

Considered at the March 1, 2022 Council meeting

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City of Port Moody Report/Recommendation to Council

Date: February 3, 2022

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 rescinding second reading and reading the bylaw a second time as amended and referring it to a public hearing.

Recommended Resolution(s)

THAT second reading of City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park) be rescinded as recommended in the report dated February 3, 2022 from the Community Development Department – Development Planning Division regarding Official Community Plan Amendment – Coronation Park (Wesgroup Properties);

AND 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 amended;

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 to amend the OCP on January 29, 2021, and second reading on November 23, 2021. Council resolved as part of second reading that the bylaw be referred to a public hearing, but also resolved that several issues be addressed.

In response, Wesgroup has submitted a revised plan (**Attachment 2**). The revised plan:

- reduces the number of towers from six to five by increasing the height of three towers;

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- shifts density around on the site, with two towers up to 26 storeys on the western portion of the site and three towers up to 45 storeys on the east side of the site adjacent to Balmoral Drive; and
- increases the amount of office floorspace, resulting in up to 1,395 jobs on the site.

If these proposed amendments to the plan are supported by Council, second reading of Bylaw No. 3285 must be rescinded by Council, and the Bylaw can be re-read a second time as amended. The bylaw can then be referred to a public hearing.

Background

Council received staff's first reading report on Wesgroup's application and Bylaw No. 3285 at its Regular Meeting held on January 26, 2021. At a subsequent Special Meeting held on January 29, 2021, Council resolved that the bylaw be given first reading, but that prior to bringing the bylaw back for consideration of second reading and referral to public hearing, staff be directed to work with the applicant to further refine the project.

The revised plan and staff's second reading report were received by Council at its Regular Meeting on November 23, 2021. At the November 23, 2021 Regular Council meeting, Council provided direction that was later rescinded at the Special Council meeting of December 7, 2021, where the following updated direction was provided, and the Bylaw was read a second time and referred to a Public Hearing with the following resolutions:

RC21/507a, c, d

THAT prior to Public Hearing, staff and the applicant be directed to:

- provide Council with an option for alternate massing that concentrates density along Balmoral;
- explore affordable housing options with the Province of BC and the Government of Canada within the level of density currently requested by the applicant; and
- achieve a higher jobs-to-population ratio than currently proposed, targeting the city's current Metro Vancouver Regional Context Statement jobs-to-population ratio target.

RC21/508-509

THAT prior to Public Hearing, staff and the applicant be encouraged to achieve a jobs-to-population ratio in the range of 0.23 to 0.42.

RC21/510

THAT Council resolution RC21/492a, b, e, g, and 494b be rescinded.

RC21/511

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.

RC21/512

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

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The first two resolutions (RC21/507a, c, d and RC21/508-509) directed that further work be undertaken by staff and the applicant prior to public hearing and that the results be presented to Council for consideration. Prior to fulfilling the last two resolutions (RC21/511 and RC21/511), the first two resolutions must be addressed.

Wesgroup has submitted a revised plan that staff believe addresses Council's first two resolutions. If Council concurs with the updated concept plan, second reading of Bylaw No. 3285 must be rescinded in order to incorporate the proposed amendments to the plan prior to Public Hearing. The bylaw can then be given second reading as amended and referred to public hearing.

Discussion

The revised plan submitted by Wesgroup is different in several respects from the version presented to Council previously. The key changes are:

	November 2021 Plan	February 2022 Plan
Number of Towers	6	5
Tower Heights (storeys)	26 - 31	26 - 45
Distribution of Towers	3 west side of site 3 east side of site	2 west side of site 3 east side of site
Total Commercial Floorspace	9,780 m ² (105,275 ft ²)	12,117 m ² (130,430 ft ²)
Office Floorspace	2,717 m ² (29,247 ft ²)	5,017 m ² (54,005 ft ²)
Estimated Jobs	1,120*	1,360
Jobs to Population Ratio	0.22	0.27

* Amended from the figure of 840 jobs used in the November 2021 staff report, per the explanation below under Employment.

These changes are elaborated upon below.

Residential Density and Building Heights

The residential density of the proposed plan remains unchanged at 194,276m² (2,091,238ft²), which Wesgroup estimates will yield about 2,665 units at full build-out. Wesgroup has made changes to how this residential density is distributed on the site by:

- reducing the number of towers from six to five;
- removing one of the two 26-story towers on the loco Road frontage;
- increasing the potential height of three of the towers to up to 45 storeys; and
- placing the three higher towers on the east side of the site adjacent to Balmoral Drive across from Polygon's proposed development in Coquitlam, where towers up to a similar height may be approved as part of rezoning.

Other buildings on the Wesgroup site are proposed to range in height from four to 12 storeys (see the discussion below under Commercial Density regarding the office building).

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The proposed OCP amendment provides flexibility on the building heights to allow some possible minor redistribution of density at the rezoning stage when further technical analysis is undertaken. For example, Wesgroup's attached plan envisions only one 45-storey tower on the east side of the site, with the other two towers set at 41 storeys. However, the OCP amendment would allow all three of these towers to be up to 45 storeys by shifting some of density from elsewhere on the site (e.g., one or both of the 26-storey towers could be reduced in height by a few storeys).

While density may be shifted, it cannot be increased beyond the OCP maximum (see the affordable housing discussion below for a possible exception to this density and height cap). If all three of the towers on the east side of the site are set at 45 storeys at the rezoning stage, which will require the concurrence of Council, it means less density elsewhere on the site.

Commercial Density

Wesgroup is proposing a minimum of 12,117m² (130,430ft²) of commercial floorspace in its revised plan, an increase of 24% from the November 2021 plan. This increased commercial floorspace has been achieved by adding more office floorspace.

Wesgroup had been proposing an office building a minimum of four storeys in height with 2,717m² (29,247ft²) of floorspace in its November 2021 plan. This was intended to be further explored at the rezoning stage, with the OCP amendment allowing up to an eight-storey office building with additional floorspace.

Wesgroup is now proposing that its office building be a minimum of eight storeys to accommodate a total of 5,017m² (54,005ft²) of floorspace. This is the new minimum, with the OCP allowing for a building of up to 12 storeys, which Wesgroup estimates would yield about 7,711m² (83,000ft²) of office floorspace. It will be determined at the rezoning stage if the office building remains at eight storeys or is increased to as many as 12 storeys; this will then be locked into the zoning, with the concurrence of Council.

