



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)

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.

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.

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 224,000m² (2,411,195ft²) to 194,276m² (2,091,238ft²);
- 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;

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- 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 962m² (10,355ft²) to 9,780m² (105,274ft²), including 2,717m² (29,247ft²) of dedicated office space;
- providing 2,371m² (25,522ft²) of gross floor area for private indoor amenity space and daycare space for 90-120 children; and
- providing a minimum of 186m² (2,000ft²) of indoor space that will be dedicated to the City for civic use.¹

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

¹ 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.

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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 Ioco 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 Ioco 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;

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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.

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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 224,000m² (2,411,195ft²) to 194,276m² (2,091,238ft²). 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.²

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

² 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.

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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 (194,276m² / 2,091,238ft²) 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.

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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.

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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 962m² (10,355ft²). 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 9,780m² (105,275ft²), including the following:

- 2,717m² (29,248ft²) of dedicated office space;
- 2,217m² (23,869ft²) of restaurant and general retail space; and
- 4,846m² (52,158ft²) 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 883m² (9,500ft²) 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 1,000ft² = ~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.

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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 (9,780m² / 105,275ft²) 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 186m² (2,000ft²) 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.

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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 1,483m² (15,961ft²) 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 1,942m² (20,900ft²) 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 883m² (9,500ft²) are proposed (page 12 of **Attachment 2**). The two spaces together are estimated to accommodate 90-120 children.

One daycare (~ 604m² / 6,500ft²) 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 (~ 279m² / 3,000ft²) 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 883m² (9,500ft²) 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:

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- 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;

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- 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 186m² (2,000ft²) 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.

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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.

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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). 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".

Considered at the November 23, 2021 Council meeting

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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

Considered at the November 23, 2021 Council meeting

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Report Approval Details

Document Title:	Official Community Plan Amendment - Coronation Park (Wesgroup Properties).docx
Attachments:	- Attachment 1 - Location Map - Coronation Park.pdf - Attachment 2 - Coronation Park Redevelopment - OCP Comment Response Package - June 11, 2021.pdf - Attachment 3 - Coronation Park - Park Master Plan - Perry + Associates, June 11, 2021.pdf - Attachment 4 - Coronation Park Wellbeing Framework Report - Happy City, June 2021.pdf - Attachment 5 - Coronation Park Transportation Impact Assessment - Report Only.pdf - Attachment 6 - Wesgroup Beyond Rent Program.pdf - Attachment 7 - City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285.pdf - Attachment 8 - Coronation Park Engagement Summary Report - Pooni Group, September 24, 2021.pdf - Attachment 9 - Engage Port Moody Feedback Summary - October 29, 2021.pdf
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

Considered at the November 23, 2021 Council meeting

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LOCATION MAP - CORONATION PARK

 SUBJECT PROPERTY



Considered at the November 23, 2021 Council meeting

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**CORONATION PARK
REDEVELOPMENT**

**OCP COMMENT
RESPONSE
PACKAGE**

JUNE 11th, 2021

WESGROUP + CICOZZI
ARCHITECTURE

Considered at the November 23, 2021 Council meeting

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DESIGN RATIONALE

Located beside the Inlet Centre Skytrain station, Coronation Park is a phased, mixed-use development that reshapes 15 acres of existing single family residential area into a series of open park spaces and podium gardens amid low and high-rise residential buildings incorporating office, retail and amenity programs. This project aims to transform the site into a more connected, pedestrian-friendly, sustainable, and vibrant community.

After the comments received by Council at First Reading in January 2021 and the inclusion of previous property holdouts, the design of Coronation Park has undergone a drastic transformation since the last submission. The new master plan explores new design opportunities to open-up and increase the public park area by 160% while integrating a variety of proposed programs within the central public realm. In doing so the new plan proposes an 87% reduction of internal roads, and relocation of the overall massing to the external perimeters of the site to engage the surrounding roads and context. The resulting 4-acre+ public park consists of large open areas defined by generous pedestrian paths that provide connectivity through the site.

Considered at the November 23, 2021 Council meeting

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DESIGN RATIONALE(CONTINUED)

The main connection through the site and public park is focused on linking the southwest corner of the site to and from the Inlet Centre Skytrain station. A city-owned pedestrian overpass is being proposed to help bridge pedestrian access.

Secondary connections are proposed to and from the City of Coquitlam's residential neighbourhoods to the east; the existing commercial/residential development to the west across loco Road; and the intersection of loco Road and Guildford Way to the northwest. The proposed improvements to the public realm optimize connections to nearby rapid transit service and enhances local walkability to adjacent neighborhoods.

A 6-storey rental building is proposed consisting of 80-100 rental units, with 10% to 20% reserved for seniors. Two residential towers, an additional 53,000 sq.ft. of retail space and 29,248 sq.ft. of office space are proposed along the loco Road frontage which serves to activate the pedestrian experience. A vibrant commercial frontage is interwoven with residential and leisure programs consisting of residential amenity, restaurant, daycare, and office programs on the upper level and providing local job opportunities and shopping/dining options.

Other supporting public programs, such as City-owned turn-key space and small retail programs proposed in the northeast podium and west entrances of the public park, enable everyone to celebrate the natural scene overlooking the park.

Considered at the November 23, 2021 Council meeting

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January 2021 City Comments & Design Responses

ITEMS	CITY COMMENTS	ACTIONS/RESPONSES	ILLUSTRATION REFERENCES
1.1	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.	Towers on loco Road reduced from 40 storeys to 26 storeys. 4-storey podium retained on loco Road. Towers on Barnett Highway reduced from 40 & 37 storeys to 26 & 31 storeys. All other podiums remained a maximum 8-storey height. One 31-storey tower added mid-way along Balmoral Drive.	Refer to page 9 and page 10
1.2	Pull back project residential density to closer alignment with the community plan vision, with most towers not to exceed 26 storeys.		
1.3	Explore reconfiguration of towers from east to west with taller towers situated to the east.	Towers are now stepped down from east to west.	Refer to page 11
1.4	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	Additional commercial, retail, and office services(105,956 sq.ft.) provided to balance residential GFA(2,177,122 sq.ft.), reducing the residential density by 9.2%.	Refer to page 12
1.5	Ensure that the properties in this part of the neighbourhood that are not part of this application are left with a practical development potential in the future.	Significant holdouts on Buckingham have been added to the site plan.	Refer to page 13
2.1	Investigate designs for mitigating impact of high rises on social connectedness/mental health.	Happy City, a planning and design firm that works at the intersection of wellbeing and the built environment, was hired to assess the site and analyze preliminary plans with a focus on social connectedness and mental health in a high-rise development. - Happy City developed wellbeing principles to guide the project. Happy City and Wesgroup conducted public engagement and stakeholder interviews to - Gain a deeper understanding of how design and programming that support social connectedness and mental health can be achieved from the perspective of local residents - Ensure design and programming recommendations reflect Port Moody's values and aspirations. Happy City conducted a stakeholder workshop where participants: - Reviewed the principles, preliminary wellbeing analysis and engagement findings and subsequently - Developed strategies and actions that will foster social connection and support mental health in a context-sensitive manner. The activities detailed above have been compiled into (included in this application) a wellbeing framework that would guide Coronation Park's development.	Refer to page 14

Considered at the November 23, 2021 Council meeting

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January 2021 City Comments & Design Responses

ITEMS	CITY COMMENTS	ACTIONS/RESPONSES	ILLUSTRATION REFERENCES
2.2	Advise the applicant that interesting and innovative architectural design should be a component of the Coronation Park development.	The built form is comprised of a series of podium blocks divided by a finegrained pattern of pedestrian passages and the internal street and laneway network in order to improve connectivity for users. The podium form along loco Road steps back to major plazas in order to create larger feeling, inviting spaces. The towers are spaced appropriately from each other to ensure privacy and solar penetration into the open space network of the site. The energy performance requirements of the new BC Step Code, which requires innovation in sustainability, in tandem with the Port Moody market will guide the form of development into the future. Wesgroup's goal is to create architectural design that evokes Port Moody and pushes the envelope in the way of livability and design.	Refer to page 15
3.1	A stronger desire for OCP compliance than affordable housing via subsidy to the applicant	Below Market Housing Units have been removed from the project to allow the total residential area to be subsequently reduced. Additionally, the inclusion of market rental housing and Rent-to-Own has been added to help diversify the options for affordable homes.	Refer to page 16
3.2	Rent-to-own as an alternative to the affordable housing component	Any residential tenant of Wesgroup can start saving for their own Wesgroup home to purchase after 12 months of renting. The longer the rental occupancy, the more the discount grows towards a future Wesgroup home. Wesgroup understands that buying a new home is a big life step, and becoming ever more difficult. The Beyond Rent concept was designed to help facilitate and encourage the transition from renting to owning. More details of this program will be developed as the project advances.	Refer to page 16
3.3	Improve family-oriented unit mix and options	Currently Wesgroup have successfully delivered a wide variety of rental homes available all over the Lower Mainland. There are different locations, various sizes and prices to fit any budget. Through the Coronation Park detailed rezoning stages Wesgroup plans on establishing a healthy blend of both smaller low cost units and larger (2+Den & 3 Bedroom) options to add family oriented inventory for Port Moody Residents. As detached homes become increasingly unobtainable for most, a 3 bedroom townhome or apartment unit can help bridge the gap as residents space requirements change and families grow.	Refer to page 16
4.1	Opportunities to increase the amount of employment generating floorspace	A 35,000 sq.ft grocery store and a 18,000 sq.ft. drug store has been introduced to the project, as well as additional commercial retail space along loco Road. These additions will significantly better the current street-front while providing jobs and additional options for shopping for nearby residents. Inclusion of smaller CRUs also allow the opportunity for micro-retail. Port Moody is home to many small business retailers, and continuing to provide ample space for these start-up retailers is critical to help foster and encourage residents to launch brick and mortar businesses.	Refer to page 17
4.2	Increase accommodation of essential local shopping options in light of increased demand from the project	Smaller storefronts are, by nature, more reminiscent of local mom-and-pop shops with the home-grown feeling typical of Port Moody retail. Merchants can often find themselves becoming involved in the community and by tailoring inventory and decor to reflect the region it's located in. Wesgroup is committed to providing these types of retail space. On both Balmoral Drive and loco Road, smaller and fine grained retail is envisioned. This will enhance the diversity of commercial opportunities, and achieve in part, the "high street" character envisioned for loco Road.	

Considered at the November 23, 2021 Council meeting

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January 2021 City Comments & Design Responses

ITEMS	CITY COMMENTS	ACTIONS/RESPONSES	ILLUSTRATION REFERENCES
4.3	Expand offices & light industrial space allocation to be better aligned with councils jobs to population ratio guidance	Potentially add 29,000 sq.ft. of multi-use office space with a wide variety of uses including some form of bio-tech and/or non-traditional office uses that allow for flexibility and evolution of what the workplace may look like in 20-40 years. A major focus of this updated application is the inclusion of office space. Medium sized office floorplates are planned, which can be demised to appeal to many organizations offering a multitude of business and job opportunities. A full range of uses will be developed around the increased employment generating floorspace. These will include offices, retail / commercial shops and services, restaurants and cafes, and residential homes. In order to achieve the goals of developing key new sectors, having high quality jobs, providing employment opportunities for residents, the Economic Development Committee (EDC) recommends working towards a target 'jobs to population ratio' range of 0.35 to 0.42. The lands in their current use are 100% residential. This proposal includes an addition of 115,456 sq.ft. of commercial density(C.R.U., daycare, office,retail) which would be a net gain. This scheme considers an additional 97,106 sq.ft. of commercial space (previous application submission: 18,350 sq.ft.). This 5.3x increase will result in roughly +/-540 additional jobs which significantly improves on the previous application as this site is in a primarily residential zone as indicated in the OCP.	Refer to page 18
5.1	The amount and configuration of the public park space versus the semi-public open space	Private open spaces are located atop the podiums, serving the residents and office users. Programming will include gardens, lawn areas, children's play areas, outdoor fitness areas, urban agriculture, areas for contemplation, outdoor kitchen, and a variety of social and interactive gathering spaces.	Refer to page 19
6.1	Completion of the Transportation Impact Assessment and determining how its findings influence the project	Transportation Impact Assessment is underway and will be used to inform further design development.	Refer to page 20
6.2	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	Improvements to the peripheral and surrounding bicycle network are also critical to allow for bicycle commuters to safely and conveniently pass near or through the subject property. The bicycle network should achieve one or several of the design principles set forth in the Happy Cities report and provide provisions for intuitive use. Additionally, considerations for encouraging multi-modal sustainable transportation should be included, such as bicycle lockers and end of trip cyclist facilities.	Refer to page 20
6.3	Conversion of as much existing road network to park as possible	By moving the towers to the corners of the site, we have converted existing road network to open parks and quieter private roads. 87.2% of existing roads removed. The design has been modified to provide more emphasis the South-West corner, including the overpass which Wesgroup is willing to work with the City on. Costs of the overpass to be negotiated out of CAC or other means provided by the City.	Refer to page 20

Considered at the November 23, 2021 Council meeting

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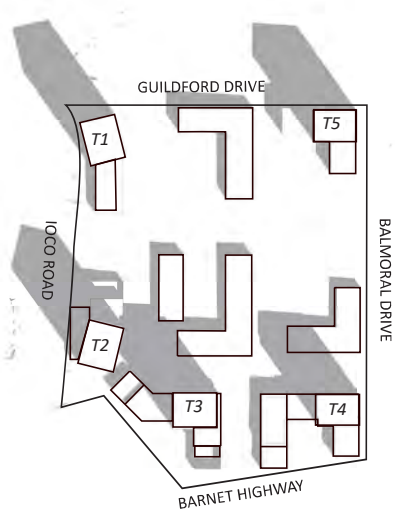
January 2021 City Comments & Design Responses

ITEMS	CITY COMMENTS	ACTIONS/RESPONSES	ILLUSTRATION REFERENCES
7.1	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	From work, to wellness, the proposed amenities at Coronation Park contribute to a perfect multi-purpose living experience. From the Lobbies to the courtyards and rooftop park spaces, all common areas will welcome residents to lounge or work in a comfy seating nook. You are encouraged to make yourself at home, interact with neighbours, and connect with community. Critical in combating the loneliness epidemic that has become so evident in the last 24 months. The amenity commitments will also feed an active lifestyle with variety. Full fitness studios provide everyone plenty of space and, along with cardio equipment and weights, as well as separate yoga room. Sweat or stretch in spaces that motivate you and keep you happy and safe. Coronation Park, as part of the still-growing neighbourhood connected by trails, plazas, and parks, residents are just a short walk from shops, eateries, school and daycare, and other everyday conveniences. It has everything you would expect in a vibrant enclave.	Refer to page 21
7.2	Increase voluntary amenity contributions toward nearby park maintenance	A number of parks will be provided as part of this development, including semi-public parks which will be maintained by the strata. Additionally, the increased tax base provided by this development will contribute to an increased budget for parks maintenance.	Refer to page 22
7.3	Staff encourage the proponent to provide a community garden within the development	Opportunities will be provided for the local community to grow and harvest their own food. These spaces are a tool for education through observation and conversation. Community interaction and knowledge sharing re-valuing of physical exploration and the growing sense of connection with the physical world in modern cities. Therapeutic gardening and exercise for the elderly, the lonely and the curious and the potential to contribute to a more participatory approach and create new pathways into topics that will make them more alive and connected with their food, environment and neighbours.	Refer to page 22
7.4	Staff discuss with the proponent the possibility of building the City purpose-build space (such as a library, seniors' centre, dog park, space identified by staff, performance space, etc.) within the development	Purpose built space is being considered around the central park - potentially as an amenity centre co-located with daycare, outdoor activity, performance space and retail uses. We have allocated turn-key city-owned space in the northeast corner of the site. Size and programming yet to be determined(Approx 2000 - 4000 sq.ft.).	Refer to page 22

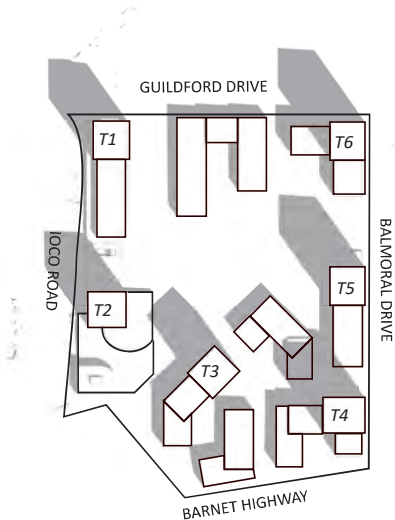
1.0 DENSITY, BUILDING HEIGHTS AND SITE PLANNING

DENSITY DISTRIBUTION

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
1.1	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 Ioco Road and Balmoral Drive	Towers on Ioco Road reduced from 40 storeys to 26 storeys. 4-storey podium retained on Ioco Road. Towers on Barnett Highway reduced from 40 & 37 storeys to 26 & 31 storeys. All other podiums remained a maximum 8-storey height.
1.2	Pull back project residential density to closer alignment with the community plan vision, with most towers not to exceed 26 storeys	One 31-storey tower added mid-way along Balmoral Drive.



PREVIOUS SCHEME



PROPOSED SCHEME

	BEFORE	AFTER
T1	40	26
T2	40	26
T3	40	26
T4	37	31
T5	37	31
T6	N/A	31

TOWER HEIGHT (STOREYS)

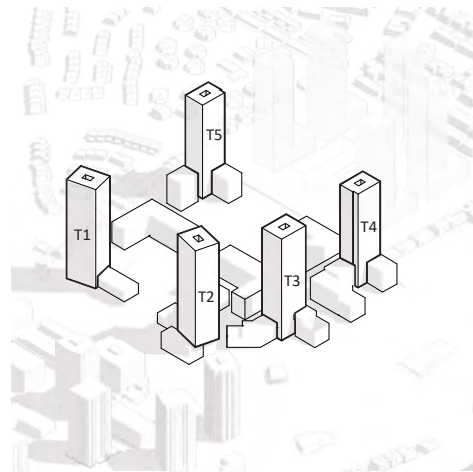
Considered at the November 23, 2021 Council meeting

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1.0

DENSITY, BUILDING HEIGHTS AND SITE PLANNING

OCP COMMENT RESPONSE PACKAGE



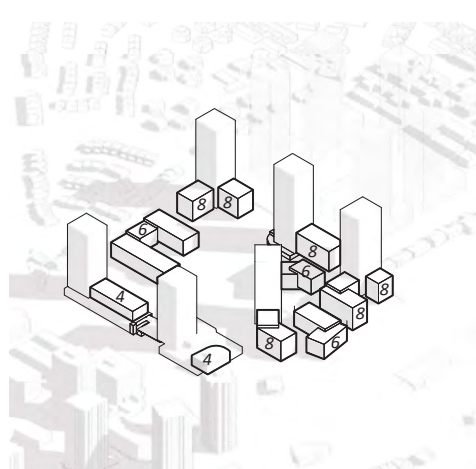
TOWERS - PREVIOUS SCHEME



TOWERS - PROPOSED SCHEME



PODIUMS - PREVIOUS SCHEME



PODIUMS - PROPOSED SCHEME

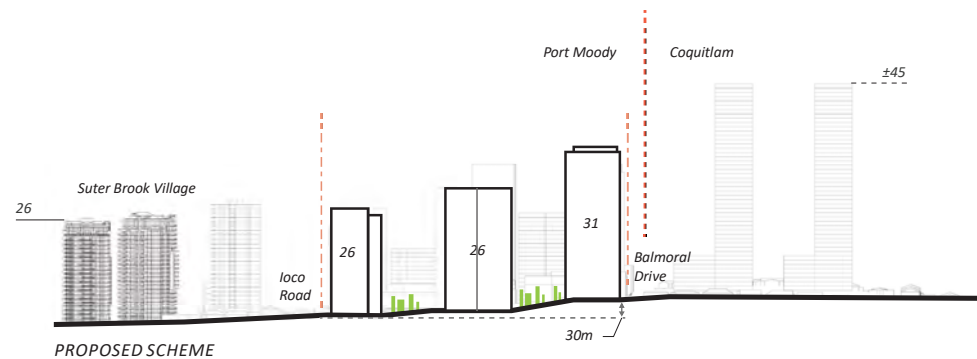
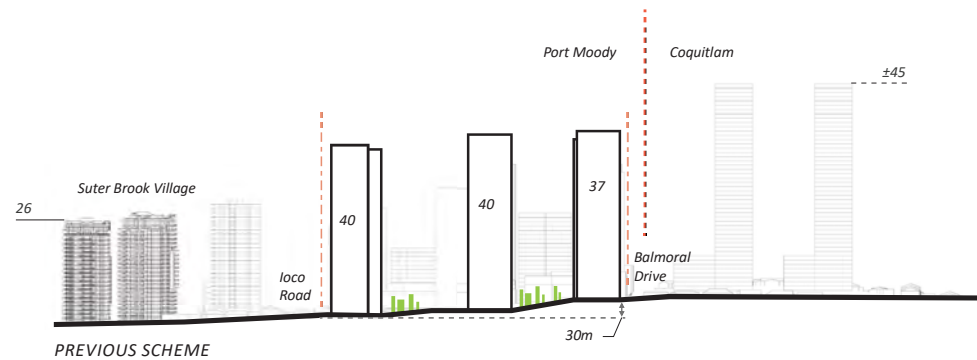
1.0

DENSITY, BUILDING HEIGHTS AND SITE PLANNING

OCP COMMENT RESPONSE PACKAGE

TOWER RECONFIGURATION

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
1.3	Explore reconfiguration of towers from east to west with taller towers situated to the east	Towers are now stepped down from east to west.



1.0

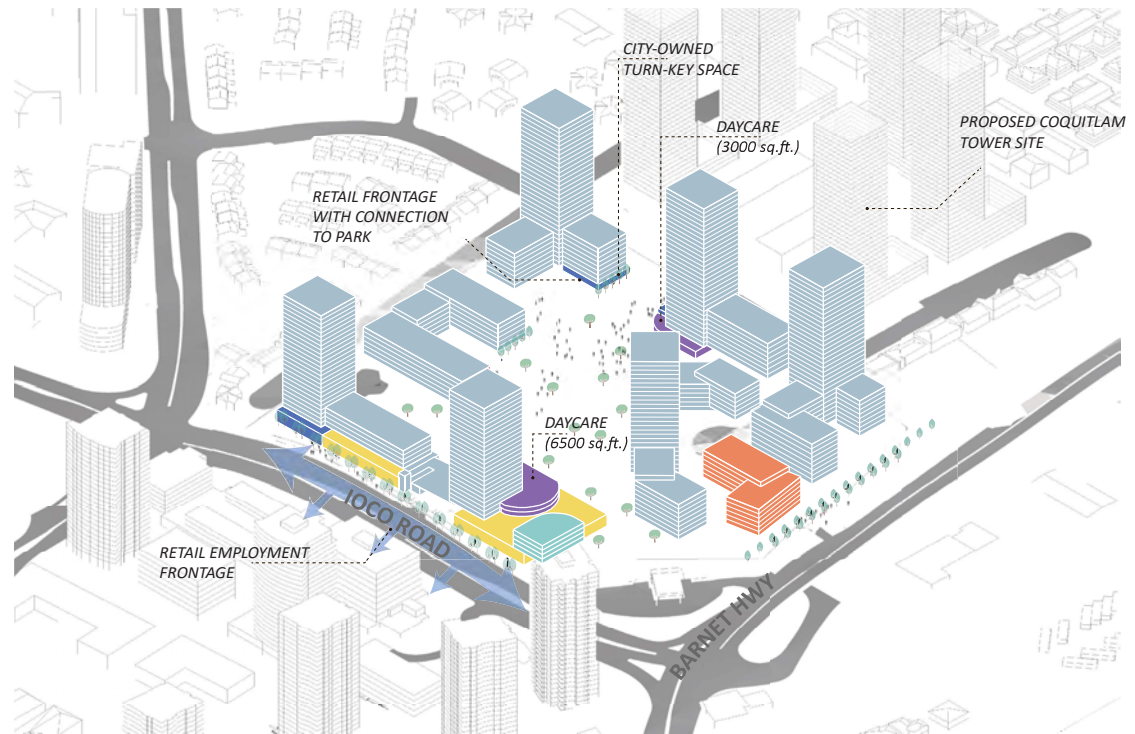
DENSITY, BUILDING HEIGHTS AND SITE PLANNING

OCP COMMENT RESPONSE PACKAGE

PROGRAMMING & GFA

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
1.4	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	Additional commercial, retail, and office services(105,956 sq.ft.) provided to balance residential GFA(2,177,122 sq.ft.), reducing the residential density by 9.2%.

	BEFORE	AFTER	
MARKET RESIDENTIAL	2,306,195 SF	2,093,372 SF	-9.2%
C.R.U./RESTAURANT	10,350 SF	23,669 SF	+128%
AMENITY/DAYCARE	28,900 SF	25,523 SF	-11.7%
OFFICE	0 SF	29,248 SF	+100%
RETAIL	0 SF	53,039 SF	+100%
RENTAL RESIDENTIAL	105,000 SF	83,750 SF	-20%
FSR	4.5	3.48	-22.6%



1.0

DENSITY, BUILDING HEIGHTS AND SITE PLANNING

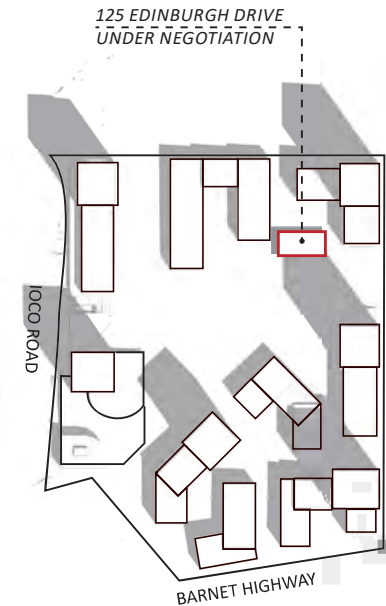
OCP COMMENT RESPONSE PACKAGE

PROGRAMMING & GFA

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
1.5	Ensure that the properties in this part of the neighbourhood that are not part of this application are left with a practical development potential in the future	Significant holdouts on Buckingham have been added to the site plan.



PREVIOUS PROPERTY HOLDOUTS



CURRENT PROPERTY HOLDOUTS

WELLBEING PRINCIPLES

ITEMS: City comments:

- 2.1 Investigate designs for mitigating impact of high rises on social connectedness/mental health

Actions and Responses:

Happy City, a planning and design firm that works at the intersection of wellbeing and the built environment, was hired to assess the site and analyze preliminary plans with a focus on social connectedness and mental health in a high-rise development.

- Happy City developed wellbeing principles to guide the project.

Happy City and Wesgroup conducted public engagement and stakeholder interviews to

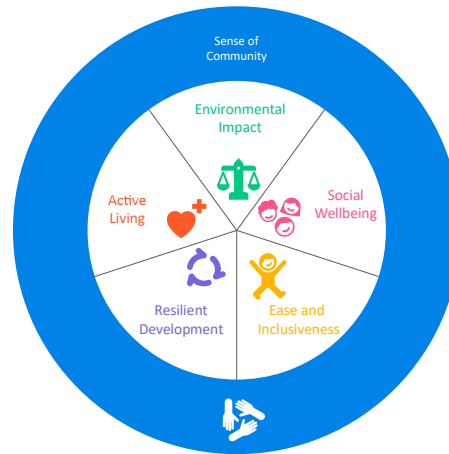
- Gain a deeper understanding of how design and programming that support social connectedness and mental health can be achieved from the perspective of local residents
- Ensure design and programming recommendations reflect Port Moody's values and aspirations.

Happy City conducted a stakeholder workshop where participants:

- Reviewed the principles, preliminary wellbeing analysis and engagement findings and subsequently
- Developed strategies and actions that will foster social connection and support mental health in a context-sensitive manner.

The activities detailed above have been compiled into a wellbeing framework that would guide Coronation Park's development.

WELLBEING PRINCIPLES



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.

Environmental Impact

Incorporate and celebrate natural systems that support wellbeing and environmental resilience, while also addressing the direct impacts that climate change can have on people.

Potential Actions



Social Wellbeing
Design spaces to create a clear but gradual transition between private and public realms.



Ease and Inclusiveness
Co-locate services and activities for seniors and children to offer social opportunities and multi-generational support.



Active Living
Provide a variety of active recreational opportunities throughout the site.



Environmental Impact
Design spaces that integrate the built and natural environment to foster joyful and stimulating experiences.



Environmental Impact
Ensure that people can see or touch nature in their homes and throughout the development.

Considered at the November 23, 2021 Council meeting

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2.0

URBAN DESIGN

OCP COMMENT RESPONSE PACKAGE

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
2.2	Advise the applicant that interesting and innovative architectural design should be a component of the Coronation Park development.	The built form is comprised of a series of podium blocks divided by a finegrained pattern of pedestrian passages and the internal street and laneway network in order to improve connectivity for users. The podium form along loco Road steps back to major plazas in order to create larger feeling, inviting spaces. The towers are spaced appropriately from each other to ensure privacy and solar penetration into the open space network of the site. The energy performance requirements of the new BC Step Code, which requires innovation in sustainability, in tandem with the Port Moody market will guide the form of development into the future. Wesgroup's goal is to create architectural design that evokes Port Moody and pushes the envelope in the way of livability and design.



PRECEDENT IMAGES

Considered at the November 23, 2021 Council meeting

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3.0

HOUSING

OCP COMMENT RESPONSE PACKAGE

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES
3.1	A stronger desire for OCP compliance than affordable housing via subsidy to the applicant	Below Market Housing Units have been removed from the project to allow the total residential area to be subsequently reduced. Additionally, the inclusion of market rental housing and Rent-to-Own has been added to help diversify the options for affordable homes.
3.2	Rent-to-own as an alternative to the affordable housing component	Any residential tenant of Wesgroup can start saving for their own Wesgroup home to purchase after 12 months of renting. The longer the rental occupancy, the more the discount grows towards a future Wesgroup home. Wesgroup understands that buying a new home is a big life step, and becoming ever more difficult. The Beyond Rent concept was designed to help facilitate and encourage the transition from renting to owning. More details of this program will be developed as the project advances.
3.3	Improve family-oriented unit mix and options	Currently Wesgroup have successfully delivered a wide variety of rental homes available all over the Lower Mainland. There are different locations, various sizes and prices to fit any budget. Through the Coronation Park detailed rezoning stages Wesgroup plans on establishing a healthy blend of both smaller low cost units and larger (2+Den & 3 Bedroom) options to add family oriented inventory for Port Moody Residents. As detached homes become increasingly unobtainable for most, a 3 bedroom townhome or apartment unit can help bridge the gap as residents space requirements change and families grow.



Considered at the November 23, 2021 Council meeting

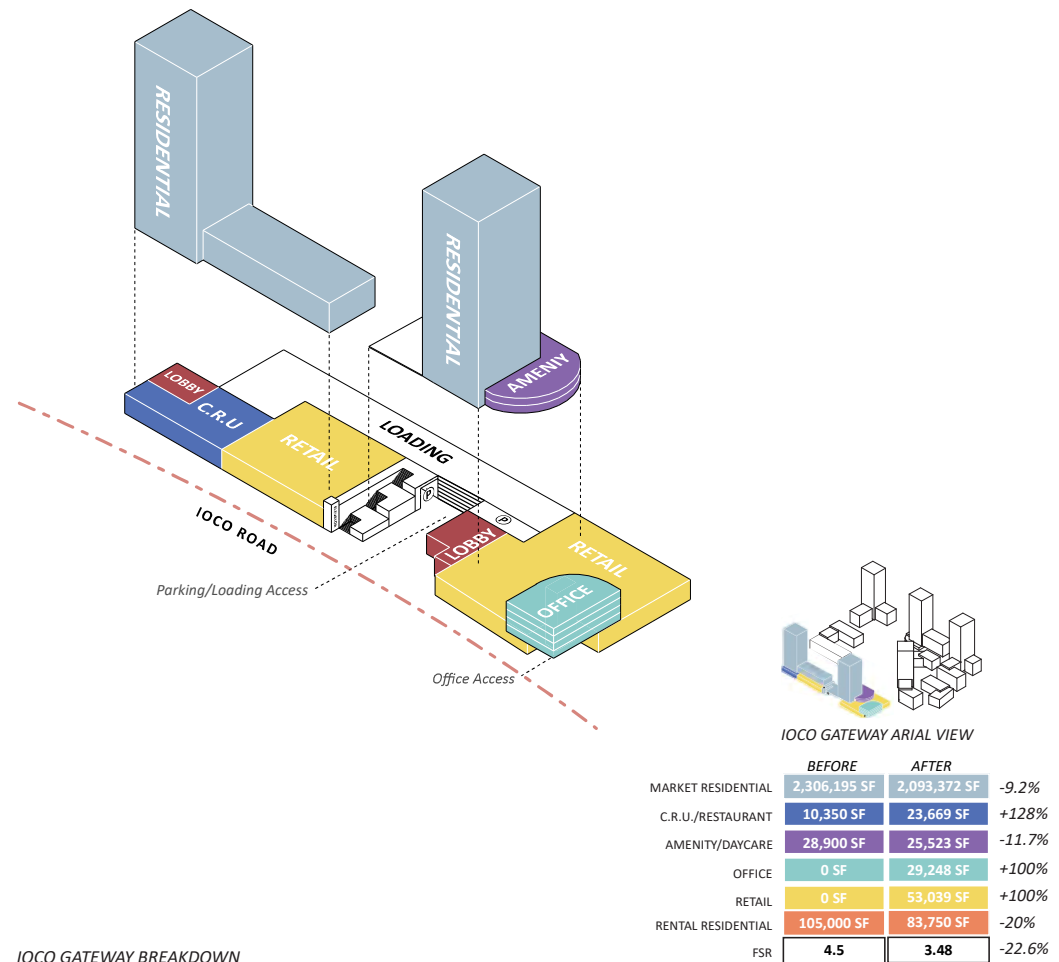
432

4.0

EMPLOYMENT FLOORSPACE

OCP COMMENT RESPONSE PACKAGE

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
4.1	Opportunities to increase the amount of employment generating floorspace	A 35,000 sq.ft grocery store and a 18,000 sq.ft. drug store has been introduced to the project, as well as additional commercial retail space along loco Road. These additions will significantly better the current street-front while providing jobs and additional options for shopping for nearby residents. Inclusion of smaller CRUs also allow the opportunity for micro-retail. Port Moody is home to many small business retailers, and continuing to provide ample space for these start-up retailers is critical to help foster and encourage residents to launch brick and mortar businesses.
4.2	Increase accommodation of essential local shopping options in light of increased demand from the project	Smaller storefronts are, by nature, more reminiscent of local mom-and-pop shops with the home-grown feeling typical of Port Moody retail. Merchants can often find themselves becoming involved in the community and by tailoring inventory and decor to reflect the region it's located in. Wesgroup is committed to providing these types of retail space. On both Balmoral Drive and loco Road, smaller and fine grained retail is envisioned. This will enhance the diversity of commercial opportunities, and achieve in part, the "high street" character envisioned for loco Road.



Considered at the November 23, 2021 Council meeting

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4.0

EMPLOYMENT FLOORSPACE

OCP COMMENT RESPONSE PACKAGE

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
4.3	Expand offices & light industrial space allocation to be better aligned with councils jobs to population ratio guidance	Potentially add 29,000 sq.ft. of multi-use office space with a wide variety of uses including some form of bio-tech and/or non-traditional office uses that allow for flexibility and evolution of what the workplace may look like in 20-40 years. A major focus of this updated application is the inclusion of office space. Medium sized office floorplates are planned, which can be demised to appeal to many organizations offering a multitude of business and job opportunities. A full range of uses will be developed around the increased employment generating floorspace. These will include offices, retail / commercial shops and services, restaurants and cafes, and residential homes. In order to achieve the goals of developing key new sectors, having high quality jobs, providing employment opportunities for residents, the Economic Development Committee (EDC) recommends working towards a target 'jobs to population ratio' range of 0.35 to 0.42. The lands in their current use are 100% residential. This proposal includes an addition of 115,456 sq.ft. of commercial density(C.R.U., daycare, office,retail) which would be a net gain. This scheme considers an additional 97,106 sq.ft. of commercial space (previous application submission: 18,350 sq.ft.). This 5.3x increase will result in roughly +/-540 additional jobs which significantly improves on the previous application as this site is in a primarily residential zone as indicated in the OCP.

*Drug Store: 40 - 45 Jobs

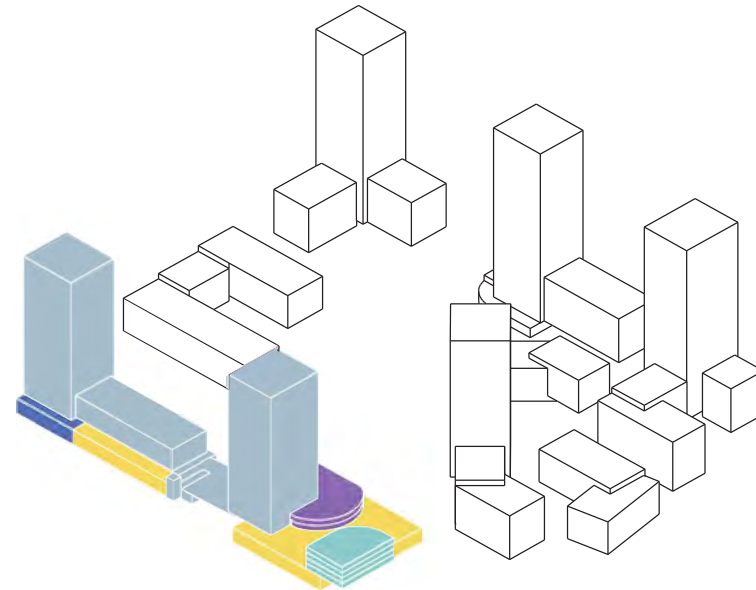
*Grocery Store: 195 - 210 Jobs

*Office: 8 Jobs per 1,000sf = ~235 Jobs

*Standard CRU: 20 Jobs

*Daycare 1: 12-15 Jobs

*Daycare 2: 14-18 Jobs



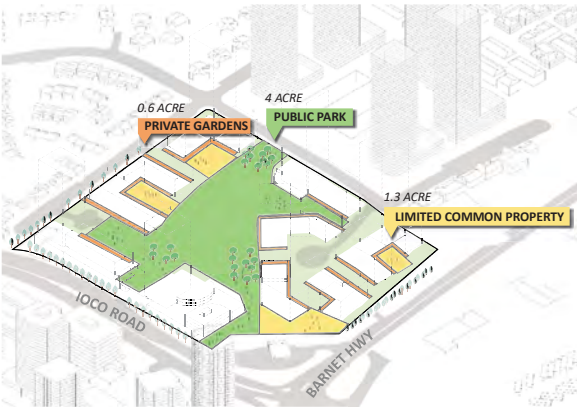
IOCO GATEWAY ARIAL VIEW

	BEFORE	AFTER	
MARKET RESIDENTIAL	2,306,195 SF	2,093,372 SF	-9.2%
C.R.U./RESTAURANT	10,350 SF	23,669 SF	+128%
AMENITY/DAYCARE	28,900 SF	25,523 SF	-11.7%
OFFICE	0 SF	29,248 SF	+100%
RETAIL	0 SF	53,039 SF	+100%
RENTAL RESIDENTIAL	105,000 SF	83,750 SF	-20%
FSR	4.5	3.48	-22.6%

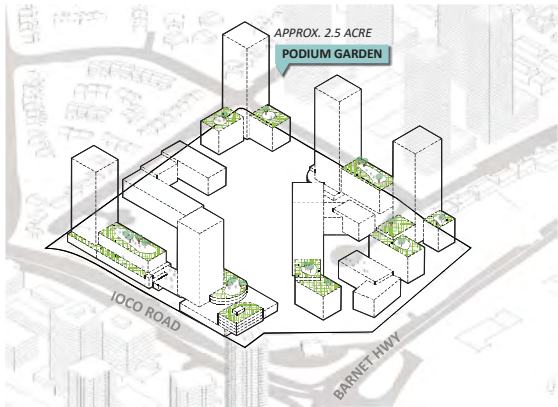
5.0 PUBLIC PARK

OPEN SPACE CONFIGURATION

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
5.1	The amount and configuration of the public park space versus the semi-public open space	Private open spaces are located atop the podiums, serving the residents and office users. Programming will include gardens, lawn areas, children's play areas, outdoor fitness areas, urban agriculture, areas for contemplation, outdoor kitchen, and a variety of social and interactive gathering spaces.

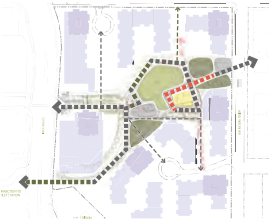


GARDENS ON GRADE



GARDENS ON PODIUMS

	BEFORE	AFTER	
LIMITED COMMON PROPERTY	2.3 ACRE	1.3 ACRE	-43%
PUBLIC PARK	1.5 ACRE	4 ACRE	+160%
PRIVATE GARDEN	0 ACRE	0.6 ACRE	+100%
PODIUM GARDEN	0.42 ACRE	2.5 ACRE	+495%



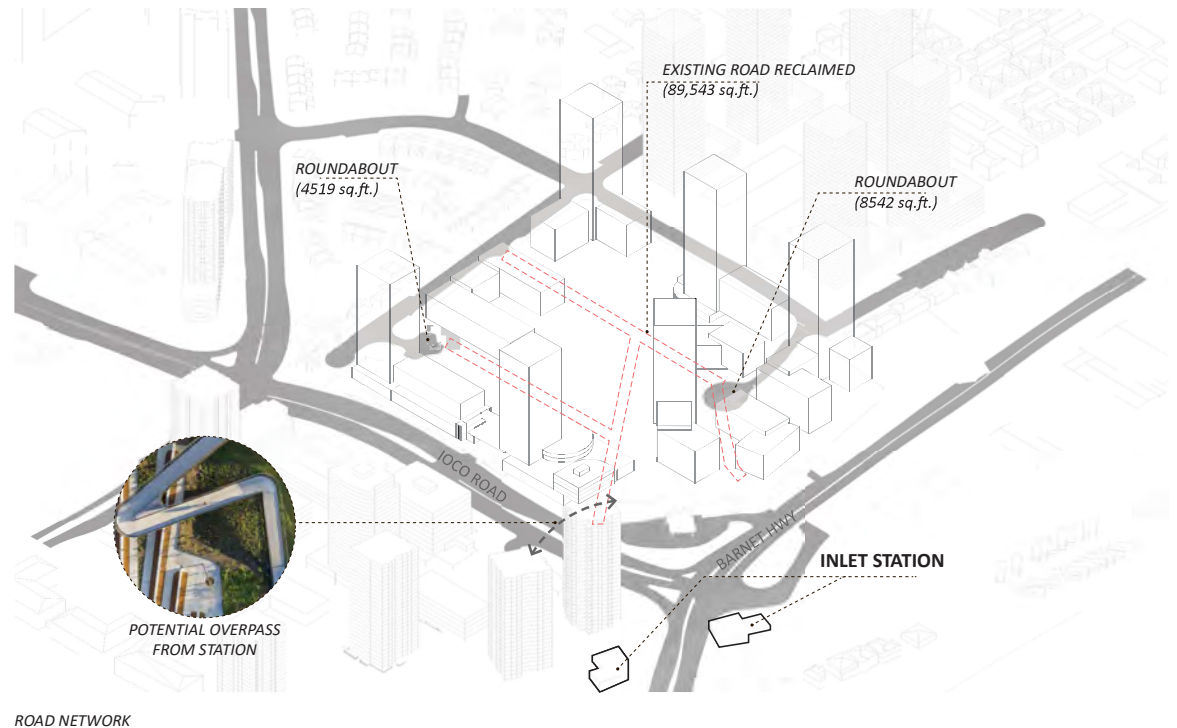
6.0

TRAFFIC AND ROADS

OCPC COMMENT RESPONSE PACKAGE

PROPOSED ROAD NETWORK

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
6.1	Completion of the Transportation Impact Assessment and determining how its findings influence the project.	Transportation Impact Assessment is underway and will be used to inform further design development.
6.2	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	Improvements to the peripheral and surrounding bicycle network are also critical to allow for bicycle commuters to safely and conveniently pass near or through the subject property. The bicycle network should achieve one or several of the design principles set forth in the Happy Cities report and provide provisions for intuitive use. Additionally, considerations for encouraging multi-modal sustainable transportation should be included, such as bicycle lockers and end of trip cyclist facilities.
6.3	Conversion of as much existing road network to park as possible.	By moving the towers to the corners of the site, we have converted existing road network to open parks and quieter private roads. 87.2% of existing roads removed. The design has been modified to provide more emphasis the South-West corner, including the overpass which Wesgroup is willing to work with the City on. Costs of the overpass to be negotiated out of CAC or other means provided by the City.



ROAD NETWORK

Considered at the November 23, 2021 Council meeting

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7.0

AMENITIES

OCP COMMENT RESPONSE PACKAGE

ITEMS: CITY COMMENTS:

ACTIONS/RESPONSES:

7.1 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.

From work, to wellness, the proposed amenities at Coronation Park contribute to a perfect multi-purpose living experience. From the Lobbies to the courtyards and rooftop park spaces, all common areas will welcome residents to lounge or work in a comfy seating nook. You are encouraged to make yourself at home, interact with neighbours, and connect with community. Critical in combating the loneliness epidemic that has become so evident in the last 24 months.

The amenity commitments will also feed an active lifestyle with variety. Full fitness studios provide everyone plenty of space and, along with cardio equipment and weights, as well as separate yoga room. Sweat or stretch in spaces that motivate you and keep you happy and safe.

Coronation Park, as part of the still-growing neighbourhood connected by trails, plazas, and parks, residents are just a short walk from shops, eateries, school and daycare, and other everyday conveniences. It has everything you would expect in a vibrant enclave.



*SEE MORE INFORMATION FROM P+A

Considered at the November 23, 2021 Council meeting

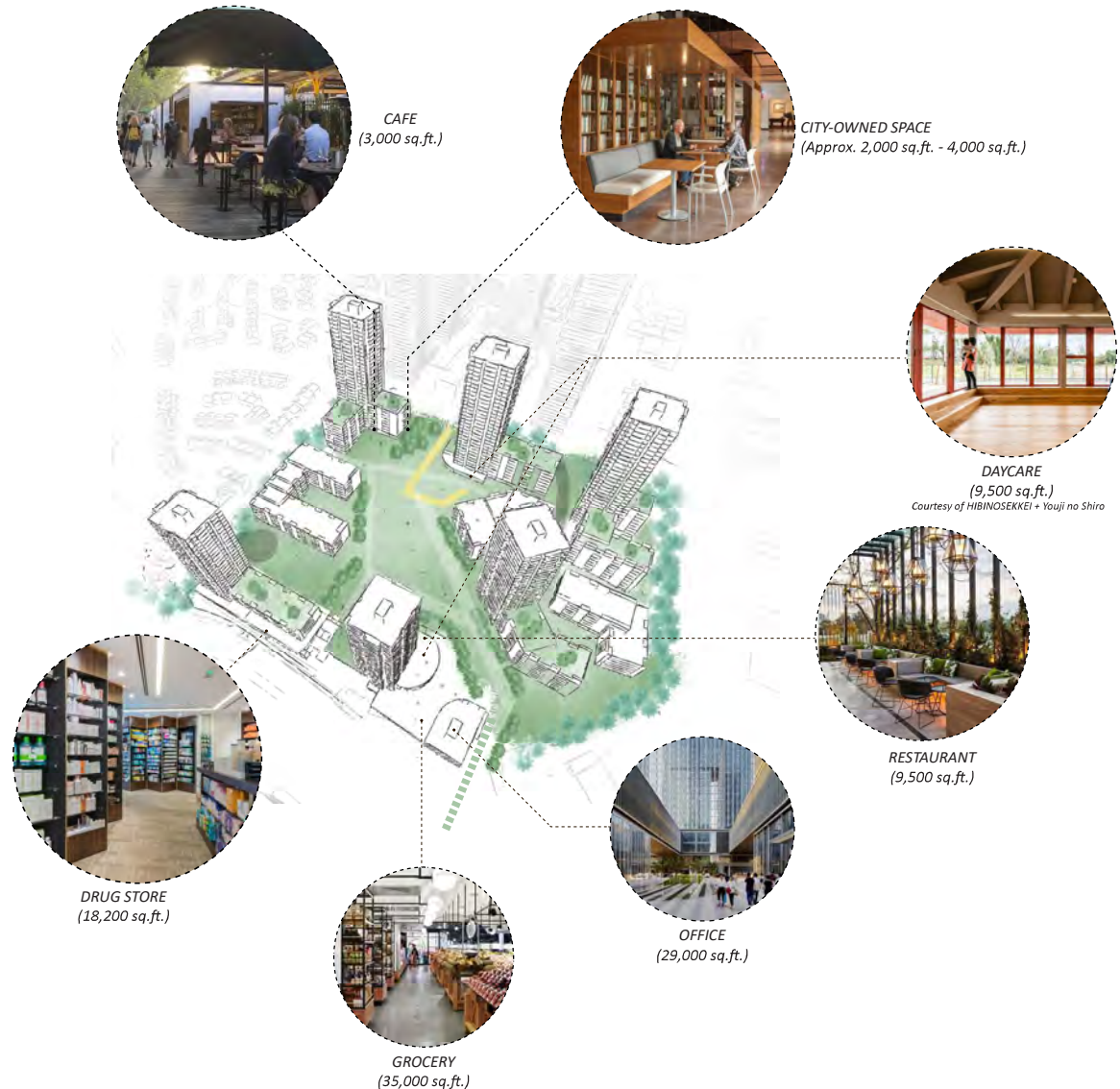
437

7.0

AMENITIES

OCP COMMENT RESPONSE PACKAGE

ITEMS:	CITY COMMENTS:	ACTIONS/RESPONSES:
7.2	Increase voluntary amenity contributions toward nearby park maintenance.	A number of parks will be provided as part of this development, including semi-public parks which will be maintained by the strata. Additionally, the increased tax base provided by this development will contribute to an increased budget for parks maintenance.
7.3	Staff encourage the proponent to provide a community garden within the development.	Opportunities will be provided for the local community to grow and harvest their own food. These spaces are a tool for education through observation and conversation. Community interaction and knowledge sharing re-valuing of physical exploration and the growing sense of connection with the physical world in modern cities. Therapeutic gardening and exercise for the elderly, the lonely and the curious and the potential to contribute to a more participatory approach and create new pathways into topics that will make them more alive and connected with their food, environment and neighbours.
7.4	Staff discuss with the proponent the possibility of building the City purpose-build space (such as a library, seniors' centre, dog park, space identified by staff, performance space, etc.) within the development	Purpose built space is being considered around the central park - potentially as an amenity centre co-located with daycare, outdoor activity, performance space and retail uses. We have allocated turn-key city-owned space in the northeast corner of the site. Size and programming yet to be determined (Approx. 2000 to 4000 sq.ft.).



Considered at the November 23, 2021 Council meeting

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Coronation Park

Park Master Plan - Submitted for Review
June 11, 2021

PERRY ASSOCIATES

Considered at the November 23, 2021 Council meeting

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Coronation Park

Introduction

This proposed **4 acre** neighbourhood park will be carefully programmed in conjunction with City staff and dedicated to the City of Port Moody. The park's open space design and programming will be supplemented by surrounding publicly-accessible and programmed open spaces on private land. Further greening will be provided on adjacent private lands and on podiums above.

The site for the park slopes significantly from east to west resulting in a design that responds accordingly, taking advantage of views while affording diagonal barrier-free linked circulation options within the park, and beyond to transit and shopping. Programming for the park includes realistic active and passive amenities that can be accommodated on a site of **4 acres**. The park will be tucked into the site with urban edges defined by contemporary mid and high-rise buildings, resulting in a quiet internal park open space largely separated from vehicular traffic.

Sustainability and pedestrian connectivity drive the park's framework design. Character, materiality, planting, finishes, art and furniture are major considerations with an emphasis on the durable and the natural.



Considered at the November 23, 2021 Council meeting

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Park Views



Site Circulation and Open Space Overview

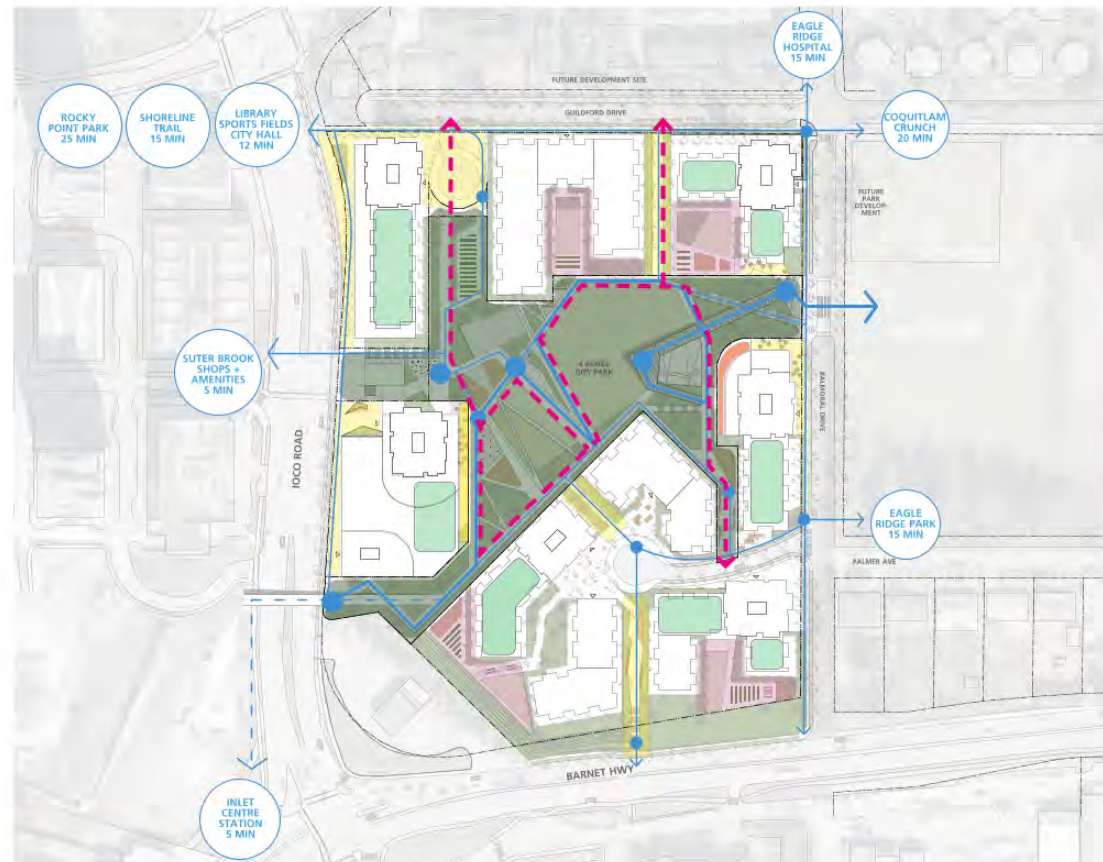
Pedestrian circulation through the park and through the surrounding publicly accessible private open spaces accommodate both residents and the public living in adjacent neighbourhoods. Linkages to amenities within the park and to transit and shopping beyond are provided. Diagonal circulation pathways 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.

