

Policy Context

Regional Growth Strategy

Within the Metro Vancouver Regional Growth Strategy, the Inlet Centre - Municipal Town Centre Area is identified as a Frequent Transit Development Area and the land is designated as 'General Urban' which is defined as:

'General Urban areas are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Area. General Urban areas are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation.'

OCP Policy: Coronation Park Neighbourhood Plan

In 2017, Council amended Port Moody's OCP to include the Coronation Park Neighbourhood Plan (**Attachment 5**) which set out the vision for this neighbourhood as a transit-oriented, pedestrian-friendly, and bike-friendly community that has a range of housing forms and types in close proximity to shops, amenities, and public transit, which accordingly includes opportunities for a variety of land uses (High-Rise Residential, Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space) as shown in **Attachment 2**. Section 15.3.1 of the OCP (**Attachment 5**) includes key policies to govern the future development of the neighbourhood. The OCP provides for a central area housing a 0.4 hectare (1 acre) park and low-rise (four-storey) residential buildings, and with 26-storey residential buildings (three-storey podiums) on the south, west, and north edges of the neighbourhood.

Within the OCP, section 3.2.4 includes additional objectives related to Appropriate Development including focussing higher density development around Evergreen Line transit stations and along transit corridors, enhancing pedestrian and cycling connections between and within neighbourhoods and encouraging higher density development where it is well-served with services, amenities and transit. These matters are key considerations in the Corporate Policy: Prioritizing Higher Density Development, that Council takes into account when reviewing applications to amend the OCP.

Coronation Park Transportation Study

In 2018, Council approved funding for a transportation analysis of the OCP amendment for this neighbourhood. Working with the City of Coquitlam, the City of Port Moody completed the Coronation Park Transportation Study, which includes a recommended road network with new neighbourhood access points. The study proposed a long-term connection through Coquitlam, between Palmer Avenue and Barnet Highway, which was selected based on existing grades, regrading within the neighbourhood, and the potential impact on the surrounding arterial road network. An interim access point, just east of the gas station site, with only right-turn

movements permitted when entering or exiting the neighbourhood, is proposed to support access to the neighbourhood during the redevelopment of the area.

Corporate Policy: Coronation Park Development Application Requirements

On May 28, 2019, Council approved a Corporate Policy (**Attachment 6**) to further guide redevelopment in the area, which includes a road network and grading plan derived from the draft version of the Coronation Park Transportation Study. Corporate Policy: Coronation Park Development Application Requirements helps guide future development of this neighbourhood. The goal of the Policy is to ensure orderly neighbourhood re-development with the following goals:

- re-development is in accordance with the Future Road Network Plan, including pedestrian and bicycle connectivity;
- re-development that realizes the identified grades needed for the future road network;
- during the transformation, continued access for existing homes is provided;
- new development does not create or leave individual orphaned parcels;
- new development does not preclude or sterilize re-development of other sites;
- construction traffic impacts on existing neighbourhoods and homes are managed; and
- costs for roads, storm water management, servicing, and amenities, including parks are distributed among individual developments throughout the Coronation Park Neighbourhood Plan Area.