



City of Port Moody

Report to Land Use Committee

Date: January 23, 2023
Submitted by: Community Development Department – Development Planning Division
Subject: LUC – Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group)

Purpose:

To present to the Land Use Committee an OCP Amendment, Rezoning and Development Permit application to facilitate the development of a mixed use project containing a two storey religious/cultural space (Jamat Khana) and a 12 storey rental residential component over a four storey parkade podium.

Resolution Options

The following resolutions are available for Land Use Committee consideration:

THAT the proposed project be endorsed as presented in the report dated January 23, 2023 from the Community Development Department – Development Planning Division regarding LUC – Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group).

OR

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

OR

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

Applicant:

Anthem Properties Group.

Property Description:

The development site consists of a single lot at the northwest corner of St. Johns Street and Moray Street as illustrated on the Location Plan (**Attachment 1**). The site is occupied by two buildings: a two storey commercial building over an underground parkade containing a restaurant and various office uses, and on the north half of the property, a multi-unit light industrial building with several auto servicing/repair uses. The site is 3,810m² (41,008ft²) in

area. The key feature of the site is the grade which slopes down from St. Johns Street to Golden Spike Way by an average of 4.7m (15.5ft). There are no environmentally-sensitive elements on the site to be considered in the application review.

Land Use Policy:

Official Community Plan (OCP)

The site is designated Mixed Use – Inlet Centre in the OCP. Inlet Centre is intended to serve as a focal point of pedestrian-oriented high density development and permits a mix of residential, retail, office, commercial, civic, recreational and cultural/religious institutional uses.

The site is also included in the Evergreen Line Inlet Centre Station Transit Oriented Development Sub-Area. As outlined in the OCP, Section 15.5.7 (**Attachment 2**), the objectives of this designation are to create a range of uses and concentrate density within closest proximity to the Inlet Centre station in buildings not exceeding 26 storeys in height, although Policy 4 in Section 15.5.7 specifically limits height on this site to 12 storeys.

Zoning

The site is split-zoned with the commercial building zoned General Commercial (C3) and the industrial building at the north end of the property is zoned Light Industrial (M1).

The OCP Land Use Designation and Zoning Maps are included as **Attachments 3 and 4**.

Neighbourhood Context:

Surrounding development consists of:

- West: several properties occupied by auto dealerships, zoned Auto Sale and Service (C5);
- East: an industrial building containing a number of auto servicing-related businesses, zoned Light Industrial (M1);
- North: Golden Spike Way (one-way eastbound), the Evergreen Line guideway and CP rail lines; and
- South: developed properties, including a Dairy Queen restaurant, zoned Auto Sale and Service (C5), a recently constructed rental residential building containing 142 units, zoned Comprehensive Development Zone 67 (CD67) and a site, currently under review involving the development of a mixed commercial/residential building proposing 192 rental residential units. To the southeast is a retail pharmacy, zoned General Commercial (C3).

Proposal:

Description

The application involves the development of a mixed-use building consisting of a two-storey religious/cultural space (Jamat Khana) for the use of the local Ismaili community, and a 12 storey residential component consisting of 64 market rental and 64 below-market rental units, set upon a four storey, above-grade parkade podium. The Jamat Khana will replace the space used by the Ismaili community formerly located in the building on the south side of St. Johns Street at James Road which was closed due to structural issues. Two points of access to the parkade, one for each of the Jamat Khana and residential uses, are provided off Moray Street. The net building area, excluding the parking component and other allowable exclusions, amounts to 11,065.5m² (119,108ft²) resulting in a Floor Area Ratio of 3.16. However, as the

City requires the dedication of a 2.5m strip of land along St. Johns Street and the construction of a cul-de-sac at the north end of Moray Street which may require additional road dedication, the impact to the FAR will need to be addressed.

The following table illustrates the residential unit mix:

Unit Type	Market Rental	Below-Market Rental	Total Number of Units	Percentage of Mix	# of Adaptable Market Units	# of Adaptable Below Market Units
Studios	11	10	21	16.4%	6	4
One-Bedroom	32	32	64	50%	17	16
Two-Bedroom	16	17	33	25.8%	11	10
Three-Bedroom	5	5	10	7.8%	0	0
TOTALS	64	64	128	100%	34	30

Other key aspects of the proposal include:

- 50% of the units spread across the rental and below market rentals and the unit types, will be adaptable;
- The average unit sizes range between 30.4m² (327ft²) for the studios to 88.7m² (955ft²) for the three bedroom units;
- 376 parking spaces are provided, including 270 spaces are for the use of the Jamat Khana, 87 residential spaces, 19 visitor spaces and two loading spaces. Ten spaces will be accessible;
- 217 long- and short-term bicycle parking spaces;
- An indoor residential amenity room, 241.6m² (2,601ft²) in area, located on the first level of the residential tower complemented by an adjacent outdoor amenity area, 113m² (1,220ft²) in area;
- a landscaped courtyard on the roof of the Jamat Khana, approximately 830m² (8,937ft²) in area, which provides for a variety of opportunities for outdoor social interaction for the Jamat Khana patrons;
- building materials consisting of white aluminum panels, painted concrete and spandrel glazing. The key material is a culturally-significant Mashrabiya screen on the south, north and east elevations.

The applicant's Letter of Intent outlining the project is included as **Attachment 5**. Architectural and landscape plans are included as **Attachments 6 and 7**.

Sustainability Report Card

A copy of the scored Sustainability Report Card is included as **Attachment 8**. The initial score is low for all pillars based on the initial application as well as lower scoring for ideas that are only conceptual at this point. There are opportunities to increase the scoring through further discussions with the applicant and revisions to the project plans as well as further defining of report card commitments. The report card will be updated as the project progresses.

Rental Housing Agreement

The applicant has indicated that 50% of the units will be below market rental units with rents set at 20% below the current CMHC median rents for the Tri-Cities area and secured by a Housing Agreement with a 60 year term. Staff are presently reviewing the proposed rent structure and the final rent proposal and other related details will be established through a Housing Agreement to be adopted by bylaw.

Implementation

Due to the existing grading on the site, the parking design needs to be above grade. With the inclusion of the above grade parking, the overall height of the residential component is 16 storeys (4 storey podium with 12 storey residential structure on top). The OCP amendment application is to allow for the increased building height over the 12 storey limitation prescribed in the OCP. Staff also recommend an amendment to the wording of Policy 4 in Section 15.5.7 to bring the description of the permitted uses in line with the uses identified in the Evergreen Line Sub-Area description. Rezoning application is for a new Comprehensive Development Zone with land use and development regulations tailored specifically to the project.

Policy/Plan Review

For the Land use Committee's reference, the following table outlines the project's compliance with applicable OCP policies and targets:

Appropriate Development <ul style="list-style-type: none">• Transit-Oriented Development	<u>Staff Comment:</u> The project is consistent with the intention to focus higher density development around Evergreen Line stations and along transit corridors.
Well-Served Development	<p>To support any significant higher density development only where it is well served by public transit, by public amenities such as parks, pedestrian connections, and civic facilities, by public schools, and by commercial and other services.</p> <p><u>Staff Comment:</u> While the project may not be close to park facilities, it does address the other criteria noted.</p>
Prioritizing Higher Density Development Policy	<p>The policy includes a list of criteria for the consideration of applications.</p> <p><u>Staff Comment:</u> the project generally satisfies the policy criteria.</p>
Inclusionary Zoning – Affordable Rental Units Policy	<p><u>Staff Comment:</u> As 100% of the units will be rental units the Policy does not apply. The proposal to include 50% of the units in the project as below-market units exceeds the policy metric that 15% of the residential FAR be below market rental units.</p>
Family-Friendly Units Policy	<p>The policy also allows for in-board bedrooms in a maximum of 50% of any three bedroom units and references the need for the provision of children's play areas.</p>

	<p><u>Staff Comment:</u> The studio, one bedroom and two bedroom units complies with the standards set in the policy but the number of three bedroom units is slightly less than the 10% minimum recommended. The three bedroom units are designed without any in-board bedrooms and the residential amenity does include an outdoor area but based on current plans, it does not incorporate any children's play equipment. Staff recommend the three-bedroom unit policy standard be met and a children's play space be included in the outdoor area.</p>
Commercial Space	<p><u>Staff Comment:</u> The project, as submitted, does not contain any commercial space. Staff recommend some street level commercial space along St. Johns Street be introduced to animate the streetscape in front of the building.</p>
Transportation Access/Egress	<p><u>Staff Comment:</u> The land dedication along St. Johns Street will enable future improvements to the street. The applicant will also be required to reduce the grade of Moray Street to aid in improved traffic movements.</p>
Master Transportation Plan – Improvements to Pedestrian and Cyclist Mobility	<p><u>Staff Comment:</u> The site is adjacent to planned off-site cycling improvements on St. Johns Street. No further improvements have been identified at this time.</p>
Arts and Culture Master Plan	<p><u>Staff Comment:</u> A specific public art installation is not required under the City's Public Art Policy given that the project provides below market housing, although the applicant has confirmed that the Mashrabiya screen is an art element.</p>
Climate Action Plan – focus on directing growth to reduce emissions through the management of development patterns and improving the energy performance of buildings	<p>Council declared a Climate Emergency in September 2019 and set an ambitious course for Climate Change adaptation and mitigation. One key goal is to accelerate a change in modal split from car usage to other modes of transportation including a target that residents walk, cycle, or take transit for 40% of trips by 2030.</p> <p><u>Staff Comment:</u> The proposed reduction in parking rates for the below market rent units will assist in achieving that target. Future redevelopment of the properties to the east will provide opportunities to improve the pedestrian environment and access to Inlet Station.</p> <p>The buildings will be designed to adhere to Energy Step Code 3 with a low carbon energy system.</p>

Items for Further Review:

Parking Variance

As the site is located within the Inlet Centre Transit Oriented Development Area which allows for a reduced parking rate for market and below-market rental units, the total requirement for this project, including the Jamat Khana space and required residential visitor stalls, would be 411 spaces and 376 spaces are proposed, a difference of 35 spaces. The applicant has based the reduction on a significantly reduced requirement for the 64 below-market rental units in accordance with the rates permitted under the City's 'Inclusionary Zoning – Affordable Rental Units' Policy. The Policy does not apply to this project but staff are presently evaluating the request to determine if the proposed reduced parking rate is warranted. If supported, a variance in that regard will be included in the Development Permit for Council's consideration.

Land Dedication

As noted previously in this report, the City requires that the applicant dedicate a 2.5m strip along the St. Johns Street frontage of the site to enable future road improvements along this busy street. The applicant is also required to construct a cul-de-sac at the north end of Moray Street. While the impact of these substantial requirements upon the project design is not known at present, staff would appreciate the Committee's input on the project based on the design as currently presented.

Concluding Comments:

The development proposal has been evaluated in the context of relevant City policies, including the OCP and the Corporate Policy: Prioritizing Higher Density Development and, the Climate Action Plan. Overall, despite the need to amend the OCP to allow for the greater building height and ensure that the permitted uses are consistent between the definition of Mixed Use – Inlet Centre and the Inlet Centre TOD Area, the project complies with the applicable land use and growth management objectives and housing policy by addressing the housing needs of different segments of the market.

From a design perspective, the project is well conceived and functional, accommodating a complex program of spaces and needs, as well as taking into account the grade difference through the length of the site. The proposed Mashrabiya screen is a defining feature which effectively enhances the dominant podium structure. While the project lacks street level commercial spaces to animate the streetscape, staff comments will ask for the inclusion of some street level commercial space along St. Johns Street to add to the animation of the streetscape without eliminating the transparency of the ground floor of the Jamat Khana.

Less successful is the design expression of the residential tower, which appears disconnected from the podium, and refinements will be necessary to create a more distinctive character on this highly visible site particularly given the need to amend the OCP to allow for the increased building height. Some additional design recommendations:

- A visual relationship between the site and building to the west;
- improved articulation of the tower;
- improvements to balcony sizes to ensure they are functional;
- improved exterior materials on the tower building;
- improvements to the definition of the Jamatkhana and residential tower entries;

- increased glazing to introduce additional light into the second level lobby of the Jamatkhana;
- the provision of a children's play space;
- grade level treatments between the residential entry and parkade entrance to enable improved pedestrian safety; and
- incorporation of noise mitigation measures on the tower to address noise emanating from the nearby rail lines and Evergreen Line.

While the project is consistent with the land use directions envisioned in the Official Community Plan, further design refinement will result in a better developed project which will also benefit the community.

Attachment(s)

1. Location Plan.
2. OCP Land Use Designation Map.
3. Zoning Map.
4. OCP Development Permit Area Design Guidelines.
5. Applicant's Letter of Intent.
6. Architectural Plans.
7. Landscape Plans.
8. Sustainability Report Card.

Report Author

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Report Approval Details

Document Title:	LUC - Development Application - 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 - Location Plan.pdf- Attachment 2 - OCP Land Use Designations Map.pdf- Attachment 3 - Zoning Map.pdf- Attachment 4 - OCP Development Permit Area Design Guidelines.pdf- Attachment 5 - Applicant's Letter of Intent.pdf- Attachment 6- Architectural Plans.pdf- Attachment 7 - Landscape Plans.pdf- Attachment 8 - Sustainability Report Card.pdf
Final Approval Date:	Jan 30, 2023

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

Wesley Woo, Senior Planner - Jan 30, 2023 - 10:55 AM

Kate Zanon, General Manager of Community Development - Jan 30, 2023 - 12:02 PM