

Inlet District

CD-89 Rezoning Amendment Submission

DEC 5, 2025

wesgroup



P+A

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

1.0 INTRODUCTION

1.1 BACKGROUND	6
1.2 SITE PHOTOS	7
1.3 SITE CONTEXT	8
1.4 PROJECT TIMELINE	9
1.5 OFFICE/SECURED MARKET RENTAL PROPOSAL	10
1.6 SUMMARY OF CHANGES	11
1.7 OVERALL LANDUSE DIAGRAM	12

2.0 FORM OF DEVELOPMENT

2.1 PROPOSED SITE PLAN	14
2.2 OVERALL SUMMARY AND STATISTICS	15
2.3 RATIONALE FOR DENSITY DISTRIBUTION	16

3.0 APPENDIX

3.1 SHADOW STUDIES	19
3.2 RENDERS	23

EXECUTIVE SUMMARY

Wesgroup is submitting a rezoning application seeking additional density for Phases C and D, as well as a portion of Phase B at Inlet District, to primarily offset the \$30.3 million increase in Development Cost Charges (DCCs) approved by the Metro Vancouver Board in October 2023 and to ensure continued delivery of the in-kind community amenities committed to the City of Port Moody through the original rezoning. In addition, a small portion of the density increase reflects adjustments made in Phase A to support the delivery of Secured Market Rental Housing with an affordability component. These adjustments included converting a condominium tower (Building 2) to 100% rental, with 25% affordability, as well as a transfer of Multi-Residential Condo density from Phase B to Phase A (in place of office density) to ensure approvals could be secured within CMHC's required allocation window and approvals timeline.

Historical Context and Past Decisions:

On October 3, 2023, the Coronation Park Rezoning went to Public Hearing, fully compliant with the OCP, and received Third Reading of the rezoning bylaw (CD-89 Bylaw 3417). The financial analysis indicated that it was overdelivering amenities and not meeting the financial metrics required to support further amenities, particularly the inclusion of an affordable housing component under the current maximum allowable residential density. Wesgroup's 2023 financial analysis was independently reviewed by a separate consulting firm with extensive experience in real estate, and this same conclusion was reached.

On October 27, 2023, the Metro Vancouver Board approved significant region-wide Development Cost Charge (DCC) increases, resulting in an additional \$30.3 million in costs for Coronation Park. This additional cost was not factored into the financial analysis completed for the project.

On November 27, 2023, Wesgroup submitted a letter to the City expressing concern that, without offsets, the increase in Metro DCCs would directly affect the project's ability to deliver the in-kind amenities committed to in the original rezoning.

On July 26, 2024 the Coronation Park Rezoning received Final Adoption (CD-89).

On October 28, 2025, Council approved Bylaw No. 3515 (CD 89 Text Amendment), enabling the conversion of Building 2A (Phase A) from office to secured market rental housing. This amendment supports the delivery of 342 rental units, 25% of which are designated as affordable (As defined by CMHC). The office density was relocated to Building 7 (Phase C).

Proposed Changes

Wesgroup remains committed to delivering the robust \$30.8M amenity package as approved by Council, developed in consultation with the community, and agreed to by Wesgroup. Since the Official Community Plan and rezoning for Coronation Park were approved, market conditions have changed significantly, and the additional costs levied by Metro Vancouver have made it unfeasible to deliver all planned community amenities without a corresponding density offset.

This application proposes to increase density by 375,467sf distributed across Buildings 5, 7, 8, and 9 primarily to offset the Metro Vancouver DCC increase which was not factored into the financial analysis completed and approved for the original rezoning. As noted in our letter to Council following Metro Vancouver Board's decision, Wesgroup advised the City that in order to absorb this cost, Wesgroup could explore additional density, or consider a reduction in the existing amenity package. In addition, a small portion of the density increase reflects adjustments made in Phase A to support the delivery of Secured Market Rental Housing with an affordability component. These adjustments included converting a condominium tower (Building 2) to 100% rental, with 25% affordability, as well as a transfer of Multi-Residential Condo density from Phase B to Phase A (in place of office density) to ensure approvals could be secured within CMHC's required allocation window and approvals timeline.

This application also facilitates the delivery of rental housing by proposing an amendment to the CD-89 zone to permit secured market rental housing as an allowable use within the Office Density Area, as shown on Schedule A to Bylaw No. 3515. As discussed extensively with Council and Staff, there is currently limited demand for new high-density urban office space due to a significant oversupply throughout Metro Vancouver. This amendment would enable the potential development of approximately 45 rental housing units, subject to final design through the permitting stage. The CD-89 zone currently requires a minimum of 2,717m² of purpose-built office space.

No additional floor area is proposed to support this change, and the form of development would remain generally consistent with the approved Inlet District Design Guidelines. This approach retains the long-term opportunity for office, should market conditions improve, while providing near-term flexibility to deliver either office or rental housing pending market recovery.

Wesgroup has taken this same approach on past projects in the River District when facing a similar scenario of limited office demand. In collaboration with the City of Vancouver, the zoning bylaw was amended to provide flexibility to respond to changing market conditions while still preserving long-term opportunities for office use. This amendment has since enabled the delivery of 178 secured rental units, with approximately 250 additional units currently in design development.

Lastly, the application seeks to remove minimum parking requirements across the CD-89 zone, to provide flexibility should parking demands reduce. Currently, the CD89 zone outlines minimum parking requirements for Multi-Residential Use of:

- 0.5 spaces per studio unit
- 0.85 spaces per one-bedroom unit
- 1.25 spaces per two-bedroom unit
- 2.0 spaces per three-bedroom or more unit
- 0.2 visitor spaces per Dwelling Unit for the first 100 units and 0.1 visitor spaces for each additional unit



INTRODUCTION

1.0 INTRODUCTION

1.1 BACKGROUND

In 2017, Council amended Port Moody's Official Community Plan (OCP) to include the Coronation Park Neighbourhood Plan. The Neighbourhood Plan outlined a vision for the neighbourhood to transform into a transit-oriented, pedestrian-and bike-friendly community with a range of housing forms and tenures in close proximity to shops, amenities, and public transit.

