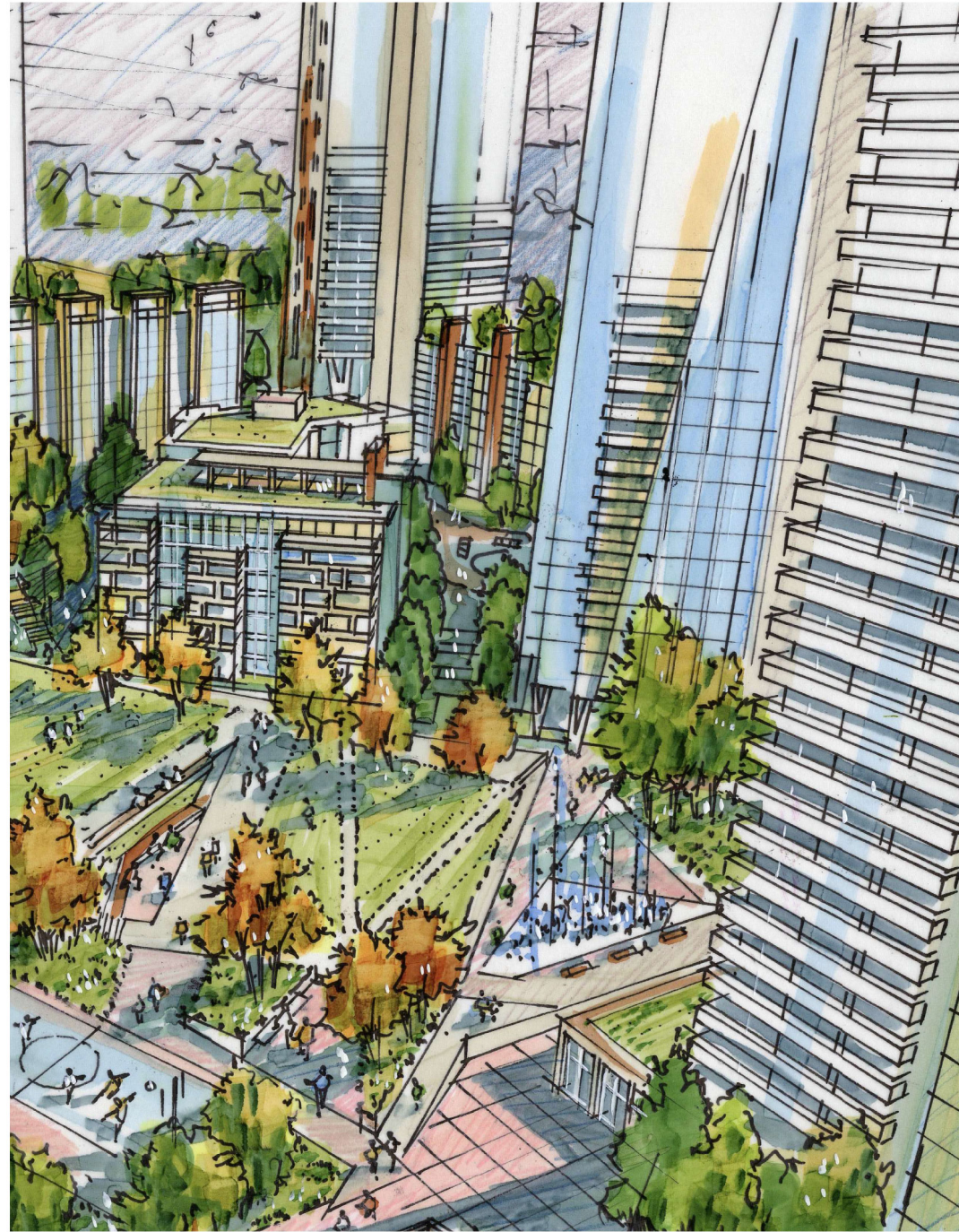
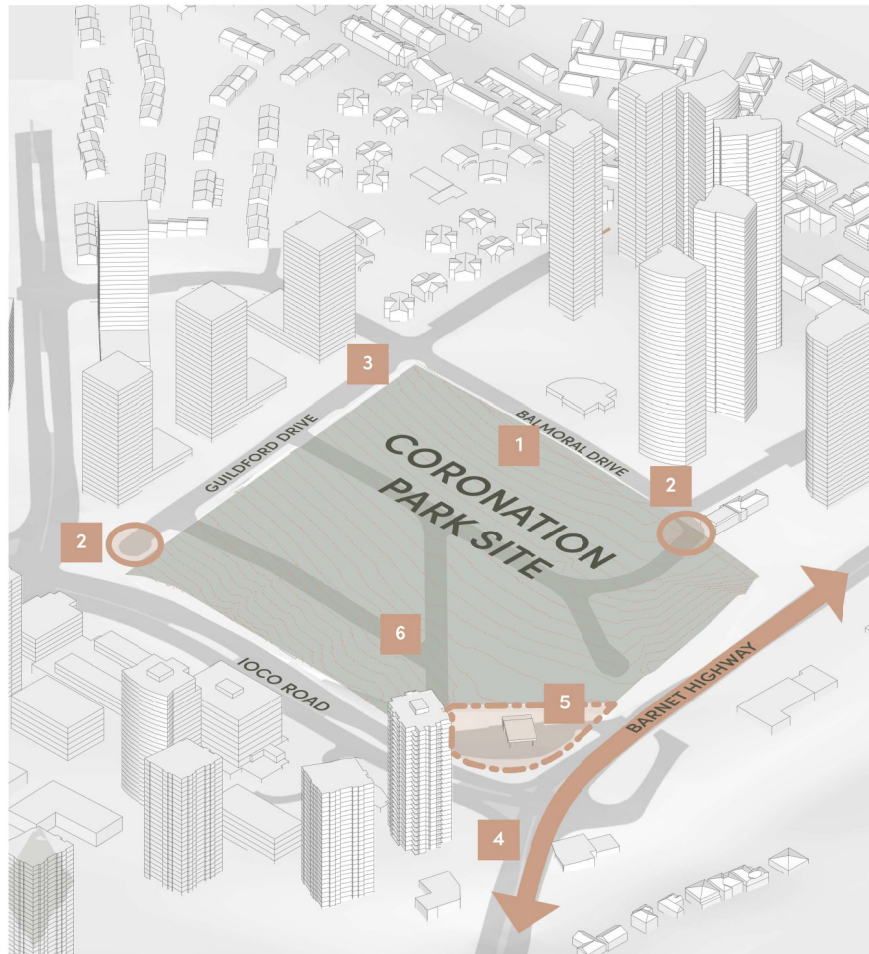


