



Public Consultation Summary

Moody Centre Station TOD Area Plan Open House #2



Lead Division: Planning



March 2017



www.portmoody.ca/moodycentre

Public consultation details:

Open House: March 1, 2017

Venue: Galleria at City Hall

Number of people registered: 62

How we collected feedback:

Online survey Paper survey

of surveys completed: 88

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

49 live in the area

27 own residential property in the area

11 work nearby

12 are business owners in the area

2 rent residential property in the area

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:

Developing a neighbourhood plan for the Moody Centre Transit-Oriented Development (TOD) Area is one of Council's Strategic Priorities, and providing opportunities for public input has been identified as an important part of the planning process.

As part of Phase 2, staff developed and presented a draft recommended land use concept for the Moody Centre Transit-Oriented Development (TOD) Area, along with draft policies that, if implemented, will chart the evolution of the Moody Centre Station Area over the next 30 years.

Key Findings:

Draft Recommended Land Use Concept:

62% of all respondents

are "very" or "somewhat" supportive

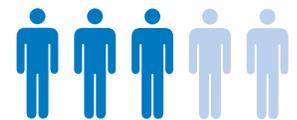
5%

are neutral

33%

are "somewhat" or "very" opposed

62% of respondents are "very" or "somewhat" supportive of the "population growth" proposed, and the "residential density" proposed.



Draft Guiding Principles



92% are "very" or "somewhat" supportive of **improving transportation**



90% are "very" or "somewhat" supportive of **providing community amenities**



88% are "very" or "somewhat" supportive of **enhancing the environment**



77% are "very" or "somewhat" supportive of **increasing population and jobs**

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Draft Policy Directions

Land Use - Increasing Population and Jobs

- **89%** were very or somewhat supportive of Mixed Residential / Commercial Use - Residential above with commercial / retail at grade along Spring Street and St Johns Street to serve local residents (**8%** were somewhat or very opposed)
- **85%** were very or somewhat supportive of providing a range of residential unit sizes (**7%** were somewhat or very opposed)
- **82%** were very or somewhat supportive of mixed Residential / Employment Use - Residential above with employment at grade, along the north edge of the area (**9%** were somewhat or very opposed)
- **80%** were very or somewhat supportive of providing a range of residential own/rent opportunities (5% were somewhat or very opposed)
- **71%** were very or somewhat supportive of creating strong visual links between St. Johns and the Moody Centre SkyTrain Station (**6%** were somewhat or very opposed)
- **61%** were very or somewhat supportive of Low-Rise building form - Maximum 6 storeys to transition into neighbouring areas at edges of the TOD area (**30%** were somewhat or very opposed)
- **60%** were very or somewhat supportive of High-Rise building form – Maximum 26 storeys. Slender towers with 3-storey podia (**28%** were somewhat or very opposed)
- **53%** were very or somewhat supportive of High-Rise building form – Maximum 40 storeys at the station to leverage additional community amenities with slender towers with 3-storey podia (**39%** were somewhat or very opposed)

Improving Transportation

- **89%** were very or somewhat supportive of prioritizing mobility to and from the station (**2%** were somewhat or very opposed)
- **84%** were very or somewhat supportive of promoting transportation alternatives to the car (**3%** were somewhat or very opposed)
- **79%** were very or somewhat supportive of improving pedestrian and bike connectivity (**1%** were somewhat or very opposed)
- **79%** were very or somewhat supportive of reviewing parking requirements based on the proximity to the station (**8%** were somewhat or very opposed)