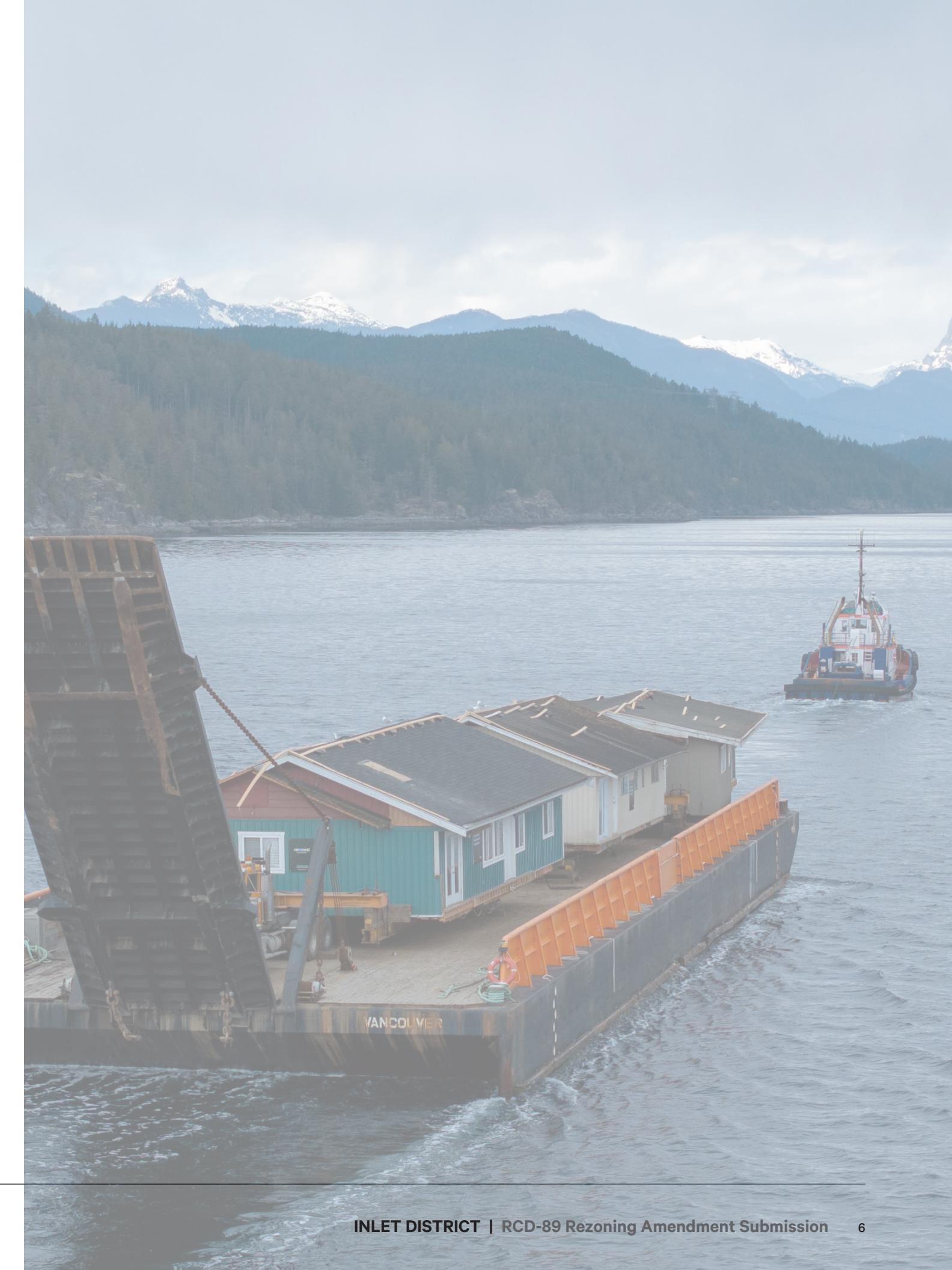
In July 2020, Wesgroup submitted an Official Community Plan Amendment application for a large portion of the Coronation Park neighbourhood including 59-single family homes. This application sought to amend the Neighbourhood Plan and OCP to allow for additional heights, uses, and a revised transportation network. After over two years of coordination, consultation, and feedback from Staff, the community, and Council, the OCP amendment was approved by Council on April 26, 2022.

In July 2022, Wesgroup submitted a rezoning application for Coronation Park to realize the vision set out in the OCP. The rezoning received final adoption on July 26, 2024.

Development Permit Applications for Buildings 1 and 2 (Phase A) have been approved and in October 2025, a building permit was issued, marking an exciting milestone for the realization of the vision of this community.

Since the Official Community Plan and rezoning for Coronation Park were approved, market conditions have changed significantly, and the additional costs levied by Metro Vancouver have made it unfeasible to deliver all planned community amenities without a corresponding density offset.

This rezoning application proposes an increase of 375,467sf in density—distributed across Phase C, Phase D, and a portion of Phase B—to maintain delivery of the existing community amenity package valued at \$30.8 million.



1.0 INTRODUCTION

1.2 SITE PHOTOS



① LOOKING WEST TOWARDS INLET CENTRE STATION



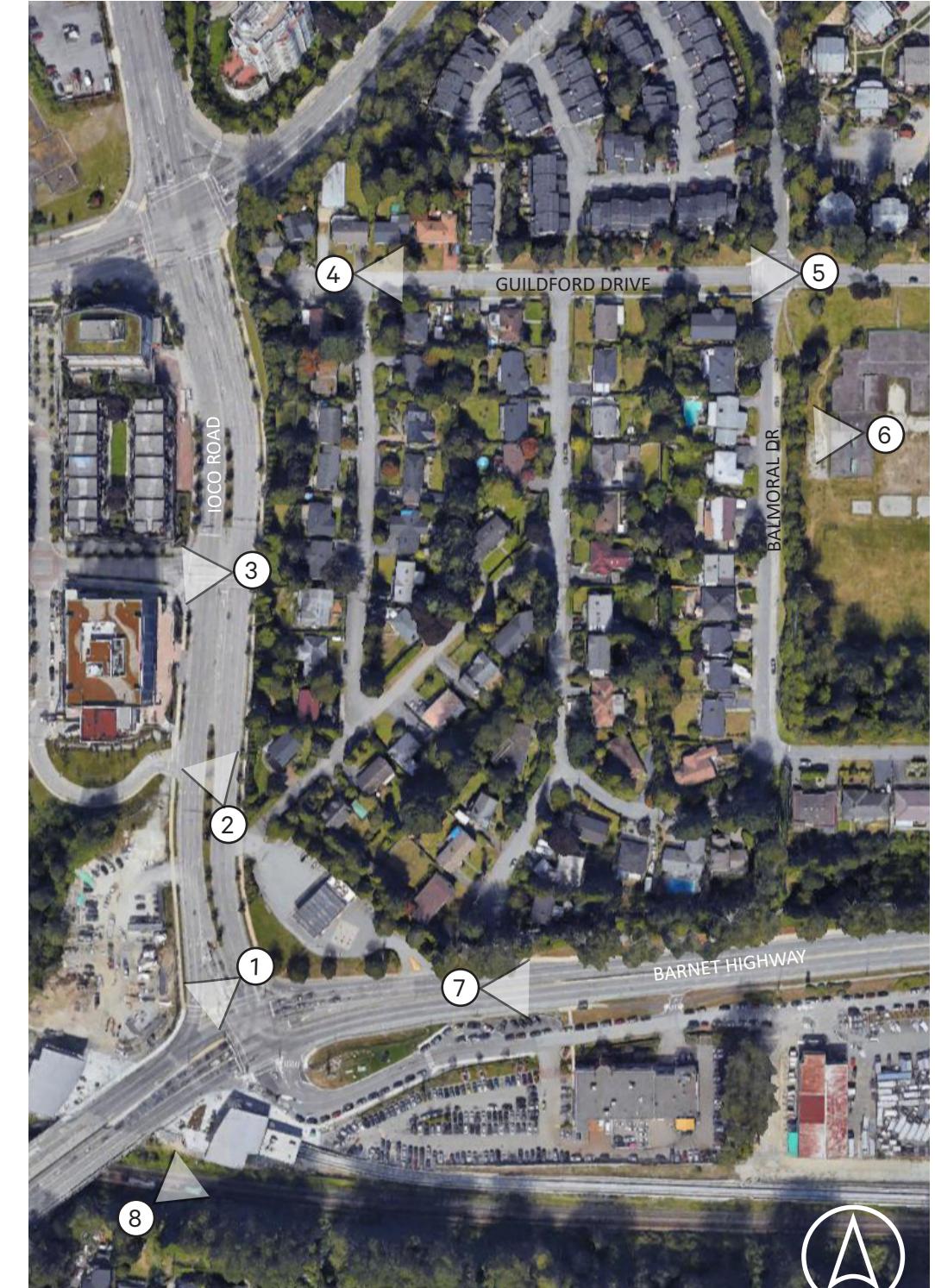
② TYPICAL EXISTING STREET INTERFACE ALONG IOCO ROAD



③ MID BLOCK CONNECTION TO SUTER BROOK VILLAGE



④ LOOKING EAST ON GUILDFORD DRIVE



KEY PLAN

1.0 INTRODUCTION

1.3 SITE CONTEXT

Coronation Park, now referred to as Inlet District, sits within the broader Coronation Park neighbourhood in the City of Port Moody, within a 5-minute walk to Inlet Centre SkyTrain Station.

The site is approximately 14.8 acres and originally consisted of 59-single family homes. In 2024, Wesgroup and Renewal Homes relocated 10-single family homes originally slated for demolition, to the Sunshine Coast where they have since been renovated and repurposed for affordable housing with the shíshálh Nation. The remaining homes were demolished in 2024, and site preparation began in early 2025.

The site is bounded by Guildford Drive to the north, Balmoral Drive to the east, Barnet Highway to the south, and Ioco Road to the west. Balmoral Drive defines the municipal border between the City of Port Moody and the City of Coquitlam. Surrounding uses include residential, mixed-use, and commercial. The site poses significant grading challenges as it slopes down approximately 30 meters (~100feet) from Balmoral Drive to Ioco Road.

Directly east, sitting in the City of Coquitlam, is the Coronation Heights project which includes towers up to 45+ storeys.

As approved and adopted on July 26, 2024, Inlet District aims to deliver the following amenities as part of the Master Plan:

- Community Amenity Contribution	\$8.1M
- Public Art	\$4.8M
- Overpass	\$6.0M
- Park Improvement and Greenways	\$10.2M
- Civic Amenity	\$1.7M
- Total Amenity Value	\$30.8M

Phase A of Inlet District is underway with Development Permit and Building Permits issued. Phase A will deliver 641 housing units including, 342 secured market rental units (with 25% affordability), as well as over 94,000 square feet of retail which will include a large grocer tenant and a drugstore as well as smaller scale CRUs. Construction of Phase A began on November 3rd, 2025 and is set to complete in Q2 of 2029.



1.4 PROJECT TIMELINE



1.5 OFFICE / SECURED MARKET RENTAL

Background:

During consultation of the Official Community Plan (OCP) in 2019 and through to adoption in 2022, Wesgroup has consistently raised concerns regarding the feasibility of delivering new office space in Port Moody. As discussed extensively with Council and Staff, demand for high-density, purpose-built office space remains limited due to a significant oversupply across Metro Vancouver. In addition, the cost to deliver this office space exceeds the value required to make it financeable. Data from both our internal leasing team and external brokers continues to demonstrate this oversupply, and lenders have repeatedly indicated challenges in financing new office development under current conditions. This information has been shared with Staff throughout the process.

Through this application, Wesgroup is proposing a solution that maintains long-term opportunity for office at Inlet District while introducing flexibility to deliver an alternate, City-supported use—secured market rental housing—should market conditions for office remain challenging.

Current market conditions confirm that additional purpose-built office space at Inlet District is not financially viable. Demand for new office product is extremely limited, competition remains strong in more established and centrally located nodes. As a non-established office node, Port Moody must compete directly with these larger markets, which offer superior amenities, stronger business ecosystems, and more competitive rates. Given this landscape, it is unlikely that new Class A office space in Port Moody would achieve the absorption or lease rates necessary to secure financing, meaning the project would need to be subsidized in a manner similar to below-market housing.

Lenders understand market rents and vacancy trends, and current data highlights high vacancy rates for Class A and B office in the Tri-Cities (10.6%–11.2%) along with rising Tenant Improvement costs. While Class C space shows low vacancy in Port Moody, it is not comparable to the purpose-built office envisioned for Inlet District. Class C buildings are older, lower-amenity spaces, whereas new office construction would require a Class A standard, with significantly higher costs and rental expectations.

Given these realities, requiring the project to deliver additional office density creates substantial risk of producing unleaseable space and threatens overall project viability. Wesgroup understands the City's desire for employment space, and we believe this proposal enables that opportunity to remain at Inlet District. Allowing secured market rental housing within the office allocation provides a pragmatic and adaptable approach that aligns with real market conditions. This flexibility supports the continued potential for office delivery, enables needed housing options, and avoids unnecessary delays, redesigns, and policy misalignment.

The Solution:

Wesgroup is proposing an amendment to the CD-89 zone to permit Secured Market Rental housing as an allowable use within the Office Density Area, as identified on Schedule A of Bylaw No. 3515. This change does not involve any increase in permitted floor area, and the form of development would remain generally consistent with the approved Inlet District Design Guidelines. The amendment preserves the long-term potential for office development should market conditions improve, while providing near-term flexibility to deliver either office or secured rental housing based on market realities.

If approved, this amendment would enable the development of either approximately 29,467 sq. ft. of office space or roughly 45 secured rental housing units, subject to final design through the permitting process. The CD-89 zone currently requires a minimum of 2,717m² of office space.

Wesgroup has successfully implemented this same flexible approach in the River District when faced with similar challenges related to limited office demand. Working collaboratively with the City of Vancouver, the zoning bylaw there was amended to allow adaptability while maintaining long-term office opportunities. This approach has since supported the delivery of 178 secured rental units, with approximately 250 additional units now advancing through design development.

1.6 SUMMARY OF CHANGES

1) Proposed increase in density by 375,467sf in order to offset the Metro Vancouver Development Cost Charge increase, reflect adjustments made in Phase A to support the delivery of Secured Market Rental Housing with an affordability component and ultimately, maintain delivery of the approved \$30.8M amenity package.

These changes are shown in the application as follows:

- a. Building 5 (Phase B) 31 35 storeys (+4)
- b. Building 7 (Phase C) 31 35 storeys (+4)
- c. Building 8 (Phase D) 31 36 storeys (+5)
- d. Building 9 (Phase d) 6 35 storeys (+29)

Distributing the additional density to Buildings 5, 7, 8, and 9 allows Wesgroup to continue development of the next phase of the Inlet District (Buildings 3 and 4) without delaying the overall project timeline. The proposed height adjustments are also consistent with the adjacent Polygon towers located across Balmoral Drive. Third-party consultants have confirmed that the increased density can be accommodated without requiring significant changes to the urban design framework, off-site infrastructure upgrades, or the planned amenity package.

These analyses will be provided to the City as part of the application.

2) Secured Market Housing as an allowable use under Office Density

This application facilitates the delivery of rental housing by proposing an amendment to the CD-89 zone to permit secured market rental housing as an allowable use within the Office Density Area, as shown on Schedule A to Bylaw No. 3515. No additional floor area is proposed to support this change, and the form of development would remain generally consistent with the approved Inlet District Design Guidelines. This approach retains the long-term opportunity for office, should market conditions improve, while providing near-term flexibility to deliver either office or rental housing pending market recovery. Refer to Section 1.5 Office/Secured Market Rental Rationale of the booklet.