## 5.0 MASTER PLAN

- 5.1 URBAN CONTEXT - CHALLENGES AND OPPORTUNITIES
- 5.2 DESIGN RATIONALE
- 5.3 SITE PLAN
- 5.4 SITE MASSING
- 5.5 PROJECT STATISTICS



## 5.1 URBAN CONTEXT - CHALLENGES AND OPPORTUNITIES

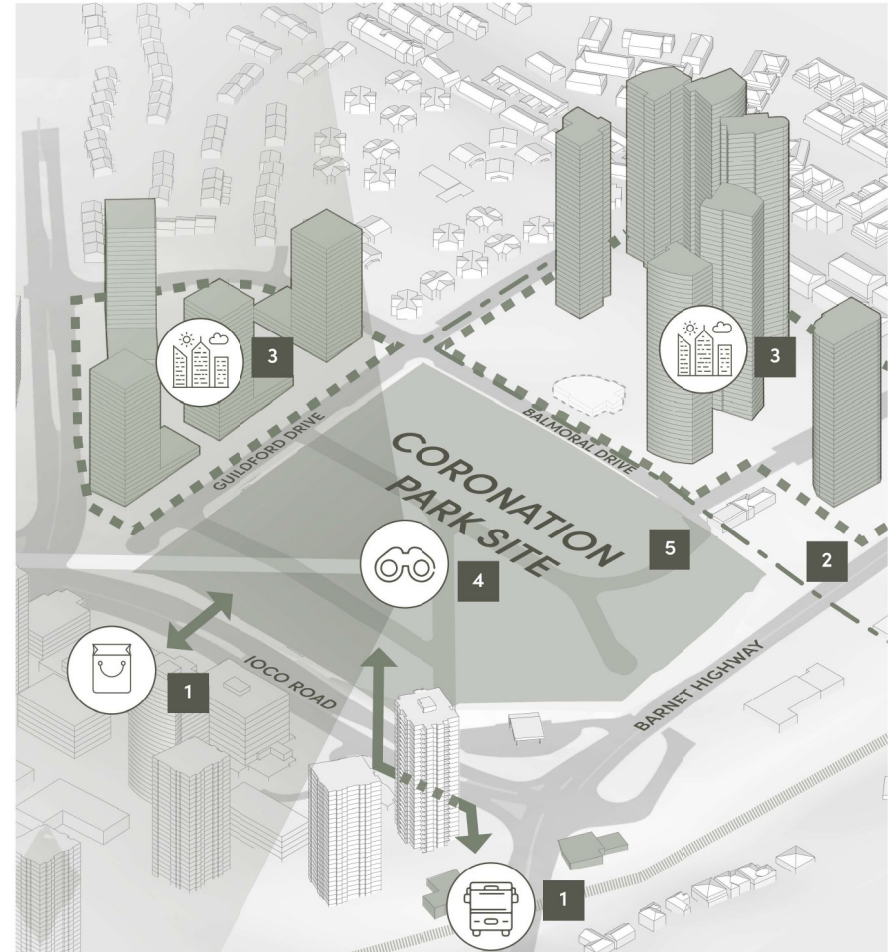


### Urban Context - Challenges

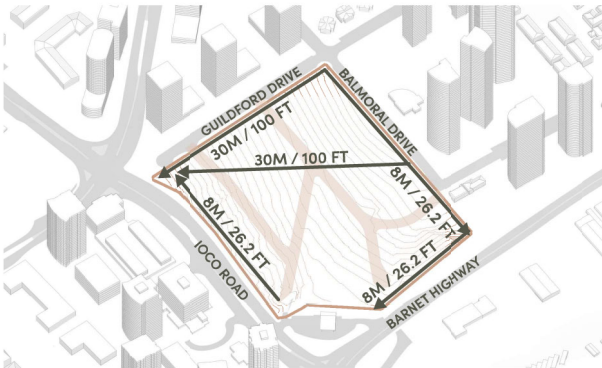
- 1 One of the most prominent challenges is the 30m (100 ft) grade difference across the site. The average site grade ranges between 8% and 12%. This poses a challenge to how buildings can be situated on site to create access points for pedestrians, parking and loading along with other servicing requirements.
- 2 Another challenge resulting from the complex grades on site is that there is not a continuous path of travel from Guildford Drive to Ioco Road and Balmoral Drive to Barnet Highway. This limits circulation paths for cars, bicycles and pedestrians in and around the site.
- 3 The grades of roadways surrounding the site cannot be changed. In order to create routes of travel accessible to people of all ages and abilities, all solutions would have to be implemented internal to the site.
- 4 Being adjacent to Barnet Highway, buildings along the South edge of the site would have to mitigate higher noise levels.
- 5 An existing gas station situated at the intersection of Barnet Highway and Ioco Road cuts off the corner of the site.
- 6 Removal of internal roads creates challenges for servicing needs like solid waste management, loading and building access.

## Urban Context - Opportunities

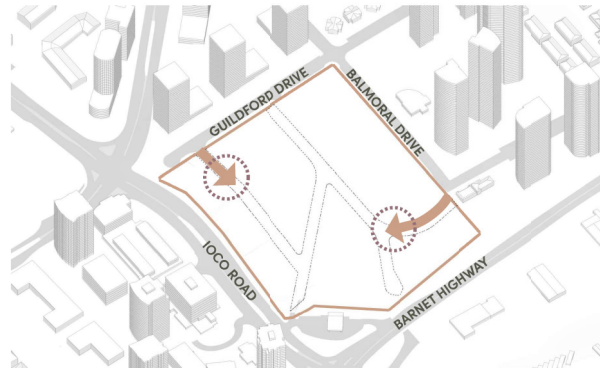
- 1** The site is a 5-minute walk from Inlet Centre Station and existing retail. This creates opportunities for thousands to be living close to transit and surrounded by other amenities and shopping centres.
- 2** The site also lands at the boundary of Port Moody and Coquitlam and thus, acts as a gateway into Port Moody.
- 3** The site is well positioned for a higher density as it is surrounded on the North and East by future high-rise developments.
- 4** There is an opportunity to capture unmatched views of the Burrard Inlet and Mountains from the site.
- 5** Due to removal of internal roads from the site, there is an opportunity to reclaim more space for walking and rolling.



