

Beedie Living Port Moody TOD Term Sheet (Draft)

City of Port Moody and Beedie Living

November 19, 2024

1. Definitions

“**Beedie Living**” means, collectively, 1145446 B.C. Ltd. and 1135653 B.C. Ltd., as registered owners of the Property, 1160715 B.C. Ltd. as registered owner of the Rental Development, and BDC (Spring Street) Property Ltd. as beneficial owner of the Property and Non-Market Rental Development.

“**City**” means the City of Port Moody.

“**CPI**” means the Consumer Price Index for Vancouver, British Columbia, all items (not seasonally adjusted), as published by Statistics Canada from time to time, provided that if such index is no longer published, the closest remaining Consumer Price Index for consumer prices that includes the Vancouver area will be used instead.

“**Key Plan**” means the functional key plan attached to this Term Sheet as Schedule A, which Key Plan is in draft form and is expected to change from time to time as the Project progresses.

“**Living Room**” means the area shown generally in yellow on the Key Plan, which is intended to be a plaza with a statutory right of way to allow public use, and attached to this term sheet as Schedule B.

“**Project**” means the mixed-use multiple tower phased Project to be constructed on the Property generally in accordance with the functional Key Plan which excludes, for clarity, the Non-Market Rental Development.

“**Property**” means the lands municipally described as 3060 to 3088 Spring Street and 80 and 85 Electronic Avenue, Port Moody.

“**Non-Market Rental Housing**” means units intended to serve very low-income households through agreements with a non-profit housing society or BC Housing for households earning less than \$30,000 and renting at shelter rates or rent geared to income.

“**Non-Market Rental Development**” means the non-market rental development to be constructed on the lands municipally described as 2806 Spring Street, Port Moody.

2. Interpretation

- All dollar values = 2024
- All dollar values (cash and, as appropriate, in-kind) subject to adjustment in accordance with changes to the CPI unless otherwise noted.

3. Obligations

1) Community Amenity Contributions (CACs)

- i) The total amount of CACs payable is \$1,590,000. This payment is subject to CPI.
- ii) Each phase of the Project for which a building permit is necessary will be assigned a pro rata share of the CACs with such share of the CACs being

payable prior to building permit issuance for such phase of the Project. The CACs payable for the Non-Market Rental Development will be waived.

2) Development Levies

- a) Phase 1 of the Project will be subject to 215A Levy Bylaw 2020 and will be payable prior to building permit issuance. Phase 1 of the Project is exempt from payment of City DCCs and CACs.

3) Density Bonus

- a) Beedie Living will provide a density bonus payment to the City in the amount of \$16,100,000. This payment is subject to CPI.
- b) Each phase of the Project for which a building permit is necessary will be assigned a pro rata share of the density bonus payment with such share of the payment being payable prior to building permit issuance for such phase of the Project

4) Electronic Mews

- a) Beedie Living intend to dedicate the southern portion of 80 Electronic Avenue property generally shown as road dedication on the Key Plan (the “**Spring Street Extension**”) with that part of Electronic Avenue between 80 Electronic Avenue and 85 Electronic Avenue (the “**Electronic Mews**”) generally as shown on the Key Plan. This land dedication will allow for the extension of Spring Street, past its current terminus at Electronic Avenue to connect through east to Buller Street. The City will close and raise title to Electronic Mews in order to transfer fee simple title to Beedie Living. Beedie Living will construct Electronic Mews at its own cost. Since the area of Electronic Mews is greater than the area of Spring Street Extension, Beedie Living and the City will, together and in good faith, determine the fair market value of Spring Street Extension and Electronic Mews and should the fair market value of Electronic Mews exceed the fair market value of Spring Street Extension then Beedie Living will pay that excess amount to the City.

4. Offsites and Servicing Improvements

1) Spring Street Extension

- a) Beedie Living intends to grant right(s) of way over the Property generally as shown on the Key Plan with respect to certain areas north of Spring Street Extension and to construct at its sole cost, Spring Street Extension generally as set out in the Key Plan. Only the portions along the southern extents of Spring Street Extension (immediately adjacent to private lands) will be constructed to an interim standard for reasons below; all other portions to be constructed to the ultimate standard.
- b) Further to above, it is intended that Beedie Living will only be obligated to dedicate and grant right(s) of way and construct Spring Street Extension within the current legal property lines of 80 Electronic Avenue. The City acknowledges that in order for Spring Street Extension to be widened so that its width is consistent with the Spring Street Improvements (as defined below) to the west of 80 Electronic Avenue, the City will be required to obtain an interest in part of the land municipally described as 3102 St. Johns Street and undertake such widening.

2) **Spring Street Improvements**

- a) Beedie Living intends to construct, at its own cost, upgrades to Spring Street west of 80 Electronic Avenue (excluding, for clarity, the Spring Street Extension) generally as set out in the Key Plan (collectively, the “**Spring Street Improvements**”). To the extent that such upgrades are within areas of the Property and are outside of the boundaries of the currently dedicated Spring Street as shown generally on the Key Plan, Beedie Living intends to grant right(s) of way to the City permitting such areas to be used by the City and the public generally as shown on the Key Plan. Only the portions along the southern extents of Spring Street Improvements (immediately adjacent to private lands) will be constructed to an interim standard; all other portions to be constructed to the ultimate standard.
- b) Beedie Living intends to construct, at its own cost, upgrades to Spring Street south of the Non-Market Rental Housing project.

3) **Golden Spike Lane Extension**

- a) Beedie Living intends to construct, at its own cost, an extension of Golden Spike Lane (the “**Golden Spike Lane Extension**”) to an ultimate standard generally as set out in the Key Plan. Beedie Living will grant right(s) of way to the City permitting Golden Spike Lane Extension to be used by the City and the public generally as shown on the Key Plan.
- b) Beedie Living will grant a SRW to the City securing access to City Infrastructure located within Golden Spike Lane Extension on such terms and conditions as are reasonably acceptable to the City and Beedie Living.

4) **Western Connecting Lane**

- a) Beedie Living intends to construct, at its own cost, a road and related improvements (the “**Western Connecting Lane**”) connecting Golden Spike Lane Extension with Spring Street to an ultimate standard generally as set out in the Key Plan. It is intended that Beedie Living will dedicate the Western Connecting Lane generally as shown on the Key Plan.

5) **Electronic Mews**

- a) Beedie Living intends to construct, at its own cost, Electronic Mews north of Spring Street that will connect Golden Spike Lane Extension with Spring Street to an ultimate standard generally as set out in the Key Plan. Beedie Living will grant right(s) of way to the City permitting Electronic Mews to be used by the City and the public generally as shown on the Key Plan.

6) **Buller Street Improvements**

- a) Beedie Living intends to upgrade, at its own cost, that part of Buller Street between 80 Electronic Avenue and 3136 St. John Street up to the existing Buller St east curb including interim tie-ins to Spring Street Extension and Golden Spike Lane Extension, to an ultimate standard generally as set out in the Key Plan (collectively, the “**Buller Street Improvements**”).

