

Considered at the February 15, 2022 Committee of the Whole Meeting

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City of Port Moody Report/Recommendation to Council

Date: January 12, 2022
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services Division
Subject: Development Authorization – Alternative Traffic Improvements Suter Brook Village

Purpose

To recommend implementation of an updated traffic calming plan for Suter Brook Village in collaboration with Onni, and to present for approval a Development Authorization to facilitate implementation of the plan.

Recommended Resolution(s)

THAT the updated traffic calming plan for Suter Brook Village be implemented in collaboration with Onni in lieu of a traffic signal at loco Road and Capilano Road as recommended in the report dated January 12, 2022 from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Development Authorization – Alternative Traffic Improvements Suter Brook Village;

AND THAT the Mayor and Corporate Officer be authorized to execute the necessary legal documents required in support of Development Authorization DP000034.

Background

Suter Brook Village has been under development by Onni for several years under a Land Use Contract (LUC) and Bylaw which governs land uses and related requirements for this area.

On October 9, 2018, Council adopted the most recent change to the LUC Bylaw, setting the stage for the last phase of the development, which is currently under construction and nearing completion. Through the Public Hearing process for this LUC, Council received several resident safety concerns about traffic and parking issues. In response, late in the application review process as a mitigating measure, a provision for a left-turn lane and traffic signal installation on loco Road (northbound) providing access to Capilano Road to help reduce increases to traffic on Suter Brook Way was added to the LUC.

Following the Public Hearing for the LUC amendment on March 27, 2018, also in response to residents' concerns about traffic and public space issues, Council directed staff to undertake a separate Suter Brook Village Traffic and Public Space Consultation Plan. After completing

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consultation, reviewing the results, and working with the Transportation Committee on an improvement plan, on November 26, 2019, the Suter Brook Village Traffic and Public Space Implementation Plan was approved with funding provided for a trial traffic pattern change. A copy of the report summarizing this plan is included as **Attachment 1**.

Implementation began, but due to other COVID-19 related priorities, many elements of the implementation plan were delayed. The additional loading zones along Morrissey Road have been implemented. The one-way traffic pilot along Brew Street is in process. As work is required on privately-owned property (Brew Street is controlled by Onni), additional consultation to ensure adequate stakeholder input and acceptance was required. Constraints on material availability and weather have also impacted implementation.

City staff have been working closely with Onni to implement the Council-approved traffic pilot and have reached an agreement on a modification to the off-site servicing works required for the LUC to implement a more robust, permanent installation of a traffic calming plan in Suter Brook Village following the one-way pilot.

Discussion

As part of its development application for an additional 26-storey tower and mid-rise six-storey building for 300 Morrissey Road Parcel D, representing a net increase of 221 units over previously approved applications, Onni submitted a Transportation Impact Assessment (TIA) in February 2018. The TIA reviewed existing and future expected traffic conditions for the approved and proposed developments to 2025 and 2030, accounting for estimated traffic from the following additional nearby developments as they were understood at the time:

- Appia Site (220 dwelling units and 5,000ft² of supporting commercial);
- City Lands (north side of Murray Street at Morrissey Road); and
- Coronation Park (2,225 dwelling units).

To complete the TIA, the consultant assumed the Appia Site to be completely occupied by 2025, and the City Lands and Coronation Park to be 50% occupied by 2025 and 100% occupied by 2030. These assumptions have proven to be aggressive, as the Appia Site has not yet been approved, Coronation Park is currently in an Official Community Plan amendment process, and there is no active development proposal on City Lands at this time.

To address the traffic concerns raised at Public Hearing, the initial TIA was revised to identify an additional traffic signal at the Ioco Road and Capilano Road intersection. The signal would help reduce residential trips through the commercial area and, based on the estimated future traffic, would not affect the operation or capacity along Ioco Road. As a result, the requirement for the left-turn lane and traffic signal was included as a provision within the LUC amendment to improve traffic safety in Suter Brook Village.

Subsequently, further study identified operational safety concerns associated to the proposed signal due to Capilano Road's steep grade and horizontal "S" bend. These concerns were not identified in the earlier conceptual work on the intersection design. Upon extensive review, which included efforts to find alternative ways to safely install the left-turn lane and traffic signal, staff have agreed that the signal is not recommended due to the potential safety issues and design constraints.

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Alternative Traffic Calming Measures

As an alternative to the traffic signal, to improve traffic safety within Suter Brook Village and mitigate the effects of any increased traffic volumes, staff have worked with Onni's engineering consultants to develop a package of traffic calming measures to be applied to the streets in the Village. Through their comprehensive nature, these measures are expected to reduce traffic speeds, provide increased pedestrian priority and visibility, and improve pedestrian safety and comfort. The measures and their locations are shown on the map in **Attachment 2** and further described below in Table 1.

These works would enhance the Suter Brook Village Traffic Improvements Plan approved by Council in 2019 and allow for the temporary pilot features to be constructed in permanent form at the developers' cost.

Onni has proposed to complete the works outlined in Table 1 between March and September 2022.

Table 1 – Proposed Traffic Calming Measures in Suter Brook Village

Location	Measures	Expected Benefit
Murray Street and Morrissey Road intersection	<ul style="list-style-type: none"> extension of Murray Street median across intersection, with provisions to allow emergency vehicles to cross the median; and removal of right-turn "channels" and reduction in turning radius. 	<ul style="list-style-type: none"> Extending the median will eliminate left turns and U-turns. Removing right-turn "channels" will require right-turning traffic to slow down when entering and exiting the village.
Brew Street (Morrissey Road to Capilano Road)	<ul style="list-style-type: none"> permanent implementation of one-way street (completing City-led pilot project currently in implementation). 	<ul style="list-style-type: none"> Changing Brew Street to one-way operation will reduce pedestrian conflicts and reduce circulation for on-street parking.
Morrissey Road and Brew Street intersection	<ul style="list-style-type: none"> raised intersection; and curb extension on northeast corner. 	<ul style="list-style-type: none"> Raising the intersection will slow down all vehicles travelling through the intersection. Extending the curb will help enforce the one-way operation of Brew Street and reduce the crossing distance for pedestrians.
Morrissey Road and Suter Brook Way intersection	<ul style="list-style-type: none"> raised intersection. 	<ul style="list-style-type: none"> Raising the intersection will slow down all vehicles travelling through the intersection.
Morrissey Road and Capilano Road intersection	<ul style="list-style-type: none"> raised crosswalks. 	<ul style="list-style-type: none"> Raised crosswalks will improve pedestrian comfort and slow down vehicles crossing the crosswalks.

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Location	Measures	Expected Benefit
Suter Brook Way and Brew Street intersection	<ul style="list-style-type: none">• raised intersection;• curb extension on the southeast corner; and• smaller curb radius on the northeast corner.	<ul style="list-style-type: none">• Raising the intersection will slow down all vehicles travelling through the intersection.• Extending the southeast curb will help enforce the one-way operation of Brew Street and reduce the crossing distance for pedestrians.• Reducing the curb radius on the northeast corner will improve pedestrian comfort while continuing to accommodate emergency response vehicles.
Capilano Road and Brew Street intersection	<ul style="list-style-type: none">• curb extension on the northeast corner.	<ul style="list-style-type: none">• Extending the northeast curb will help enforce the one-way operation of Brew Street and reduce the crossing distance for pedestrians.
Capilano Road (west of Morrissey Road)	<ul style="list-style-type: none">• raised crosswalk.	<ul style="list-style-type: none">• Raising the crosswalk will slow down vehicles entering the village and improve pedestrian comfort connecting the nature trail on both sides of Capilano Road.

As the Ioco Road and Capilano Road traffic signal was included in the Land Use Contract, Council consideration of a change through a Development Authorization is needed to enable this change in requirements. The recommended Development Authorization agreement is included as **Attachment 3**.

Other Option(s)

Should Council wish to explore an alternative traffic calming package, the following alternative may be considered:

THAT staff work with Onni to develop an alternative traffic calming package including the following feedback:

- [List feedback]

Staff note that if the recommended Development Authorization is not approved, the requirement for a new traffic signal at Capilano Road and Ioco Road would stay in place in the Land Use Contract. However, given that this traffic signal cannot be safely constructed, this requirement would likely remain outstanding, and staff would still need to consider other options to address this matter in the context of the Servicing Agreement and securities provided for the works.

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Financial Implications

If approved, Onni would be required to pay for and provide the traffic measures in a timely manner, secured through a Servicing Agreement with the City.

Communications and Civic Engagement Initiatives

As this is a technical matter related to servicing requirements for a new development and consultation had already been undertaken in the development of the Suter Brook Village Traffic and Public Space Implementation Plan, staff are not proposing community consultation on this proposed change.

The City or Onni (as appropriate) will prepare notices to inform the residents and business owners of the changes once nearer to the date of construction of these works.

Council Strategic Plan Objectives

The proposal is consistent with the 2019-2022 Council Strategic Plan priority of Community Evolution as it relates to the objective of providing people with a variety of options to move through and around Port Moody safely and efficiently.

Attachment(s)

1. Report considered at the December 3, 2019 Council meeting – Suter Brook Village Traffic and Public Space Implementation Plan.
2. Map of Suter Brook Traffic Calming Measures.
3. Draft Development Authorization DP000034.

Report Author

Geoffrey Keyworth
Transportation Engineer

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Report Approval Details

Document Title:	Development Authorization – Alternative Traffic Improvements Suter Brook Village.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Report considered at Dec. 3, 2019 Council meeting- Suter Brook Traffic and Public Space Implementation Plan.pdf- Attachment 2 - Map of Suter Brook Traffic Calming Measures.pdf- Attachment 3 - Draft Development Authorization DP000034.pdf
Final Approval Date:	Feb 7, 2022

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

Jeff Moi, General Manager of Engineering and Operations - Jan 28, 2022 - 5:29 PM

André Boel, City Planner - Jan 28, 2022 - 5:30 PM

Tracey Takahashi for Dorothy Shermer, Corporate Officer - Feb 1, 2022 - 9:35 PM

Rosemary Lodge, Manager of Communications and Engagement - Feb 4, 2022 - 12:13 PM

Paul Rockwood, General Manager of Finance and Technology - Feb 4, 2022 - 12:40 PM

Tim Savoie, City Manager - Feb 7, 2022 - 10:50 AM

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City of Port Moody Report/Recommendation to Council

Date: November 8, 2019
Submitted by: Engineering and Operations Department – Infrastructure Engineering Services
Division
Subject: Suter Brook Village Traffic and Public Space Implementation Plan

Purpose

To provide Council with an update on the implementation plan to address the results of the Public Consultation with Suter Brook Village residents about neighbourhood traffic safety, noise, and the use of public space in Suter Brook Village, and to request the implementation plan's inclusion into the Engineering and Operations capital and operating plan.

Recommended Resolution(s)

THAT the Suter Brook Village Traffic and Public Space Implementation Plan be approved for implementation by staff as recommended in the report dated November 8, 2019 from the Engineering and Operations Department – Infrastructure Engineering Services Division;

AND THAT the \$35,000 required to complete the trial traffic pattern change to one-way on Brew Street be forwarded to the Finance Committee to identify a funding source;

AND THAT the Suter Brook Village Traffic and Public Space Implementation Plan be included in future capital plan submissions for budget consideration.

Background

On March 27, 2018, following a Public Hearing regarding the Suter Brook Parcel D proposal (Land Use Contract change) for the final phase of Suter Brook Village, Council passed the following resolution in response to resident concerns about the use of public space in the existing portions of Suter Brook Village:

RC18/166

THAT staff report back with options for public consultations after Council's consideration of the proposed Land Use Contract Amendments in Bylaw No. 3124 has concluded to receive Suter Brook residents' concerns about neighbourhood safety and report back with options for addressing the list of issues recommended in the report dated

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March 14, 2018 from Councillor Rob Vagramov regarding A Call to Neighbourhood Improvements – Addressing Suter Brook Concerns.

On September 25, 2018, Council received an update that identified a public consultation process focused on gathering feedback regarding traffic safety, noise, and use of public space through an online feedback form, as well as through participation in a walking tour with City staff and passed the following resolution:

RC18/477

THAT staff report back on public consultation options prior to the conclusion of Council's consideration of the proposed Land Use Contract Amendments in Bylaw No. 3124.

On October 9, 2018, Council received an update on public consultation options and passed the following resolution:

RC18/507

THAT staff be directed to implement the Suter Brook Village Traffic and Public Space Consultation Plan as outlined in the report dated September 28, 2018 from the Planning and Development Department and the Engineering and Operations Department regarding Suter Brook Village Traffic and Public Space Consultation;

AND THAT this item be forwarded to the Finance Committee to identify a funding source for the \$2,100 budget for the Consultation Plan.

The Consultation Summary (Attachment 1) provides an overview of feedback received during the targeted public consultation in December 2018. A total of 76 surveys were completed. Residents were most concerned with pedestrian safety and traffic safety particularly at the intersection of Brew Street and Suter Brook Way. Respondents also shared concerns related to traffic circulation, speeding, lack of loading bays, and congestion with daytime deliveries. Business owners had similar concerns and, in addition, identified a lack of dedicated loading zones in the area.

Seven residents participated in a walking tour with Council members and staff, and expressed similar concerns to those identified through the survey. Additional concerns were also identified related to garbage collection on Brew Street and its effect on traffic circulation and safety; maintenance of public space surfaces; and settlements resulting in cracks, and uneven surfaces.

Residents strongly supported improving crosswalk markings and signage, as well as the addition of loading bays, but were split on changes to the overall operation of the road network. Through the feedback form, residents also suggested providing angled parking to increase the available parking, increasing accessibility and emergency response parking spots, creating pedestrian-only zones on Brew Street, the addition of speed bumps, additional signage and lighting, and improved crosswalks.

On February 26, 2019, Council received an update on the feedback received through the public consultation process and passed the following resolutions:

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RC19/077

THAT the Consultation Results as outlined in the report dated February 13, 2019 from the Planning and Development Department and the Engineering and Operations Department regarding be received for information;

AND THAT staff be directed to work with Onni to develop a recommended improvement plan and implementation strategy for Suter Brook Village for consideration by the Transportation Committee;

AND THAT staff be directed to forward the follow-up options that relate to Private Roads to Onni and the Strata Councils for their consideration and follow up.

Staff then prepared an implementation plan, incorporating the feedback received through the consultation process. Staff discussed the proposed improvement options with and received endorsement of the Onni Group (Onni) on June 14, 2019. The plan was then presented to the Transportation Committee on September 18, 2019 with a follow-up discussion on October 16, 2019, when the following resolution was passed:

TC19/014

THAT the Transportation Committee endorse the proposed Suter Brook Village and Public Space Implementation Plan as presented by staff on October 16, 2019.

Discussion

In consideration of the concerns raised to Council during the Public Hearing regarding Suter Brook Parcel D, and the feedback received through the Suter Brook Village Traffic and Public Space Consultation Plan, the following implementation plan was developed to coordinate traffic and safety improvement options within Suter Brook Village:

- install commercial loading zones on Morrissey Road;
- work with Onni to address waste collection;
- implement and monitor a trial traffic pattern change to One-Way travel on Brew Street;
- evaluate the trial traffic pattern change and implement permanent changes if warranted;
- replace the Suter Brook Way pavers with asphalt and standardize the road markings; and
- evaluate implementation of pay parking and the existing streetlight levels.

Staff met with Onni representatives to discuss the findings from the consultation process and presented the improvement options. It was established that Onni supported the following work (all on public property):

- trial project for one-way traffic circulation on Brew Street;
- replacement of pavers on Suter Brook Way with asphalt;
- construction of a loading bay on Morrissey Road; and
- implementation of pay parking.

Staff also identified that there are challenges with onsite waste collection and the operation of the loading bay along loco Road. Onni noted that the collection of waste is up to the individual building strata and would raise the concerns with the strata. Onni representatives also noted that they are aware of the operational challenges with the loading bay and would request that the tenants continue to establish and implement safe operating procedures.

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During the staff presentation to the Transportation Committee (Committee), it was identified that a preferred option for the loading bay would be to convert existing parking. Staff considered the feedback and the committee endorsed the implementation plan on October 16, 2019, including the following objectives:

1. convert existing parking into commercial loading zones as shown in Figure 1 (impact on gain/loss in parking stalls shown as red and green in table);
2. work with Onni to provide a temporary waste pickup zone as shown in Figure 2 (impact gain/loss in parking stalls shown as red and green in table);
3. work with Onni to coordinate the trial traffic pattern change to one-way traffic circulation and install temporary diversions as shown in Figure 3. Monitor the performance of the change and implement permanent measures if warranted; and
4. replace the Suter Brook Way pavers between Brew Street and Morrissey Road with asphalt and standardize the road markings as note in Figure 4. Maintain similar architectural features and review opportunities to improve the raised intersection.
5. complete a Paid Parking Study; and
6. evaluate the existing streetlight levels.