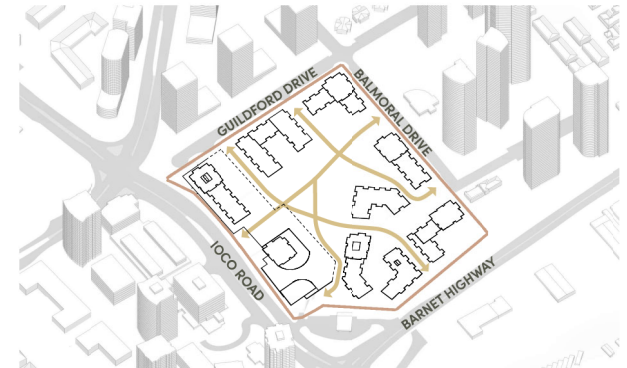
## 5.2 DESIGN RATIONALE



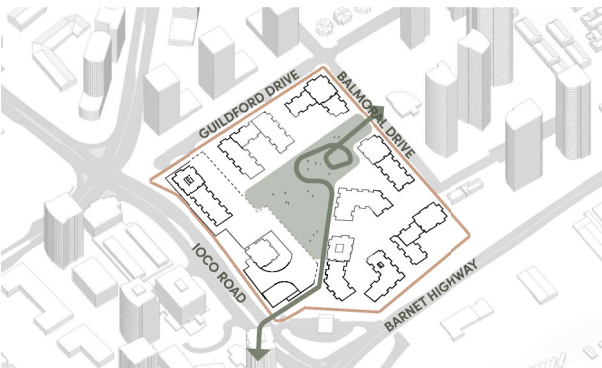
Proposal responds to existing site slopes and street network



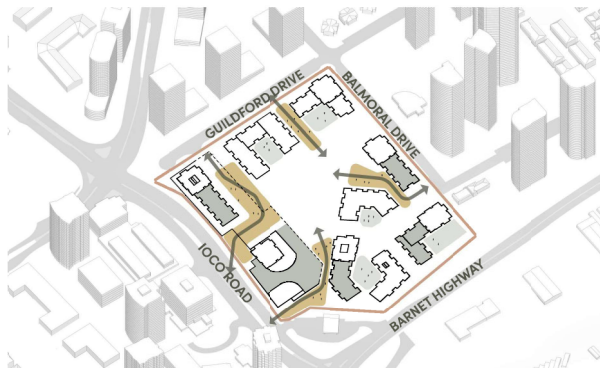
Surface roads and internal vehicular access minimized to two cul-de-sacs and underground circulation in parkade



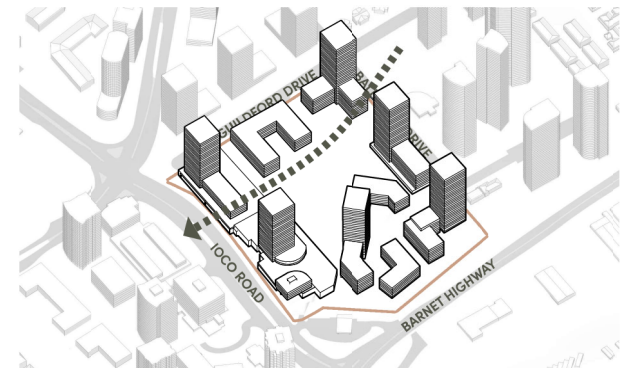
Placement of buildings ensure permeability through the site



An interconnected and accessible green space at the heart of the development



Enhanced public realm with multiple public accessed Right of Ways connecting to neighbourhood plazas



Tower heights reduce towards Ioco Road

## 5.3 SITE PLAN

Coronation Park is designed as an essential piece of the Port Moody urban fabric.

This is a place of community interactivity, small-scale commerce, and a sense of home. These critical design elements are not just for those who choose to live and work here but for the greater community beyond. The Central Green (City Owned Park) will become a jewel for Port Moody. A west sloping central park overlooking the Inlet. Here locals can gather and take part in any number of diverse activities from the energetic to the relaxing.

Nearby options exist for commerce, for employment, for housing and for multiple choices of cuisines. This is a place of mixing. This is a place of community.



