



# City of Port Moody

## Report/Recommendation to Council

Date: October 29, 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 Official Community Plan (OCP) Amendment Bylaw No. 3285, which facilitates the development of a mixed-use project within the Coronation Park Transit-Oriented Development Area, for consideration of second reading and referral to a Public Hearing.

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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 second time as recommended in the report dated October 29, 2021 from the Community Development Department – Development Planning Division regarding Official Community Plan Amendment – Coronation Park (Wesgroup Properties);**

**AND THAT Bylaw No. 3285 be referred to a Public Hearing.**

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### Executive Summary

Wesgroup submitted an OCP amendment application in July 2020 for a significant portion of the Coronation Park neighbourhood (see map in **Attachment 1**). Council gave first reading to Bylaw No. 3285 on January 29, 2021 and identified a number of issues for staff and the applicant to address before the Bylaw was brought back for consideration of second reading.

Wesgroup submitted a revised package on June 11, 2021 (**Attachments 2 and 3**) addressing in detail each of the issues raised by Council. Of particular note, this includes:

- eliminating 79% of the internal roads, which creates more open space and a more pedestrian-oriented neighbourhood;
- decreasing the floor area ratio (FAR) for all uses combined from 4.5 to 3.48;
- decreasing the residential gross floor area by 13.3% from 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) to 194,276m<sup>2</sup> (2,091,238ft<sup>2</sup>);
- reducing tower heights to 26 to 31 storeys from 37 to 40 storeys;
- for the loco Road frontage, reducing both towers to 26 storeys from 40 storeys to match the tower heights in adjacent Suterbrook Village;

- adding a sixth tower on the east side of the site at Balmoral Drive to pick up some of the density lost by reducing tower heights;
- introducing a six-storey market-rental building (80-100 units, including 10% reserved for seniors) and a rent-to-own program;
- increasing the size of the public park by 70% from 0.6ha (1.48ac) to 1.02ha (2.52ac), with the potential for added usable public open space (an estimated 0.6ha / 1.48ac) through public rights-of-way on private lands adjacent to the park, for a total of approximately 1.62ha (4.0ac);
- increasing the amount of employment gross floor area by over 10 times, from 962m<sup>2</sup> (10,355ft<sup>2</sup>) to 9,780m<sup>2</sup> (105,274ft<sup>2</sup>), including 2,717m<sup>2</sup> (29,247ft<sup>2</sup>) of dedicated office space;
- providing 2,371m<sup>2</sup> (25,522ft<sup>2</sup>) of gross floor area for private indoor amenity space and daycare space for 90-120 children; and
- providing a minimum of 186m<sup>2</sup> (2,000ft<sup>2</sup>) of indoor space that will be dedicated to the City for civic use.<sup>1</sup>

Wesgroup subsequently submitted a document on June 21, 2021 by Happy City entitled “Coronation Park Wellbeing Framework Report” (**Attachment 4**) intended to supplement its revised plan.

An updated Transportation Study has been provided by the applicant (**Attachment 5**). However, in staff’s opinion it takes a conservative stance on background traffic growth (growth not related to this development) compared to targets in City and regional transportation plans which amplifies its estimation of some of the future traffic issues. The report identifies several strategies and conceptual solutions that appear to have good potential to mitigate or manage the traffic impacts of the additional density proposed, but detailed definition and modelling to confirm projected outcomes will be required at time of rezoning.

The application site is located in direct vicinity of the Inlet Centre SkyTrain Station and adjacent to many amenities and employment areas. The updated design of the development is transit oriented and includes an more diverse mix of land uses, which supports and promotes active transportation and transit use. While further traffic scenario modelling, development of details of traffic and transportation improvements, transportation amenities, and TDM measures is required, staff believe that the proposed strategies have merit in context of a highly transit oriented development and such transportation study updates can be completed as part of the future rezoning process.

Staff generally support the revised plan and recommend that Council give second reading to Bylaw No. 3285 and refer it to a Public Hearing.

