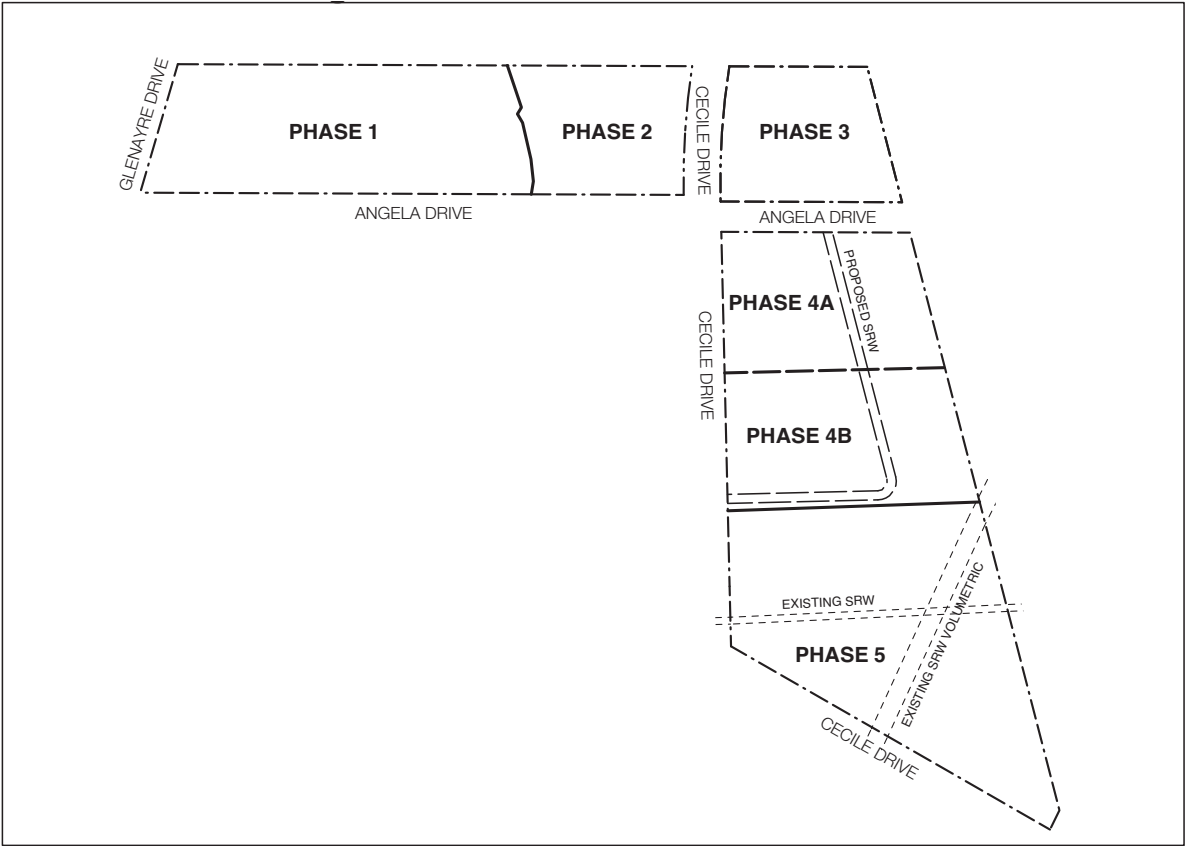
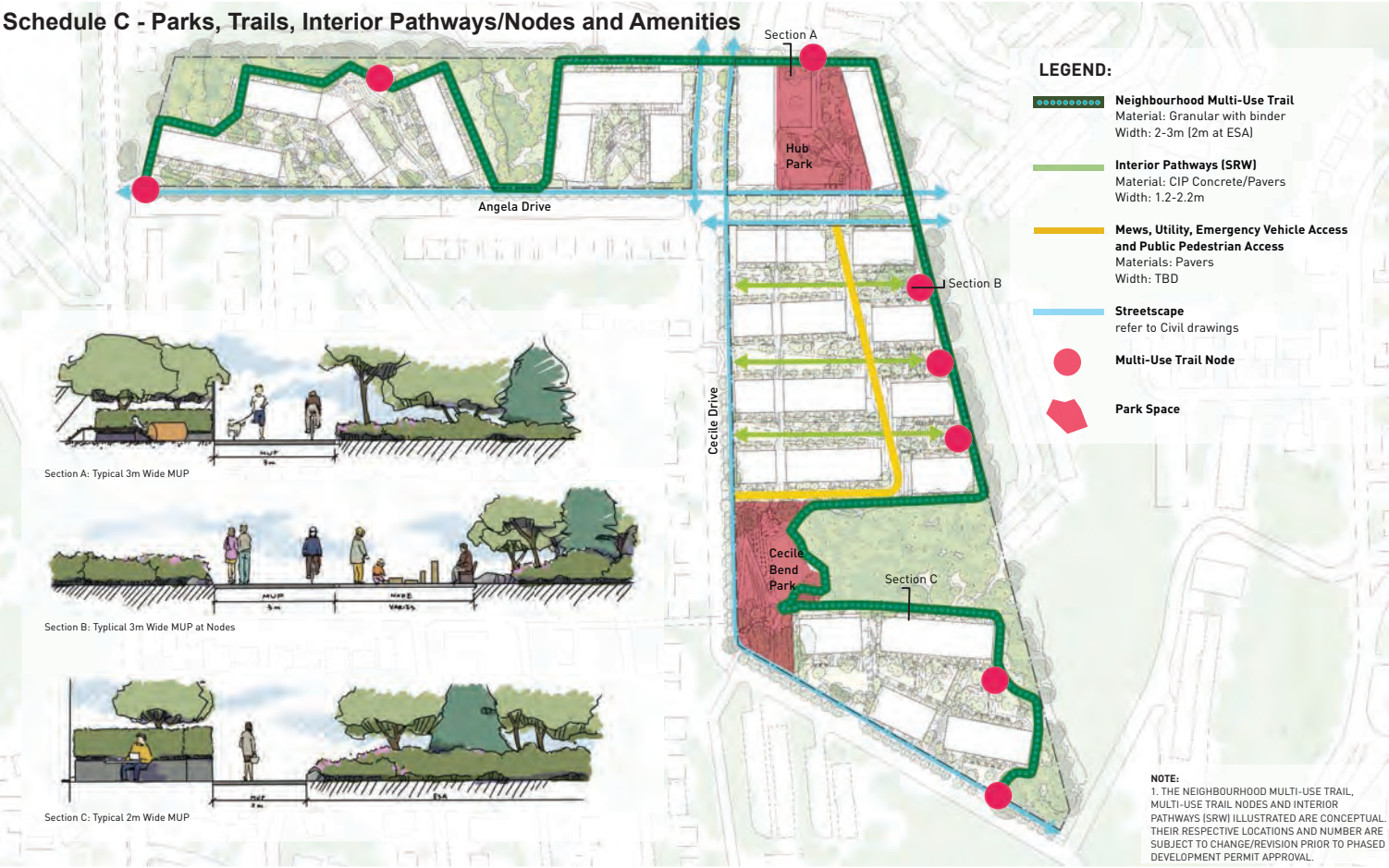


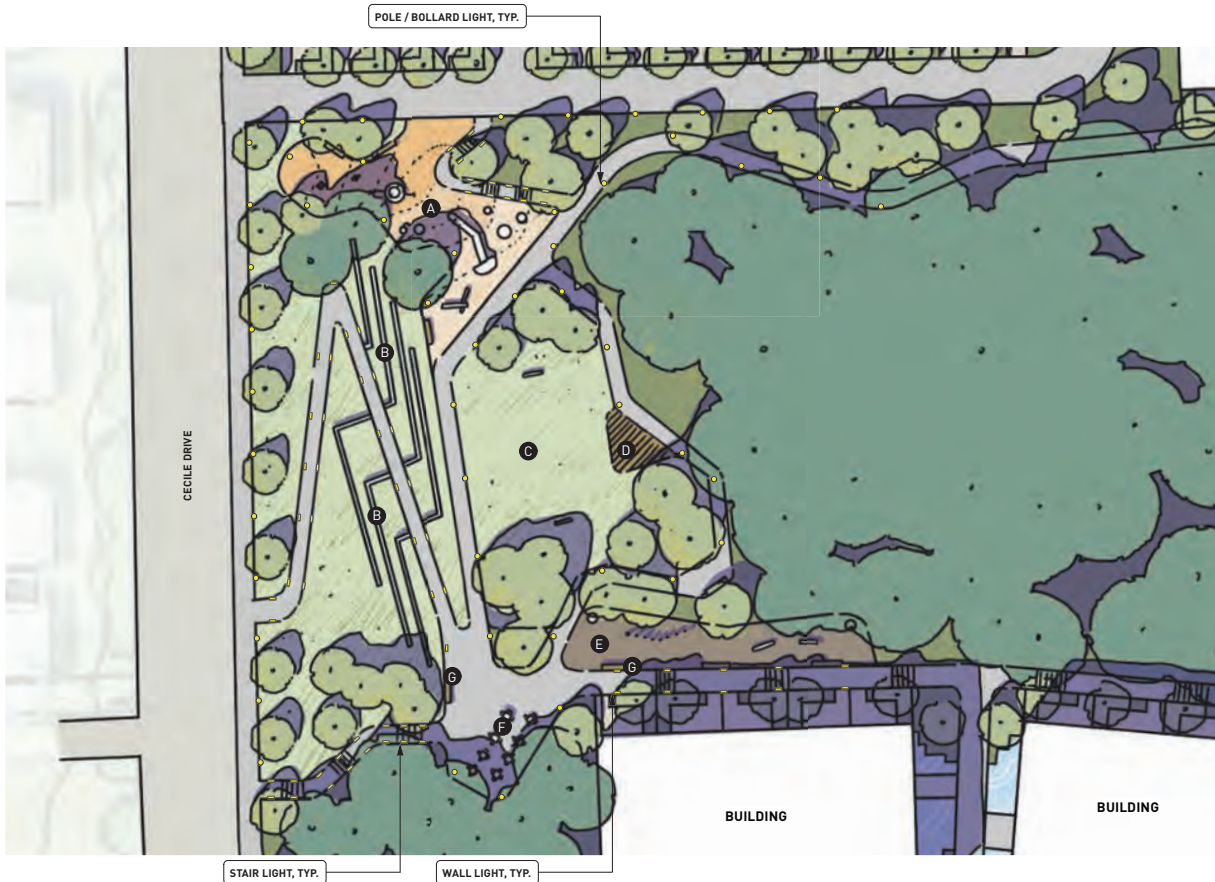
Schedule A – Development Plan



Schedule B – Phasing Plan







PROGRAM LEGEND

- A** Play
- B** Seat Wall
- C** Open Lawn
- D** Timber Stage/Outlook
- E** Dog Park
- F** Outdoor Table and Chairs
- G** Bench

NOTE:
 1. THE DRAWING SHOWN IS CONCEPTUAL DESIGN IS SUBJECT TO CHANGE/REVISION THROUGH DEVELOPMENT PERMIT PROCESS.
 2. ALL PLANTED AREAS TO HAVE AUTOMATED HIGH EFFICIENCY IRRIGATION SYSTEM.
 3. ALL LANDSCAPE AREAS IN THE PARK TO HAVE INTEGRATED LIGHTING.
 4. TIMBER STAGE TO HOLD ELECTRICAL INFRASTRUCTURE FOR EVENTS/CONCERTS.