Site Plan

LEGEND

# NUMBER OF FLOORS



Site Plan



#### Sense of Community

A City Owned Park, The Central Green fosters a sense of pride and community ownership.



#### Social Wellbeing

A spectrum of lively spaces in all corners of the development promote social encounters.



#### Active Living

Vicinity to green spaces and active mobility networks promotes healthy choices.



#### Environmental Impact

A compact development within 5-7 minute walk of rapid transit reduces environmental impact.



#### Resilient Development

A mixed-use development that is flexible to respond to changing needs of the community over time.



#### Ease and Inclusiveness

Active and passive recreation opportunities, places of repose, and a welcoming design expression promote inclusiveness.

#### LEGEND



NUMBER OF FLOORS



THE CENTRAL GREEN (PUBLIC PARK)

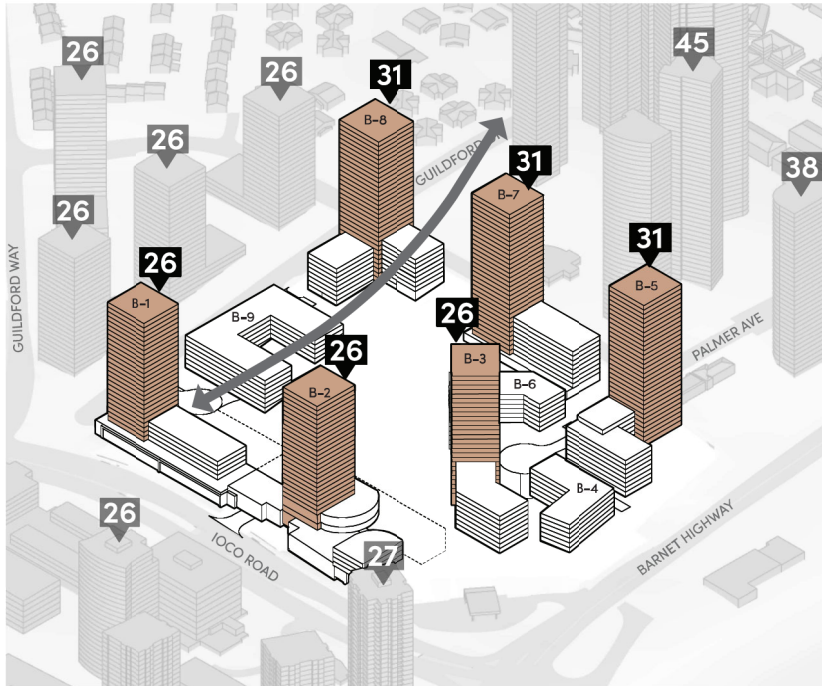


GREENWAYS (PRIVATELY OWNED, PUBLICLY ACCESSIBLE)



