



# City of Port Moody

## Report/Recommendation to Council

Date: January 11, 2021  
Submitted by: Community Development Department – Development Planning Division  
Subject: Official Community Plan Amendment – Coronation Park (Wesgroup Properties)

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### Purpose

To present for Council consideration Official Community Plan (OCP) Amendment Bylaw No. 3285, to facilitate the development of a mixed-use project within the Coronation Park Transit-Oriented Development Area.

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### Recommended Resolution(s)

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park) be read a first time as recommended in the report dated January 11, 2021 from Community Development Department – Development Planning Division regarding Official Community Plan Amendment – Coronation Park (Wesgroup Properties);**

**AND THAT prior to bringing Bylaw No. 3285 back for consideration of second reading and referral to Public Hearing, staff be directed to work with the applicant to further refine the project based on the current proposal, including the following key elements:**

- inclusion of the amenity commitments into the amendment Bylaw, based on a more thoroughly developed amenity package that can be viably delivered as part of the development;
- how the density is distributed on the site, taking into account building height, massing, built form, and grade transition, including where towers are located, the number of towers, and how tower heights transition across the site between loco Road and Balmoral Drive;
- opportunities to increase the amount of employment generating floorspace;
- completion of the Transportation Impact Assessment and determining how its findings influence the project;
- the amount and configuration of the public park space versus the semi-public open space; and
- ensuring that the properties in this part of the neighbourhood that are not part of the application are left with a practical development potential in the future;

**AND THAT a road network and grading plan be considered that varies from that included in Corporate Policy – 13-6410-2019-01 – Coronation Park Development Application Requirements.**

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## Executive Summary

Wesgroup has submitted an OCP amendment application for a significant portion of the Coronation Park neighbourhood (see map in **Attachment 1**). The OCP identifies a variety of land uses for the area covered by the application, including High-Rise Residential, (High-Rise) Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space. Development in the neighbourhood is also guided by the Coronation Park Development Application Requirements Corporate Policy.

The key elements of the Wesgroup proposal include:

- a Floor Area Ratio (FAR) of 4.5, or 225,705 m<sup>2</sup> (2,429,548ft<sup>2</sup>), comprising 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) of residential floorspace, 962m<sup>2</sup> (10,350ft<sup>2</sup>) of neighbourhood-serving retail space and 743m<sup>2</sup> (8,000ft<sup>2</sup>) of daycare space;
- a 1,941m<sup>2</sup> (20,900ft<sup>2</sup>) private amenity building<sup>1</sup> to serve residents of the neighbourhood;
- five high-rise towers ranging between 37 and 40 storeys, with podiums varying between four and 10 storeys, and five six-storey buildings;
- approximately 2,900 residential units, of which 175 would be affordable rental units, with rents set based on BC Housing's Housing Income Limits (HILs);
- 0.6 hectares (1.5 acres) of public park space, plus 0.78 hectares (1.93 acres) of semi-public open space;
- a public art component with a value of \$2.0 million;
- a reconfigured road network, that for the majority of the site is largely based on grading closer to existing site conditions; and
- improvements to pedestrian and cycling connections.

Wesgroup's proposal requires amendments to seven of the current OCP policies for the neighbourhood, including:

- an increase in the maximum allowable tower height from 26 storeys to 40 storeys;
- an increase in the maximum allowable low-rise building height from four to six storeys;
- an increase in the maximum allowable podium height from three storeys to ten storeys;
- an increase in the encouraged tower floor plate size from 700m<sup>2</sup> (7,500ft<sup>2</sup>) to 789m<sup>2</sup> (8,500ft<sup>2</sup>);
- a reduction in the encouraged minimum tower separation from 60 metres (197 ft.) to 48 metres (157 ft.);
- the requirement for this proposal to provide a minimum dedication of 0.6 hectares (1.5 acres) of public park space; and
- a maximum permitted residential gross floor area of 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) for this part of the neighbourhood.

Per Corporate Policy – 13-6410-2019-01 – Coronation Park Development Application Requirements, Council endorsement is required for the proposed road network and grading plan, which varies from that included in the policy.

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<sup>1</sup> Indoor residential amenity space is excluded in the FAR calculation, per the City's Zoning Bylaw.

