



City of Port Moody

Report/Recommendation to Council

Date: May 12, 2023
Submitted by: Community Development Department – Development Planning Division
Subject: First Reading – Rezoning (CD89) – Coronation Park (Wesgroup Properties)

Purpose

To provide Council with a bylaw for consideration of First Reading to rezone 59 lots in a portion of the Coronation Park Neighbourhood from Single Detached Residential (RS1) to Comprehensive Development Zone 89 (CD89) to allow a high-density mixed-use transit-oriented development.

Recommended Resolution(s)

THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 79, 2023, No. 3407 (Coronation Park) (CD89) be read a first time as recommended in the report dated May 12, 2023 from the Community Development Department – Development Planning Division regarding First Reading – Rezoning (CD89) – Coronation Park (Wesgroup Properties).

AND THAT prior to Council consideration of Second Reading of Bylaw No. 3407, the following items be completed to the satisfaction of Council:

- the independent financial review of the application being undertaken for the City to determine if the Key Expectations set out in Inclusionary Zoning – Affordable Rental Units Corporate Policy (2022-01) should be waived, as the applicant has requested, based on the Flexibility clause in the policy;
 - detailed design guidelines for the entire development;
 - the pedestrian overpass design, funding and timing;
 - a Transportation Demand Management package in support of the applicant's requested reduction in residential parking spaces; and
 - the applicant's commitment to required off-site street and traffic improvements, including the Barnet Highway/loco Road and Murray Street/loco Road intersections.
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AND THAT prior to Council consideration of Second Reading of Bylaw No. 3407, a term sheet be prepared and presented to Council, which will form the basis for a development agreement, setting out the applicant's obligations as part of the redevelopment of the subject lands, including the details of public amenity contributions and timing.

Executive Summary

Wesgroup Properties (Wesgroup) submitted a rezoning application in July 2022 for 59 single detached residential properties in the Coronation Park neighbourhood to facilitate a high-density transit-oriented development (TOD) with a mix of residential, commercial, office, public park, childcare and civic uses. The residential component of the proposal includes a mix of low-rise buildings as well as six towers up to 31 storeys in height. The rezoning application conforms with the Official Community Plan (OCP), which was amended in April 2022 for the Coronation Park neighbourhood and would be facilitated through a Comprehensive Development zone. A number of community benefits and amenities are proposed to be provided through this development, such as: market rental housing, two childcare facilities, a 1.03 ha (2.54 acre) public park, a civic facility, public art, and a pedestrian connection to the Inlet Centre SkyTrain Station via an overpass.

If Bylaw No. 3407 (**Attachment 1**) is given First Reading by Council, the details of the amenity package will be negotiated with Wesgroup and brought forward as a term sheet as part of Council consideration of Second Reading of the bylaw. A set of detailed design guidelines specific to the development will also be brought forward at that time.

Background

The OCP was amended by the City in 2017 to designate the Coronation Park Neighbourhood as “Mixed Use – Inlet Centre” to allow high density mixed-use transit-oriented development. Wesgroup applied in July 2020 to further amend the OCP for a portion of the neighbourhood, which includes 59 single detached residential lots, that is identified as “Area A” of OCP Chapter 15.3.1 (**Attachment 2**).

The key OCP amendments, which were approved by Council in April 2022, included:

- A high-level land use concept plan, with further details to be determined at the rezoning stage.
- A public park a minimum of 1.03 ha (2.54 acres) in size.
- A mix of low- and high-rise building forms, including six towers (three 26 storeys and three 31 storeys).
- A maximum of 194,276 m² (2,091,237 ft²) of residential gross floor area, of which a minimum of 7,780 m² (83,746 ft²) must be for purpose-built rental housing.
- A minimum of 9,780 m² (105,274 ft²) commercial gross floor area, of which a minimum of 2,717 m² (29,247 ft²) must be for purpose-built office use.
- A minimum of 883 m² (9,505 ft²) of gross floor area for childcare use.
- A minimum of 1,483 m² (15,963 ft²) of gross floor area for private indoor amenity use.
- A minimum of 186 m² (2,002 ft²) for a civic facility.
- A pedestrian overpass linking the site with the Inlet Centre SkyTrain station.

Wesgroup applied in July 2022 to rezone all 59 single detached residential lots based on the OCP policies adopted in April 2022. An Application Fact Sheet is provided as **Attachment 3**.

The application was presented to the Land Use Committee (LUC) on February 6, 2023. The LUC recommended that the project is appropriate subject to the applicant addressing the following specific items:

- Consideration of additional office space but not at the cost of below-market rental or market rental housing.
- Consideration of additional childcare space.
- Consideration of adding affordable housing units and more purpose-built rentals.

The application was presented to the City Initiatives and Planning Committee (CIPC) on February 21, 2023 for early Council input. The committee was generally supportive of the application and identified positive aspects such as the amount of green space and openness in the overall development, the pedestrian overpass to the Inlet Centre SkyTrain Station, and the idea of a district energy system¹. There were some concerns regarding the lack of below-market rental housing and that the project should meet the City's Inclusionary Zoning – Affordable Rental Units Policy. Staff also identified that amenity negotiations still needed to be finalized.

Discussion

Subject Site Description

The subject site, as shown on **Attachment 4**, consists of 59 single detached residential lots in a portion of the Coronation Park Neighbourhood. Most of the 59 homes are currently occupied, but Wesgroup has purchased all the lots and is the sole landowner (excluding the roads, which are presently owned by the City).

The gross site area, including roads, is 6.0 ha (14.8 acres), with a significant elevation change of 30 m (100 ft) between loco Road and Balmoral Drive. The site is located in close proximity to the Inlet Centre SkyTrain Station, approximately 150 m (492 ft) to 450 m (1,476 ft) in distance.

Currently, the only road access to the site is via Balmoral Drive.

Land Use Policy: OCP and Zoning

The OCP designates the development parcel as “Mixed Use – Inlet Centre”. The site also falls within Development Permit Area 3 (Inlet Centre – Form and Character) in the OCP. All 59 of the lots within the development site are currently zoned Single Detached Residential (RS1).

The current OCP Land Use Designations and Zoning Maps are included as **Attachments 5 and 6**.

Neighbourhood Context

North: The area north of the subject site (“Area B” in **Attachment 2**) is currently occupied predominantly by the Balmoral Place townhouse complex. This site is designated for high density residential development, including buildings up to 26-storeys. There is currently no application to the City for redevelopment of this area.

¹A potential district energy system to serve the Coronation Park development is currently under discussion. A further update on this possible system will be provided in the report at the time Council considers 2nd reading of the CD89 bylaw.

East: Polygon owns the 4.57 ha. (11.3 acre) development site immediately east of Balmoral Drive in Coquitlam. Much of the site was formerly the Coronation Park Elementary School. Following a Public Hearing, Coquitlam City Council gave second and third readings on February 27, 2023 to a bylaw to rezone the site to allow for:

- a total density of 5.6 Floor Area Ratio (FAR);
- about 2,800 residential units in nine towers ranging in height from 24 to 51 storeys;
- 335 m² (3,600 ft²) of local serving commercial space;
- two childcare facilities that will accommodate a minimum of 79 spaces;
- a 0.4 ha (1 acre) public park; and
- a new road connection from Balmoral Drive to the Barnet Highway (a new signalized intersection) via Palmer Avenue in Coquitlam.

Further details on Polygon's proposed development are contained in **Attachment 7**.

South: The service station at the corner of Barnet Highway and Ioco Road, which is zoned Service Station Commercial (C4) and designated "Mixed Use – Inlet Centre" in the OCP, is not part of Wesgroup's land assembly or rezoning application. The owner of this site, 7-Eleven Canada, has indicated to both Wesgroup and City staff that the property is planned to remain in service station use for the foreseeable future.

West: Across Ioco Road from Wesgroup's proposed development is Suter Brook Village, a mixed-use neighbourhood recently completed by Onni. Suter Brook Village includes multi-family residential units in low-rise buildings and five 26-storey towers, two office towers, at grade retail commercial, and the Suter Brook Creek greenway.

Also, across the street near the northwest corner of Ioco Road and the Barnet Highway adjacent to the Inlet Centre SkyTrain station is a vacant parcel of land owned by Appia Developments Ltd. (Appia) that has been zoned for a 24-storey residential tower since 2006. There is no indication from Appia at this point as to when development may proceed.

Development Proposal Description

Wesgroup has submitted a comprehensive rezoning application package, including a Rezoning Booklet (July 2022) and updates to the Rezoning Booklet and other documentation (April 2023) based on input from Council and staff. Further details can be referenced via Engage Port Moody at the following link: <https://engage.portmoody.ca/coronation-park-rezoning>.

Select site/architectural and conceptual landscape plans are included as **Attachments 8 and 9**.

The proposed rezoning conforms with the OCP policies for Coronation Park adopted in April 2022. The proposed zoning is Comprehensive Development 89 (CD 89), which is site specific comprehensive development zoning commonly applied to larger mixed-use projects.

The following is a high-level summary of the key elements of the proposed rezoning.

1. Site Plan

Given the grades on the site, a comprehensive technical analysis has been undertaken by Wesgroup to prepare a site plan that addresses engineering, servicing, urban design, and other considerations, such as creating a fully accessible public realm for all ages and abilities.

Overall, staff were supportive of the proposed site plan submitted in July 2022, but there was one tower (Building 4 on Parcel 3) that staff asked the applicant to review since it seemed to be at odds with the other five towers relative to view exposures and other urban characteristics of the proposal. Wesgroup has now moved the location of the tower on Parcel 3 and staff believe that the site plan has significantly improved as a result.

2. Density

The Coronation Park Neighbourhood Plan does not have a density cap expressed as an FAR. However, Wesgroup's project results in a gross FAR of 3.40 for all uses combined if it builds the maximum amount of residential floor area permitted in the OCP and CD 89 Zone but only builds the minimum amount of commercial, childcare and civic floor area required in the OCP and CD 89 Zone. Once the proposed 1.03 ha (2.54 acre) park site is dedicated to the City, it would result in a net FAR of 4.11. If Wesgroup builds more than the minimum required amount of commercial, childcare and/or civic floor area, the FAR would increase.

This density will be distributed over four phases of development (Phases A, B, C and D), with each phase having two or more buildings.

3. Public Park, Other Outdoor Space and Greenways

The 2017 OCP policy for Coronation Park required a minimum of a 0.4 ha (1 acre) public park. The park space was increased to 1.03 ha (2.54 acres) as part of the 2022 OCP amendments and was achieved by density being reallocated elsewhere on the site, including increasing the heights of a number of buildings. The park, including all improvements, will be constructed by Wesgroup and turned over to the City. In addition to the public park, Wesgroup is proposing that a further 0.6 ha (1.5 acres) of open space on strata properties adjacent to the park be publicly accessible using rights-of-way.

Attachments 8 and 9 show some of the details on the public park, greenways and open space, with the Rezoning Booklet containing further information (pages 84 – 99).

4. Residential

Density and Mix

The development will be multi-phased with an estimated build-out of over a decade. Wesgroup currently estimates 2,587 dwelling units to be constructed. The exact number of units ultimately constructed will be determined over time based on market conditions, with the final unit mix and size of units, meaning the actual number could be more or less than this estimate. However, the maximum permitted residential floor area is set at 194,276 m² (2,091,237 ft²) in the CD 89 zone.

The City's Family Friendly Units Policy requires a minimum of 20% two-bedroom units and 10% three or more bedroom units. Wesgroup has committed to exceeding these minimums and, for the development overall, the CD 89 zone requires a minimum of 30% two-bedroom units² and

² The two-bedroom units were shown as 35% of the total unit mix in the staff reports to LUC and CIPC. While the development may ultimately achieve this share of two-bedroom units, Wesgroup had requested slightly more flexibility in the CD 89 zone and that the share be reduced to 30%. Staff support this request since it would still require that 42% of the units in the development overall be two and three bedroom or more units. This is a higher proportion than is found in many TOD developments.

12% three or more bedroom units. This aligns with the City's desire to create more family-friendly housing as part of new developments, including in the Coronation Park neighbourhood.

The number of two and three-bedroom units delivered is an overall site requirement. The distribution between the buildings will be determined through the development permits. The full-development will provide the share of two and three or more bedroom units noted above.

Market Rental Units

As elaborated upon in the Rezoning Booklet (p. 118), Wesgroup is proposing a Rent-to-Own Program available to all renters in the rental building. The program will allow renters to apply a portion of the rent paid each year towards the down payment for any new strata residential home in any Wesgroup development in the Lower Mainland, including Coronation Park. The program will run in perpetuity for the rental building.

Wesgroup's proposed market rental housing component complies with the OCP policy for this portion of Coronation Park. However, staff requested that Wesgroup consider increasing the amount of rental housing (currently 3.8% of total units) given the OCP's desire for a mix of housing types and tenures in this TOD area. Wesgroup considered the request, and at this time has not amended the number of rental units. The project is providing a minimum of 101 units and 7,781 m² of floor area for the market rental housing. This is stated in the CD89 Zone bylaw as a minimum. Wesgroup may increase the share of market rental housing in the future but is under no obligation to do so.

The market rental building is part of Phase B of the proposed development. One of the conditions of a development permit being issued for that phase will be that a Housing Agreement Bylaw be adopted by Council that ensures that the units in the building remain rental for the life of the building and also that a minimum of 10% of the units be for seniors. The details of the seniors component will be determined at that phase of development.

Affordable Rental Housing

Affordable rental housing had been requested by Council to be included in this development at the OCP amendment stage. It was then subsequently requested to be removed in favour of delivering lower building heights, lower density, and a comprehensive list of community benefits. During the adoption of the OCP amendment bylaw, Council approved a resolution for the project to adhere to the City's Inclusionary Zoning – Affordable Rental Units Corporate Policy (2022 – 01).

The proposal does not meet the stated policy requirement that 15% of the residential FAR be for below-market rental housing. However, the policy includes provisions for flexibility to be given where the proposal includes other community benefits. The policy also allows for a financial analysis to be conducted for a proposed development to determine the appropriate amount of affordable housing to be included.

Wesgroup has chosen to submit a financial analysis report prepared by a consultant which concluded that the development cannot provide 15% below-market housing and doing so would make the project uneconomic. The report also concluded that in order to provide below-market housing significantly more residential density would need to be added to the site to offset the

cost. The current OCP policies for Coronation Park do not allow additional residential density beyond what has been provided in this rezoning application.

Alternatively, Wesgroup has indicated to City staff that it is prepared to provide some amount of below-market rental housing if its contributions towards other public amenities were reduced or eliminated, two examples being Wesgroup's commitment to design and build the pedestrian overpass and the 1.03 ha (2.54 acre) public park. While below-market rental housing is a desirable amenity, the other proposed amenities are not only of significant public benefit but are also highly important to creating a complete neighbourhood that is well serviced and connected.

Staff are working with a third-party consultant to peer review Wesgroup's submission. The costs of the third-party review are being borne by Wesgroup. Once the findings of the City's consultant are completed, staff will be in a better position to recommend whether or not the flexibility clause in City's Inclusionary Zoning – Affordable Rental Units Corporate Policy should be supported by Council for this proposed development.

As both the Land Use Committee (LUC) and Community Initiatives and Planning Committee (CIPC) had expressed an interest in seeing additional affordable housing included in the project, staff have advocated with the applicant to consider expanding this component of the residential unit mix. However, Wesgroup requested to proceed through the rezoning process based on the current Coronation Park OCP. Wesgroup has also expressed a willingness to explore adding below-market housing in later phases of the project through achieving increased density on the site. Should Council support this approach, as part of a future process, staff will work with Wesgroup on an amendment to the OCP and CD 89 zone to expand the below-market for Council's consideration. There is no timeline for this consideration.

5. Private Indoor and Outdoor Amenity Space

Wesgroup is proposing a total of 5,903 m² (63,539 ft²) of private indoor amenity floor area for use by residents of the development. This includes a 1,486m² (16,000 ft²) common amenity floor area close to the loco Road frontage (i.e., an early phase of development) for all residents of the development. The remainder of the floor area would be allocated between the residential buildings on the site. The City's Zoning Bylaw excludes common amenity floor area from the calculation of residential floor area and the proposed CD Zone 89 does not set a limit on the amount of common amenity floor area that can be built. It therefore could ultimately be more than Wesgroup currently envisions in its plans.

Wesgroup also intends to use some of the building rooftops, including in both low and high-rise buildings, for private outdoor amenity space. Additional ground level private outdoor amenity space will also be provided adjacent to a number of the buildings.

The provision of this private indoor and outdoor amenity space will alleviate some of the demand of the new residents on civic facilities and open spaces.

6. Commercial

Almost all of the commercial floor area is planned for the loco Road frontage and will therefore be completed in early phases of the development. Wesgroup's plans include a grocery store and a drug store, as well as smaller retail spaces. A modest amount of additional commercial floor area (a minimum of 209 m² / 2,250 ft²) is proposed for a later phase of development

(Building B7) facing Balmoral Drive that could accommodate, for example, a coffee shop or other small retailers.

The OCP and, in turn, the CD 89 Zone require a minimum of 9,780 m² (105,275 ft²) of commercial floor area (excluding for childcare use) in the proposed development. This commercial floor area includes a minimum of 2,717 m² (29,247 ft²) of purpose-built office floor area in a four-storey building.

Staff had requested that Wesgroup consider increasing the amount of office space as it creates a significant number of jobs (up to as many as an estimated 235 additional jobs, per section 13 below) and can attract a wide range of businesses that the City is targeting in its Economic Development Master Plan (e.g., high technology and professional services). Office space is also an ideal use in a TOD area, as has been demonstrated by Onni's two office buildings in Suter Brook Village and Bosa's office building in Newport Village.

Wesgroup is only prepared to commit through this rezoning to the minimum amount of office floor area in a four-storey building, citing a perceived lack of market demand for more office space than that. It is possible, however, that once Wesgroup advances to the development permit phase for the office building, which is likely several years out, sufficient demand could materialize to cause them to add at least some of the additional permitted density to the office building by increasing the number of storeys and/or slightly increasing the size of the floorplates.

With this in mind, both the OCP and proposed CD zone allow for an office building of up to eight-storeys, with the proposed zone, also allowing up to a maximum of 17,500 m² (188,375 ft²) of commercial floor area, meaning there is considerable flexibility to allow for the provision of additional office space.

7. Childcare

The CD 89 Zone requires a minimum of 883 m² (9,505 ft²) of childcare floor area, which is also the minimum in the OCP. Wesgroup is proposing that this childcare space be located in two different areas of the site - one in Phase A (first phase) and one in Phase D (fourth phase). Together, these two spaces can accommodate an estimated 190+ children. Staff's review found that the proposed number of daycare spaces is in alignment with the findings of the Childcare Needs Study.

These additional childcare spaces will assist the City in meeting its 2030 target of creating an additional 1,070 new licensed childcare spaces. Further details on childcare can be found on page 115 of the Rezoning Booklet.

The CD 89 Zone only sets out the minimum required amount of childcare floor area (883 m² / 9,505 ft²) and there is no maximum. If the demand for childcare space is greater in the future than currently anticipated, the zone has the flexibility to accommodate it.

8. Civic Amenity

The indoor amenity space that Wesgroup is proposing to construct and turn over to the City's ownership meets the OCP requirement (186 m² / 2,002 ft² of floor area). Page 79 of the Rezoning Booklet sets out how Wesgroup proposes, subject to Council concurrence, that this facility be used, namely a large open space that provides the flexibility to be programmed and

used in many ways. This is similar to the examples provided in the booklet of other Port Moody civic facilities (e.g., Old Orchard Hall, Glenayre Community Centre, and Kyle Centre) and facilities in other communities. These facilities generally include washrooms, kitchens, meeting and storage space.

This at-grade civic amenity space is proposed to face the park in Building 8 as part of the final phase of development (Phase D).

9. Roads

The existing City-owned roads in the development will be closed and be part of the proposed development, creating a highly pedestrian-oriented environment and more open space, and will contribute to an expanded public park.

There is currently only one point of access for the Coronation Park Neighbourhood via Balmoral Drive/Guildford Way. Two more new access points are planned:

- As noted above, a road connection from Balmoral Drive to the Barnet Highway via Palmer Avenue in Coquitlam is planned as part of the first phase of the proposed Polygon development. The new intersection will be fully signalized, including allowing for a connection to the properties south of the Barnet Highway. The timing of this connection is uncertain at this time and will depend on the redevelopment of the properties to the south. This fourth leg of the intersection would provide access to the properties in Port Moody and Coquitlam along the frontage road south of Barnet Highway and open up the ability to make some capacity improvements to the strained Barnet/loco Road intersection.
- An entrance directly into Wesgroup's parking structure at loco Road and Suter Brook Way is planned, changing this from a three-way signalized intersection to a four-way signalized intersection. This entrance is intended to primarily serve the parking and loading needs for the commercial development on the loco Road frontage of the site and not the residential buildings.

Most of all residential below-grade parking structures in the development will be accessed via two cul-de-sacs, one from Balmoral Drive and the other from Guildford Drive.

The City of Coquitlam's plans include provisions for a road connection to Palmer Avenue via Runnel Drive in Coquitlam. The timing of this road is unknown, but it is anticipated to benefit this site.

There will be improvements to both the loco Road and Barnet Highway frontages as part of the development. Design details are being worked out, but will include improved sidewalks, treed boulevards, and separated bike lanes.

10. Traffic Impacts

Post-Construction

A detailed Traffic Impact Assessment (TIA) was undertaken by a qualified, independent, traffic engineering firm (Creative Transportation Solutions (CTS)) for Wesgroup. This assessment took into consideration the traffic generated by:

- Wesgroup's proposed development;
- the adjacent Polygon development in Coquitlam;
- the eventual redevelopment of the remainder of the Coronation Park neighbourhood ("Area B" in **Attachment 2**); and
- growth elsewhere in the area (e.g., other parts of Port Moody and Coquitlam), which is referred to as "background growth."

This traffic will be distributed across the site and will access and exit the site through three points, as discussed above.

The key conclusions of the TIA are as follows:

- At full-build out, assumed to be in 2035, the proposed Wesgroup development's total estimated trip generation is forecasted to be 944 vehicle trips (291 inbound, 653 outbound) during the weekday AM peak hour and 1,248 vehicle trips (724 inbound, 524 outbound) during the weekday PM peak hour.
- Of these trips, approximately 335 (35%) of the trips in the morning and 678 (54%) of the trips in the afternoon peak hours are related to commercial and daycare activity rather than residential activity.
- Other nearby developments (Coronation Heights in Coquitlam, the land parcels north of Guildford Drive) would also contribute to trips in 2035, adding another 660 vehicle trips (72 inbound, 588 outbound) during the weekday AM peak hour and 570 vehicle trips (393 inbound, 177 outbound) during the weekday PM peak hour
- The intersections that will be most impacted in the vicinity of the development in Port Moody are:
 - Ioco Road/Barnet Highway.
 - Ioco Road/Suter Brook Way.
 - Ioco Road/Guilford Way/Murray Street.
 - Guildford Way/ Balmoral Drive.

The Ioco Road/Barnet Highway and Ioco Road/Guildford Way/Murray Street intersections already have movements that are nearing capacity during peak hours (particularly the PM peak hour). Several components of the rezoning application, subject to more detailed study and refinement, will help to mitigate the traffic impact of this development. These components include:

- SkyTrain Access - The development site is directly adjacent to Inlet Centre SkyTrain Station and will include high quality and accessible active transportation connections including a pedestrian overpass (in addition to at grade options) to provide a convenient and comfortable connection to rapid transit.
- Palmer Way Connection - The addition of the Palmer Way connection to Barnet Highway is a key road network upgrade that will provide an alternative signalized access to the neighbourhood and help reduce the number of new trips making left turns at the Barnet/Ioco intersection. Providing access to most or all of the residential units via either Guildford Way or the new Palmer Way intersection will further leverage the new Palmer Way intersection.

- Key loco Road Intersection Upgrades - As demonstrated in the CTS report, the provision of intersection upgrades at loco/Barnet (closure of the northbound thru/left turn movement in combination with the new Palmer Way intersection) and at loco/Murray/Guildford (addition of dual eastbound and westbound left turn lanes) can result in acceptable intersection operations at full build out at these two intersections in 2035.

As a result of the TIA findings, Wesgroup has agreed to contribute towards intersection upgrades in Port Moody.³ The scope of the required upgrades, the timing, costs and other details are being currently discussed between Wesgroup and City staff. Wesgroup's contribution to the upgrades will be part of the development agreement for the proposed project and will be subject to Council approval.

The TIA report also makes the following observations and recommendations:

"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 loco Road, between Barnet Highway and Suter Brook Way to enhance pedestrian and cyclist connectivity to the SkyTrain network and improve operations at the signalised intersection of Barnet Hwy at loco Road;*
- *Enhancing pedestrian comfort by providing covered walkways at key points;*
- *Exploration of 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 loco Road and Murray Street;"*
- *"Development of a comprehensive TDM package that includes:*
 - *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*

³ The new Palmer Avenue/Barnet Highway signalized intersection in Coquitlam will be constructed by Polygon and the City of Coquitlam.

- *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”* (source: Executive Summary)

Should this rezoning application receive first reading, the applicant will be required to complete further study and design work to clearly outline the scope, phasing, and their commitment to the traffic and transportation improvements to be completed as a part of the development application including improvements at the Barnet/loco and Murray/loco/Guildford intersections.

Construction

In addition to the post-construction traffic changes, there will be traffic associated with construction activity over a period estimated to be 10-15 years. This construction traffic will be generated not only by the proposed Wesgroup development but also by the adjacent Polygon development in Coquitlam, which also has a long build-out timeframe, and is expected to start construction within approximately a year.

A comprehensive construction traffic management plan will be required that includes coordination and ongoing monitoring by both cities. This plan will be a condition of issuance of the first development permit for the Wesgroup development if the rezoning bylaw is approved by Council and will likely evolve over time as each phase of development is completed.

11. Parking

Wesgroup is proposing a total of 251 commercial, civic and childcare parking stalls, which meets the City's Zoning Bylaw requirements. Given that this proposed project is in a TOD area, Wesgroup is proposing approximately a 6% reduction in the number of residential parking stalls, from the Zoning Bylaw requirement of 3,011 stalls to 2,845 stalls, a difference of 266 stalls. Staff support this reduction given the project is in a TOD area and there should be less reliance on private vehicle use. In exchange for the City reducing the required amount of residential parking, a Transportation Demand Management (TDM) package is being prepared by Wesgroup and will be part of the term sheet brought forward to Council as part of consideration of Second Reading of the rezoning bylaw.

Staff have suggested to Wesgroup that it consider even further reducing the amount of parking provided, which would be subject to Council concurrence. Further reducing the parking would further reduce the amount of traffic generated by the development. Wesgroup has indicated that it will consider this, but that it would likely occur in later phases of the development once it has a better sense of the parking demands of its home buyers. Wesgroup has also indicated that it is not planning to pursue a reduction in the amount of commercial parking provided since its commercial tenants need sufficient parking to meet customer demand.

12. Pedestrian Overpass

For a number of years the OCP envisioned a pedestrian overpass as part of the redevelopment of the Coronation Park Neighbourhood that would cross either the Barnet Highway or loco Road. Analysis undertaken as part of the 2022 OCP amendments concluded that this overpass

is needed to move the projected high volumes of pedestrians and cyclists safely and efficiently and that it should cross loco Road, landing near the Inlet Centre SkyTrain station. Technical analysis is advancing on the overpass design (e.g., exact alignment, width, grade, timing, estimated cost), with the intent that it would accommodate both pedestrians and cyclists and be fully accessible. The overpass is discussed, including examples of overpasses elsewhere, on pages 82 – 83 of the Rezoning Booklet.

The details on the pedestrian overpass will be included in the term sheet brought forward to Council at the time of consideration of Second Reading of the rezoning bylaw that sets out all of Wesgroup's amenity contributions and other commitments.

13. Projected Population and Employment

At full build-out, the development will have an estimated 4,400 to 4,660 residents. This range is based on the assumption that 2,587 dwelling units would be developed as initially proposed by Wesgroup (although the ultimate number of units constructed could be somewhat more or less than this, depending on market demand over time). The range estimate is because the average number of persons per household will depend on the ultimate dwelling unit mix, as discussed in section 4 of this report. In earlier analysis reported to the LUC and CIPC, a blended average of 1.8 persons per household was used, which results in the figure of 4,660 residents.

Analysis undertaken by Wesgroup at the OCP amendment stage estimated that about 540 jobs would be created on-site in the commercial space at full-build out, as follows:

- Drug store: 40 - 45 jobs
- Grocery store: 195 - 210 jobs
- Office: 8 jobs per 1,000 ft² = ~235 jobs
- Standard commercial retail units: ~20 jobs
- Two childcare facilities: 26 - 33 jobs

In addition, it is estimated based on staff analysis that there would be about 535 home-based jobs, bringing total employment on the site to about 1,075 jobs. This produces a jobs to population ratio of 0.23.

The above job estimates were reported to the LUC and to CPIC and were also presented at the time of the OCP amendment. However, the City also has a different methodology for estimating employment that, if applied here, would yield a total of only 770 jobs on the site for all uses combined, including home-based, and a jobs to population ratio of 0.17 (per the Application Fact Sheet in **Attachment 3**). Staff note that the City's methodology is more broad brush and does not look at specific types of commercial uses such as a grocery or drug store. These types of stores are typically open seven days a week for 12 - 14 hours or more daily. They also have employees working after hours stocking shelves, unloading truck deliveries, cleaning, etc. As a result, they yield more jobs than many other types of commercial businesses. In the case of the proposed Wesgroup development, the employment generated is therefore anticipated to be higher than the estimate of 760 jobs using the City's methodology.

As noted in section 6 above, staff have encouraged Wesgroup to consider increasing the office component of its project. As an example, if the amount of purpose-built office space was roughly doubled (i.e., an eight storey rather than a four-storey building), this would yield an estimated

235 additional jobs on the site, for a total of 1,310 jobs. This would produce a jobs to population ratio of 0.28.

If the office building was not only eight storeys but had slightly larger floorplates, even more jobs would be created. The proposed CD 89 Zone has the flexibility to allow that.

14. Wellbeing Assessment

The consulting firm of Happy Cities did an extensive wellbeing assessment report for Wesgroup as part of the OCP amendment process. Wesgroup committed that Happy Cities would be involved at the rezoning stage and that the more refined plan would reflect the wellbeing principles established by Happy Cities. This has been done and the initial findings were summarized on page 111 of the July 2022 Rezoning Booklet. At that time, “Places for People” scored only “Good”, compared “Very Good” or better for the other topics (also referenced as “design realms”).

Since then, Wesgroup has worked with Happy Cities to improve that score and an updated assessment has been submitted by Happy Cities that summarizes the scoring as follow:

1. Prime Location: Excellent
2. Right Ingredients: Strong
3. Connected Communities: Very Good
4. Places for People: Strong

The updated Happy Cities report concludes:

“The Coronation Park plan surpasses the minimum criteria for supporting wellbeing on all four design realms, and performs strongly under many of the most important criteria. This report has identified key strengths to the plan, while highlighting potential challenges and areas for attention as more detailed design work takes place. The project team has substantially improved the design based on the recommendations from the first iteration of this report, which will make an important contribution to supporting quality of life in the development...” (p. 20)

The Happy Cities assessment, provided as **Attachment 10**, will be further referenced by both the City and Wesgroup at the development permit stage for each phase of the proposed project when the detailed design work takes place.

15. Sustainability Report Card

Wesgroup’s has submitted an updated Sustainability Report Card based on staff review of the first submission, where staff concluded there were topics where Wesgroup could potentially score higher. Staff have undertaken an initial review of the report card and it is provided as **Attachment 11**, however the results may be further updated as part of the Second Reading report to Council.

16. Amenity Package

The amenity package that Wesgroup is proposing to deliver as part of the development is under review by staff and is subject to further negotiations between the City and Wesgroup. This includes topics such as community amenity contributions (CACs), development cost charges (DCCs), density bonus, the pedestrian overpass, market rental housing, the value of the City

roads being converted to other uses, the civic amenity, on and off-site works and services, the public park improvements, the public art contribution and the phasing of delivery of these works and amenities.

Once these items are resolved, they will be included in the term sheet to be brought forward to Council for consideration at the same time as Second Reading of the bylaw. With Council concurrence, this term sheet will then form the basis for the preparation of a development agreement to the satisfaction of the City. Completion of this development agreement, ready to register on the title of the subject lands, would be one of the conditions of Council consideration of Final Reading of the bylaw.

Other Option(s)

Staff are recommending First Reading of Bylaw No. 3407 (**Attachment 1**), but that a number of items be resolved prior to Council consideration of Second Reading. Alternative resolutions are as follows:

Option 1. THAT the applicant be advised to consider the following items and that a revised proposed Bylaw No. 3407 be brought back for Council consideration of first reading.

>insert items<

Option 2. THAT Council received the report dated May 12, 2023 from the Community Development Department titled "First Reading – Rezoning (CD89) – Coronation Park (Wesgroup Properties) (and not give First Reading to Bylaw No. 3407).

Financial Implications

There are no immediate financial implications associated with the recommendation in this report. However, as noted above, an amenity package that includes financial contributions to the City will be negotiated and agreed upon between the City and Wesgroup as a condition of Council consideration of Second Reading of the bylaw.

Communications and Civic Engagement Initiatives

Notification signs informing the public of the rezoning application have been placed on the subject site in accordance with City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918.

Developer Consultation

Wesgroup undertook a community consultation process that included an online open house and an in-person open house, both held on April 5, 2023, and an online survey.

According to the Coronation Park Open House Summary Engagement Report submitted by Wesgroup:

"A total of 105 people attended both open house events (49 individuals attended the online open house and 56 individuals attended the in-person open house). Feedback was received via comments during the open houses, completed comment forms (9 in-

person and 8 online), as well as one poll on the Zoom webinar consisting of two survey questions.

A total of 26 questions from the online open house and 17 comment forms were received. In general, 6 indicated support, 32 were neutral, and 5 indicated opposition for the project.

In general, feedback included the following themes:

- *Neighbourhood Additions: Support for the kids play area, amenity space and general interest in developing the area;*
- *Thoughtful Design: Appreciation for the opportunity to provide feedback through these sessions, the inclusion of family-friendly units, and the respectful design of the proposal overall;*
- *A Desire to See More Community Spaces and Open Spaces: Inquiries about additional park spaces, amenity programming such as a multi-purpose community centre or community art gallery, a dedicated restaurant space, and tree retention;*
- *Traffic Congestion, Parking and Noise: Concerns around the overall traffic congestion, the loss of street parking, and noise generated by the project upon completion;*
- *Density: Concerns around the growing density occurring in the area; and*
- *Access During Construction: Concerns around SkyTrain access during construction.” (p. 2)*

The applicant's Summary Engagement Report is included as **Attachment 12**.

Engage Port Moody

This rezoning application is posted on Engage Port Moody, the City's online public engagement hub..

From November 9, 2022 to May 3, 2023:

- 34 engaged participants contributed to one or more feedback tools on the project.
- 194 informed participants visited multiple project pages, contributed to a tool, or downloaded documents.
- 465 aware visitors viewed the project page.

The overall feedback showed that 24 participants supported the project, eight opposed it and four had mixed opinions.

Key themes in support of the project included that this is an appropriate location for higher density development given proximity to the Inlet Centre SkyTrain station, it delivers more housing for the community, it includes commercial space, and it includes a large public park. Concerns included that it is too dense, there is a need for more rental housing (market and below-market), there will be traffic impacts, and trees will be removed.

The first public engagement summary was shared with Council at Early Input on February 21, 2023. An updated public engagement summary, which includes feedback received up to May 3, 2023 is included as **Attachment 13**. The comment card on Engage Port Moody will remain open for public input until the application is referred to Public Hearing.

Public Hearing

If the proposed rezoning proceeds through initial bylaw readings, the public will have a final opportunity to comment at the Public Hearing, which will occur following a mail-out notification to adjacent property owners and occupants, an advertisement placed in the local newspaper, and a decal of the Public Hearing time and date placed on the notification signs.

Council Strategic Plan Objectives

The proposed rezoning aligns with the following Strategic Plan objectives:

- Prioritize transit-oriented development and diverse and equitable housing options.
- Improve neighbourhood connections and identify unique neighbourhood needs, including commercial/retail services.
- Implement best practices that result in growth that is consistent with community needs.
- Embrace a multi-modal approach for mobility.
- Provide safe and comfortable transportation options for all ages and abilities.
- Strategically plan for the City's transportation networks.
- Provide recreation services and access to indoor and outdoor amenities for all ages and abilities.
- Increase, expand and enhance urban parks.
- Optimize park-user experiences.
- Focus on growth of priority business areas.

Attachments

1. Draft Rezoning Bylaw No. 3407.
2. Coronation Park OCP Policies.
3. Application Fact Sheet – Coronation Park.
4. Location Map – Coronation Park.
5. OCP Land Use Designations Map – Coronation Park.
6. Zoning Map – Coronation Park.
7. Proposed Polygon Development.
8. Updated Site Plans – Coronation Park.
9. Updated Conceptual Landscape Plan – Coronation Park.
10. Happy Cities Assessment Summary
11. Sustainability Report Card – Coronation Park
12. Wesgroup Open House Engagement Summary Report.
13. Engage Port Moody Summary Report.

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Senior Planner

Report Approval Details

Document Title:	First Reading – Rezoning (CD89) – Coronation Park (Wesgroup Properties).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Draft Rezoning Bylaw No. 3407.pdf- Attachment 2 - Coronation Park OCP Policies.pdf- Attachment 3 - Application Fact Sheet - Coronation Park.pdf- Attachment 4 - Location Map - Coronation Park.pdf- Attachment 5 - OCP Land Use Designations Map - Coronation Park.pdf- Attachment 6 - Zoning Map - Coronation Park.pdf- Attachment 7 - Proposed Polygon Development.pdf- Attachment 8 - Updated Site Plans - Coronation Park.pdf- Attachment 9 - Updated Conceptual Landscape Plan - Coronation Park.pdf- Attachment 10 - Happy Cities Assesment Summary.pdf- Attachment 11 - Sustainability Report Card - Coronation Park.pdf- Attachment 12 - Wesgroup Open House Engagement Summary Report.pdf- Attachment 13 - Engage Port Moody Summary Report.pdf
Final Approval Date:	May 15, 2023

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

Kate Zanon, General Manager of Community Development - May 12, 2023 - 11:07 AM

Stephanie Lam, City Clerk and Manager of Legislative Services - May 12, 2023 - 12:33 PM

Lindsay Todd, Manager of Communications and Engagement - May 12, 2023 - 1:19 PM

Paul Rockwood, General Manager of Finance and Technology - May 12, 2023 - 1:59 PM

Tim Savoie, City Manager - May 15, 2023 - 3:03 PM