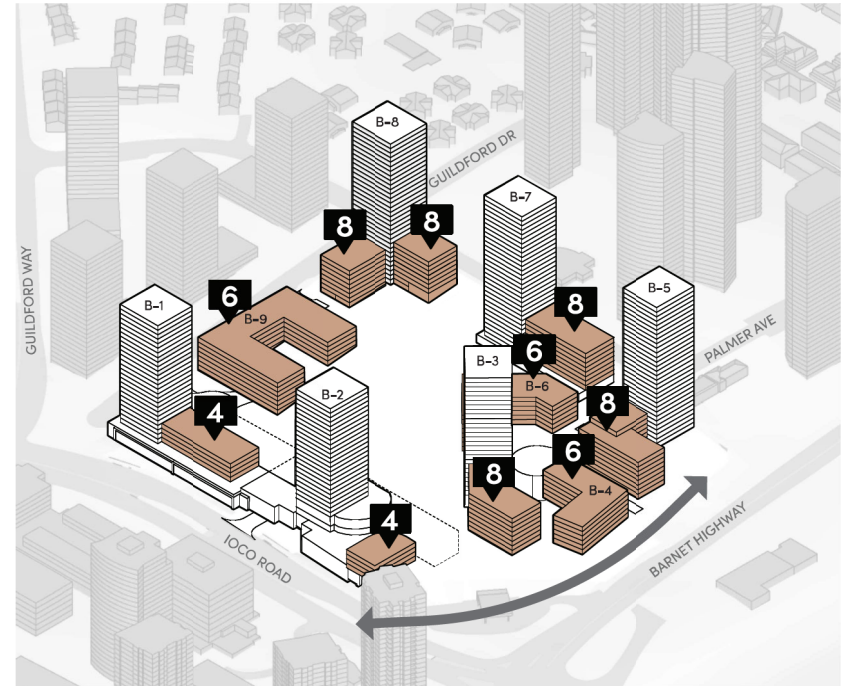
PROPOSED BUILDINGS

## 5.4 SITE MASSING



**Tower Heights**

Tower heights step down from 31 storeys on Balmoral Drive to 26 storeys along Loco Road. This responds to the surrounding context, including the proposal across Balmoral Drive (by Polygon) which proposes towers up to 45 storeys, and Suter Brook Village across Loco Road includes heights approximately 26 storeys in height.



**Low-rise Massing Components**

The 30-meter grade change on-site and the surrounding future and existing developments provide contextual reference when deciding the