

November 9, 2022

City of Port Moody

Planning and Development Services

Attn.: Wesley Woo

RE: 2331, 2335 ST JOHNS ST – BOSA FOODS AND MARKET RESIDENTIAL RENTAL PROJECT

PID(s): 001-257-706

Project Description

Bosa Foods is bringing a quality specialty food store to the community of Port Moody! Multiple sites on St Johns Street have been acquired to support this initiative, and a portion of City land previously designated for closure is also considered. The site is well serviced by transit and is well suited to accommodate significant density above the food store. We are proposing to support the store with 100% rental units above that will intensify the use of the property, add much needed rental stock to the neighbourhood, and bring economic stimulus to the immediate area. Furthermore, we see this mixed-use addition as a catalyst for the continued evolution of the west end of the St. Johns commercial corridor specifically, and a perfect transition to the residential neighbourhoods to the West.



Bosa Foods Victoria Drive Location – Deli Counter

Crucially, we propose to accommodate the commercial parking and the Bosa Foods food store at grade in the commercial level podium. We are proposing to build 9,400 sqft of commercial retail area and include the purpose-built tenant improvement for the food store as part of the up-front redevelopment effort. We also propose to build 47 rental apartments in roughly 40,000 sqft of residential area above, with a unit mix of 3-3 Bed, 11-2 Bed, 29-1Bed and 4 studio apartments. These uses will be supported by 79 parking stalls and 95 bike stalls, with all requisite lockers and EV charging facilities plus features we'll add as part of our brand's effort to be socially responsible and environmentally sustainable.

Zoning and OCP

The site is currently zoned C3 which permits a variety of commercial and residential uses up to three storeys in height with no specific FSR or site coverage limits. The uses contemplated in our proposal are currently permitted. The Official Community Plan has indicated that this site would be eligible for the CRM-1 zone which permits developments up to 4 storeys in Height at an FSR of 1.5.

We are requesting the site be rezoned to CRM-2 zoning which permits developments up to 6 storeys in height and a FSR of 2.5. The Official Community Plan supports rezoning to CRM-2 on the north side of St Johns St. Provided we measure height from St Johns and not St Andrews we believe CRM-2 is an appropriate zoning and corresponding density for this location, particularly given our intended market rental apartments on the upper floors.

Site Description

The proposed site consolidates a corner and an interior site at the SW corner of St Johns Street and Queens Street. After examining previous city correspondence related to this site, we are proposing to purchase 6m from the Queens Street road allowance to yield a final site 150 ft wide by 132 ft deep.



Proposed Site Including 6m of the Queens Road Allowance

The site is bordered on the south by St Andrews St which is a very narrow (33') street. The site has a 38.55 ft change in grade from the SW corner to the NE corner at the intersection of St Johns and Queens which is a challenge but also presents some interesting opportunities to create significant rental housing at a reasonable scale.



Aerial Photo showing the large grade change and steep slope of Queens and St Andrews as well as the mature trees on the uphill side of St Andrews.

Rationale for Increased Density

Metro Vancouver has a housing affordability problem for both home ownership and rental tenancies. The vacancy rate is critically low. To improve the situation requires the mobilization of both public and private capital to build more rental housing. High land costs, very high construction costs and rising interest rates factor into the feasibility of each project. One of the solutions is to increase density to encourage the construction of market rental housing. This allows for more efficient use of land and economies of scale related to land costs, servicing costs, construction costs and operational costs.

We are proposing a retail store fronting St Johns St with four storeys of residential rental above it facing St Andrews St. To the south is a series of single-family lots which are located on steeply rising, heavily treed lots. The proposed building will have a marginal effect on their view of the harbour.

We note that the other side of St Johns is identified as a location for CRM-2 zoning which when redeveloped will have a similar effect on views. The proposed building is six storeys in height from the grade of St Johns, the lowest edge of the site. It will not be significantly higher than new buildings across the street, anticipated by the Official Community Plan, and will present itself to St Andrews St as a four-storey building.

Massing and Building Organization

The project is conceived essentially as two buildings, a retail building facing St Johns and a residential rental apartment facing St Andrews. The food store fronts St Johns at a grade close to that of the street to create a podium for the residential addition above. The residential building is set back from St Andrews, Queens and St Johns making use of the podium for outdoor space to serve the ground floor suites. There is a common room off the residential lobby to support user activities.



Proposed building – Northeast corner

Retail loading and parkade access is taken from Queen Street to ensure continuity of the St Johns retail street edge. The retail portion of the project is supported by 22 parking stalls. There are surplus residential parking stalls which can be managed as additional parking for staff.

The high degree of elevation variation across the site dictates many of the design decisions for the project. The elevation of the retail floor is set by the elevation we can achieve for the loading area and to provide easy access to retail parking with a shopping cart. This sets the floor slightly above street level at the intersection. We are proposing a set of generous stairs to make the transition.

The retail entry area is positioned to allow direct access from the underground parking area as well as the street with security provided by the checkout tills. There is grade level access from Queen Street at this location. We are proposing a large patio area along St Johns to animate the street. The store will support its use with fresh coffee, baking and sandwiches from the deli area. The proposal shows a level patio with some grade work on the municipal right of way to create level comfortable seating.



Bosa Foods Victoria Drive Location - View of the Street Patio on Victoria Drive



Proposed retail entry on St Johns Street with covered patio and outdoor seating

The residential portion of the project has its front entry and parkade entry off St Andrews St. We have located the residential garage entry as far from the intersection as possible given the steep grade along St Andrews. This is a quiet street that only accommodates local traffic. The residential entry is located off the upper portion of St Andrews where the street grade matches the main floor grade. An Amenity room is located adjacent to the main residential lobby entrance.



Residential parkade entry from the lane (Southeast corner)

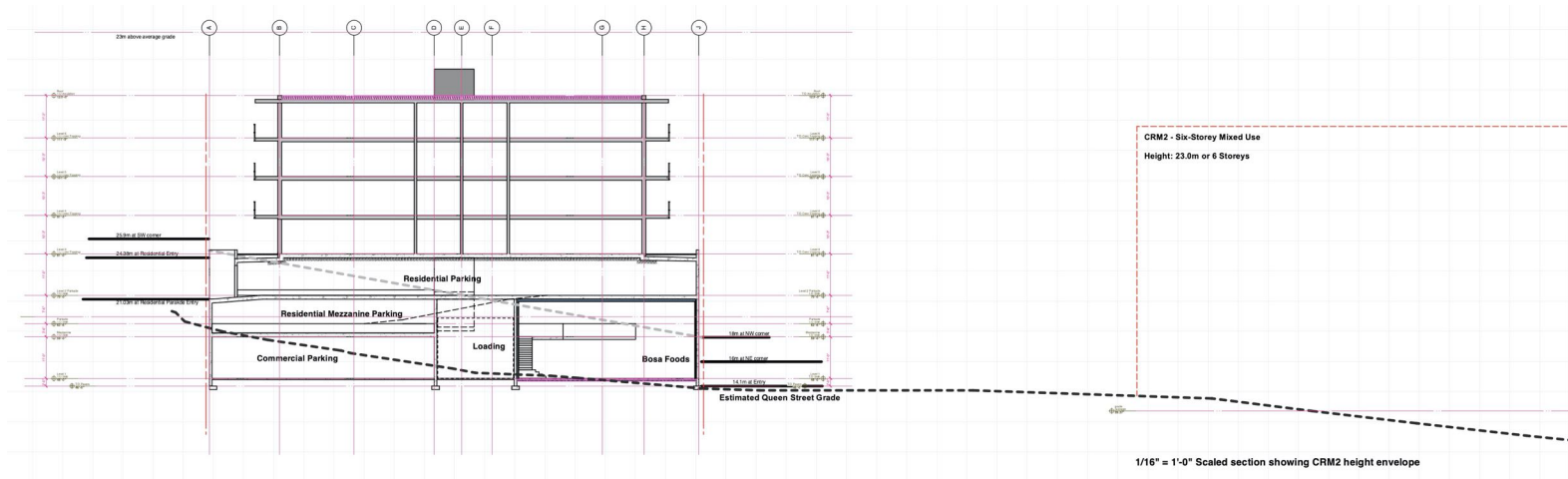


Southwest corner view from the lane

Visitors of the residents would use the commercial parkade. To facilitate this the residential elevator is accessible from the commercial parkade. The residential portion of the project is served by 57 parking stalls and 89 bike stalls.

Height

The building is 6 storeys high. The retail storey does include a small mezzanine above the food preparation area to provide a staff support area. The project is well within the height envelope established in the CRM-2 zone which extends across St Johns.



Section through the site from St Andrews across St Johns to the lane showing the CRM-2 Height Envelopes.

Setbacks

The proposed and required setbacks are:

Location	Port Moody CRM-2 Bylaw	Proposed
Front yard (St Johns)	0	0
Exterior Sideyard (Queens Street)	3m	3m
Interior Side yards	1.5m	1.5m
Rear yard	0	0

Parking

Retail parking enters the site from Queens and is closely matched in grade to the retail store to permit easy access with shopping carts. The parking count meets current municipal bylaws.

Residential parking is accessed from St Andrews and is located in the podium above the retail store but below the residential apartment block. Residential parking is completely separate from retail for security.

Use	Car Parking Standard	Required	Proposed
Commercial	1/40m ²	22	22
Rental Residential	1.1/unit	52	57
Visitors		9	Shared with commercial

Bike parking for the residents is provided within the residential parkade podium.

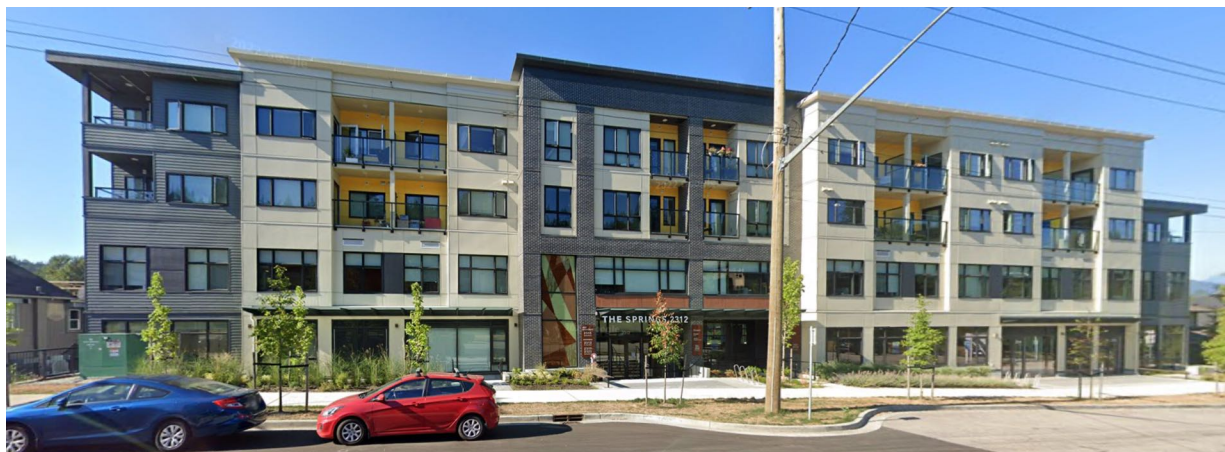
Use	Bike Parking Standard	Required	Proposed
Long term	1.5/unit	75	89
Short term	6/50 units	6	6

Heritage Character Area Design Guidelines

We are struggling with trying to emulate a heritage architecture consistent with the local heritage guidelines. While we see value in preserving certain heritage buildings in our cities, we are not convinced that a literal interpretation of the guidelines will yield a successful project.

We have reviewed the Heritage Design Guidelines that apply to this site. They are extensive and date from 2015. They appear to have been established for lower building heights and densities than are currently desirable in this area.

We are proposing a design aesthetic of a more contemporary residential four storey apartment, over a podium at a scale referencing an old warehouse or industrial building but with a high-quality materials pallet. The modern aesthetic is compatible with a recently completed project across St Johns St in the defined Heritage area. We are inspired by projects where a modern building is added above a traditional building at a lower density in the region.



The Springs – a Four Storey building recently completed on St Johns within the Heritage Area

There is a small single family heritage house on the upper part of the lot immediately west of the site. This is a listed residence with what looks like some updating of windows and the addition of skylights. The residence is set back on the lot at a level close to our proposed podium level. We have stepped our project back from the St Johns frontage to open the view of the building from St Johns. The existing house has a series of embankments and retaining walls to transition the grade uphill to the building. The main floor of the building is located at approximately the same grade as the top of our retail floor, about 10 ft below the top of our residential podium.



Existing Listed Heritage Residence West of the Site

We have stepped back the massing of the residential portion of the building to improve sidelines and respect the heritage home. The podium was lowered to bring it closer to the level of its front yard and in line with where the current residential building exists. The existing mature row of hedges along its East P/L will be retained, and additional landscaping treatments can be used to further soften its impact.



View of the Proposed building fronting St Johns Street, and its relationship to the heritage home next door

To facilitate a proper pedestrian retail experience, it is necessary to have the retail building at grade level at St Johns. We want to welcome users from the street and the intersection specifically, as much of the current pedestrian and vehicular uses exist on the north side of St John's.

We are looking for some input from the municipality on how we grade the boulevard on St Johns to transition from the lower edge of the retaining wall in front of the heritage house to the grading required on St Johns.



Parkade entry from Queen Street



Covered patio along St Johns Street

We have tried to respect the adjacent heritage home and neighbourhood character by incorporating some wood elements and moving away from the more modern look of flat Hardie or metal panels consistent with our Urban Retail design concepts used elsewhere. We want the podium portion to respect the general massing and look of the neighborhood and are specifying a relatively expensive Shouldice brick finish that respects the building materials and styles featured in older buildings locally.

The design of the storefront is consistent with the heritage guideline referencing a false front façade providing large surface area with opportunities for signage. The canopy design incorporates the use of steel I-beams, glass, and wood slats to acknowledge the historic mill town and terminal. The canopy provides a horizontal emphasis to the streetscape and creates a more intimate scale for shoppers and pedestrians. The approach to placing it over the city boulevard is the same one taken at our Victoria Drive location in Vancouver, who supported the intent of creating useable public space in front of the store and on their ROW and for which a canopy was essential.

Sustainability

To promote sustainable building strategies, we are proposing to build the residential portion of the project to a minimum of Step Code 3 with a low carbon energy system. The food store portion will be designed to high levels of energy efficiency related to heating, cooling, hot water, refrigeration, and food preparation systems. We are looking at all opportunities to have the waste heat generated by the refrigeration and cooling needs to the store be used in the residential.

The project intends to incorporate efficient heat recovery ventilation, heavily insulated walls, floors and roof structures, airtight envelope techniques, attention to details eliminating thermal bridges, triple glazed windows in efficient frames, and heat pump dryers to reduce energy use.

We expect to eliminate the burning Fossil Fuels on site for all residential functions and incorporate CO2 refrigerant-based heat pumps to create hot water.

Floor Space

CRM-2 permits a floor space of 2.5. We are proposing to meet that limitation as we refine the design further.

Garbage and Recycling

The garbage and recycling are located adjacent to the loading dock area for both residential and commercial users.

Electrical Service

We are anticipating that we can serve the project from a PMT located along St Andrews St. This will be served via an extension of the service recently installed at the top of the hill down to our site along St Andrews. This will be confirmed as part of the design development phase of the project. We have engaged the same civil engineer who designed that project and understands when is in place with respect to services in the area.

Conclusion and Next Steps

We have iterated towards what we think is a fantastic proposal that both serves the needs of the Food Store as the main driver of this effort, as well as supports the St John's commercial corridor and surrounding residential neighbourhood. We've addressed the severe constraints imposed by the grading on all sides and our relationship to the heritage home next door. We've incorporated the previously identified city land and adjusted the massing to what is already supported in the zoning and otherwise "fits" within the neighbourhood.

We are looking for feedback on the following items:

1. Is the city still willing to allow us to acquire a portion of the Queens St right of way? We note that the current design maintains a setback along Queens St which can support some landscaping.
2. Is the city supportive of the density we are proposing for the site when used to create more residential rental apartments?
3. Can the patio along St Johns Street, and the entrance facing the intersection, be supported as conceived?
4. How should we treat the street grading at the NW corner along St Johns St where the neighbouring property grades and the grades of the street are significantly higher than the road grades? This affects how we plan for exiting of the parkade and the retail store in this location.
5. We are proposing a sidewalk on the north side of St Andrews St to match the new townhouse project west of the site. Is this the desired approach? To facilitate this, we are showing a corner cut on the 3m wide section of Queens St we are proposing to acquire from the municipality. Is this the correct approach?
6. Significant hardship exists on the south side of St Andrews when it comes to putting in a full width road in line with what was installed up the hill. That will require consideration and will slightly impact those neighbours and an existing pedestrian connection up the hill to the south.
7. We are proposing two garage entries. The commercial garage entry is combined with the

loading entry. The residential garage entry is located near the corner at the lowest point on St Andrews St. Are there any concerns with this arrangement? Can the city support minor adjustments in grading on the boulevard to make these work better?

8. Does the city have plans to install a crosswalk at the intersection to facilitate pedestrian movement North-South?

As importantly, given current market conditions and challenges with financing a project of this magnitude, the challenges of building at the bottom of a steep hill and dealing with water running down the hill behind us, and the need to clean up the dilapidated and otherwise abandoned corner lot where dumping happens regularly and the building is unsafe for residential use, can the city commit to helping this project navigate the approvals process and get to construction quickly? We are hopeful that that we can start in early 2024 and intend to push the process on our end in that regard.