

## Coronation Park (Rezoning) Development Application

**UPDATE 2:** Public input received on Engage Port Moody from May 4, 2022 to August 23, 2023

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

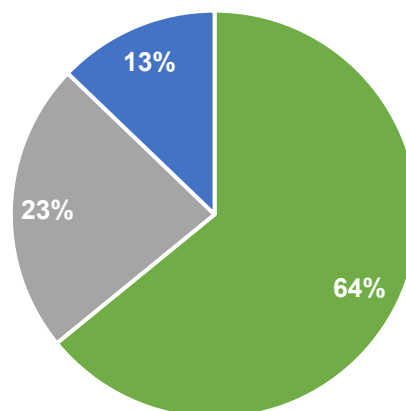
### Engagement highlights

Highlights of project engagement to date:

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

### What is your overall feedback on this development application?

	Support	Oppose	Mixed
<b>From launch until second reading:</b> Nov. 9, 2022 to Aug. 23, 2023	<b>25</b>	<b>9</b>	<b>5</b>



■ Support ■ Oppose ■ Mixed

## Comments

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**Comments 1 through 10 were included in the first public engagement summary shared with Council at early input**

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1. Needs much more rental housing, both at market and non-market values. The rental portion is extremely low, and we have a very low rental vacancy and there needs to be more affordable units rather than 90% condos, which only the wealthy can afford.
2. This development does meet the OCP vision and loco area was always meant to be a town centre. I think it is a good mix of towers, low rise and park space. However there needs to be an below market component and decrease the # of one bedrooms. The 101 market rentals should be convert to equivalent dollar value to below market. 25% of condos at least will be bought by investors for market rentals. That could mean over 600 market rental condos. Rew just released a stat the 75% of recent sales in Port Moody are to investors compare to 25% in Coquitlam. I do not support increase tower height to get below market rentals.
3. This is an ideal location for transit oriented development to encourage transit use and active transportation.
4. My only suggestions would be to make sure we keep some of those huge stately mature trees in the area. Especially in the park area. It'll help provide some natural cover in rain and sun and helps a place look more established, linked to its history etc.

Our view is directly out to coronation park and it would be a real shame if all those amazing trees get toppled over and replaced with trees that will never reach more than 5 meters tall like so many urban developments do.

The other concern I have is while the park is amazing for size, as mentioned it looks very exposed. In Canada it's either raining or super hot, with not a lot of inbetweens. It would be nice to make sure (again, large trees help) to make sure the park isn't just a huge open field to sludge through in winter or avoid direct sun in summer.

LOVE that it's a car free neighbourhood. Amazing. And the commercial space allocation. We need more restaurant space

I endorse the notion of keeping the taller buildings to the east next to coquitlams gross OTT "heights" development (can't believe they are adding as much as they are and as tall as they are and only adding about 3000sqft commercial.. Crazy.)

Please never adopt Coquitlam's aesthetic.

5. Any development in Coronation Park must include Highland Park
6. This has been debated enough, it is time to move forward and create more housing in and around the Skytrain stations. It may not be perfect (I'm not convinced there is enough attention to the frontage on loco, for example), but let's not let perfect be the enemy of the good, and there's no doubt this project will be good for Port Moody
7. I somewhat support this project, but want the density/FAR decreased, such that it is consistent with Port Moody developments such as Newport Village and Klahanie, and with the general look and feel of Port Moody.

8. NEEDS MORE RENTALS! Too many luxury condos here, MORE RENTALS.
9. Ok as long as similar "village" completeness as Newport and Suterbrook. Prefer tallest buildings under 30 stories. Still concerned about traffic - transit does not get you to swimming lessons or soccer practice for busy families.
10. I am a longtime resident of Port Moody (1969) and current property owner. I feel Wesgroup has done all that was asked of them by council during the application process. Even though some of it doesn't make sense (commercial space), considering the commercial enterprises in the area. With the cost of construction skyrocketing, and not going to go down, and the need for any and all housing, we need Wesgroup to move forward with this development as soon as possible. This is one of the best locations for the increased density considering the housing and growth needs in the area, the transit amenities, and the development being proposed in Coquitlam next door to this site.

Move forward please!

**Comments 11 through 36, received between early input and first reading, were shared with Council in the second public engagement summary**

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11. The priority should be new retail, commercial and professional spaces that will serve the new residents and existing residents in the greater Inlet Centre neighbourhood.  
  
The new proposal is good in that there is more dedicated retail space. A new grocery store is needed as the Thrifty's at Suterbrook is already at capacity. The new proposal should emphasize new retail spaces.
12. This project brings much needed commercial and retail spaces to that neighbourhood. Emphasis should be on new businesses to support the influx of new residents and also the existing residents in the area.
13. This proposal's density, FAR, and 31-storey tower heights are too high. Please reduce the density, FAR and tower heights to levels closer to other mixed used developments in Port Moody, such as NewPort Village.
14. I believe the project will be beneficial to Port Moody as it will create additional living units and hopefully help with the rental shortage.
15. This has been a long time in development stage. Goal posts have moved everywhere. And new ones each time it comes before Council. Get on with it. It is 100-800 metres from Transit. Development long over due. The property owners have finally settled with Wesgroup. Now Council move on forward. It will never be 100% to every ones liking but if Coquitlam gets started, and Port Moody sits on fence - it will be a lost cause. These homes are 50+ yrs old and ready for development
16. I like the plan
17. More retail! Need to have more restaurants or food stores to serve the current populations and the massive influx of residents from the new Coronation Park developments in Port Moody and Coquitlam.  
  
Food stores and retail need to be integrated.
18. Why is council insisting on a large amount of below market rentals. Why not require a number of properties to be gifted to the city that can then be determined by council and not private systems. Acquisition of properties would also mean an ownership of an asset which the council is then tied to

and would then have to consider city finances in any change to planning law as it would effect the city and not just the home owners?

19. im 72 and have lived in moody since i was 6

this project is too large .

and im against it because eof the traffic impact

20. Housing is greatly needed in the Lower Mainland, as well as more housing to support local property taxes. Coquitlam is doing their part right next to this proposed development. It only makes sense to mirror at least what Coquitlam has approved.

21. Let's get building! Can't wait for another lovely community within a community.

22. It's insane that such a huge, imposing project is even considered in such a high elevation prominent location. It will forever alter and worsen the views and quality of living for almost all residents of port moody and many of Coquitlam. They will tower over the surrounding neighborhoods and block out the sun, significantly decrease property values and put a further burden on our already overloaded streets and infrastructure.

23. As a resident of Coronation Park (outside of the properties in this proposal), I am wholeheartedly in favour of this development proposal. When complete, this development will provide increased amenities for the neighbourhood, including park space and desperately needed childcare space. Its proximity to Inlet Centre station makes it a prime location for new residents in Port Moody to live car-free or car-light lifestyles, which will contribute to both increased housing affordability (by increasing supply) and climate action (by reducing car dependence). The only thing holding this project back is delays by the previous city council; I hope the newly elected council will recognize the opportunity presented by this proposal and approve it without further delay.

24. The increase in commercial space and the provision of a food store is greatly needed for all the current and future residents of the neighbourhood. This should be built soon!

25. My biggest concern is with the trees and with children...

We have had a huge issue dealing with cutting down problem trees on our property, and I am very afraid that large healthy trees will be razed without a second thought. There needs to be everything done to ensure the largest and healthiest trees are not cut down (like what just happened at the Inlet Field Park).

As for children, I am mostly talking about schools. There is a plan to build a new elementary school, but do those plans consider the estimated ~2500 units going into there and all the children that will bring to our already over-capacity schools? With the towers already opened in Suterbrook, I can't imagine the over-crowding this will cause.

26. I believe that this project is much needed for Port Moody. We are being left behind and our property taxes are sky rocketing because we don't have enough growth to sustain the budget.

27. Please get this moving forward we need housing especially close to transit connections. Skytrain !!

28. With the colossal increase in density and tower heights proposed for the Coquitlam side of Coronation Park (and on the highest geography in the neighbourhood) it makes little sense for Port Moody to put anything less than maximum density on the Port Moody side , otherwise we're just leaving opportunity on the table.

29. I strongly support project and the primary concern I have is that the Council has a long history of making unreasonable demands of the developer at the 11th hour, and it is imperative that not happen this time. This is generational opportunity and Council (and the citizens of Port Moody) need to consider this project in the context of the next 100+ years. I believe that there's an opportunity to actually increase the density which would improve the economics to create more secure purpose-built rental housing, something I would strongly recommend.

30. This is the TOD that we promised in exchange for two Skytrain stations. Let's get on with it.

31. I support this development, but the number of available parking spaces should be reduced. The city of Port Moody should be working towards reducing the number of available spaces in buildings, and instead providing citizens with access to car sharing services, like Modo or Evo. Providing each unit a parking space will not be beneficial in the long-term. Port Moody is a small city that has many pockets of retail that can be accessed pretty easily by walking, cycling, or taking transit.

The city should be focusing on transit oriented developments and 15 minute cities. Defaulting to providing people with space for a car translates to more cars on the road. St. John's should be more than a thoroughfare just for cars. Let's reduce car dependency.

Also, for the Coronation Park project — Newport Village was clearly a first attempt at a pedestrian focused complex, Suter Brook iterated on that and made smart improvements, Coronation Park should be the third iteration of that.

Pedestrian safety should be prioritized with modern intersections and road designs that force cars to drive slower.

32. Whats is the plan to deal with the increase of traffic entering and leaving the area?

33. I am concerned about the density of this project and it's impact on traffic and transit congestion. I believe the proposed density is significantly higher than the neighbouring Newport and Suter Brook village. Traffic and public transit in the area is already significantly busy and I would anticipate it getting drastically worse with the proposed density.

That being said, the proposed seniors housing and park land space both sound like ideas that would benefit the area but not the proposed high-rise density.

34. I feel that what attracted people away from Vancouver and toward Port Moody was the aspect of trees , natures , and less high rises .....what I see with the overdevelopment is an increase in cars , an increase in pollution , and increase in people leaving - and leaving behind a glut of empty apartments that will not sell .....people will say they may as well stay in Vancouver .....

Finally we feel you are not really asking - are you - does it really even matter what the community has to say &? You do what you want to do and listen to no one really - is that not the truth&?

Please note that I want to begin by saying -a few row townhouses of 3-4 stories (some of which would be family affordable Coops ) , along with one or two nice restaurants and a few cafes , lots of green space , and a playground may fit quite nicely BUT the proposal as it stands now is not that - is it &? Rather it is an effort from the developer to fit as much condo units as he possibly can squishing in as many units as possible - so he can in turn get as much money as possible &? ? IS that not the real TRUTH here &? I often feel council for whatever reason does not think long term when approving such projects . Have you considered ( \* IF it even sells ) an overwhelming number of people now needing non existent Doctors &? Have you considered the burden on the hospital for so many new people &? What about the increase of cars and pollution &? for our laugh out loud green cities &? The reason Vancouver and its suburbs had zoning for single families was because of reasons

just like that .....the increase in that much density comes with huge consequences&gt;. Increase in car accidents - pedestrians getting hit more easily etc etc. The reality is that in Vancouver foreign buyers are interested because they enjoy the massive amount of retail shopping it offers as well as the massive amount of restaurants - they are not going to go way out to Port Moody I am sure of it .....Others that would buy in Port Moody because they appreciate the calm away from Vancouver and can afford it - will now be deterred by the overdevelopment and the now lack of calm areas and the increase in traffic (So watch them go elsewhere too ) .....Just look how some current new developments are having trouble selling their own units in Port Moody ? Have you seen that &gt;? This is not going to be a success for anyone .....it will not sell , it is way too big a project for that area

35. I believe that this project will enhance the City of Port Moody by providing the essential social, cultural, recreational and housing opportunities that will continue to make Port Moody the desirable community where people want to work, play and live.
36. This development allows for the appropriate densification needed for our current housing crisis across Metro Vancouver. It would also allow for a redevelopment of an aging subdivision, a new public park, and much needed childcare spaces. I heartily approve of this project.

**Comments 37 through 39 have been received since the second public engagement summary was shared Council at first reading**

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37. If traffic is done properly I fully support more density within 15 minute walk to skytrain station especially given this area is close to West Coast Express.

38. City of Port Moody  
Planning and Development: [planning@portmoody.ca](mailto:planning@portmoody.ca)  
Re: Development Application, Coronation Park

Dear Sir/Madam

We refer to the above Development Application for Coronation Park as advertised on the site in question.

We are not opposed to densification to create new Housing options but strongly oppose the development of six towers (26-31 storeys).

This is a major departure from the current zoning for the area which is single detached residences. Low rise buildings of up to four and six storeys could be acceptable but high-rise towers simply do not fit into this most beautiful green landscape with graduated tree covered elevations in the background.

There are already far too many high rises in the Newport Village and Suter Brook area, reminiscent of Coquitlam and Burquitlam central. Port Moody is boldly advertised as "City of the Arts" which has a nice quaint ring to it and prompted our move to the city 15 years ago. If this proposed development goes ahead, the name may have to be changed to "City of Concrete".

As such, we oppose the development as outlined in the plan.

Thank you  
[omitted]

39. Unless developer voluntarily provides their own parking at their discretion, City should NOT mandate the developer to provide parking at City's discretion under 6.3 Required Off-Street Parking of BL2937-C. Instead, City should contract and pay the developer to design and build public parking on behalf of

the City as according to City's requirements and specifications while the City owns the public parkade facilities (i.e. add commercial parkade alongside amenity (7.1.1) and park (8.2) into list of city-owned assets in the development). If public parking is pay parking, this time, barrier gates fully guarding 2m height-restricted areas with ticketless front LPR (License Plate Recognition), manual plate input terminals (can be physical keypad or touchscreen; serving local users first and foremost while still accommodating out-of-province vehicles with no front plates yet incentivize the rear plate only provinces, states, and territories to mandate front plates in one form or another (e.g. front plate design and manufacturing can be lenient like California's DMV requirements); e.g. <https://www.facebook.com/telexper/posts/pfbid02TLHBgfkxrNgqLvket5HaEdvBxdjv8rwqFBCJKxccQiy8Jx9z35kKPbgAE9cKtbkAl>, <https://youtu.be/ibqUeWs1xuY>, etc.), cash support for inclusiveness, carshare support (e.g. Modo, Evo, etc.), and digital platform support (e.g. OEM Pay, PayByPhone, Compass Card, etc.). Purpose for the ticketless LPR system is for off-street public parkade to provide higher quality experience for any overall vehicle configuration length (including vehicles of any length towing one or more trailers of any length) than many meter parking facilities in Metro Vancouver including Port Moody and Coquitlam yet incentivize vehicles registered in the province to put on front plates, incentivize rear plate only provinces, states, and territories to (re)introduce front plate requirements even if it means emulating California's DMV lenient front plate requirements with allowing plates made of flexible vinyl stickers, and minimize maintenance requirements with the solid-state ticketless LPR system compared to traditional physical ticket media systems. Residential parkade access from within gated public parkade area should still involve the LPR system but is not required to have separate ticketing system. For retail and office, due to development location located on the north side of Barnet Highway, there should be a multilevel shopping centre and office tower along the highway side to block road traffic noise from entering inner parts of development and residential neighbourhood. Multilevel shopping centre includes having more floors overall (underground retail levels included) than Coquitlam Centre and Aberdeen Centre and Square similar to what is seen in Asia.