Coronation Park

Design Guidelines

June 26, 2024

TABLE OF CONTENTS

Section C- Character and Expression



Introduction to the Document

1.0 APPLICATION AND INTENT

Coronation Park (site) is located within the broader Coronation Park neighbourhood in the City of Port Moody, within a 5-minute walk to Inlet Centre SkyTrain Station on the Evergreen Line. The site is approximately 14.8 acres and currently consists of 59 single-family homes. The site is bounded by Guildford Drive to the north, Balmoral Drive to the east, Barnet Highway to the south (excluding the gas station on the corner of Barnet Highway and Ioco Road), and Ioco Road to the west. Balmoral Drive defines the municipal border between the City of Port Moody and the City of Coquitlam.

These Design Guidelines should be used in conjunction with the associated City of Port Moody Zoning Bylaw no. 3285 to guide development of Coronation Park development within the Coronation Park Neighbourhood (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff, Development Permit Board, City Council and various other committees in evaluating proposed developments. The guidelines will ensure that the public realm and individual developments are compatible with the urban design concept for this area and the overall vision for Coronation Park. Flexibility is intended in the interpretation and application of these Guidelines where it can be clearly demonstrated that an alternate approach will produce a superior result architecturally or with respect to sustainability.

Applicants should also refer to the City of Port Moody Official Community Plan, and Coronation Park Rezoning Booklet.

2.0 ORGANIZATION AND CONTENT

The Design Guidelines includes four sections to be used concurrently to guide design development

Section A - The Public Realm
The Public Realm Plan is a conceptual design framework that will guide the detailed design of the public realm in Coronation Park. This section includes public realm considerations on historical references, streetscapes, parks and open space, public realm components such as landscape, lighting, accessibility and way finding.

Section B - Built Form and Parcelization
This section identifies and provides development direction for the individual parcels. Illustrations and design considerations are included to guide built form and massing. These considerations include building heights, views, solar access and the urban design role and characteristics of each parcel.

Section C - Character and Expression
This section of the Guidelines provides the overall design direction intended to create a sense of place for Coronation Park. Architecture, landscape, lighting and retail are each addressed here through design goals and principles; a range of design responses for each discipline; as well as character and key attributes of the various building typologies and public realm environments within Coronation Park. These are illustrated with precedent imagery. The Sustainability section illustrates a variety of techniques and strategies that can be considered in the Coronation Park development for meeting the BC Energy Step Code's performance requirements. This section covers the benefits and impacts of key design strategies necessary to achieve each step of the standard, including both mechanical and envelope strategies.

3.0 VISION

Coronation Park neighbourhood has been designed to create a well-connected pedestrian focused accessible neighbourhood that will provide engaging and dynamic public amenities focused on a large city owned 'Central Green' space. This will form the heart of the community and a source of pride for the Inlet Centre Neighbourhood and City of Port Moody.

As outlined in the City of Port Moody Official Community Plan, Inlet Centre holds significant importance for the community due to various reasons. It is necessary to have higher-density housing options available to cater to the housing needs of the city's residents, including singles, couples, first-time home buyers, and seniors. To encourage walking and decrease the reliance on cars, there is a preference for having a mix of different land uses in the area. Furthermore, the site is conveniently located close to the existing Inlet Centre Skytrain Station. Additionally, the neighborhood plays a crucial role in connecting the north and south areas of the community, making it a focal point.

In keeping with the Official Community Plan directives for Inlet Centre to serve as a focal point of pedestrian oriented higher density development in the community, Coronation Park is envisioned to be a place where everyone is welcome. With generous commercial areas including purpose-built office use, most of which would be located along Ioco Road, this new development would introduce new life and vibrancy to this gateway to Port Moody.

Inspired by the surrounding mountain views, the existing site grades and the city's strong ties to water and nature, the design of the park and open spaces intends to use these elements as touchstones for the design of amenities, experiences and to inform materiality. These influences have shaped the public realm by prioritizing and emphasizing mountain views, embracing the slope of the site, approaching the potential use of water sustainability and will continue through detailed design through the selection of a robust native focused planting palate to promote biodiversity. Connections to the Central Green and the new development will be enhanced by well-designed pedestrian and cycling infrastructure to support alternative transportation modes.

Residential uses shall include a variety of forms and unit sizes to address the needs of wide demographic. Residential buildings shall include ground-oriented accessible units at grade. Rooftops shall be explored, where feasible, as outdoor amenity space, community gardens, and green roofs to promote social connections and healthy living.

4.0 KEY PRINCIPLES

These guiding principles for Coronation Park have been developed by Happy Cities - a planning and design firm focused on the connections between happiness and the built environment. These principles were developed with the goal to create a people-centered design, which focuses on considering how the future users will interact with and feel in the space.

SENSE OF COMMUNITY

Create a community that celebrates Port Moody's strengths and reinforces the emerging "Made in Port Moody" design style to foster a sense of pride and community ownership.

SOCIAL WELLBEING

Provide a spectrum of vibrant and lively places that bring the community together and promote social encounters that foster meaningful relationships.

EASE AND INCLUSIVENESS

Design accessible places where people of all ages, abilities and disabilities have convenient options to fulfill their daily needs.

RESILIENT DEVELOPMENT

Create a mixed-use community that evolves with the changing needs of residents through flexible housing tenure options and an array of commercial space offerings.

ACTIVE LIVING

Create a development where healthy, active living choices are easy and appealing to everyone who lives and works at Coronation Park.

ENVIRONMENTAL IMPACT

Incorporate and celebrate natural systems that support wellbeing and environmental resilience, while addressing the direct impacts that climate chance can have on people.

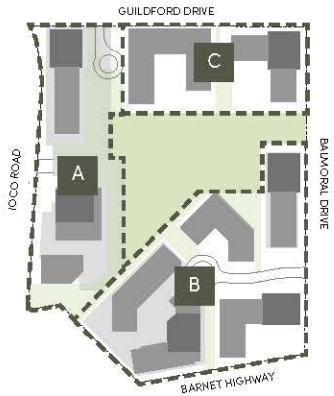
5.0 PRECINCTS

Connected by a high quality park with multiple active and passive activities for all ages, Coronation Park is envisioned to have three distinct neighbourhoods with their own identity and character.

A. The Gateway Precinct
The Gateway provides a clear and grand pathway to the major gathering and public spaces of the project. It is a critical community intersection.

B. Barnet Mews Precinct
Barnet Mews is a quiet residential-focused neighbourhood comprised of different housing types and allowing for community interaction.

C. Courtyard Commons Precinct
Courtyard Commons weaves this development into the greater fabric of the community by providing essential amenities and a permeable site design.



5.1 THE GATEWAY PRECINCT

ROLE

The Gateway Precinct is envisioned to be an active commercial neighbourhood and a social core with residents and visitors contributing to its vitality. As the front door to Coronation Park, it establishes a unique arrival experience to the site. This precinct is the vibrant mixed use heart of the neighbourhood and the focus of daily needs including: shopping, dining, childcare, and transit access.

CHARACTERISTICS

Mixed -Use Buildings: The buildings in Gateway Precinct display a healthy mix of uses, focusing more people close to shopping, services, and transit. Development parcels transition from mixed-use buildings in the Gateway Precinct to more residential uses as we move east and the Central Green in between– establishing a variety of neighbourhood uses at the outset.

Central Amenity: A central amenity located in the Gateway Precinct would be accessed by all residents of Coronation Park. The orientation of this space captures beautiful views of the park and fosters a greater sense of community.

Vehicular Entry, intended primarily for retail and commercial users, is aligned with Suter Brook Way: Vehicles have a similar sense of arrival. Vehicular and loading access into the Gateway Precinct is proposed to come off of Ioco Road, and align with the existing Suter Brook intersection. A grand central stair is proposed for pedestrians. There is an invitation to come in and participate in the lively community-based activities that highlight this precinct.

Active Building Edges: Building edges continue this theme with active local retail locations, sidewalks that provide spill out space for shops and restaurants.

Office Building: The office building anchors the southwest corner of the new development. It is conveniently located close to the Inlet Centre Skytrain station to support wayfinding into the site.

PUBLIC SPACES

Ioco Road: An Active frontage along Ioco road will be supported by a generous street design with a protected bike way, boulevard and sidewalk. Interesting lighting and street furniture is recommended. There is also opportunity along this frontage to introduce some form of street art to reinforce Port Moody as 'The City of the Arts'. Active street edges also encourage more walking and healthy transportation choices among residents. The presence of retail facing the street would add vitality to this Gateway Street to Port Moody.

Mid-Block Crossing at Ioco Road and Suter Brook Way: A mid-block crossing along Ioco Road, connects Coronation Park to Suter Brook Village. The presence of a Public elevator and staircase connects the street with the Central Public Park. This intersection supports a connected pedestrian network bringing more of the Port Moody community to this new development. Active retail, places for repose, places of gathering all line the central stair leading towards the Central Green. Landscaping and other features in the public realm shall be carefully integrated with the vehicular traffic in this area to maximize pedestrian safety and soften the impact of this busy intersection.

Pedestrian Overpass from Inlet Centre Station: This public overpass provides a direct barrier free route over the busy Ioco Road and lands adjacent to the Central Green. A unique experience for those coming into Port Moody via the SkyTrain, pedestrians and bicyclists would overlook the covered plaza below, along with a thriving retail strip along Ioco and beautiful views stretching from the Inlet to the North Shore mountains. The overpass would enhance connectivity through the entire neighbourhood.

Grocery Store and Other Retail Spaces: Most of the retail space of the development is located along Ioco Road. The retail along Ioco Road is envisioned to include a grocery store, drug store, and small scale retail units. The design of these retail units shall ensure the presence of smaller retail stores to create a welcoming pedestrian environment.

Ioco Plaza: The southwest corner of the site is located at a major circulation node with the pedestrian overpass, accessible pathway to the park and circulation routes north-south of Ioco Road connecting in one place. An at-grade pedestrian plaza will be located at this corner to include open space, rest areas, seating node and planting to animate the intersection while also welcoming users from different directions and towards their destination. Fine-grain retail edges can help support more small business by providing small space at more affordable rates.

5.2 BARNET MEWS PRECINCT

ROLE

The Barnet Mews is a quiet residential-focused precinct comprised of different housing types that allow for community interaction. Barnet Mews is a neighbourhood within a neighbourhood. It is comprised of smaller streets, walkable mews, lower scale buildings and unique angular views. This area has been designed to maximize views to the Central Green. It also has been designed to promote active street edges, 'eyes-on-the street' and community interactions.

CHARACTERISTICS

Building Orientation: The buildings in the Barnet Mews Precinct have been organized to allow plentiful sunshine into homes, taking advantage of the southern exposure.

Diverse Unit Mix: To create a resilient and inclusive development, the Barnet Mews proposes to feature a variety of unit types and housing tenure options such as rental units and seniors' living.

Ground Oriented Units: The design includes family-units at the podium and some ground-oriented units with private decks facing the park. These provide natural surveillance to the open space and ensure active building edges in the surrounding public realm.

Courtyards: As a residential-focused precinct, massing of buildings creates semi-private courtyards and raised decks where neighbours can gather. This is a place to sit outside and share a coffee with a neighbour, or watch the kids playing nearby. Various at-grade pedestrian routes will link the courtyards and crisscross the precinct, permitting residents accessible and convenient access to the park, and a connection to the pedestrian overpass.

Active Rooftops: Many buildings in Barnet Mews Precinct are envisioned with green roofs or outdoor amenity spaces on rooftops, where possible. These programmed shared spaces allow residents access to amenities and nature at all levels of the development.

Retail Unit in Building 7: A small amount of retail space is proposed in Building 7. This space is envisioned to provide animation and activation between the residential buildings and the Central Green. Higher ceiling height and outdoor patio space should be considered.

PUBLIC SPACES

Balmoral Drive: The primary north-south vehicular route connecting to the Barnet Mews Precinct, Balmoral Drive will be designed for pedestrian and cycling comfort and safety. This road is the border between City of Port Moody and City of Coquitlam.

Balmoral Vehicular Access: A publicly accessible privately owned stretch of vehicular access connects all the buildings in Barnet Mews Precinct. It aligns with Palmer Ave and gently curves as one moves from west to east to encourage slow driving speeds.

Park Overlook: The challenging topography of the site has been utilized to create a raised park overlook between Buildings 3 and 6. A publicly accessible staircase connects this overlook to the Central Green.

Greenways: Greenways provide multiple pedestrian connections through the site to support a well-connected permeable development. Pathway grading will be accessible with aims of a maximum of 5% slope where possible. Seating areas, rest stops and planting will be provided for pedestrian and cyclist comfort.

5.3 COURTYARD COMMONS PRECINCT

ROLE

Courtyard Commons weaves this development into the greater fabric of the community by promoting connections with the residential areas to the North and North East of the site and further into the City of Coquitlam. There are moments for views of the inlet and mountains and moments for smaller scale social events.

CHARACTERISTICS

Civic Amenity and Daycare: The Courtyard Commons is the place where everyone finds community. It is envisioned to house the Civic Amenity Space as well as a component of daycare space. The civic amenity is suggested to be located at the southeast corner of Building 8 to create a community focused hub, centering the immediate community and areas beyond.

Ground Oriented Units: The design includes family-units at the podium and some ground-oriented units with private decks facing the park. Many homes will have an outlook over the Central Green. These provide natural surveillance to the open space and ensure active building edges surrounding public realm.

Courtyards: As a residentially focused precinct, massing of buildings creates semi-private courtyards and raised decks where neighbours can gather. This is a place to sit outside and share a coffee with a neighbour, or watch the kids playing nearby.

Active Rooftops: Many buildings in the Courtyard Commons Precinct are envisioned with green roofs or outdoor amenity spaces on rooftops. These programmed shared spaces allow residents access to amenities and nature at all levels of the development.

PUBLIC SPACES

Guildford Drive: The primary east-west vehicular route connecting to the Courtyard Commons Precinct, Guildford Drive will be designed for pedestrian and cycling comfort and safety.

Greenways: The grade slopes up to 15% along Guildford Drive which poses challenges from an accessibility perspective. Multiple connections through Courtyard Commons and the park are provided to offer alternate and accessible routes with gentler slopes at maximum of 5%. Greenways will include shade trees, seating, and rest stops where applicable to create a welcoming experience to all users.

6.0 HISTORICAL CONTEXT

Port Moody is a city rich in history and the overall design of Coronation Park aims to acknowledge and celebrate this. Incorporated as a city in 1913, Port Moody is located at the head of the Burrard Inlet.

The development of the city is composed of many events, people and places. First, Port Moody was home to the Coast Salish First Nations communities before the arrival of Europeans. The Squamish and Musqueam would come during the summer to set camps for hunting and gathering.

Settler history can be observed in two events; first in the 1858 gold rush and then in 1886 with the arrival of the transcontinental train. This led to the creation of a trail from the new capital of British Columbia to the Burrard Inlet by Col. Richard Moody. The trail became North Road and this led to the start of a town. The people of Port Moody expected it to become the biggest town in western Canada however the rail line was extended to Vancouver. This meant Port Moody had another future. By the early 1900s, Port Moody was a mill town. There were private homes with gardens in back, general stores, a school and a police office. After WWII the town expanded with people trying to find employment. The city's industrial base expanded and today the economy shifts away from the heavy industry and instead toward light manufacturing and wholesale distribution. A deep-sea port was completed in 1960 allowing for automated bulk-loading facilities.

Present day Port Moody acknowledges the rich history through various heritage conservation initiatives. Historical properties are protected through property designations and Heritage Conservation Areas. Stone markers and storyboards throughout the city remind city members of the past.

7.0 DESIGN EVOLUTION

Pop-up Engagement organized by Wesgroup, Happy Cities, and Pooni Group in May and Sept 2021

Building upon the history of the site as a gateway and crossroads, two foundational design principles were applied at the beginning of the design process. Firstly, the new community was organized around a large central gathering space, and secondly the project was set up as a walkable gateway to the growing north side of Port Moody.

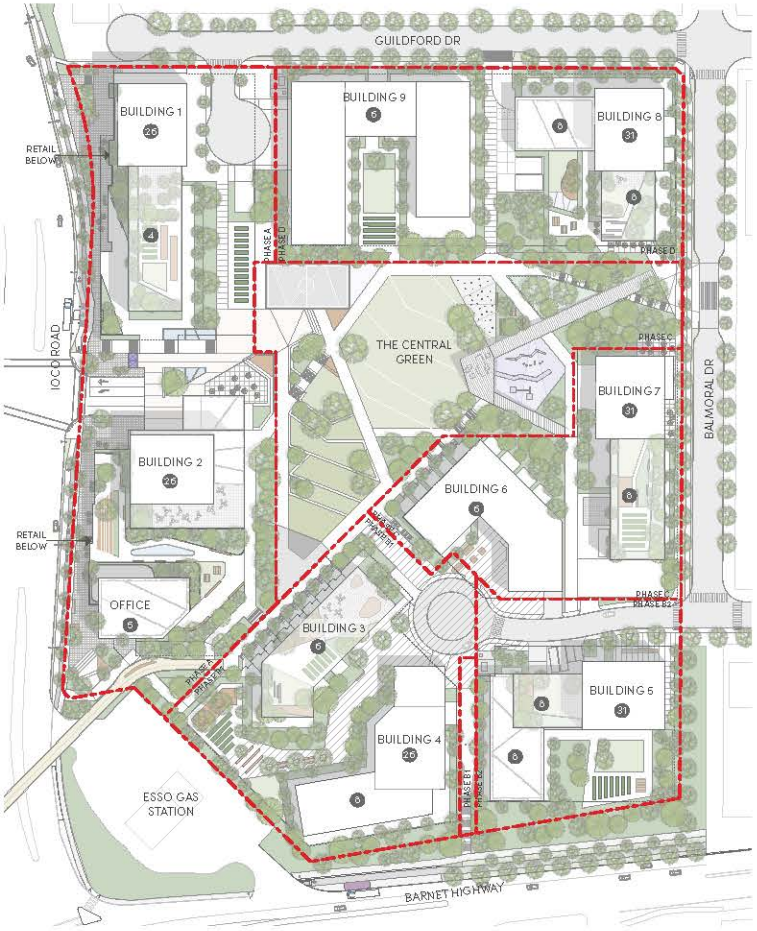
The central gathering space was conceived as a car-free multi-functional space that would encourage residents of the local area to congregate around a number of distinct outdoor activity opportunities. The gathering area is a west sloping space overlooking the end of Burrard Inlet. The design concept is to centre the project with an inclusive, active place where residents and locals can find places to relax, socialize or recreate.

The second design principle focused around linking loco Road and Coronation Park to the nearby Skytrain station through strong pedestrian passages to reinforce the community's entry point as a gateway to the north shore of Burrard Inlet.

After establishing these principles, two fundamental design approaches evolved. The first was to create a walkable shopping street characterized by multiple retail storefronts and moments of interest within a wide public sidewalk along loco Road. The intent is to invite passersby into a lively sidewalk retail environment which encourages a moment to linger and slows the pace. The second idea was to physically bridge loco Road with a pedestrian link to the transit station, further adding to the walking first concept for the project. This link would connect directly to the central outdoor space, provide easy access for residents, and also encouraging use of the park by adjacent local residents.

The final design approach was established to mark this important gateway with a welcoming architectural element. This idea evolved into a landmark office building that acts as a beacon to the site, and marks both the corner of the project and the termination of the pedestrian bridge. Together these elements help create a welcoming and walkable community that acts as the gateway to this important part of Port Moody.

7.1 DEVELOPMENT PERMITS



Site Plan

All the 9 buildings will be reviewed and approved as development permits, generally corresponding with the precincts as outlined in Section 4.0. Each building (or set of buildings) will go through respective Development Permit Application process per the City of Port Moody's Policy, and will be presented to respective advisory bodies, as required.

INTENTIONAL BLANK PAGE



Section A- Public Realm Plan

1.0 INTRODUCTION

The purpose of the public realm plan is to provide a baseline for design objectives that have been codified at the neighbourhood scale. This approach is intended to reinforce the project's goals of creating a complete community that is accessible, vibrant, well-connected, and integrated into the surrounding neighbourhood. All aspects of the public realm including development parcels, public space, building frontages and streetscapes have been designed with this intent allowing for project-wide connectivity and access to the outdoors.

1.1 KEY PRINCIPLES

Coronation Park has been designed with the following guiding principles to create a complete and accessible community. These principles include the creation of a sense of community through the promotion of social well-being, active living and resiliency.

Community:
The public realm will play an integral role in the social well-being of residents. The Coronation Park plan intends to create a 'made in Port Moody approach' that highlights its unique location in the heart of the city centre. The public realm will be designed to encourage interaction and activity through the development of community nodes that can accommodate a variety of programming options, group sizes and uses to promote vibrancy, community pride and ownership.

Active Living:
A successful public realm will require an accessible and inclusive design that creates a comfortable and dynamic outdoor environment that encourages use for people of all abilities and ages. This will be achieved through the design of unique amenities within the central green space and publicly accessible areas on development parcels. This notion will also extend to the placement and layout of convenient routes through and out of the Coronation Park community that support a variety of modes of transport.

Neighbourhood Resiliency:
Resiliency from a built form and environmental perspective have been factored into the design of the public realm at Coronation Park. The neighbourhood's mixed-use approach to development parcels will create a dynamic mix of residential and commercial services that are supported by this vibrant walkable community. Environmental resiliency through the design of site-appropriate planting design and stormwater practices will be at the heart of the project's sustainability goals in the public realm. This will be coupled with a site-wide approach to biodiversity, street tree design and canopy cover design.

Sense of community
Create a community that celebrates Port Moody's strengths and reinforces the emerging "Made in Port Moody" design style to foster a sense of pride and community ownership.

Social wellbeing
Provide a spectrum of vibrant and lively places that bring the community together and promote social encounters that foster meaningful relationships.

Ease and inclusiveness
Design accessible places where people of all ages and abilities have convenient options to fulfill their daily needs.

Resilient development
Create a mixed-use community that evolves with the changing needs of residents through flexible housing tenure options and an array of commercial space offerings.

Active living
Create a development where healthy, active living choices are easy and appealing to everyone who lives and works at Coronation Park.

Environmental impact
Incorporate and celebrate natural systems that support wellbeing and environmental resilience, while addressing the direct impacts that climate change can have on people.

From Happy Cities Report, April 2023 Update

1.2 GENERAL AIMS OF PUBLIC REALM PLAN

Connectivity: permeability and a fine-grained network

- This comprehensive network is intended to provide multiple options for pedestrian trips to encourage walking and lend vitality to all parts of the neighbourhood

Diversity: a network of unique places offering a rich experience from urban to naturalistic

- Focus on different character of public spaces achieved through scale and massing of built form, use of materials, lighting and various other components
- Each public space to have its own distinctive quality drawing from its role and location in the public realm network

Sustainability: showcasing the ground-based systems

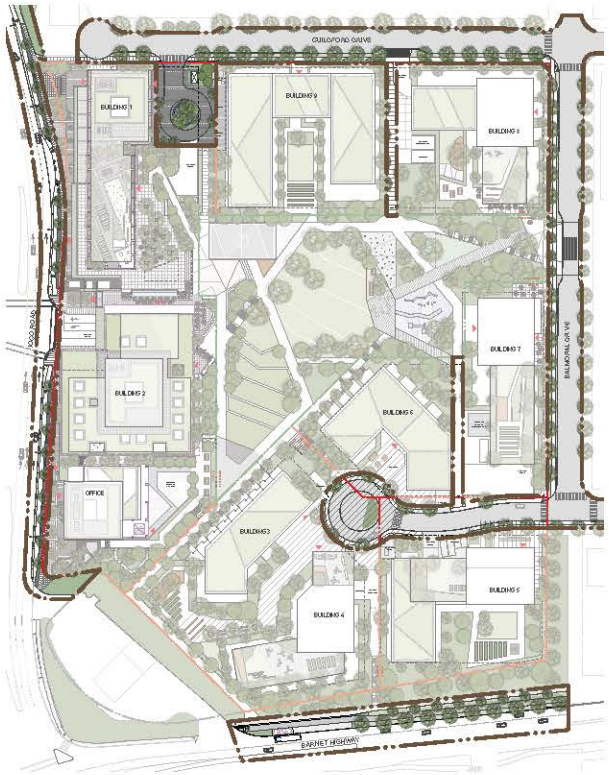
- Rainwater management system given a strong presence in the public realm; rain gardens,
- Songbird habitat carefully orchestrated to entice a broad range of guilds, subtly expressed in the field, shrub and tree plantings within parks and streetscapes alike

Legibility: clarity through primary formal and spatial characteristics

- Key public spaces proportioned to express their specific nature, defined by streetwalls and/or strong edge treatments and given additional legibility through various architectural forms including towers to mark key locations, buildings articulated to draw the eye to a specific place and massing to express key buildings

2.0 STREETSCAPES MASTER PLAN

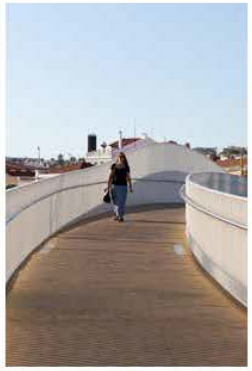
The Public Realm for Coronation Park includes a hierarchy of distinct streetscapes typologies. Most of which includes four city-owned streets: Barnet Highway, Ioco Road, Guildford Drive and Balmoral Drive. Additional streetscapes via City Statutory Right of Ways are provided as park connections between private parcels as well as greenways and publicly accessible private open space. Lastly, vehicular access is available via private Strata Owned streets. All streets are defined by street tree plantings, rich ground plane treatments, lighting, street hardware and furnishings to create a welcoming, pedestrian and cyclist-friendly environment.



2.1 MOVEMENT AND CONNECTION

Coronation Park will be developed as a compact, vibrant and socially interactive community with everyday amenities within walking and cycling distance of the new and neighbouring communities. It will be developed around a fine-grained network of pedestrian and cycling connections that will extend outwards to integrate with the surrounding neighbourhoods. Transit connections to Inlet Centre Skytrain Station and neighbouring communities are provided. The proposed Phase A development at Coronation Park will feature two building frontages on loco Road which will include a renovation of streetscapes, bus stop and an addition of protected bike lane. At final build out, there will be signalized intersection connections to connect loco access road on Coronation Park to Suter Brook, as well as a pedestrian-oriented intersection on Balmoral Drive.

Sustainability:
Coronation Park is adopting a comprehensive sustainable design strategy in its approach to streets and circulation. One of the key aspects of this strategy will be to focus the design of streets on pedestrians and cyclists before consideration is given for vehicular movements. In adopting this approach, road and intersection geometry can be kept to the operational minimum and in fact, would form part of the traffic calming strategy. Another key aspect is having adequate bus penetration within the new community so that everyone is within a 5-minute walk of a bus stop. Parking is also an important component of the strategy and therefore opportunities for reducing it will be investigated in the context of transportation demand management measures, and by monitoring the overall accessibility of the development.



A
B C D

A. Open frontage concept
B. Off-street bike lane
C. Unique design
D. Multi-Use pathways

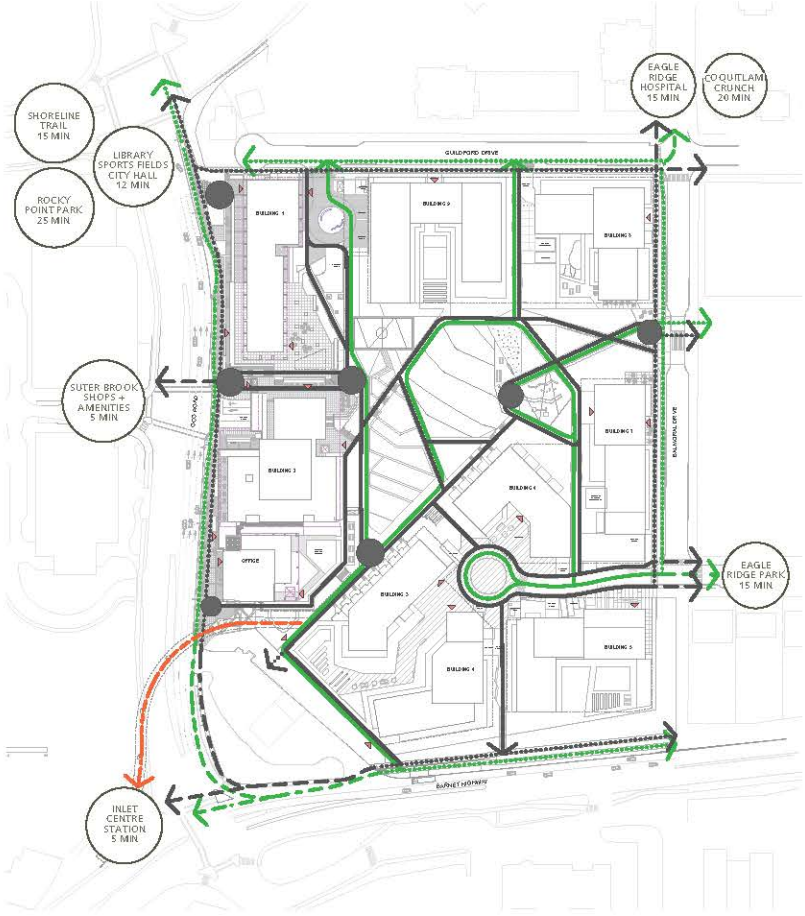
2.1.1 ACCESS AND CIRCULATION

The park and greenspaces will serve as the backbone to circulation within Coronation Park. Pedestrians, bikes, wheelchairs, strollers, and more will be connected to the development parcels and Central Green via direct connection from neighbouring streets, greenways and through the Central Green space.

The pedestrian and active transportation network has been designed to encourage porosity through the landscape to promote walkability and active transportation methods. Residents will have the ability to directly access buildings via park side lobbies and bicycle parking and storage areas adjacent to pedestrian pathways and dedicated greenway routes.

Pedestrians will enjoy wide comfortable pathway widths of 4.5 meters within the site that will be suitable for multi-use. Pedestrian scale lighting and distinct site furnishings will be integrated along the main access points to promote safety and security at all times of the day.

By designing accessible routes with grades less than 5% the primary accessible routes will be improved over the significant slopes found on the adjacent existing city streets including Guildford Drive which slopes at approximately 15%



LEGEND

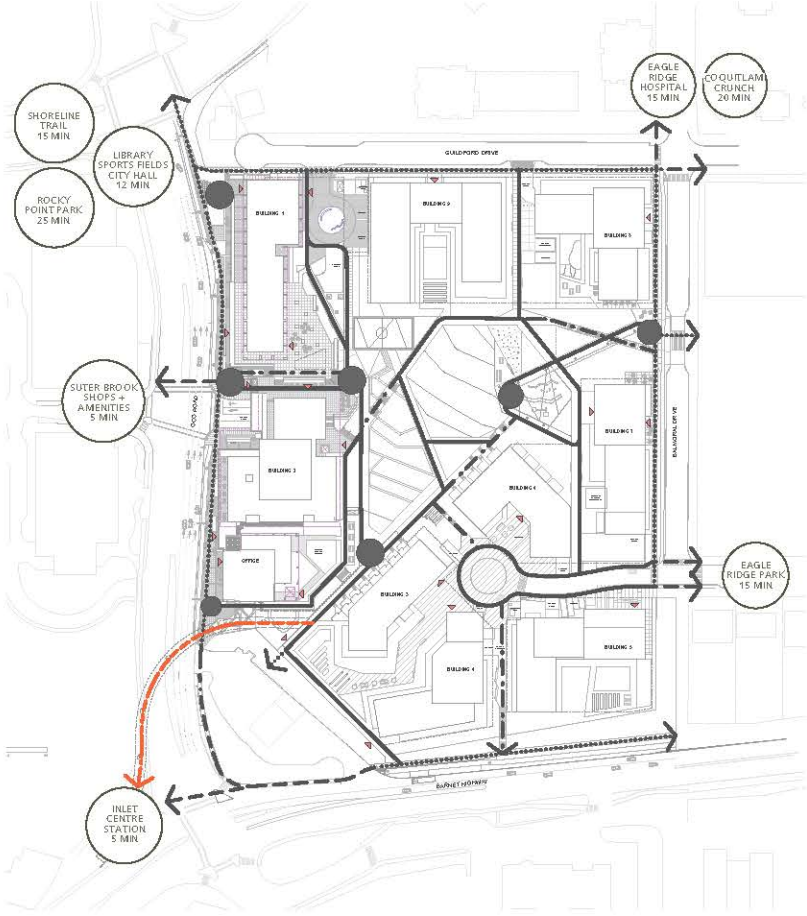
- PROPOSED ON-SITE PEDESTRIAN CIRCULATION (1.8m-4.5m WIDTH)
- PROPOSED OFF-SITE PEDESTRIAN CONNECTION (2m-2.5m WIDTH)
- EXISTING PEDESTRIAN CONNECTION
- PROPOSED ON-SITE CYCLIST CIRCULATION (1.8m-4.5m WIDTH)
- PROPOSED OFF-SITE CYCLIST CIRCULATION (1.8m-2.5m WIDTH)
- EXISTING OFF-SITE CYCLIST CONNECTION
- CONNECTION TO EXISTING OR FUTURE INFRASTRUCTURE BY OTHERS
- PEDESTRIAN NODE
- PROPOSED OVERPASS PEDESTRIAN & CYCLIST CONNECTION

2.1.2 PEDESTRIAN

Coronation Park will promote walking as the primary form of travel for short journeys, especially over short distances up to 2 kilometers or a 25-minute walk time. With a permeable and diverse walkway network, pedestrians will have more selection of routes to take them where they need to be.

Situated within several existing Port Moody neighbourhoods and commercial areas; therefore, the importance of pedestrian connectivity is emphasized and has become a key principle in design. These routes connect to surrounding communities at Newport Village, Suter Brook Village, Inlet Centre Station as well as recreational amenities such as Rocky Point Park, Port Moody Recreation Complex at the City Hall, and Coquitlam Crunch Trail in the neighbouring City of Coquitlam.

A master planned approach to the design of Coronation Park aims to ensure that everyday facilities are within a short walking distance. The Pedestrian Route Diagram highlights the street network and walkway system from internal streets to external roads at major intersections as well as through the public park. Pedestrians will have a selection of routes consisting of streets, elevated walkways, overpass, greenways, and courtyards. The general network is permeable and fine-grained to allow for comfortable places for people to move in-out and around the site. Pedestrian comfort is accentuated with street trees, gentle pathway slopes at a maximum 5% and clear desire lines. Large street crosswalks will be reduced through the use of raised pedestrian priority crossings along with pavement materials, markings, and signage.



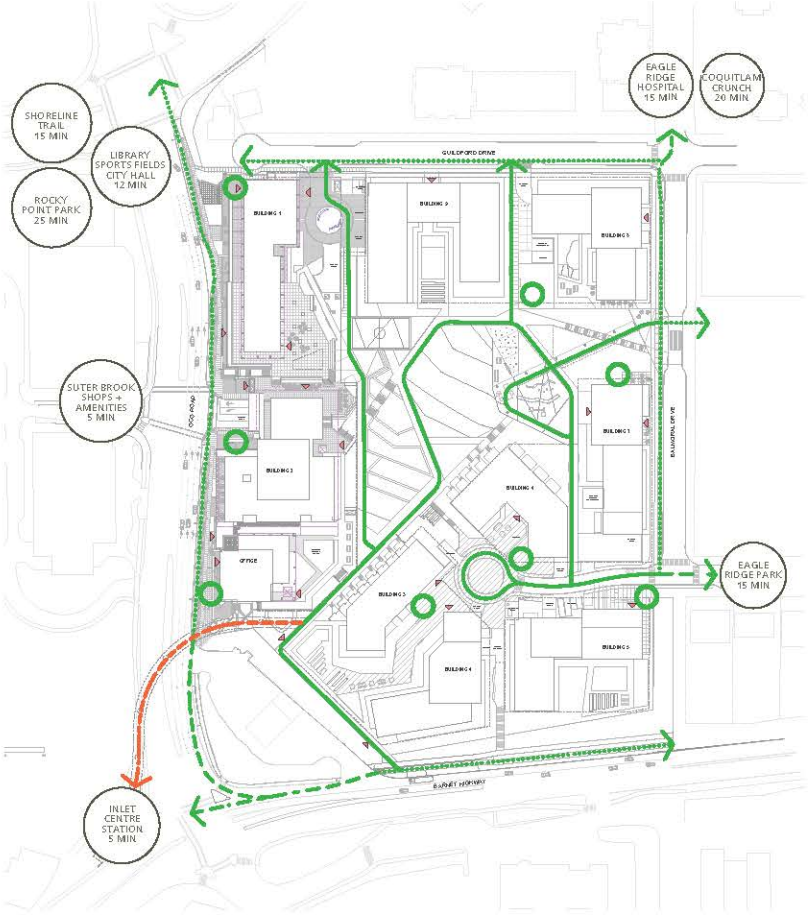
LEGEND

- PROPOSED CITY SIDEWALK CONNECTION (2m-2.5m WIDTH)
- EXISTING OFF-SITE PEDESTRIAN CONNECTION
- PROPOSED ACCESSIBLE PEDESTRIAN CIRCULATION (1.8m-4.5m WIDTH)
- PROPOSED NON-ACCESSIBLE PEDESTRIAN CIRCULATION (3m-4.5m WIDTH)
- CONNECTION TO EXISTING OR FUTURE INFRASTRUCTURE BY OTHERS
- PEDESTRIAN NODE
- PROPOSED OVERPASS PEDESTRIAN CONNECTION

2.1.3 CYCLING

Cycling routes are also included in the multimodal approach to Coronation Park's circulation strategy to be used as a common form of travel for both short journeys and farther destinations. This strategy will be supported by a diverse and well-connected cycling route infrastructure including the following:

Coronation Park will include a network of on and off streets bike lanes, greenways, and parkway, all of which will have low traffic and vehicle speed. The routes consist of delineated, off-street dedicated bike lanes at City-Owned streets such as Ioco Road, Barnet Highway and Balmoral Drive, which are proposed for cyclist safety and comfort. Planting strips at these locations will be provided to delineate conflict with pedestrians. The bike routes at these streets will also be interconnected with the public park within Coronation Park. These accessible connections are planned with a maximum slope of 5%, which will provide cyclists a gentle bikeway as well as a selection of other routes to connect to and from. Ample bike storage will be provided via bike racks and underground storage. In addition, the proximity to Inlet Centre Skytrain Station will be a 2-minute cycle from the development. These transit stations will be directly accessible via bike routes at street level as well as the proposed overpass.



LEGEND

- PROPOSED OFF-STREET CYCLIST CIRCULATION (1.8m-2.5m WIDTH)
- PROPOSED PRIMARY CYCLIST CIRCULATION (3.5m-4.5m WIDTH)
- EXISTING OFF-SITE CYCLIST CONNECTION
- CONNECTION TO EXISTING OR FUTURE INFRASTRUCTURE BY OTHERS
- BIKE STORAGE AREA
- PROPOSED OVERPASS CYCLIST CONNECTION

2.2 PROPOSED STREET FRONTAGE CONCEPTS

Coronation Park features four street connections including:

- loco Road
- Barnet Highway
- Guildford Drive
- Balmoral Drive

Street frontage concepts are prioritized to create a space of comfort and accessibility to all users of the site. Some of these concepts include: continuous tree-lined boulevards complete with engineered soil, separated bike lane, clear pavement materials, sidewalks, delineated bus stop bays, road buffers, raised pedestrian and cyclist-oriented crosswalks, animated retail frontages, well-considered lighting, and seating along pathways.

Implementation of stormwater management strategies will be provided where applicable and in accordance with Vancouver's Green Infrastructure: Richards Street Fact Sheet, and City of Vancouver's Engineering Services Standard Detailed Drawings as requested. These strategies will include offsite planting areas that are supported by rainwater tree trenches along loco Road. Overall, soil volumes will be maximized where feasible including the connection of planted areas with structural soil bridges and use of soil cells to ensure long term support and health of the urban tree canopy. Additionally, rain gardens to treat road run-off and improve water quality will be incorporated into street frontages where feasible in support of the long-term goals outlines in the Chines ISMP document.

Proposed street cross sections have been provided in the following pages.





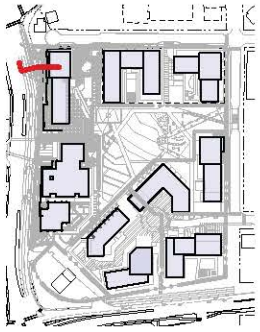

A	B
C	D
E	F

A. Open plaza
B. Outward facing concept
C. Comfortable seating and rest nodes
D. Unique design
E. Trees and shade canopy
F. Stormwater management techniques

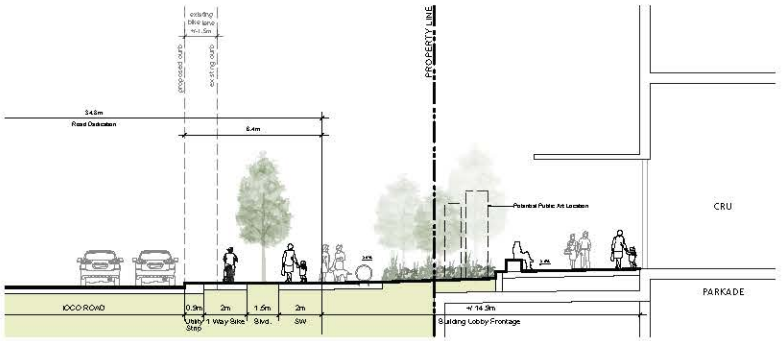
2.2.1 IOCO ROAD (RETAIL FRONTAGES)

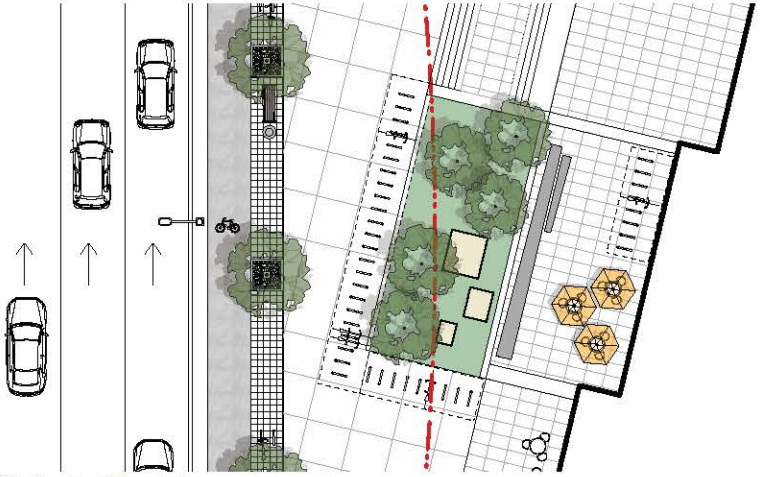
Proposed Street Composition for Ioco Road:

- 34.8m Road Dedication (Existing)
- 4 Drive Lanes
- Transit stops north bound on Ioco Road
- Asphalt road surface and delineated bus stop bay to meet Translink standards (Further coordination with Translink during permiting stages)
- 0.9m Utility strip
- 2m One-way Bike Lane
- 1.5m Continuous paved boulevard
- 2m Concrete sidewalk (saddling Property Line)
- Street section, furniture and materials are subject to review at detailed design.
- Complete with growing medium volume to meet minimum soil volume requirements to City standards.
- Buffer planting between bike lane and sidewalk where appropriate
- Soil cells and structural soil to be used when soil volumes cannot be achieved to meet City standards and bylaws.
- Rainwater Tree trenches in planted boulevards



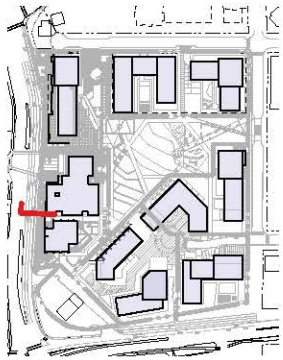
Key Plan



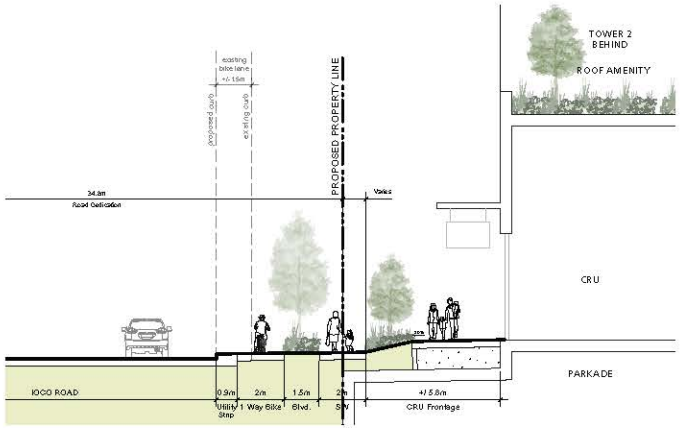


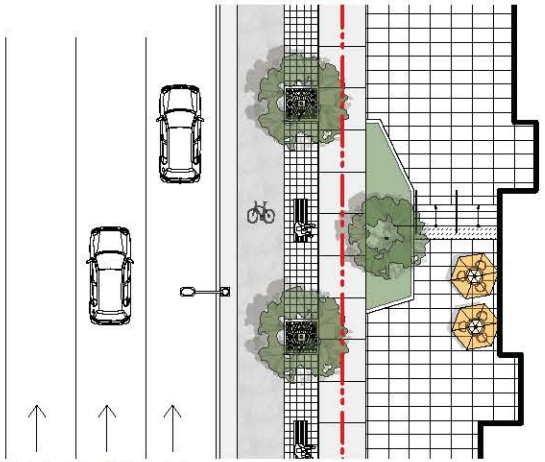
*Subject to DP updates

IOCO ROAD (CONTINUED)



Key Plan



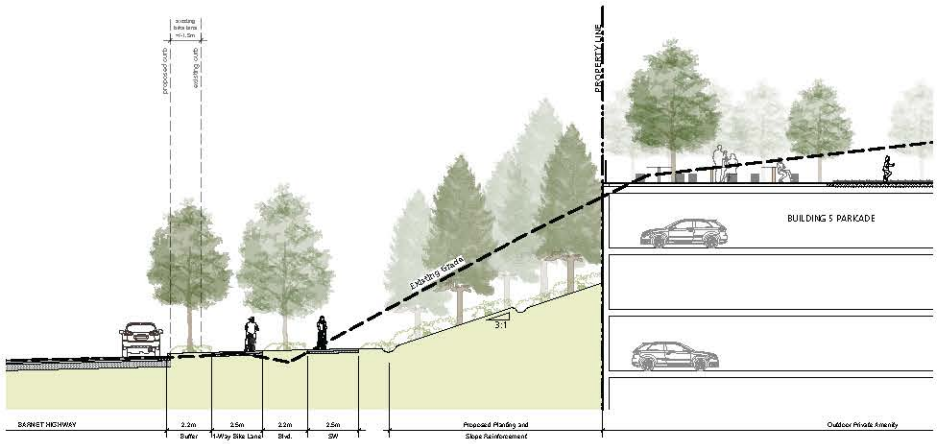


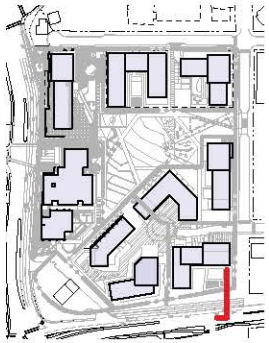
*Subject to DP updates

2.2.2 BARNET HIGHWAY

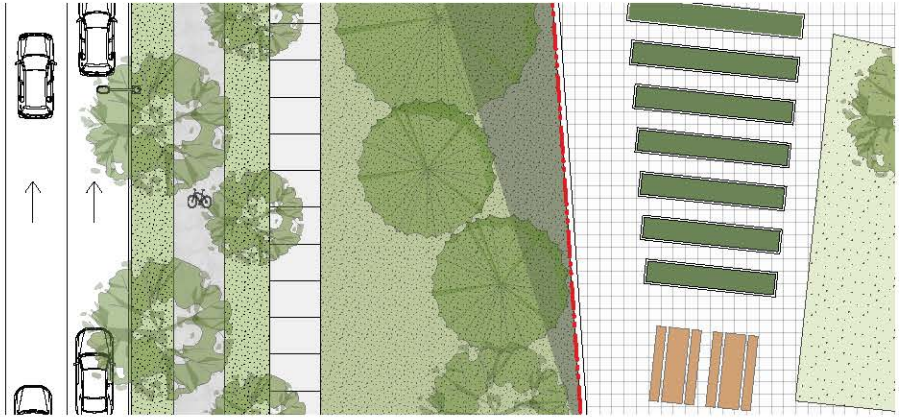
Proposed Street Composition for Barnet Highway:

- 61.2m Road Allowance
- 2 Drive Lanes
- Transit stops west bound on Barnet Highway
- Asphalt road surface and delineated bus stop to meet Translink standards. (Further coordination with Translink during permiting stages)
- 2.2m Continuous sodded boulevard
- 2.5m Bike Lane
- 2.2m Continuous sodded boulevard
- 2.5m Concrete sidewalk
- Street section and materials are subject to review at detailed design.
- Complete with growing medium volume to meet minimum soil volume requirements to City standards.
- Soil bridges to be provided under paving to connect soil volumes where feasible
- 300mm depth root barrier to limit surface growth of roots
- Provide swale in 2.2m boulevards





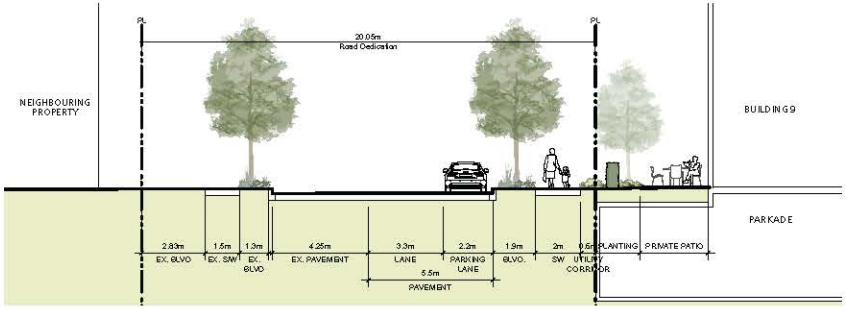
Key Plan

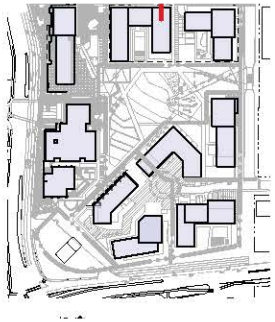


2.2.3 GUILDFORD DRIVE (RESIDENTIAL FRONTAGES)

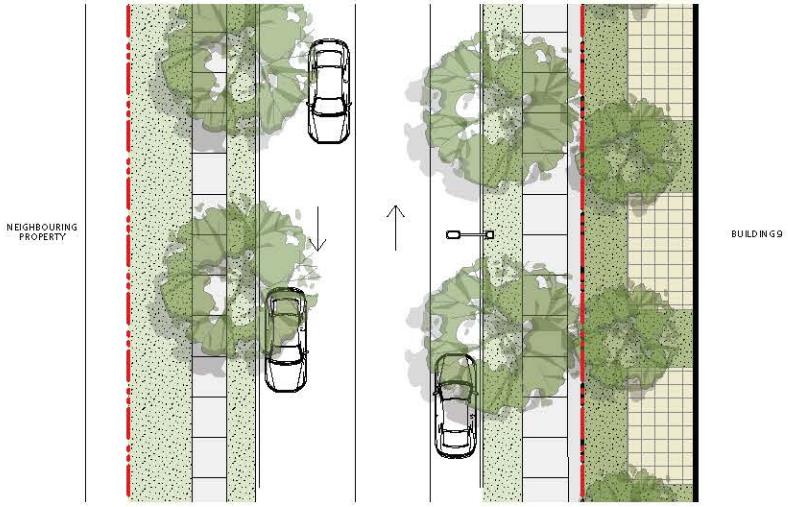
Proposed Street Composition for Guildford Drive:

- 20.05m Road Dedication
- 3.3m Drive Lane
- 2.2m Parking Lane
- 1.7m Continuous sodded boulevard
- 2m Concrete sidewalk
- 0.8m Utility Corridor
- Street section and materials are subject to review at detailed design.
- Boulevards to be irrigated to meet City standard and Urban Forest Management Strategy requirements.
- Complete with growing medium volume to meet minimum soil volume requirements to City standards.
- Soil cells and structural soil to be used when soil volumes cannot be achieved to meet City standards and bylaws.
- Planted boulevards and rain gardens





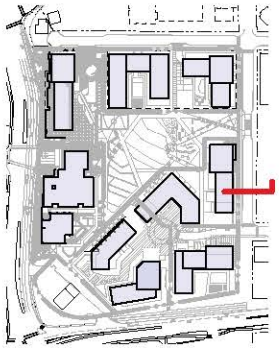
Key Plan



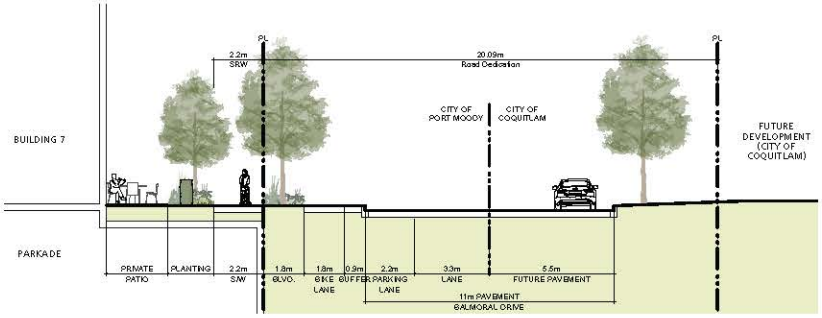
2.2.4 BALMORAL DRIVE

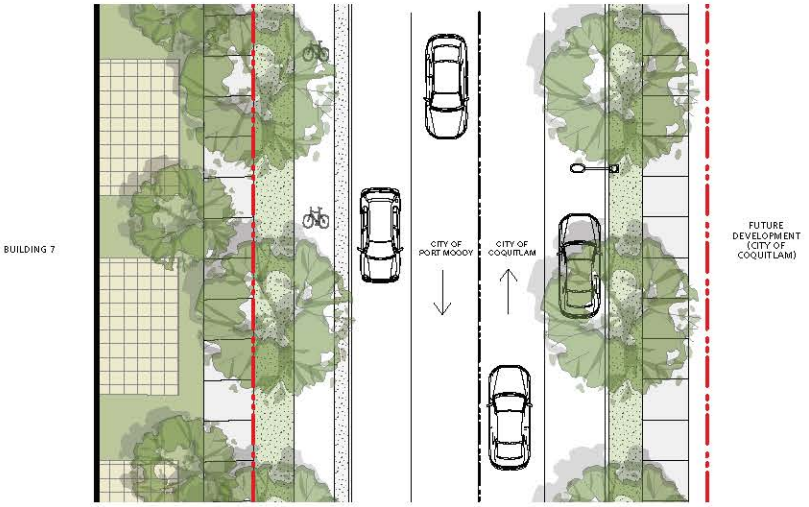
Proposed Street Composition for Balmoral Drive:

- 20.09m Road Dedication
- 3.3m Drive Lane
- 2.2m Parking Lane
- 0.9m Utility buffer
- 1.8m Bike Lane
- 1.8m Continuous sodded boulevard
- 2.2m Concrete sidewalk in SRW
- Raised concrete crosswalks at intersection
- Street section and materials are subject to review at detailed design.
- Sidewalk over parkade below will be registered as statutory right-of-way.
- Boulevards to be irrigated to meet City standards and Urban Forest Management Strategy requirements.
- Complete with growing medium volume to meet minimum soil volume requirements to City standards.
- Engineered soils to be implemented when minimum soil volumes cannot be achieved.
- Planted boulevards and rain gardens



Key Plan





2.3 INTERNAL DRIVEWAYS

Coronation Park features three internal access roads, including:

- Guildford Drive Vehicular Access
- Balmoral Drive Vehicular Access
- Ioco Road Vehicular Access

The internal driveways will provide vehicular and parkade access to users of the site. Additionally, underground bike storage will also be available to visitors. Street concept and composition for vehicular access will prioritize pedestrian and cyclist safety and create a welcoming environment to all modes of transportation. Some of the concepts include: continuous tree-lined road, trees in grate where applicable, clearly delineated paving materials, sidewalks, pedestrian and cyclist-oriented crosswalks, signalized crossing, and bollards.

Soil cells will be implemented where required and feasible to maximize soil volumes within the internal driveway / strata road and entry courts.

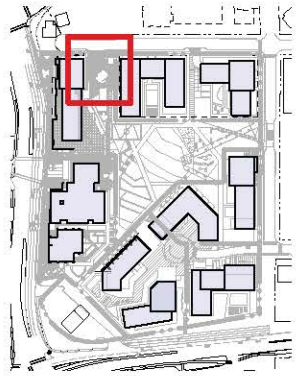
A	B
C	D

A. Off-street dedicated bike lanes
B. Tree-lined boulevard to City standards
C. Stormwater management techniques
D. Street trees with adequate soil volume to City standards

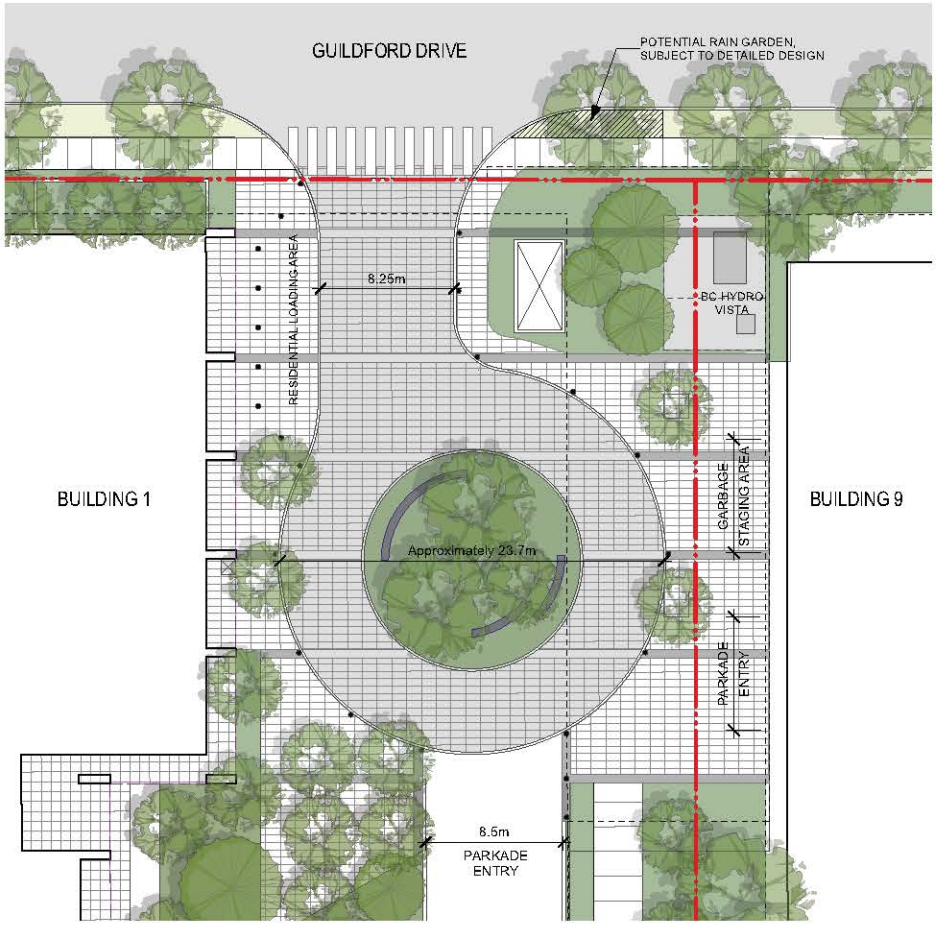
2.3.1 GUILDFORD DRIVE VEHICULAR ACCESS

Proposed Street Composition for Guildford Vehicular Access:

- 8.5m Road Dedication
- Hardscapes beyond the roadway area will employ accent paving pattern to delineate pedestrian and roadway, and to distinguish loading areas and parkade driveways.
- Boulevard trees in grate
- Soil cells and structural soil to be used when soil volumes cannot be achieved to meet City standards and bylaws.
- Activated plaza space.
- Street section and materials are subject to review at detailed design.
- Rain garden and at surface storm treatments to be explored.



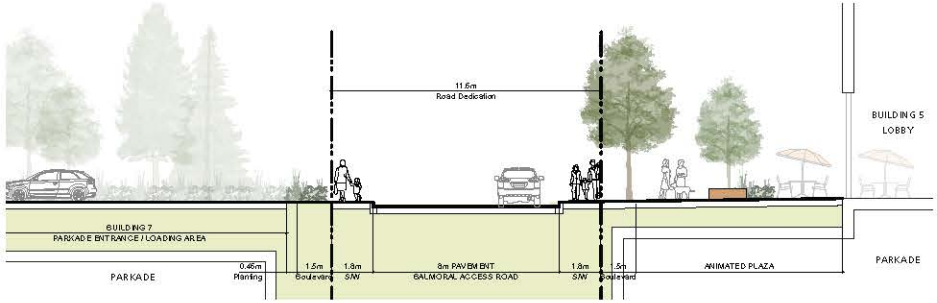
Key Plan

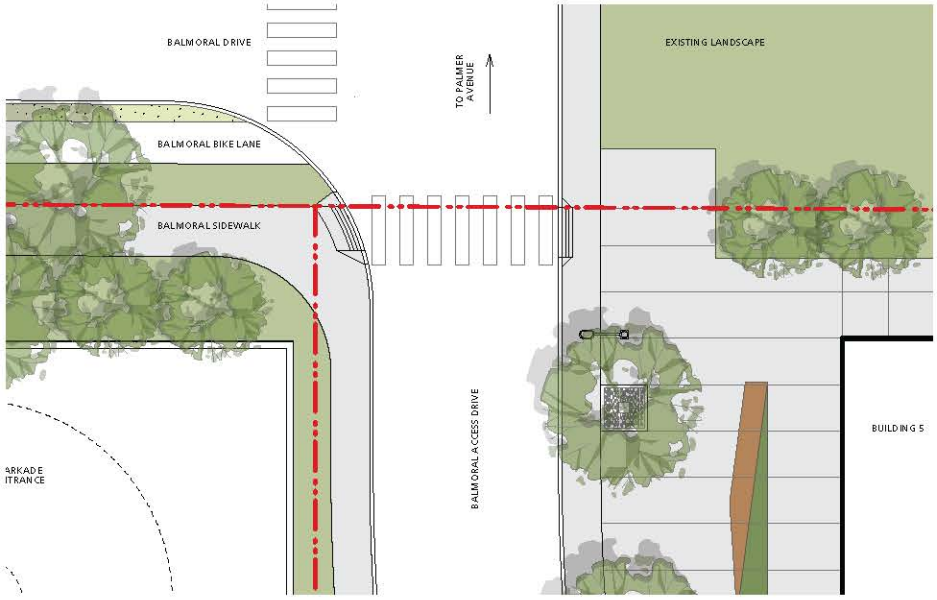


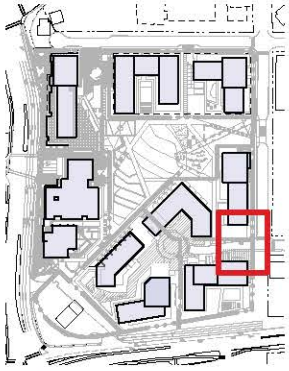
2.3.2 BALMORAL DRIVE VEHICULAR ACCESS

Proposed Street Composition for Balmoral Vehicular Access:

- 11.6m Road Dedication
- 8m Pavement for Road
- 1.8m Concrete sidewalk
- 1.5 Boulevard c/w trees in grate
- Soil cells and structural soil to be used when soil volumes cannot be achieved to meet City standards and bylaws.
- Street section and materials are subject to review at detailed design.
- Consider traffic bulges and rain garden at intersections where possible.
- Rain garden and at surface storm treatments to be explored.





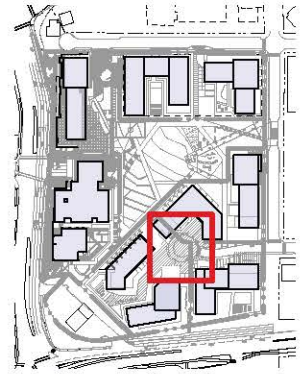


Key Plan

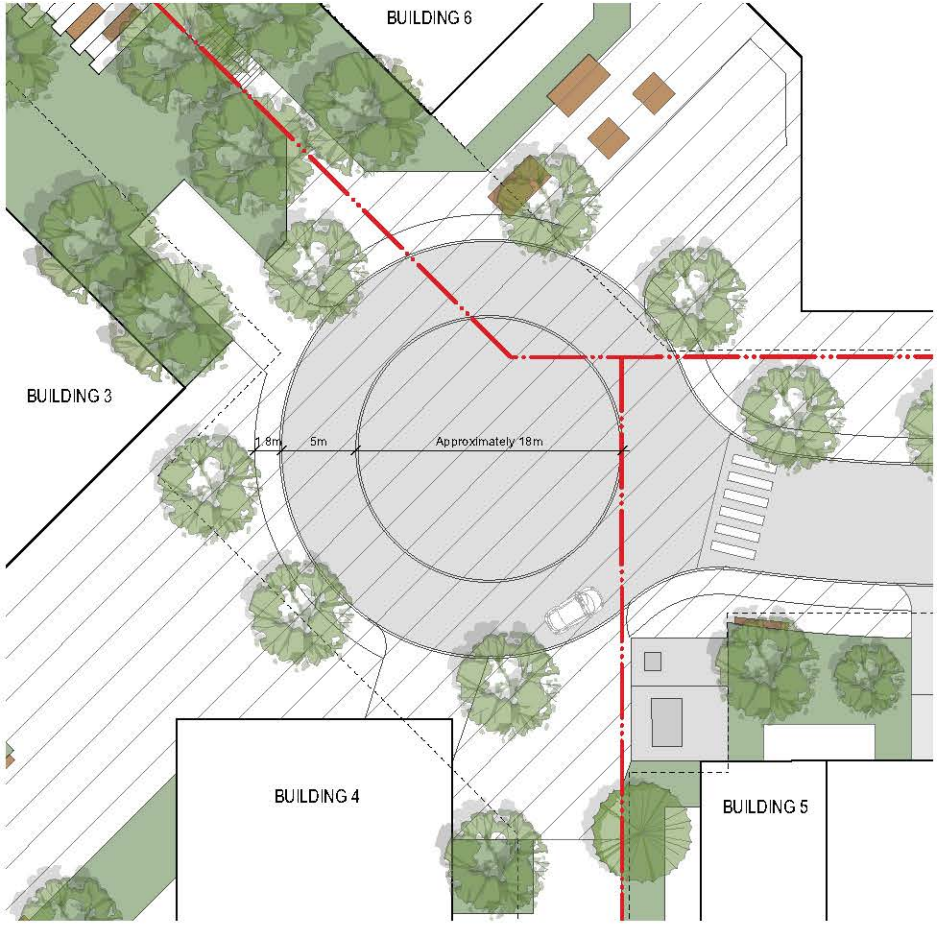
BALMORAL VEHICULAR ACCESS (CONTINUED)

Proposed Street Composition for Balmoral Entry Court:

- 11.6m Road Dedication
- 5m Drive Lane at Entry court to comply with firetruck requirements
- Hardscapes beyond the roadway area will employ accent paving pattern to delineate pedestrian and roadway, and to distinguish loading areas and parkade driveways.
- Boulevard trees in grate
- Activated plaza space
- Street section and materials are subject to review at detailed design
- Complete with growing medium volume to meet minimum soil volume requirements to City standards.
- Engineered soils to be implemented when minimum soil volumes cannot be achieved.



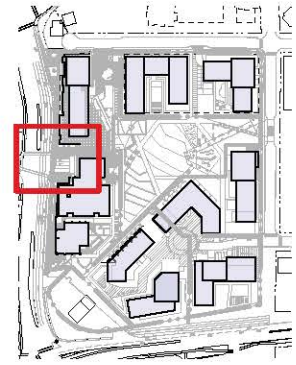
Key Plan



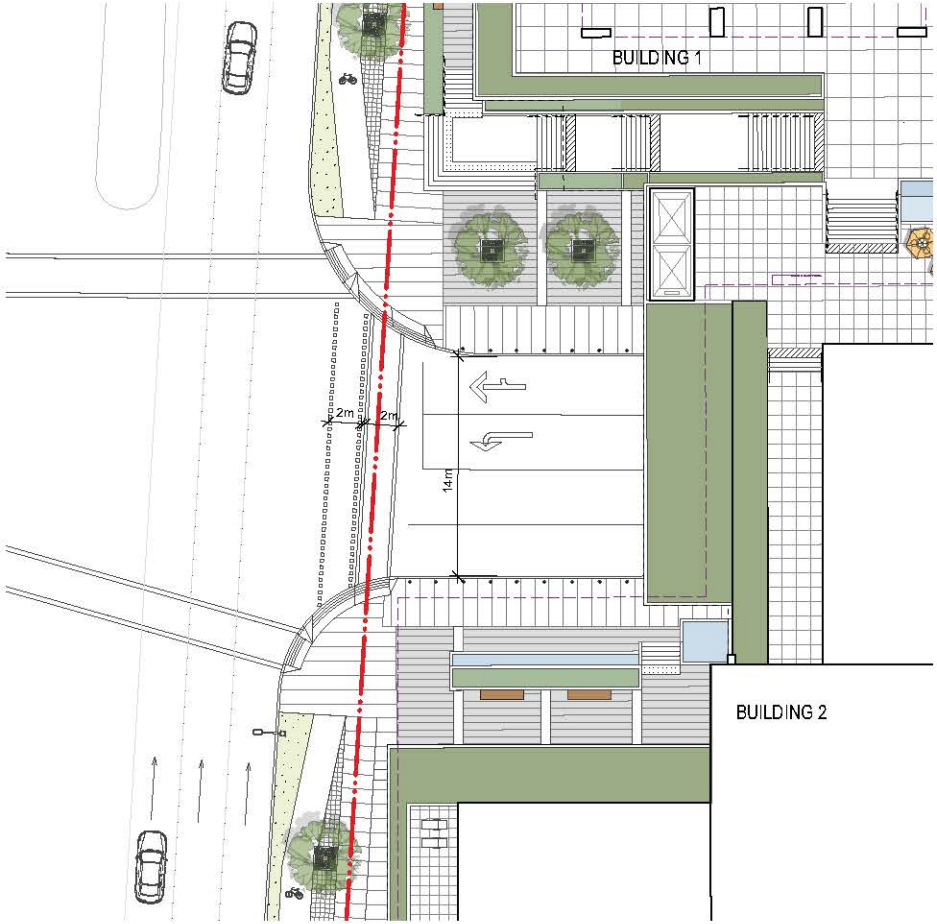
2.3.3 IOCO ROAD VEHICULAR ACCESS

Proposed Street Composition Ioco Vehicular Access:

- 14m Road Dedication
- Four Drive Lanes
- Letdowns for sidewalk and bike lane at intersections
- 2m bike lane crosswalk with markings
- 2m pedestrian crosswalk with markings
- Existing traffic signal to be relocated
- Street section and materials are subject to review at detailed design



Key Plan



2.4 PEDESTRIAN OVERPASS

The pedestrian overpass is intended to provide a direct barrier free route over the busy loco road corridor from one of the main access points from Coronation Park Development to the front door Inlet Centre Station. Functioning as a gateway structure for residents and visitors entering and existing the town core, the materiality and structural design of the overpass will be thoughtfully considered in consultation with City staff and council.

Functionally, the overpass is shown in the preferred route as indicated in City of Port Moody staff analysis dated 02/05/2021 and provide the following requested design parameters including a minimum 3.0 wide multi-use path, target a max 5% grade where feasible, and 5.5m clearance over loco Road to meet the Canadian Highway Bridge Design Standards.

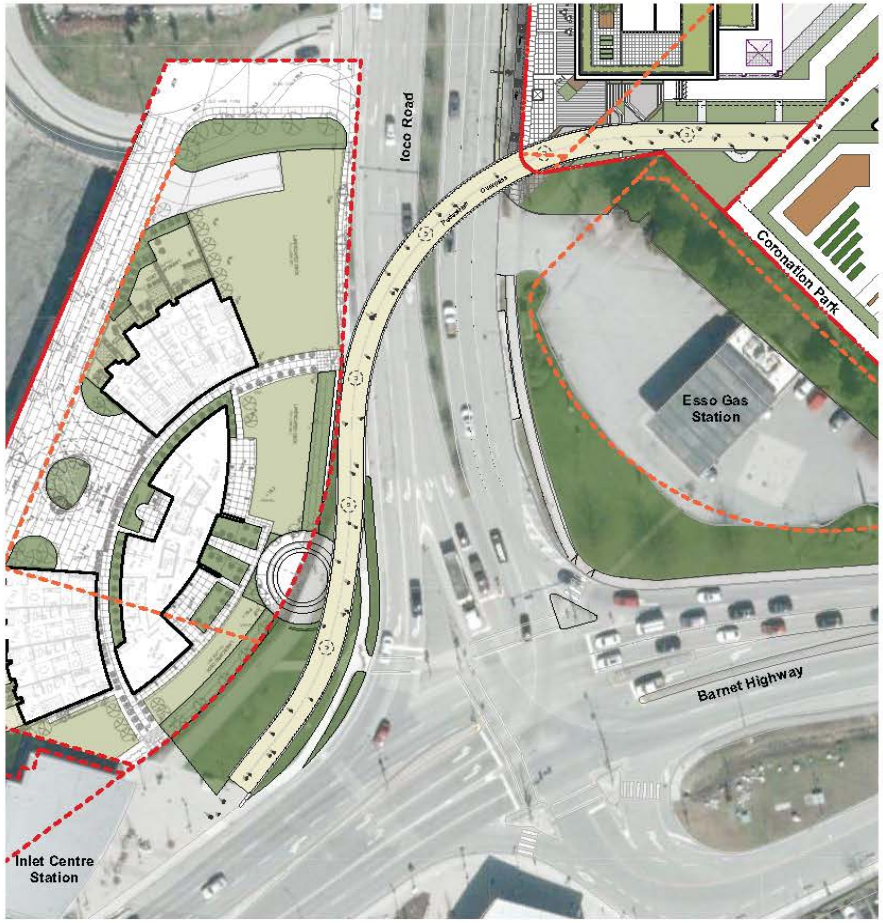
The feasibility and ultimate success of the overpass will rely on several key design considerations including the ability to secure access on both sides of loco Road to accommodate the preferred route, the coordination of access and setbacks from adjacent development sites and the ability to design the overpass to ensure that it is safe, convenient and provides an upgrade in terms of trip length, ease of access and accessibility over current surface routes. We look forward to the ongoing coordination with City Staff to continue to and review and refine the feasibility of this element.

NOTE - This indicates a conceptual proposal. Requirements and design parameters subject to adjustment based on current in-progress discussions.

Layout Details:

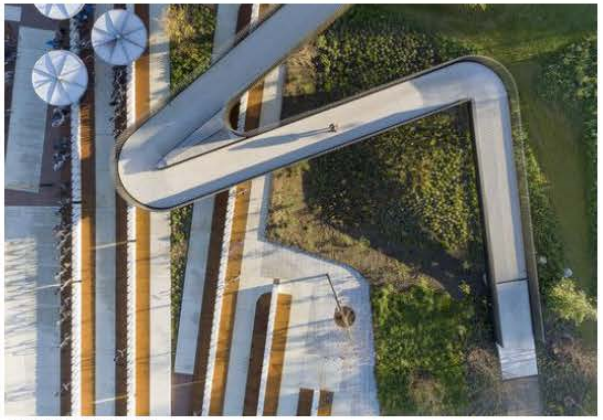
Overpass Width:	3.5m - 5m (Minimum width in discussion with City Staff)
Ramp Length:	Approx 72m
Ramp Slope:	Varies 5%- 8%
Overall Structure Length:	+/- 184m

Notes:
- Main incline has a gradual slope from 5% to max. 8%.
- Slope transitions to be 2% at resting nodes.
- Rest points to be located at curved areas in Overpass.
- Rest points to include linear seating and benches.
- Potential for a portion of the incline to be built on grade.
- Opportunities to integrate landscape elements such as vegetation, planters at rest nodes, areas for significant trees at overpass landing points, and shade component will be considered and provided where appropriate.



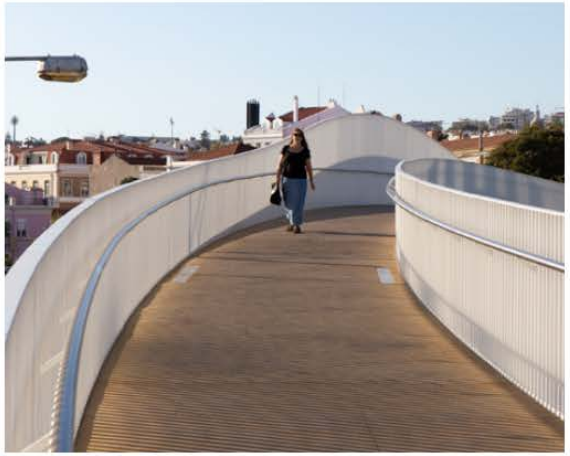
PEDESTRIAN OVERPASS PRECEDENT IMAGES

GENEROUS PATHWAY WIDTH



GENTLE RAMPING

MULTI-USE FUNCTIONALITY



INTERESTING FORMS SUITABLE FOR GATEWAY STRUCTURE

RESILIENT MATERIALS

SUPPORTED SPAN

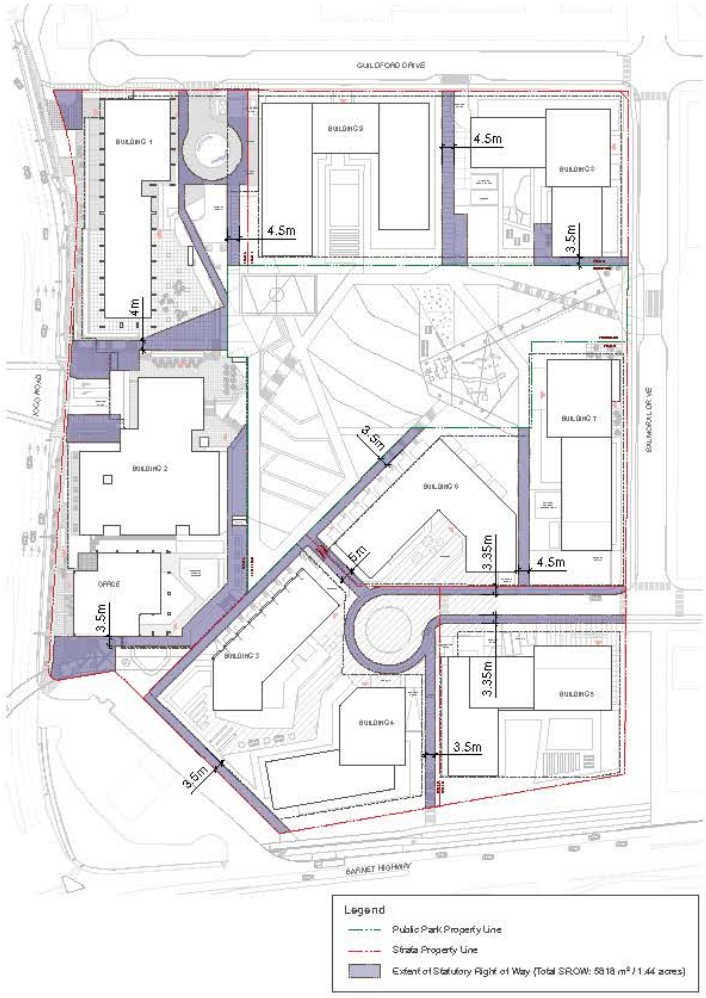
CLEAR SPAN

2.5 SROW AREA USES AND LOCATIONS

SROW areas within the Coronation Park plan are intended to become expansions of the public realm by connecting the surrounding street networks to the city-owned park. They will perform a variety of functions that are centred on the provision of a well-connected pedestrian focused circulation network. Additionally, the SROW will provide servicing access for water, electricity, storm, and sanitary connections. Landscape maintenance on the SROW will be managed by Strata.

Public Realm:
The SROW will take the form of a pedestrian greenway providing circulation routes between development parcels. It is intended that these pedestrian greenways would be lined with trees and incorporate durable street furnishing including benches, lighting and signage that is in keeping with the surrounding neighbourhood aesthetic.

Vehicle Access:
Vehicle access through all SROW's will be coordinated closely with the City of Port Moody Parks and Operations staff. A minimum 4.5m wide vehicle-rated path will be provided to accommodate maintenance vehicles for Public Park. It is intended that vehicle access control would be led by city staff via lockable removable bollards or gates to meet city standards. This access would be maintained in both on-slab and on-grade conditions throughout the project.



3.0 PARK AND OPEN SPACE

Inspired by the surrounding mountain views, the existing site grades and the city's strong ties to water and nature, the design of the park and open spaces intends to use these elements as touchstones for the design of amenities, experiences and to inform materiality.

These influences have significantly shaped the public realm by prioritizing westward and mountain views and embracing the site's slope. Building upon the existing parks and open spaces, additional enhancements will be made to the surrounding pedestrian areas and urban edge. This includes the creation of plaza spaces, a pedestrian promenade along Ioco Road, a pedestrian priority crossing at Balmoral Drive, and a direct connection to the Inlet Skytrain Station via a pedestrian overpass.

It is also intended that the neighbourhood park will be tucked into the site with urban edges defined by contemporary mid and high-rise buildings. This results in a quiet park space largely separated from vehicular traffic while still aim to be open and accessible for use by the surrounding community.

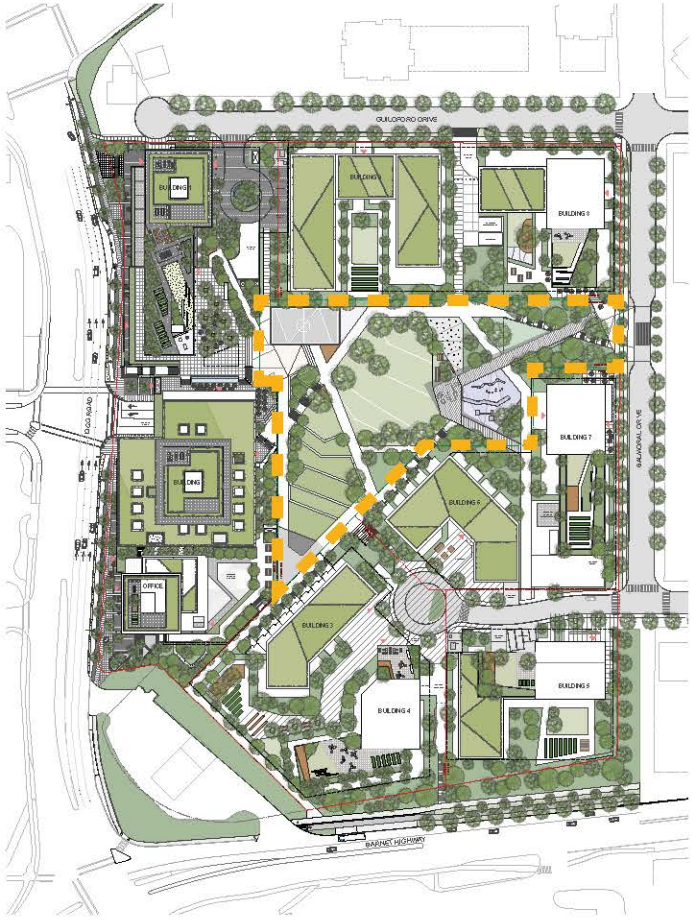
Programming for the park will include a variety of active and passive amenities that will be subject to coordination and refinement as the park design develops with city of Port Moody staff input.

Overall character, materiality, dark-sky compliant lighting, planting, finishes, art, and furniture are major considerations within the park. Preference for elements that are durable and comprised of contemporary forms and natural materials where feasible will be emphasized. Storm water management will also be explored to provide ground water recharge and slow peak runoff events from hardscape areas through the potential use of storm retention and detention structures.

Consideration may be given to extending outdoor balconies into the setback provided the spatial qualities of the public realm, the amenity and usability of street gardens (including solar access and rain exposure), and the amenable relationship of dwelling to street are maintained.

Additionally, projections into setbacks will be carefully considered to ensure that there are no conflicts with street and park tree locations and mature tree canopy extents.

Furthermore, storm water retention may be expressed at the surface to highlight interventions in the community through water collection in channels and rain garden areas. Planting and urban forest nodes will be incorporated as appropriate along with adequate soil volumes to provide full land dedication and support for tree growth.



3.1 PUBLIC PARK (CENTRAL GREEN)

The design for the city owned public park intends to create a distinct and dynamic contemporary urban space for all. Situated within the heart of the project, the park will serve as the front door for many residents who will gain direct access through park facing lobbies, greenways and both strata and city owned roads.

The park will include a series of sloped and level planes that provide ample opportunities for a diverse range of passive and active amenities that both engage and integrate into the extensive park slope.

Open flex use spaces have been carved out from the slope and connected by the park's accessible pathway network. These flatter areas will provide spaces for sport courts, play, lawn activities, plazas, as well as water/spray amenities for seasonal cooling. Additionally, covered and uncovered seating and picnic spaces will be encouraged all season use.

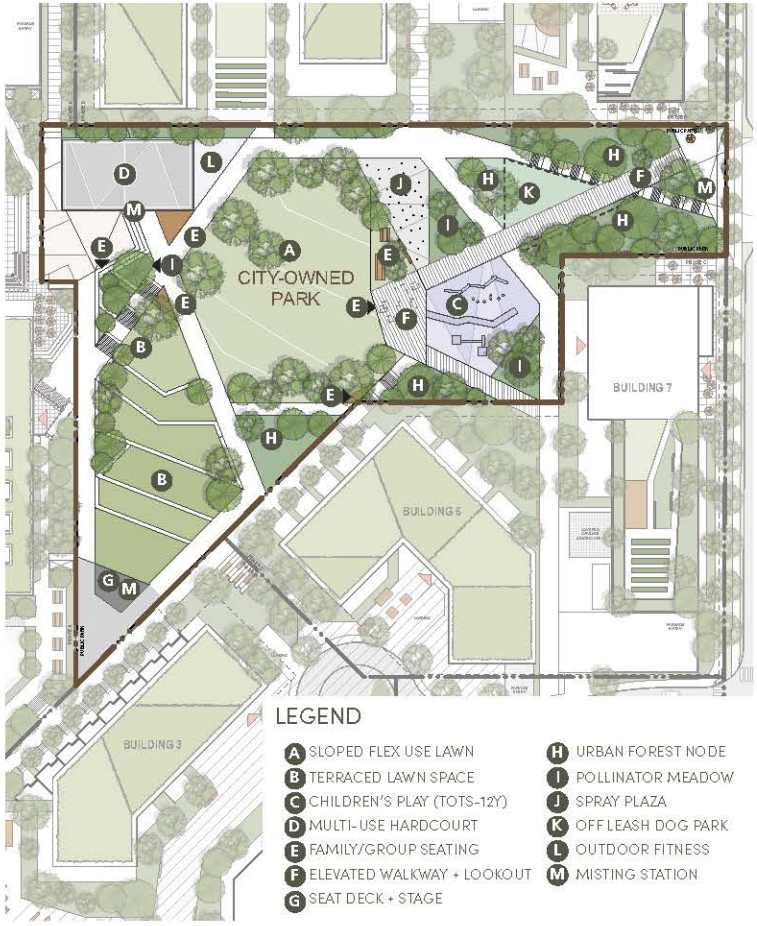
Opportunities for festivals, markets and community events will be encouraged in the plaza spaces and will be serviced with community accessible power and complimented with thoughtfully selected furnishings including benches, drinking fountains and multi-stream garbage receptacles to meet Port Moody parks standards.

Additionally, dog friendly amenities such as a fenced off leash area will be provided within the park. Placement of the off-leash area will also consider adjacent uses to reduce conflict between differing park amenities in coordination with Port Moody staff.

A robust and diverse tree canopy is also intended for the park. This will include forest node elements and opportunities for the provision and long-term health of 'legacy trees' which will be thoughtfully placed to create and frame views while providing a balance of sunny and shaded areas.

Additionally, spaces for shade and refuge from rising temperatures during the summer months will be address with the inclusion of covered picnic areas, furnishing opportunities under the overpass space and with strategically placed misting stations within the park.

Further details of park layout and programming elements will be refined at the Development Permit level with the City of Port Moody Parks Department. Additionally, wind studies and wind tunnel effects through the site will be considered when determining and finalizing the locations for water and spray features.