7) **Storm Water Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the storm water management infrastructure along Spring Street, Western Connecting Lane, Buller Street and Golden Spike Lane Extension generally as set out in Schedule A - Figure 3. If any upgrades or extensions are considered “excess or extended services” within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.
- b) The City will undertake the CPKCR and TransLink storm water culvert crossing upgrade as noted in Schedule A – Figure 3. The City and Beedie Living agree to coordinate this work as part of the first phase of construction of the Project.

8) **Sanitary Waste Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the sanitary sewer management infrastructure along Spring Street generally as set out in Schedule A – Figure 4. If any such upgrades or extensions are considered “excess or extended services” within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.

9) **Water Management Improvements**

- a) Beedie Living intends to upgrade and extend, at its own cost, the water management infrastructure along Spring Street, Western Connecting Lane, and Golden Spike Lane Extension generally as set out in Schedule A – Figure 5. If any such upgrades or extensions are considered “excess or extended services” within the meaning and as outlined within the *Local Government Act* then the costs of providing same will be dealt with in accordance with the *Local Government Act*.

10) **Site Specific Transportation Impact Assessment (TIA) Improvements**

- a) Beedie Living will finalize the draft site-specific TIA and identify transportation recommendations to support integration into the existing road network.
 - i) Traffic Impacts Assessment & Future Road Upgrades
 - (1) Beedie Living will complete a traffic impact study for the Project that may recommend short term network upgrades required because of the estimated vehicle trips generated by the Project. Following which Beedie Living and the City will work in good faith to determine the acceptable integration and timing of such required work into the offsite works and services agreement as per City bylaws and policies.

5. Plaza (Living Room)

- 1) Beedie Living will at its sole cost construct and maintain the plaza, referred to as the “Living Room” shown in concept form in Schedule B.
- 2) Design details of the plaza concept will be determined as part of the development permit for the associated phase of the Project.
- 3) Beedie Living will grant right(s) of way permitting the plaza to be used by the public.

6. Rental Housing

- 1) Beedie Living intends to meet the 6% obligation for Port Moody's Affordable Housing Policy by providing 50,888 SF of GFA as follows:
 - a) 33,908 SF of residential GFA within the Non-Market Rental Development be allocated as Non-Market Rental Housing in partnership with BC Housing to be completed prior to the issuance of an occupancy permit for the residential portion of phase 1 of the Project; and
 - b) The Non-Market Rental Housing will be for the life of the Project and will be secured through a housing agreement bylaw. Adoption of the housing agreement bylaw by Council will be required prior to the issuance of the first development permit for the Project.
 - c) For the remaining 17,813 SF obligation Beedie Living intends to enter into an agreement with the kwikwəłəm First Nation (KFN) for the acquisition of some or all of the 17,813 SF residential GFA, whereby the terms and conditions of how that floorspace is intended to be used may change, at the discretion of the KFN.
 - d) The agreement between Beedie Living and the KFN will be required prior to the issuance of the first development permit for the Project.
 - e) If for any reason the KFN elects to not acquire any or all of the 17,813 SF, Beedie Living will provide that floor area as Non-Market Rental Housing and further fulfil the obligation (ii) above as it pertains to securing the required housing agreement bylaw.
 - f) Beedie Living will grant aSROW to the City securing access to the City's lands to the north via the parkade of the Non-Market Rental Housing project, on such terms and conditions as are reasonably acceptable to the City and Beedie Living.

7. Public Art

- 1) It is intended that the Public Art Plan (the "Public Art Plan"), will be prepared by Beedie Living and accepted by the City prior to the issuance of the first development permit for the Project.
- 2) Beedie Living will design, construct, and install the public art (the "Public Art") generally as set out in the Public Art Plan.
- 3) The Public Art will have a value of \$2,400,000. This value is subject to CPI.

8. Transportation Demand Management (TDM)

- 1) Beedie will implement all the TDM recommendations following TDM measures as outlined in the Bunt & Associates Memo draft report prepared for Beedie titled "Beedie Moody Centre Transportation Demand Management Measures", dated November 14, 2024, and attached to this term sheet in Schedule C.
- 2) In addition to the TDM measures identified, Beedie Living will implement additional TDM measures that support active transportation, transit and ride sharing as directed by Council or through amendments to City bylaws or policies regarding TDM prior to the approval of the first development permit for the Project.
- 3) Beedie Living commits to make reasonable efforts to accommodate by mutual agreement with City staff minor adjustments to its TDM measures over time in response to changing transportation demand, including for example:
 - a) Increased demand for more dedicated car share parking spaces.
 - b) Designation of an area at grade to accommodate a geofenced zone for a potential shared micromobility end of trip location.

9. Detailed Design Guidelines

- 1) The Moody Centre Transit-Oriented Community Design Guidelines, as may be amended from time to time, and adopted by Council as corporate policy, will be referenced by the City and Beedie Living for each development permit application for each phase of the Project and for the Non-Market Rental Development.

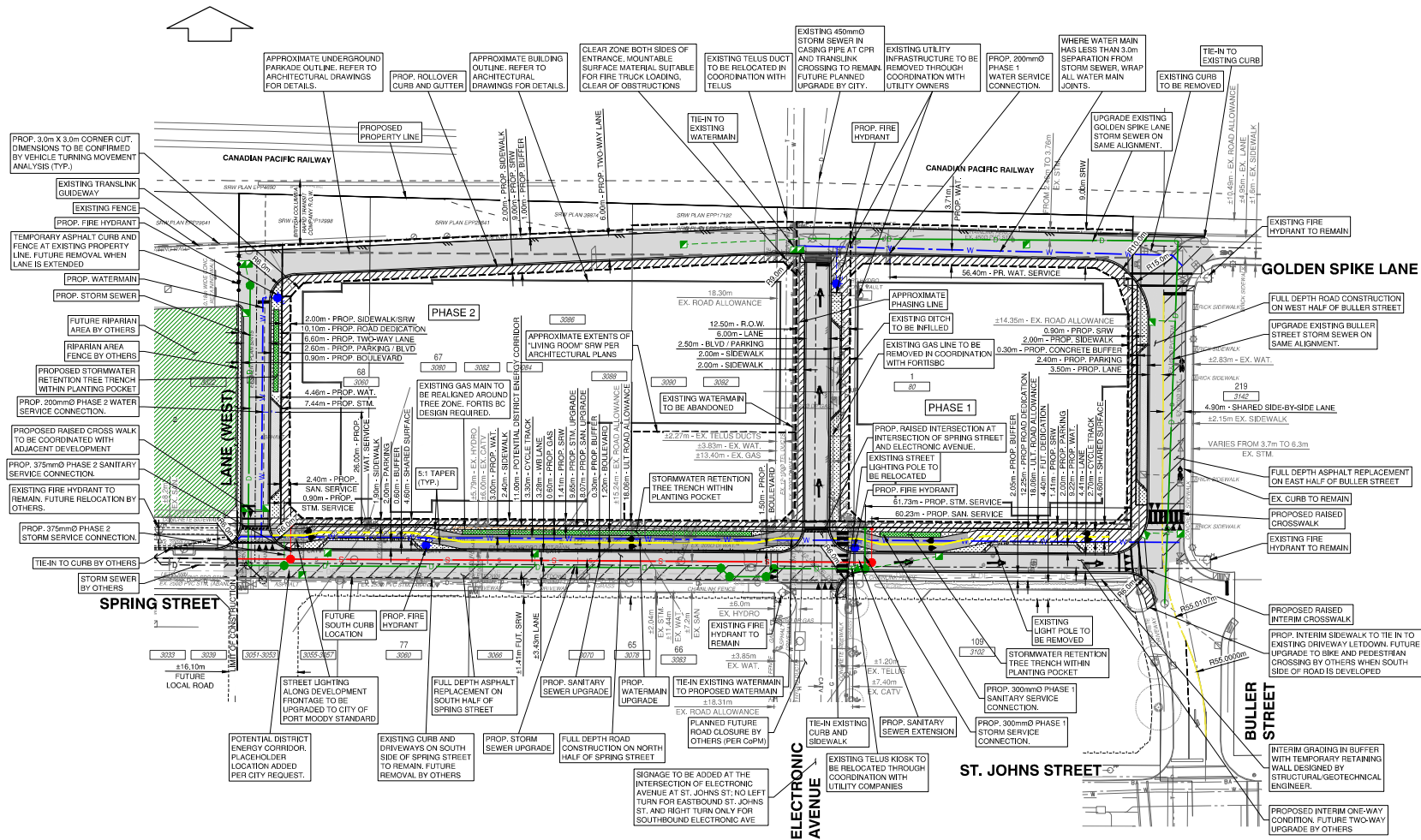
10. Step Code and Neighbourhood Energy Utility