3) Removal of Minimum Parking Requirements

Removing minimum residential parking requirements aligns with both the City's Official Community Plan (OCP) and recent provincial housing legislation. Through Port Moody 2050, the City has already highlighted the need for evolving parking and transportation demand management policies in Transit Oriented Areas (TOAs).

Bill 47 – Housing Statutes Amendment Act introduced significant changes to parking requirements within designated Transit-Oriented Areas (TOAs) across British Columbia. Under the new legislation, municipalities are no longer permitted to require off-street parking for residential uses within these areas, except for spaces needed to accommodate persons with disabilities. Port Moody has designated TOAs around Moody Centre and Inlet Centre Stations.

Given the Inlet District's strong access to transit, including SkyTrain and the future pedestrian overpass, the removal of minimum parking requirements supports broader City and Provincial goals related to mobility, sustainability, and housing affordability.

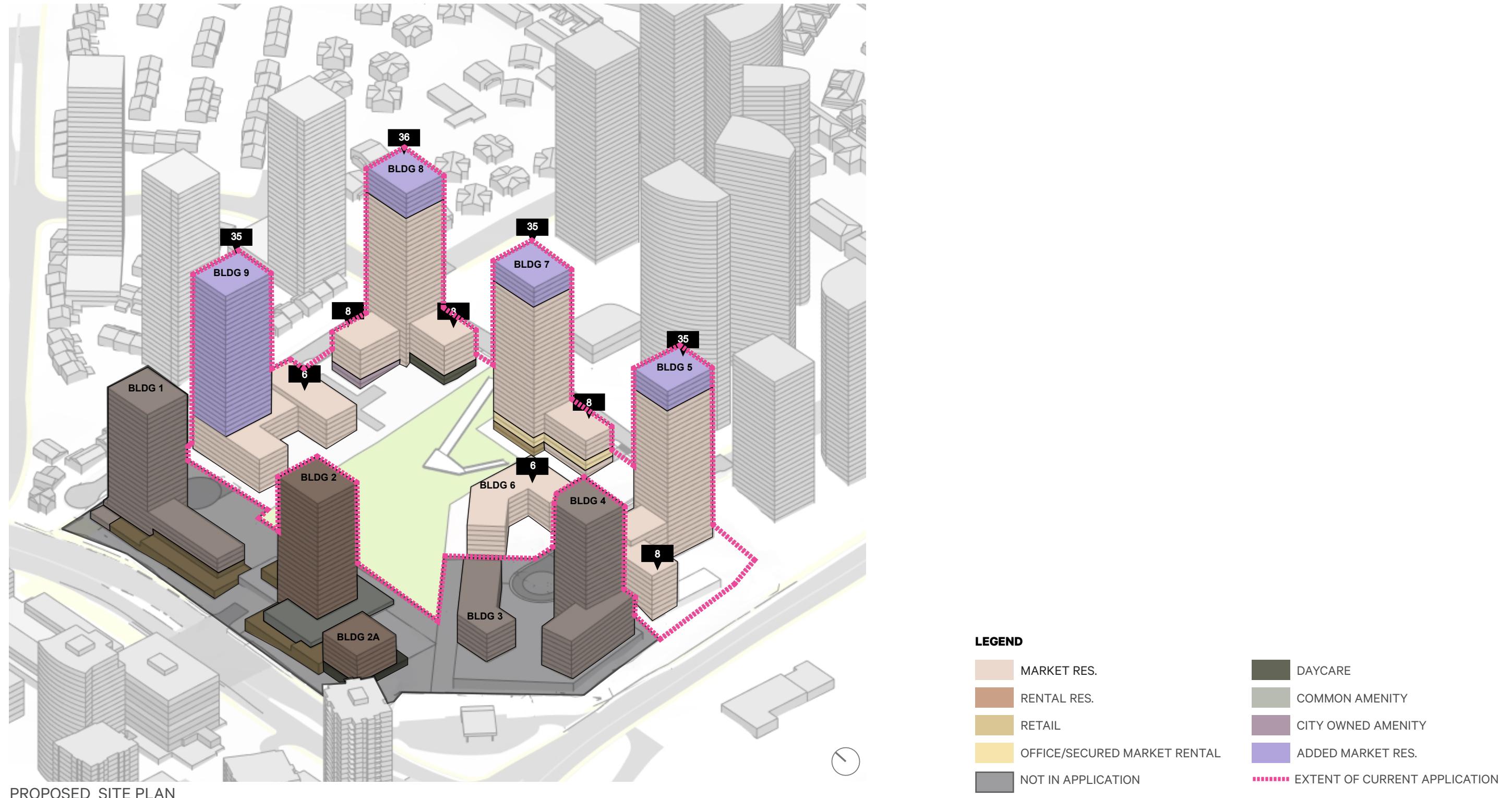
What has Changed:

- Building Heights
- Building Forms
- Overall Density
- Office Use Flexibility

What has stayed the same:

- Park Size, Shape and position
- Property Line and Phasing
- Street Network and Building Access
- Pedestrian Access and SRWS
- Pedestrian Overpass
- Civis Spaces
- Public Art