Staff support First Reading of Bylaw 3285 for the following reasons:

- the application covers 57 of the 67 properties in the neighbourhood and provides the opportunity to realize the OCP's vision for the neighbourhood in a comprehensive and efficient manner rather than taking a piecemeal approach that will make it much more difficult to achieve the vision;
- the application supports the goals and policies reflected in the Master Transportation Plan, the Climate Emergency Declaration/Climate Action Plan, and the OCP, such as encouraging higher density development where it is well-served by services, amenities, and transit;
- the application conforms with many of the considerations set out in the Prioritizing Higher Density Development Corporate Policy that Council takes into account when reviewing applications to amend the OCP;
- in order to realize the redevelopment of the neighborhood and secure the amenities that the City desires, notably affordable housing and more public park space, additional density is likely needed;
- based on the initial review of the proposed road network and grading plan, it appears to be more realistically achieved than the plan set out in the Coronation Park Development Application Requirements Corporate Policy; and
- the commitment to prioritizing alternative transportation, focussing on improving connections within the neighbourhood and to the surrounding neighbourhood for both pedestrians and cyclists.

However, there are elements of the Wesgroup proposal that staff believe require further work, including:

- the need for further financial analysis on the provision of amenities that City policy envisages as part of such redevelopment, in order that the City and applicant can agree to the parameters of amenity package that will be delivered as part of the development;
- the need to more clearly establish expectations associated with the amenities to be provided, including: the affordable housing component; park provision and associated improvements; public art; pedestrian and cycling infrastructure (e.g. potential overpass), etc.;
- how the density is distributed on the site, taking into account building height, massing, built form, and grade transition, including where towers are located, the number of towers, and how tower heights transition across the site between Loco Road and Balmoral Drive, with the intent of reducing the impact of tower height and massing, particularly along the Loco Road portion of the project;
- opportunities to increase the amount of employment generating floorspace;
- completion of the Transportation Impact Assessment and determining how its findings influence the project;
- further design exploration of alternative transportation connections within the neighbourhood and to the surrounding neighbourhood for both pedestrians and cyclists;
- consideration of the amount and configuration of the public park space versus the semi-public open space, with the objective of turning more of the proposed semi-public open space into programmable public park space; and

- how the properties in this part of the neighbourhood that are not part of the application may be accommodated to ensure that they would be left with a practical development potential in the future.

If first reading of the bylaw, indicating a tentative support for the current proposal, is given, staff will work with Wesgroup to address these issues prior to bringing the bylaw back for consideration of second reading and referral to Public Hearing. Staff anticipate that this will include amendments to the draft OCP Bylaw.

## Background

Wesgroup submitted an OCP amendment application for a large portion of the Coronation Park neighbourhood in July 2020. A location map is included as **Attachment 1**. The application includes all those residential properties that Wesgroup is in the process of assembling, which represents 57 of the total 67 properties in the Coronation Park Neighbourhood Plan area. Those not included are the seven properties to the north of Guilford Drive, including the large townhouse site (Balmoral Place), and the Esso gas station at the corner of Ioco Road and Barnet Highway. Of the 59 residential properties in this area of the neighbourhood, Wesgroup has contracts for 54 properties, and is actively seeking to purchase the three other properties. The remaining two properties, which are adjacent to each other, are not part of the application at this time.

A Pre-Application from Wesgroup for the Coronation Park neighbourhood was reviewed by Council at the Committee of the Whole Meeting on May 19, 2020, which passed the following resolution:

### CW20/052a

THAT staff and the applicant consider the comments provided during the Committee of the Whole meeting held on May 19, 2020 regarding the Pre-Application presented in the report dated April 20, 2020 from the Planning and Development Department – Development Planning Division regarding Early Input - (Pre-App) OCP Amendment - Rezoning (Mixed-Use and Multi-Family) - Coronation Park (Wesgroup Properties)

The Pre-Application was followed by an OCP amendment application by Wesgroup in July 2020. This application was presented to the Community Planning Advisory Committee (CPAC) on November 9, 2020, at which the following resolution was carried:

### CPAC20/038

THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on November 9, 2020 regarding the proposed OCP amendment presented in the report dated October 26, 2020 from the Community Development Department – Development Planning Division regarding OCP Amendment Application – Coronation Park Transit-Oriented Development Area.