Population

Using an average of 1.9 persons per house (pph) and an estimated 2,665 dwelling units, the projected population of the development is about 5,065. The November 2021 staff report had discussed an assumed average of 2.2 pph for apartments, which has been used in some of the City's population modeling work. However, staff have now concluded based on subsequent review of Census data and other sources that a more reasonable average is 1.9 pph, even taking into consideration a slight increase over time in the average pph for apartments.¹

The population figure of 5,065 is used here in calculating the jobs to population ratio.

¹ Staff are bringing forward a report to Council with a recommended set of standard measures to be used for all development applications for Council's consideration of endorsement. That includes the average number of persons per household to be applied to each type of proposed new dwelling unit in projecting population growth.

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Employment

Wesgroup's November 2021 plan generated an estimated 1,120 jobs on site at full-build-out, including commercial floorspace and home-based jobs. This is a higher number (increase of 33%) than the estimate of 840 jobs contained in the staff report at the time, which was made up of an estimated 540 jobs for the commercial floorspace and an estimated 300 home-based jobs.

Since then, there has been further evaluation by staff of how home-based jobs should be estimated. The estimate of 300 home-based jobs was based on an assumption of 0.115 jobs per dwelling unit. However, other data suggests that it may be more appropriate to apply that figure to population rather than dwelling units. Using that latter approach yields about 580 home-based jobs using a projected population of 5,065.

The jobs to population ratio for the previous November 2021 plan is therefore 0.22 with the revised methodology.

Council's direction in November 2021 was that the applicant be encouraged to achieve a jobs-to-population ratio in the range of 0.23 to 0.42.

Staff estimate that the revised plan will generate 1,360 jobs on site at full-build out, including the 780 jobs in the commercial floorspace (Wesgroup's estimate) and the same 580 home-based jobs. This would result in a jobs to population ratio of 0.27.

If the office floorspace increases further at the rezoning phase, there will be added jobs and the ratio will be higher than 0.27.

Affordable Housing

Per Council's resolution, staff and Wesgroup met with BC Housing to explore affordable housing options for the site. BC Housing indicated that, while they are interested in the opportunity to possibly participate in an affordable housing project on the site, their next program intake is not anticipated until 2023, and the level of detail required for an application submission exceeds the detail known at an Official Community Plan stage of development.

Wesgroup's position remains that, while it would welcome an affordable housing component in the project beyond its proposed market rental building, this can only be achieved by adding more residential density.

Given the uncertainty around how affordable housing might ultimately be delivered on the site (including possible changes over time in funding programs and sources), staff recommend flexibility in the OCP Bylaw to accommodate it. A policy has therefore been added to the attached bylaw that states, "...additional residential gross floor area and increased building heights may be considered as part of a rezoning application in exchange for below-market rental housing units and other forms of affordable housing." This policy leaves the decision of whether to allow added density and building heights in the hands of Council if an affordable housing proposal is brought forward in the future through the rezoning application which is a requirement before re-development can take place.

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Traffic Impacts

Wesgroup has submitted a memo from its transportation consultants on the projected traffic impacts of the additional commercial floorspace (**Attachment 3**) and reconfiguration of the site. The consultants have concluded that:

“....the total increase in trips resulting from updated site statistics is between 3.9% to 6.6% of the total vehicle trips using both the lower and upper estimates for residential trip generation. When this increase in trips generated is assigned to the road network, the increase in volume to individual movements is negligible.

This small increase in vehicle trips in consideration of the site context as a transit-oriented development and the high-level site statistics available for adjacent developments, CTS finds that the proposed increase in job-producing density will not have a significant impact to the transportation network analysis conducted in November 2021.”

Staff concur with this conclusion. From a short-term, site-specific, technical perspective, the increase in commercial space may generate slightly more vehicle trips. However, from a longer-term municipal and regional perspective, increased jobs within this neighbourhood supports a better mix of uses within a TOD area that can support a shift in transportation modes and the ability for future residents to have all of their daily needs (including work) within a walk, cycle, or convenient transit ride. This plan supports progress towards the City's Climate Action Plan and Master Transportation Plan goals and targets.

As noted by both staff in the report received by Council in November 2021 and in the attached report from CTS, further traffic impact assessment work, including developing detailed mitigation strategies (e.g., transportation demand management and off-site road improvements), will be undertaken at the rezoning stage.

Conclusion

Wesgroup has made further changes to its plan in response to Council's resolutions from its November 23, 2021 meeting. Staff recommend that Bylaw No. 3285 be amended to reflect these changes and that a public hearing now be scheduled. The amended bylaw is included as **Attachment 4**.

If the OCP amendment bylaw is adopted by Council, there will be opportunities for further input to the plan by Council, civic committees, and the public at the rezoning stage.

Other Option(s)

THAT the report dated February 3, 2022 from the Community Development Department – Development Planning Division regarding Official Community Plan Amendment – Coronation Park (Wesgroup Properties) be received for information and the applicant be requested to further update the proposal by addressing the following concerns/suggestions prior to consideration of amended second reading of Bylaw No. 3285:

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Financial Implications

There are no immediate financial implications associated with the recommendations of this report. However, as discussed in staff's report at the November 2021 Council meeting, 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

As reported to Council at the November 2021 meeting, in accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans Policy, opportunities for input from the general public and specific stakeholder groups on Wesgroup's initial submission were provided at:

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

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

Further Engagement by Wesgroup

Given that Wesgroup's November 2021 plan was significantly different than the plan presented to Council at the time of first reading in January 2021, Wesgroup undertook 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 were presented to Council at the November 2021 meeting. Public input was also sought by Happy City as part of its work for Wesgroup, as was also reported to Council in November 2021.

Further Engagement by the City

Public input was received on Engage Port Moody from September 24, 2021 to December 14, 2021, although the Coronation Park page remains online and will continue to be updated. Highlights of the project engagement to date (as of January 30, 2022) included:

- 22 engaged participants each contributed to one or more on-line feedback tools;
- 113 informed participants visited multiple project pages, contributed to a tool, or downloaded documents; and
- 247 visitors viewed the project page.

In terms of input, 12 respondents supported the project, seven opposed it and three had mixed opinions. Further details are contained in **Attachment 5**.