1.7 OVERALL LAND USE DIAGRAM

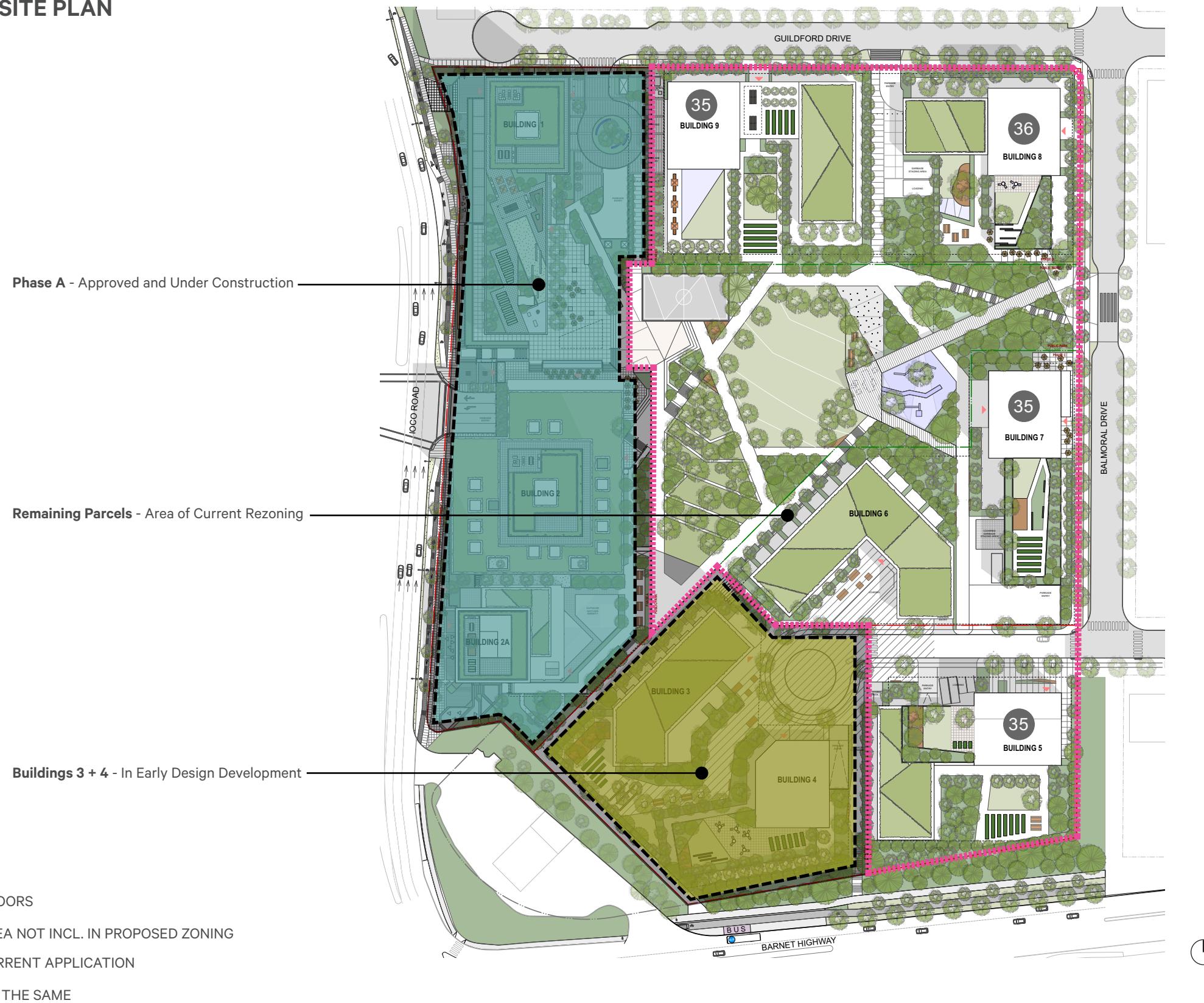




FORM OF DEVELOPMENT

2.0 FORM OF DEVELOPMENT

2.1 PROPOSED SITE PLAN



2.0 FORM OF DEVELOPMENT

2.2 OVERALL SUMMARY AND STATISTICS

Phase No.	BLDG No.	Gross Area Sq.ft	Gross Area Sq.m	Net Area Sq.ft	Net Area Sq.m	Net Res. Area Sq.ft	80% Efficiency	Approx. Unit Count 675 sqft/Unit	Proposed Height (Storey)	Net Res. Area Added Sq.ft	Notes	
PHASE A	1	284,117	26,395	277,459	25,777	241,063	192,850	299	26	-	Not Included in Proposed Zoning	
	2	336,009	31,216	299,171	27,794	241,069	192,855	342	26			
PHASE B	3	84,798	7,878	81,898	7,609	81,898	65,518	97	6	-	Included in Proposed Zoning	
	4	303,408	28,188	294,708	27,379	294,708	235,766	349	26			
	5	418,759	38,904	409,059	38,003	409,059	327,247	485	35	60,067	Included in Proposed Zoning	
PHASE C	6	106,549	9,899	103,424	9,608	103,424	82,739	123	6	-		
	7	374,337	34,777	364,962	33,906	333,470	266,776	395	35	33,200		
PHASE D	8	393,008	36,512	385,776	35,840	380,711	304,569	451	36	41,500		
	9	417,932	38,827	410,700	38,155	410,700	328,560	487	35	240,700		
Subtotal		2,718,917	2,627,156	2,496,102			375,467					

Phase No.	BLDG No.	Proposed		RZ text Amendment Approved Oct 28 2025	
		sq.ft.	sq.m	sq.ft.	sq.m
Phase B2	BLDG 5	Gross Residential Total (Incl Amenity)	418,759	358,692	358,692 33,324
		Amenity Exclusion	9,700	901	9,700 901
		Ratio of Amenity to Gross Res Total	2.32%	0.25%	2.70% 2.70%
		Net Residential Total (Excl. Amenity)	409,059	38,003	348,992 32,422
		Net Grand Total (Excl. Amenity)	409,059	38,003	348,992 32,422
Phase C	BLDG 6	Gross Residential Total (Incl Amenity)	106,549	9,899	106,549 9,899
		Amenity Exclusion	3,125	290	3,125 290
		Ratio of Amenity to Gross Res Total	2.93%	2.93%	2.93% 2.93%
		Net Residential Total (Excl. Amenity)	103,424	9,608	103,424 9,608
		Net Grand Total (Excl. Amenity)	103,424	9,608	103,424 9,608
Phase C	BLDG 7	Gross Residential Total (Incl Amenity)	342,845	31,851	309,645 28,767
		Amenity Exclusion	9,375	871	9,375 871
		Podium Retail	2,246	209	2,246 209
		Podium Office/ Rental Residential	29,246	2,717	29,246 2,717
		Ratio of Amenity to Gross Res Total	2.73%	2.73%	3.03% 3.0%
		Net Residential Total (Excl. Amenity)	333,470	30,980	300,270 27,896
		Net Grand Total (Excl. Amenity)	364,962	33,906	331,762 30,822
Phase D	BLDG 8	Gross Residential Total (Incl Amenity)	387,944	36,041	346,444 32,656
		Amenity Exclusion	7,233	672	7,233 672
		Daycare	3,062	284	3,062 284
		City Owned Amenity	2,002	186	2,002 186
		Ratio of Amenity to Gross Res Total	1.86%	1.86%	2.09% 2.06%
		Net Residential Total (Excl. Amenity)	380,711	35,369	339,212 31,514
		Net Grand Total (Excl. Amenity)	385,776	35,840	344,276 31,984
Phase D	BLDG 9	Gross Residential Total (Incl Amenity)	417,932	38,827	177,232 16,465
		Amenity Exclusion	7,233	672	7,233 672
		Ratio of Amenity to Gross Res Total	1.73%	1.73%	4.08% 4.08%
		Net Residential Total (Excl. Amenity)	410,700	38,155	170,000 15,793
		Net Grand Total (Excl. Amenity)	410,700	38,155	170,000 15,793
	Total	Net Residential Total (Excl. Amenity)	1,637,364	152,116	1,261,897 117,234
		Net Grand Total (Excl. Amenity)	1,673,920	155,512	1,298,453 120,630

