

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

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Item 6.2

# Memorandum

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Date: December 3, 2024  
 Submitted by: Community Development Department – Development Planning Division  
 Subject: Second Reading On-Table Memo (Beedie Living)

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The staff report for the December 3, 2024, Special Council meeting on Beedie Living's application (Item 6.2) discusses the non-market rental housing that will be provided and also the ongoing discussions between Beedie and kwikwəłəm (Kwikwetlem) First Nation (KFN) to enter into a potential agreement allocating space in the phase one tower for First Nations housing. This memo follows up on the discussion of those items.

## Non-Market Rental Housing

Beedie has confirmed its commitment to meet the 6% non-market housing requirement set out in Port Moody's Inclusionary Zoning – Affordable Rental Units Policy by providing 4,805m<sup>2</sup> (51,720ft<sup>2</sup>) of residential GFA for non-market rental housing. The assumption to date has been that the majority of this non-market rental housing would be provided at the Second-stage Women's Transitional Housing facility for 2806 Spring Street (CD95 zone) and the remainder in phase 1 of the development on the main site (CD94 zone).

As discussed in the staff report, an operator for 2806 Spring Street has only recently been selected by BC Housing and that operator is just beginning work with BC Housing, Beedie and the project architects to finalize the facility programming and floor plans. To date, it has been assumed that this facility would accommodate 3,150m<sup>2</sup> (33,906ft<sup>2</sup>) of residential Gross Floor Area (GFA) in a six-story building. However, it is possible that as the plans are further developed, the facility may accommodate a larger share, and possibly all of the 4,805m<sup>2</sup> (51,720ft<sup>2</sup>) of residential GFA for non-market rental housing. If that is the case, then the amount of non-market rental housing on the main site would be reduced accordingly.

In recognition of this possibility and to provide flexibility between the two CD zones in where and how the 6% non-market rental housing obligation by Beedie is met, the following further amendments are recommended by staff:

1. That the maximum permitted residential GFA in the CD95 zone (2806 Spring Street) be increased from 3,150m<sup>2</sup> (33,906ft<sup>2</sup>) to 4,805m<sup>2</sup> (51,720ft<sup>2</sup>).
2. That the CD95 zone explicitly state that all of the residential GFA provided will be for non-market housing.
3. That the maximum permitted building height in the CD95 zone be increased from six storeys to nine storeys.
4. That the draft term sheet reflect that if the full 4,805m<sup>2</sup> (51,720ft<sup>2</sup>) of non-market rental housing is not delivered at 2806 Spring Street, then the remaining amount will be delivered as part of phase 1 on the main site.

An updated draft bylaw for the CD95 zone is provided as **Attachment 1** and an updated draft term sheet is provided as **Attachment 2**.

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Potential KFN Participation

As discussed in the staff report, Beedie is in the process of negotiating a formal Memorandum of Understanding (MOU) with KFN on the terms and conditions of delivery of potential First Nations housing on the main site. Based on the most recent input from Beedie, there has been no conclusion reached on the amount or type of housing that KFN may seek.

With this in mind, staff recommend that the draft term sheet has been amended accordingly to state that, “Beedie continues to explore opportunities with the kwikwə́łəm First Nation (KFN) to be involved with the potential provision of Non-Market Rental Housing in the Project.”

If KFN ultimately decides that it does not wish to be involved with non-market rental housing, Beedie will still be obligated to provide it on the main site (if there is a residual amount not delivered as part of 2806 Spring Street).

Prior to First Development Permit

While there is flexibility at this point in how the 6% non-market rental housing will be delivered and also if and how KFN may be involved in housing on the main site, Beedie is required in the draft term sheet to resolve these issues prior to the issuance of the first development permit for the main site. Staff anticipate that, should the amending bylaws for Beedie’s application be adopted by Council, this first development permit application will be received by Council in the first half of 2025.

**THAT Attachment 1, City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95), and Attachment 2, “Beedie Living Port Moody TOD Term Sheet (Draft)”, replace Attachment 4 and Attachment 6 respectively in the report dated December 3, 2024, from the Community Development Department – Development Planning Division regarding Second Reading – OCP and Rezoning (TOD) – 3060-3092 Spring Street, 80-85 Electronic Avenue, and 2806 Spring Street (Beedie Living);**

**AND THAT the third clause of the recommended resolution in the report dated December 3, 2024, from the Community Development Department – Development Planning Division regarding Second Reading – OCP and Rezoning (TOD) – 3060-3092 Spring Street, 80-85 Electronic Avenue, and 2806 Spring Street (Beedie Living) be replaced with “AND THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95) be read a second time as amended”.**

## Attachment(s)

1. Draft Zoning Amendment Bylaw, No. 3474 (2806 Spring Street (CD95).
2. Draft Term Sheet – 3060-3092 Spring Street and 80-85 Electronic Avenue.

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## Report Approval Details

Document Title:	Second Reading On-Table Memo (Beedie Living).docx
Attachments:	- Attachment 1 - Draft Zoning Amendment Bylaw, No. 3474 (2806 Spring Street) (CD95).pdf - Attachment 2 - Draft Term Sheet - 3060-3092 Spring Street and 80-85 Electronic Avenue.pdf
Final Approval Date:	Dec 2, 2024

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

Wesley Woo, Manager of Development Planning - Dec 2, 2024

Kate Zanon, General Manager of Community Development - Dec 2, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Dec 2, 2024

Anna Mathewson, City Manager - Dec 2, 2024

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## City of Port Moody

### Bylaw No. 3474

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to facilitate the rezoning of a Lot in the Moody Centre Transit-Oriented Development Area from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95) to allow for a nine-storey Multi-Residential Building.

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

#### 1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (2806 Spring Street) (CD95)”.

#### 2. Amendments

- 2.1 City of Port Moody Zoning Bylaw, 2018, No. 2937 is amended by rezoning the following land from Light Industrial (M1) to Comprehensive Development Zone 95 (CD95):

PID	Legal Description
004-369-670	LOT 13 BLOCK 13 DISTRICT LOT 201 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 72

as shown on the location map in Schedule A attached to and forming part of this Bylaw.

- 2.2 Bylaw No. 2937 is further amended by adding the following section CD95 to Schedule D:

“CD95. Comprehensive Development Zone 95 (CD95)

**CD95.1 Intent**

The intent of this zone is to facilitate the development of up to a nine-storey Multi-Residential Building in the Moody Centre Transit Oriented Development area.

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## CD95.2 Uses

The following uses are permitted in the CD95 zone:

Principal Uses:

- 1) Common Amenity Space
- 2) Community Care
- 3) Multi-Residential limited to Non-Market Housing

## CD95.3 Density

CD95.3.1 The densities permitted in the CD95 zone are as follows:

Uses	Minimum Floor Area (m <sup>2</sup> )	Maximum Floor Area (m <sup>2</sup> )
Multi-Residential	N/A	4,805
Common Amenity Space	145	N/A

CD95.3.2 For the purposes of Floor Area calculation, corridors, elevator shafts, foyers, hallways, landings, Mezzanines, staircases and stairwells used to directly access Common Amenity Space shall be excluded from the calculation.

## CD95.4 Building Siting and Height

CD95.4.1 The siting of the Building shall be in conformity with Schedule B.

CD95.4.2 The height of the Building shall not exceed nine Storeys.

## CD95.5 Rooftop Common Amenity Structures

CD95.5.1 Common Amenity Structures on the rooftop of the Building shall not count as a Storey.

CD95.5.2 Common Amenity Structures (including both enclosed and unenclosed) on the rooftop of the Building shall be limited to a combined total of no more than 40% of the Floor Area of the Storey below.

CD95.5.3 Common Amenity Structures on the rooftop of the Building shall be limited to a maximum of 4.3m in height.

## CD95.6 Parking, Loading, and Bicycle Parking

The provision of parking, loading and bicycle parking for Buildings in the CD95 zone shall comply with the applicable regulations in section 6 of the Zoning Bylaw except where amended by the following regulations:

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### CD95.6.1 Vehicle Parking

Type of Use	Vehicle Parking Required
All uses combined	Four Parking Spaces

### CD96.6.2 Off-Street Bicycle Parking

Type of Use	Bicycle Parking Required
Multi-Residential	0.7 long term parking spaces per bedroom

## 3. Schedules

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

- Schedule A – Location Map
- Schedule B – Building Siting

## 4. Severability

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

**Read a first time** this 23<sup>rd</sup> day of July, 2024.

**Read a second time** this \_\_\_ day of \_\_\_, 2024.

**Public Hearing held** this \_\_\_ day of \_\_\_, 2024.

**Read a third time** this \_\_\_ day of \_\_\_, 2024.

**Adopted** this \_\_\_ day of \_\_\_, 2024.

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M. Lahti  
Mayor

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S. Lam  
City Clerk

I hereby certify that the above is a true copy of Bylaw No. 3474 of the City of Port Moody.

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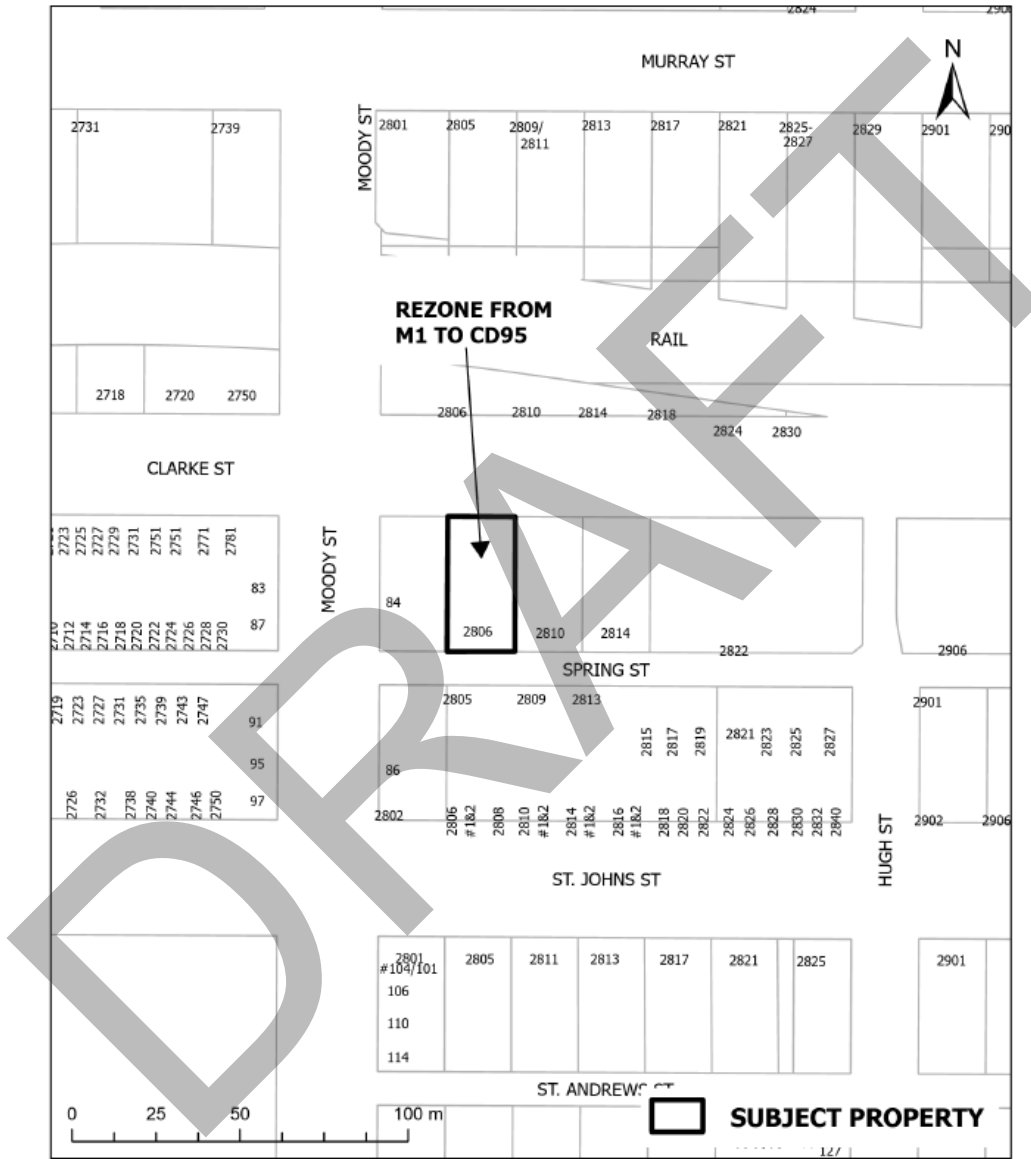
S. Lam  
City Clerk

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## Schedule A – Location Map

This is a certified true copy of the map referred to in section 2 of the City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 99, 2024, No. 3474 (Spring Street) (CD95).