LEGEND

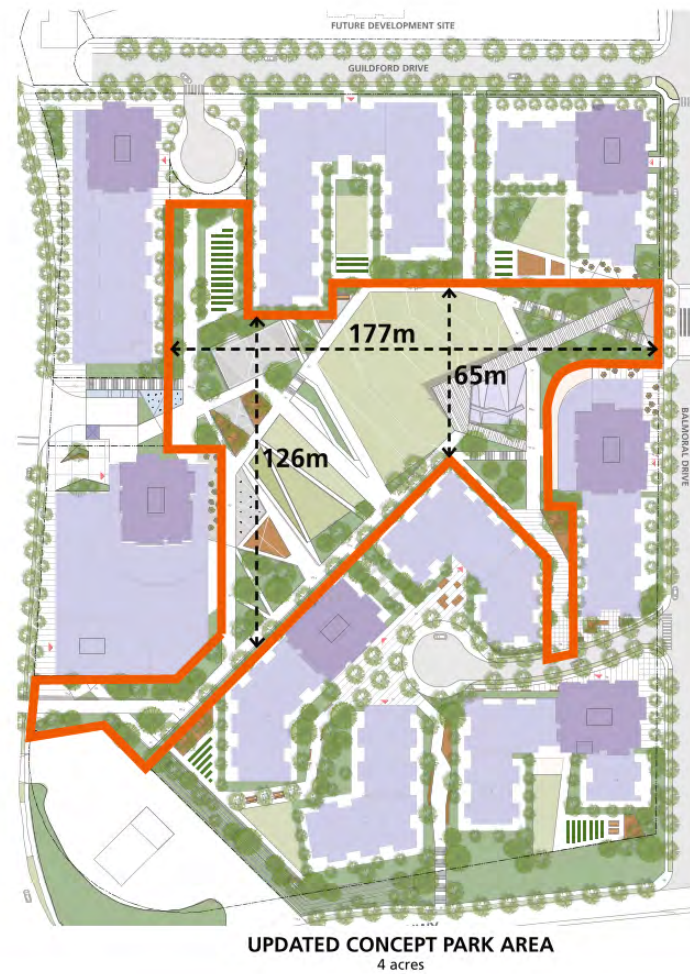
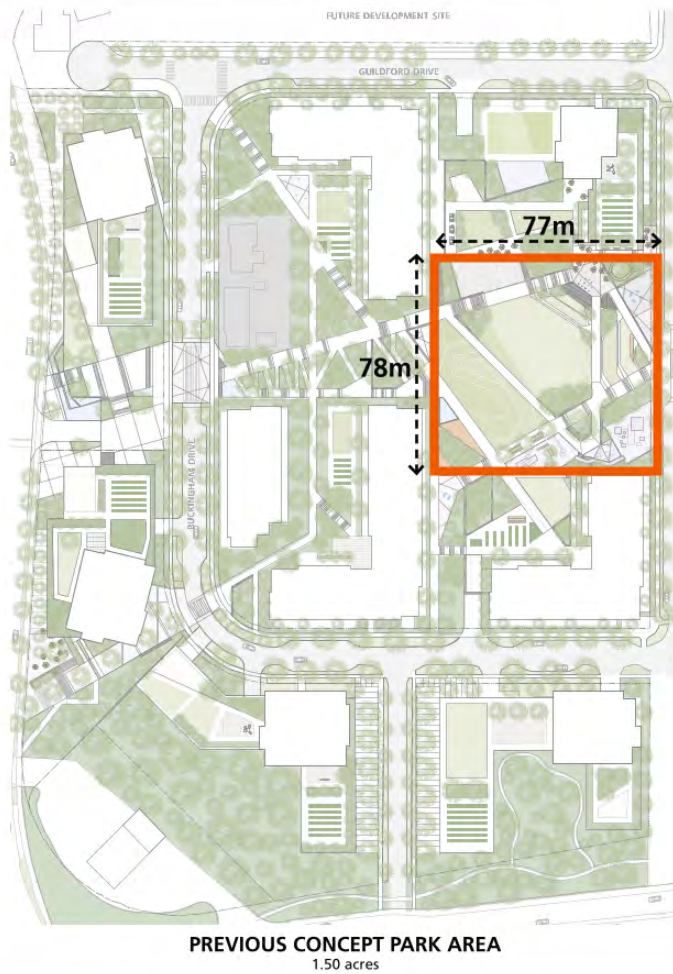
- DEDICATED CITY PARK
- PUBLIC OPEN SPACE + ROW AREA
- UPPER LEVEL GREEN ROOF
- PRIVATE OPEN SPACE / AMENITY
- DAYCARE AMENITY
- PEDESTRIAN CIRCULATION
- CONNECTION TO INLET CENTRE SKYTRAIN
- PARK NODE
- NEIGHBOURHOOD POINT OF INTEREST
- MAINTENANCE ACCESS



Considered at the November 23, 2021 Council meeting

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Coronation Park Plan Comparison



Considered at the November 23, 2021 Council meeting

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Neighbourhood Amenity Plan

PUBLIC AMENITY (REFER TO DETAILED PARK PLAN)

- A** FLEX USE LAWN
- B** PLAY AREA
- C** PICNIC SPACE
- D** POTENTIAL PUBLIC WASHROOM
- E** COMMUNITY GARDEN

SEMI-PUBLIC AMENITY

- F** PEDESTRIAN R.O.W.
- G** SEATING NODES / PLAZA
- H** STORMWATER FEATURES
- I** URBAN FOREST

PRIVATE AMENITY

- J** OUTDOOR DINING
- K** LAWN OR ROOFTOP PLAYGROUND
- L** COMMUNITY GARDEN
- M** GREEN ROOF
- N** OFF-LEASH DOG AREA
- O** DAYCARE

KEY PEDESTRIAN CIRCULATION STRUCTURES

- Orange circle** ELEVATED WALKWAY + LOOK OUT
- Blue circle** PUBLIC ACCESS ELEVATOR
- Green circle** OVERPASS CONNECTION TO SKYTRAIN



Public Park

LEGEND

- | | |
|--|---|
| <p>1 CENTRAL PEDESTRIAN PATHWAY</p> <ul style="list-style-type: none"> 5m WIDTH CAST IN PLACE CONCRETE INTEGRATED SEATING NODES + PEDESTRIAN SCALE PARK LIGHTING <p>2 CONCRETE STAIRS</p> <ul style="list-style-type: none"> GENEROUS WIDTH SKATE PROOF HANDRAILS (TYP) <p>3 ACCESSIBLE PATH</p> <ul style="list-style-type: none"> SLOPING MULTI-USE ACCESS PATH 3m WIDE CONCRETE SIDEWALK <p>4 FLEX USE LAWN</p> <ul style="list-style-type: none"> FLAT LAWN FOR PASSIVE AND ACTIVE RECREATION POTENTIAL LINES INCLUDING VOLLEYBALL, BASKETBALL, FRISBEE <p>5 FESTIVAL LAWN</p> <ul style="list-style-type: none"> CENTRALLY LOCATED WITH GENTLE SLOPE WEST PASSIVE AND ACTIVE RECREATION POTENTIAL <p>6 TERRACED SEAT LAWN</p> <ul style="list-style-type: none"> STEPPED LANDSCAPE SEATING (15' HEIGHT MAX) INTEGRATED INTO SLOPE WEST FACING VIEWS <p>7 ADVENTURE PLAY IN SLOPE</p> <ul style="list-style-type: none"> 30m + LONG SLIDE HILL SLIDE CLIMBING, ZIPES AND PLANTING INTEGRATED INTO SLOPE <p>8 CHILDRENS PLAY</p> <ul style="list-style-type: none"> SEPARATED AGE APPROPRIATE PLAY AREAS DECORATIVE RESILIENT SURFACING <p>9 SPORTS COURT</p> <ul style="list-style-type: none"> MULTI-USE PAVED SURFACE BASKETBALL, HALLY COURT DECORATIVE LINE PAINTINGS + GRAPHICS <p>10 WATER PLAY IN PLAZA</p> <ul style="list-style-type: none"> FEATURE PAVING WITH FLUSH MOUNTED SPRAY JETS USER ACTIVATED CONTROL ON A TOWER <p>11 STEPPED WATER FEATURE</p> <ul style="list-style-type: none"> POTENTIAL NEIGHBOURHOOD BRANDING VISIBLE FROM JOCO ROAD <p>12 ELEVATED WALKWAY</p> <ul style="list-style-type: none"> POTENTIAL PUBLIC ART PARK INFO + WAYFINDING CUSTOM FURNISHING + SEATING DECORATIVE BALUSTES LANDSCAPE LIGHTING <p>13 POTENTIAL PUBLIC WASHROOM</p> <ul style="list-style-type: none"> CENTRALLY LOCATED NEAR PARK ACCESS SPRAY AREA SAFE <p>14 CAFE SEATING</p> <ul style="list-style-type: none"> MOVABLE SEATING MANAGED BY CAFE COMMERCIAL RETAIL TO SUPPORT PARK USERS AND PEDESTRIANS <p>15 FEATURE DECORATIVE SEATING</p> <ul style="list-style-type: none"> POTENTIAL FUNCTIONAL ART PIECE MATERIALS TO REINFORCE PARK COLOUR SCHEME AND AESTHETIC | <p>16 FAMILY / GROUP SEATING</p> <ul style="list-style-type: none"> PARENT SEATING PICNIC + HARVEST TABLE POTENTIAL FOR INTEGRATED WEATHER PROTECTION <p>17 SEAT DECK + STAGE</p> <ul style="list-style-type: none"> MULTI-USE DECK AND SEATING PLATFORM RAISED WOOD DECKING INTEGRATED INTO PLANTING AREA <p>18 FEATURE PLANTING</p> <ul style="list-style-type: none"> HARDY DROUGHT TOLERANT LOW MAINTENANCE NATIVE PLANTING WITH WINTER INTEREST <p>19 POLLINATOR MEADOW</p> <ul style="list-style-type: none"> ANNUAL AND PERENNIAL PLANTING FOR BEES YEAR ROUND HABITAT AND FOOD SOURCES <p>20 URBAN FOREST NODE</p> <ul style="list-style-type: none"> NATIVE SPECIES INCREASE BIODIVERSITY + EDUCATIONAL OPPORTUNITIES <p>21 RAIN GARDEN</p> <ul style="list-style-type: none"> STORM WATER RETENTION + INFILTRATION REDUCE PEAK FLOWS PROVIDE HABITAT <p>22 FEATURE RETAINING WALLS</p> <ul style="list-style-type: none"> CUSTOM SLOPED RETAINING WALLS MATERIALS TO REINFORCE PARK COLOUR SCHEME AND AESTHETIC <p>23 PEDESTRIAN CROSSING</p> <ul style="list-style-type: none"> RAISED PEDESTRIAN PRIORITY CROSSING TRAFFIC CALMING BUMP UP FOR CARS <p>24 NEIGHBOURHOOD ROW ACCESS</p> <ul style="list-style-type: none"> PUBLIC + SEMI PUBLIC ACCESS TO STREET NETWORK <p>25 OUTDOOR DAYCARE AMENITY</p> <ul style="list-style-type: none"> PROGRAMMING TO BE DETERMINED BY OPERATOR FINAL SIZE AND LAYOUT SUBJECT TO BE CONFIRMED <p>26 PUBLIC COMMUNITY GARDEN</p> <ul style="list-style-type: none"> CITY OWNED AND ORGANIZED WATER SERVICE TO BE PROVIDED FROM STREET <p>27 STRATA COMMUNITY GARDEN</p> <ul style="list-style-type: none"> PRIVATELY MAINTAINED FOR HOME OWNER USE WATER SUPPLY, TOOL SHEDS AND FURNISHING BY DEVELOPERS <p>28 PUBLIC ELEVATOR</p> <ul style="list-style-type: none"> CERT COMPLIANT CONTEMPORARY DESIGN FEATURE MATERIALS GLASS STRUCTURE TBD <p>29 VEHICLE COURT</p> <ul style="list-style-type: none"> BUILDING ENTRANCE DROP-OFF AND PARKADE ENTRY SEMI PRIVATE PEDESTRIAN PLAZA WITH LIGHTING AND FURNISHING <p>30 PEDESTRIAN OVERPASS</p> <ul style="list-style-type: none"> CONNECTION TO INLET SKYTRAIN STATION |
|--|---|



Considered at the November 23, 2021 Council meeting

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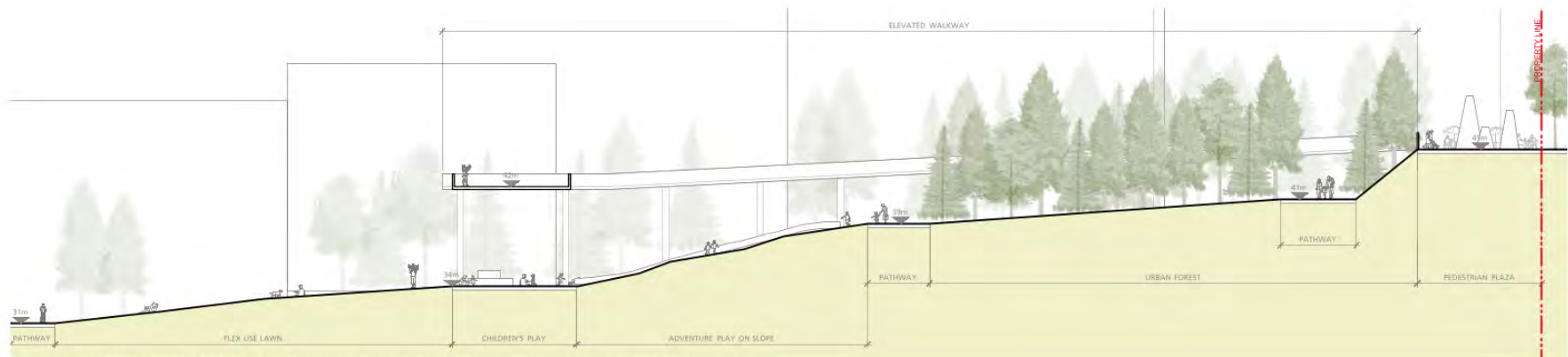
Park Circulation and Active Loops



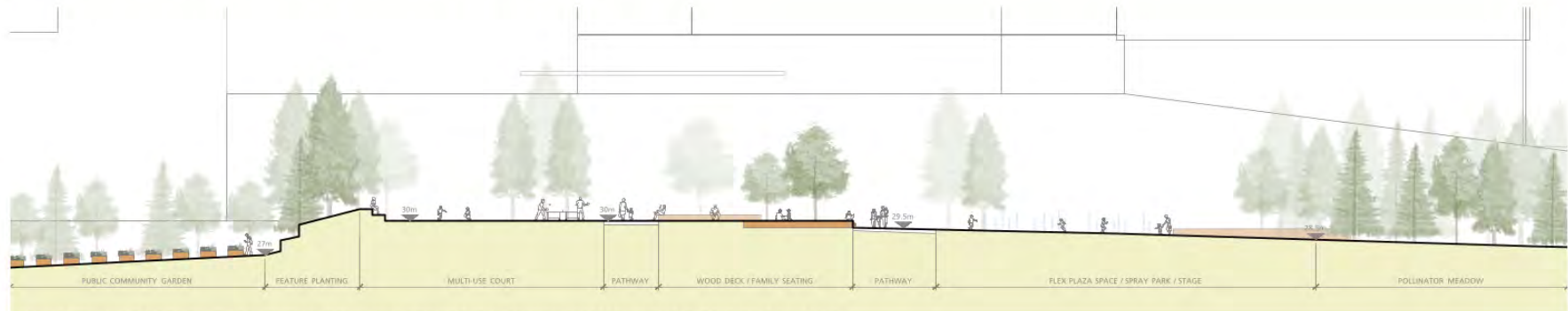
Considered at the November 23, 2021 Council meeting

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Illustrative Park Sections



SECTION A - UPPER AREA OF CORONATION PARK INCLUDING PLAY AREA, ELEVATED WALKWAY, URBAN FOREST

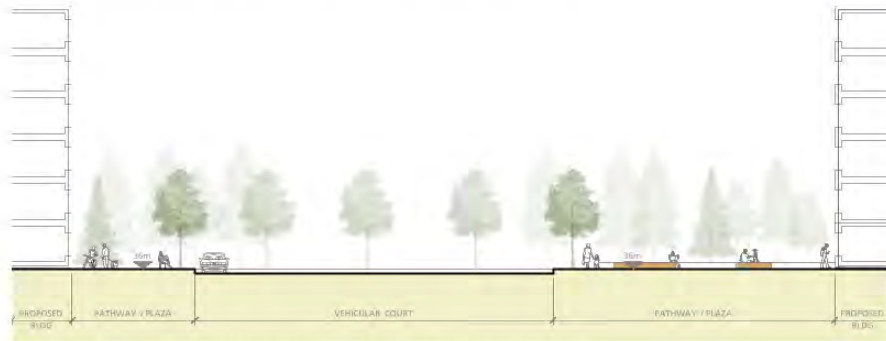


SECTION B - LOWER AREA OF CORONATION PARK INCLUDING MULTI-USE SPORTS COURT, DECK SEATING, FLEX PLAZA AND SPRAY PARK

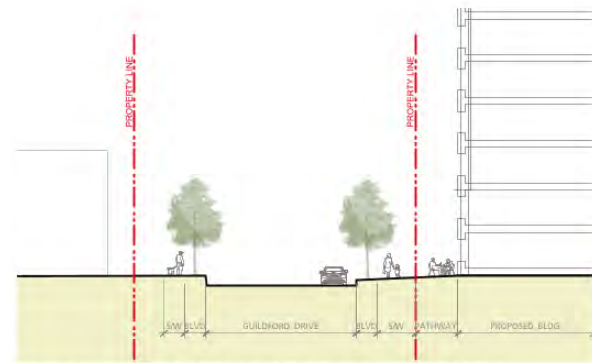
Illustrative Street Cross Sections



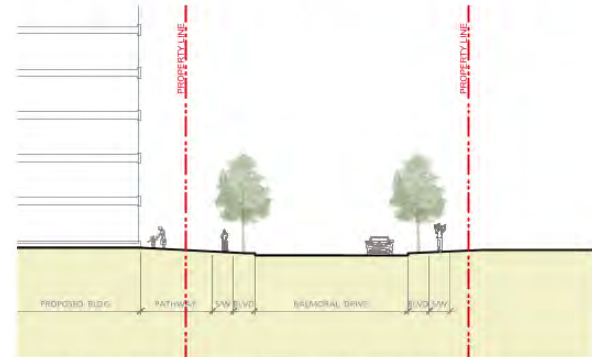
SECTION C - SCHEMATIC CROSS SECTION THROUGH GUILDFORD DRIVE ENTRY NODE



SECTION E - SCHEMATIC CROSS SECTION THROUGH BALMORAL DRIVE ENTRY NODE



SECTION D - SCHEMATIC CROSS SECTION THROUGH GUILDFORD DRIVE



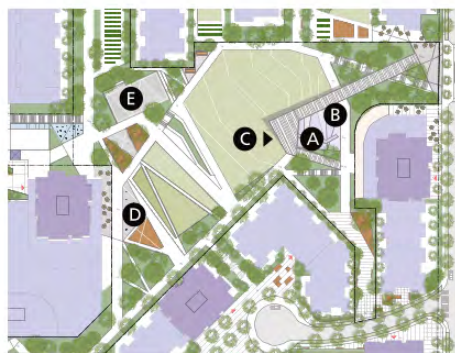
SECTION F - SCHEMATIC CROSS SECTION THROUGH BALMORAL DRIVE



Considered at the November 23, 2021 Council meeting

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Opportunities | Active Recreation



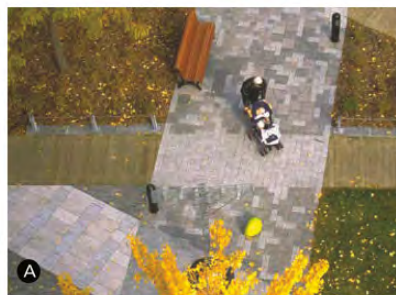
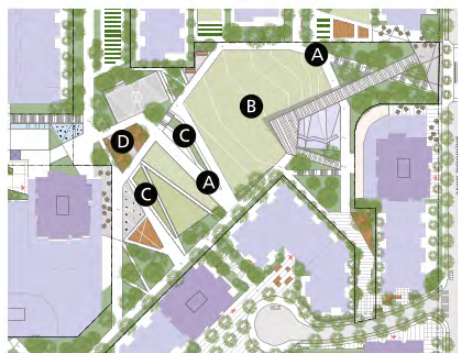
LEGEND

- A** ADVENTURE PLAY IN SLOPE
- B** CLIMBING SLOPE
- C** CHILDRENS PLAY
- D** SPRAY PARK
- E** MULTI-USE SPORTS COURT

Considered at the November 23, 2021 Council meeting

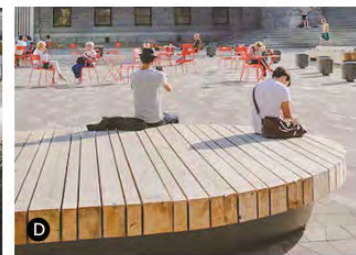
450

Opportunities | Passive Recreation



LEGEND

- A** PEDESTRIAN PATHWAY
- B** FLEX USE LAWN
- C** FESTIVAL LAWN
- D** WOOD DECK SEATING



Considered at the November 23, 2021 Council meeting

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Opportunities | Park Sustainability



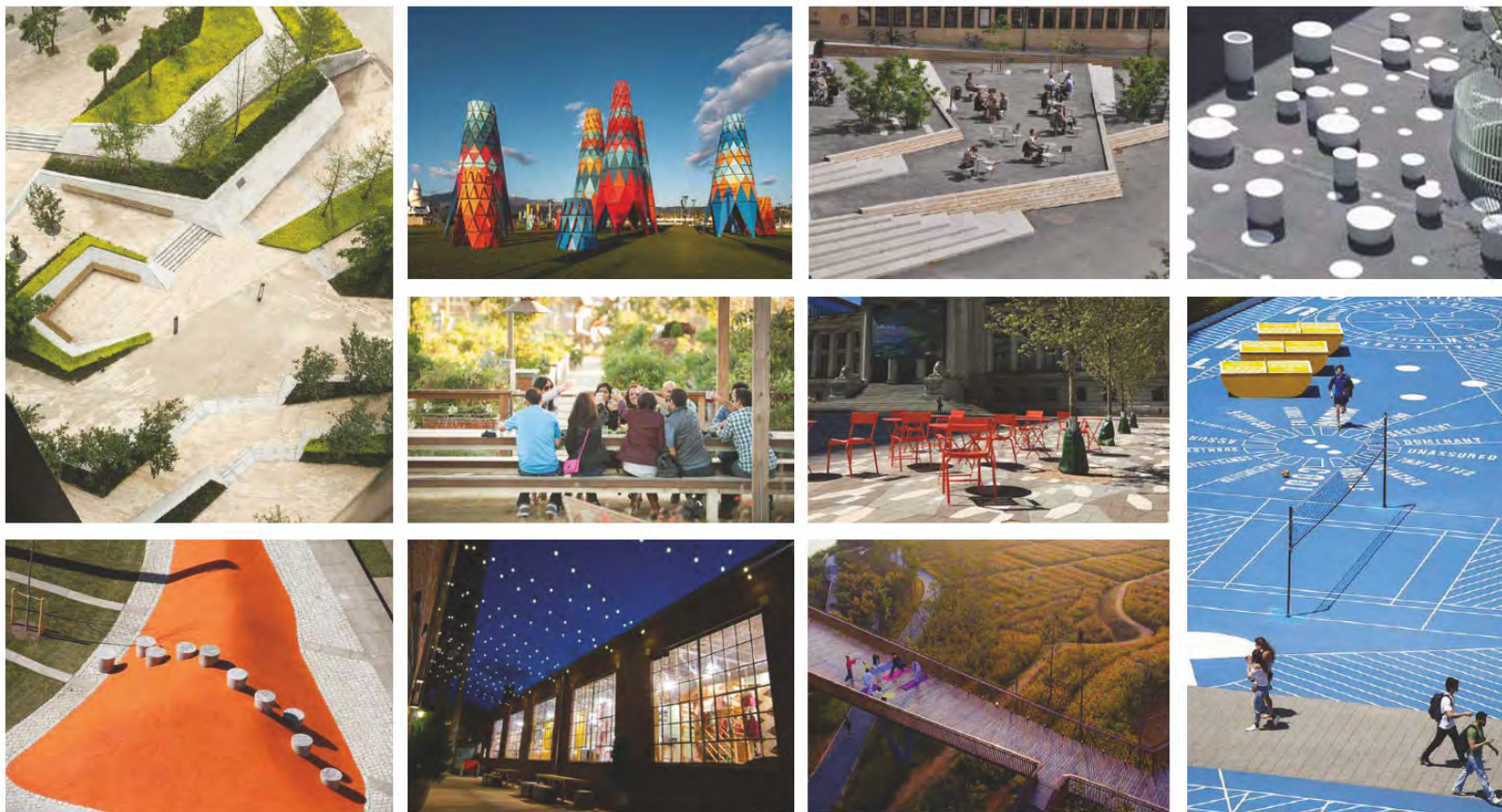
LEGEND

- A** POLLINATOR MEADOW
- B** URBAN FOREST NODE
- C** RAIN GARDEN / FEATURE
- D** COMMUNITY GARDEN

Considered at the November 23, 2021 Council meeting

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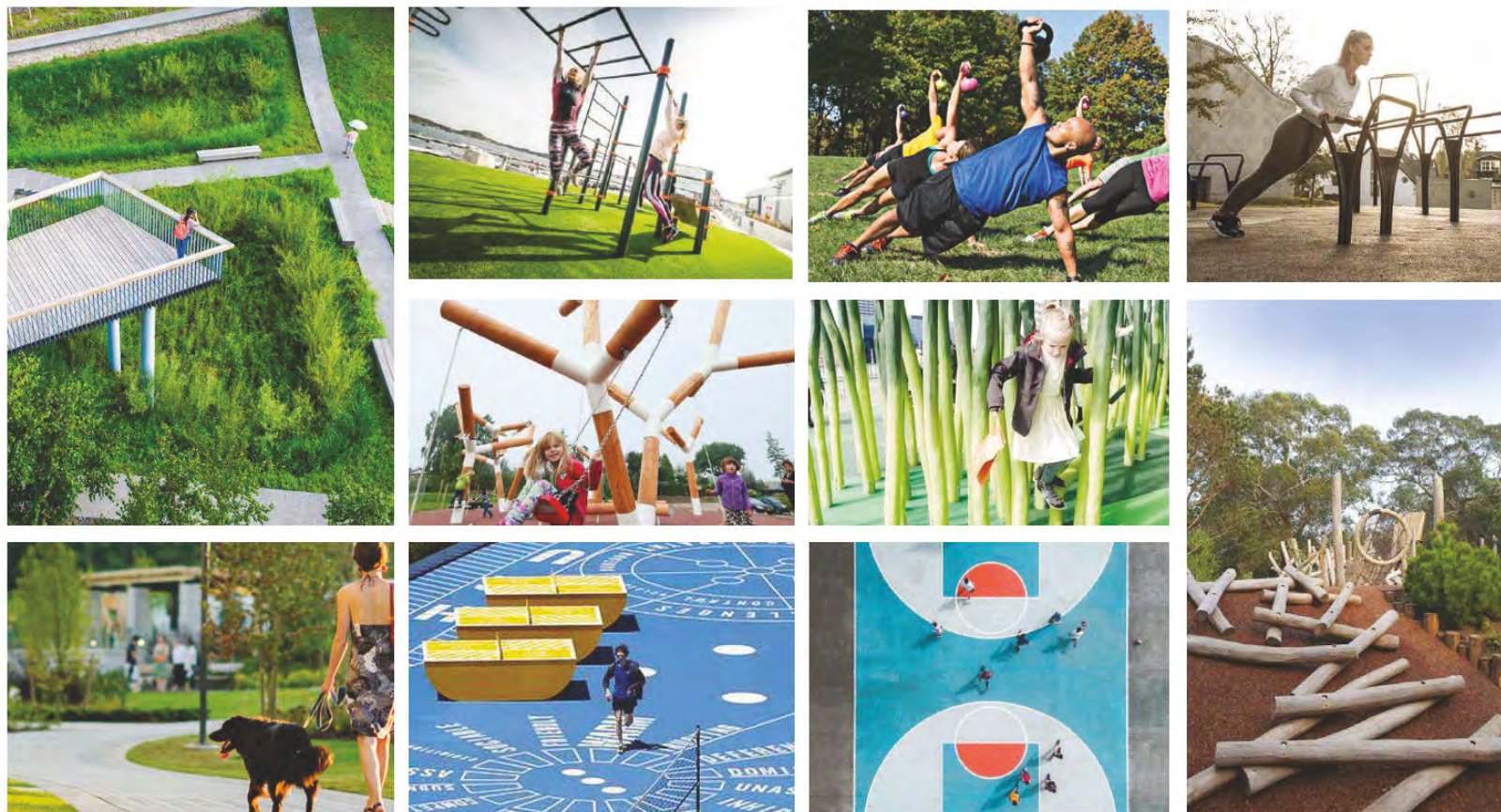
Precedents and Materials



Considered at the November 23, 2021 Council meeting

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Park Programming Opportunities



Considered at the November 23, 2021 Council meeting

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Park Area Comparison

PROPOSED



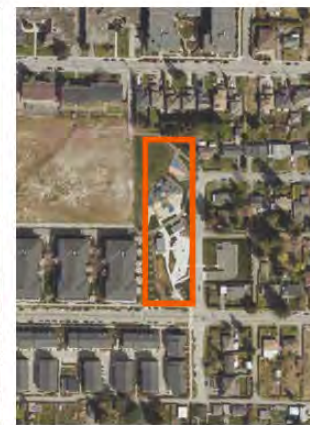
Coronation Park, Port Moody
4 acres



Coronation Park, Port Moody
previous, 1.50 acres



Rocky Point Park, Port Moody
4 acres shown for comparison purposes



Cottonwood Park, Coquitlam
Approx. 1.60 acres



Queenston Park, Coquitlam
Approx. 1.50 acres



Considered at the November 23, 2021 Council meeting

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Itemized Responses | Parks & Environment Comments on Landscape Submission, Dated March 10, 2021

Item	Comments / Recommendations	Applicant Response
0.0	The 1.5 acre park should allow for both active and passive programming. One of the challenges with planning for a park of this size is that it cannot be all things to all people and small parks limit options – some activities will not fit. Even with a good plan, the option to include active recreational space will still be limited. It may be worth looking at several design concepts at a high level to better understand the tradeoffs – what are the footprints of various features and what combinations can be accommodated together? The following specific comments are not provided in any order of implied importance. Also, some of the comments are intended to be addressed if the project moves to the rezoning and development permit stage. It is also recognized that, as noted above, some of the desired elements may not be able to be physically or technically accommodated given the size of the park, grades and other considerations. Where they cannot be accommodated, that should be noted along with an explanation as to why.	The area of the park has been increased from 1.5 acres to approximately 4 acres in the redesigned layout. We can create a meaningful and exciting park space with a variety of active and passive programming elements that will accommodate a variety of park experiences. We have explored footprints for tennis, soccer, dog parks etc, and determined these program elements are physically too big and/or the site gradients cannot accommodate them without dominating the park. A wide 'flex lawn' area allows space for throwing a frisbee or a ball with friends, setting up a badminton net, picnicking or sunbathing. Combining the 'public plaza' with splash pad jets and integrating play and program elements into the slopes are examples of how we might integrate a variety of experiences into a modestly-sized park on a significant gradient.
1.0	Provide open space for special events – should plan for adequate space to host smaller size special events (i.e., outdoor movies, music performances, street markets, neighbourhood special events).	A 'festival lawn' with stage is provided allowing for performances, outdoor movies and other special events in the park. For larger events, the festival lawn area could be expanded to include the central flex lawn open space. Smaller neighbourhood scale events could be accommodated within the central plaza. Street markets and food trucks could be accommodated at the Balmoral Drive 'upper court' / street edge.
2.0	Integrate with public art and wayfinding.	Port Moody is the 'City of Arts'. Public art could be integrated into the park on many levels: stand-alone; integrated into the landscape; or sequentially placed along pedestrian circulation routes. Wayfinding will be accommodated with a hierarchy of visual cues, signs, elements, and lighting, all in a unique themed style and located across the site and at linkages to the community.
3.0	The public plaza should include analysis to show solar access to ensure it is not shaded too much, especially in the winter. Will require space and infrastructure – water supply, electrical supply, adaptive lighting. Should have appropriate amount of open paved surfaces that are framed by landscape beds. Consider permeable paving to ensure storm water flow.	The public plaza/spray park is centrally located in an anticipated sun pocket. Its location will be confirmed with shadow study once final tower locations are determined. The plaza will be framed and contained with planted edges. Supporting infrastructure such as power, lighting, water and drain lines, is a given for the public plaza in order to accommodate neighbourhood and special events, including evening events, and the splash park. Night time use might feature catenary and/or pole mounted stage lighting. Permeable paving for storm water infiltration at the plaza/ splash pad and elsewhere will be provided where possible, subject to practicality, health standards and regulations.

Considered at the November 23, 2021 Council meeting

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Itemized Responses | Parks & Environment Comments on Landscape Submission, Dated March 10, 2021

Item	Comments / Recommendations	Applicant Response
4.0	Ensure universal accessibility and demonstrate that this is being achieved through cross-sections, etc.	A major driver for the park design is the need to provide barrier-free pedestrian circulation for all users as they negotiate the extents of the park and all elements within. Given the slope gradient of the site, barrier-free access will be circuitous by necessity. An overhead 'elevated walkway' / ramp has been incorporated into the design to ease gradients and provide excitement and overlook within the park. Site cross sections are provided in this document to demonstrate the design response to the site gradient.
5.0	Ensure connectivity with green infrastructure at the street entrances to the park.	Pedestrian connectivity is provided across the park extents with linkages to all perimeter streets via pedestrian corridors. Connections and alignments to transit and shopping beyond have been carefully accommodated. Expressed storm water management is planned across the site and will include rain gardens and bio-swales.
6.0	Trails to connect with greenway connections to allow residents access to the City's trail network. The park should include walking paths with different loop lengths to encourage physical activity for all ages and abilities. The width of paths needs to reflect planned uses and be balanced with the need for pervious surfaces.	Connectivity and linkages beyond are carefully considered and accommodate this directive. Path widths as proposed meet current best practise standards for multi-use and service trails. All trail widths and materiality will be negotiated with the City. Trail loops of various lengths are provided. Play elements will be exciting, will take advantage of the site gradient and will be vertically integrated to maximize play value.
7.0	Outdoor sport and playgrounds need to have access to innovative play structures for all ages, with adequate sizes. Many of the new developments in the city have playgrounds with limited footprints that make it difficult for future upgrades to include user requests (e.g., 2-5, 5-12, tweens, teens) and expansion into adult active play. Consider protected outdoor play areas for four season use.	Agreed, programming for users of all ages, as well as the ability to expand into adult active play, will be incorporated into the plan in consultation with City Staff. We see the play and active spaces comprising a mix of contemporary and/or unique play equipment and forms that allow for explorative play, that engage and interact with the sloped portions of the site. A portion of the play area is proposed to be under the weather-protected cover of an elevated walkway for all-season use. The sport court space will provide innovative paving graphics and materiality to further enhance the flexible-use nature of the space. Accessible trail routes will be linked together to create recreation loops throughout the City park and neighbourhood.
8.0	Sports courts should be planned for multi-sports like tennis, basketball, soccer, street hockey and volleyball. Pickle ball is not a desired sports court use in this neighbourhood.	Tennis and soccer cannot be accommodated within this park due to space and grading constraints. As directed, pickle ball is not proposed. A flexible sport court is proposed that could accommodate multiple hardcourt sports and interactive play including ball hockey, volleyball, etc. Informal sports such as throwing a frisbee or ball can be accommodated at the flex lawn or at the festival lawn.

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Itemized Responses | Parks & Environment Comments on Landscape Submission, Dated March 10, 2021

Item	Comments / Recommendations	Applicant Response
9.0	A demographic analysis is required, per OCP Policy 4 for Coronation Park ("Redevelopment applications within Coronation Park shall provide a demographic analysis..." to ensure adequate space planning for footprints (e.g. accommodate X children 2-5, X children 5-12, X tweens 12-15, X adults, X seniors). The playgrounds need to have social/imaginative play, have a logical circulation pattern that allows children to move about freely and have a range of play amenities that supports physical literacy.	The design team commits to workshopping park design and responding to programming direction from the City in order to achieve a successful design resolution for all users.
10.0	Access to all park areas is required for daily, weekly and seasonal maintenance, such as litter/garbage, grass cutting and turf maintenance.	Maintenance circulation is considered. Path widths will be adjusted as required to accommodate light City maintenance vehicles. Final review of turning movements will be reviewed if the City can provide maintenance vehicle data. Refer to Site Circulation and Open Space Overview (page 5) for locations and details.
11.0	Need to know what is planned for the 1.9 acres of semi-public space and also rooftops accessible only to building residents.	Final semi-private roof top and semi-public open space is schematic as illustrated and will be designed in concert with building designs to supplement City park programming and circulation at grade.
12.0	Need to know what is planned for the two-level 20,900 sq. ft. private amenity facility.	Indoor private amenity information will be provided by the client.
13.0	Need to coordinate with Coquitlam Parks Planning regarding the parks plan for the Polygon site.	Agreed. The Coronation Park design will be reviewed and adjusted relative to this information once the Polygon site plan becomes available.
14.0	Need to include some open grass area for general recreational play – this is limited in city parks in the area.	A large central flex-lawn panel is provided for informal play.
15.0	Need to provide a fenced, off-leash dog area in the park, as well in private areas.	Park size limits the ability to provide a dedicated off-leash dog area of any reasonable dimensions within the park itself. Dogs will need consideration at each building. Private podiums could provide space for this program element for residents. Refer to Neighbourhood Amenity Plan on page 7.
16.0	Should include community gardens in adjacent parcels as on site amenities - the park will not be big enough to meet this need. This can include private community garden plots on podiums, as was done for some buildings in Klahanie and Suterbrook.	Semi-public park areas along the SRWs, in combination with semi-private at-grade podium gardens should be adequate to accommodate this program element.
17.0	Need urban forest expansion and increased canopy cover. Need to provide space and soil volumes to plant large long-lived tree species that can grow to full maturity and are proportional to height of surrounding buildings.	Agreed, the design team will look for all opportunities to provide both forest and shade tree canopy cover throughout the park and at the public SRW areas. Soil volumes will be maximized off-slab. Over-slab, on private property, adequate growing medium depths will be achieved by depressing the parkade structures and by linking planting areas together.

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Item	Comments / Recommendations	Applicant Response
18.0	Need to design nature play into the park – don't have disconnection from nature.	Urban forest areas are proposed with native plant understories. Replanted forest pockets and themed natural gardens including indigenous, pollinator and butterfly gardens, are proposed.
19.0	Use engineered cells to provide adequate soil volume for significant tree stands.	Where additional soil volume is needed to achieve soil volume targets under paved surfaces, structural soil and/or coil cells will be considered. These items are typically not required in open parks.
20.0	Consider if a public washroom can be included – would need to be accessible and easy to maintain.	For management and safety considerations, a public washroom could be considered within a building, to the public plaza/spray pad rather than in a remote or stand-alone location. This item is subject to discussions between the client and the City.
21.0	Consider picnic space - parks in the area are generally overcrowded for picnics. Picnic amenities should be flexible enough to work for both small and large groups.	Picnic amenities will be provided across the site.
22.0	Need benches with backs in the shade and should be designed to facilitate conversations and personal contact to combat the "loneliness" epidemic.	A variety of seating including benches and raised edges in a variety of locations will be provided. Seating nodes of varying sizes will accommodate small and larger groupings.
23.0	Social considerations – degree of formality to park design (natural vs. manicured), minimization of buildings in park, pleasant visual surroundings. Need to have transitions so the park doesn't feel like a small island of green in among dense buildings. Need pleasant acoustic surroundings – sound and reflection of water and a lack of urban noises for at least a portion of the park to allow for sense of getting away – provide peace and quiet from built urban environments, feeling of fresh air – links to trees, sensory considerations – smell from flowering perennials, visual interest – flower beds that provide range of colours and textures, provide seasonal interest – hanging baskets and raised planters in hard surfaced areas.	The park design will feature a sustainable landscape within an interesting angular 'tectonic' framework providing both informality and structure. The Coronation Park Neighbourhood Master Plan provides significant accessible green space within and beyond the park limits. The park is further sheltered due to redesigned and significantly reduced perimeter roadways, resulting in a quieter space. The park will be green and sustainable. Seasonal interest, indigenous natural plantings, layering, fragrance, colour and contrast are the tools utilized for planting design. Formal plantings of annuals are not intended within this naturalized landscape. Flower baskets were not considered for the park as these items are high maintenance and thematically inappropriate. Annuals and flower baskets are more suited to finer scale retail streetscapes easily reached for regular maintenance.
24.0	Plant selection should follow Climate Resilient Landscape Standards.	Agreed. Plants will be largely selected for hardiness and drought tolerance.
25.0	Provide pollinator attractant plants.	Agreed. Pollinator plants will be incorporated into pollinator gardens within the park design.

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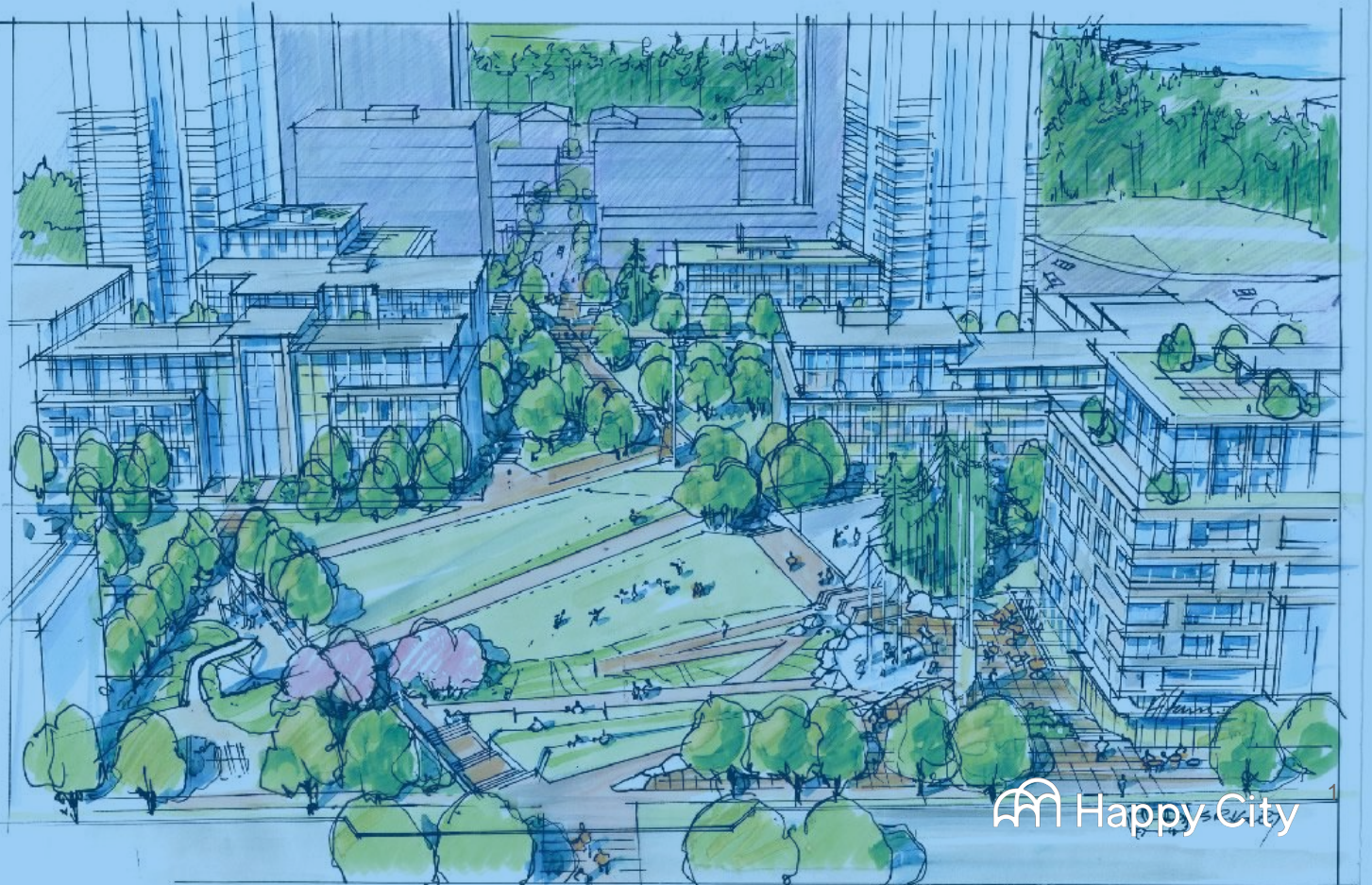
Item	Comments / Recommendations	Applicant Response
26.0	The features should plan for climate change adaptation. The urban landscape expression should include shade trees that optimize user comfort and accessibility, with the concept of the park as outdoor cooling station for the neighbourhood during extreme heat events. It should include drinking water fountains and a spray park (suggest consideration of something with just water jets so space can be multipurpose plaza during winter). Need to look at the use of renewable energy for any new park energy needs to ensure that it is not adding to the City's carbon budget given identified targets for reduction. Need adequate space for a mixture of tree species that are drought resistant and can remove air quality pollutants. Need to plan to reduce impacts from urban heat islands which affect air quality and human health.	Agreed. A mix of shade and coniferous trees is anticipated to reduce 'heat island effect'. Deciduous canopy trees provide winter light and summer shade. Drinking fountains and a user-activated spray pad with jets on timers are proposed.
27.0	A stormwater management concept plan is required for the area or a design brief that describes existing and proposed conditions and incorporates the recommendations from the Chines Integrated Stormwater Management Plan. The purpose of the concept plan is to outline impacts at an early stage and identify an approach to stormwater management that integrates all aspects of the project and incorporates best management practices and appropriate mitigation measures.	A storm water management plan will be prepared and integrated into the design. It may include expressed storm water infiltration swales, detention and raingardens.
28.0	Include street tree trenches and curb cut outs as methods of managing stormwater and the irrigation of trees. Off-site green infrastructure to treat stormwater from roadways should also be incorporated into the design.	Roadway design beyond the park boundaries will integrate storm water initiatives.
29.0	The park design process should incorporate all bear smart recommendations.	'Bear smart' considerations will be reviewed and incorporated as directed by the City. Many, or most, indigenous plant species that we would want to incorporate into natural plantings are in conflict with the bear smart recommendations as they produce berries which provide a natural food source for birds. A coordinated solution is required.
30.0	Provide wildlife proof solid waste and recycling that supports City's waste diversion goals.	Noted. Wildlife proof trash receptacles will be as approved by the City.

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June 2021

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Coronation Park Wellbeing Framework Report



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Executive Summary

This document is offers a framework to support wellbeing and social connection, while providing a “Made in Port Moody” design style in the new Coronation Park development. Recognizing that moving from the site’s current state to the future development envisioned at Coronation Park will entail a lengthy and complex process, this report is designed to provide long-term guidance to the development team. At the same time, it includes a series of pragmatic, people-centred design actions to both illustrate how guiding principles can be applied in reality and demonstrate how wellbeing can be embedded throughout this development and others like it.

To achieve this, Happy City initiated the project with a background document review, together with extensive client consultation. Findings were analyzed through our wellbeing lens and distilled into a series of wellbeing principles, which were confirmed through a mini-workshop with Wesgroup. To inform how these principles could fulfill a “made in Port Moody” design style, we conducted pop-up engagement at several locations in Port Moody. We assessed the outcomes of the engagement, and combined them with background findings and wellbeing evidence. Afterwards, we developed a preliminary series of actions within the framework of the Wellbeing Principles. Firstly, these actions were discussed and then either expanded or discarded during the Happy Coronation Park workshop, along with numerous additional ideas advanced by participants. Finally, we followed up with several workshop participants via interview to clarify and advance certain ideas. The sum of these outcomes came to inform the Coronation Park Wellbeing Framework Report.

These outcomes centrally include 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.
- **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.

Together with seven high impact actions and a series of supportive actions, the guidance provided in this report supports wellbeing through a *made in Port Moody* design style. In doing so, it addresses a number of OCP amendment requests and establishes the framework for a resilient, sociable and inclusive community where residents, visitors and local business may thrive.

Project Background

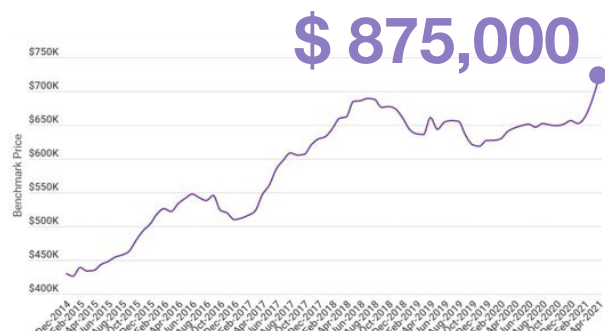
Situated in Port Moody, the new Coronation Park development is emerging at the nexus of Port Moody's past and future. The city is rich in community connections and offers incredible access to the outdoors. It also offers fast, convenient and accessible connections across the region thanks to both SkyTrain and West Coast Express Lines. With this in mind, it's no surprise that the appeal of this city of 33,000 (currently) is rapidly increasing.

However, demand is outpacing supply. This is due in part to the fact that in this city of 6400 acres, 47% of Port Moody's land is dedicated to park, open space and ecological reserve, while an additional 20% is zoned for detached housing. **This leaves approximately 33%, or 2,133 acres, to accommodate population growth, expand Port Moody's economic opportunities, and grow its tax base.** Current constraints are reflected in Port Moody housing prices. **In April 2021, the benchmark price for a detached house was \$1,900,000, benchmark for a townhouse was \$875,000 and the benchmark price for a condo was \$660,000.** Demand, rising prices and the focus on preserving green space underlines why new developments like Coronation Park are needed. But they cannot come at the expense of sacrificing Port Moody's character. Happy City has spent the past three months working with Wesgroup and a number of local stakeholders to do both.

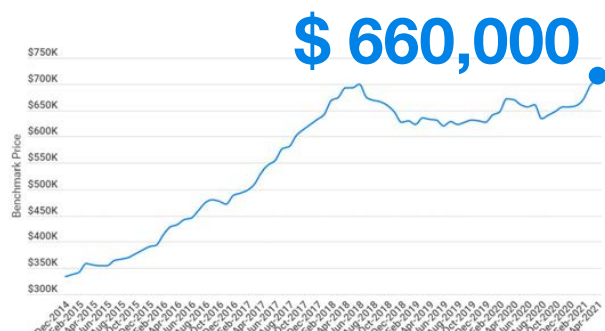
Through the course of Happy City's work on this project, it has become clear that Coronation Park presents considerable opportunity for Port Moody. **The intensive redevelopment of a detached home neighbourhood consisting of 57 dwellings into a mixed-use district of approximately 2900 homes will generate housing opportunities for far more people and families.**



Detached House Price in Port Moody



Townhouse Price in Port Moody



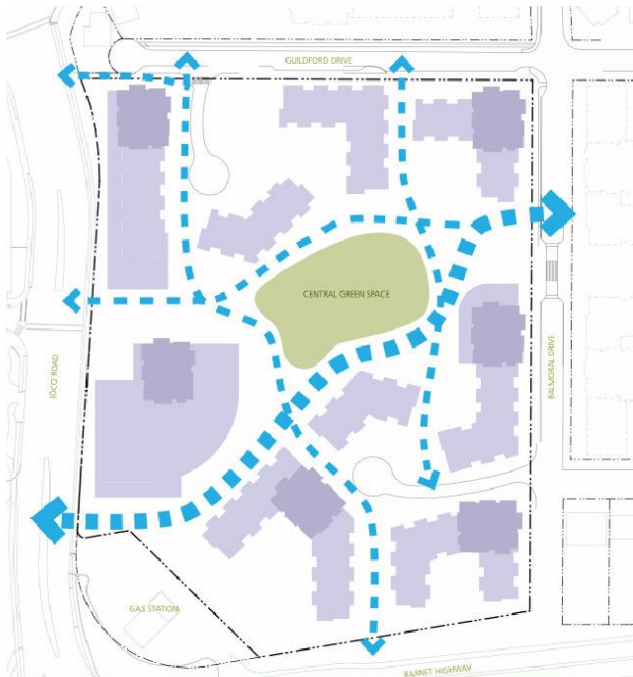
Condominium Price in Port Moody

Source: Mortgage Sandbox



Notably, developing this housing together with the currently planned 115,456 square feet of commercial density (C.R.U., daycare, office, retail), and significant green space, will enhance quality of life through the new development and sow the seeds for community. This updated version of the mixed-use plan considers an additional 97,106 square feet of commercial space from the previous application (18,350 square feet). This 5.3 times increase will result in approximately 540 additional jobs. And if local and fine-grain commercial retail units (CRUs) are included, this new retail space can also contribute to the sense of community and local connection in Coronation Park. Additionally, drawing inspiration from Suterbrook Village, the project has the potential to further a “made in Port Moody” architectural style that sets the tone for future development in the city. Finally, **in situating this development a short walk from the Inlet Centre SkyTrain Station and working to ensure that residents can meet most of their daily needs within a 20-minute walk from home, the project will contribute to Port Moody’s sustainability and resilience.**

In fulfilling the vision for a healthy, sustainable and connected community at Coronation Park, there are a number of challenges that must also be addressed. Research indicates that social connection can be inhibited in high rise living contexts, while there is also risk of diminished wellbeing in such settings. This project also seeks to advance a “made in Port Moody” development style. In the context of denser contemporary development, this is an emerging style, with Suterbrook Village, and to an extent, Edgemont, as precedents. As such, **contributing to the definition of this “made in Port Moody” style is critical.** Zooming into the site, with **a 30 metre grade change from east to west, topography is a notable constraint.** This will impact the perception of density while also prompting critical accessibility issues. Site permeability raises related questions. With this in mind, it is important that development address accessibility and be an easy and convenient place to move through. **To contribute to Port Moody’s urban fabric and ensure Coronation Park residents can easily access the city’s natural offering, while making the development’s offerings welcoming to Port Moody at large is vital.**



When we say “easy and convenient to move” we mean for all people; whether they use a wheelchair, walker, stroller, skateboard or other human-powered mode. Finally, as we look to how this project can serve current and future generations, **it is essential that the project meet the needs of both young and old residents, while contributing to a sustainable and resilient future.**

Through the course of this project, we have worked to establish an understanding of the project’s context, highlight it’s opportunities, and identify the challenges that need to be addressed. We explore the project, unpack the opportunities and challenges that accompany it and offer our recommendations in the pages that follow.



