

ingress and egress. Because of traffic volumes along these streets, industrial property owners should ensure that clear visibility of the vehicular entrance to the property is not obstructed by landscaping, signage, or other site activities in order to permit vehicles quick and safe turning from and onto the fronting or flanking streets.

The industrial site should, wherever possible, provide sufficient area for trucks/vehicles to manoeuvre so as to minimize the probability of vehicles being forced to back out onto Murray and Clarke Streets.

(e) Universal Accessibility

Wherever possible, all public areas of the site should be accessible by persons with physical disabilities.

4.0 DEVELOPMENT PERMIT AREA 3: INLET CENTRE

4.1 PURPOSE OF DESIGNATION CATEGORY

Pursuant to subsection 919.1(f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-family residential development.

4.2 JUSTIFICATION

This area of the City is a major focus of commercial, institutional, and higher density residential development. Due to its location near the head of Burrard Inlet at the City's eastern boundary, the area provides a critical linkage between the more established south shore and the newer north shore neighbourhoods. Major public services exist in this developing area including Eagle Ridge Hospital, the Recreation Complex, a fire hall, City Hall/Community Theatre and Library complex, and other community amenities in Inlet Centre.

DPA 3 has experienced considerable growth and development in recent years, with the completion of Newport Village, ongoing development at the Klahanie and Suter Brook areas, and the expansion of the Recreation Complex. The area will continue to see development. The overall objective for DPA 3 is to create an environment of mixed land uses of high-quality design, which will contribute to the creation of a cohesive, identifiable, accessible town centre with a strong pedestrian orientation.

Because of the size and complexity of some of the developments anticipated within DPA 3, these developments must be consistent with both the general design criteria contained herein, and site specific design guidelines established by the developer at the time of rezoning.

4.3 MULTI-FAMILY RESIDENTIAL USES

4.3.1 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.

4.3.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building materials

(i) Low-rise development

Building materials for low-rise development should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish.

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.

(ii) Mid-Rise and High-rise development

Buildings materials for mid-rise and high-rise development exceeding four storeys in height should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass.

Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

(b) Building foundations

Exposed concrete block is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances.

Exposed concrete foundation and retaining walls should be finished with:

- brick
- paint
- sandblasting
- applied stucco
- reveal, and/or
- camouflaged with adequate landscaping.

(c) Building form

Towers must display interesting articulation and fenestration in order to create a quality design facade befitting a town centre. 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.

Where low-rise and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(d) Building colours

Colours of buildings in lowrise development should generally reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, gray, beige, sepia, ochre and yellow are encouraged. Bright, fluorescent, or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings.

The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim.

Among a number of buildings in a single development, variations on a colour theme are acceptable if these variations contribute to the overall integrated appearance of the development design.

Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the materials and colour scheme of the site's principal building(s).

(e) Compatible elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials and roof lines.

(f) Human scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

(g) Rooflines

All buildings in low-rise development should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets.

For high-rises, the roofshape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building.

All larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

(h) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, vertical elements, changes in material/colours, and creative design of balconies.

(i) Children's play area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced.

Children's play areas should be designed so as to provide:

- seating for supervising adults
- play activity equipment
- for separation of play areas for pre-school and older children, if possible.

(j) Parking areas

With the exception of some visitor parking spaces, required off-street parking should be underground, or 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.

Pedestrian pathways and vehicle access should be clearly separated. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by fencing or landscaping, or a combination of the two.

Surface parking areas must be paved, appropriately marked, and drained. The use of a variety of surface materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are

to be avoided, and to this end, will require landscaping and/or other treatment (e.g., pavers or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the impact of surface parking.

(k) Screening of utility/garbage areas

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 buildings and screened from public view. This can be accomplished by a screen that complements the colour and materials of the site's principle building and features landscaping along its perimeter.

Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(l) Fencing

Any fencing on site should be wood, standard dimension brick, concrete, ornamental metal work, or a combination of these materials.

Chain-link fencing is not generally acceptable as perimeter or internal fencing for any residential site. However, wherever a residential site abuts a public walkway, greenbelt or other public amenity area, chain-link fencing is acceptable if it is appropriately coloured and of a design and quality befitting a town centre.

During a construction phase, any exterior perimeter of chain-link fencing should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(m) Transition areas

Multi-family residential developments abutting residential developments of differing density/form should strive to achieve a "soft edge" transition between the two sites. This can be accomplished by a variety of means such as attention to siting, rooflines, building heights, and building materials.

(n) Design repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-family residential areas. To this same end, designs for multi-family residential 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.

(o) 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.

(p) 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.

4.3.3 LANDSCAPING

(a) Natural landscape areas

Residential development which occurs adjacent to or in proximity to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment.

(b) Landscape groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs and similar planting. Use of mulches, gravel, artificial turf or other similar types of soft materials for ground cover is not acceptable. Compliance with the City's Naturescape Policy is required.

(c) Interplanting for expanses of paved areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping or alternate surface materials such as stamped concrete, pavers, or banding installed in order to break the image of any extensive hard surface. Such landscaping is required for large outdoor parking areas, or paved outdoor recreation/amenity areas.

(d) Conservation of mature vegetation

The retention of mature vegetation on site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City, and will be indicated on a landscape concept plan submitted at the time of the architectural drawings.

(e) Buffering

Landscaped screening should be provided between all multi-family development and adjacent commercial or community/public use sites.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed to restrict traffic noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(f) Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

(g) Landscaping materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(h) Signage

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

Signage shall be limited to routed or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development.

Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site.

Free-standing signage will be limited to a height of approximately 1.8m (6 ft.) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs or flowers. Artificial turf and chain link fencing surrounding the sign base are not acceptable.

(i) Weather protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible.

In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

(j) Street furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

4.3.4 LIVABILITY

(a) Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site
- create or maintain view corridors from the subject site, wherever possible
- provide a pedestrian scale street edge by stepping back upper storeys
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

(b) Balconies/decks

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Wherever possible, balconies should be a minimum dimension of 1.8m (6 ft.) by 2.4m (8 ft.). Ground-level private outdoor areas should exceed this minimum, wherever possible.

Balconies for multi-family units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children.

Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

(c) Dwelling unit entranceways

Outdoor private entrances to multi-family townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent visual intrusion.

(d) Bicycle storage

Appropriately located secured storage areas for bicycles are encouraged.

(e) Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease.

All site lighting should 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. Alternate lamp standards may be considered, if they support the creation of a unique, pedestrian-oriented environment.

(f) Crime prevention

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

4.3.5 CIRCULATION AND ACCESS

(a) Treatment of internal circulation routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation in such a manner that entranceways to the site and other important site features are highlighted and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

(b) Universal accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible by 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.

(c) Access to natural amenity areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

(d) Lighting

Lighting on site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent

public street lighting, wherever possible.

Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular access

Vehicular access to underground parking, loading, and service areas should be provided from the lane. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian pathways

Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, 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.

(g) Access to adjoining sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

4.3.6 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 Mitigation

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 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.