Wesgroup has indicated to staff that once the OCP Bylaw is adopted by Council, or possibly in advance of adoption, it will be making a Zoning Amendment application to rezone the entire subject area. The rezoning application will get into further detail on topics such as phasing, urban design, the parks plan, urban forestry, and traffic and parking. This will also be the point

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<sup>1</sup> Some of the numbers presented in this report vary slightly from those included in Wesgroup’s attached June 11, 2021 resubmission based on further technical analysis by Wesgroup since then.

at which the details of the full amenity package to be delivered by Wesgroup as part of the redevelopment will be negotiated and finalized.

## Background

Wesgroup submitted an OCP amendment application for a large portion (5.75ha / 14.75ac) of the Coronation Park neighbourhood in July 2020. Initially, 54 residential properties were part of the application. The application now includes all but one of the 59 residential properties that Wesgroup is attempting to assemble. Wesgroup continues to negotiate with the remaining property owner.

As before, the seven properties to the north of Guilford Drive, including the large townhouse site (Balmoral Place) and the Esso service station at the corner of loco Road and Barnet Highway, are not included in the application.

The seven properties to the north of Guilford Drive are anticipated to eventually redevelop as one project, while the service station site is not expected to redevelop in the foreseeable future.

Council received staff's first reading report and Bylaw No. 3285 at its Regular meeting on January 26, 2021. At a subsequent Special Council meeting held on January 29, 2021, Council passed the following resolution:

### RC21/038-050

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 floor space;
- 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;

AND THAT Council advise the applicant to address the following issues for second reading:

1. pull back proposed project residential density to closer alignment with the Community Plan vision, with most towers not to exceed 26 storeys;
2. improve family-oriented unit mix and options;
3. increase accommodation of essential local shopping options in light of increased demand from the project;
4. expand office and light industrial space allocation to be better aligned with Council's jobs-to-population ratio guidance;
5. increase voluntary amenity contributions toward nearby park maintenance;
6. conversion of as much existing road network to park as possible;
7. rent-to-own as an alternative to the affordable non-market housing component;
8. explore reconfiguration of towers from east to west, with taller buildings situated to the east; and
9. investigate designs for mitigating impact of high rises on social connectedness/mental health;

AND THAT Council express a stronger desire for OCP compliance than affordable housing via subsidy to the applicant;

AND THAT staff work with the applicant to bring the Gross Floor Area (GFA) to an amount representative of the tower heights and overall project density as directed by Council;

AND THAT Council advise the applicant that interesting and innovative architectural design should be a component of the Coronation Park development;

AND THAT staff encourage the proponent to provide a community garden within the development;

AND THAT staff discuss with the proponent the possibility of building the City purpose-built space (such as a library, seniors centre, dog park, space identified by staff, performance space, etc.) within the development.

## Discussion

The revised plan that has been submitted by Wesgroup is significantly different than the previous plan based on the input provided by Council at the time of first reading. The key changes are discussed below.

### 1. Internal Roads

There are currently about 0.96ha (2.37ac) of public road within the area of Coronation Park covered by Wesgroup's application (excluding Balmoral Drive and Guildford Drive, which need to be retained to serve other parts of the neighbourhood). Council expressed a desire to see as much of that internal road network as possible converted to public park.

Wesgroup has responded with a site plan that reduces the amount of road area by about 79% (0.76ha / 1.88ac), with two cul-de-sacs for drop-off / pick-up and access to below-grade parking structures. Both of these cul-de-sacs are proposed to be privately owned and maintained, with public rights-of-way, which means that 100% of public roads would be eliminated under the revised plan.

This change provides significantly more open space, more public park and creates a much more pedestrian-oriented neighbourhood.

## 2. Density

Wesgroup has decreased the residential gross floor area by 13.3% from 224,000m<sup>2</sup> (2,411,195ft<sup>2</sup>) to 194,276m<sup>2</sup> (2,091,238ft<sup>2</sup>). There were formerly an estimated 2,900 residential units proposed and that has now been scaled back to an estimated 2,665 units (an 8.1% reduction). The exact number of units ultimately built will depend on average unit sizes and mix, which will be a function of market demand over time. However, it is expected that the zoning will include a requirement that a minimum of 10% of the units will be family-oriented, with three or more bedrooms.

This reduction in residential density is due in part to Council's direction that the proposed 175 units of affordable non-market housing be removed from the plan.

The density of total development (residential and commercial combined) as measured by Floor Area Ratio (calculated as gross floor area divided by land area) has also decreased, from 4.5 to 3.48, for two reasons:

- the total gross floor area is less; and
- the land area is greater since all of the public road area, which is typically not included in the FAR calculation, has been removed.

Based on an average of 2.2 persons per household, which is the City's recently updated standard assumption for new apartment units, the proposed development will accommodate an estimated 5,900 residents at full build-out (compared to the roughly estimated 200 residents currently living in this portion of the neighbourhood).

By way of density comparison, the proposed Polygon development on the east side of Balmoral Drive in Coquitlam is on a 4.0ha (10ac) with 2,558 apartment units proposed. The FAR is 5.22, which is below the City of Coquitlam maximum FAR of 5.5 permitted in the applicable zone.<sup>2</sup>

## 3. Tower Heights

Wesgroup's previous plan proposed five towers ranging in height from 37 to 40 storeys, including two 40-storey towers facing loco Road across from Suterbrook Village. As suggested by Council, the revised plan reduces the tower heights to 26-31 storeys, with the two towers facing loco Road now 26 storeys to match the height of the towers in Suterbrook Village.

To make up for some of the density lost through reducing the tower heights, a sixth tower has been added to the plan on the east side of the site adjacent to Balmoral Drive. All three of the

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<sup>2</sup> Based on information contained in a staff report to Coquitlam Council-in-Committee on October 25, 2021 on Polygon's rezoning application. This information is preliminary and subject to change as Polygon's plans are refined.

31-storey towers are adjacent to Balmoral Drive across the street from Polygon's proposed development in Coquitlam that is currently going through that City's rezoning process. (Eight towers are proposed for the adjacent Polygon site, ranging in height from 38 to 45 storeys. These heights may be adjusted as the plan evolves.)

#### 4. Rental/Affordable Housing

In place of the formerly proposed 175 units of non-market affordable housing, Wesgroup is now proposing a six-storey rental building with 80-100 units, of which 10% would be reserved for seniors.

Wesgroup is also proposing a rent-to-own program that that would give renters discounts towards a new home purchased from Wesgroup. Details of this program, called "Beyond Rent" are attached (**Attachment 6**). This program would become a commitment by Wesgroup through a housing agreement as part of the rezoning process.

Staff note that OCP policy for Coronation Park calls for "a range...of tenures (e.g., strata, market rental and affordable/non-market rental)" (p. 83). As noted above, Council directed that the 175 units of non-market housing be removed from the plan as part of reducing residential density, which Wesgroup has done. However, staff believe that the opportunity to deliver some amount of affordable non-market housing should be further explored with Wesgroup at the rezoning stage as part of creating a more complete TOD neighbourhood that meets a wider range of housing needs.

Wesgroup has proposed two options for further consideration of non-market affordable housing:

- Permission for additional market housing density to financially support the provision of non-market units. The overall FSR and some building heights would need to increase to accommodate this. Wesgroup's financial formula for providing non-market units requires approximately two market units for every non-market unit delivered, depending on size and other factors.

For this option to work, the OCP amending bylaw, as presented, would have to be amended as part of second reading to state that the maximum permitted residential density (194,276m<sup>2</sup> / 2,091,238ft<sup>2</sup>) and maximum building heights (4 to 31 storeys) can be exceeded if it is as a result of providing additional non-market housing.

- The cost of providing non-market units (above and beyond the current FSR) could be offset from another required dedication. Under this approach, the cost to deliver the non-market housing would need to be met with an equal reduction in Community Amenity Contributions, Density Bonus payments, or other required amenity contributions (cash or in-kind).

If this approach is pursued with Wesgroup, no amendments to the OCP amending bylaw, as presented, would be required and the details could be negotiated at the rezoning stage to the satisfaction of Council.

