

### **(c) Noise Barriers**

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity.

Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight.

Alternatively, the barrier itself may be constructed as a living wall, which also has the benefit of providing additional noise attenuation.

### **(d) Podiums**

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium or commercial building space. If the residential tower is set back, then the podium acts to provide increased distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

### **(e) Balconies**

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

### **(f) Vegetation**

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

### **(g) Walls**

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

### **(h) Windows**

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sound Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

### **(i) Doors**

In order to ensure proper acoustic insulation of doors, heavy, thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows when assessing attenuation performance.

### **(j) Vibration Mitigation**

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

### **(k) Safety Barriers**

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

## **4.4 COMMERCIAL USES**

### **4.4.1 DEVELOPMENT STANDARDS**

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

## 4.4.2 FORM AND CHARACTER OF DEVELOPMENT

The form and character of commercial development in Inlet Centre will differ significantly from that in the Historic Commercial Area in that much of the new commercial space in this DPA will occur in mixed use buildings accommodating high-density residential or office uses. Within Inlet Centre, it is intended that the form and character of commercial development meet the following criteria:

- encourage a pedestrian environment;
- provide for a diverse and visually interesting streetscape with a continuous retail frontage which will attract visitors and tourists as well as local shoppers;
- provide opportunities for multi-family residential uses within mixed use buildings;
- provide opportunities for retail and office commercial uses which serve a City-wide and even regional catchment area;
- maximize opportunities for the public enjoyment of the area's natural amenities and views;
- maintain the environmental integrity of the area; and,
- demonstrate sensitive and exemplary design and landscaping which is befitting of a town centre.

### **(a) Siting**

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable), or adjacent to an on-site public thoroughfare. Only if the building features a continuous portico, arcade, boardwalk, public seating area, or other significant public amenity along its frontage, would a building setback from the public thoroughfare be considered acceptable.

The intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. Developments which provide extensive surface parking along their roadway or circulation system frontage would not be considered supportive of the objective for this area.

All required parking should occur underground, wherever possible.

If required off-street parking is provided at grade, then it should be located at the rear of the site. Surface parking will generally not be accommodated between the front face of the building and the front property line or the fronting road, an area where a pedestrian environment is intended.

### **(b) Building materials**

A single primary building material should be used for any building facade visible from a road or pedestrian pathway. Contrasting accent materials are acceptable. The types of materials which will be considered include:

- concrete
- traditional molded or pressed brick
- smooth-finish or pebble stucco
- split-granite
- horizontal clapboard
- channel siding (wood or comparable) with a narrow dimension
- in certain circumstances, painted concrete when done to a high quality of design and finish.

Exposed concrete block and giant brick are not acceptable as a primary building material along the groundplane (first two storeys). Any exposed concrete used for commercial buildings, or for foundations or retaining walls must be treated with:

- brick
- paint
- sandblasting
- applied stucco
- reveals
- aggregate finish, and/or
- camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Terra cotta or clay may be used as a roof material if it can be demonstrated that the roof style is compatible with the building and surrounding area for which it is proposed.

### **(c) Building colours**

Building colours should generally be limited to one colour except for accent or trim. A range of colours within a traditional palette is acceptable: these colours would include ochre, brown, gray, white, and pastel tones of blue, green, and yellow. Bright primary colours or fluorescent tones are not acceptable.

Mural paintings, sgraffito, stenciling, and bold painted geometric designs on walls visible from the street are discouraged, except for buildings whose architectural style demonstrates the need for such embellishments.

Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details.

Canopy/awning colours should be compatible with the colour scheme of the building.

#### ***(d) Continuity of elevations***

All free-standing commercial buildings or those occurring within an outdoor mall setting should possess a street face that is, or appears, higher than a typical flat-roofed structure. The desired height of several storeys may be achieved by the use of false fronts, decorative rooflines, or other facade treatment which achieves the same effect. Where buildings have an elevation on two property lines which are visible from a street, the “false-front” design feature should continue along both visible frontages.

All free-standing commercial buildings should feature rooflines which have a pitched roof silhouette. Gable, mansard and hipped roofs facing either the front or flanking street are encouraged. Pitched roofs should have a minimum slope of 5 in 12.

All commercial buildings occurring within an outdoor mall setting should attempt to present an individuated roofline, wherever possible. If this is not possible, the continuous roofline along the length of the mall should include some roofline features which break up the image of one flat, continuous roofline.

#### ***(e) Diversity of frontages***

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building.

Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

#### ***(f) Fenestration***

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for and windows openings, and by providing differing shapes and sizes of windows between storeys. Generally, front facade windows should be decorated more elaborately than the utilitarian windows on secondary elevations.

Ground levels of commercial buildings should be transparent for the main part, up to a minimum height of 3 m (10 ft) to maximize visibility between streets, sidewalks and buildings.

Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full face of the building, but reflective glass at ground level is not acceptable.

Arched or circular windows as an accent feature are acceptable at any level of the building. Similarly, windows which are recessed or protrude from the frontal plane of the building are encouraged.

#### ***(g) Entranceways***

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.

This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width;
- the use of recession, decorative cornices, hoods, framing, or distinctive materials for the door(s) to provide for individuation along the streetscape;
- compatibility with the overall style of the commercial or mixed-use building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

#### ***(h) Design repetition***

The foregoing guidelines are intended to ensure visual interest and diversity along the blockfronts within Inlet Centre. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development.

To be different means to demonstrate a significant change in features such as roof slopes, size and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

#### ***(i) Gas station storage areas***

Where above-ground storage tanks occur on gas station sites, the tanks (storing propane or chemicals, for example) must be screened with solid/lattice fencework and landscaping.

#### ***(j) City of the Arts***

Given Port Moody’s designation as “City of the Arts” there is an expectation that a building’s design and/or landscaping will incorporate unique features that promote and enhance this designation.

#### 4.4.3 LANDSCAPING

##### ***(a) Use of both natural and contrived landscape treatments***

Landscaping in this area should reflect a combination of both natural and urban treatments. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

##### ***(b) Parking areas***

Where required off-street parking is provided on site at grade, this parking area should be concealed from view by solid fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping or alternate surfacing materials such as pavers or banding, installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

Materials such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of parking.

##### ***(c) Perimeter landscaping***

The perimeter of any commercial site abutting roadways should be landscaped so that a grass verge is provided behind the sidewalk and continuous street trees should be planted.

##### ***(d) Site lighting***

All site lighting is to be in conformity with the lighting requirements established by the City for this area and the North Shore Development Area, as specified in the Subdivision Servicing Bylaw. Alternative lamp standards which support the creation of a unique, pedestrian-oriented environment may be considered.

Any lighting used on the site must be located, and of a design, so as to avoid light-spill onto adjoining properties.

##### ***(e) Signage***

Building signage should be structurally integrated into the design of building(s). The location of signage will be shown at the time of the Development Permit application. The design of signage submitted for municipal review at a later date will demonstrate the signage as being architecturally compatible with the building(s), and with the surrounding area for which it is proposed.

Signage should be limited to routed or sandblasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of these. Murals and artwork may be desirable elements of a building's design, but are not considered to be "signage", and will be considered on a case-by-case basis where they fit into the overall design image of the development.

In new commercial development, wall mounted signs should be flush mounted or recessed into the building.

Free-standing signs are not acceptable, except for road entrances to commercial developments where one freestanding sign provides a directory for the commercial tenants of the mall. Such signage must be of high quality design compatible with the overall development.

Banners and pennants are not acceptable as signage, except as permitted by the City's Sign Bylaw.

All signs within Inlet Centre are required to be in conformity with the City's Sign Bylaw.

##### ***(f) Landscape groundcovers***

Areas of the site not developed with hard surfaces should be landscaped in a manner which promotes the image of being part of an urban commercial area, achieved by solid landscaping of groundcovers, shrubs and similar planting. Use of mulches, gravel, other similar type of soft or loose materials, or artificial turf, is not acceptable. Compliance with the City's Naturescape Policy is required.

##### ***(g) Garbage/recycling***

When not enclosed in a parking structure, garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of the building and be screened from public view. This can be achieved by means of a solid wood fence, or landscaped screen, or both.

##### ***(h) Perimeter fencing***

Chain-link fencing is not acceptable, except during construction phases, at which time the exterior perimeter of the chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months.

##### ***(i) Crime prevention***

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.



#### 4.4.4 CIRCULATION AND ACCESS

##### **(a) Pedestrian surfaces**

All pedestrian surfaces should be surfaced in concrete or in pavers, with accents, decorative paving stones or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

##### **(b) Access to adjacent sites**

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

##### **(c) Accessibility to public areas**

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

##### **(d) Pedestrian weather protection**

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable, and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

##### **(e) Vehicular access**

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

##### **(f) Pedestrian pathways**

Wherever pedestrian pathways on site intersect with areas of vehicular access to the site, or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

##### **(g) Universal accessibility**

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

##### **(h) Public plazas and open space**

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

## 4.5 MIXED USE RESIDENTIAL AND COMMERCIAL BUILDINGS

Mixed use buildings refer to buildings which accommodate residential units above commercial uses.

All guidelines pertaining to commercial buildings in the Inlet Centre (Sections 4.4.2 through 4.4.4 are applicable to mixed use buildings throughout this DPA. The following guidelines are provided as additional design criteria for these mixed use buildings. They are intended to enhance the livability of the residential units which occur above commercial uses in either low-, mid- or high-rise buildings.

##### **(a) Siting**

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

- (i) provision/protection of view corridors for upper-storey residential units;
- (ii) adequate penetration of natural light into the dwelling units and into any outdoor common open space (e.g. courtyards);
- (iii) adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent development; and
- (iv) avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas.
- (v) minimizing adverse impacts from building shadows onto surrounding public spaces and residential units.
- (vi) clear transitions between public, semi-public and private space.

##### **(b) Building form**

Building should be designed with setbacks, articulation and materials that minimize massing in order to break down the scale of building to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development.