Figure 1: Commercial Loading Zone

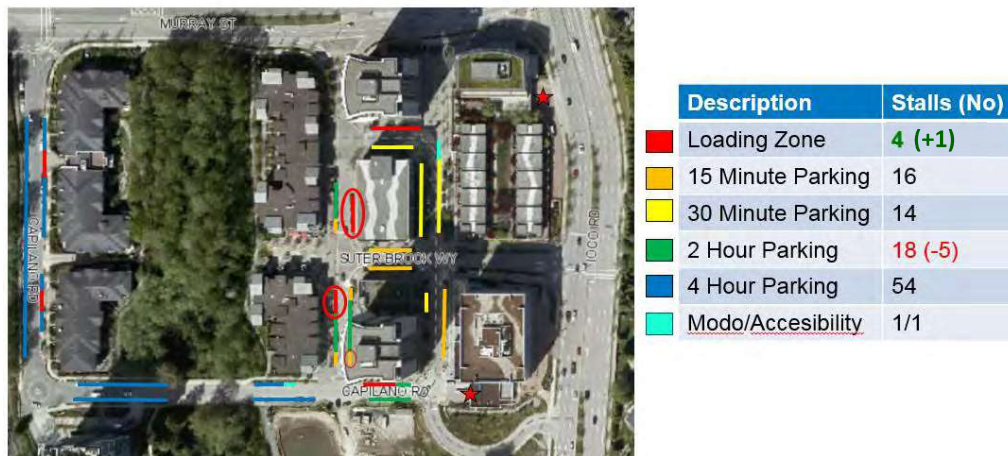


Figure 2: Temporary Waste Pickup Zone

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Description	Stalls (No)
Loading Zone	2
15 Minute Parking	16
30 Minute Parking	11 (-3)
2 Hour Parking	32
4 Hour Parking	54
Modo/Accessibility	1/1
Onni Garbage Day	1

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Figure 3: One-Way Traffic Circulation

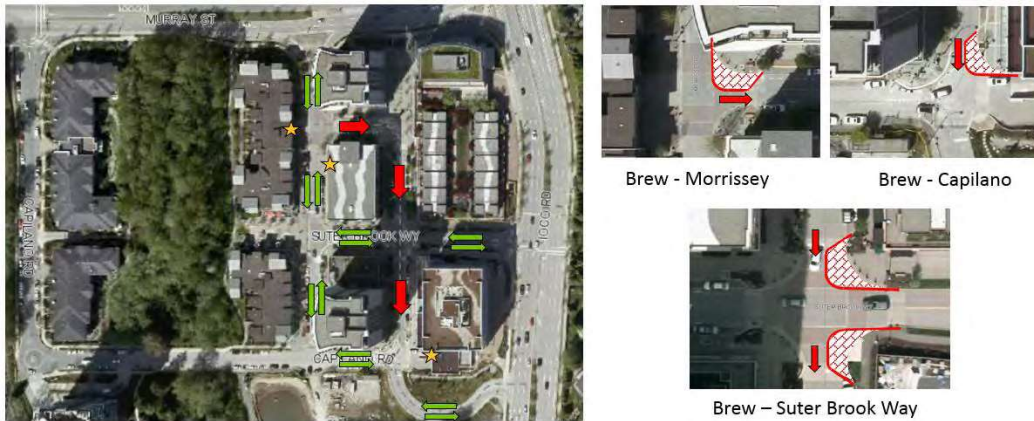
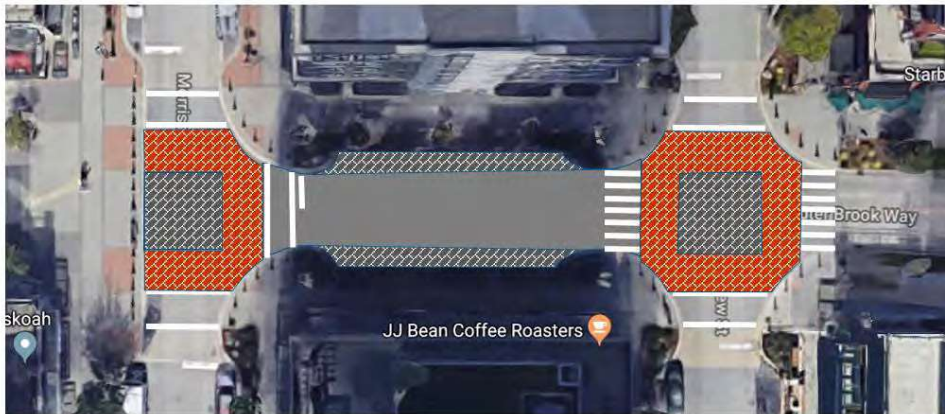


Figure 4: Suter Brook Way Surface Upgrades



The proposed improvement plan includes projects that can be implemented immediately while others require phasing. The following table summarizes the proposed improvements, budget source, estimated construction costs, and timeline for implementation.

No.	Improvements	Funding Source	Estimated Cost	Implementation Timeline
1	Implement commercial loading zones	Unfunded Capital	\$2,000	2020
2	Implement waste pickup zones	Onni	\$2,000	2020
3.1	Trial traffic pattern change on Brew Street	Unfunded Capital	\$35,000	2020
3.2	Complete Permanent Traffic Pattern Change	Unfunded Capital	\$160,000	Future
4	Replace Suter Brook Way pavers with asphalt and reconstruct intersections at Brew Street and Morrissey Street	LRN Paving Capital	\$250,000	Future
5	Complete a Paid Parking Study	Unfunded Capital	\$25,000	Future
6	Evaluate existing streetlight levels	Unfunded Capital	\$5,000	2020

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Other Option(s)

1. THAT the report dated November 8, 2019 from the Engineering and Operations Department – Infrastructure Engineering Services Division regarding Suter Brook Village Traffic and Public Space Implementation Plan be received for information.
2. THAT staff be directed to report back with an alternate plan or timeline that removes objectives or addresses alternative issues as identified by Council.

Financial Implications

The responsibility for the operation of Suter Brook Village and the maintenance of infrastructure is separated into private and public areas as shown on the ownership map, included as Attachment 1.

Suter Brook Way is a municipal Local Road Network (LRN) road and the operation and maintenance is the responsibility of the City. LRN maintenance is funded through the LRN paving budget and paving of Suter Brook Way would be prioritized against similar City paving projects. The estimated cost for Suter Brook Way paving is \$250,000.

The additional capital projects identified in the implementation plan are currently not identified in the five-year capital plan. These projects would need to be evaluated as part of future capital budget deliberations. The total estimated cost for the implementation of loading zones, traffic pattern change, streetlight and parking studies is \$227,000.

To implement the trial traffic pattern change in 2020, the estimated \$35,000 will require review by the Finance Committee to identify a funding source to initiate this project in advance of the capital plan.

Communications and Civic Engagement Initiatives

If approved, staff will notify public consultation participants of the Suter Brook Village Traffic and Public Space Implementation Plan. A communication plan will be developed to inform residents and business owners/operators about any changes to the road infrastructure and traffic patterns as the Suter Brook Village Implementation Plan is executed.

Council Strategic Plan Objectives

Improving public safety and functionality of the City's road network aligns with Council's 2019-2022 Strategic Plan pillar of Community Evolution, specifically to ensure City assets are optimized, maintained, and funded for current and future needs.

Attachment(s)

1. Public Consultation Summary
2. Ownership Map

Report Author

Stephen Judd, P.Eng.

Manager of Infrastructure Engineering Services

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Report Approval Details

Document Title:	Suter Brook Village Traffic and Public Space Implementation Plan.docx
Attachments:	Attachment 1 – Public Consultation Summary Attachment 2 – Ownership Map
Final Approval Date:	Nov 19, 2019

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

Rosemary Lodge, Manager of Communications and Engagement - Nov 18, 2019 - 10:06 AM

Paul Rockwood, General Manager of Finance and Technology - Nov 18, 2019 - 1:35 PM

**Jeff Moi, General Manager of Engineering and Operations - Nov 18, 2019 - 3:45 PM
completed by delegate Kim Law, Manager of Project Delivery Services**

Tim Savoie, City Manager - Nov 19, 2019 - 12:45 PM

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Public Consultation Summary

Suter Brook Village Traffic and Public Space



Lead Divisions: Planning and Engineering



November–December 2018



portmoody.ca/suterbrook

Public consultation methodology



Online survey



Paper survey

Response period: Nov 16–Dec 17

of surveys completed: 76



Tour of Public Space (Dec 8)

Venue: Suter Brook Village

of attendees: 7 residents

Survey respondents

Connection to the consultation

68 are Suter Brook residents

8 are Suter Brook Village business owners/operators

Communication tactics



Targeted letter to residents



Targeted letter to Suter Brook Village business owner/operators



Email invitation to strata corporations



Project webpage



Walking tour with staff experts

Please note

While public consultation and survey results provide the City with valuable information, please note the views expressed do not necessarily reflect the views of all Port Moody residents.

Scope of the consultation:

On October 9, 2018, Council asked staff to engage with Suter Brook residents, business owners/operators, and strata corporations about neighbourhood traffic safety, noise, and the use of public space in Suter Brook Village.

City staff invited stakeholders to indicate their level of concern, and share their thoughts on issues related to:

- pedestrian and traffic safety
- traffic congestion and parking
- road and sidewalk maintenance
- loading zones
- noise and traffic related to delivery/service/waste vehicles
- noise related to late-night business operations.

Key findings:



Residents are most concerned with:



Pedestrian safety



Traffic safety at the
Brew Street and Suter
Brook Way intersection

– and –

**strongly support improved
crosswalk road markings**



Business owner/operators are most concerned with:



Traffic safety at the
Brew Street and Suter
Brook Way intersection



Lack of dedicated loading
zones along Morrissey
Road and Capilano Road

– and –

**strongly support improved
crosswalk signage, including
upgraded signs, relocation of
signs, or additional signs**

Both residents and business owner/ operators are least concerned with:



Noise from late-night
business operations



Unauthorized vehicles parking
in the Modo car-share location

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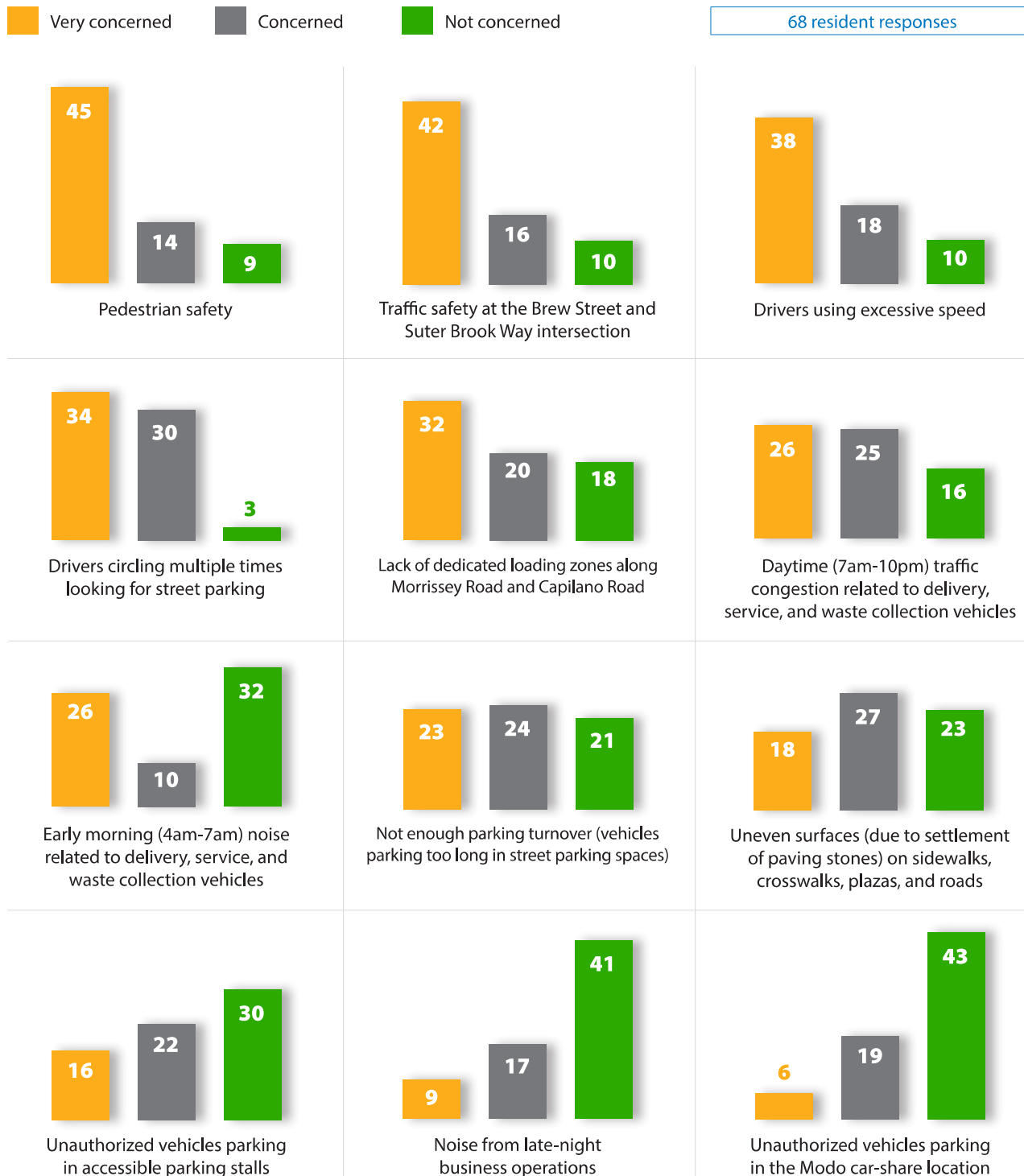
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Suter Brook Village Traffic and Public Space – Survey Results

Survey respondents answered a range of questions about issues specific to Suter Brook Village.



Residents indicated their level of concern about the following issues in Suter Brook Village:



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Residents indicated their level of support or opposition for the following potential improvements/solutions:



Improved crosswalk
road markings

Strongly support	35
Support	23
Don't know	9
Oppose	1
Strongly oppose	0



Improved crosswalk signage,
including upgraded signs, relocation
of signs, or additional signs

Strongly support	35
Support	18
Don't know	12
Oppose	3
Strongly oppose	0



Improved wayfinding signage to
direct drivers along Suter Brook Way
and Morrissey Road to access the
main parkade entrance

Strongly support	22
Support	30
Don't know	11
Oppose	3
Strongly oppose	0



Increased bylaw enforcement of
long (two hour) and short
(15 minute) parking restrictions
along Morrissey Road

Strongly support	20
Support	20
Don't know	11
Oppose	10
Strongly oppose	6



One-way traffic
on Brew Street

Strongly support	17
Support	13
Don't know	11
Oppose	14
Strongly oppose	12



Add a loading bay at the
intersection of Suter Brook Way
and Morrissey Road

Strongly support	15
Support	23
Don't know	16
Oppose	4
Strongly oppose	8



Amend the Sound Level Bylaw to
allow delivery trucks to arrive earlier
in the day (to help reduce daytime
traffic congestion)

Strongly support	12
Support	21
Don't know	17
Oppose	9
Strongly oppose	9



Increased bylaw enforcement of
illegal parking in Modo car-share
location on Capilano Road

Strongly support	0
Support	19
Don't know	23
Oppose	5
Strongly oppose	3

Respondents were not
required to answer every
survey question. Some
numbers may not add up
to 100% due to rounding.

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Business owner/operators indicated their level of concern about the following issues in Suter Brook Village:

8 business owner/operator responses

Very concerned Concerned Not concerned



Traffic safety at the Brew Street and Suter Brook Way intersection



Lack of dedicated loading zones along Morrissey Road and Capilano Road



Drivers circling multiple times looking for street parking



Drivers using excessive speed



Not enough parking turnover (vehicles parking too long in street parking spaces)



Daytime (7am-10pm) traffic congestion related to delivery, service, and waste collection vehicles



Pedestrian safety



Early morning (4am-7am) noise related to delivery, service, and waste collection vehicles



Unauthorized vehicles parking in accessible parking stalls



Uneven surfaces (due to settlement of paving stones) on sidewalks, crosswalks, plazas, and roads



Noise from late-night business operations



Unauthorized vehicles parking in the Modo car-share location

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Business owner/operators indicated their level of support or opposition for the following potential improvements/solutions:



Improved crosswalk signage, including upgraded signs, relocation of signs, or additional signs

Strongly support	3
Support	3
Don't know	2
Oppose	0
Strongly oppose	0



Improved wayfinding signage to direct drivers along Suter Brook Way and Morrissey Road to access the main parkade entrance

Strongly support	3
Support	3
Don't know	1
Oppose	1
Strongly oppose	0



Improved crosswalk road markings

Strongly support	3
Support	2
Don't know	3
Oppose	0
Strongly oppose	0



Add a loading bay at the intersection of Suter Brook Way and Morrissey Road

Strongly support	2
Support	2
Don't know	3
Oppose	1
Strongly oppose	0



Increased bylaw enforcement of long (two hour) and short (15 minute) parking restrictions along Morrissey Road

Strongly support	2
Support	2
Don't know	2
Oppose	2
Strongly oppose	0



Amend the Sound Level Bylaw to allow delivery trucks to arrive earlier in the day (to help reduce daytime traffic congestion)

Strongly support	1
Support	3
Don't know	2
Oppose	2
Strongly oppose	0



One-way traffic on Brew Street

Strongly support	1
Support	0
Don't know	3
Oppose	2
Strongly oppose	1



Increased bylaw enforcement of illegal parking in Modo car-share location on Capilano Road

Strongly support	0
Support	2
Don't know	5
Oppose	1
Strongly oppose	0

Respondents were not required to answer every survey question. Some numbers may not add up to 100% due to rounding.

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Suter Brook Village Traffic and Public Space – Comments

Survey respondents were asked "Do you have additional concerns or feedback that you would like to share?" and "Do you have suggestions for actions that might address your concerns? Please explain." Here are the responses received by the City, sorted by theme. Comments are presented verbatim, including typos and grammatical errors. Specific addresses have been removed to protect the privacy of individuals.

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Theme: Quality of Life

Concerns/Comments

- With the three new buildings being built in Suter Brook, I am very concerned about the noise level from the construction and the increased congestion that will likely occur after the buildings are built. I am upset about the fact that this area is overly crowded with buildings.
- Late night motorcycle noise and loud vehicle noise
- As a resident living on the corner of Brew street and Capilano road the noise level due to employees tossing their waste into garbage bins in the loading bay have reached unacceptable levels. This occurs every night 7 days a week between 8pm to midnight. The open loading bay acts as a giant mechanical loud speaker amplifying the sound.
- Excessive motorbike noise in the spring and summer due to bikes with no mufflers or short pipes, especially with bikes travelling along Ioco Road and into the village.
- A new consideration: When I moved into my building five years ago, there were plenty of dogs but hardly any kids. Now it is common to ride the elevator with an infant or a toddler. If families continue to stay in Suter Brook, then soon we'll have school age kids we'll have to watch out for as they dart from behind parked cars and jaywalk the narrow streets. (This growth of families living in high rises wasn't planned for and there are very few public spaces or play areas that were designed for children rather than adults.)
- The noise and dust coming from the construction site on Capilano Road & Brew Street is unacceptable.
- There are huge personal trucks every morning with noisy engines and tailpipes that are so annoying that just rev their engines outside residential buildings.
- Is there any way to reduce the revving of car engines? That's the loudest thing - we can hear people blasting music/ revving their engines later at night (9-11pm or so) and it's just excessive.
- I don't find the area particularly noisy. Think this is a NIMBY issue.
- I live across the street from Thrifty Foods - What concerns me the most is how dog owners leave their dogs tied up outside and go in and do their shopping. We can hear dogs barking for 30-40 minutes straight calling out to their owner who just left them there. The barking echos and I am sure is terribly annoying for anyone who is trying to enjoy a quite weekend without having to listen to that.
- Loud vehicles that obviously have modified mufflers. This is obnoxious and is blatant noise pollution. It's so loud that it wakes up my 8 month old son while he's sleeping at night. I feel like I'm at a Formula One Race Track some days ... It's unacceptable.

Suggestions

- Reducing noise bylaw hours for construction.
- I appreciate this effort to gather feedback. It seems a fair and balanced approach to collecting feedback from a variety of people who may have different experiences and perceptions. Limit the construction noise to 9:00 - 5:00 pm
- Remove interlock blocks where feasible. Convert to a
- I do appreciate my city is looking at this though, it's important. I think this speaks to the desirability of Suter Brook to many, but also to the problems that can inevitably occur when somewhere like this is too popular.

Considered at the February 15, 2022 Committee of the Whole Meeting

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Considered at the December 3, 2019 Council meeting

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Theme: Parking

Concerns/Comments

- When excavation of the new Onni buildings start/ when they start putting up the buildings, where will the workers for the project park? Are they going to be taking up street parking and underground parking, putting further stress on the parking in Suter Brook? This also goes for deliveries of supplies to the site.
- As a resident of Sutterbrook, the Lack of parking in the area is horrible,
- There is too much congestion when entering and exiting parkade on Morrissey Rd.
- Lack of parking available and traffic congestion that will follow once the new Suter Brook development is complete.
- The entrance ramps and lanes in the underground parking garage for the Brew Street stores and residential towers are too narrow and have too many blind spots at 90 degree turns/garage intersections. As a resident, I encounter near misses with cars in the garage on a weekly basis.
- It is almost impossible to park on the street. It takes long time to find parking spot for people that we live in Sutter Brook. Now that they are building 2 new highrises and 1 low rise, the traffic and parking spots in Sutter Brook will be a nightmare.
- Our Customer feedback is the Poor parking situation. As a business owner in the village, our main concern is for our customer experience. The number one complaint we hear is about not enough parking in the village. It is my understanding that Onni will now start to charge for parking and we fear this will drive customers away from shopping with us. On the positive side, it may promote faster turn-over of available parking spaces.
- Also the day of garage removal there is no space for cars and trucks on Capilano Road
- I have lived in Sutterbrook for 3 years now and it's an insane nightmare every day. There is no reason people need to park on the street level at all when there is ample parking in P1. People will circle forever to ensure they get a spot close to Thrifty's or the bank because they are just "running in" meanwhile they have been trolling parked car for 30 mins.
- I am active in the village via vehicle and pedestrian and what I see is a lot of drivers being unaware of their surroundings or lack of competency to navigate/park their vehicle, plus some bad decisions. For example, the cut-out stall in front of JJ Bean is meant for one vehicle but with no markings people routinely try and squeeze in a second vehicle. Today (Dec 1) I saw a gentleman try and back his vehicle into that space that clearly did not have enough room. The nose of his vehicle was clearly onto Brew St enough that people driving by had to navigate around his vehicle. He left his vehicle half on the street and carried on with his errand. I know people want less traffic but short of a ban I think there are better ways to manage inappropriate behaviors and choices.
- Congestion on Brew Street due to deliveries, garbage pickup, and vehicles circling for parking
- My two main concerns are that folks in Aria 1, specifically, have very little space for deliveries and moving vans.
- too many people in too small a space without enough parking for visitors or employees
- It is private road, but people stopping in the no-stopping area of Brew Street and people parking awkwardly in the little space in front of JJ Bean.
- It's disappointing that this questionnaire includes nothing pertaining to the support of residents parking on Sutterbrook streets. Onni did not give adequate parking spaces to buyers, but are the first ones to ticket for those who live here and need to park in the neighbourhood. Why was this not a part of the development plan? It's congested - and not only is it hard to find street parking, but when you do, you end up in a three hour zone. This does not work when you live here! I am on Capilano Road in building 100. This is not a road near shopping and is away from the village. Why is there timed zones there? That street should have special consideration for the residents and their guests. Why are we not using a residential decal system like they do in Vancouver neighbourhoods? We deserve the peace of knowing that when we get home, we have a place to park. Sutterbrook village in the retail area, is one thing, but Capilano road with on the residential side is another. Not to mention that shoppers and business owners have the underground parking - but we do not. Onni owns all those spots and has not released any for additional parking. This needs addressing - especially when the new building will be populated and the congestion will be worse.
- I've lived here for 3 years now, and the amount of dangerous chances drivers take to secure a parking spot is really crazy.
- People also believe it's ok for them to park in accessible spots and create their own parking spots beyond the accessible spots at Thrifty Foods, blocking the 2 pedestrian crosswalks all the time oblivious to the pedestrian traffic around them.

Considered at the February 15, 2022 Committee of the Whole Meeting

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Suggestions

- Angled parking may allow for increased number of parking stalls on the streets.
- I would love to see a monthly parking option for us residents to park our car overnight in the underground parking of the commercial area (thrifitys). Would this be an option?
- Increase street parking, especially for the ppl living in the area
- remove street parking or at least most of it. Direct all roads coming into the Village to underground parking. Completely revamp the traffic flow to stop people from circling the village for a parking spot.
- Entrances to the parking garage should be designed as one-way along with the one-way Brew Street improvement solution mentioned above. i.e. you enter the garage in one of the current ramps (e.g. at the corner of Capilano and Brew) and have to exit through the other ramp (e.g. onto Morrissey Road). In regards to the above 'increased bylaw enforcement of long (two hour) and short (15 minute) parking restrictions along Morrissey Road', I would support this if the hours were restricted. In other words the 15 minute parking should not be enforced after business hours.
- All streets should lead you to the underground parking with no option to park on the street level. All pull-out areas should be reserved for loading/unloading, moves, deliveries or service vehicles only. Please work to eliminate this issue its been going on for too long. Everyone is in a rush, and they want prime parking and life is busy so lets increase the safety by changing the pattern and taking away the temptation or option to park on the street.
- Would be better to remove street parking on the congested streets, and instead have a free dedicated parking in one place. Currently the cars are parking in the middle of the road on Brew Street or parking at an angle due to not even (straight) sidewalks, that makes the roads be very congested and also makes it more dangerous as approaching cars don't have space to drive or move to allow the other car to pass through.
- Maybe make the spot in front of JJ for disabled drivers only or for ER vehicles.
- Yes - as I've mentioned above, a simple solution would be to provide "resident stickers" for those living on Capilano Road outside the retail zone. They do this in Vancouver to give residents preferential spaces, and since there is no retail there, it's a no-brainer. This would also keep people who park there to use the skytrain away from this street. I am also opposed to Onni obsessively ticketing to fill their coffers after already ripping off residents by not offering adequate parking when they sold these units. It's unethical and ridiculous and the city of Port Moody needs to grow a spine and revisit their relationship with suterbrook residents. I'm hoping the new mayor and council will heed this message and know this is a regular conversation with suterbrook residents. One more note - they are also unrealistic when it comes to the people working in Suterbrook. These poor people are parking on the street and moving their cars every couple of hours because Onni is not providing any staff parking. As a result, they are taking parking residents and guests could be using as residents on 100 or 200 Capilano can't exactly park in the retail area. Please take a hard look at this. I don't understand why this was not a consideration with the above survey. Sorry about the rant but it's an important issue as Suterbrook continues to grow. Thank you.
- Parking of delivery vehicles could be accomplished by designating the current South West parking section of Morrissey as "Loading Zone" without impacting the junction of Morrissey and Suterbrook Way which is a busy pedestrian crossing. That part of the road is less used by traffic except for parking, and wouldn't affect the access / egress to the underground parking.