## 5. Public Park and Open Space

### *Size*

The OCP calls for a 0.4ha (1.0ac) public park for Coronation Park as part of redevelopment. Wesgroup had initially proposed that this be increased to 0.6ha (1.48ac). The resubmission now proposes 1.02ha (2.52ac), which is 70% more, with the possibility of that increasing somewhat at the rezoning stage when more detailed site planning is undertaken.

The increase in park size is partly due to the removal of public roads, of which some of the area is being added to the public park space. One of the items that will be examined in detail at the rezoning stage as part of amenity negotiations is the amount of added park space being delivered versus the amount of public road area being removed to ensure that the City is appropriately compensated.

In addition to the public park space, there are open spaces on private lands adjacent to the park that can be secured as public open space through public rights-of-way. These areas will be further defined at the rezoning stage, but Wesgroup estimates on a preliminary basis that public rights-of-way could total about 0.6ha (1.48ac).

Combined with the public park space, it is therefore estimated that about 1.62ha (4.0ac) of public park and publicly accessible open space could be secured as part of Wesgroup's proposed development.

The Polygon development on the other side of Balmoral Drive in Coquitlam is proposing about 0.4ha (1.0ac) of public park (in addition to a combination of approximately 1.2ha (3.0ac) of private and publically accessible open space and pedestrian pathways throughout the site). This creates an opportunity for coordination of parks programming between the two municipalities so that the amenities and features in the two parks are complementary.

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 of the public park space.

### *Design*

Wesgroup submitted a comprehensive Park Master Plan (**Attachment 3**) as part of its updated plan. While preliminary and subject to refinement at the rezoning stage, the submission shows how both the public park and adjacent open spaces could be programmed. This includes consideration of community gardens. In summary:

*“Pedestrian circulation through the park and through the surrounding publicly accessible private open spaces accommodate both residents and the public living in adjacent neighbourhoods. Linkages to amenities within the park and to transit and shopping beyond are provided. Diagonal circulation pathways lessen gradient slopes for barrier-free access routes. Active pathway loops for pedestrians provide circulation options and double as fitness loops.*”

*The park design focuses on flex-use green open spaces, including a 'festival lawn'. These central green lawn panels have their extents defined by circulation pathways and active programming amenities including adventure play, a tot's playground, a spray pad / plaza, a performance stage and a sports court. Informal seating options and nodes, storm water management initiatives such as rain gardens, and themed gardens including a pollinator garden are provided.*

*If desired, community gardens could be accommodated on publicly-accessible privately owned open spaces.” (page 4 of **Attachment 3**).*

## 6. Employment Floorspace

Wesgroup's initial proposal was for a modest amount of retail floorspace totaling 962m<sup>2</sup> (10,355ft<sup>2</sup>). Council expressed a desire for employment floorspace to be increased to better serve shopping options for the neighbourhood, as well as expanded office and light industrial space allocation to be better aligned with Council's jobs-to-population ratio guidance.

In response, Wesgroup has increased the amount of employment gross floor area by more than 10 times to 9,780m<sup>2</sup> (105,275ft<sup>2</sup>), including the following:

- 2,717m<sup>2</sup> (29,248ft<sup>2</sup>) of dedicated office space;
- 2,217m<sup>2</sup> (23,869ft<sup>2</sup>) of restaurant and general retail space; and
- 4,846m<sup>2</sup> (52,158ft<sup>2</sup>) of space primarily intended for two larger format retailers – a grocery store and a drug store.

The dedicated office space is proposed for a stand-alone four-storey building adjacent to loco Road in relatively close proximity to Inlet Centre Station across the street. To allow flexibility in case the market demand for office space is greater than Wesgroup currently anticipates, the land use concept plan in the OCP amending bylaw shows a range in height for the office building of four to eight storeys. The maximum permitted office floorspace will be determined at the rezoning stage.

Two daycare spaces totaling about 883m<sup>2</sup> (9,500ft<sup>2</sup>) are also proposed, which would create further employment in addition to serving an important community need.

Wesgroup estimates that these various uses would directly support about 540 jobs on site, as follows:

- Drug store: 40-45 jobs;
- Grocery store: 195-210 jobs;
- Office: 8 jobs per 1,000ft<sup>2</sup> = ~235 jobs;
- Standard commercial retail units: ~20 jobs; and
- Two daycares: 26-33 jobs.

