- All lighting should be compliant with Dark Sky and energy efficiency standards.

e) Utilities

All utilities including transformers will be underground wherever feasible. Where utility elements, including transformers, gas, venting etc. are at grade, they shall be so located to limit their visual impacts, e.g. within buildings, appropriately screened (landscaping, fencing, vinyl wraps etc.) setback from pedestrian pathways and the public realm.

2.7.6 PUBLIC ART

Supporting the City's theme of "City of the Arts" and contributing to the distinctive character of each of Woodland Park's neighbourhoods and open space network, public art will energize the public realm and support the flow and integration between public spaces (Fig. 35). Envisioned as an active, pedestrian-oriented feature, a collection of public artworks that includes sculptures, sculptural series, as well as integrated and functional artworks, will activate the broader public realm, to create a distinct sense of place, and promote healthy living, encouraging people to explore, gather, interact, and engage with the artwork on display.

Figure 35: Public Art

3.0 DEVELOPMENT PERMIT AREA 2: MOODY CENTRE

3.1 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, intensive residential, or multi-family residential development.

3.2 JUSTIFICATION

Description of Heritage Value and Heritage Character

Moody Centre is the historic core of the City, with much of its early development related to the completion of the first transcontinental railroad in 1885. The early commercial core along Clarke Street, located near the junction of the railway and working waterfront, developed at a time when Port Moody was growing rapidly as a mill town. The heritage value of the Clarke Street commercial area is associated with its development as an early twentieth century small resource industry town in the pre-automobile era. A number of significant commercial, residential and institutional buildings have survived in Moody Centre, many of them typical of a working mill town with modest vernacular architecture. The heritage character of the Clarke Street commercial core is defined by its pedestrian orientation and unified streetscape consisting of one and two storey wood frame commercial buildings built close to the street frontage.

In response to the emergence of the automobile, St. Johns Street, one block south of the Clarke Street commercial core, later developed as a service corridor and throughway linking Port Moody with the Lower Mainland. The buildings on St. Johns Street were constructed to higher densities and were larger in scale to service the greater traffic volume. Residential neighbourhoods were developed adjacent to the downtown and were based on the imposition of a regular grid system on irregular topography and the development of houses on spacious lots with rear lane access. Houses were typically of wood frame construction, modest in form and scale and often included the use of pitched roofs, porches and verandas, wood siding and wood sash windows.

Vision for Development in Moody Centre

The City wishes to reflect this history in the future development of Moody Centre in order to preserve and enhance the neighbourhood's heritage character and to provide for continuity between the community's past and future. Much of the commercial activity in Moody Centre has traditionally been comprised of highway commercial uses. The community has expressed a desire to create a more complete community within Moody Centre to serve the daily needs of residents

in this area, reduce reliance on vehicle use and enhance its pedestrian environment.

Moody Centre is regarded as an area where significant economic growth is possible. In order to encourage this growth, the area needs the ability to attract new residents and businesses by striking a balance between preservation of its heritage character and natural environment, and the facilitation of new development that meets future demand for housing and commercial services.

With the presence of the Evergreen Rapid Transit Line through Moody Centre, the area is anticipated to evolve into a walkable, mixed use village with local serving shops and services and a mix of housing types concentrated near local transit hubs.

Objectives of the Moody Centre Development Permit Area

Given the diverse character of Moody Centre, the objectives of this Development Permit Area designation are:

- to retain the single family character of residential properties when associated with Adaptive Commercial uses
- to ensure that commercial development contributes to the economic revitalization of the area and the creation of a more complete community, as well as remaining sensitive to the residential component in mixed-use buildings
- to ensure that multi-family development respects the character of surrounding low density residential uses through siting, design and exterior finishings
- to discourage single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from around the region
- to integrate transit-oriented development principles as part of the redevelopment of Moody Centre, particularly in those areas within a 400 to 800 metre radius of transit stations
- to encourage a variety of building forms and architectural diversity while still providing for an overall cohesive neighbourhood.

3.3 MULTI-FAMILY RESIDENTIAL DEVELOPMENT

3.3.1 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.

3.3.2 FORM AND CHARACTER OF DEVELOPMENT

3.3.2.1 GENERAL GUIDELINES

All design guidelines pertaining to the form and character of multi-family residential development in DPA1 apply to multi-family residential development in DPA2, as follows:

(a) Building Materials

(i) Low-rise Development

Building materials 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. Materials such as reflective glass, metal sheeting, and fiberglass are not acceptable. 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. Along St. Johns Street and within the Moody Centre TOD area where a more urban form of development is encouraged, building materials for multi-family low-rise development should be consistent with section (ii) below.

(ii) Mid-rise and High-rise Development

Building 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

Concrete block of any type is not to be used as a primary exterior building material, although it 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
- reveals
- exposed aggregate finish and/or camouflaged with adequate landscaping

(c) Building Form

Towers must display interesting articulation and fenestration in order to create a quality design facade. 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-, mid-, 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

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, grey, 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. Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development. Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the 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) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, and/or vertical elements to break up the horizontal scale of the building and delineate individual units, changes in material/colours, and creative design of balconies. Entrances to ground-oriented units should be easily identifiable and include front doors that face the street.

(h) Rooflines

All buildings in low-rise developments 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 mid and high rises, the roof shape 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.

(i) Bird-Friendly Design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

(j) Incorporating Natural Systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment (e.g. sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption). Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

(k) 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
- separation of play areas for pre-school and older children, if possible

(l) Parking Areas – Location

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Within the Moody Centre TOD Area, required off-street parking should be underground. Pedestrian pathways and vehicle access should be clearly separated. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Exposed surface parking is discouraged. 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.

(m) Parking Areas – Materials

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving 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, stamped concrete, or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the volume of stormwater runoff.

(n) Screening of Utility/Garbage Areas

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 solid or lattice wood fence which features landscaping along its perimeter. All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(o) Fencing

Any fencing on-site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for fencing any residential site. However, residential sites abutting a public pathway or public park/green area may use chain-link perimeter fencing, or bollard fencing, when such fencing is coloured, and of a design that is compatible with a residential context. During a construction phase, any perimeter chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(p) Transition Areas

Multi-family residential developments abutting single-family houses should strive to achieve a "soft edge" transition between the two uses, where it is anticipated that the single-family housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials, and landscaping. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, Spring, and Hope Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(q) 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.

(r) 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.

(s) 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.

3.3.2.2 HISTORIC AND HERITAGE CHARACTER BUILDINGS

Moody Centre Heritage Conservation Area

Portions of Moody Centre have been identified by the community as having special heritage value and heritage character. Council has designated a portion of Moody Centre as a Heritage Conservation Area to provide for the long term protection of its community heritage resources. The Heritage Conservation Area (HCA) are contained within the broader Development Permit Area for Moody Centre and includes the core heritage area west of Kyle Street consisting of multi-family residential, historic commercial, and adaptive commercial uses. The boundaries of the Moody Centre HCA is shown on Map 3. The Moody Centre HCA contains a concentration of heritage buildings, including four designated properties and 18 properties listed on the heritage register. Exterior alterations to these legally protected heritage properties are subject to the *Standards and Guidelines for the Conservation of Historic Places* (Parks Canada 2003).

The remaining properties in the HCA are considered to be non-heritage but still significant because they contribute to the overall character of the Moody Centre core historic area. For this reason, Design Guidelines have been prepared to guide exterior alterations and new construction for the non-heritage properties within the Moody Centre HCA. These Guidelines have been developed to preserve the character of Moody Centre by managing change – not preventing it. The Guidelines recommend that existing non-heritage buildings be renovated in a way that is consistent with their era of construction and context; it is not intended that inappropriate ornamentation be applied to to non-heritage buildings to achieve a "heritage look".

The Moody Centre Heritage Conservation Area Guidelines are included as Appendix 4 in this Official Community Plan document. If there are inconsistencies between the HCA Design

Guidelines and the Development Permit Area 2 Design Guidelines relating to the non-heritage properties within the Heritage Conservation Area, the HCA Design Guidelines shall prevail.

Permit Requirements for Heritage Properties

Owners of heritage and non-heritage properties within the Moody Centre Heritage Conservation Area must first obtain a Heritage Alteration Permit before undertaking the following:

- Subdivision of property
- Addition or alteration to the exterior of a building
- Construction of a new building
- Demolition of a building.

Heritage Alteration Permits are not required for interior renovations, exterior building maintenance and repair or for landscaping.

Moody Centre Heritage Character Area

A Heritage Character Area has also been identified encompassing a larger area surrounding the core HCA which includes multi-family, commercial and mixed use commercial/residential uses. Both the Heritage Conservation Area and Heritage Character Area for portions of Moody Centre are illustrated on Map 3. Design Guidelines for development of properties within the Heritage Character Area are contained throughout section 3 of the DPA 2 Guidelines.

Portions of Moody Centre outside the Heritage Conservation Area and the Heritage Character Area contain some heritage character buildings, most of which have not been formally identified as heritage sites by either the municipality or the Province. However, they are important to address in any design guidelines for the area because they present important opportunities for the preservation of heritage character in Port Moody, and for ensuring the complementary integration of new development within this area.

(a) New Development

In addition to the preservation of heritage character buildings, the City encourages new and infill development to achieve a form and character which is compatible with the style, era and character of historic buildings. With respect to new multi-family residential development or infill buildings in the Heritage Character Area, the following design criteria apply:

(i) Setbacks
The compatibility of setbacks with existing conditions on the blockfront.

(ii) Additions
The use of historically accurate add-on structures as the principal means of making an addition to existing historical buildings, while protecting their heritage value. The addition should be physically and visually compatible with, subordinate to and distinguishable from the historic building.

(iii) Building Form
Except for major new community/public use buildings where complexity of form may be require the form of a new building in infill development should echo the simplicity/ complexity of other heritage character building forms on the street.

(iv) Building Height Transitions
Building height transitions shall be used to ensure compatibility between multi-storey buildings and lower intensity development on adjacent properties.

(v) Rooflines
Roof forms for new residential buildings can vary, but should relate to neighbouring historic buildings in terms of type, roof pitch, level of complexity, and materials.

(vi) Building Face
New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). On residential buildings, most windows should have a vertical proportion (being taller than they are wide).

(vii) Heritage Character Features
New development should be compatible with the style, era and character of surrounding historic buildings.

(viii) Lighting
The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. In residential areas, lighting should be restricted to porch lights for private outdoor areas, and security lighting to illuminate pedestrian pathways and parking areas, both of which should be of a design so as to prevent light-spill onto adjacent properties.

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

(x) Accessory Structures
Accessory Structures should be compatibile with the principal building.

(xi) 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.

(xii) Signage
Signage materials and colours should be compatible with surrounding historic buildings. Residential signs can be freestanding signs placed perpendicular to the house in the

front yard, or small projecting/flat signs attached to the wall at the first floor. Backlit acrylic signs are not appropriate.

(xiii) Spacing of Buildings
The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

(xiv) Parking
Surface parking should be limited to driveways which occur to the side and rear of the building.

(xiii) Fencing
New/infill development should incorporate fencelines/walls when adjacent to historic properties with fencelines/walls, and the fencing should be of compatible materials and colours. Chain link fences are not acceptable.

(b) Restoration of Buildings

Owners of properties containing historic buildings or heritage character buildings are encouraged to evaluate the architectural value of each structure prior to any major renovation or addition, to changes to the site layout of the property, or to any building improvements which will alter the facade of the building. Owners are encouraged to research their properties by consulting historic photographs or archival records before undertaking any work. In addition, owners should consider ways to improve the energy performance of their properties without destroying heritage character defining elements.

Any facade change is encouraged to remain in keeping with the architectural traditions found on the site. Specifically, this may be accomplished by:

- returning the exterior of the building to its original condition
- making renovations which are sympathetic to historical styles
- making improvements which maintain architectural styling of the building and provide for its longevity.

3.3.3 LANDSCAPING

(a) Natural Landscape Areas

Residential development which occurs adjacent, 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. Compliance with the City's Naturescape Policy is required.

(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. Extensive use of mulches, gravel, artificial turf or other similar types of soft materials as the primary ground cover is not acceptable.

