



# Public Consultation Summary

## Moody Centre Station TOD Area Plan Open House #1



Lead Division: Planning



October 2016



[www.portmoody.ca/moodycentre](http://www.portmoody.ca/moodycentre)

### Public consultation details:

**Open House:** October 6, 2016

**Venue:** Kyle Centre

**Number of people registered:** 60

### How we collected feedback:

Online survey Paper survey

**# of surveys completed:** 123

Respondents self-identified their connection to the Moody Centre TOD area. Respondents could select more than one response:

**73** live in the area

**54** own residential property in the area

**14** work nearby

**12** are business owners in the area

**3** rent residential property in the area

**21** are "other"

### Communication tactics:

- Targeted print invitations
- Targeted email invites
- Ads in the local newspaper
- Media release
- Posters in City facilities
- Display boards at event
- Project webpage & e-notifications
- Social media

### Additional Notes

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:

The Council-endorsed Terms of Reference for the Moody Centre Station TOD Area Plan breaks work out into two phases:

**Phase 1: The Issues and Options Phase** ◀ *we are here*

**Phase 2: Land Use Policy Development and Preferred Land Use Plan**

As part of Phase 1, staff developed and presented a range of options for feedback at a public open house.

## Key Findings:

### Guiding Principles:

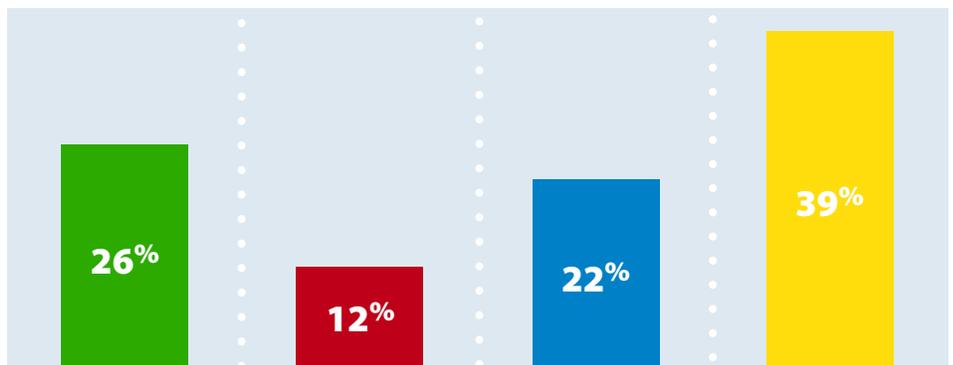


Respondents identified the top three guiding principles as **retail that serves the local community (91%)**, **parks and open spaces (79%)**, and **housing for families (79%)**.



### Built Form Scenarios:

Comments on the growth scenarios were varied and thoughtful. **61%** of respondents made positive comments towards one of the three built-form scenarios, while **39%** did not have any positive comments towards any of the scenarios. Each respondent's comments were reviewed and broken down into the following categories:



were most positive towards **Scenario A** (population of 3,339, 4x12 storey and 9x26 storey buildings)

were most positive towards **Scenario B** (population of 4,002, 4x6 storey, 5x26 storey and 4x40 storey buildings)

were most positive towards **Scenario C** (population of 4,665, 9x26 storey and 4x40 storey buildings)