In addition to these employment estimates, there will be home-based jobs created by the development. Using the City's standard ratio of 0.115 jobs per dwelling unit, it is estimated that about 300 home-based jobs might be generated at full build-out of the residential component.



Much of the employment floorspace will likely be built in the earlier phases of development, although the final phasing plan has not yet been determined. That will be done at the rezoning stage.

The commercial floorspace figure (9,780m<sup>2</sup> / 105,275ft<sup>2</sup>) included in the OCP amending bylaw is the minimum. This will allow Wesgroup the flexibility to develop more employment floorspace (e.g., office as noted above) if market demand over time is greater than currently anticipated.

Wesgroup explored the option of also adding light industrial floorspace, but concluded that Coronation Park is not a good location for this use for a number of reasons, such as site grades, truck access and loading constraints, and incompatibility with the residential uses that would be in close proximity. Staff concur with this conclusion.

#### 7. Civic Space

Council directed that staff discuss with Wesgroup the possibility of building the City purpose-built space within the development. Staff explored a number of options suggested by Council, such as a library, seniors centre, performance space and dog park. It was concluded that locating larger facilities, such as a library, in Coronation Park would not be central enough to best serve the broader community, and some other uses would be better suited for inclusion in the existing civic precinct (e.g., dedicated indoor performance space).

Wesgroup's proposal does incorporate several of Council's suggestions as follows.

##### *Indoor Space*

A minimum of 186m<sup>2</sup> (2,000ft<sup>2</sup>) of indoor space will be constructed by Wesgroup as a shell and dedicated to the City for civic use. As shown in the revised submission, this space is proposed to be located adjacent to the park and to complement service uses such as a café (page 22 of **Attachment 2**).

Wesgroup has indicated that it is prepared to turn this space, which would be its own strata lot, over to the City at no cost. Wesgroup has also indicated to staff that it is prepared to look at expanding both the amount of space provided and also contributing to its fit and finish, once further consideration is given by the City to how this space might be programmed.

Staff recommend that the space should be designed and programmed to be as flexible as possible so that it can meet a variety of neighbourhood needs (e.g., seniors and youth drop-in, community meetings, art displays, classes, small performances and social events).

This topic will be further explored at the rezoning stage as part of negotiating the complete amenity package that Wesgroup delivers as part the development.

##### *Outdoor Performance Space*

The Park Master Plan proposes a multi-use platform (labeled "seat deck and stage") that can be used for performances at the foot of the proposed festival lawn (page 8 of **Attachment 3**).

The size and other details of this outdoor performance space will be determined at the rezoning stage.

### *Dog Parks*

There will be dedicated space for off-leash dog parks. Wesgroup's Park Master Plan shows one proposed location on private land for this use (page 7), but staff believe that at least one more will be required. The number, location, size, and other details of the dog parks will be determined at the rezoning stage.

### *Private Indoor Amenity Space*

In addition to the proposed indoor civic space and outdoor public amenities, Wesgroup is proposing a private indoor amenity facility approximately 1,483m<sup>2</sup> (15,961ft<sup>2</sup>) in size for use by all residents of the development. This will alleviate some of the demand placed on the City's community and recreation facilities by the new residents of Coronation Park.

Staff note that Wesgroup's initial proposal was for a 1,942m<sup>2</sup> (20,900ft<sup>2</sup>) private amenity building. The size and programming of the private indoor amenity space will be further explored with Wesgroup at the rezoning stage. Per the City's Zoning Bylaw, private indoor amenity space is excluded from residential density calculations, so potentially increasing the size of the facility will not impact Wesgroup's allowable density.

### 8. Daycare

As noted, two daycare spaces totaling about 883m<sup>2</sup> (9,500ft<sup>2</sup>) are proposed (page 12 of **Attachment 2**). The two spaces together are estimated to accommodate 90-120 children.

One daycare (~ 604m<sup>2</sup> / 6,500ft<sup>2</sup>) is planned in an early phase of development in close proximity to both residential and commercial uses and the public park, as well as a short walk to the Inlet Centre station.

