



City of Port Moody

Report to Advisory Design Panel

Date: August 31, 2021
Submitted by: Community Development Department – Development Planning Division
Subject: OCP Amendment, Rezoning, Development Permit (ADP) – 2933-3005 Murray Street (PCI Developments)

Purpose:

To present to the Advisory Design Panel (ADP) Official Community Plan (OCP) amendment, rezoning and development permit applications for the development of a 12-storey Mixed-Employment (commercial, light industrial, and residential uses) building.

Resolution Options

The following resolutions are available for Advisory Design Panel consideration:

THAT the proposed project be endorsed as presented in the report dated August 31, 2021, from the Community Development Department – Development Planning Division regarding OCP Amendment, Rezoning, Development Permit (ADP) – 2933-3005 Murray Street (PCI Developments); OR

THAT the proposed project be endorsed subject to the applicant addressing the following specific items; OR

THAT the proposal not be endorsed as presented for the following reasons:

Applicant:

PCI Developments.

Property Description:

The development site consists of two properties on the south side of Murray Street, east of the Moody Street overpass (**Attachment 1**). The site is currently developed with light industrial and warehouse buildings with a variety of businesses. The site is approximately 4,186m² (45,057ft²) in size and is gently sloping downwards from the south to north.

Form and Character Guidelines:

Official Community Plan (OCP): The subject property is designated Mixed Employment – Moody Centre and is situated within Development Permit Area 2: Moody Centre (DPA 2) for the regulation of form and character of commercial, industrial, and multi-family residential development within the Moody Centre neighbourhood. DPA 2 design guidelines for mixed-use commercial and residential development are included as **Attachment 2**. It is noted that the OCP designates the subject site as mixed employment, which may create some more unique design approaches, such as higher ceilings for the first storey or second floor office/employment space.

Although situated in close proximity to the Moody Centre SkyTrain Station, the site is outside the Moody Centre Transit Oriented Development (TOD) Area, as defined in the OCP. Section 15.5.4 of the OCP identifies the site as being in the Evergreen Line Sub-Area of Murray Street Boulevard, which allows for the development of a combination of uses including light industrial, commercial, office, and residential. Key design features of this area include:

- Building forms up to six storeys provided that the first storey consists of employment related uses. It is also suggested the second storey be encouraged for employment uses where feasible;
- Above two storeys, the upper floors should include an additional setback from Murray Street to provide opportunities for outdoor spaces and allow a buffer from street level activities; and
- Opportunities for additional north-south pedestrian connections between Murray Street and the Moody Centre SkyTrain Station, to be pursued as part of new development in this area.

In addition to DPA 2, development permits for Development Permit Area 4: Environmentally Sensitive Areas (DPA 4) and Development Permit Area 5: Hazardous Lands (DPA 5) will be required, due to the proposed environmental work and potential soil liquefaction.

Zoning: The subject site is currently zoned Light Industrial (M1) Zone, which allows for a mix of light industrial uses.

The OCP and Zoning designation maps are included as **Attachment 3** and **Attachment 4**.

Neighbourhood Context:

Surrounding development consists of:

- North: Rocky Point Park.
- South: Moody Centre Transit Centre including the Moody Centre SkyTrain Station and Westcoast Express Commuter Rail Station – however, the transit centre is separated by the Canadian Pacific Railway (CPR). Pedestrian access to the transit centre requires walking west to the Moody Street overpass and then east to the station. This equates to approximately one kilometer (0.6 miles) or a 13-minute walk.
- East and West: Existing light industrial buildings. Further east on each side of Electronic Avenue are development sites for six-storey mixed-use buildings currently either in construction (50 Electronic Avenue by Panatch Group) or in the development approvals stage (pending Mosaic Homes lands).

Proposal:

The application proposes to amend the OCP and rezone the site to facilitate a 12-storey, mass timber building containing the following:

- 207 secured rental units, including 21 (10%) below-market rental units, for the greater of 60 years or the useful life of the building;
 - Includes a unit mix of 156 (75%) studio and one-bedroom units, 48 (23%) two-bedroom units, and three (1.4%) three-bedroom units;
- A total of 139 parking spaces (45% reduction);
- 1,468m² (15,800ft²) of environmental dedication through daylighting and restoration of Slaughterhouse Creek;
- Overall floor area ratio (FAR) of 5.51 (including employment space) after dedication of environmental lands and 3.31 before dedication of environmental lands;
- 780m² (8,400ft²) of mixed employment space; and
- 93m² (1,000ft²) of ground floor affordable artist space.

