

## Anthem Properties Port Moody TOD Term Sheet (Draft)

City of Port Moody and Anthem Developments

January 16, 2026

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### 1. Definitions

**“Anthem Properties”** means, collectively Anthem St. Johns Holdings Ltd., INC NO. 0897490 as registered owners of the Property.

**“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.

**“Pedestrian Passageway”** means the area shown generally in yellow on the Key Plan, which is intended to be a landscaped open space connecting St. Johns Street to Spring Street with a statutory right of way to allow public use, and attached to this term sheet as Schedule B.

**“Project”** means the mixed-use tower to be constructed on the Property generally in accordance with the functional Key Plan.

**“Property”** means the lands municipally described as 2914-2934 St. Johns Street, 85-87 Williams Street and 2911-2925 Spring Street with the following legal description:

LOT “A” BLOCK 14 DISTRICT LOT 291 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 72

PID: 011-451-823

**“Superstructure Building Permit”** means a building permit issued by the City’s Building Department in accordance with City of Port Moody Building Bylaw, 2019, No. 3200, which authorizes the construction of a mixed-use high-rise building and associated podiums. For greater clarity, the superstructure building permit refers to the above grade construction and does not include an excavation (stage 1) or foundation (stage 2) building permit.

## 2. Interpretation

- i. All dollar values = 2025 values
- ii. All dollar values subject to adjustment in accordance with changes to the CPI unless otherwise noted

## 3. Obligations

- i. Density Bonus Payment
  - a. Anthem Properties will provide a density bonus payment in the amount of \$4,800,000. This payment is payable prior to issuance of the Superstructure Building Permit and is subject to CPI.
- ii. Community Amenity Contribution (CACs)
  - a. The total amount of CACs payable is \$653,262.00. This payment is payable prior issuance of the Superstructure Building Permit and is subject to CPI.
- iii. Land Dedications and Statutory Right-of-Ways (SRW)
  - a. The following land dedications are required:
    - i. 5m x 5m corner truncation at the corner of St Johns Street and Williams Street. The area beyond the 3x3 corner cut can be an SRW, if necessary.
    - ii. 3m x 3m corner truncation at the corner of Williams Street and Spring Street.
    - iii. 0.8m dedication on the west side of Williams Street to bring the future Williams ROW to 20.8m
    - iv. 2.5m dedication along the south side of Spring Street
      1. 1.5m SRW along the south side of Spring Street is required in addition to the 2.5m dedication.
    - v. 0.39m SRW is required on the north side of St. Johns Street. The SRW must not impact any street trees.
    - vi. An SRW for public access is required over the Pedestrian Passageway.

## 4. Offsites and Servicing Improvements

- i. Spring Street Improvements

Anthem Properties intends to construct, at its own cost, upgrades to Spring Street west of Williams Street, for the full extent of its frontage, generally as set out in the Key Plan (collectively, the “**Spring Street Improvements**”) and generally in accordance with the City’s Spring Street Streetscape Design Guidelines. To the extent that such upgrades are within areas of the Property and are outside of the boundaries of the required dedications

on Spring Street as shown generally on the Key Plan, Anthem Properties 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 in Schedule A.

Interim measures shall be provided connecting the proposed multimodal network facilities to Hugh Street.

ii. St. Johns Street Improvements

Anthem Properties intends to construct, at its own cost, upgrades to St. Johns Street west of Williams Street, the full extent of its frontage, generally as set out in the Key Plan (collectively, the “**St. Johns Street Improvements**”). To the extent that such upgrades are within areas of the Property and are outside of the boundaries of the currently dedicated St. Johns Street as shown generally on the Key Plan, Anthem Properties 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.

Interim measures shall be provided connecting the proposed multimodal network facilities to Hugh Street. The applicant to collaborate with the City to establish the appropriate temporary alignment, improving the existing infrastructure while working within the topographic constraints and minimizing utility conflicts to avoid the relocation of existing services.

iii. Williams Street

Anthem Properties intends to construct, at its own cost, upgrades to Williams Street north of St. Johns Street, for the full extent of its frontage, generally as set out in the Key Plan (collectively, the “**Williams Street Improvements**”). To the extent that such upgrades are within areas of the Property and are outside of the boundaries of the required dedications on Williams Street as shown generally on the Key Plan, Anthem Properties 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.

iv. Storm Water Management Improvements

Anthem Properties intends to upgrade and extend, at its own cost, the storm water management infrastructure along Spring Street, and Williams Street generally as set out in the Key Plan. 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*.

v. Sanitary Waste Management Improvements

Anthem Properties intends to upgrade and extend, at its own cost, the sanitary sewer management infrastructure along Spring Street, generally as set out in the Key Plan. 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*.

vi. Water Management Improvements

Anthem Properties intends to evaluate and replace if necessary, at its own cost, the water management infrastructure along St. Johns Street, generally as set out in the Key Plan. 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*.

Anthem Properties has provided the City with water demand calculations which are being reviewed by the City’s consultant and incorporated into their water model. The fees associated with this review will be borne by the applicant. Additional watermain upgrades may be required depending on the results of the modeling, design and construction costs shall be borne by the applicant.

The City’s Subdivision and Servicing Bylaw requires fire hydrants at all intersections, Anthem properties, at its cost, shall construct a new fire hydrant at the intersection of Spring Street and Hugh Street. The applicant to collaborate with the City to establish the appropriate water feed for the new fire hydrant.

vii. Site Specific Transportation Impact Assessment (TIA) Improvements

Anthem Properties will finalize the draft site-specific TIA and identify transportation recommendations to support integration into the existing road network.

Traffic Impacts Assessment & Future Road Upgrades

Anthem Properties 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 Anthem properties 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. Landscaped Open Space / Pedestrian Passageway**

- i. Anthem Properties will at its sole cost construct and maintain the landscaped open space / pedestrian passageway, referred to as the Pedestrian Passageway shown in concept form in Schedule B
- ii. Final design details of the plaza concept will be determined as part of the development permit process
- iii. Anthem Properties will grant right(s) of way to the City, permitting the Pedestrian Passageway to be used by the Public.

**6. Rental Housing**

- i. Anthem Properties intends to develop the entire residential component as purpose-built rental tenure. The Rental Housing will be for the greater of 60 years or the life of the project secured through a Housing Agreement Bylaw.
- ii. Adoption of the Housing Agreement Bylaw will be required prior to issuance of the Development Permit.

**7. Public Art**

- i. Anthem Properties has prepared a Public Art Plan (the “Public Art Plan”), which is required to be accepted by the City prior to the issuance of the Development Permit.
- ii. Anthem Properties will design construct, install, and maintain the public art, generally as set out in the Public Art Plan.
- iii. The total value of the public art and/or contributions to the City’s art reserve fund will have a value of \$672,000. In the event that the applicant elects to provide a Cash-in-lieu payment rather than providing public art, that amount will be subject to CPI. For clarity, any public art provided on-site is not subject to CPI.
- iv. Public art installations and/or any contributions to the City’s art reserve fund are required prior to the issuance of an occupancy permit.

**8. Transportation Demand Management (TDM)**

- i. Anthem Properties has committed to implement various TDM measures as outlined in the submitted TDM scorecard, included in Schedule “C”. Including but not limited to a temporary connection for multi-modal transit (bike, scooter, etc.) along St. Johns Street to

Hugh Street. There are three properties west of 2914 St Johns Street which will require temporary asphalt or another alternative for Active Transportation connectivity to Hugh Street. The applicant to collaborate with the City to establish the appropriate temporary alignment, improving the existing infrastructure while working within the existing topographic constraints and minimizing utility conflicts to avoid the relocation of existing services. Similarly on Spring Street, Anthem is required to provide an Active Transportation connection by installing a mid-block crossing for south to north movements.

- ii. In addition to the TDM measures identified, Anthem Properties 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.

### **9. Step Code and Neighbourhood Energy Utility**

- i. This project is required to comply with the Building Bylaw Amendments adopted by Council on September 24, 2024 implement a timeline and framework to reach the highest steps of both the BC Energy Step Code and the Zero Carbon Step Code ahead of the provincial timeline. The requirement for this project is
  - a) Step 3, EL-4 Zero Carbon ready for the residential component, and;
  - b) Step 2, EL-4 Zero Carbon ready for the commercial and office components
- ii. design and install within each Building thermal energy systems (i.e. Heating, Ventilation, and Air Conditioning (HVAC) and Domestic Hot Water (DHW) systems) that meet the City of Vancouver Guidelines: Neighbourhood Energy Utility Connectivity Requirements so that such systems are compatible with a future City of Port Moody Neighbourhood Energy Utility (“NEU”)
- iii. If the City directs, on or before the issuance of the project's development permit, 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.
- iv. If the City does not direct such a change in (iii) above, before the issuance of an Occupancy Permit for a Building, the Developer will register a covenant on the Lands requiring connection to a City NEU for thermal energy, if the City has implemented such a system, the earlier of and
  - (a) 15 years have lapsed since the issuance of the last Occupancy Permit for the Lands; or

- (b) the-onsite thermal energy systems for the Building on the Lands are at the end of life/need significant rehabilitation.

Any such covenant in respect of a City NEU connection will contain terms which will require the Developer to obtain the consent and acknowledgement of any future owner, which must be bound by the terms and obligations of the covenant.

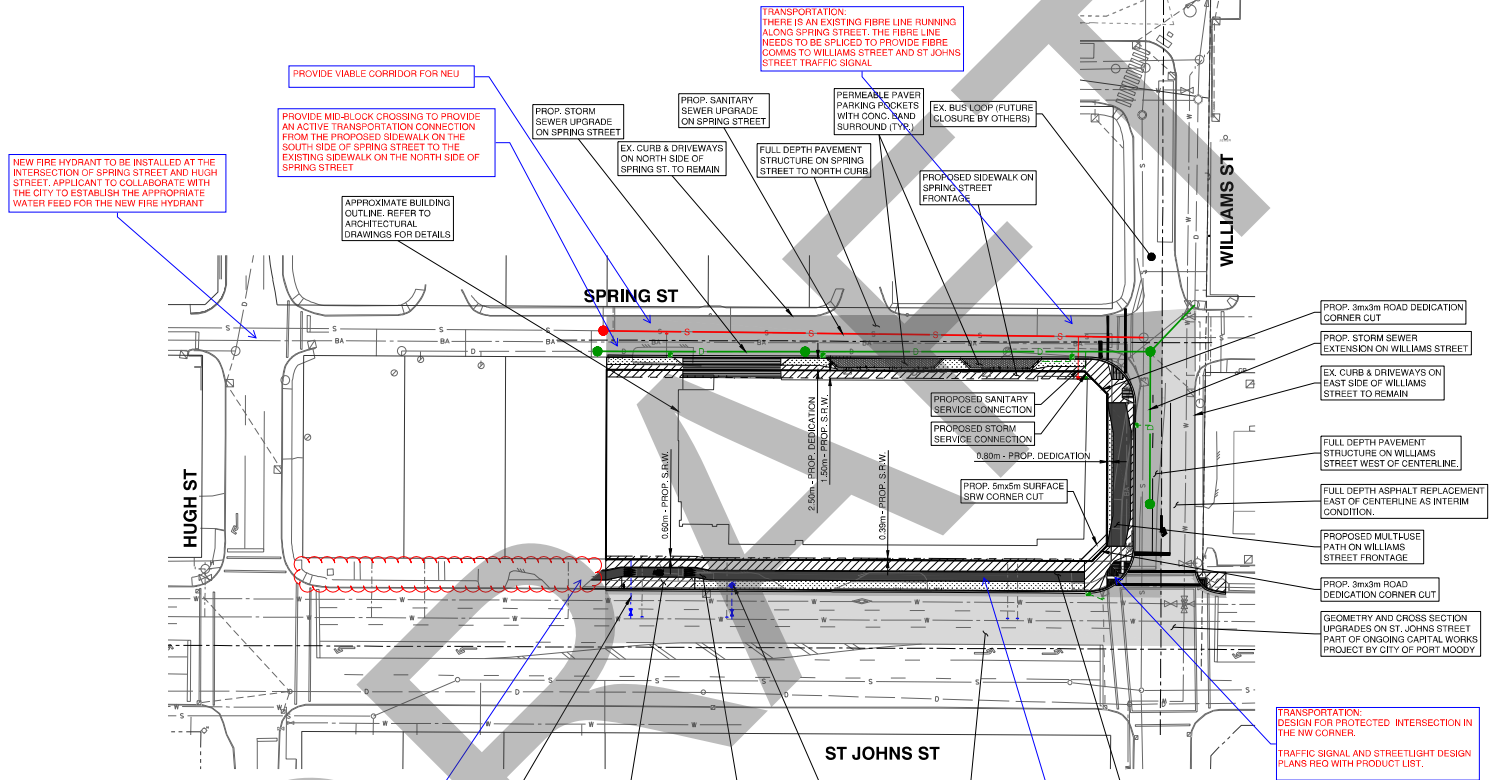
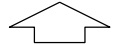
The foregoing requirement to connect to a City NEU will apply only if the City has conducted a feasibility study demonstrating that the City NEU will perform greater than or equal to the existing on-site thermal energy systems for the Development with respect to energy consumption, carbon emissions and cost efficiency at a neighbourhood level, taking into account any heat recaptured by the existing systems

DRAFT

# Schedule "A" – Key Plan

# Attachment 9

**BENCHMARK:**  
MONUMENT 80H3173 LOCATED AT INTERSECTION OF ST. JOHNS STREET AND HUGH STREET  
ELEV. = 18.999m (CVD26VRD2018)



LEGEND	
	PROP. WATER SERVICE
	EX. WATER MAIN
	PROP. FIRE HYDRANT
	PROP. STM. SEWER
	EX. STM. SEWER
	PROP. CATCH BASIN
	PROP. SAN. SEWER
	EX. SAN. SEWER

**NOTES:**

- THIS DRAWING HAS BEEN PREPARED FOR CONCEPTUAL FUNCTIONAL DESIGN RELEVANT TO THE PROJECT SITE TO DEMONSTRATE EXPECTATIONS FOR ROADWORKS AND ULTIMATE SITE SERVICING AT THE SITE FRONTAGE.

**FOR REFERENCE ONLY**

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This drawing is not to be used for construction unless it is stamped "ISSUED FOR CONSTRUCTION" and signed by R.F. Binnie & Associates Ltd. It is the contractor's responsibility to report for the appropriateness of the latest revision of this drawing.			
No.	DATE	REVISION	BY
A	2026-01-09	FUNCTIONAL PLANS	BCC



**R.F. BINNIE & ASSOCIATES LTD.**  
300 - 4940 Canada Way,  
Burnaby, BC V5G 4K6  
TEL 604 420 1721  
[BINNIE.com](http://BINNIE.com)

<b>CLIENT</b>	Anthem Properties Group Ltd. 1100 - 1055 Dunsmuir Street, Box 49200, Vancouver, BC V7X 1K8
<b>DRAWING DESCRIPTION</b>	2914 ST. JOHNS STREET FUNCTIONAL KEY PLAN

<b>SURVEYED BY</b>	BUTLER
<b>DRAWN BY</b>	BCC
<b>DESIGNED BY</b>	JF
<b>CHECKED BY</b>	DC
<b>SCALES</b>	0 1:500 20m

<b>DATE</b>	2024-06-08
<b>DRAWING No.</b>	24-0102-FKP1
<b>SHEET</b>	01 OF 01
<b>REV.</b>	A
DESTROY ALL PRINTS BEARING PREVIOUS No.	

FORC PERM No. 1001138

KEY LEGEND

**A** GL: SPRING STREET HIGH STREET

- 1 BOULEVARDS WITH TREES
- 2 SPRING ST. FEATURE PAVING
- 3 LAY-BY PARKING WITH PERMEABLE SURFACE
- 4 PARKING ACCESS + LOADING

**B** GL: WILLIAMS STREET RETAIL FRONTAGE

- 5 CORNER RETAIL PLAZA + POSSIBLE PUBLIC ART
- 6 RAISED CRU PATIO TO ACTIVATE FRONTAGE
- 7 BUFFER PLANTING - TIERED

**C** GL: ST. JOHN'S STREET FRONTAGE

- 8 RAISED CRU PATIO TO ACTIVATE FRONTAGE
- 9 BUFFER PLANTING + SMALL TREES
- 10 BIKE LANE
- 11 CIP SIDEWALK PER CITY STANDARDS

**D** GL: PUBLIC PARK

- 12 LOBBY ENTRANCE WITH BIKE RACKS + SEATING
- 13 COMMUNITY PLAZA WITH TABLES AND SEATS W/ UMBRELLAS
- 14 NATURALIZED GARDEN / RAINWATER MANAGEMENT
- 15 NATURALIZED LANDSCAPE BED W/ NATIVE SPECIES
- 16 PLAYGROUND + MURAL / ART WALL
- 17 ADA RAMP AND STAIRS

**E** L2: DOG RUN + SOCIAL LOUNGE

- 18 MECHANICAL OVERRUN
- 19 DOG RUN W/ SEATING
- 20 PRIVATE PATIOS
- 21 PLANTING BUFFER AND PRIVACY SCREEN
- 22 SOCIAL AMENITY AREA
- 23 PARAPET HEIGHT BAR TABLE + STOOLS
- 24 BBQ / BAR AREA FOR COCKTAILS OR COOKOUTS

**F** L7: OUTDOOR SOCIAL + DINING

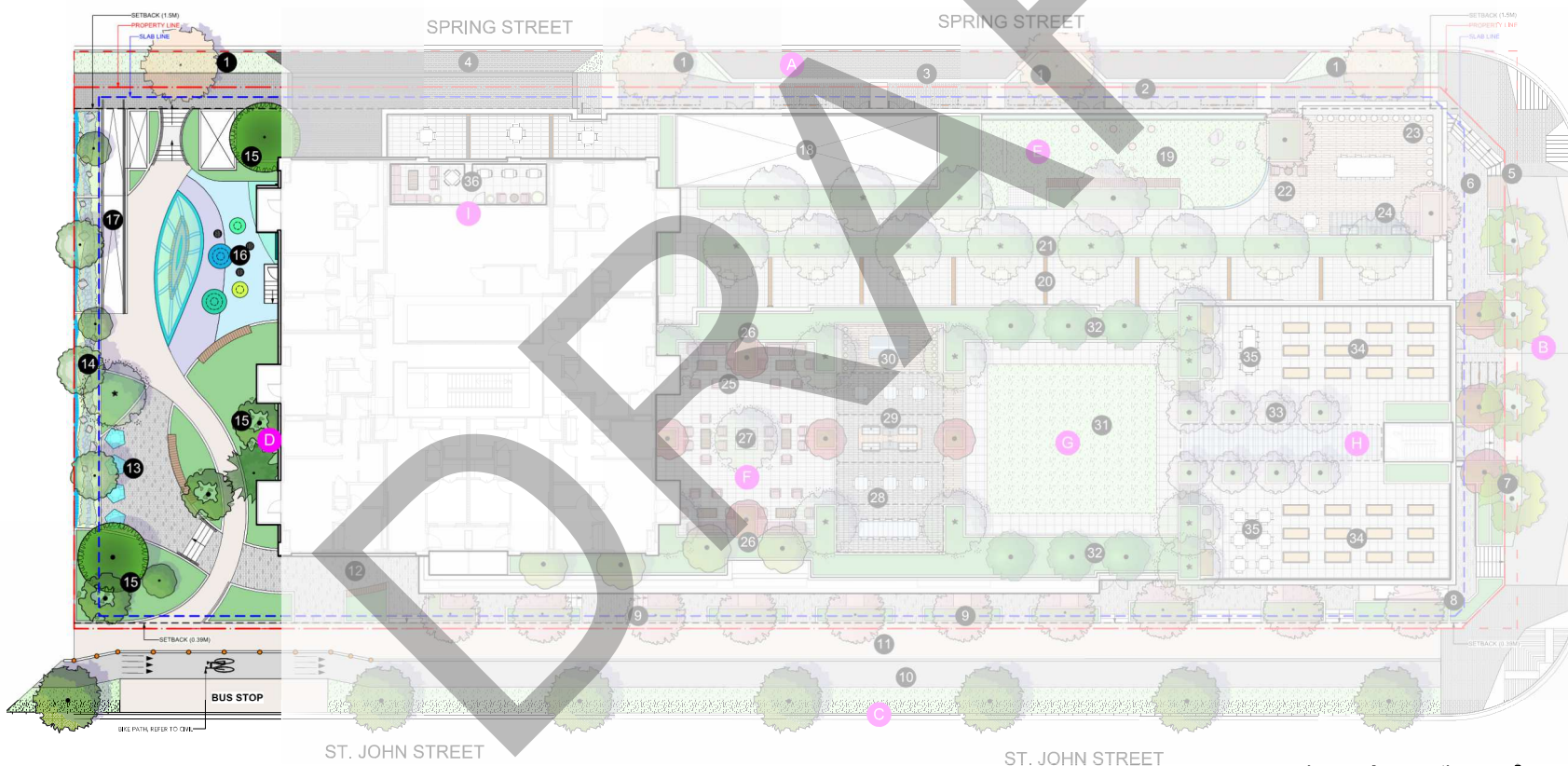
- 25 OUTDOOR SEATING – COUCHES WITH TABLES
- 26 BUFFER PLANTERS AT EDGES
- 27 BOSQUE TREE GROVE FOR SHADE
- 28 MOVEABLE DINING TABLES AND CHAIRS
- 29 CANOPY OVER BBQ'S
- 30 POSSIBLE AREA FOR GAMES – TABLE TENNIS, ETC.

**G** L7: CENTRAL LAWN SPACE

- 31 LARGE TURF AREA FOR MULTIUSE GAMES
- 32 BUFFER PLANTING

**H** L7: URBAN AGRICULTURE LOUNGE

- 33 FORMAL ROWS OF ORCHARD TREES W/ CANOPY TRELLIS
- 34 URBAN AGRICULTURE PLANTERS
- 35 SOCIAL CORNER / HARVEST TABLE
- 36 MOVABLE SEATING + TABLES W/ PLANTER POTS



1 OVERALL ILLUSTRATIVE LANDSCAPE PLAN  
Scale: 1:150



1736 KINGWAY, VANCOUVER, BC V6R 2E3  
www.loci.ca / 604-684-2003

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Project Stamp



Issue

No.	Description	Date
E	Revised for Reasoning / Development Joint Application Draft	25-07-24
F	Revised for Reasoning / Development Joint Application Draft	25-08-15
G	Revised for Reasoning / Development Joint Application Draft	25-08-29
H	Reasoning / DP-04-Submission	25-09-04

Project Info

24053  
**2914 ST. JOHN'S STREET**  
MIRAMICHE  
2914 ST JOHN'S STREET  
PORT MOODY, BC

Project Team

Client  
Anthem Properties  
Architect  
GBL Architects Inc.  
Landscape Architect  
LOCI Landscape Architecture + Urban Design

Drawn By: KJG  
Checked By: ME

OVERALL ILLUSTRATIVE  
LANDSCAPE PLAN

L0.2

Rev. B revision

WILLIAMS STREET

Port Moody Transportation Demand Management Point System Tool

<b>Project Name</b>	Anthem - Moody Centre
<b>Project Address</b>	2914 St. Johns
<b>Developer</b>	Anthem
<b>Date</b>	9/23/2025

Land Use	Residential
Scale	Large (13 units or more)
Development Size (Dwelling Units)	321 Units
<b>Essential Points</b>	<b>24</b>
<b>Target Points</b>	<b>60</b>
<b>Essential Requirements Met</b>	<b>Yes</b>
<b>Synergy Points</b>	<b>0</b>
<b>TDM Points Earned</b>	<b>60</b>
<b>TDM Status</b>	<b>Requirement Met</b>



Requirement	TDM Category	TDM Measure	Details	Points	Selected Strategy	Score	Technical Reference	Request or Provide Additional Information
essential	Vehicles	EV charging	ZBL Section 6.11	2	Yes	2	T-14	EV Charging Provided per ZBL Section 6.11
essential	Vehicles	Carshare spaces	1 space/40 units	2	Yes	2	T-21	8 Car Share stalls are being provided (1/40 units)
essential	Active transportation	Bike parking - short term and long term	ZBL Section 6.10	2	Yes	2	T-10	Bike Parking provided that meets ZBL Section 6.10
essential	Active transportation	Bicycle maintenance facilities	See technical reference	4	Yes	4	T-10	T-10 refers to End of Trip Facilities. Bike Maintenance is provided on level P2 for residential use, separate from commercial facilities.
essential	Active transportation	Pedestrian infrastructure improvements	Meets TIA recommendations	2	Yes	2	T-18	Sidewalks improved on 3 frontages. Pedestrian Plaza/Mid-block connection added. Refer to Civil Key Plan & Landscape Plans
essential	Active transportation	Cycling infrastructure improvements	Meets TIA recommendations	2	Yes	2	T-19-A	Multi use path and cycling path added to St. Johns and Williams. Refer to Civil Key Plan
essential	Parking management	Loading/PUDO	ZBL Section 6.9	2	Yes	2	PoMo ZBL	Loading has been designed to Design criteria section 6.9.6
essential	Support services	Multimodal wayfinding	refer to technical reference	2	Yes	2	INFO-1	Multimodal wayfinding to be provided and shown on final Development Permit drawings
essential	Support services	Storage lockers	refer to technical reference	4	Yes	4	Family-1	16 secure storage location for car seats, strollers, gear, etc has been provided on level P4
essential	Transit	Transit priority measures / bus stop improvements	Meets TIA recommendations	2	Yes	2	T-27	Bus lane and bus stop relocation provided on St. Johns
elective	Vehicles	Additional EV charging	ZBL Section 6.11	2	Yes	2	T-14	EV Charging Provided per ZBL Section 6.11
elective	Vehicles	Additional carshare spaces	Exceeds by at least 20%	2	No	0	T-21	
elective	Vehicles	Carshare membership	100% subsidy for each unit for 2 years	12	No	0	T-21	
elective	Active transportation	Additional/enhanced bike parking - short term	Exceeds by at least 20% / spaces are sheltered from the elements	2	No	0	T-10	
elective	Active transportation	Additional/enhanced bike parking - long term	Exceeds by at least 20%, or at least 20% spaces for enlarged	2	No	0	T-10	
elective	Active transportation	Shared micromobility membership	100% subsidy for each unit for 2 years	12	No	0	T-22	
elective	Active transportation	Shared micromobility docking space/private micromobility fleet	0	8	No	0	T-22	
elective	Active transportation	E-bike/cargo bike subsidy	\$350/unit	8	No	0	Saanich e bike subsidy	
elective	Parking management	Not exceeding minimum parking supply	ZBL Section 6.3	6	Yes	6	T-15	Parking does not exceed the minimum parking supply under ZBL section 6.3
elective	Parking management	Parking unbundling	0	8	Yes	8	N/A	Unbundled parking provided for residential uses
elective	Mixed use	On-site childcare	ZBL Definitions	8	No	0	Family-2	
elective	Mixed use	On-site food retail or restaurant or grocery store or convenience store	ZBL Definitions	8	Yes	8	LU-1	High quality retail provided Spring Street targeting restaurant and food retail tenants
elective	Mixed use	On-site retail or personal service	ZBL Definitions	8	Yes	8	Translink TDM	High quality retail provided on St Johns and Spring Street
elective	Transit	Real-time information	0	4	Yes	4	Translink TDM	Real-time information to be added to Lobby and shown in final Development Permit Drawings
elective	Transit	Transit passes	100% subsidy for each unit for 2 years	12	No	0	T-9	
elective	Transit	Shuttle bus service	Schedule and route must be approved by City	8	No	0	T-11	
elective	Transit	On-site transit ticket sales	0	4	No	0	Translink TDM	
elective	Innovative Strategies	Innovative strategies	Must be approved by the City	4-18	No	0	N/A	

Port Moody Transportation Demand Management Point System Tool

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<b>Target Points</b>	<b>60</b>
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essential	Active transportation	Bicycle maintenance facilities	See technical reference	4	Yes	4	T-10	T-10 refers to End of Trip Facilities. Bike Maintenance is provided on level P2 for residential use, separate from commercial facilities.
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elective	Transit	Shuttle bus service	Schedule and route must be approved by City	8	No	0	T-11	
elective	Transit	On-site transit ticket sales	0	4	No	0	Translink TDM	
elective	Innovative Strategies	Innovative strategies	Must be approved by the City	4-18	No	0	N/A	