tower heights. The podiums, low-rise wood frame buildings and the 4-story office building fronting Loco Road are added to achieve the residential density required on a transit-oriented development, and to balance out the impact of high rises visually and mentally.

## 5.5 PROJECT STATISTICS

### KEY PROJECT STATISTICS

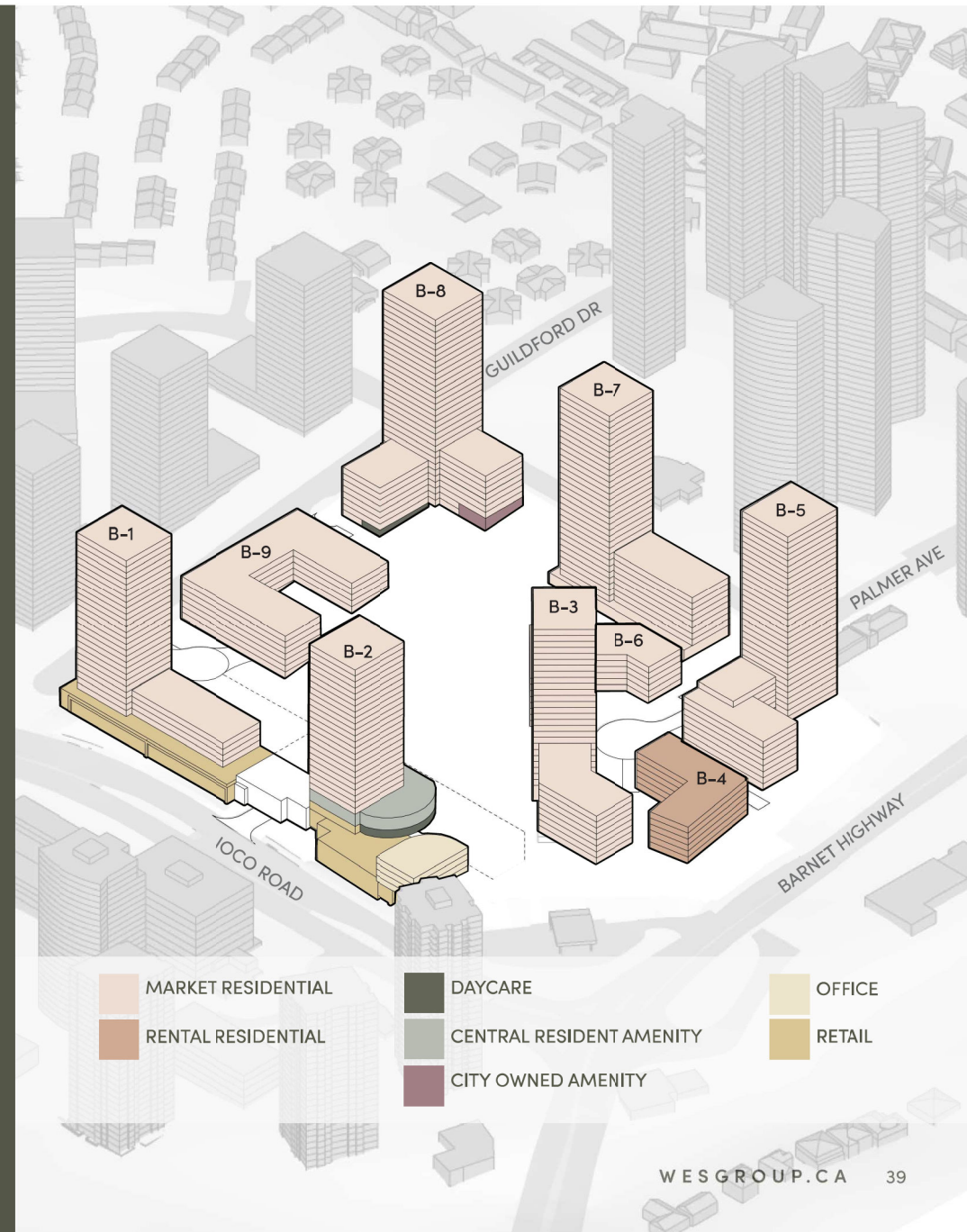
	Sqm.	Sf.
Gross Site Area	60,000	645,834
Area of existing roads	9,541	102,695
Net Site Area	50,459	543,139
Total GFA	205,177	2,208,511
FSR		3.42
Public Park	10,300	110,868
Privately owned, publicly Accessible Open Space	6,070	65,340

