



# City of Port Moody

## Report/Recommendation to Council

Date: February 13, 2023  
Submitted by: Community Development Department – Development Planning Division  
Subject: Early Input – Mixed-Use Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street

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### Purpose

To provide an opportunity for early Council input on the development application submitted for 3180-3190 St. Johns Street and 81-89 Moray Street for a mixed-use project containing a religious/cultural facility and 128 rental and below-market rental residential units.

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### Recommended Resolution

**THAT staff and the applicant consider the comments provided during the Community Initiatives and Planning Committee meeting held on February 21, 2023 regarding the development application presented in the report dated February 13, 2023 from the Community Development Department – Development Planning Division regarding Early Input – Mixed-Use Development Application – 3180-3190 St. Johns Street and 81-89 Moray Street.**

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### Executive Summary

Anthem Properties Group has submitted a development application for the property located at 3180-3190 St. Johns Street and 81-89 Moray Street (**Attachment 1**) for a mixed-use project containing a religious/cultural facility in a two-storey building component and 128 rental residential units in a 12 storey tower format over a four-storey parking podium. The residential component consists of 64 market rental and 64 below-market rental units.

Implementation of the project requires amendments to the Official Community Plan to allow for an increase in the overall building height from 12 to 16 storeys and to ensure a consistent reference to permitted land uses on this site, rezoning to a new Comprehensive Development Zone to create site-specific land use and development regulations, adoption of a Housing Agreement Bylaw and issuance of a Development Permit.

### Background

The application was considered by the Land Use Committee on February 6, 2023, and the draft Committee resolution is as follows:

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

- concern about access by all residents to rooftop green space;**
- consider equal access to residential units by all members of the public;**
- consider the reallocation of parking space use for both residents and religious space users including ensuring that all two- and three-bedroom units have at least one parking space;**
- consider increasing balcony size for all residential units but not at the cost of reducing unit sizes;**
- consider adding children play space; and**
- consider changing the unit sizes to prioritize larger units.**

These issues will be addressed with the applicant during the on-going review of the project.

The application is scheduled to be considered by the Advisory Design Panel on January 19, 2023, but this meeting was not held. This application has been rescheduled for the February 16, 2023, Advisory Design Panel meeting. Due to the timing of the ADP meeting, staff will provide an on-table memo of the key issues identified at the February 21, 2023 Community Initiatives and Planning Committee meeting.

## Discussion

### Property Description

The subject site is comprised of a single parcel located on the north side of St. Johns Street and the west side of Moray Street. The site is occupied by two buildings: a two-storey commercial building over an underground parkade containing a restaurant and various office uses fronting onto St. Johns Street, and on the north half of the property, a multi-unit light industrial building with several auto servicing/repair uses. The site is 3,810m<sup>2</sup> (41,008ft<sup>2</sup>) 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.

### Official Community Plan (OCP) and Zoning

The site is designated Mixed Use – Inlet Centre in the OCP as shown on **Attachment 2**. 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 3**), 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. Lastly, the site is located within Development Permit Area 5 (DPA5) – Hazardous Lands due to the potential for soil liquefaction during a seismic event. This issue will be addressed at the building permit stage if the project proceeds.

As illustrated on the Zoning Map (**Attachment 4**), the site is split-zoned with the commercial building zoned General Commercial (C3) and the industrial building at the north end of the property zoned Light Industrial (M1).

### 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 application 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 instability 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 11,065.5m<sup>2</sup> (119,108ft<sup>2</sup>) 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, this will impact the FAR calculation.

The following table illustrates the proposed 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
<b>Studios</b>	11	10	21	16.4%	6	4
<b>One-Bedroom</b>	32	32	64	50%	17	16
<b>Two-Bedroom</b>	16	17	33	25.8%	11	10
<b>Three-Bedroom</b>	5	5	10	7.8%	0	0
<b>TOTALS</b>	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 30.4m<sup>2</sup> (327ft<sup>2</sup>) for the studios to 88.7m<sup>2</sup> (955ft<sup>2</sup>) 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, 241.6m<sup>2</sup> (2,601ft<sup>2</sup>) in area, located on the first level of the residential tower complemented by an adjacent outdoor amenity area, 113m<sup>2</sup> (1,220ft<sup>2</sup>) in area;
- a landscaped courtyard on the roof of the Jamat Khana, approximately 830m<sup>2</sup> (8,937ft<sup>2</sup>) 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**. While the initial score is low for all pillars based on the initial application, there are opportunities to increase the scoring through revisions to the project plans and addressing measures that, at this point, are only conceptual. The report card scoring will be updated as the project progresses and conceptual ideas are further developed and detailed.

#### 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 unit rent proposal. The final rent structure, and other related details, will be established through a Housing Agreement to be adopted by bylaw.

#### Implementation

With the inclusion of the above grade parking, necessitated by the existing site grades, the overall height of the residential component is 16 storeys (4 storey podium with 12 storey residential structure on top). Therefore, implementation of the project will require an OCP amendment 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. The rezoning application will establish a new Comprehensive

Development Zone with land use and development regulations tailored specifically to the project.

#### Policy/Plan Review

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

<b>Appropriate Development</b> <ul style="list-style-type: none"> <li>• <b>Transit-Oriented Development</b></li> </ul>	<u>Staff Comment:</u> The project is consistent with the intention to focus higher density development around Evergreen Line stations and along transit corridors.
<b>Well-Served Development</b>	<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>
<b>Prioritizing Higher Density Development Policy</b>	<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>
<b>Inclusionary Zoning – Affordable Rental Units Policy</b>	<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>
<b>Family-Friendly Units Policy</b>	<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>

<b>Transportation Access/Egress</b>	<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.
<b>Commercial Space</b>	<u>Staff Comment:</u> The project, as submitted, does not contain any commercial space. Staff will pursue the provision of some street level commercial space along St. Johns Street that is complimentary with the Jamat Khana to assist in animating the streetscape in front of the building.
<b>Master Transportation Plan – Improvements to Pedestrian and Cyclist Mobility</b>	<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.
<b>Arts and Culture Master Plan</b>	<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.
<b>Climate Action Plan – focus on directing growth to reduce emissions through the management of development patterns and improving the energy performance of buildings</b>	<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 404 spaces and 376 spaces are proposed, a difference of 28 spaces. The applicant has based the reduction on a significantly reduced parking 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 and the applicant will be required to identify transportation demand management measures to offset the reduction which will be registered by covenant on title.

### 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 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.

The project is generally 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 reduces the visual impact of the dominant podium structure and enhances the overall project appearance. While the project lacks street level commercial spaces to animate the streetscape, staff comments will include a request that the developer consider the provision of some complementary 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 design issues to be addressed in this regard include:

- the need to create a visual relationship between the site and building to the west;
- improved articulation of the tower;
- a review of balcony sizes to ensure they are functional;
- improved exterior materials on the tower building;
- opportunities to enhance the definition of the Jamat Khana and residential tower entries;
- increased glazing to introduce additional light into the second level lobby of the Jamat Khana;
- 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.

## Other Option(s)

At this time, the applicant and staff are seeking preliminary input from the City Initiatives and Planning Committee. While the proposed recommendation provides for general input through the Committee discussion, the Committee could choose to provide more specific direction to the applicant and staff through an alternative resolution. One alternative resolution is as follows:

THAT the applicant be advised to consider the following:

>insert items<

## Financial Implications

There are no financial implications associated with the recommendation in this report.

## Communications and Civic Engagement Initiatives

A notification sign informing the public of the development application has been placed on the subject site in accordance with City of Port Moody Development Approval Procedures Bylaw, 2011, No. 2918. As indicated in the EngagePM summary report (**Attachment 9**), a total of 69 comments were received up to February 9, 2023. Of those comments, 54 were supportive, six were opposed and nine had a mixed reaction to the proposal.

The comments in favour centred around:

- the project is in compliance with the OCP land uses;
- the project provides additional rental housing; and
- the project design is appropriate.

Issues of concern identified include:

- the height of the residential tower and impact on views;
- the impact of the above-grade parking;
- the absence of any at-grade commercial space vs a single use religious facility;
- the project design could have a warmer, more unfriendly appearance;
- shadow impacts on uses to the north; and
- the appropriateness of a religious facility on St. Johns Street.

An initial Community Information Meeting is being planned to be held by the applicant but a date for the meeting has not yet been established. Later in the process, a second community information meeting is being planned by the applicant to allow for further community dialogue on the as part of the application.

If the project proceeds through initial bylaw readings, the public will have an opportunity to comment at the Public Hearing. Standard public notification will occur which include: a mail-out notification to adjacent residents and property owners, an advertisement placed in the local newspaper, and a decal of the Public Hearing time and date placed on the notification sign.



## **Council Strategic Plan Objectives**

Providing this early opportunity for Council input on a preliminary development proposal supports the strategic priority of Community Evolution as it relates to the objective of ensuring that future community growth is carefully considered and strategically managed, consistent with the targets approved in the City's Official Community Plan.

### **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.
9. EngagePM Summary Report.

### **Report Author**

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## Report Approval Details

Document Title:	Early Input - 3180-3190 St. Johns Street and 81-89 Moray Street (Anthem Properties Group).docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Location Plan.pdf</li><li>- Attachment 2 - OCP Land Use Designations Map.pdf</li><li>- Attachment 3 - Zoning Map.pdf</li><li>- Attachment 4 - OCP DPA Design Guidelines.pdf</li><li>- Attachment 5 - Applicant's Letter of Intent.pdf</li><li>- Attachment 6 - Architectural Plans. .pdf</li><li>- Attachment 7 - Landscape Plans.pdf</li><li>- Attachment 8 - Sustainability Report Card.pdf</li><li>- Attachment 9 - EngagePM Summary Report.pdf</li></ul>
Final Approval Date:	Feb 14, 2023

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

Kate Zanon, General Manager of Community Development - Feb 13, 2023 - 2:07 PM

Stephanie Lam, City Clerk and Manager of Legislative Services - Feb 13, 2023 - 3:23 PM

Natasha Vander Wal, Acting Manager of Communications and Engagement - Feb 13, 2023 - 8:17 PM

Paul Rockwood, General Manager of Finance and Technology - Feb 14, 2023 - 9:43 AM

Jeff Moi for Tim Savoie, City Manager - Feb 14, 2023 - 8:21 PM