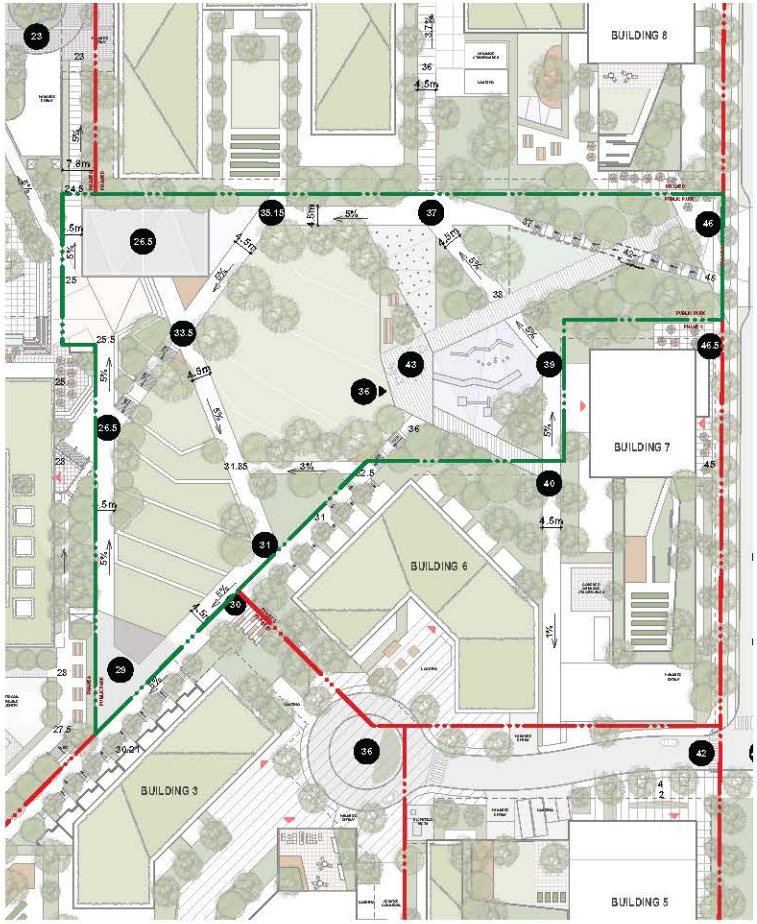
3.1.1 PUBLIC PARK GRADING

The overall goal of the park's grading design has been to create a series of unique spaces and amenities connected by an engaging and accessible circulation network. Sloping from east to west, the park elevation drops more than 20 meters across its length from the highpoint at Balmoral Drive to its low point on the west side of the park. A primary multi-use path has been sculpted to traverse through the park to create a pedestrian spine that facilitates access to all park amenities, access points, plazas, and nodes. This spine will be supported by a series of accessible secondary routes provide an interconnected matrix of pathway routes and options.

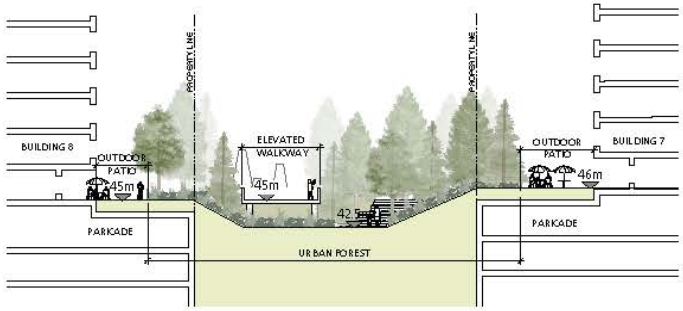
All pedestrian and multi-use pathways are intended to be fully accessible with average grades ranging between 2-5%. Desire lines and shortest distances of travel will also be accommodated by segments of stairs that are generous in width and broken up with landings to offer a space for respite and pause.

As design development progresses, the park will implement a coordinated strategy for wayfinding to assist with navigation throughout the park. Wayfinding will highlight accessible routes and travel distances as well as serve as identification of fitness and activity trails.

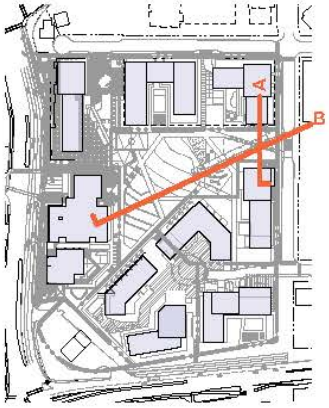
Additionally, maintenance equipment and the related turning radius' requirements have been provided for in coordination with Port Moody staff. Additional detail and refinement in concert with parks and operation staff will be provided in the detailed design phase of the park.

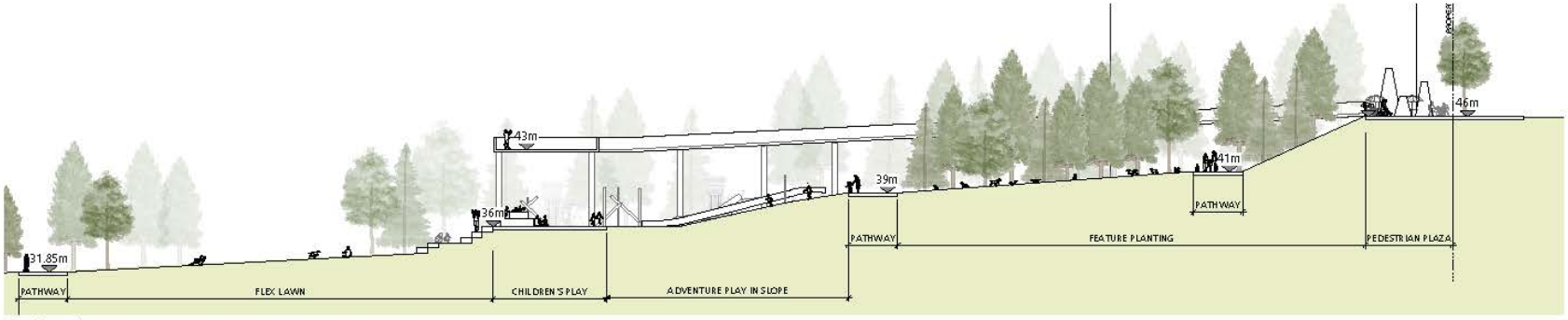


3.1.2 PUBLIC PARK ILLUSTRATIVE SECTIONS



Section A





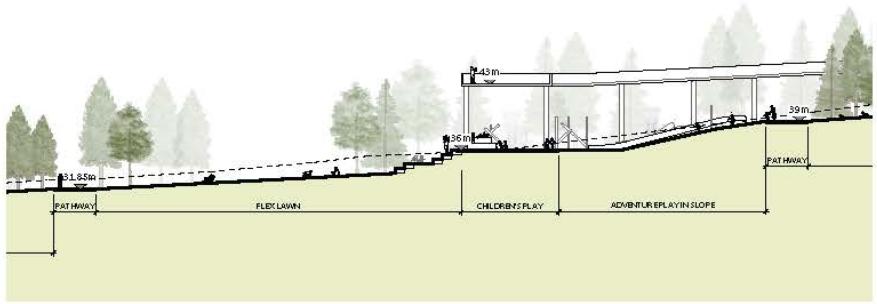
Section B

3.1.3 DESIGN APPROACH TO STEEP GRADES

Steep grades have been accommodated within the Coronation Park project through thoughtful design, material selection and planting choices to create an engaging and accessible public realm.

The proposed pedestrian overlook connection that extends from Balmoral Drive to the mid-point of the park is the initial move to allow for a fully integrated and connected park. The pedestrian overlook connection provides a much-needed expansion of the pedestrian trail network length which in turn has minimized the overall slope of this primary route. This longer way around will be highlighted by an expansive vista opportunity at the pathways precipice while also providing useable covered space below.

Additionally, the public park will employ integrated walls, seat steps and terraces in sloped conditions as well as softer approaches such as sloped planting and hill forms to accommodate the grades on site. Play has also been integrated within steeper sections to provide unique opportunities for climbing and slide play, cardio, and fitness. Distances and step lengths in small signage to support fitness loops shall be incorporated at detailed design stage.



A	B
C	D
E	

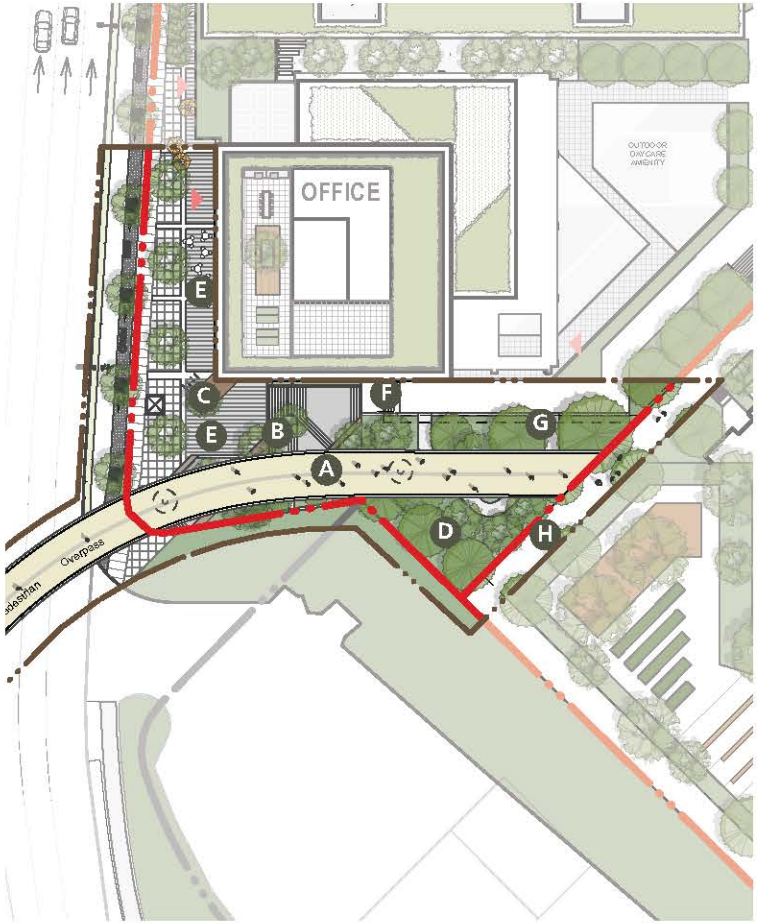
A. Threshold and arrival designs
B. Play opportunities
C. Grading integration in the landscape
D. Connection to nature
E. Illustrative section through the park

3.2 IOCO PLAZA (PUBLIC OPEN SPACE)

The Ioco Plaza will serve as a publicly accessible multi-functioning hardscaped forecourt serving the office building and food store entrances within the Phase A development parcel. This privately owned public space is intended to function as community hub and will provide ample space for spill out from the adjacent retails uses. Moveable and built-in furnishing will be provided to encourage residents and visitors to linger and activate this space while passing through on their daily commute.

A stair connection has been included along the south façade of the building to provide a direct connection for pedestrians from the plaza area upwards to the southeast corner of the city owned park. From this point residents will have further access to the city park and residential developments to north, east and south.

Landscape treatments including hardscapes and furnishing will be selected to complement the contemporary aesthetic of the architecture. In addition to framing the activity of retail frontages and architectural entrances, landscape terraces and seat walls help create dynamic secondary spaces, seating opportunities and flexible programming for small-scale events to further engage users throughout the day.

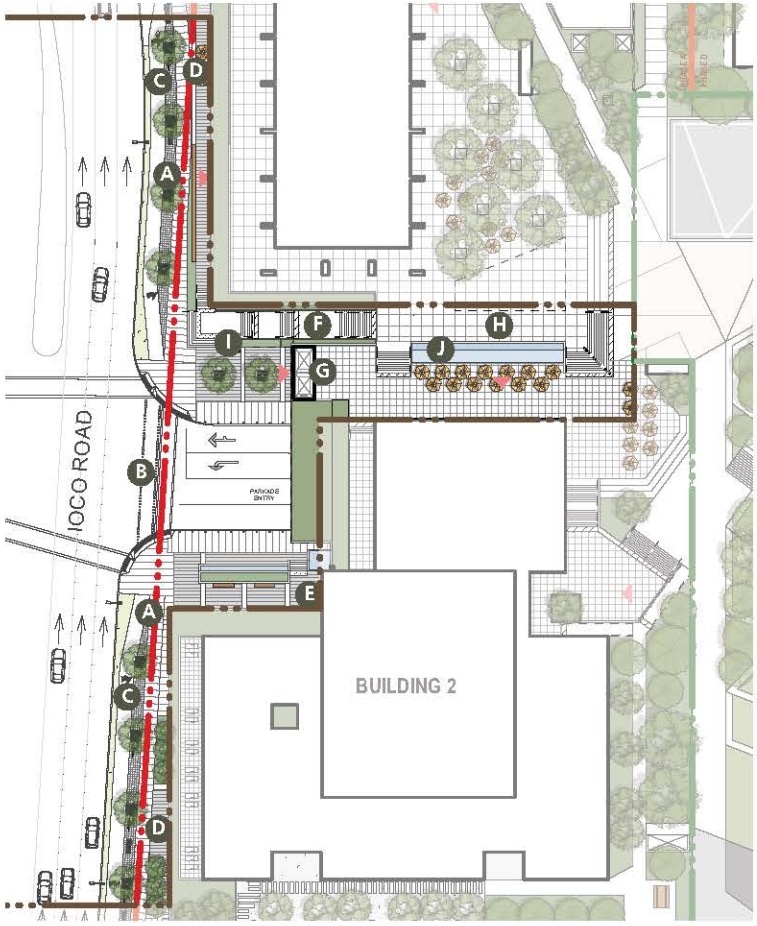


LEGEND

- A OVERPASS CONNECTION
- B STEPPED SEATING
- C FEATURE PLANTING
- D BUFFER PLANTING
- E PAVED PEDESTRIAN PLAZA
- F STAIR CONNECTION TO PUBLIC PARK
- G PRIVATE OFF-LEASH PET AREA
- H PROPOSED ACCESSIBLE PATHWAY TO BARNET HIGHWAY

3.3 THE GATEWAY PLAZA (PUBLIC OPEN SPACE)

The gateway plaza and public space will serve as a publicly accessible multi-functional transition space for residential and commercial pedestrian and vehicle traffic. Situated between the commercial uses and residential lobby, this main axis of the neighbourhood with be highlighted by a generous stairs connection, publicly accessible elevator and punctuated by a multi-storey water feature to provide a visual and physical connection between loco Road and the central green space above. Opportunities for pedestrian overlook and public art will also be explored within this vital hub of hub of pedestrian and vehicular circulation.



LEGEND

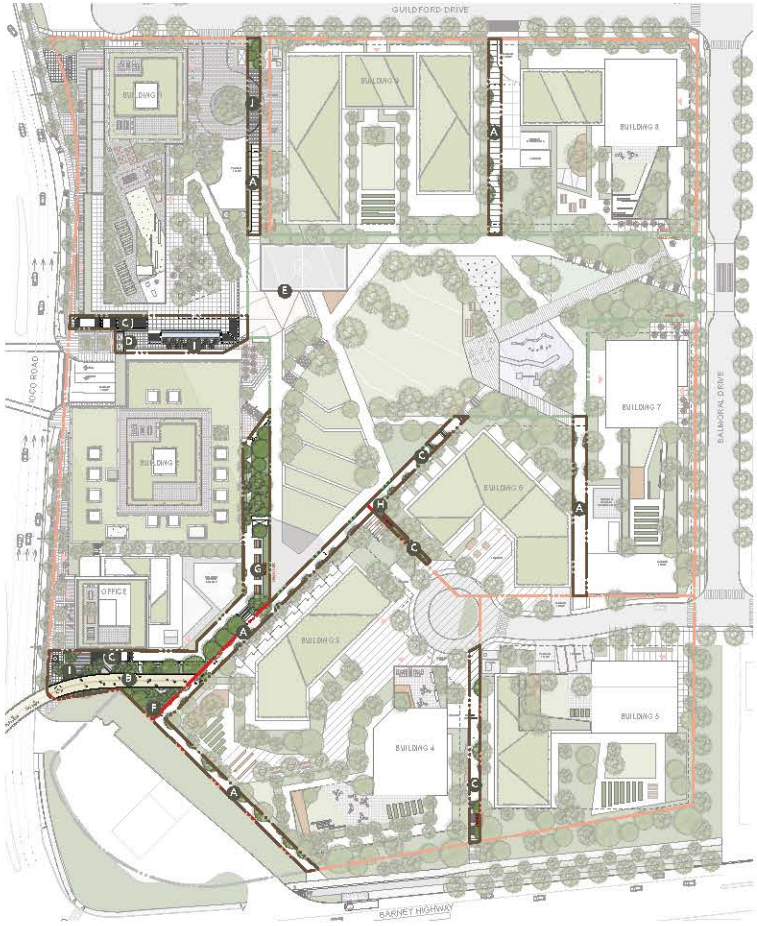
- A IOCO STREETSCAPES TO CITY STANDARDS
- B MARKED BIKE AND PEDESTRIAN CROSSING
- C BIKE LANE
- D CRU PATIOS
- E RESIDENTIAL LOBBY ENTRANCE
- F STAIR CONNECTION
- G ELEVATOR TO PUBLIC PARK
- H UPPER LEVEL PLAZA
- I TERRACED LANDSCAPE
- J STEPPED WATER FEATURE

3.4 GREENWAYS (PRIVATELY OWNED, PUBLICLY ACCESSIBLE)

The greenway spaces will connect the neighbourhood to the central green space and adjacent city streets. Dedicated statutory right-of-way and public access points will be located on private property.

Pedestrian pathways and multiuse trails will be a minimum of 3m in width and bordered by site furnishings, site lighting, signage and landscape planting and trees. Pathways that include shared maintenance vehicle access with Public Park, such as those connecting Guildford Drive and Balmoral Access Road, will be minimum 4.5m wide and also complemented with site furnishing and vehicular-rated bollard as required. The maintenance and upkeep of these elements will be undertaken by each of the respective stratas adjacent to the path. Direct connection into the development's lobby cores, cycling facilities and indoor amenity spaces will be provided where feasible to enhance park connection and convenience.

Accesible greenways are intended to have minimal slope and will be completely accessible to users of all mobility levels. Contemporary and finer grain materials such as unit paving and custom furnishing will be explored along the greenway routes to assist with the promotion of neighbourhood identity along these primary pedestrian routes.



LEGEND

- A ACCESSIBLE PATH
- B ACCESSIBLE OVERPASS
- C STAIRS CONNECTION
- D PUBLIC ELEVATOR
- E POTENTIAL PUBLIC WASHROOM
- F FEATURE PLANTING
- G STRATA-OWNED COMMUNITY GARDEN
- H POTENTIAL ACCESS TO UNDERGROUND BIKE STORAGE
- I OUTDOOR SEATING
- J PAVED VEHICULAR PLAZA

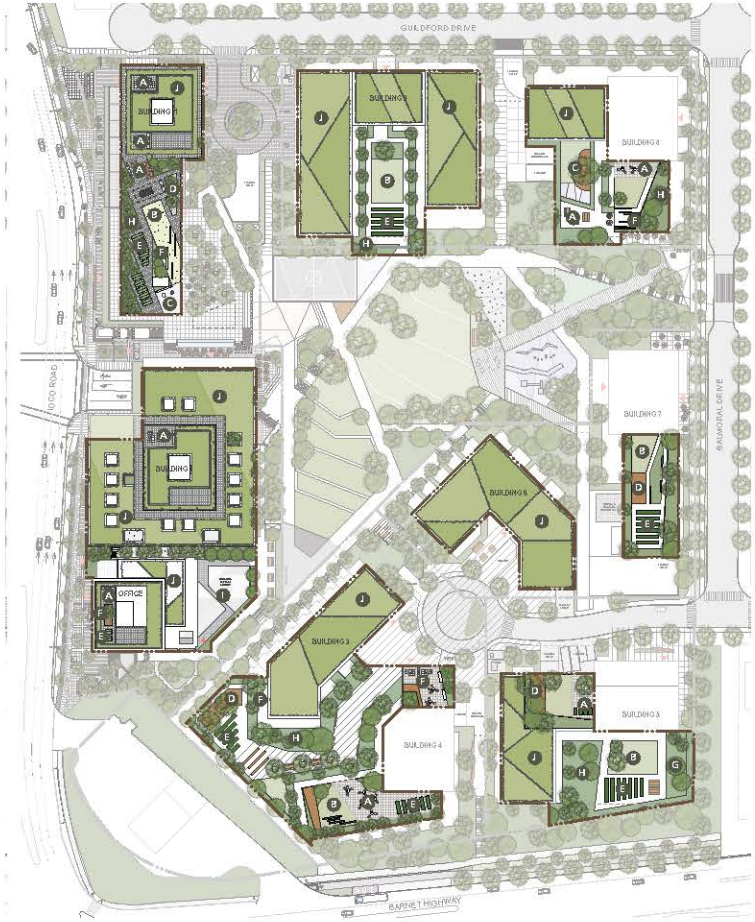
3.5 COURTYARDS AND ROOF GARDENS (PRIVATE OPEN SPACE)

The Courtyard spaces and roof deck amenities will be programmed to complement and expand on the publicly accessible amenities at grade. Amenities such as rooftop gardens, lawns, urban agriculture, and pet relief facilities will be considered in addition to programming to complement interior amenity spaces such as outdoor kitchen and dining amenities, play, and exercise facilities.

The proposed extent and variety of courtyards and roof treatments will vary per building. Green roof treatment will be considered on low-rise rooftops where overlook is observed. Podium amenity will be dedicated as accessible or programmed for specific uses.

The design of these spaces will also consider the projects overall sustainability goals including providing canopy cover and biodiversity in the urban landscape. Rooftop trees will also be included as potential features in courtyard and roof gardens and provided with adequate soil volume to meet City standards. Low maintenance species and drought resistant pollinator habitat are also recommended for green roof areas.

Mechanical Equipment associated with District Energy or otherwise may be located on rooftops. Designers are encouraged to minimise the visual impacts of this equipment.



LEGEND

- A OUTDOOR SEATING AND DINING
- B OPEN LAWN
- C PLAY AREA
- D SEATING DECK
- E URBAN AGRICULTURE
- F LOUNGE AREA
- G DOG PARK
- H FEATURE PLANTING
- I OUTDOOR DAYCARE
- J GREEN ROOF

4.0 PUBLIC REALM COMPONENTS

The public realm will be comprised of several key components that will span public spaces and publicly accessible spaces on private property. In addition to the physical built form, furnishing, lighting and materiality of the spaces, a site-wide approach to biodiversity and street trees, canopy cover as well as pet and urban agriculture strategy will be employed.

A	B
C	D

A. Multi-Use pathway
B. Seating nodes and gathering space
C. High quality hardscape materials and planting design
D. Open space for all

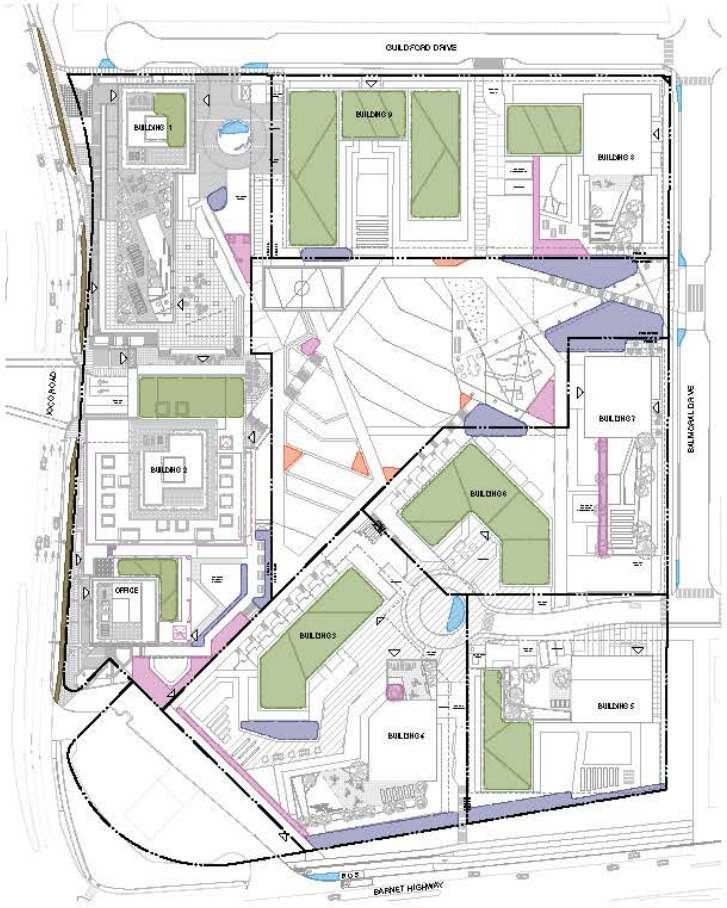
4.1 SUSTAINABILITY AND BIODIVERSITY IN THE LANDSCAPE

Biodiversity in the public realm will be promoted through thoughtful selection of the planting palate as it relates to both onsite and offsite spaces. The use of native, drought tolerant and adaptive species to provide year-round interest. Refuge, habitat, and foraging opportunities for local fauna including birds will be incorporated into the overall planting design approach. This will be coupled with the project's sustainability goals such as stormwater management, urban agriculture, roof gardens and purposeful irrigation design.

Landscape irrigation system should be designed with water conservation and climate adaption goals in mind and is encouraged where appropriate. This includes adequate planning for planting species to minimize the need for additional watering in the future. Habitat and low maintenance species are recommended. Proposed planting palette should be confirmed and approved by City staff at detailed design stage prior to implementation.

LEGEND

- POLLINATOR GARDEN
- POLLINATOR GARDEN (GREEN ROOF)
- HABITAT / EDIBLE LANDSCAPE
- PARK STORMWATER ELEMENT
- BOULEVARD RAIN GARDEN
- IOCO ROAD BOULEVARD GREEN INFRASTRUCTURE



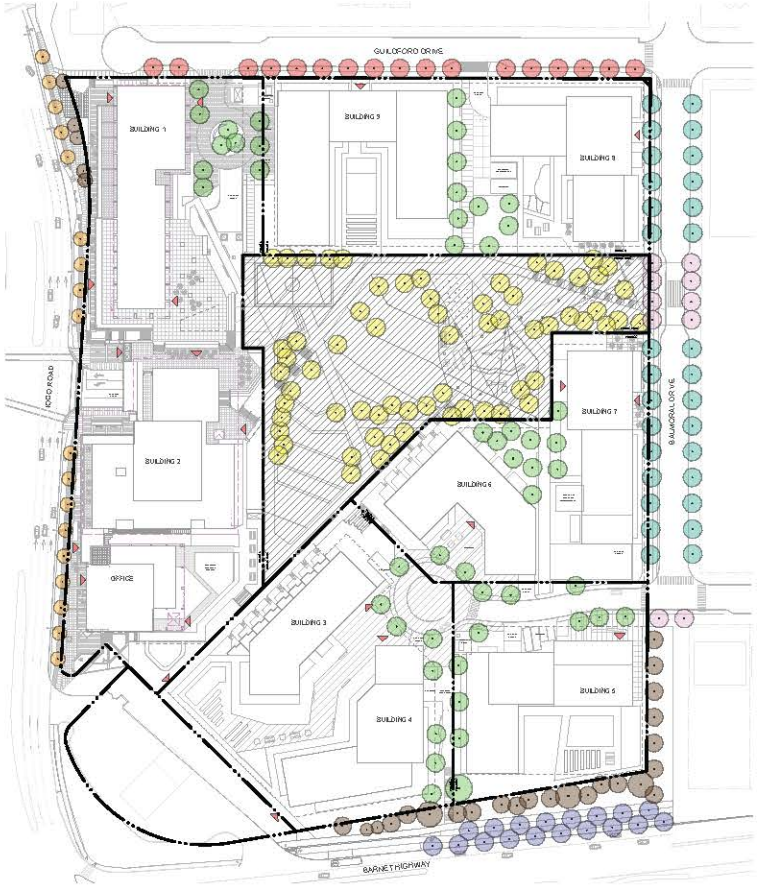
4.2 TREE MASTERPLAN

Street trees will be planted in both on-slab and on-grade conditions which will require careful attention to detail design to ensure minimum soil volumes are in compliance with City of Port Moody standards.

Furthermore, street tree species selection and caliper size will be standardized to ensure that trees provide significant structure and form to the streetscape. A range of tree species following the 10-20-30 species diversity ratio is recommended for street tree, public, and private treed areas. Tree species will be drought tolerant and climate resilient.

Additionally, a priority to maximize canopy coverage over roadways will be sought. Overall, tree strategy to be reviewed and approved with City of Port Moody Parks Division at permitting stages and referred to City's Urban Forest Management Strategy for implementation guideline and will include a high efficiency irrigation system will be provided for all street trees, onsite planting and park areas.

Soil depth for both on-slab and off-slab conditions will meet minimum soil volume requirements and be provided along with a plan at detailed stage for City review and will strive to meet the following soil volume targets including the provision of 0.6m3 of soil for every 1m2 of crown projection. Where connected soil volumes between trees can be achieved the soil volume target can be reduced to be 0.4m3 per 1m2 of crown projection.



LEGEND

- Nyssa sylvatica 'Afterburner' (30' x 25')
- Quercus bicolor 'Bonnie and Mike' (40' x 15')
- Ginkgo biloba 'Princeton Sentry' (45' x 25')
- Ostrya virginiana 'JFS-KW5' (38' x 20')
- Pyrus calleryana 'Aristocrat' (40' x 28')
- On-site Trees (To be confirmed at detailed design stage)
- Off-site Trees (To be confirmed at detailed design stage)
- Public Park Trees (To be confirmed at detailed design stage)

TREE MASTERPLAN (CONTINUED)


Nyssa sylvatica 'Afterburner' (30' x 25')


Gingko biloba 'Princeton Sentry' (45' x 25')


Quercus bicolor 'Bonnie and Mike' (40' x 15')


Pyrus calleryana 'Aristocrat Pear' (40' x 28')


Ostrya virginiana 'JFS KW5' (38' x 20')

4.3 TREE CANOPY

A site-wide plan has been prepared to quantify the expected tree canopy size of proposed trees at the twenty-year mark after installation as requested by city of Port Moody Staff.