\_\_\_\_\_  
Corporate Officer

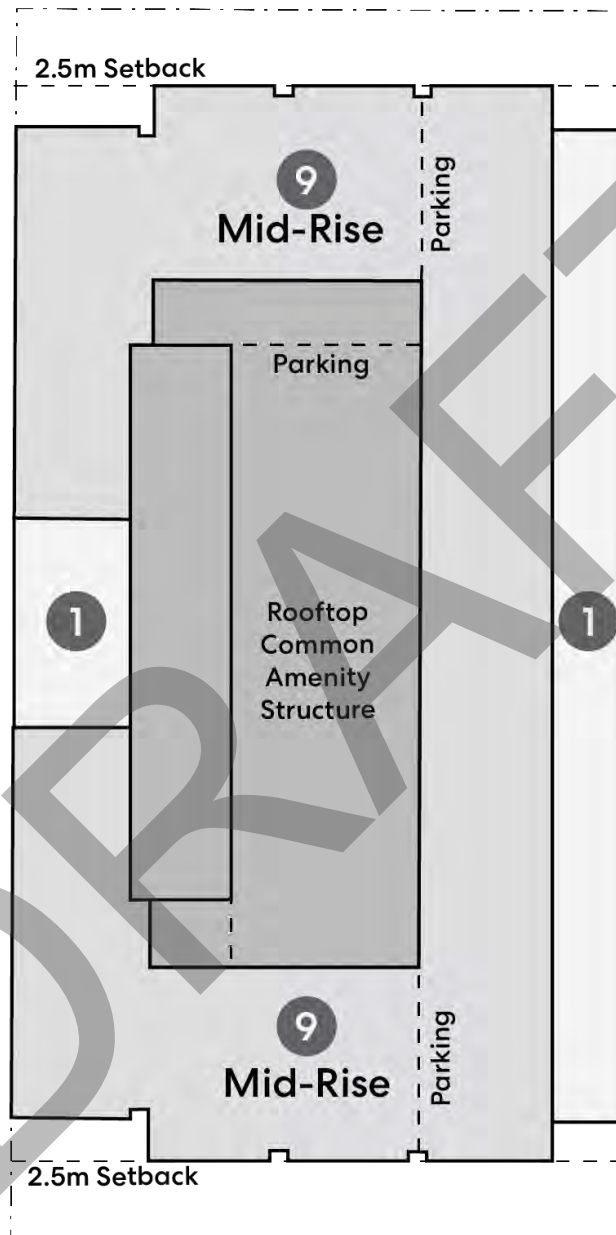


File: M:\Mapping Requests - Internal\ - LOCATION MAPS -\Spring Street\2806 Spring Street\2806Spring Street\_BYLAW-V2.pdf Last Modified: 7/9/2024

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## Schedule B – Building Siting

# Number of Storeys





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## Beedie Living Port Moody TOD Term Sheet (Draft)

City of Port Moody and Beedie Living

December 2, 2024

### 1. Definitions

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

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

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

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

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

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

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

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

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

### 2. Interpretation

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

### 3. Obligations

#### 1) Community Amenity Contributions (CACs)

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

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

## 2) Development Levies

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

## 3) Density Bonus

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

## 4) Electronic Mews

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

## 4. Offsites and Servicing Improvements

### 1) Spring Street Extension

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

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## 2) Spring Street Improvements

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

## 3) Golden Spike Lane Extension

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

**Considered at the December 3, 2024, Special Council meeting****7) Storm Water Management Improvements**

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

**8) Sanitary Waste Management Improvements**

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

**9) Water Management Improvements**

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

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

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

**5. Plaza (Living Room)**

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

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## 6. Rental Housing

- 1) a) Beedie Living has committed to meet the 6% obligation for Port Moody's Inclusionary Zoning – Affordable Rental Units Policy by providing 4,805m<sup>2</sup> (51,720 ft<sup>2</sup>) of residential GFA as follows:
  - i) up to 4,805m<sup>2</sup> (51,720 ft<sup>2</sup>) of residential GFA within the Non-Market Rental Development, allocated as Non-Market Rental Housing in partnership with BC Housing and to be completed prior to the issuance of an occupancy permit for the residential portion of phase 1 of the Project; and
  - ii) if any portion of the 4,805m<sup>2</sup> (51,720 ft<sup>2</sup>) of residential GFA is not accommodated within the Non-Market Rental Development, it will be accommodated within the Project and will be allocated as Non-Market Rental Housing in partnership with a non-profit housing provider and will be completed prior to the issuance of an occupancy permit for the residential portion of Phase 1 of the Project.
- b) Beedie continues to explore opportunities with the kwikwə'əłəm First Nation (KFN) to be involved with the potential provision of Non-Market Rental Housing in the Project.
- c) Non-Market Rental Housing will be for the life of the Non-Market Rental Development and the Project and will be secured through housing agreement bylaws. Adoption of the housing agreement bylaws by Council will be required prior to the issuance of the first development permit for the Project.
- d) Beedie Living will grant a SROW to the City securing access to the City's lands to the north via the parkade of the Non-Market Rental Housing project, on such terms and conditions as are reasonably acceptable to the City and Beedie Living.

## 7. Public Art

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

## 8. Transportation Demand Management (TDM)

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

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## 9. Detailed Design Guidelines

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

## 10. Step Code and Neighbourhood Energy Utility

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

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**SCHEDULE A**

**KEY PLAN**

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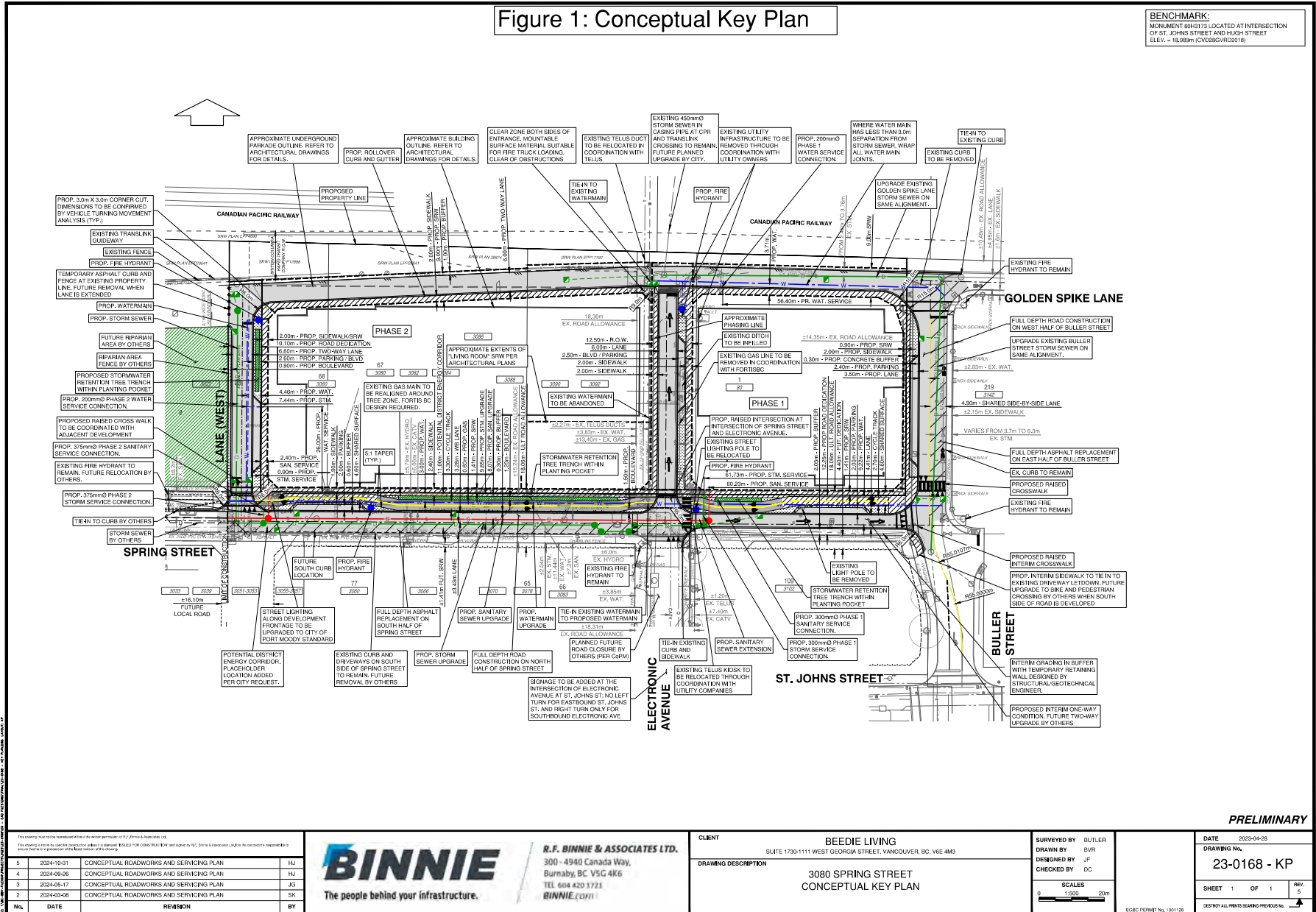
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### Figure 1: Conceptual Key Plan

**BENCHMARK:**  
MONUMENT 86813173 LOCATED AT INTERSECTION OF ST. JOHNS STREET AND HUGH STREET  
ELEV. = 16.999m (CVD29GVR02018)



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

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**R.F. BINNIE & ASSOCIATES LTD.**  
300 - 4940 Canada Way,  
Burnaby, BC V5G 4K6  
TEL 604 420 1723  
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**  
0 1:500 20m