Comments at CPAC noted the site's proximity to rapid transit and amenities as making it an appropriate location for high-density mixed-use development, though there was some concern about the significant increase in both density and building heights. Other important matters identified included: the provision of accessible connections to both Inlet Centre SkyTrain station and Suter Brook Village in particular; ensuring that the built-form negotiates the challenging site grading and addresses the public realm/street; full consideration of increased traffic generation and movements; and consideration of the provision of amenities for seniors.

## Discussion

### Property Description

The total site area covered by the application (**Attachment 1**) is 59,950m<sup>2</sup> (645,301ft<sup>2</sup>), which includes 49,534m<sup>2</sup> (533,189ft<sup>2</sup>) of private property and 9,486m<sup>2</sup> (102,112ft<sup>2</sup>) of City road right-of-way. The site has significant grade changes from east to west, particularly on the northern portion of the site, where the grade drops 30 metres (98 ft.) over a length of 230 metres (754 ft.).

The Coronation Park neighbourhood is located within Development Permit Area 3 – Inlet Centre and the Evergreen Line Sub Area: Inlet Centre Transit Oriented Development. The neighbourhood is on the eastern boundary of the City with Coquitlam, located to the north of Barnet Highway, south of Guilford Way and east of Ioco Road. The Plan includes opportunities for a variety of land uses, including High-Rise Residential, (High-Rise) Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space. An OCP map is included as **Attachment 2**. All of the properties in the portion of Coronation Park that Wesgroup is in the process of assembling are zoned as One-Family Residential (RS1). A zoning map is included as **Attachment 3**. Further details including surrounding land uses and zoning is included in the Project Factsheet (**Attachment 4**).

Specific OCP and City policies guiding the development of the subject properties include:

- the Coronation Park Neighbourhood Plan adopted in 2017 (**Attachment 5**); and
- Corporate Policy – 13-6410-2019-01 – Coronation Park Development Application Requirements (**Attachment 6**).

Additional policy context and discussion is included in **Attachment 7**.

### Development Proposal

Wesgroup's OCP amendment application is at a relatively high-level of design and is focussed on establishing certain key aspects of the development, including the proposed road network, site grading, the size and shape of development parcels, land uses, building heights, massing, density, number of units, park location and format, and ensuring that the two lots that are not part of the application can possibly be redeveloped in the future. Greater detail will be established through the OCP amendment application process if the bylaw is given first reading by Council, and in conjunction with a future rezoning application. The project concept, including architectural and landscape plans and conceptual renderings, are included in **Attachment 8**, and a letter from Wesgroup is included as **Attachment 9**.

The key elements of the Wesgroup proposal include:

- a Floor Area Ratio (FAR) of 4.5, or 225,705 m<sup>2</sup> (2,429,548ft<sup>2</sup>), comprising 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) of residential floorspace, 962m<sup>2</sup> (10,350ft<sup>2</sup>) of neighbourhood-serving retail space, and 743m<sup>2</sup> (8,000ft<sup>2</sup>) of daycare space;
- a 1,941m<sup>2</sup> (20,900ft<sup>2</sup>) private amenity building to serve residents of the neighbourhood;
- five high-rise towers ranging between 37 and 40 storeys, with podiums varying between four and ten storeys, and five six-storey buildings;
- approximately 2,900 residential units, of which 175 would be affordable rental units, with rents set based on BC Housing's Housing Income Limits (HILs);
- 0.6 hectares (1.5 acres) of public park space, plus 0.78 hectares (1.9 acres) of semi-public open space, for a total of 1.38 hectares (3.4 acres);
- a public art component with a value of \$2.0 million;
- a reconfigured road network that would result in approximately 8,215m<sup>2</sup> (88,433ft<sup>2</sup>) of City road right-of-way being retained and approximately 1,325m<sup>2</sup> (14,262ft<sup>2</sup>) of closed road being incorporated into the developable site area, although the exact size of these areas is subject to further analysis; and
- the commitment to prioritizing alternative transportation, focussing on improving connections within the neighbourhood and to the surrounding neighbourhood for both pedestrians and cyclists, including Inlet Centre SkyTrain Station and Suter Brook Village, and further exploration of a pedestrian overpass to the SkyTrain station as envisaged in OCP policy.

