

## 2400 Block Clarke Street Development Application

### **UPDATE 1:** Public input received on Engage Port Moody from October 31, 2022 to November 6, 2024

*This encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for the report to Council for third reading (note the comment card was previously closed following approval of the first HRA on September 27, 2023). Comments are presented verbatim, including typos and grammatical errors. Profane or abusive language, or personally identifying information has been redacted.*

### Engagement highlights

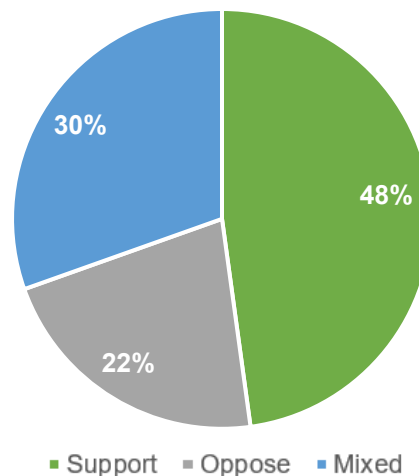
Highlights of project engagement to date:

- **22 engaged participants** contributed to one or more feedback tools
- **200 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- **721 aware visitors** viewed this project page

### What is your overall feedback on this development application?

	Support	Oppose	Mixed
<b>From launch until report to Council for third reading:</b> Oct 31, 2022 to Nov 6, 2024	11	5	7

Total feedback



## Comments

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1. So so so so onboard with this area getting some attention. It's the saddest part of town, but has huge potential.

All the attention has been on the east of Pomo but this area has the opportunity to revitalize and be super quaint and cool

Love the idea of the development.

My biggest critique is of the design of the building (if this is the design suggestion). It's super boring and uninspired. It's the historic part of town, and could take design elements from the other buildings from the era this part of town was established

Other establishments like Sophia around the corner (albeit, townhomes) is a more matching style. Or Osprey Village in Pitt Meadows. Something more like those in style would make this area as a whole much more of a draw card for tourism, and locals.

2. Positives
  - retention of heritage building
  - use of wood siding and colour palette
  - outdoor amenity space
  - public mews
  - below market rentals
  - stepping upper floors of rental building

### Negatives

- too many studio and one bedrooms. We need more 2 bedroom+den and 3 bedroom rentals
- commercial loading proposed is huge mistake 1) for the 16 Cru spaces only 2 spots and if these units are restaurant and small grocery will be highly used and like offloading will happen on Kyle as currently happening on moody street with skip the dishes drivers and Sysco trucks parking in the travel lane 2) cosharing space with public realm dangerous. Are drivers going to tell the playing children to move so they can park their.
- white 2 floors of rental building will not age well. We live in a rainforest with green algae. High maintenance cost for white anything.

3. I am very tired of 6 storey buildings in Port Moody. They are overwhelming and are destroying the character of our city especially in this area. I am very tired of a tree stuck in the ground surrounded by concrete.

How about a 4 storey structure that has more space around the perimeter, building set back from the road a little more so that there can actually be trees and landscaping and DIRT that surround the building instead of a building surrounded by concrete.

I own a property at [omitted] St Johns Street and am trying to do everything to preserve the beautiful cedar trees on my property. But if I am surrounded by 6 storey buildings and concrete, why would I bother to preserve my trees only to be enveloped by neighbourhood of concrete and 6 storey buildings?

Can't remember whether I said it or not but I think this structure is way to modern and not enough character. Makes the heritage building look very out of place.

4. [omitted]

5. Looks great, just what Queen's Street Plaza needs that should a great evening hang out spot
6. Yes to medium density like this
7. Overall, I like the idea of this project, intensifying the land use in a high transit area. Preservation of the historical building is good, and the pedestrian mews between the other two buildings is also good and I like that it has commercial at grade on Clarke and live-work units on Spring, and a retail frontage on Queen as well.