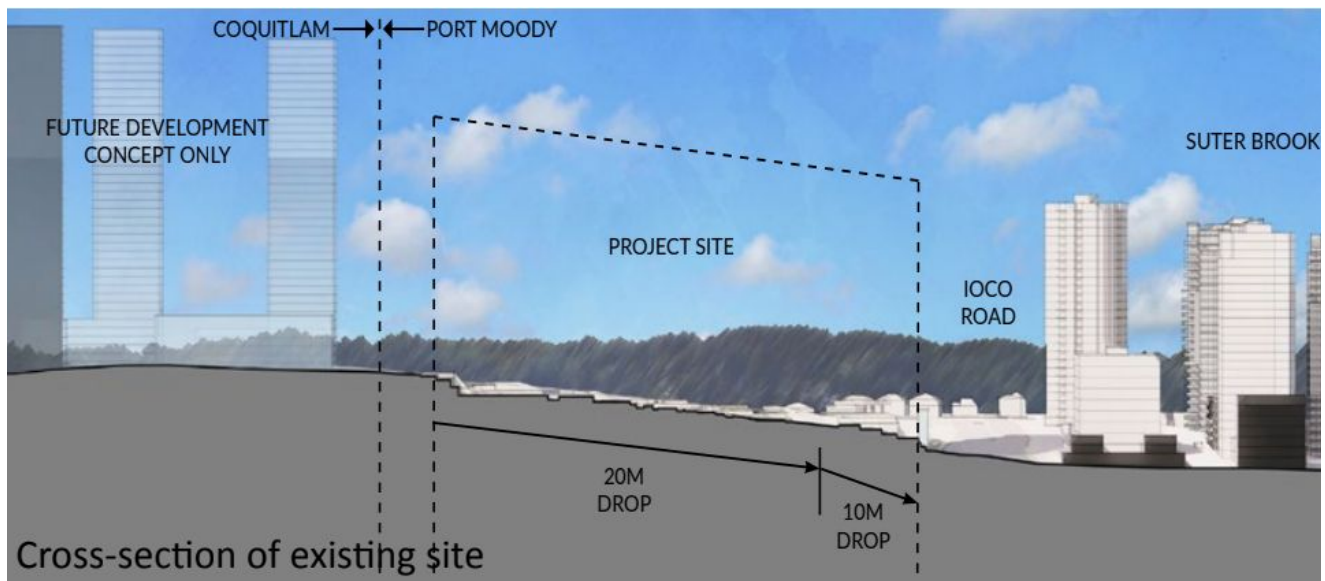
Site Context & Challenges

Boasting great mountain views towards the west, **the Coronation Park site is adjacent to Suterbrook Village and a short walk to the SkyTrain at Inlet Centre**. From here, a mere 20-minute walk west will also get you to Rocky Point Park and the Burrard Inlet. With a stream running through the site, there's potential for a natural park, bioswales, and other stormwater management strategies to be implemented.

Despite these elements, the site also presents various challenges with its current context. Notably, its **hilly topography creates accessibility concerns and barriers for many**. With a continuous retaining wall running along its entire west side, **permeability and connection issues also exist** - especially with Suterbrook Village.

It is important to note that the site is currently quite forested. For this project, the majority of large trees will be removed due to site grading, backfilling and construction. While **the sustainability benefits of transforming this site from 57 detached units to 2900 dwellings significantly outweigh the negative impacts** of this shift, it also further motivates the need for a strong sustainability plan and commitment to integrating nature into the site.

Equally important is that the eastern edge of the site denotes Port Moody's border with Coquitlam. Currently, **a large high rise development is slated for the neighbouring site on the Coquitlam side**. If a central park is to be located on the Coronation Park site (per the City's request), it will likely sit in shadow most of the time and face wind risks as a result. To maximize sun exposure, a necklace of spaces and building orientation can be created as an alternative.

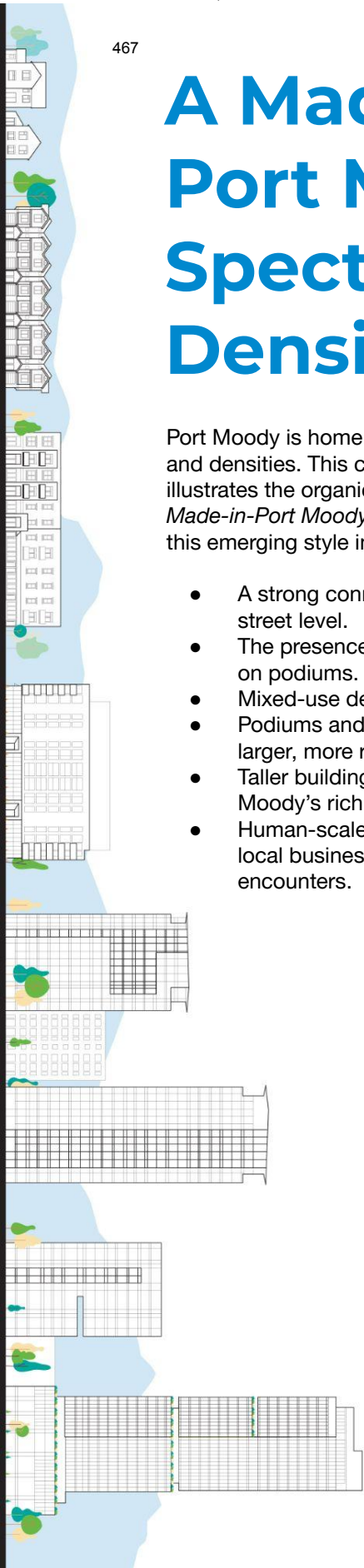


A Made-in-Port Moody Spectrum of Density

Port Moody is home to a range of building typologies and densities. This cross-section of projects illustrates the organic development of a *Made-in-Port Moody* style. Notable characteristics of this emerging style include:

- A strong connection between buildings and street level.
- The presence of greenery at street level and on podiums.
- Mixed-use development.
- Podiums and varying building heights in larger, more recent, developments.
- Taller buildings that offer great views of Port Moody's rich natural surroundings.
- Human-scale streetscapes that are home to local businesses and facilitate social encounters.

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20% of Port Moody is zoned for **Detached Homes**.

Townhome Developments, such as **Edgestone Bold** contain townhomes of three storeys.

2703 Clarke Street, an example of a **3-Storey Mixed-Use Development**, which combines retail, service, and office activities alongside multi-family residential.

A range of mixed use buildings in Port Moody rise up to a maximum of 6 storeys. An example of this is **The Strand**, a **5 to 6-Storey Mixed-Use Development**.

Buildings at **Suterbrook Village** consist of varying heights and types, including **3-storey low rise apartments**, **9-storey mid-rises** and **26-storey high rise towers**. Complete with retail spaces, this Village has become a vibrant neighbourhood and social centre.

Coronation Park is planned to be a mixed-use development with residential, retail, light industry, and office space. The built environment will range from **4-storey low-rise podiums** to **31-storey high-rise residential towers with a diverse spectrum of tenure opportunities**: below-market rental, rent-to-own, and ownership.

Happy Coronation Park Process

Background Document Review

We began by conducting a background document review and site research. This allowed us to gain a deeper understanding of the project's complexities and strengthen our knowledge of the site, as well as Wesgroup and Council's aspirations for the project.

Wellbeing Principles

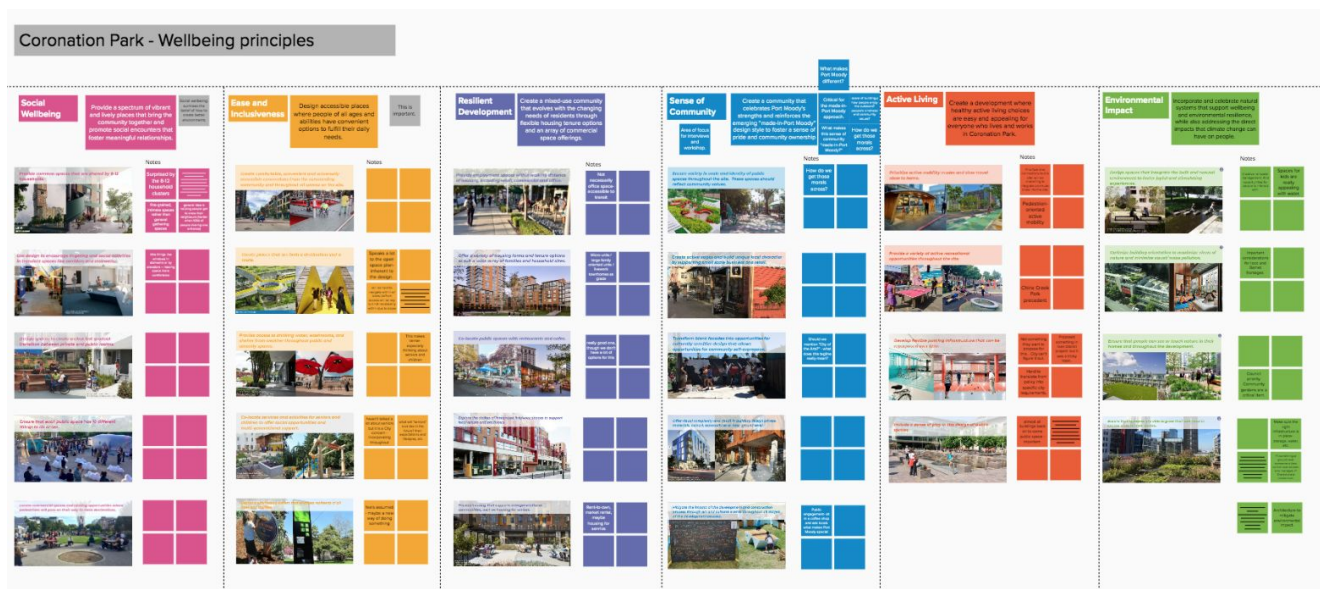
We then synthesized our findings and developed a draft of wellbeing principles, informed by Happy City's evidence-based knowledge on the connection between urban design and wellbeing. These principles were designed to support and guide the project's goals from a wellbeing lens. Together with Wesgroup, we tailored these principles with tangible, design-focused actions that could be implemented to achieve wellbeing at Coronation Park.

Public Engagement

The desire for a strong "Made in Port Moody" character was a key takeaway from our background research. We therefore conducted a day of pop-up engagement on site in Port Moody, to learn what makes Port Moody, "Port Moody", from residents.

Digital Workshop

Informed by our research and engagement findings, we then held a digital co-design workshop with a select group of key stakeholders and experts. During this session, we facilitated a collaborative discussion on innovative design and programming actions that could be used to achieve the project's wellbeing principles.



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We discussed challenges and opportunities for selected strategies, and emerged with high-impact planning- and housing-focused actions informed by these discussions.

Stakeholder Interviews

To go further in-depth on some of the conversations with interested participants, we followed up with individual stakeholder interviews.

Project Framework

Our work culminated in a project framework and report highlighting our process, key learnings, and high-impact actions and strategies for achieving wellbeing at Coronation Park.

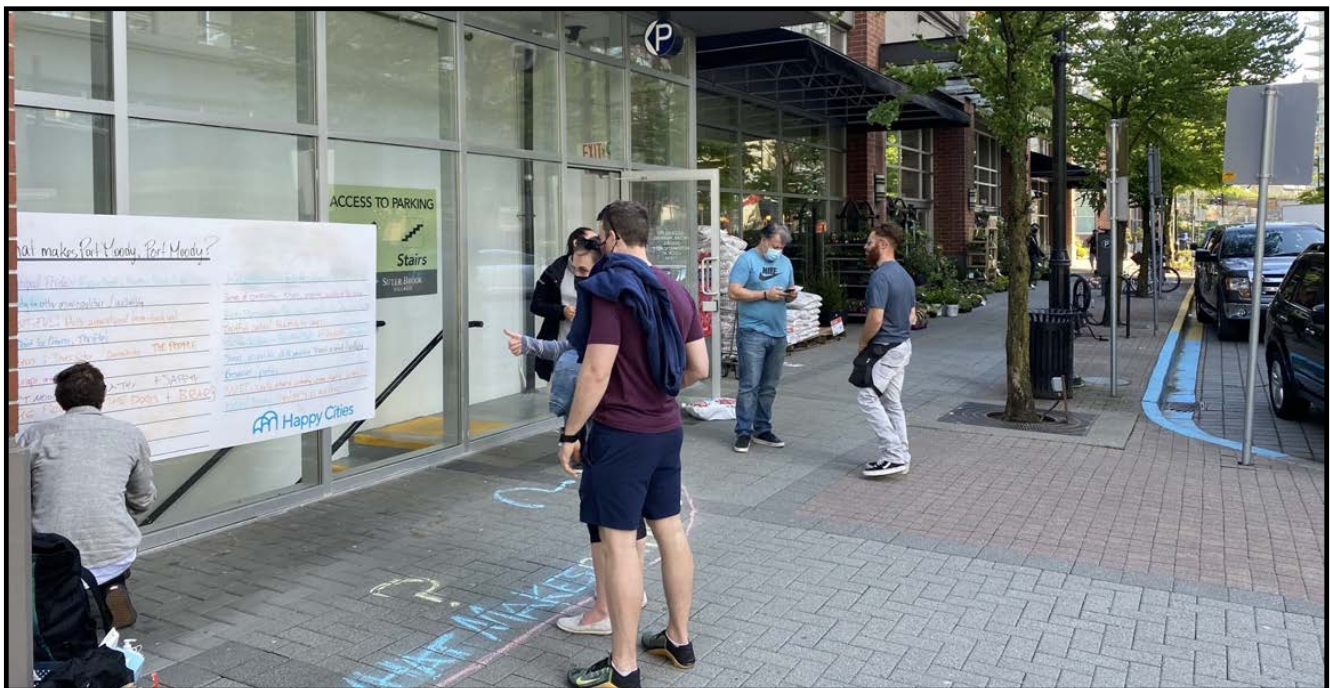
For more detail on the Happy Coronation Park Process, consult **Appendix 1**.



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Pop-up Engagement at Suterbrook Village and Moody Centre



Public Engagement Findings

There were a few consistent themes that came up through the pop-up:

- **Access to nature** - Forest, trails and ocean
- **Community** - Knowing your neighbours, knowing people at the store, small town feel
- **Local business** - lots of support for local businesses
- **Fine grain streets** - small shops at street level
- **Proximity to amenities** - having shops and stores nearby
- **Rocky Point Park** - a specific major park that people loved
- **Good transportation connections** - near the "City" but not in it.
- **Breweries** (these came up a little less)

Interestingly, there was notable differentiation between responses at the two sites:

Clarke Street:

- Community
- Local business
- Fine grain streets
- Access to nature

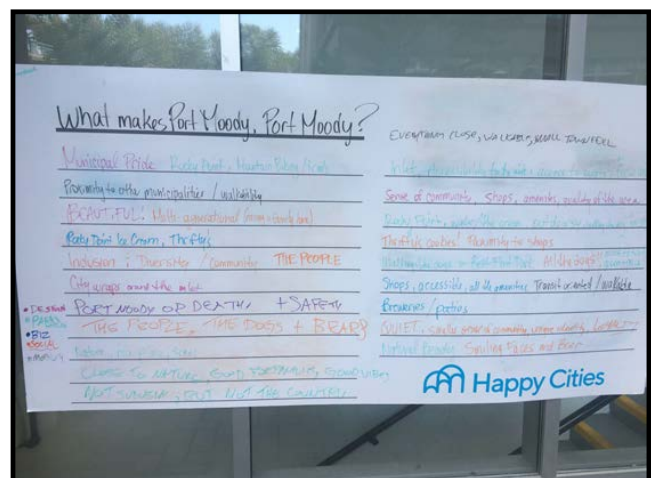
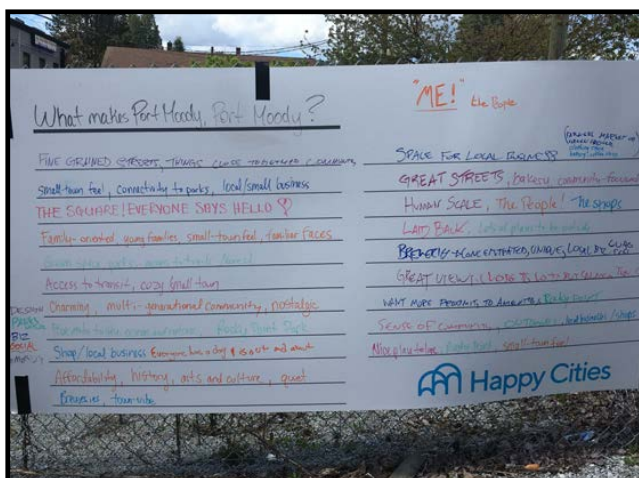
There were fewer people who passed this location, but 90% stopped to talk. There was more apprehension about new development here, and an emphasis on liking things as they were. It was important to note that this location was also very close to the Port Moody Centre development area.

Suterbrook Village:

- Access to nature
- Proximity to amenities
- Rocky Point Park
- Community

This site was a lot busier, but fewer people stopped, and most that did stopped for a shorter amount of time. Far more people loved having all the amenities and businesses they needed nearby, but also great nature right outside their door. Overall, there was much more openness to new development.

Notes from both sites are detailed below:



Principles, Strategies & Actions

The following section presents the outcomes of the wellbeing analysis of the Coronation Park site. The outcomes in this report are organized at three scales: **Principles**, **Strategies** and **Actions**. They are defined below.

Principles

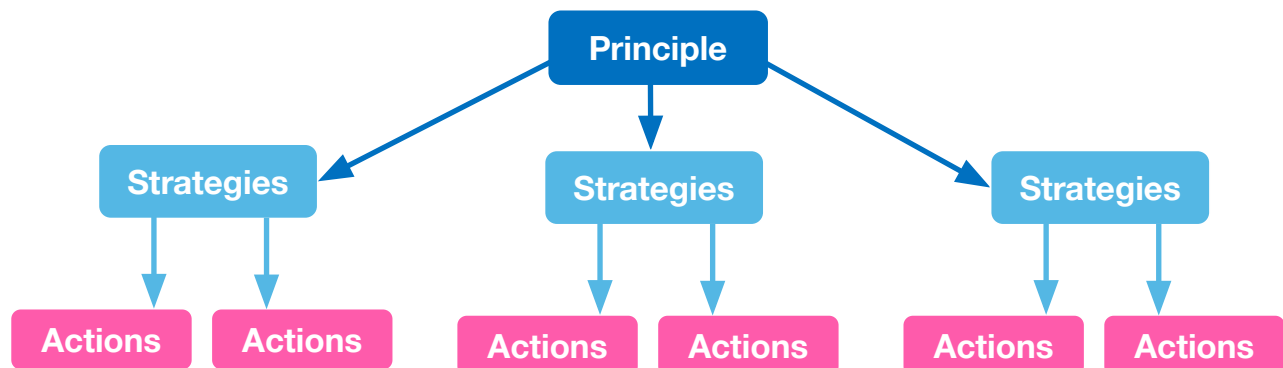
A framework of high-level aspirations and values that guide strategies and actions as the project develops. Notably, multiple principles may be fulfilled through a single action. In this report, the principles fulfilled by each high-impact action and the accompanying supportive actions are noted using the principle icon and title.

Strategies

Acknowledging the long-term nature of this project, as well as the evolving context in which it is situated, these are containers for further actions. They are intended to provide guidance in fulfilling the project principles to designers, architects and landscape architects, while maintaining the flexibility for an array of ideas to emerge.

Actions

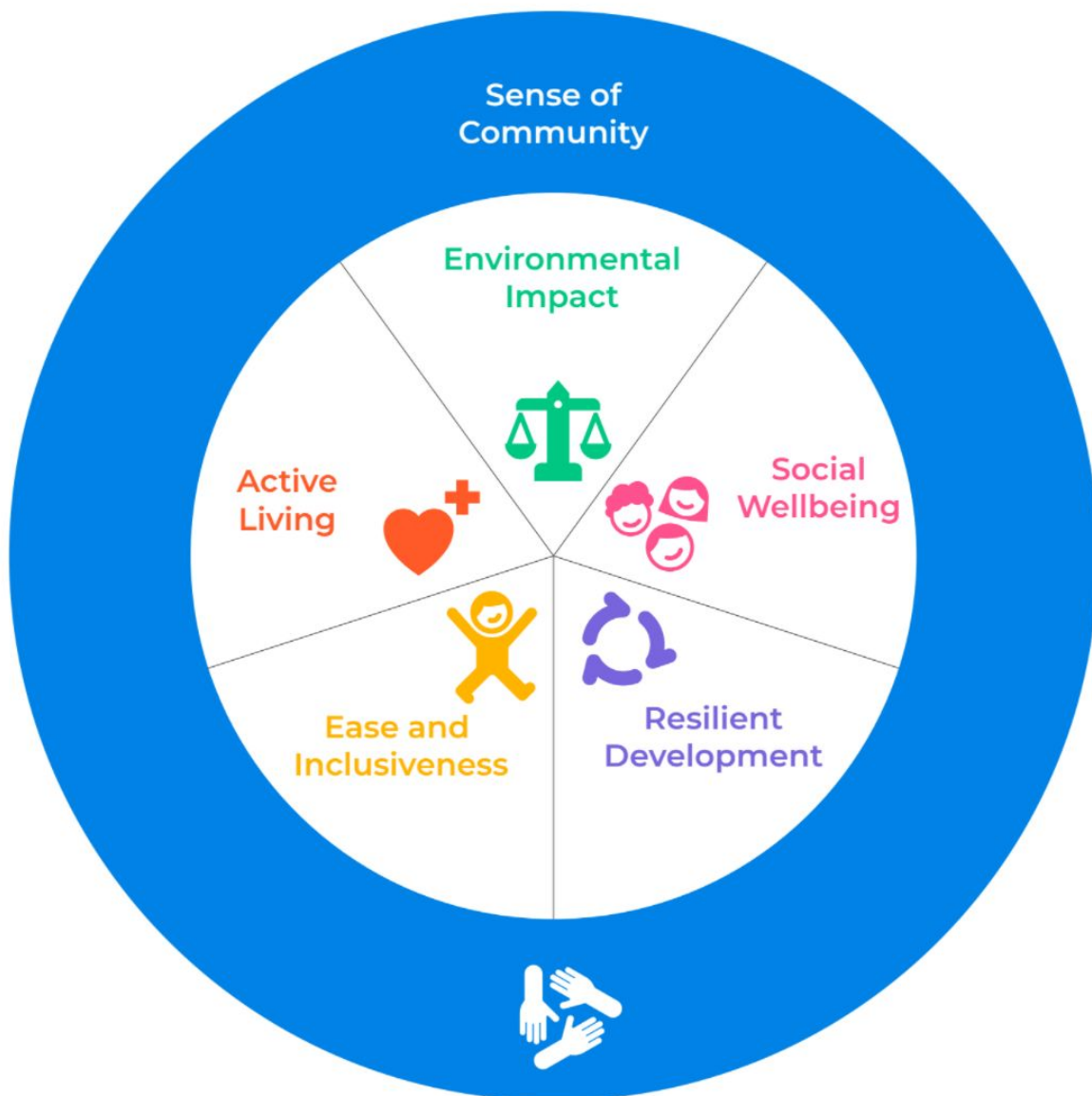
Specific policies, design or programming tools intended to fulfill the principles and strategy. Importantly, these actions are also intended to illustrate how the principles and strategies can be fulfilled. This report is organized around seven high impact actions, each accompanied by a series of supportive actions and strategies.



Guiding Wellbeing Principles

Developing wellbeing principles

Drawing on insights from public health, neuroscience, behavioural economics and environmental psychology, Happy City has synthesized the most relevant findings from these fields into wellbeing principles to guide the design, programming, and implementation of developments and mixed-use neighbourhoods. Using an evidence-based approach, the following is a brief summary of the principles we feel should guide design at Coronation Park in order to build health, happiness, and wellbeing:





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 to everyone who lives and works at Coronation Park.



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.

Recommended Strategies & Actions

1. **Maximize opportunities to include fine-grain retail at Coronation Park entrances and mixed use locations within the development.**



Principles Addressed:



Sense of community



Social wellbeing



Active living



Resilient development

Why is this important?

Fine-grain retail edges can help support more small business by providing small space at more affordable rates. These fine-grain edges provide more opportunity for the type of local businesses currently found in Port Moody, and offer sociability and active lifestyle wellbeing benefits. People are both happier and kinder to strangers along street edges with an abundance of smaller shops and services. Active street edges also encourage more walking and healthy transportation choices among residents.

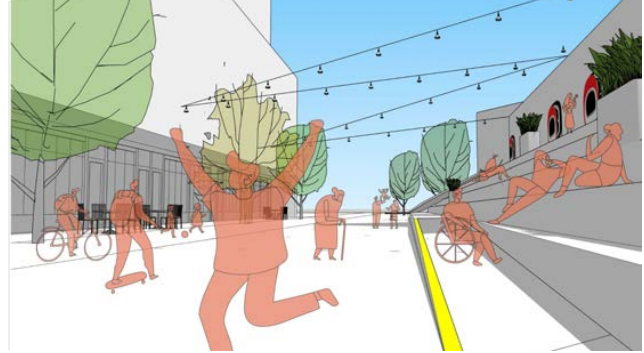
The importance of fine-grain street edges: Studies have found that people would walk 800m to do their shopping in dense and fine-grained neighbourhoods, like in New York, London and Montreal - and a distance similar to that between Coronation Park and Suterbrook Village; comparatively, when faced with large big-box parking lots, many shoppers would not even walk 200m between stores, instead preferring to drive and re-park their cars.

The importance of walkable neighbourhoods:

Overall, people who walk or cycle to their destinations demonstrate better physical health and a lower risk of being overweight or obese. Each additional kilometre walked per day reduces your probability of becoming obese by 4.7%, whereas each hour spent driving increases obesity risk by 6%.

The importance of active street edges: Streets with restaurants, coffee shops, chairs and benches attract pedestrians, foster interactions and create vibrant streets. Buildings with large, single occupants (like banks or large drug stores) on the ground floor and buildings with opaque windows, or long rock walls as is the case along loco Road, create inactive streets.

The importance of accessible streets: When places aren't walkable, people suffer. In the US, non-driving senior citizens made 65% less trips to visit their family and friends and to attend religious events than their driving counterparts. This will be critical to consider in Port Moody, where the number of seniors is growing.

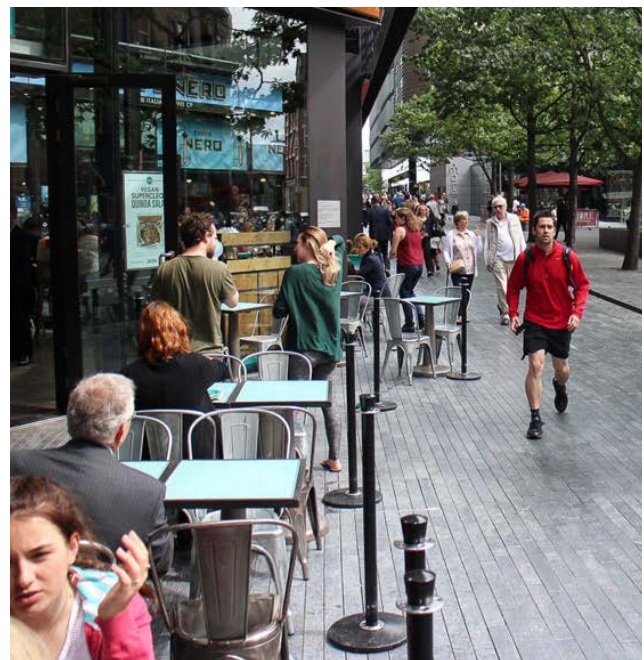


Supportive Actions

- a. Construct three entrances along the western edge of the site: one at the southwest corner that links directly to the SkyTrain station, one along the western edge that connects easily to Suterbrook Village and one at the northwest corner that leads towards the inlet and Rocky Point Park.
- b. Create site entrances that also serve as welcoming public spaces.
- c. Create alternative and accessible pedestrian corridors that connect the different buildings to adjacent streets and main central public space.
- d. Design pedestrian entrances to the site that also serve as welcoming public spaces that highlight Coronation Park's appeal to residents and visitors alike.
- e. Engage Indigenous artists (with a priority for Kwikwetlem, Musqueam, Squamish, Stó:lō and Tsleil-Waututh artists) in the creation of public art for the site.
- f. Design a "playfinding" system that engages residents of all ages and abilities. Use accessible signage to ensure residents can play along the way to their destination.

Strategies

- Encourage fine-grain retail by designing small flexible commercial retail spaces at grade, where larger businesses can rent and combine several spaces to meet their needs.
- Ensure that sidewalks are wide enough to accommodate street furniture for both public seating and nearby cafes and restaurants, while allowing people using wheelchairs to move past these features with ease.



2. Create comfortable, convenient and universally designed shared spaces of varying sizes throughout the site.



Principles Addressed:



Ease and inclusiveness



Social wellbeing



Resilient development



Active living



Sense of community

Why is this important?

Shared outdoor spaces are a key building block of social connection within large developments. When a spectrum of spaces are included, there is a greater potential that they will reflect the diversity of the many different people who will call Coronation Park home. These spaces can also signal a project's commitment to inclusion, through the extent to which universal design has been considered and by highlighting local Indigenous arts and culture. Fulfilling this action can achieve the directive to include a community garden, and potentially address the additional civic amenity requested by council. Finally, prioritizing open public space over open semi-private space will allow members of the community to incorporate Coronation Park into their daily lives.

The importance of including spaces of varying

size: People need to be able to gather in different group sizes in order to fulfill their social wellbeing needs. Having spaces to gather with 4 or 5 friends, others with up to 50 people and opportunities to connect with the larger community (up to 150 people) will help address sociability needs. Offering a variety of spaces creates more opportunities for residents with many different interests and needs to find places of meaning. In Port Moody, this means certain spaces may appeal to families, others could appeal to couples or seniors, and some could be platforms to bring people of different backgrounds together.

The importance of collaborative spaces: Strong social connections emerge when people collaborate to accomplish tasks or causes that feel bigger than themselves. Meaningful outdoor space uses can help to foster a stronger sense of community.

The importance of inclusive spaces: Accessible toilets and water fountains are essential whenever children are sharing a space. Parents are less likely to bring their children to spaces where these amenities are absent. Ensuring that the washrooms are accessible considerably broadens potential shared space users, as approximately a quarter of BC residents live with a disability.

Considered at the November 23, 2021 Council meeting

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The importance of planning for neurodiversity:

Navigating a new or busy environment can be anxiety-producing and can, without intuitive wayfinding, lead to tiring back-tracking which is particularly difficult for those with mobility or mental health needs. An array of people deal with anxiety, depression and a host of other neurodiverse conditions, many of which can be alleviated in part through social connection and access to nature.

The importance of play: By integrating playability into street furniture (to balance, jump on/off, climb up, crawl under) and routes (slides alongside stairways, storytelling murals/routes). Play can be a part of many spaces. This can save space on dedicated playgrounds, while encouraging play between different ages and between children and caregivers - studies show it can help to create nurturing and stimulating interactions in the community.



The importance of public art as part of

reconciliation: The incorporation of Indigenous art provides opportunities to connect the site to the land's history through collaboration with Kwikwetlem, Musqueam, Squamish, Stó:lō and Tsleil-Waututh artists. Reflections of local Indigenous culture in art, as well as hiring Indigenous artists, serves to emphasize the connections between land, place and history, while supporting a sense of meaning and belonging in a space. Highlighting local Indigenous arts and culture in shared spaces is also a small step towards reconciliation.



Supportive Actions

- a. Co-locate services and activities for seniors and children to offer social opportunities and inter-generational support.
- b. Support intergenerational connections through accessible and playable landscaping, parks and amenities.
- c. If a ramp from Inlet Centre SkyTrain station to Coronation Park is implemented over Ioco Road, work with the City to ensure that it does not have a grade of more than 5%-8% for more than 9 metres. To achieve this, a switchback ramp on the station side is recommended.
- d. Design a necklace of smaller public spaces that represent residents' diversity and different interests.
- e. Include universal public washrooms, and WiFi in the central public space.
- f. Include a variety of seating and gathering spaces that serve a range of functions and meet a variety of needs.
- g. Include universally designed fitness equipment in the residential gym and outdoor fitness spaces.
- h. Design a weather-protected, covered public space with year-round features and functionality.
- i. Provide a variety of active recreational opportunities throughout the site for all genders.

Strategies

- Ensure all shared spaces throughout the development are accessible by involving a universal design expert and people with lived experience in the design of shared spaces.
- Together with the project's landscape architect, develop a transect of public spaces to clearly communicate the variation in space sizes and uses. Ensure the spectrum of spaces - from space for 4 or 5 people, to 50, to 150 are accounted for.



3. Create an internal circulation/mobility plan that prioritizes human movement.



Principles Addressed:



Active living



Social wellbeing



Sense of community



Environmental impact

Why is this important?

The reliance on private vehicles limits opportunities for in-person interactions. People in car-dependent communities report feelings of isolation and disconnectedness. Therefore, it is essential to create spaces that make it easier for people to choose walking, biking and use of public transport over private vehicles. In realizing this action, the development team can address Council's request to convert some existing road space to public space.

The importance of active mobility: Active commuters are 11% less likely to suffer from cardiovascular problems. This effect is especially true for women. They are also less likely to be overweight and miss one work day less per year, on average, due to medical problems than their male counterparts.

The importance of universal design: A lack of accessible infrastructure can impede day-to-day tasks for people with disabilities. A study from the UK found that 75% of people with disabilities had to abandon their visit to a UK business due to a lack of proper infrastructure. During the pop-up public engagement at Suterbrook Village for this project, several people using mobility devices highlighted the convenience and accessibility of the site as important factors in deciding to move there.

The importance of walkable places in supporting sociability: Walkable places, such as those planned within the Coronation Park development boost opportunities for positive face-to-face encounters. They promote the sorts of repeat encounters that boost social trust, creativity, enduring relationships and even economic growth. Furthermore, casual interactions have a positive influence on intergenerational relationships.

The importance of playable routes: Playful urban spaces allow both children and adults to re-discover the street and city in fun ways, and engage playful mindsets that help residents re-create and re-imagine their public spaces as welcoming and happy places.

The importance of high-quality active transportation facilities: Access to convenient and secure bike parking is essential to influencing an individual's decision to commute by bicycle. Similarly, access to showers and change rooms is a key decision-making factor for people when they consider biking to work.

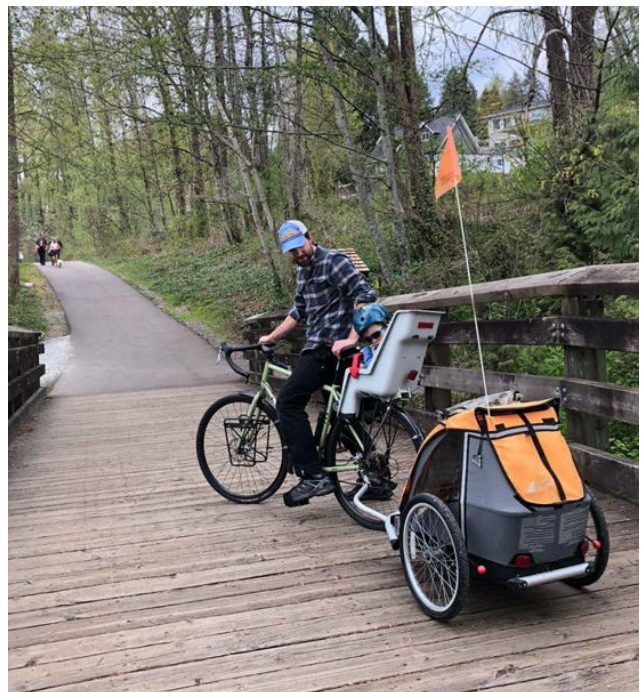


Supportive Actions

- a. Create a pedestrian mobility plan, and use it as the basis for all mobility circulation within the site.
- b. Creatively use design to enhance accessibility ensuring that the routes through the site are attractive and functional.
- c. Locate a public bicycle parking area at the tower on the northwest of the site, with at grade access to loco St.
- d. Design an accessible wayfinding system that engages residents of all ages and abilities.
- e. Include a Shoreline Trail-inspired pedestrian path at the northwest corner of the development.
- f. Design certain routes or streets with playability for all ages in mind.

Strategies

- Draw inspiration from nearby Port Moody trails and incorporate into accessible routes throughout the site.
- Monitor advancements in micro-mobility - such as shared e-scooters - and assess the feasibility of implementing micro-mobility infrastructure.



4. Design spaces that integrate the built and natural environment to foster joyful and stimulating experiences.



Principles Addressed:



Sense of community



Social wellbeing



Resilient development



Active living



Environmental impact

Why is this important?

Access to nature brings benefits for physical and mental wellbeing. It even causes people to adopt behaviours that are good for the environment. Access to nature is strongly linked to positive neighbourhood relationships and trust among community members. Finally, while all actions detailed in this report are intended to ensure a “Made in Port Moody” style, this action specifically aims to celebrate Port Moody’s natural assets; a vital characteristic of the community, according to people who participated in our pop-up public engagement.

The importance of natural spaces: Spaces that are natural, partly enclosed and calm can support a sense of safety and reduce potential for anxiety - for example from traffic, noise, lighting or busyness of the streets and public spaces. These spaces are also great for child-caregiver interactions (parents, grandparents, siblings, neighbours) such as breastfeeding, storytelling, spaces for teenagers and spaces to play amongst nature.

The importance of accessing nature: Spending time near nature significantly improves moods. People who work in nature, and even those who can see nature through their windows, report more positive attitudes and less stress than those who do not. A short walk in a natural environment can significantly improve mood.

The importance of greenery in supporting sociability: Nature brings people together. This is well-illustrated in Port Moody. Residents in building complexes avoid meeting in areas that lack greenery. Those who live in spaces surrounded by greenery report stronger social ties with their neighbours than residents that live in hardscaped areas.

The wellbeing benefits of a biophilic boost: People who experience nature on a daily basis report being happier, more curious and fascinated. Places featuring more vegetation are also more attractive to socializing. People tend to gather more in green areas, and their social ties also grow stronger when compared to people who live in bare areas.

The importance of play opportunities through nature:

Play provision through natural elements provides benefits to all people, not just children e.g. a climbable tree (with low hanging branches vs. lollipop trees) can be appreciated for its aesthetics, shade, and climbability. Grassed slopes can be used for picnicking/relaxing as well as running up and down.



Supportive Actions

- a. Add bioswales or shallow ponds and creeks as part of the landscape design to prevent flooding.
- b. Integrate public space design with the groundwater management plan to create natural water features and highlight water conservation.
- c. Create natural spaces for respite and reflection within the development.
- d. Include Indigenous flora throughout the site.
- e. Include sensory friendly amenities, such as scent (lavender, mint) and sound (water, leaves) in certain shared spaces.
- f. Include art or interactive installations that double as energy management solutions.
- g. Wherever possible, preserve existing trees on site and integrate them into the new development.
- h. Include green rooftops where plants overflow into the edge of the buildings simulating the Port Moody 'green cascade' image.
- i. Include a mix of coniferous and deciduous trees to ensure some greenery all year round, while also creating seasonal variation.

Strategies

- Ensure that people can see or touch nature in their homes and throughout the development.
- Use Port Moody's natural surroundings as inspiration for green space throughout the development.



5. Explore opportunities to include family units above-grade at the podium level that include semi-private patios and adjacent programmed shared spaces to allow residents to enjoy nature at all levels of the development.



Principles Addressed:



Sense of community



Social wellbeing



Resilient development



Environmental impact

Why is this important?

High-rise housing developments can face challenges in terms of providing convenient social and nature-based opportunities to do activities and build social capital. This can be especially true for families with children. The Port Moody community values access to nature and the feeling of a small close-knit community. The following evidence speaks to specific implications of the proposed strategy. This action can help mitigate the impact of high-rises on social connectedness and health, as well as support a greater range of family-friendly units.

The importance of being connected to the public realm:

When residents are able to safely observe what is happening in the public realm from their unit, they have an increased sense of safety and community. In turn, they are more likely to use public or semi-public spaces and build social connections. This can be a challenge in developments with high-rise buildings, so creating semi-public spaces throughout all levels of the development can help create this sense of community.

The importance of doing things together to mitigate loneliness:

People generally don't set out to build social capital. Rather, they form and deepen relationships when they are involved in fun or meaningful activities together. These activities build feelings of mutual trust, which in turn boost people's sense of safety as well as their ability to tackle collective challenges and solve conflict. That's why shared activities, themselves, are a tool for building safer and more inclusive neighbourhoods.

Mitigating impacts of high-rise development on children:

Children growing up in high-rises can face development challenges, since parents do not feel safe letting children on upper floors play unsupervised, which restricts children's outdoor play time and socialization. A Japanese study found that young children living above the fifth floor were slower to develop basic skills such as dressing themselves and helping with household tasks.

Creating semi-public spaces throughout the development can give parents and kids a chance to feel safe and easily access enriching and social spaces.

The importance of being connected to nature:

Access to nature is strongly linked to positive neighbourhood relationships and trust among community members. People who live or congregate in green areas tend to gather more and have stronger social ties than those in bare areas. In Port Moody, connection to nature was cited as important during public engagement with residents.



Supportive Actions

- a. Include gardening opportunities at the podium level that are open to residents of the tower.
- b. Create a transition between communal spaces and outdoor space at the podium level utilizing sliding doors, social seating and covered - or shaded- spaces to extend the use of the indoor communal space.
- c. Create a setback of about 3.5m between pedestrian pathways and at grade household entrances to maximize social use of the semi-private space.
- d. Locate family units (with 3 bedrooms) and townhomes in the first 4 levels of the tower building so they have a direct visual contact with the semi-private spaces at the podium level.
- e. Ensure units in the podium level have balconies and a visual connection to the public realm.
- f. Integrate environmental awareness and care for joyful experiences at the podium level such as beehives, children accessible garden beds, micro-rainwater art installation, etc.

Strategies

- Ensure that multi-family housing unit design promotes feelings of privacy and helps to control perceptions of density.
- Provide clearly delineated private, semi private, and public spaces.



6. **Locate 'creative hubs' that complement amenity or communal space every 8 stories in residential towers, where residents have opportunities to spend time together.**



Principles Addressed:



Sense of community



Social wellbeing



Resilient development



Ease and inclusiveness

Why is this important?

Communities with high-rise buildings can lead residents to feel overcrowded but lonely at the same time. Providing a variety of amenities that give smaller groups of residents a sense of ownership helps build community and social connections. This action serves to support social connection in high rises and offer opportunities for seniors and children to spend more time together. It also helps fulfill highest and best use for amenity space and helps advance an innovative architectural design that could create a precedent for Port Moody towers.

The importance of intergenerational interactions:

Port Moody is a family-oriented community, but it also has a fast-growing number of single households including seniors. Casual interactions also have a positive influence on intergenerational relationships. When seniors have an opportunity to share their life stories with children, their feelings of loneliness decrease and life satisfaction improves.

The importance of providing amenities for seniors:

Since the Coronation Park site intends to include Port Moody seniors (especially through the inclusion of a seniors facility), it is important to consider that loneliness can cause early death as often as other leading causes of death among seniors. With a growing number of seniors living alone, seniors often feel disconnected from their community- health issues, pain, fatigue, and anxiety can keep seniors from leaving home. Having safe amenities with programming can help get them connected.

The importance of more intimate shared spaces to address loneliness:

Small spaces can facilitate both short casual conversations and long encounters between friends. Introverts are more likely to engage strangers in conversation when they don't feel overcrowded and have the possibility of retreating. Small spaces can be used for long conversations between friends, or for short conversations (3-5 minutes) with strangers or casual acquaintances.

The importance of creative endeavours to boost sense of belonging: Arts and culture are a key part of Port Moody's identity. Collaborative art or "co-creation" leads to lower levels of stress, higher levels of perceived social support and increased feeling of belonging and inclusion. The option to choose is integral to human well-being: allowing people to express their individuality fulfills this need. Further, co-creative environments lead to more inclusive communities who learn to navigate their differences in a safe space.



Supportive Actions

- a. Design a series of creative hubs two thirds of the way up the buildings, offering distinct spaces where residents can share space to work, study, cook, play games and spend time together.
- b. On floors with creative hubs, create a setback in the tower design to make space for outdoor communal space where residents can sit, talk, garden and enjoy nature.
- c. Provide cooking hubs where people can prepare food, share dishes from their place of birth, teach children and garden spices and a few vegetables together.
- d. Include intergenerational outdoor hubs with opportunities to sit and eat, with giant board games and universal public washroom facilities so children and seniors can spend time together.
- e. Spread out small social clusters throughout the building. For instance, provide space with a library nook and sitting area, a shared closet in the elevator landing for shared home appliances, an art niche along the corridor where children can show art work.

Strategies

- Include recreational and social opportunities that foster connections between people of different ages and from different backgrounds.
- Provide opportunities to mitigate the negative impacts of high-rises on residents.



7. Include diverse housing forms and different types of tenure across the development



Principles Addressed:



Resilient development



Sense of community



Ease and inclusiveness



Social wellbeing

Why is this important?

Providing high-quality affordable housing that embraces a mix of tenures enables community diversity and resilience in the long term. This action can provide greater stability to the community, including renters, allowing people to stay long-term in the neighbourhood. Accomplishing this action will maximize the benefits of density and will ensure a greater range of family-oriented unit mix and options.

The importance of aging in place: Port Moody has a growing population of seniors. Studies show that older people want choices about where and how they age in place. Aging in place creates an ongoing sense of attachment, connection and feelings of security and familiarity. It also helps seniors maintain independence and existing relationships. Overall, allowing seniors to age in place is less costly than other living options.

The importance of secure tenure: People who live in the same building or neighborhood for a long time are likely to report higher life satisfaction, interpersonal trust, and sense of belonging. For families, with children, the more that they have to move, the higher the chance of developing behavioural and emotional problems, likely because a stable community is important to their growth.

The importance of mixing diverse levels of income for a resilient community: Places that promote interaction among various income levels, backgrounds, ages and household sizes help bridge differences and build trust. A meta study showed that positive interaction between members of different groups reduces prejudice and fosters tolerance.

Supportive Actions

- a. Offer housing with a wide range of bedrooms, from studios to 3-bedrooms units.
- b. Design housing units with flexibility in mind, such as dividable rooms and a living space that can be transformed into a bedroom.
- c. Include lock-off suites that can be interconnected with units to address residents' temporary or evolving needs. Lock-off suites can be used as guest suites as well.
- d. Offer a wide spectrum of legal frameworks to provide security of tenure including rent to own and co-living. Add dedicated affordable housing, such as below market rental, if FSR relaxations are permitted.
- e. Consider 4 bedroom townhomes or family units to make space for intergenerational households.
- f. Include live-work units. Ensure some of them are at grade level and utilize sliding doors to enable a transition between the private and public space.
- g. Go beyond code and include adaptable or universally designed housing units.

Strategies

- Ensure that the design and mix of dwellings can meet residents' current and anticipated needs over time.
- Ensure that the development offers opportunities for a wide diversity of people -including household composition, cultural background and income level- to live in the development.



In Summary

This report provides a framework for wellbeing at Coronation Park. The six wellbeing principles crafted for this project frame the high level aspirations and values that we have heard Wesgroup express. They guide the strategies, which serve as containers for the development of new actions during the course of the project. The principles also inform a series of high impact and supportive actions, which have been created to support wellbeing in the new development and address Council direction. These actions also serve to illustrate how the principles and strategies can be applied in practice by future architects, urban designers and landscape architects working at Coronation Park. A manner of design wayfinding, so to speak.

Importantly, the high impact actions and accompanying supportive actions serve to fulfill City of Port Moody direction in the following ways:

Action 1

- Increase accommodation of essential local shopping options in light of increased demand from the project.
- Expand office space allocation to be better aligned with Council's jobs-to-population ratio guidance.
- Investigate designs for mitigating impact of high rises on social connectedness/mental health.

Action 2

- Advance the amount and configuration of public park space versus the semi-public open space.
- Provide a community garden.
- Support the possibility of purpose built-space for key groups within the development.
- Increase voluntary amenity contributions toward project park.
- Investigate designs for mitigating impact of high rises on social connectedness/mental health.

Action 3

- Conversion of as much existing road network to park as possible.

Action 4

- Advance the amount and configuration of public park space versus the semi-public open space.
- Investigate designs for mitigating impact of high rises on social connectedness/mental health.
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Action 5

- Investigate designs for mitigating impact of high rises on social connectedness/mental health.
- Determine how density is distributed, taking account of the built form and grade transition.
- Improve family-oriented unit mix and options.

Action 6

- Determine how density is distributed, taking account of the built form and grade transition.
- Investigate designs for mitigating impact of high rises on social connectedness/mental health.
- Identify interesting and innovative architectural design should be a component of the Coronation Park development.

Action 7

- Improve family-oriented unit mix and options.
- Explore rent-to-own as an alternative to the affordable housing component.

Appendix 1:

Happy Coronation Park Process

Happy Coronation Park Process

The following key actions were outlined to achieve the project's goals in a meaningful way:

- **Ensure 7 OCP amendments are approved**
- **Achieve City staff buy-in**
- **Ensure Council is satisfied that all reasonable steps to support social connection and mental wellbeing have been taken**
- **Ensure the plan supports Port Moody's development aspirations**
- **Develop a clear framework for supporting wellbeing through the entirety of this complex and length multi-stakeholder project**

The following stages of work were undertaken to support this effort.

Wellbeing Principles

We began this process by developing a set of high-level wellbeing principles for the site. Our first step was to gather and analyse all relevant background information regarding the project and site. We reviewed Wesgroup's vision documents, the Coronation Park project brief and design guidelines, direction from recent Council motions, and other policy documents from the City of Port Moody. We noted key findings from each document and analyzed them to gain a deeper understanding of the project's complexities and history to date.

We also conducted a site visit to strengthen our knowledge of the site and develop a first-hand understanding of the geographic area. The goal of

this stage of work was to develop a strong understanding of the site, Wesgroup's aspirations, and values that the City holds for this project.

Once the background review was complete, we began to synthesize our findings into high-level project principles, guided by Happy City's evidence-based knowledge on the connection between urban design and wellbeing. Our findings from our background research were grouped into high-level themes that support wellbeing as well as Wesgroup and Coronation Park's project goals, including: social connections, sense of community, ease and accessibility, as well as long-term resilience for the project and the environment. These themes were then distilled into principles, written to reflect the aspirations and goals of the site's stakeholders, while prioritizing Wesgroup's aspirations for the project.

These draft principles were illustrated with accompanying suggested actions - tangible, design-focused approaches to achieving each principle for wellbeing. This list of proposed actions and draft principles were presented to the Wesgroup team during an online working session. Wesgroup provided guidance on the theme areas of importance, and highlighted key actions that were strongly aligned with the vision, as well as those that were less well suited. After incorporating Wesgroup's comments, the final set of project principles were delivered.

The design actions that emerged from the principle development process also helped inform the digital workshop and co-design session (see below).

Pop Up Engagement

A key theme that emerged from our background research, and in conversation with Wesgroup, was the desire for a strong, “Made in Port Moody” sense of character and community for Coronation Park. In order to achieve this, we collectively identified the need to hear from Port Moody residents directly on their perspectives and aspirations for their community. Therefore, we designed and implemented an additional round of in-person engagement, on-site in Port Moody.

On May 1st, 2021, our team and Wesgroup conducted two pop-up engagement sessions to speak with Port Moody residents. Our goal was to understand what a “Made in Port Moody” development would look like.

We conducted pop-ups at two locations. The first was on the 2400 block Clarke Street, and the second was in Suterbrook Village, near the Thrifty’s. We installed a large “whiteboard”-style poster that asked, “What makes Port Moody, Port Moody?”. We spoke with passersby and engaged in conversation with local residents, and captured their responses on the board with markers. Following COVID-19 safety precautions, including masks, sanitizer, and safe physical distancing, we spoke with approximately 50 people over 5 hours.

Digital Workshop

Hosted by Happy City, this online co-design session served as an opportunity to bring key stakeholders and experts together in a facilitated conversation around the project’s wellbeing principles, with the goal of co-creating innovative ideas and design actions that support wellbeing at Coronation Park. This workshop was designed to happen early in the design process so that the outcomes of this work would inform guidelines for design, programming and engagement for the Coronation Park project.