**did not see the need for change** from the current OCP/felt all scenarios were too much growth

*see page 3 for visuals of the scenarios*

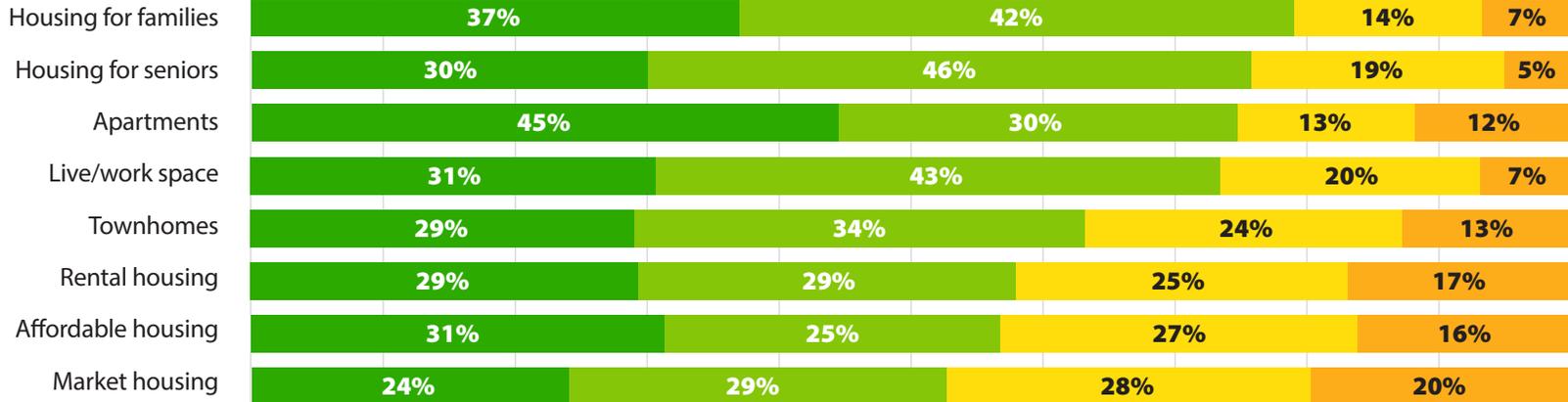
# Moody Centre TOD Area Plan - Guiding Principles

Note: Respondents were asked to indicate the importance of the following principles:

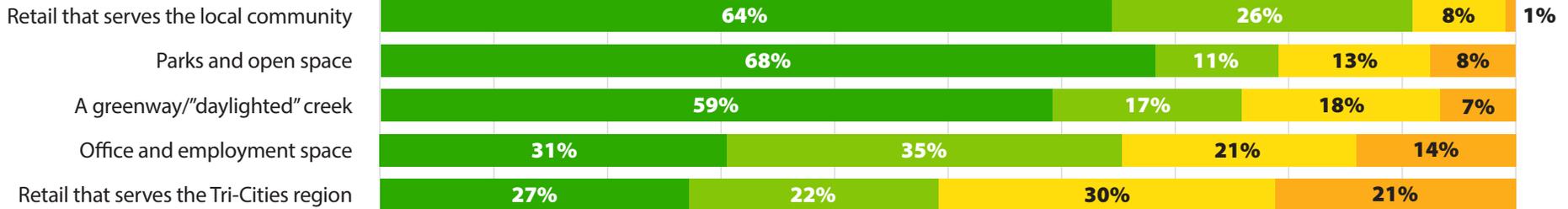


Due to rounding, some totals may not equal 100%.

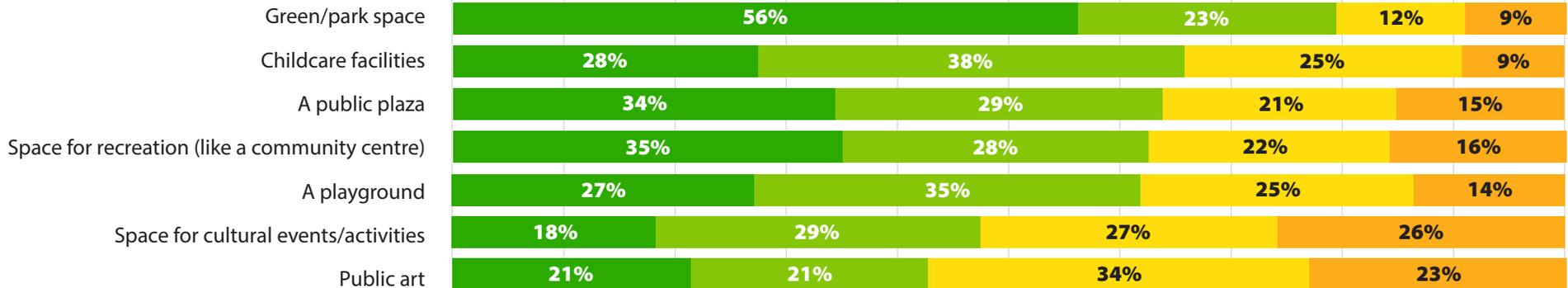
## Residential Housing *"Housing for Families" was the most important • "Market Housing" was the least.*