Considered at the February 15, 2022 Committee of the Whole Meeting

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Considered at the December 3, 2019 Council meeting

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Theme: Traffic/Transportation

Concerns/Comments

- Not enough space due to road size. With the new construction of the Grande - it will be a total nightmare to use the Suter Brook village businesses.
- The area is so congested that any speed over 30 KPH is dangerous
- I live in the 100 block of Capilano Rd and my main concern is cars going more than 30 km/h down the road (most to make the light at Murray St). It makes it difficult to safely exit the parkade driveway from 100 and 200 Capilano Rd and there has been more than one accident and many near misses as the car entering the street has to enter the roadway slightly to see down the street.
- To reinstate 2 way lane on capilano road at ioco road.
- When exiting north on morrissey road to murray and wanting to turn left onto ioco road it is extremely difficult. Would like to see a signal installed at this exit site.
- With close to 3000 residents living here in the near future, increased traffic will always add to congestion on our streets.
- Traffic leading to Suter Brook a nightmare as well. Will be worse with more densification, as the towers fill up.
- excessive speeding in area, excessive acceleration
- Stop sign at Suter brook & brew st!
- 1 way traffic would make it a lot safer for drivers and pedestrians
- I live at 301 Capilano, so I miss much of the peak hour congestion (I'm also retired, so tend to come and go at quieter times.) However, when I occasionally get caught in Suter Brook congestion, it inevitably surprises and stresses me as I try to figure out what is going on (unlike congestion on St John's which is predictable and merely slow). Sometimes the backup is due to pedestrians, sometimes it's too many vehicles trying to beat the light off Ioco Road, a car parallel parking, a delivery truck blocking a lane....I really have to stay alert at rush hour, unlike the relaxed atmosphere the rest of the day in Suter Brook.
- I personally think the traffic design in this area is short sighted and unsafe. The whole neighborhood should be pedestrian traffic only and vehicles should be focused to park down stairs.
- The only exception should be loading and unloading for service vehicles, and deliveries/moves and maybe the streets have to have removable bolsters for this to happen.
- Please close off all access for personal vehicles to park on the street level of this neighborhood, you might think this will impact business but I know many people who will go out of their way not to shop in suterbrook because of the traffic.
- Garbage collection is not just a noise issue, the area was never designed for the realities of garbage/recycling pickup.
- Drivers rarely stop at stop signs.
- Vehicles not stopping at crosswalks
- Also, the pedestrian crosswalk time, specifically at Ioco and Murray Streets (where there are a LOT of accidents) are much too short. Walking at a fast pace I barely get across - disabled people and elderly people have no hope of getting even halfway across in the allotted time.
- I have greater concerns about people pulling u-turns everywhere.
- the lack of proper stopping at all stop signs in Suter Brook
- Speeding vehicles coming off IOCO Road make it very dangerous for pedestrians/foot traffic.
- I have lived in the area for 6 years and have noticed a huge increase in traffic and traffic congestion...as well as driver impatience.
- Increased signage would help I hope,
- This really is a traffic zone like I have never seen.
- People perform frantic U-turns all the time and it's amazing nobody has been hurt.

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Suggestions

- No car traffic in Suter Brook. Or very limited.
- Make it compulsory for developers to include loading zones and better traffic control measures from the on-start. Once the complex is built it is hard to make changes. Suggest a better overseeing of developers by the City.
- Increased signage at Capilano roundabout.
- I would say take away all the on-street parking and turn it into loading zones and car-share parking only. Vehicles should be directed to the underground parking with clear signage. This will speed up traffic flow and avoid some of the problems caused by congestion and impatience.
- Making Brew Street a Pedestrian only street would solve a lot of safety issues
- Clearly marking the road speed to 30km/h and perhaps adding a few speed bumps could help. In addition, the waiting for the light at Murray can take a long time plus it can be a short green light if there are no pedestrians crossing.
- Somehow change the traffic flow on Capilano to stop the ability of people to cut through from Murray to loco and somehow stop people from speeding down Capilano. I know these things can be done. This is not a liveable community and it is not pedestrian or cycling friendly. The uneven sidewalks and the general deterioration of Suterbrook needs to be addressed. If this is what management by a private company looks like then it should not be allowed to happen.
- These business operations be carried out during the daytime and not between hours of 8pm to midnight. Doors be installed on the loading bay entrance.
- SERVICE BAYS ONLY ON STREET LEVEL - ALLOW FOR SOME HANDICAPPED SPOTS - In front of Aria1 and Aria 2 (Brew Street and Capilano Road), Intersection Morrissey/Suterbrook Way (in front of bear), In front of 200 Brew Street office building, Extend parking Area in front of JJ's (Brew Street)
- In front of Aria1 and Aria 2 (Brew Street and Capilano Road), Intersection Morrissey/Suterbrook Way (in front of bear), In front of 200 Brew Street office building, Extend parking Area in front of JJ's (Brew Street)
- MAKE BREW STREET PEDESTRIAN ONLY (from Morrissey to Suterbrook Way) - AGAIN SERVICE VEHICLES AND HANDICAPPED ONLY.
- Brew Street from Suterbrook Way to Capilano Road should be one way/south
- THE LOADING BAY FOR 200 BREW STREET SHOULD BE CONVERTED INTO TRUE 2 TRUCK FACILITY, BY SQUARING OFF TO SOUTH SIDE (This should be enough food for thought for a professional planner!!!! WHATEVER YOU DO, PLEASE CONSIDER THESE SUGGESTIONS FOR PARCEL "D" BEFORE IT'S TOO LATE.)
- Better traffic flow. And that underground parkade is a nightmare to navigate
- Make the whole area 30km (same as a school zone). Install spike strips that automatically deploy when a vehicle exceeds 40km/hr.
- In regards to "add a loading bay at the intersection of Suter Brook Way and Morrissey Road" my support/opposition would be based upon proposed details.
- Please create pedestrian only street-areas and direct the vehicles to the underground parking. I would gladly be willing to discuss this further. Thank you for the opportunity to share feedback and I am really excited about seeing your improvements.
- Waste removal (Recycle too) should be deemed essential and 'planned for' as part of permitting. It may be too late for Suterbrook existing, but should be amended and considered in any future adjustments to the permits at 'the Grande' and all other city area developments.
- Pedestrian activated crosswalks
- Close Brew Street for parking. Use South side of Brew Street for retail deliveries and garbage pick up. Keep North side for pedestrian access only.

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- Stop signs don't work at the intersection of Suter Brook Way and Morrissey; not a lot of cars (most likely visitors to Suter Brook) stop at the Stop signs, it makes it very dangerous for other cars and pedestrians. Convert it to a roundabout just like at Capilano Rd at Capilano Rd.
- Over the years, Suter Brook village became one of the dangerous and congested road intersections.
- 4 way stop at Suter Brook Way & Brew St.
- No way should an additional apartment building have been approved in Suterbrook BEFORE these concerns were recognized and addressed. Additionally the city in general has been reckless in the rate of development throughout this area and along St. Johns without providing decent infrastructure to manage the increase in density and population. It is near impossible to get in and out of this city at peak times. It can take me close to 30 minutes just from Barnet and Clark along to Suterbrook at 5 pm, that is only 3.2 km!! There are 2 main routes out of this city - both congested nearly all day. If there is an accident? Game over. I would love to race through all those back alleys and streets like everyone else but I choose to drive as responsibly as I can.
- Transit is only part of the solution if you're commuting, does nothing to assist in the day to day getting around. I do ALL my shopping now outside of the Tri-Cities in order to kill time before attempting to make it home, things I could have easily and happily purchased locally. My only goal most days is to brace myself to fight the PoMo Traffic Nightmare - get home and never have to go out again that day. Did the city really think they could add all these new condos and townhouses and still manage the chaos?? Ridiculous.
- Additional signage has not helped. There are large No Parking signs that have been installed across the street from my building and people ignore them everyday.
- I'm sure city planners could come up with amore effective way to flow traffic through here safely. It's great that people want to be here, but for those that live here it really does make it less appealing.
- Suterbrook Way could be made One-Way into the Village and Brew St. continue to be One-Way out onto Ioco Rd.(without the cost of removing part of the median.) with the addition of a traffic light allowing traffic to exit, heading East or West.
- The " No Right Turn" from Suterbrook Way to Brew St. Is intended to prevent traffic backup on Suterbrook Way to Ioco Rd. and the subsequent backup on Ioco Rd.
- The lack of Stop signs on Suterbrook Way at Brew St. is for the same reason.
- The Installation of Traffic Lights at Brew St. is to facilitate traffic to and from Suterbrook Village by providing an extra access and egress point.
- However if it's recognised that the short distance between Ioco Rd. and Brew St. on Suterbrook Way creates traffic backup surely the Installation of Lights at Brew St. will create the same situation.
- Within the short distance from Murray St. / Guildford to St. John's St. on Ioco Rd there will be four Traffic Lights
- Traffic heading south will be backed up as will Traffic heading north out of the St. John's / Barnette lights.
- Few vehicles heading north from St. John St. will fit in a left turn lane into Brew St. backing up the traffic on St. John's.
- Presumably, the second lane from St Johns will overtake those in the centre lane turning into Brew St. and will form their own queue into Suterbrook Way. Traffic attempting to head north past Suterbrook Village will be trapped.
- The removal of a section of the median at Morrissey and Murray St. would allow traffic to exit right and left. The left turn would reduce the volume of traffic turning onto Ioco Rd. heading towards St. John's St. West bound.