WOODLAND PARK | CECILE BEND PARK - PROGRAM AND LANDSCAPE ELEMENTS

Port Moody, BC | 16 NOV 2021 | 1:500





PROGRAM LEGEND

- A Dog Park
- B Multi-Sports Court
- C Sand Play
- D Shallow Water Feature
- E Outdoor Table and Chairs
- F Harvest Table
- G Bench
- H Older Play
- I Younger Play
- J Water Bubbler Plaza

NOTE:
 1. THE DRAWING SHOWN IS CONCEPTUAL DESIGN IS SUBJECT TO CHANGE/REVISION THROUGH DEVELOPMENT PERMIT PROCESS.
 2. ALL PLANTED AREAS TO HAVE AUTOMATED HIGH EFFICIENCY IRRIGATION SYSTEM.
 3. ALL LANDSCAPE AREAS IN THE PARK TO HAVE INTEGRATED LIGHTING.

WOODLAND PARK | HUB PARK - PROGRAM + LANDSCAPE ELEMENTS (OPTION 2 WITH MULTI-SPORTS COURT)

Port Moody, BC | 16 NOV 2021 | NTS

Woodland Park Homes - Public Parks

PWL PARTNERSHIP LANDSCAPE ARCHITECTS INC.

Estimate of Probable Costs

Project Name:Woodland Park Development Agreement


Project Number:71929

Drawing Reference:Development Agreement Schedule C

Date:2021-11-12

Prepared By:JL, BS

Checked By:DL



Risk Park 164, 242 sq. ft., 6, 279 sq.m.			
Sub Category	Item	Comments	Total
Hardscape			
	PARK - HARDSCAPE COSTS	Includes children play areas, paving, stairs and retaining walls, dog park, water feature, special paving	\$ 2,887,846.50
Furnishings			
	PARK - FURNISHING COSTS	Includes custom benches, standard park benches, trash and recycling, drinking fountains, picnic tables, bike racks, weather structure, site lighting/pole, ballards and accent lighting, wayfinding signage	\$ 1,084,146.50
Softscape			
	PARK - SOFTSCAPE COSTS	Includes open lawn area, tree canopy, feature plantings, sod lawn, growing medium, mulch (open areas > Dog Park area)	\$ 88,108.00
Irrigation			
	PARK - IRRIGATION COSTS	Includes supply and installation of spring and drip irrigation system for park area. Allow for water meter with indoor pressure based flow meter and hose for the controller.	\$ 37,816.00
			\$ 4,108,000.00
Dixie Bend Park (54, 650 sq. ft., 5, 073 sq.m.)			
Sub Category	Item	Comments	Total
Hardscape			
	PARK - HARDSCAPE COSTS	Includes children play areas, paving, stairs and retaining walls, park plaza, feature pathways with special paving, CIP concrete and steps, natural boulders, natural	\$ 1,821,793.50
Furnishings			
	PARK - FURNISHING COSTS	Includes guardrails, feature park benches, standard park benches, timber stage/wood, trash and recycling, drinking fountains, picnic tables, bike racks, weather structure, site lighting/pole, ballards and accent lighting, wayfinding signage	\$ 6,075,128.50
Softscape			
	PARK - SOFTSCAPE COSTS	Includes open lawn area, tree canopy, feature plantings, naturalized plantings, sod lawn in park area, sod lawn in amphitheater area, growing medium, mulch	\$ 377,231.00
Irrigation			
	PARK - IRRIGATION COSTS	Includes supply and installation of spring irrigation system for park area. Allow for water meter with indoor pressure based flow meter and hose for the controller.	\$ 48,247.00
			\$ 8,342,000.00
Neighborhood Multi-Use Trail 164, 870 sq. ft., 6, 254 sq.m)			
Sub Category	Item	Comments	Total
Hardscape			
	TRAIL DEVELOPMENT WITH NODES - HARDSCAPE COSTS	Includes Multi-Use Trail standard rounded granular paving with border, Multi-Use Trail stairways, and timber decking at park nodes	\$ 332,431.00
Furnishings			
	TRAIL DEVELOPMENT WITH NODES - FURNISHING COSTS	Includes guardrails, standard park benches, trash and recycling, wayfinding signage	\$ 347,648.00
			\$ 680,080.00

NOTES:

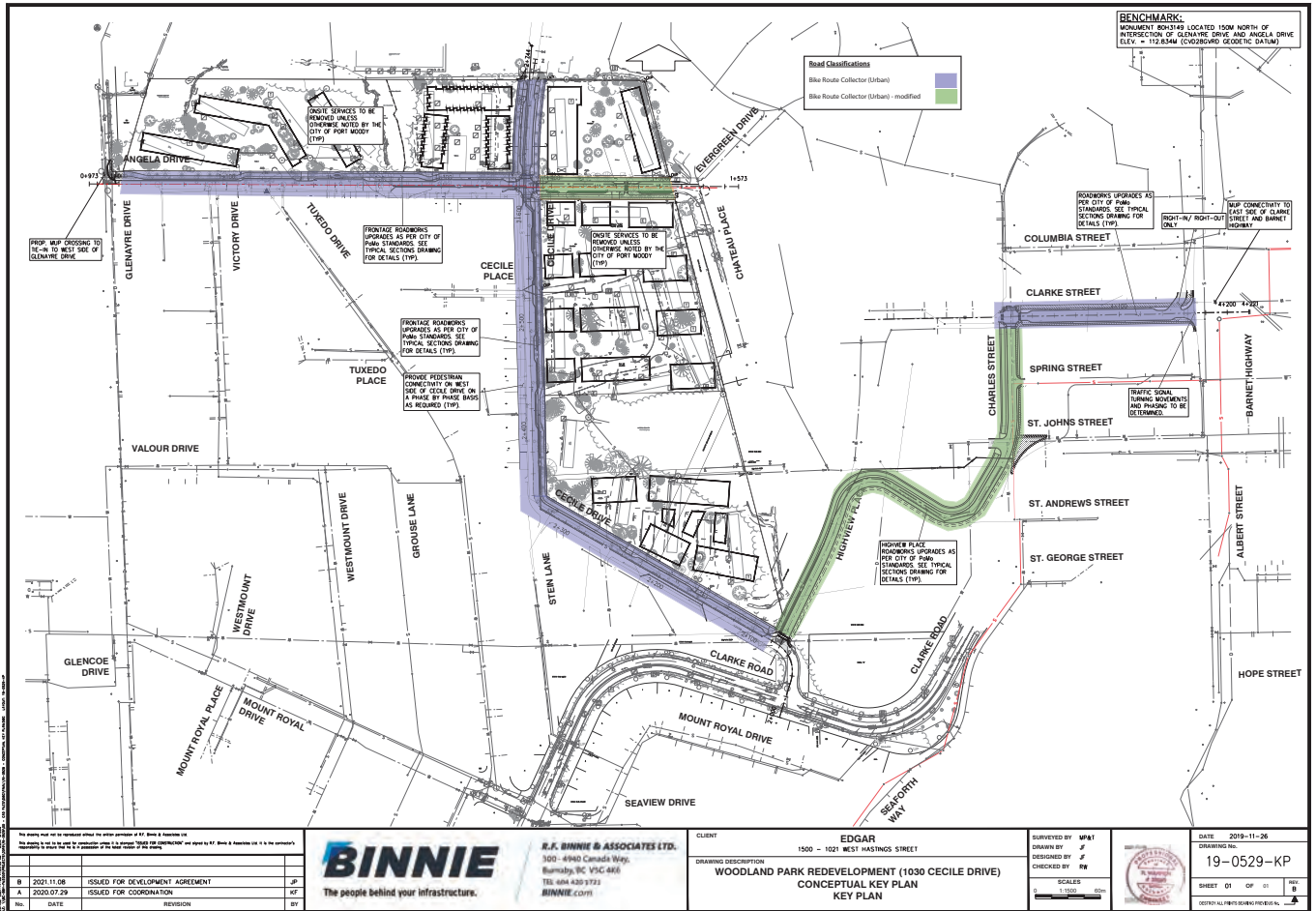
This cost estimate does not guarantee minimum or maximum costs and is subject to final design with City and developer.

This cost estimate is not intended to be a guaranteed maximum figure but rather represents an opinion of probable cost. The estimate does not include G.S.T.

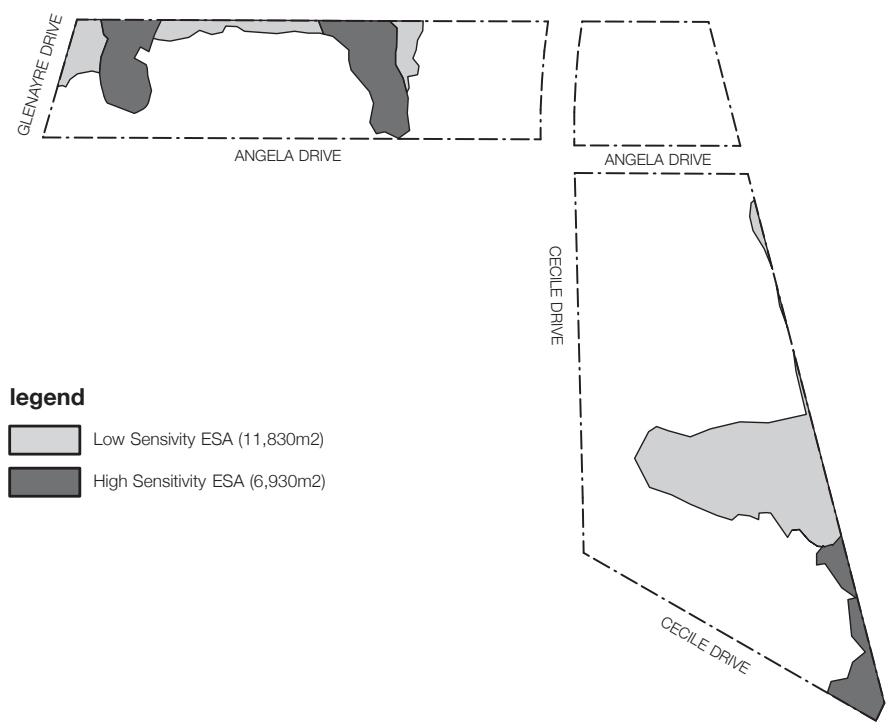
EXCLUSIONS:

Structural Engineering works, Civil Engineering works, Electrical Engineering works, Mechanical Engineering works, Environmental works within the ESA

Schedule D - Streets and Collector Road - Locations

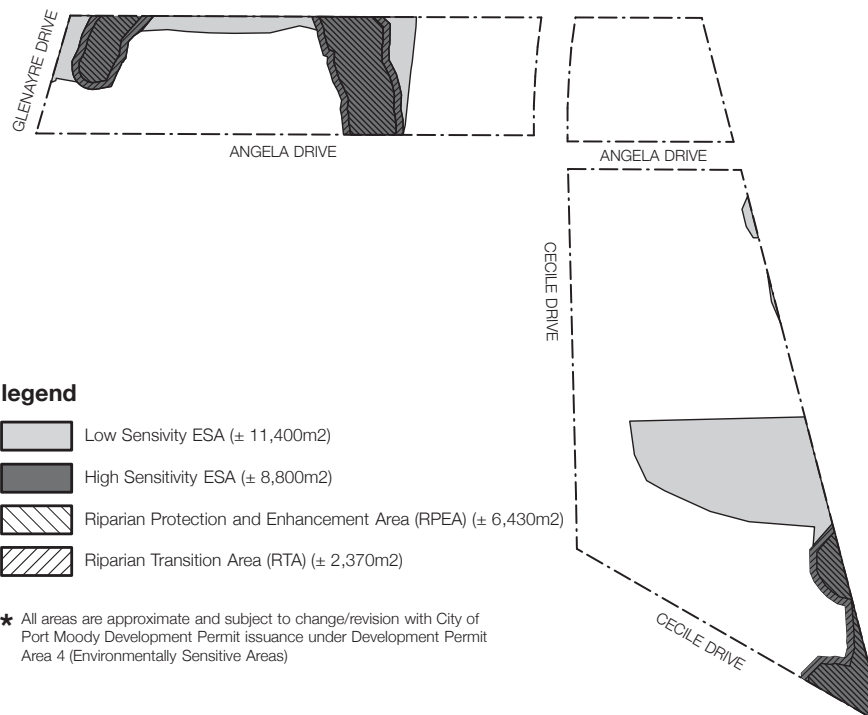


Schedule E - Environmentally Sensitive Areas including RPEA, RTA and Land Dedication Areas



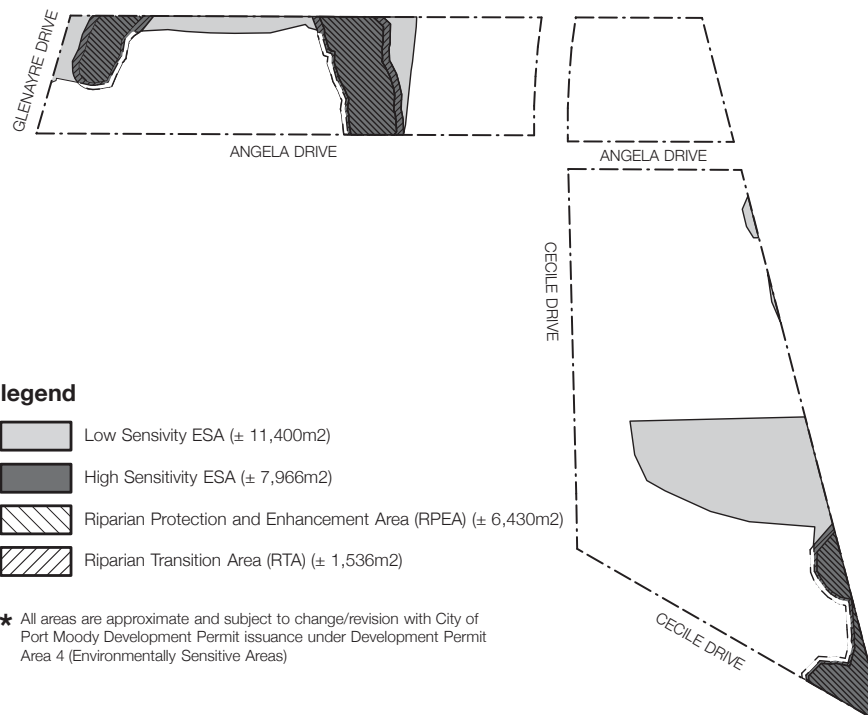
EXISTING ENVIRONMENTALLY-SENSITIVE AREAS (ESA)





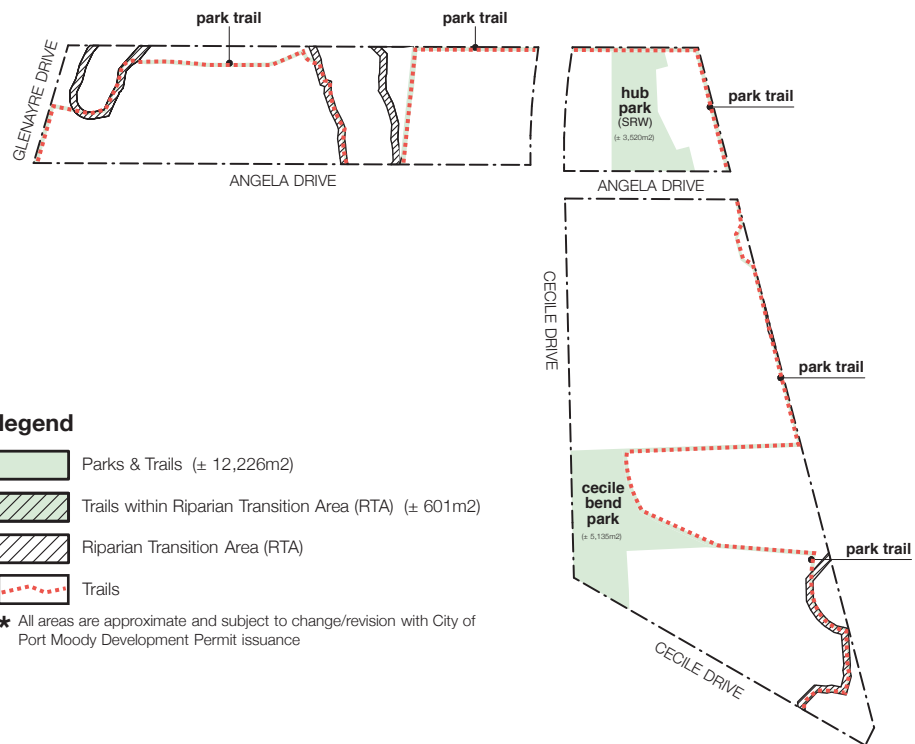
PROPOSED ENVIRONMENTALLY-SENSITIVE AREAS (ESA)