## Mix of Land Uses *"Retail that serves the local community" was the most important • "Retail that serves the Tri-Cities region" was the least.*



## Community Amenities *"Green/park space" was the most important • "Public art" was the least.*



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

# Moody Centre Station TOD Area Plan - Built Form Scenarios for Reference

## Built Form Scenario A:



Population: ~3,339



Height: 4x12 storey, 9x26 storey

## Built Form Scenario B:



Population: ~4,002



Height: 4x6 storey, 5x26 storey, 4x40 storey

## Built Form Scenario C:



Population: ~4,665



Height: 9x26 storey, 4x40 storey

## Here are responses to the question “is there anything else you’d like to tell us?”

**Note:** Comments are presented verbatim, including typos and grammatical errors.

- I have lived in Moody Centre for most of my life (50+ years). I believe it is time for the city to get on with the re-development of Moody Centre. With the very near completion of Skytrain, it seems Port Moody is very behind schedule for re-development compared to neighbouring communities like the Burquitlam area (Bosa Towers) etc. and Coquitlam Centre area. With the Moody Centre Station being the main hub with Skytrain, West Coast Express the city needs to focus on increasing the density substantially and working with developers to build highrises and 6 to 8 storey condos. Especially in the 400m zone. Townhouses should be built further away from the station. 800m zone and further. Townhouses really don't increase the necessary density. There are social, convenience, economic and environmental benefits to high density in Moody Centre, if designed to be mixed use, walkable and pedestrian focused. High density is essential for creating more affordable housing (condos) with lots of amenities, which Moody Centre is severely lacking. Having a number of good corner stores, deli's, restaurants, cafe's and other services within walking distance of most homes in 400 to 800m zone of transit delivers a higher quality of life to all residents. Increased density also reduces driving, traffic congestion and the vast amounts of air pollution (carbon) that comes with it. I "really" support high density in Moody Centre.
- There is not enough parking anywhere in our cities when you create density. Developers create such small parking stalls in undergrounds, so Port Moody should create a bylaw that makes the stalls a bit bigger so you can actually get out of your car when two large cars park beside each other without hitting the car beside you. Also, since housing costs are so high, many families have more than one car but are not able to live in houses. So the solution, create a bylaw that makes developers put in 1 parking spot for every bedroom sold. so if you purchase a 1 bedroom you get 1 parking spot with your purchase, 2 bedroom gets 2 parking spots and so on. I think having cars all over the road, such as in Klahanie makes the neighbourhood look messy and overpopulated. It straight up looks ugly. Street parking should be reserved for visitors or commercial use only.
- Yes, I think it is very important that city councillors and city staff and officials, DO NOT become entangled either directly or indirectly with property developers. There is a public perception in the Tri-Cities that this plan is being adapted to the whims and fancies of local "officials (as mentioned) which are either directly or indirectly influenced by property developers and not what the residents and citizens of Port Moody wish, or need, or have indicated directly in opinion polls and votes. It is essential that there is an objective opinion and that this does not keep changing, as is perceived it has done.
- Given the moody street overpass was expanded and the existing ped overpass to east, seems not good value for another overpass. The money could be used for other community amenities or how about some street lights throughout moody centre residential streets.
- For that area, I would like to see the creek "daylighted" and greenery such as some park space and public open space. As for the buildings, I would like to see a mix of residential concrete high-rise and wood-frame low-rise apartments. I would also like to see a lively, vibrant retail, restaurant and coffee shops in the area around the Skytrain station.
- The Day-lighting of Dallas creek from St. George Street to Murray Street is probably a 20-30+ year project before completion. The creek-pathway should be noted on Scenario A,B & C so landowners/residents and developers know the assumed 2016 location of Dallas creek.
- Build at least two more pedestrian connections north to Rocky Point Park. equidistant from current options.
- Definitely 18+ storeys to allow density but preserve view corridors. Concrete buildings, not wood frame.
- I wish it to be green space.