### AREA TOTALS FOR EACH USE

	Sqm.	Sf.
Total Residential	200,184	2,154,762
Total Amenity Exclusion (Pvt)	5,903	63,539
Residential GFA (excluding Amenity)	194,281	2,091,223
Residential (rental)	7,781	83,750
Residential (strata)	186,500	2,007,473
Total Commercial	10,896	117,287
Total Office	2,764	29,752
Total Retail	7,244	77,974
Total Daycare	888	9,562
Total GFA	205,177	2,208,511
Amenity		
City Owned Amenity	186	2,002

### PROPOSED UNIT MIX

	Studio	1 Bed	2 Bed	3 Bed	Total
Unit Mix	8%	45%	35%	12%	100%
Strata Units	199	1,118	870	299	2,486
Rental Units	8	46	35	12	101
Total Units	207	1,164	905	311	2,587



## HOUSING



### Market Residential

2,486 new strata homes are proposed, which will be delivered in a variety of building forms and range of unit sizes. 50% of these homes will be adaptable units. The homes will be integrated throughout the entire site in low to high-rise building forms.



### Market Rental

One 6-storey building, located along Barnet Highway, will be dedicated to market rental housing. A total of approximately 101 rental units will be provided. Of the 101 homes, at least 10% will be dedicated to seniors market rental housing (65+ years old).



### Rent-to-Own

A rent-to-own program will be available for any of the renters. Tenants will become eligible after one year of renting and will be able to use rent paid in that year towards the down-payment of a strata residential home. The renter would be able to purchase in any of Wesgroup's residential developments across the Lower Mainland. The program would be available to renters in perpetuity, meaning that a number of renters would be able to move into a unit and be able to move from renting to ownership, without having to save up a large sum of money for a down payment.

## COMMERCIAL



### Office

Almost 30,000 SF of office space in 4 storeys is proposed. The office will be located along loco Road, above the at-grade retail.



### Retail

Around 78,000 SF of neighbourhood-serving retail is proposed, the majority of which will be located along loco Road near the proposed office building and close to the Inlet Centre SkyTrain Station, as well as Newport Village and Suter Brook Village. This includes different sizes of retail units that would serve a variety of local businesses including small stores, larger grocery stores, drug stores, restaurants, etc.

## AMENITIES



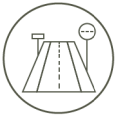
### Daycare

9,562 SF of daycare is proposed, over two buildings. The daycare will be located along loco Road near the office and bulk of the retail component. Another daycare space will be located at the ground-floor level of the residential tower along Balmoral Drive.



### Parks & Open Space

A 2.55 acre City Owned Park (The Central Green) is proposed which will include children's play areas, flexible lawn space, seating, a spray park, and more. Another 1.5 acres of semi-public open space will also be publicly accessible (The Greenways).



### City Owned Amenity

A City owned turnkey space is proposed along Balmoral Drive in Building 8. This space will be constructed by the developer and handed over to the City. The City would determine users/programming for the space.



### Central Resident Amenity

A 15,984 SF amenity space is proposed along loco Road. The space provides additional amenity for the strata units in the development.



### Individual Building Private Amenities

In addition to the Central Resident Amenity building, 47, 555 SF of amenity space is integrated into the development. Each building will have private indoor and outdoor amenity areas.