The project covers an entire block, so the development needs to differentiate the two main buildings to avoid creating a monotonous 'housing project' look with the long frontage on Clarke and Spring, this is the problem that afflicts the otherwise good 'The Station' development on St. John's. There are no pictures provided of the frontage onto the Queens St. or Spring St. but these frontages are important too, and shouldn't be an afterthought.

Finally, I mostly support tall development, but for the heritage district, this might be a bit on the tall side, maybe 4 stories would be better, or 3 full floors with 2 set back or something like that might fit in better with the surrounding building and neighbourhood.

The city could compromise/reduce the parking requirement to offset the cost of shorter buildings for the developer.

8. This project is helpful in providing employment and housing space, as well as preserving a heritage building. However, the city and the developer should increase the housing units to meaningfully address the housing crisis in our region.
9. i like it
10. Appears in keeping with development already done in the area. Traffic problems accessing Murray st not addressed in City Plans.
11. This project is going to increase traffic to unmanageable levels in that neighbourhood. Unless there is a strategy to address the traffic brought by new residents and businesses of this development--this should not go ahead.
12. Whats is the plan to deal with the increase of traffic entering and leaving the area?
13. Great use of the vacant properties and hopefully existing businesses can be easily relocated. Fully support the increase in density and great to see a large amount of commercial space in this project to revitalize Clarke Street.
14. I support this development, but the number of available parking spaces should be reduced. The city of Port Moody should be working towards reducing the number of available spaces in buildings, and instead providing citizens with access to car sharing services, like Modo or Evo. Providing each unit a parking space will not be beneficial in the long-term. Port Moody is a small city that has many pockets of retail that can be accessed pretty easily by walking, cycling, or taking transit.

The city should be focusing on transit oriented developments and 15 minute cities. Defaulting to providing people with space for a car translates to more cars on the road. St. John's should be more than a thoroughfare just for cars. Let's reduce car dependency.

252 parking spots is a lot.

15. Six levels is reasonable but if the entire building is only one and two bedrooms that's a problem because there is limited options for families.
16. I live two blocks away from the proposed development site.

The amount of traffic that has increased since I moved into the neighbourhood 11 years ago has been immense. Driving on St. Johns Street even around 3:30 on any given weekday can be backed up to Queens Street. Clark Street also gets extremely busy. This proposal will only make the traffic situation worse, creating a dangerous environment for pedestrians.

While I understand the need for more housing, cramming it into these lots does not make sense.

Also, the school in the area will not be able to handle the influx of more students. My children attend the neighbourhood school (Moody Elementary) and we have seen a steady rise in enrollment. Even with the new school set to be build next to Moody Middle, it will be at over capacity in no time with the number of new developments in its catchment area. As a parent this is a huge concern, as it affects the children's quality of education. How can one expect teachers to teach if they do not have an adequate classroom? How can you expect students to learn in portables regularly? We cannot keep building without working with the school districts to ensure quality learning spaces for everyone. It is irresponsible.

My only suggestion is to scale it back, if there must be something built on the site. There is no need for so many units.

17. I am wholeheartedly in favour of this development proposal. Increasing housing supply of all types is necessary to address the current housing affordability crisis; including some market-rental and below-market rental only helps further. The proximity of this development to Moody Centre Station and the amenities of downtown Port Moody, as well as the inclusion of bicycle parking, will allow residents to live car-free or car-light lifestyles, which will support the city's climate action goals while also reducing the strain on road infrastructure.

Moving the heritage building to the Queen's St Plaza is an excellent idea, as it will improve the atmosphere of the plaza and allow the continued redevelopment of Clark St without removing Port Moody's heritage.

18. Another project that is designed to direct vehicle traffic onto Spring Street via underground parking access and loading bays - both of which should be located off Clarke Street. If Spring Street is to be a viable cycle / pedestrian space new buildings should not direct traffic onto the street by way of their vehicle access points.
19. Ground floor commercial spaces should be devoted to businesses that are driven by walk-in traffic (food stores/restaurants/bistros) instead of appointment based businesses.