The other daycare (~ 279m<sup>2</sup> / 3,000ft<sup>2</sup>) is planned for what may be a later phase of development at the eastern side of the site, also adjacent to the public park.

The zoning for the site will be set up such that 883m<sup>2</sup> (9,500ft<sup>2</sup>) will be the minimum amount of daycare space provided on the site. If demand is greater over time than currently planned, the zone will have the flexibility to allow for more daycare space.

### 9. Transportation Study

One of Council's resolutions was that the draft Transportation Impact Assessment, which was uncompleted at the time of first reading, be fully completed by Wesgroup to determine how its findings influence the project. That study (**Attachment 5**) has now been completed in draft form and reviewed by staff.

In staff's opinion, the study has adequately identified the traffic impacts of the proposed development, but takes a conservative stance on background traffic growth (growth not related to this development) compared to targets in City and regional transportation plans which amplifies its estimation of some of the future traffic issues. The report identifies several strategies and conceptual solutions that appear to have good potential to mitigate or manage the traffic impacts of the additional density proposed, but detailed definition and modelling to confirm projected outcomes will be required in further stages of the application. Some of the notable strategies and solutions include:

- A pedestrian overpass, which is envisioned in the OCP policies for Coronation Park, required prior to build out of more than 17.4% of the site's proposed dwelling units.
- A new signalized connection from the site to Barnet Highway (envisioned to be located in Coquitlam, similar to previous plans) required prior to built out of more than 50% of the site's proposed dwelling units.
- Implementation of a fine-grained pedestrian and cyclist internal transportation network, and high quality cycling and walking infrastructure along adjacent roads.
- Upgrades to the Barnet Highway and loco Road intersection, and possibly upgrades to the Guilford Way and loco Road intersection dependent on further study.
- Restrictions and balancing within the underground parking facility network to direct traffic to roads and intersections with more capacity (ex. Balmoral and Barnet Highway over loco Road)
- A comprehensive Transportation Demand Management (TDM) package including consideration of unbundled parking

The study also reaffirms the importance of the planned new road connection to the Barnet Highway via Palmer Avenue in Coquitlam. This connection will be constructed as part of the proposed Polygon development. Depending on how quickly the Polygon site and the remainder of Coronation Park redevelop, the pedestrian overpass may be required sooner, and the new road connection to Barnet Highway may be delivered earlier. However, a temporary road connection from Barnet Highway, to provide for construction or interim residential access could also be required in the interim depending on construction plans if the permanent road connection is not yet in place.

More detailed transportation and traffic study including further traffic scenario modelling, development of details of traffic and transportation improvements, transportation amenities, and TDM measures will be required prior to rezoning for this development. In addition, timing and responsibilities for the proposed transportation strategies and solutions, and general project phasing plans will need to be confirmed.

#### 10. Wellbeing Framework

One of Council's resolutions was that Wesgroup investigate designs for mitigating the impact of high-rises on social connectedness/mental health. In response, Wesgroup retained Happy City consultants to prepare a Coronation Park Wellbeing Framework Report (**Attachment 4**) that is intended to supplement its revised plan.

The report is comprehensive and addresses a broad range of topics, based on six wellbeing principles for Coronation Park:

- **Sense of Community:** Create a community that celebrates Port Moody's strengths and reinforces the emerging "made-in-Port Moody" design style to foster a sense of pride and community ownership;
- **Social Wellbeing:** Provide a spectrum of vibrant and lively places that bring the community together and promote social encounters that foster meaningful relationships;
- **Ease and Inclusiveness:** Design accessible places where people of all ages and abilities have convenient options to fulfill their daily needs;

- Resilient Development: Create a mixed-use community that evolves with the changing needs of residents through flexible housing tenure options and an array of commercial space offerings;
- Active Living: Create a development where healthy active living choices are easy and appealing for everyone who lives and works in Coronation Park; and
- Environmental Impact: Incorporate and celebrate natural systems that support wellbeing and environmental resilience, while addressing the direct impacts that climate change can have on people.

Based on these six principles, a series of strategies and supporting actions are presented that focus largely on urban design and how it can enhance the quality of life for residents through social interaction, a sense of community, and meeting the needs of a diverse population.