Providing Community Amenities

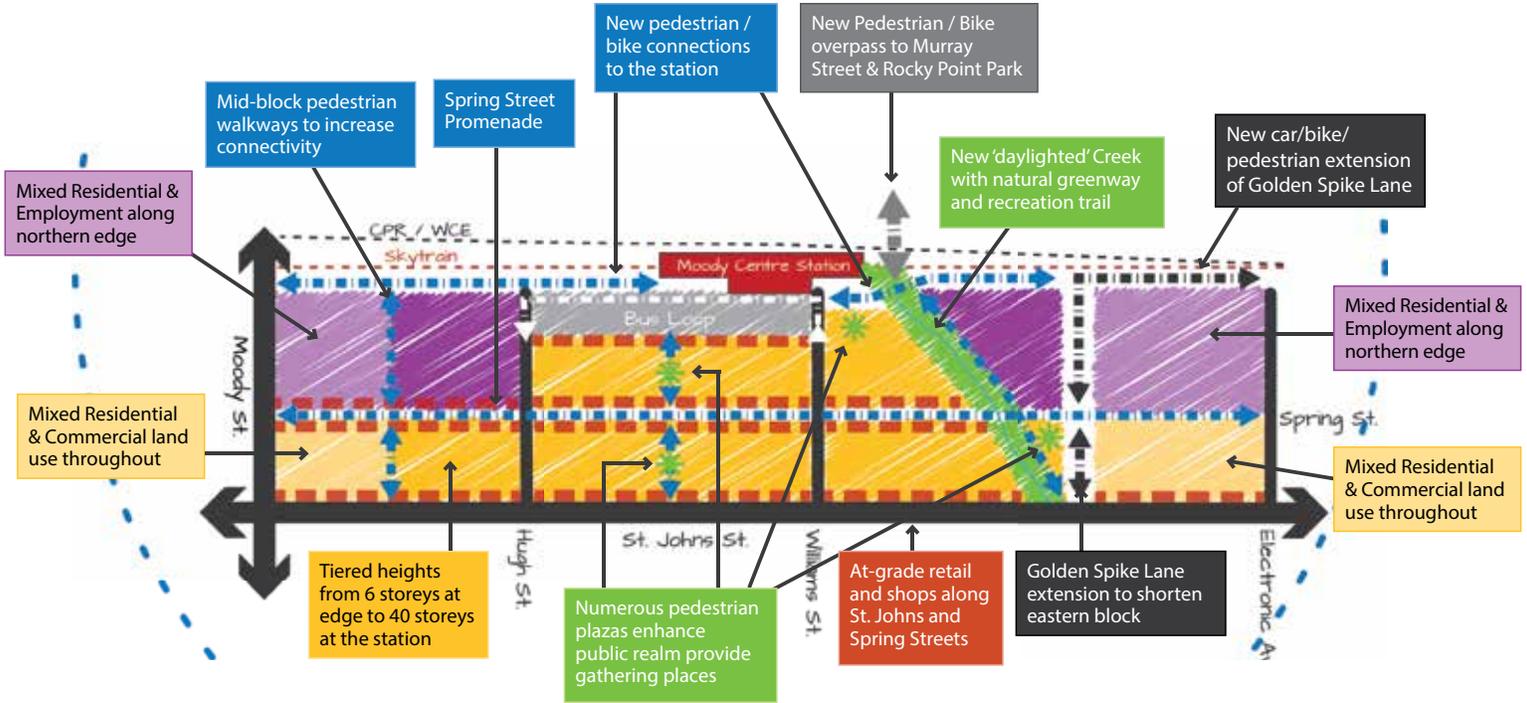
- **84%** were very or somewhat supportive of providing public space for residents and visitors (plazas, open space, civic use) (**3%** were somewhat or very opposed)
- **84%** were very or somewhat supportive of facilitating opportunities for senior care & child care in new developments (**6%** were somewhat or very opposed)
- **80%** were very or somewhat supportive of completing the Spring Street Promenade (**3%** were somewhat or very opposed)
- **50%** were very or somewhat supportive of facilitating opportunities for public art (**13%** were somewhat or very opposed)

Enhancing the Environment

- **80%** were very or somewhat supportive of promoting sustainable building practices, including rooftop gardens and green roofs, where feasible (**6%** were somewhat or very opposed)
- **76%** were very or somewhat supportive of creating a natural urban greenway by daylighting Dallas / Slaughterhouse Creek (**5%** were somewhat or very opposed)

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Proposed Land Use Concept - For Reference



LEGEND			
Low Rise Mixed Residential / Commercial Use	Low Rise Mixed Residential / Employment Use	New ped/bike connection (limited service vehicle access only)	Open Space / Plaza
High Rise Mixed Residential / Commercial Use	High Rise Mixed Residential / Employment Use	New road (auto/bike/ped)	Daylighted Stream
Greenway/Parkland	At-grade retail frontage	Transit route	400m radius (5 min. walk) from station
		New ped/bike overpass	



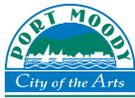
PROPOSED OCP LAND USE DESIGNATION:

- Moody Centre TOD - Intended for a variety of pedestrian-oriented residential, retail, service, office, employment, civic, institutional, recreational, cultural and public uses. Building forms will range from low-rise townhouses, stacked townhouses and apartments to slender high-rise towers on 3-storey podia. Building heights will range from 6 to 40 storeys depending upon area specific policies and density bonus provisions.

Population: ~4,002

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

Note: Basic buildings are shown simply to illustrate potential height and massing. Architectural expression, and a high level of urban design, will be required for future buildings.



Moody Centre Station TOD Area Plan Comments

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

Indicated they were “Very” or “Somewhat” supportive

- Moody Centre development & improvement is long overdue. High density residential development should have been started several years ago in line with the new Evergreen Line. Now we have a completed station in Moody Centre and development that supports ridership is far behind in comparison with Coquitlam. Development needs to start ASAP so there are opportunities for new residents to buy condo's at a somewhat affordable price. I've lived in Moody Centre for over 50 years and would love to see new development in the area, with new amenities and services. I would like to see my two sons to be able to buy in Moody Centre. Port Moody also needs the new tax dollars that new development would bring. Moody Centre needs highrises and 6 to 8 storey condo's in the 400 to 800 M zone away from Moody Centre Station. Townhouses need to be built further away.
- More 26 to 28 storey towers and higher density is the right thing to do at this transit hub
- When accepting skytrain we made decision to accept high density immediately surrounding.
- Need to change from existing industrial/commercial. Need the trade-offs to get amenities - plaza's etc. Big need for more pedestrian connections to Rocky Point - so proposed connection is great! But should be integrated into station. Perhaps a second direct entrance/station house at east end of the platform.
- I agree with 26/40 storeys for overall plan
- I expect a development like New Westminster, Lougheed Mall, for TOD. To achieve these goals, the City has to give enough incentives to developers to start the projects. The area has enough roads; Moody St., Hugh St, Williams St., Electronic Avenue and St. Johns St, Spring Street. It is a waste of land to add more. They are enough for pedestrians and bikes as well. To harmonize the plan, two edges of the area have to be the same as mixed residential/employment high-rise use.
- Harmonize the plan by putting 26 storeys to the both ends of the plan
- I expect a plan like New Westminster
- Two edges of the plan should be 26 storey's
- Please don't use the lots for low-rise building
- The proposed land use concept will greatly assist in Port Moody's densification commitments and obligations towards Evergreen Line ridership. Densification and development has been moving way too slow as opposed to the misnomer that it has been moving way too fast. The TOD should extend or transition to lands between Electronic and Buller and south St. John's to St George and possibly Henry.
- This area is under utilized at the moment. With sky train now here this a perfect opportunity for Port Moody to look at future development in the area and to direct growth here and in neighbouring blocks. As decisions on the current proposal are being made areas surrounding the proposal must be considered. Community friendly development supporting a variety of residents' needs is essential.
- I totally support high density development at transit hubs. Public transit is the future so having retail, residential and commercial opportunities near the stations makes sense. Daylighting Slaughterhouse Creek is a very good idea. We need to celebrate our natural environment in an urban way here and allow for the high density node so that we can preserve park land elsewhere in the city. I saw salmon spawning at the north end of S Creek last Fall. I hope there will be provision for public art in this area.

Indicated they were "Very" or "Somewhat" supportive

- The inclusion of high rise buildings in the proposed Plan will increase population density and growth in the area to a level that is well above the capacity of the current transportation infrastructure, including the recently completed Evergreen Line Skytrain line. Traffic congestion at rush hour along St John's Street is presently very problematic for Port Moody and the Tri-Cities in general. Such level of traffic does not appear to have substantially decreased with the introduction of the Skytrain. It is therefore anticipated that rush hour traffic congestion will most likely increase significantly as the Moody Station area becomes highly more densified. Additionally, a proposal for the redevelopment of the current Flavelle Mill site, which is relatively close to Moody Centre, has also been submitted to the City of Port Moody. The proposed plan includes the construction of 11 high rise buildings, which would bring more than 3,300 new residents to the area. These residents would also use St John's Street and the Evergreen line for transportation. The increase in population density resulting from the implementation of the Moody Centre Plan and the Flavelle Mill site Plan will certainly be unsustainable for Port Moody and will most likely lead to the loss of the "small and sparse community by the ocean" character that Port Moody is so valued for throughout British Columbia, Canada, and North America.
- I feel that our city needs to maximize the use of Skytrain/Westcoast Express station by enabling population growth and residential density in and around this location. To complement the increase in density I believe daylighting the creek and maintaining green space will provide the balance necessary to keep Port Moody beautiful. Likewise, I feel to maximize the space high rise, slender, residential buildings will ensure sight lines of the inlet from St Johns and south of the main artery. Port Moody has always been a gem in the lower mainland region to live and play. Expanding the opportunity to as many new residents as possible with easily accessible options for transit will only enhance the city. Exercising our due diligence in maintaining the green space and in particular the creek, reflects our commitment to the environment.
- I am in favour of both the population growth and the residential density for the area. The skytrain station's proximity is an obvious reason to develop this area and makes the most sense to densify. Daylighting the creek and providing open/green space is needed for the community and overall success as a well functioning, appealing neighbourhood. It will make the area a destination and gathering place to live and commute by skytrain. Also with Rocky Point Park and the breweries nearby, it makes sense to densify this area to make it a destination and area that will be in high demand to live in. I like the concept of 40 story high-rises to allow for more views through this community to the beautiful inlet rather than shorter, wider high rises. People will live here and commute by skytrain therefore not needing a vehicle or take part in the ride sharing vehicles.
- more and more people will be coming to Greater Vancouver regardless, and building around skytrain will keep vehicles off the roads
- This central location has to focus on some key issues; 1. Ultra high density housing utilizing... 2. ...the proximate access to the City's major transportation hub. Like it or not cities are facing increasing demands from growing populations. The concepts being put forward by "smart city" changes and technologies need to be on the Council's radar. In the immediate context of this development the housing, transportation infrastructure and recreational facilities need to reflect current city development thinking. Building anything low level is a huge mistake...yes it might not 'fit' with the rest of the city for a couple of decades but we're not developing anything for the next 10 or 20 years. We should be thinking "what will the city look like at the end of the life of this development" which is a good 70+ years. The idea that any buildings that are currently low level won't be replaced in future years with high rise, dense housing is nonsense. We have to start somewhere.
- I have lived in Port Moody for 15 years watching the redevelopment of Newport, Suterbrook and Klahanie. The Moody Center area is overdue for redevelopment. I've seen many businesses come and go with the promise of development (foot traffic) that never materialized. Residents old and new will also benefit when the community amenities are complete. The proposed concept tiers well for the area and it looks as though there is plenty of space between buildings to allow decent sight lines to the North. Like many I am concerned about adequate parking and the movement of traffic in the area. I'm yet to see any solid plan that will accommodate the new vehicles to the area from residents and the new vehicle traffic that the businesses would like to attract. It would be only an ideal assumption to think that skytrain, bus and bikes would be the transportation mode of choice all the time.

Indicated they were "Very" or "Somewhat" supportive

- It is essential to put people and services close to the station. Anyone wanting green/park space (apparently a lot of people) will need to understand that it can only be achieved with hi-rise. Lower sized buildings will steal the opportunities for open space and block more view lines. There needs to be plenty of commercial parking for the businesses, but limited parking for the residences; the latter to encourage maximum transit use.
- The land-use concept makes sense for the area. I fully support daylighting the creek and creating a finer network of connections by splitting the east block into two making the connection along the north edge of the precinct. Buildings nearing 40 storeys in height like the newest ones at Coquitlam Centre and Brentwood are too tall for this area and way out of scale with the street and surrounding context. Buildings up to 26 storeys like those in Suter Brook, are way more palatable for this context. Although it's not within the scope of this current study, the south side of St. Johns St. Within 400m of the station is also prime for adding density and can help achieve the population targets without 40 storey towers. Why is the proposed density at open house 2 almost exactly the same as the least popular scenario (Scenario B) from the first open house? I know this will sound like I'm being nit-picky, but imo some of the precedent images, specifically those used for "Land Use" and "Community Amenities", may not represent the range and variety of conditions that are being actually being proposed. (i.e. 2 of 4 images are of The Amazing Brentwood, which is one huge podium with all sorts of levels. Also, those plazas look massive compared with the space shown on the land use concept - btw I hope you aren't seriously proposing palm trees). But seriously, good work on this.
- This will provide homes and needed tax dollars and density to make use of the billion dollar sky train. Young people and society in general are moving away from the single home 1959/60's model and becoming more land and environment conscious.
- 1) Valuable metrics that should be gathered: - No. of people who LIVE LOCALLY and WORK LOCALLY (low transport impact) - No. of people who LIVE LOCALLY and WORK ELSEWHERE (high transport impact) - No. of people who LIVE ELSEWHERE and WORK LOCALLY (medium trans. impact). The above data will easily tell the City and Developers the priority level of transportation and the type required. 2) At a ratio of roughly 1 dog per 4 people, that's going to be a big problem for the local area! Factor in more greenspace or rooftop walking space (gardens etc) for dog walkers. 3) If we're attracting families, what about local school capacity? Are they geared up for that? Do (or will) they have funding for more teachers - or even schools? The Mayor has already admitted publically that this type of information often does not get to the City. My question is WHY? Why doesn't the City have a rolled-out sustainability and growth model that incorporates feeds from different sections of the community? Not acceptable in this day and age! The City has a sustainability model.....they just have to actually use it. 4) Is the local storm drain / sewer capacity able to handle the extra load? And if not, this will take a substantial amount of time / local area disruption to fix / upgrade. It also won't be cheap! Where does the City stand on this? 5) More thought needs to be put into protecting Slaughterhouse / Dallas Creek and the surrounding greenspace once daylighted. It IS going to fill up with rubbish from discarded fast-food containers and drink bottles - no question. Is the City set-up to deal with (and pay) for that? 6) The City was remiss in NOT holding Translink responsible and accountable for NOT providing a 'non-fare zone' so access could be provided from one side of the tracks to the other. The Murray street corridor is going to generate much public traffic - the station build-out would have been a perfect opportunity for the 'through' access to be provided, even if the City contributed to the cost. Now it will cost far more than it would have.
- Because I believe that this area needs more development in order to take full advantage of the new transit system.
- With limited amount of land available in Port Moody especially near the water and the Village, the city needs to ensure it gets the maximum density balanced with green space, retail services and transportation Network. By allowing 40 story towers allows more land below to be used for green space promenade and access roads for increased traffic
- As Port Moody continues to evolve it is important to provide a diverse range of housing options. The Proposed Land Use Concept makes the most of the investment that has been made in public transportation infrastructure in the area. Metrotown and Bren
- Its time for Port Moody to grow and realize that we are no longer a small, bedroom community. The proposed changes to Moody Centre are fantastic and fully support it.

Indicated they were "Very" or "Somewhat" supportive

- It is crucial for the future of Port Moody to have new development and increased density within the two TOD zones in the city. The projected population growth will dramatically affect this city and we need to be prepared to welcome our share of the new residents to this region. This proposed Land Use Concept is helping to move the city in the right direction.
- I feel that you are not including the area's within a 15 min walk, 2700 block and 2600 block of St. George have numerous residents already walking to the skytrain / west coast express, you need to include this all the way to Kyle Centre or you will have to redo it next year. With these high story buildings, I need to reiterate that it doesn't make sense to limit housing heights for narrow lot subdivision as realistically the Moody Elementary school will be multiple stories in the next few years.
- I am very supportive of having commercial, office, civic and cultural institutions in this area, and adding park and green space. Currently missing from the area is a grocery store, this new development would be an ideal location! An affordable grocery chain (like NoFrills) would be preferable since more expensive options already are in the area. Port Moody has created nice communities with Newport and Suterbrook, and would love for this area to have the same feel. While you can encourage the use of public transportation, the Skytrain only goes a little into North Coquitlam. Our community still includes the rest of Coquitlam and Poco, which you need to drive too. Therefore don't be short sighted and think that parking won't be an issue since this area is next to the Skytrain station. The pedestrian overpass is a great idea. Like everyone, I am concerned about the traffic on the Murray/Clark connector and on St. John's, where without vast improvements would become a nightmare with the proposed population growth.
- I LOVE OUR COMMUNITY IT REALLY FEELS LIKE A SMALL TOWN FEELING AND IT WILL BE HARD TO DO THAT ONCE WE EXPAND BUT WE NEED TO GROW
- 40 storeys astounds me. It is being done elsewhere and this is where the engineering of structures is taking us but it was a huge surprise to see it in Port Moody. I like the idea of contained density so that more land available for green spaces.
- We need to provide affordable places for our younger population to live, close to transit. I do not want to see an area so closed in (like Olympic Village in Vancouver) that sunlight does not penetrate. Be careful how you situate the tall buildings.
- I realize that population density must be increased, just don't want this beautiful water front to become a concrete high rise jungle. If attention is given to esthetics and beauty this will continue to be a wonderful place to live.
- I'm supportive with the condition the community planning and building architecture is exceptional, and that all components of the community plan are followed through (green space, parking, public realm etc). I'm familiar with development 'land lift' bonuses and do not support this. While I'm a strong supporter of transit there also needs to be ample public parking in these new buildings (similar to Sutterbrook)
- I feel it is unnecessary to transition to 40 storey buildings, I strongly believe that a 26 storey building is sufficient.
- land use concept shows a good use of various residential units and density. We need density to support local businesses that wish to come here.
- 40 stories feels too high. Would like to encourage the mixed use of retail/employment on first level(s) residential above
- this revised concept now represents a move toward 'sensible density' given the fact we have two different transportation options available in this TOD area.
- I think that there should be even more density. At the edges of the TOD there should be a minimum of 8 stories. On the opposite sides of Moody and St. John's 6 is more appropriate. I am cautious how much space should be used for employment. There is already a great deal of commercial space available at Suter Brook. We don't have the space available to make a large hub for employment.

Indicated they were "Neutral"

- I am uncomfortable with the height of the hi rises. I understand it would be less density but I thing lower rises - and a vary of 2-3 bedroom homes are necessary
- Fine to grow but the road system filters poco and coquitlam off of Barnet. The overpass at Moody is a joke as is the Murrey via duct and on ramp to Barnet. Many people do not take transit nor can when commuting to Burnaby etc.
- There are increasing pressures on Port Moody businesses and development is creating smaller spaces at higher cost as they are zoned retail or commercial. Industrial land is being lost all over the lower mainland and it is forcing businesses that require larger spaces either out of business or further out to the valley which defeats the purpose of having a transit oriented development. I believe that a desirable community to live and work in has a variety of land use forms and a variety of businesses. Looking at what has happened in Suter Brook (meaning that there are more large chains than independent businesses now), I feel that the continued development of larger, light industrial spaces into retail or commercial will push out smaller businesses in favour of the large chains. I would be disappointed if I could not continue to do the majority of my shopping at independent small businesses.
- I am concerned for as my business has been located on Williams street and spring for 4 years and I would like to be able to afford new rentable spaces.

Indicated they were "Very" or "Somewhat" opposed

- I have travelled extensively in Europe and loved how they designed their cities, high density and lots of energy everywhere Port Moody has an even better location than most places. The waterfront area should be a focal point of shops, restaurants and entertainment. Put the high density housing and small shops within the 400m area around the station, not the waterfront. Please don't build the horrible boxes in the drawings, let the designers bring us some fresh ideas
- The concepts presented by City staff are still lacking in imagination. That said, I do support the laying out of very basic guidelines and then leaving the design and creative details to the development community to propose. For reference, a quick trip to Burquitlam finds some surprisingly attractive building schemes....proposals that originated with Architects, not city staff....I suspect. The tiered rise in building height, inward from the edge of the TOD area to a cluster of 40 story buildings 'overhanging' the station once again lacks imagination!! The TOD area needs to maximize density, as expected by developers and the Metro community to the extent that there are enough people residing in the immediate area to create the synergy to support the cafes, restaurants, grocery stores and other shops that strengthen the employment base. As someone clearly stated at the Open House.....very few residents support the 'shades of grey' approach taken by the City staff. The statement was to either do this in 'black'...or do this in 'white' and clearly high densities belong within and throughout the TOD area of the Moody Centre Station. To support the notion that City staff are not bringing forth creative or marketable solutions we only need remind ourselves of the disastrous OCP amendments of Oct 2014 and the equally weak proposals put forth at the 1st Open House last fall. Looking at the scattering of buildings in the drawing makes me wonder why the tallest of buildings would be grouped together, rather than spread apart a little more. It only takes an additional 60 seconds to walk from one extreme end of the site to the station area....so why cluster the 40 storey buildings? I'd also like to say I really like the 3 or 4 storey podia bases to the towers, terrific format for businesses that employ people. So, let's look to the future, LEARN from those that have gone before us and build a great city we can all enjoy and be proud to call home.
- There is excessive stepping down of density as it leaves the core, should be greater than 6 stories on the outskirts. Ensure relationship to the rest of Port Moody is not a stark contrast with big city towers shadowing over the current small town look as development occurs. Parking reductions should be permitted, however, visitor requirements should increase, with special attention to providing accessible visitor stalls at-grade in order for the aging population, who will continue to drive vs. taking transit, can still access amenities without a traffic burden. Additionally, considering parking, other than going West-bound, a vehicle is necessary for travel, so a rate of 1 per unit on average should be upheld (understanding some studios don't require one and 3+ beds get 2).

Indicated they were "Very" or "Somewhat" opposed

- Only 12% supported scenario B. 65% support either scenario A or existing OCP (how many more would have supported existing OCP if that has been a question asked during 1st consultation? you gear your questions to the answers you want). 79% said housing for families - recent vancouver sun article stated children do best in less than 7 storeys. This land use concept is not family friendly. 66% supported employment use but this is almost entirely residential. We don't need a lot more retail (should be just at the station), we need to bring in people to work who will support existing retail. City should have a build it and they will come towards employment use - think SD43 looking for a new home or the professional service firms existing in PM (accountants, engineers, biologist, construction management) that will be displaced with development. Suterbrook seems to have filled their office space. Too much residential focus and don't need or want 40 storey towers. Employment use should be at the transit station not at edges. There are a number of examples of less than 20 storey (ex. brewery district, east fraser lands) that obviously are economical. There is nothing wrong with the OCP as is and if a developer wants to come with proposal for 20 store at the station they still can and will be judge on the merits. Daylighting the creek is a small token to get people to support higher density and it's not worth it.
- I see Port Moody facing some major challenges with trying to maintain the true 'livability' of this city when proposals that start to add numerous 4000+ residents projects (and multiple of these proposals within the city being considered). When I hear that the city is considering 4000+ residents and 40+ storey towers around the train station, I do not understand how the current livability factors that residents of Port Moody today enjoy and this proposals will coexist. Between the proposals for Coronation Park (4000+), further additions to Suter Brook (25+ storey tower), Flavelle Site (7000+), and the Andres Wine Site (2000+) , these are population growth numbers that are going to increase the overall population of the City by another 50%! Items such as the added congestion to an area that is already seeing major issues from this sense. Rocky Point Point has reached the point of becoming nearly unusable in the spring/summer months due to overcrowding. I attended the Mar.1 public seminar on this topic at City Hall, and I left that evening with unanswered questions around topics related to some of the issues I have highlighted above. Furthermore, if you look at the services currently provided in this city such as the rec center complex, these facilities appear to be reaching max capacity and overflowing at many times during the day. How does the City plan to deal with these sort of services without affecting the current residents of the City that have moved to Port Moody for the very reasons we located to this city in the first place. I will also add that since the March 1st open house, I have been looking for notifications for residents of Port Moody to become aware of this survey and ensure that a broader reach will be reached for public input as I realize how valuable the public input is for this type of project. I have seen nothing that promotes and directs residents to this survey, which is very concerning that there may only be 100~ survey submissions completed, which will much too small a level of input from the residents of the City to provide input into this project.
- Don't care for tall towers. St. John's Street cannot handle any more traffic.
- i believe having high rise on st johns is too tall closer to water probably would be OK ! for the proposed area 6 story would be much more practical.
- I am of the opinion that the city should plan on purchasing land from the Flavelle mill on the east portion of their property. With all of the proposed development in Port Moody and specifically Moody Centre more park space will be required. Rocky Point already is over used. The city should also consider building larger dog off-leash area in Moody Centre. The off-leash area at Rocky point is too small and does not provide separation for smaller dogs. The other dog park in Moody Centre is on the side of the hill and can not be used by people with mobility issues. If there is going to be 4,000 new residents there could be as many as 1,000 dogs since statistical information says that 1 in 4 people own a dog. When the Evergreen Line was built, it was stated that there would be relief on our main movement corridors i.e. St. John's, Clarke and Murray. This has not been the case there does not appear to be any difference on the amount of traffic in these corridors. Until we improve some of our infrastructure in Port Moody some of these developments before the Council and staff should be allowed with the lowest amount of impact. This recommendation does not provide low impact.

Indicated they were "Very" or "Somewhat" opposed

- As a millennial trying to plan my future, I have to argue that high density is the only way to bring about affordable homes for young people. If you limit the number of units that can be built around the Skytrain stations you are directly affecting the younger generations chance of affording a home. This area is the perfect place for high density. I really like Port Moody, and see a chance of living there in my future. I don't understand why you would propose 6 storey buildings in this concept.. Across the street is the Station building - which is a 5/6-storey building. I imagine all of St. Johns will be redeveloped with 4-6 storey mixed use buildings in the coming years. There is your transitional density.. This Moody Centre Station area is a perfect place to put high density towers. There is no reason why development should not already be happening. Stepping back and watching what the city of Port Moody is doing, I believe the City needs to push this through and allow for high density throughout the entire center. Limiting to 6 storey or even 26 storey will directly limit the amount of amenities for the community, and increase the costs of the end units. If the City wants Spring Street Promenade to happen then proposing 6 storey on each side is going to effect that, in my opinion. Just allow high density (36-50 storey) and watch how fast this area gets built. Some residents might not like the density at first but I guarantee you they will like everything that comes with it (new shops, restaurants, parks, plazas, etc.) Also I think the City would be making a huge mistake allowing the redevelopment of the Mill site. That is the perfect place to expand Rocky Point and the fact that the City would even consider a 30 storey towers there is a shame. That would be the City of Port Moody's biggest mistake and future generations would be affected by that site being redeveloped in such a way.
- The wall-of-towers Metrotown-style concept, cutting off the waterfront from Moody Centre is a disaster in the making for Port Moody. Please present city residents with an alternative, such as low-rises, and heritage-saving incentives in historic Moody Centre, such as infill, additions and laneway housing. There are better ways to affordably accommodate more people without destroying what is special about the city.
- I have grave concerns about how this dramatic population growth will affect our city. What plans does the city have to expand amenities in order to accommodate this new population? I am especially opposed to the 40 story towers, which are far above what is designated in the OCP.
- No, No, No, No! We don't want to just build tall buildings and completely destroy the character of our wonderful city. Before you know it, we'll look just like Metrotown and New West and Vancouver and you get the picture. There are better ways to increase density without destroying all the main inlet view corridors for all of us on the hills above city central. Be more creative and stop with the big box mentality. It's ugly, it increases traffic density to unbearable levels (think 24/7 volume delays), parking will be a nightmare and the list goes on.
- Port Moody, the locale, cannot support proposed population increase. It will create a traffic nightmare, congestion throughout the city, pedestrian and otherwise, place a terrible burden on existing amenities. The highrise hub should remain along loco, as originally planned. The transit hub in Moody Centre *should all be low rise* in keeping with the neighborhood. I did not/do not support Evergreen SkyTrain having been brought through Port Moody, as it was already well-serviced by public transportation and because it is going to destroy the character of the city. That said, I so not support anything but low-rise options except for loco near Newport Village.
- Far too aggressive for residential population growth. Not reflective of what an overwhelming majority of Moody Centre residents have said they preferred over a period of years up to now. More aggressive even than the current OCP which was rejected by majority of area residents (and others). Infrastructure issues (roads, utilities, schools, hospital, parkland, etc.). Should be looking at all major proposals as part of planning (e.g., what is the combined effect of MC TOD, Flavelle, Andres Westport site, and other less high profile projects). Don't want Moody Centre to become like Brentwood or Metrotown. That is not our identity, nor should it be. Public input opportunity (and questionnaires) not done in a neutral manner (i.e., pick your scenario A, B, C, and no option for none of the above). "Preferred" scenario: preferred by who? Planners and developers, perhaps some people who hope to sell property? Geographic issues, including poor soil/ground for high-rises; liquefaction risk. Would like to see this area as an employment hub, possibly a mixture of uses including courting high-tech industry. Increase tax base with more employers, business. Way too much focus on high-density residential; not a balanced approach.

Indicated they were "Very" or "Somewhat" opposed

- First, I would like to separate my response to the question about land use that links population growth with jobs. Job creation can be stimulated by stand alone incentives. Population growth does not translate automatically into job creation without those incentives. The problems with increased population growth in Port Moody is that it appears, to me, to be all stick and no carrot. We are being inundated with development proposals that will significantly increase density and population and yet the city is silent on traffic, albeit only to continually sing the standard refrain "Skytrain will solve all those traffic congestion issues". Each morning I cross Murray Street to take my dog to Rocky Point and there has been no change, since the Evergreen line opened, in the traffic lineups along Murray during the morning and evening rush hours. I appreciate that the statistics, recently rolled out by Translink, show an increase in ridership but what then is the explanation for the continuing congestion along the feeder routes into and out of Port Moody? What are the projections for the increased number of vehicles that new residents will bring to Port Moody? Where is the infrastructure and planning that will address these new vehicles? By using an "all stick" approach I mean that the population projections aren't being sweetened with any carrots, such as an answers to traffic patterns, amenities like parks, libraries, increased space in the recreation centre or city hall and even new dog parks or trails. 1 in 4 residents, statistically, will own a dog and where are the new off leash opportunities or dog parks? Right now the only off leash trail, at Bert Flinn, is facing an uncertain future and the park itself, an increasingly important refuge from the crowds at Rocky Point park, may be carved in half by a road. The city is silent about Rocky Point park and the expectation appears to be that we are going to have to adjust to the congestion just the same as we are expected to adjust to the congestion on the roads. There are studies that show how tolerant people are willing to be with a crowded park experience and I would guess that we are approaching that threshold already on weekends in Rocky Point park. I love living in Port Moody. The reasons I love it here are going to be severely compromised by these projections in population. I love swimming in Sasamat Lake during the summer and I know that this past time is going to be compromised with more people living here. Port Moody does not have an indoor swimming pool and I use Coquitlam's swimming pools for the majority of the year, which are also becoming more crowded. I am looking at the cumulative impacts of all the development proposals in Port Moody and I find them to be psychologically overwhelming. All stick and no carrot. These survey questions are asking about physical changes to the city based on individual proposals but I am looking through a different lense; the cumulative impacts of all the proposals. I am answering the survey questions about the physical changes but I am writing about psychological changes we are expected to adapt to and those may be more important, in trying to gain a sense of balance, than the physical ones.
- too many people will ruin the feel of Port Moody, it is nice how it is, feels like a small town and people are mostly friendly
- Why do you have the same question twice? Provide public space residents and visitors (plazas, open space, civic use) To answer your question, we have more than enough density for now in Port Moody. MORE than enough.
- Traffic and parking is already strained with no plans to improve traffic flow through Murray Street, Clarke Street, Moody Street, Spring Street and St. Johns Street. With the success of the ale trail on Murray Street traffic comes to a stand still as pedestrians intermittently use the crosswalk at Rock Point park (2 people cross, one car gets through 2 more people cross, maybe 2 cars get through)...traffic is horrendously congested at St. Johns, Moody & Clarke. Perhaps lengthen the time between pedestrian crosswalk activation, build an overpass, and definitely improve light signals to flow in waves. The proposed plan forces my business to close or move, causing financial strain, and potential loss of jobs. It is impossible to find commercial real estate to purchase in Port Moody and leasing rates in the newer buildings are far too high. This forces us to move our businesses into other municipalities. Suggestion: Port Moody could consider integrating some of the older buildings in this area as part of its heritage. It may sound impossible, but the feel of our beautiful city will loose it's charm as it develops. I wonder if my input has any value or will make a difference, as I've attended meeting in the past and find the existing problems are not addressed. Rather the focus is on building more.....let's get the infrastructure traffic and pedestrian flow solved first.
- Fix the stupid loop at Rocky Point. Add more pubs along Murray so the pedestrians crossing at that yellow flashing crosswalk can completely block traffic! How about looking after the roads we already have like the almost unusable loco Road.

Indicated they were "Very" or "Somewhat" opposed

- We don't need to create more traffic congestion along St. John's than there is already. It is already horrendous without adding extra traffic from multiple high-rises. High-rises don't belong along a main road in a lovely community like Port Moody. They belong somewhere where they won't obstruct views of the inlet and where they can be accessed by a feeder road, not a main one. Putting multiple high-rises along St. John's will create an unattractive wind tunnel that would be similar to downtown Vancouver. Port Moody is a beautiful little community that is so attractive because it is geographically limited and therefore not so easily subject to urban sprawl. I'd like it to maintain its small town feel. That's why we moved here.
- The height of the buildings is too high for the area. The city was being promoted as city of the arts a more Steveston type approach with low rise building art and boutiques would be more fitting. The document says there is a strong need for retail space however the building on the corner of Moody and St. Johns that was built a few years ago has not even rented 50% of its retail space yet and there are other retail areas for rent so obviously the need is not there. Port Moody has a reputation as a green picturesque place to visit and this will turn it into a concrete jungle. The OCP should remain at max 12 storeys which we fought for at the time of the OCP going in place. One thing I question is currently we are put on strict water restrictions every year as there is not enough water for the Port Moody population as it stands what is going to happen when Flavelle gets developed and if you put this sort of development into this area are you going to start importing water as if we are going to increase our population by such a huge number how will you supply the population going forward?
- Port Moody is already Grid Locked and you want to add thousands more cars to the roadway. Insane!!!
- Over the past 2 years I have seen the density of my area increase by an alarming rate. I cannot go for a walk along the shoreline trail without seeing hordes of people on the same trail. You are increasing the density without coordinating with transit - example - only 2 cars on the evergreen line??? The West Coast Express and shuttles buses were so unreliable, I have gone back to my car for commuting to downtown. The traffic from this area will only increase exponentially. There are not enough services such as medical clinics to support this increase. We are not just a tax base, we are people with expectations about our quality of life. You are pushing me further away.
- I think NINE HUGE TOWERS is way too much density for this area. Do we really want to turn it into another Metrotown? I think improving access to the Skytrain station needs to be a priority, but I think the small-town feel of this area should be preserved. The area clearly needs a facelift and there is definitely room for more residential housing. However, my preference is the style that's been implemented along St. John's - retail/commercial at ground level with residential above it, up to about 6 storeys.
- What does it mean that a question is "cloned"? We have more than enough density planned for the TriCities already. HOLD OFF. Keep Port Moody special. 40% of people consider that the current OCP plan for the area is adequate. This option has the highest support. The next highest level of support is for the least dense of the three new options. And yet the recommended option is close to the highest density option, with the highest towers. The material does not explain the decision making process. I understand more amenities are possible with increased density, but this is not explained. Perhaps if it was explained that abc amenities are possible with xyz density but not with a lower level of density that would be a clearer way to illicit feedback. Yes, people want amenities and less density - but you didn't ask the public to make the trade off. Having said this I am not opposed to density in general, but I believe that mid rise forms would better serve the Moody Centre Community along St Johns Street, such as in Olympic Village, Lower Lonsdale or even in parts of Newport Village and Suter Brook. This proves mid rise can work and the City needs to be stronger in promoting the vision it wants for the City (outlined in the OCP). a couple of towers adjacent to the station would be acceptable, but creating a strong street wall on St Johns, mirroring what will be on the other side will create something more attractive and unique in Metro Vancouver.

Indicated they were "Very" or "Somewhat" opposed

- The City of Port Moody has a an opportunity to maximize density within 400 M of the station. Many municipalities can only dream of this kind of this scenario for their residents. The City has the ability to generate new homes, work space, and community amenity fees that will benefit the City for the next 20-30 years. Unfortunately, 6 story mixed-use forms at the periphery of the plan will not be supported by the development community. The municipality will not see rezoning applications on these lands. Transitioning from 40 story forms to 6 story forms sets a dangerous precedent by giving one land owner significantly more, than the other, while leaving millions of dollars in CAC fees on the table. The City needs a new fire station and ambulance services in the area. Under developing the periphery of the plan does not meet the City goals of generating significant fees which could be utilized over the long term.
- 4 x 40 stories is too high. Port Moody doesn't even have that at Newport Village.

Additional comments

- Comment: Will there be a clear-span through St.Johns street for the salmon(fish) to get to Hope Street to spawn?