**DATE** 2024-04-28

**DRAWING NO.** 23-0168 - KP

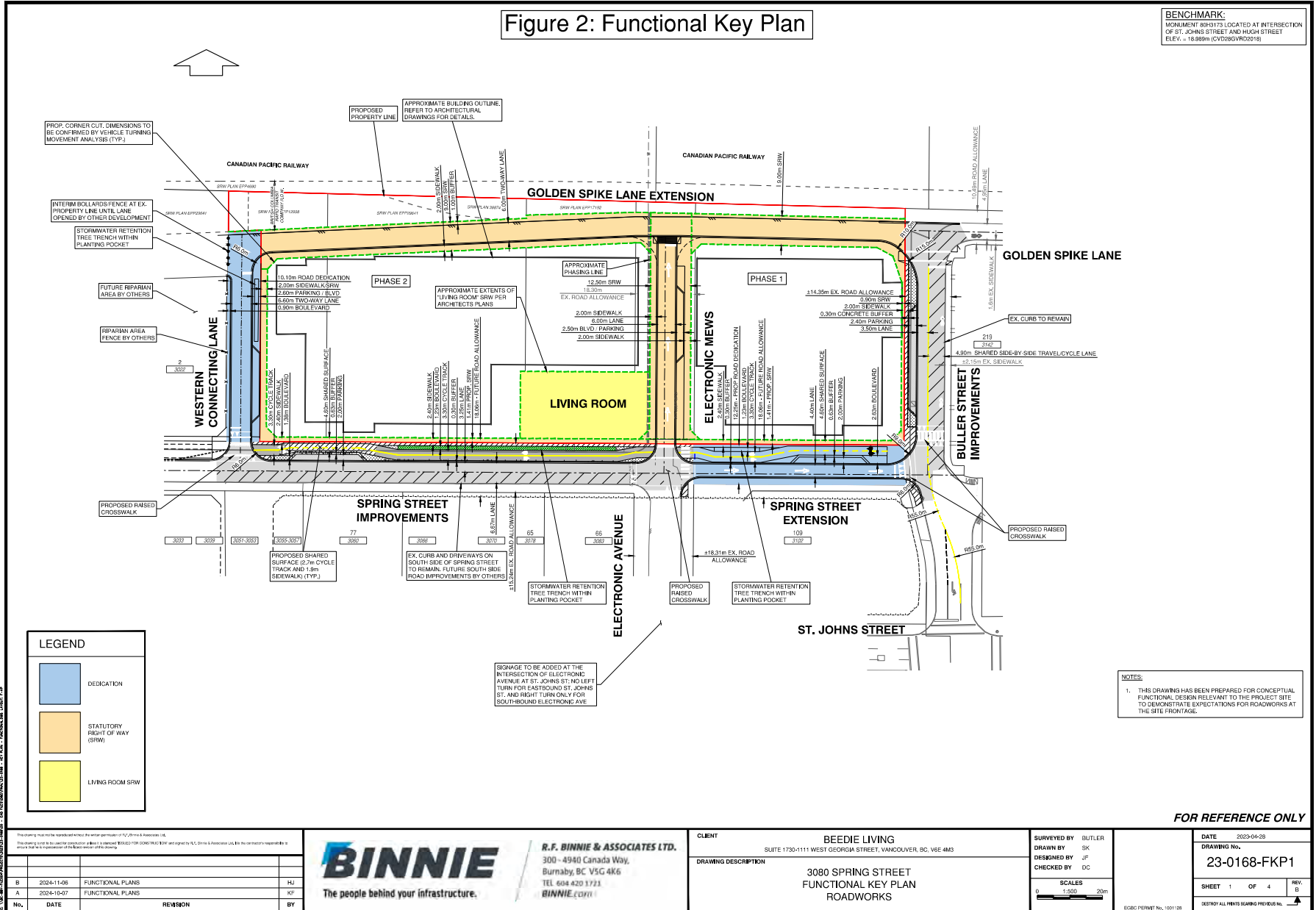
**SHEET** 1 OF 1 **REV.** 5

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DESIGN ALL RIGHTS RESERVED PERM# No. 100128



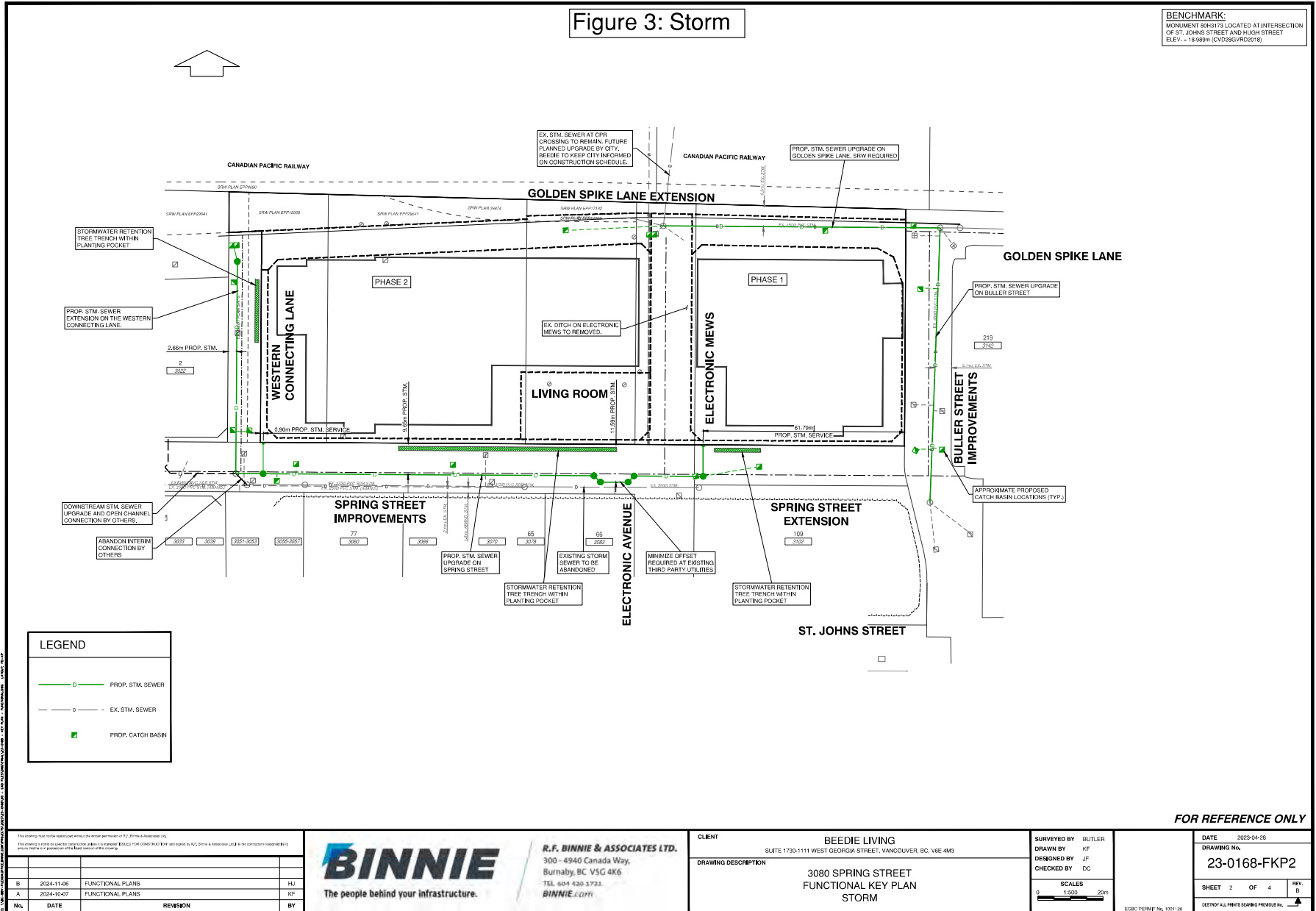
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Figure 2: Functional Key Plan



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Figure 3: Storm



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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 1700-1111 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. 0

DESIGN ALL RIGHTS RESERVED PERIODS NO.