These guidelines will in turn address challenges and opportunities for the site that can be considered as the project progresses. It was important for the project team to conduct this work early, and to do so in a meaningful way so that the findings and outcomes of this work could serve to guide future iterations of the Coronation Park project, even if key leaders and project stakeholders changed over the duration of the development process.

Who was there

Each participant was selected based on their expertise and knowledge of the Coronation Park site. With Wesgroup’s recommendations, we invited 5 experts in architecture, building science, design, and placemaking to participate in this collaborative discussion. We also included members of the Happy City team to provide their expertise in wellbeing, as well as representatives from Wesgroup who could guide the conversation based on their knowledge of the site.

External Participants:

- **Taizo Yamamoto**, *Yamamoto Architecture*
- **Graham Fligg**, Architect, AIBC, FRAIC, *Design Consultant*
- **Edward Porter**, *MODUS Planning, Design & Engagement*
- **Calum Srigley**, *Calum Srigley Design Consulting*
- **Chad Cranswick**, *BC Building Science*

In order to broaden the level of feedback and consult additional expertise, we also worked with local accessibility experts **Karin Pasqua** of *Marco Pasqua Enterprises* and child-friendly cities expert **Hannah Wright** to conduct an external review of the workshop material prior to the session. They provided additional suggested design actions for the discussion, and provided feedback on the material from their areas of expertise.

Workshop Activities

Happy City hosted participants through a fast-paced two-hour session using Zoom and MURAL (an online whiteboard platform). The workshop began with introductions from the project teams, and background information and context from Wesgroup, and a brief educational presentation on the urban design and wellbeing connection from Happy City. Prior to the workshop, participants were asked to review the project brief and propose “one design action that addresses the most pressing challenges for this site”. The first group activity in the workshop was therefore to do a round of introductions and shareback of each participant’s proposed action.

Once these actions were shared, the group was divided into two breakout rooms, one focused predominantly on housing, and the other on public space. Participants were asked to review a set of design and programming actions related to their group’s area of focus (including those proposed earlier by participants) and vote on which addressed the most pressing challenges for Coronation Park. This led into a group discussion and full-room shareback of the top actions for each group.

Following a short break, breakout groups were then asked to start transforming these key actions into higher-level strategies that could be applied to the Coronation Park project. Key actions were grouped together and analyzed to see which overlapping themes emerged as strategic areas of focus. Each breakout group was also guided through the process of considering the challenges and opportunities for fulfilling each proposed strategy. This bottom-up approach allowed us to collect specific ideas from our panel of experts, while still working to address the project’s overall direction and vision.

Following the breakout activities, all participants returned to a full-room discussion to conclude the session.

Stakeholder Interviews

Many of the participants highlighted a desire to continue the important discussions that emerged from the workshop. In order to further explore some of the outcomes from the workshop, we conducted two follow-up stakeholder interviews with one participant from each breakout group.

Many of the participants highlighted a desire to continue the important discussions that emerged from the workshop. In order to further explore some of the outcomes from the workshop, we conducted two follow-up stakeholder interviews with one participant from each breakout group. The interviews were conducted with **Edward Porter**, a Senior Landscape Architect at *MODUS Planning, Design & Engagement*, and Port Moody resident; and **Graham Fligg** - an architect currently working as President and Design Consultant at *GCF Holdings Limited*, and Port Moody Resident.

During the one-hour interview with **Edward Porter**, the following items emerged:

- **Site permeability is critical.** A path inspired by the Shoreline Trail at the northwest corner of the site will support this and align with local character.
- **The lack of internal streets risks limiting the definition of the public realm.** Ensure high quality pedestrian connections throughout the site.
- **The site is naturally oriented west.** Make the most of this.
- A transect of Port Moody could help to highlight the ongoing shift in density taking place in Port Moody.
- **Narrative is key.** Emphasize how this project contributes to Port Moody and helps shape a positive future for the City and community.

During the interview with **Graham Fligg**, the following items emerged:

- **Connections at the ground level are crucial.** They are the first step to reclaiming land as part of the city.
- **It will be important that project phases protect small community businesses that will be part of the development.** Introducing them in later stages of the project will maximize their ability to benefit from density.
- **Commercial spaces could be designed for flexibility.** Small businesses could use one module, while larger businesses can rent up to 3 or 4 spaces according to their needs.
- The development creates **an opportunity to develop a south and north community that is linked through the central green park.**
- The buildings located at loco provide the opportunity for **the treatment of rooftops through frothy green elements that resemble Port Moody's unique closeness to nature.**
- **In residential towers, integrate shared spaces at grade level, on top of podium level and at 2/3 of the building with opportunities to enjoy outdoor space.** There is an opportunity to introduce a slight setback at 2/3 of the tower and make them look more elegant while the design helps to bring nature closer to residents.
- **The inclusion of work-live units at grade in strategic portions of the development can promote vibrancy and livability.** Ensure these work-live spaces help enhance the community residential feeling that exists in Port Moody.
- **Prioritize fine grain retail where possible.** When including big commercial chains, ensure the facade resembles the fine grain concept that is adopted throughout the development.

Project Framework & Report Development

The previous stages of work were all compiled and analyzed to inform the development of a project framework and report document for Coronation Park. This document is intended to guide the development process for the site from a wellbeing lens, to supplement Wesgroup OCP application and continue to influence the Coronation Park project until completion and beyond.

The actions and strategies that emerged from the workshop were compiled into a comprehensive set of design and programming actions for Coronation Park, informed by Happy City's existing body of research and evidence-based approach to wellbeing.

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Considered at the November 23, 2021 Council meeting

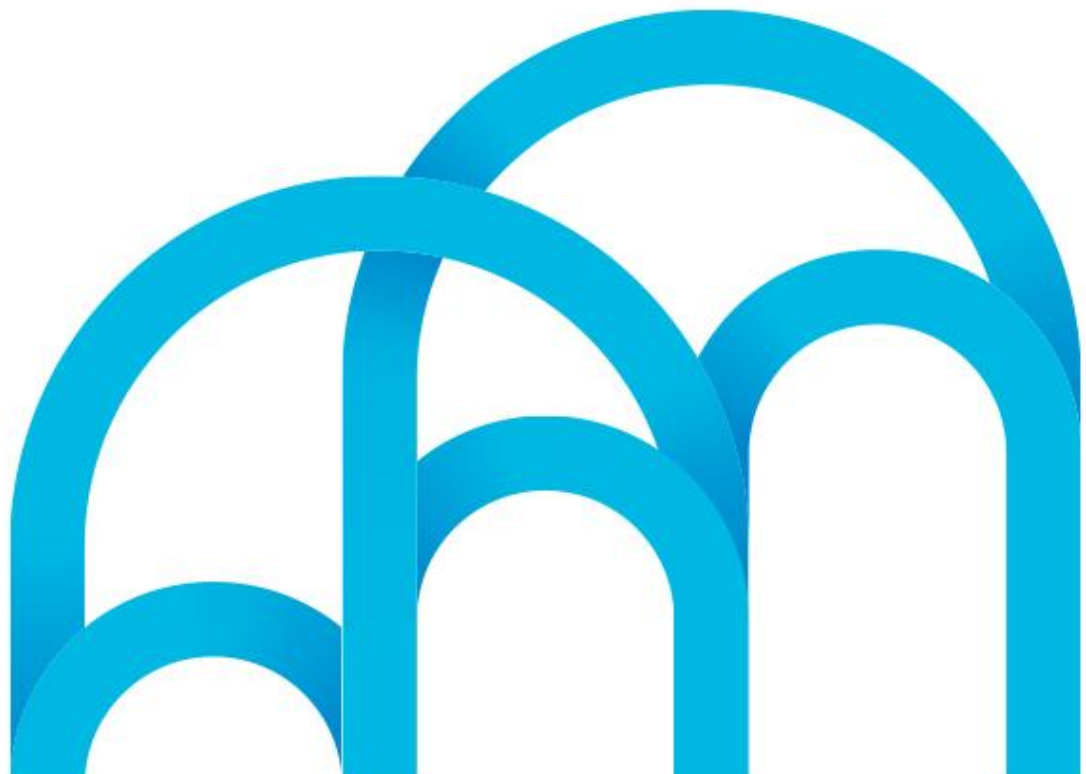
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EXECUTIVE SUMMARY

Wesgroup Properties is proposing to develop a mixed-use, transit-oriented development in the Coronation Park neighbourhood of the City of Port Moody. Creative Transportation Solutions is pleased to submit a transportation study report on the proposed development.

The site is very well suited to providing residential, business and leisure space with:

- Access to frequent transit via the Inlet Centre SkyTrain station;
- Connectivity to the bicycle network, including nearby trails and multi-use paths (MUPs); and
- Connectivity to the pedestrian network, being within walking distance to the nearby Suter Brook Village, Newport Village and Port Moody Library and Recreation Centre.

The proposed development is aligned with the City's Master Transportation Plan, *TransPort Moody*, by promoting and influencing a preference for residents to use alternative transportation modes such as walking and cycling for local trips and buses and SkyTrain for medium to longer distance journeys. This may be achieved by considering the following improvements to the transportation network:

- Provision of wider pathways and sidewalks to accommodate more active modes during the peak periods;
- Enhancing the existing bicycle network by:
 - Filling in gaps in cycle lanes at key intersections.
 - Evaluating protective infrastructure such as flex posts and bike boxes to improve cyclist safety.
 - Connecting the proposed site to the Murray Street bikeway and other nearby trails and paths.
- Improving existing transit infrastructure such as bus shelters, wayfinding signage and concrete pads for accessibility;
- Constructing a pedestrian overpass of Ioco Road, between Barnet Highway and Suter Brook Way to enhance pedestrian connectivity to the SkyTrain network, before approximately 20% of dwelling units at Coronation Park and the neighbouring developments by Polygon and at Parcel E have been built and occupied;
- Enhancing pedestrian comfort by providing covered walkways at key points;
- As part of the rezoning process the developer will optimise the internal access routes to facilitate more balanced traffic volumes accessing the road network to minimise reliance on any one point of access.

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- Targeted intersection improvements to specific turning movements, for example the provision of a second left turn lane for the eastbound to northbound left turn at the intersection of Ioco Road and Murray Street will be explored with the;
- Wesgroup will maximise the connectivity of the underground parking facilities such that access is not restricted to a single location.
- The new road connection between Palmer Avenue and Barnet Highway is required once approximately 50% of the proposed development is constructed and occupied.
- Develop a comprehensive TDM package that could include items such as:
 - Unbundled parking
 - Car share (including preferential parking and provision of vehicles)
 - Preferential parking for carpools
 - Real-time transit information displays
 - Rideshare communication strategies
 - Preferential location for bicycle parking
 - Secure bicycle parking
 - Bicycle end-of-trip facilities
 - Subsidised transit passes
 - Enhanced transit shelters
 - Resident-only bike share (including helmets and storage)
 - Comprehensive communications strategy to residents on alternative modes of transportation

The combination of the TDM measures, the pedestrian overpass, the bicycling network improvements, and wayfinding will serve to encourage residents to utilise modes of transportation other than the private automobile.

The above noted suite of measures will be refined and implementation strategy developed as part of the rezoning application process.

- It is anticipated that using a 0.5% background traffic growth rate (as opposed to the 1.0% used in this report) along with the measures listed above (including targeted intersection improvements) could result in traffic operations that are between 5% and 10% better than what is illustrated in this report.
- Wesgroup will coordinate with the City of Port Moody the details of the infrastructure upgrade requirements including, timing, cost sharing (if any), and construction responsibility.

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Date: November 19th, 2021
Our File No: 7224-01

BY EMAIL

Evan French
Wesgroup Properties
Suite 910, Four Bentall Centre
1055 Dunsmuir Street
Box 49287
Vancouver, BC
V7X 1L3

Dear Mr. French,

Re: Coronation Park Development Transportation Study, Port Moody, BC

Creative Transportation Solutions Ltd. (CTS) is pleased to submit this **REVISED DRAFT** report summarising our work on the above study. CTS was retained by Wesgroup Properties to undertake a transportation study for a proposed mixed-use, transit-oriented development located in the Coronation Park neighbourhood of the City of Port Moody, BC. The primary objectives of this study are as follows:

1. To conduct a high-level transportation study for the proposed development by Wesgroup in the Coronation Park neighbourhood; and
2. To prepare a report that documents the data, technical analysis, key findings, and recommendations (if any) that meets the terms set out by the City of Port Moody.

This report documents our analyses and findings.

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1.0 BACKGROUND

1.1 The Site

Coronation Park is a 40-acre parcel of land spanning the municipal boundary between Port Moody and Coquitlam. It is generally bounded by Barnet Highway to the south, Ioco Road to the west, Guildford Way to the north, and the west property line of the strata parcel located west of Falcon Drive.

In 2017, City of Port Moody Council amended Port Moody's Official Community Plan to include the Coronation Park Neighbourhood Plan, which outlines the vision for the Port Moody portion of this neighbourhood: A transit-oriented, pedestrian friendly, and bike-friendly community with a range of housing forms and types in close proximity to shops, amenities and public transit. The City jointly conducted a transportation study (completed by Stantec) with the City of Coquitlam which developed a recommended road network with new neighbourhood access points. In May 2019, Council approved a Corporate Policy to guide redevelopment in the area, which includes a road network and grading plan from a draft Coronation Park Transportation Study.

Wesgroup Properties has completed significant planning for the site and is seeking an OCP amendment to reflect the design that their work to date indicates is suitable for the site, before continuing to subsequent approval stages. The proposed development is mixed use, including both residential and commercial components. The proposed design leverages the Transit Oriented Design (TOD) designation for the area and features excellent connectivity for non-auto travel modes.

The location of the Wesgroup site is shown in **FIGURE 1**.

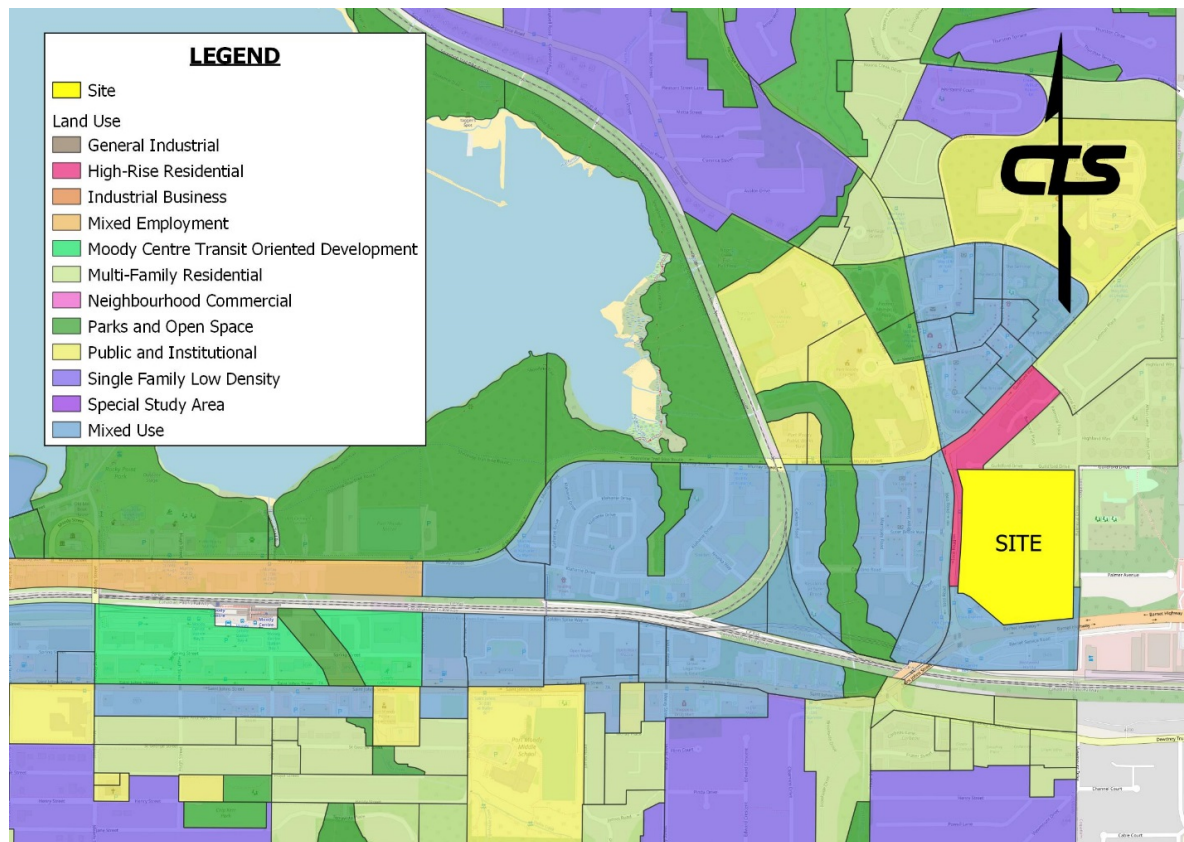
A presentation outlining the development concept for the site is included in **APPENDIX A**.

CTS utilized the City of Port Moody's Master Transportation Plan, *TransPort Moody*, as a key guiding document in the preparation of this high-level transportation study. The following are excerpts from this document:

"It is widely accepted that Port Moody's street network is largely built out. There are few opportunities to build new roads or widen existing roads, so we must use our existing streets as efficiently as possible to move all road users, including people who walk, cycle, drive, or take transit. We also know that building new roads or widening roads will simply lead to more demand for even more people to travel by automobile, which would create even more congestion and have a negative impact on our community's liveability."

"Although major road widenings were considered as options throughout the planning process, they have not been included in TransPort Moody as they were not supported by the community."

**FIGURE 1
SITE CONTEXT**

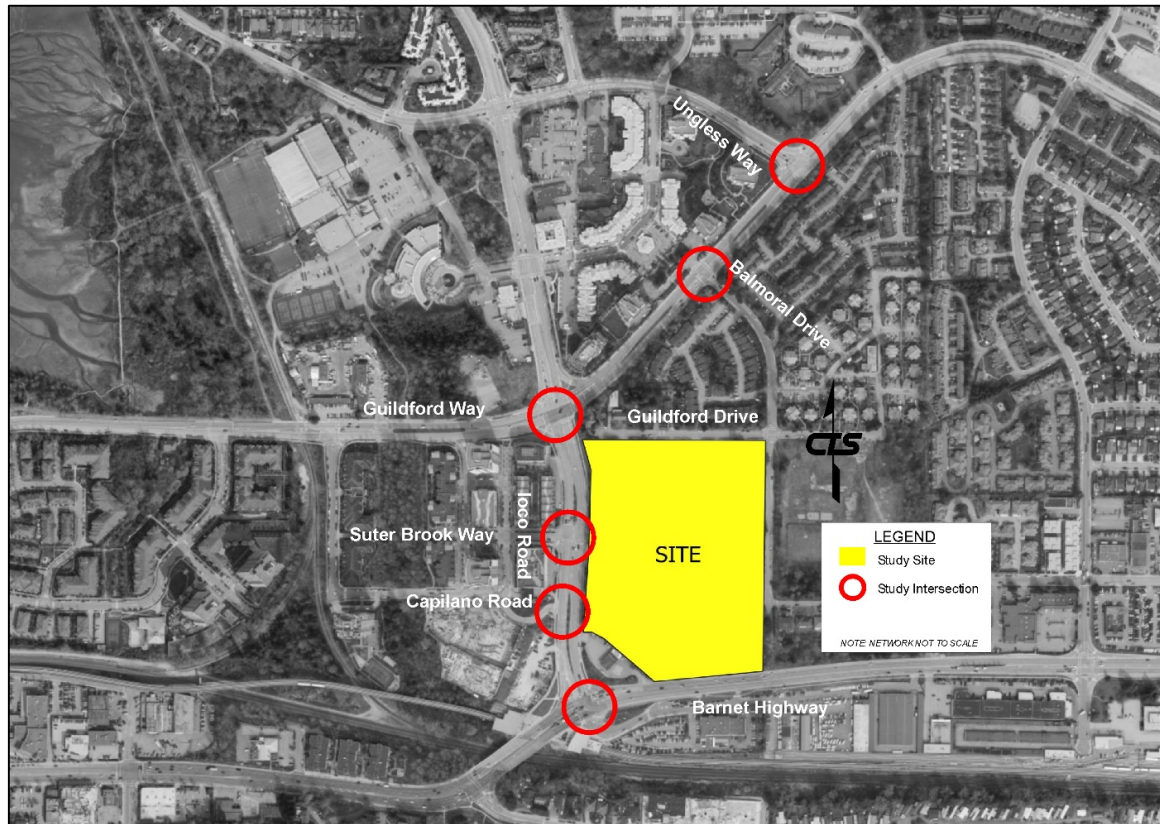


The study intersections included in this study are listed below:

- Ioco Road & Barnet Highway
- Ioco Road & Capilano Road
- Ioco Road & Suter Brook Way
- Ioco Road & Guildford Way
- Balmoral Drive & Guildford Way
- Ungless Way & Guildford Way
- Proposed Access & Barnet Highway

The study area and the existing roadways are illustrated in **FIGURE 2**.

**FIGURE 2
STUDY AREA AND INTERSECTIONS**



1.2 Site Visit / Road Network

A site visit was conducted on July 22, 2021 to document current conditions. The following were the key observations from the site visit:

Ioco Road

Ioco Road is a 6-lane north-south road that is part of TransLink's Major Road Network (MRN), connecting Ioco and Heritage Mountain areas to Barnet Highway. The posted speed limit is 50 km/hr and has dedicated cycle lanes in the southbound and northbound directions.

Guildford Way

Guildford Way / Murray Street is a 4-lane east-west arterial road. It is part of TransLink's MRN west of Ioco Road and a future part of the MRN east of Ioco Road. The posted speed limit is 50 km/hr and has dedicated cycle lanes in the eastbound and westbound directions. St Johns Street / Barnet Highway is a 4-lane east-west road that is also part of TransLink's MRN, connecting Moody Centre to Coquitlam Centre. The posted speed limit is 50 km/hr.

Ungless Way

Ungless Way is a 2-lane east-west collector, between Guildford Way and loco Road. The posted speed limit is 50 km/hr and there is a dedicated cycle lane in the eastbound direction. There is on-street parking in both travel directions.

Balmoral Drive

Balmoral Drive is a 2-lane north-south local road connecting the Coronation Park area to Guildford Way. The posted speed limit is 30 km/hr and there is a steep uphill grade in the southbound direction.

Suter Brook Way

Suter Brook Way is a 2 lane east-west local road connecting the mixed-use Suter Brook Village area to loco Road. The posted speed limit is 50 km/hr.

Capilano Road

Capilano Road / Brew Street is a 2 lane east-west local road also connecting Suter Brook Village to loco Road. The posted speed limit is 50 km/hr and there is a steep downhill grade in the westbound direction.

Most roads are constructed to their ultimate cross section. Construction of additional roadway capacity is not contemplated in *TransPort Moody*, the City's Transportation Master Plan, and would require extensive property acquisition and result in significant impact/loss of adjacent buildings.

1.3 Study Intersections

loco Road & Barnet Highway

The intersection of loco Road and Barnet Highway is a 4-leg signalized intersection. The east approach has a left-turn lane, 2 through lanes and a channelized right-turn lane. The west approach has a dual-left turn lane, 2 through lanes and a channelized right-turn lane. The north approach has a left-turn lane, a shared left/through lane and dual right-turn lanes. The south approach has a shared left/through lane and a channelized right-turn lane.

loco Road & Capilano Road

The intersection of loco Road and Capilano Road is a 3-leg unsignalized intersection. There is a raised median on loco Road, hence no northbound left-turns onto Capilano Road nor eastbound left-turns on to loco Road. There is a STOP sign on Capilano Road. The east approach has a right-turn lane. The south approach has 3 through lanes. The north approach has 2 through lanes and 1 shared through/right lane. This intersection is assumed to be signalized with a NBLT by 2035.

loco Road & Suter Brook Way

The intersection of Suter Brook Way and loco Road is a 3-leg signalized intersection. The west approach has a right turn lane and a left turn lane. The west approach (Suter Brook

Way) also has a channelized right turn lane with a yield sign. The south approach has a left turn lane and 3 through lanes. The north approach has 2 through lanes and 1 shared through / right turn lane. The proposed development by Wesgroup has a 4th leg (east approach) added to this intersection, providing access to the underground parkade of high-rise residential buildings by 2035.

Loco Road & Guildford Way

The intersection of Loco Road and Guildford Way is a 4-leg signalized intersection. There is a channelized right turn lane on the north, east and west approaches as well as a pocket dedicated to buses and bicycles.

Balmoral Drive & Guildford Way

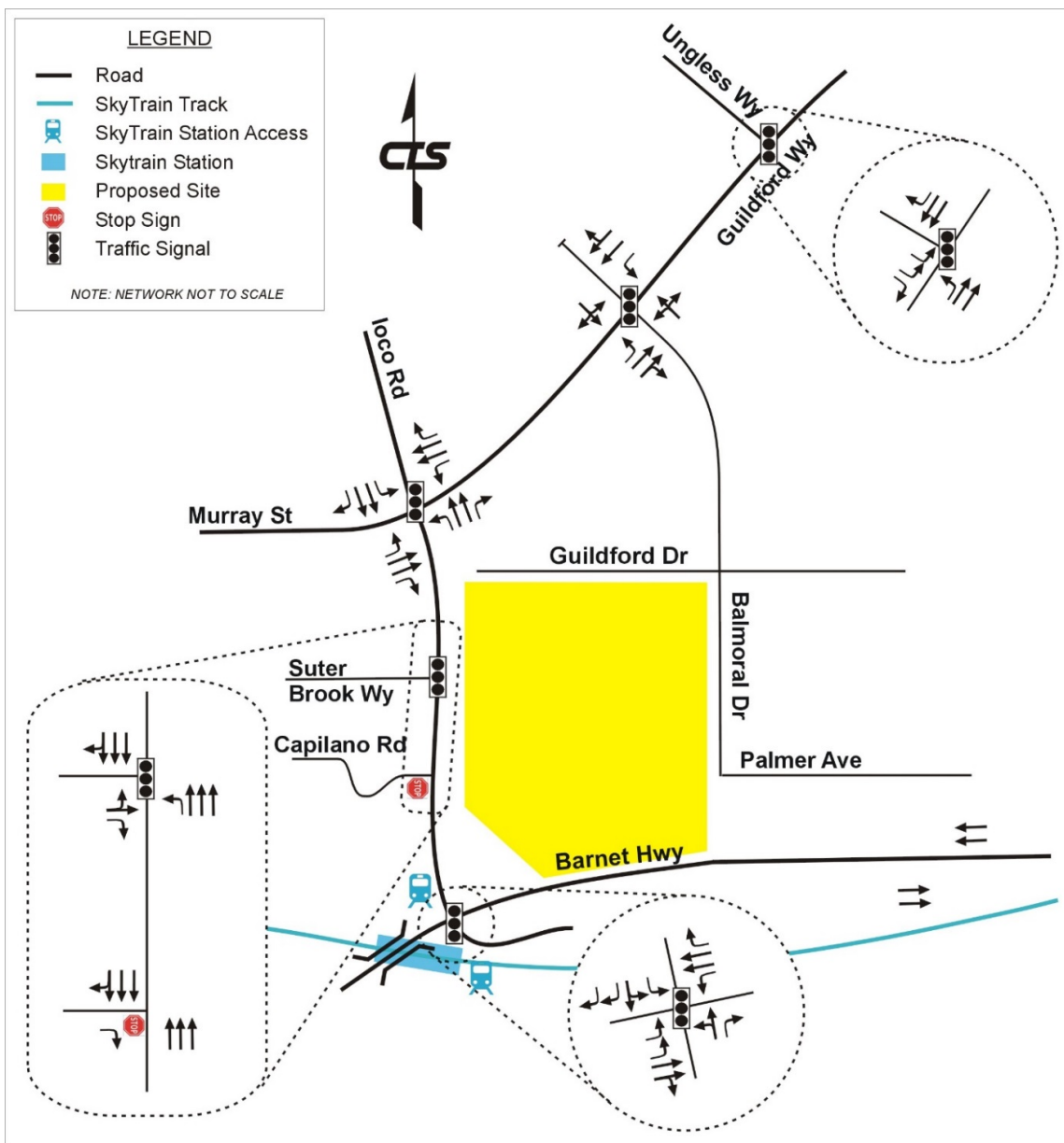
The intersection of Balmoral Drive and Guildford Way is a 4-leg signalized intersection.

Ungless Way & Guildford Way

The intersection of Ungless Way & Guildford Way is a 3-leg signalized intersection. The west approach has a left-turn bay and two through lanes as well as a marked cycle lane. The east approach has 2 through lanes and a channelized right-turn lane with a yield control. The north approach has 2 left-turn lanes and a channelized right-turn lane with a yield control.

A summary of the key roads and intersections, as well as existing lane configuration is shown in **FIGURE 3**.

**FIGURE 3
LANE CONFIGURATION**



1.4 Alternative Modes of Travel

Coronation Park is served by the following transit modes operated by TransLink:

- The nearest SkyTrain station is Inlet Centre, at the intersection of Ioco Road and Barnet Highway. This station is served by the Millennium Line, connecting Lafarge Lake – Douglas to VCC – Clark.
- Bus stops on Ioco Road are served by bus routes 160 and 183, as well as the N9 night route.
- Bus stops on Murray Street are served by bus routes 181 and 182.
- Bus stops on Barnet Highway are served by bus routes 160, 183 and 184.

A sidewalk network provides pedestrian access to Inlet Centre Station, Suter Brook Village, Newport Village and the Port Moody City Hall, Library and Recreation Centre.

Bicycle and pedestrian trails provide alternative access to the Coronation Park area.

A summary of alternative mode transportation infrastructure as taken from Port Moody's GIS data is shown in **FIGURE 4**.

**FIGURE 4
ALTERNATIVE MODES OF TRAVEL**



2.0 TRANSIT ORIENTED DEVELOPMENT AREAS

A transit-oriented development (TOD) is a type of urban development that maximizes the amount of residential, business and leisure space within walking distance to public transit. It promotes a symbiotic relationship between dense, compact urban form and public transit use. With the Inlet Centre SkyTrain station being a 5 to 10-minute walk from Wesgroup's Coronation Park site, there is clearly a strong case for incorporating TOD design principles in the site design.

There are a number of site design elements that can contribute to achieving TOD objectives, and Wesgroup's design concept includes significant features that will contribute to the City's objectives, including:

- Enhanced pedestrian connections to existing commercial areas, residential areas and SkyTrain and bus stop locations, which will improve the experience of travels;
- High permeability of the site;
- A pedestrian friendly environment along loco Road to serve as an attraction for Coronation Park residents and existing area residents; and
- Mixed use including a day care centre, commercial space and the opportunity for small scale commercial spaces fronting the linear park, to reduce the need for external auto trips.

Other principles for the City's transportation network that support TOD could include:

- Acceptance of some delays and congestion for vehicle travel during peak periods and the potential that these have to influence drivers to travel by non-auto modes or at non-peak times when possible;
- Maximizing capacity for transit and active modes in the broader area including frequent transit service with higher capacity vehicles; completion of missing links in public walking and cycling networks; and
- Provision of wider pathways and sidewalks to accommodate more active modes travellers during peaks.
- A planned pedestrian overpass of loco Road, located between Barnet Highway and Suter Brook Way.

With the existing development and traffic demands for the study area, it is expected that key intersections will have experience congestion and delays in future.

3.0 BASE TRAFFIC VOLUMES

3.1 Existing Base Traffic Volumes

2021 Base Traffic Volumes

Due to the COVID-19 pandemic, traffic volumes and patterns at the time of preparing this report were different than non-pandemic conditions. In order to evaluate non-pandemic conditions, the 2021 base traffic volumes were estimated using a combination of historic traffic count data and the application of an annual growth factor, agreed upon with the City of Port Moody. It should be noted that as of October 2021, volumes have essentially returned to pre-pandemic conditions.

Count data was provided for study area intersections is shown in **TABLE 1**.

**TABLE 1
DATA AVAILABILITY FOR KEY INTERSECTIONS**

Intersection	Available Data
loco Road & Barnet Highway	02 June 2017
loco Road & Capilano Road / Brew Street	02 June 2017
loco Road & Suter Brook Way	26 May 2017
loco Road & Murray Street / Guildford Way	02 June 2017
Balmoral Drive & Guildford Way	20 November 2018
Ungless Way & Guildford Drive	20 November 2018

To develop base traffic volumes in 2020, the turning movement volumes for each intersection were increased to 2021 using a linear growth rate of one percent (1%), then link volumes were balanced between intersections.

The following peak hours were identified based on the peak hours observed at the intersection of loco Road and Barnet Highway:

- Weekday Morning Peak Hour – 07:45 – 08:45
- Weekday Afternoon Peak Hour – 16:30 – 17:30

Once balanced, a linear growth factor of one percent (1%) was applied per year to bring up all traffic volumes to the base analysis year of 2021.

Base traffic volumes for the weekday AM and PM peak hours are shown in **FIGURE 5** and **FIGURE 6** respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

FIGURE 5
2021 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

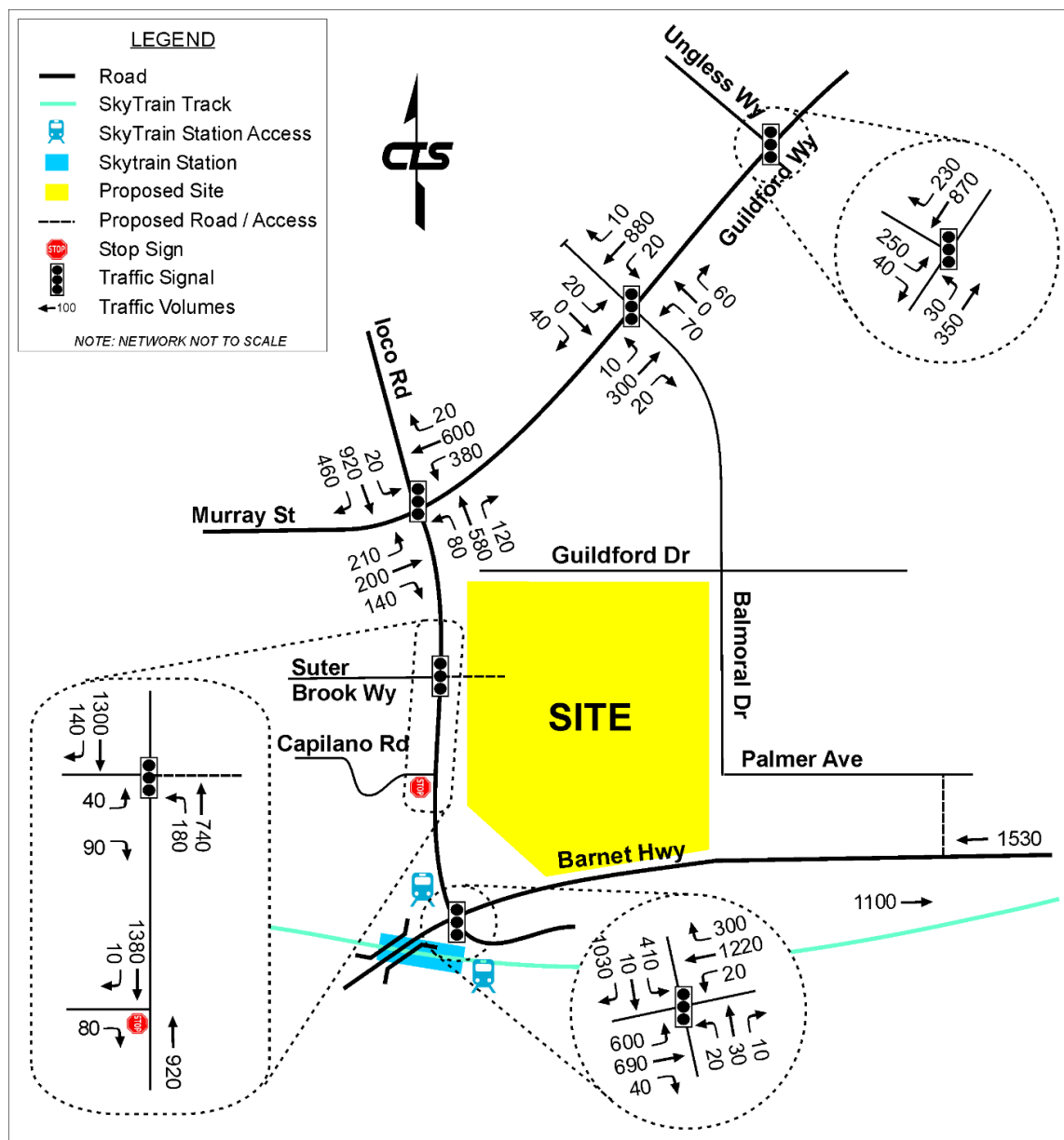
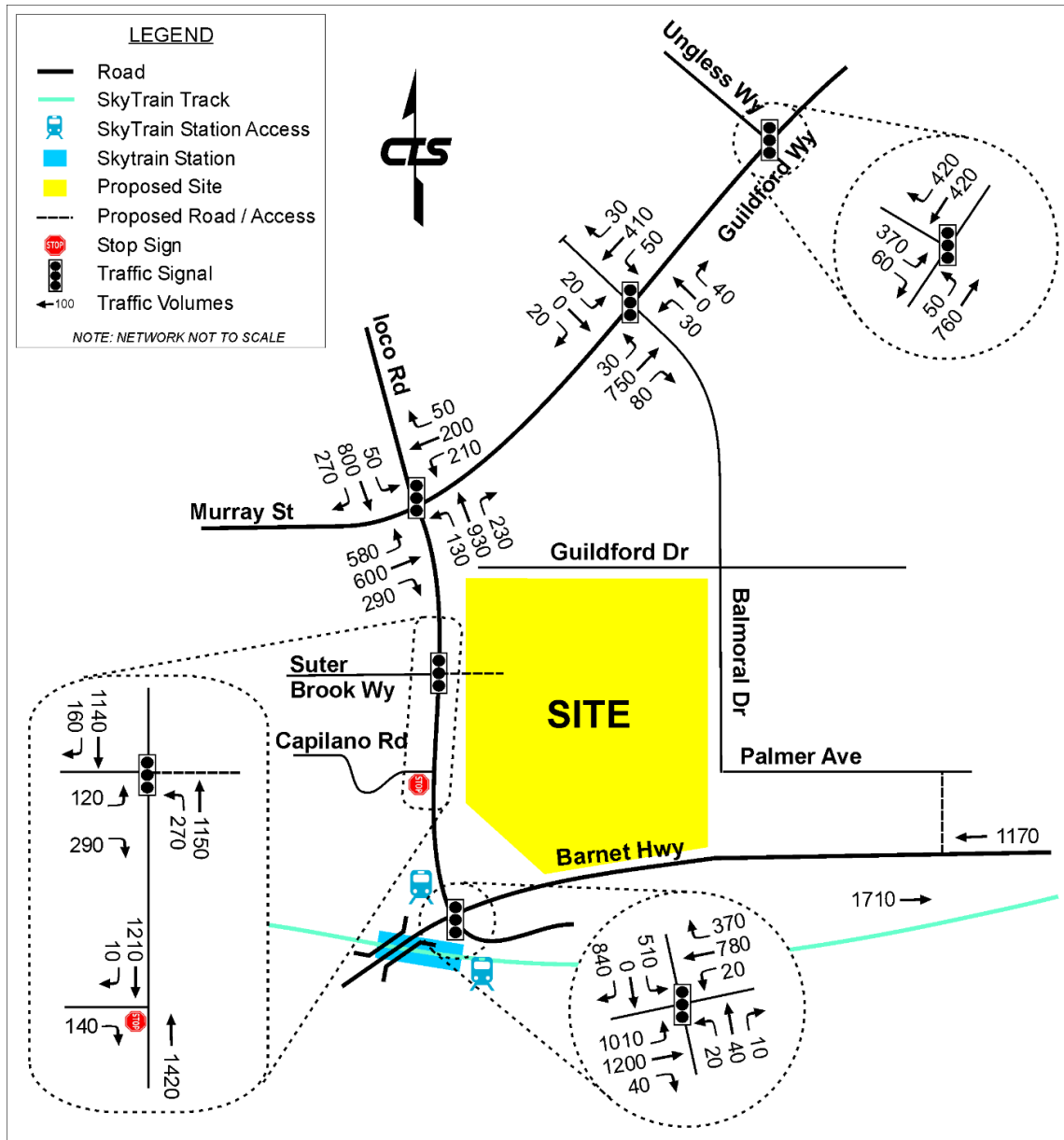


FIGURE 6
2021 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES



3.2 Future Base and Background Traffic

The City of Port Moody identified the following neighbouring developments to include as background traffic:

1. Parcel E, within the Coronation Park area, north of the Wesgroup proposed development.
2. Polygon Development within the Coronation Park Area in the City of Coquitlam to the east of the Wesgroup site.

For the Parcel E and Polygon developments, a unit count was provided by the City of Port Moody and analysis was conducted based on the following assumptions:

- Parcel E would consist of 800 units, assumed to be fully occupied by 2035 with access provided through Balmoral Drive.
- Polygon Development would consist of 2,200 units, assumed fully occupied by 2035 with access provided through Balmoral Drive and a future connection to Barnet Highway.

2028 Future Base

The 2028 base traffic volumes were calculated by factoring up the 2021 base traffic volumes by the approved traffic volume growth rate of 1% per annum (simple straight line) to the year 2028. Subsequent discussions with the City of Port Moody have concluded that a 0.5% growth rate will be more appropriate for subsequent analyses.

The 2028 base weekday morning and afternoon peak hour traffic volumes are illustrated in **FIGURE 7** and **FIGURE 8**, respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

2035 Future Base

The proposed development is anticipated to have been fully built-out and occupied by 2035. The 2035 base traffic volumes were calculated by factoring up the 2021 base traffic volumes by the traffic volume growth rate of 1% per annum (simple straight line) to the year 2035. Subsequent discussions with the City of Port Moody have concluded that a 0.5% growth rate will be more appropriate for subsequent analyses.

The 2035 base weekday morning and afternoon peak hour traffic volumes are illustrated in **FIGURE 9** and **FIGURE 10**, respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10. Changes to the road network are also illustrated.

FIGURE 7
2028 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

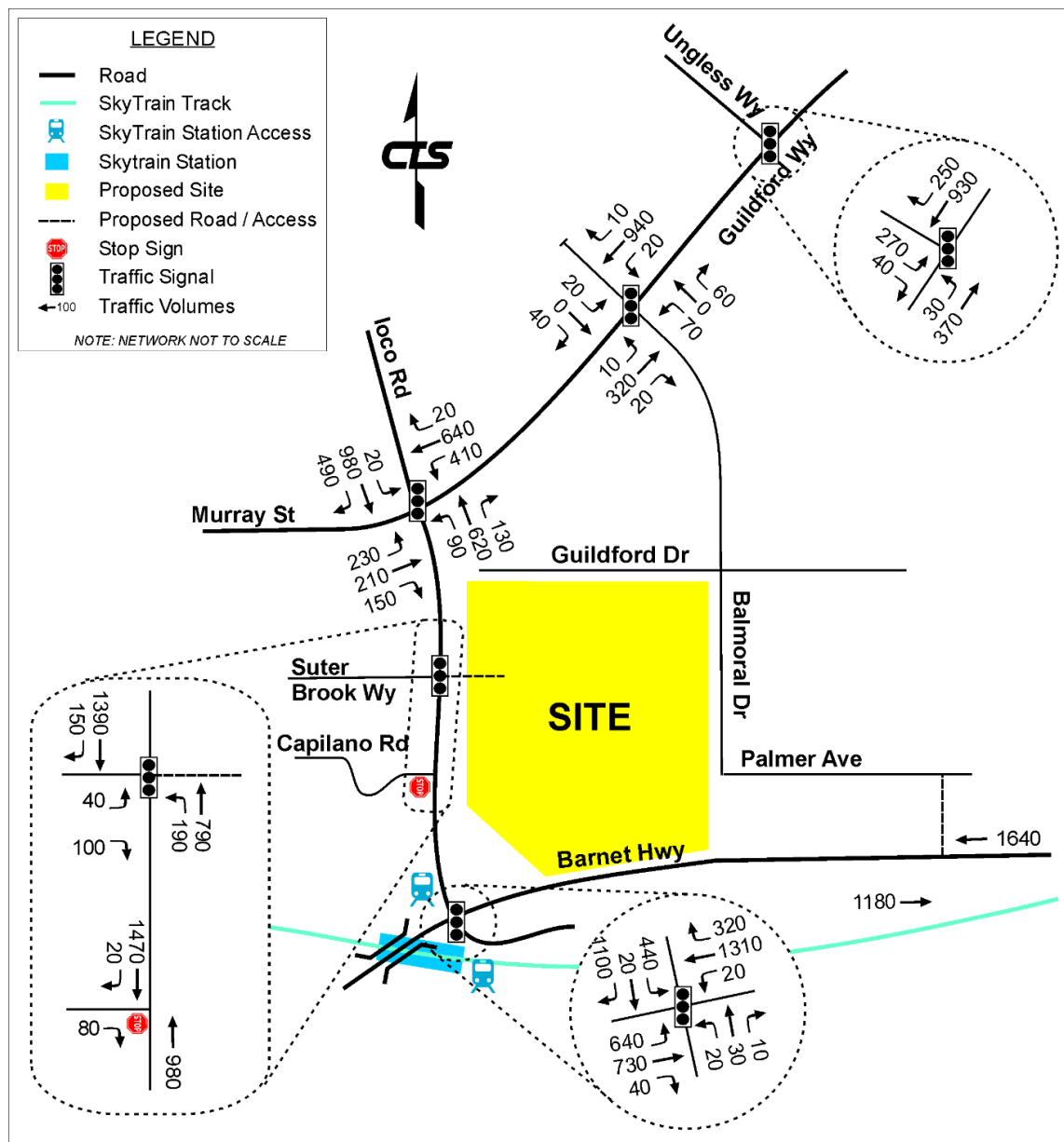


FIGURE 8
2028 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES

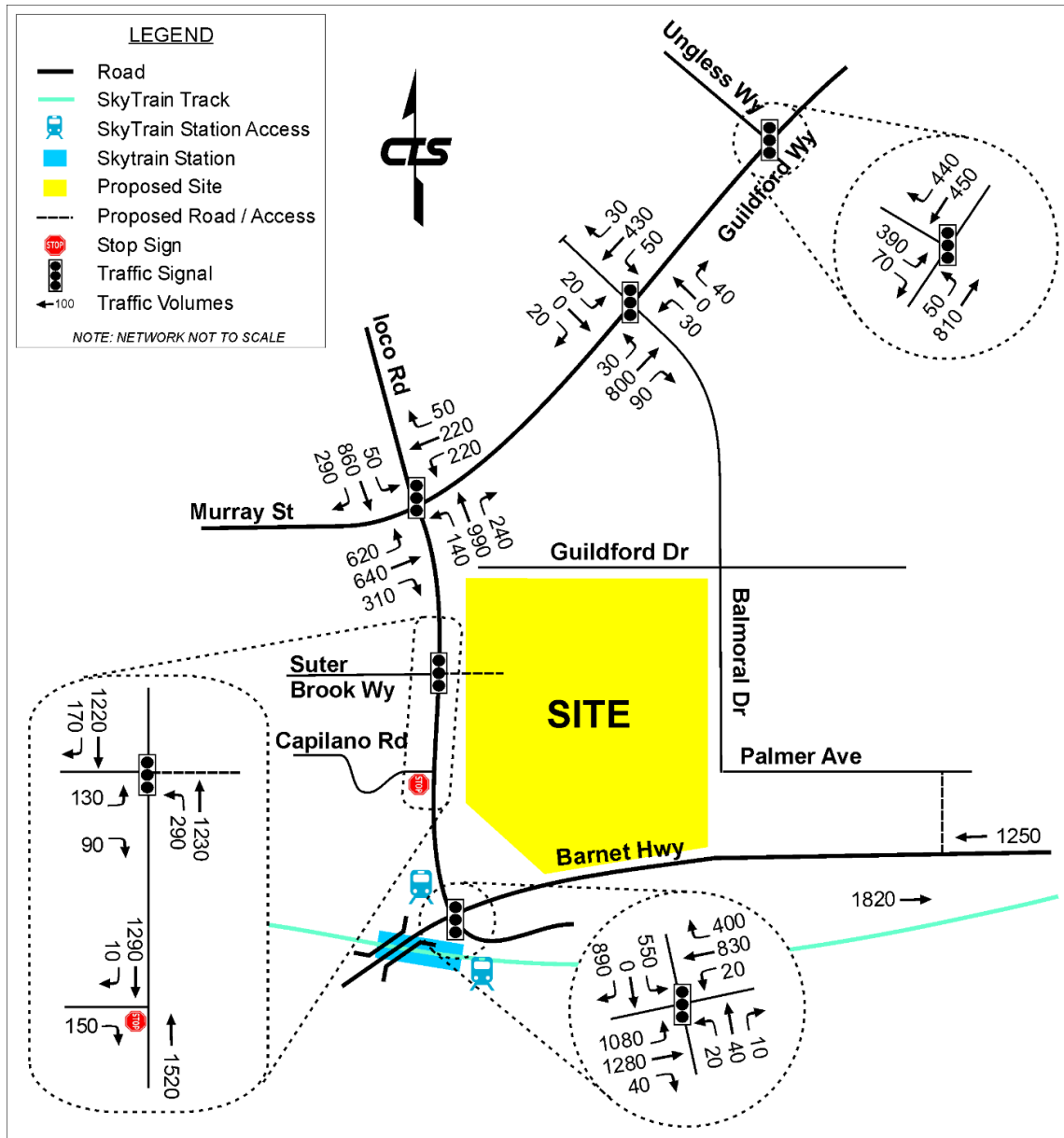


FIGURE 9
2035 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

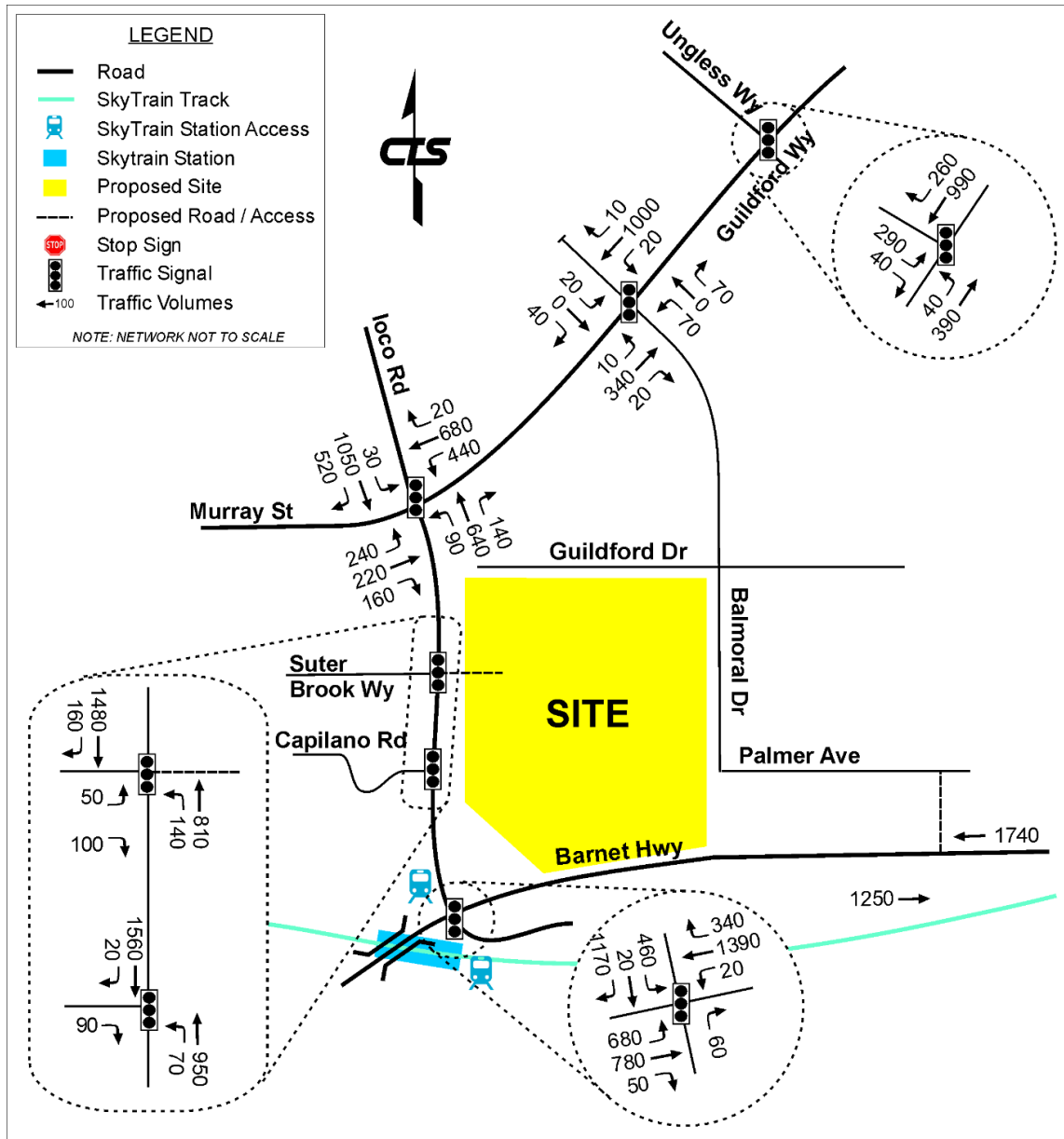
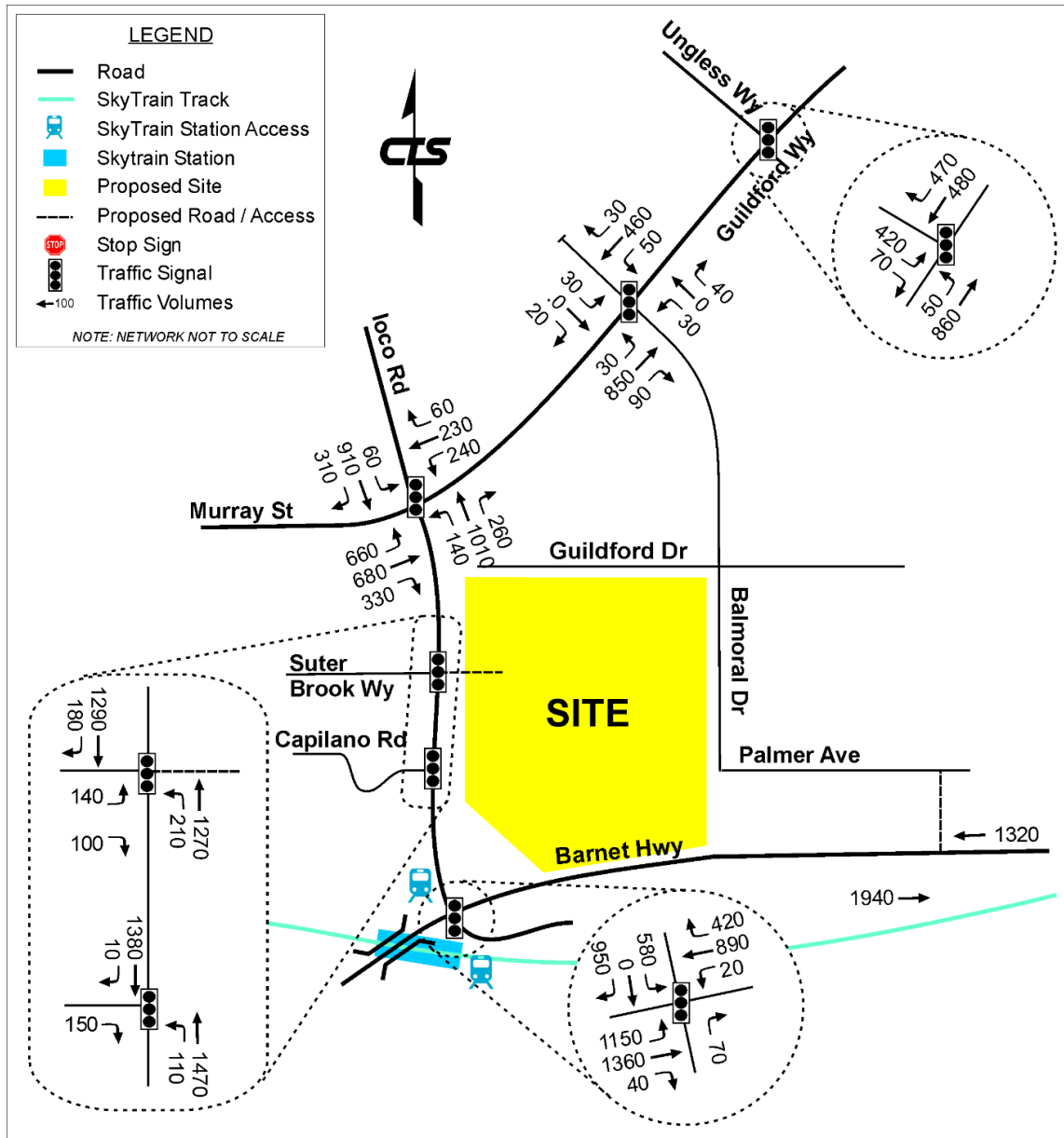


FIGURE 10
2035 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES



4.0 SITE & BACKGROUND TRAFFIC VOLUMES

4.1 Background Development Trip Generation

Traffic generated from the adjacent Polygon and Parcel E developments were estimated using unit counts provided by the City of Port Moody as well as the following assumptions:

- Both developments would have a 50% build-out by the year 2028 i.e., half the units proposed would be built and occupied by this date.
- Both developments would have a full-build out by the year 2035.
- The morning peak period trip generation rate for the Polygon development was provided by the City of Port Moody from a third-party consultant report.
- The published vehicle trip generation rates from *the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition* were used to forecast the Polygon and Parcel E site generated traffic volumes.