### OCP Amendment

The purpose of the OCP amendment application is to seek Council's approval for the following:

- an increase in the allowable building height in the area designated as High-Rise Residential from 26 storey to a range of 37-40 storeys and an increase in allowable podium heights from three to between four and ten storeys;
- the inclusion of a 37 storey high-rise tower, with a ten-storey podium in the area designated for Low-Rise Residential (four storeys);
- an increase in the allowable height in the area designated for Low-Rise Residential from four to six storeys;
- an increase in the encouraged maximum tower floor plate size from 700m<sup>2</sup> (7,534ft<sup>2</sup>) to 789m<sup>2</sup> (8,500ft<sup>2</sup>); and
- a reduction in the required tower separation from 60 metres (196 ft.) to 48 metres (157 ft.), which applies to two of the towers proposed;

The OCP currently requires a 0.4 ha (1.0 acre) public park for the entire neighbourhood. Since Wesgroup is proposing 0.6 hectares (1.5 acres) of public park space, staff believe that an OCP policy should be added stating that this is the minimum requirement for the part of the neighbourhood covered by the Wesgroup application. Additional park space can be pursued by the City at the time of redevelopment of the remainder of the neighbourhood.

Staff also propose that a policy be added that sets the maximum permitted residential gross floor area at 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) for the part of the neighbourhood covered by the Wesgroup application. This will provide greater clarity for both the City and Wesgroup, since there is currently no policy for any of the neighbourhood that sets a maximum density expressed as FAR, gross floor area, or residential units.

A copy of the draft OCP amendment bylaw is provided as **Attachment 9**.

An update to the Coronation Park Development Application Requirements Corporate Policy (**Attachment 6**) will also be required for the policy goal that “re-development realizes the identified grades needed for the future road network”. The proposal is to develop the site closer to existing grades rather than the regrading that was envisioned in the policy. Analysis undertaken since the policy was adopted has shown that there are major technical and design challenges associated with the regrading plan. Staff support Wesgroup’s proposed regrading and associated road network plan, given the large proportion of the neighbourhood covered by this application. Further analysis of grades will be required, particularly as they relate to the future Barnet Highway connection via Coquitlam. However, in order to consider first reading of the OCP amendment bylaw, Council also needs to resolve that it will consider amending this policy.

#### Key Elements of the Proposal:

##### Density

Through the Coronation Park Neighbourhood Plan update process, it was estimated that there would be approximately 2,225 residential units within the whole neighbourhood, including the properties to the north of Guilford Drive, with an estimated population of 4,450. The proposal for this portion of the neighbourhood alone includes up to approximately 2,900 units, which would equate to a population of about 5,800, assuming an average of 2.0 persons per household. The OCP amendment application submitted by Wesgroup, therefore, represents a significant departure from what is envisaged in the current Coronation Park Neighbourhood Plan, particularly in terms of density and building heights and massing.

Technical analysis undertaken as part of the Coronation Park Transportation Study jointly undertaken by the Cities of Port Moody and Coquitlam, as well as further work by Wesgroup, has determined that the costs of site preparation and servicing are more complex and costly than had been originally anticipated. The affordable housing requirement, as established through the Corporate Policy: Interim Affordable Housing Guidelines, which was adopted by Council in March 2020, following the adoption of the Coronation Park Neighbourhood Plan, is also a significant cost to the project. The cost of the land assembly is also a major consideration. Based on these factors, additional density is required to create a project that is economically viable. This density can be accommodated in two fundamentally different ways:

- adding to the height of the buildings, as Wesgroup is proposing; or
- keeping towers closer to the current OCP maximum of 26 storeys and adding one or more additional towers, along with additional heights to the mid-rise four-storey designated areas.

Staff believe that a combination of the approaches would be appropriate, and Wesgroup has been working with staff on this issue. The concern, from a massing perspective, is greatest on the loco Road frontage, where two 40-storey towers are proposed along with podiums and portions of exposed parkade. This results in a significant transition from the 26-storey towers across loco Road in Suter Brook Village. Staff believe that there may be other massing models that could address these concerns. Staff also believe that there should be a more gradual transition in tower heights across the site from loco Road to Balmoral Drive. For example, this could include an additional higher tower closer to Balmoral Drive. It is also important to consider that there is no height limit in the City of Coquitlam's RM-6 Multi-Storey High Density Apartment Residential zone that will be applied to the redevelopment of the former Coronation Park school site and adjacent assembled properties on the other side of Balmoral Drive. Towers ranging from 25-46 storeys have been built to date or are in the rezoning process in Coquitlam using the RM-6 zone, and there will be multiple towers on the subject site, with a maximum FAR of 5.5.