Considered at the February 15, 2022 Committee of the Whole Meeting

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Considered at the December 3, 2019 Council meeting

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Theme: Enforcement

Concerns/Comments

- Strong enforcement is required, usually people don't care to observe regulations. Increase fines?
- Improve bylaw enforcement and the issuing of tickets for pedestrian jay walks on the public streets By not enforcing the laws, it gives permission to offenders to continue the behaviours
- It really has turned into a zone where people are content creating their own rules.

Suggestions

- Enforcement of stopsigns in the village.
- Enforcement of the existing BC motor vehicle noise laws.
- Find a way that all these bins stay off the small streets.
- Thrifty Foods delivery truck usually parks at Brew Street the way the cars turning left from Suter Brook Way are trapped. (the visibility is very limited when turning left or right from Suter Brook Way.
- Place a sign outside the Thrifty food stores notifying dog owners that they are not allowed to leave their dogs outside alone. A fine should be accompanied. It's irresponsible and inconsiderate to all others that live there.
- Enact and enforce the bylaw for people with excessively loud vehicles / motorcycles. Fine them and have them reduce the noise / fix their cars. The beautiful mountain backdrop, trees and nature do not match this toxic noise pollution. Coming from Quebec, there has been a province wide law about this for decades. It's time that people understand that here as well.
- traffic enforcement for drivers who continuously ignore stop signs
- Suter Brook Creek is a salmon bearing creek, strong enforcement to protect these fish and waters from construction site run off and people who litter
- The parking company that works for Onni does have Diamond Parking ticket during the daytime, but they lack enforcement to take convincing action against people. A ticket isn't effective enough apparently.
- Apart from creating new loading zones, a new method of enforcement needs to take place. Maybe cameras on the accessible locations that take photos of offenders, or no U-turn signage, I don't know.

Considered at the February 15, 2022 Committee of the Whole Meeting

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Considered at the December 3, 2019 Council meeting

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Theme: Safety

Concerns/Comments

- Speed bumps to slow cars down would greatly help slow down speedy drivers as they bolt it through the neighborhood.
- There is a lack of lights along most pedestrian areas, especially heading from Suter Brook village to Capilano way.
- The roundabout at the corner of Capilano and Capilano needs some signage. There will be an accident.
- Pedestrian safety. Crosswalks are not visible enough and there are no signs for vehicles to slow down or yield to pedestrians. Also concerned about speeding.
- Strongly recommend green painted crosswalks at all the Suter Brook intersections, particularly Brew St and Suter Brook way. The cobbled pedestrian markings do not provide enough contrast to drivers, especially since it is only a two way stop. There is always a lot of traffic and confusion from drivers about this. Alternatively, strobe flashing lights for that intersection could be helpful, especially at night time. It REALLY is a problem, and there are lots of children, moms and babies in strollers crossing here. There are constantly driver pedestrian conflicts or drivers simply going waaaaay too fast here.
- The city should ensure that the sidewalks along Capilano Road by the creek overpass/bridge are cleared of snow. The same goes for the Onni construction area which no one has taken responsibility for in the past 5 years.
- The area is too dark at night and in the rain for people to see the pedestrians and its dangerous.
- Why are there no cross walk marking on the street? Why do the bricks have to be maintained all the time? This area is not functional.
- The lack of maintenance on the side walks and roadways in the area is appalling. Everything from trip hazards and vegetation overgrowth on the sidewalks and trip hazards in crosswalks to lack of snow removal on the city maintained portions of the sidewalks. This was designed as a walkable community but there is little or no effort by the city or the developer to keep it user friendly.
- Safety of our community is paramount. Keep the big bins off of the streets or at minimum during regular 7-7pm hours
- Capilano road, near the bridge, is very dark in the evening. Many pedestrians are walking and crossing the street in this area. This condition, combined with excessively fast drivers is likely to result in a pedestrian eventually being hit.
- The lighting at Loco and Suterbrook Way pedestrian cross walk is dangerously low if you're turning left into the complex. Especially if it is raining and dark. Pedestrians are very hard to see sometimes.
- lack of road maintenance in the village, loose bricks, gutters being plugged by leaves
- shopping carts being left haphazardly throughout the village
- There are a lot of kids and animals in the area and drivers coming in to Starbucks or Thriftys are not very cautious.
- Better signs in the arcade to show people where the staircases are. Too many people walk up the ramp

Suggestions

- Speed bumps along all street. Capilano especially.
- More light posts
- I think you need more/brighter lights focused on the street, and cross walk marking.
- The need for maintenance of sidewalks and roadways should not be a surprise to the city's operations personal. However it is obvious to anyone that cares to take a close look that many of the uneven surfaces are occurring at the boundary between walks and road constructed over parking structures or building foundations and the adjacent backfilled excavated areas. Perhaps repairs should consider the subsurface conditions and not just remove and replace the walk or road surfacing.
- Improve marking as suggested by survey. Green paint for crosswalks, yellow hash marks where required. Do not make street markings for parking so large that too few vehicles can park there however.
- Painted pedestrian crossing at all intersections on the appropriate bricks.
- Increase the quantity of street lights in this area and/or install a light strip along the sidewalk. This would help drivers spot pedestrians and also to make it generally more comfortable to walk through at night.
- ongoing maintenance of the roads including leaf and rubbish removal

Considered at the February 15, 2022 Committee of the Whole Meeting

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Development/Construction

Concerns/Comments

- Construction by The Grand after 6 pm is quite disruptive. Construction vehicles leaving debris behind along Capilano Road.
- The amount of noise coming from construction, pile driving has been very bad.
- Huge mistake was made to allow ONNI to build without adequate, dedicated overheight service areas underground or inside buildings, at street level.
- City Roads and ONNI Roads alike, will be affected. Unless the city makes ONNI to improve conditions on their roads also, nothing will ever change. This developers record speaks for itself.
- Stratas are largely ignored and unfortunately have to pay for most of the costs. There is no transparency in their accounting.
- Hello, I am a 6 year resident of Suterbrook. With increased densification in the area (the skytrain has brought more traffic through this neighbourhood) the infrastructure NEEDS to be addressed. Mike Clay and the old council green lit Onni to KEEP expanding with MORE towers, bringing MORE congestion but there is no additional plan to deal with the need for infrastructure.
- Stop the rampant development in isolation. Need proper planning. Ensure that information provided to the citizens is objective and not leading unlike the farce of the ballot posed during recent municipal elections. It was designed to obtain an outcome the then-council favoured - massive development. Almost succeeded. Shameful. Start giving the citizens priority not, the developers.
- Planning and development should make sure that each application for any new high rise that comes before them should have at least one parking stall for one bedroom units and two for two bedroom units. Also the developer should not sell them at an extra charge.

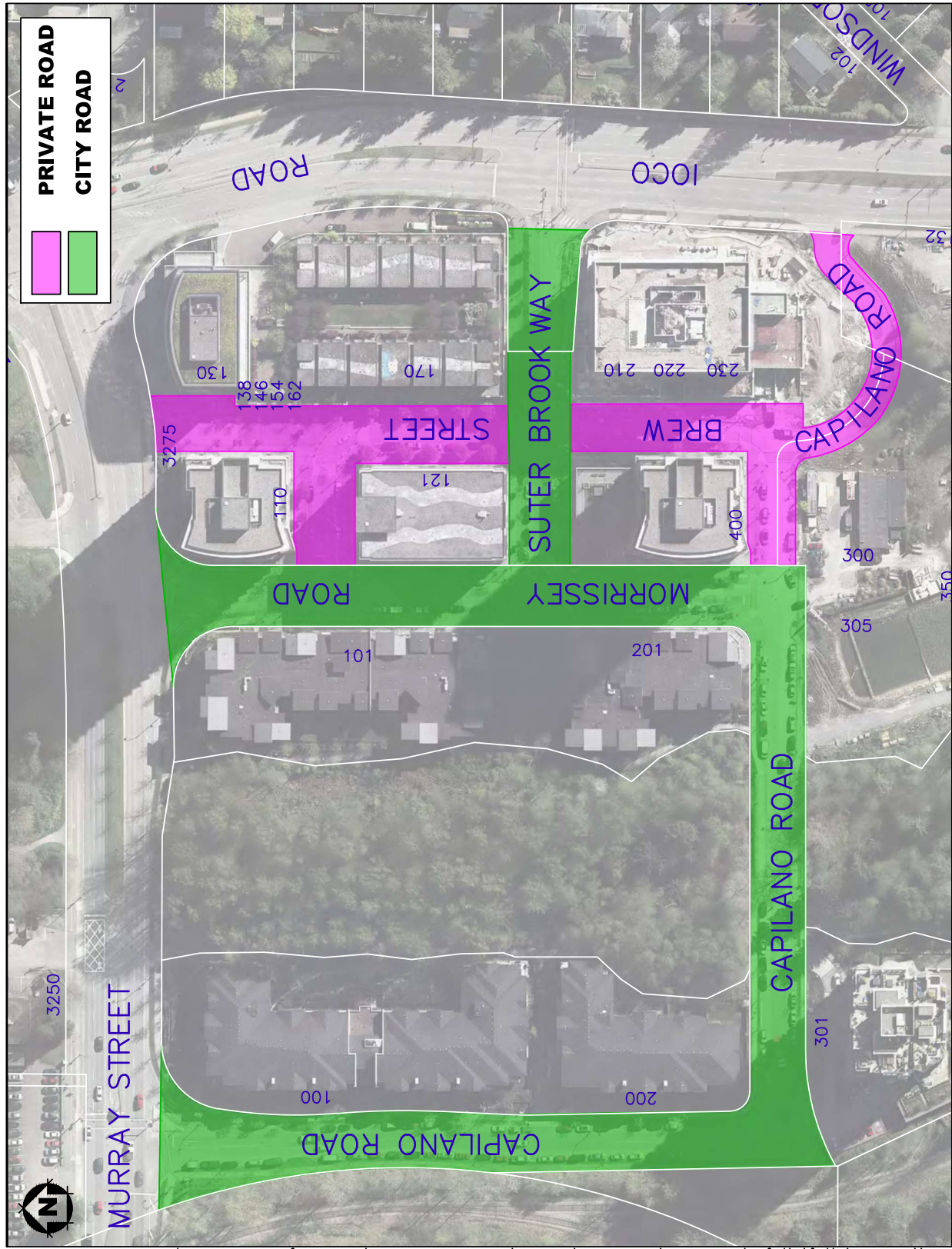
Suggestions

- Have Onni build sidewalk shelters that allow for a site office to be placed above and open up the stalls below (about 5-6 stalls are currently occupied by site offices).
- Limit land use, and densification for the new developments in and around Suterbrook!!!! :)
- Development can't take place in a vacuum. Council needs to show some foresight and develop a plan for the city
- The city Planners need to learn from the Suter Brook development that future area designs need to accommodate service and delivery vehicle and garbage collection/pickup at street level.
- To me the issue is in the zoning and application.
- I can't even imagine what it will be like once the additional towers are added at the end of the street.

Considered at the February 15, 2022 Committee of the Whole Meeting

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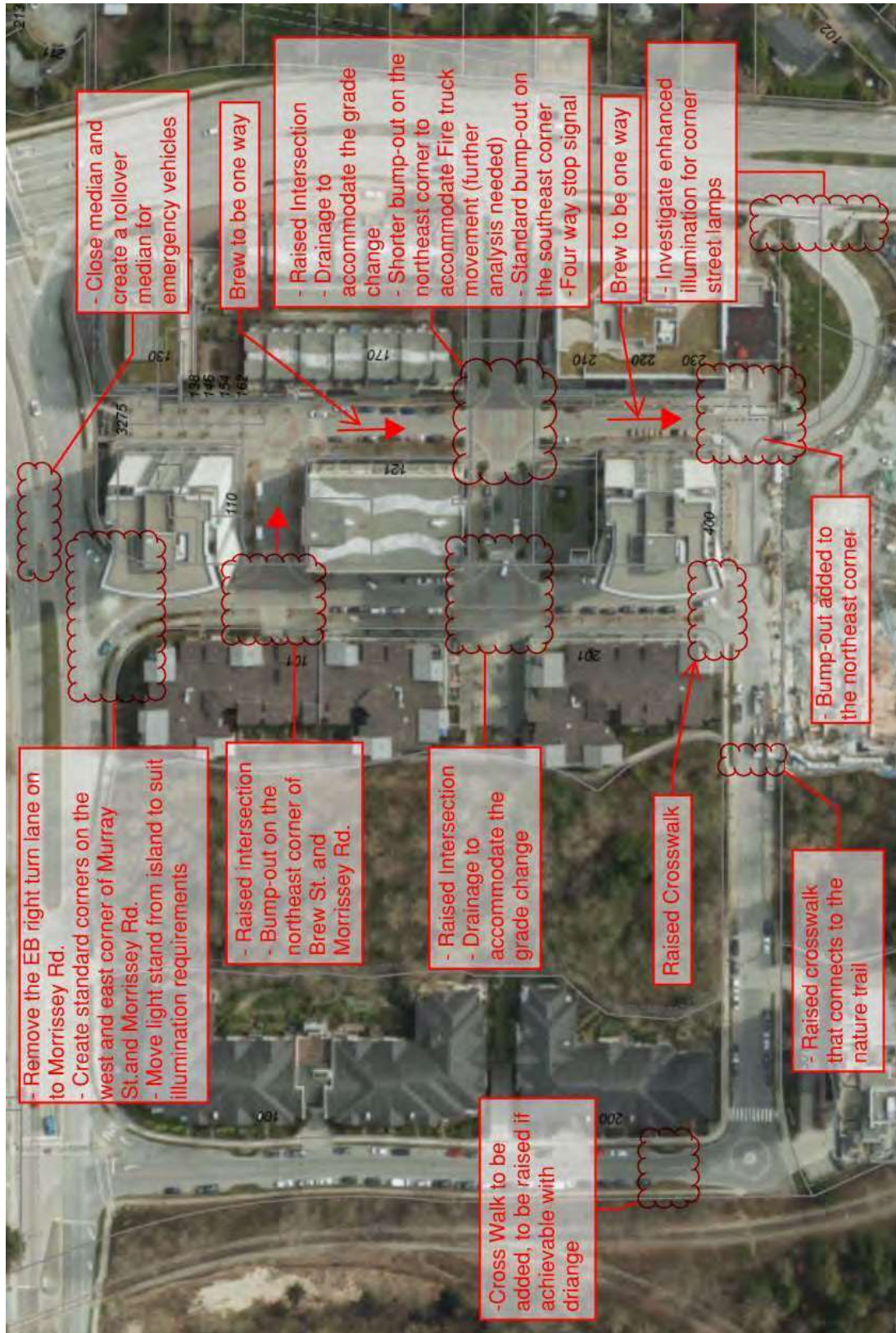
Considered at the December 3, 2019 Council meeting *LOCATION MAP - Suter Brook Road Network*



File: \\01-V51-001\Mapping\Maping Requests - Internal\ENGINEERING\Suter Brook Road Network-Sept 19-2018.dwg Last Modified: 2018Sep19

Considered at the February 15, 2022 Committee of the Whole Meeting

Attachment 2 – Map of Suter Brook Traffic Safety Measures



Considered at the February 15, 2022 Committee of the Whole Meeting

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CITY OF PORT MOODY DEVELOPMENT AUTHORIZATION– No. DP000034

TO: Onni Development (loco Road) Corp.
300-550 Robson Street
Vancouver, BC V6B 2B7
(the “Developer”)

1. This Development Authorization is issued subject to compliance with all applicable City Bylaws, except as specifically varied or supplemented by this Authorization.
2. This Authorization applies to those lands in Port Moody, British Columbia more particularly described below and including all buildings, structures, and other development thereon:

Parcel Identifier: 027-562-018
AIR SPACE PARCEL 12 DISTRICT LOT 233 GROUP 1 NEW WESTMINSTER DISTRICT AIR
SPACE PLAN BCP37032 (the “Lands”).

3. Notwithstanding provision 7E (e) in the Land Use Contract No. 4 for Suter Brook Village, the Alternative Traffic Improvements as outlined below will be required in lieu of a traffic light installation at the intersection of Capilano Road and loco Road.
4. The following plans and documents are made part of this Authorization and, notwithstanding any other provision, no works shall be performed upon the lands covered by this Authorization, nor shall any building or structure be erected, constructed, repaired, renovated or sited, that is not in substantial accordance with the following plans and strictly in accordance with all terms and conditions of this Authorization:
 - (a) Alternative Traffic Improvements as outlined in the overview attached as Schedule A, and any amendments thereto subsequently approved by the City.
5. Pursuant to s. 491 of the Local Government Act, the following conditions are hereby imposed:
 - (a) An updated Servicing Agreement, to the satisfaction of the General Manager of Engineering, shall be completed prior to occupancy being granted for any of the high rise building under construction on 300 Morressey (Parcel D), along with the submission of any securities associated with the Servicing Agreement.

AUTHORIZING RESOLUTION PASSED BY COUNCIL the __ day of _____, 2022.

ISSUED THIS __ day of _____, 2022.

CITY OF PORT MOODY, by its authorized signatories:

Considered at the February 15, 2022 Committee of the Whole Meeting

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Rob Vagramov, Mayor

Dorothy Shermer, Corporate Officer

Considered at the February 15, 2022 Committee of the Whole Meeting

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"Schedule A" Suterbrook Village Traffic Improvements



EDMS#574793

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