The estimated background trips from the Parcel E site and Polygon site are summarized in **TABLE 2** and **TABLE 3** respectively.

**TABLE 2
PARCEL E SITE TRIP GENERATION**

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Total Peak Hour Volumes (vph)		
						% in	% out	in	out	total
High Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	800	0.21	ITE Code 222 (10th Edition) Dense	12%	88%	20	148	168
	Weekday Afternoon			0.19		70%	30%	106	46	152
Total	Weekday Morning Peak Hour							20	148	168
	Weekday Afternoon Peak Hour							106	46	152

**TABLE 3
POLYGON SITE TRIP GENERATION**

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Total Peak Hour Volumes (vph)		
						% in	% out	in	out	total
High Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	2200	0.20	Bunt Report	12%	88%	53	387	440
	Weekday Afternoon			0.19	ITE 222 10E Dense	70%	30%	293	125	418
Total	Weekday Morning Peak Hour							53	387	440
	Weekday Afternoon Peak Hour							293	125	418

4.2 Study Site Trip Generation

The proposed development is a transit-oriented development as the entire development is within a 5-to-10-minute walk to Inlet Centre Station. Following discussions with the City of Port Moody, a lower and higher estimate of the vehicular trips generated by the residential component of the proposed development was developed to account for the uncertainty in the residential travel patterns of the proposed development. The lower and higher estimates of residential vehicular trips were documented in the Terms of Reference for this study that was approved by the City of Port Moody.

The lower estimate of the residential trip generation was developed from using land use code 221: Multifamily Housing (Mid-Rise) and land use code 222: Multifamily Housing (High-Rise), with setting/location in a “dense multi-use urban” community, from *the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition*.

The higher estimate of the residential trip generation was developed from using a local trip rate that was developed from a survey conducted of 301 Capilano Road in 2015, prior to the opening of the Evergreen Line.

The commercial trip generation rates were selected based on the closest land use to the conceptual site plan from the published trip generation rates in *the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition*.

Lower and higher estimates for the study site trip generation are summarized in **TABLE 4** and **TABLE 5** respectively.

**TABLE 4
SITE TRIP GENERATION TABLE
LOWER ESTIMATE**

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Gross Peak Hour Volumes (vph)			Reduction Internal Capture	Net Peak Hour Volumes (vph)		
						% in	% out	in	out	total	%	in	out	total
Mid Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	445	0.20	ITE Code 221 (10th Edition) Dense	12%	88%	11	78	89	0%	11	78	89
	Weekday Afternoon			0.18		72%	28%	58	23	81	0%	58	23	81
High Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	2220	0.21	ITE Code 222 (10th Edition) Dense	12%	88%	56	411	467	0%	56	411	467
	Weekday Afternoon			0.19		70%	30%	295	127	422	0%	295	127	422
Drug Store (Parcel 1)	Weekday Morning	1000 sq. ft.	18.24	2.94	ITE 10th Edition - Code 880	65%	35%	35	19	54	20%	28	15	43
	Weekday Afternoon			8.51		49%	51%	76	80	156	20%	61	64	125
CRU - Clinic (Parcel 1)	Weekday Morning	1000 sq. ft.	7.34	3.69	ITE 10th Edition - Code 630	78%	22%	22	6	28	20%	17	5	22
	Weekday Afternoon			3.28		29%	71%	7	18	25	20%	6	14	20
Grocery (Parcel 2)	Weekday Morning	1000 sq. ft.	34.79	3.82	ITE 10th Edition - Code 850	60%	40%	80	53	133	20%	63	43	106
	Weekday Afternoon			9.24		51%	49%	164	158	322	20%	132	126	258
Office (Parcel 2)	Weekday Morning	1000 sq. ft.	29.25	1.16	ITE 10th Edition - Code 710	86%	14%	29	5	34	20%	23	4	27
	Weekday Afternoon			1.15		16%	84%	5	29	34	20%	4	23	27
Restaurant (Parcel 2)	Weekday Morning	1000 sq. ft.	9.46	9.94	ITE 10th Edition - Code 932	55%	45%	52	43	95	20%	42	34	76
	Weekday Afternoon			9.77		62%	38%	58	35	93	20%	46	28	74
Total	Weekday Morning Peak Hour											241	590	831
	Weekday Afternoon Peak Hour											602	405	1007

**TABLE 5
SITE TRIP GENERATION TABLE
HIGHER ESTIMATE**

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Gross Peak Hour Volumes (vph)			Reduction Internal Capture	Net Peak Hour Volumes (vph)		
						% in	% out	in	out	total	%	in	out	total
Mid Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	445	0.34	Local Trip Rate	19%	81%	29	123	152	0%	29	123	152
	Weekday Afternoon			0.37		74%	26%	122	43	165	0%	122	43	165
High Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	2220	0.34	Local Trip Rate	19%	81%	143	612	755	0%	143	612	755
	Weekday Afternoon			0.37		74%	26%	608	214	822	0%	608	214	822
Drug Store (Parcel 1)	Weekday Morning	1000 sq. ft.	18.24	2.94	ITE 10th Edition - Code 880	65%	35%	35	19	54	20%	28	15	43
	Weekday Afternoon			8.51		49%	51%	76	80	156	20%	61	64	125
CRU - Clinic (Parcel 1)	Weekday Morning	1000 sq. ft.	7.34	3.69	ITE 10th Edition - Code 630	78%	22%	22	6	28	20%	17	5	22
	Weekday Afternoon			3.28		29%	71%	7	18	25	20%	6	14	20
Grocery (Parcel 2)	Weekday Morning	1000 sq. ft.	34.79	3.82	ITE 10th Edition - Code 850	60%	40%	80	53	133	20%	63	43	106
	Weekday Afternoon			9.24		51%	49%	164	158	322	20%	132	126	258
Office (Parcel 2)	Weekday Morning	1000 sq. ft.	29.25	1.16	ITE 10th Edition - Code 710	86%	14%	29	5	34	20%	23	4	27
	Weekday Afternoon			1.15		16%	84%	5	29	34	20%	4	23	27
Restaurant (Parcel 2)	Weekday Morning	1000 sq. ft.	9.46	9.94	ITE 10th Edition - Code 932	55%	45%	52	43	95	20%	42	34	76
	Weekday Afternoon			9.77		62%	38%	58	35	93	20%	46	28	74
Total	Weekday Morning Peak Hour											346	836	1182
	Weekday Afternoon Peak Hour											979	512	1491

High-rise multifamily housing includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators.

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).

A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category do not contain drive-through windows.

A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services.

A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items.

A restaurant land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day.

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted.

The commercial (non-residential) vehicle trip generation rates were selected using the General Urban / Suburban location setting.

From **TABLE 4**, the proposed development's total lower estimated trip generation is forecasted to be 831 vehicle trips (241 inbound, 590 outbound) during the weekday AM peak hour and 1007 vehicle trips (602 inbound, 405 outbound) during the weekday PM peak hour. This is the equivalent of one vehicle movement every 4.3 seconds during the weekday AM peak hour and one vehicle movement every 3.6 seconds during the weekday PM peak hour.

From **TABLE 5**, the proposed development's total higher estimated trip generation is forecasted to be 1182 vehicle trips (346 inbound, 836 outbound) during the weekday AM peak hour and 1491 vehicle trips (979 inbound, 512 outbound) during the weekday PM peak hour. This is the equivalent of one vehicle movement every 3.0 seconds during the weekday AM peak hour and one vehicle movement every 2.4 seconds during the weekday PM peak hour.

4.3 Estimation of Vehicle-Km Travelled

The TransLink Trip diary for 2017 gives a breakdown of average vehicle km travelled by auto drivers by time of day – binned hourly. Since the weekday AM peak hour of analysis in this study is 07:45 to 08:45, a weighted average was calculated with 25% of the trips in the 07:00 – 08:00 bin and 75% of trips in the 08:00 to 09:00 bin to give an average distance of 9.15km per driver. Similarly, in the weekday PM peak hour, a weighted average was calculated with 50% of trips in the 16:00 – 17:00 bin and 50% of the trips in the 17:00 – 18:00 bin to give an average of 11.5 km per driver. These average trip lengths were then multiplied by the site's residential lower and higher vehicle trip estimates to forecast the total vehicle-km travelled during the weekday AM and weekday PM peak hours.

CTS estimates that the total vehicle-km travelled by residents of the proposed development will range from 5,100 km to 8,300 km during the weekday AM peak hour and 5,800 km to 11,400 km during the weekday PM peak hour. Assuming an average occupancy rate of 2.2 residents per dwelling unit and a total of 2,665 dwelling units, this translates to a distance of 0.86 km to 1.42 km per resident in the AM peak hour and 0.99 km to 1.94 km per resident in the PM peak hour.

4.4 Trip Distribution

The trip distribution parameters for the commercial land uses of the proposed development were developed from the existing traffic patterns entering and exiting the study area. The trip distribution and traffic volume assignment for the commercial land uses of the proposed development are summarized in **TABLE 6** and **TABLE 7** respectively.

TABLE 6
SUMMARY OF COMMERCIAL TRIP DISTRIBUTION PERCENTAGES

FROM / TO	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
North	25.0%	20.0%	20.0%	26.0%
East	40.0%	26.0%	25.0%	38.0%
South	0.0%	1.0%	0.0%	0.0%
West	35.0%	53.0%	55.0%	36.0%
Total	100.0%	100.0%	100.0%	100.0%

TABLE 7
SUMMARY OF COMMERCIAL TRIP ASSIGNMENT

FROM / TO	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
loco Rd (N)	35	15	37	51
Balmoral Dr (N)	0	0	0	0
Ungless Wy (N)	9	5	12	15
Guildford Wy (E)	26	10	25	38
Barnet Hwy (E)	44	16	37	59
loco Rd (S)	0	1	0	0
Barnet Hwy (W)	35	35	75	54
Capilano Rd (W)	0	0	0	0
Suter Brook Way (W)	9	3	12	13
Guildford Wy (W)	17	15	50	26
TOTAL	175	100	248	256
	275		504	

The trip distribution parameters for the residential land uses of the proposed development were based on the existing traffic patterns observed and first principles of general commuter patterns.

The trip distribution for the residential land use is summarized in **TABLE 8** below.

TABLE 8
SUMMARY OF RESIDENTIAL TRIP DISTRIBUTION PERCENTAGES

FROM / TO	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
North	10.0%	10.0%	10.0%	11.0%
East	47.0%	31.0%	30.0%	46.0%
South	0.0%	1.0%	0.0%	0.0%
West	43.0%	58.0%	60.0%	43.0%
Total	100.0%	100.0%	100.0%	100.0%

The trip assignment for the lower estimate of the residential land use is summarized in **TABLE 9** below.

TABLE 9
SUMMARY OF RESIDENTIAL LOWER ESTIMATE TRIP ASSIGNMENT

FROM / TO	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
loco Rd (N)	3	24	18	8
Balmoral Dr (N)	0	0	0	0
Ungless Wy (N)	3	24	18	9
Guildford Wy (E)	11	59	42	27
Barnet Hwy (E)	20	93	64	42
loco Rd (S)	0	5	0	0
Barnet Hwy (W)	17	186	116	39
Capilano Rd (W)	0	0	0	0
Suter Brook Way (W)	3	15	18	8
Guildford Wy (W)	9	83	78	18
TOTAL	66	489	354	151
	555		505	

The trip assignment for the higher estimate of the residential land use is summarized in **TABLE 10** below.

TABLE 10
SUMMARY OF RESIDENTIAL HIGHER ESTIMATE TRIP ASSIGNMENT

FROM / TO	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
loco Rd (N)	9	37	37	13
Balmoral Dr (N)	0	0	0	0
Ungless Wy (N)	9	37	37	15
Guildford Wy (E)	29	88	88	46
Barnet Hwy (E)	52	140	131	72
loco Rd (S)	0	7	0	0
Barnet Hwy (W)	43	279	241	67
Capilano Rd (W)	0	0	0	0
Suter Brook Way (W)	9	22	37	13
Guildford Wy (W)	22	125	161	31
TOTAL	173	735	732	257
	908		989	

The total traffic generated by the proposed development (lower estimate) during the weekday morning and afternoon peak hours are illustrated in **FIGURE 11** and **FIGURE 12** respectively.

The total traffic generated by the proposed development (higher estimate) during the weekday morning and afternoon peak hours are illustrated in **FIGURE 13** and **FIGURE 14** respectively.

It must be noted that as part of the proposed Polygon development in Coquitlam, a new road link will be constructed connecting Palmer Avenue to Barnet Hwy – the new intersection will be signalised and full movement. As this development and road network are not contained within the municipal boundaries of Port Moody, it is not possible to project a specific construction completion date.

FIGURE 11
TOTAL STUDY SITE WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES
LOWER ESTIMATE

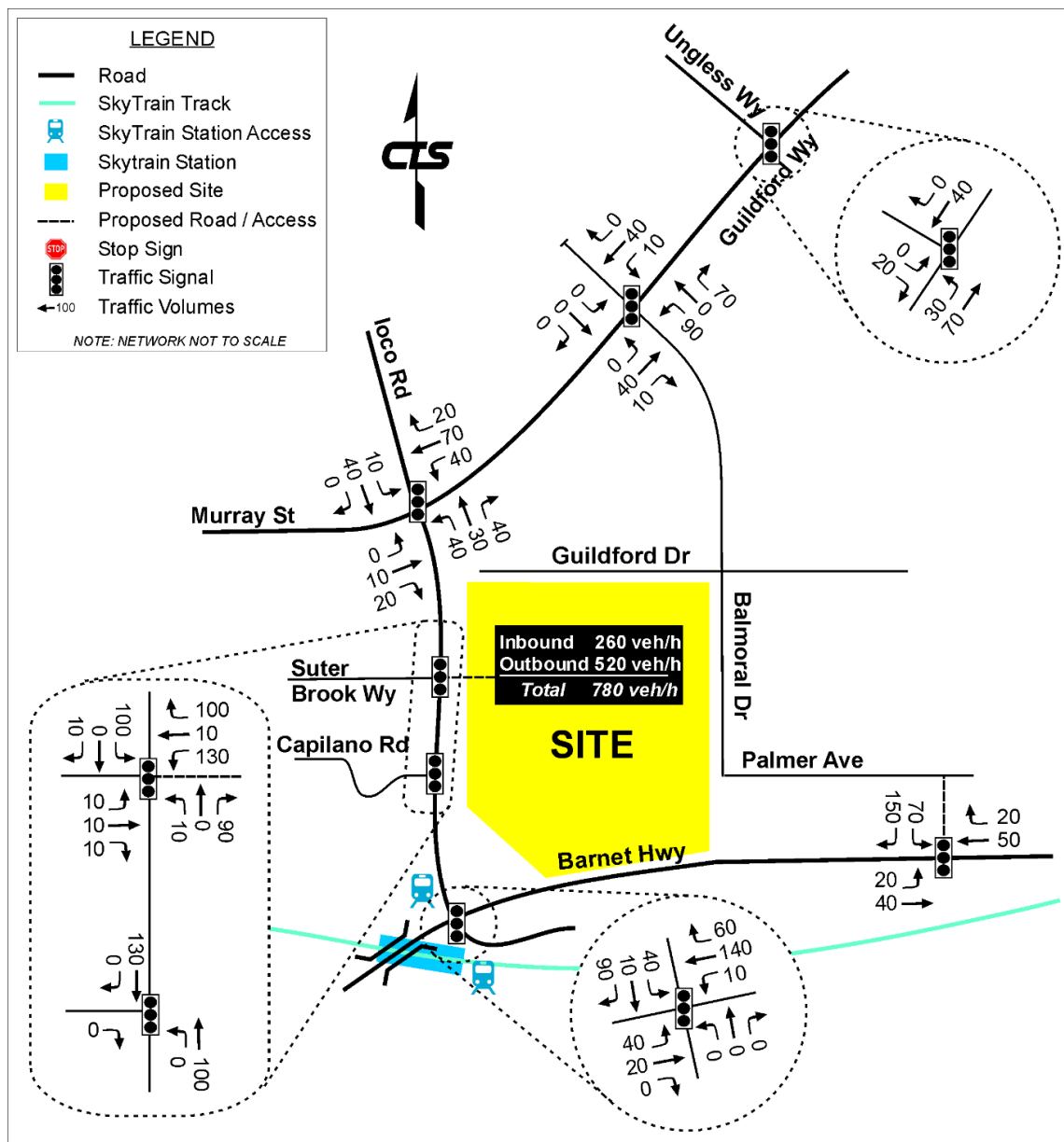


FIGURE 12
TOTAL STUDY SITE WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES
LOWER ESTIMATE

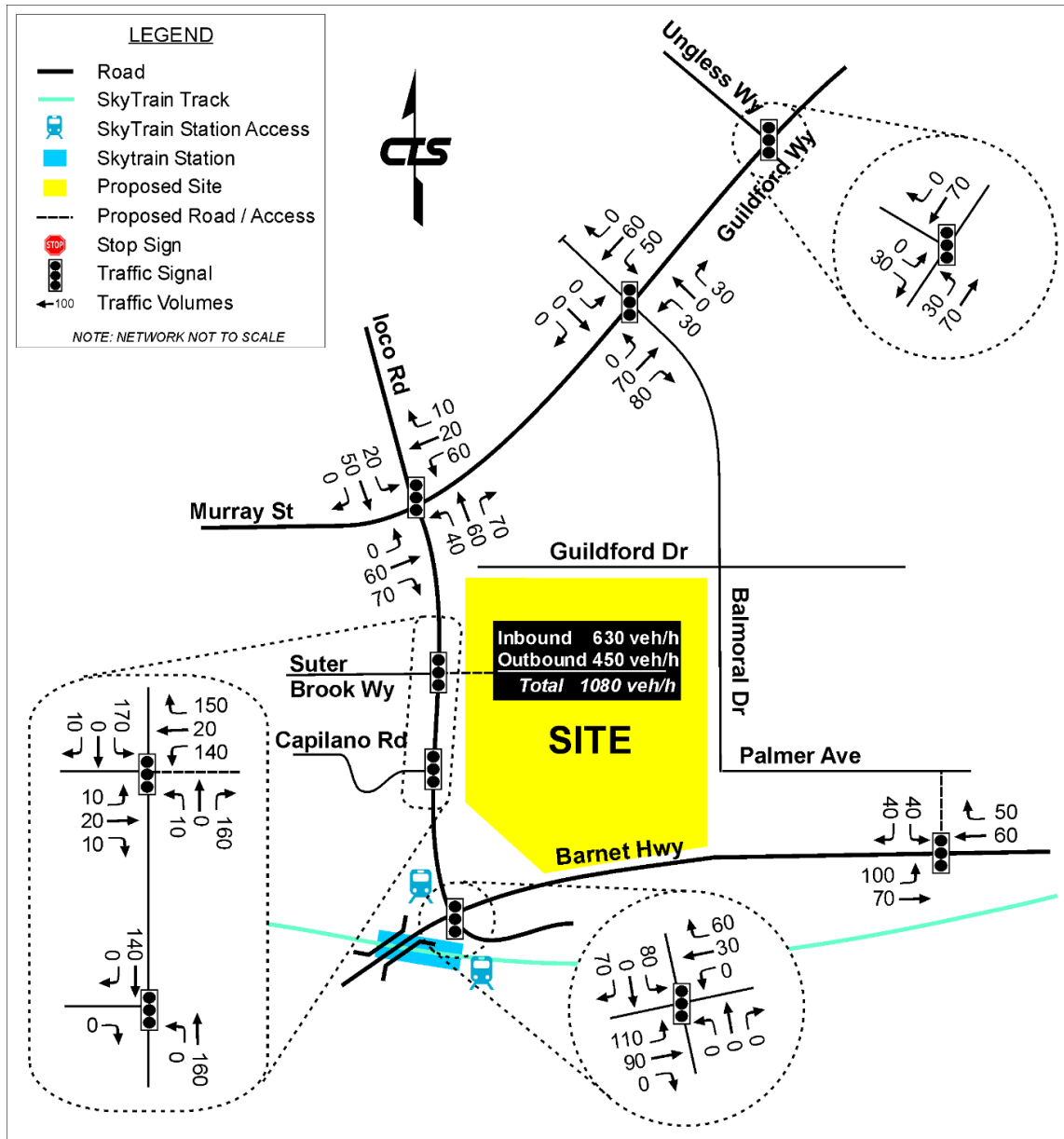
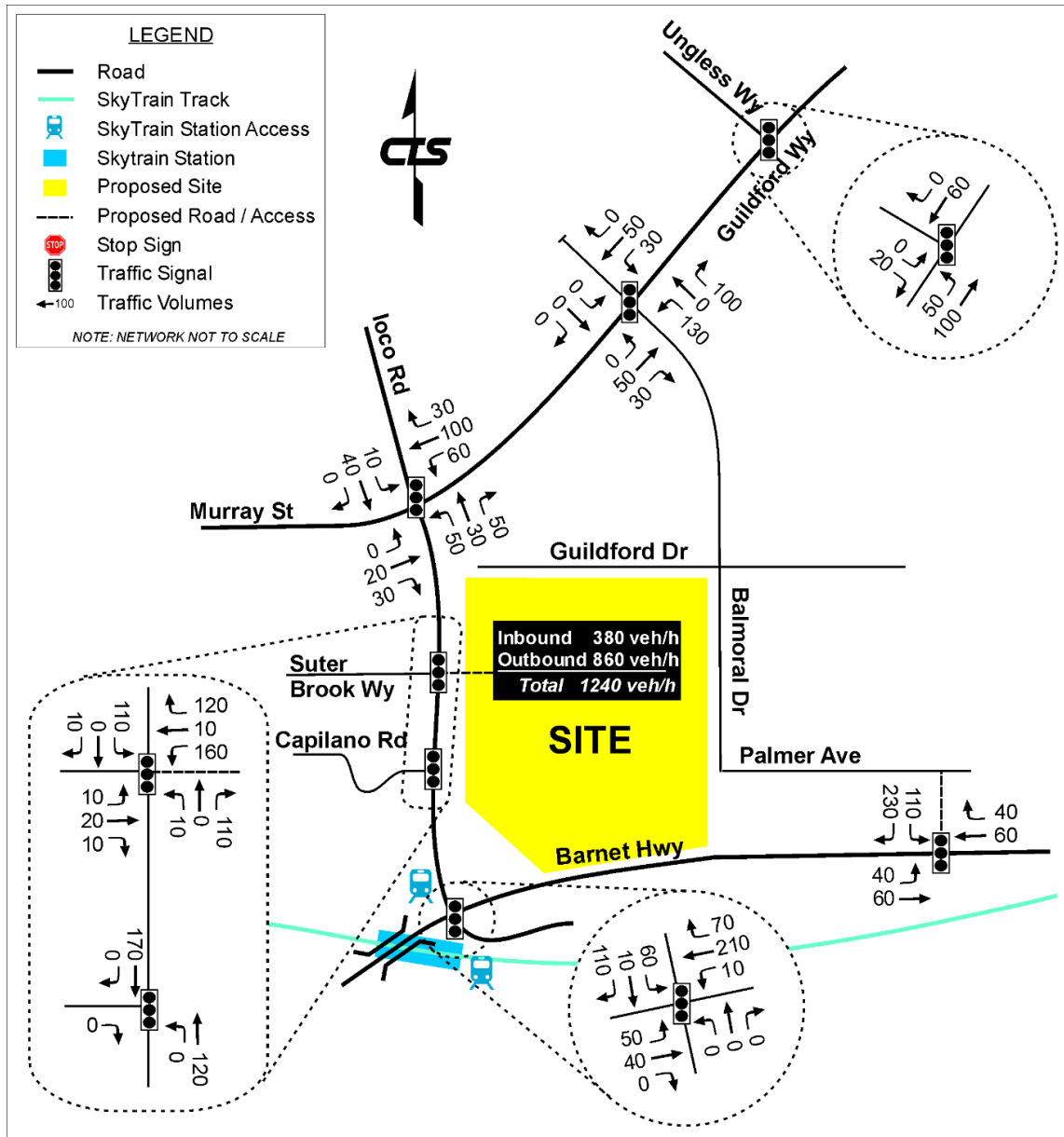


FIGURE 13
TOTAL STUDY SITE WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES
HIGHER ESTIMATE



LEGEND

- Road
- SkyTrain Track
- SkyTrain Station Access
- Skytrain Station
- Proposed Site
- Proposed Road / Access
- Stop Sign
- Traffic Signal
- Traffic Volumes

NOTE: NETWORK NOT TO SCALE

Map Details:

- Proposed Site:** A yellow rectangle labeled "SITE" is located between Suter Brook Wy and Capilano Rd. It has a traffic signal and traffic volumes: Inbound 1020 veh/h, Outbound 540 veh/h, Total 1560 veh/h.
- Intersections:**
 - Unglass Wy / Guildford Wy:** Traffic signal. Traffic volumes: 0, 70, 100, 50, 40, 170.
 - Murray St:** Traffic signal. Traffic volumes: 0, 50, 30, 80, 0, 130, 90, 40, 60, 80.
 - Suter Brook Wy:** Traffic signal. Traffic volumes: 0, 20, 150, 210, 10, 20, 30, 20, 170, 0, 210.
 - Capilano Rd:** Traffic signal. Traffic volumes: 0, 20, 150, 210, 10, 20, 30, 20, 170, 0, 210.
 - Balmoral Dr / Palmer Ave:** Traffic signal. Traffic volumes: 0, 100, 70, 200, 80.
 - Barnet Hwy:** Traffic signal. Traffic volumes: 80, 50, 0, 140, 190, 0, 80, 100, 0.
- Other Features:**
 - SkyTrain Station:** A blue rectangle labeled "STATION" is located on the SkyTrain line between Capilano Rd and Suter Brook Wy.
 - Proposed Road / Access:** A dashed line connects the proposed site to the SkyTrain station.
 - North Arrow:** Points towards the top of the map.
 - CTS Logo:** Located in the top left corner.

5.0 BASE + BACKGROUND + SITE TRAFFIC VOLUMES

2028 Future Base + Background + Site Traffic Volumes

The proposed development is anticipated to be half built-out and occupied by the year 2028. The 2028 base + background + site traffic volumes were calculated by first factoring up the 2017/18 base traffic volumes by the traffic volume growth rate of 1.0% per annum (simple straight line) to the year 2021. Then factored up by the same annual growth factor to 2028. Site traffic generated by the proposed development was added to the 2028 future base traffic volumes. Subsequent discussions with the City of Port Moody have concluded that a 0.5% growth rate will be more appropriate for subsequent analyses

The lower estimate for the 2028 base + background + site weekday morning and weekday afternoon peak hour traffic volumes are illustrated in **FIGURE 15** and **FIGURE 16** respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

FIGURE 15
2028 BASE + BACKGROUND + SITE VOLUMES
MORNING PEAK HOUR LOWER ESTIMATE

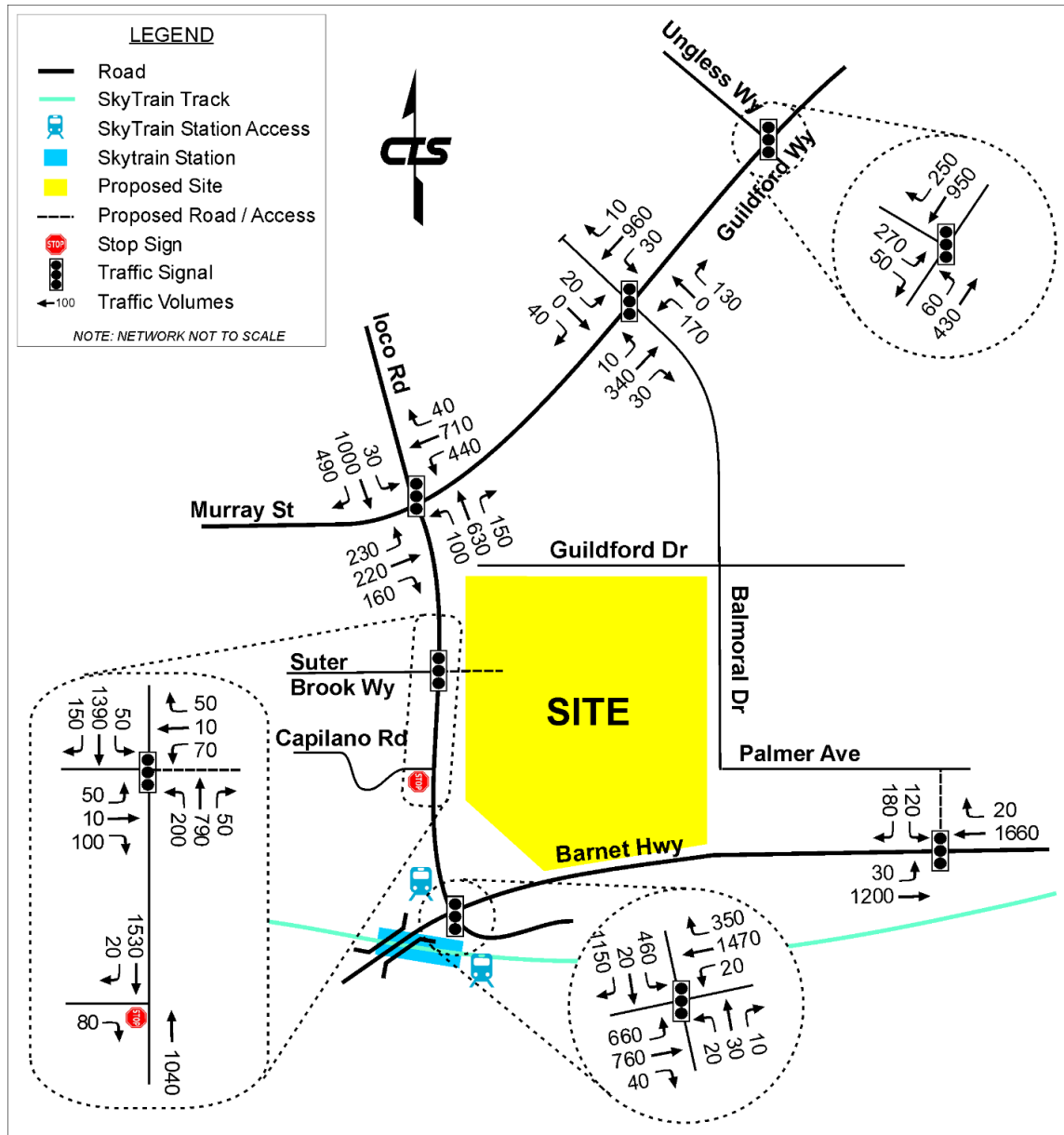
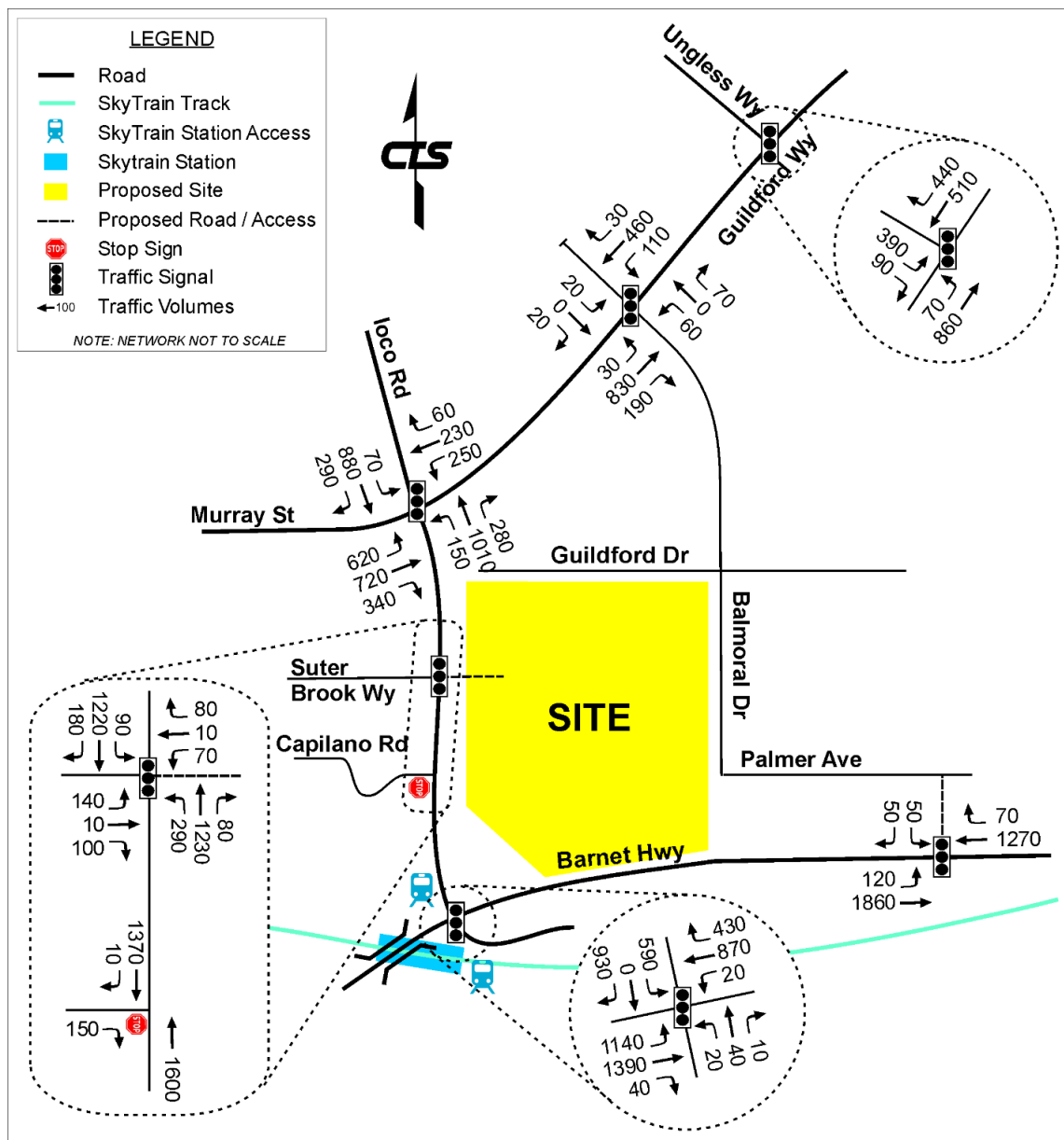


FIGURE 16
2028 BASE + BACKGROUND + SITE VOLUMES
AFTERNOON PEAK HOUR LOWER ESTIMATE



The higher estimate for the 2028 base + background + site weekday morning and weekday afternoon peak hour traffic volumes are illustrated in **FIGURE 17** and **FIGURE 18** respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

FIGURE 17
2028 BASE + BACKGROUND + SITE VOLUMES
MORNING PEAK HOUR HIGHER ESTIMATE

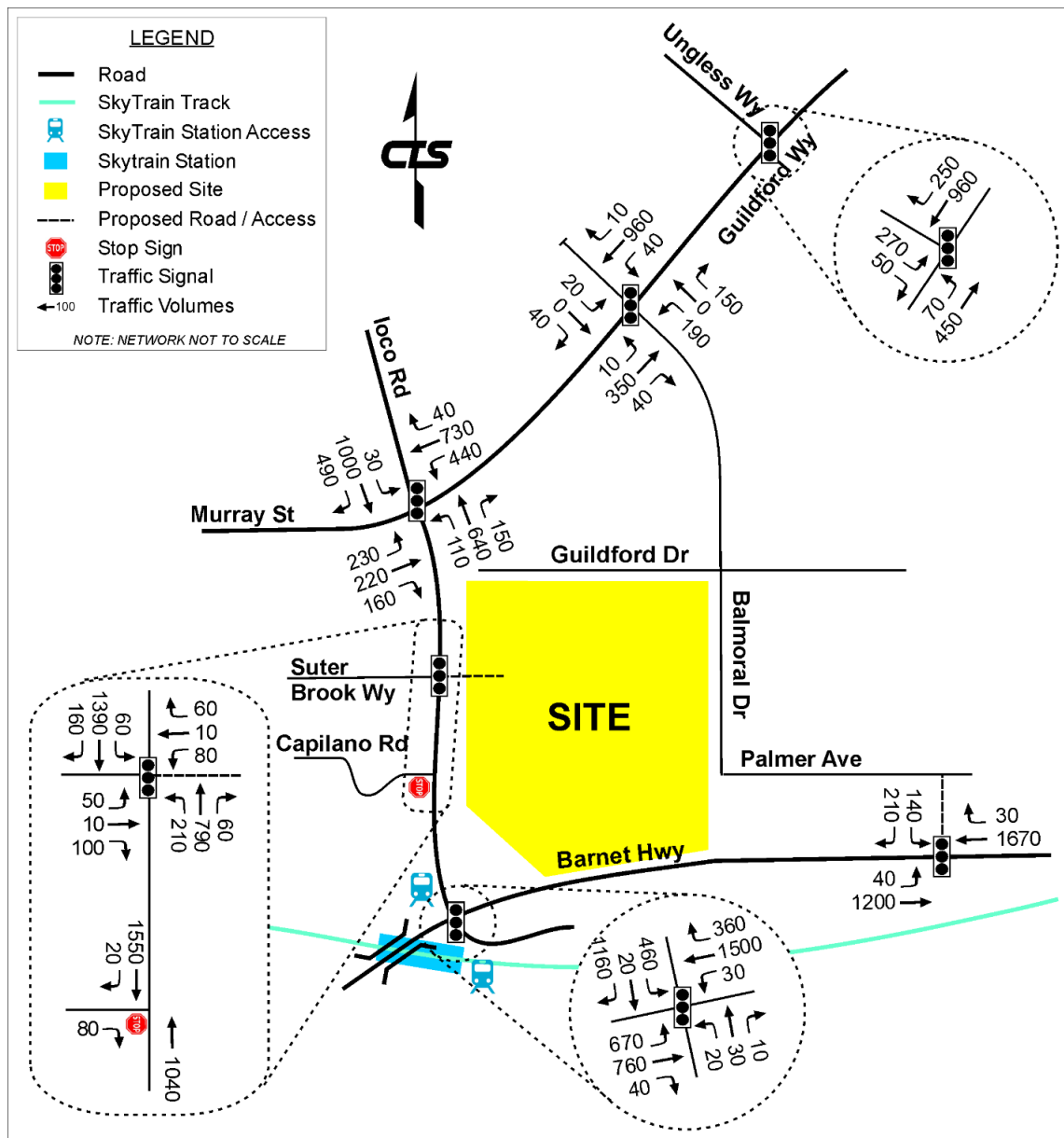
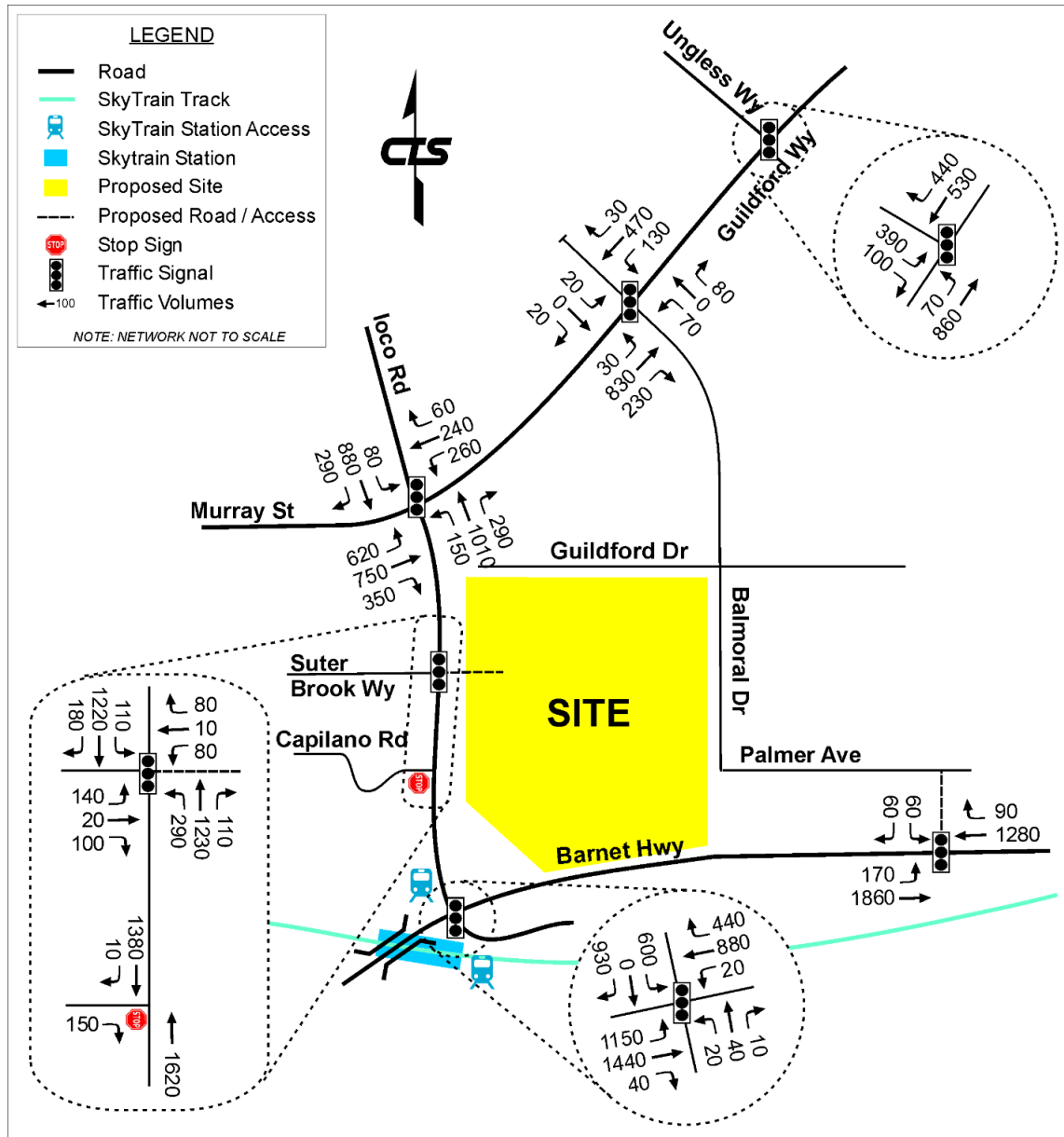


FIGURE 18
2028 BASE + BACKGROUND + SITE VOLUMES
AFTERNOON PEAK HOUR HIGHER ESTIMATE



2035 Future Base + Site Traffic Volumes

For the purposes of this study, the proposed development is anticipated to be fully built-out and occupied by the year 2035. The 2035 base + background + site traffic volumes were calculated by first factoring up the 2017/18 base traffic volumes by the traffic volume growth rate of 1.0% per annum (simple straight line) to the year 2021. Then factored up by the same annual growth rate to 2035. Site traffic generated by the proposed development was added to the 2038 future base traffic volumes. Subsequent discussions with the City of Port Moody have concluded that a 0.5% growth rate will be more appropriate for subsequent analyses

The lower estimate for the 2035 base + background + site weekday morning and weekday afternoon peak hour traffic volumes are illustrated in **FIGURE 19** and **FIGURE 20** respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

FIGURE 19
2035 BASE + BACKGROUND + SITE VOLUMES
MORNING PEAK HOUR LOWER ESTIMATE

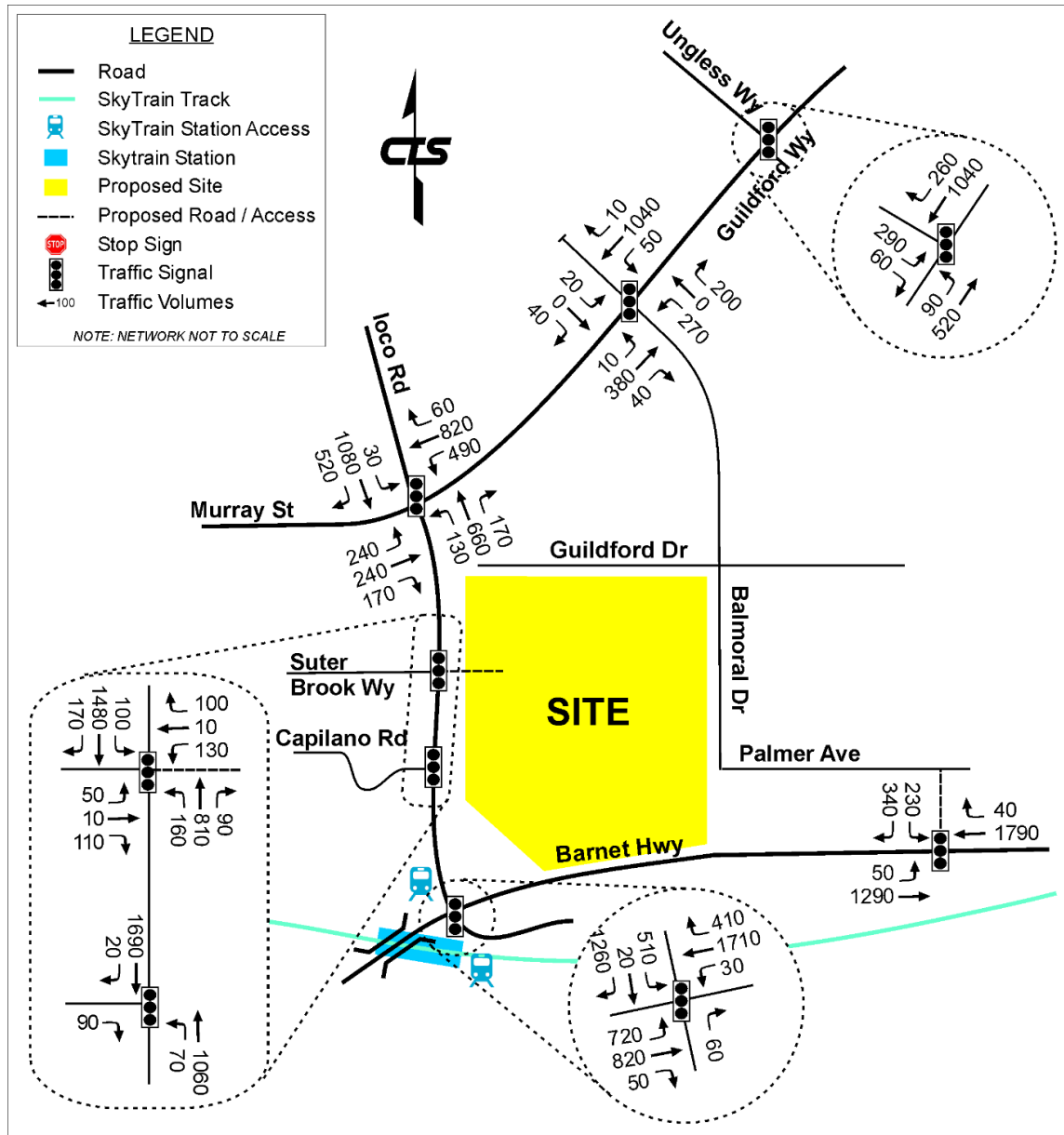
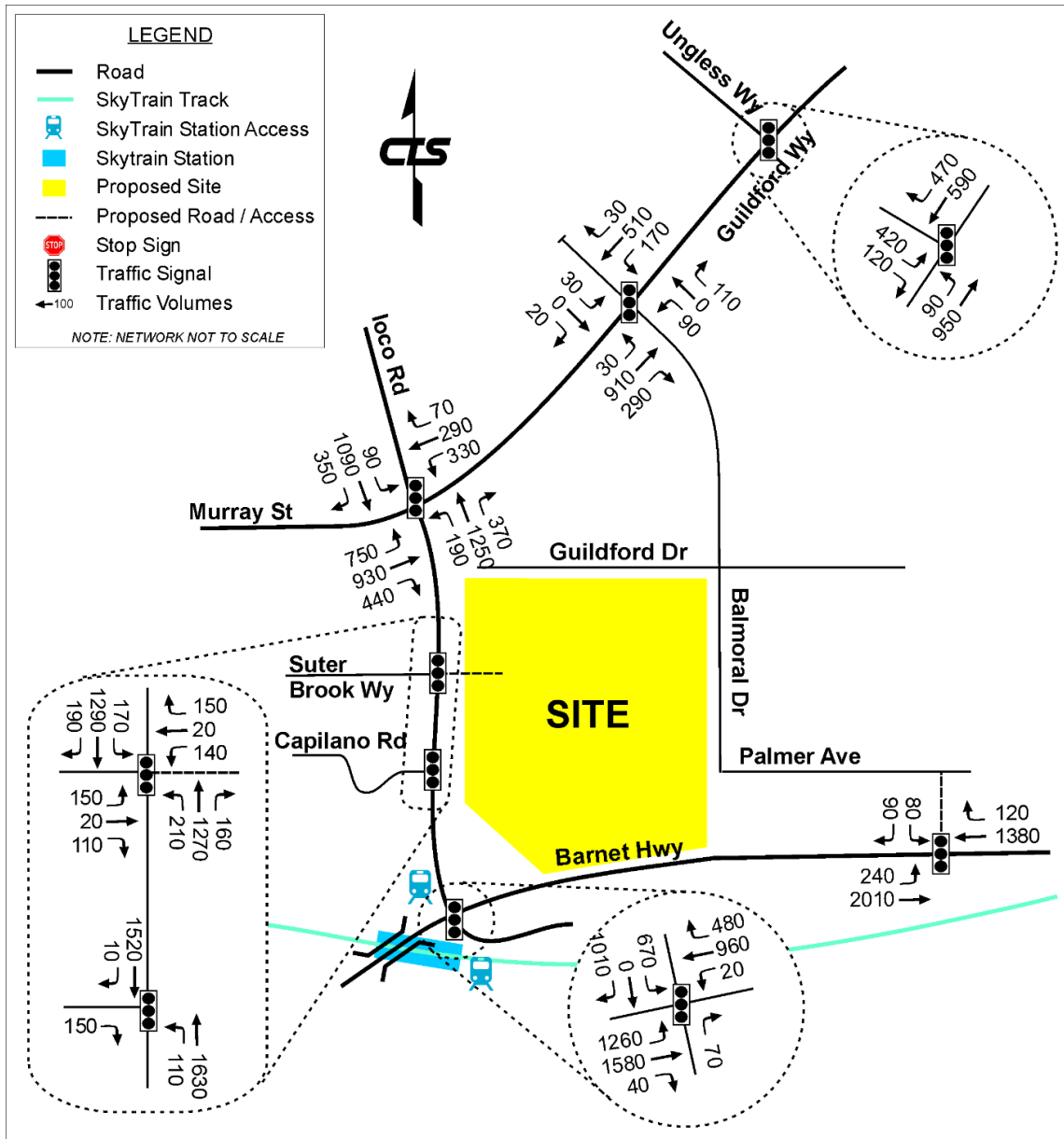


FIGURE 20
2035 BASE + BACKGROUND + SITE VOLUMES
AFTERNOON PEAK HOUR LOWER ESTIMATE



The higher estimate for the 2035 base + background + site weekday morning and weekday afternoon peak hour traffic volumes are illustrated in **FIGURE 21** and **FIGURE 22** respectively. Since this is a high-level study, the traffic volumes were rounded up to the nearest 10.