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Council Strategic Plan Objectives

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

Attachment(s)

1. Location Map – Coronation Park.
2. Wesgroup Memo, February 8, 2022 and Amended Plan Submitted by Wesgroup, February 1, 2022.
3. CTS, Technical Memorandum, Coronation Park Development TIA, Supplemental Letter for OCP, February 1, 2022.
4. Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 27, 2021, No. 3285 (Coronation Park).
5. Engage Port Moody Feedback Summary – January 30, 2022.

Report Author

Andre Boel, MCIP, RPP
City Planner

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Report Approval Details

Document Title:	Official Community Plan Amendment - Coronation Park (Wesgroup Properties).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Location Map - Coronation Park.pdf- Attachment 2 - Wesgroup Memo, February 8, 2022 and Amended Plan Submitted by Wesgroup, February 1, 2022.pdf- Attachment 3 - CTS, Technical Memorandum, Coronation Park Development TIA, Supplemental Letter for OCP, February 1, 2022.pdf- Attachment 4 - Official Community Plan Bylaw 2014 No. 2955 Amendment Bylaw No. 27 2021 No. 3285 (Coronation Park).pdf- Attachment 5 - Engage Port Moody Feedback Summary – January 30, 2022.pdf
Final Approval Date:	Feb 22, 2022

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

Kate Zanon, General Manager of Community Development - Feb 15, 2022 - 4:18 PM

Dorothy Shermer, Corporate Officer - Feb 15, 2022 - 10:30 PM

Lindsay Todd for Rosemary Lodge, Manager of Communications and Engagement - Feb 16, 2022 - 2:35 PM

Paul Rockwood, General Manager of Finance and Technology - Feb 17, 2022 - 12:36 PM

Tim Savoie, City Manager - Feb 22, 2022 - 6:08 AM

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LOCATION MAP - CORONATION PARK

 SUBJECT PROPERTY



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Suite 2000, Three Bentall Centre
595 Burrard Street, Box 49287
Vancouver, BC V6C 0E4 Canada

MEMORANDUM

Date: February 8, 2022
To: Andre Boel, City of Port Moody
From: Evan French, Wesgroup Properties
RE: Coronation Park – Revised Scheme
CC: Kate Zanon, City of Port Moody

On December 7, 2021, Wesgroup Properties received Second Reading from Council for the Coronation Park project with the direction to look into specific items to refine the scheme. As it relates to site design, Wesgroup Properties was directed to:

- 1) Provide an option for alternate massing that concentrates density along Balmoral Drive; and
- 2) Achieve a higher jobs-to-population ratio than proposed, targeting a jobs-to-population ratio in the range of 0.23 to 0.42.

In response to the above direction, Wesgroup Properties sought to create a plan that would respond to these requests while retaining as much of the base site plan and overall design that has previously been moved to second reading by Council. As is demonstrated in the attached package, the following key changes have been implemented:

- The overall commercial space has been increased from approximately 76,000ft² to 130,400ft².
- The jobs-to-population ratio has increased from between 0.21- 0.23 to between 0.25-0.28, which achieves Council's targeted ratio range.
- An overall reduction in residential towers from 6 to 5 with "Tower 2" previously located at the south/west corner of the Site along Ioco being removed.
- Density from the removed "Tower 2" has been generally redistributed across the three eastern towers to concentrate density on Balmoral Drive.
- The heights of the towers along Balmoral have increased from 31 storeys up to the mid 40's.
- The total residential density remains unchanged from the previous versions. The reorganization of the site has focused on location of density, rather than the amount.
- The 4-storey office building has increased to 8-storeys and shifted northward to replace the removed "Tower 2".
- The standalone amenity building has been increased in size from approximately 15,000sf to 20,000sf to better serve future homeowners and tenants.

The revised massing has been able to maintain the intent of the previous site design while implementing the recent requests of Council. As noted above, it has removed a residential tower and shifted residential density to the eastern portion of the site. The increase in commercial density has also enabled the proposal to fall well within the desired jobs-to-population ratio.

Should you have any questions, please do not hesitate to reach out.

Thank you,
Evan French



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CORONATION PARK

FEBRUARY 01, 2022

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SITE PLAN

Parks 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

GROSS FLOOR AREA	SF	SQM
Total Residential	2,177,122.5	202,261.2
Total Amenity Exclusion	85,960.8	7,986.0
Net Residential (excluding Amenity)	2,091,161.7	194,275.2
Comprises of:		
Residential (Rental)	83,750.1	7,780.6
Residential (Strata)	2,007,411.76	186,494.6
Total Office	54,000.5	5,016.8
Total Commercial	76,428.7	7,100.5
Total Daycare	9,561.9	888.3
Amenity Building (Stand-alone)	20,026.6	1,860.5

