

CORRESPONDENCE TABLE

TYPE OF CONSULTATION		PUBLIC HEARING	
ADDRESS(ES)		1005 Westmount Drive	
CONSULTATION PERIOD		August 17, 2023, - September 5, 2023.	
MAIL OUT DATE		August 17, 2023.	
Correspondence #	Correspondent	Date Received	Address/ City of Residence
1.	Joyce, Peter	July 13, 2023	Port Moody
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Item 4.2 (1005 Westmount Drive) - Attachment 3

From: [Joyce, Peter](#)
To: [City of Port Moody - Clerks](#)
Subject: 1005 Westmount Drive - Rezoning (RS1-S) and Development Variance towards Public Hearing
Date: July 13, 2023 9:50:37 AM

In advance of Public Hearing input and DVP review, I'd like opportunity to comment on the New Business item 11.1 of the July 11, 2023 Council Meeting: 1005 Westmount Drive – Rezoning (RS1-S). This motion's first and second readings were quickly passed by Council prior to a complete presentation of the late-breaking on-table documents.

Our Seaview property has been impacted by the City's previous RS1-1 'pilot project' in the area and will also be directly affected by this rezoning application.

RS1-S developments were originally restricted to properties with lane/rear access, primarily intended to facilitate on-site parking provisions. This requirement may have been relaxed in Moody Centre to accommodate some heritage development. The property at 1005 Westmount has roadways on 2 sides, but no lane access. Once divided, the new lot would only have access from Mount Royal, which is an emergency access route with very limited parking. Located at the crest of Mount Royal's very steep grade, parking is restricted to better accommodate emergency response vehicles. Adding more street parking on the hillcrest will present safety issues.

The RS1-S test case project subdivision in the 200 block of Mount Royal created 4 new structures and with perhaps 6 residential units and multiple accessory home occupations. This has generated more than 11 additional vehicles on the block (without visitors). Current on-site parking appears to accommodate 6 or 7 vehicles, leaving at least 4 cars using street parking (excluding visitors). Unfortunately, there are only 2 spots available on Mount Royal (regularly used by three vehicles). Over demand created by this RS1-S development already spills down Westmount, north and south of Mount Royal on a regular basis. In fact, on-site covered parking provisions for at least one vehicle has since been converted for other use and some uncovered spaces are used to park commercial vehicle trailers. Parking in Vedder Lane blocks fire access, as does parking in the no parking zones on Mount Royal and current parking overflow affects our ability to park family and visitor vehicles adjacent to our property. Conditions will likely be made worse by the proposed redevelopment at 1005 Westmount Drive, unless restrictions to parking on Mount Royal are modified to include at least 6 more spaces, *plus* the actual needs of 1005 Westmount's rezoning.

The westerly Lot #2 of 1005 Westmount's proposed development will have trouble providing the required on-site parking provisions. Given this is a corner lot up for development, it is typically

suggested residential features and entrances remain on frontages and parking in the rear with driveway access from the flanking street.

Other comments on layout per the proposed site plan:

- Proposal eliminates a rear yard for the existing residential building on Parent Lot #1 (and proposes to remove the zoning requirement for a rear yard setback), reducing setback to 1.2m.
- Lot #1 front yard actually remains on Westmount (7.7m) and exterior side yard setback was presumably previously approved by DVP at 2.0m at time of garage addition.
- Existing garage seems too close to the Mount Royal property edge for the small Lot 2 proposal and breaks from the consistent dental work for the block. It is not appropriate to further allow this side yard condition to apply as a front yard.
- Proposal maintains two wide driveway accesses for Lot #1 lot (one onto Mount Royal) and proposes to add one more onto the emergency access route for Lot #2.
- What is the potential footprint of Lot #1 through future development and the potential buildable area increase overall?

Given the above observations and zoning deviations, the proposed development will have difficulty fitting into the neighbourhood (enhancing the street, encouraging pedestrian orientation, and incorporating security and privacy for its' neighbours). It's also hard to argue this densification will be gentle when it potentially more than doubles site use.

Respectfully, I suggest this proposal is not a good approach to improve the property and aptly densify the neighbourhood. The proposal does not meet the criteria for side-by-side, nor front-to-back RS1-S development. Properties along this collector route would better serve duplex and row home development.

Regards,
Peter Joyce
Port Moody/Seaview resident