The success of the urban tree canopy will be an important factor contributing to the overall livability, comfort and enjoyment of the project's public spaces, streetscapes and open areas.

Development will aim to maintain or exceed the existing canopy cover at post-development conditions at 20 years. Note that current canopy coverage for Coronation Park is approximately 20.8% and the Urban Forest Management Strategy target for mixed use development is 20%.

Informed by the overall tree masterplan, it is intended that comprehensive coordination with the consultant team will be employed to ensure that adequate soil volumes are provided and supported by resilient landscape detailing.

This approach will further consider municipal best practices, precedents and technical resources to inform the design as it progresses through the design development and permitting stages of the project.

Forest nodes and the allowance for legacy trees will be provided with the intent that legacy trees will be long lived and selected for function and cultural goal including high biodiversity and/or cultural value as large, mature trees. Examples of these types of species are western redcedar, Douglas-fir, sequoia, scarlet oak, American elm etc. Final species selection will be subject to city approval.

LEGEND

	Tree Type	Canopy Cover	Species
	Offsite Trees		
	Large Canopy Trees	125m² per tree	Douglas Fir Deodar Cedar Red Oak
	Medium Canopy Trees	50m² per tree	Evergreen magnolia Honey locust
	Small Canopy Trees	25m² per tree	Japanese maple Giant dogwood

Note: All new trees to be a minimum 6cm caliper at time of installation.

4.4 URBAN AGRICULTURE STRATEGY

Urban agriculture and community gardening will be embraced in both public and private spaces across the Coronation Park neighborhood. Alongside urban agriculture initiatives, the incorporation of edible plantings, including native berry species, herbs, and pollinators, will be explored within the central green space and city-owned park.

Plots are intended to be located within the city-owned park, ensuring public accessibility for all residents. The detailed design of these features will involve close collaboration with Port Moody staff and potential volunteer/operator groups to formalize the layout and design of these communal spaces.

On development sites, private garden plots will be considered at ground level where sufficient space and solar access are available. Additionally, opportunities for urban agriculture will be explored on upper-level amenities to capitalize on optimal solar exposure and contribute to activating the project's expansive outdoor amenity spaces on podium areas and assist with the reduction of conflicts with urban fauna and bears. Careful consideration will also be given to the placement of urban agriculture areas to ensure equitable distribution throughout the development and reduce potential conflicts with beards through species selection and management.

In lieu of a formal Port Moody urban agriculture policy, the detailed design of both public and private urban agriculture areas will adhere to policies and best practices established by the City of Vancouver and other municipalities with existing policies as reference points. These guidelines will inform aspects such as minimum plot sizes, access, and complimentary amenities and servicing such as water connections, tool storage, fencing, and paving materials.

LEGEND

PUBLIC COMMUNITY GARDEN

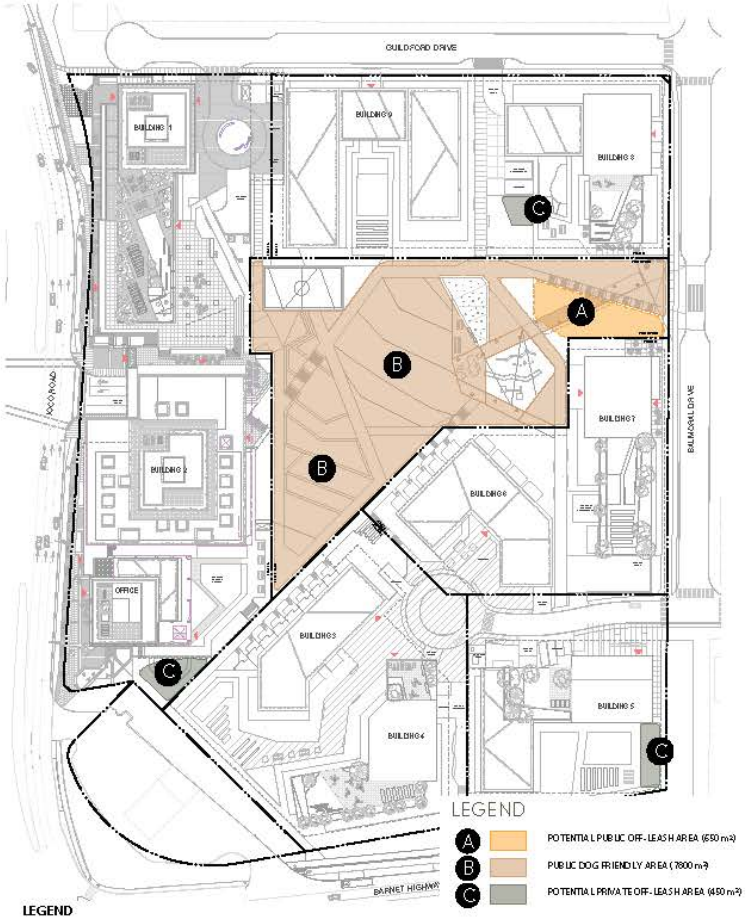
PRIVATE COMMUNITY GARDEN (STRATA OPERATED)

4.5 DOG STRATEGY

Providing well-placed and convenient dog amenities throughout the city owned park, strata greenways and in private amenity spaces will be explored through the design development process with City Staff. Overall, the proposed dog strategy plan has been informed by the City of Vancouver's People, Parks, and Dogs Implementation Strategy and will be updated to meet Port Moody's forthcoming city-wide Dog Management Strategy through the design development and permitting stages for the park.

Park Amenities:
An off-leash dog area has been shown which would provide access within a 5-minute walk for all residents of Coronation Park while providing ample separation and buffer of adjacent and incompatible uses. It is intended that all off-leash dog area or areas will be fully enclosed and provide separate spaces for small and large dogs. There is also a great opportunity to incorporate naturalized, sloped treatments that are well treed to further provide variety in dog park activities. In addition, dog amenities will include seating, drinking fountains, garbage and dog waste receptacles as well as a potentially covered space by utilizing the area under the proposed elevated pedestrian walkways.

Development Parcels:
In addition to park amenities, pet relief areas will also be provided within each development phase. Pet relief and off leash areas located on development parcels will include fencing and gates where appropriate, resilient surfacing materials and furnishings including benches and waste receptacles to be strata managed. Off slab areas of development parcels will be preferred over on slab locations for ease of ongoing maintenance to ensure longevity and use of these spaces.



DOG STRATEGY (CONTINUED)

A. Waste bin and bag dispenser
B. Drinking fountain
C. Pea gravel surfacing
D. Artificial turf surfacing and agility features
E. Wood chips surfacing and agility features

The following outline are examples of amenity and surfacing materials that would be considered for use in dog amenity areas.

The selection of surface materials should be informed by the usage intensity of the community, appearance, comfort and safety for dogs, and cost.

Park Amenities (Subject to further coordination with City of Port Moody Staff):

- Waste receptacles
- Waste bag dispenser
- Drinking fountains
- Small dog area (separated)
- Large dog area
- Gate and fences (double gates)
- Seating
- Open space
- Shade element
- Lighting
- Agility features

Onsite (Development Parcel / Phase) Amenities:

- Waste receptacles
- Waste bag dispenser
- Small + large dog areas
- Dog water stations
- Gate and fences, where required
- Seating / Benches
- Shaded areas for dogs
- Lighting
- Agility features

Example Surface Materials:

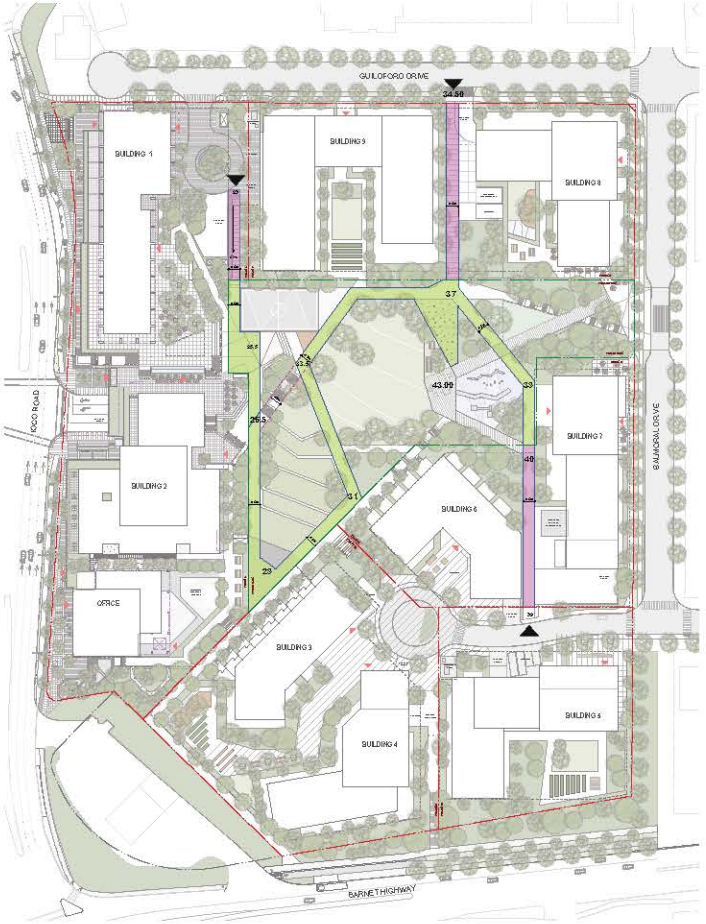
- Fine-crushed gravel
- Synthetic turf
- Wood chips
- Pea gravel

4.6 MAINTENANCE ACCESS PLAN

Maintenance access to and through the park will be developed in concert with the City of Port Moody parks operations staff. Maintenance access will be minimum 4.5m wide and accessible (other multi-use and pedestrian pathway widths will vary), and will be controlled by city staff via vehicular-rated bollards or locking gates to meet the city's requirements. Vehicle circulation through the park has been considered at a high level to accommodate city maintenance vehicle specifications and will continue to be refined as the design development of the park progresses. It is intended that the park will incorporate multi-stream waste receptacles and durable furnishing sections to meet and exceed minimum city requirements. Service connections as well as park controls for irrigation, lighting, spray park (including manifold access) will be accessible and conveniently located within public park maintenance paths to avoid complex access agreements. Maintenance responsibilities for SROW pathways (i.e. snow, ice, inspections) should be discussed in detail with City staff at detail stage.

Maintenance vehicle access for Public Park should accommodate the following vehicular types:

- Arborist truck – 1 ton arborist chip truck with Bandit chipper
- Parks Maintenance – 1 ton truck or pickup truck
- Small single axle dump truck (3 ton)
- Backhoe
- Kubota
- Gang mower and/or large deck mowers (i.e. John Deere)
- Tractor – grass areas should have side slopes and grades appropriate for the use of tractors.



4.7 HARDSCAPE AND SOFTSCAPE

Hardscape materials will be selected to ensure durability, accessibility and ease of maintenance. The project will prioritize preference for long lasting materials that support permeability and rainwater mitigation goals. Hardscape surfaces will be comprised of a variety of natural low carbon and recyclable materials where feasible.

Softscapes areas will be comprised of native, adaptive and drought tolerant species. Special consideration will be given to plant species that have proven to be resilient to the urban environment especially in boulevards and planted edges within high traffic areas. Planting design will aim to increase overall biodiversity, habitat and food sources as well as to support all-season interest and structure with a priority for evergreen species to frame, create borders and provide privacy where needed. Trees will be selected to provide diversity in canopy height and to soften building form along with green transition into the public realm and surrounding streetscapes.

Key Elements:

- Cast-in-place concrete with varied finishes (broomed, sandblasted, integral colour and exposed aggregates will be considered)
- Concrete Unit Paving
- Stone paving and stepping stones
- Custom inset works (tile, metal, art)
- Permeable granular surfaces
- Integrated stormwater treatments
- Diversity in boulevard planting at the paved edge
- Evergreen borders and edges, privacy
- Variation in tree canopy height
- Seasonal planting interest
- Provide habitat and refuge for urban pollinators

A	B
C	D
E	F

A. Durable paving materials
B. Feature pattern at plazas
C. Contemporary range of material use
D. Planting to soften building edges and public space
E. Seat nodes and trees at street
F. Planting at street for stormwater treatment





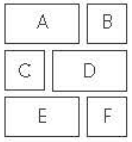

4.8 FURNISHINGS

Site furnishings at Coronation Park will be carefully selected and designed for the appropriate character of Coronation Park neighbourhood. The use of materials and their placement will be thoroughly coordinated to ensure comfort in the public realm while also providing safety to all users.

These site furnishings include lighting, benches, garbage / recycling receptacles, bike racks, wayfinding signage, and other hardscape elements. Seating areas, from large-scale terraced seating to intimate rest areas, will be provided and coordinated with pavement, stairs, and ramp details for unity. Additionally, all onsite garbage and recycling receptacles will be required to be wildlife proof and to meet city standards at grade.

Furnishings for each phase of the development will be coordinated to provide a unique streetscape for the neighbourhood. Final selection and design of site furnishings will be developed in conjunction with Architectural styles, landscape aesthetics, availability, and durability of materials.

Additional items may include hanging baskets at commercial frontage (i.e. loco Road), vehicular and pedestrian friendly post-top lights c/w arms to accommodate hanging baskets and banners. Consult City Parks for standardized requirements for furnishings on public parkland. Hangers will require the ability to support Sybertech Baskets (City standards) and fertilizers injectors.

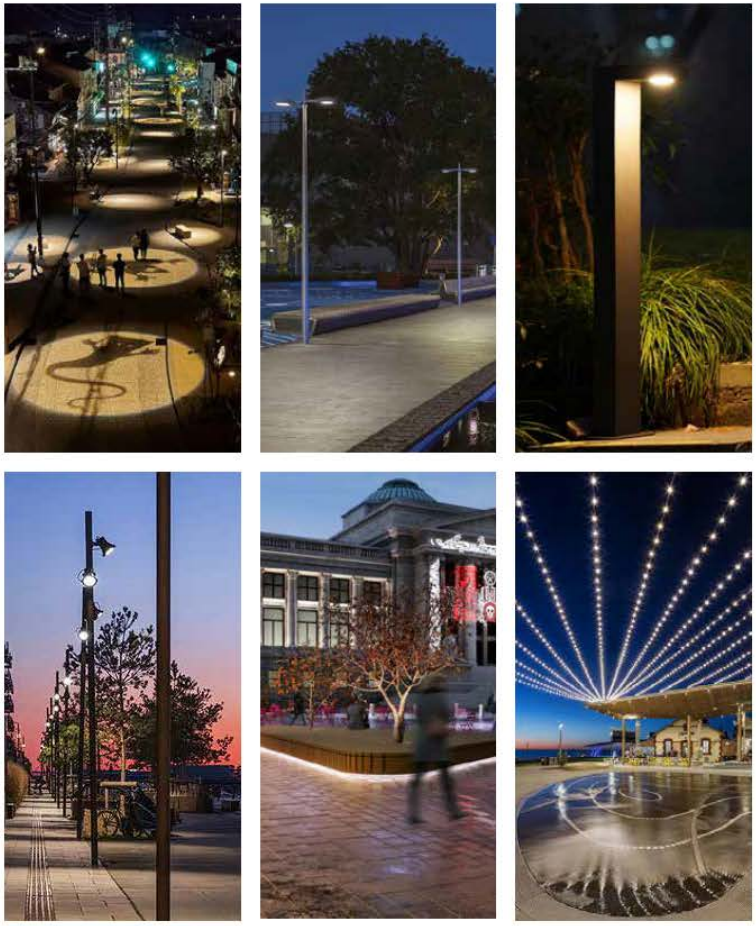


A. Movable furnishing
B. Contemporary materials
C. Seating variety
D. Outdoor dining and picnic areas
E. Natural play elements
F. Multi-stream waste collection

4.9 LIGHTING

Landscape lighting within Coronation Park will include functional and low-level ambient lighting to illuminate pedestrian pathways, features, and structures. Pathway lighting in the city-owned park, major pedestrian nodes and greenways will meet illumination standards as required by code, be bird-friendly lighting design, and reduce light pollution to meet Dark Sky compliance in the public realm and throughout the Coronation Park development.

Additional low- level light fixtures will be integrated into greenway and plaza features and within the city-owned park where requested. Light fixtures will be LED, glare-free with cut-off shielding where appropriate. Opportunities for programmability, user engagement, art integration and whimsy will also be explored through the design process to assist with all-season activation of this space. Consideration will be given to neighbouring residents while also aiming to ensure safety and eyes on the park, as guided in part by CPTED principles outlined in more detail in Section A6.0



A B C
D E F

A. Decorative feature lighting
B. Pedestrian scale post-top lighting
C. Dark sky compliant fixtures
D. Low level lighting
E. Custom elements and welll-lit gathering spaces
F. Catenary lighting for public space activation

5.0 PUBLIC ART STRATEGY

Tidal Windfall by Eric Robertson (Located at Newport Village)

The River Giver of Life by Susan Point (located at Klahanie)

Knots by Nathan Lee and Matthew Thomson located at Rocky Point Park

As the 'City of the Arts', public art is important to the City of Port Moody. The Corporate Public Art Policy provides information on the effective development, management, and operation of a public art program for the city. The policy indicates one of the mechanisms to fund public art is encourage private developers to contribute a share of the project's construction budget toward public art.

A public art consultant, Expanded Field, has been engaged to develop a Master Public Plan, which has been submitted along with the rezoning application submission.

In addition to the provision of specific stand-alone art pieces, the design of all building elements/facades, pavement patterns, and the proposed overpass should all be conceived and executed with an emphasis on artistic expression and high quality design. In some instances and where appropriate, blank facades of buildings may provide opportunities for artistic expression, which is encouraged. Some forms of lighting or water-based installations may also be conceived as artistic expression. All forms of art and artistic expression should aim for sophisticated inspiration and timeless interpretation as 'art'. Longevity and maintenance are among factors to be considered, and cliché commercial installations (i.e. 'whale murals') will not be permitted. The overall site, and all elements within it, should be considered a gallery unto itself.

5.1 PORT MOODY- THE CITY OF THE ARTS

Tasha Faye Evans And Charlene Aleck Unveil James Harry's House Post At Noons Creek Hatchery In Port Moody, B.c. - June 21, 2018

Prior to the arrival of Europeans, the Coast Salish First Nations communities lived along the southern B.C. coast, including an area known as Port Moody, BC. The mild climate and plentiful resources of this region allowed a number of First Nations groups to live in the area, including the Sanetch, Cowichan, Nanaimo, Homalco, Sechelt, Squamish, Musqueam, and the Tsawwassan.

It has been reported that two of these groups, the Squamish and Musqueam came to Port Moody during the summer season to set up camps at the mouths of local streams such as Noons Creek for the purpose of hunting and gathering shellfish in preparation for the winter season.

Public art in Port Moody can help to celebrate the City's rich history and these first peoples. It brings art to life for its many citizens in everyday settings. Through Public Art, Port Moody can show their commitment to local artists while providing residents with access to art from British Columbia, Canada, and around the world.

To help bring art to residents, The Port Moody Arts Centre is housed in the historic Old City Hall and Centennial Appleyard House, both registered heritage buildings built in 1913 and 1910. The buildings are a significant part of Port Moody's history, with their uses over the years as varied as they continue to be today. Old City Hall has served as a police station, jail, and firehall, as well as lesser known uses as a Cold War bomb shelter and kindergarten. Touring the building today, you will still see beautiful original brickwork and finishings, including a vault in the Ann Kitching Gallery.

The Port Moody Arts Centre Society, a registered charitable society, was founded in 1998 to oversee the Arts Centre after the building was vacated by city staff and operated solely by artists for several years. In 2012, the Centennial Appleyard house was gifted to the City of Port Moody by the Province for the sum of $1 which in turn allowed the Arts Centre Society use of it in 2014. Today the Centre operates over three floors with space for 2 community meeting rooms, 5 visual arts studios, a complete ceramics studio, 5 music studios, and 3 gallery spaces.

The Public Art Strategy for Coronation Park has been developed to build on all aspects of the legacy described above, celebrating the past while enriching the present as an inspired benchmark of quality design for future generations.

5.2 PUBLIC ART OPPORTUNITIES

The public art opportunities identified in this section are intended to inform future discussions among stakeholders about public art at Coronation Park. These opportunities can be evaluated by the project team through the Detailed Public Art Plan processes for the various art pieces as they proceed.

As a guiding principle, public art opportunities have been focused on high-pedestrian traffic, high visibility areas. Moreover, locations that serve as a transitional gateway into and within Coronation Park community have been identified as offering potential public art opportunities. A concentration of public art funds toward these locations will help establish a sense of excitement for pedestrians entering or passing through the community. Public art at Coronation Park is also envisioned to complement the network of pedestrian pathways, plazas and areas of contemplation and rest throughout the community.

Public art can contribute to the walkways and spaces by inviting individuals to engage and discover the landscape and the parks throughout the project by elevating the walkable places in supporting sociability. These important nodes throughout the project boost opportunities for positive face-to-face encounters while promoting the sorts of repeat encounters that boost social trust, creativity, enduring relationships and even economic growth. Furthermore, casual interactions near and around the public art can also have a positive influence on intergenerational relationships.

Public art budgets will be strategically pooled in specific locations that offer prominent opportunities for public art. Pooling funds provides the ability to maximize the public art budgets for installations in these high visibility locations. The larger budgets allocated toward these opportunities will enable the team to potentially invite international artists to participate in the selection process.

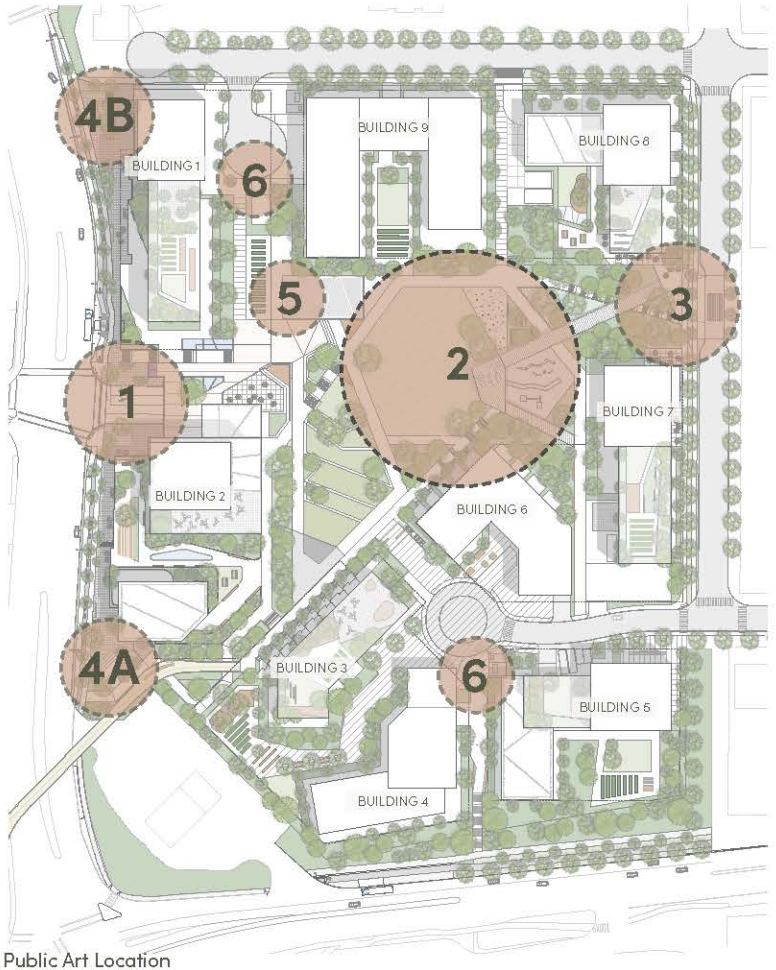
Since the public art opportunities will be located within both private lands and public spaces, attention will need to be given to maintenance and legal division of rights. Each public art proposal will be addressed through a detailed public art plan so that it can be assessed with an understanding of site particulars including any relevant easements, statutory right-of-ways and dedications. Detailed art plans will include provision for maintenance and upkeep.

5.3 POTENTIAL PUBLIC ART LOCATIONS

The aim is to create public art works that not only play an integral role in activating the public realm but also become part of a growing collection of artworks for the entire single-family neighbourhood's urban renewal and enrichment.

Wesgroup has engaged a public art consultant, Expanded Field, to provide a Master Public Art Plan and assist with the public art selection process. There are a number of opportunities to locate public art throughout the site that will contribute to creating a vibrant public realm, reinforce the "made in port-moody" design and foster a strong sense of identity, place, and community.

Public art opportunities are being explored in several areas including high traffic, pedestrian-oriented areas, and locations that serve as a transitional gateway into and within Coronation Park. A concentration of public art funds toward these locations will help establish a sense of excitement for pedestrians entering or passing through the community. Public art at Coronation Park is also envisioned to compliment the network of pedestrian pathways, plazas and areas of contemplation and rest throughout the community.



Public Art Location

Public art location opportunity

POTENTIAL PUBLIC ART LOCATIONS (CONTINUED)

1. The Gateway
Location #1 situated at the western gateway to the project, presents an unprecedented opportunity for significant public artwork. Unique in location and architectural scale, this location will be a beacon for the project and its future as a high-energy, transit-oriented hub for Port Moody and beyond. Also paramount is this location and its seen as the commercial hub for the new Coronation Park project. With the expectation of a large format grocer spilling a patio into the plaza below. This location is critical in fostering connectivity and growth through dynamic community interaction.

2. The Central Green
Coronation Park was re envisioned as exactly that, a park. The Central Green (known as The Public Park) is seen as the defining public space for the development. The project design team envisioned this open area as a key public node from design initiation and shaped the architecture to highlight it. The alignment of buildings and open space were intended to emphasize site lines toward it from all directions. Moreover, due to its location between the towers on all sides, it is a key transitional space for pedestrians and residents alike. This transition from a single family residential neighbourhood consisting of 59 homes to a serene greenscape experience coupled with high density high rise provides a balance of new and native in an attempt to bring both together in harmony.

3. Peak Plaza
Located between Building 7 (Phase C) and Building 8 (Phase D), this proposed art location #3 is defined as a secondary gateway located at the eastern edge and high point of the site. This public plaza is located along Balmoral Drive which serves as a border between Port Moody and the rapidly growing city of Coquitlam. This open area provides eastern access to the projects park as well as a starting point for the accessibility guide way and elevated viewing area which overlooks the park. This generous diagonal walkway terminates central to the project and within the heart of the central park.

NOTE - These locations are subject to change and further review at the Detailed Design Stage of individual projects however are provided to illustrate the initial design team's intent with Public Art at Coronation Park.

POTENTIAL PUBLIC ART LOCATIONS (CONTINUED)

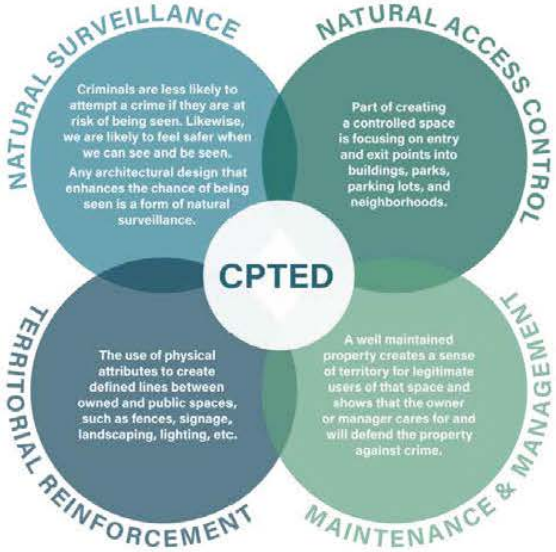
4. Ioco Road
Opportunity #4 relates to the retaining and structure surrounding a highly trafficked portal into Coronation Park project. This location affords the opportunity for what would be an integrated, site specific opportunity to work with a number of stakeholders to develop a work for the unique structure and retaining along this portion of the site. It should be noted that this opportunity creates the strongest site integration, exploring the context of an entry point for daily commuters on their way to-and-from the Inlet Centre Skytrain Station. Opportunity 4A relates to an integrated art piece that would become part of the pedestrian overpass. For this public art opportunity, the artist or artist team would be invited to adapt the proposed structure to add form to the bridge's function. Opportunity 4B offers a large publicly accessible open space where public art could be incorporated into the landscape.

5. Sports Court
Opportunity #5 envisions deep integration of public art into the ground plane as it relates to the contemplated sports court. Successful execution would enliven the public realm in a visually impactful way from both users as well as residents and elevated onlookers.

6. Entry Courts
Opportunity #6 provides two high visibility locations in the project entry courts which help service the adjacent parkades. These locations will provide interaction for daily audiences while providing wayfinding and place making for residents and visitors alike.

NOTE – These locations are subject to change and further review at the Detailed Design Stage of individual projects however are provided to illustrate the initial design team's intent with Public Art at Coronation Park.

6.0 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN



Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to preventing criminal behaviour and activity through environmental design. Strategies center on the ability to influence decisions before criminal acts and activity. This is done through design, effective use and maintenance of the built, social and administrative environment. There is a direct relationship between the physical environment, behaviour of people, productive use of space and crime/loss prevention.

PRINCIPLES

1. Territoriality:

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones
- The design of space to allow for its continued use and intended purpose
- The use of pavement treatments, signage, landscaping, art, signage, screening and fences to define and outline ownership of space

2. Natural Surveillance:

- Design and placement of physical features to maximize visibility. This may include: building orientation, windows, entrances and exits, parking lots, and landscaping.
- Placement of persons or activities to maximize surveillance.
- Provision of minimum maintained lighting standards for nighttime illumination to promote a safe environment.

3. Access Control:

- Use of sidewalks, pavement, gates, lighting, way-finding signage, and landscaping to guide public.
- Use of gates, fences, walls, landscaping and lighting to prevent or discourage public access to certain areas.
- Use of locks, and other target hardening measures.

4. Activity Support:

- Place safe activities in areas to increase the natural surveillance of these activities and the perception of safety. Examples include a seating area facing out the window from the inside of the lobby.
- Place high-risk activities in safer locations to overcome the vulnerability of these activities by using natural surveillance and access control. Examples include a playground located inside the fenced of a building, or a recreation room with many windows along the main lobby of the building.
- Locate gathering areas to provide for natural surveillance and access control or in locations away from the view of would-be offenders.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CONTINUED)

5. Maintenance:

- Locating lighting in such a way that bulbs can be easily replaced and vegetation does not obstruct light from areas.
- Landscaping which is maintained so that the placement and growth of vegetation does not interfere with sight lines or light sources.




7.0 BIRD-FRIENDLY DESIGN

Windows are considered to be one of the largest sources of direct human-caused mortality for birds in North America. Birds collide with windows because they are trying to fly into the habitats they see beyond or reflected by the glass. The following guidelines are aimed to help reduce bird deaths caused by collisions with buildings. These criteria were collected from a number of different resources to provide a guideline that will be considered in each phase of the development.

1. Increase Visibility of Glass:
- Identify the highest collision probability zone, which is either up to the height of a mature tree or up to the fourth floor of a building.
- Visual markers may not be suitable for all building types.
- Enhance visibility by increasing the density of external visual markers, such as spandrel panels and mullions, on reflective glass.
- Consider alternative strategies like modified window patterns, shutters, sunshades, grilles, louvers, or artwork.
- Incorporate design elements like corner windows, glass walkways, glass railings, and similar features to minimize the perception of unobstructed access to the sky or vegetation.

2. Dampen Reflections:
- Install canopies or sunshades to cover ground-level windows.
- Use screens, drapes, or blinds to increase the opacity of clear glass.

3. Reduce the dangers of attractants and landscape reflections:
- Maintain an appropriate distance between outdoor landscaping and glass to minimize reflections. If not possible, place landscaping directly adjacent to the glass within a range of 0-1 meter, or make the glass more visible.
- Cap both large and small open pipes to prevent birds from getting trapped while exploring them for nesting opportunities.

4. Reduce Light Pollution:
- Minimize unnecessary light-spill through shielding, targeted lighting, and reduced use of vanity lighting.
- Prefer down lighting instead of up lighting and avoid floodlighting.

BIRD-FRIENDLY DESIGN (CONTINUED)

The following guidelines for landscape design should be considered to support a bird friendly environment.

1. Incorporate a mix of habitat types:
- Combine different types of habitats to provide optimal opportunities for foraging, perching, and nesting.
- Prioritize the inclusion of both deciduous and coniferous forests for a diverse habitat.

2. Increase vertical vegetation structure:
- Plant and maintain native trees and shrubs to enhance vertical vegetation structure.
- Creating layers of vegetation is an effective way to promote bird species richness and diversity in urban areas.

3. Select a diversity of native and non-invasive plants:
- Choose a variety of plants that produce seeds, fruit, nuts, and nectar to ensure a diverse food supply for birds throughout the year.

4. Control invasive plants while minimizing disturbance to breeding birds:
- Non-native understorey vegetation in urban landscapes negatively impacts native bird populations.
- Manage invasive plants without disturbing breeding birds.

5. Minimize direct disturbance from humans:
- Designate habitat areas with limited human recreational activities, particularly biking and dog walking, to minimize disturbance to bird habitats.

6. Reduce light pollution:
- Light pollution disrupts the migratory navigation system of birds, especially during nighttime migration.

8.0 UNIVERSAL DESIGN, ACCESSIBILITY AND WAYFINDING

As a completely realized community, accessibility and universal design practices are at the heart of this project, ensuring that residents and visitors can fully participate in all aspects of community living at Coronation Park. The design includes universal design best practices in architecture, landscaping and furnishing to ensure that all people, of all abilities and disabilities can live, work and play within their neighborhood.

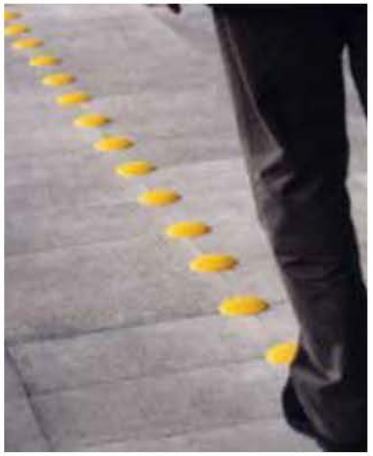
The grade of the site creates the most significant barrier for accessibility, particularly for those using mobility devices. The grade is addressed throughout the site with the intentional design of the pathways, mitigating the slope and connecting residents to community spaces. Along the pathways, rest areas are incorporated to support those who cannot walk longer distances, particularly in recognizing that a remediated slope creates a longer path of travel. Multiple Right of Ways connect the neighbourhood utilizing ramps, stairs, a public elevator and elevated walkways. These access points allow the entire public and private spaces to be fully accessed, regardless of ability.

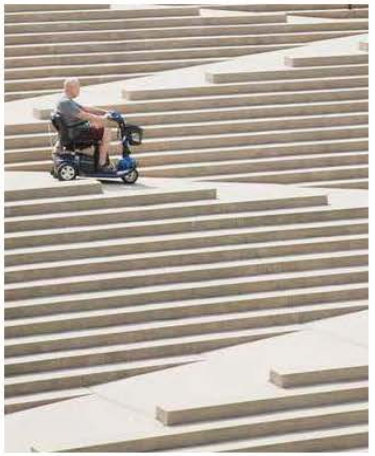
The proposed pedestrian overpass creates an accessible route from the community directly to the Skytrain, with a target of 5% grade, and is not only an enjoyable experience, but a feature. The internal pathways within the site are also targeted to be 5% grade in order to ensure accessibility for all ages and abilities.

OTHER ACCESSIBILITY HIGHLIGHTS INCLUDE:

- Balancing grade and slope with distance to navigate key areas
- Inclusion of a variety of seating and rest areas
- Lighting and visual contrast considerations
- Ease of wayfinding including indications on accessible routes of travel
- Functionality of landscaping, equipment and features including playground structures, fitness equipment and community garden features
- Wide, pedestrian walkways
- Consideration towards grading pedestrian routes at no more than 8% including the pedestrian overpass

8.1 ACCESSIBLE DESIGN FEATURES IN EXTERIOR SPACES





The proposed accessible pathways at Coronation Park can be accessed from multiple locations: Ioco Road, Ioco Overpass, Guildford Drive, Balmoral Drive, and Barnet Highway. The primary accessible pathways are proposed with a 4.5m width and a slope of maximum 5%. With the maximum target of 5%, the pathway allows all users of all mobility levels to access the site at a comfortable level without converting to a formal ramp. In addition, the 4.5m width creates an ample distance for multi-use, allowing pedestrians and cyclists to use the pathway in both directions. Physical buffers and planting are provided in appropriate areas to reduce pedestrian and cyclist conflict.

Integrated landscape features are proposed for the changing grades to create an engaging universally accessible space. These spaces include sloped play area, flexible lawn, outdoor sports court, spray park, off-leash dog park, as well as elevated walkway from Barnet Highway to the park. Design details such as tactile strips, pavement materials, stairs and railings will also be incorporated to offer a safe public realm to all accessible users. Final design details will be coordinated in conjunction with Architectural styles, landscape aesthetics, availability, and durability of materials.

8.2 WAYFINDING

Safety and easy access are key components of the site design at Coronation Park. Wayfinding signage will play a crucial role in helping pedestrians navigate the park and establish a sense of place, direction, and destination. Signage will be strategically placed at major intersections, along access routes, landscape elements, and structures throughout the park. Important areas, such as the pedestrian overpass on Ioco Road, the elevated walkway from Balmoral Drive, public park pathways, and statutory right-of-ways, will have specific signage to guide users. Additionally, special markers can be incorporated to create unique programming opportunities to engage with park users. The final selection, location and design detailing of the wayfinding package will be coordinated to ensure that it fits within the neighbourhood aesthetic. Additionally, the detail should meet city and accessibility requirements including illumination of signage where appropriate to ensure year-round visibility and activation of the space.

INTENTIONAL BLANK PAGE



Section B- Built Form and Parcelization

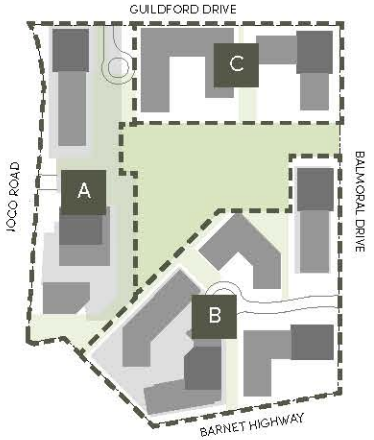
1.0 PURPOSE AND INTENT

Three precincts, each with its own distinctive identity, provide the rich diversity of character and scale found in urban areas that have evolved over time. This section of the design guidelines goes into detail about the 9 buildings found in these three precincts. It begins with providing information on the tower and podium placement, building heights and the solar studies of the buildings. The anticipated entrances for people and vehicular circulation are also illustrated. Lastly, the building's areas, building density, programming and precedent images of both interior and exterior spaces are presented. Overall each parcel's intentions are clearly shown in this section to help visualize the vision of the three precincts.

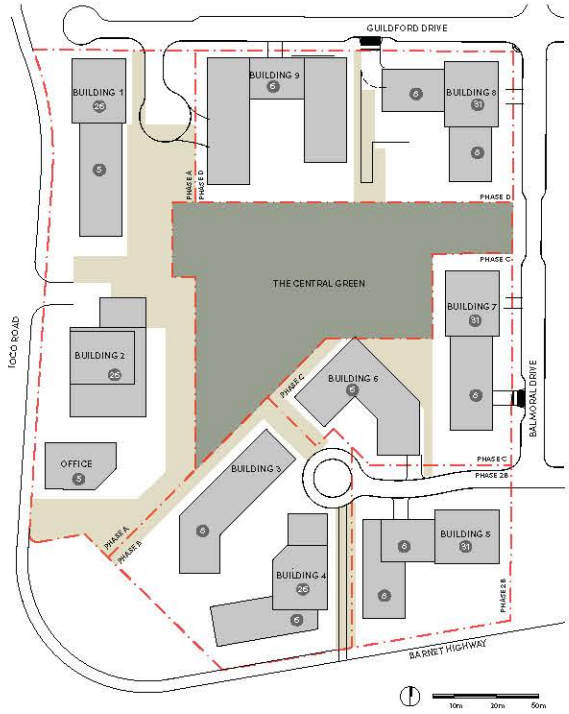
A. The Gateway

B. Barnet Mews

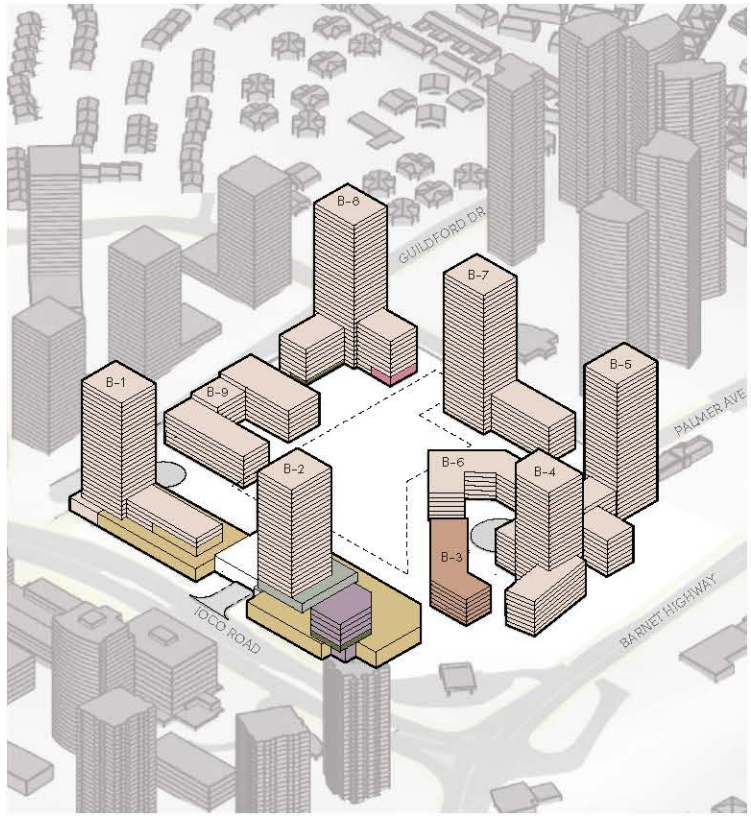
C. Courtyard Commons



2.0 BUILDING MASSING

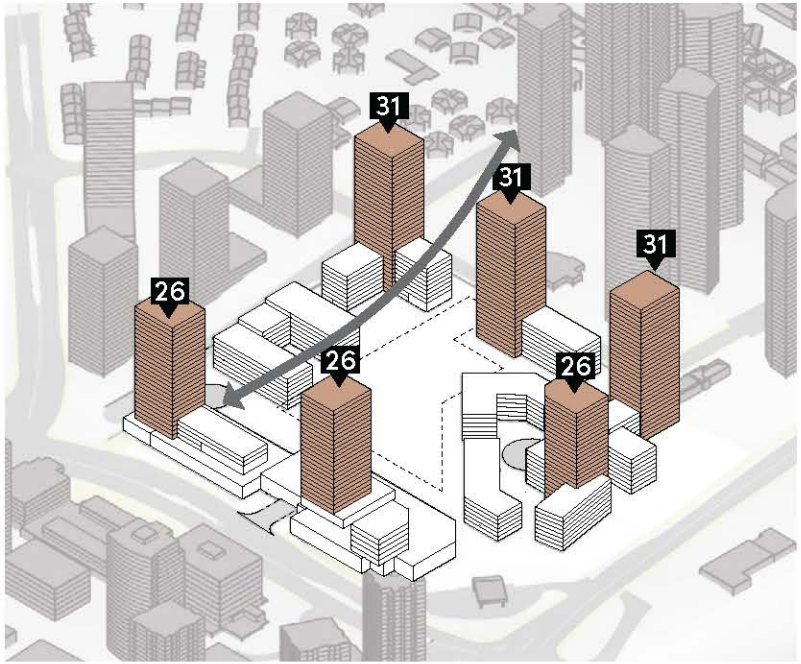


Site Plan



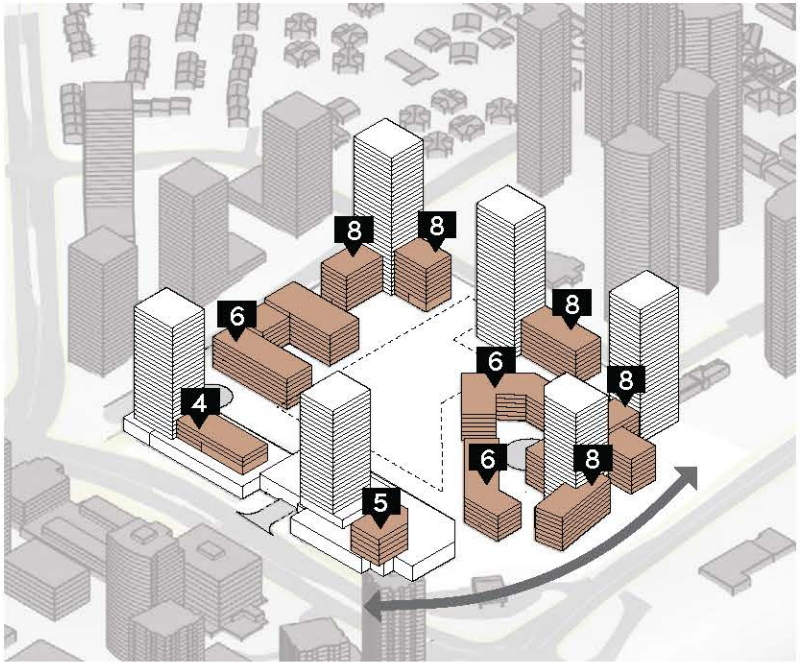
MARKET RESIDENTIAL
RENTAL RESIDENTIAL
DAYCARE
CENTRAL RESIDENT AMENITY
CITY OWNED AMENITY
OFFICE
RETAIL

2.1 BUILDING HEIGHTS



Tower Heights

Tower heights step down from 31 storeys on Balmoral Drive to 26 storeys along loco Road. This responds to the grade on site dropping from east to west and also the surrounding context, including the proposal across Balmoral Drive (by Polygon) which proposes towers up to 51 storeys, and Suter Brook Village across loco Road includes heights approximately 26 storeys in height.

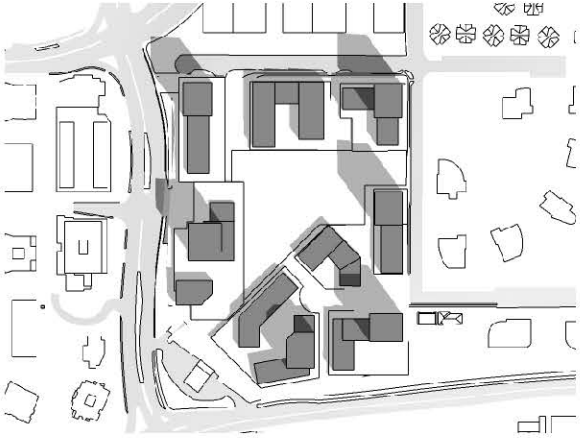


Low-rise Massing Components

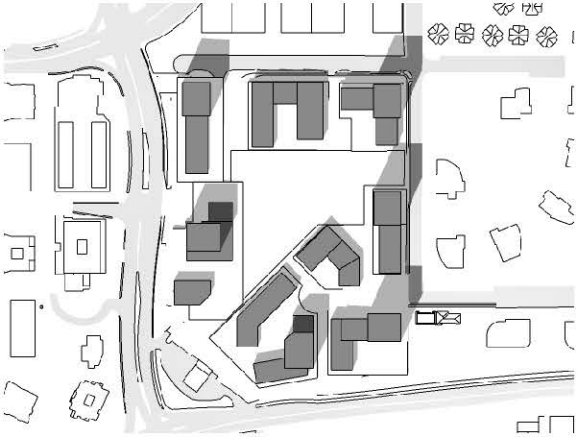
The 30-meter grade change on-site and the surrounding future and existing developments provide contextual reference when deciding the tower heights. The podiums, low-rise wood frame buildings and the 4-story office building fronting loco Road are added to achieve the residential density required on a transit-oriented development, and to balance out the impact of high rises.

2.2 SOLAR ACCESS

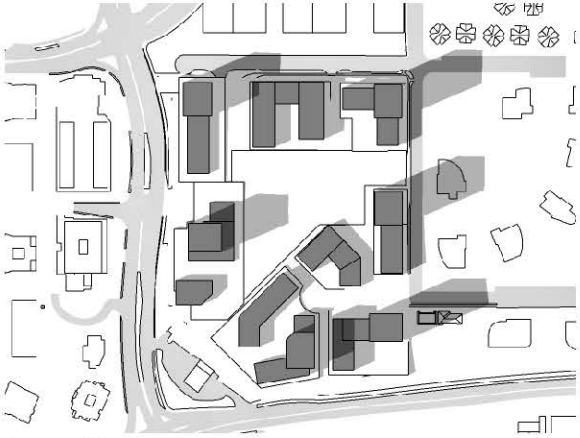
June 21 - 10AM



June 21 - 12PM



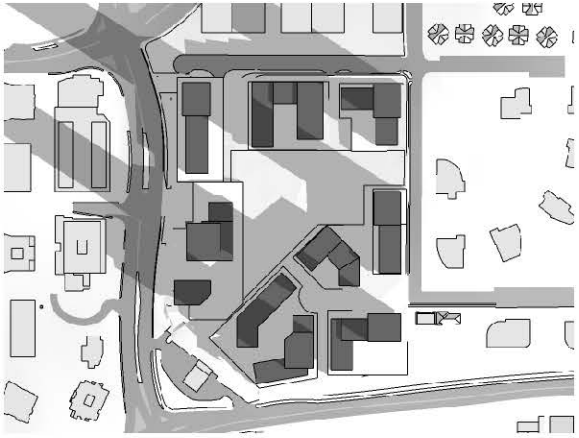
June 21 - 2PM



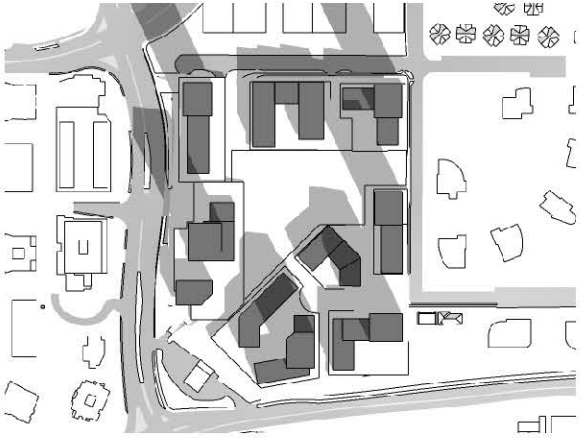
June 21 - 4PM

All of the buildings in Coronation Park have been thoughtfully located to create a network of open spaces and greenways that lead to the Central Green (public park). A crucial goal in the placement of towers has been to minimize shadowing to the park. Thus, towers have been placed at the edges of the site, while also maintaining suitable separation between them. This has created a sense of arrival from all directions into the site and the park.

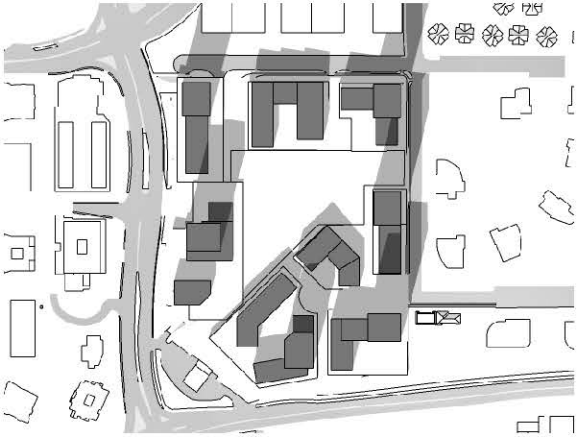
SOLAR ACCESS



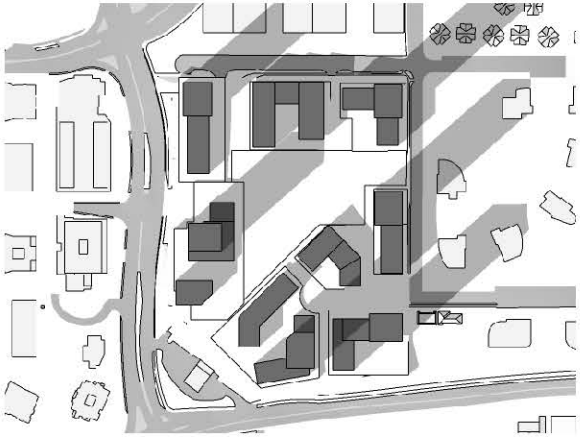
September 21 / March 21 - 10AM



September 21 /March 21 - 12PM



September 21 /March 21 - 2PM



September 21 /March 21 - 4PM

SOLAR ACCESS

December 21 - 10AM

December 21 - 12PM

December 21 - 2PM

December 21 - 4PM

2.3 MASSING PARAMETERS

Introduction and Intent

The 3D illustrative studies contained in this document reflect the goals to create a diverse and highly legible urban fabric clearly defining a public realm network of memorable public places. Comprised of an active Ioco Road frontage, greenways, plazas, and the Central Park, this network reinforces the unique identity of Coronation Park, encourages walking and contributes to a high level of livability.

This section illustrates the general goals of each parcel in terms of density, use, and access. The intention of these diagrams is to provide a general framework giving different architects the opportunity to contribute a higher level of diversity in the Coronation Park development. While the illustrative built form is intended as a demonstration and guide to the further development of each block, there may be potential to accomplish the key urban design role and meet the guidelines in an alternate form. Consideration may also be given through the approvals process to modest reallocation of floorspace within a Precinct. Considerations to variations in massing and floorspace allocation will require that the key urban design objectives are met, and that the scale and definition of the streets and public spaces is not diminished by the changes.

Net Floorspace/FSR

Building areas have been calculated based on the net floorspace (FSR) indicated by the solid line at the perimeter of building plans. The plans are deliberately simple, with minimal articulation to provide an easily understood base case. The simplified building footprints have been set with sufficient room in the parcel to accommodate additional building mass generated by exclusions. While the plans are illustrated simply, a high level of architectural articulation is sought, and the three-dimensional massing illustrations begin to demonstrate how further design development might see the building form evolve.

Projections into Streetwall Envelope

A streetwall envelope refers to the three-dimensional space that defines the boundary of a street-facing building or group of buildings. During the further design stages, projections of interior floor areas into the streetwall envelope should be carefully considered in order to create a comfortable and visually interesting pedestrian environment. At residential frontages, strategically designed projections into streetwalls could help emphasize building entrances and balconies can help to create a sense of connection between the interior of the building and the surrounding street. This can help to activate the street and make it feel more lively and engaging for both residents and passersby. At retail frontages, projections can create space at storefront entrances. This area is intended to allow for seating areas and activate storefront entrances, contributing to generous sidewalk widths. Building projections such as bays that contribute to display and enrich the pedestrian experience of the retail frontage should be thoughtfully considered.

Projections into Setback

Consideration may be given to extending outdoor balconies into the setback provided the spatial qualities of the public realm, the amenity and usability of street gardens (including solar access and rain exposure), and the amenable relationship of dwelling to street are maintained.

Statutory R.O.W.

The lanes, mews, pedestrian paths and breezeways that create breaks through building frontages are an important part of the fine-grained pedestrian network that facilitates movement through blocks. Key connections are indicated in the Public Realm Section A (2.5), for which the precise width and location will be determined at development permit.

Typical Height and rooftop access and articulation

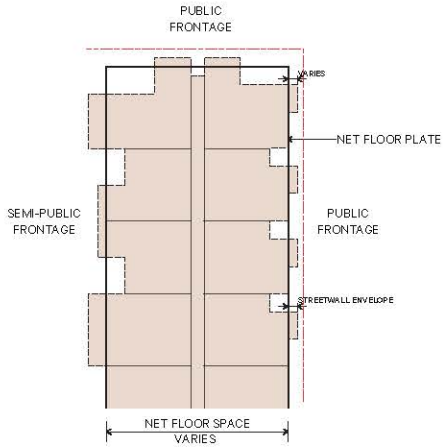
The general height for all building types assumes a floor-to-floor height of generally 3-4m (10'-13') for residential, 4-7m (13'-23') for commercial, and 4-5m (13'-16') for office except ground floor. To encourage a high degree of articulation at tops of buildings, and to facilitate roof-top access and use for residents, projections above this will be allowed up to a maximum height of an additional 4.3m (14') "articulation zone". Partial development associated with roof top access at this level will not be considered as a storey provided it is within 40% of floor area below (excluding exterior mechanical units).

INTENTIONAL BLANK PAGE

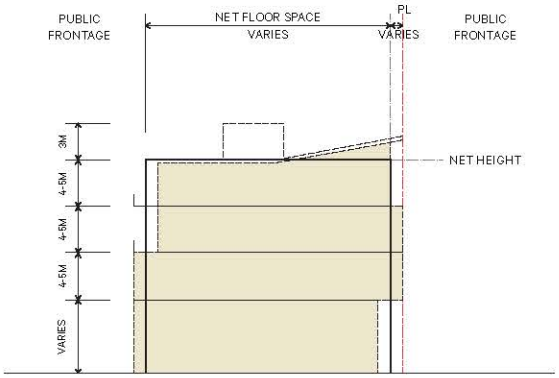
Mid-Rise Buildings

Plans: The adjacent diagrams demonstrate how projections to and recesses from the net floorspace can be accommodated within the envelope (dashed line). The net floorspace for low and mid-rise buildings is generally indicated as 20m (65') in width.

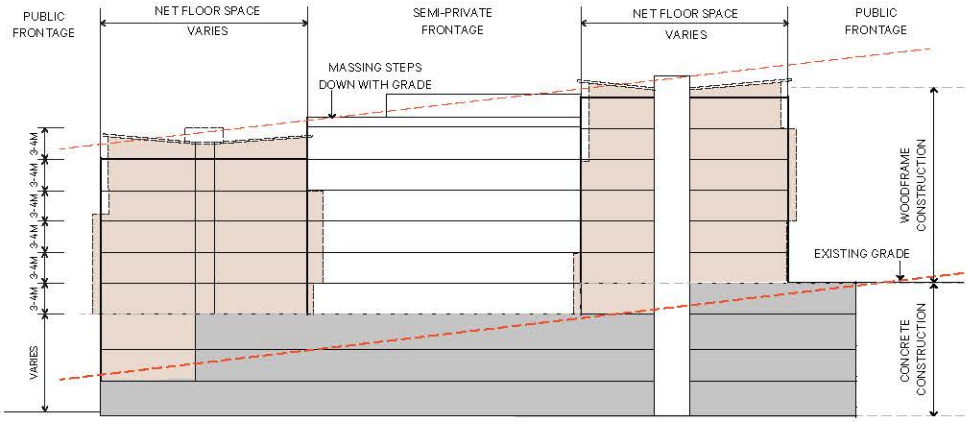
Sections: As a result of achieving high-quality urban design and to support street life while designing on challenging grade, a combination of concrete and woodframe construction shall be considered. The primary objective here shall be to minimize exposed parkade walls by adding ground-oriented units or other uses like amenities where possible. Floor heights at grade would make use of overheight space for lobbies but would generally follow the average residential floor-to-floor height of 3-4m (10'-13') for Residential and 4-5m (13'-16') for office. At top floors, where a high degree of articulation is encouraged, heights are expected to vary, as a result of existing grades on site.