(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 paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas.

Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

(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.

(e) Landscape Screening/Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

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 so as to restrict 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.

(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

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. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area in which it is proposed.

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 are not acceptable as part of the landscaping.

3.3.4 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
- retain or create view corridors from the subject site, wherever possible
- 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 balconies. 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.

Balconies/decks will be configured so as to minimize visual intrusion or shadowing from adjacent commercial/ mixed-use buildings.

(c) Screening of Entrances

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

(d) Bicycle Storage

Appropriately located secured storage for bicycles is 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.

(f) Crime Prevention

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

3.3.5 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas.

(b) Universal Accessibility

Wherever possible, all common areas of a multi-family development 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.

(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 rear. 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

Interference between pedestrian movement/pathways and vehicle access should be minimized. 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.

3.3.6 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.

3.4 TWO-FAMILY DWELLINGS

3.4.1 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.

3.4.2 FORM AND CHARACTER OF DEVELOPMENT

(a) Building character

New two-family dwellings/duplexes should respect the character of surrounding residential uses in terms of their siting, design, scale, massing and height. Side-by-side dwelling units should be individuated as much as possible and take the form of separate units rather than a single monolithic structure. "Mirror image" facades are discouraged. For up/down or front to back forms this appearance may vary, though the scale, massing and height should also take into account the neighbourhood's character.

(b) Unit configuration

Side-by-side, mid-block two-family developments can be broken up by articulating/offsetting the front elevations. Two-family dwellings on corner lots should be designed so that they address both frontages equally, i.e. the entrance to one unit fronts onto the primary street, with the second unit fronting the flanking street.

Front to back two-family dwelling units should be staggered so as to provide some visibility from the fronting street, and to provide a greater opportunity for usable private outdoor space than just the linear spaces along each side of the units.

(c) Building form, materials and detailing

Building materials should be residential in character. Acceptable materials include, wood, standard dimension brick, stone, hardiplank siding and shingles which simulate a wood appearance. The use of two or three types of cladding material, architectural detailing and or accent colours should be considered, particularly on street fronting elevations. Architectural elements and detailing should be carried around to the side elevations.

Colours can also help to differentiate one unit from another, though the number of colours should be limited to no more than three (3) and be in keeping with the common colour palette of the surrounding area. Additional colours should be used only as accents or trim.

As an architectural feature, particularly for windows visible from the street, incorporate wooden or high quality vinyl windows with muntins and mullions. Similarly, the appearance of front doors should be of a quality appropriate for a street facing elevation.

Roof materials 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.

Natural gas fireplaces should have the gas flue encased in a chimney structure that extends beyond the roof lines.

Exposed concrete foundations should be kept to a minimum and where present should be finished with brick, paint, sandblasting, exposed aggregate finish, and/or screened with adequate landscaping.

(d) Massing

The portion of the development fronting the street should be a maximum of two storeys. Where third storeys are proposed they should be setback from the second storey and/or enclosed within the roof structure.

(e) Site topography

The integration of a development into the natural topography of the site is a key element in ensuring it fits into its immediate surroundings. Duplex developments are encouraged to step

the buildings and units harmoniously with the natural grade of the site.

(f) Roof structures

Sensitively varying the roof structure between the two units is encouraged in order to highlight unit individuality and break up its massing, though care should be taken to ensure that roof lines are not too "busy". The roofline can also be broken up by incorporating dormers, gables and architectural detailing. Deep roof overhangs should also be incorporated where appropriate. Monolithic roof structures which span both units are strongly discouraged.

3.4.3 LANDSCAPING

(a) Natural Landscape Areas

Residential development which occurs adjacent, 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. Compliance with the City's Naturescape Policy is required.

(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. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary ground cover is not acceptable.

(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 paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas. Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

(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.

(e) Landscape Screening/Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

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 so as to restrict 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

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. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area in which it is proposed. Signage shall be limited to routered 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 (6ft) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs, or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

(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.

3.4.4 LIVABILITY

(a) Entrances, porches and verandahs

Front doors should be the dominant feature facing the street, with front porches and verandahs encouraged as a means of encouraging neighbour interaction. Front porches, where included, should have a minimum width of 2.0 metres (6.5 ft.) and be limited to a single storey in height. Verandahs and porches should having a minimum 1.5 metre (5.0 ft.) depth and also include wooden or metal railings and balustrades, as appropriate.

Ground level private outdoor spaces are preferred to balconies and decks to maximize access to privacy and light for adjacent properties.

3.4.5 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site and important site elements 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 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.

(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 rear. 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

Interference between pedestrian movement/pathways and vehicle access should be minimized. 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.

3.5 INTENSIVE RESIDENTIAL DEVELOPMENT

3.5.1 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.

3.5.2 PURPOSE

The purpose of the Moody Centre Intensive Residential DPA Guidelines is to guide the form and character of intensive residential development on RS1-S zoned parcels in the Moody Centre Heritage Character Area. Prior to construction of new principal buildings or additions, an owner of a property located within DPA 2 must apply to the City for a development permit.

Residential infill and the creation of small lots will lead to the sensitive densification of the existing residential character area in Moody Centre. Infill may occur incrementally on a lot-by-lot basis, often involving heritage properties, or those with potential for heritage retention, and within close proximity to existing buildings. Infill housing may include new construction of single detached dwellings on subdivided property on lots larger than 300m^2 (3230ft^2) with the intent to increase housing choices and affordability within neighbourhoods.

3.5.3 OBJECTIVES

The City's OCP has a vision of creating a complete community that includes increasing density and the diversity of housing across the City while protecting heritage and maintaining a small town feel.

The objectives of these guidelines is to:

- provide guidance for the continued use of Moody Centre's historical large lot residential configuration in a modern context that will accommodate small-scale residential infill development
- manage the general character of development, including siting and form, landscaping, and the exterior design and finish of buildings and structures
- reinforce the traditional character of Port Moody's historical residential areas
- create a vibrant street presence
- support sustainable design
- protect heritage buildings through additions to the City's Heritage Register and/or heritage designation bylaws
- integrate new infill development with the existing character neighbourhood
- provide new housing forms that are affordable and appropriate to the needs of different groups and demographics
- support growth through small, adaptive, and gradual change;
- increase the quantity of detached dwelling lots while providing other options
- meet changing needs, wants, and values of existing and future residents throughout the life cycle (e.g. the need for ground-oriented housing for families with children, the desire for smaller houses and yards for seniors, couples, empty nesters, or singles)
- make optimal use of neighbourhood infrastructure (i.e. schools, water, and sewer).