PROPOSED ESA DEDICATED TO THE CITY





PROPOSED PARK SPACE & TRAILS DEDICATED TO THE CITY

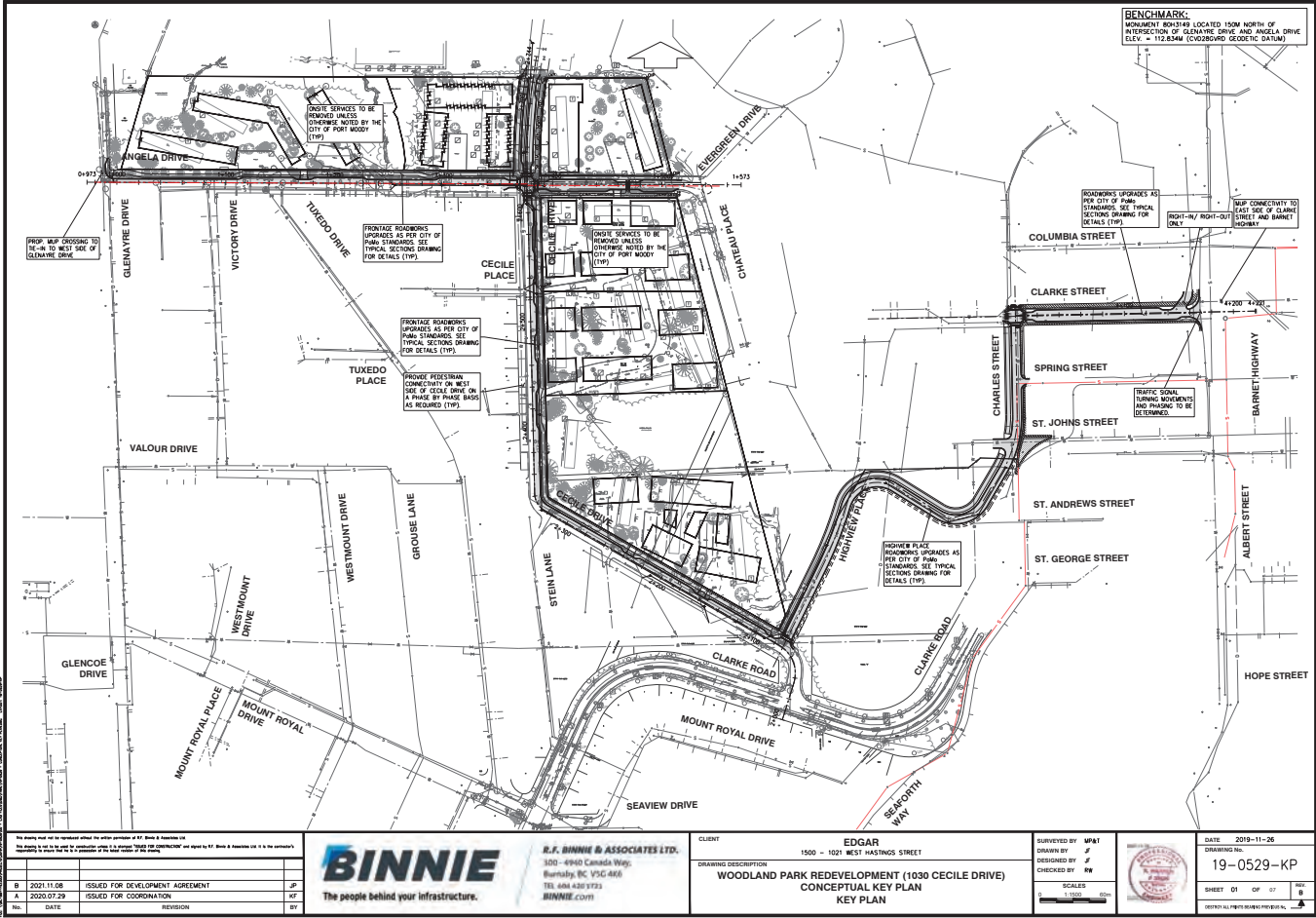


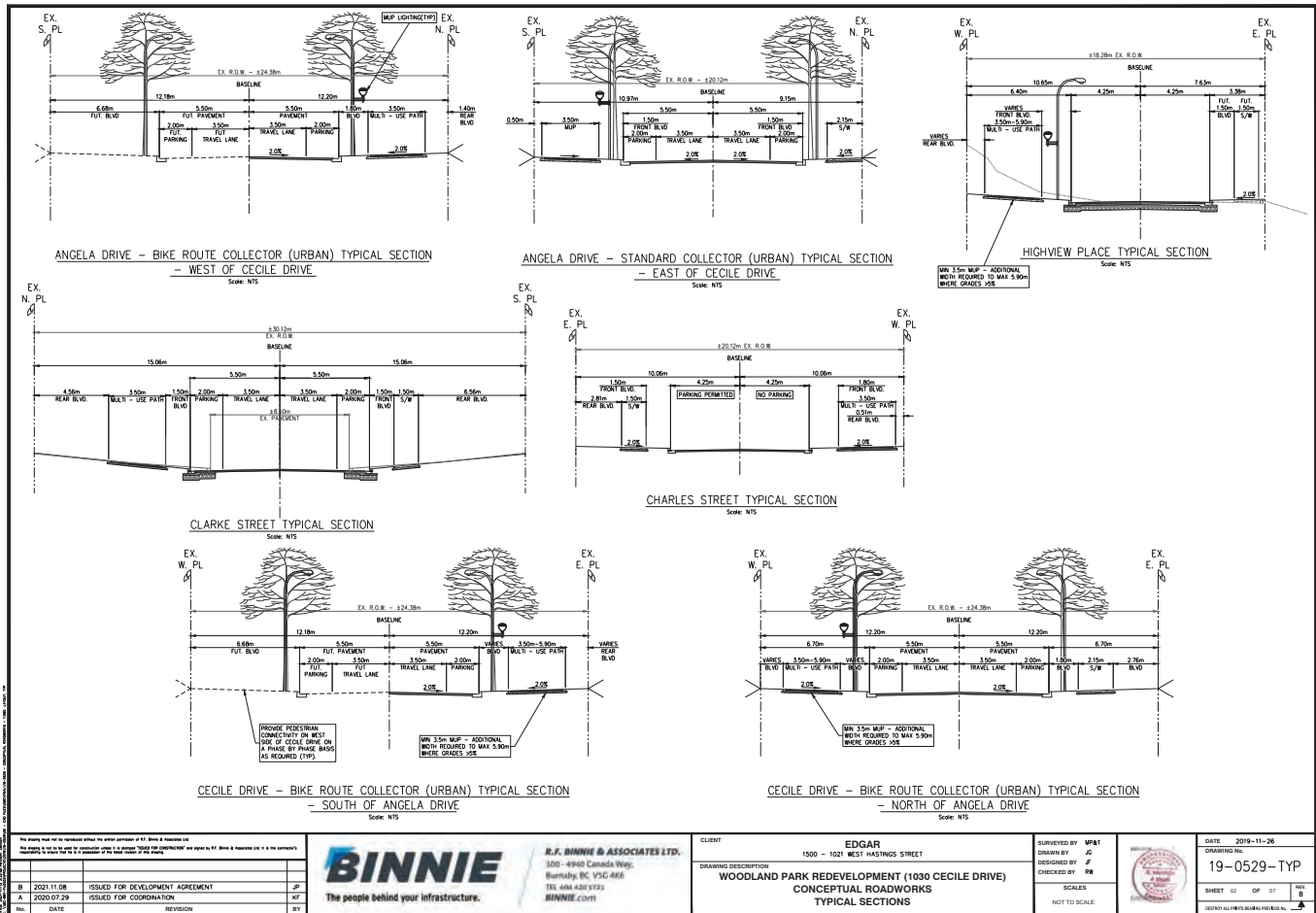


PROPOSED PARK SPACE, TRAILS & ESA DEDICATED TO THE CITY

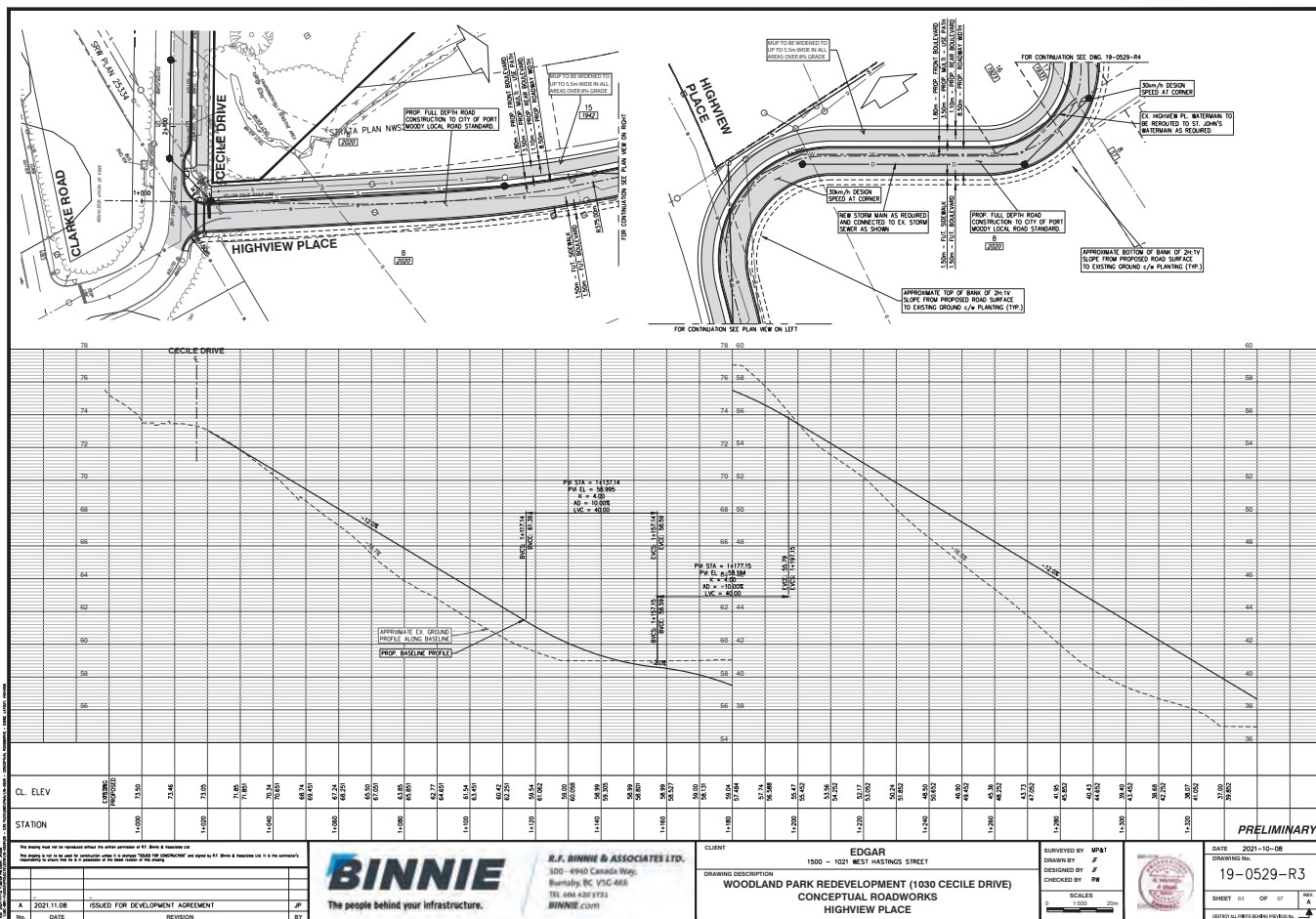


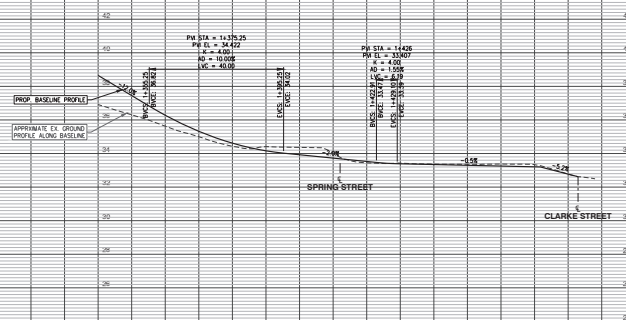
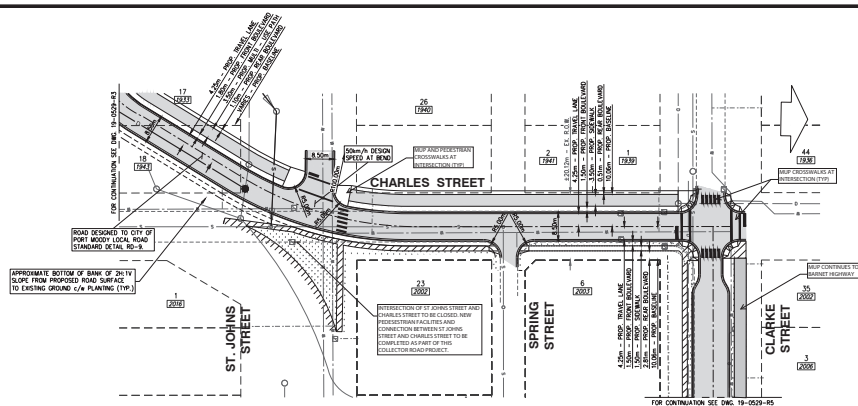
Schedule F - Works Servicing Concept Plan



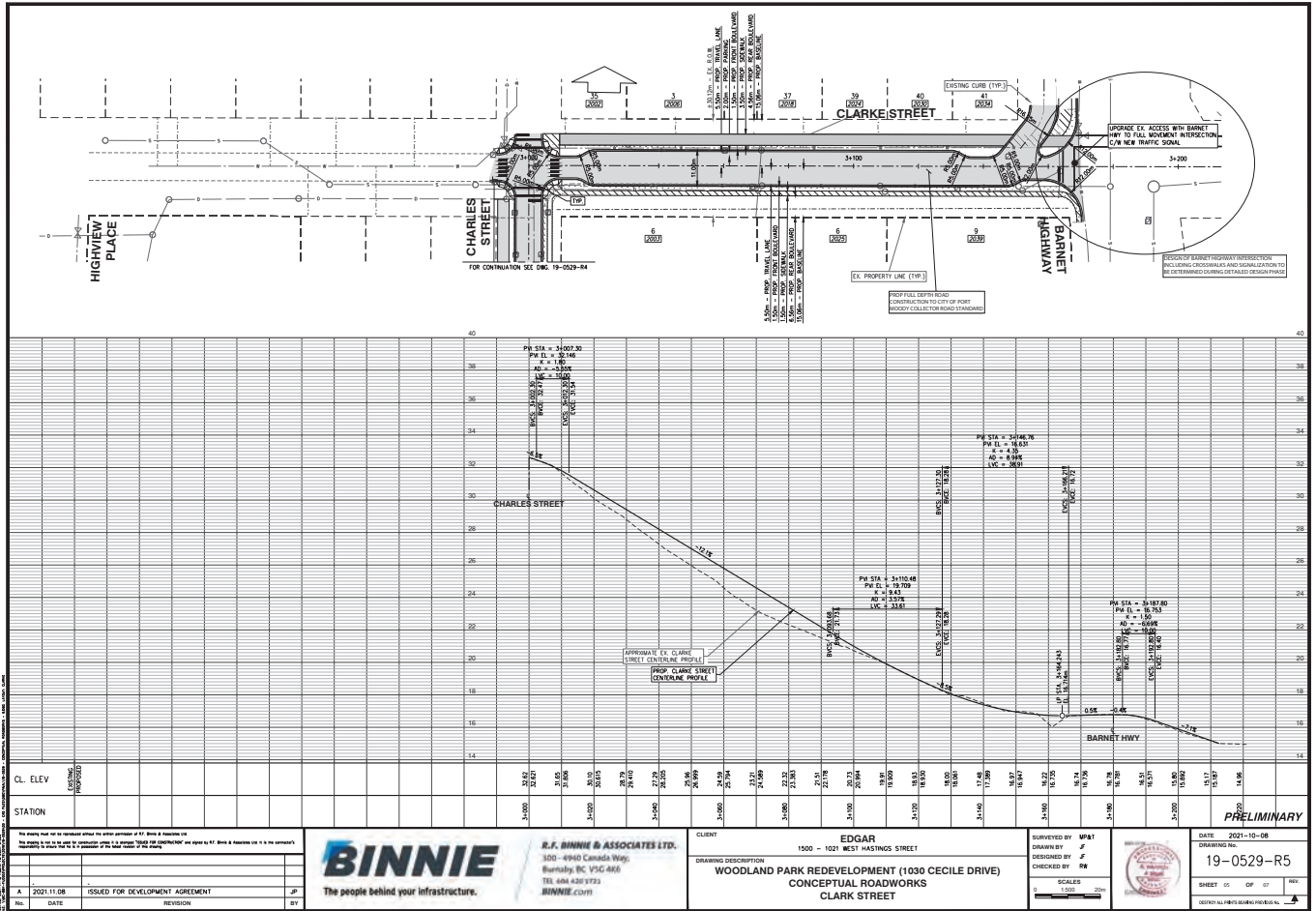


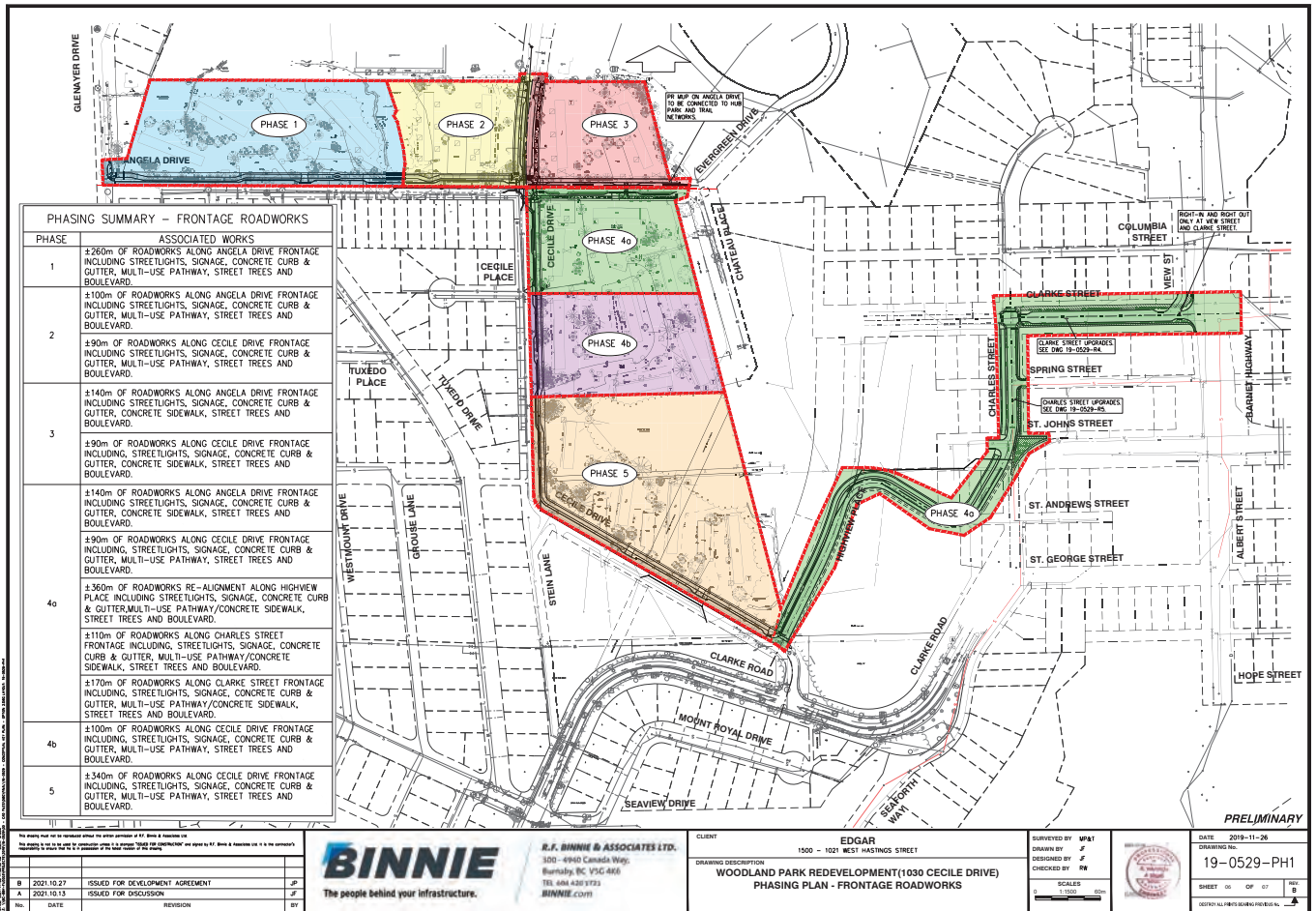
This drawing must not be reproduced without the written permission of R.F. Binnie & Associates Ltd. The drawing is the property of R.F. Binnie & Associates Ltd. and shall remain their property. It is to be used only for the project and site for which it was prepared. It is not to be used for any other purpose without the written permission of R.F. Binnie & Associates Ltd.		BINNIE R.F. BINNIE & ASSOCIATES LTD. 302 - 4940 Canada Way Burnaby, BC V5G 4K6 TEL 604 430 5733 BINNIE.CO.VI		CLIENT EDGAR 1500 - 1021 WEST HASTINGS STREET DRAWING DESCRIPTION WOODLAND PARK REDEVELOPMENT (1030 CECILE DRIVE) CONCEPTUAL ROADWORKS TYPICAL SECTIONS		SURVEYED BY WPT DRAWN BY JG DESIGNED BY JF CHECKED BY W SCALES NOT TO SCALE		DATE: 2019-11-26 DRAWING No.: 19-0529-TYP SHEET 02 OF 07 REV: 0 VERIFY ALL DIMENSIONS PROVIDED IN	
---	--	--	--	---	--	--	--	--	--

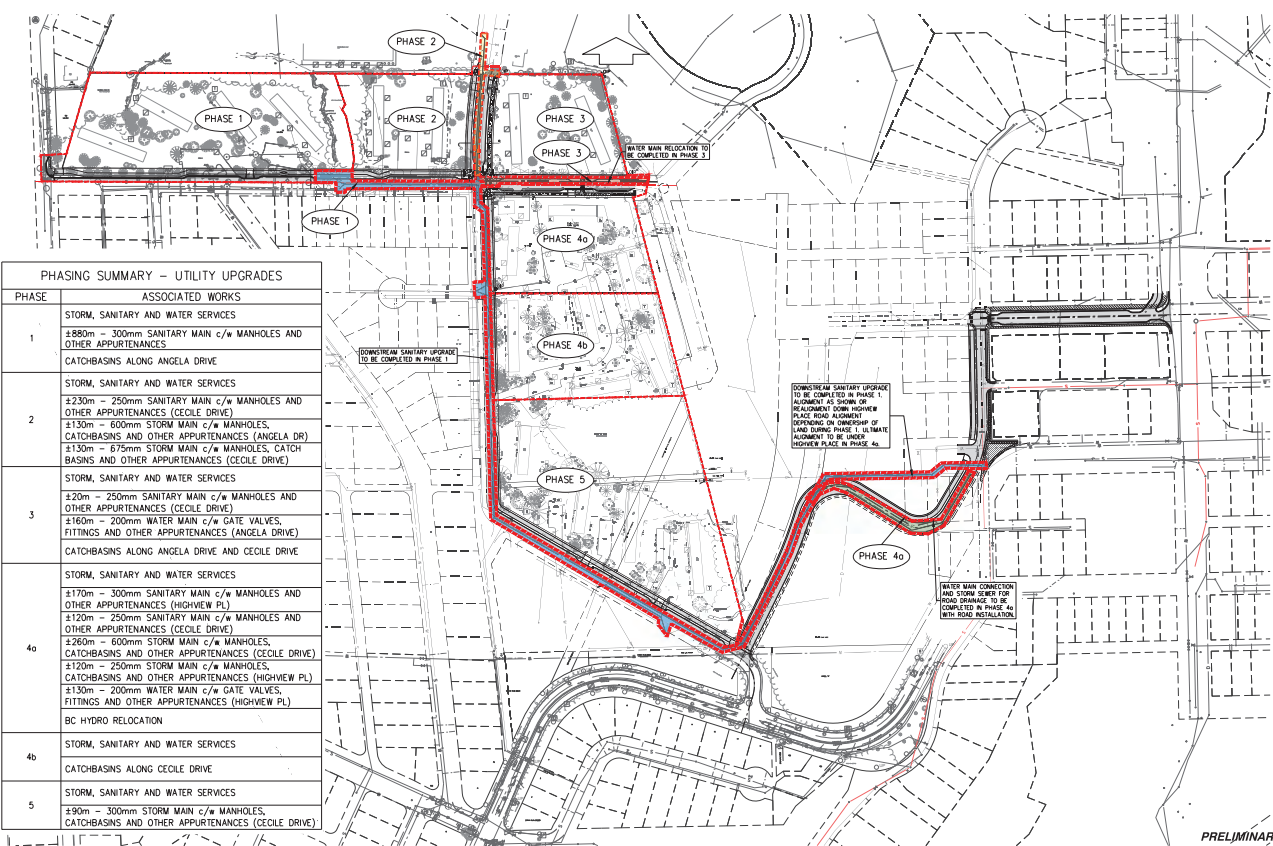




CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION		CL ELEV		STATION			
---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	--	--







