

June 20, 2023

City of Port Moody

Planning and Development Services

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

PID(s): 001-257-706

Project Description

Bosa Foods is committed to bringing a quality retail food store experience to the community of Port Moody! While a specialty food store brand with an international flavour, the pricing structure and variety of product lines result in several pricing levels and make it competitive with local grocers on similar items. Two sites on St Johns Street at Queens have been acquired to support this initiative, and a portion of City land previously designated for closure is also considered in the proposal. The location is easily accessible by transit and has enough space to accommodate a high-density residential component above the food store retail level. Our proposal is to make 100% of that residential component rental, which is sorely needed in the neighbourhood. We believe that this mixed-use development can anchor the west end of the St Johns commercial corridor and provide a smooth transition to the residential areas to the West.



Bosa Foods Victoria Drive Location – Deli Counter

Crucially, we propose to accommodate the commercial parking and the retail food store at grade in the commercial level podium accessible from St Johns. We are proposing 9,600 sqft of commercial retail area (including mezzanine, service space, and loading facilities etc.) and will include the purpose-built food store as part of the up-front redevelopment effort. We propose to build 48 rental apartments in roughly 37,500 sqft of residential area above, with a unit mix of 7-3 Bed, 12-2 Bed, 21-1Bed and 8 studio apartments. These uses will be supported by 79 parking stalls and 73 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.

Our proposal is to rezone the site to CD zoning with a floor space ratio (FSR) of 2.64. This zoning is suitable for this location and matches the density of the surrounding area. Our project will provide market rental apartments on the upper floors, which will contribute to the housing supply and affordability in the city.

Changes from the Preliminary Rezoning Application

Council requested more of the family-oriented suites than is required by the current zoning bylaw, and that we attempt to keep the more generous suite sizes we had proposed when addressing accessibility. We have responded by increasing the number of three-bedroom suites from 3 to 7. This was done by reducing the number of one-bedroom suites while adjusting the number of studios and incorporating a very slight increase in floor area to facilitate the change to party wall layouts and exiting required. The three-bedroom units will accommodate families and the studio units can be offered at a more affordable rate. All suites are generous in size relative to many rental projects being offered in the marketplace.

There was a lot of discussion at council about the desire for more trees and green space, as well as a specific concern that the residential amenity area would always be in the shade given the steep treed hillside south of the project. We have worked with our Landscape architects to incorporate soil volumes suitable for trees on the podium along both St John's and St Andrews. We have pivoted mechanically and w.r.t space planning for the amenity to provide a very generous rooftop space incorporating urban agriculture, social spaces and support for trees and gardens around the edges of the roof top space. As part of this support for greener urban agriculture and the known positive health outcomes associated gardening and immersion in nature, we are proposing a rooftop greenhouse space as a communal amenity room. We intend to warm the space by heat rejected from the cooling needs of the food store, making this a sustainability feature and enabling year-round crop production and gardening benefits for residents.

There was some concern over lot coverage. While parking, loading, warehouse, and various back-of-house needs of the retail space dictate the building of the commercial podium to property line, the residential portion has always been stepped back to create yard and green spaces and to respect the heritage component in the massing proposed. Opportunities for infiltration to planters and vegetation have been maximized in our latest design, and stormwater detention measures have been considered.

Accommodations for persons with a disability were discussed. We have ensured at least 50% of the units meet adaptable requirements. Residents and their visitors can access the residential elevator from grade level off Queens through the retail parking area, which will be open to the public during retail hours and will now be controlled with a virtual concierge type of access control the rest of the time. This connection to the retail level allows users direct access to the store and other businesses on St John's without having to walk out on St Andrews and up/down the steeper part of the hill. There are 2 disability stalls in the residential parking area located near the residential elevator lobby, and a disability stall for the retail level as well.

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.

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.



Proposed Site Including 6m of the Queens Road Allowance



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 is facing a housing affordability crisis that affects both homeowners and renters. The region has one of the lowest vacancy rates in Canada, making it hard for people to find suitable and affordable housing. To address this challenge, we need to increase the supply of rental housing by mobilizing public and private resources. High land costs, very high construction costs and rising interest rates factor into the feasibility of each project. One of the ways to overcome these barriers is to increase density and allow for more market rental housing development. 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. The level 3 main entry children's play area will have artistic elements like colour, shape, texture, and theme. The use of organic shapes also creates a more natural and playful feel to the play structure. Materials like wood, metal, and plastic add variety and interest. The roof top has a greenhouse and outdoor garden for use by the residents.



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. The residential parkade has 57 stalls for use by 48 suites and their visitors. A portion of the residential parking will be shared with store employees during store opening hours and will be available outside of those hours for visitors or overnight tenant use. Controlling the use of those spaces by the common owner of the building will be relatively simple, and negates the need for additional security zones and exiting within the residential parking area (improving the number of stalls that can be provided). The balance of required residential visitor spots will be provided by way of access to the store parking level after hours (which is always accessible to the residential portion of the building via elevator). While TDM measures are not required per se, we note that St John's is well served by public transit so intend to promote its use by providing passes to local staff and having bus times publicly posted within the store.

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.



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



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



Commercial parkade entry from Queens and Residential parkade entry from St Andrews (Southeast corner)

The residential front entry and parkade entry are taken from 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 along the upper portion of St Andrews where the street grade matches the main floor grade. A rooftop amenity space offers a greenhouse and a spacious outdoor patio. The greenhouse provides a year-round gardening opportunity and a pleasant environment for relaxation. It will be heated using surplus

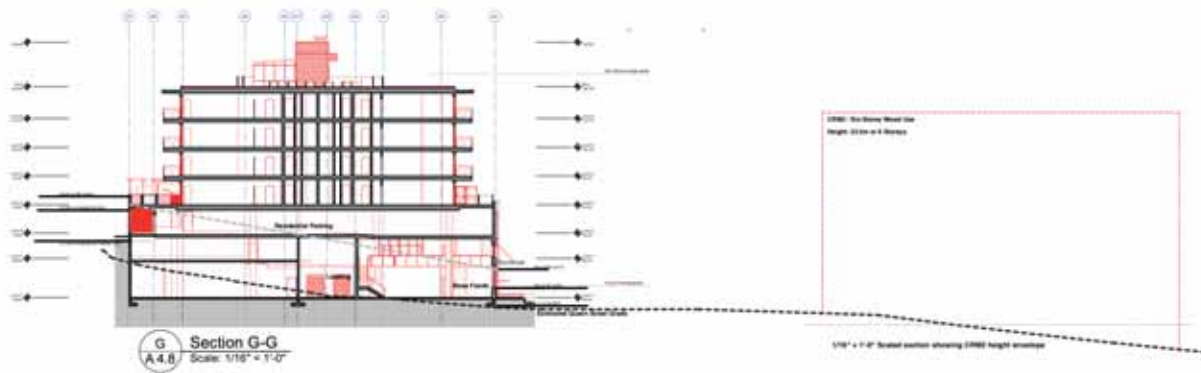
heat generated by the food store refrigeration system. The patio is ideal for hosting events or enjoying the views of the city.



Southwest corner view from the lane

Height

The building is nominally 6 storeys high not counting the rooftop amenity. The retail storey does include a small mezzanine above the food preparation area to provide a staff support and culinary training area. The project is well within the height envelope established in the CRM-2 zone which extends across St Johns. The roof top amenity space is the only portion that protrudes past the height envelope but is well set back from the roof edge and is proposed to be mostly glazed so visually less imposing.



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	56
Visitors		10	Shared with residential

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

Use	Bike Parking Standard	Required	Proposed
Long term	1.5/unit	72	73
Short term	6/50 units	6	6

Heritage Character Area Design Guidelines

We admittedly struggled with trying to emulate the 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 for a slightly more contemporary residential four storey apartment that appears distinct from the podium below in terms of massing. The podium is at a scale that references traditional masonry warehouse or industrial buildings incorporating a high-quality materials pallet. The more modern aesthetic above is compatible with 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. That said, the choice of materials for this

portion of the building is more appropriate for the character of the neighbourhood and abandons the urban design approach of the Food Store brand that we utilized in other municipalities.



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. The existing house has a series of embankments and retaining walls to transition the grade uphill to the building. We have stepped back the massing of the residential portion of the building to improve sidelines and respect the heritage home.



Existing Listed Heritage Residence West of the Site



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.



Parkade entry from Queen Street

We have designed the podium portion to respect the general massing and look of the neighbourhood and are specifying a relatively expensive Shouldice manufactured masonry 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 of the store be used to heat the proposed residential greenhouse amenity. Provision of this amenity is conditional on our team being able to generate an Alternative solution that satisfies the Authority Having Jurisdiction that a non-combustible greenhouse can be safely accommodated as an additional storey in the proposed combustible residential portion of the project.

The project will 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 intend to eliminate the burning fossil fuels on site for all residential functions and incorporate CO2 refrigerant-based heat pumps to create hot water. Food preparation for the deli is seriously exploring the use of induction cooking equipment to eliminate gas in all food preparation as well.

Floor Space

We are proposing an FSR of 2.64 to assist us in meeting council's expressed concerns that suites need to be more generous in proportions. This floor area assumes that the rooftop greenhouse functions as the amenity room for residents. Should this not be possible we would eliminate the ground floor suite adjacent to the entry and convert it into the Amenity Room.

Please note that this is a very small adjustment to the 2.5 FSR originally proposed and supported by Council, and mostly has to do with exiting, access to the roof, and adjustments required to support the larger suite layouts. The original setbacks and massing of the building on all 4 sides has remained as originally proposed to council in early 2023.

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.

Offsite Improvements

The project will undertake widening of St Andrews to the same standard as was executed in front of the new townhouse project to the west. This will require some tree removal and some driveway grading adjustments in the final solution. Our Civil Engineer has experience with said townhouse project and we have incorporated those needs in our design since the beginning. However, an arborist has recently been engaged to survey the existing trees (including the ones to the south of St Andrews) and has made recommendations. These will require review and approval by Port Moody (both Parks and Engineering), but we have incorporated these considerations in our design.

The municipality is embarking on a plan to incorporate a multi-use path on the south side of St John's. We have proposed a destination patio along that path that offers a community amenity area where friends and family can meet over a coffee or lunch and which provides a place of respite along the commercial corridor for pedestrians or neighbours. The patio would be built to be removeable, and the canopy built to be demountable, such that the city has full access to servicing its property. We have also confirmed connection points for storm/water/sanitary such that they will not exist under the patio in the first place.

Our preliminary investigation confirms that servicing is available for water, storm and sewer off Queens, with some extension of existing infrastructure required. We have developed a preliminary rainwater management plan, locating a water retention facility in the east setback which we believe will work with the proposed connections points. This requires additional surveying of inverts (currently underway) and further detailed design.

A preliminary traffic study has confirmed our parking requirements will properly support the intended uses. Further traffic count studies are required to determine what additional impacts to the traffic corridor will be, and we would be supportive of a crosswalk or future traffic light at the intersection if required. We are working with a Traffic consultant to advise further on this.

Conclusion

We have iterated towards a proposal that serves the needs of the purpose-built Food Store, as well as provides much needed rental housing with a significant portion suitable for families. We've addressed the severe constraints imposed by the grading on all sides of the site 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 OCP for neighbouring sites across St John's. We believe the project fits the neighbourhood well, both in terms of its form and in terms of its character/appearance. It will certainly provide residents and the entire neighbourhood with much needed amenities and can be a much needed catalyst for growth at this end of the commercial corridor.