3.5.4 APPLICATION

Intensive residential development requires careful application and design to ensure that new development respects the character of the neighbourhood and adjacent properties while also creating an attractive, livable environment. These guidelines apply to:

- small-lot residential development under the RS1-S zone
- retention of heritage buildings
- conservation of neighbourhood character and streetscape
- new forms of infill development.

3.5.5 FORM AND CHARACTER OF DEVELOPMENT

(a) Site Planning

The natural site conditions of slope, landform, hydrology, and other characteristics should be assessed, and housing should be designed to fit with these features.

Existing mature vegetation and other natural features should be retained where feasible as part of the site layout. Arborist reports and site plans are required to confirm the siting and health of trees, and replacement trees are required in accordance with the City's Tree Protection Bylaw.

(b) Siting

Buildings should be oriented to maximize passive solar design opportunities, and minimize overlooking of adjacent residential properties though building heights, careful placement of windows, balconies/decks, and landscape screening.

Privacy of and sunlight into neighbouring backyards should be respected.

The principal dwelling should be sited close to the minimum front yard setback line to allow for more internal open space.

(c) Architectural Style and Details

Varied appearances that reflect the character of the surrounding neighbourhood should be used.

A scale that is sensitive to surrounding homes should be maintained.

Building design, materials, colours, and landscaping that reflect elements found in the surrounding residential area should be used. This includes elements such as pitched roofs and detailed trim work.

Articulation of building facades, particularly facing the street, with bay windows, recessed porches, overhangs, and roof canopies is encouraged. Street front porches or verandas are suggested as architectural features to define entryways and as usable outdoor space.

Visual variety should be provided along streetscapes by varying individual unit designs.

(d) Colour

Building colour palettes that are cohesive and sensitive to surrounding residential buildings are encouraged. Older character homes often have painted wood surfaces – siding or shingles, using muted colour schemes with one or two stronger accent colours on trim elements.

(e) Building Materials

Durable, high quality materials should be used.

(f) Openings (Windows and Doors)

A clearly defined main entrance should be provided for each principal building that faces a public road.

Building entrances should be clearly defined through the use of lighting, architectural details, colour, paving texture/materials, landscaping, or other similar features.

Entryways should be clearly visible from the fronting street.

Windows should be architecturally compatible with the building style and materials.

Window surfaces should be recessed from the face of the building wall. Acceptable alternatives to recessed windows include the use of prominent window trim as highlights, or projecting sills and/or lintels.

(g) Roof Design: Form and Materials

Pitched roofs are the predominant traditional roof design for residential buildings in Moody Centre; alternative roof design may be considered when effectively integrated into an overall building design that complements the surrounding neighbourhood.

(h) Accessibility and Connectivity

A maximum area of parking for a single driveway/parking pad must not exceed 2.6m by 5.6m. The use of non-permeable materials is discouraged but will be considered with the inclusion of intermittent soft landscaping.

Principal building entrances should be connected to the public sidewalk or street edge with safe, accessible, hard surface, permeable walkways.

3.5.6 LANDSCAPING

Site planning and design should be guided by the identification and preservation of existing trees, and natural features. Retention of mature trees and vegetation is strongly encouraged where feasible.

On-site landscaping should create a streetscape that is green and welcoming and includes a combination of shrubs, perennials, trees, and grassed areas. New landscaping should respect neighbouring property views, sunlight, and privacy.

The design and materials used in fences should complement the principal building design. Fences that are adjacent to the street or located in the established front yard should be somewhat transparent (i.e. picket type fence) and should be in combination with landscaping along the street edge. Solid board, concrete block, and chain-link fencing is not permitted in the established front yard area.

All landscape materials must be Naturescape compliant. The use of native, drought tolerant plants is preferred.

Landscape groundcover plants should be used, as opposed to mulch, gravel, or rocks.

Integrated rain water management features should be used (i.e. permeable pavers, pervious asphalt/concrete, reinforced paving/grass) to increase site permeability.

3.6 COMMERCIAL USES

3.6.1 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.

3.6.2 FORM AND CHARACTER OF DEVELOPMENT

3.6.2.1 GENERAL GUIDELINES

The historic downtown core of Port Moody, primarily located adjacent to the waterfront along Clarke and St. Johns Streets, is included within the Moody Centre Heritage Conservation Area (HCA). The form and character of commercial development for properties within the HCA, as identified on Map 3, shall adhere to the Design Guidelines for the Moody Centre Heritage Conservation Area included as Appendix 4 of this document.

Guidelines in this subsection (3.5.2.1) apply to all new commercial development outside of the Heritage Conservation Area of Moody Centre.

New commercial development will meet the following general guidelines:

- provide opportunities for multi-family residential uses within mixed use buildings
- contribute to the economic revitalization of this area
- provide opportunities for retail and office uses which serve a City-wide and regional catchment area
- maximize opportunities for public enjoyment of the area's natural amenities and views
- maintain the environmental integrity of the area
- provide for a diverse and visually interesting streetscape which will attract visitors and tourists as well as local shoppers
- encourage a pedestrian environment
- demonstrate sensitive and exemplary design and landscaping
- where renovation of heritage commercial buildings occurs, retain the heritage features of the site and of the external building(s).

The form and character of commercial development in the Moody Centre TOD Area will differ significantly from that in the Historic Commercial Area in that it will occur in mixed use buildings accommodating high-density residential or office uses. The following guidelines set out how these general guidelines will be met.

New commercial development outside of the TOD Area will also meet the following general guidelines:

- ensure building design is compatible with and yet distinct from the heritage character of the adjacent area

- maintain the appearance of small-scale, retail frontage that is compatible with the surrounding area.