Typical Floor Plan (Partial)



Typical Section through Commercial Office Building



Typical Section through a Mid-Rise Building

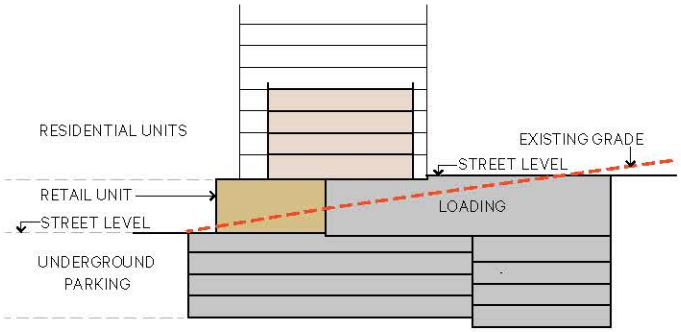
LEGEND

NET	RESIDENTIAL
GROSS	PARKING
EXISTING GRADE	OFFICE

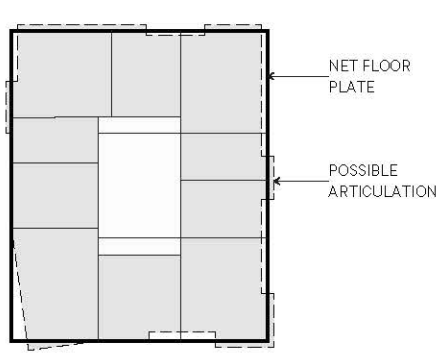
High-Rise Residential Buildings (Towers)

Plans: Example of a typical tower floor plan has been provided to demonstrate possible articulation. The intent is to keep the massing simple to enhance energy performance. The design of lower floors of the tower shall respond to the grade on site to create accessible entrances from different sides and active frontages as opposed to blank retaining walls.

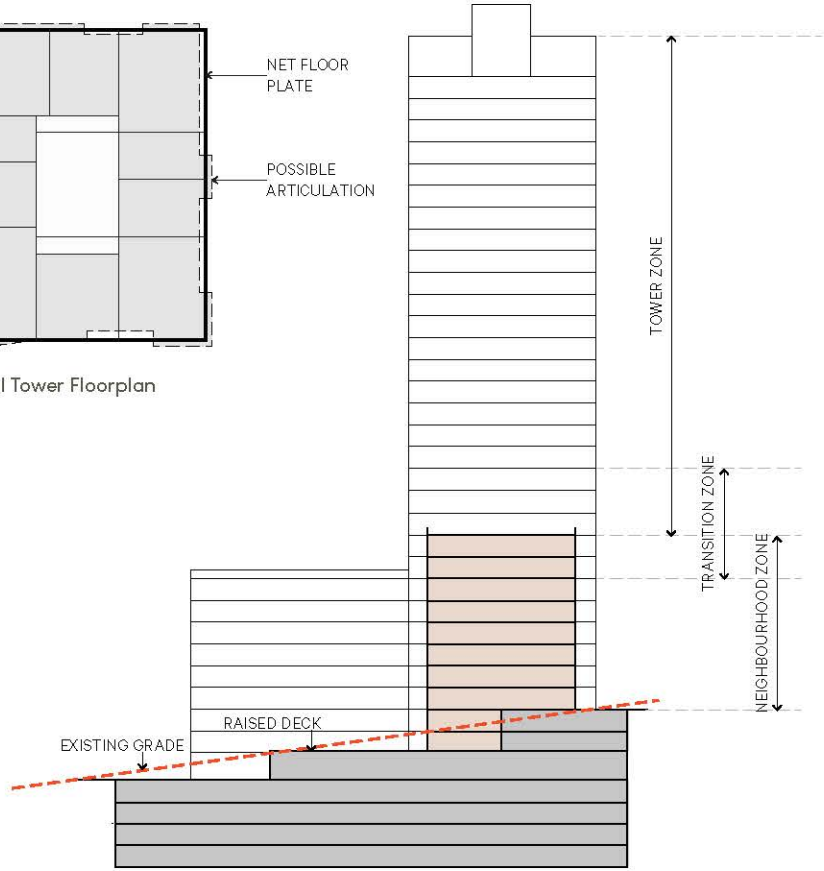
Sections: The adjacent diagrams illustrate how massing of high rise buildings can respond to the grade on site while creating a welcoming neighbourhood environment. One of the impacts of grade on site is the creation of raised decks and courtyards that sit above parking floors. Exposed parkade walls facing the park, shall be minimized by creative solutions like a row of ground-oriented units wrapping the parkade, or location of amenities, bike rooms, and more. At retail frontages, a similar condition is anticipated as shown in the section below.



Typical Section through Retail Frontage along Ioco Road



Typical Tower Floorplan



Typical Section illustrating impacts of grade on lower levels of Towers

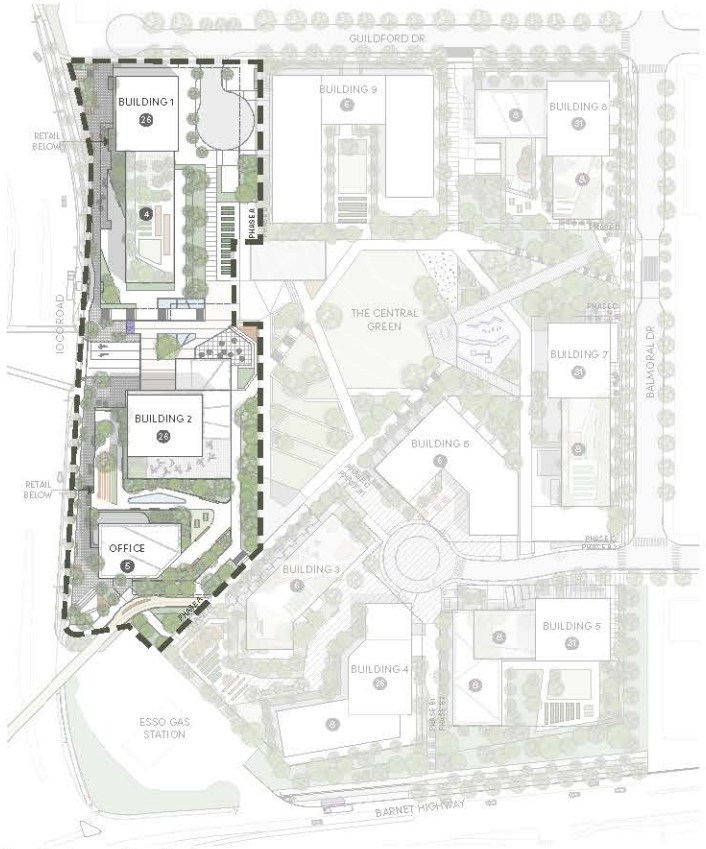
LEGEND

NET	RESIDENTIAL
GROSS	PARKING & LOADING
EXISTING GRADE	RETAIL

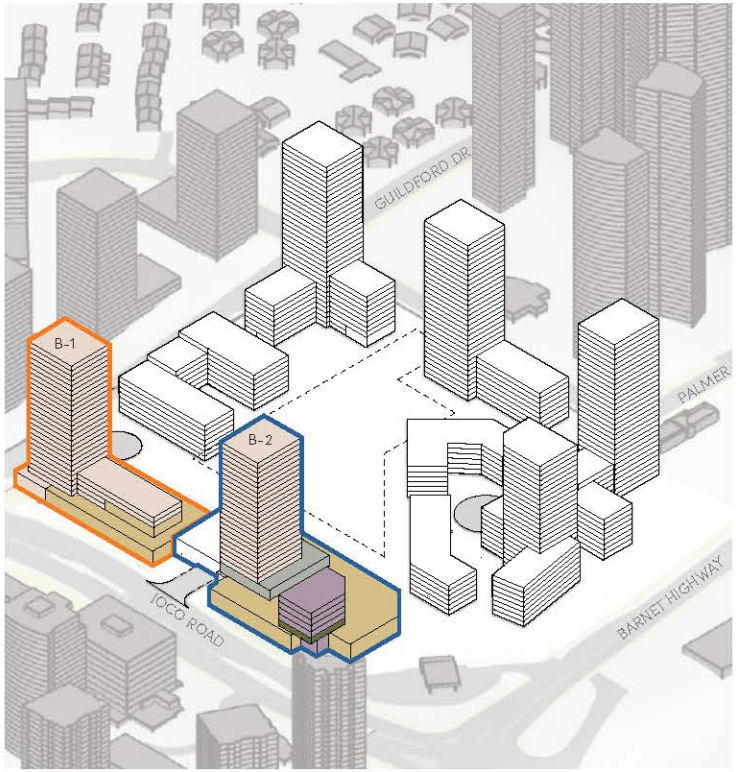
INTENTIONAL BLANK PAGE

3.0 DEVELOPMENT PARCELS

3.1 THE GATEWAY PRECINCT



The Gateway Precinct



	Residential		Office		Commercial/Retail		Daycare		Total Area	
	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.
GATEWAY PRECINCT										
Precinct Total	42,054	452,668	2,764	29,752	5,920	63,724	606	6,524	51,345	552,668
Building 1	23,279	250,575	-	-	2,257	24299	-	-	25,537	274,874
Building 2	18,775	202,093	2,764	29752	3,663	39425	606	6524	25,808	277,794

LEGEND

- MARKET RESIDENTIAL
- RETAIL
- OFFICE
- DAYCARE
- CENTRAL RESIDENT AMENITY

3.1.1 BUILDING 1

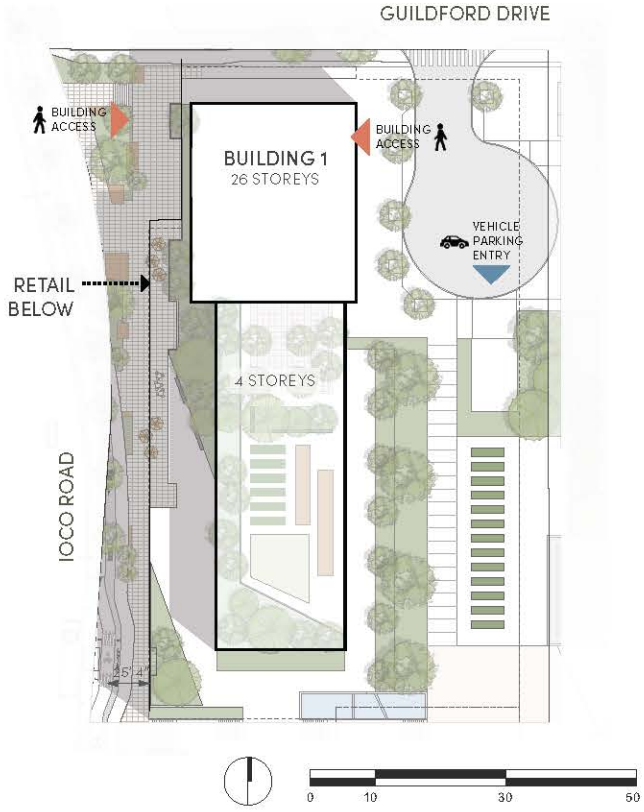
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	26	25,537	274,874
Total Residential		23,279	250,575
Total Commercial		2,257	24,299

URBAN DESIGN ROLE

- Buildings 1 and 2 would form a gateway to the Coronation Park development. Location of the tower on Building 1 anchors the northwest corner of the site.
- Building 1 creates an enhanced public realm along Ioco Road to bring residents and neighbors to the site regularly. A distinctive volume of retail space fronting Ioco Road along with a mix of uses will serve the residents' everyday needs, while also providing additional services for the greater community.

CHARACTERISTICS

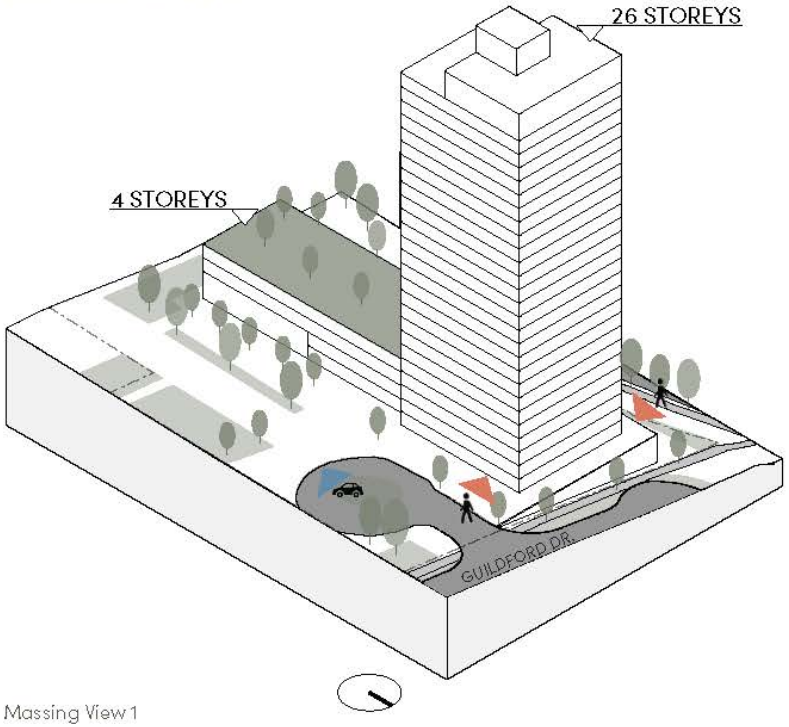
- Proposed 26-storey tower at the corner of Guildford Drive and Ioco Road creates a visual landmark. The 4-storey residential podium responds to the massing of Suter Brook Village across the street.
- The residential podium and tower sit on top of the retail, and are set back from the retail below to create pedestrian scale street environment and infuse greenery into Building 1 vertically as well.
- Building 1 slopes down drastically from Guildford Drive. The impact of the steep grade is mitigated through the arrangement of building massing. Having placed the residential podium on grade facing the park forms a double height space for the retail units along Ioco.
- The base of the tower shall respond to the dramatic grade change along the north façade, and the overall north and west tower elevations, which are highly visible from the northwest, will be articulated appropriately to reinforce the building as a prominent corner landmark.
- The proposed design ensures that residents of Building 1 can access their homes from Ioco Road as well as Guidlford Drive.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.



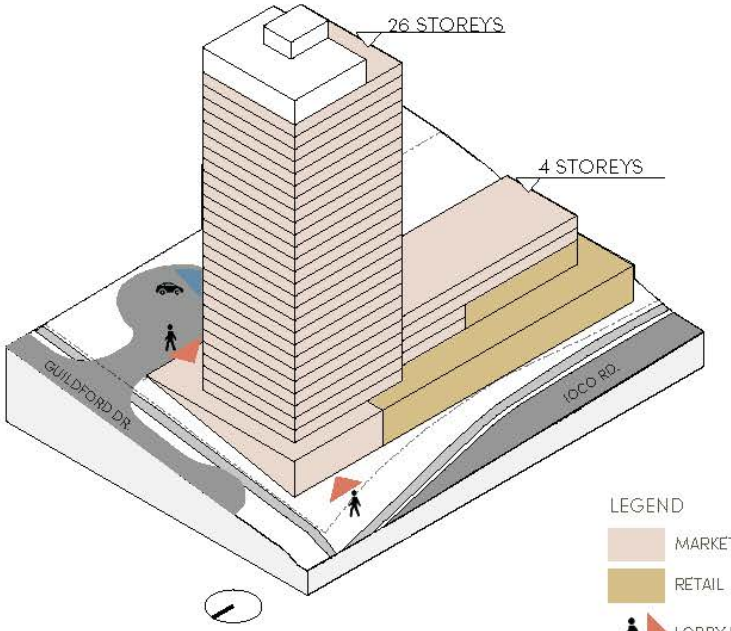
Site Plan

Key Plan

BUILDING VIEWS



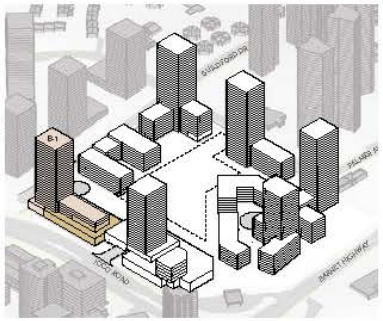
Massing View 1



Massing View 2

LEGEND

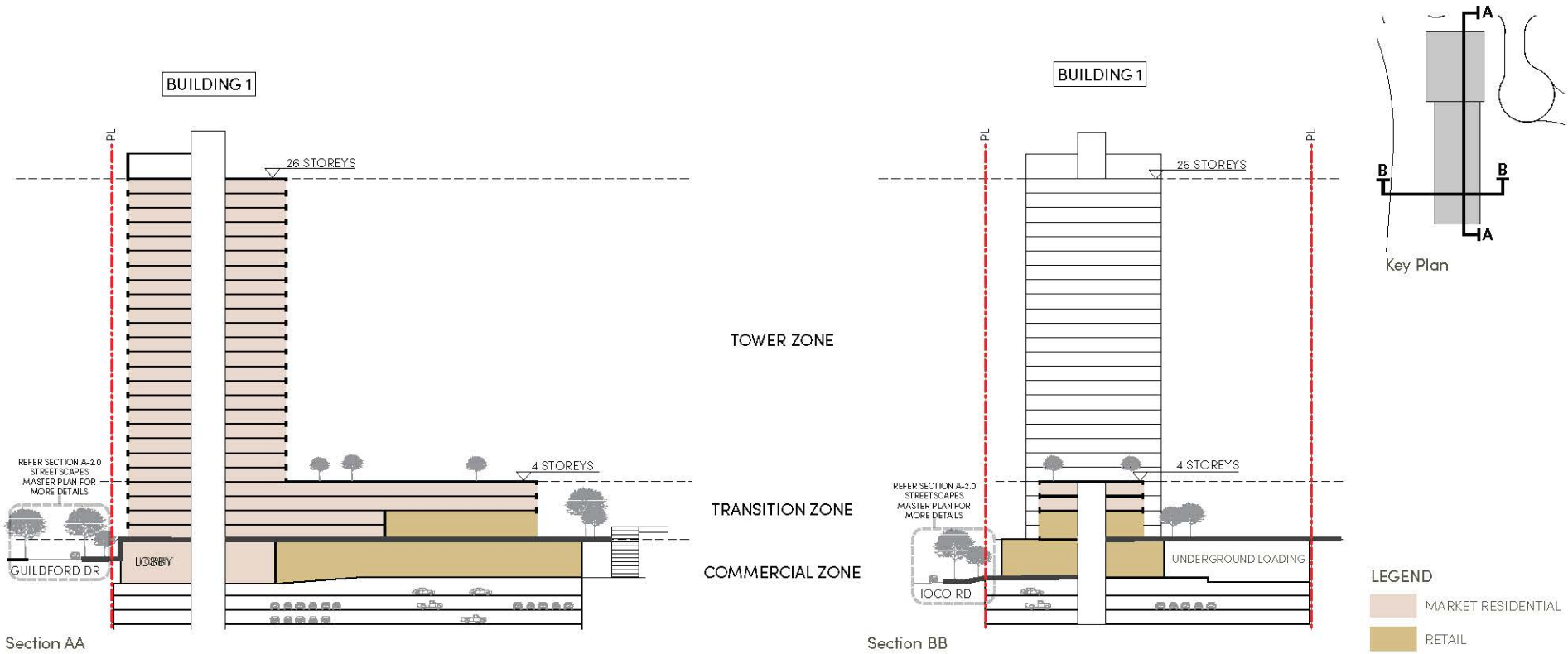
- MARKET RESIDENTIAL
- RETAIL
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



Key 3D View

Precedent Images

BUILDING SECTIONS



3.1.2 BUILDING 2

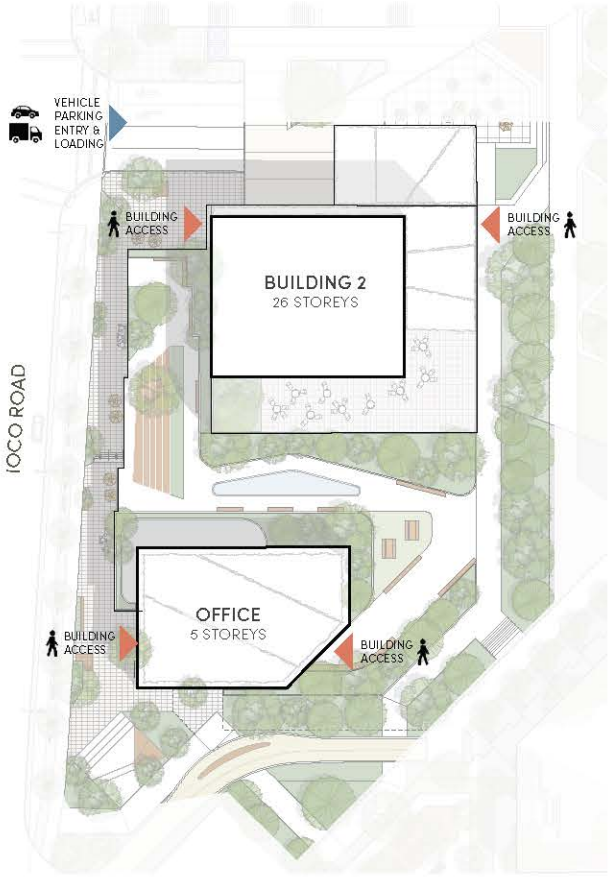
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	26	25,808	277,794
Total Residential		18,775	202,093
Total Commercial		3,663	39,425
Total Office		2,764	29,752
Total Daycare		606	6,524
Common Amenity (Area Exclusion)		1,414	15,216

URBAN DESIGN ROLE

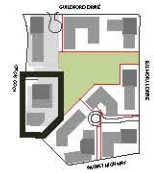
- Within the Gateway Precinct, Building 2 is at a high exposure location and provides a pedestrian gateway to Coronation Park.
- Similar to Building 1, it plays the role of enhancing the pedestrian experience of loco Road and activating it with retail uses.
- Office Building anchors the southwest corner of the site and creates a covered plaza below to welcome pedestrians into the development.

CHARACTERISTICS

- Building 2 is a rich mixed use development, providing retail, office, amenities and strata residential.
- The commercial spaces are organized along loco Road, providing a continuous frontage with Building 1.
- The site slopes upwards from loco towards the public park. This grade change allows the raised office, restaurant and daycare amenities to integrate at grade with the public park.
- Public space is carved under the office building to enhance pedestrian connections and provide welcoming public spaces.
- The loco pedestrian overpass, located on the southern edge of the site, provides connection between Coronation Park and Inlet Centre SkyTrain Station. This overpass provides a direct barrier free route over the busy loco Road and lands adjacent to the Central Green.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.
- The office building facades shall provide distinctive architectural interest to celebrate and give identity to the high profile gateway location.

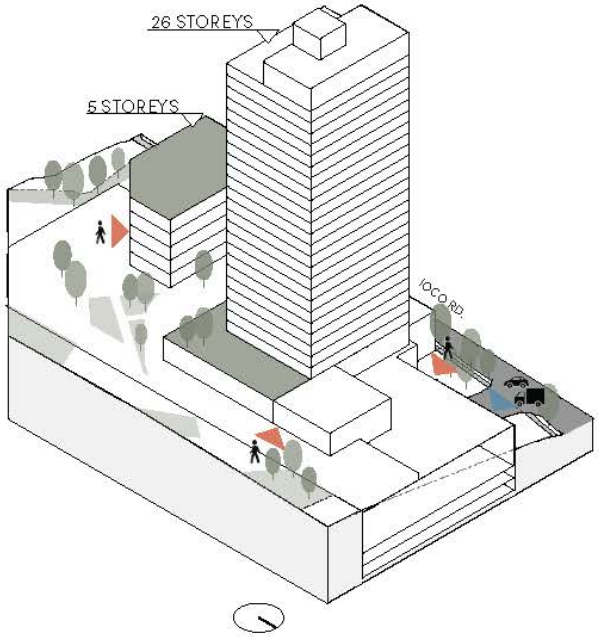


Site Plan

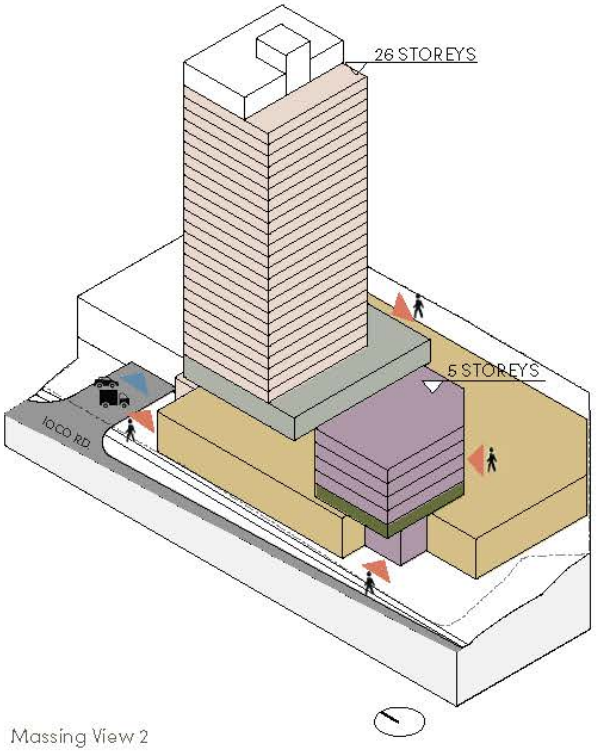


Key Plan

BUILDING VIEWS



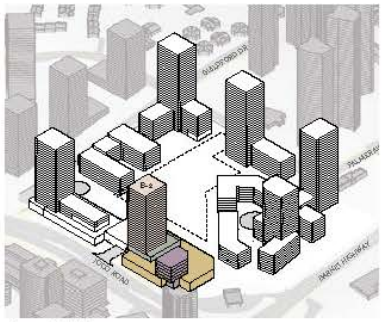
Massing View 1



Massing View 2

LEGEND

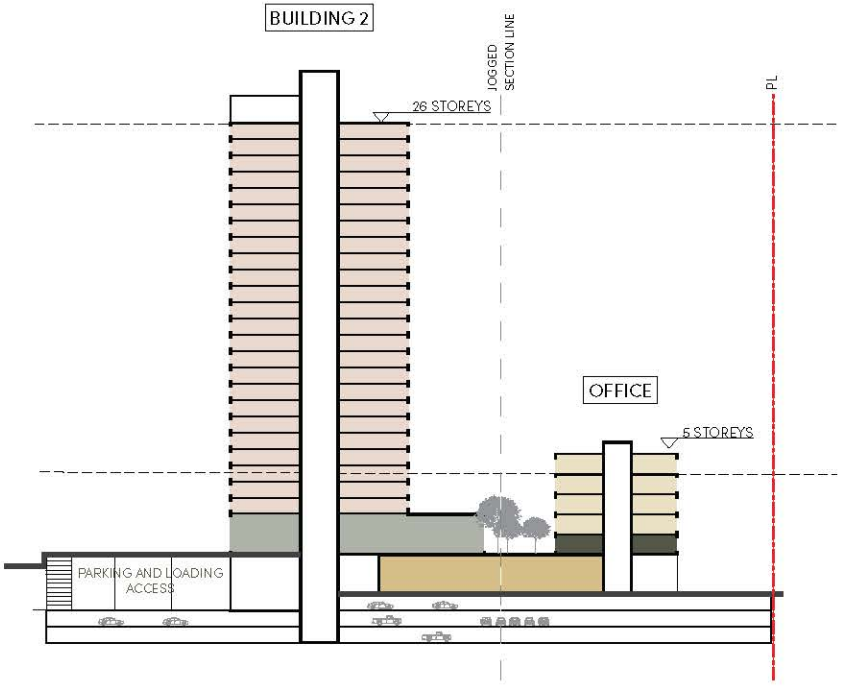
- MARKET RESIDENTIAL
- RETAIL
- OFFICE
- DAYCARE
- CENTRAL RESIDENT AMENITY
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