The strategies and actions set out in the Coronation Park Wellbeing Framework Report will be heavily drawn upon at both the rezoning and Development Permit stages to ensure that they are achieved by the proposed development.

#### 11. Amenity Package / Community Benefits

The details of the amenity package to be delivered by Wesgroup as part of the redevelopment will be negotiated and finalized at the rezoning stage. This package will become part of Wesgroup's commitments through a development agreement that will cover Wesgroup's entire plan area.

While there are many details that need to be worked through at time of rezoning, outside of the currently proposed OCP amendment bylaw, preliminary analysis by Wesgroup proposes the following contributions as a starting point:

- an estimated \$4.7 million for development of the public park, including site preparation and servicing and construction of the proposed program elements;
- \$800,000 for 186m<sup>2</sup> (2,000ft<sup>2</sup>) of unfinished indoor civic space (which, as noted, may increase in size once further consideration is given to programming); and
- \$2.0 million for public art.

While not generally defined as a public amenity, Wesgroup estimates the cost of site servicing at \$36.0 million. This includes not only water, sanitary sewer, drainage, and similar works, but also upgrades to streetscapes, notably along the loco Road frontage, as well as an enhanced internal pedestrian and cycling network.

As noted in the discussion of the Transportation Study, the design, timing, cost, and funding of the proposed pedestrian overpass is another item that will be determined at the rezoning phase.

It is estimated that the development will generate about \$25.6 million in Development Cost Charges (DCCs) for the City based on the current rates in the DCC Bylaw. Of this, an estimated \$22.8 million (89%) will be parkland acquisition DCCs, which the City can apply towards the purchase of parkland elsewhere in the community.

Staff note that one of Council's resolutions was for Wesgroup to consider increasing voluntary amenity contributions toward nearby park maintenance. With the amount of park space now increased in Coronation Park, the impact on nearby parks will be reduced and staff believe that there is no longer a need for consideration of voluntary amenity contributions to parks maintenance elsewhere as compensation.

### *Conclusion*

The applicant has made substantial changes in response to each of the Council resolutions from the January 29, 2021 meeting. The remaining staff concerns and suggestions as outlined above relate to increasing affordable housing options for this TOD neighbourhood, as well as the need to further explore transportation planning strategies and conceptual solutions to accommodate the proposed changes in land uses. On balance, staff recommend second reading of Bylaw No. 3285 (**Attachment 7**), and referral to a Public Hearing.

### Other Option(s)

1. THAT the report dated October 29, 2021 from the Community Development Department – Development Planning Division be received for information and the applicant be requested to further update the proposal by addressing the following concerns/suggestions prior to consideration of second reading of Bylaw No. 3285 ....
2. THAT Bylaw No. 3285 be referred to public hearing once the current draft Traffic Impact Assessment has been finalized.

### Financial Implications

There are no immediate financial implications associated with the recommendations of this report. However, as discussed, the amenities package to be delivered as part of the proposed development, including both financial and in-kind contributions, will be negotiated as part of the rezoning application process and will be enshrined in a future development agreement covering the entire site.

### Communications and Civic Engagement Initiatives

#### *Previous Engagement and Referrals*

In accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans policy and as reported to Council as part of staff's first reading report to Council, opportunities for input from the general public and specific stakeholder groups on Wesgroup's initial submission were provided at:

- two virtual community information meetings (and related website) facilitated by the applicant on October 29, 2020; and
- the Community Planning Advisory Committee (CPAC) meeting held on November 9, 2020.

The results from the referral to other government organizations, per section 475 of the *Local Government Act*, were provided to Council in January 2021.