- 1) Beedie will comply with the City's BC Energy Step Code Rezoning Application Corporate Policy (2019-03), as amended January 28, 2020.
- 2) Beedie Living will ensure the building's thermal energy systems (i.e. Heating, Ventilation, and Air Conditioning (HVAC) and Domestic Hot Water (DHW) systems) are compatible with a future City of Port Moody Neighbourhood Energy Utility (NEU). Designs should generally meet the City of Vancouver Guidelines: Neighbourhood Energy Utility Connectivity Requirements unless City of Port Moody specific requirements are published.
- 3) If the City directs, on or before July 31, 2025, the developer will be required to forego the installation of on-site thermal energy generation equipment and connect to a City supplied NEU for thermal energy services.
- 4) If the City does not direct such a change before July 31, 2025, the developer shall register a covenant on the property (or properties) requiring connection to a City NEU for thermal energy, if the City has implemented such a system, and if directed by the City, at the earliest date of 15 years for building occupancy or the end of life/need for significant rehabilitation of the on-site thermal energy systems.
- 5) The above requirements will be met subject to the NEU feasibility study demonstrating that relative to the proposed building scale system, the NEU will perform greater than or equal to in terms of energy, carbon, and cost efficiency at a neighbourhood level.
- 6) If the NEU creates a temporary impact on the ability of the building to meet energy step code and zero carbon step code requirements, the applicant will not be required to make any adjustments.

SCHEDULE A
KEY PLAN

Figure 1: Conceptual Key Plan

BENCHMARK:
MONUMENT 8013173 LOCATED AT INTERSECTION
OF ST. JOHNS STREET AND HUGH STREET
ELEV. = 18.399m (CVD28GVRD2018)



PRELIMINARY

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No.	DATE	REVISION	BY
5	2024-10-31	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HJ
4	2024-09-26	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HJ
3	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICING PLAN	JG
2	2024-03-08	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK



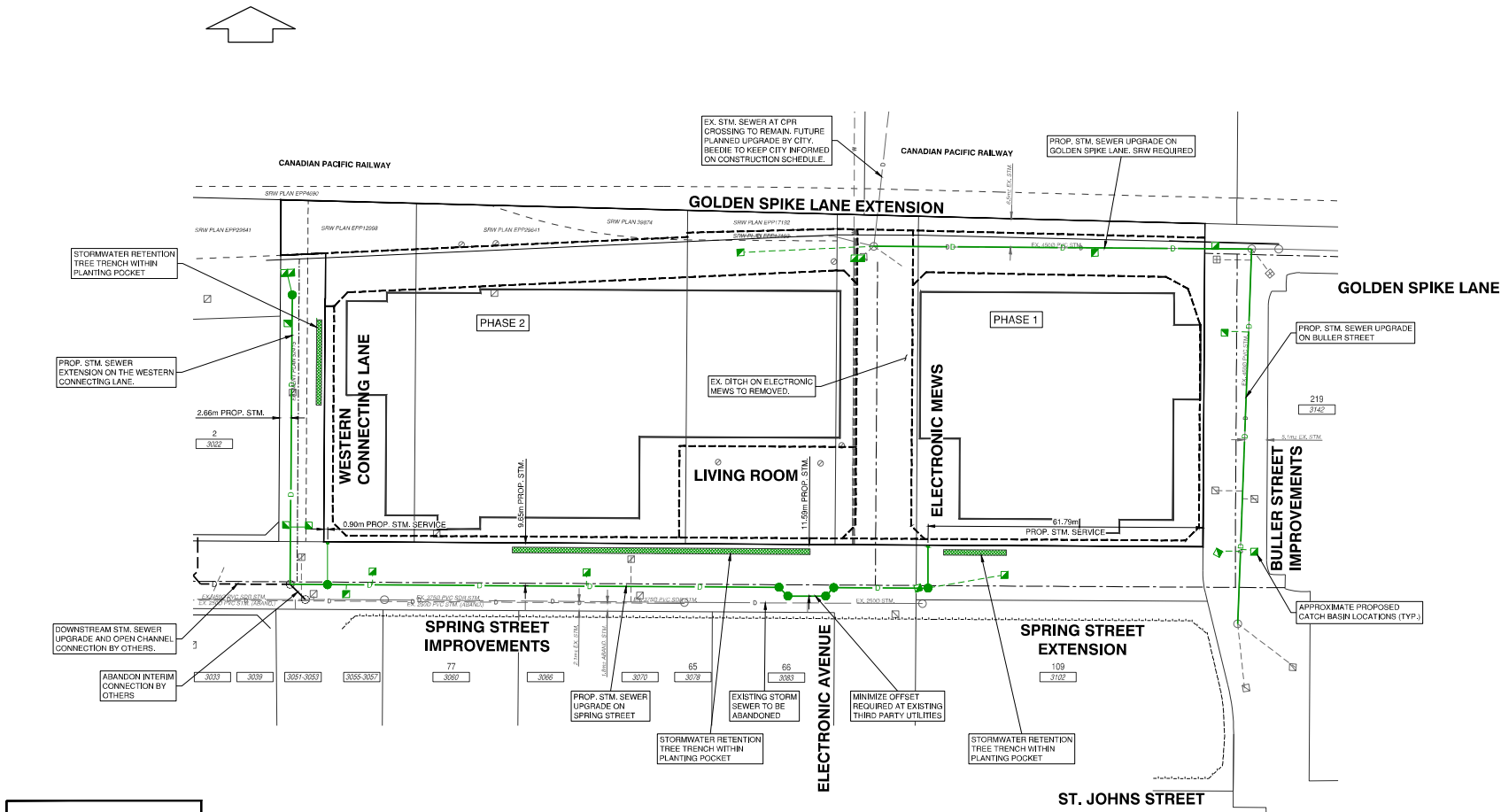
R.F. BINNIE & ASSOCIATES LTD.
300 - 4940 Canada Way,
Burnaby, BC V5G 4K6
TEL 604 420 1721
BINNIE.com

CLIENT	BEEIDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET CONCEPTUAL KEY PLAN
SURVEYED BY	BUTLER
DRAWN BY	BVR
DESIGNED BY	JF
CHECKED BY	DC
SCALES	1:500
DATE	2023-04-28
DRAWING No.	23-0168 - KP
SHEET 1	OF 1
REV.	5
DESTROY ALL PRINTS BEARING PREVIOUS No.	