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

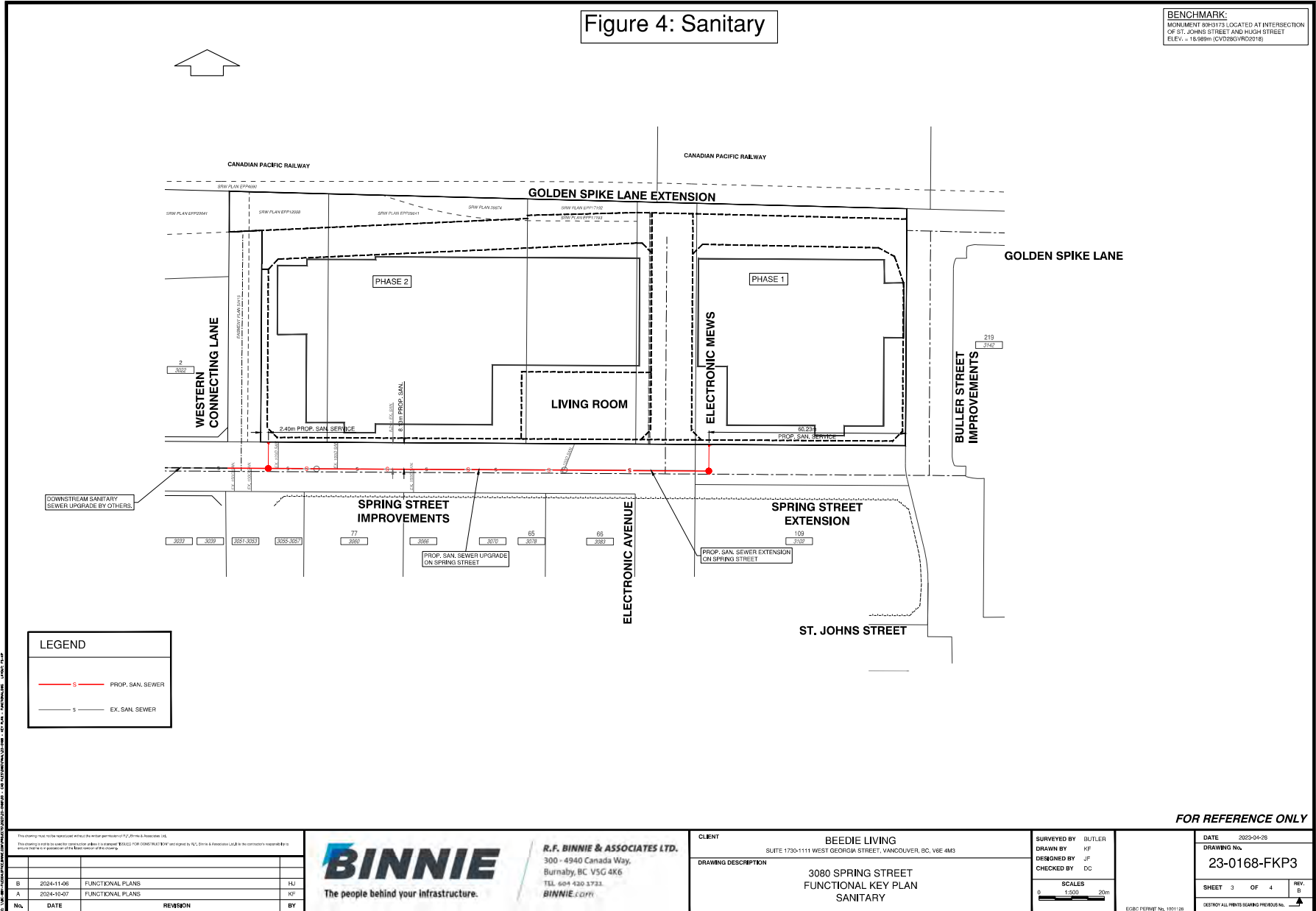
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Figure 4: Sanitary

**BENCHMARK:**  
MONUMENT 5043473 LOCATED AT INTERSECTION  
OF ST. JOHNS STREET AND HIGH STREET  
ELEV. = 16.989m (CVDS8GVRD2018)



FOR REFERENCE ONLY

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

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**CLIENT**  
BEEIDIE LIVING  
SUITE 1700-1111 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

ES&C PERMIT No. 100120

**DATE** 2023-04-28

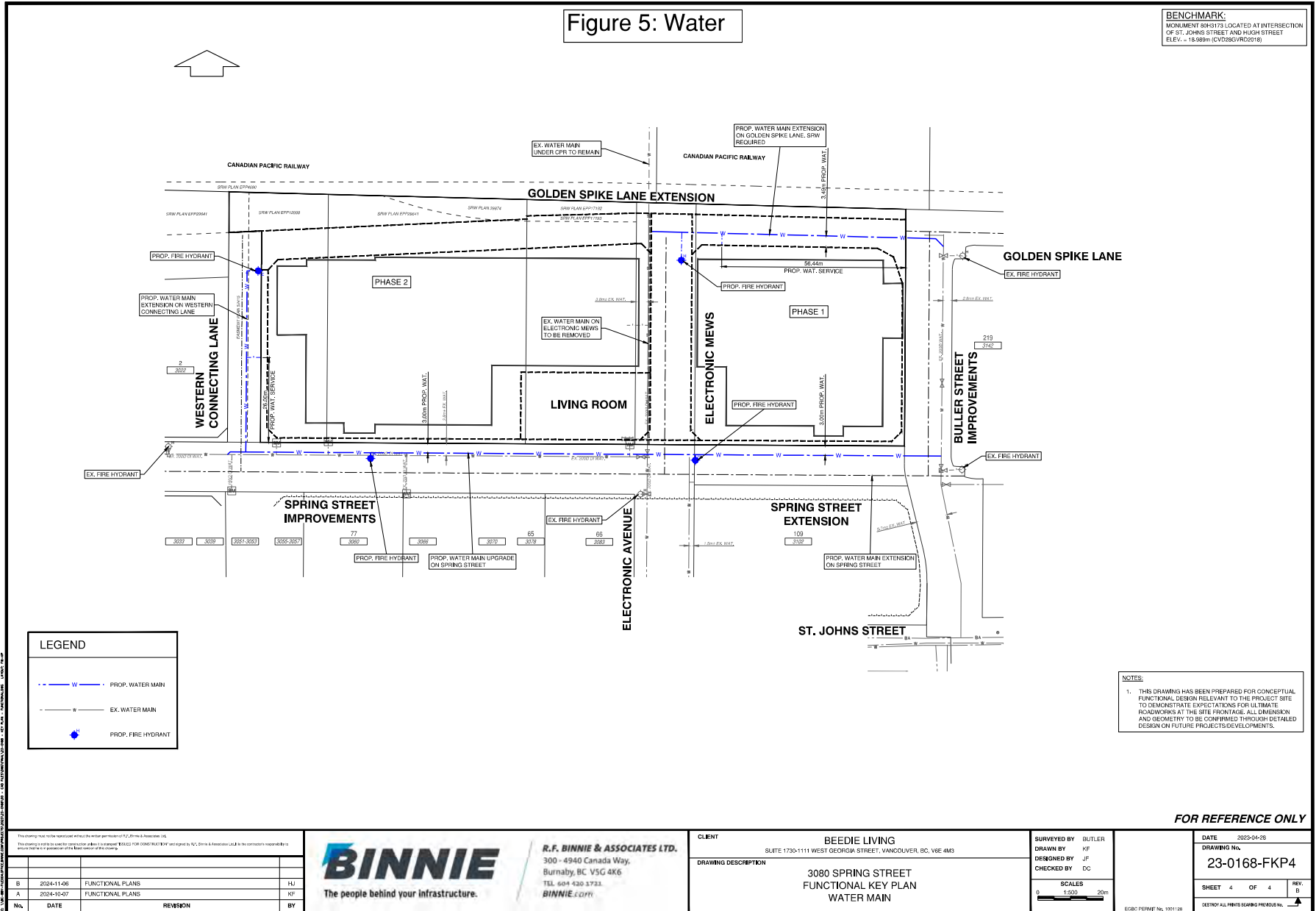
**DRAWING NO.**  
23-0168-FKP3

**SHEET** 3 OF 4 **REV.** 3

USE TOP LEFT PRINTS BOARD NUMBER No. ↑

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Figure 5: Water



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**SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2**

**SPRING STREET IMPROVEMENTS TYPICAL SECTION - PHASE 2 WITH STREET PARKING**

**GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 1**

**SPRING STREET EXTENSION TYPICAL SECTION - PHASE 1**

**SPRING STREET EXTENSION TYPICAL SECTION - PHASE 1 WITH STREET PARKING**

**GOLDEN SPIKE LANE EXTENSION TYPICAL SECTION - PHASE 2**

**PRELIMINARY**

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

<p>CLIENT</p> <p><b>BEE DIE LIVING</b></p> <p>SUITE 1700-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3</p>	<p>DRAWING DESCRIPTION</p> <p><b>3080 SPRING STREET TYPICAL SECTIONS</b></p>	<p>SURVEYED BY BUTLER</p> <p>DRAWN BY GM</p> <p>DESIGNED BY JF</p> <p>CHECKED BY DC</p> <p>SCALES</p> <p>NOT TO SCALE</p>	<p>DATE</p> <p>2023-04-28</p> <p>DRAWING NO.</p> <p><b>23-0168 - TS1</b></p> <p>SHEET 8 OF X</p> <p>REV.</p>
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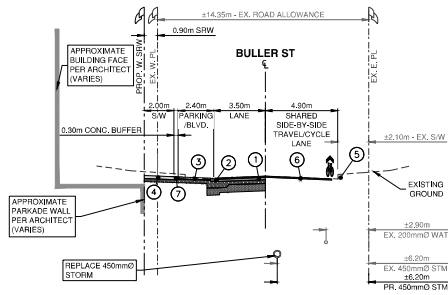
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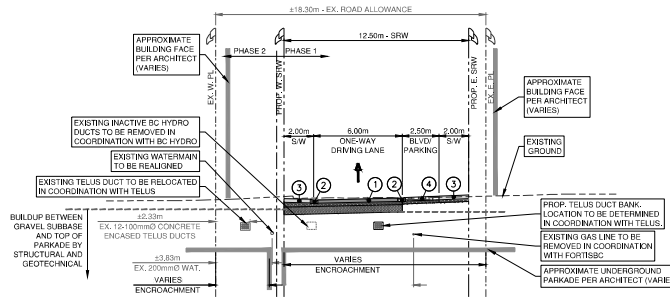
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Attachment 2



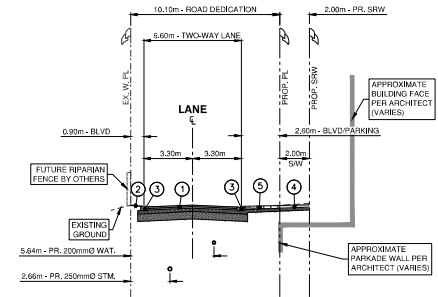
**BULLER STREET IMPROVEMENTS TYPICAL SECTION**

- N.T.S.
- 1 FULL PAVEMENT STRUCTURE
    - 80mm HOT MIX ASPHALT - 2 LIFTS (40mm MMCD LC#1 & 40mm MMCD LC#1)
    - MIN. 150mm - 19mm CRUSHED GRANULAR BASE
    - MIN. 200mm - 75mm MINUS GRANULAR SUBGRADE ON ENGINEER APPROVED SUBGRADE
    - SUBGRADE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER PRIOR TO ASPHALT REPLACEMENT.
  - 2 PROP. CONCRETE DRAINAGE GUTTER
  - 3 PROP. PERMEABLE PAVERS WITH CLEAR CRUSH GRANULAR BASE.
  - 4 PROP. CONCRETE SIDEWALK AS PER MMCD STD C1
  - 5 EXISTING CURB ON EAST SIDE OF BULLER STREET TO BE RETAINED.
  - 6 FULL DEPTH ASPHALT REPLACEMENT
    - HOT MIX ASPHALT DEPTH TO MATCH EXISTING ASPHALT DEPTH
  - 7 PROP. CONCRETE BUFFER AS PER MMCD STD DWG C1.



**ELECTRONIC MEWS TYPICAL SECTION**

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



**WESTERN CONNECTING LANE TYPICAL SECTION**

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

PRELIMINARY

This drawing shall be the property of and used by the client for the project only. It is not to be used for any other project without the written permission of R.F. Binnie & Associates Ltd.

This drawing is not to be used to construct or alter any structure without the written permission of R.F. Binnie & Associates Ltd. It is the responsibility of the client to ensure that the design is suitable for the intended use and to obtain all necessary permits and approvals from the appropriate authorities.