### *Further Engagement by Wesgroup*

Given that Wesgroup's revised plan is significantly different than the plan presented to Council at the time of first reading, Wesgroup has undertaken further public consultation, including updating the information on its website devoted to Coronation Park and conducting another public survey. The results of this most recent survey, undertaken by Pooni Group, are provided in the attached report (**Attachment 8**). As elaborated upon in the report:

*"The intent of the engagement was to inform community members of the revised proposal and to gather input. 2,339 unaddressed and 1,723 addressed information flyers were delivered to the surrounding homeowners, residents and businesses notifying them of the revised proposal and directing them to the project website ([www.coronationparkportmoody.com](http://www.coronationparkportmoody.com)). 417 people visited the website, and 53 people stopped by the pop-up engagement kiosk on September 11, 2021. 57 individuals submitted a comment form providing input on the revised proposal.*

*In summary, approximately 80% of the comment forms (46 of the 57 comment forms) indicated support for the proposal or were neutral, while 10 people indicated concerns. Those who support the proposal provided comments related to the appropriate location for high-density, transit-oriented development, support for the addition of office space because it will locate jobs closer to homes (i.e. less commuting to other cities for work), and support for the amenities such as the increased park space and grocery and drug store. Of the 10 respondents who indicated concerns with the proposal, concerns related to traffic, parking, heights (it was noted by two of respondents that they would not support heights above 26 storeys), and the impact of growth on civic infrastructure. Overall, the majority of respondents are pleased with the revised proposal and support the transit-oriented mixed-use community." (page 10 of **Attachment 8**).*

### *Further Engagement by the City*

Public input was received on Engage Port Moody from September 24 to October 28, 2021. Highlights of this project engagement to date included:

- 16 engaged participants contributed to one or more feedback tools;
- 33 informed participants visited multiple project pages, contributed to a tool, or downloaded documents; and
- 48 aware visitors viewed the project page.

In terms of overall feedback, nine respondents supported the project, four opposed it, and three had mixed opinions. Further details are contained in **Attachment 9**.

## **Council Strategic Plan Objectives**

Council has outlined specific goals and objectives in its 2019-2022 Strategic Plan to address housing options and planning activities and to ensure that 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 – Coronation Park.
2. Coronation Park Redevelopment – OCP Comment Response Package – June 11, 2021.
3. Coronation Park – Park Master Plan – Perry + Associates, June 11, 2021.
4. Coronation Park Wellbeing Framework Report – Happy City, June 2021.
5. Coronation Park Transportation Impact Assessment.
6. Wesgroup “Beyond Rent” Program.
7. City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park).
8. Coronation Park Engagement Summary Report – Pooni Group, September 24, 2021.
9. Engage Port Moody Feedback Summary – October 29, 2021.

## Report Author(s)

André Boel, MCIP, RPP  
City Planner

## Report Approval Details

Document Title:	Official Community Plan Amendment - Coronation Park (Wesgroup Properties).docx
Attachments:	<ul style="list-style-type: none"> <li>- Attachment 1 - Location Map - Coronation Park.pdf</li> <li>- Attachment 2 - Coronation Park Redevelopment - OCP Comment Response Package - June 11, 2021.pdf</li> <li>- Attachment 3 - Coronation Park - Park Master Plan - Perry + Associates, June 11, 2021.pdf</li> <li>- Attachment 4 - Coronation Park Wellbeing Framework Report - Happy City, June 2021.pdf</li> <li>- Attachment 5 - Coronation Park Transportation Impact Assessment - Report Only.pdf</li> <li>- Attachment 6 - Wesgroup Beyond Rent Program.pdf</li> <li>- Attachment 7 - City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285.pdf</li> <li>- Attachment 8 - Coronation Park Engagement Summary Report - Pooni Group, September 24, 2021.pdf</li> <li>- Attachment 9 - Engage Port Moody Feedback Summary - October 29, 2021.pdf</li> </ul>
Final Approval Date:	Nov 16, 2021

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

André Boel for Kate Zanon, General Manager of Community Development - Nov 12, 2021 - 1:19 PM

Jeff Moi, General Manager of Engineering and Operations - Nov 12, 2021 - 2:10 PM

Tracey Takahashi for Dorothy Shermer, Corporate Officer - Nov 12, 2021 - 3:23 PM

Rosemary Lodge, Manager of Communications and Engagement - Nov 13, 2021 - 8:55 AM

Paul Rockwood, General Manager of Finance and Technology - Nov 14, 2021 - 10:43 AM

Tim Savoie, City Manager - Nov 16, 2021 - 11:19 AM