PHASING SUMMARY - UTILITY UPGRADES	
PHASE	ASSOCIATED WORKS
1	STORM, SANITARY AND WATER SERVICES 1,880m - 300mm SANITARY MAIN c/w MANHOLES AND OTHER APPURTENANCES (CECILE DRIVE) CATCHBASINS ALONG ANGELA DRIVE
2	STORM, SANITARY AND WATER SERVICES 2,230m - 250mm SANITARY MAIN c/w MANHOLES AND OTHER APPURTENANCES (CECILE DRIVE) 1,130m - 600mm STORM MAIN c/w MANHOLES, CATCHBASINS AND OTHER APPURTENANCES (ANGELA DR) 1,130m - 675mm STORM MAIN c/w MANHOLES, CATCH BASINS AND OTHER APPURTENANCES (CECILE DRIVE)
3	STORM, SANITARY AND WATER SERVICES 2,20m - 250mm SANITARY MAIN c/w MANHOLES AND OTHER APPURTENANCES (CECILE DRIVE) 1,160m - 200mm WATER MAIN c/w GATE VALVES, FITTINGS AND OTHER APPURTENANCES (ANGELA DRIVE) CATCHBASINS ALONG ANGELA DRIVE AND CECILE DRIVE
4a	STORM, SANITARY AND WATER SERVICES 1,170m - 300mm SANITARY MAIN c/w MANHOLES AND OTHER APPURTENANCES (HIGHVIEW PL) 1,120m - 250mm SANITARY MAIN c/w MANHOLES AND OTHER APPURTENANCES (CECILE DRIVE) 2,260m - 600mm STORM MAIN c/w MANHOLES, CATCHBASINS AND OTHER APPURTENANCES (CECILE DRIVE) 1,120m - 250mm STORM MAIN c/w MANHOLES, CATCHBASINS AND OTHER APPURTENANCES (HIGHVIEW PL) 1,130m - 200mm WATER MAIN c/w GATE VALVES, FITTINGS AND OTHER APPURTENANCES (HIGHVIEW PL) BC HYDRO RELOCATION
4b	STORM, SANITARY AND WATER SERVICES CATCHBASINS ALONG CECILE DRIVE
5	STORM, SANITARY AND WATER SERVICES 2,90m - 300mm STORM MAIN c/w MANHOLES, CATCHBASINS AND OTHER APPURTENANCES (CECILE DRIVE)

This drawing must not be reproduced without the written permission of R.F. Binnie & Associates Ltd.

This drawing is the property of R.F. Binnie & Associates Ltd. and shall remain their property. It is to be used only for the project and site for which it was prepared. It is not to be used for any other project or site without the written permission of R.F. Binnie & Associates Ltd.

B	2021.11.08	ISSUED FOR DEVELOPMENT AGREEMENT	JP
A	2021.10.13	ISSUED FOR DISCUSSION	JP
Rev	DATE	REVISION	BY

BINNIE

The people behind your infrastructure.

R.F. BINNIE & ASSOCIATES LTD.

302 - 4940 Canada Way
Burnaby, BC V5G 4K6
TEL 604 430 9793
BINNIE.CO.VI

CLIENT

EDGAR

1500 - 1021 WEST HASTINGS STREET

DRAWING DESCRIPTION

WOODLAND PARK REDEVELOPMENT (1030 CECILE DRIVE)

PHASING PLAN - UTILITY UPGRADES

SURVEYED BY: WPT

DRAWN BY: JP

DESIGNED BY: JP

CHECKED BY: RW

SCALES

1:1000

DATE: 2019-11-26

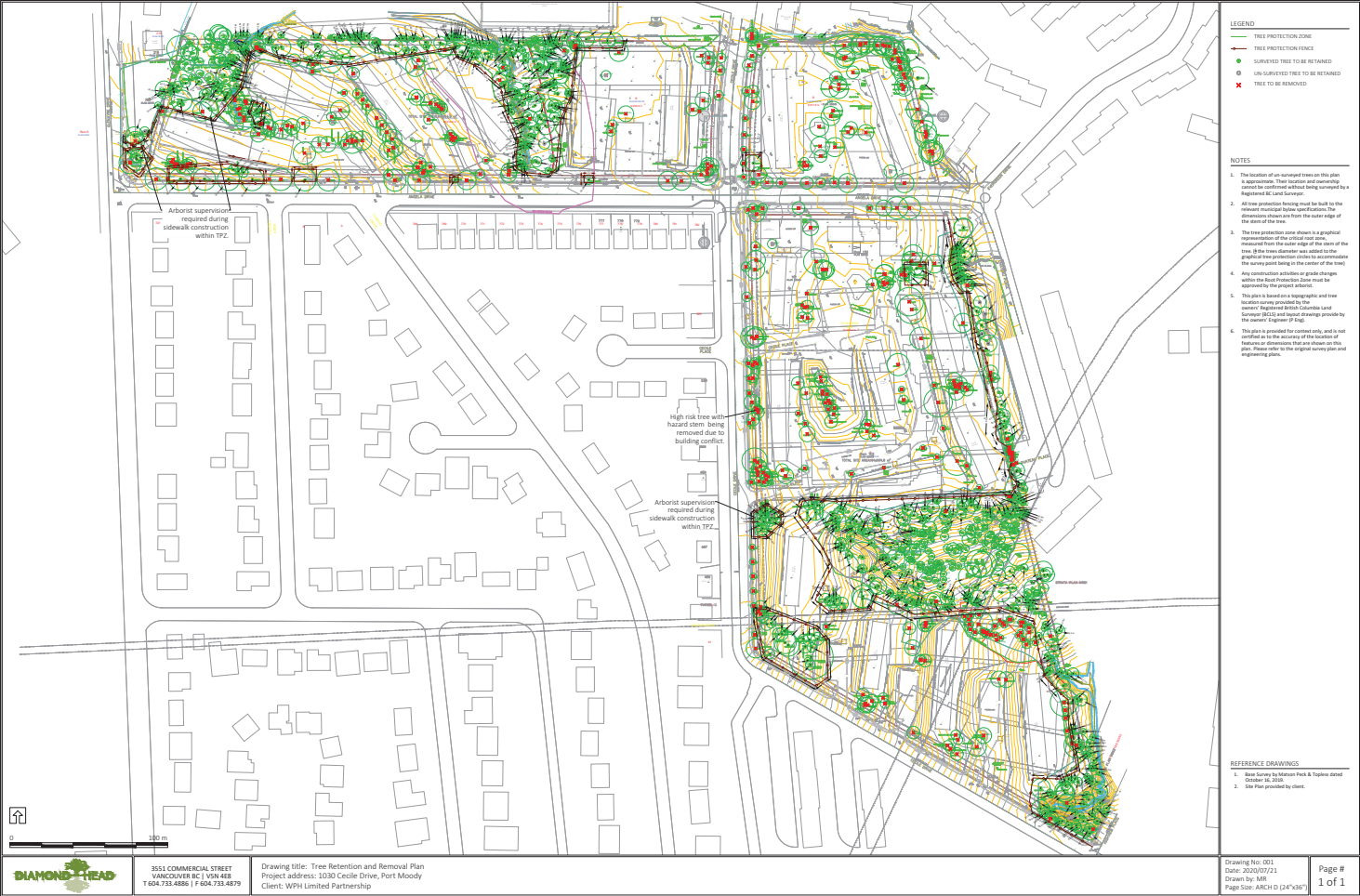
DRAWING No: 19-0529-PH2

SHEET 01 OF 01

REV 0

NOTED ALL NOTES ISSUED PREVIOUS TO

Schedule G - Tree Survey



Appendix 7 Construction Guidelines

Tree management recommendations in this report are made under the expectation that the following guidelines for risk mitigation and proper tree protection will be adhered to during construction.

Respecting these guidelines will prevent changes to the soil and rooting conditions, contamination due to spills and waste, or physical wounding of the trees. Any plans for construction work and activities that deviate from or contradict these guidelines should be discussed with the project arborist so that mitigation measures can be implemented.

Tree Protection Zones

A Tree protection zone (TPZ) is determined using either dripline or a DBH multiplier to define a radius measured in all directions from the outside of a tree's trunk. It is typically determined according to local municipal bylaw specifications and may be modified based on professional judgement of the project arborist to accommodate species specific tolerances and site specific growing conditions. For retained trees, the TPZ and fencing indicated in this report are proposed as suitable in relation to the level of disturbance proposed on the site plan provided to the project arborist. Arborist consultation is required if any additional work beyond the scope of the plans provided is proposed near the tree. Work done in addition to the proposed impacts discussed in this report may cause the tree to decline and die.

Tree Protection Fencing: Tree protection zones (TPZs) will be protected by Tree Protection Fencing except where site features constrict roots (e.g., retaining walls or roads), where continual access is required (e.g., sidewalks), or when an acceptable encroachment into the TPZ is proposed, in which case the fencing will be modified. Tree Protection Fencing is shown on the Tree Protection Plan and, where it varies from the TPZ, the rationale is described in the inventory table in Section 3.1.

Within a TPZ, no construction activity, including materials storage, grading or landscaping, may occur without project arborist approval. Within the TPZ, the following are tree preservation guidelines based on industry standards for best practice and local municipal requirements:

- No soil disturbance or stripping.
- Maintain the natural grade.
- No storage, dumping of materials, parking, underground utilities or fires within TPZs or tree driplines.
- Any planned construction and landscaping activities affecting trees should be reviewed and approved by a consulting arborist.
- Install specially designed foundations and paving when these structures are required within TPZs.
- Route utilities around TPZs.
- Excavation within the TPZs should be supervised by a consultant arborist.
- Surface drainage should not be altered in such a way that water is directed in or out of the TPZ.

- Site drainage improvements should be designed to maintain the natural water table levels within the TPZ.

Prior to any construction activity, Tree Protection Fencing must be constructed as shown on the Tree Protection Plan. The protection barrier or temporary fencing must be at least 1.2 m in height and constructed of 2" by 4" lumber with orange plastic mesh screening. Tree Protection Fencing must be constructed prior to tree removal, excavation or construction and remain intact for the entire duration of construction.