FIGURE 21
2035 BASE + BACKGROUND + SITE VOLUMES
MORNING PEAK HOUR HIGHER ESTIMATE

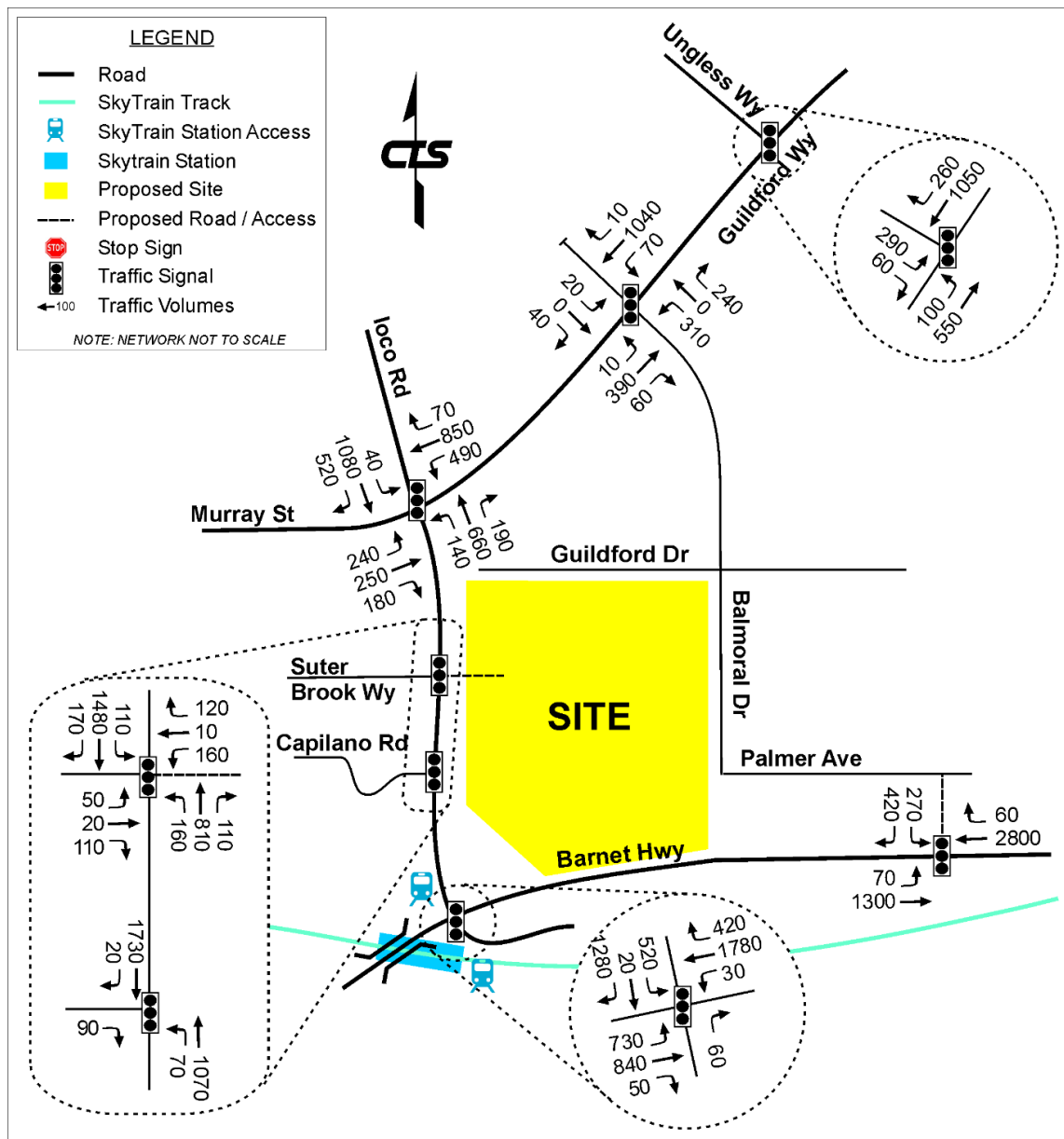
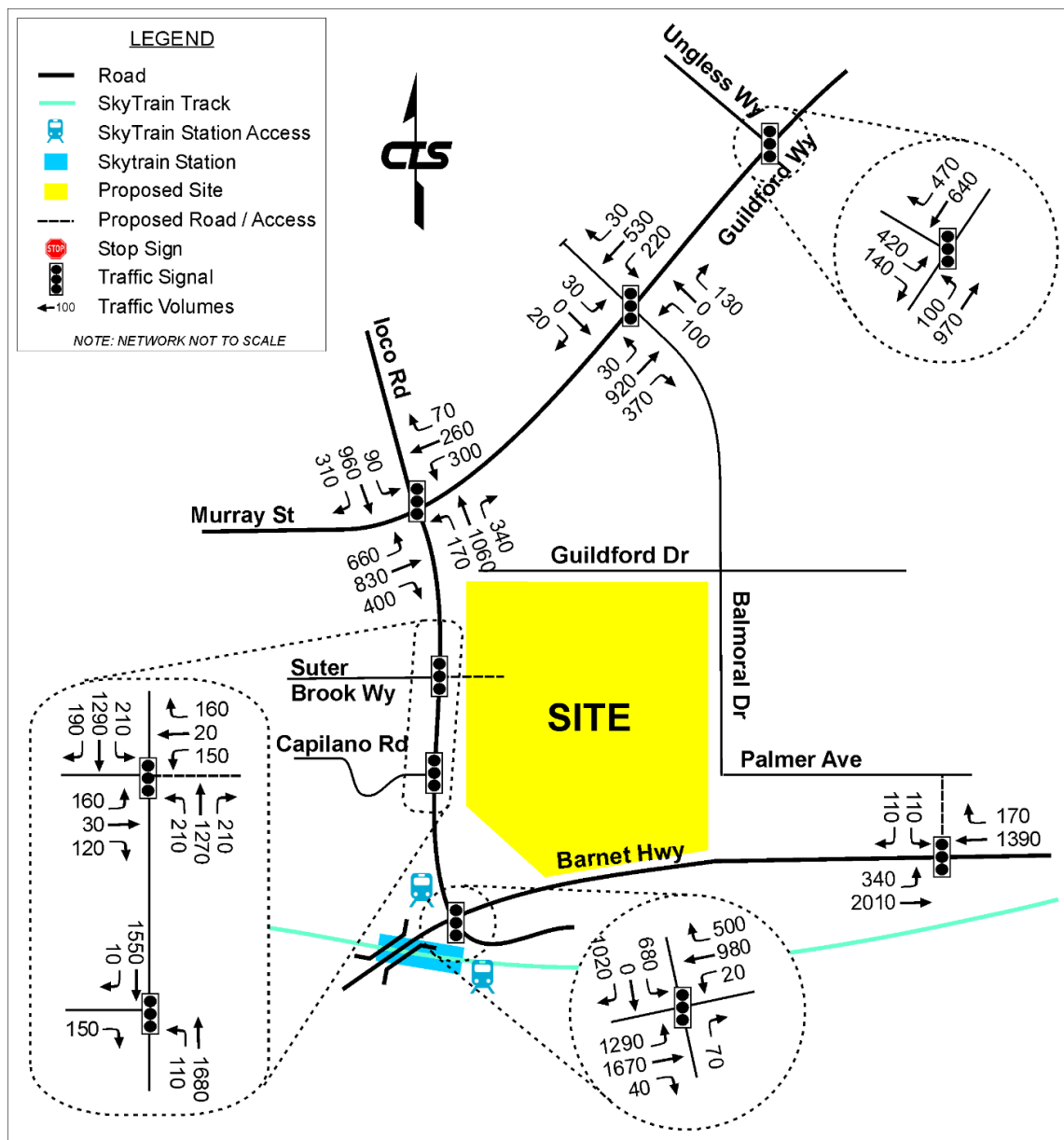


FIGURE 22
2035 BASE + BACKGROUND + SITE VOLUMES
AFTERNOON PEAK HOUR LOWER ESTIMATE



6.0 INTERSECTION CAPACITY ANALYSIS

6.1 Intersection Capacity Analysis

6.1.1 Overview of Capacity Analysis

In order to evaluate the performance of the study road network with and without the future traffic generated by the proposed development, the study area intersections were analysed based on capacity analysis methods from the *Highway Capacity Manual* published by the Transportation Research Board of the National Academies of Science in the United States, using Synchro 11 software for the signalized intersections and HCS 7.9 for the unsignalized intersections. This tool conducts a rigorous analysis of peak hour intersection operation based on intersection lane configurations, traffic signal timing and phasing and turning movement volumes. The purpose of the analysis is to identify movements that are or will become problems under forecast conditions.

Measures of effectiveness generated by the calculations include the following:

- Volume to capacity ratio (V/C) for each movement or lane group where there are shared lanes – this is the proportion of available capacity used by the forecast demand;
- Average delay per vehicle (Delay) in the lane group over the hour analysed – this indicates a weighted average delay in seconds per vehicle for drivers approaching during the hour analysed;
- 95th percentile queue length (95th Queue (m)) – this indicates the length of the vehicle queues which 95% of the time are not exceeded;
- Overall intersection Level of Service – this indicates the weighted average delay for the intersection during the hour analysed, converted to a letter representing a range of delays. The ranges of delays corresponding to each Level of Service are summarized in **TABLE 11**.

TABLE 11
LEVEL OF SERVICE AND CORRESPONDING AVERAGE DELAY

Level of Service	Average Delay (Seconds per Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	0 - 10	0 - 10
B	>10 - 20	>10 - 15
C	>20 - 35	>15 - 25
D	>35 - 55	>25 - 35
E	>55 - 80	>35 - 50
F	>80	>50

6.1.2 Evaluation Approach

The signalized intersection capacity analysis was conducted using the Ministry of Transportation and Infrastructure minimum timing standards and optimizing by cycle length in Synchro 11.

The following assumptions were made with respect to the intersection capacity analysis:

- *Saturation flow rate* = 1,900 passenger cars/hour of green time/lane (pcphgpl)
- *Peak hour factor* (PHF) = 0.95 (weekday AM peak hour) and 0.96 (weekday PM peak hour) were the average factors observed from the surveyed intersections.
- Heavy vehicle percentage for roads = 2%

Saturation flow rate is the equivalent hourly rate at which previously queued vehicles can traverse an intersection approach under prevailing conditions, assuming that the green signal is always available, and no lost times are experienced. It is a base rate to which adjustment factors are applied.

Peak Hour Factor is a measure of traffic demand fluctuation within the analysis hour. The closer the number is to 1.00, the less fluctuation during the hour.

The existing signal timing plans for the signalized study intersections were obtained from the City of Port Moody and are included in **APPENDIX D**.

For the 2021 base analysis, the existing signal timing plans were used. For the future horizon years, the signal timings were optimized by phase splits and the cycle lengths were maintained where possible. In situations where certain movements exceeded capacity after optimizing by splits, the intersection was optimized by cycle length. For the intersections of Ioco Road at Barnet Road and Ioco Road at Guildford Way, when the optimized cycle length exceeded 120 seconds, the intersection cycle length was suppressed to 120 seconds, and optimized by phase splits.

The intersection capacity analysis worksheets are included as **APPENDIX E**.

TABLE 12 to **TABLE 19** summarizes the capacity analyses conducted for the study intersections.

TABLE 12
IOCO ROAD AT BARNET HIGHWAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	108	2021 Base	Volumes	600	690	40	20	1220	300	20	30	10	410	10	1030	D
			V/C	0.91	0.36		0.09	0.98	0.41	0.4		0.05	0.57	0.59	0.88	
			Delay (veh/s)	60.6	12		26.2	56.5	4.7	56.9		0.4	42.7	43.6	20.9	
			95% Queue (m)	107.3	59.8		9.5	212.2	19.3	24.5		0	69.3	72.8	73.7	
	120	2028 Base	Volumes	640	730	40	20	1310	320	20	30	10	440	20	1100	D
			V/C	1.01	0.37		0.08	1.00	0.42	0.46		0.05	0.58	0.63	0.98	
			Delay (veh/s)	84.9	11.8		24.4	60.3	4.2	67.6		0.5	48.5	50.3	40.8	
			95% Queue (m)	128.1	60.7		9.2	231.1	18.5	26.9		0	84.7	92.7	138.6	
	120	2035 Base	Volumes	680	780	50	20	1390	340	0	0	60	460	20	1170	D
			V/C	1.01	0.38		0.09	1.02	0.43			0.04	0.58	0.63	1.04	
			Delay (veh/s)	82.7	9.8		23.2	62.6	3.8			0.1	46.2	48	58.3	
			95% Queue (m)	134.2	58.8		6.2	246.7	18.4			0	85.3	92.7	160.6	
	120	2028 Base + Background + Site Low	Volumes	660	760	40	20	1470	350	20	30	10	460	20	1150	E
			V/C	1.1	0.39		0.08	1.09	0.72	0.46		0.05	0.61	0.66	1.05	
			Delay (veh/s)	113.4	12		31.6	85	16.4	67.6		0.5	49.5	51.4	63.7	
			95% Queue (m)	139.6	63.7		6.1	267.9	52.9	26.9		0	88.9	96.7	165.3	
	120	2028 Base + Background + Site High	Volumes	670	760	40	30	1500	360	20	30	10	460	20	1160	E
			V/C	1.12	0.39		0.13	1.11	0.74	0.46		0.05	0.61	0.66	1.06	
			Delay (veh/s)	118.7	12		32.3	92.9	17	67.6		0.5	49.5	51.4	66.7	
			95% Queue (m)	142.3	63.7		8.8	277.3	58.2	26.9		0	88.9	96.7	168	
	120	2035 Base + Background + Site Low	Volumes	720	820	50	30	1710	410	0	0	60	510	20	1260	F
			V/C	1.22	0.4		0.13	1.18	0.66			0.04	0.64	0.69	1.18	
			Delay (veh/s)	156	10.1		30.5	120.6	13.9			0.1	48.4	50.6	115.8	
			95% Queue (m)	158	62.8		6.7	324.5	45.7			0	94.6	102.8	209.3	
	120	2035 Base + Background + Site High	Volumes	730	840	50	30	1780	420	0	0	60	520	20	1280	F
			V/C	1.3	0.41		0.13	1.23	0.68			0.04	0.63	0.68	1.2	
			Delay (veh/s)	186	10.7		30.2	139.9	14.1			0.1	47.1	49.4	121.8	
			95% Queue (m)	164.7	66.6		5.9	332.4	37.1			0	95.5	103.4	217.7	
Weekday Afternoon Peak Hour	118	2021 Base	Volumes	1010	1200	40	20	780	370	20	40	10	510	0	840	C
			V/C	0.92	0.58		0.2	0.88	0.61	0.47		0.04	0.73	0.74	0.68	
			Delay (veh/s)	50.7	15.1		44.1	55.9	8.5	64		0.4	55.8	56	5.5	
			95% Queue (m)	164.6	121.8		12.7	153.4	29.5	29.9		0	94.9	95.3	17.6	
	120	2028 Base	Volumes	1080	1280	40	20	830	400	20	40	10	550	0	890	C
			V/C	0.97	0.61		0.21	0.9	0.63	0.54		0.05	0.81	0.81	0.7	
			Delay (veh/s)	58.8	14.5		42.4	56.3	8.2	72.3		0.4	62.9	63.1	5.8	
			95% Queue (m)	189.2	126.4		12.3	154.7	29.6	33		0	114.6	115.7	18	
	120	2035 Base	Volumes	1150	1360	40	20	890	420	0	0	70	580	0	950	C
			V/C	0.92	0.58		0.2	0.85	0.65			0.05	0.84	0.84	0.72	
			Delay (veh/s)	48.5	9.2		37.5	47.5	10			0.1	66.5	66.5	5.9	
			95% Queue (m)	186.3	98.5		11.2	149.7	43.2			0	124.9	124.9	18.3	
	120	2028 Base + Background + Site Low	Volumes	1140	1390	40	20	870	430	20	40	10	590	0	930	D
			V/C	1.00	0.66		0.25	0.98	0.88	0.54		0.05	0.85	0.85	0.71	
			Delay (veh/s)	65.6	15.8		61.1	78.7	38.6	72.3		0.4	67.5	67.8	5.8	
			95% Queue (m)	210.3	144.4		10	157.7	84.1	33		0	128.2	128.2	18.2	
	120	2028 Base + Background + Site High	Volumes	1150	1440	40	20	880	440	20	40	10	600	0	930	D
			V/C	1.01	0.68		0.26	0.99	0.9	0.54		0.05	0.86	0.86	0.71	
			Delay (veh/s)	68.2	16.4		62.8	79.5	41.1	72.3		0.4	68.6	69	5.8	
			95% Queue (m)	212.9	153.3		9.8	163.8	96.8	33		0	130.9	131.4	18.2	
	120	2035 Base + Background + Site Low	Volumes	1260	1580	40	20	960	480	0	0	70	670	0	1010	D
			V/C	0.98	0.67		0.27	0.97	0.88			0.05	0.96	0.96	0.74	
			Delay (veh/s)	56.5	10.9		62.8	71.8	38.7			0.1	84.2	84.2	5.9	
			95% Queue (m)	213.8	127.9		8	171.2	119.2			0	153.2	153.2	18.6	
	120	2035 Base + Background + Site High	Volumes	1290	1670	40	20	980	500	0	0	70	680	0	1020	D
			V/C	1.02	0.71		0.29	0.97	0.9			0.05	0.97	0.97	0.74	
			Delay (veh/s)	67.4	11.7		64.3	73.8	43.2			0.1	87.2	87.2	6	
			95% Queue (m)	225.7	142.6		6.8	172.8	128.6			0	157	157	18.6	

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

95% Queue length exceeds storage bay capacity

Loco Road at Barnet Highway:

This intersection is signalized. Based on input from City staff, it was assumed that by 2035, the NBLT and NBTH movements would be closed, and that the Barnet Service Road would be a right-in, right-out leg. The closure of these movements requires the signalization of the intersection at the east end of Barnet Frontage Road.

From **TABLE 12**, the following observations can be made:

During the weekday AM peak hour:

- The intersection is currently near capacity and operates at LOS D.
- In the years 2028 and 2035, the intersection is forecasted to worsen performance, particularly the EBLT, WBTH, and SBRT movements.
- Without the development traffic, the intersection is forecasted to operate at LOS D in the years 2028 and 2035.
- With half of the development traffic, the intersection is forecasted to operate at LOS E in the years 2028 and 2035.
- With the full development traffic, the intersection is forecasted to exceed capacity and operate at LOS F in the years 2028 and 2035.
- The EBLT 95th percentile queue exceeds the left turn storage length of 40 metres in all of the analyzed scenarios. However, the second left turn lane extends the length of the block (~150 metres), so the queue spill back is only from the first left turn lane being filled up.
- The SBLT 95th percentile queue exceeds the left turn storage length of 40 metres in all of the analyzed scenarios. However, the second lane is a shared thru / left turn lane that extends the length of the block (~190 metres), so the queue spill back is only from the first left turn lane being filled up.
- The SBRT 95th percentile queue extends past Capilano Road starting from the year 2028, without the development traffic. The queued vehicles block vehicles from entering and exiting Capilano Road during the busiest times of the day.
- The SBRT 95th percentile queue extends past Suter Brook Way in the year 2035, with development traffic. The queued vehicles block Suter Brook Way during the busiest times of the weekday morning peak hour.

During the weekday PM peak hour:

- The intersection is currently operating at LOS C.
- In the years 2028 and 2035, the intersection is forecasted to worsen performance, particularly the EBLT and WBTH movements.

- Without the development traffic, the intersection is forecasted to continue to operate at LOS C in the years 2028 and 2035.
- With half of the development traffic, the intersection is forecasted to operate at LOS D in the years 2028 and 2035.
- With the full development traffic, the intersection is forecasted to operate at LOS D in the years 2028 and 2035.
- The EBLT 95th percentile queue exceeds the left turn storage length of 40 metres in all of the analyzed scenarios. However, the second left turn lane extends the length of the block (~150 metres), so the queue spill back is only from the first left turn lane being filled up.
- The SBLT 95th percentile queue exceeds the left turn storage length of 40 metres in all of the analyzed scenarios. However, the second lane is a shared thru / left turn lane that extends the length of the block (~190 metres), so the queue spill back is only from the first left turn lane being filled up.
- The SBTH 95th percentile queue extends past Capilano Road starting from the year 2028, without the development traffic. The queued vehicles block vehicles from entering and exiting Capilano Road during the busiest times of the day.

It should be noted that this analysis is based on projecting future trips generated and assuming that travel patterns remain relatively stable. Assuming the level of congestion trends towards what is presented above, it is highly likely that changes in travel patterns will occur – peak hour becomes a peak period as commuters shift their departure/arrival times; or, modal shift and even higher percentage of people will use non-auto modes.

TABLE 13
IOCO ROAD AT CAPILANO ROAD
UNSIGNALIZED CAPACITY ANALYSIS

TIME OF DAY	SCENARIO	PERFORMANCE MEASURE	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2021 Base	Volumes			80					920			1380	10	A
		Delay			30.1					0.0			0.0	0.0	
		95% Queue (veh)			1.6					0.0			0.0	0.0	
	2028 Base	Volumes			80					980			1470	20	A
		Delay			33.8					0.0			0.0	0.0	
		95% Queue (veh)			1.8					0.0			0.0	0.0	
	2028 Base + Bkg + Site (low)	Volumes			80					1040			1530	20	A
		Delay			36.4					0.0			0.0	0.0	
		95% Queue (veh)			2.0					0.0			0.0	0.0	
	2028 Base + Bkg + Site (high)	Volumes			80					1040			1550	20	A
		Delay			37.4					0.0			0.0	0.0	
		95% Queue (veh)			2.0					0.0			0.0	0.0	
Weekday Afternoon Peak Hour	2021 Base	Volumes			140					1420			1210	10	A
		Delay			41.8					0.0			0.0	0.0	
		95% Queue (veh)			3.6					0.0			0.0	0.0	
	2028 Base	Volumes			150					1520			1290	10	A
		Delay			52.9					0.0			0.0	0.0	
		95% Queue (veh)			4.6					0.0			0.0	0.0	
	2028 Base + Bkg + Site (low)	Volumes			150					1600			1370	10	A
		Delay			62.3					0.0			0.0	0.0	
		95% Queue (veh)			5.1					0.0			0.0	0.0	
	2028 Base + Bkg + Site (high)	Volumes			150					1620			1380	10	A
		Delay			63.6					0.0			0.0	0.0	
		95% Queue (veh)			5.2					0.0			0.0	0.0	

Delay = Average Delay (seconds/vehicle)

Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)

Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (>= 50sec)

loco Road at Capilano Road (unsignalized):

This intersection is currently only STOP controlled right-in/right-out at Capilano Road. For the purposed of this report, it was assumed that it would continue to remain STOP controlled at Capilano Road in the year 2028.

From **TABLE 13**, the following observations can be made:

During the weekday AM peak hour:

- The intersection currently operates at LOS A and is forecasted to continue to operate at LOS A in the year 2028 regardless of development traffic.
- The EBLT (right-out from Capilano Road) currently experiences medium delays and the delays continues to increase as the SBTH traffic increases in year 2028 with the addition of half of the development traffic.

During the weekday PM peak hour:

- The intersection currently operates at LOS A and is forecasted to continue to operate at LOS A in the year 2028 regardless of development traffic.
- The EBLT (right-out from Capilano Road) currently experiences medium delays and the delays continues to increase as the SBTH traffic increases in year 2028 with the addition of half of the development traffic.
- In the year 2028, the EBLT (right-out of Capilano Road) is forecasted to experience high delays regardless of the development traffic.

It should be noted that while the capacity analysis shows that the intersection is operating at LOS A, the SBTH and SBRT queues at loco Road at Barnet Highway extend past Capilano Road starting from 2028 during the busiest times of the day, blocking vehicles from entering and exiting Capilano Road.

TABLE 14
IOCO ROAD AT CAPILANO ROAD
SIGNALIZED NBLT CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	90	2035 Base	Volumes			90				70	950			1560	20	A
			V/C			0.06				0.41	0.2			0.4		
			Delay (veh/s)			0.1				44	0.1			1.8		
			95% Queue (m)			0				25.5	0			1.2		
	90	2035 Base + Background + Site Low	Volumes			90				70	1060			1690	20	A
			V/C			0.06				0.41	0.22			0.43		
			Delay (veh/s)			0.1				44	0.1			0.8		
			95% Queue (m)			0				25.5	0			5.7		
	90	2035 Base + Background + Site High	Volumes			90				70	1070			1730	20	A
			V/C			0.06				0.41	0.22			0.44		
			Delay (veh/s)			0.1				44	0.1			0.9		
			95% Queue (m)			0				25.5	0			8.1		
Weekday Afternoon Peak Hour	94	2035 Base	Volumes			150				110	1470			1380	10	A
			V/C			0.1				0.54	0.3			0.37		
			Delay (veh/s)			0.1				47.4	0.2			1.9		
			95% Queue (m)			0				36.6	0			12.6		
	94	2035 Base + Background + Site Low	Volumes			150				110	1630			1520	10	A
			V/C			0.1				0.54	0.33			0.41		
			Delay (veh/s)			0.1				47.4	0.2			1.3		
			95% Queue (m)			0				36.6	0			6.5		
	94	2035 Base + Background + Site High	Volumes			150				110	1680			1550	10	A
			V/C			0.1				0.54	0.34			0.42		
			Delay (veh/s)			0.1				47.4	0.2			1.4		
			95% Queue (m)			0				36.6	0			6.6		

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

95% Queue length exceeds storage bay capacity

loco Road at Capilano Road (signalized NBLT):

This intersection is currently only STOP controlled right-in/right-out at Capilano Road. For the purposed of this report, it was assumed that a signalized NBLT would be installed at this intersection by the year 2035.

From **TABLE 14**, the following observations can be made regarding the signalized NBLT at this intersection:

During the weekday AM peak hour:

- The intersection is forecasted to operate at LOS A in the year 2035 regardless of the addition of the development traffic.

During the weekday PM peak hour:

- The intersection is forecasted to operate at LOS A in the year 2035 regardless of the addition of the development traffic.

It should be noted that while the capacity analysis shows that the intersection is operating at LOS A, the SBTH and SBRT queues at loco Road at Barnet Highway extend past Capilano Road starting from 2028 during the busiest times of the day, blocking vehicles from entering and exiting Capilano Road.

Please note that the signal at Capilano Road has no direct effect on the proposed development. Should Port Moody elect not to install this signal (and concurrent northbound left turn) this will result in increased northbound left turn demand at the Suter Brook Road/loco Road intersection.

TABLE 15
IOCO ROAD AT SUTER BROOK WAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	90	2021 Base	Volumes	40		90				180	740			1300	140	A
			V/C	0.24		0.4				0.49	0.18				0.47	
			Delay (veh/s)	40.1		13.3				8.7	1.9				6.1	
			95% Queue (m)	16.8		13.8				20.3	12.8				39.6	
	90	2028 Base	Volumes	40		100				190	790			1390	150	A
			V/C	0.23		0.42				0.55	0.19				0.5	
			Delay (veh/s)	40		13.2				12.9	1.9				7.9	
			95% Queue (m)	16.7		14.7				27.5	13.9				61.5	
	90	2035 Base	Volumes	50		100				140	810			1480	160	A
			V/C	0.34		0.46				0.54	0.23				0.6	
			Delay (veh/s)	43.5		14.7				15.4	2.6				6.7	
			95% Queue (m)	20.1		14.8				23.2	17.5				50.5	
	90	2028 Base + Background + Site Low	Volumes	50	10	100	70	10	50	200	790	50	50	1390	150	A
			V/C		0.4	0.31	0.52	0.16	0.57		0.24	0.11	0.54			
			Delay (veh/s)		42.3	4.2	47.6	1	16		6	4.1	8.3			
			95% Queue (m)		22.2	5.4	28.2	0	34.7		34.2	2.9	53			
	90	2028 Base + Background + Site High	Volumes	50	10	100	80	10	60	210	790	60	60	1390	160	B
			V/C		0.38	0.3	0.55	0.18	0.59		0.25	0.14	0.55			
			Delay (veh/s)		40.7	4	47.9	1.2	17.8		7.1	4.4	8.7			
			95% Queue (m)		21.9	5.3	30.3	0	38		36.1	3.4	53.6			
	90	2035 Base + Background + Site Low	Volumes	50	10	110	130	10	100	160	810	90	100	1480	170	B
			V/C		0.32	0.33	0.69	0.3	0.68		0.36	0.27	0.74			
			Delay (veh/s)		33.8	8.2	49.9	8.2	31.3		11.6	7.8	20.4			
			95% Queue (m)		20	12.7	42.1	12.2	44.2		49.3	13.6	126.9			
	90	2035 Base + Background + Site High	Volumes	50	20	110	160	10	120	160	810	110	110	1480	170	C
			V/C		0.33	0.31	0.76	0.32	0.69		0.38	0.31	0.77			
			Delay (veh/s)		32.6	7.6	53.3	7.5	31.6		12.8	8.8	22			
			95% Queue (m)		22.6	12.7	50.8	13.3	43.6		51	14.8	126.9			
Weekday Afternoon Peak Hour	94	2021 Base	Volumes	120		90				270	1150			1140	160	A
			V/C	0.51		0.32				0.63	0.3				0.5	
			Delay (veh/s)	44.4		10.6				15.2	3.5				7	
			95% Queue (m)	38.3		13.2				42.5	30.7				101.8	
	94	2028 Base	Volumes	130		90				290	1230			1220	170	B
			V/C	0.53		0.31				0.69	0.33				0.56	
			Delay (veh/s)	44.3		10.2				21.3	3.8				16.1	
			95% Queue (m)	40.5		13.1				52.5	34.6				99.2	
	94	2035 Base	Volumes	140		100				210	1270			1290	180	B
			V/C	0.55		0.33				0.6	0.34				0.56	
			Delay (veh/s)	44.4		9.8				16.3	4.2				14.1	
			95% Queue (m)	43		13.4				36	37.3				97.2	
	94	2028 Base + Background + Site Low	Volumes	140	10	100	70	10	80	290	1230	80	90	1220	180	B
			V/C		0.69	0.25	0.45	0.2	0.72		0.44	0.31	0.61			
			Delay (veh/s)		51.2	3.3	40.7	1.5	26.7		11.2	10	19.4			
			95% Queue (m)		45.6	5.3	26.6	1.2	62.3		72.7	12.1	105			
	94	2028 Base + Background + Site High	Volumes	140	20	100	80	10	80	290	1230	110	110	1220	180	B
			V/C		0.71	0.25	0.51	0.2	0.72		0.47	0.39	0.62			
			Delay (veh/s)		51.7	3.2	43.2	1.4	27.2		12.7	11.5	19.9			
			95% Queue (m)		48.4	5.3	29.7	1.1	63		78.9	14.3	105			
	94	2035 Base + Background + Site Low	Volumes	150	20	110	140	20	150	210	1270	160	170	1290	190	C
			V/C		0.83	0.27	0.81	0.35	0.64		0.56	0.59	0.64			
			Delay (veh/s)		65	7.5	63.3	7	23		17.3	20.2	19.4			
			95% Queue (m)		57.7	13.2	53	14.8	45.6		98.4	32.1	106.9			
	94	2035 Base + Background + Site High	Volumes	160	30	120	150	20	160	210	1270	210	210	1290	190	C
			V/C		0.85	0.28	0.84	0.34	0.66		0.61	0.73	0.66			
			Delay (veh/s)		65.1	8.2	65.4	6.4	25.8		20	32.5	20.7			
			95% Queue (m)		63.6	14.8	58.6	14.8	47.7		106.7	48.3	109.1			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

95% Queue length exceeds storage bay capacity

Loco Road at Suter Brook Way:

This intersection is currently a signalized T-intersection. With the build-out of the Coronation Park site, it will become a full-movement four-legged signalized intersection.

From **TABLE 15**, the following observations can be made:

During the weekday AM peak hour:

- The intersection currently operates at LOS A and is forecasted to continue to operate at LOS A in the years 2028 and 2035, without development traffic, as a T-intersection.
- In 2028, with the addition of half of the development traffic (lower study site estimate), the intersection is forecasted to operate at LOS A.
- In 2028, with the addition of the half of the development traffic (higher study site estimate), the intersection is forecasted to operate at LOS B.
- In 2035, with the addition of the all of the development traffic (lower study site estimate), the intersection is forecasted to operate at LOS B.
- In 2035, with the addition of all of the development traffic (higher study site estimate), the intersection is forecasted to operate at LOS C.
- The SBRT 95th percentile queue at loco Road at Barnet Highway extends past Suter Brook Way in the year 2035, with development traffic. The queued vehicles block Suter Brook Way during the busiest times of the weekday morning peak hour.

During the weekday PM peak hour:

- The intersection currently operates at LOS A and is forecasted to operate at LOS B in the years 2028 and 2035, without development traffic, as a T-intersection.
- In 2028, with the addition of half of the development traffic, the intersection is forecasted to operate at LOS B.
- In 2035, with the addition of all of the development traffic, the intersection is forecasted to operate at LOS C.
- The NBTH 95th percentile queue from loco Road at Guildford Way extend past Suter Brook Way in the existing conditions. This means that during the busiest times of the weekday PM peak hour, Suter Brook Way experiences upstream spillback and the intersection operations are throttled.

Port Moody requested consideration of re-assigning all residential traffic to other access points (i.e., away from the Suter Brook Road/loco Road intersection). As shown in **FIGURE 23** below, the residential traffic represents 18% of the AM inbound and 63% of the AM outbound volume and 40% of the PM inbound and 20% of the PM outbound volume:

**FIGURE 23
RESIDENTIAL TRAFFIC AND TOTAL TRAFFIC
AT SUTER BROOK ROAD AND IOCO ROAD**

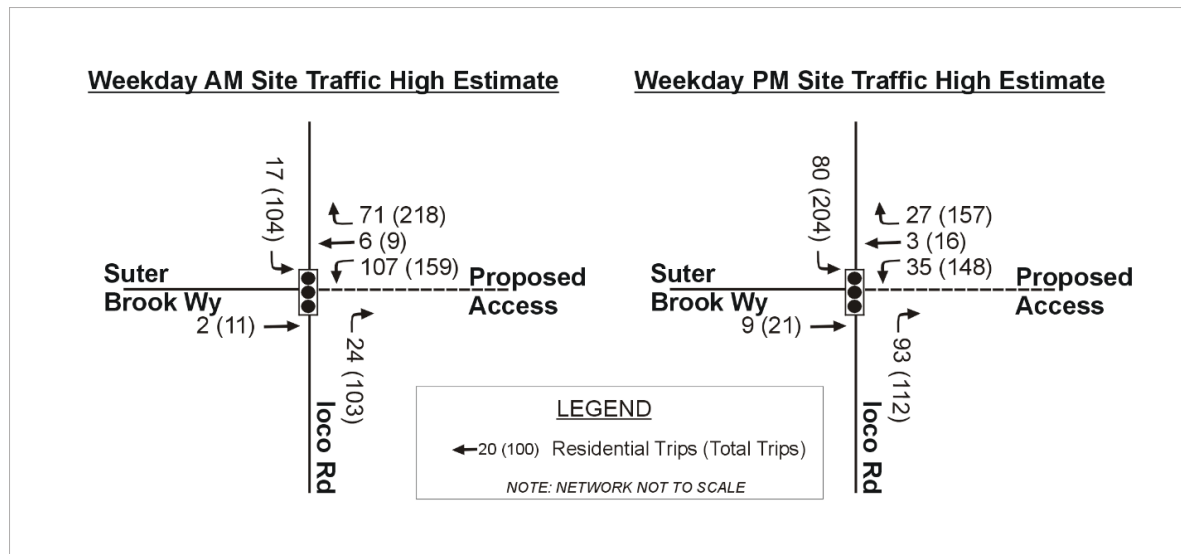


TABLE 16
IOCO ROAD AT GUILDFORD WAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	90	2021 Base	Volumes	210	200	140	380	600	20	80	580	120	20	920	460	C
			V/C	0.83	0.3	0.3	0.82	0.67	0.04	0.31	0.38	0.15	0.05	0.7	0.63	
			Delay (veh/s)	47.3	30.9	1.6	33.5	29.2	0.1	14.2	18.1	2.4	13.2	28.8	13.3	
			95% Queue (m)	43.3	25.3	0.5	46.3	38.3	0	18	67.2	0	6.2	131.2	67	
	90	2028 Base	Volumes	230	210	150	410	640	20	90	620	130	20	980	490	C
			V/C	0.75	0.23	0.3	0.86	0.74	0.04	0.41	0.43	0.18	0.06	0.78	0.68	
			Delay (veh/s)	34.1	26	5	36	32.3	0.1	18.1	20.1	4.5	13.9	32	13.8	
			95% Queue (m)	57.8	25.4	12.2	47.3	78.4	0	19.3	69.7	11.8	6.1	130.6	66.6	
	90	2035 Base	Volumes	240	220	160	440	680	20	90	640	140	30	1050	520	C
			V/C	0.93	0.26	0.33	1	0.82	0.04	0.47	0.51	0.22	0.11	0.9	0.75	
			Delay (veh/s)	61.8	27.6	6.1	64.6	35.5	0.1	21	23.8	4.7	15.7	42	19.1	
			95% Queue (m)	73.8	27.3	14.6	107.8	73.8	0	20.5	75.2	13.4	8.6	154.4	96.6	
	90	2028 Base + Background + Site Low	Volumes	230	220	160	440	710	40	100	630	150	30	1000	490	C
			V/C	0.78	0.24	0.31	0.91	0.79	0.08	0.45	0.48	0.23	0.09	0.82	0.69	
			Delay (veh/s)	37.5	25.7	5.6	40.1	31.5	0.3	27.6	18.9	2.4	14.3	33.7	15	
			95% Queue (m)	62.4	26.5	14.1	66	50.1	0	23.3	71.2	2.3	8.2	135.2	69.9	
	90	2028 Base + Background + Site High	Volumes	230	220	160	440	730	40	110	640	150	30	1000	490	C
			V/C	0.77	0.24	0.31	0.9	0.81	0.08	0.5	0.49	0.23	0.1	0.82	0.7	
			Delay (veh/s)	36.1	25.5	5.6	38.7	32.3	0.3	30.8	18.4	2	14.4	34	15.5	
			95% Queue (m)	61.8	26.5	14.1	70	56.7	0.1	25.9	72.8	2.3	8.2	135.2	71.4	
	100	2035 Base + Background + Site Low	Volumes	240	240	170	490	820	60	130	660	170	30	1080	520	D
			V/C	0.95	0.31	0.38	1	0.89	0.12	0.74	0.52	0.26	0.11	0.99	0.79	
			Delay (veh/s)	69.5	32.6	9.2	66.7	47.8	0.5	44.2	27.5	4.9	17.4	59	21.8	
			95% Queue (m)	84	33.7	20.1	116	121.8	0	45.5	82.2	14.9	9.2	169.6	95.5	
	100	2035 Base + Background + Site High	Volumes	240	250	180	490	850	70	140	660	190	40	1080	520	D
			V/C	0.95	0.32	0.39	1	0.91	0.14	0.79	0.53	0.29	0.15	1.01	0.8	
			Delay (veh/s)	70	32.7	10.1	66.4	49.7	0.6	49.9	27.8	4.9	17.9	63.6	22.8	
			95% Queue (m)	84.4	34.9	22.9	117.3	128.5	0	50.6	82.5	15.7	11.3	170.4	104.5	
Weekday Afternoon Peak Hour	94	2021 Base	Volumes	580	600	290	210	200	50	130	930	230	50	800	270	C
			V/C	1.03	0.7	0.52	0.57	0.31	0.13	0.53	0.77	0.37	0.23	0.74	0.48	
			Delay (veh/s)	67.8	36.1	8.2	22.8	29.2	2.1	30.7	31.9	3.3	19	34.7	6.5	
			95% Queue (m)	134.1	74	24.7	31.7	27	0.6	35.1	142.1	7.4	13.4	110.5	20.3	
	120	2028 Base	Volumes	620	640	310	220	220	50	140	990	240	50	860	290	D
			V/C	1.06	0.67	0.59	0.68	0.48	0.15	0.57	0.73	0.37	0.25	0.72	0.5	
			Delay (veh/s)	80.2	41.5	18.3	33.7	50.5	1	28.5	38.4	6.9	21.6	38.4	6.6	
			95% Queue (m)	201.7	92.7	54.1	47.9	38.7	0	42.1	164.3	24.5	15.5	132.4	22.8	
	120	2035 Base	Volumes	660	680	330	240	230	60	140	1010	260	60	910	310	D
			V/C	1.07	0.69	0.62	0.69	0.47	0.18	0.66	0.79	0.42	0.34	0.8	0.54	
			Delay (veh/s)	84.1	41.5	20	32.5	49.5	1.1	39.6	43	8.1	25.1	42.8	7.7	
			95% Queue (m)	218	100	61.4	50.5	40.3	0	61.3	176.7	28.8	18.8	142.6	27.3	
	120	2028 Base + Background + Site Low	Volumes	620	720	340	250	230	60	150	1010	280	70	880	290	D
			V/C	1.05	0.71	0.65	0.83	0.48	0.18	0.63	0.77	0.43	0.37	0.75	0.51	
			Delay (veh/s)	78.4	41.6	24.7	47.3	49.9	1.1	33.8	40.7	7.5	24.3	39.8	6.6	
			95% Queue (m)	201.9	102.3	70.7	66	40.3	0	57.9	170.3	28.7	20.4	134.5	22.5	
	120	2028 Base + Background + Site High	Volumes	620	750	350	260	240	60	150	1010	290	80	880	290	D
			V/C	1.04	0.74	0.67	0.86	0.47	0.18	0.66	0.78	0.45	0.43	0.75	0.51	
			Delay (veh/s)	75.5	42.3	26.3	52.5	49	1.1	36.4	41.4	7.6	26.6	40.2	6.6	
			95% Queue (m)	202.3	108.5	76.1	77.6	41.7	0	58.3	170.3	29.6	22.8	134.5	22.5	
	120	2035 Base + Background + Site Low	Volumes	660	830	400	300	260	70	170	1060	340	90	960	310	D
			V/C	1.06	0.84	0.79	0.84	0.43	0.19	0.86	0.92	0.54	0.54	0.88	0.57	
			Delay (veh/s)	77.3	48.7	35.4	53	45.7	1.1	62.8	72.5	9.6	32.9	49.5	9.3	
			95% Queue (m)	220.8	130.6	103.9	103.4	44.9	0	72.7	186.3	38.6	25.3	163.1	32.3	
	120	2035 Base + Background + Site High	Volumes	660	890	420	310	270	70	180	1060	350	110	960	310	D
			V/C	1.06	0.84	0.8	0.97	0.44	0.19	0.87	0.94	0.56	0.64	0.91	0.57	
			Delay (veh/s)	78.1	46.1	36.2	78	45.9	1.1	63.5	78.5	9.8	39.6	52.3	9.8	
			95% Queue (m)	222.3	136.7	111.3	122	46.5	0	77.8	186.7	39.5	37.2	165.5	33.3	

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

95% Queue length exceeds storage bay capacity

Loco Road at Guildford Way:

This intersection is currently a signalized intersection. Within the horizon years of this study, there are no geometric changes anticipated.

From **TABLE 16**, the following observations can be made:

During the weekday AM peak hour:

- The intersection currently operates at LOS C and is forecasted to continue to operate at LOS C in the years 2028 and 2035, without development traffic.
- In 2028, with the addition of half of the development traffic, the intersection is forecasted to operate at LOS C.
- In 2028, the WBLT approaches capacity regardless of development traffic.
- In 2035, with the addition of all of the development traffic, the intersection is forecasted to operate at LOS D.
- In 2035, the EBLT is anticipated to approach capacity regardless of development traffic.
- In 2035, the WBLT is anticipated to be at capacity regardless of development traffic.
- In 2035, the WBTH is anticipated to approach capacity with the addition of the development traffic.
- In 2035, the SBTH is anticipated to approach capacity regardless of development traffic, and exceed capacity with the addition of the higher study site estimate traffic.
- The WBLT 95th percentile queue exceeds the existing storage length of 60 metres in the year 2028 with the addition of the development traffic and in the year 2035 regardless of development traffic.

During the weekday PM peak hour:

- The intersection currently operates at LOS C and is forecasted to operate at LOS D in the years 2028 and 2035, regardless of development traffic.
- The EBLT currently exceeds capacity and is forecasted to continue to worsen in performance in the future analysis years regardless of development traffic.
- The WBLT approaches capacity in the year 2028 with the addition of half of the development traffic (higher study site estimate) and in the year 2035 with the addition of the all of the development traffic (higher study site estimate)
- In 2035, the NBLT, NBTH, and SBTH movements approach capacity with the addition of the development traffic.

- The EBLT 95th percentile queue extends past the existing storage length of 90 metres for all analyzed horizon years and scenarios.
- The EBRT 95th percentile queue extends past the existing storage length of 40 metres in the years 2028 and 2035 regardless of development traffic.
- The WBLT 95th percentile queue extends past the existing storage length of 60 metres in the years 2028 and 2035 with the addition of the development traffic.
- The NBLT and SBLT 95th percentile queues just barely extend past the existing storage lengths of 77 metres and 35 metres in the year 2035 with the addition of the development traffic (higher study site estimate).
- The NBTH 95th percentile queues extend past Suter Brook Way in the existing conditions. This means that during the busiest times of the weekday PM peak hour, loco Road at Suter Brook Way experiences queue spillback and the intersection operations are throttled.

Subsequent to this analysis, the City of Port Moody advised that there is a long-term plan to provide a second eastbound left-turn bay at the intersection of loco Road and Guildford Way. The addition of a second left turn lane will improve overall intersection performance.

TABLE 17
BALMORAL DRIVE AT GUILDFORD WAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	90	2021 Base	Volumes	10	300	20	20	880	10	70	0	60	20	0	40	A
			V/C	0.02	0.13		0.03	0.35		0.55			0.25			
			Delay (veh/s)	2.4	3.5		2.9	4.8		23.9			7			
			95% Queue (m)	1.4	14.2		2.6	56.8		25.3			7.2			
	90	2028 Base	Volumes	10	320	20	20	940	10	70	0	60	20	0	40	A
			V/C	0.02	0.14		0.03	0.37		0.55			0.25			
			Delay (veh/s)	2.4	3.7		2.9	5		23.9			7			
			95% Queue (m)	1.1	15.2		2.6	61.8		25.3			7.2			
	90	2035 Base	Volumes	10	340	20	20	1000	10	70	0	70	20	0	40	A
			V/C	0.03	0.15		0.03	0.4		0.6			0.27			
			Delay (veh/s)	2.6	3.6		3.4	5.8		27.6			7.4			
			95% Queue (m)	1.3	17.4		2.9	71.9		28.2			7.2			
	90	2028 Base + Background + Site Low	Volumes	10	340	30	30	960	10	170	0	130	20	0	40	B
			V/C	0.03	0.19		0.05	0.45		0.76			0.15			
			Delay (veh/s)	9.6	11.5		7.6	11.4		34			3.6			
			95% Queue (m)	3.1	33.9		6.5	98.6		60.6			5.5			
	90	2028 Base + Background + Site High	Volumes	10	350	40	40	960	10	190	0	150	20	0	40	B
			V/C	0.03	0.21		0.07	0.48		0.79			0.14			
			Delay (veh/s)	13	15.4		8.7	12.9		34.9			3.2			
			95% Queue (m)	3.7	39.2		8.3	102.4		69.7			5.3			
	90	2035 Base + Background + Site Low	Volumes	10	380	40	50	1040	10	270	0	200	20	0	40	C
			V/C	0.05	0.28		0.11	0.62		0.91			0.11			
			Delay (veh/s)	12.4	17.5		12.5	19.9		45.7			2.9			
			95% Queue (m)	3.7	41.7		11.1	125.5		126.1			5.1			
	90	2035 Base + Background + Site High	Volumes	10	390	60	70	1040	10	310	0	240	20	0	40	C
			V/C	0.05	0.36		0.19	0.68		0.95			0.1			
			Delay (veh/s)	13.6	21.1		14.7	23.7		50.3			2.6			
			95% Queue (m)	3.9	46.2		15	140.8		156.8			4.9			
Weekday Afternoon Peak Hour	94	2021 Base	Volumes	30	750	80	50	410	30	30	0	40	20	0	20	A
			V/C	0.04	0.33		0.09	0.17		0.35			0.21			
			Delay (veh/s)	1.2	2.8		2	3.8		13.1			4.5			
			95% Queue (m)	1.2	23.3		3.4	20.1		11.3			2.8			
	94	2028 Base	Volumes	30	800	90	50	430	30	30	0	40	20	0	20	A
			V/C	0.04	0.35		0.1	0.17		0.35			0.21			
			Delay (veh/s)	1.8	5.3		2.1	3.9		13.1			4.5			
			95% Queue (m)	2.3	45.4		3.4	21		11.3			2.8			
	94	2035 Base	Volumes	30	850	90	50	460	30	30	0	40	30	0	20	A
			V/C	0.04	0.37		0.1	0.19		0.35			0.27			
			Delay (veh/s)	1.8	5.5		2.1	3.9		13.1			7.3			
			95% Queue (m)	2.3	48.9		3.4	22.4		11.3			5.7			
	94	2028 Base + Background + Site Low	Volumes	30	830	190	110	460	30	60	0	70	20	0	20	A
			V/C	0.04	0.46		0.27	0.2		0.56			0.19			
			Delay (veh/s)	2.9	8.6		4.2	5.4		25.9			3.5			
			95% Queue (m)	3.4	72.1		9.5	28.4		26.8			2.6			
	94	2028 Base + Background + Site High	Volumes	30	830	230	130	470	30	70	0	80	20	0	20	A
			V/C	0.05	0.5		0.33	0.21		0.6			0.17			
			Delay (veh/s)	3.4	9.7		5.2	6		28.5			3.2			
			95% Queue (m)	3.8	81.9		11.9	31		31.3			2.5			
	94	2035 Base + Background + Site Low	Volumes	30	910	290	170	510	30	90	0	110	30	0	20	B
			V/C	0.05	0.59		0.46	0.23		0.67			0.19			
			Delay (veh/s)	4	12.6		7.2	6.3		24.3			1.6			
			95% Queue (m)	4	116.5		16.3	35.2		32.8			0			
	94	2035 Base + Background + Site High	Volumes	30	920	370	220	530	30	100	0	130	30	0	20	B
			V/C	0.05	0.68		0.61	0.24		0.71			0.18			
			Delay (veh/s)	4.9	16.4		17.1	7.1		27.2			1.3			
			95% Queue (m)	4.5	136.6		40.6	38.6		39.6			0			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

95% Queue length exceeds storage bay capacity

Balmoral Drive at Guildford Way:

This intersection is signalized. There are no geometric changes anticipated within the horizon years of this study.

From **TABLE 17**, the following observations can be made:

During the weekday AM peak hour:

- The intersection currently operates at LOS A and is forecasted to continue to operate at LOS A in the years 2028 and 2035, without development traffic.
- In 2028, with the addition of half of the development traffic the intersection is forecasted to operate at LOS B.
- In 2035, with the addition of all of the development traffic, the intersection is forecasted to operate at LOS C.
- The northbound movements on Balmoral Drive are forecasted to approach capacity in the year 2035 with the addition of the development traffic.

During the weekday PM peak hour:

- The intersection currently operates at LOS A and is forecasted to continue to operate at LOS A in the years 2028 and 2035, without development traffic.
- In 2028, with the addition of half of the development traffic the intersection is forecasted to operate at LOS A.
- In 2035, with the addition of all of the development traffic, the intersection is forecasted to operate at LOS B.
- The WBLT 95th percentile queue is forecasted to extend past the existing storage length of 30 metres in the year 2035 with the addition of the development traffic (higher study site estimate).