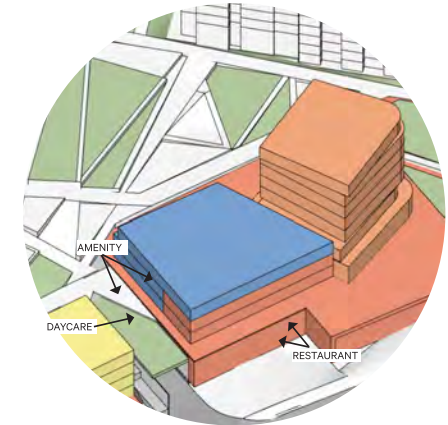
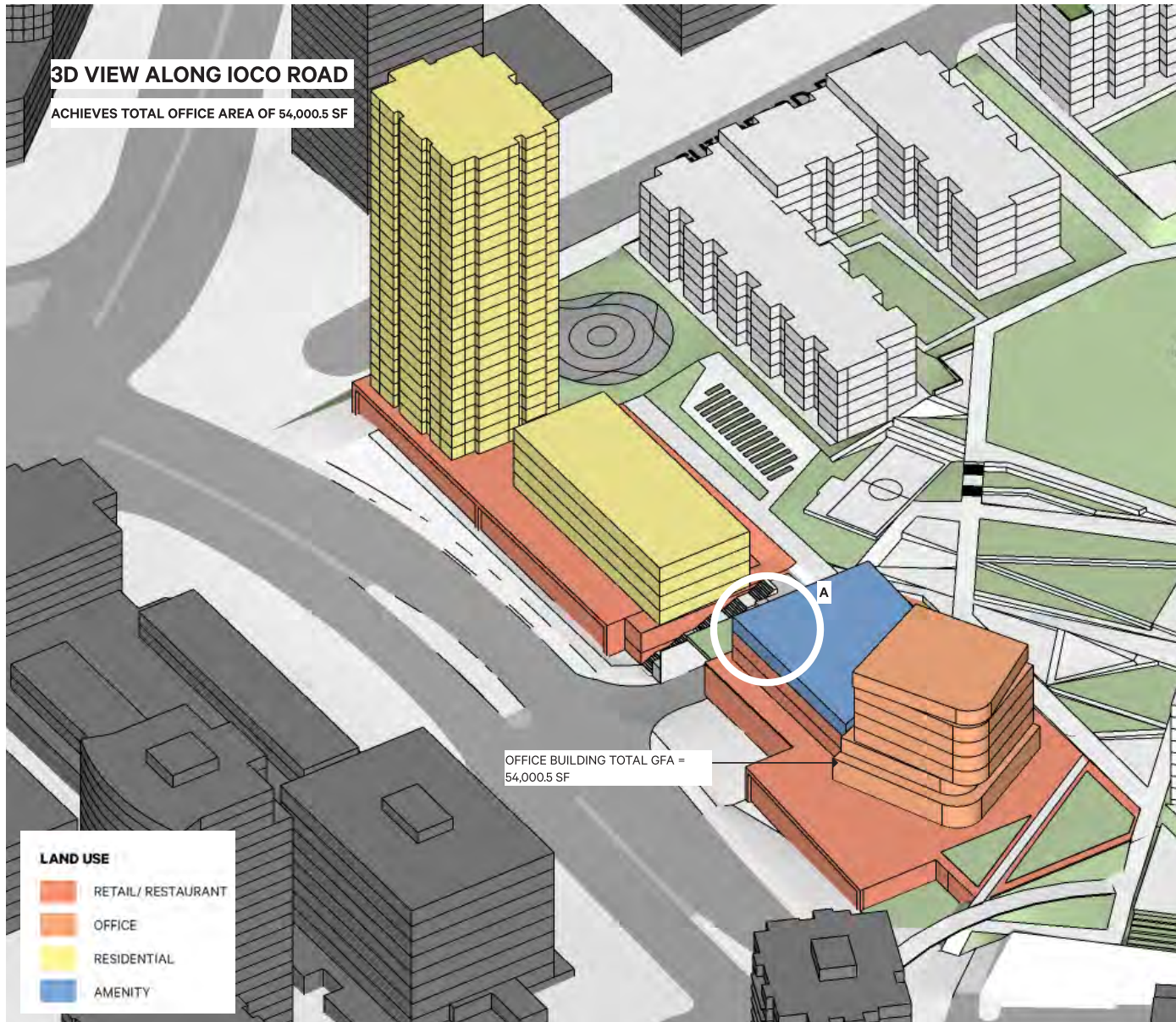
LAND USE

- RETAIL/ RESTAURANT
- OFFICE
- RESIDENTIAL
- AMENITY



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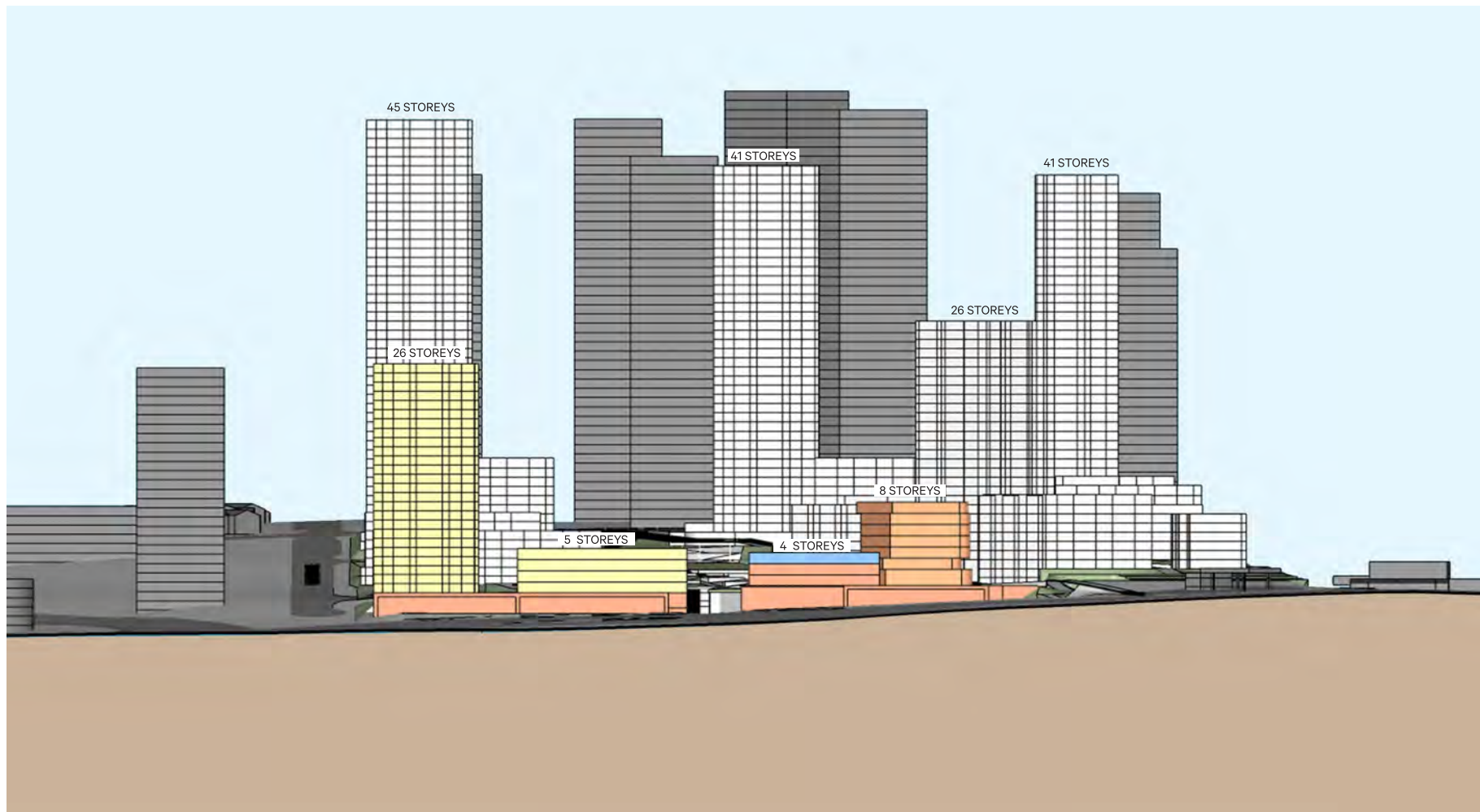
A. TWO FLOORS OF AMENITY ABOVE DAYCARE WITH A TWO STOREY RESTAURANT FACING IOCO STREET