Staff therefore believe that towers greater than 26 storeys should be considered, with the more critical issue being the number, their placement on the site, and appropriate spacing. Wesgroup has indicated to staff that, should the bylaw be given first reading, they will work with staff on addressing this issue to the degree reasonably possible.

#### Transportation

As noted above, the Coronation Park Development Application Requirements Corporate Policy includes the prerequisite related to the future road network, as established in the Coronation Park Neighbourhood Transportation Study. This study envisaged significant regrading to incorporate an altered road network to improve the overall accessibility of the neighbourhood. Wesgroup's proposal is to not significantly alter the existing grades within the neighbourhood. This is proposed to limit the negative impacts the resulting retaining walls would have on the streetscape and neighbouring properties on the north side of Guilford Drive. Based on staff review, the proposed road design generally reflects the expectation of the connectivity of the network, though some revisions may be required to improve accessibility. In addition, the developer's engineer will need to ensure any road grade variance from City policy will still allow for future connectivity through Coquitlam to Barnet Highway via acceptable grades.

A draft Transportation Impact Assessment (TIA) has been submitted as part of the application and has been reviewed by staff. Key findings from the TIA include:

- Given the proximity to Inlet Centre SkyTrain station, the proposal aligns well with the principles of Transit Oriented Development (TOD);
- Trip generation rates are expected to be lower for this development than for areas not in the TOD. The Wesgroup site as proposed is expected to add 882 total trip ends to the area road network in the weekday morning peak hour and 722 total trip ends to the area road network in the weekday afternoon peak hour;



- Taking into account other significant development anticipated for this area both within Port Moody and in the immediately adjacent area in the City of Coquitlam, along with the conservatively high background traffic growth estimates and aggressive background development assumptions used in this study, future background conditions will require some geometric and signal operation improvements. The area will operate with some congestion, as is typical in urban TOD areas, despite the improvements;
- The addition of the Wesgroup Coronation Park traffic will push some movements at some intersection from approaching over capacity to slightly over capacity; however, additional improvements are not recommended. Instead, the following options can be considered:
  - It would be beneficial to the City, in conjunction with the City of Coquitlam, to thoroughly investigate provision of more than one new connection between Coronation Park and Barnet Highway, or an additional connection toward the east. This would provide some relief and options for the most heavily used intersections of Barnet Highway and the Coronation Park Permanent Access, and Balmoral Drive and Guildford Way; and
  - Monitor how trip generation rates, development patterns, and background traffic growth evolve, since the assumptions for this study may have been overestimated.
- The intersection of Suter Brook Way and Ioco Road would provide a suitable connection point for a parkade access for the Wesgroup Coronation Park site, which could form the east leg of the intersection. Provision of a short southbound left turn lane at this intersection would be beneficial and would result in acceptable operation.
- The temporary right-in, right-out connection on the Barnet Highway to the east of the Ioco Road intersection will be beneficial. This temporary access is intended to primarily serve construction activities on within the Port Moody portion of the neighbourhood, prior to any permanent connection to Barnet Highway through Coquitlam.

Key transportation issues that require further exploration and review are:

- Further analysis of the extent of the increased vehicular traffic generation associated with both this development and redevelopment in the wider neighbourhood in order to confirm the proposed road network and new and existing connections are adequate. The complexities of this site, including the currently limited accesses in and out of the neighbourhood, grade changes, and the fact that key portions of the neighbourhood and road network are within the City of Coquitlam, including the new access via Palmer Avenue onto Barnet Highway, which was identified in the Coronation Park Transportation Study. Such aspects will need to be factored into the related required improvements to the road network to accommodate this increase.
- Identifying predicted transit usage by future residents, in order to rationalize the increase in density for this transit-oriented development site, and specifically the extent to which reducing vehicular trips may be achieved by encouraging more sustainable modes of transportation by:
  - prioritizing pedestrian and cyclist movements and development of high-quality, attractive walking and cycling facilities;
  - making required improvements to connections to the wider surrounding neighbourhood and amenities, including a potential pedestrian overpass to the SkyTrain station; and

- incorporating a range of transportation demand management measures to support both reduced vehicular usage and also any proposed parking reductions.
- Phasing of the development of the site to confirm when portions of the development can be completed under various interim road and site access configurations to help minimize impact to neighbouring lands and provide for acceptable levels of service for the increased traffic demands of each portion of the site.

### Park Space

Wesgroup is proposing to provide 0.6 hectares (1.5 acres) of park space that will be dedicated to the City, plus an additional 0.78 hectares (1.9 acres) of semi-public open space, for a total of 1.38 hectares (3.4 acres). The semi-public open space would primarily be located over below-grade parkade structures and would be secured through statutory rights of ways. A similar approach was taken at Suter Brook and Newport Villages to secure semi-public open space.

The 0.6 hectares (1.5 acres) exceeds the 0.4 hectares (1.0 acre) required for the neighbourhood as a whole in the OCP. However, since the proposal would significantly increase the population of Coronation Park above what was anticipated as part of the background analysis for the current OCP Neighbourhood Plan, it is appropriate that a park larger than 0.4 hectares (1.0 acre) be provided. It is also noted that the City's Parks and Recreation Master Plan proposes a parkland ratio of 2.5 hectares (6.2 acres) per 1,000 people, and that this is also embedded in the recently adopted Development Cost Charge (DCC) Bylaw. However, it is acknowledged that as an urban-programmed park provided as part of this specific development, it would need to be significantly smaller than the ratio contemplated in the Parks Master Plan.

It is envisaged that the park should serve a variety of needs for the neighborhood, and therefore should include a variety of programming elements to meet the needs of a demographically diverse population. Examples of potential elements include: open space for general recreation; universal accessibility; outdoor play areas, including playgrounds; a sports court or courts; amenities for dogs; community garden space; significant long-term tree canopy cover; and a water feature. The above list is only preliminary, and accommodating all of those items within one acre, or even within a larger space, may be challenging, and there may also be other items not listed above that would be desirable.

Further work will therefore be undertaken to determine the amount of dedicated park space versus semi-public open space, as well as the configuration and programming of the public park space. The objective is to turn more of the total of 1.38 hectares (3.4 acres) into programmable public park space as opposed to semi-public open space.

In addition to dedicated park space and semi-public space, it may be possible that programming could also be addressed via the provision of additional park space as part of the possible future redevelopment of the properties on the north side of Guildford Drive in the Coronation Park Neighbourhood Plan area.

There is also the potential to coordinate parks programming with the City of Coquitlam, which requires that park space be provided as part of the redevelopment of the former school site and adjacent properties for high-density apartment residential development, as set out by policy in Coquitlam's recently adopted City Centre Area Plan update. The size of this park will be determined by the City as part of the rezoning process.

While not considered park or semi-public open space, as it would not be accessible to the general public, Wesgroup plans to create open space and outdoor recreation areas on private property (e.g. the rooftops of the tower podiums) that will serve residents of individual buildings and take some pressure off the public park space. There is also a 1,941m<sup>2</sup> (20,900ft<sup>2</sup>) private amenity building proposed to serve residents of the neighbourhood

It is estimated that approximately \$26.0 million in parkland acquisition DCCs would be generated by the project, which can be used to acquire additional park space anywhere in the community that Council wishes. Per the OCP policy for Coronation Park that states, "The envisioned 0.4 hectare park in Coronation Park will be either provided through dedication as part of a redevelopment proposal, or purchased by the City", if desired by Council, this could include the purchase of additional park land in Coronation Park by the City, beyond the amount to be provided by Wesgroup.

#### Affordable Housing

The OCP encourages the provision of a range of housing forms and tenures to meet the needs of different segments of the market. These policies include:

- meeting City needs through a variety of housing types and forms and tenures, providing residential accommodation ranging from affordable to affluent to serve the needs of a wide range of people, including families, singles, seniors, and those with special needs;
- creating pedestrian oriented neighbourhoods which provide the necessary and appropriate amenities, affordable housing, as well as social and cultural facilities to foster a sense of community cohesion and identity; and
- encouraging a mix of rental, strata, and freehold housing units in proximity to transit stations.

On March 17, 2020, Council adopted the Interim Affordable Housing Guidelines Corporate Policy. Council has indicated in this policy an expectation, or ambition, to request that 15% of the residential units be below-market rental units. Wesgroup is proposing 175 affordable rental units (with rents set at BC Housing's HILs rates). The parameters of these units (e.g. unit mix, management of units, timing of provision) would need to be further explored as part of the overall amenity package, and would ultimately be formalized through a Housing Agreement Bylaw. This would occur as part of the rezoning process. The applicant has shared that the provision of affordable housing is a high-cost item that represents a significant portion of the overall amenity package and has impacted the density being proposed by the project.