- I must say that we are quite happy with our existing occupancies today....BUT..... if the area is to re-develop then it needs to employ greater density and taller, more attractive buildings than have been proposed in order to be successfully tenanted. Have a look at the new neighbourhoods in Coquitlam and Burnaby, where there are a multitude of new projects and attractive developments being constructed today. Port Moody is lagging far behind in this regards. Frankly, it is a HUGE FAILING on the part of the planning dept and council to have been so far off-track with their OCP, especially the update of Oct 2014 and the marketplace has clearly demonstrated its rejection of that plan. If you are going to transform the area, at least do it better than in the past. Sadly, the height and mass illustrations below lack ANY IMAGINATION AT ALL! Why is there so much emphasis on reducing building height.....when taller buildings actually provide less obstruction? Does the planning dept. not realize that 12 stories will block views just as effectively as 26 stories or even 46 stories? If you doubt this simply go to the east end of Jane St. and have a look. The appearance of your mass and height illustrations is that of a concentration camp or of the old CMHC rental apartments that were recently replaced in Vancouver and New Westminster. And, last concern.....Please protect the market potential of the Mill and Timber site. It is one of Port Moody's greatest unrealized assets and can provide a genuine catalyst for development to the surrounding area....along with Rocky Point Park and the Skytrain/West Coast Express. Please don't fall into the trap of concentrating residential along the waterfront, it is best served by commercial, dining, arts, pubs, and other forms of entertainment operations. It could and should become the best 'draw' that Port Moody has, considering that New West, Coquitlam, Burnaby, Port Coq., have nothing to equal it.
- It's very important to create a community like atmosphere within the TOD community but significant area given up to cultural, sporting and rec centres directly within the area would take away too much from the residential/commercial aspect. People are willing to travel a couple blocks to these type of amenities. These should be located close by just outside of the TOD. Rocky Point area, Murray St, and areas south of St Johns St could be used for these purposes. Port Moody planning has been asleep at the switch for too long. Time for it to get its act together. Developers are not interested in what the city is offering them through the latest OCP etc. That is obvious to almost everyone but apparently not to city staff and council. Without developer interest nothing will happen. Time for you guys to show some fortitude. Sleepy time is over. Take a look at what other communities are doing, talk to developers etc. You might learn a something?? Not looking to be a smart Alec but come on! Sky train is about to go into full operation and frankly this very fortunate opportunity is being ignored. The city has become a bit of a laughing stock from what I am hearing.
- In addition to changes in the Moody Centre Evergreen Line Station OCP; the density should also be increased around the Barnet Hwy Evergreen Line Station. 4 stories is a missed opportunity for growth and development. What's currently behind Barnet Honda is an eyesore and I can envision at least 2 x 26 stories mixed use developments. That should be addressed asap.
- Use "tools" to reduce vehicle traffic in the area in line with the OCP's vision, such as cycling and pedestrian infrastructure that connects Moody Centre with Civic Centre/Newport/Suterbrook and parking restrictions/pay parking. Spring Street should be pedestrian and cycling only.
- It is important that this City grows up around its transit hubs. The last OCP didn't not properly address this. I feel the 6 story limitations of the Aragon development makes no sense considering its proximity to the skytrain station. We need Vertical development adjacent to skytrain. I am happy to see 40 stories on the table. The same needs to happen on Dewdney Trunk next to the inlet skytrain station. DO NOT pull HIGH density further away into Coronation Park, put it NEXT TO the station!
- A divider down St. Johns Street similar to Dunbar Avenue in West Vancouver.
- No on-board over 6 stories, period!
- Increased size of Rocky Point Park to include large parcel of sawmill site. Should consider the TOD in broader context: What about Moody Elementary site? As available space for park, or as need for interconnection (bike & pedestrian) across St. Johns, it's important. Spring Street as pedestrian corridor seems to have gone out the window... Focus needs to be N. of St. Johns.
- Spain is experimenting with areas like this and parking underground and road is for pedestrians, i.e. Spring Street. Good approach. Google "Barcelona Superblocks".