EMPLOYMENT SPACE			
Number of Residential Units	2,665		
Persons/Unit	2.2	2.0	1.8
Total Persons	5,863	5,330	4,797
Job Space	Number of Jobs		
Office (115 sf per job)	470	470	470
Home (11.5% of persons)	674	613	552
Drug Store	40	40	40
Grocery	200	200	200
CRU	60	60	60
Daycare	10	10	10
Total Jobs	1,454	1,393	1,331
Job Ratio	0.25	0.26	0.28

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STREET ELEVATION (IOCO ROAD)



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101A - 1952 Kingsway Avenue
Port Coquitlam, British Columbia
Canada V3C 6C2

604.936.6190
604.936.6175
www.cts-bc.com

TECHNICAL MEMORANDUM

TO: Evan French, Sr Development Manager, Wesgroup Properties
FROM: Gary Vlieg, P.Eng., Creative Transportation Solutions Ltd. (CTS)
DATE: 1 February 2022
RE: Coronation Park Development TIA – Supplemental Letter for OCP
FILE NO: 7224-01

CTS was retained by Wesgroup to provide traffic engineering advice regarding a proposed mixed-use development in the Coronation Park neighbourhood of the City of Port Moody. CTS conducted an analysis of transportation considerations and issued a technical report in November 2021 to the City of Port Moody.

This supplemental memo addresses a proposed increase in job-providing density on the site and the impacts of the increased density on the previous analyses conducted.

1.0 BACKGROUND

Wesgroup are proposing a revised massing for the proposed development that aligns with previous OCP bylaw amendment restrictions. The key changes to site statistics since the last transportation analysis conducted by CTS are as follows:

- A total commercial area of 76,428.7 square feet; and
- A total office area of 54,000 square feet.

In addition to this increased density, the development proposal has shifted the residential development to the eastern edge of the site such that the shorter buildings are located along loco Road and the taller buildings on Balmoral Drive. This shift will not affect transit ridership as the typical walking distance used for rail rapid transit is 800 metres and the furthest corner of the site is less than 450 metres from the Inlet Centre Station.

While the residential development is shifting on the site, at the present time the access points to the underground parking remain unchanged. Through the rezoning process, if the access points are relocated, the rezoning transportation impact assessment will ascertain if the vehicular traffic assignment also changes. There may be an opportunity to re-distribute the site generated traffic to reduce the impact to the adjacent street network.

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2.0 IMPACT OF REVISED SITE STATISTICS ON VEHICLE TRIPS

CTS conducted a transportation study in November 2021 using a lower estimate and upper estimate for residential trips generated by the proposed mixed-use, transit-oriented development in Coronation Park. It is noted that these estimates were made using existing site statistics available at the time, which were subject to change as this stage was prior to rezoning.

Summaries for the lower and upper trip generation estimates as shown in **TABLE 1** and **TABLE 2** respectively.

**TABLE 1
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 2
TRIP GENERATION TABLE
(UPPER 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

A revised scheme by Wesgroup Properties was provided to CTS showing updated site statistics to align with the existing OCP bylaw amendment restrictions.

CTS updated the lower and upper trip generation estimates using the revised site plan. A summary of the revised trip generation estimates are shown in **TABLE 3** and **TABLE 4** respectively.

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**TABLE 3
REVISED 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.	19.97	2.94	ITE 10th Edition - Code 880	65%	35%	38	21	59	20%	30	17	47
	Weekday Afternoon			8.51		49%	51%	83	87	170	20%	67	69	136
CRU - Clinic (Parcel 1)	Weekday Morning	1000 sq. ft.	8.03	3.69	ITE 10th Edition - Code 630	78%	22%	23	7	30	20%	19	5	24
	Weekday Afternoon			3.28		29%	71%	8	19	27	20%	7	15	22
Grocery (Parcel 2)	Weekday Morning	1000 sq. ft.	38.08	3.82	ITE 10th Edition - Code 850	60%	40%	88	58	146	20%	70	47	117
	Weekday Afternoon			9.24		51%	49%	180	172	352	20%	144	138	282
Office (Parcel 2)	Weekday Morning	1000 sq. ft.	54.00	1.16	ITE 10th Edition - Code 710	86%	14%	54	9	63	20%	43	7	50
	Weekday Afternoon			1.15		16%	84%	10	53	63	20%	8	42	50
Restaurant (Parcel 2)	Weekday Morning	1000 sq. ft.	10.35	9.94	ITE 10th Edition - Code 932	55%	45%	57	46	103	20%	45	37	82
	Weekday Afternoon			9.77		62%	38%	63	39	102	20%	51	31	82
Total	Weekday Morning Peak Hour											275	602	877
	Weekday Afternoon Peak Hour											629	445	1074

**TABLE 4
REVISED TRIP GENERATION TABLE
(UPPER 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.	19.96	2.94	ITE 10th Edition - Code 880	65%	35%	38	21	59	20%	30	17	47
	Weekday Afternoon			8.51		49%	51%	83	87	170	20%	67	69	136
CRU - Clinic (Parcel 1)	Weekday Morning	1000 sq. ft.	8.03	3.69	ITE 10th Edition - Code 630	78%	22%	23	7	30	20%	19	5	24
	Weekday Afternoon			3.28		29%	71%	8	19	27	20%	7	15	22
Grocery (Parcel 2)	Weekday Morning	1000 sq. ft.	38.07	3.82	ITE 10th Edition - Code 850	60%	40%	88	58	146	20%	70	47	117
	Weekday Afternoon			9.24		51%	49%	180	172	352	20%	144	138	282
Office (Parcel 2)	Weekday Morning	1000 sq. ft.	54.00	1.16	ITE 10th Edition - Code 710	86%	14%	54	9	63	20%	43	7	50
	Weekday Afternoon			1.15		16%	84%	10	53	63	20%	8	42	50
Restaurant (Parcel 2)	Weekday Morning	1000 sq. ft.	10.35	9.94	ITE 10th Edition - Code 932	55%	45%	57	46	103	20%	45	37	82
	Weekday Afternoon			9.77		62%	38%	63	39	102	20%	51	31	82
Total	Weekday Morning Peak Hour											380	848	1228
	Weekday Afternoon Peak Hour											1006	552	1558

Comparing the revised trip generation estimates in **TABLE 3** and **4** to the initial trip generation estimates in **TABLE 1** and **2**, the difference in total vehicle trips can be summarized as follows:

- An increase of 46 trips (5.5%) in the AM peak period for the lower trip estimate.
- An increase of 67 trips (6.6%) in the PM peak period for the lower trip estimate.
- An increase of 46 trips (3.9%) in the AM peak period for the upper trip estimate.
- An increase of 67 trips (4.5%) in the PM peak period for the upper trip estimate.

Based on the above comparison, the total increase in trips resulting from updated site statistics is between 3.9% to 6.6% of the total vehicle trips using both the lower and upper estimates for residential trip generation. When this increase in trips generated is assigned to the road network, the increase in volume to individual movements is negligible.

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Due to the provision of increased job-producing density, there has been the ability to reduce the overall trip generation due to internal capture. As illustrated in **Tables 3 and 4**, CTS has reduced the quantity of trips added to the network by 20% to reflect “internal trip”, i.e., trips that occur wholly within the development as there is a mix of residential and employment land uses. This internal trip capture will be further refined at the rezoning stage.

One characteristic of increasing the non-residential density is that the directionality of vehicular trip making activity is opposite to that of the residential trip making activity. For residential trips the outbound direction is peaked during the AM (80%) and inbound during the PM (75%) as compared to office trips where during the AM there is 14% outbound (86% inbound) and during the PM 16% inbound (84% outbound). The net effect of increasing the non-residential land uses is that traffic volumes are more balanced on the road network.

This small increase in vehicle trips in consideration of the site context as a transit-oriented development and the high-level site statistics available for adjacent developments, CTS finds that the proposed increase in job-producing density will not have a significant impact to the transportation network analysis conducted in November 2021.

Once this project moves forward to rezoning with more detailed site development statistics, a comprehensive transportation impact assessment will be undertaken. It is expected that the net trip generation will be less than what is contained in this memo. The TIA will address specific concerns identified in the earlier, high-level study.

Please call the undersigned should you have any questions or comments.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD.

Reviewed by:



2022-February-02
Gary Vlieg, M.Sc., P.Eng., FEC
Sr. Project Manager



Prepared by:



2022-February-02
Darshan Soni, EIT
Junior Traffic Engineer



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 loco 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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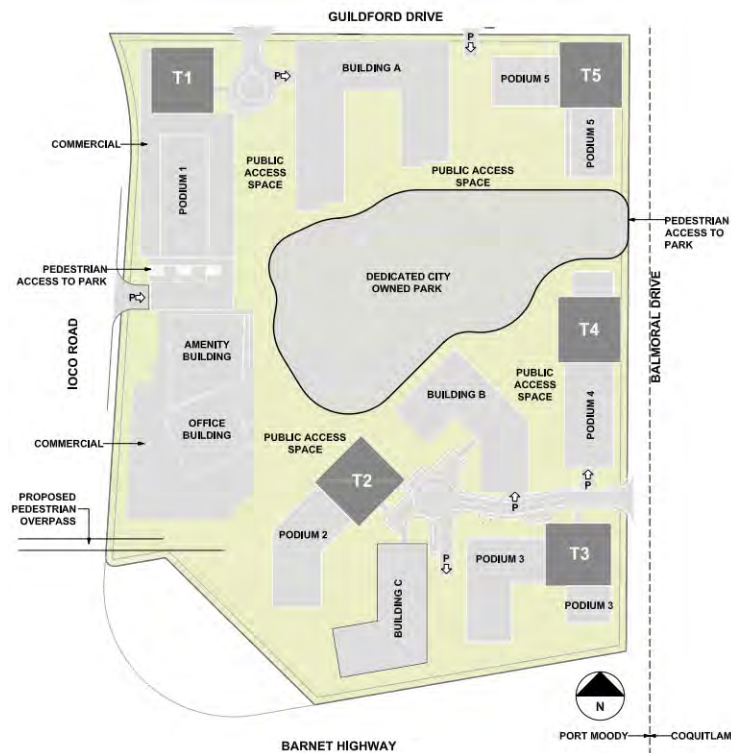
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- iv. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
 - a. pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and
 - b. an overpass between 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, 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. Five residential towers shall be permitted.
 - vi. Heights up to 26 storeys shall be considered for two of the towers (T1, T2) and up to 45 storeys for three of the towers (T3, T4, T5) in the Area A - Land Use Concept Plan.

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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

- vii. Notwithstanding iii. to vi. above, additional residential gross floor area and increased building heights may be considered as part of a rezoning application in exchange for below-market rental housing units and other forms of affordable housing.
- viii. Low-rise to mid-rise buildings, including tower podiums, shall range in height up to a maximum of 12 storeys.
- ix. A minimum of 1,860m² of gross floor area shall be provided for a stand alone private indoor amenity use.
- x. The minimum required commercial gross floor area is 12,117m².
- xi. A minimum of 5,017m² of the commercial gross floor area shall be provided for purpose-built office use.
- xii. A minimum of 888m² of gross floor area shall be provided for childcare use.
- xiii. A public park a minimum of 1.03ha in size shall be provided, generally as configured on the Area A – Land Use Concept Plan.

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- xiv. 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.
- xv. 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.

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).

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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 45 storeys will be considered for the area designated Mixed Use – Inlet Centre, with possible additional height above 45 storeys considered per 15.3.1.2 (vii).”;

and renumbering the policies in section 15.5.7 accordingly.

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 7th day of December, 2021.

Second reading rescinded this ___ day of _____, 2022.

Read a second time as amended this ___ day of _____, 2022.

Public Hearing held this ___ day of _____, 2022.

Read a third time this ___ day of _____, 2022.