### Employment Floor Space

Wesgroup is proposing 962m<sup>2</sup> (10,350ft<sup>2</sup>) of neighbourhood serving retail space and 743m<sup>2</sup> (8,000ft<sup>2</sup>) of daycare space, for a total of 1,705m<sup>2</sup> (18,350ft<sup>2</sup>) of employment generating floorspace.

The Coronation Park neighbourhood plan does not envision a large amount of commercial development in the neighbourhood, partly because of topography and access, and also because of the large amount of existing commercial space in close proximity in Suter Brook and Newport Villages. However, staff believe that opportunities to increase the amount of employment generating floorspace in the neighbourhood, primarily to serve residents, should be explored. Wesgroup has indicated a willingness to do this as the application continues to move through the process, but has also indicated that there needs to be a viable business case developed.

Two other considerations to note in looking at commercial use in the neighbourhood are:

- The Esso property at the intersection of Ioco and Barnet, which is not part of the application, is designated in the OCP for commercial use. While it may be many years into the future before this site redevelops, it will likely be for more intense commercial use given its close proximity to the Inlet Centre transit station.
- Coquitlam's City Centre Area Plan designates a future neighbourhood commercial node on the east side of Balmoral Drive that will be part of the planned redevelopment of the former Coronation Park school site and adjacent properties. The node will have a minimum gross floor area of 465 m<sup>2</sup> (5,000 ft<sup>2</sup>) of commercial and/or assembly uses.

### Staff Recommendation

Staff are recommending first reading of the OCP amendment bylaw, but are also recommending that staff be directed to continue to work with the applicant in order to further explore and refine aspects of the proposal prior to bringing it back to Council for consideration of second reading and referral to Public Hearing, as discussed in this report.

In making this recommendation, staff note the following:

- The application is attempting to strike a balance between addressing Council policies and delivering a project that considers the OCP requirements. The following elements should be considered with this application:
  - the cost and complications associated with such a large land assembly, given that individual property owners understandably wish to maximize the value of their property; bringing forward such a comprehensive project requiring such a large assembly is challenging and unprecedented in Port Moody development history;
  - the impact of other City policies, especially the requirement to deliver significant amenities, both in kind and cash in lieu, in line with related City policy requirements, including but not limited to recently adopted affordable housing guidelines, public art, park space and related improvements, green building, etc., noting that some of these expectations are based on policy that has come into place since the adoption of the neighbourhood plan;

- the extensive infrastructure improvements that will be required as part of the development; and
- Development Cost Charges for which Wesgroup will receive limited offsetting credit for parks, roads, water, and sewer improvements because the current DCC bylaw did not envision significant DCC projects in the neighbourhood;
- the OCP vision for Coronation Park and related policy, including those goals and policies reflected within the Master Transportation Plan and the Climate Emergency Declaration/Climate Action Plan, encourages higher density development where it is well-served by services, amenities, and transit; whilst also seeking to maximize community benefits and supporting the overall Growth Management Strategy. The importance of a site such as Coronation Park being identified as a well-served development location is also a key consideration identified in the Prioritizing Higher Density Development Corporate Policy that Council takes into account when reviewing applications to amend the OCP;
- a larger lot assembly, as proposed (57 of 67 properties), would result in significant benefits and efficiencies that allow for a master planned development for the majority of the neighbourhood. Such a coordinated planning approach is much preferable to a piecemeal development, which would create challenges in the timing and phasing of infrastructure improvements and the provision of amenities, commercial space, and substantial community park space; and
- the adjacent area in Coquitlam, including the former Coronation Park school site, is designated to allow for high-density development, with an allowable FAR of 5.5 and no maximum tower heights.

Based on the above, there would be a need for further financial analysis on the provision of amenities that City policy envisages as part of such redevelopment, in order that the City and applicant could agree to the parameters of amenity package that would be delivered as part of the development. Through both the Pre-Application process and also the review of this OCP amendment application to date, it is evident that, in order to realize the redevelopment of the neighborhood and secure the amenities that the City desires, additional density and increases to building heights would need to be considered.