(a) Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, boardwalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable. Building setbacks should be compatible with existing conditions on the blockfront. For the Moody Centre TOD Area, 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. All required parking should be underground.

(b) Spacing of New Buildings

The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

(c) Building Form

Except for major new community/public use buildings where complexity of form may be required, the form of a new building in infill development should echo the simplicity/complexity of other building forms on the street.

(d) Street Wall

Streetscape variety that encourages a pedestrian orientation is encouraged. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances. 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.

(e) Building Face

New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). Retail frontages should be transparent and reinforce the scale of a walking, shopping street. Ground floor glass storefronts should generally have more horizontal proportions than upper-storey windows.

(f) Small Store Frontages

The creation of small store frontages is encouraged. For larger commercial buildings, variations in the design, colour, and/or texture of the building will be required. Long continuous wall fronts should be varied and articulated and feature numerous entranceways in order to simulate a series of store frontages, and add visual variety, distinctiveness, and human scale. Projecting elements such as awnings, canopies, and arcades that protect pedestrians from the weather are effective means of integrating the building with adjoining pedestrian areas, adding 3-dimensional interest to the facades, and enhancing the sense of entry into a building. Clear or translucent materials for building overhangs are encouraged where appropriate to provide shelter while maintaining natural light on the sidewalk. If required off-street parking is provided at grade, then it is to be located at the rear of the site. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment is intended. Underground parking is encouraged.

(g) 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 windows and openings, and by providing differing shapes and sizes of windows between storeys. 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. Windows that are recessed or protrude from the frontal plane of the building are encouraged. Ground levels of commercial buildings on the front and flanking streets should be transparent for the main part, up to a minimum height of 3m (10 feet) to maximize visibility between streets, sidewalks, and buildings.

(h) 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, hoods, or framing, or distinctive materials for the door(s) to provide for individuation along the block front and must be compatible with the overall style of the commercial 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.

(i) Design Repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the block fronts within commercial areas. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another.

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.

(j) Building Height Transitions

Building height transitions shall be used to ensure compatibility between multi storey buildings and lower intensity development on adjacent properties. Buildings should be articulated and sculpted to provide a creative and sensitive transition in scale to neighbouring uses. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(k) Rooflines

False fronts and other artificial rooflines that are not an integral component of the architectural design should be avoided. Rooflines should be compatible with existing conditions on the blockfront. Gable, mansard, and hipped roofs and dormers, facing either the front or flanking street are permitted. All buildings having a pitched roofline or parapet should have a minimum slope of 5 in 12.

(l) Building Materials

A single primary building material should be used for any building facade visible from the street. Contrasting accent materials are acceptable. The types of materials which reflect a traditional image include:

- horizontal clapboard
- channel siding (wood comparable) with a narrow dimension
- smooth-finish stucco
- split-granite
- traditional molded or pressed brick.

Exposed concrete block and giant brick is not acceptable as primary building materials along the ground plane (first two storeys). Any exposed concrete used 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.

(m) Building Colours

For smaller commercial buildings, building colours should generally be limited to one colour except for accent or trim. For commercial developments with larger street frontage, the use of several colours is encouraged in order to break up the frontages. A range of colours within a traditional palette is acceptable. These colours would include ochre, brown, grey, pale blue, green, yellow, and white. Bright primary colours or fluorescent tones are not acceptable. Mural paintings, graffiti, stenciling, and bold painted geometric designs on walls visible from the street are discouraged. Mural paintings will only be considered where it can be clearly demonstrated that they fit into the heritage theme of the area. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details. Canopies and awnings should be incorporated into and be compatible with the design and overall colour scheme of the building.

(n) Lighting

The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. Lighting for heritage character buildings should be restricted to sensitively located floodlights or light bollards which highlight signage or pedestrian walkways, and security lighting which prevents light-spill onto adjacent properties. Site lighting of buildings, walkways, parking lots, common areas, and all other areas where lighting is required should be of a type and standard which:

- maintains compatibility with the heritage character of the Heritage Character Area;
- orients lighting to maximize lighting efficiency and eliminate blind spots or dead zones; and
- prevents "light-spill" onto adjoining properties.

Site lighting should conform to the established City standards for this area.

(o) Crime Prevention

Guidelines for Crime Prevention Through Environment Design should be followed.

(p) Accessory Structure

Accessory structures should be compatible with the principal building.

(q) 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.

(r) Signage

Signage materials and colours should be compatible with building design elements. Commercial signs or signs for commercial buildings that are not set back from the street can be flat wall signs located above the storefront; small projecting signs; window signs; or lettering on awnings/canopies. Commercial signs for buildings set back from the street are similar to residential signs. Roof signs, large projecting signs, and flashing/strobe signs are not acceptable. Internally illuminated plastic signs will only be considered acceptable where it may be clearly demonstrated that they are compatible with the building design, and also do not appear out of character with adjacent developments. Free standing signs are not acceptable. All signs are required to be in conformity with the City's Sign Bylaw. In new developments, sign location, type, and materials will be formalized as part of the Development Permit process.

(s) 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.

(t) 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.

3.6.3 LANDSCAPING

(a) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials as a primary ground cover is not acceptable. Compliance with the City's Naturescape Policy is required. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(b) Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles. This can be achieved by means of a solid wood fence or landscaped screen, or both. All roof mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design.

(c) Perimeter Fencing

Chain-link perimeter fencing is generally not acceptable. However, any commercial site abutting a public walkway, or a public park/green area may use chain-link fencing that it is appropriately coloured, and of a design compatible with an urban commercial context. During construction phases, any perimeter chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months. New/infill development should incorporate fence lines/walls when adjacent to historic properties with fence lines/walls, and the fencing should be of compatible materials and colours. Chain-link fences are not acceptable.

(d) Parking Areas

Exposed surface parking is discouraged. When it is necessary to locate at-grade parking adjacent to a walkway or a roadway, the parking area should be adequately screened or landscaped, or a combination of the two. Surface parking areas should 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 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.

(e) 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.

3.6.4 CIRCULATION AND ACCESS

(a) 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.