TABLE 18
UNGLESS WAY AT GUILDFORD WAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	95	2021 Base	Volumes	30	350			870	230				250		40	B
			V/C	0.1	0.14			0.45					0.56		0.56	
			Delay (veh/s)	4.5	3.4			4.8					38.3		38.3	
			95% Queue (m)	4.6	14.2			51.7					38		38	
	95	2028 Base	Volumes	30	370			930	250				270		40	B
			V/C	0.12	0.15			0.48					0.58		0.58	
			Delay (veh/s)	4.9	3.6			5.2					38.9		38.9	
			95% Queue (m)	4.8	15.4			58.7					40.6		40.6	
	95	2035 Base	Volumes	40	390			990	260				290		40	B
			V/C	0.17	0.16			0.53					0.65		0.65	
			Delay (veh/s)	6.5	4.2			6.3					41.9		41.9	
			95% Queue (m)	7.1	17.6			70					43.7		43.7	
	95	2028 Base + Background + Site Low	Volumes	60	430			950	250				270		50	B
			V/C	0.24	0.17			0.49					0.59		0.59	
			Delay (veh/s)	6.8	3.8			5.4					38.5		38.5	
			95% Queue (m)	9.7	18.2			61					41.3		41.3	
	95	2028 Base + Background + Site High	Volumes	70	450			960	250				270		50	B
			V/C	0.28	0.18			0.5					0.59		0.59	
			Delay (veh/s)	7.6	3.8			5.4					38.6		38.6	
			95% Queue (m)	11.8	19			61.7					41.4		41.4	
	95	2035 Base + Background + Site Low	Volumes	90	520			1040	260				290		60	B
			V/C	0.43	0.21			0.55					0.67		0.67	
			Delay (veh/s)	13	4.5			6.7					41.2		41.2	
			95% Queue (m)	21.5	24.2			76.4					45.3		45.3	
	95	2035 Base + Background + Site High	Volumes	100	550			1050	260				290		60	B
			V/C	0.48	0.22			0.55					0.67		0.67	
			Delay (veh/s)	15	4.6			6.7					41.2		41.2	
			95% Queue (m)	26	25.7			77.3					45.3		45.3	
Weekday Afternoon Peak Hour	99	2021 Base	Volumes	50	760			420	420				370		60	B
			V/C	0.13	0.31			0.36					0.66		0.66	
			Delay (veh/s)	6	5.6			3.3					39.6		39.6	
			95% Queue (m)	8.4	41.5			26.2					54		54	
	99	2028 Base	Volumes	50	810			450	440				390		70	B
			V/C	0.14	0.33			0.39					0.68		0.68	
			Delay (veh/s)	6.6	6.1			3.7					39.3		39.3	
			95% Queue (m)	8.9	46.5			30.7					56.8		56.8	
	99	2035 Base	Volumes	50	860			480	470				420		70	B
			V/C	0.16	0.36			0.42					0.69		0.69	
			Delay (veh/s)	7.2	6.7			4.2					39.2		39.2	
			95% Queue (m)	9.4	51.9			36.1					60.4		60.4	
	99	2028 Base + Background + Site Low	Volumes	70	860			510	440				390		90	B
			V/C	0.22	0.36			0.42					0.69		0.69	
			Delay (veh/s)	7.8	6.5			4.4					38.7		38.7	
			95% Queue (m)	12.7	51			38.2					58.5		58.5	
	99	2028 Base + Background + Site High	Volumes	70	860			530	440				390		100	B
			V/C	0.22	0.36			0.43					0.69		0.69	
			Delay (veh/s)	8.1	6.6			4.6					38.5		38.5	
			95% Queue (m)	13	51.5			41.2					59		59	
	99	2035 Base + Background + Site Low	Volumes	90	950			590	470				420		120	B
			V/C	0.33	0.4			0.47					0.72		0.72	
			Delay (veh/s)	11.3	7.6			5.4					38		38	
			95% Queue (m)	19.7	61.6			50					64.2		64.2	
	99	2035 Base + Background + Site High	Volumes	100	970			640	470				420		140	B
			V/C	0.4	0.41			0.5					0.73		0.73	
			Delay (veh/s)	13.6	7.9			6					37.6		37.6	
			95% Queue (m)	24.7	64.5			56.6					65.7		65.7	

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)
Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)
95% Queue length exceeds storage bay capacity

Ungless Way at Guildford Way:

This intersection is a signalized T-intersection. There are no geometric changes anticipated within the horizon years of this study.

From **TABLE 18**, the following observations can be made:

During the weekday AM peak hour:

- The intersection currently operates at LOS B and is forecasted to continue to operate at LOS B in the years 2028 and 2035, regardless of development traffic.

During the weekday PM peak hour:

- The intersection currently operates at LOS B and is forecasted to continue to operate at LOS B in the years 2028 and 2035, regardless of development traffic.

TABLE 19
NEW ROAD AT BARNET HIGHWAY SIGNALIZED CAPACITY ANALYSIS

Time of Day	Cycle length (s)	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	120	2028 Base + Background + Site Low	Volumes	30	1200			1660	20				120		180	B
			V/C	0.16	0.45			0.68					0.61		0.68	
			Delay (veh/s)	2.8	3.9			11.8					62.7		34.3	
			95% Queue (m)	2	75.7			181.9					48.4		42.7	
	120	2028 Base + Background + Site High	Volumes	40	1200			1670	30				140		210	B
			V/C	0.23	0.46			0.72					0.64		0.74	
			Delay (veh/s)	4.8	4.3			14.6					61.2		39.8	
			95% Queue (m)	3	81.1			201					53.7		52.4	
	120	2035 Base + Background + Site Low	Volumes	50	1290			1790	40				230		340	C
			V/C	0.35	0.54			0.86					0.69		0.91	
			Delay (veh/s)	15.4	11			24.4					55		61.4	
			95% Queue (m)	7.8	117.1			255.5					83.2		115.1	
	120	2035 Base + Background + Site High	Volumes	70	1300			1800	60				270		420	C
			V/C	0.49	0.58			0.94					0.67		0.97	
			Delay (veh/s)	24.3	13			33.6					49.6		70	
			95% Queue (m)	15.5	118.8			304					94.6		154	
Weekday Afternoon Peak Hour	120	2028 Base + Background + Site Low	Volumes	120	1860			1270	70				50		50	A
			V/C	0.38	0.63			0.53					0.39		0.31	
			Delay (veh/s)	5.4	9.3			7.7					61		18.9	
			95% Queue (m)	10.2	241.1			98					25.5		12.5	
	120	2028 Base + Background + Site High	Volumes	170	1860			1280	90				60		60	A
			V/C	0.54	0.64			0.55					0.44		0.34	
			Delay (veh/s)	9.7	7			9.3					62		17.5	
			95% Queue (m)	12.3	168.1			121.1					29.6		13.8	
	120	2035 Base + Background + Site Low	Volumes	240	2010			1380	120				80		90	B
			V/C	0.72	0.72			0.69					0.55		0.42	
			Delay (veh/s)	27.2	10.8			16.4					65.5		16	
			95% Queue (m)	45.5	225.6			176.8					36.7		16.3	
	120	2035 Base + Background + Site High	Volumes	340	2010			1390	170				110		110	B
			V/C	0.87	0.73			0.8					0.69		0.45	
			Delay (veh/s)	49.6	8.1			24.3					74.1		15.1	
			95% Queue (m)	90	148.2			205.5					51.4		18	

	Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)
	Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)
	95% Queue length exceeds storage bay capacity

New Road at Barnet Highway:

This is a proposed signalized intersection to provide a connection to Barnet Highway for the proposed developments bounded by Guildford Way, Ioco Road, and Barnet Highway. While the exact location and configuration is still to be determined, for the purposes of this study, it was assumed to be a signalized T-intersection connecting the east end of Palmer Avenue to Barnet Highway. The assumed lane configuration for the analysis was a dedicated EBLT lane, three (3) EBTH lanes, three (3) WBTH lanes, one (1) SBLT lane, and one (1) SBRT lane.

From **TABLE 19**, the following observations can be made:

During the weekday AM peak hour:

- The intersection is forecasted to operate at LOS B in the year 2028 with half build-out of the developments.
- The intersection is forecasted to operate at LOS C in the year 2035 with the full build-out of the developments.
- In 2035, the WBTH, WBRT, and SBRT movements are approaching capacity.

During the weekday PM peak hour:

- The intersection is forecasted to operate at LOS A in the year 2028 with half build-out of the developments.
- The intersection is forecasted to operate at LOS B in the year 2035 with the full build-out of the developments.
- In 2035, the EBLT approaches capacity with the higher estimate of the study site traffic.
- In 2035, the EBLT 95th percentile queue extends past the nominal 30 metre storage bay the analysis was conducted with. For the higher estimate of the study site traffic, an EBLT storage bay of 90 metres is needed.

Since the new road connection is located in Coquitlam, (i.e., not under the jurisdiction of the City of Port Moody), the exact timing of construction is not known. CTS undertook a sensitivity analysis to ascertain how much development could occur without overloading the intersection of Guildford at Balmoral (all traffic assigned to the new road would re-assign to the Guildford/Balmoral intersection) and determined that 50% of the development could be constructed and occupied before the new connection has to be constructed. If the new connection is not in place, a temporary right-in, right-out access on Barnet Highway could be considered, similar to the Suter Brook Way parkade entrance on Ioco Road.

6.2 Intersection Capacity Improvements

As noted in Section 6.2, several of the intersections studied are at or near capacity. Determining appropriate capacity improvements will be undertaken during the rezoning process and will require close coordination between CTS, Wesgroup and the City of Port Moody. During this coordination the details of the specific infrastructure upgrades including, timing, cost sharing (if any), and construction responsibility will be negotiated.

7.0 PEDESTRIAN OVERPASS

In order to support the transit-oriented developments of Coronation Park, Parcel E, and Polygon, CTS reviewed the need for a pedestrian overpass connecting the developments to Inlet Centre Station at loco Road at Barnet Highway. Between the three developments, a total of 5,665 residential dwelling units were estimated.

Based on a review of Google Earth and Google Street Views, it was determined that there is capacity for approximately 15 pedestrians on the northeast pedestrian refuge island. This estimate was conducted based on each pedestrian needing approximately 1 m² of space and accounting for dead space generated by the poles on the pedestrian refuge island. Assuming that loco Road at Barnet Highway has a cycle length of 120 seconds, consistent with the capacity analyses in **Section 6.0**, this yields a capacity for approximately 450 pedestrians per hour for the north crosswalk.

The relationship between the number of pedestrians and the number of dwelling units was referenced from the published person trip generation rates in *the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition*.

See **TABLE 20** below for the total number of dwelling units that may be constructed before the threshold of 450 pedestrians at the north crosswalk of loco Road at Barnet Highway is met.

TABLE 20
PERSON TRIP GENERATION

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Person Trip Generation Rate	Trip Rate Source	Directional Split		Net Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Mid Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	76	0.50	ITE Code 221 (10th Edition) Dense	17%	83%	6	32	38
	Weekday Afternoon			0.41		69%	31%	22	10	32
High Rise Multifamily Housing (Total)	Weekday Morning	Dwelling Units	910	0.73	ITE Code 222 (10th Edition) Dense	21%	79%	140	525	665
	Weekday Afternoon			0.60		59%	41%	322	224	546
	Weekday Morning Peak Hour		Total Person Trips					146	557	703
	Weekday Afternoon Peak Hour		Total Person Trips					344	234	578
	Weekday Morning Peak Hour		Total Non-Auto Trips (80% for TOD)					117	446	562
	Weekday Afternoon Peak Hour		Total Non-Auto Trips (80% for TOD)					275	187	462
	Weekday Morning Peak Hour		Assume that 80% of all Non-Auto Trips Take Skytrain					93	356	450
	Weekday Afternoon Peak Hour		Assume that 80% of all Non-Auto Trips Take Skytrain					220	150	370

From **TABLE 20** above, a total of 986 dwelling units, or 17.4% of the total 5,665 residential units, may be built-out before the pedestrian overpass needs to be constructed.

In 2028, assuming that 50% of the total dwelling units are built-out, a pedestrian overpass is needed as there is inadequate pedestrian queue storage on the pedestrian refuge islands, particularly the northeast pedestrian refuge island.

Early construction of the pedestrian overpass will encourage higher transit modal share by providing a high-quality pedestrian connection from the proposed development to Inlet Centre SkyTrain Station. Additional measures to improve the pedestrian experience such as the provision of covered walkways, wayfinding and lighting should also be considered by the developer.

As noted above, the pedestrian overpass is a key piece of transportation infrastructure that is important to the overall viability of the project as a Transit Oriented Development. As part of subsequent rezoning processes, Wesgroup and the City of Port Moody will negotiate the details of the overpass including, timing, cost sharing (if any), and construction responsibility.

8.0 CONCLUSIONS & RECOMMENDATIONS

- 1) Wesgroup is proposing to develop a transit-oriented, mixed-use development consisting of high-rise and mid-rise residential units as well as commercial space in the Coronation Park neighbourhood on the eastern boundary of the City of Port Moody.
- 2) The proposed development is within a 5-minute walk from the nearest SkyTrain Station at Inlet Centre as well as services and amenities in the nearby Suter Brook Village, Newport Village and the Port Moody Library and Recreation Centre.
- 3) There are adjacent proposed developments in Parcel E, north of the Wesgroup site as well as a Polygon development east of the Wesgroup site in the City of Coquitlam.
- 4) CTS evaluated this project with a total of 3 accesses to the road network serving the neighbourhood, as follows:
 - An east leg added to the intersection of loco Road & Suter Brook Way, making the intersection operate as a 4-way signalized intersection. This access is assumed to terminate in an underground parkade for residents and commercial retail customers;
 - Balmoral Drive & Guildford Way, providing access to the north of the site; and,
 - A new connection at Barnet Highway from Palmer Avenue.
- 5) CTS recommends the new connection at Barnet Highway be constructed when approximately 50% of the proposed development is constructed and occupied to prevent the intersection of Balmoral Drive and Guildford Way from failing during peak hours. If the new connection is not in place, a temporary right-in, right-out access on Barnet Highway could be considered, similar to the Suter Brook Way parkade entrance on loco Road.
- 6) CTS recommends that SimTraffic analysis be conducted to assess the effect of queue spillback in the study network, particularly along loco Road, as part of the detailed traffic impact assessment to be conducted once the project moves forward with a more solidified site plan. This analysis would allow CTS to provide targeted recommendations on road geometry and access location to the developer. The analysis would also inform decisions made on the internal road network such as the road alignment and gate positioning, to improve flow and safety.
- 7) CTS recommends a pedestrian overpass be constructed to connect the northeast corner of loco Road at Barnet Highway with Inlet Centre Station. From CTS' review, a total of 17.4% or 986 dwelling units, of the total 5,665 dwelling units (between Coronation Park, Parcel E, and Polygon) may be built-out before the pedestrian overpass needs to be constructed.

- 8) CTS recommends that the developer implement a fine-grained pedestrian and cyclist internal road network that connects to major nodes such as Suter Brook Village, the Murray Street bike path, and Inlet Centre Station. The proposed network upgrades will be addressed through the provision of high quality, all ages and abilities level, cycling and walking routes, particularly along existing adjacent roads and the internal transportation network.
- 9) The following additional changes are expected to be made to the road network by 2035:
 - The northbound left-turn and through movements on loco Road & Barnet Highway are expected to close, making the south leg of the intersection operate as a right-out. Removing the northbound phase will reduce queueing at the intersection by giving more green time to Barnet Highway.
 - The above is to be done in conjunction with a signalized T-intersection on the east side of Barnet Service Road and Barnet Highway.
- 10) In addition to the above road network changes, CTS notes that Wesgroup will work collaboratively with the City on other road and intersection capacity improvements (such as additional left and right turn lanes) subject to more detailed analysis and design feasibility studies.
- 11) CTS recommends that Wesgroup maximise the connectivity between the underground parking facilities such that access is not restricted to a single location.
- 12) CTS recommends that design of the internal road network and underground parking prioritise access via either Guildford Way or Barnet Highway to reduce the demand on loco Road.
- 13) CTS recommends that the developer, working with Port Moody staff, develop a comprehensive TDM package that could include the following:
 - Unbundled parking
 - Car share (including preferential parking and provision of vehicles)
 - Preferential parking for carpools
 - Real-time transit information displays
 - Rideshare communication strategies
 - Preferential location for bicycle parking
 - Secure bicycle parking
 - Bicycle end-of-trip facilities
 - Subsidised transit passes
 - Enhanced transit shelters
 - Resident-only bike share (including helmets and storage)
 - Comprehensive communications strategy to residents on alternative modes of transportation
- 14) It is anticipated that using a 0.5% background traffic growth rate (as opposed to the 1.0% used in this report) along with the measures listed above (including targeted intersection improvements) could result in traffic operations that are between 5% and 10% better than what is illustrated in this report.

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- 15) Determining appropriate capacity improvements will be undertaken during the rezoning process and will require close coordination between CTS, Wesgroup and the City of Port Moody. During this coordination the details of the specific infrastructure upgrades including, timing, cost sharing (if any), and construction responsibility will be negotiated.

We would like to take this opportunity to thank you for this unique project and we look forward to working with you again in the future. Please call the undersigned should you have any questions or comments.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD.

Reviewed by:

Prepared by:

Gary Vlieg, M.Sc., P.Eng. FEC
Sr. Project Manager

Jacqueline Lee, EIT
Junior Traffic Engineer

Darshan Soni, EIT
Junior Traffic Engineer

Attachments

beyond rent

Rent today towards home ownership tomorrow.

We believe our tenants are core to our community. That's why we developed beyond rent; to help our tenants get started on the path to home ownership.

beyond rent is simple. Every year you rent with us, you'll become eligible for large discounts towards a new home from Wesgroup.

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WESGROUP



beyond rent

How it works

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2% OFF
— AFTER —
12 MONTHS



3% OFF
— AFTER —
24 MONTHS



4% OFF
— AFTER —
36 MONTHS



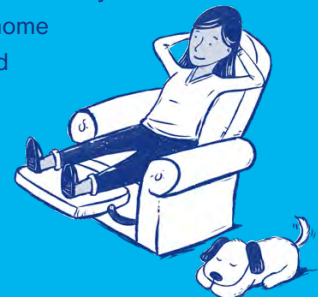
5% OFF
— AFTER —
48 MONTHS



SAVE UP TO
\$25,000
if your new home
is \$500,000.

You can get started now

Become a tenant of a Wesgroup-managed property. **beyond rent** begins the first day you take possession under your tenancy agreement and the discount builds from there. Then, sit back, relax and enjoy your home until you're ready for home ownership. Once the home you want to buy is completed and so long as you are still a Wesgroup tenant, you'll be ready to save some serious money.*



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*Limitations apply. For more information on the terms and conditions and your eligibility for this program, please visit beyondrent.ca. No information or material contained herein is to be considered an offer to sell a home. The developer reserves the right to make changes to or discontinue the **beyond rent** program, at any time without notice. E&O.E.



City of Port Moody

Bylaw No. 3285

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to implement the Coronation Park Neighbourhood Plan.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park)”.

2. Amendments

- 2.1 City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended in Chapter 4, section 4.1.8 Mixed Use – Inlet Centre of Schedule “A” by replacing the following sentence:

“Building heights for high rise building forms will not exceed 26 storeys.”

with the following sentence:

“Building heights for high rise building forms will not exceed 26 storeys, except for Area A of Coronation Park, where building heights up to 31 storeys will be considered.”.

- 2.2 Bylaw No. 2955 is further amended by replacing “Building heights are limited to 26 storeys” with “Building heights are generally limited to 26 storeys” in Chapter 8, section 8.9.2 (d).

- 2.3 Bylaw No. 2955 is further amended by replacing Chapter 15, section 15.3.1 Coronation Park in its entirety with the following:

“15.3.1 Coronation Park

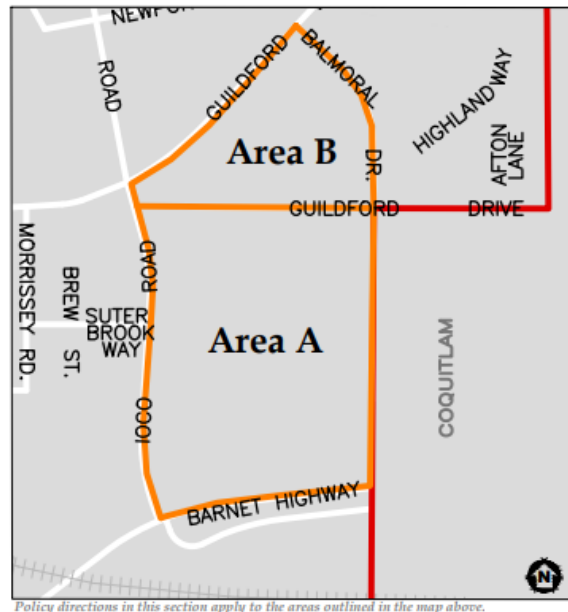
Coronation Park is envisioned as a transit-oriented mixed-use neighbourhood. It is made up of a variety of multi-family housing forms and includes a significant commercial component to serve residents and create employment. Strong emphasis is placed on pedestrian circulation within the neighbourhood as well as connections to surrounding areas, including Inlet Centre Station. A large centrally-located public park will help meet the recreational needs of residents and create opportunities for social interaction.

The neighbourhood is divided into two areas:

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- Area A will be assembled and redeveloped for medium- to high-density mixed-use. The only exception to the land assembly in Area A is the lot at 103 Ioco Road, which is currently zoned Service Station Commercial (C4). This lot is designated in the OCP as Mixed Use – Inlet Centre but is anticipated to remain in service station use for the foreseeable future.
- Area B will be assembled and redeveloped for medium- to high-density residential use.



Policies

1. The following policies apply to both Area A and Area B:
 - i. Residential uses shall include a range of forms (e.g., ground-oriented and stacked townhomes and low-rise and high-rise apartments), tenures (e.g., strata, market rental and affordable below-market rental), and unit sizes (e.g., studio to 3+ bedrooms and family-friendly units). Residential buildings shall include ground-oriented accessible units at grade.
 - ii. Redevelopment is encouraged to provide space for child, family, and senior-friendly amenities, such as childcare, community care, and seniors care, with outdoor amenity and play space. Rezoning applications within the neighbourhood shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand can be accommodated, and if necessary, how the development will contribute towards the provision of childcare spaces.
 - iii. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.

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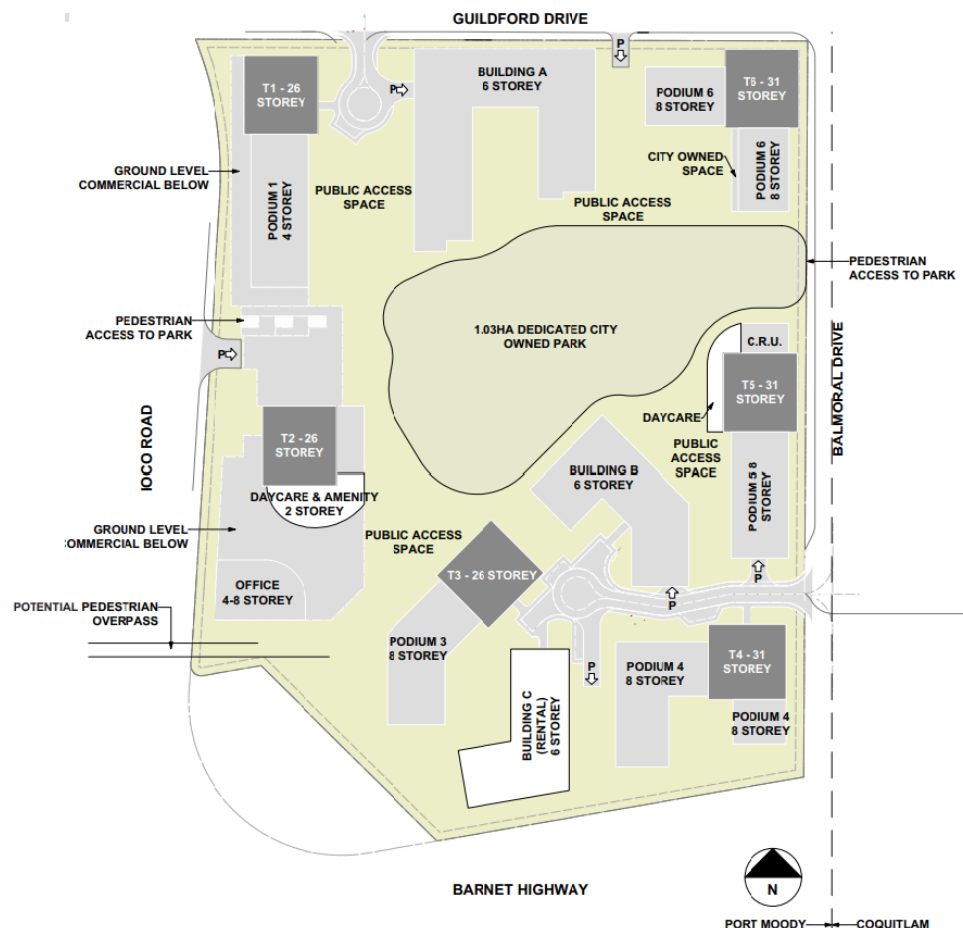
- iv. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
 - a. pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and
 - b. an overpass between the neighbourhood and Inlet Centre Station.
 - v. At least one additional road connection shall be required to serve the neighbourhood and the location must be resolved prior to the City approving any rezoning applications within the neighbourhood.
 - vi. Given the proximity to Inlet Centre Station, TOD parking standards are encouraged, subject to the implementation of transportation demand management strategies to reduce personal car ownership and use.
 - vii. All long-term off-street parking shall be underground.
 - viii. Use of building rooftops for uses such as outdoor amenity space, community gardens, and green roofs is encouraged.
 - ix. All rezoning applications shall include a phasing plan and may be required to support up-fronting / oversizing of infrastructure.
 - x. A public art plan shall be required as part of all rezoning applications within the neighbourhood.
2. The following additional policies apply to Area A, with the exception of 103 Ioco Road:
- i. All the properties in Area A shall form part of a comprehensive development.
 - ii. Building placements and heights, land uses, pedestrian and vehicle circulation, and public park space shall generally be as shown on the Area A – Land Use Concept Plan.
 - iii. The maximum permitted residential gross floor area is 194,276m², excluding private indoor amenity space.
 - iv. A minimum of 7,780m² of the residential gross floor area shall be purpose-built rental housing.
 - v. Six high-rise buildings shall be permitted, ranging in height from 26 to 31 storeys.
 - vi. Low-rise buildings, including tower podiums, shall range in height up to a maximum of eight storeys.
 - vii. A minimum of 1,483m² of gross floor area shall be provided for private indoor amenity use.

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- viii. The minimum required commercial gross floor area is 9,780m².
- ix. A minimum of 2,717m² of the commercial gross floor area shall be for purpose-built office use.
- x. A minimum of 883m² of gross floor area shall be provided for childcare use.
- xi. A public park a minimum of 1.03ha in size shall be provided, generally as configured on the Area A – Land Use Concept Plan.
- xii. The public park shall be designed and programmed to accommodate all age groups, from children to seniors, and will include both passive and active space, as well as barrier-free fully accessible circulation.
- xiii. A civic facility with a minimum gross floor area of 186m² shall be provided in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.

Area A – Land Use Concept Plan



Note: This Land Use Concept Plan is for illustrative purposes only, with further details to be determined at the rezoning stage

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3. The following additional policies apply to Area B:

- i. High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.
- ii. Low-rise residential buildings shall be a maximum of four storeys and a mix of apartments and townhomes.
- iii. For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.
- iv. For high-rise residential buildings, floorplates in the range of 700m² above the podium are encouraged."

2.4 Bylaw No. 2955 is further amended in Chapter 15, section 15.5.7 Inlet Centre Transit-Oriented Development of Schedule "A" by replacing the following:

"In this area:

1. Building heights up to 26 storeys will be considered for the following Mixed Use – Inlet Centre designated areas:
 - 130 loco Rd
 - The triangular portion of land between the Klahanie and Suter Brook developments
 - The 2400 block of Barnet Hwy (Honda dealership site)
 - Parcel D, Onni Suter Brook Development site
 - Areas within Coronation Park as shown on Maps 1 and 11"

with the following:

"In this area:

1. Building heights up to 26 storeys will be considered for the following Mixed Use – Inlet Centre designated areas:
 - 130 loco Rd;
 - The triangular portion of land between the Klahanie and Suter Brook developments; and
 - The 2400 block of Barnet Hwy (Honda dealership site).
2. Within the Coronation Park neighbourhood:
 - Building heights up to 26 storeys will be considered for the area designated Hi-Rise Residential; and
 - Building Heights up to 31 storeys will be considered for the area designated Mixed Use – Inlet Centre.";

and renumbering the policies in section 15.5.7 accordingly.

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- 2.5 Bylaw No. 2955 is further amended by replacing Map 1 – Overall Land Use Plan and Map 11 – Evergreen Line Sub Areas in Schedule “A” with Map 1 – Overall Land Use Plan and Map 11 – Evergreen Line Sub-Areas attached to and forming part of this Bylaw as Schedules A and B.

3. Attachments and Schedules

- 3.1 The following schedules are attached to and form part of this Bylaw:

- Schedule A – Map 1 – Overall Land Use Plan.
- Schedule B – Map 11 – Evergreen Line Sub-Areas.

4. Severability

- 4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this 29th day of January, 2021.

Read a second time this ___ day of _____, 2021.

Read a third time this ___ day of _____, 2021.

Adopted this ___ day of _____, 2021.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

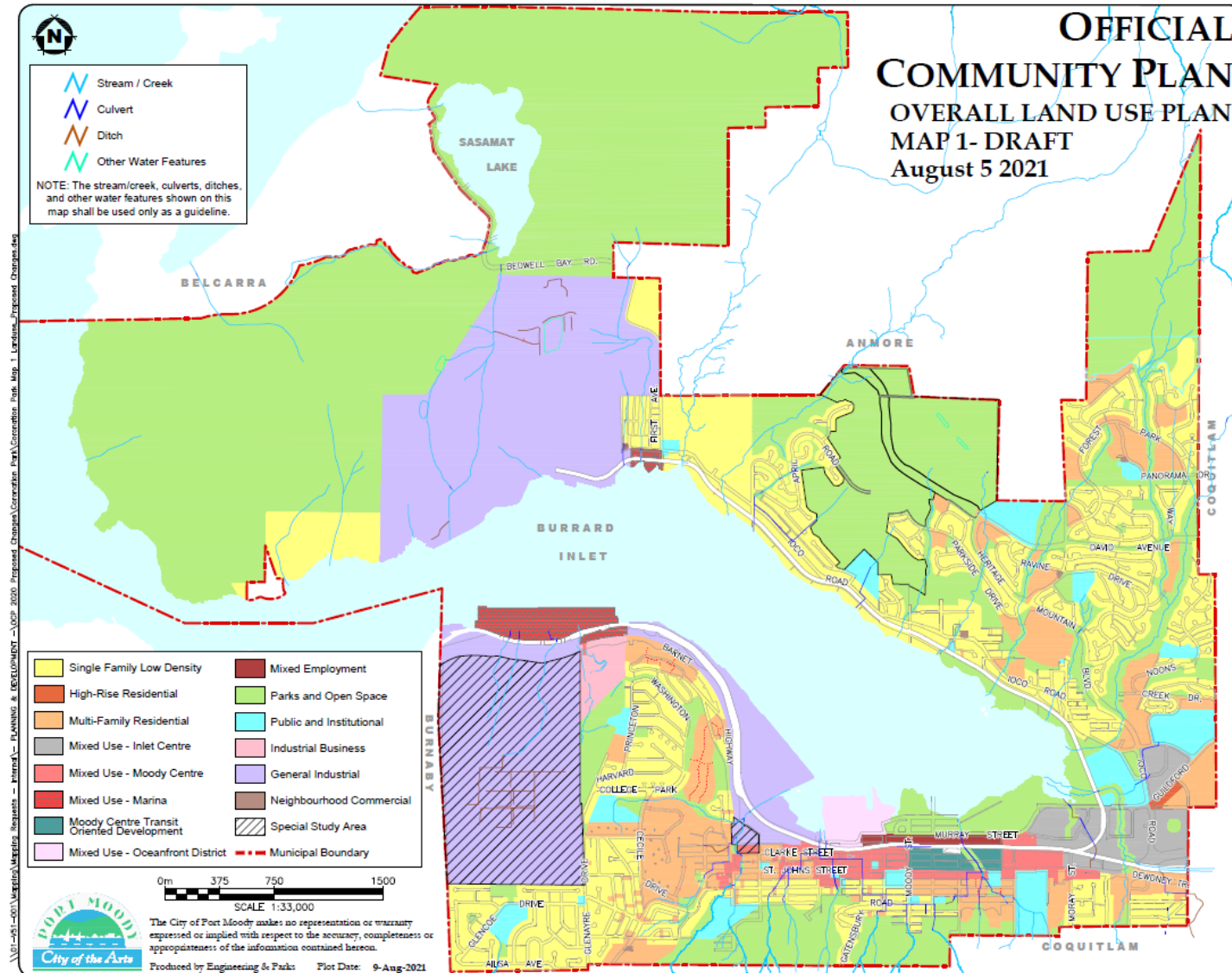
I hereby certify that the above is a true copy of Bylaw No. 3285 of the City of Port Moody.

D. Shermer
Corporate Officer

Considered at the November 23, 2021 Council meeting

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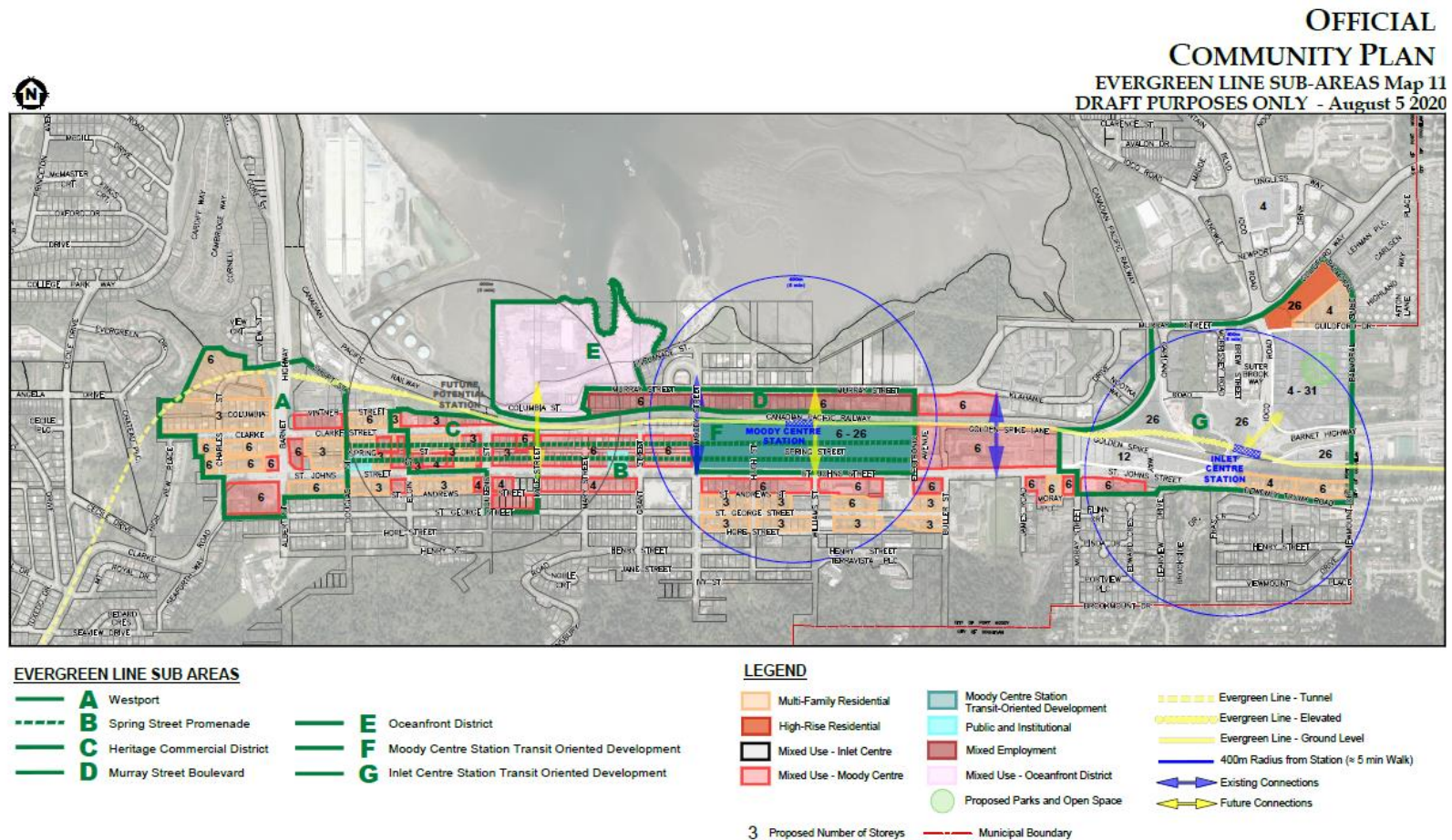
Schedule A – Map 1 – Overall Land Use Plan



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Schedule B – Map 11 – Evergreen Line Sub-Areas



The City of Port Moody makes no representation or warranty expressed or implied with respect to the accuracy, completeness or appropriateness of the information contained herein.
Prepared by Engineering & Public Data (March, 2020)
V:\M-05-01\Map\Map\Map 11 - Evergreen Line Sub-Areas.mxd

*NOTES: This map shows the amended locations of the Evergreen Line Stations and Future Potential Station. Evergreen Line projected completion date of 2016.

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pooni
group.

CORONATION PARK ENGAGEMENT SUMMARY REPORT

Report prepared by: Pooni Group
Report Date: September 24, 2021



EXECUTIVE SUMMARY

Wesgroup currently has 58 single detached homes in the Coronation Park neighbourhood under contract ('site'), and is proposing to redevelop the 14.8 acre site into a mixed-use community with low- to high-rise buildings. The site is located within a 5 - 10 minute walk from Inlet Centre SkyTrain Station, and bus routes along loco Road and Barnet Highway.

Wesgroup submitted a Official Community Plan (OCP) amendment application in July 2020. Port Moody Mayor and Council provided preliminary feedback in January 2021 at the First Reading of the OCP amendment bylaw. As a result of Mayor and Council, community and staff feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment.

This review has resulted in a number of changes including an increase in park and commercial space, an overall density reduction, and the inclusion of a rent to own program.

The revised proposal includes approximately 2,660 new homes, including 105 market rental homes. Ten percent of the market rental homes will be dedicated to seniors. The proposal also includes 2.53 acres of public park space, 115,456 sq.ft of commercial space including a grocery store, drug store, office space, and more neighbourhood serving retail. Given the significant changes made to the proposal, the project team undertook additional public engagement related to the revised proposal.

The intent of the engagement was to inform community members of the revised proposal and gather input. An information flyer summarizing the revised proposal was mailed to the surrounding properties directing community members to visit the project website (www.coronationparkportmoody.ca) to review more details of the revised proposal and submit a comment form. In addition to the information flyer, a pop-up engagement kiosk was held on Saturday, September 11, 2021 at two locations to inform community members of the revised proposal and direct them to the project website to fill out a comment form.

In total, 417 unique visitors visited the project website, and 53 people had conversations with the team at the pop-up engagement. In total, 58¹ comment forms were received, the majority of which expressed support for the revised proposal or were neutral (46 of the 57 comment forms), while 10 people indicated concerns with the proposal.

1 58 comment forms were submitted, however one comment form did not include any comments other than the contact information so has not been included in the analysis.

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INTRODUCTION



Wesgroup submitted a Official Community Plan (OCP) amendment application in July 2020. Port Moody Mayor and Council provided preliminary feedback in January 2021 at the First Reading of the OCP amendment bylaw. As a result of Mayor and Council, community and staff feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment.

This review has resulted in a number of changes including an increase in park and commercial space, an overall density reduction, and the inclusion of a rent to own program.

The revised proposal includes approximately 2,660 new homes, including 105 market rental homes. 10% of the market rental homes will be dedicated to seniors. The proposal also includes 2.53 acres of public park space, 115,456 sq.ft of commercial space including a grocery store, drug store, office space, and more neighbourhood serving retail, which will provide employment and job space close to rapid transit. Given the significant changes made to the proposal, the project team undertook additional public engagement related to the revised proposal.

A summary of the following is included in the report:

- Details on the engagement approach;
- A summary of the feedback received;
- Transcription of all comments received; and
- Copies of all material provided to the public (including screenshots of the website, information flyer, project information sheet, and display boards at pop-up engagement)

ENGAGEMENT APPROACH

Community members were notified of the revised proposal by an information flyer received through the mail and through a newspaper advertisement, both of which directed to the project website to view details on the revised proposal. The website was updated with revised proposal details and a fillable comment form. A pop-up engagement kiosk was also held on Saturday, Sept 11, 2021 at a location near Moody Centre SkyTrain Station and at Suterbrook Village. More details on the engagement process is below.

Website (www.coronationparkportmoody.com)

On August 30, 2021, the project website was updated with details on the revised proposal. The updates included information on the Happy City report and the well-being framework guiding principles, a summary of the current proposal highlights, a table and images of the site plan comparing the previous application and the current application, a timeline showing the process, and a fillable comment form. The website also included contact information.

The website analytics show that from August 30, 2021 (the day the website updates went live) to September 16, 2021 (the last day for comments), there was 417 unique visitors to the website.

Screenshots of the website are included in Appendix A.

Notification

Information Flyers

2,339 unaddressed information flyers were sent out via Canada Post ad-mail drop to residents and businesses in the area surrounding the site. In addition, 1,706 information flyers, with labels provided by the City of Port Moody were mailed, and 17 information flyers, with labels provided by the City of Coquitlam were mailed.

The information flyer included information on the status of the application and a table which showed a comparison between the previous application and the revised application changes. The flyer also included information on how to get involved, including a link and Quick Response (QR) code to the project website and information on submitting a comment online.

A copy of the information flyer is included in Appendix B and a map of the unaddressed notification delivery area is included in Appendix C.

Newspaper Advertisements

A newspaper advertisement ran in the local print newspaper, the Tri-City News, on Thursday, September 9, 2021, providing information on the revised proposal and directing readers to the project website for more details and to fill out a comment form. A copy of the newspaper advertisement is included in Appendix D.

Pop-up Engagement Kiosk

On Saturday, September 9, 2021, members of the project team conducted pop-up engagement at two locations. The first location was at the 2400 block of Clarke Street (near the coffee shop called Grit Studio), and the second was at Suterbrook Village near the Thrifty's.

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The pop-up kiosk was staffed by two members from the Pooni Group team, and one representative from Wesgroup and included the following materials:

- Three display boards, including:
 - A board providing the site location, background context and a timeline of the process;
 - A board with a table comparing the previous proposal to the revised proposal; and
 - A board with the site plan of the previous proposal and of the revised proposal
- Project Information Sheets providing information on the proposal and link and QR code to the project website (www.coronationparkportmoody.com) for people to takeaway; and
- Printed comment forms for people to fill out.



Image of pop-up engagement at 2400 Block of Clarke Street

Approximately 53 people engaged with the project team over 4.5 hours. One person filled out a comment form in-person.

A copy of the display boards is included in Appendix E, and a copy of the project information sheet is included in Appendix F.



Image of pop-up engagement at Suterbrook Village

FEEDBACK SUMMARY

Public feedback on the revised proposal was provided in the following ways:

- Online comment form submissions through the website;
- Conversations and submitted comment forms during the pop-up engagement; and
- Input received by e-mail or phone call.

In total, 58 comment forms were submitted, and one email and phone call were received. One comment form did not include any comments other than contact information, and has not been included in the feedback analysis.

Summary of Comment Form Submissions

Comment Form Questions

The comment form included the following questions:

1. How do you feel about the increase in public park space (from 1.5 acres to 2.53 acres)?
2. How do you feel about the reduction in density (from 4.53 FAR to 3.48 FAR)?
3. Do you like the addition of office space?
4. Do you like the addition of a grocery store and drug store?
5. What do you think of the addition of the rent to own program?
6. Is there anything else you would like to share with us at this time?
7. Did you participate in the 2020 Open House for Coronation Park?

See Appendix G for a copy of the comment form.

Our analysis of comment forms includes a categorization of the sentiment (support, neutral, or concerns) for each comment form.

Of the 57 comment forms analyzed:

- 39 individuals indicated support for the proposal (68%);
- 7 individuals were neutral (12%); and
- 10 individuals indicated concerns about the proposal (17%).

The following summarizes the most common themes for each question. Direct quotes illustrating some comments are also provided through this section in stand-alone boxes.

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1. How do you feel about the increase in public park space (from 1.5 acres to 2.53 acres)?

55 respondents answered this question. Respondents had the following comments:

- **Support:** the majority of respondents (42) expressed that they were pleased or supportive of the increase in public park space.
- **Parks design:** respondents indicated they like the new layout more than the previous application. However, a couple of respondents indicated they would prefer a more concentrated park space or that they preferred the previous design.
- **Dog-friendly areas:** respondents expressed a desire for dog-friendly spaces / areas / walking trails throughout the development.
- **More park space desired:** 4 respondents felt that more park space was needed.

2. How do you feel about the reduction in density (from 4.53 FAR to 3.48 FAR)?

55 respondents answered this question. Respondents had the following comments:

- **Support for density:** 37 respondents indicated support for the density proposed. Several of these respondents made comments related to the site's location being near SkyTrain as an appropriate location to locate high density. It was also noted by some respondents that the site's location would be appropriate for more density than currently proposed.
- **Do not support density/heights:** while the majority indicated support for the density proposed, 7 respondents provided comments indicating they did not support the height. Some of these comments noting that the highest height they would support is 26-storys. Comments about retaining the neighbourhood character were also noted.

"I feel that the reduction in density increases the cost per square foot for everything else including the residential units. I prefer a mix of more high rises, and higher high rises. I feel this would provide lower cost for residential and commercial units."

- Quote from survey respondent (abbreviated)

3. Do you like the addition of office space?

52 respondents answered this question. Respondents had the following comments:

- **Support for office space:** Of the 52 respondents, 25 provided comments supporting the addition of office space. Some of these comments included support for having jobs close to homes and near transit which would reduce commute times and encourage people to live, work and play in Port Moody.
- **Viability of office space:** Many respondents (13) had comments relating to the whether there was market demand for office space. Some noted they had seen office space at Suterbrook Village go not leased so questioned whether or not office would be viable at this locations.
- **Concerns related to office space:** some respondents (7) did not support the office and noted including

"I don't see it as a need in the area. So many spaces sit empty nearby however it would be interesting to see more integration of work from home styles of living which may become more permanently normal, such as community office spaces and conference rooms available for rent."

- Quote from survey respondent

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office space could contribute to traffic and parking issues.

4. Do you like the addition of a grocery store and drug store?

53 respondents answered this question. Respondents had the following comments:

- **Support for grocery/drug store:** 33 respondents indicated they were supportive of the grocery store and drug store proposed. Some respondents indicated the desire for more choices of grocery stores to go to in Port Moody. Some also that the Thrifty's at Suterbrook Village was busy and therefore another store nearby was needed.
- **Viability of grocery store and/or drug store:** Many respondents (13) had comments relating to the whether there was market demand for another grocery store and drug store, noting that there are similar options nearby already. Some noted that by bringing another grocery store and/or drug store, it would create competition and make it difficult for the existing stores to survive.

5. What do you think of the addition of the rent to own program?

53 respondents answered this question. Below is a summary of the key themes:

- **Support for alternative avenues to enter homeownership:** the majority (35 respondents) noted support for a rent-to-own program, noting that this program would provide much needed affordable home ownership options and would help young families or first time home buyers enter the market. Some expressed their individual desire to use the program, if eligible.
- **More information needed and/or skepticism:** several expressed skepticism over how such a program would work and actually help people enter the homeownership market. Some respondents noted they couldn't comment on the program without knowing more details.

6. Is there anything else you would like to share with us at this time?

48 respondents answered this question. Below is a summary of the key themes:

- **Frustration with the civic/planning process:** several respondents noted they were frustrated with the political nature of the application process and with the length of time the process was taking.
- **General support for revised proposal:** many respondents expressed their support for the proposal and the changes that have been made, including the increased daycare space and commercial and retail space. Several respondents expressing support noted this is the appropriate location for density and height to support the significant investment made in transit (SkyTrain) and to support a complete community where people can live closer to work, shops and services.
- **Concerns relating to proposal:** several respondents had some concerns about the proposal. These included construction impacts, traffic, access and parking concerns, wildlife and environmental concerns, a desire for below-market housing, and a desire to retain the existing neighbourhood character.

7. Did you participate in the 2020 Open House for Coronation Park?

Out of the 55 responses to this question, 28 people indicated they did participate in the previous online open house in 2020, and 27 people indicated they did not participate in the previous open house.

See Appendix H for the full comment form transcriptions.

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Other Feedback

In addition to the submitted comment forms, one email (see Appendix I for a copy) and one phone call providing input was received. Comments included support for the revised proposal, rent-to-own program, and increase in daycare. One individual expressed concerns about height, parking, and viability of the retail.

Through conversations with passers-by at the pop-up engagement kiosk, several people had questions about timeline and construction start, and the possibility of a pedestrian over-pass. Many people expressed support for density near SkyTrain, while some people had concerns about traffic, parking and development impacts on civic infrastructure.

CONCLUSION

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). 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.

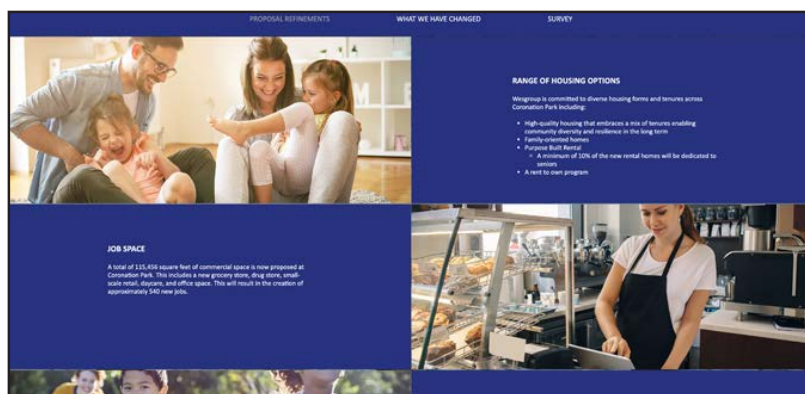
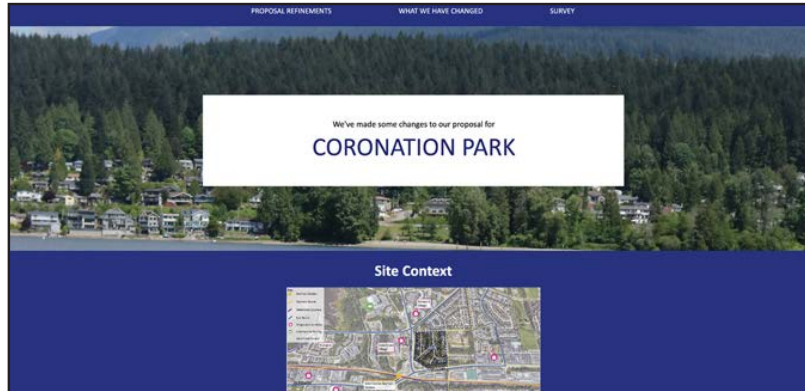


APPENDICES



- Appendix A – Website Screenshots
- Appendix B – Information Flyer
- Appendix C – Notification Area
- Appendix D – Newspaper Ad
- Appendix E – Pop-up Kiosk Presentation Boards
- Appendix F – Project Information Sheet
- Appendix G – Comment Form
- Appendix H – Comment Form Transcription
- Appendix I – Other Feedback Summary

APPENDIX A - WEBSITE SCREENSHOTS



APPENDIX A - WEBSITE SCREENSHOTS



PROPOSAL REFINEMENTS

WHAT WE HAVE CHANGED

SURVEY

PARKS AND OPEN SPACES

The public park space has increased from 1.5 acres to 2.53 acres. The park has been reconfigured to be more inclusive between the built environment and accessible from several points across Connaught Park, creating better barrier-free pedestrian circulation. Potential programming at the park includes gardens, lawn areas, children's play area, outdoor fitness areas, and urban agriculture.

NEW DAYCARE

The proposed daycare has been increased by 3,500 square feet. The space is now envisioned as a 5,500 square foot space, accommodating approximately 90-120 children.





SUSTAINABILITY

Connaught Park is still envisioned as a sustainably designed master plan. Community with the potential for better resource management, energy, green buildings that meet significant energy performance standards, and use local products and resources where possible. We have also included opportunities for urban agriculture, the inclusion of pollinator plants throughout the garden, and vegetation native to the area.

What have we changed?



2020 Application



Revised Application

2020 Application (last version of right application)	Item	Revised Application (last version of right application)
4.53 FAR	Density	3.48 FAR
37 - 40 storeys	Building Heights	26 - 31 storeys
1.5 acres	Public Park Space	2.53 acres
2,875 strata units and 375 below-market homes	Housing Mix	2,560 strata units and 105 market rental homes, of which at least 10% will be dedicated to seniors rental housing.
None	Rent to Own Program	Any residential tenant renting a Wingroup home at Connaught Park will be eligible for the rent-to-own program. A portion of rent collected can be used towards a down payment for a home.*
18,350 sq ft of commercial space including: - 10,000 sq ft of retail space - 8,350 sq ft of daycare space - 25,000 sq ft of residential daycare amenity space	Retail and Job Space	115,456 sq ft of commercial density including: - 30,000 sq ft grocery store - 10,000 sq ft drug store - 25,000 sq ft office space - 25,000 sq ft of commercial retail and restaurant space (including the grocery and drug store) - 15,000 sq ft of daycare space - 16,056 sq ft of residential daycare amenity space
8,000 sq ft of daycare space to accommodate 75-100 children	Daycare Space	9,500 sq ft of daycare space to accommodate 90-120 children

*All numbers are approximate and subject to change. Totals after case of meeting.

APPENDIX A - WEBSITE SCREENSHOTS



APPENDIX B - INFORMATION FLYER

WESGROUP

SHARE YOUR THOUGHTS ON THE REVISED PROPOSAL FOR CORONATION PARK!

Wesgroup has submitted a revised Official Community Plan Amendment application for Coronation Park. The initial application was submitted in July 2020 and in January 2021, Port Moody Mayor and Council provided preliminary feedback on the application which has resulted in a number of changes.

As a result of Mayor and Council's feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment.

This review has **resulted in an increase in park space and employment space, an overall density reduction, and the inclusion of a rent to own program.**

A summary of the changes is included on the reverse, and more details, including information about Happy City's work, can be found at the project website: www.coronationparkportmoody.com.

HOW TO GET INVOLVED:

- Visit the website to review the latest proposal information and sign up for project updates at www.coronationparkportmoody.com; or scan the QR code to the right
- Fill out a comment form on the website by Thursday, September 16, 2021



For questions, please contact Maureen at info@coronationparkportmoody.com; 604-731-9053 ext. 116

City Contact: City of Port Moody, planning@portmoody.ca

WESGROUP

PROPOSAL INFORMATION

The table below provides a summary of the revised proposal:

Item	Previous Application	Revised Application
Density:	4.53 FAR	3.48 FAR
Building Heights:	37 - 40 storeys	26 - 31 storeys
Public Park Space:	1.5 acres	2.53 acres
Housing Mix:	2,875 strata units and 175 below-market rental units	2,560 strata units, and 105 rental homes of which 10% will be dedicated to seniors rental housing
Rent-to-own program:	None	Any residential tenant renting a Wesgroup home at Coronation Park will be eligible for the rent-to-own program. A portion of rent collected can be used toward a down payment for a home *
Retail and Job Space:	18,350 sq.ft. of commercial space	115,456 sq.ft. of commercial space including a grocery store, drug store, and other neighbourhood serving commercial space, and 29,000 sq.ft. of office space
Daycare:	8,000 sq.ft. (75 - 100 spaces)	9,500 sq.ft. (90 - 120 spaces)

Note: All numbers are approximate and subject to change *Eligible after one year of renting

We are seeking feedback on the revised application. The previous application is no longer applicable.