There should be more space in the development devoted to retail/commercial spaces to benefit not only the new residents but also the existing community.

**Comments 20 through 22 were received between second reading and the first adoption of the HRA, at which time the comment card was closed.**

20. If the parking required rates for visitor and commercial (EXCEPT commercial loading) are bylaw-mandated, then the commercial and visitor spaces should be shared (i.e. single purpose commercial and visitor spaces become dual-purpose combined commercial and visitor spaces), and commercial and visitor parking area (including every vehicle and pedestrian public access point and entrance such as elevators, stairs, corridors, and ramps) should be public-owned and funded. Also, if the public

parking will be pay parking, then it should be barrier gated (fully guarding height-restricted low-clearance area) with ticketless front LPR (License Plate Recognition; for rapid and smooth entry and exit with front plates), manual plate input terminals (for LPR camera failure backup and accommodating out-of-province vehicles without front plates yet incentivize the rear plate only provinces, states, and territories to (re)introduce front plate requirements, and registered local vehicles without front plates to have front plates; terminal can be physical keypad or touchscreen; e.g. <https://www.facebook.com/telexper/posts/pfbid02TA8BPXVE2qEuCjknPpzkiAs7KrECYaoCN8N711bSom4Wx7T7gCWHd9Mxqj5xgdjWI>, <https://youtu.be/ibqUeWs1xuY>, etc.), cash support for inclusivity, carshare (e.g. Modo, Evo, etc.) support, and digital platform (e.g. PayByPhone, OEM Wallet (Apple, Google, Samsung, etc.), TransLink's Compass Card, etc.) support. Since there is a gate dividing between public and secured private rental and residential parking, the LPR system should be involved in transitioning tenants' vehicles between public and secured private parking areas. Dedicated access control reader would not be required though ideal for allowing any residential vehicle without requiring plate registration beforehand. Since there are dedicated residential and rental parking spaces, they should become dual-purpose combination residential and rental parking spaces so the spaces can adapt to changing demands. Also, there should be an option for units without bundled parking. If more public parking is required where the public parking area extends to the P2 level, then, in addition to extending the commercial elevator and stairs, the gate dividing the private and public parking areas be removed and private parking should be migrated to an automated mechanical parking system (pallet method preferred to support trailer-attached vehicles (motorcycles and bikes as well perhaps as part of secured parking system) and considering not every vehicle have identical wheel placements from one to another; e.g. <https://youtube.com/shorts/9Gnp698bAAs?feature=share>, <https://youtube.com/shorts/hSTWah06KLk?feature=share>, etc.). If accessing vehicle bays involves going through public parking areas, LPR system shall be involved though this time, due to mechanical system's physical limits on overall vehicle configuration length and tenant credential requirements, private access control terminal's touchscreens would be replaced with access control readers and rear LPR cameras working with front LPR cameras. Otherwise, with direct bay access from outside gated public parking area and being privately-owned, only access control reader be used and LPR cannot be used to read any plate. Ideally, there should be a public pedestrian underpass to link both sides of the mainline freight railway and SkyTrain tracks, and development should connect to the underpass by linking the public parking area with the underpass so there is a covered alternative pedestrian access point especially during rough weathers. With pedestrian underpass, there should also be CRUs on the underpass level.

21. Clarke street is getting a lot of boxy condos in a row. All the way from Moody Street to Kyle Street boxy condo after boxy condo it is getting a little boring. This proposal adds two more bringing the boxy condo row to Queen street. Yawn. Sticking a heritage building on the end is not enough to excite this long row of boxes. The fronting to that building isn't even heritage it was added by a film crew to look heritage (fake heritage!).
22. I think this is a great project and will provide much-needed rental units in Port Moody. I support the height change as I believe 3 stories just isn't enough to support what is needed.