(b) Treatment of Pedestrian Surfaces

Surface materials and landscaping are to be used for on-site pedestrian circulation in such a manner that important site features are highlighted, and that public circulation areas are clearly differentiated from semi-public areas. 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.

(c) 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.

(d) Interconnections

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

(e) 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.

(f) 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.

(g) 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.

(h) 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.

(i) 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.

(j) 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.

3.7 HIGHWAY COMMERCIAL

3.7.1. GENERAL GUIDELINES

Highway Commercial uses typically require sites that abut major roads, and are large enough to accommodate on-site parking that is easily visible and accessible to drive-by traffic.

Because these uses lie along the City's "main street" (which is also a Provincial Highway), it is critical that development or redevelopment occurs in a manner that is sensitive to the high-visibility profile of this area, and prevents it from assuming the more negative image of an "auto-strip".

The following design guidelines relate to Highway Commercial uses along St. John's Street. Where applicable, guidelines from section 3.5 Commercial uses can be applied to new Highway Commercial uses buildings.

(a) Building Elevations

All building elevations which are visible from a street or public area should have an elevation which is similar to the front facade of the building. Monotonous building faces along any elevation subject to public view are not acceptable. Diversity can be achieved by means of articulation of building surfaces, or changes in material/colours.

(b) Building Frontage

Buildings are encouraged to have their footprint siting constructed near the fronting property line.

(c) Siting

All off-street loading spaces should be located at the rear of the property.

(d) Parking

Surface parking should be discouraged. Where suface parking areas are required, all surface parking areas should be paved curbed, drained, and appropriately marked with painted lines. The use of rain gardens and permeable pavers is encouraged. Surface parking areas must also be landscaped, as described later in this section.

(e) Storage

All material storage is to be kept at the rear of the property, and should be enclosed in most circumstances.

(f) Building Materials

A single primary building finish material should be used for any building facade visible from a street or public area. Contrasting accent materials are acceptable.

Acceptable building finish materials are:

- smooth-finish or "pebble-finish" stucco
- brick
- split-granite; and
- traditional molded or pressed brick.

Exposed concrete block is not acceptable in this DPA, unless it is painted or rough-textured, and even then other materials should be used to soften the facade. Any exposed concrete used for foundations or retaining walls must be treated with:

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

Roofing materials acceptable for sloped roofs visible from the street are textured or corrugated metal, and clay/terra cotta tiles, if compatible with the overall building character, and the character of the surrounding area.

(g) Building Colours

Building colours should generally be limited to one colour, except for building colours accent or trim which are required. A range of colours within a muted-tone palette is acceptable: these colours would include ochre, brown, gray, pale blue, pale yellow, sienna, brick-red, and white.

Accent/trim colours used for windows, doors, rooflines and other similar building details should not clash with the primary building colour.

(h) Rooflines

Buildings having flat or shed roofs are encouraged to provide parapets or rooflines, false mansards along street-fronting elevations.

The use of false mansards and parapets is encouraged wherever machinery on a single storey might be visible from a public road or walkway.

(i) Fenestration

Where office commercial space occurs above the ground-floor level, the fenestration of upper storeys should feature fenestration which provides the office areas with plenty of natural light.

(j) Screening

Garbage/recycling containers, utility boxes, fans, vents and unenclosed screening of utility/garbage areas outdoor storage areas should be screened from public view. This can be accomplished by solid or lattice wood fencing, or landscaping, or a combination of the two.

(k) Storage

Where above-ground storage of tanks occurs on gas station sites, the gas station storage tanks (containing propane, chemicals, etc.) must be screened with lattice/solid fencing and landscaping.

(l) Signage

All signage on site should be compatible with the design and colours of the principal building, and should be structurally integrated into the signage design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s). All signage is to conform to the regulations of the City's Sign Bylaw.

3.7.2 LANDSCAPING

(a) Parking Areas

Surface parking/loading areas on the site should feature a continuous landscaping for parking areas landscape border which is comprised of ground covers, shrubs, trees, or a combination of these. Extensive surfacing of the landscape border with bark mulch, gravel, other similar loose materials, or artificial turf, is not acceptable.

Large expanses of paved-over areas on site should feature interplanting with trees and/or other landscaping in order to break up the image of any extensive asphalt surface. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

(b) Retention

The retention of mature vegetation on site is encouraged for all new conservation of mature vegetation 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.

(c) Weather Protection

Continuous weather protection in the form of canopies or awnings should be provided along the storefront. Canopies/awnings may be of a variety of materials, soft or hard, but must be durable and well-integrated with the overall design of the building.

(d) Lighting

All lighting of the site and of buildings should be located, and of a type, so as to prevent "light-spill" onto adjoining properties. Lighting for the parking areas should be decorative, and not strictly utilitarian.

(e) Amenity Areas

Wherever possible, the provision of outdoor seating for use by customers amenities is encouraged. Such seating should be located away from areas of parking, loading, or ingress/egress.

Banners and pennants are not acceptable signage, except as specified by the Sign Bylaw.

Where freestanding signs are used, the base of the sign should be surrounded by landscaping. Artificial turf or chain link fencing surrounding the sign base are not acceptable.

Signage options encouraged include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows, or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, appearing as a box or as individually mounted letters or individually - shaped signs. These may be projecting or fascia mounted.

(f) Site Furnishings

All site furnishings such as benches, bollards, trash containers and kiosks are to be compatible with the overall design of the building(s).

(g) Fencing

The use of chain link fencing is discouraged in Highway Commercial zones, but when it is required for security reasons, it shall occur at the rear of the building only.

3.7.3 CIRCULATION AND ACCESS

(a) Surfaces

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner than entranceways to the site are highlighted, and that public circulation areas are clearly delineated.

(b) Pedestrian Access

Sidewalks should be located adjacent to building storefronts, to provide separation from the parking area.

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

(c) Universal Accessibility

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

3.8 ADAPTIVE COMMERCIAL

3.8.1 FORM AND CHARACTER OF DEVELOPMENT

3.8.1.1 GENERAL GUIDELINES

The intent of the Adaptive Commercial zones is to allow for the conversion of residential buildings to specified commercial uses. It is intended that minimal exterior alterations will be made to the existing buildings and that the grounds of the site will largely be preserved.