2.0 FORM OF DEVELOPMENT

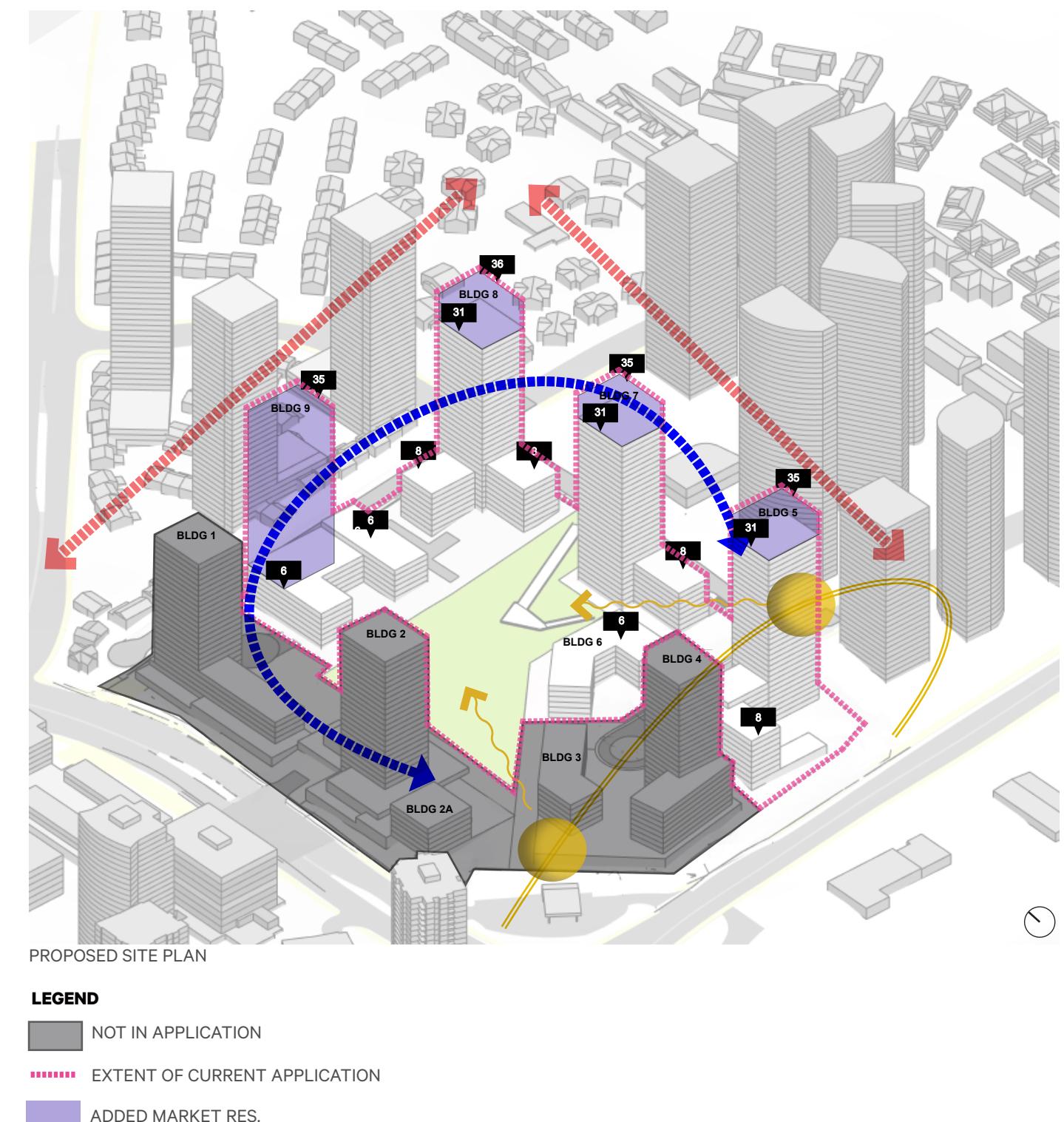
2.3 RATIONALE FOR DENSITY DISTRIBUTION

Tower Heights

Tower heights step down from 36 storeys on Balmoral Drive to 26 storeys along loco Road. This responds to the surrounding context, including the proposal across Balmoral Drive in Coquitlam which proposes towers up to 45+ storeys, and Suter Brook Village across loco Road includes heights approximately 26 storeys in height. In this way Inlet district offers a transitional scale between these two communities as it knits them together across the street and up the hill.

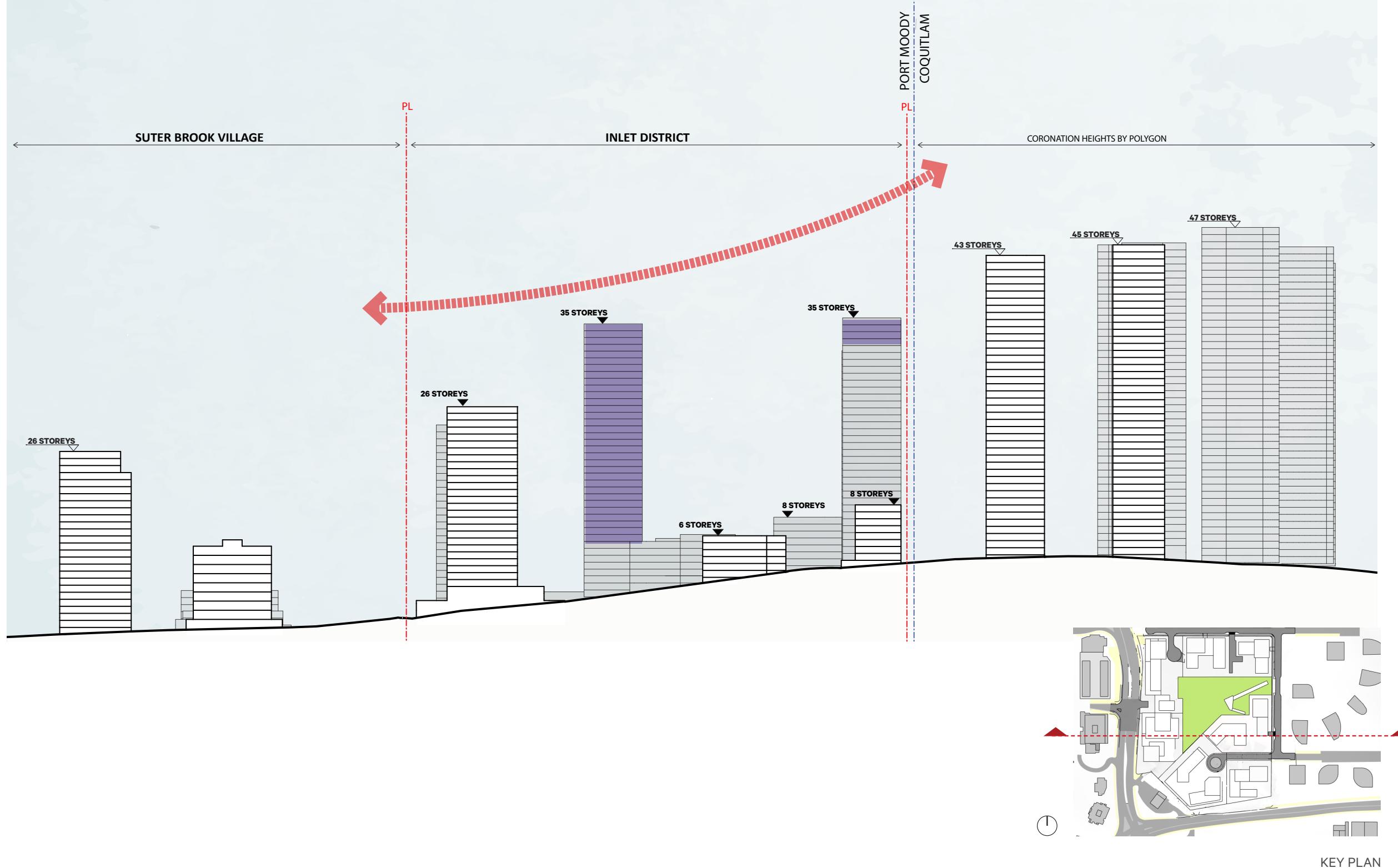
Horseshoe of Density around the Park

By bringing the height and density around the park and away from the south side as much as possible the daylight on the park is maximized. Especially for afternoon/evening sun coming from the south and west. This is part of the reason for adding a tower form on the Building 9 parcel. If this parcel was to remain at the current density and all the additional density proposed in this application was added to just the current tower forms on building 5, 7 and 8 each would increase by 10-15 floors beyond what is shown in the adjacent diagram. Parcel 9 was previously a mid-rise form but given the generous tower separation already provided in the plan there is ample room for the each tower to avoid overlook and proximity to one another as they are distributed around the edge of the entire community.



2.0 FORM OF DEVELOPMENT

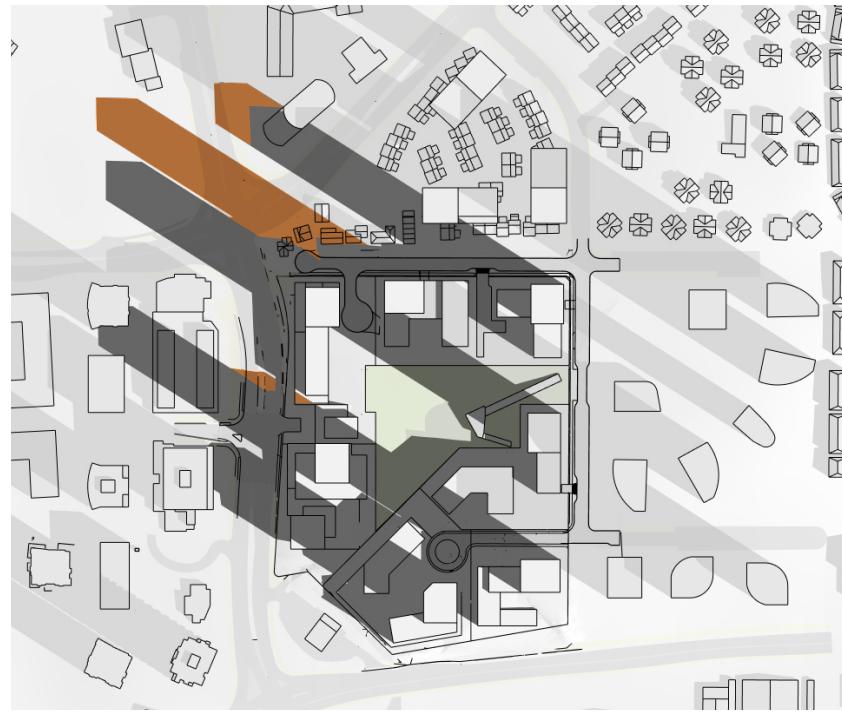
2.3 RATIONALE FOR DENSITY DISTRIBUTION



An aerial photograph of a suburban area. In the upper portion of the image, there is a cluster of modern high-rise apartment buildings. To the left, a railway line runs parallel to a multi-lane highway. The area is a mix of urban and rural, with dense green trees and smaller residential houses interspersed among the larger developments. A large, semi-transparent rectangular box is overlaid on the center of the image, containing the word "APPENDIX" in a bold, white, sans-serif font.

APPENDIX

3.1 SHADOW STUDIES



March 21 - 10AM



March 21 - 12PM



March 21 - 2PM

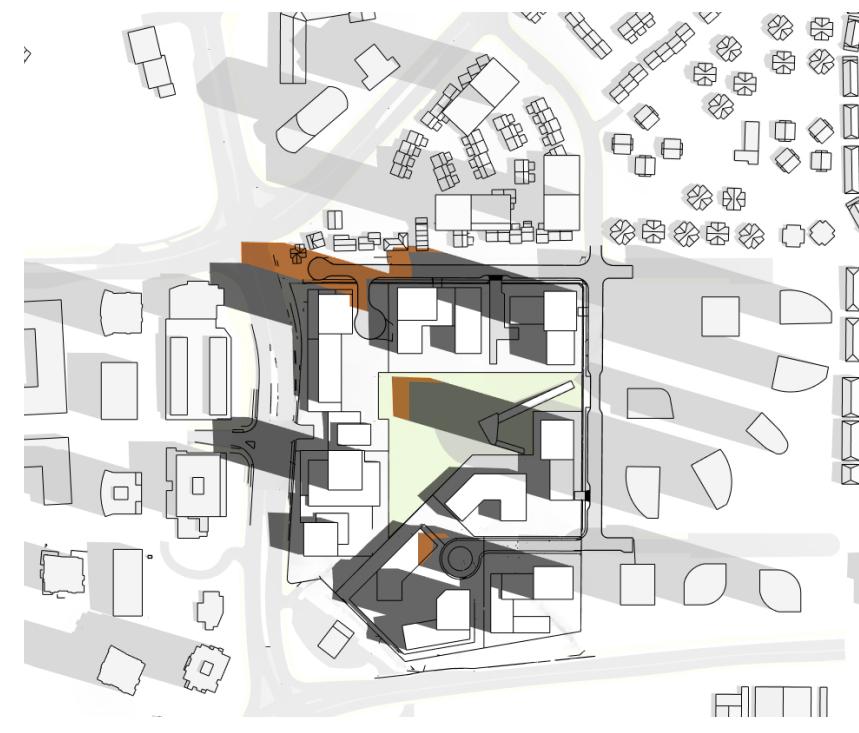


March 21 - 4PM

LEGEND

- EXTENT OF PREVIOUSLY APPROVED SHADOWS
- EXTENT OF PROPOSED ADDITIONAL SAODWS

3.1 SHADOW STUDIES



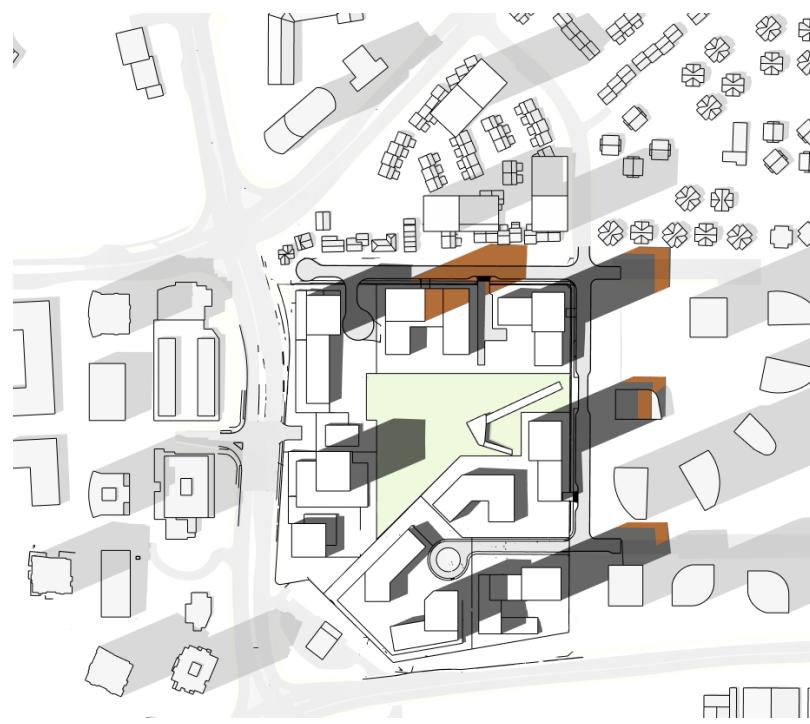
June 21 - 10AM



June 21 - 2PM



June 21 - 12PM

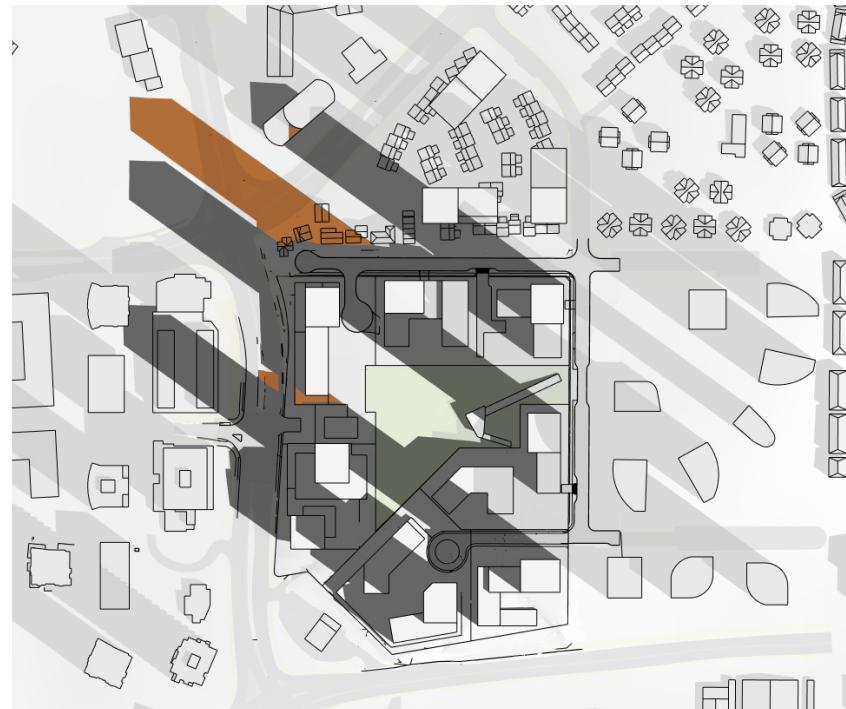


June 21 - 4PM

LEGEND

- EXTENT OF PREVIOUSLY APPROVED SHADOWS
- EXTENT OF PROPOSED ADDITIONAL SAODWS

3.1 SHADOW STUDIES



Sep 21 - 10AM



Sep 21 - 12PM



Sep 21 - 2PM



Sep 21 - 4PM

LEGEND

- EXTENT OF PREVIOUSLY APPROVED SHADOWS
- EXTENT OF PROPOSED ADDITIONAL SAODWS

3.1 SHADOW STUDIES



Dec 21 - 10AM



Dec 21 - 12PM



Dec 21 - 2PM

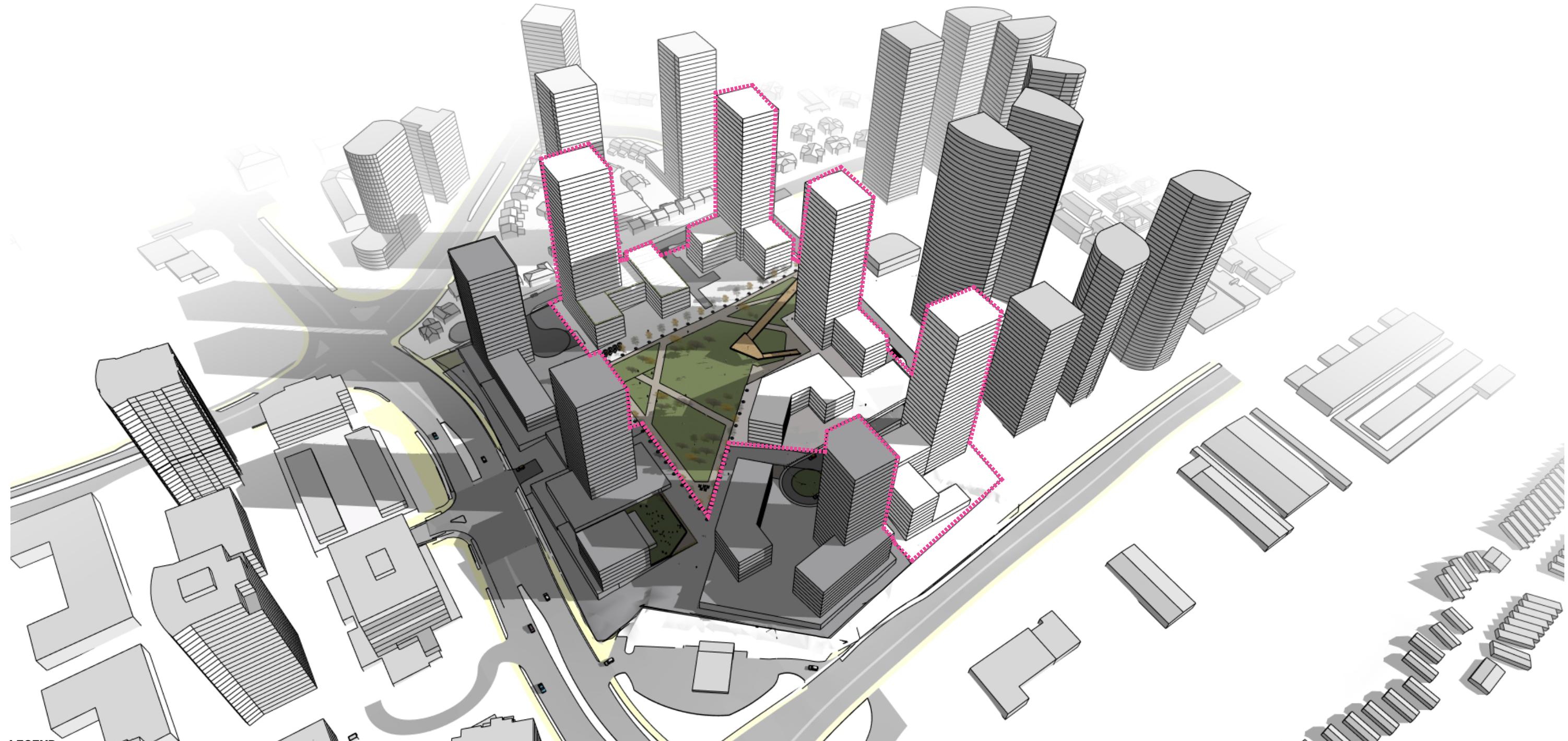
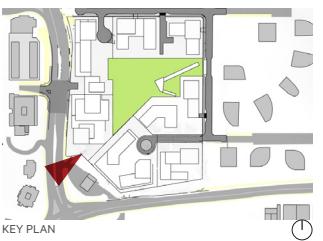


Dec 21 - 4PM

LEGEND

- EXTENT OF PREVIOUSLY APPROVED SHADOWS
- EXTENT OF PROPOSED ADDITIONAL SAODWS

3.2 RENDERS



LEGEND

----- EXTENT OF CURRENT APPLICATION

■ AREA REMAINS THE SAME

3.2 RENDERS