ECBC PERMIT No. 1001128

Figure 3: Storm

BENCHMARK:
MONUMENT 8043173 LOCATED AT INTERSECTION
OF ST. JOHNS STREET AND HUGH STREET
ELEV. = 18.989m (CV28GVRD2916)



LEGEND

- - - PROP. STM. SEWER
- - - EX. STM. SEWER
- PROP. CATCH BASIN

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No.	DATE	REVISION	BY
B	2024-11-06	FUNCTIONAL PLANS	HJ
A	2024-10-07	FUNCTIONAL PLANS	KF

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Burnaby, BC V5G 4K6
TEL 604 420 1721
BINNIE.com

CLIENT
BEEDIE LIVING
SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3

DRAWING DESCRIPTION
3080 SPRING STREET
FUNCTIONAL KEY PLAN
STORM

SURVEYED BY BUTLER
DRAWN BY KF
DESIGNED BY JF
CHECKED BY DC

SCALES
0 1:500 20m

DATE 2023-04-28

DRAWING No.
23-0168-FKP2

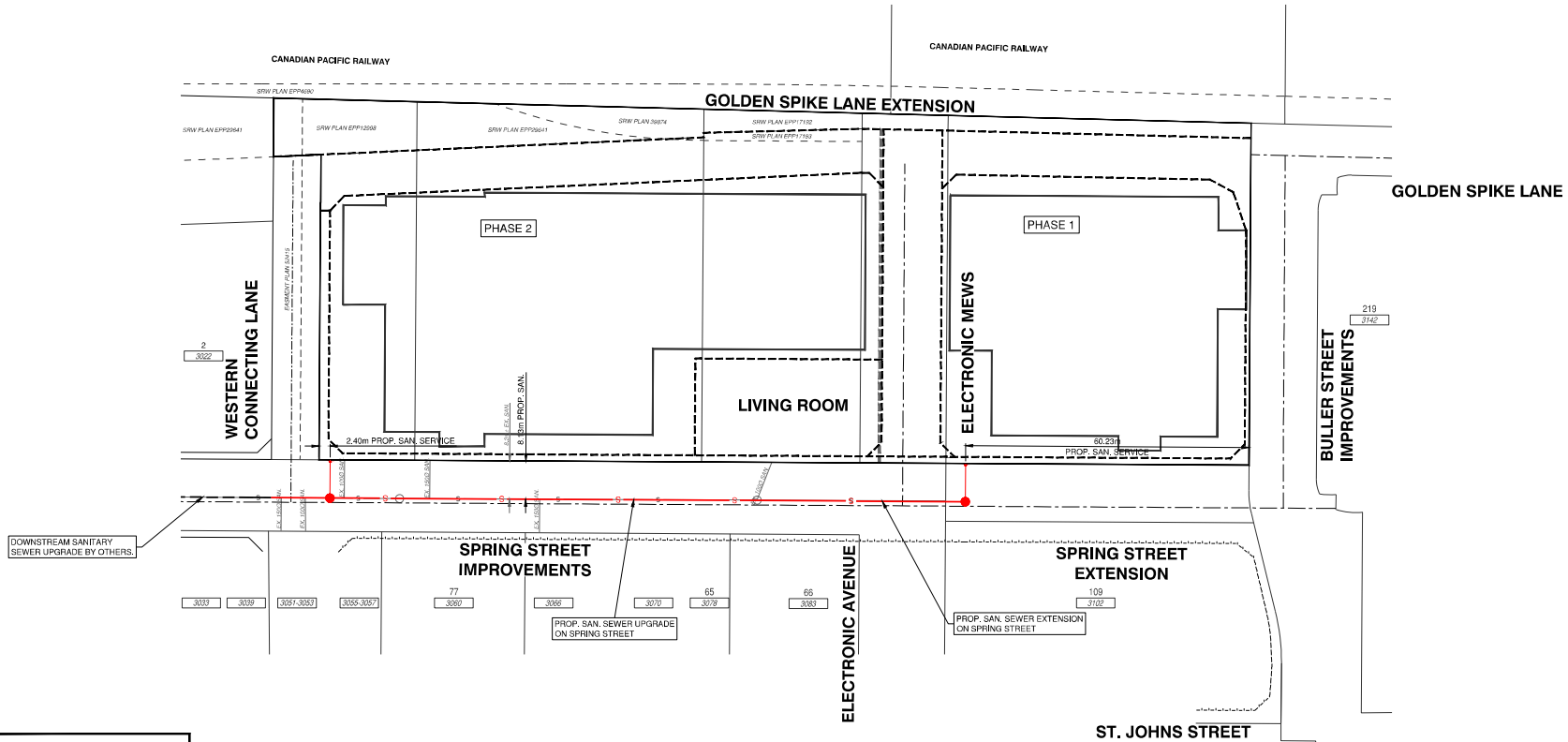
SHEET 2 OF 4 **REV.** B

DESTROY ALL PRINTS BEARING PREVIOUS No.

ECBC PERMIT No. 1001128

Figure 4: Sanitary

BENCHMARK:
MONUMENT 8043173 LOCATED AT INTERSECTION
OF ST. JOHNS STREET AND HUGH STREET
ELEV. = 18.989m (CY28GVRD2516)



LEGEND	
	PROP. SAN. SEWER
	EX. SAN. SEWER

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No.	DATE	REVISION	BY
B	2024-11-06	FUNCTIONAL PLANS	HJ
A	2024-10-07	FUNCTIONAL PLANS	KF

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CLIENT	BEEDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET FUNCTIONAL KEY PLAN SANITARY