(a) Maintaining Building Character

Building improvements, additions, renovations, and new construction building should, in its design, siting and landscaping, retain the character of the existing building on the site. The external appearance of the building must remain low-density residential.

(b) Parking Areas: Use of Pavers

All surface parking areas should be located at the rear of the lot, and must be properly drained. The use of permeable surface treatments and unit pavers are encouraged to increase permeability and reduce the volume of stormwater runoff.

Pedestrian walkways must be hard-surfaced, and use of decorative materials is encouraged. Unrelieved asphalt is not an acceptable material for walkways.

(c) Building Colours

Building colours should be those traditionally used in residential areas: ochre, gray, brown, sepia and muted tones of green, yellow and blue are acceptable. Bright, fluorescent or strong primary colours are not acceptable.

(d) Building Materials

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, traditional dimension brick, stone, smooth finish stucco, and siding which simulates a wood appearance.

Materials which are not acceptable include reflective glass, metal sheeting, fiberglass, and plexiglass bubbles.

Roof materials should be limited to steel, vinyl, wood shingles, architectural asphalt shingles, similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

Exposed concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is sandblasted, painted, finished with stucco (or other finishing material), or when textured concrete blocks are used. Lock-blocks are not acceptable under any circumstances.

(e) Residential Compatibility

Building faces should provide visual interest by means of articulation of surfaces, use of verandahs or porches, fenestration, and creative use of building materials to provide texture. The fronting face of the building should have the appearance of a residential building.

Any outdoor storage of goods or products, or accessory workshops on site, should occur in structures which appear as small sheds or a garage.

3.8.1.2 HISTORIC AND HERITAGE CHARACTER BUILDINGS

Because commercial uses in the Adaptive Commercial zones are required to maintain the exterior facade and character of residential buildings, design guidelines for heritage character buildings accommodating Adaptive Commercial uses are the same as the guidelines for residential buildings, which appear in Section 3.3.2.2 of DPA 2.

3.8.2 LANDSCAPING

(a) Conservation of Mature Vegetation

The retention of mature vegetation on site is encouraged. 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. Compliance with the City's Naturescape Policy is required.

(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 unobstrusive 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 nose 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 construction 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 increase 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.

Large expanses of paved-over areas should feature inter-planting with trees or shrubs, or a combination of these two, in order to break up the image of large areas of asphalt. Such plantings should be protected by decorative guard rails in order to prevent damage from vehicles.

Materials and treatments such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

(b) Retention of Mature Vegetation

The retention of mature vegetation on site is encouraged for all new development or redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be mature and of a quality and specifications acceptable to the City.

Landscaped areas fronting onto major streets should use trees wherever possible.

(c) Fencing

Solid fencing is not acceptable as an alternative to a landscaped screen, but may be used in addition to landscaped screening, where appropriate.

Chain-link fencing is generally not acceptable as screening or as perimeter fencing, except for schoolyards and certain recreation facilities. However, any Community/Public Use facility which abuts a public walkway or park space may use chain-link fencing or bollard fencing which is appropriately coloured, and of a design compatible with an urban downtown context.

(d) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, other soft fill materials or artificial turf is not acceptable. Compliance with the City's Naturescape Policy is required.

(e) Signage

If located within the Heritage Character Area, the building site should feature signage which complies with the guideline for signage which applies to commercial buildings within that subarea of DPA 2.

If located within the Heritage Character Area, but outside of the Heritage Conservation Area, the building site should feature signage which complies with the guideline for signage which applies to multi-family development within the Heritage Character Area.

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

(f) Amenities

Wherever possible, public seating should be provided near the public entrance to the building, or along the fronting property line.

(g) Plazas and Public Open Space

Publicly accessible plazas and open spaces are encouraged within community and public 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.

(h) Pedestrian Weather Protection

If located at or near the fronting property line on a pedestrian-oriented street, the Community/Public Use building should provide for continuous weather-protection for pedestrians along all the building faces that abut pedestrian walkways.

This protection may occur in a variety of materials but it must be durable, and compatible with the building design.

(i) Lighting

All site lighting will be of a design, and so located, so as to prevent light-spill onto adjoining properties.

If located within the Heritage Character Area, the Community/ Public Use facility should feature lighting which is of a heritage character.

3.10.4 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site, and important site elements are highlighted, and that public circulation areas are clearly differentiated from semi-public areas.

(b) Universal Accessibility

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

(c) Parking/Loading areas

All required off-street parking/loading spaces should be located at the rear of the property.

All required off-street parking spaces provided at surface should be paved, curbed, drained, and appropriately marked with painted lines. They must also be landscaped, as described earlier in the previous section.

Vehicular access to parking, loading, and service areas should be provided from the lane. Where this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement.

(d) Security

Orientation/configuration of buildings should maximize surveillance of sidewalks, building entrances, circulation routes, and parking areas.

(e) Crime Prevention

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

3.10.5 ADDITIONS

With respect to school sites, additions in the form of portables should be sited and landscaped according to guidelines for community use buildings contained herein, Sections 3.9.2 through 3.9.5.

3.11 INDUSTRIAL USES

3.11.1 DEVELOPMENT STANDARDS

Specific standards for development have been as 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.

3.11.2 FORM AND CHARACTER OF DEVELOPMENT

Within this DPA lie a number of light and heavy industrial uses which have been longtime business residents of the City. Some occupy large, relatively high-profile sites, and are expected to remain in their present locations for the foreseeable future.

Smaller-scale, light-industrial uses are found predominantly along Clarke, Spring and Murray Streets where a variety of manufacturing, storage, and industrial research firms are based. The buildings tend to be one or two storeys, with small sideyards and on-site parking appearing at the front of the property. These areas present a street face which is akin to highway commercial blockfronts, and the intention of the guidelines here is to provide for some continuity in scale and massing along the street front, as well as to improve the appearance of the area with landscaping and fencing, whenever possible.

On Spring and Clarke Streets, these industrial sites lie in proximity to commercial uses. Industrial uses along Murray Street lie across the road from the Museum, and from future expansion of the Rocky Point Park lands, and so will likely become increasingly visible to visitors and tourists. For these reasons, these guidelines are intended to help provide a less harsh "edge" between industrial uses and other adjacent uses.