Visit the project website at www.coronationparkportmoody.com for more details on the revised proposal and to fill out a comment form by September 16, 2021.

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APPENDIX D - NEWSPAPER AD

SHARE YOUR THOUGHTS ON THE REVISED PROPOSAL FOR CORONATION PARK!

www.coronationparkportmoody.com

Wesgroup has submitted a revised Official Community Plan Amendment application for Coronation Park. The initial application was submitted in July 2020 and in January 2021, Port Moody Mayor and Council provided preliminary feedback on the application which has resulted in a number of changes.

As a result of Mayor and Council's feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment.

This review has **resulted in an increase in park space and employment space, an overall density reduction, and the inclusion of a rent to own program.** The revised proposal includes approximately 2,755 strata homes and 105 rental homes contained in a separate building.

Site Location:



To view a full summary of the proposal changes, including information about Happy City's work, visit the project website: www.coronationparkportmoody.com.

HOW TO GET INVOLVED:

- Visit the website to review the latest proposal information and sign up for project updates at www.coronationparkportmoody.com; or scan the QR code to the right
- Fill out a comment form on the website by Thursday, September 16, 2021



WESGROUP

APPENDIX E - POP-UP KIOSK PRESENTATION BOARDS

PROPOSAL FOR CORONATION PARK

Wesgroup has submitted a revised Official Community Plan (OCP) Amendment application for Coronation Park to permit a mixed-use development. The OCP amendment is to allow for additional height. Coronation Park is 14.8 acres and consists of 58 homes that are currently under contract by Wesgroup.



The initial application was submitted in July 2020 and in January 2021, Port Moody Mayor and Council provided preliminary feedback on the application which has resulted in a number of changes. Below is a timeline of the process so far:



*Dates are to be confirmed and subject to change.

CORONATION PARK | WESGROUP

REVISED PROPOSAL

As a result of Mayor and Council's feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment. **This review has resulted in an increase in park space and employment space, an overall density reduction, and the inclusion of a rent to own program.** The table below provides a summary of the changes:

2020 Application *application no longer applicable	Item	Revised Application *application we are seeking feedback on
4.53 FAR	Density	3.48 FAR
1.5 acres	Public Park Space	2.53 acres
2,875 strata homes and 175 below market homes	Housing Mix	2,755 strata homes and 105 rental homes, of which 10% will be dedicated to seniors housing
None	Rent to Own Program	Any residential tenant renting a Wesgroup home at Coronation Park will be eligible for the rent-to-own program. A portion of rent collected can be used toward a down payment for a home*
18,350 sq.ft of commercial space including 10,350 sq.ft of retail space and 8,000 sq.ft of daycare space	Retail and Job Space	105,956 sq.ft of commercial space including 35,000 sq.ft grocery store, 18,000 sq.ft drug store, 29,000 sq.ft of office space, 23,669 sq.ft of commercial retail units/restaurant space, 16,023 sq.ft of residential/daycare amenity space
8,000 sq ft of daycare space to accommodate 75-100 children	Daycare Space	9,500 sq ft of daycare space to accommodate 90-120 children

Note: All numbers are approximate and subject to change

*Eligible after 1 year of renting.

HOW TO GET INVOLVED:

- Visit the website to review the latest proposal information and sign up for project updates at www.coronationparkportmoody.com; or scan the QR code
- Fill out a comment form by Thursday, September 16, 2021



CORONATION PARK | WESGROUP

REVISED PROPOSAL

Previous Application (2020)



Revised Application



CORONATION PARK | WESGROUP

We're seeking feedback on the revised application. The previous application is no longer applicable.

APPENDIX F - PROJECT INFORMATION SHEET



Wesgroup has submitted a revised Official Community Plan Amendment application for Coronation Park. The initial application was submitted in July 2020 and in January 2021, Port Moody Mayor and Council provided preliminary feedback on the application which has resulted in a number of changes.

As a result of Mayor and Council's feedback, Wesgroup initiated a review of the application which included the engagement of Happy City, a planning and design firm focused on the connections between happiness and the built environment. **This review has resulted in an increase in park space and employment space, an overall density reduction and the inclusion of rent to own program.**

PROJECT HIGHLIGHTS



Range of Housing Options: The proposal includes diverse housing forms and tenures including approximately 2,755 strata homes, 105 rental homes, of which at least 10% will be dedicated seniors housing, and a rent-to-own program.



Job space: A total of 115,456 square feet of commercial space is now proposed at Coronation Park. This includes a new grocery store, drug store, small-scale retail, daycare, and office space. This will result in the creation of approximately 540 new jobs.



Parks & Open Space: Approximately 4 acres of parks and open space is proposed. This includes 2.53 acres of city owned public park and another 1.5 acres of park right of way open space. The open space is interwoven between the built environment and is accessible from several points across Coronation Park creating barrier-free pedestrian circulation. Potential programming includes gardens, lawn areas, children's play areas, outdoor fitness areas, and urban agriculture.



Daycare: The proposed daycare has been increased from 8,000 square feet to 9,500 square feet which will accommodate approximately 90-120 children.

For questions, please contact Maureen at
info@coronationparkportmoody.com or 604.731.9053 ext 116

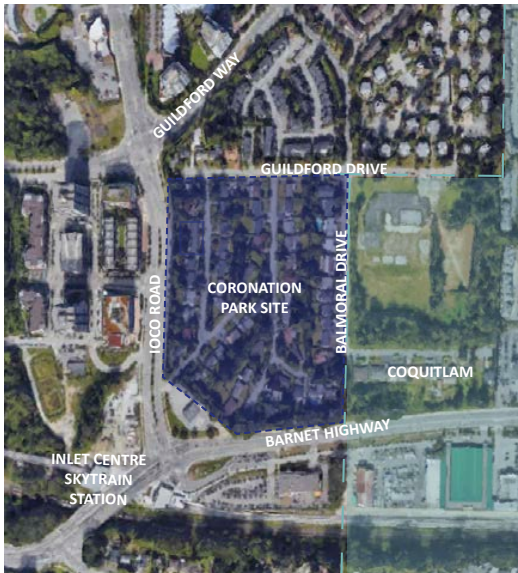
City Contact:
City of Port Moody,
planning@portmoody.ca

Considered at the November 23, 2021 Council meeting

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SITE CONTEXT

Coronation Park is located close to a number of shops and services, and is within a 10-minute walk to Inlet Centre Skytrain Station.

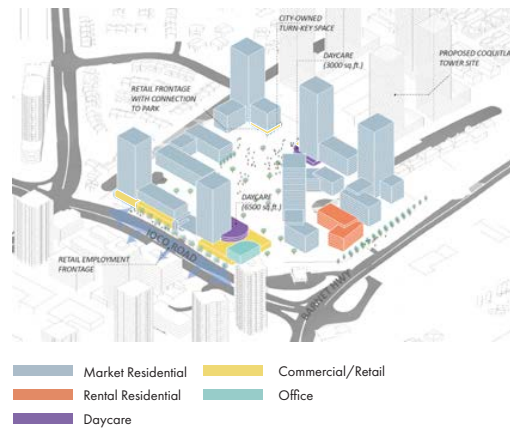


REVISED PROPOSAL STATS

To see a full summary of the proposal changes, visit: www.coronationparkportmoody.com

Proposed density:	3.48 FSR
Number of buildings:	9
Building Heights:	4-storey to 31-storey
Total commercial area:	115,456ft ²
Total daycare space:	9,500ft ²
Public park space:	2.53 acres
Number of strata homes:	2,755 homes
Number of rental homes:	105 homes, of which at least 10% will be dedicated to seniors.

Note: all numbers approximate and subject to change.



HOW TO GET INVOLVED

We're seeking feedback on the revised proposal. Below are some ways to get involved:



1. Visit the website to review the latest proposal information and sign up for project updates at www.coronationparkportmoody.com; or scan the QR code
2. Fill out a comment form at the website by Thursday, September 16, 2021

For questions, please contact Maureen at info@coronationparkportmoody.com or 604.731.9053 ext 116

City Contact:
City of Port Moody,
planning@portmoody.ca

APPENDIX G - COMMENT FORM

Name

Address

Email *

Phone

How do you feel about the increase in public park space (from 1.5 acres to 2.53 acres)?

How do you feel about the reduction in density?

Do you like the addition of office space?

Do you like the addition of a grocery store and drug store?

What do you think of the addition of the rent to own program?

Is there anything else you would like to share with us at this time?

Did you participate in the 2020 Open House for Coronation Park?

☒ Yes

☐ No

☐

I would like to be contacted and receive updates about this project in the future.

SUBMIT

Considered at the November 23, 2021 Council meeting

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APPENDIX H - COMMENT FORM TRANSCRIPTION

Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
1	No complaints	Good	Yes	Yes	Sounds good		No
2							No
3	good	good	why not	sure	great	I live on the north side of Guildford Drive that is not part of the revised application nor was it part of the original plan. I hate the thought of living in a construction zone for many years if this proposal goes through. Can you tell me why these houses (1 triplex, 5 single family homes) are not part of all this? and what does "future development site" mean?	No
4	Great idea	Na	Na	Yes	Honestly if we were able to get in with little down-payment I would appreciate it.. I have very little money saved and am on disability I still have kids living with me and we were homeless 2x I just want them to know a forever home		No
5	I think it's a good idea	I am not concerned with the density	Not particularly	Yes	Good idea		Yes

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
6	Happy to see it. However, I'm wondering if any space has been allotted to a dog park. The main use of huge green area that was formerly a school ground is a dog park. With the increase in COVID dogs in the area, this type of space is a necessity. The closest dog park for all the surrounding townhouses is not within a reasonable walking distance. Considering the amount of new residents this proposal will bring (and new dogs), it's crucial to have somewhere for them to go.	Good	Sounds good	Love it! Would love more choices within walking distance.	Great for people starting out in the housing market.	I strongly urge you to consider a dog park in you plans. So many dogs, so few dog parks.	Yes
7	Thrilled	Reducing density here, a five-minute walk to rapid transit, makes no sense. Port Moody City Council needs to do its part managing regional growth.	Yes	Yes	Great opportunity		Yes
8	I don't care	I don't care	I don't care	I don't care	I don't care	I will never support this project if Eagle Point (Lehman PI and Carlsen PI) are excluded from it. I won't tolerate years of construction, disruption and subsequent insane traffic and tower shadows while simultaneously being blocked from selling our property for redevelopment. Please include Eagle Point.	No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
9						I would like to know what thought or provision you have made for the wildlife currently living in Coronation Park. (birds, squirrels, rodents and raccoons) We have a bird and squirrel feeder and it is very busy. If you destroy their habitat I can foresee we will be over-run with the wildlife. It is not enough to ignore the fact that nature exists there and to let them fend for themselves (well that's progress!) and its unconscionable to consider euthanizing all the wildlife. I would like to know how you intend to handle this.	No
10	Love it! Will this space be given to the City or retained by Wesgroup?	Not great--it means less rental homes. But understandable.	Yes--very much.	Yes	This is EXCELLENT! But there should be some rental retained in perpetuity--there will always be the need for more rental.		No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
11	Every thing you people suggest sucks unless you are giving us your resignation. Your dysfunctional city council has destroyed our city for their own wants and needs. The choices of cory hall have nothing to do with the wants of the people. Simply put....this city is broke and needs revenue..the only way is to develop. Hello?.so why send all the surveys? Just start developing so this city doesnt totally die. Lwts get Coronation looking like the rest of the city so it is not deemed the tailer trash area of Port Moody. Come on right beside the skyttsin?	It sucks and so do all your campaign promises. All you do is lie to public and then get paid for not doing anything about your campaign promises. Other cities seem to be working hard for their wages? Our city just sends surveys over and over...and the questions in the surveys? Hello?.	It sucks just like your campaign promises. You lie to the honest hard working residents of Port Moody. Shame on you.	Nope. It sucks too just like your broken promises about this city. So tired of your 20 years of surveys. You know what you can do with your surveys????	You took money from the government when you promised to densify around skytrain. You have done nothing about this promise for almost 20 years.	All you people do is send us around the mulberry Bush with all your promises and lies. You all suck!! Your 20 years of surveys...stop sending surveys and maybe try reading the last 20 years of your stupid surveys you do nothing with. 20 years wasted on surveys that you don't even read. That is such a joke. You people are a laughing stock. Looking forward to all your resignations coming soon. So we can have our lives back from all your bullshit!!!! Maybe our city can be saved but certainly NOT by this dysfunctional council. Maybe get some hints from other cities as they don't have all the baggage you do. They know how to be professional and actually listen to the people for whom they are working for. Other cities seem to do a fine job on listening and actually "doing" something for their wages. Not just sending stupid surveys over and over. Other cities actually care about their people. Port Moody council has done nothing for Coronation Park as their campaign promised. You people are good at ruining lives but NOT fulfilling lives. You cannot be trusted. Sure develop everywhere else in Port Moody except Coronation Park...let's get these surveys destroyed and actually build something that you just keep talking about.	Yes
12	Great Idea	Great Idea	Great Idea	Great Idea	Very interested in this. May you let me know the timeline of this particular program?	Port moody needs more places of work so thank you for adding in places where people can work.	No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
13	The more park space, the better. However, 2.53 acres is barely 17% of the 14.8 acres of the development site.	Reducing the density is good. However, there are now 6 towers where there were 5 before. I would prefer less towers so as not to overcrowd the skyline. Also, let's keep the height of the towers to 26 stories in keeping with the heights of the towers in neighbouring Newport Village.	I'm impartial to to office space. What businesses will be attracted to move in?	I believe the area around the Inlet Centre Station is well served by Thrifty Foods, IGA, and Shoppers DrugMart. I think walk friendly retail with specialty shops, restaurants, cafés and brewpubs will welcome a community atmosphere where people can meet and socialize in a neighbourly atmosphere.	It is a good step toward affordable housing.	With the Grande towers going up, and Electronic Avenue sold out, nothing has been sufficiently done to address the issue of the increased vehicular traffic on loco Road and Murray Street. As it is today, the traffic is backed up on Murray Street from loco Road to Klahanie Drive or further during rush hour. Trying to turn onto loco Road from Barnet Highway is a challenge during the same time period. This is now, before the Grande and Electronic Avenue developments are completed. We have not solve the present traffic problem and we are already committed to adding to that traffic with the Grande and Electronic Avenue developments, and now we are looking at Coronation Park and the traffic congestion still is not being addressed. I understand that higher density developments bring in more tax revenue, but at what cost? Are we selling out on a beautiful city called Port Moody and turning it into a congested mess of high traffic and high towers that block out the sun? Let's keep Port Moody the attractive neighbourhood we call home.	No
14	Although I am in general agreement with increasing public park space, I have to say that the original application's layout looks much cleaner than the revision. The revised application lacks organisation in appearance, and seems to have reduced the central public area / park field.	I like the revised housing mix to include senior housing, but otherwise indifferent between the two options.	Not really for the addition of office space, but all for the expansion of restaurant and grocery space.	Yes	Indifferent		No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
15	I feel that this is a significant increase and like the re-envisioned site plan/layout.	Personally I do not think it was necessary.	I think this is great if the demand is there, I believe that Onni's second office building across the street is now finally full but wasn't for the longest time.	No, I do not think that they are necessary considering the existing local stores that exist.	I personally find them gimmicky but understand you are doing it to appease the mayor and members of council.	I think your original plan was acceptable and you are running the risk of allowing the council too much influence which will lead to further concessions being required to get this passed. Meanwhile Polygon is going to get a supportive green light from Coquitlam council on their robust plans for their CP parcel. I almost expect that they will be in the ground before you.	Yes
16	Love it....hopefully it will include a small dog park...I love the fact that it's not all going to e high rises ...this feels much more community oriented....more livable family space..	Great... Port Moody is already losing its small town feel- which is what attracted ,me to live here in the first place	Yes -as long as it stays on the main routes along Isco and Barnett	I don't know... we already have IGA and Thriftys. I think a walk way over loco to SuterBrooke would be better! having a grocery store would attract more traffic into this area. Keep this area more residential...Coronation "Park". maybe having a convenience store and a drug store on one of the main routes (loco or Barnett) would be OK	Love this...it will attract young families to the area and provide an opportunity for them to get into this ridiculous housing market....It a social equity enterprise for this those middle income working families who can't afford to get into the hsg market and yet earn too much for any assistance. -love,love,love	Port Moody rocks! Please keep it district as the City of Arts... it is beginning to attract more people as a destination for a day out... similar to Steveston, Fort Langley and White Rock.... Roll with this and build on it....I can see a paddle wheel cruise down the inlet... small cafes and whimsical shops along Clark St. Attracting artsy farts businesses.. The little brewery area is already a night out destination ... Just keep it distinctly Port Moody... thanks	No
17	More park space is great news for the area and for the residents.	Not sure, it doesn't seem like that much of a difference going from 37-40 stories to 26-31, so why the reduction? The mix and the range of housing options is fantastic, but seems odd or arbitrary to make the building height reduction in density.	Seems like a good addition although as someone living in the SuterBrook village area, I always see the office space "For Lease" signs and not sure there is the demand.	For me, this is the best change in the revisions. A full grocery store, drug store, small scale retail & restaurant space will be vital in making it a more complete neighbourhood and reduce the need for future residents to drive. I will happily walk over from SuterBrook to the new retail, grocery store etc. to support local businesses and less driving.	Great to hear, would love to see more similar programs	I would love to see more info or details on the pedestrian walkways/access etc. for the entire site. It will be really important to have a good pedestrian connection to the Inlet Centre Skytrain station to make it easy for residents to take transit instead of driving.	No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
18	I like the change very much	I feel that the reduction in density increases the cost per square foot for everything else including the residential units. I prefer a mix of more high rises, and higher high rises. I feel this would provide lower cost for residential and commercial units. Also the inclusion of a higher mix of high rises would provide better penetration of sunlight throughout the complex from sunrise to sunset. I feel that higher mix of six story low rise structures blocks views and sunlight penetration at ground level. Newport Village is an excellent example of a good mix of high rise and low rise buildings. I feel Newport Village is an excellent model to consider in planning for a vibrant, healthy community for all ages.	yes	yes, very much to both additions.	great for first time buyers.	The main tax base in Port Moody is from residential properties and commercial and small businesses; therefore it seems to me that in an effort to keep property values and property taxes as low as possible, it is necessary to consider as much density as is practical.. That probably means more high rises and taller high rises. With the low rises now at six stories, that means there will be more "shadowing" and less sunlight penetration at ground level. The sightlines at ground level will be near zero without a good mix of high rises.	Yes

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
19	Fantastic to see this increase in public park space. Appreciate that there are multiple access points planned from various directions to this central park space. Important to highlight the "park" in "Coronation Park" for sure.	Density just makes sense for this transit-oriented development site. No concerns at all about the proposed density in either the initial or revised versions of the proposal.		Yes, although this neighborhood is already well-served by grocery and drug stores within easy walking distance in both Suter Brook and Newport Village. These will be a bonus, though, and likely cement this area of Port Moody as a prime, one-stop shopping destination right on the Skytrain line.	This is an excellent addition, and will be appealing to many young and first-time home owners seeking an entry point into the very expensive Port Moody housing market.	I thought the first proposal was quite strong, but appreciate how this has been further refined to thoughtfully balance and integrate much feedback from the city. Looking forward to seeing this project move forward.	Yes
20	Very happy. Please ensure that's there's a big enough space for younger kids to be able to toss a frisbee or kick a soccer ball. (I assume bigger kids will be able to continue to use the old school field.) The rest of the park description sounds great. I like linear, walking parks and green pedestrian circulation areas.	I like it. Please locate the higher towers on the lower part of the site to minimize their presence on the skyline (much as SFU is doing on Burnaby Mountain, in contrast to the high tower by the Burquitlam skytrain station that distracts from views of the inlet from Old Orchard Park.	Very welcome.	Definitely.	I don't know enough about these programs to assess whether they're a significant help or just a marketing gimmick.	I see these revisions as a big improvement for the residents of Port Moody. I hope that Wesgroup is also pleased with them and that the process is resulting in a "win-win" for all parties.	Yes
21	Love it.	Perfect.	Yes.	Yes.	Might help somewhat.	No but was very pleased with the city's direction. Note couldn't enter address within address box. 2003-200 Newport Drive Port Moody BC V3h5b7.	Yes

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
22	This is a nice addition to see	I don't think reducing density near a skytrain makes sense at all to be honest however there is still a significant amount of Coronation Park remaining for redevelopment including Balmoral Place and Highland Park sites which would complement this proposal, assuming the City (and Wesgroup) aren't turning a blind eye to these other sites.	I don't see it as a need in the area. So many spaces sit empty nearby however it would be interesting to see more integration of work from home styles of living which may become more permanently normal, such as community office spaces and conference rooms available for rent.	A more affordable grocery option and better quality pharmacy in this neighborhood is certainly desirable.	Its always a great option but surprised to see 100% of units eligible.	Great to see extra daycare space and small retail. Hard to tell about specifics with access points including location of the grocery space which would be only significant query and concern. Also, Balmoral Place, the houses between and Highland Park...doesn't Wesgroup want anything to do with those sites? It would seem to make much more sense to see these parcels all be planned out together. Even if some of them are under a tentative contract, speaking as an owner, I am certain there are other owners who would be open to considering options for purchase from Wesgroup.	Yes
23	Good Idea					I want to know the completion date	Yes
24	Improvement	Improvement	Meh	No opinion	Improvement.	Yes. Needs to be below market housing. Additionally, the 10% dedicated to seniors also needs to be below market housing as increasingly seniors are living in poverty. Seniors who can afford market housing don't need dedicated housing	
25	The increase and redesign is much better in revised proposal. Key is to make it feel it is opened to all of Port Moody not just the residents.	As build heights haven't been provided it is hard to comment on this question. I like the change in location of towers and removal of internal roads.	This is great. We need to encourage more professional office space near transit not just retail jobs.	I personally don't see the need for a 3rd grocery store but a smaller scale boutique type like whole foods or Pomme or Donald's market would be good addition. I'd like to see more doctors offices or medical like X-ray.	Great but we also need below market rental. Investors will provide market rental. Would be good if the senior housing was below market.	This is a much better proposal then previous but would be nice if provided height of buildings as well.	
26	Excellent	I feel that the reduction is not the best use for the area being adjacent from the inlet center sky train. This is the area of the city to put as much density as possible.	Yes, bringing jobs and shopping to the area is fantastic!	Yes, awesome!	Not a fan. Not the right place in the city for this.	This has been dragging on for years, this needs to be done ASAP so residents can get on with their lives. Thank you.	Yes

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

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27	I think park space is an important part of any community where people can get together outside, let children run and play and recreation space for everyone. There are many parks close by so I do feel that this is an adequate amount of space.	The initial purpose of the skytrain as laid out in the plans was for density surrounding the train stations so it makes sense to follow the plans already laid out by the province and agreed upon by public bodies.	Office space is not my first priority as more and more people are working from home and businesses are virtual entities. It is nice to have work space close to home for those needing this service.	With the density proposed I think the grocery store and drug store will be essential.	I am not familiar with these programs but I think the concept would appeal to first time buyers and perhaps allow more people into the housing market.	I think the development plan proposed of Coronation Park is a natural process given its proximity to the skytrain and as development of the area was agreed upon in the latest OCP. The plan proposed is a carefully considered, forward thinking and community building concept that will ensure an inclusive development where everyone has their day to day needs met (and exceeded) by the physical environment and services available right at their doorstep.	Yes
28	positive	I think the density will be made up in other developments	yes	yes	very positive, a necessity	I am looking forward to a state of the art development that will enhance the city	Yes
29	I like it, but it looks more scattered? Am I reading the plan right? It might be nice depending on what it looks like when completed. Is there something besides the maps that one can look at?	I agree with it.	I think it's a good thing, but not sure there is a shortage of office space in Port Moody?	Yes. Thrifty's is going to be overwhelmed with the new buildings that Onni is putting up in Suderbrook and the IGA is really more of a corner store than a grocery store.	It's a nice idea.	No	No

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Coronation Park - September 2021 Comment Forms

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30	I had no concerns with the original plan for park space.	I feel this will ultimately be a mistake. I can understand why it was done, with the medaling forces from Council which includes the Mayor and his acolytes demanding ridiculous things and being obstructionist, this developer likely had little choice. I think its ridiculous that Coquitlam, which occupies the most prominent geographical aspects of Coronation Park will build the largest towers, with the most density. Port Moody needs to go as dense as possible in this neighborhood which everyone agrees with - will be and ought to be redeveloped.	Not especially, we have that at neighboring Newport Village and Suter Brook, with large pieces still vacant at Suter Brook.	Yes, there should be somewhere for residents to shop.	It's a gimmick to pacify those who want something for nothing.	Vagramov, Masden and Milani need to live up to their election promises of getting the Coronation Park neighborhood redeveloped expediently. I don't expect them, however, to actually do what they say they were going to do. So, in the absence of any integrity from those three fools, they should just stay out of the way so this can get done.	Yes
31	Glad to have some green space included in the plan.	There are so many high rises all around so do not think the density reduction was necessary- look at all the other cities along the sky train path, it is part of having enough housing for people. Less housing drives up prices. More density will allow for some lower prices	No opinion	There are 2 grocery stores close by so I do fear another one may hurt our locally owned ones. Drug store good idea.	Like it 🍌 great idea to help us stay in the area	I feel this process has taken so long and the council has not respected any coronation park residents by trapping us here. We know you can do this fast, please step up and make this happen .	No

Considered at the November 23, 2021 Council meeting

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Coronation Park - September 2021 Comment Forms

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32	Wow! Love the new design so that the increased park area is possible. It really is in-line with the needs of the community; and the desire to keep our access to nature and enjoy the outdoors. I love to see the increased outdoor areas that everyone can enjoy.	I like it. I think it will be more amenable to the community at large and will keep the site from feeling really close together. The reduction of density will also help with the load on pathways; roads; etc.	Providing office spaces in the core of Port Moody like this new Coronation Park proposal will allow more people to work closer to their homes. It is a smart use of space too.	Yes. Developments need the availability of stores and grocery and drug stores provide easy access to vital services. We want to encourage those who live in the area and Coronation Park development to use the services close to them. This reduces the impact of cars on the roads as well. I like the ability to walk from my home to shop near my home.	Everyone is always talking about how hard it is for people to own a home and this provides another alternative to those who want to step into the foray of home ownership. Rent to own programs provide ownership for renters and really encourages renters to have that responsibility of ownership. Rather than just being a resident for a specified only period of time, it encourages long-term commitments and promotes responsible tenants.	Designated seniors housing is really welcome to see and the increased daycare spaces. I am pleased to see that there is still some public art areas and consideration given to urban agriculture possibilities. We need to encourage the growth of both the city of the arts atmosphere and the ability to increase our efforts towards responsible environments. I am extremely pleased to see that they have included rainwater options along with the room for urban agriculture.	Yes
33	good start but it's not enough for all the people you are going to cram into this community	still needs more work on this area	no	depends which grocery store and drug store, not everyone who lives in this area may be able to afford high end stores which i guess will be what goes into this area, Thriftys' and IGA are just a short walk away if they will still be there	good idea, should have been added years ago to different projects	what years are the plans these buildings will be started and finished completion? will the park area be done first? some use the old school grounds now but it's just a field. it will be sad to see the homes gone from this area, i walk around this area and enjoy the trees, wildlife and peacefulness of this area, soo sad it has to change. I didn't see anything about these changes when i moved here 10 years ago so it was a shock when i found out how my area was going to change, i was hoping for townhomes which would've been a better idea for this area instead of ugly highrises.	Yes

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34	Definitely an improvement and there is still the green space east of Balmoral for open use park area. But looking ahead to the future development of the green space on the east of Balmoral - it will be important to keep a significant portion of the space for open use park. Not sure how that gets built into criteria for development of this second plot of land.	There appear to be a lot of positive changes in the housing configurations, however I continued to be concerned about the max potential height of 31 stories. Wonder why there is a range ie from 26-31 storeys. I would not support anything over the 26 stories.	Neutral. It does add to a varied base and in theory some people may be able to work close to home - a nice thought.	There are currently two general grocery stores and a number of drug store facilities in the general area. I would look for input from the current service providers to seek their thoughts on sharing the market. Your pamphlet does not address the potential population increase with this new development over current population in area - this would be the basis for determining need for additional stores of this nature.	Sounds like a good idea. Do not know how successful these initiative are.	From looking at the diagram, I am concerned about the traffic from off of Guildford Way between loco Road and Balmoral Ave. It appears to have two entrances into the development along Guildford Way between these streets - will this mean two traffic lights between these two street to allow for traffic to turn left (going west) onto Guildford Way? This is not reasonable . There needs to be straight thru traffic movement because of the already heavy traffic on this street. Perhaps I have misread the diagram.	No
35	I am in agreement with more park and green space	We need density, I understand that. I prefer only a few highrises (on the highest part of the hill) and then 4 to 6 stories only.	Only if there is a demand for it? I'm not sure as I have not done any studies on that....for now or in the future.	Not sure that a large grocery store is necessary as Thrifties is only a block away. A drug store is a good idea	I doubt this will work in the long run....a good idea but one that I don't think will actually be successful	Yes. I firmly believe that the towers should be at the top of the hill not below, blocking the views and light for the lower rise behind them. It does not make sense to me why there would be two to three towers at the lowest portion of the slope. I also do not understand why Highland Park is not apart of this development. (I own a few townhouses in that complex) Would it not make the most sense to add that to the development as well?	Yes

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36	Great!	Not good! Its disappointing that the city is not allowing more density on this site. This site is a once in a life time opportunity for the City and residents of the Port Moody, we should be allowing the developer to purchase more density. I encourage both the developer and City to make a deal. The city can barely pay the bills and right here in front of them is an opportunity to fix everything. Get creative, maybe build more units that are 'transit' or ride share only units, meaning they don't require or come with parking spots. The units will be more affordable and there will be no traffic concerns from the addition of these units... even if that is not possible, increase the density and make a deal!	yes thats great!	Yes	nice touch		No

Considered at the November 23, 2021 Council meeting

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37	I think park space I great 1.5 acres was enough when considering the public non park space that is available. More park space is great it looks like a tennis court was added in the rendering and some sports facilities are nice	A reduction in density doesn't do anything to make me happy. I'm unclear why there is a stigma against density, the density is what pays for the community benefits we all like to see and who cares if a building has ie. 20 floors or 26-30 floors. Especially in a transit orientation neighbourhood like this one would hopefully not increase traffic by too much besides good city planning and revenue from developers and additional property taxes help pay for the needed solutions.	I don't know how in demand office space in Port moody is but more jobs hopefully close to home for some people seems like a good idea.	I worry an additional grocery store might be too much in a small area and a 3rd grocery store might cause one to shut down and cost jobs. My opinion about the drug store is the same but not as strong, there's a small drugstore inside the Thrifty's another one at Heritage Mountain another one up in Saint Johns not sure we need a fourth one right across the street from Thrifty's. The free market is really well suited the find the right service for the market we don't need government to tell us what we need where.	My understanding of the program has being limited to a very small group of current renters but I think it's a great idea.	I would really like the people with power and control to hurry up and get on with it sitting here and waiting is getting stressful	Yes
38	In addition to the already Rocky Point area it is more than adequate.	Looks good	Is it really required with the Suter Brook complex and New Port village.	No comment	Probably required	New Port Village is a very popular and great area. This looks like it will be equally great and very acceptable.	Yes
39	Amazing. I love that you are including more green/open space for gathering and community use. Covid has shown us how important these spaces are to community wellbeing in all regards	Love it. More housing (mixed use) is desperately needed but we also need to manage density : infrastructure in growing areas.	Yes!! Reduce commute times where possible and make it easier for people to shop where they live	100% agree. This area is already terribly under-served for the number of housing units in/being built. Thank you for doing this.	Love it. We need more creative ways for people to get to housing security	*Please* consider a more decolonized name for this neighbourhood, one that reflects the Indigenous history of the land and the fact that we live and continue to build on unceded territory. Otherwise I am SO happy to see PoMo take the bold step of changing the approach to this major development project while underway. I hope the teams involved feel proud of this work. It will be great. Thank you!!	No
40	i like it	less people more space is good	a little bit of office space is good but not too much	yes both are a positive step	something is better than nothing. Any money back in peoples hands instead of the banks is a step in the right direction	what are the future plans for the Highland Park 7.5 acre townhouse complex across the street?	No

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41	Good. It would be good to have this park space concentrated in one area instead of having the green space dispersed. Better to have one large space (w/ amenities, playground etc) instead of small green patches between buildings (and making them further away from each other).	Ok.	Excellent idea. Makes for a place where new residents can live near where they work. If it is anything like the office tower across the street at Suterbrook, many businesses (including allied health professionals) would cater to the new community.	Grocery store is a MUST. Considering that Thrifty's in Suterbrook is already at capacity with all the residents on the west side of loco. Please consider having a compact full service grocery store with an urban format with ground floor access. Formats like the Loblaws City Market would be perfect for that area.	No feedback.	The addition of retail and commercial space is a must and I am glad to see it in the plans. Hopefully the new ground floor retail spaces have ventilation to allow for restaurant/kitchen use. It would be great to see ground floor businesses that actually cater to the every day needs of many residents (banks, quick service restaurants, speciality food merchants) instead of businesses which only cater to an infrequent or limited clientele (such as nail salon, real estate office or notary office etc) as is seen in retail spaces further west on St Johns St.	No
42	Try more green spaces and more setbacks from the roads and way less homes .	Really reduction ! Try half of that and lower high rises . We don't need an extra 7000 people in that area . Roads are congested on those corners and Eagle Ridge hospital is unable to handle cases now with long emergency wait times .	No	Sure . You are phrasing these questions in such an obvious way to get affirmative answers to the them , thereby being able to report all the positive comments and support for this massive monstrosity.	Fine	Don't build it and they won't come . Small Port Moody is changing and not for the better . Views of the water and mountains obscured by high rises . We cannot handle more people . Parking is already at a premium. Don't assume people won't have cars and will walk everywhere.	Yes
43	Great	Good	Yes	Yes	Good idea		Yes

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44	I fully agree with open park spaces given the residential increase in units in an already overcrowded corridor of people using resources at the theatre, social recreation center, ice rink, and Rocky Point park. I personally would like to see a larger community plan of the Coronation Park site to include the adjoining areas and more parks and recreation that compliment what is already developed that neighbourhood. (Public swimming, an arts center similar to Place des Art, gathering place for public events indoor such as weddings, in addition to coffee shops/ health shops and/or a rec center for seniors such as Wilson Place/Kyle Center. I would like to see lighted walking paths.	I think that is too people for just that small area, develop it over a larger space to include those adjoining land areas and come up with a much more robust plan for community living. I don't prefer the idea of another four towers over top of Ioco Road and Barnet Highway entrance. Suter Brook is an example to me over too many towers in a small area. Noise travels, it is shady, and driving in and out of that area is difficult, not to mention parking. Why not build these towers over a larger area taking advantage of the space at Highland Park and Coronation Park plus the field which housed the old school for recreation.	Yes that is a nice feature but depends on what type of business it is meant to attract in that space. Will it result in a traffic congested area for those that live in that community, will it mean pubs and breweries open late at night disturbing residents, what is the plan?	I think there is enough with two grocery stores, IGA and Thrifty Foods in close proximity. If you need to redevelop the old IGA into something more modern that would be the spot to do an new store. Drug store the same with Shoppers nearby.	Depends on the rent? If it is not affordable for folks to live there then really serves no purpose. If there are individuals that wish to stay after development of the area, give them an incentive from the developer like reduced cost on a new unit or other incentives like free parking spot, free memberships to existing and new facilities, etc.	Yes, I am very concerned about vehicle movement in the plan given Balmoral drive will be a main artery into this complex resulting in high traffic flow with that many residences in a small space. It would be nice to open up access to Barnet Hwy/Lougheed Hwy from the Coronation Park south side. The congestion at Ioco and Guildford plus access to Barnet Hwy will just get so much worse. Build a bigger community utilizing more of the older development spaces like the old school site and Highland Park. Acknowledge First Nation if applicable in the entrance to the community or at the corner of Ioco and Barnet. Include electric vehicle plug in spaces for public and those living in the area. Preserve green space, promote walking trails, encourage outdoor development spaces.	No
45	In addition to the already Rocky Point area it is more than adequate.	Looks good	Is it really required with the Suter Brook complex and New Port village.	No comment	Probably required	There is not enough rental accommodation - as a former homeowner, now renting, I have become aware of the dearth of decent rental accommodation. We do not need more shoe box sized units, we need more family friendly rental accommodation (i.e. three bedroom).	Yes

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46	The increase in public park space is great, especially in that it provides pedestrian access from several streets.	The reduction in density is positive as it will reduce the number of cars accessing St John's/Barnet Highway via loco Road and Falcon Street.		I do not think there is a need for another drug store in the development as there are two Shoppers Drug Marts within walking distance of the development. We don't need another grocery store at a high price point in the area (like Thrifty's). A middle range store would be beneficial.	Can't comment on the rent to own program without more detail.		No
47	Really excited	Its a big step in the right direction	That part isnt a concern to me	Yes we need more choices in portmoody	Great idea	I think that it's the right time ti develop very ittle homes as to rent or buy	No

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48	Still not enough.				This is literally the only good thing about the proposal. Rent to own is a huge benefit to first time home buyers.	I think it is ridiculous to think that something of this size will be a benefit to the City of Port Moody and the surrounding communities. Sure it will bring more homes to the area, but there is no consideration for the infrastructure that these new residents will use to get to and from their daily lives. If you've even spent one day in the rush hour traffic filtering from the Barnet Highway to St. John's / Clarke, you would understand that the access points to lower Port Moody are already overwhelmed, and this is not taking into consideration the buildings already being developed along the route (Clyde, Sophia, Henry, Electronic Ave, The Grande). I do not think this area should be zoned for a high rise development. It frustrates me that this would even be considered by the city and as a resident who has lived here their entire life, and as someone who plans to grow my family here, I will not be buying into developments with such poor ideas of what the city needs. A company proposing 31 storey building(s) in an already extremely dense area does not care about the community, they care about their profit. Your sustainable and community friendly promises mean nothing if what you are bringing to the community is extreme density and a strain on our already unsustainable infrastructure.	No

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49	I think park space I great 1.5 acres was enough when considering the public non park space that is available. More park space is great it looks like a tennis court was added in the rendering and some sports facilities are nice	A reduction in density doesn't do anything to make me happy. I'm unclear why there is a stigma against density, the density is what pays for the community benefits we all like to see and who cares if a building has ie. 20 floors or 26-30 floors. Especially in a transit orientation neighbourhood like this one would hopefully not increase traffic by to much besides good city planning and revenue from developers and additional property taxes help pay for the needed solutions.	I don't know how in demand office space in Port moody is but more jobs hopefully close to home for some people seems like a good idea.	I worry an additional grocery store might be too much in a small area and a 3rd grocery store might cause one to shut down and cost jobs. My opinion about the drug store is the same but not as strong, there's a small drugstore inside the Thrifty's another one at Heritage Mountain another one up in Saint Johns not sure we need a fourth one right across the street from Thrifty's. The free market is really well suited the find the right service for the market we don't need government to tell us what we need where.	My understanding of the program has being limited to a very small group of current renters but I think it's a great idea.	I would really like the people with power and control to hurry up and get on with it sitting here and waiting is getting stressful	Yes
50	I support the green space	I do not support the reduction in density. We will have coquitlam building 40+ story buildings right next to this and in addition already increased height restrictions around the inlet.	No - there are more vacancies and leases space available now more than ever				Yes
51	Positive	Positive	No	Yes	I think it's an excellent idea and I would prefer if there were more units that qualified for the program	I would hope that there would be an abundance of public parking because it is becoming an issue in the neighbourhood and one that will only get worse once this project is completed	Yes

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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
52	A larger park will benefit the community.	With the enormous towers soon to be built on the old Coronation Park School property I don't believe that the density needs to be reduced as they will look minuscule next to the towers that are further up the hill and will be many stories taller.	There is constantly office space available for rent in Suterbrook. Is there really a need for more or will it stand empty and sad making the neighborhood appear unappealing? It doesn't make sense to have office space there as it would increase traffic and reduce the already strained parking situation.	There are already two grocery stores and at least three pharmacies within walking distance now. It is rare that they are overly busy whenever I have shopped in them. Is there enough market to support more competition?	I approve as it helps people get into the market and become home owners.	If Council is determined to increase affordable housing then they need to allow an increase in the tower heights. However, making Council see reason seldom happens.	Yes
53	Increase in park size is an improvement, but still severely inadequate for the density being proposed within the overall site.	The density is still far too dense for the overall site and the total number of people being proposed to be housed onsite.	Does the market research show that office space is needed at the site?	NO comment	No comment	How is this proposal addressing the fact that 3000+ residents are being placed into a land parcel that today only contains a hundred or so people, and with the road congestion already surrounding the overall site? (ie - Barnett at loco traffic congestion; North and South traffic congestion along loco between Barnett and Ungless Way). As I can see it, the existing road network is remaining in-tact, and so is it feasible that these 3000+ residents will be able to have suitable entry/exit off Guilford and Balmoral? Why are no questions being asked about the overall height of the towers being proposed? This is a major oversight, as these level of towers (anything above current towers already at Suter Brook) are not in-line with the overall development plans of Port Moody as a whole and certainly do not fit in with the community anywhere in Port Moody. This links directly to the serious look about the overall level of density being proposed as the current figures in the revised proposal are far beyond what this site should realistically be able to accommodate.	Yes

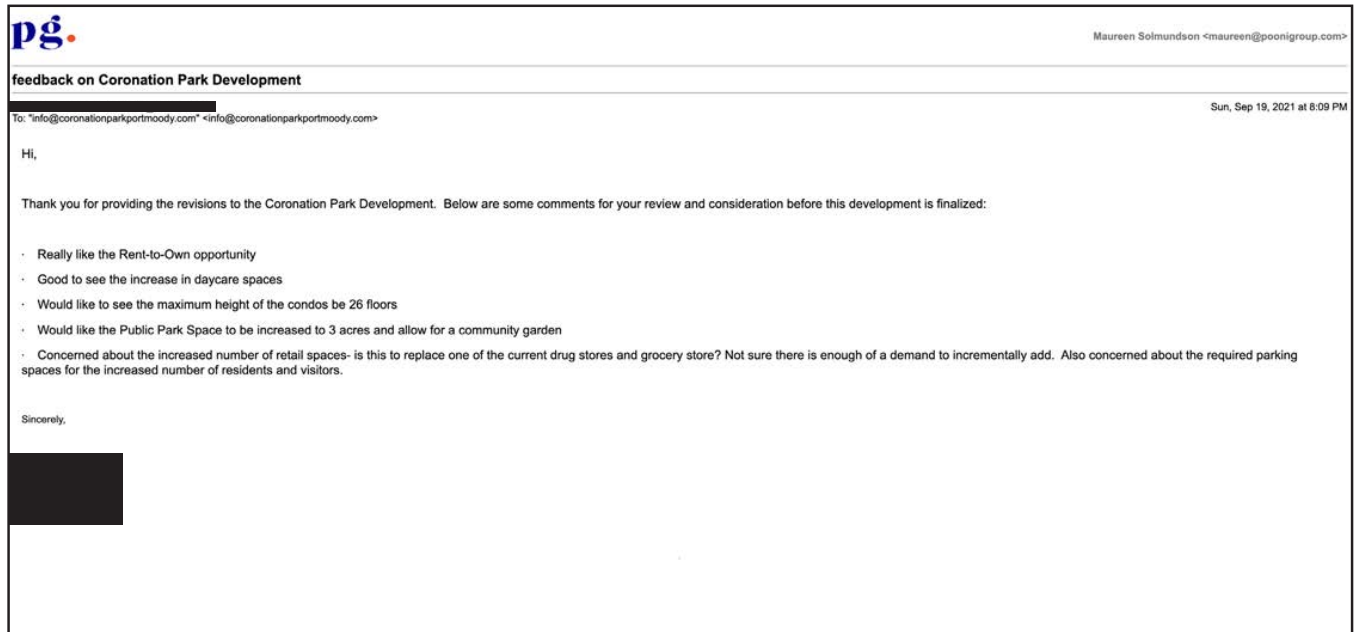
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Coronation Park - September 2021 Comment Forms

#	HOW DO YOU FEEL ABOUT THE INCREASE IN PUBLIC PARK SPACE (FROM 1.5 ACRES TO 2.53 ACRES)?	HOW DO YOU FEEL ABOUT THE REDUCTION IN DENSITY?	DO YOU LIKE THE ADDITION OF OFFICE SPACE?	DO YOU LIKE THE ADDITION OF A GROCERY STORE AND DRUG STORE?	WHAT DO YOU THINK OF THE ADDITION OF THE RENT TO OWN PROGRAM?	IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH US AT THIS TIME?	DID YOU PARTICIPATE IN THE 2020 OPEN HOUSE FOR CORONATION PARK?
54	I like the idea of the increased park space and think it will benefit the community.	I am in favour of high density. I think in this area in practical it is an ideal location to have it and will help local businesses.		Yes, the idea of a store like whole foods coming to the area to offer more variety and better produce.			Yes
55	Increasing public park area must be a plus given that this development is being sold to the city on happiness and wellbeing. More public space should help achieve those objectives.	This has got to help reduce traffic congestion and increase happiness.	Not really. Is so much new office space needed at all in Port Moody? Business is rapidly changing to on line/home office options. This question should be revisited.	Good idea.	No comment	The on line presentation (at least what accompanies this page) is woefully inadequate, maybe necessarily so in these early stages. The plan is difficult to understand as detail descriptions are not provided such as where the low rise housing (surely not everything is 26 to 31 stories) is located and what height are the low rise blocks. The tower blocks are pretty obvious. However most of what else is shown can only be guessed at. There is no north point to assist orientation. I suggest detail planning, and subsequent proposals to the public, should make it very clear that this development site has significant grade change from east to west. Trees are shown, most of them like soldiers at attention each side of roads, presumably all new planting. It is good to see new tree planting. However I would like to make a strong plea to retain the magnificent stand of trees along Barnet, subject of course to report from City arborist on the good health of the trees and adequate protection provided during the site development. No other comments. Thanks.	No
56	Needs more park space	Needs to be reduced further	No.	Yes	It's OK	No	No
57	excellent	Excellent	not really	Grocery store is good. Already too many drug stores in the area, not really needed	neutral	like the changes.	No
58	It's good!	Neutral	Yes	Yes	Monthly rates are astronomical!	Prioritize traffic and aging streets	No

APPENDIX I - OTHER FEEDBACK



Coronation Park Development Application

Public input received on Engage Port Moody from Sept. 24 to Oct. 28, 2021

This public engagement summary encompasses the period from the day the project launched on engage.portmoody.ca to the date the report was prepared for Council consideration of second reading. Comments are presented verbatim, including typos and grammatical errors.

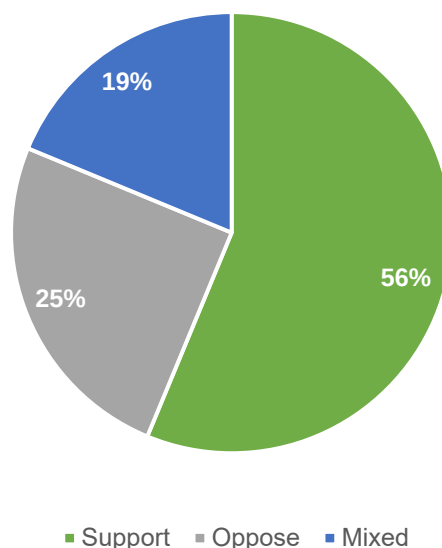
Engagement highlights

Highlights of project engagement to date:

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

What is your overall feedback on this development application?

	Support	Oppose	Mixed
From launch until second reading: Sept. 24 to Oct. 28, 2021	9	4	3



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Comments

1. I think the developer has done a wonderful job. This will be a great addition to Port Moody.
2. As a resident of the Inlet Centre area, this proposal really is important to me and the area. It is very encouraging to see the latest changes and updates the developer has made, and I'm happy to see the inclusion of more commercial space, and walkability (overpass to the skytrain station is excellent inclusion). The park space is a great addition, I like the range of housing as well. This development proposal fits well into the area of Inlet Centre.
3. The latest iteration of this development is great. They listen to public and council comments. This is where density should be as was the designated town centre area for Port Moody. My only comment is there should be no market rental as investors will buy 25%+ of the condo units and rent them at market rents. The focus should be on below market rentals and family size units.
4. I'd like to see this area built out as a Transit-oriented Development as soon as possible. This is a no-brainer. The residents of the neighborhood are aware of the pending changes, are supportive of them, and want to get on with their lives. I wish Council would stop interfering with a development that is understood to be going ahead.
5. I oppose this project, because 1) This proposal is very far away from transit (skytrain). It doesn't make sense to be building high rises in this location. It will create lots of congestion from people driving from here to other locations in the Tri-Cities. 2) 37-40 stories for a building is much too tall. I believe that a mix of 4-6 story buildings as well as townhomes would be more adequate, such as what is seen in the Klahanie area. 3) 175 affordable units vs 2900 luxury apartments is not a good ratio.
6. It looks awesome. Exactly what this neighborhood and Port Moody needs. Quit stalling and get this thru already.
7. The development looks fantastic! I really like the affordable housing aspect, the public park space and the retail opportunities.
8. I think it's a great development if improvements are made to the hospital and schools. I believe the developers should help fund more beds at Eagle Ridge and further expansion of the hospital. We can't keep building without thought for these two major parts of our community.
9. Proper location for increased density close to Transit. Leverage funds for land park amenities and replacement of bridges over CP and add proper dual left turn lanes for St. John's Street.
10. Too much growth too soon, why is Port Moody in favour of high density growth instead of green space???? Have you seen Rocky Point, residents can't even enjoy the park anymore because it's so packed with out of town visitors. Port Moody is becoming the city to move away from and not the place to be.
11. The height of the towers is significantly above what is designated by OCP. It angers me that developers are even allowed to try for this, particularly given that Port Moody voters have overwhelmingly indicated on multiple occasions, that they are concerned about the proliferation of high rises in Port Moody in general, and specifically against building beyond OCP limit. I/we/ the majority favour low rise buildings. High rises rob us of sunshine, rainy skies, and greenery. They are not in keeping with the smaller town feeling that Port Moody citizens want, and look to City Council to protect. Large developers are falling all over themselves to wring every cent of profit that they, for as little money as possible. And they do not live here and don't care. I encourage City Council not to give in to these developers. Manage density rigorously. Ensure they can't do business here unless

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they present reasonable development plans that do not press beyond the edge of the envelope and are within our OCP guidelines, and ensure these developers are contributing significantly to developing and maintaining our natural environment and developing and maintaining recreational areas and services in the community. And they all should contribute a piece of public art. Gone are the days of developers coming in and ruining communities with their greed and thoughtlessness and leaving little good behind. Again, I encourage City Council to turn the tables on that. I also feel there is a too much high density residential development going on right now. I would like to see the City take a breather on this for a couple of years, and let our little town adjust to what will be a significant increase in population here, and all that brings. I can assure you that I watch City Council very closely on the development side, and it is a significant factor on who I vote for in local elections.

Thank you for inviting this feedback.

12. This area should maximize walkability and transit. Options such as density bonuses for increased affordable housing components should be explored. A cap on building height in that area is not important if additional low income and affordable housing options can be provided.
13. 1) Proposed high-rise towers are too many and too high in this space. If granted, these tall buildings would prevent much of the sunlight to pass through to the street level. City should work towards preserving sunlight to ensure comfort. 2) What are the plans to support parking spaces for trucks delivering goods to the retailers? I don't want to see a repeat of Suter Brook where delivery trucks are doubleparked and blocking the road when delivering
14. With the significant loss of employment space and suitable places to replace what has been lost to multi family residential this is one of the last viable locations for employment space. This location is excellent for commercial, institutional and medical related employment space due to its proximity to Skytrain, major highway and the North Coquitlam residence and eagle ridge Hospital. This site should have at least as much employment space as Sutterbrooke and Newport as a minimum. Westport was a huge blow to our light industrial inventory, council continues to entertain mixed use in light industrial with residential despite those uses being incompatible, mixed employment should mean industrial with office not multi family in my opinion. Due to previous decisions by council the need for to maximise employment space on this site is even more critical even if that means more white color employment space, better than nothing and the site is viable for commercial uses of all types.
15. 1) Grocery Store: Glad to see inclusion of large grocery store in new submission. The grocery store should be placed (and have access points) to allow easy access for all Port Moody residents even those outside of the Coronation Park neighbourhood. The areas including on south/west side of the loco/Barnet intersection which is increasing in residents (along Dewdney Trunk Rd) and currently underserved by retail. Grocery store should consider urban formats from elsewhere including Tesco Metro, or Amazon Go Grocery, or Loblaws City Market geared towards young professionals and young families.

2) Mixed use retail: Ground floor retail spaces should be reserved for businesses which have a constant high volume/turnover of customers. Businesses like quick serve restaurants, specialty grocers, bakeries often derive lots of clientele from street level traffic. Businesses seeing lower volumes such as dental clinics, lawyer or real estate offices, chiropractors should be encouraged to set up on upper upper floors so that the street level access is given to high traffic retail. This would also encourage more walking and biking in the area as families love walking around to see the latest restaurants or what is being sold at the specialty grocer. Not as much walking would be encouraged by having a dental office or real estate office at ground level.

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- 3) Wide sidewalks please. Even if it requires reducing lanes of traffic, the sidewalks should be wide enough to allow for families to walk side by side without impeding other pedestrians. This encourages walking in the neighbourhood.
- 4) Parking: Parking should be underground. Street level parking should be extremely limited.
- 16. Against more high rise buildings in this neighbourhood. There are already insufficient amenities. If go ahead, need new schools, grocery stores, more than stated childcare space. In addition guaranteed Doctors and Dental facilities.