- View Corridors - Building forms greater than 6-12 storeys will block out all or nearly all view of trees/mountains/water for nearly the entire Moody Centre area south of TOD area which would be a terrible loss and destroy any hope of heritage/residential value being maintained. Any rezoning for large numbers of residential spaces as contemplated in all scenarios proposed (including current OCP) MUST include concrete and pre-development upgrading of traffic control and planning infrastructure for rest of Moody Centre south of St. Johns Street which will bear LARGE increases to commuter/through traffic N/S up Gatensbury Rd./Moody & Grant Corridor. Gatensbury Rd. already has 6800 vehicles/day on a collector route designed for less than 2000. 710% of traffic travels more than DOUBLE posted speed limit per April 2016 PM Police survey. No sidewalks/speed bumps/lane narrowing/4 way stop at top of hill have been implemented on the 13%+ grade with 120 degrees plus hairpin corners. Increasing volume on this route even more with upzoned population in TOD will worsen existing grave safety issues which desperately need to be addressed. No pedestrian will be safe until improvements are made, and pedestrian use of Gatensbury has been increasing every year for the past 6 years, from personal record keeping.
- Many things should be considered, such as:
  1. Expansion of the local hospital
  2. Increasing the number of police with good knowledge
  3. Widening of Spring Street between Grant and Moody streets
  4. Minimizing the noise and dust during construction of any part of any scenario (none of them are acceptable)
  5. Another public hearing before any action

as this is at the Moody Centre sky train station density is important. a mixed family area with work live space. they are very close to Rocky Point park so lots of green space here.
- Any of the "important" boxes checked above are not in any way an endorsement of any of the development plans presented below
- I'm not in favour of a forest of high rises in the TOD area, would much prefer to see low rises and town homes, It's a shame what has happened to Coquitlam Town Center, with it's myriad of uninspiring bland, towers that will not age well and have resulted in traffic gridlock around the area. I would not like Pomo to end up the same way.
- I wish you had "neutral" option in some of the above questions. I would much rather see employment opportunities in the area than residential -- and no dense residential, and no towers. If there was to be some residential, then I would choose "affordable" - "rental" - "senior" - "live-work." Not market condos.
- I have no idea where the Golden Spike Lane is. My teens take public transit from Heritage Woods area to PMSS and SFU so it's important to us that public transit and safe/well lit areas to walk are abundant. Green space is also important and I never want to see areas such as around Coquitlam Centre where the streets are dark and over-shadowed by high rises. We need to keep the area friendly and catering to those walking the streets.
- does one developer build these? i would think numerous companies would take this on. that'll ensure they get done faster, and the competition ensures quality and price efficiency
- I disagree strongly with the idea that no offices or institutions will come. That ignores the basic solution to over-building what is already a commuter area, that is creating work near where people live. Without nearby employment, the area will continue to be over-priced and over-crowded. On top of everything else, we are expecting that all of this density will have no effect on quality of life- public space and time in transit. The lure of tax receipts is surely valuable, if public services and traffic alleviation measures are put in place. But I don't see any real plans for these, and they haven't accompanied any of the phenomenal growth thus far. So, the quality of life is likely to go down a lot. Surely the increase in taxes can be used to address these issues, otherwise what is the point of growth?
- All scenarios look silly. What and who are these towers going to house? Where will they park and what roads and services and going to service these monstrosities? Not a human scale at all reminding me of a downtown Calgary...a dark and dirty ghost town after hours. Are these towers for banks? i don't get it.

- I am surprised and somewhat upset by the great scale of the buildings that are proposed and wonder what our original OCP was for if the proposals are so very different in scope. I am saddened and unimpressed by the thought of our lovely community becoming another MetroTown. So sad.
- Why are there high rises in this plan? We just went through the process of rewriting the OCP, and these very high rises were nearly universally not wanted. What is the process that allows the very development that caused such controversy to be represented in this fashion?
- I believe that the general idea for the development is great - BUT we desperately need a major traffic upgrade such as the Murray/Clark Connector to get the traffic flowing through or around Port Moody. It is already painful to have to go through Port Moody in rush hours.
- The proposed scenarios show negligent planning, as the St Johns and Clarke Street corridors cannot handle the added traffic caused by such an increase in population. The plans shown here are untenable because of the added burden. The reasonable plan, the current OCP plan for Moody Centre (buried in the middle of the brochure so no one would see it) calls for 12 storeys. This would added an unwanted traffic burden, too, but it is the best plan we have. I caution the City of Port Moody. This glossy production's aim is to reject the public will, the 12 storey maximum version. We don't want the city to kowtow to developers; we don't want the city to aim for maximum density to create more taxes. We want a liveable city and the reasonable scenario that has had hours, months and years of decision-making already poured into it. The amount of air pollution from traffic would also affect public health. But that's not all...The City of Port Moody planners and council seems to think people will quit driving their cars and take the SkyTrain, West Coast Express and buses. It seems to think that the public will be educated overnight and grasp the idea and the dream of reduced auto traffic and increased use of public transit. I think this is a utopian view. Watching any HOV lane in the area will show that such utopianism is a pipe dream because even the HOV lanes are underutilized. What makes you think people will use SkyTrain, if they are too lazy to even carpool? While I have a small footprint, most people don't and the traffic problems the scenarios shown here will cause in Moody Centre many added problems. If the city goes ahead with its misguided effort...against the public will... Port Moody will distinguish it for its gross lack of foresight and innovative planning. It will surely impact Moody Centre negatively and it is a destination because of its amenities and small town feel. That will be gone if you go ahead with these plans.
- Transportation is fast becoming the City's migraine. Roads are already clogged especially at rush hour and getting worse all the time. You're not going to get people to change habits if you make rat-running opportunities more available by building road overpasses....traffic needs to be contained along St John's and minimized down Murray (more traffic here must surely run counter to any desire to have this as the green space 'crown jewel' of the City.) With the proximity of Inlet and Rocky Point parks...we don't need some kid(s) getting run over either. The other thing to bear in mind is that people are going to park at this transportation hub. In fact, the side streets are already loaded with commuter vehicles who can't park at the station or choose not to and save \$3 a day. Imagine what'll happen if Transit charge a more realistic daily rate of \$6 or more. (By the way, you could make it free and you still won't solve the issue...all studies show that free parking around hubs like this just creates more demand and encourages bad behaviours). You're going to be limited to in underground parking - it's about \$35,000 per stall underground - and then there's the water table to consider.
- Having grown up in Port Moody and then to return with my family to establish roots in the community, I am keenly invested in the thoughtful development of this fine city. While I agree that the Moody TOD is necessary, I want to always reiterate the multigenerational needs this city will have. If we keep children and seniors at the forefront of our community planning combined with pedestrian friendly transportation and multi use outdoor space, the rest should fall into place. Commercial and Mixed land use is essential in these transportation corridors but the question of appropriate density is tough.
- Another connection over the railway line at the Station is very important to help link both 'sides' of the community.
- Walking bridge over the tracks at the Skytrain station would have a hugely positive impact on the area.
- The plans offer WAY too much density. And these questions pre-suppose support of them.

- After living in an apartment in Newport Village for 4 years, I see a great need for hotel/motel retail space. Most apartments are too small to have overnight guests for more than two nights so hotels or motels in the area would add to the “livability” of the area. High-rise buildings need to offer a variety of apartment sizes to accommodate those people who are downsizing and need a bit more space than most modern condos offer. At least 1300 sq. ft. should be available on a variety of floor. Otherwise, the buildings become attractive to young couples or students, both of whom tend to be transient populations in a strata community that needs a solid base of permanent residents.
- We get one shot at this.. There needs to be high density in close proximity to the skytrain stations. 4-6 story buildings next to skytrain are a waste of land. Locations like this and like on Dewdney Trunk by the skytrain need to have towers.
- did not understand previous 2nd to last question
- Rocky Point is excellent park minutes away from this location. With skytrain station investment and lack of commercial demand we need higher density in this area. Parks and recreation existing in close proximity and not needed in this corridor. Given the significantly high prices of real estate we need to increase density beyond this corridor. Townhomes and in high demand (ex Sutherland sold out first weekend) and townhomes will be best way for young residents to raise families in this area. Otherwise they will continue to migrate to Maple Ridge.
- It’s important that we keep Port Moody ecologically protected, and beautiful. We need to be careful not to stress the shoreline with excessively dense housing. The number of people coming to PoMo is already set to spike, thanks to the sky train.
- Port Moody, the so-called City of the Arts, is very difficult city for my dance school to survive in. The only place I can find to rent is VERY expensive and there is nowhere I can afford to buy here that I can operate out of. My landlords are always hoping to get rid of me to develop the places I rent into more lucrative types of properties.
- I hope that the Spring Street vision of a bike and pedestrian friendly lane is realized. Currently it is being used as a Clarke Street bypass during rush hour and it’s becoming unsafe.
- “New pedestrian/bike overpass linking the SkyTrain Station to Murray St. at Williams St.” This is the most important thing.... I like in Klahanie and I would love this!
- As someone who walks to the station daily from Klahanie, I find the situation on Spring Street between Williams and Electronic Avenue to Buller is unacceptable. Many pedestrians use this route to and from the station daily. There are many more who might if it wasn’t so unappealing. There is no sidewalk on Spring Street and the sidewalk on St. Johns is through a maze of driveways, close up to fast moving traffic. In bad weather conditions the route is slippery, pedestrians get splashed by fast moving traffic in rainy conditions and the lighting on Spring Street makes it look like a prospective crime scene. In fall/winter I take the bus on account of safety conditions which should be unnecessary. This is unfortunate because there are many who need the bus to go much farther and some are left behind when the bus is full. A plan to better manage pedestrian access to the station from residential areas nearby is much needed for this station to encourage more pedestrian use by the 2000+ people who are 10-15 minute walk from the station.
- As a regular Westcoast express user....Will need additional new affordable parking spaces (no more than \$3 for the day) as I think its terrible that we get charged to park for commuting as transit is already very expensive. Bus service is very weak where I live so driving to the station is my only real option. Parking is ok now but with the new skytrain line starting parking will get far more crowded.
- A map showing these options would have been helpful...
- if a new library can’t be built near the city hall, this would be the next best choice in this area.
- I would like to see a low-density model applied for Port Moody, which includes the construction of town houses for residential accommodation and low to mid-rise buildings (up to 12 storey high) for offices / commercial space.
- Housing/townhomes/apartments should be 3+ bedrooms to provide quality and affordable spaces for families and larger households.
- Please remove parking requirements. Our community growth, alongside adjacent communities, can longer support free street parking and large space allocated for parking. Our community is behind the curve in active transportation infrastructure. We

- Should consider impact of the 2000+ people on Rocky Point Park. Even if some small green parks are included in the TOD, the draw of the inlet is crucial; people will want to go there for recreation. Rocky Point Park size must be increased, at least 50% (Sawmill site). OCP wanted focus on Spring Street as pedestrian corridor and avenue for plazas and focus. It is crucial that Spring Street be an open way with some daylight, not a canyon like in the block west of Moody. The green of the Chineside is an important backdrop to south facing moody centre. The pedestal concept is good provided the pedestals are small enough that from Murray St and from the train station, that a good portion of green is still visible. Keep very prominent pedestrian and cycle way between the transit station and the TOD as well as Moody street overpass. Provide COPIOUS underground parking across all the TOD area, for park & ride etc . Underground parking should not be on a per-building basis but across a several block section. The whole Vancouver area is going for high rise density to get maximum revenue \$. Port Moody should consider the San Francisco Bay Area model (Palo Alto, Mountain View etc). Those towns do not strive to be Tokyo or Shanghai, but have made a special 'brand value' out of their location and much less intense density focus. Port Moody's value is its natural setting and opportunity as a breath of fresh air in the broader Vancouver area. Port Moody would be well placed to try and preserve its identity rather than 'me too' another False Creek.
- Going through the related materials on your website I reviewed the market study by Colliers International. While the information provided in this study is very informative and makes good business cases, I do find it concerning that the only study I could find was prepared by a Real Estate company. I would strongly encourage the City to also commission independent studies by urban planners that focus on quality of life and building communities without bias towards development. The question to ask is: what is best for current and future residents?
- Traffic on St. Johns Street is already a nightmare during rush hour. Equally bad are Clarke Street, the Moody Street overpass, and Murray Street. Any increased housing and amenities are going to put further strain on our roads, and folks seem dead-set on avoiding transit as an option to commute. Additionally, parking at Rocky Point Park is often very challenging and the addition of our four breweries (which I love so dearly) has made this situation exponentially worse. People are going to drive, and there needs to be better parking options, or enforcement, or something. This could work with the proposed pedestrian overpass.
- a big concern is parking in this area and it doesn't look like that has been allotted.
- The traffic restriction where the Moody street overpass meets Clarke street which prevents southbound traffic from driving straight through onto Moody during morning rush hour is a huge impediment to reaching Moody Centre Station. The community buses (C25/C26) take this route to access Spring street to get to the station, but cars are not permitted to take this route on weekday mornings. That is the most direct route to reach Moody Centre station from Clarke or Murray street. We badly need better access from the west side of the station during peak hours. Currently during the morning rush, the only access is from St Johns, which means a long detour for those of us who live along Murray street closer to the overpass. This contributes to the morning congestion along St Johns since it's the only access to the station. Also, another north-south vehicle overpass over the train tracks is DESPERATELY needed. Moody street gets extremely congested during evening rush hour since it's a choke point to reach Murray street from both Moody Centre station and from Barnet highway.
- Please fix the traffic situation in this area before developing MORE condos or residential developments. Not sure if you noticed but traffic is a mess all around this area right now especially during rush hour. Another vehicle connection to Murray street would ease traffic in port moody so much. The moody overpass crawls during rush hour. I come down gatensbury and then sit at the light on moody/st Johns for sometimes 2 or 3 lights before I can make it thru because traffic is so backed up and im nervous with the skytrain its only going to get worse. Very frustrating. Thank you for allowing us input!
- The market is very active and it is important that the City get their regs in place as soon as possible so as not to miss the market.
- I'd like traffic calming to be a part of the plan. The residential streets are overrun by commuter traffic and we've been waiting/complaining about the issue for years. When is council going to pay attention to the needs of residents in Moody Centre? We are a neglected, throw-away residential community, compared to the North Shore or Heritage Mountain.

