

### **(b) Screening**

Landscaped screening should be provided between all Adaptive Commercial development and any adjacent residential sites.

### **(c) Landscape Groundcovers**

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary groundcover is not acceptable. Compliance with the City's Naturescape Policy is required.

### **(d) Signage**

Commercial signage should be limited to materials which appear on the principal building of the site. All signage, if illuminated, should be indirectly illuminated. Backlit signage is not acceptable unless it can be clearly demonstrated to be compatible with the building design and also not appear out of character with adjacent developments. Illuminated signage must not create light-spill onto adjoining properties.

All signage is to conform to the regulations of the City's Sign Bylaw.

### **(e) Lighting**

Lighting of the site and buildings should be located, and of the type, so as to prevent light-spill onto adjacent properties.

Lighting design should be of a heritage character.

### **(f) Crime Prevention**

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

## **3.8.3 CIRCULATION AND ACCESS**

### **(a) Pedestrian Walkways**

Wherever vehicular access to the site intersects a pedestrian pathway or sidewalk, the pedestrian right-of-way should be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing.

### **(b) Universal accessibility**

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

## **3.9 MIXED-USE COMMERCIAL AND RESIDENTIAL BUILDINGS**

Mixed-use buildings refer to buildings which accommodate residential units above commercial uses. In the Heritage Character Area, as well as in other designated mixed use areas within DPA 2, such mixed buildings are encouraged as a means of increasing residential densities so as to stimulate commercial redevelopment, improve the area, and facilitate the development of neighbourhood-serving businesses. All guidelines pertaining to commercial buildings are applicable to mixed use buildings in this area. The following guidelines are provided as additional design criteria for mixed use buildings. These additional criteria are intended to enhance the livability of residential units which occur above commercial uses in mid and high-rise buildings.

### **(a) Siting**

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

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

### **(b) Building Form**

As with wholly commercial buildings, the intention is to provide a street facade along the block front that is two or more storeys in height but which still maintains a comfortable pedestrian scale. Therefore, when residential units occur above commercial uses, the upper storeys should be kept pulled to the front, while allowing for adequate balcony/deck space for each unit. Buildings should be designed with setbacks, articulation, and materials that minimize massing in order to break down the scale of buildings 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. Tower forms should be slim and well separated, with distinct base, middle, and top elements. Where low-rise, mid-rise, and high-rise buildings comprise a single development, the siting, design, and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

### ***(c) Balconies/Decks***

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor. All residential units should be provided with private outdoor space. Wherever possible, balconies should be a minimum dimension of 1.8m (6ft) by 2.4m (8ft). Balconies visible from the street level should be of a design and material which screen balcony activities/ contents from view.

### ***(d) Entranceways***

The ground-level entranceway for upper-storey residential units should be clearly separated from any ground level commercial entrances. On corner sites, side street residential entries are encouraged. The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

### ***(e) Light-spill Mitigation***

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or parking area lighting into dwelling units.

### ***(f) Views***

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts. On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

### ***(g) Parking Areas***

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

### ***(h) Noise Mitigation***

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. The City will require noise mitigation measures (e.g., unit layout, triple glazing, fresh-air ventilation systems) as are necessary to have the residential units meet the noise standards for habitable areas set out by Canada Mortgage and Housing.

### ***(i) Plazas and Open Space***

Publicly accessible plazas and open spaces are encouraged in mixed use developments. 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, garbage/recycling 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.

### ***(j) Integration of Landmark Features***

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, or public gathering spaces, or at key intersections within Moody Centre.

### ***(k) Transition Areas***

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a “soft edge” transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, St. George, and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

### ***(l) Street Wall***

Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

### **(m) Interconnections**

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

### **(n) 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.

### **(o) Spring Street**

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

### **(p) Utility Elements**

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers, should be placed in unobtrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

## **3.9.1 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR**

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives
- All mitigation measures should be designed to the highest possible urban design standards.

### **(a) Noise Mitigations**

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, *Railway Noise Measurement and Reporting Methodology* (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

### **(b) Siting**

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography, and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation, and façade materials can all minimize the acoustic impacts of railway operations.

### **(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 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 Sounds 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 as 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.

### 3.10 COMMUNITY/PUBLIC USE FACILITIES

#### 3.10.1 DEVELOPMENT STANDARDS

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

#### 3.10.2 FORM AND CHARACTER OF DEVELOPMENT

Because of its central location, DPA 2 contains a number of community and public use facilities, some of which serve not only a neighbourhood but a City-wide function.

It is important to ensure that the design and siting of these community facilities be exemplary because:

- some facilities occupy relatively large sites in prominent locations in DPA 2;
- they contribute significantly to the "public face" of the City as seen by visitors and tourists;
- when located in residential neighbourhoods, they need to be of a scale and design which creates minimal impact upon the surrounding residential area.

As set out in the following guidelines, the specific design requirements for Community/Public Use facilities depend upon their location within DPA 2.

##### **(a) Within the Mixed Use – Moody Centre Area**

Where they occur within the Mixed Use – Moody Centre Area, Community/Public Use facilities should follow, by and large, the relevant guidelines for commercial buildings. Exceptions or changes to certain historic commercial guidelines may be acceptable in the case of certain large-scale institutional uses.

##### **(b) Within the Heritage Character Area**

Where they occur within the Heritage Character Area, but outside of the Heritage Conservation Area, Community/Public Use facilities should follow the guidelines applicable to multi-family development within the Heritage Character Area.

#### 3.10.3 LANDSCAPING

##### **(a) Parking Areas**

Parking and loading areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping.