



City of Port Moody

Report to Community Planning Advisory Committee

Date: June 24, 2020
Submitted by: Community Development Department – Development Planning Division
Subject: Coronation Park (Wesgroup Properties)

Purpose:

To present to CPAC an OCP Amendment Application for the Coronation Park Transit-Oriented Development Area.

Resolution Options

The following resolutions are available for Community Planning Advisory Committee consideration:

THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on November 9, 2020 regarding the proposed OCP amendment presented in the report dated October 26, 2020 from the Community Development Department – Development Planning Division regarding OCP Amendment Application – Coronation Park Transit-Oriented Development Area.

Applicant:

Wesgroup Properties.

Background

In 2017, Council amended Port Moody's OCP to include the Coronation Park Neighbourhood Plan (section 15.3.1), which outlines a new vision for this neighbourhood: a transit-oriented, pedestrian-friendly, and bike-friendly community that has a range of housing forms and types in close proximity to shops, amenities, and public transit. The Plan includes opportunities for a variety of land uses, including High-Rise Residential, Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space.

In 2018, Council approved funding for a transportation analysis of the OCP amendment for this neighbourhood. Working with the City of Coquitlam, the City of Port Moody completed the Coronation Park Transportation Study, which includes a recommended road network with new neighbourhood access points. The study proposed a long-term connection in Coquitlam, between Palmer Avenue and Barnet Highway, which was selected based on existing grades, regrading within the neighbourhood, and the potential impact on the surrounding arterial road network. An interim access point, just east of the gas station site, with only right-turn movements permitted when entering or exiting the neighbourhood, is proposed to support access to the neighbourhood for residents and construction vehicles during development of the

area. On May 28, 2019, Council approved a Corporate Policy (**Attachment 1**) to guide redevelopment in the area, which includes a road network and grading plan derived from the draft version of the Coronation Park Transportation Study.

Corporate Policy – 13-6410-2019-01 – Coronation Park Development Application Requirements helps guide future development of this neighbourhood. The goal of the Policy is to ensure orderly neighbourhood re-development with the following goals:

- re-development is in accordance with the attached Future Road Network Plan, including pedestrian and bicycle connectivity;
- re-development that realizes the identified grades needed for the future road network;
- during the transformation, continued access for existing homes is provided;
- new development does not create or leave individual orphaned parcels;
- new development does not preclude or sterilize re-development of other sites;
- construction traffic impacts on existing neighbourhoods and homes are managed; and
- costs for roads, storm water management, servicing, and amenities, including parks are distributed among individual developments throughout the Coronation Park Neighbourhood Plan Area.

It is noted that the General Manager of Community Development is authorized to accept or refuse Development Applications based on this Policy, but that exceptions to this Policy require Council approval.

A Pre-Application from Wesgroup for the Coronation Park Neighbourhood was reviewed by Council at the May 19, 2020, Committee of the Whole Meeting which resulted in the following motion being carried:

CW20/052a

THAT staff and the applicant consider the comments provided during the Committee of the Whole meeting held on May 19, 2020 regarding the Pre-Application presented in the report dated April 20, 2020 from the Planning and Development Department – Development Planning Division regarding Early Input - (Pre-App) OCP Amendment - Rezoning (Mixed-Use and Multi-Family) - Coronation Park (Wesgroup Properties)

Property Description:

The site area covered by the application (**Attachment 2**) includes all those residential properties that Wesgroup is in the process of assembling, which represents 59 of the total 66 properties in the Coronation Park Neighbourhood Plan area. Those not included are the six properties to the north of Guilford Drive, including the large townhouse site (Balmoral Place) and the Esso gas station at the corner of Ioco Road and Barnet Highway. Of the 59 residential properties in this area of the neighbourhood Wesgroup has contracts with 54 properties, two properties are definitively not part of the application, and Wesgroup has yet to reach any agreement with three further properties. The total site area is 59,950m² (645,301ft²), which includes of 49,534m² (533,189ft²) of private property and 9,486m² (102,112ft²) of City road right-of-way. The site includes significant grade changes from east to west and particularly on the northern portion of the site where the grade drops 30 metres over a length of 230 metres.

The Coronation Park Neighbourhood Area is located on the eastern boundary of the City with Coquitlam. It is located to the north of Barnet Highway, south of Guilford Way and east of Ioco Road. The Plan includes opportunities for a variety of land uses, including High-Rise Residential, (High-Rise) Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space. An OCP map is included as **Attachment 3**. All of the properties in the portion of Coronation Park that Wesgroup is the process of assembling are zoned as One-Family Residential (RS1). A zoning map is included as **Attachment 4**. Surrounding development includes:

- North: across Guilford Avenue, properties also within the Coronation Park Neighbourhood Plan area are zoned Semi-Detached and Townhouse Residential (RM1) and are designated High-Rise Residential in the OCP. Newport Village lies beyond these properties to the north;
- East: across Balmoral Drive is Coquitlam, including the former Coronation Park School site, which is currently designated and zoned for school use, although in Coquitlam's Draft City Centre Area Plan (November 2019), it is designated as high-density apartment residential development along with eight properties on Palmer Avenue currently zoned One-Family Residential (RS-1) and one property zoned Two-Family Residential (RT-1);
- South: immediately to the southwest of the site is the Esso Gas station, which is zoned Service Station Commercial (C4) and designated Mixed Use Inlet Centre in the OCP. Across Barnet Highway are Inlet Centre SkyTrain station (south station house), and properties zoned Automobile Sales and Service (C5) and designated Mixed Use Inlet Centre in the OCP; and
- West: across Ioco Road is Inlet Centre SkyTrain Station (north station house) is Suterbrook which is governed by a Land Use Contract, and the vacant site at 130 Ioco Road, which is zoned CD40, allowing for a 24-storey high-rise mixed-use development. These properties are designated Mixed Use Inlet Centre in the OCP.

Land Use Policy:

Regional Growth Strategy

The Inlet Centre - Municipal Town Centre Area is identified as a Frequent Transit Development Area and the land is designated as 'General Urban' which is defined as:

'General Urban areas are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Area. General Urban areas are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation.'

Official Community Plan Policy

As noted above, Coronation Park Neighbourhood Plan envisages a new vision for this neighbourhood: a transit-oriented, pedestrian-friendly, and bike-friendly community that has a range of housing forms and types in close proximity to shops, amenities, and public transit, which accordingly includes opportunities for a variety of land uses (High-Rise Residential,

Mixed-Use Inlet Centre, Low-Rise Residential, and Parks and Open Space) as shown in **Attachment 2**. Section 15.3.1 of the OCP (**Attachment 5**) includes key policies to govern the future development of the neighbourhood. The OCP provides for a central area housing a one acre park and low-rise (four-storey) residential buildings, and with 26-storey residential buildings (three-storey podiums) on the south, west, and north edges of the neighbourhood.

The OCP, section 3.2.4 includes additional objectives related to Appropriate Development including focussing higher density development around Evergreen Line transit stations and along transit corridors, enhancing pedestrian and cycling connections between and within neighbourhoods and encouraging higher density development where it is well-served with services, amenities and transit. These matters are key considerations in the Corporate Policy: Prioritizing Higher Density Development, that Council will take into account when reviewing applications to amend the OCP.

Proposal:

OCP amendment application

The OCP amendment application is at a high-level of design and is focussed on establishing certain key aspects of the development, including: the proposed road network; site grading; the size and location of development parcels; land use, including: uses, building heights, massing, density, number of units; park location and format; and potential incorporation for future development of lots not under contract or negotiation. It is envisaged that greater detail will be established through the OCP amendment application process and in conjunction with a future Rezoning application. Architectural and Landscape Plans, which include conceptual renderings of the proposed development are included in **Attachment 6**. Key elements of the Wesgroup proposal include:

- Density: total site area of 50,070m² (538,957ft²) and a proposed Floor Area Ratio (FAR) of 4.5, or 226,247m² (2,435,312ft²), accommodating approximately 2,800-2,900 residential units;
- Built-Form: including five high-rise towers of ranging between 37-40 storeys with podiums varying between four to 10 storeys and five mid-rise buildings of six storeys;
- Use: in addition to residential use, the potential inclusion of both a small amount, 3,237m² (10,000ft²), of neighbourhood serving retail space and additional 743m² (8,000ft²), space for a daycare;
- Affordable Housing: approximately 175 affordable rental units (with rents 10% below CMHC average rental rates);
- Park: approximately 1.5 acres of park space and 1.93 acres of semi-public space, which includes a linear park running east-west through the centre of the site;
- Public Art component with a value of \$2,000,000;
- Road Network: as an alternative to the regraded road network contemplated in the Neighbourhood Plan, an amended road network, very similar in layout but different in that it is based largely on existing site grades. It is estimated that the amended network would result in 8,215m² (88,433ft²) of City road right-of-way being retained and 1,325m² (14,262ft²) of closed road being incorporated into the developable site area.
- Alternative Transportation: a focus on improving connections within the neighbourhood and to the surrounding neighbourhood for both pedestrians and cyclists, including Inlet

Centre SkyTrain Station and Suter Brook Village, to include further exploration of a pedestrian overpass to the SkyTrain station as envisaged in OCP policy.

Purpose of Application

For clarity, the purpose of the OCP Amendment application is to seek Council's approval for the following:

- an increase in the allowable building height in the area designated as High-Rise Residential from 26 to a range of 37-40 storeys and an increase in allowable podium heights from three to between four-10 storeys;
- the inclusion of a high-rise tower, with a 10 storey podium in the area designated for Low-Rise Residential (four storeys);
- an increase in the allowable height in the area designated for Low-Rise Residential from four to six storeys;
- an increase in the encouraged maximum tower floor plate size from 7,534ft² to 8,500ft² and;
- an amendment to the Coronation Park Development Application Requirements Corporate Policy will also be required in relation to the proposed road network and grading plan.

Through the Coronation Park Neighbourhood Plan process, it was estimated that the potential number of residential units within the whole neighbourhood, including the properties to the north of Guilford Drive, would be approximately 2,225, with an estimated population of 4,450. With the proposal for this portion of the neighbourhood for 2,800-2,900 units, this would equate to a population of 5,600-5,800.

In relation to amenity requirements, any redevelopment of the site would also be subject to the City's Community Amenity Contribution (CAC) Program, density bonus requirements, and the Development Cost Charges Bylaw. In addition to the above, the application would be subject to Council Corporate Policy: Interim Affordable Housing Guidelines, which outlines the expectations around the provision of affordable housing units, and also to the Public Art Policy, which encourages the provision of public art as part of new development.

Concluding Comments and Items for Further Review:

The Wesgroup land assembly presents a rare opportunity to achieve the redevelopment of the majority of the Coronation Park neighbourhood in a phased and coordinated manner with a single developer. There are many advantages to such an approach. High level issues which have been identified during staff review that require further consideration, include, but are not limited to:

- the completion of a detailed financial analysis to determine the ability of the proposal to provide amenities;
- The review of a Transportation Impact Assessment, that addresses:
 - vehicular traffic generation and required road network improvements;

- the prioritization of pedestrian and cyclist movements and required improvements to connections to the wider surrounding neighbourhood and amenities, including a potential pedestrian overpass to the SkyTrain station; and
- the need for transportation demand management measures to support the proposed parking reductions.
- the amount of affordable housing relative to the Interim Affordable Housing Guidelines Corporate Policy;
- the amount of employment generating uses proposed;
- the amount, type and configuration of park space (public and semi-public) to be delivered as part of the application;
- how lots not part of the application may be accommodated to ensure that they would be left with a practical development potential in the future;
- identification of key elements that will inform the development of specific design guidelines, including, but not limited to site planning; grade transitions; building height, massing and built form; landscaping; and other urban design elements, that will govern the future development of the subject lands and also wider Coronation Park neighbourhood;
- clarification as to how the application addresses the other City Plan and Policy documents, including goals in the Climate Action Plan, the Master Transportation Plan, City's Parks and Recreation Master Plan, sustainability policies and the recently-adopted Child Care and the Age-Friendly Plans Climate Action Plan;

While staff continue to work through the review of the application against existing policies and plans, staff would welcome any additional input from CPAC on the above identified matters and/or any other aspects of the proposal.

Attachment(s)

1. Corporate Policy – Coronation Park Development Application Requirements
2. Location Map
3. OCP Land Use Designation Map.
4. Zoning Map.
5. OCP Policy: Section 15.3.1
6. Architectural and Landscape Concept

Report Author

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Report Approval Details

Document Title:	Coronation Park (Wesgroup Properties).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Corporate Policy - Coronation Park Development Application Requirements.PDF- Attachment 2 - Location Map.pdf- Attachment 3 - OCP Land Use Designation Map.pdf- Attachment 4 - Zoning Map.pdf- Attachment 5 - Section 15.3.1 of the OCP.pdf- Attachment 6 - Architectural and Landscape Concept.pdf
Final Approval Date:	Nov 3, 2020

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

No Signature - Task assigned to André Boel was completed by workflow administrator Philip Lo

André Boel - Nov 3, 2020 - 12:27 PM

No Signature - Task assigned to Kate Zanon was completed by workflow administrator Philip Lo

Kate Zanon - Nov 3, 2020 - 12:28 PM