Tree Crown Protection and Pruning

All heavy machinery (excavators, cranes, dump trucks, etc.) working within five meters of a tree's crown should be made aware of their proximity to the tree. If there is to be a sustained period of machinery working within five meters of a tree's crown, a line of colored flags should be suspended at eye-level of the machinery operator for the length of the protected tree area. Any concerns regarding the clearance required for machinery and workers within or immediately outside tree protection zones should be referred to the project arborist so that a zone surrounding the crowns can be established or pruning measures undertaken. Any wounds incurred to protected trees during construction should be reported to the project arborist immediately.

Unsurveyed Trees

Unsurveyed trees identified by DHC in the Tree Retention Plan have been hand plotted for approximate location only using GPS coordinates and field observations. The location and ownership of unsurveyed trees cannot be confirmed without a legal survey. The property owner or project developer must ensure that all relevant on- and off-site trees are surveyed by a legally registered surveyor, whether they are identified by DHC or not.

Removal of logs from sites

Private timber marks are required to transport logs from privately-owned land in BC. It is property owner's responsibility to apply for a timber mark prior to removing any merchantable timber from the site. Additional information can be found at: <http://www.for.gov.bc.ca/hth/private-timber-marks.htm>

Regulation of Soil Moisture and Drainage

Excavation and construction activities adjacent to TPZs can influence the availability of moisture to protected trees. This is due to a reduction in the total root mass, changes in local drainage conditions, and changes in exposure including reflected heat from adjacent hard surfaces. To mitigate these concerns the following guidelines should be followed:

- Soil moisture conditions within the tree tree protection zones should be monitored during hot and dry weather. When soil moisture is inadequate, supplemental irrigation should be provided that penetrates soil to the depth of the root system or a minimum of 30 cm.

- Any planned changes to surface grades within the TPZs, including the placement of mulch, should be designed so that any water will flow away from tree trunks.
- Excavations adjacent to trees can alter local soil hydrology by draining water more rapidly from TPZs more rapidly than it would prior to site changes. It is recommended that when excavating within 6 m of any tree, the site be irrigated more frequently to account for this.

Root Zone Enhancements and Fertilization

Root zone enhancements such as mulch, and fertilizer treatments may be recommended by the project arborist during any phase of the project if they deem it necessary to maintain tree health and future survival.

Paving Within and Adjacent to TPZs

If development plans propose the construction of paved areas and/or retaining walls close to TPZs, measures should be taken to minimize impacts. Construction of these features would raise concerns for proper soil aeration, drainage, irrigation and the available soil volume for adequate root growth. The following design and construction guidelines for paving and retaining walls are recommended to minimize the long-term impacts of construction on protected trees:

- Any excavation activities near or within the TPZ should be monitored by a certified arborist. Structures should be designed, and excavation activities undertaken to remove and disturb as little of the rooting zone as possible. All roots greater than 2 cm in diameter should be hand pruned by a Certified Arborist.
- The natural grade of a TPZ should be maintained. Any retaining walls should be designed at heights that maintain the existing grade within 20 cm of its current level. If the grade is altered, it should be raised not reduced in height.
- Compaction of sub grade materials can cause trees to develop shallow rooting systems. This can contribute to long-term pavement damage as roots grow. Minimizing the compaction of subgrade materials by using structural soils or other engineered solutions and increasing the strength of the pavement reduces reliance on the sub-grade for strength.
- If it is not possible to minimize the compaction of sub-grade materials, subsurface barriers should be considered to help direct roots downward into the soil and prevent them from growing directly under the paved surfaces.

Plantings within TPZs

Any plans to landscape the ground within the TPZ should implement measures to minimize negative impacts on the above or below ground parts of a tree. Existing grass layer in TPZs should not be stripped because this will damage surface tree roots. Grass layer should be covered with mulch at the start of the project, which will gradually kill the grass while moderating soil moisture and temperatures. Topsoil should be mixed with the mulch prior to planting of shrubs, but new topsoil layer should not be greater than 20 cm deep on top of the original grade. Planting should take place within the newly placed topsoil mixture and should not disturb the original rooting zone of the trees. A two-meter radius around the

base of each tree should be left unplanted and covered in mulch; a tree's root collar should remain free from any amendments that raise the surface grade.

Monitoring during construction

Ongoing monitoring by a consultant arborist should occur for the duration of a development project. Site visits should be more frequent during activities that are higher risk, including the first stages of construction when excavation occurs adjacent to the trees. Site visits will ensure contractors are respecting the recommended tree protection measures and will allow the arborist to identify any new concerns that may arise.

During each site visit the following measures will be assessed and reported on by a consulting arborist:

- Health and condition of protected trees, including damage to branches, trunks and roots that may have resulted from construction activities, as will the health of. Recommendations for remediation will follow.
- Integrity of the TPZ and fencing.
- Changes to TPZ conditions including overall maintenance, parking on roots, and storing or dumping of materials within TPZ. If failures to maintain and respect the TPZ are observed, suggestions will be made to ensure tree protection measures are remediated and upheld.
- Review and confirmation of recommended tree maintenance including root pruning, irrigation, mulching and branch pruning.
- Changes to soil moisture levels and drainage patterns; and
- Factors that may be detrimentally impact the trees.

Schedule H – Tenant Assistance Plan

ED
GA
R

TENANT ASSISTANCE PLAN
Woodland Park Townhomes
1030 Cecile Drive, Port Moody
March 23, 2021

T +1 604 558 3380
F +1 604 689 2569

1500—1021 West Hastings Street
Vancouver, BC V6E 0C3 Canada

Build to thrive™
edgardevelopment.com

ED
GA
R

Introduction

EDGAR and BC Housing have established a partnership to deliver purpose-built affordable rental housing at 1030 Cecile Drive, Port Moody. The site is home to 200 market rental units that will be replaced through the redevelopment of the property. The proposal is to create a vibrant and sustainable master planned community with diverse housing options. There will be affordable rental operated by a non-profit housing operator, market rental, and strata market condominiums.

The Tenant Assistance Plan (TAP) is aligned with BC Housing's Guiding Principles for Housing Transitions (<https://www.bchousing.org/partner-services/asset-management-redevelopment/redevelopment-process-principles>) as well as the City of Port Moody's Tenant Relocation Assistance Policy. The goal is to work closely and openly with tenants on this project to limit disruption and avoid displacement. Tenants residing at 1030 Cecile Drive at time of third reading of the Official Community Plan amendment and the rezoning will be eligible for the TAP. Tenants will have an option to stay on-site during construction of the early phases, which is planned to be the affordable rental housing. Upon completion of these buildings, tenants will have the right of first option into the affordable rental housing.¹ If tenants are not eligible for the affordable rental housing, they will have the option to either receive the financial compensation package, outlined below, or move into the market rental, with a 20% discount off starting market rents.

The following relocation plan provides details about communication and commitment to tenant assistance provided to residents.

Communication with Tenants

EDGAR and BC Housing are committed to early and ongoing communication with tenants, including the following:

1. Keeping residents informed of the process through:
 - Individual notification at key milestones of the process (application, committee meetings, and council meetings)
 - Invitations and notices to resident-only and public information sessions;

¹ Based on eligibility

T +1 604 558 3380
F +1 604 689 2569

1500—1021 West Hastings Street
Vancouver, BC V6E 0C3 Canada

Build to thrive™
edgardevelopment.com

2. Enlisting a Resident Support Specialist (Zaklina Vracar, Z Agency) to offer continual support to residents including:
 - Introduction meeting with residents to understand their needs; and
 - Follow-up meetings as needed to support residents through the process;
3. Ensuring adequate notification as necessary per Residential Tenancy Act.

Tenant Assistance Plan

The goal is to make the transition seamless and easy for residents by phasing the project and offering continual support through our Resident Support Specialist. Due to the large size of the site, there are opportunities to work with tenants to limit disruption and have no displacement.

The project will be developed over a number of years and currently contemplates seven (7) phases with the intent to develop replacement affordable rental housing in the first phase. The phasing plan allows for tenants to not have to relocate off-site. Those living in the existing buildings where affordable rental housing is planned will have the option to move to another unit while construction occurs. Once construction of the affordable rental housing is completed, all residents will be notified about the opportunity to relocate into the new housing.

In order to facilitate this process, an on-site tenant relocation program for those who wish to remain on-site has been developed. An off-site tenant relocation program has also been developed for those who choose to move off-site.

Tenant Assistance Program (see figure 1)

In order to understand housing needs and facilitate the construction of the new affordable rental housing (i.e., phase 1), residents located in buildings north of Angela Drive (i.e., buildings 310, 330, 250 and 270 - highlighted in blue in Figure 1) will be offered relocation on-site to another unit south of Angela Drive, as these units become vacant. Vulnerable tenants will be prioritized for early relocation on-site (i.e. seniors, disability). The length of original tenancy will be protected from the original lease date.

To facilitate an on-site relocation, residents will be eligible for the following:



1. Existing rent will be matched – with the exception that an increase or decrease in unit size is preferred then comparable rent will be provided;
2. \$1,000 for moving expenses will be provided;

The significant benefit of a site this large with a number of rental housing units that regularly come available will help alleviate the need to relocate residents off-site. It is preferred to accommodate all residents through on-site moves throughout the re-development so as to limit the need to leave the neighbourhood and associated support networks.





Figure 1



Figure 2

If a resident is not able to be accommodated or chooses to not be housed in the affordable rental housing (figure 2), they will be eligible for right of first option into the market rental, with a 20% discount off starting market rents, or they can receive the financial compensation and the supports listed in the Off-site support section.

Eligibility

All existing tenants will be offered first right of option. Eligibility will be more clearly defined when a non-profit operator has been identified through a request for proposals process led by BC Housing. The affordable rental housing that will be developed will be focused on low to moderate income households as defined by BC Housing.

Timing

All residents will be offered the right of first option to relocate into the replacement affordable rental housing, pending eligibility. If a tenant is not eligible for the affordable rental housing, they will be offered right of first option for the market rental. A letter will be circulated providing an update on timing of the construction completion. All tenants will be required to make a decision on whether they will remain on-site or move off-site once given notice. The tenant will have 90 days prior to the completion of the BC Housing development or to advise the Resident Support Specialist if they are relocating on site. If a tenant does not advise the Resident Support Specialist within the 90-day notice period, it will be determined that the tenant is taking the off-site support of the tenant assistance plan program outlined below.

If a resident chooses not to move into the replacement affordable rental housing (or is not eligible), and does not wish to move into the market rent at the 20% discount, they will be required to sign a release stating they have declined the replacement unit, and will receive compensation for length of tenancy to that period of time (i.e., approximately 2024 is the year occupancy is envisioned). Remaining tenants will be offered a new tenant agreement and will be able to remain on site until given notice as per the Residential Tenancy Act.