(a) Integrated Site Design

All buildings, structures, expansions and additions on industrial lots should maintain a coordinated appearance with respect to:

- site layout and relationship between buildings and open space
- compatibility of building materials and colours
- efficient use of the internal circulation system
- design compatibility with surrounding developments, if applicable.

(b) Front Yard Setbacks

All light industrial or high technology buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, sidewalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable.

If required off-street parking is provided at grade, then it is to be located at the rear of the site where lane access is provided or where access can be accommodated from a flanking street. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment in intended.

(c) Building Character

Monotonous building facades should be avoided by means of incorporating articulation, vertical elements, and colour or material changes, wherever possible.

Buildings accommodating work areas occupied by employees are encouraged to be designed/oriented so as to capture as much natural light in the work areas as possible.

(d) Storage and Garbage/Recycling Areas

Storage of materials and goods should be screened from public view by means of an opaque/translucent screen or wood fencing which has an optimum height of 2m (6.6 ft).

Even when the storage area is out of public view, if the materials being stored are vulnerable to weather conditions which may create fugitive odours or dust, enclosure is encouraged.

In the light industrial use zones, storage areas, where permitted, should be located at the rear of the property and appropriately screened.

Garbage/recycling areas on all industrial lots should be located out of public view, or be fully enclosed on all sides with opaque/translucent screening, or wood panels, or a combination of the two.

(e) Screening

Where an industrial lot being redeveloped or developed abuts a zoning district which permits residential, commercial or institutional use, such development should feature screening by means of a solid fence.

(f) Parking Areas

On industrial sites where overnight parking of trucks and other service vehicles occurs, this parking should be at the rear, wherever possible.

All parking areas should be hard-surfaced, adequately drained, and parking spaces appropriately marked by means of surface paint or signage. Materials such as grasscrete, paving stones and other permeable surface treatments are encouraged to increase permeability and reduce the volume of stormwater runoff.

(g) Employee Amenities

Industrial properties are encouraged to provide small outdoor amenity areas for employees, for use during work breaks. These areas are to be located so as to receive natural light, and be away from heavy noise, traffic, or fumes/odor emissions on-site.

(h) Auxiliary Commercial Space

Where wholesaling/retailing activities occur on an industrial site, they should occur in auxiliary office/warehousing space which is located near the main public entrance to the site, and public entrances are to be visible to fronting public roads wherever possible.

(i) Security

Buildings, siting, landscaping, and internal circulation routes should be configured so as to maximize opportunities for surveillance of public and semi-private areas of the site. Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

(j) View Protection

Wherever possible, waterfront industrial properties should protect view corridors to the waterfront from public roads by means of siting and orientation of buildings, and of storage areas.

(k) Building Colours/Materials

All exterior walls should be painted. Bright, fluorescent, or strong colours colours are not acceptable. Where rough-textured concrete block is used as a primary building material, other materials should be used to soften the facade. This may be achieved by use of brick or wood for example, as accent materials. In this case, painting of the rough-textured concrete block will likely not be required.

(l) Weather Protection

Fronting and flanking elevations should feature canopies/ awnings over doorways, and continuously along the building frontage, wherever possible.

3.11.3 LANDSCAPING

(a) Screening of Parking Areas

On-site parking areas for truck fleets, employees or customers/

visitors which are visible from a public road or from an adjacent residential development should be landscaped so as to provide screening.

Landscaping at the front should separate the site from the public sidewalk.

Interplanting of parking areas featuring large expanses of unbroken pavement is encouraged where possible. This planting should include shrubs or trees, or a combination of the two.

(b) Screening from Public Roads

Any property line of an industrial site abutting a public road should feature landscaped front yards which are planted and maintained with any combination of trees, shrubs, ornamental plants or groundcover. Landscaped areas facing onto major streets will use trees wherever possible.

(c) Perimeter Fencing

Where chain-link fencing is required, it should generally occur only at the side and rear of the property.

(d) Retention 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 appear on a landscape plan for the site submitted at the time of the architectural drawings.

(e) Landscape Groundcovers

Areas of the site which occur near the general office, employee amenity areas, or public areas, which are not developed with hard surfaces, should be landscaped with groundcovers, shrubs or ornamental plants. Extensive use of mulches, gravel or other similar type of soft materials should be softened by use of landscape plantings. Compliance with the City's Naturescape Policy is required.

(f) Lighting

Site lighting should be of a design, and so located, so as to prevent light- spill onto adjoining properties.

(g) Signage

For all industrial development, signage will be designed so as to be compatible with the character of the primary building(s), and, if illuminated, to prevent light-spill onto adjoining properties. 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. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s).

Free standing signs should feature a curbed, landscaped area at their base.

Banners and pennants are not acceptable signage for any industrial property, except as specified by the Sign Bylaw.

Signage options encouraged in industrial areas include:

- painted letters upon windows, walls and canopies
- painted metal or wood signs, mounted flush to walls or windows or projecting from the building
- neon tubes mounted on walls, in windows, or projecting from the building
- backlit acrylic type signs, which are compatible with the building design.

Along Murray and Clarke Streets, site/building signage is encouraged to remain compatible with the style and scale of signage for other industrial lots along the blockfront.

Signage on all industrial properties is to conform to the regulations of the City's Sign Bylaw.

3.11.4 CIRCULATION AND ACCESS

(a) Sidewalks

All pedestrian walkways used by employees or the public are to be hard-surfaced.

(b) Pedestrian Pathways

Sidewalks should be provided between employee/customer parking areas and office or retail space on site.

Wherever pedestrian walkways on site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way should be emphasized by means of painted roadlines, raised pavers, signage, or some such other device intended to alert vehicle drivers to the pedestrian crossing.

(c) Security Lighting

All pedestrian areas on-site should be provided with sufficient lighting in order to permit easy surveillance and safe use by pedestrians at night.

(d) Vehicular Access to Site

Vehicular access to industrial properties along Murray and Clarke Streets should be designed so as to permit easy and safe

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: