



City of Port Moody

Report/Recommendation to Council

Date: January 14, 2025
Submitted by: Community Development Department – Development Planning Division
Subject: Moody Centre Transit-Oriented Community Design Guidelines

Purpose

To provide Council with the proposed Moody Centre Transit-Oriented Community Design Guidelines for Council's consideration of adoption and inclusion within the Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (13-6510-2023-01).

Recommended Resolution(s)

THAT Corporate Policy – 13-6510-2023-01 – Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications be updated to add a reference and a link to the Moody Centre Transit-Oriented Community Design Guidelines and adopted as attached to (Attachment 3) and recommended in the report dated January 14, 2025, from the Community Development Department – Development Planning Division regarding Moody Centre Transit-Oriented Community Design Guidelines.

Background

At the December 5, 2023, Regular Council meeting, Council adopted Corporate Policy – 13-6510-2023-01 – Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications (**Attachment 1**). A key component of the Guidance Framework was the recognition of Spring Street as a critical people place spine through the centre of the Moody Centre Transit-Oriented Development (TOD) area and called for a greater level of urban design excellence for this multi-purpose corridor. Council at the December 5, 2023, meeting inquired about and expressed support for the preparation of these important design guidelines.

To undertake this work, the eight local property owners/developers who had previously initiated the Moody Centre TOD Master Planning process collaborated in jointly funding an architectural/urban design consultant to prepare the design guidelines in coordination with a cross-department City staff team. While originally focused on Spring Street, the design guidelines now encompass the full TOD area and are termed the “Moody Centre Transit-Oriented Community Design Guidelines” (**Attachment 2**). These design guidelines are being

brought forward for Council's consideration of adoption into the Guidance Framework and can then provide general direction for the preparation of development applications in this core area.

The design guidelines are proposed to be incorporated into the Guidance Framework by adding a specific reference and a link to the guidelines in that document and attaching the guidelines as Appendix 3 to that Corporate Policy. The recommended revisions to the Guidance Framework are set out in the red-lined version attached to this report (**Attachment 3**).

Discussion

The design guidelines present a unified approach to urban landscape planning and streetscape standards to create a safe, inviting, high quality public realm while enabling uniquely designed individual projects that fit within this new, transit-oriented neighbourhood. To provide overall guidance, they encompass a range of elements such as:

- accommodating various modes of transportation;
- creating a series of character nodes and related public spaces; and
- incorporating streetscape elements (e.g., lighting, street furniture, signage and wayfinding, softscape and hardscape areas), tree and vegetation planting, and high-level stormwater management opportunities.

The design guidelines have been prepared to complement and integrate with a number of existing plans, policies, standards and guidelines at the municipal, regional and provincial levels. The guidelines also seek to address and weave in elements of several key principles: Indigenous Reconciliation, Art in the Public Realm, Sustainability and Resilience, Pedestrian-Oriented Design, Transit Connectivity, Unified Streetscape Character, Flexibility and Adaptability, Safety and Equity, and Elevated Design Response.

Due to the narrow public road widths and limited ability for development sites along Spring Street to dedicate road widenings (given relatively shallow lot depths), the preparation of the design guidelines has been challenging. The existing Spring Street road allowance varies from 10m in width from Moody Street to Williams Street and 15m in width from Williams Street to Electronic Avenue. An extension eastward of Spring Street to Buller Street through a road dedication is planned in connection with the Beedie Living development application. Working within this constrained road network but with the provision of statutory rights-of-way (1.5-2.5m in width), the design guidelines succeed in including a wide range of roadway and utility components, streetscape features, stormwater management, street trees, and vegetation plantings.

A key component of the planned streetscape is a 3.3m wide micro-mobility/bikeway (that will narrow to 2.7m in width adjacent to building entrances and short-term parking bays). The intent of this pathway, in combination with the sidewalks planned on both sides of Spring Street, is to provide a linkage to bike and pedestrian routes to the east, south (eventually connecting to the Chines), west through Moody Centre and potentially crossing over the rail corridor to the north to reach Rocky Point Park by way of the pedestrian overpass proposed with the PCI development application.

While the design guidelines provide the opportunity for a wide range of streetscape elements, it should be noted that the existing road network limitations have led to the necessity to strike a balance between these elements. As well, it should be recognized that the guidelines provide an area wide framework and that the road frontage details, streetscape features and project related conditions will be dealt with at the site-specific development application stage.

Redevelopment within the Moody Centre transit-oriented community will occur over many years. Although several major applications are currently going through the development review process and could result in significant, positive improvements to Spring Street in the next few years, it is acknowledged that the reconstructed streetscape will be phased over time and is dependent on the timing of development projects within the area. Ultimately, a safe, compact, user friendly, attractive and sustainable streetscape meeting a number of needs can be created for this important core area in the community.

Other Option(s)

The alternative resolution to staff's recommended resolution is:

THAT the proposed Moody Centre Transit-Oriented Community Design Guidelines be referred back to staff to address the following items (insert items) and be brought back to Council for further consideration.

Financial Implications

There are no financial implications associated with the recommendation in this report.

Communications and Public Engagement Initiatives

Should Council adopt the Moody Centre Transit-Oriented Community Design Guidelines as an appendix to the Moody Centre Transit-Oriented Development Area Guidance Framework policy, staff will update website and other information sources to communicate these Design Guidelines to the public, area property owners and development applicants.

Council Strategic Plan Goals

The recommendation in this report aligns with the following Council Strategic Plan Goal(s):

- Strategic Goal 3.1 – Create complete and connected communities through balanced growth:
 - Prioritize transit-oriented development and diverse and equitable housing options consistent with community needs;
 - Improve neighbourhood connections and identify unique neighbourhood needs, including commercial/retail service; and
 - Implement best practices that result in growth that is consistent with community needs;
- Strategic Goal 3.2 – Provide safe, efficient, and accessible transportation options:
 - Embrace a multi-modal approach for mobility;
 - Provide safe and comfortable transportation options for all ages and abilities; and
 - Strategically plan for the City's transportation networks;

- Strategic Goal 3.3 – Enhance community wellbeing:
 - Provide recreation services and access to indoor and outdoor amenities for all ages and abilities; and
 - Incorporate our values, including diversity, equity, inclusion, Truth and Reconciliation, and climate actions, into our policies, plans and initiatives;
- Strategic Goal 4.2 – Enhance vibrancy through placemaking, arts, culture, heritage and tourism:
 - Facilitate events and festivals in our community; and
 - Increase the vibrancy of our waterfront and main thoroughfares; and
- Strategic Goal 4.3 – Leverage public spaces:
 - Enhance places where people naturally gather.

Attachment(s)

1. Corporate Policy – 13-6510-2023-01 – Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications.
2. Moody Centre Transit-Oriented Community Design Guidelines.
3. Red-line version Corporate Policy 13-6510-2023-01.

Report Author

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Report Approval Details

Document Title:	Moody Centre Transit-Oriented Community Design Guidelines.docx
Attachments:	- Attachment 1 - Moody Centre TOD Area Guidance Framework for OCP Amendment and Rezoning Applications Corporate Policy.pdf - Attachment 2 - Moody Centre Transit-Oriented Community Design Guidelines.pdf - Attachment 3 - Red-line version of Corporate Policy 13-6510-2023-01.pdf
Final Approval Date:	Jan 7, 2025

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

Kate Zanon, General Manager of Community Development - Dec 18, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Dec 20, 2024

Lindsay Todd, Manager of Communications and Engagement - Dec 20, 2024

Paul Rockwood, General Manager of Finance and Technology - Dec 21, 2024

Jeff Moi, General Manager of Engineering and Operations, for Anna Mathewson, City Manager - Jan 7, 2025