Adopted this ___ day of _____, 2022.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

Considered at the March 1, 2022 Council meeting

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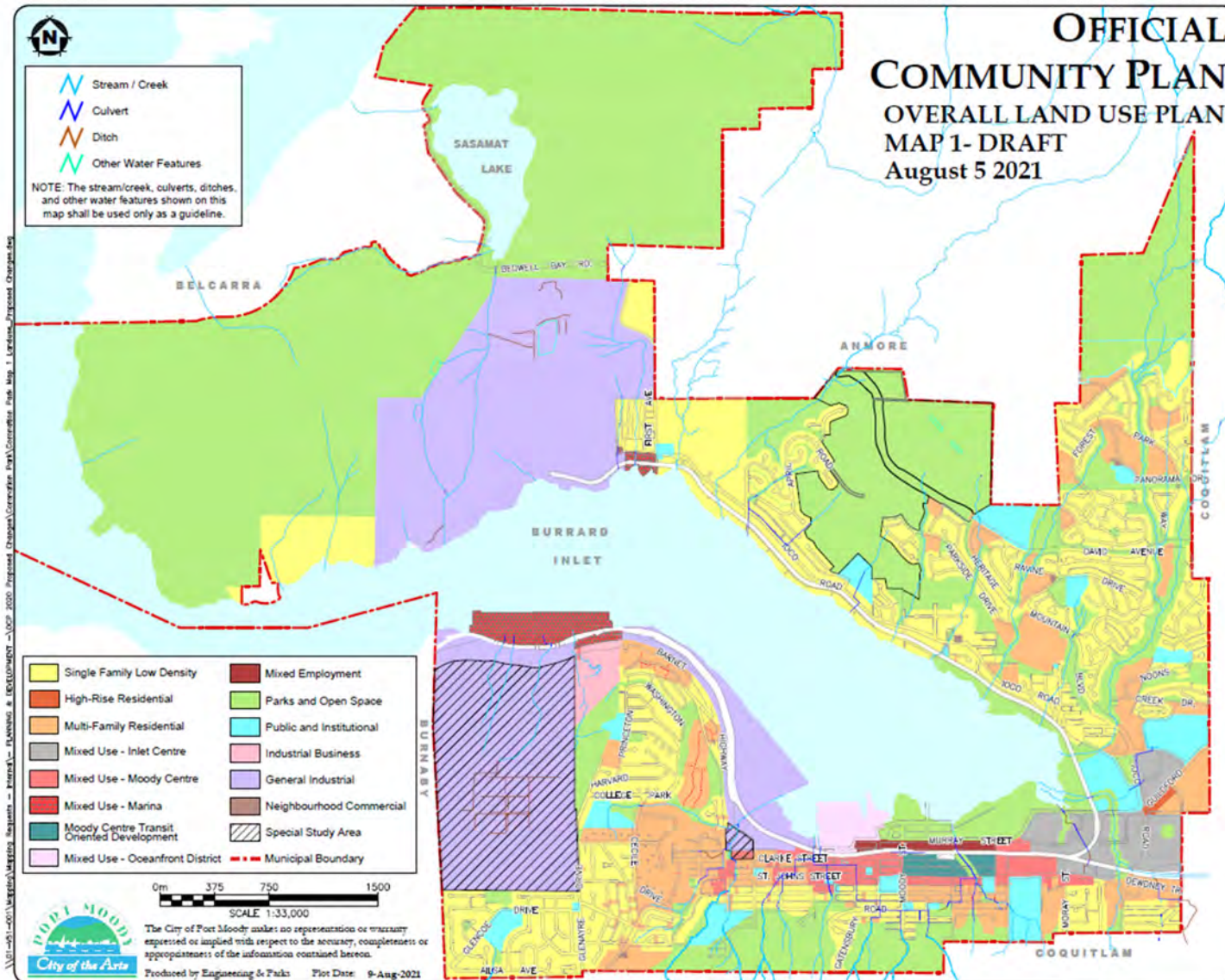
I hereby certify that the above is a true copy of Bylaw No. 3285 of the City of Port Moody.

D. Shermer
Corporate Officer

Considered at the March 1, 2022 Council meeting

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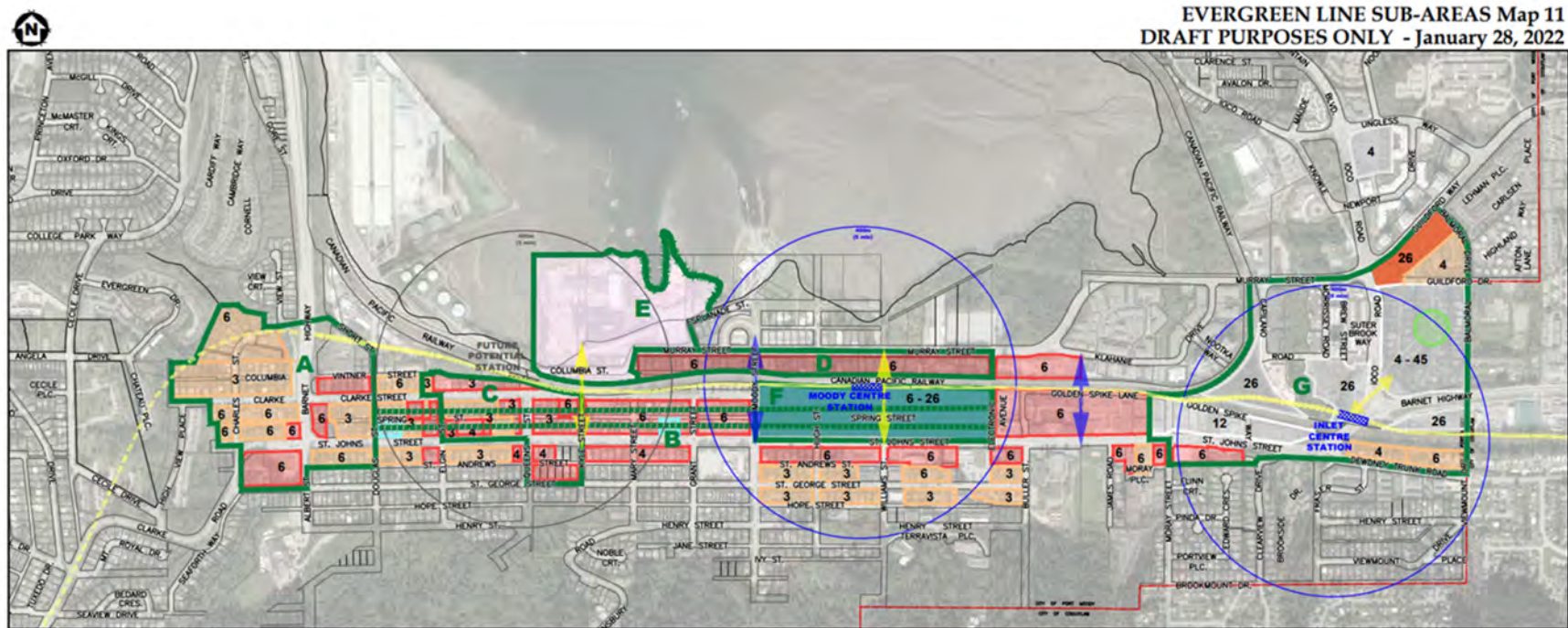
Schedule A – Map 1 – Overall Land Use Plan