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2	2024-05-17	CONCEPTUAL ROADWORKS AND SERVICING PLAN	JG
1	2024-03-08	CONCEPTUAL ROADWORKS AND SERVICING PLAN	SK



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CLIENT	BEEIDIE LIVING SUITE 1700-1111 WEST GEORGIA STREET, VANCOUVER, BC, V6E 4M3
DRAWING DESCRIPTION	3080 SPRING STREET TYPICAL SECTIONS

SURVEYED BY	BUTLER
DRAWN BY	GM
DESIGNED BY	JF
CHECKED BY	DC
SCALES	NOT TO SCALE

DATE	2023-04-28
DRAWING NO.	23-0168 - TS2
SHEET	7 OF X
REV.	2

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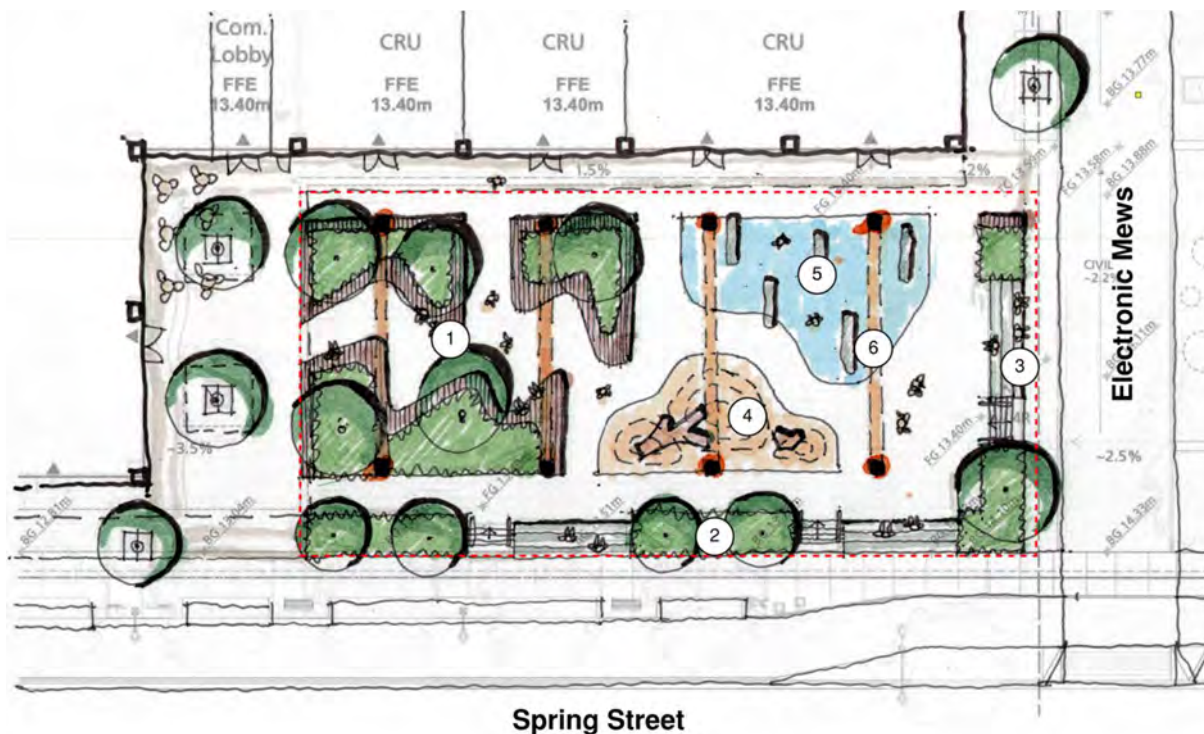
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**SCHEDULE B**  
**THE "LIVING ROOM"**



**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.*

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



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## **SCHEDULE C**

### **TRANSPORATION DEMAND MANAGEMENT (TDM) MEASURES**

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

## Attachment 2

TRANSPORTATION PLANNERS AND ENGINEERS



## MEMO

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

TO: Nathaniel Stuart  
Beedie Living

PREPARED BY: Nicolas Moss, P.Eng.

---

### 1. INTRODUCTION

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

### 2. TDM DEFINITION

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

---

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

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

## Attachment 2

TRANSPORTATION PLANNERS AND ENGINEERS

bunt &amp; associates

### 3. TDM MEASURES

#### *Car Share Vehicles, Spaces, and Memberships*

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

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

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

#### *EV Parking*

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

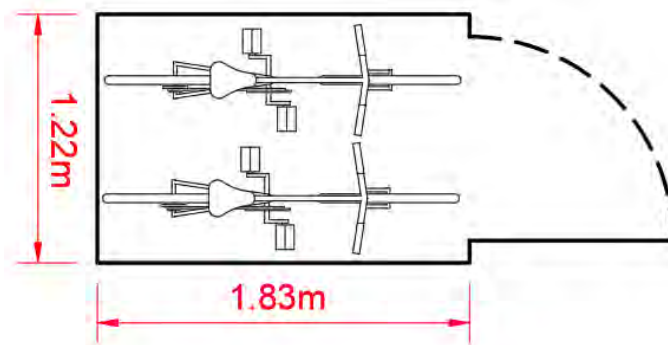
#### *Long-Term Bike Parking*

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

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

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

Figure 1: Double Bike Locker



#### *Bicycle Repair, Wash, and Bed-of-Trip Facilities*

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

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

#### *Access to Long-Term Bicycle Parking*

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

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

#### *Transit Passes*

Beedie 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.<sup>2</sup> The study also shows that the top home-based amenity that survey respondents indicated would have them shift modes is the availability of car share vehicles. This study reinforces the premise that supplying car share vehicles for the development will work to reduce the parking demand on the site.

The reduction of vehicle ownership based on the number of car share vehicles provided can be calculated using additional information from the Metro Vancouver study. Past research has shown that the car share vehicle to member ratio is approximately 1 to 50.<sup>3</sup> For the 10 car sharing vehicles that the development will supply, the membership that can utilize those vehicles would be expected to be approximately 500 people. The study found that each car share vehicle removes between 5-11 private personal vehicles from use, or 50-110 vehicles based on the 10-car fleet proposed at Beedie's project alone, without other TDM measures.

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

<sup>2</sup> Metro Vancouver Car Share Study – Page 30 - [https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada\\_Vancouver\\_MetroVancouverCarShareStudyTechnicalReport.pdf](https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf)

<sup>3</sup> Metro Vancouver Car Share Study – Page 15 - [https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada\\_Vancouver\\_MetroVancouverCarShareStudyTechnicalReport.pdf](https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf)

## 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.