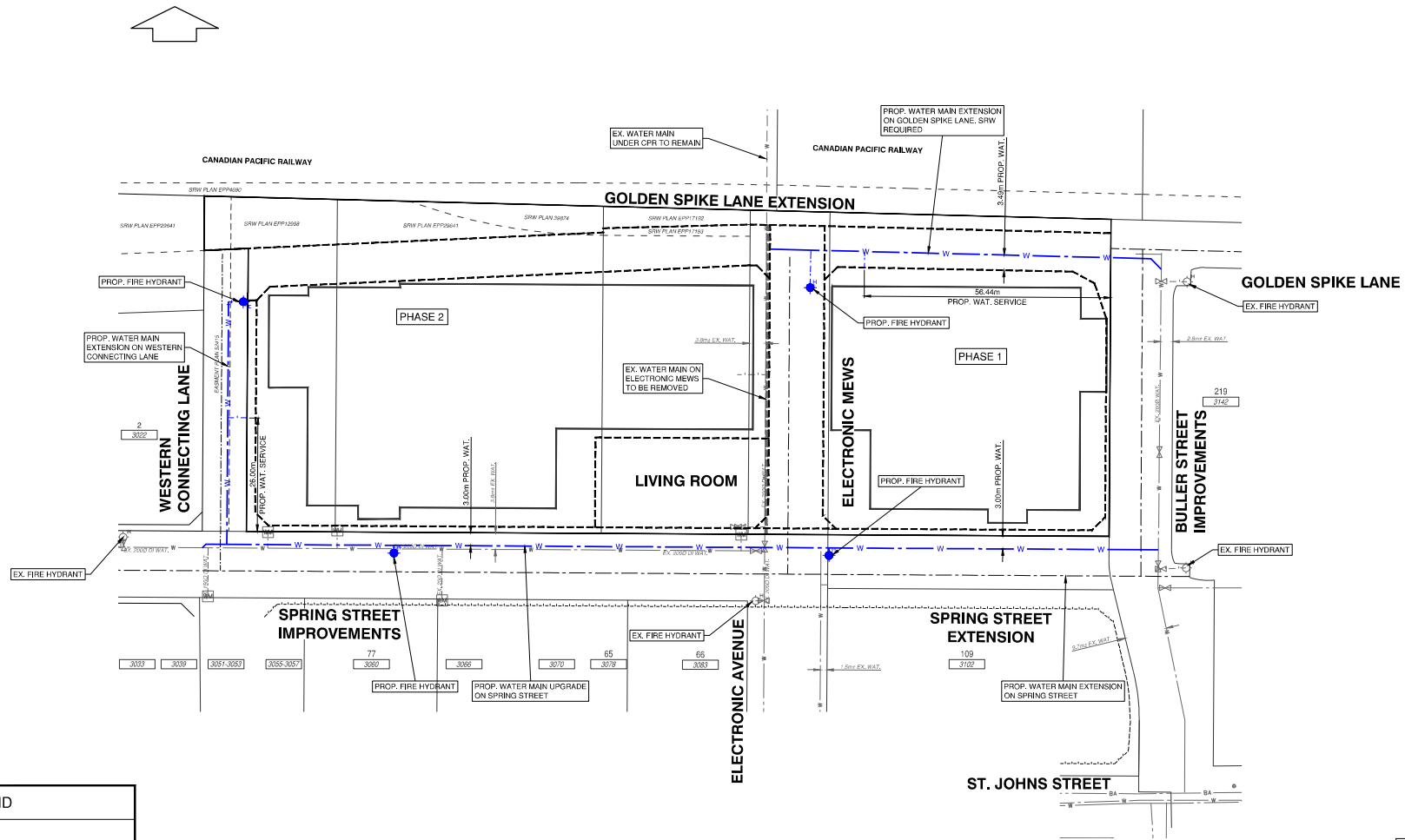
SURVEYED BY	BUTLER
DRAWN BY	KF
DESIGNED BY	JF
CHECKED BY	DC
SCALES	
0 1:500 20m	

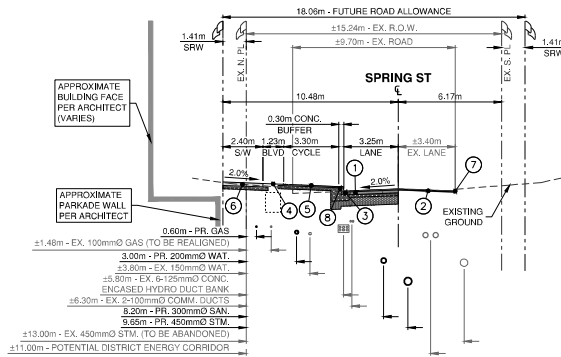
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DRAWING No.	23-0168-FKP3
SHEET	3 OF 4
REV.	B
<small>DESTROY ALL PRINTS BEARING PREVIOUS No.</small>	

ECBC PERMIT No. 1001128

Figure 5: Water

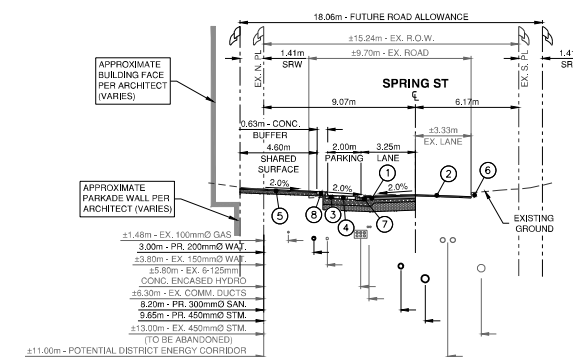
BENCHMARK:
MONUMENT 8043173 LOCATED AT INTERSECTION
OF ST. JOHNS STREET AND HUGH STREET
ELEV. = 18.989m (CY28GVRD2916)





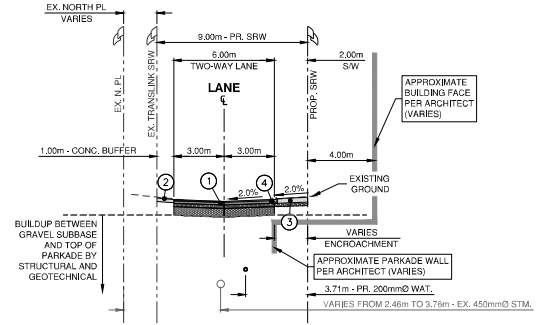
SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - FULL DEPTH ASPHALT REPLACEMENT
 - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
 - MMCD BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
 - PROP. BOULEVARD. REFER TO LANDSCAPE DESIGN DRAWINGS FOR BOULEVARD TREATMENT DETAILS. SOIL CELLS OR EQUIVALENT TO CAPTURE STORMWATER FROM CATCH BASINS AND PROVIDE SOIL VOLUMES (DETAILS TBC).
 - PROP. ASPHALT CYCLE TRACK
 - 50mm HOT MIX ASPHALT - 1LIFT (50mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED BASE GRAVELS ON ENGINEER APPROVED SUBGRADE
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
 - EXISTING CURB ON SOUTH SIDE OF SPRING STREET TO BE RETAINED.
 - PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



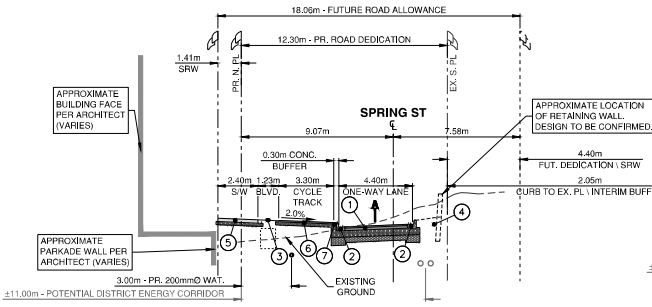
SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2 WITH STREET PARKING

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - FULL DEPTH ASPHALT REPLACEMENT
 - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
 - PROP. REVERSE BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
 - PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
 - PROP. CONCRETE SHARED SURFACE AS PER MMCD STD DWG C1 (2.7m CYCLE TRACK AND 1.9m SIDEWALK)
 - EXISTING CURB ON SOUTH SIDE OF SPRING STREET TO BE RETAINED.
 - PROP. CONCRETE DRAINAGE GUTTER
 - PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



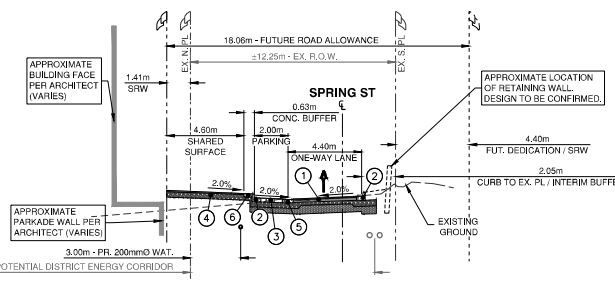
GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 1

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 200mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - PROP. 1.0m WIDE CONCRETE BUFFER AS PER MMCD STD DWG C1.
 - PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
 - PROP. ROLL-OVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.