- My hope for the area would include green space (currently lacking), daylight creeks, and shops for local residents that can be walked to. One of my favorite activities is to walk to cafe divano, and then take my daughter to rocky point park. To have more such cafes, shops, and playgrounds would help provide relief to rocky point park, which is already a zoo on sunny days, and thriftys, etc. which is similarly busy. I think we need to consider improving the city facilities for current residents instead of trying to build out to max capacity. The idea of looking at a mini metrotown in the centre of what is a waterfront city is so disheartening. Surely we can do better than that. Encouraging people to work and live in the same city will be challenging if there are no office spaces to work in. Traffic will get worse, the demand on green space will get worse. Frankly, even dog/people interactions will get worse. I think that the commercial area needs to be maintained, and not just stuffed with more people.
- We should encourage car sharing and ridesharing to limit the amount of space required for park and rides. Density should be brought in to encourage affordability, more community amenities and a grocery store.
- In the Mix of Land Use section the questions are very biased towards retail use. Currently this area supports a diverse group of businesses, including catering, car repair, furniture maker and a strength and conditioning (gym) facility. By focussing on retail and office space, most of these businesses will not find a new home, either being pushed out of Port Moody or just closing down altogether. I am a strong supporter of shopping locally and as business diversity declines through redevelopment and the construction of more retail space, options to stay in the community for your car repair, catering etc services decline. And when those types of business leave, we are left with less options. For example, right now I can walk home after dropping off my car for maintenance. If we are trying to promote a walkable/cycling community, I feel we need to retain a wide range of businesses that can serve the needs of the community, and not just from a retail/shopping perspective.
- I think this kind of development (TOD) is long overdue for this area.
- City should push hard to get employment on site besides retail jobs. Do all the scenarios include daylighting Dallas Creek? And creating a "greenway"?
- How does this help the public envision alternative land uses when all 3 scenarios include only highrises and medium/high density scenarios? The City should stick with the OCP which allowed for a maximum of 12 stories. If the public is weighing in on a proposal for increased density and highrises, the City should also share the other locations that this is or will be proposed (e.g. near the old mill site). That would allow for a full scope / true picture. I would like to see a the following in that area: \* Greenscape and tennis courts, \* plaza or townhomes / lowrise apartments with stores on the bottom like Newport Village. \*Zoe an Rick please STOP this from becoming a reality.
- Why consider / mention a new vehicle connection between William St and Electronic Ave? That would still cause traffic issues. The Bottlenecks would remain the bridge at Moody Street, loco Rd Intersection; Barnet Hwy & Bottom of Clark Hill. At the Open House (Oct 6) there was a poster stating that current building height is 12 storeys but no development proposals have come forward. It seems like you want to go to 26 & 40 storeys because 12 storeys has not worked out yet. You should stick with what the OCP proposed and let development take its time. This is not a place to jam in 40 storey buildings.