

Moody Centre TOD Area Stakeholder Discussion Roundtable: Transportation & Circulation**5:00pm – 6:30pm****December 9, 2019**3010A Spring Street, Port Moody

- Landowner Representatives:** Virginia Bird, Pottinger Bird Community Relations
Giovanni Gunawan, Pottinger Bird Community Relations
Thea Wilson, Bunt & Associates
Paul Dorby, Bunt & Associates
Viren Kallianpur, Perkins and Will
Hannah Gibson, Perkins and Will
Select members of the Moody Centre TOD Area Master Planning Group
- Community Representatives:** One representative from HUB Cycling
One representative from Modo
One representative from Transportation Committee
One resident of Moody Centre
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Background:

The goal of Transit-Oriented Development, also referred to as “TOD”, is to focus development in areas with transit, in order to create compact, walkable, and healthier communities. The *Port Moody 2017 Official Community Plan* (“OCP”) identifies the area surrounding the Moody Centre SkyTrain Station as the “Moody Centre Station TOD”.

The Moody Centre TOD Area Master Planning Group (“the Master Planning Group”) is made up of eight local landowners who have owned property within the Moody Centre Station TOD area for several years. The Master Planning Group consists of Anthem, Beedie, the Bombelli Family, PCI Developments, the Steven’s Family, TransLink, the Wildman Family and Woodbridge Homes.

Following 18 months of working with design experts at Perkins and Will and City of Port Moody Staff, the Master Planning Group, with support from City Staff, began a process to engage the community and receive early input on the preliminary masterplan concept for the Moody Centre TOD Station area. As part of the ongoing discussion, Pottinger Bird Community Relations (“Pottinger Bird”) were engaged to facilitate a Preliminary Public Engagement Program with the Port Moody community on the future of this important neighbourhood.

Phase One of this Engagement Program consisted of a series of six themed stakeholder workshops, and two Community Open Houses (September – November 2019). The initial phase of public engagement culminated in the identification of three key areas for further exploration to help inform the next iteration of the Moody Centre TOD masterplan concept; these included:

1. Urban Architecture & Design
2. Public Realm & Art
3. Transportation & Circulation

With the assistance of Bunt & Associates, and Perkins and Will, Pottinger Bird hosted three invitational, themed discussion roundtables to further explore each of the above noted categories. Attendees were invited based on their response to a question asked during the first round of Community Open Houses – “How would you like to be engaged in the future redevelopment of the Moody Centre TOD Area?”. Those who checked the box “By participating in small roundtable discussions” and provided their permission to be contacted, were invited to participate.

The below provides an overview of the Transportation & Circulation Stakeholder Roundtable.

Key Highlights

To guide the presentation, Bunt provided an overview of the key values and priorities identified through the various studies conducted in the area. The presentation included high-level, preliminary analysis of intersections in the neighbourhood as well as logistical delivery/loading access requirements of the properties in the Study Area. Participants were then asked to share their local traffic insights and challenges within the TOD Area in an effort to gain a deeper understand of the traffic challenges experienced by the community and to identify any potential gaps to be considered in the scope of a future transportation study for the TOD area.

The following feedback was shared:

A. What are some key issues that we have missed/ need to be reiterated?

- Parking is key issue – need to get the balance right of having sufficient amounts, but just enough to incentivize transit and multi-modal transportation
- Need to consider ride-hailing and how that will affect the need for lay-bys which will allow short temporary stops
- Anything less than All Ages and Abilities (aka AAA) bike infrastructure will be not good enough in this area
- Park and Ride is a key consideration

B. Focused Discussions

- Bunt noted local congestion is due to more pedestrians walking and new left turn lights, all of which delay travel time – overall car volume is down
 - Suggested Bunt publish this data to help conversation in the community
- City has plans for a bi-directional mixed-use trail on the south side of St John Street
 - Scheduled to complete in 2022, targeting use by school children
- Park n Ride facility is very dangerous at the moment for pedestrians and cyclists alike

- However, if it is relocated from here, then TransLink needs to compensate for loss of facility by adding a new bus route up Heritage Mountain, for example.
- 55% of Rocky Point Park is actually concrete – is there opportunity to remove parking from here and consolidate with parking for transit?
- Makes more sense to have Park and Ride in more outlying areas
- Translink noted Moody Centre station is potential location for a bike spa, but not a pressing upgrade at this time
- E-bikes may be more appropriate since a lot of Port Moody is hilly
 - Good to be able to take AAA bike lane down from Heritage Mountain down to the station and leave at a secure facility.
- Feasibility of Mobi? Given topography, e-bikes or transit likely to be more effective
- Spring Street is a service laneway needed to serve buildings along Spring and St John Streets
- Pedestrian vision of Spring Street probably unwise given its utility
- Truck access to Suter Brook is very challenging for deliveries – can cause 20 min jams
- Suggested no parking on some buildings – Sonrisa next door is at most 50% at capacity in the evenings
 - Bunt to coordinate potential study of Sonrisa parking count/use

C. New ideas?

- Unbundle parking to allow those whose circumstances change opt-in or out of parking. The idea here is to ensure everyone has options
- Port Moody is a progressive community which is willing to try bold new ideas to get people out of their cars
- On demand transit service for those who live up above Heritage Mountain, could explore partnership with Modo in a car-pool format.
 - Like they did with UBC and Shipyards
- Important to have high-quality, safe bike parking – need double of what is at Commercial & Broadway station (42)
- Critical to plan not only for Moody Centre, but the wider area/ region
- Pedestrian overpass is a very important component
- Modo study showed that if the weather and walk is pleasant, folks willing to walk 600m, but only 250m if the walk is not pleasant
- Suggested that a presentation be made to the City's Transportation Committee.

The discussion roundtable then concluded, with thanks offered to all participants, and an update on next steps which would include a presentation to Mayor and Council and a second round of Community Open Houses in the first quarter of 2020.