If first reading of the bylaw, indicating a tentative support for the current proposal, is given, staff will work with Wesgroup to address these issues identified in the Executive Summary and report prior to bringing the bylaw back for consideration of second reading and referral to Public Hearing. Staff anticipate that this will include further amendments to the OCP Bylaw.

### Other Option(s)

THAT Bylaw No. 3285 not be read a first time;

AND THAT the report be received for information and the applicant be requested to update the proposal by addressing the following concerns/suggestions ....

## Financial Implications

There are no financial implications associated with the recommendations of this report.

## Communications and Civic Engagement Initiatives

In accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans policy, opportunity for input from the general public and specific stakeholder groups was provided at:

- two virtual community information meetings (and related website) facilitated by the applicant and attended by staff on October 29, 2020 12:00-1:30pm and 6:00-7:30pm to engage the public about the proposal and solicit feedback. A summary report of the consultation, provided by Pooni Group, who facilitated the consultation, is provided as **Attachment 10**; and
- the Community Planning Advisory Committee (CPAC) meeting held on November 9, 2020, minutes are included as **Attachment 11**.

Should the application proceed through the approval process, there will be additional opportunities for community input at the Public Hearing stage.

As part of the City's early consultation pursuant to Section 475 of the Local Government Act, the City notified and sought feedback from external agencies on the application. Those consulted included: Metro Vancouver, City of Coquitlam, School District 43, Fraser Health, TransLink, Kwikwetlem First Nation, Musqueam First Nation, Squamish Nation, Tsleil-Waututh Nation and Sto:lo Nation, with comments requested by September 25, 2020. Responses from Metro Vancouver, City of Coquitlam, Fraser Health, TransLink, and Tsleil-Waututh Nation are included as **Attachment 12**.

## Council Strategic Plan Objectives

Council has outlined specific goals and objectives in their 2019-2022 Strategic Plan to address housing options, planning activities, and ensuring City assets are optimized for current and future generations. Specific objectives and actions include, "plan for a variety of housing types to meet community needs", "ensure future community growth is carefully considered and strategically managed consistent with the targets approved in our Official Community Plan", and "be stewards of City lands to optimize benefits to community well-being".

## Attachment(s)

1. Location Map.
2. OCP and Land Use Designation Map.
3. Zoning Map.
4. Project Factsheet.
5. Coronation Park Neighbourhood Plan Section 15.3.1.
6. Corporate Policy – 13-6410-2019-01 – Coronation Park Development Application Requirements.
7. Policy Context.
8. Project Concept including Architectural and Landscape Plans.
9. Letter from Wesgroup.

10. Draft OCP Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park).
11. Community Information Meeting Summary.
12. CPAC Minutes, November 9, 2020.
13. Section 475 Consultation Responses.

## Report Author

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Senior Development Planner

## Report Approval Details

Document Title:	OCP Amendment - Coronation Park (Wesgroup Properties).docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Location Map.pdf</li><li>- Attachment 2 - OCP Designation Map.pdf</li><li>- Attachment 3 - Zoning Map.pdf</li><li>- Attachment 4 - Project Factsheet.pdf</li><li>- Attachment 5 - Coronation Park Neighbourhood Plan - Section 15.3.1.pdf</li><li>- Attachment 6 - Corporate Policy - 13-6410-2019-01 - Coronation Park Development Application Requirements.pdf</li><li>- Attachment 7 - Policy Context.pdf</li><li>- Attachment 8 - Project Concept including Architectural and Landscape Plans.pdf</li><li>- Attachment 9 - Letter from Wesgroup.pdf</li><li>- Attachment 10 - Draft OCP Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park).pdf</li><li>- Attachment 11 - Community Information Meeting Summary.pdf</li><li>- Attachment 12 - CPAC Minutes, November 9, 2020.pdf</li><li>- Attachment 13 - Section 475 Consultation Responses.pdf</li></ul>
Final Approval Date:	Jan 18, 2021

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

André Boel, City Planner - Jan 14, 2021 - 10:44 AM

Kate Zanon, General Manager of Community Planning - Jan 14, 2021 - 11:13 AM

Dorothy Shermer, Corporate Officer - Jan 14, 2021 - 11:41 AM

Rosemary Lodge, Manager of Communications and Engagement - Jan 14, 2021 - 1:13 PM

Paul Rockwood, General Manager of Finance and Technology - Jan 15, 2021 - 1:38 PM

Tim Savoie, City Manager - Jan 18, 2021 - 4:14 PM