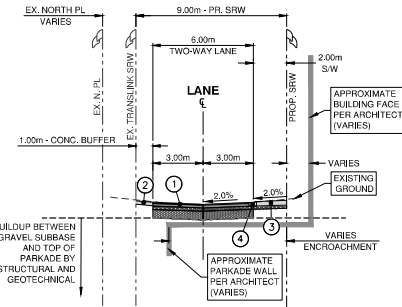
SPRING STREET EXTENSION TYPICAL SECTION - PHASE 1

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBGRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - MMCD BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
 - PROP. BOULEVARD. REFER TO LANDSCAPE DESIGN DRAWINGS FOR BOULEVARD TREATMENT DETAILS. SOIL CELLS OR EQUIVALENT TO CAPTURE STORMWATER FROM CATCH BASINS AND PROVIDE SOIL VOLUMES (DETAILS TBC).
 - GRADING ON SOUTH SPRING STREET INTERIM BUFFER TO BE REVIEWED BY GEOTECHNICAL ENGINEER
 - PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
 - PROP. ASPHALT CYCLE TRACK
 - 50mm HOT MIX ASPHALT - 1 LIFT (50mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED BASE GRAVELS ON ENGINEER APPROVED SUBGRADE
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



SPRING STREET EXTENSION TYPICAL SECTION - PHASE 1 WITH STREET PARKING

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
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 - PROP. REVERSE BARRIER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
 - PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
 - PROP. CONCRETE SHARED SURFACE AS PER MMCD STD DWG C1 (2.7m CYCLE TRACK AND 1.9m SIDEWALK)
 - PROP. CONCRETE DRAINAGE GUTTER
 - PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 2

- N.T.S.
- FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE
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 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT
 - GEOTECHNICAL ENGINEER TO CONFIRM PAVEMENT STRUCTURE DESIGN
 - PROP. 1.0m WIDE CONCRETE BUFFER AS PER MMCD STD DWG C1.
 - PROP. CONCRETE SIDEWALK AS PER MMCD STD DWG C1.
 - PROP. ROLL-OVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.

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No.	DATE	REVISION	BY
3	2024-10-07	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HJ
2	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICING PLAN	JK
1	2024-03-08	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK

The people behind your infrastructure.

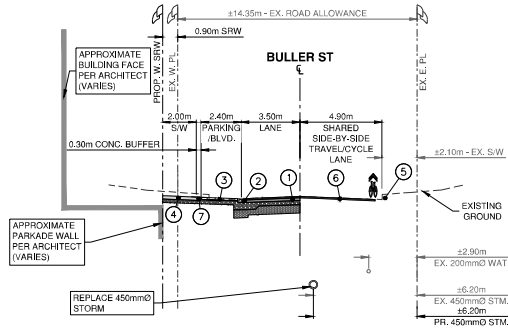
R.F. BINNIE & ASSOCIATES LTD.
 300 - 4940 Canada Way,
 Burnaby, BC V5G 4K6
 TEL 604 420 1721
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CLIENT	BEEIDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET TYPICAL SECTIONS
SURVEYED BY	BUTLER
DRAWN BY	GM
DESIGNED BY	JF
CHECKED BY	DC
SCALES	NOT TO SCALE

DATE	2023-04-28
DRAWING No.	23-0168 - TS1
SHEET	6 OF X
REV.	
DESTROY ALL PRINTS BEARING PREVIOUS No.	

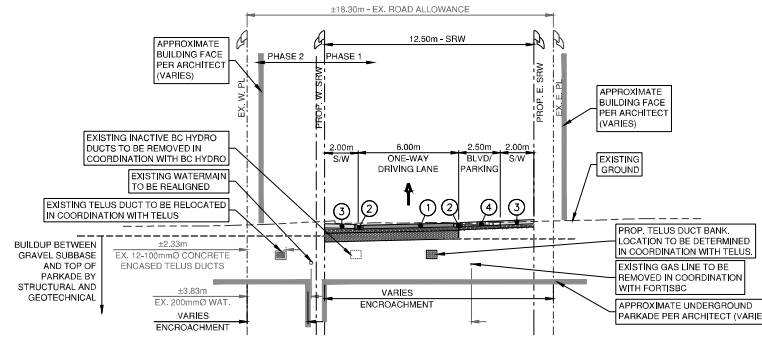
PRELIMINARY

ECBC PERMIT No. 1001128



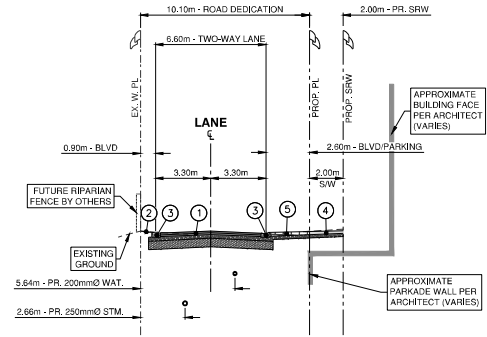
BULLER STREET IMPROVEMENTS TYPICAL SECTION

- 1 FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 150mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 300mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 PROP. CONCRETE DRAINAGE GUTTER
- 3 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
- 4 PROP. CONCRETE SIDEWALK AS PER MMCD STD C1
- 5 EXISTING CURB ON EAST SIDE OF BULLER STREET TO BE RETAINED.
- 6 FULL DEPTH ASPHALT REPLACEMENT
 - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
- 7 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



ELECTRONIC MEWS TYPICAL SECTION

- 1 FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 200mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 MMCD ROLLOVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 3 PROP. CONCRETE SIDEWALK AS PER MMCD STD C1.
- 4 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.



WESTERN CONNECTING LANE TYPICAL SECTION

- 1 FULL PAVEMENT STRUCTURE
 - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD UC#1)
 - MIN. 100mm - 19mm MINUS CRUSHED GRANULAR BASE
 - MIN. 200mm - 75mm MINUS GRANULAR SUBBASE ON ENGINEER APPROVED SUBRADE
 - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
- 2 PROP. BOULEVARD, REFER TO LANDSCAPE DESIGN DRAWINGS BY OTHERS FOR BOULEVARD TREATMENT DETAILS. (TYP.)
- 3 MMCD ROLLOVER TYPE CONCRETE CURB AND GUTTER AS PER MMCD STD DWG C4.
- 4 PROP. CONCRETE SIDEWALK AS PER MMCD STD C1.
- 5 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.

PROJECT: 2024-03-08 3080 SPRING STREET TYPICAL SECTIONS - FINAL, REVISED LAYOUT: 2024-04-28
 DRAWN BY: JF
 CHECKED BY: DC
 DESIGNED BY: JF
 DATE: 2024-03-08
 NO. 3

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No.	DATE	REVISION	BY
3	2024-10-07	CONCEPTUAL ROADWORKS AND SERVICING PLAN	HJ
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1	2024-03-08	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK



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CLIENT	BEDDIE LIVING SUITE 1730-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET TYPICAL SECTIONS
SCALES	NOT TO SCALE

SURVEYED BY	BUTLER
DRAWN BY	GM
DESIGNED BY	JF
CHECKED BY	DC

DATE	2023-04-28
DRAWING No.	23-0168 - TS2
SHEET 7 OF X	REV. 3
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PRELIMINARY

ECBC PERMIT No. 1001128

SCHEDULE B
THE “LIVING ROOM”

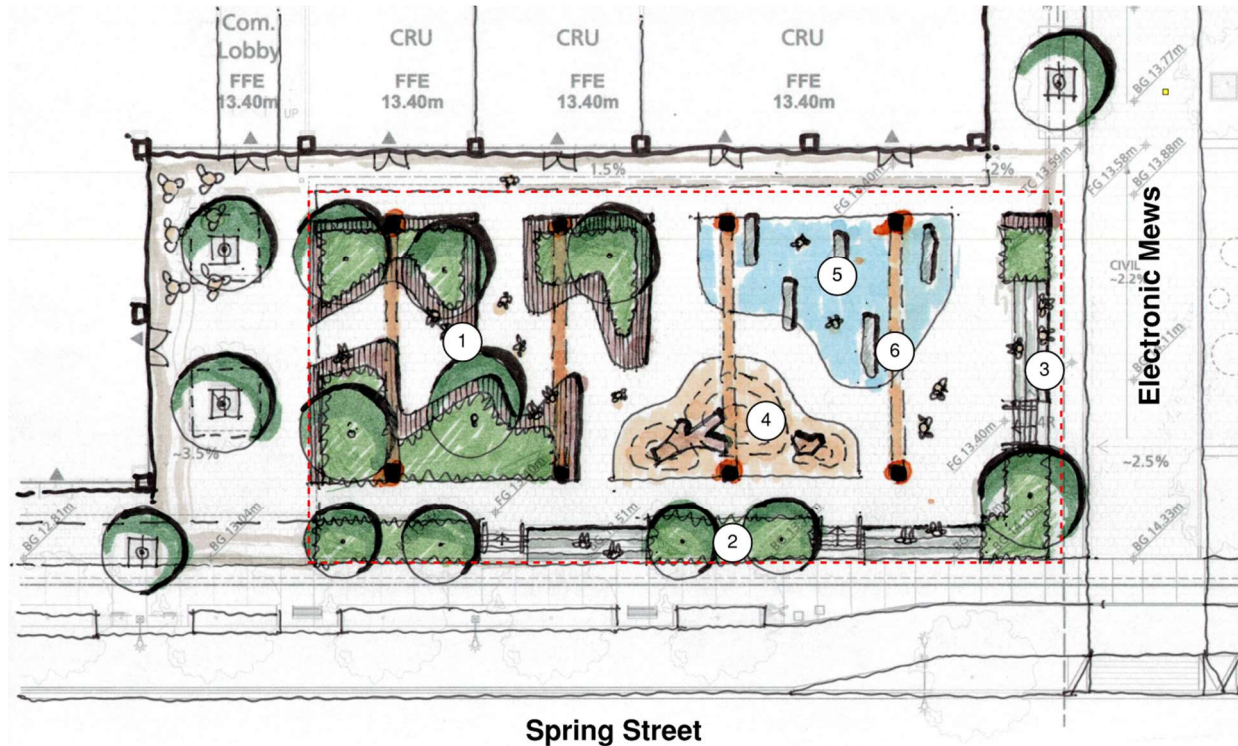


Figure 1: Illustrative Plan of the “Living Room”

Per Figure 1, key features to be included within the Living Room as part of Phase 2 of the Project are:

- 1) Feature Seating Area
- 2) Soft and Hardscape Features along Spring Street and Electronic Mews
- 3) Stairs and Seating Features
- 4) Play Areas
- 5) Flush Water Feature
- 6) Plaza Arches

Disclaimer: Descriptions of these features represent Beedie Living’s intention, which is subject to coordination with the City through the development permit approval process.



Figure 2: Schematic rendering of the “Living Room” looking east from Electronic Mews.

SCHEDULE C
TRANSPORATION DEMAND MANAGEMENT (TDM) MEASURES



MEMO

DATE: November 14, 2024
PROJECT NO: 04-23-0069
PROJECT: **Beedie Moody Centre**
SUBJECT: **Transportation Demand Management Measures**

TO: Nathaniel Stuart
Beedie Living

PREPARED BY: Nicolas Moss, P.Eng.

1. INTRODUCTION

Beedie Living is proposing a two-phase high-density mixed-use project in the Moody Centre area. As part of the project approvals, the City of Port Moody is requiring a number of Transportation Demand Management (TDM) measures. This memo outlines the project's proposed TDM measures, based on discussion between Beedie, the City of Port Moody, and Bunt. The detail in this memo will also be included within the project site-specific TIA update to follow.

2. TDM DEFINITION

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time"¹. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

¹ <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

3. TDM MEASURES

Car Share Vehicles, Spaces, and Memberships

Modo is aware of the project and of the new Moody Centre TOD neighbourhood and is currently conducting a business case analysis to determine the number of vehicles they feel is plausible to locate on-site at the Beedie site. Modo understands the likelihood of many other new developments in the area also having an interest in on-site Modo car share vehicles.

A target of ten (10) car share vehicles is proposed for the Beedie site, understanding that Modo may not support an initial provision that high. An additional ten (10) spaces will be secured for future expansion in car share usage as the business case grows, for a potential ultimate supply of 20 spaces.

In a typical arrangement with Modo, the developer will pay the full cost of the initial 10 car share vehicles, will provide preferential parking placement in the highest level of the parkade, and will ensure the vehicles are publicly accessible 24/7. In return, Modo will be the car share operating company, and will provide the developer with Modo Plus memberships equal to the value of the purchased vehicle (typically 60-70 memberships per vehicle). Modo Plus memberships, valued at \$500 each and providing lower hourly booking fees, are lifetime memberships and thus would be retained by the project for redistribution if owners benefiting from a membership sell their unit.

EV Parking

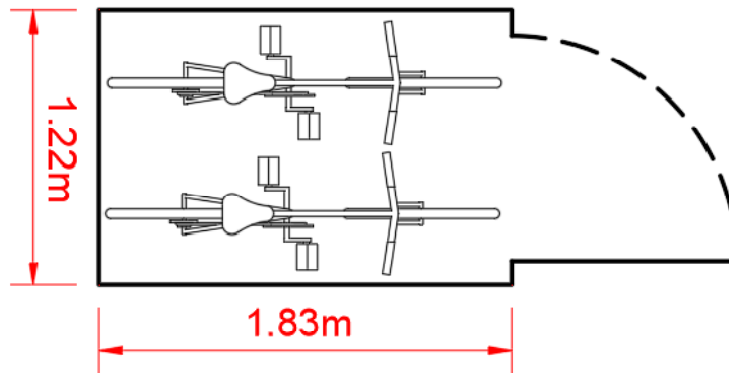
Rough-ins for EV parking infrastructure will be provided for all residential parking spaces, and all car share stalls (including the secured future car share stalls) to support Modo's EV shift goals.

Long-Term Bike Parking

Long-term bicycle parking will be provided beyond the Zoning Bylaw requirement of 1.5 stalls per unit. The project plans to supply bicycle parking entirely in the form of bicycle lockers which accommodate two bicycles each (4' x 6' / 1.22m x 1.83m). One double locker will be provided per unit. **Figure 1** shows a mock-up of the proposed double locker. This provides a more secure way of storing bicycles for residents, and meets the City of Port Moody Bylaw, which indicates minimum dimensions of 0.6m x 1.8m per long-term bicycle stall.

It is noted that the City of Burnaby specifically requires residential bicycle parking to be provided in lockers, and provides required minimum dimensions for a double locker in their Zoning Bylaw. Burnaby's double lockers are required to be 1.15m x 1.8m, slightly smaller than the proposed lockers which would meet Port Moody's bylaw dimensions.

The double locker can also be used to store larger bikes (e.g. cargo bike, electric bike, tricycle, etc) rather than two bikes. The double locker's diagonal is ~2.2m, providing extra length for these non-standard cycles compared to the same number of single lockers.

Figure 1: Double Bike Locker***Bicycle Repair, Wash, and Bed-of-Trip Facilities***

Bicycle wash and repair stations will be provided within the P1 level, accessible to residents in both phases. Phase 1 will include one bicycle wash and repair station, while two additional stations will be included within Phase 2. The working space will be large enough for a working table, storage of applicable tools (a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches), and two people simultaneously working on their bikes on standalone racks.

End-of-trip (EoT) facilities for non-residential uses will be provided in Level P1 within Phase 2. The EoT facilities will include clothing lockers, sinks, a changing room, a shower, and a bicycle repair space.

Access to Long-Term Bicycle Parking

Access to the long-term bicycle parking will be via double side entry elevators sized to fit two standard bicycles or one cargo bike. The elevators are also intended to act as commercial parking shuttle elevators, which provide access to the commercial lobbies on Level 1.

All corridors providing access to the long-term bicycle parking should be wide enough to allow for two bicycles to pass in opposite directions. Generally, 1.2m corridors will allow for this manoeuvring. Additional width should be provided at corners to allow for navigation of oversized bikes in some locations, with the intent for oversized bikes to be best accommodated in rooms accessed directly from the parkade drive aisles without needing to manoeuvre through corridors.

Transit Passes

Beebie will provide a \$175,000 contribution toward subsidizing monthly transit passes. This may be in partnership with TransLink's *Compass for Developers* program, with the goal of ensuring the value of this monetary contribution is best used. The funds will support existing transit users and also encourage mode shift away from private vehicle use.

4. IMPACT OF CAR SHARE VEHICLES

The Metro Vancouver Car Share Study provides some information about the reduction of auto ownership based on car share usage. **Table 1** below shows the vehicle holdings per household prior and after residents joined a car share program.

Table 1: Vehicle Holdings Prior to and After Joining Car Share

MEMBERSHIP	VEHICLES PER HOUSEHOLD		PERCENT CHANGE
Modo Only	0.70	0.51	-27%
Car2go Only	1.06	1.01	-5%
Modo + Car2go	0.59	0.38	-36%

Source: Metro Vancouver Car Share Study

According to the Car Share study the number of vehicles per household decreased between 5 and 36% when the residents joined a car share program.² The study also shows that the top home-based amenity that survey respondents indicated would have them shift modes is the availability of car share vehicles. This study reinforces the premise that supplying car share vehicles for the development will work to reduce the parking demand on the site.

The reduction of vehicle ownership based on the number of car share vehicles provided can be calculated using additional information from the Metro Vancouver study. Past research has shown that the car share vehicle to member ratio is approximately 1 to 50.³ For the 10 car sharing vehicles that the development will supply, the membership that can utilize those vehicles would be expected to be approximately 500 people. The study found that each car share vehicle removes between 5-11 private personal vehicles from use, or 50-110 vehicles based on the 10-car fleet proposed at Beedie’s project alone, without other TDM measures.

This estimated reduction in vehicle ownership due to the car sharing program is highly variable and likely to differ. Nevertheless, it illustrates that the car sharing vehicles provided are likely to have a measurable impact on the vehicle ownership rates and parking demand for the development. The presence of a variety of car share vehicles will also attract owners intending to live a car-free lifestyle or rent to car-free tenants, supporting the development’s intent to reduce vehicle use.

² Metro Vancouver Car Share Study – Page 30 - https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf

³ Metro Vancouver Car Share Study – Page 15 - https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf

5. TDM AND CITY OF PORT MOODY’S TRANSPORTATION PLAN

As noted in the City of Port Moody’s Master Transportation Plan (2017), currently, 20% of all trips made by Port Moody residents for all purposes are made by walking, cycling, or transit. In the Transportation plan, the City outlined seeking to double the use of sustainable transportation by 2045, so that 40% of all trips made by Port Moody residents will be made by walking, cycling, or transit. The plan framework highlights a safe, walkable, bicycle friendly, and transit-oriented city. The Porty Moody Climate Action Plan (2020) outlined a more ambitious goal of reaching this mode split by 2030.

The proposed development primarily supports these objectives through its density, its proximity to rapid transit, by being part of a planned walkable community with amenities close by, and through its reduced residential parking provision, especially compared to other strata buildings. This can be seen in **Table 2**, which compares standard ITE trip generation rates for a high-rise building in a dense multi-use urban building close to rail transit with two alternatives: a mid-rise building in the same location, or a high-rise building in a suburban area without rail transit. The inclusion of Transportation Demand Management measures supports the Climate Action Plan objectives too, but the largest driver of sustainable mode choice is already achieved due to built form and location, and parking ratio. In fact, some municipalities in the Lower Mainland are recognizing this by reversing the paradigm and requiring the largest TDM contribution from developments that propose the *highest* parking ratios, as residents of these projects would need the most encouragement to use active modes.

Table 2: Trip Generation Comparison

EXAMPLE	PEAK HOUR VEHICLE TRIP RATES (PER UNIT)
High-rise, dense multi-use urban context, close to rail	~0.20
Mid-rise, dense multi-use urban context, close to rail	~0.25
High-rise, general urban/ suburban context, no rail	~0.30

Source: ITE Trip Generation Manual

Nonetheless, the provision of car share vehicles will reduce car ownership by providing an alternative option of car use when needed. The increased supply of bicycle parking will help to support cycling as a transportation mode. In addition, provision of a dedicated walking route to Moody Centre Station and throughout the Moody Centre neighbourhood promotes safety by separating pedestrians from vehicles, which can also help to encourage walking as a mode of travel. Finally, a financial contribution towards transit passes will provide an incentive towards transit use throughout the distribution of the transit fund.