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Schedule B – Map 11 – Evergreen Line Sub-Areas



EVERGREEN LINE SUB AREAS

- | | |
|--|---|
| — A Westport | — E Oceanfront District |
| - - - B Spring Street Promenade | — F Moody Centre Station Transit Oriented Development |
| — C Heritage Commercial District | — G Inlet Centre Station Transit Oriented Development |
| — D Murray Street Boulevard | |

LEGEND

- | | | |
|---|---|---|
| Multi-Family Residential | Moody Centre Station Transit-Oriented Development | — Evergreen Line - Tunnel |
| High-Rise Residential | Public and Institutional | — Evergreen Line - Elevated |
| Mixed Use - Inlet Centre | Mixed Employment | — Evergreen Line - Ground Level |
| Mixed Use - Moody Centre | Mixed Use - Oceanfront District | — 400m Radius from Station (≈ 5 min Walk) |
| | Proposed Parks and Open Space | ↔ Existing Connections |
| | | ↔ Future Connections |

Coronation Park Development Application

UPDATE 2: Public input received on Engage Port Moody from Sept. 24, 2021 to Jan. 30, 2022

This updated public engagement summary includes additional feedback received after the on table report was provided on Nov. 23, 2021. This version includes feedback from the day the project launched on engage.portmoody.ca to Jan. 30, 2022. Comments are presented verbatim, including typos and grammatical errors.

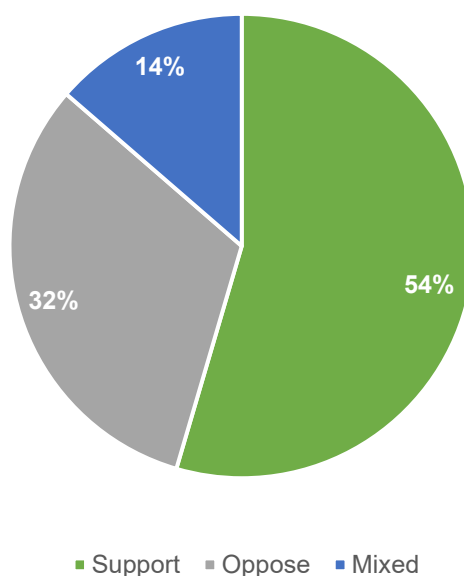
Engagement highlights

Highlights of project engagement to date:

- **22 engaged participants** contributed to one or more feedback tools
(online feedback closed Dec. 14, 2021)
- **113 informed participants** visited multiple project pages, contributed to a tool, or downloaded documents
- **247 aware visitors** viewed this project page

What is your overall feedback on this development application?

	Support	Oppose	Mixed
From launch until the online comment period concluded: Sept. 24 to Dec. 14, 2021	12	7	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 they

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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 the. 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 works 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.

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.

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- 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.
17. This development proposal is a perfect mix of residential, commercial and park space. The density makes sense for the area, given the proximity to transit and fits with the development that is planned for the adjacent area in Coquitlam. The City has been delaying progress on this neighbourhood for long enough. Many of the current Council, including the Mayor, ran on the promise to progress the redevelopment of this area, and the Neighbourhood Plan for the area was widely favoured by the citizens of Port Moody. This type of development is needed here, and will help open up opportunities for other parts of the Coronation Park area so allow for a consistent feel throughout the neighbourhood.
18. This seems like an excellent proposal that will create a large amount of housing silly close to transit, benefiting the city's goals of affordability (by increasing supply) and climate action (by reducing car dependency). I'm unclear on what the "semi-public open space" would look like, and would be happier if it became fully public.

Comments below were received after the November 23, 2021 on table update

19. I like that there is a substantial new park being developed. This would be a great location for kids to play and people to congregate. The mix of unit types is great too. More 3 bedroom homes are needed in the community. I also like the amenities such as commercial space for more shopping or restaurants. It will really round out the community of Newport, Suterbrook and Coronation Park.
20. No, I do not support this development proposal.

First of all, the climate impacts would be irreversible. Adding thousands of additional vehicles to the area would significantly increase Port Moody's carbon footprint. These vehicles would also add intense pressure to already over-stretched infrastructure, and the clogged intersections and streets of Guilford, loco, Barnet, and Dewdney would not be able to handle the increased volume. Yes, the proximity to transit would entice non-driving families, but the average BC family still owns at least one vehicle, meaning there would be a significant vehicle increase.

The developer's promise of a paltry 175 affordable rental units would do absolutely nothing to solve the affordability crisis in rentals.

As for the height, the current OCP only allows for high-density multi-family high rises up to 38 stories, and if this passes this development would likely exceed even that.

This development would greatly impact me, as I live in a neighbouring complex where we enjoy the views, quiet, and open space - all things that Port Moody is known for. This development would bring noise, chaos, and density beyond what would be tolerable.

If this development is to proceed, I would highly encourage council to make it proceed under the current OCP. I would limit the height of the buildings to Medium Density Multi-Family Form (up to 6 stories in height). That would still increase the number of residences in the area but would not do so to such an extent as to severely impact current infrastructure.

21. That is a lot more people in an already congested area. I propose restricting development significantly so we don't become like so many of our neighboring cities, overcrowded.

Considered at the March 1, 2022 Council meeting

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22. This proposal make Port Moody less affordable and encourages more unaffordable luxury condos. The last thing Port Moody needs is more condo construction and people. Currently Port Moody is missing almost a billion dollars in amenities to serve current residents. This development and its rush to public hearing is just another example of Port Moody major doing favors for his developer friends. The only “legacy” of this counsel if they approve this will be of traffic congestion, empty investor condos and environmental ruin.