



MEMORANDUM

Date: February 29, 2024

To: Wesley Woo - Assistant Manager of Planning
City of Port Moody

Cc: Brad Howard - Director of Development, PCI Developments

From: Timothy Welsh, Director of Program Development
HUB Cycling

Subject: PCI Moody Centre Transit-Oriented Development Cycling Design and Equipment

HUB Cycling has completed a Bike Friendly Building assessment of the current plans for PCI's Moody Centre Spring Street retail / housing development, which reviews all aspects of parking and related amenities for bicycles and e-bicycles, as well as building design, access, safety, security, and wayfinding related to cycling.

We have provided broad-ranging recommendations to inform PCI's ongoing development of the building plan, including:

1. Total bike parking space numbers should be determined based on the following criteria:
 - a. 1 space for each 1 bedroom suite
 - b. 2 spaces for each 2 bedroom suite
 - c. 2.5 spaces for each 3 bedroom suite

These criteria provide a nuanced approach to determining total building bike parking capacity, based on family unit size likely to be resident in different suite configurations. It builds on Port Moody's general 1.5 space per unit requirement by incorporating approaches taken by other Metro Vancouver municipalities appropriate to Transit Oriented Developments, especially the City of Vancouver. For the PCI Spring Street building, this gives a total bike parking capacity of 1101.

2. With the selection of high-quality, easy to use rack systems, the total proportion of standard bike parking spaces provided through double-stacked racks can exceed sixty percent. The use of Vertical racks should be limited.
3. Between 25 and 50 percent of standard bike parking spaces should have electrical access for battery charging. Consider investment in higher quality charging infrastructure (battery lockers, fire suppression considerations).
4. A minimum of ten percent of bike parking spaces should accommodate oversized bikes, such as cargo and family bikes, adaptive bikes, and e-bikes. Oversized bike parking spaces should not be stacked or vertical, and each should have electrical outlet access for battery charging.

5. For street access to underground bike parking, provide a double-side entry oversized elevator able to fit two standard bicycles or one cargo bike easily. Keep bike parking access separate from car and pedestrian access, and ensure that doors and entry areas to the bicycle elevator provide sufficient space for easy roll in and roll out.
6. The overpass to the Skytrain station is wide enough to accommodate both people pushing bikes and other building users. Install clear “please push bicycles” signage.
7. All corridors providing access for people with bicycles should be wide enough to allow for two bicycles to pass in opposite directions. Where oversized bikes are expected, expand access spaces to support turning into bike rooms.
8. Doors to standard bike rooms should be ~1 m in width, with automated opening to allow for easy access while pushing a bicycle. This width should be expanded to either double doors, or wider (~1.5m) where oversized bike parking spaces are present.
9. The long term bike parking area should be divided with interior walls or fences, creating bike parking rooms to limit potential theft.
10. If public short term bike parking continues to be planned for p1, access should be supported with plenty of high visibility wayfinding signage.

HUB Cycling has identified future options to accommodate cycling and multi-modal transportation to moderate demand for regular or oversized bike parking spaces, should demand exceed what is available:

1. PCI can encourage the City of Port Moody to provide public bike / e-bike share similar to what is provided by the City of Coquitlam and other regional municipalities.
2. PCI can provide a building-specific shared regular e-bike and cargo / family e-bike fleet (eg: BCAA’s Evolve program: <https://evo.ca/evolve-for-business>) either just for its Spring Street building, or in conjunction with other new Moody Centre developments such as those currently underway by Beedie and MOTI/Colliers.

By incorporating HUB Cycling’s *Bike Friendly Building* recommendations, we are confident that the building will support and encourage regular cycling by building residents, workers and visitors in support of multi-modal transportation and Transit Oriented Developments. HUB Cycling is encouraged that PCI is prepared to undertake the design and installation of ambitious, high quality cycling facilities as a model for what can be done in future Transit Oriented Developments in Port Moody and other BC municipalities.

Sincerely,



Timothy Welsh
Director of Program Development
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