Off-site Support

The following package will be provided for those who are relocating off-site:

1. Financial compensation based on length of tenancy²:
 - 2 months' rent for tenancies up to 4 years.
 - 3 months' rent for tenancies between 5 and 9 years.
 - 4 months' rent for tenancies over 10 years.
 - 6 months' rent for tenancies over 20 years

This can take the form of free rent, a lump sum payment or a combination of both. Financial compensation will be paid at rezoning bylaw enactment or at offer of first refusal.
2. Moving support:
 - The developer will either arrange for an insured moving company or provide a flat rate payout for moving expenses, determined by housing needs:
 - 2 or more bedrooms - \$1,000
3. For tenants requesting assistance finding new accommodation:
 - Three options will be offered that are comparable in unit type, unless otherwise agreed to (all options in Port Moody if possible);
 - Where possible, options will be tailored to the tenant's needs (e.g. pet-friendly, accessible, smoke-free, etc.); and
 - Tenant Support Specialist is available to work with tenants to meet their specific needs and provide additional support on a case-by-case basis.

Tenant options are shown visually in Appendix A.

Notice to End Tenancy

All tenants will be provided four months' notice, as per the Residential Tenancy Act.

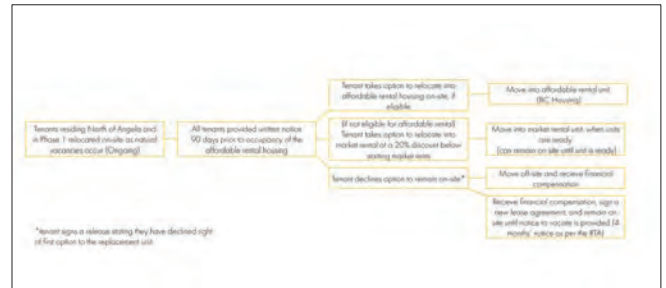
Final Tenant Assistance Report

² Length of tenancy is calculated from original date of tenancy to date of offer of right of first option.

As per the city's Tenant Relocation Assistance Policy, a final Tenant Relocation Report will be provided, prior to the issuance of the demolition permit which will include:

- Names of the tenants
- Outcome of their search for alternate accommodation; and
- A summary of the monetary value given to each tenant (e.g. moving costs, rent, etc.)
- Identification of a Relocation Coordinator (Resident Support Specialist)
- Communication Strategy

Appendix A – Tenant Options Graphic



Schedule I – Collector Road Option A, Density Transfers and Lands to be Dedicated to the City

Developer to purchase Parcels to allow for the construction of the Collector Road Option A.

Parcels to be Purchased

NWS2* (2002 - 2060 Highview Place)
Strata Lots 1-30, Plan NWS2, District Lot 202 & Group 1, New Westminster Land District, together with an interest in the Common Property in proportion to the Unit Entitlement of the Strata Lot as shown on Form 1 or V, as appropriate; ±213,448 sq.ft (1.983 ha)

18* (1943 St John Street)
Lot 18 Block 5 District Lot 202 Group 1 New Westminster District PLA 55; ±8,699 sq.ft (808 sq.m)

City Owned Property

8 (St. Andrews Street)
Lot 8, Block 5, Plan NWP55, District lot 202, New West District; ±8,268 sq.ft (768 sq.m)

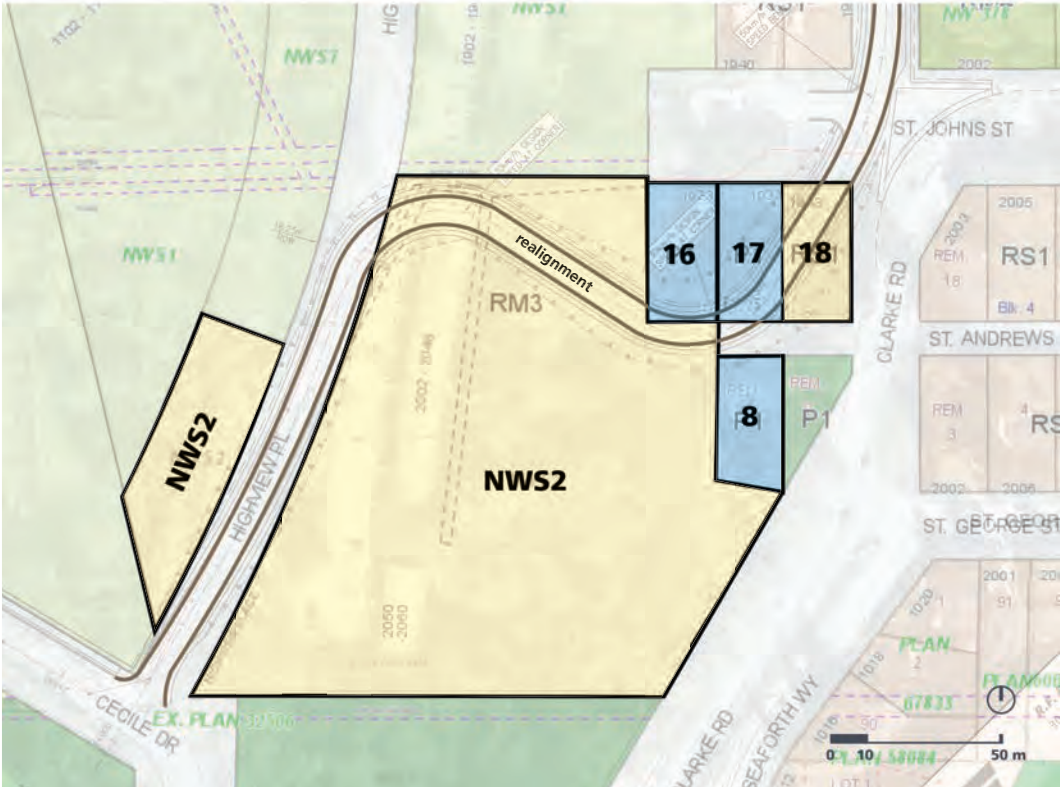
16 (1923 St John Street)
Lot 16, Block 5, Plan NWP55, District Lot 202, New West District; ±8,689 sq.ft (807 sq.m)

17 (1933 St John Street)
Lot 17, Block 5, Plan NWP55, District Lot 202, New West District Water Pumphouse; ±8,712 sq.ft (809 sq.m)

Land Donation and Density Transfer

* upon the transfer of the Parcels to the City, the Developer may transfer a maximum of 160,006 sq.ft (14,865 sq.m) density from the Parcels to the Phase 4 Site and/or Phase 5 Site.

- Parcels to be Purchased by the Developer
- City Owned Property



Highview Place collector road option A site plan

Schedule J – TDM Measures

TRANSPORTATION PLANNERS AND ENGINEERS



MEMO

DATE: November 16, 2021
PROJECT NO: 04-19-0135
PROJECT: Woodland Park – Port Moody, BC
SUBJECT: Transportation Demand Management Strategy & Parking Variance Rationale
Summary Table for Development Agreement
TO: Matthew McClenaghan, Senior VP Development - Edgar
CC: Blaire Chisholm, Chief Operating Officer – Pooni Group
PREPARED BY: Neal Peacocke, P.Eng. – Senior Transportation Engineer

The following Transportation Demand Management (TDM) summary tables have been prepared by Bunt as a supplement to a broader TDM Strategy to serve as an attachment to the Woodland Park Development Agreement (DA). Further details on these TDM measures have been summarized in a separate memo in consultation with City of Port Moody Staff, which are focused on improving transportation outcomes for the residents and visitors to the neighbourhood as part of Edgar's development proposal.

The exact details of any TDM measures are closely related to the detailed building design and will therefore be further refined through the Development Permit process. However, we do know that many of these TDM measures will be provided within each building independently, whereas some will evolve as the Woodland Park neighbourhood is built out. To help clarify how each measure will be implemented they have been summarized in the tables below:

Table 1: TDM Measures delivered independently within each phase of the development

CATEGORY	TDM MEASURE
Support, Promotion & Information	Real-time Travel Information: Install real-time travel information for sustainable transportation modes within lobbies and/or elevators.
Active Transportation	End of Trip Cycling Facilities: Enhances long-term bike storage (e.g. oversized, e-bike charging) with on-site bicycle maintenance facilities (e.g. repair stands & work bench)
Parking Supply Management	Parking Management: Effectively manage the supply of off-street vehicle parking in each building to actively match demand, and where possible consider unbundled parking for residential buildings.

Bunt & Associates Engineering Ltd.

Suite 1550 – 1050 West Pender Street, Vancouver, BC V6E 3S7 Tel 604 685 6427 Fax 604 685 6579

Vancouver Victoria Calgary Edmonton www.buntong.com

TRANSPORTATION PLANNERS AND ENGINEERS

bunt & associates

Table 2: TDM Measures are delivered independently in the initial phase, but evolve as the overall development proceeds

CATEGORY	TDM MEASURE
Support, Promotion & Information	TDM Coordinator: Appoint a site TDM Coordinator, responsible for developing and implementing and maintaining certain aspects of the TDM program.
Alternative Commute Services	Car Share Spaces & Vehicles: Provide Car Share vehicles and stalls for public use. Initial car share membership fees available to eligible residents.
Active Transportation	E-bike Shared Fleet: Provide a shared fleet of e-bikes within each building for use by future residents of Woodland Park.
Active Transportation	Pedestrian Infrastructure Improvements: Development of a fine-grained pedestrian network through the Master Plan area.
Support, Promotion & Information	Transportation Marketing Services: Prepare Welcome Brochures with multi-modal access guides to help inform all new residents about sustainable transportation opportunities within the development and neighbourhood.
Support, Promotion & Information	Walking & Cycling Wayfinding: Provide bicycle maps and way-finding signage through site, including the recreational trail facilities.

Table 3: TDM Measures that are coordinated as part of an overall development schedule

TDM MEASURES THAT COORDINATED AS PART OF AN OVERALL PROJECT SCHEDULE	
CATEGORY	TDM MEASURE
Active Transportation	Active Transportation Infrastructure Improvements: Major road network improvements to Angela Dr, Cecile Dr, Highview Pl and Clarke St. that will support better walking and cycling.
Active Transportation	Pedestrian Infrastructure Improvements: New traffic signal on Barnet Hwy at Clarke St and improvements to public realm around bus transit stops.

Woodland Park | TDM Strategy – Summary Table | November 16, 2021

M:\Operations\Dept BC\Projects\2019\04-19-0135 Woodland Park MP\3.0 Deliverables\TDM Strategy\04-19-0135_Woodland_Park_TDM_Summary_Table_V01_20211116.docx