The site plan shows three buildings oriented in a U-shape with the open portion backing onto the CPR and SkyTrain lines. The U-Shape allows for single-loaded access which gives access to natural light and ventilation on both sides of each unit.

Other features of the building include:

- A children's play area and resident patio area on the third floor level;
- Rooftop amenity space, which includes a resident lounge, an indoor amenity space (which may be considered a 13th storey), and urban agriculture area;
- 120 residential storage lockers (separate from bike storage) and kayak storage; and
- A fitness facility.

An information booklet from the applicant is included as **Attachment 5**, architectural plans are included as **Attachment 6**, and Landscape plans are included as **Attachment 7**.

Site Constraints

The following constraints on the site are noted:

- The two rear ends of the east and west buildings border the rail corridor for the CPR as well as SkyTrain. The site plan shows the buildings having a setback from the rear property line (adjacent to the CPR) ranging from approximately 0m to 2.5m. The Federation of Canadian Municipalities and the Railway Association of Canada offer guidelines for new development in proximity to railway operations, which recommends a setback from the mutual property line to the building face of 30m (98.4ft) for principal and secondary main rail lines. The guidelines also indicate that the setbacks can be reduced with the construction of a crash wall. This element will require further consideration, which may include, a larger setback in combination with a crash wall for safety and livability purposes.
- To date, an acoustic review has not been submitted. An acoustic review and related studies will need to be submitted to demonstrate that the project meets acceptable livability standards and should provide specific recommendations for the detailed

building design to meet acceptable levels of livability from a noise and vibration perspective.

- A portion of Slaughterhouse Creek is currently culverted and runs under the existing buildings on the subject site. The application proposes to daylight this portion of the creek and it would be requested that these lands be dedicated to the City as public park so that the associated riparian area will be enjoyed as a public benefit in perpetuity. While the alignment is still to be determined, the area to be dedicated would be 1,468m² (15,800ft²), which is approximately 35% of the overall site area.
- An existing statutory right-of-way for Greater Vancouver Sewerage and Drainage District (Metro Vancouver) currently exists over the site for storm and sanitary systems. The sanitary right-of-way is proposed to be relocated to the west side of the property over the vehicular access of the building. In the case of the storm water, this pipe will be daylighted and moved to the east as part of the environmental restoration. As the daylighted creek will remain part of Metro Vancouver's storm system, they are requesting maintenance access over an additional right-of-way to allow for future cleaning and inspection of the creek from the top of bank. This may limit the number of plantings and/or trees for the environmental restoration.

Form, Character, and Design – Initial Staff Review

Based on the initial staff review of the application, the following is noted:

- The proposed development is configured in a U-shape with two narrow east and west facing wings, served by external single-loaded corridors above a two-storey podium. This creates a south facing outdoor courtyard between the two wings on top of the podium. This site layout along with the 12-storey building form means that when the development is viewed from Murray Street, as well as the east and west, the massing may appear somewhat bulky and overwhelming given the relatively small site size, especially given that the OCP envisages a six-storey form of development along Murray Street.
- While the north elevation along Murray Street demonstrates thoughtful articulation, the east and west façades, running north-south, appear less refined. While multiple projecting balconies, supported by angled braces, will provide visual relief and some solar protection, the large concrete and glass fibre reinforced concrete cladding may still provide a heavy aesthetic. The south facing façade is open to the interior courtyard and introduces twin exterior exit staircases clad in bright perforated metal along the full height of the building.
- The key features required of new development within the Murray Street Boulevard sub-area have not been addressed with this application. As previously noted, the second storey should be encouraged for employment uses, the upper floors above two storeys should include an additional setback from Murray Street, and opportunities for additional north-south pedestrian connections (ie. an overpass) between Murray Street and the Moody Centre SkyTrain Station should be pursued as part of new development in this area.

- Although many of the renderings include the pedestrian overpass, the applicant is not planning to construct the walkway as part of this development. Without this connection to allow direct access over the CPR line, pedestrians who wish to use the transit centre would be required to walk westbound on Murray Street, cross at the Moody Street overpass, and double back to reach the station.

Sustainability Report Card

The completed Sustainability Report Card for the development proposal is included as **Attachment 8** and the following table summarizes the initial scoring. The scoring may be revised throughout the review process of the project.

<div> <div>Sustainability</div> <div>Pillar</div> <div>Application</div> </div>	Cultural	Economic	Environment al	Social	Overa ll Total
2933-3005 Murray Street	82% (9 out of 11)	44% (7 out of 16)	79% (45 out of 57)	55% (21 out of 38)	67%

Items for Further Review:

Issues identified by staff to be addressed by the applicant include:

- The proposed density, height, and massing of the project;
- The need for any development on this site to address the OCP policy that identifies the inclusion in this location for a pedestrian overpass that connects Murray Street with the Moody Centre SkyTrain and other transit uses;
- Clarification around the number of storeys of the development;
- The setback between the CPR and the proposed building;
- The loading, access and egress of the site;
- The density bonus component, noting that the Zoning Bylaw:
 - makes provision for bonus density where a FAR greater than 2.5 are proposed, excluding floor areas for commercial and below-market housing; and
 - that a financial contribution or in-kind amenities for community amenities equivalent to 75% of the land value of the additional density above a FAR of 2.5 is required.

In this case, the applicant is proposing that the density bonus provision is met with the daylighting of Slaughterhouse Creek and the adjacent riparian area, as well as the artist studio space. Further analysis will be required to ensure that the City receives appropriate compensation and/or amenities for density in excess of 2.5;

- The proposed parking variance given the current proximity or potential proximity to the Moody Centre transit centre;
- The amount of employment generating uses proposed for the site, taking into account:

- The site's mixed-employment land use designation, which targets a mix of low impact light industrial uses, as well as allowing for other commercial uses;
- That a minimum of two storeys of employment generating uses be included;
- That the existing light industrial buildings located on the properties total approximately 2,297m² (24,722ft²). The application proposes 884m² (9,519) of commercial area (including the artist studio spaces), resulting in a 62% reduction of employment generating space;
- Further analysis around the Slaughterhouse Creek alignment, to be determined with input from Environment and Parks staff, and Metro Vancouver, including the existing statutory right-of-way for Metro Vancouver; and
- The potential for a public art contribution.

Any input provided by the ADP on the above items, or any other items will be considered by the applicant and staff.

Concluding Comments:

An OCP amendment is being requested as the applicant is seeking permission for a 12-storey building instead of the maximum permitted six storeys. In addition, the proposed density is relatively high and the project does not meet some of the OCP policies for this portion of Murray Street, such as providing two storeys of employment uses, a further setback above two storeys, or the construction of a pedestrian overpass to the Moody Centre SkyTrain Station. There is merit to this project as it proposes significant environmental work and dedication of lands to the City, and includes the provision of a mass timber, purpose-built rental building with 10% below-market rental units. While the Murray Street frontage of the building is generally attractive, there are concerns with the rear and sides of the building as well as how they interface with the adjacent CPR and SkyTrain lines.

Attachments

1. Location Map.
2. DPA 2 Design Guidelines.
3. Land Use Designations Map.
4. Zoning Map.
5. Information Booklet.
6. Architectural Plans.
7. Landscape Plans.
8. Sustainability Report Card.

Report Author

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Report Approval Details

Document Title:	OCP, Rezoning, DP (ADP) - 2933-3005 Murray Street (PCI Developments).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Location Map.pdf- Attachment 2 - DPA 2 Design Guidelines.pdf- Attachment 3 - Land Use Designations Map.pdf- Attachment 4 - Zoning Map.pdf- Attachment 5 - Information Booklet.pdf- Attachment 6 - Architectural Plans.pdf- Attachment 7 - Landscape Plans.pdf- Attachment 8 - Sustainability Report Card.pdf
Final Approval Date:	Sep 10, 2021

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

Kevin Jones, Acting City Planner - Sep 9, 2021 - 4:38 PM

Kate Zanon, General Manager, Community Development - Sep 10, 2021 - 4:43 PM