



# City of Port Moody

## Report to Land Use Committee

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

---

### **Purpose:**

To present to the Land Use Committee (LUC) 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 Land Use Committee consideration:**

**THAT the Land Use Committee recommends that the proposed land use for application OCP Amendment, Rezoning, Development Permit – 2933-3005 Murray Street (PCI Developments) is appropriate for the following reasons:**

**THAT the Land Use Committee recommends that the proposed land use for application OCP Amendment, Rezoning, Development Permit – 2933-3005 Murray Street (PCI Developments) is not appropriate 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 4,186m<sup>2</sup> (45,057ft<sup>2</sup>) in size and is gently sloping downwards from the south to north.

### **Land Use Policy:**

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. 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 (**Attachment 2**) 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 use and massing policies for 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 station including the Moody Centre SkyTrain Station and Westcoast Express Commuter Rail Station – however, the transit station 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);
- 1,468m<sup>2</sup> (15,800ft<sup>2</sup>) 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;
- 780m<sup>2</sup> (8,400ft<sup>2</sup>) of mixed employment space; and
- 93m<sup>2</sup> (1,000ft<sup>2</sup>) 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 13<sup>th</sup> 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**.

## **Analysis:**

### 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.
- An acoustic review has recently been submitted. The acoustic review and related studies will need 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 1,468m<sup>2</sup> (15,800ft<sup>2</sup>), 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.

### Employment Lands

Through the nearby Mosaic Homes development application to the east at 3015-3093 Murray Street, the Zoning Bylaw is currently in the process of being amended to include low impact light industrial uses, which is defined as "the manufacturing (including "table-top manufacturing"), fabricating, assembling, storage (excluding public storage), wholesaling, and distribution of goods, film and television production, information technology services, and excludes vehicle and heavy equipment servicing, the wrecking or salvaging of materials or things, metal fabricating and bulk materials processing." The OCP encourages employment uses on the second storey, which could possibly minimize any loss of employment uses on these lands and match or increase the number of jobs that are currently on the site. It is recommended that, along with other commercial uses, low impact light industrial uses are also included in the proposed CD Zone.

As the subject site is located in the Mixed Employment OCP designation, the project should provide a variety of employment generating uses, including a mix of low impact light industrial and commercial uses. The existing light industrial buildings located on the properties total approximately 2,297m<sup>2</sup> (24,722ft<sup>2</sup>). The application proposes 884m<sup>2</sup> (9,519ft<sup>2</sup>) of commercial area (including the artist studio spaces), resulting in a 62% reduction of employment generating space.

### Future Pedestrian Overpass

The application refers to provisions for a future pedestrian overpass to give direct access to the SkyTrain Station and Westcoast Express, and includes the walkway on many of the renderings. The applicant is not planning to construct the walkway as part of this development and has indicated that it would be constructed as part of the Moody Centre TOD development. At this point it is not clear how the overpass would be supported through the riparian area or how the bridge would be accessed from the grade two storeys below. Given the strategic importance of this site for the construction of an overpass, any development of this site will need to take account of how an overpass may be successfully accommodated.

Without this connection to allow direct access over the CP Railway, 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. In addition, it may have implications on the requested parking variance, as it is significant.

### Affordable Housing

The Interim Affordable Housing Guidelines Policy lists several expectations as part of any rezoning or OCP amendment application, including 15% of the units dedicated for below-market rental. While the application proposes 21 below-market rental units (10% of the total residential units), staff understand the difficulty incorporating below-market rental units into a rental building proforma.

### Density Bonus

The Zoning Bylaw makes provision for density bonus where a FAR greater than 2.5 is proposed, excluding floor areas for commercial and below-market housing. The provision requires 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 a FAR of 2.5.

### Public Art

In accordance with the City's Public Art Policy, developers typically commit to providing either a public art piece as part of the development or a contribution to the Public Art Reserve Fund, equivalent to 0.5% of the cost of construction. At this time, the applicant has not indicated any contribution to public art.

### OCP Policy

Some key policies for the Murray Street Boulevard Sub-Area have not been addressed with this application. As noted above, the second storey should be encouraged for employment uses, the upper floors above two storeys should include an additional setback from Murray Street. That said, the proposal does include a reservation for the OCP's envisioned additional north-south pedestrian connections (ie. an overpass) between Murray Street and the Moody Centre SkyTrain Station which could be realized as part of new development in the Moody Centre TOD area.

### 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 Pillar</div><div>Application</div></div>	Cultural	Economic	Environmental	Social	Overall 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:**

Other topics identified by staff for further review include:

- The proposed density, height, and massing of the project;
- The space reserved for and the timing of 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;
- The proposed parking variance;
- The amount of employment generating uses proposed for the site;
- 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 LUC 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 how the pedestrian overpass to the Moody Centre SkyTrain Station would be implemented. 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.

### **Attachment(s)**

1. Location Map.
2. OCP – Section 15.5.4 – Evergreen Line Sub-Area of Murray Street Boulevard
3. Land Use Designations Map.
4. Zoning Map.
5. Information Booklet.
6. Architectural Plans.
7. Landscape Plans.
8. Sustainability Report Card.

### **Report Author**

Wesley Woo, MCIP, RPP  
Senior Planner

## Report Approval Details

Document Title:	OCP, Rezoning, DP (LUC) - 2933-3005 Murray Street (PCI Developments).docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Location Map.pdf</li><li>- Attachment 2 - OCP - Section 15.5.4 - Evergreen Line Sub-Area of Murray Street Boulevard.pdf</li><li>- Attachment 3 - Land Use Designations Map.pdf</li><li>- Attachment 4 - Zoning Map.pdf</li><li>- Attachment 5 - Information Booklet.pdf</li><li>- Attachment 6 - Architectural Plans.pdf</li><li>- Attachment 7 - Landscape Plans.pdf</li><li>- Attachment 8 - Sustainability Report Card.pdf</li></ul>
Final Approval Date:	Sep 16, 2021

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

André Boel, City Planner - Sep 16, 2021 - 4:10 PM

Kate Zanon, General Manager of Community Development - Sep 16, 2021 - 4:41 PM