOODY

By their Authorized Signatory

Name:

Name:

Officer Certification

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

Electronic Signature

Your electronic signature is a representation that you are a designate authorized to certify this document under section 168.4 of the *Land Title Act*, RSBC 1996 c.250, that you certify this document under section 168.41(4) of the act, and that an execution copy, or a true copy of that execution copy, is in your possession.

TITLE SEARCH PRINT

2022-06-14, 13:53:12

File Reference: 505782

Requestor: s.22.1 Personal Privacy

Declared Value \$1450000

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Title Issued Under	STRATA PROPERTY ACT (Section 249)
Land Title District Land Title Office	NEW WESTMINSTER NEW WESTMINSTER
Title Number From Title Number	CA9961003 CA1124842
Application Received	2022-05-30
Application Entered	2022-06-14
Registered Owner in Fee Simple Registered Owner/Mailing Address:	ANTHEM LMV JAMES ROAD HOLDINGS LTD., INC.NO. BC1323500 1100 - 1055 DUNSMUIR STREET VANCOUVER, BC V7X 1K8
Taxation Authority	Port Moody, City of
Description of Land Parcel Identifier: Legal Description:	026-156-563 STRATA LOT 4 DISTRICT LOT 190 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN BCS1104 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM V
Legal Notations	NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9961004 FILED 2022-05-30
Charges, Liens and Interests Nature: Registration Number: Registration Date and Time: Registered Owner: Remarks:	COVENANT BV520695 2003-12-11 14:52 CITY OF PORT MOODY INTER ALIA

TITLE SEARCH PRINT

File Reference: 505782

Declared Value \$1450000

2022-06-14, 13:53:12

Requestor: **s.22.1 Personal Privacy**

Nature:	MORTGAGE
Registration Number:	CA9961005
Registration Date and Time:	2022-05-30 09:35
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	EXTENSION OF CA9377917

Nature:	MORTGAGE
Registration Number:	CA9961006
Registration Date and Time:	2022-05-30 09:35
Registered Owner:	PROSPERA CREDIT UNION INCORPORATION NO. FI157
Remarks:	EXTENSION OF CA9377918

Duplicate Indefeasible Title	NONE OUTSTANDING
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Transfers	NONE
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Pending Applications	NONE
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December 6th, 2023

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

RE: Moray Place Road Acquisition

We are pleased to submit this letter outlining our request to acquire a portion of Moray Place adjacent to our proposed development project located at 3121 St Johns Street.

Through our Rezoning and Development Permit application process we have been working closely with City of Port Moody staff to advance our development at 3121 St Johns Street. In discussion with Transportation and Planning we have come to understand the City's desire to connect Moray Place to James Road. To facilitate this future connection we have proposed to dedicate a portion of our land to accommodate the desired future alignment of Moray Place. This alignment requires a relatively small portion of our land as dedication. In order for the lane to maintain function we have proposed the creation of an interim condition where a one way connection to James Road will be created through dedication of Anthem's land and a surface right of way. This connection would be constructed by Anthem as part of our development project. This will allow Moray Place to function until such time as the adjacent property to the south redevelops and the ultimate alignment of Moray Place can be constructed. An outcome of this collaborative discussion is a small residual parcel of Moray Place would be created. We have proposed acquiring the residual parcel at fair market value and integrating it into our development project.

We are grateful for the opportunity to work so closely with City staff to come to arrive at a win-win outcome.

Should you have any questions or require further clarification, please feel free to reach out.

Sincerely,

s.22(1) Personal Privacy

A large black rectangular redaction box covering the signature area.

Isaac Beall
Vice President, Development
Anthem Properties Group Ltd.

s.14 Legal Advice

s.14 Legal Advice

s.14 Legal Advice

s.14 Legal Advice

s.14 Legal Advice

Rachelle Deschamps

From: Doug Allan
Sent: Wednesday, February 14, 2024 3:20 PM
To: Rachelle Deschamps
Cc: Wesley Woo
Subject: Community Amenity Contribution Payment - Fee Slip

Rachelle, as I mentioned this morning one of may applicants is required to make a Community Amenity Contribution payment for their project and as a result, we need to generate a fee slip for the amount owing.

Under the City's CAC Policy, the amount owing is \$6.00/sq.ft. of residential floor area up to a maximum floor area ratio of 2.5 . That amount is split between two items: \$2.00/sq.ft. for affordable housing and \$4.00/sq/ft for general amenities.

My calculations follow:

Site Area 47,044sq.ft.

FAR 2.5 117,610sq.ft.

Affordable Housing Contribution $\$2.00 \times 117,610\text{sq.ft.} = \$235,220$

General Amenities CAC $\$4.00 \times 117,610\text{sq.ft.} = \$470,440$

Total Owing (@6.00/sq.ft.) \$705,660

LINE 2

LINE 4

UNSURE - EMAIL SENT TO WESLEY.

The fee slip should be sent by email to Mr. Isaac Beall at Anthem Properties at [ibeall@Anthem Properties.com](mailto:ibeall@AnthemProperties.com)

I don't know if there's anything you need from me to create the fee slip but let me know.

If we can generate the fee slip and send it out before end of day on Friday, that would be helpful. I'll let Isaac know he can expect it soon.

Doug

HEZ - RE200028

110 JAMES RD