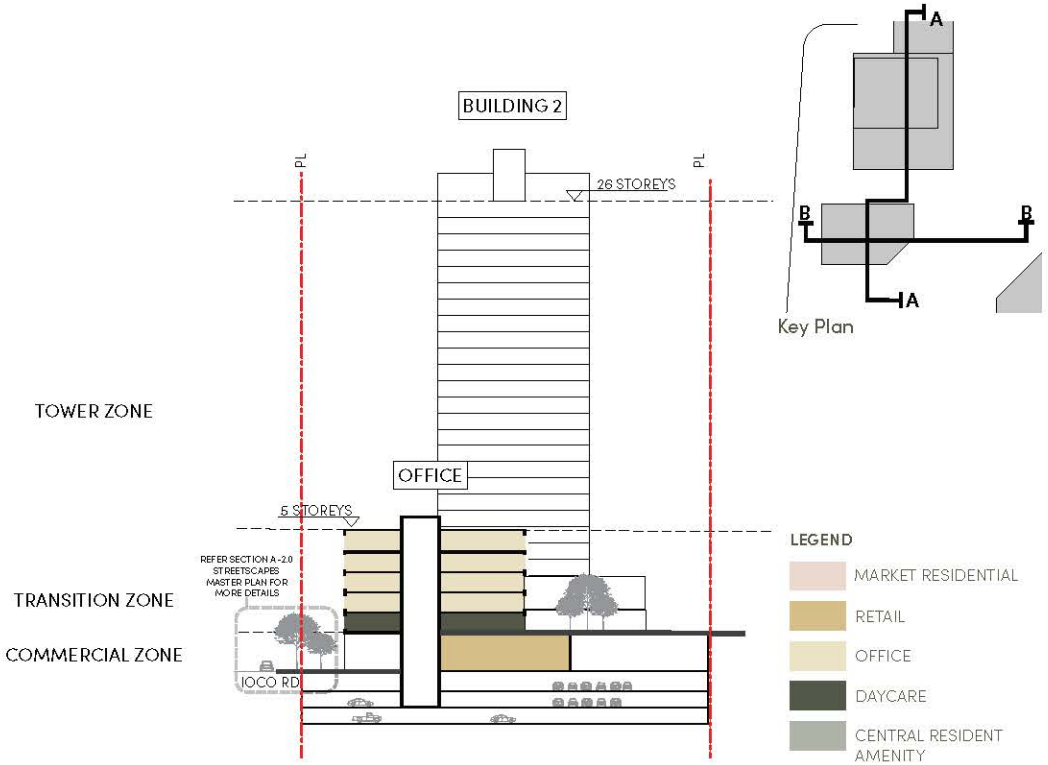
Key 3D View

Precedent Images

BUILDING SECTIONS

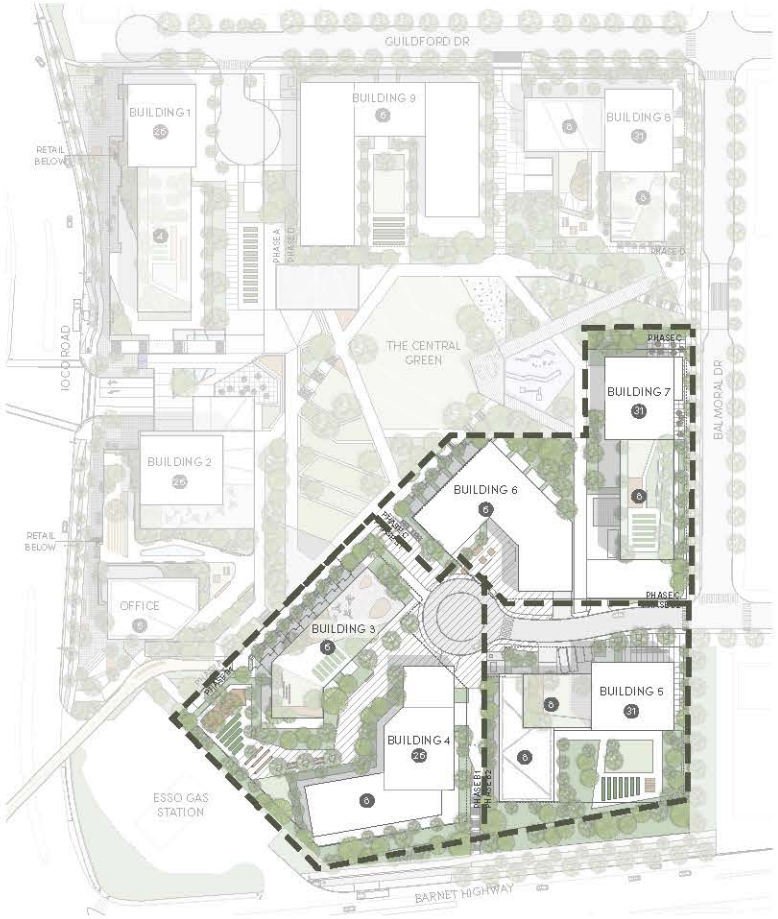


Section AA

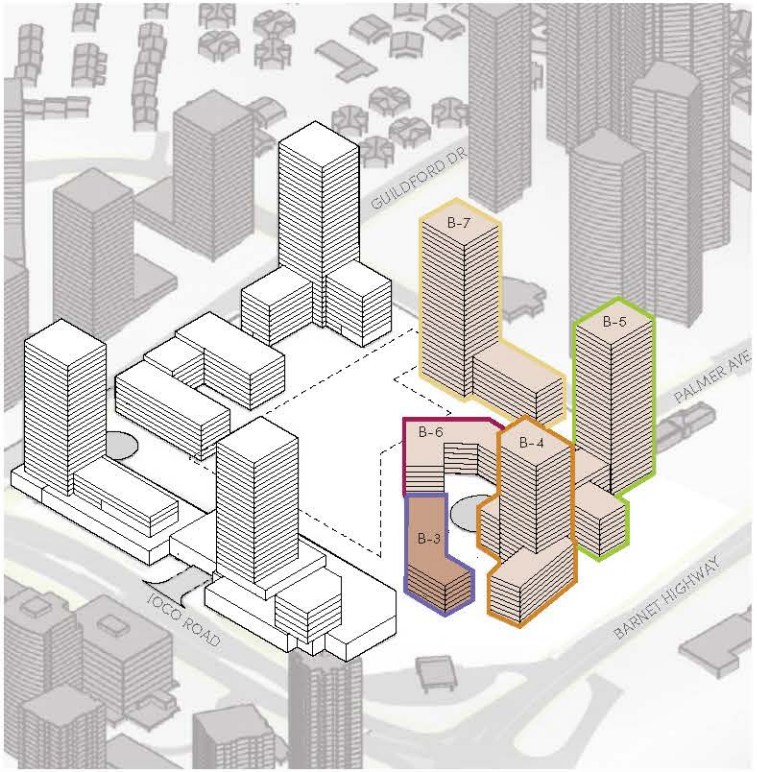


Section BB

3.2 BARNET MEWS PRECINCT



Site Plan



	Residential		Residential (Rental)		Commercial/Retail		Total Area	
	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.
BARNET MEWS PRECINCT								
Precinct Total	97,037	1,044,494	7,878	84,798	209	2,246	105,123	1,131,538
Building 3	-	-	7,878	84798	-	-	7,878	84,798
Building 4	27,110	291,808	-	-	-	-	27,110	291,808
Building 5	32,422	348,992	-	-	-	-	32,422	348,992
Building 6	9,899	106,549	-	-	-	-	9,899	106,549
Building 7	27,606	297,145	-	-	209	2246	27,814	299,391

LEGEND

MARKET RESIDENTIAL

RENTAL RESIDENTIAL

3.2.1 BUILDINGS 3 AND 4

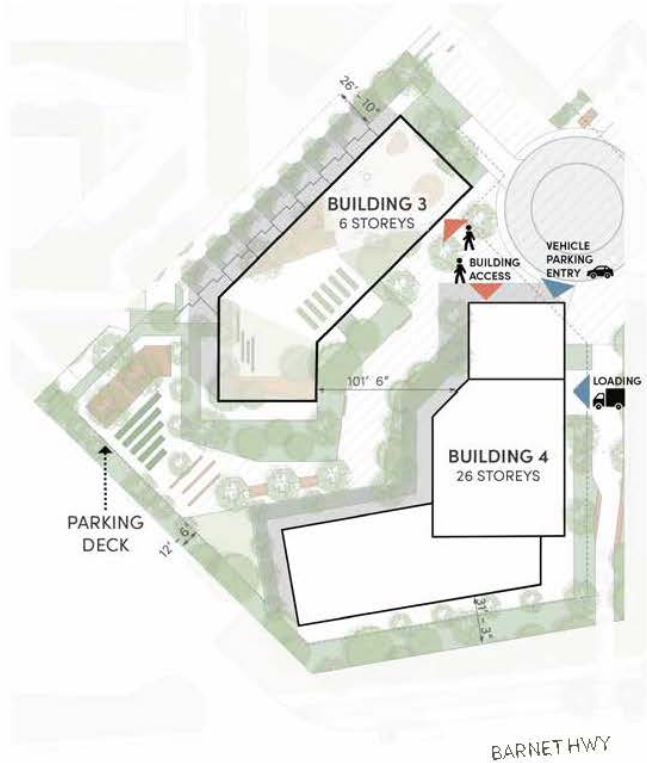
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	26	34,988	376,606
Total Residential		27,110	291,808
Total Residential (Rental)		7,878	84,798

URBAN DESIGN ROLE

- Located immediately to the east of the Gateway Precinct, Building 3 provides a friendly interface to the entry sequence into Coronation Park as it is the closest to the landing of the Pedestrian Overpass on site.
- Establishing a connection to the Central Green (City Owned Park) is another crucial urban design aspect, which is achieved via another stepped greenway adjacent to Building 3, and a park overlook.
- Ground-oriented units facing the Central Green create a pedestrian-friendly and welcoming interface. Private outdoor space adjacent to greenways and park space ensures a feeling of safety and plenty of 'eyes' on the public space.
- A stepped greenway connection from Barnet Highway into the site to the East of Building 4 enhances porosity to the site.

CHARACTERISTICS

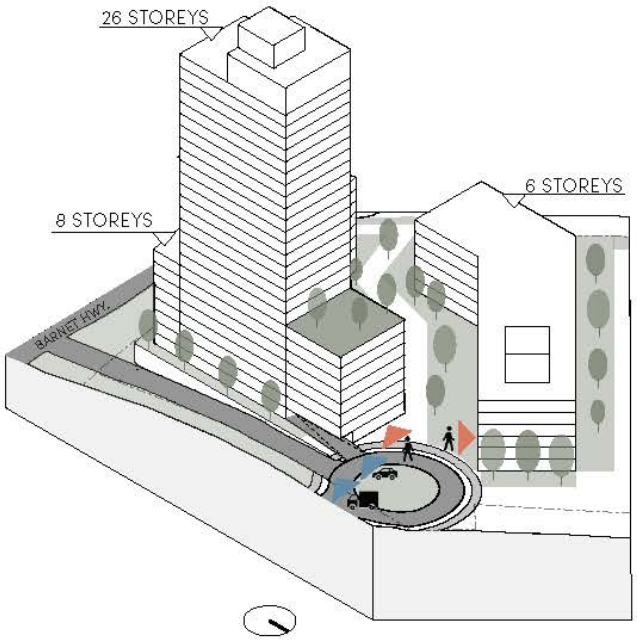
- Buildings 3 & 4 provide a rich mix of dwelling types and tenancies, with strata and rental apartments along with seniors' living options.
- Massing of the buildings creates an internal plaza with pedestrian walkways that promote social interaction.
- The grades on site are such that Buildings 3 & 4 sit 8-9m above Barnet Highway. This grade change and the roadside planting, reduce the vehicular noise from Barnet Highway.
- Exposed non-residential structures are anticipated, mostly along Barnet Highway, due to the uneven grade; some of which will be turning into resident amenity space and parkade/bicycle access points.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.



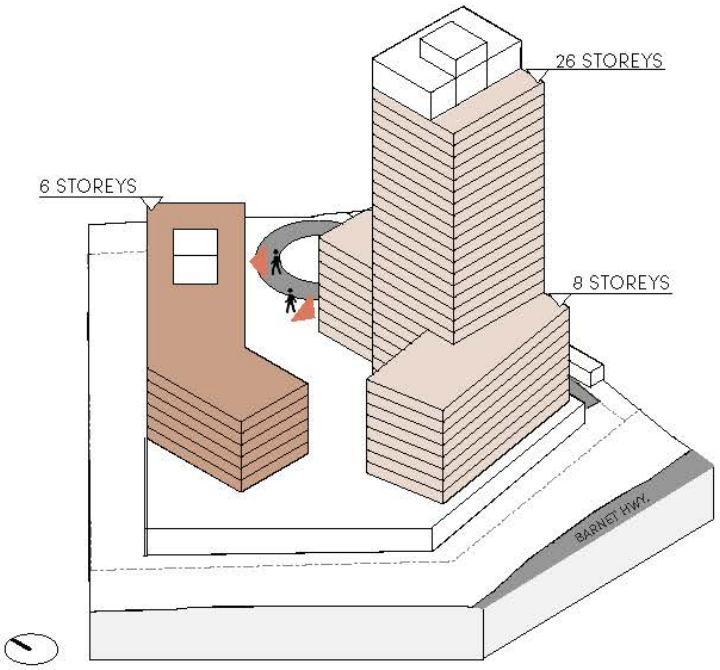
Site Plan

Key Plan

BUILDING VIEWS



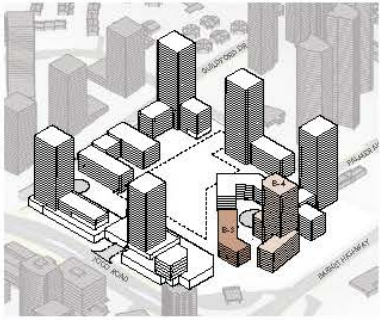
Massing View 1



Massing View 2

LEGEND

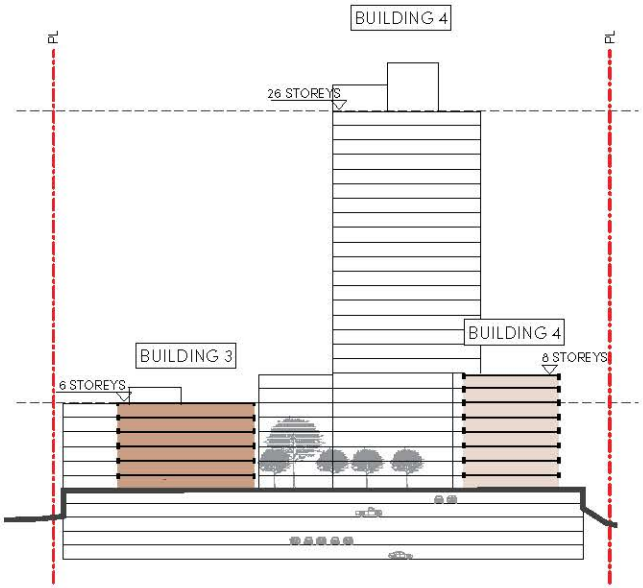
- MARKET RESIDENTIAL
- RENTAL RESIDENTIAL
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



Key 3D View

Precedent Images

BUILDING SECTIONS

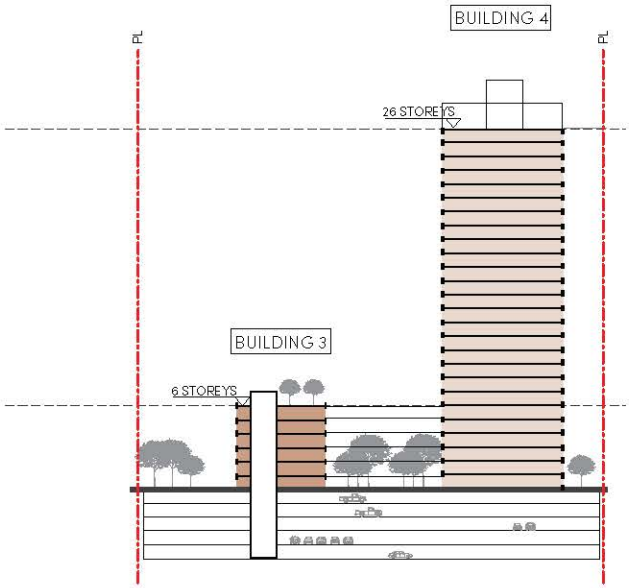


Section AA

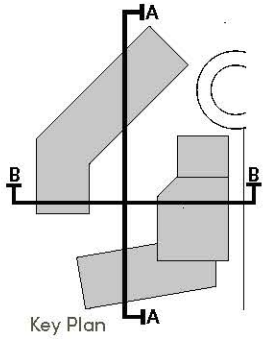
TOWER ZONE

TRANSITION ZONE

NEIGHBOURHOOD ZONE



Section BB



LEGEND

MARKET RESIDENTIAL

RENTAL RESIDENTIAL

3.2.2 BUILDING 5

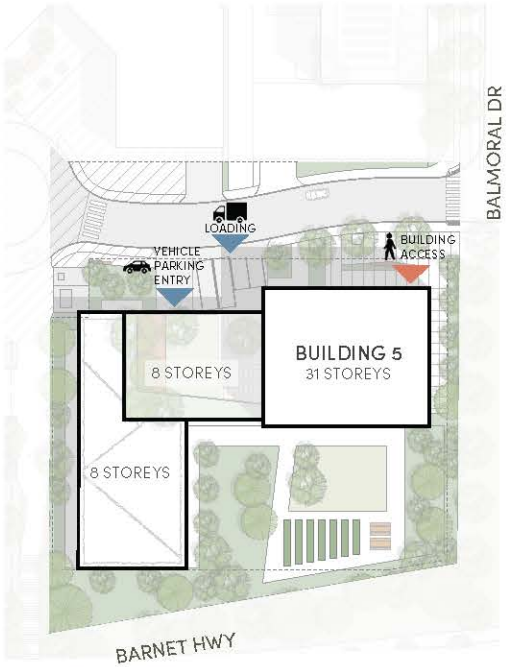
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	31	32,422	348,992
Total Residential		32,422	348,992

URBAN DESIGN ROLE

- Building 5 creates a transition from the intersection of loco Road and Barnet Highway to the higher density development proposed for the neighboring Coquitlam site on the East.
- The tower placement anchors the southeast corner of the site and provides a distinct built mass as one moves along Barnet Highway from Coquitlam to Port Moody

CHARACTERISTICS

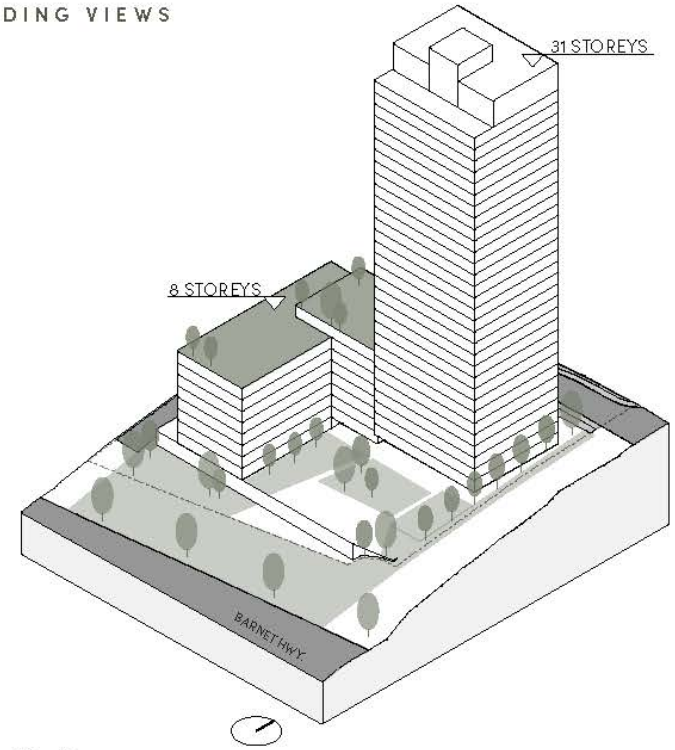
- Tower height on Balmoral Drive steps up to 31-stories following the grades and future Coquitlam high-rise developments.
- The podium massing creates a private courtyard and a south facing elevated outdoor amenity space for the residents, which helps build community over a collective sense of ownership of this space.
- Placed on a higher grade, the units on this Parcel are expected to have expansive views of the Inlet and mountains.
- Building 5 is bounded by Balmoral Drive and Barnet Highway. Similar to Parcel 3, there is a substantial increase in grade from Barnet Highway and loco Road. This grade change and the roadside planting, reduce the vehicular noise from Barnet Highway.
- To enhance the walkability and mitigate the steep grades, the points of entry are located on Balmoral Drive, and a pedestrian access will be provided to connect the Barnet Highway and the internal road.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.



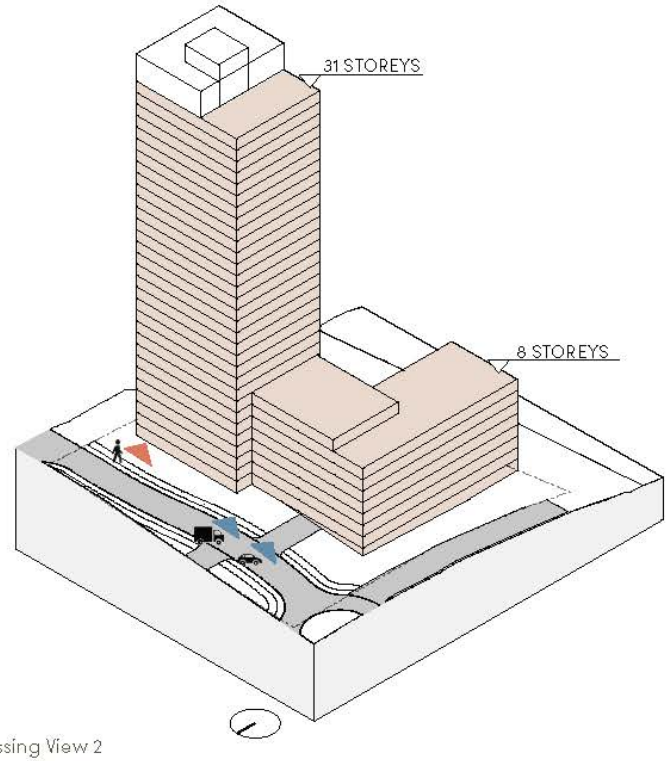
Site Plan

Key Plan

BUILDING VIEWS



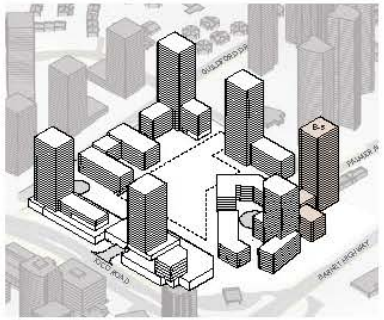
Massing View 1



Massing View 2

LEGEND

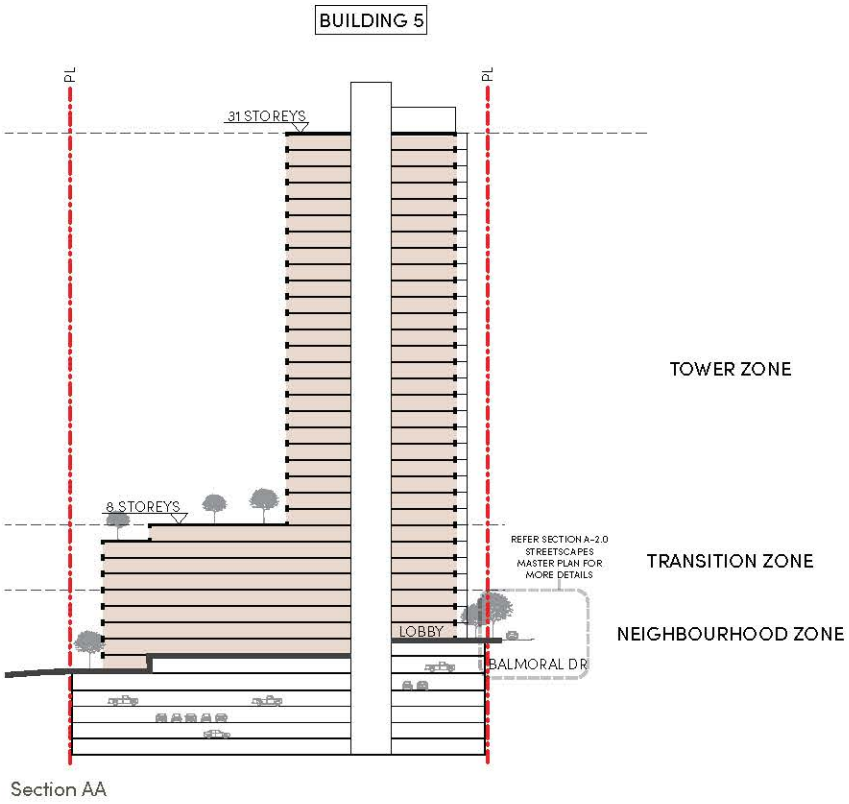
- MARKET RESIDENTIAL
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



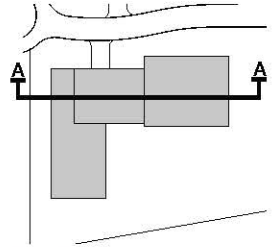
Key 3D View

Precedent Images

BUILDING SECTIONS



Section AA



Key Plan

LEGEND

MARKET RESIDENTIAL

3.2.3 BUILDINGS 6 AND 7

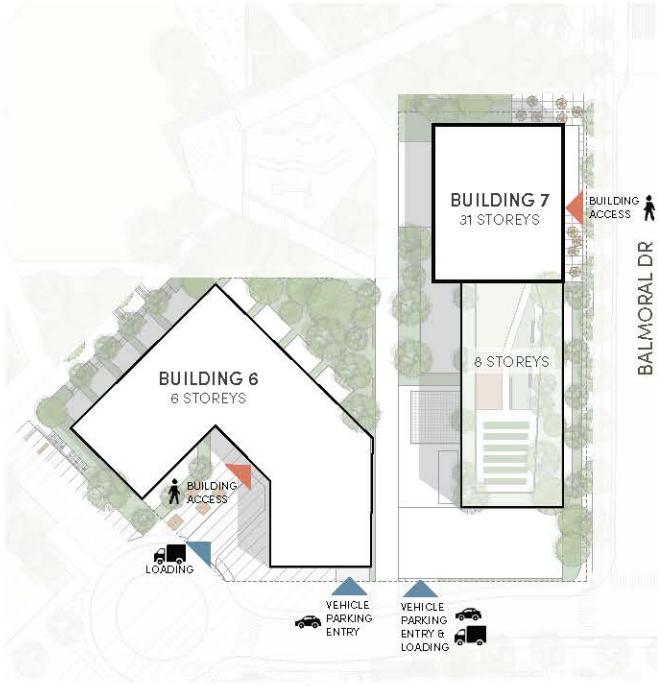
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	31	37,713	405,940
Total Residential		37,504	403,694
Total Commercial		209	2,246

URBAN DESIGN ROLE

- Buildings 6 and 7 have a prominent interface with the Central Green, along with a street interface along Balmoral Drive.
- Both buildings feature ground-oriented units facing the park which creates opportunities for organic social interactions.
- A CRU located at the Northeast corner of this parcel helps activate Balmoral Drive with a small-scale neighbourhood serving business, with the potential for outdoor seating facing the park.

CHARACTERISTICS

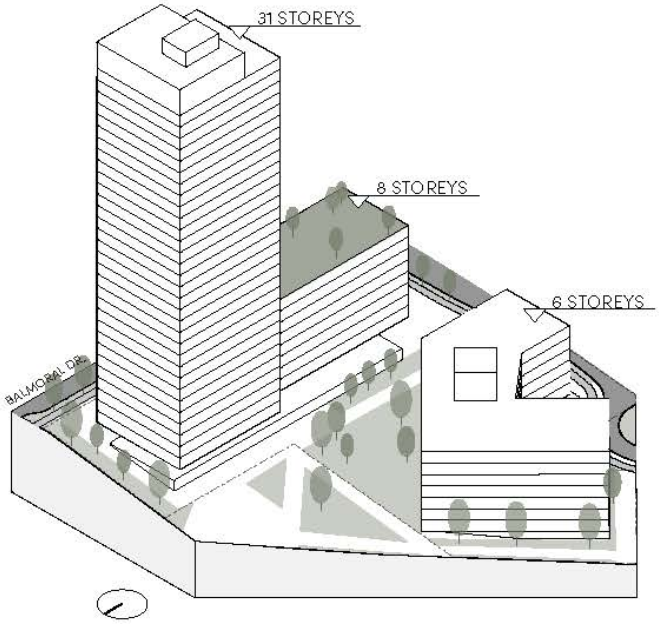
- Similar to Building 5, a tower height of 31 storeys along with an 8 storey podium is a design response to the future Coquitlam development.
- Buildings 6 and 7 sit on higher ground of the site granting the residents views to the park, the Burrard Inlet and the mountains.
- Due to a significant grade drop from East to West ground-oriented units wrap around parking to create an engaging interface between buildings and landscape elements.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.



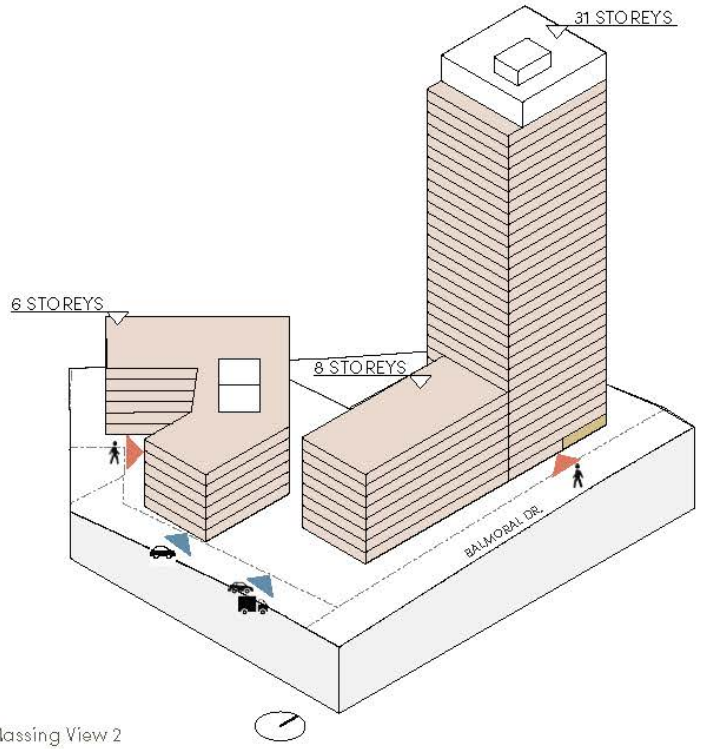
Site Plan

Key Plan

BUILDING VIEWS



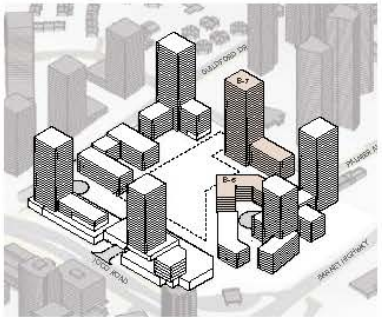
Massing View 1



Massing View 2

LEGEND

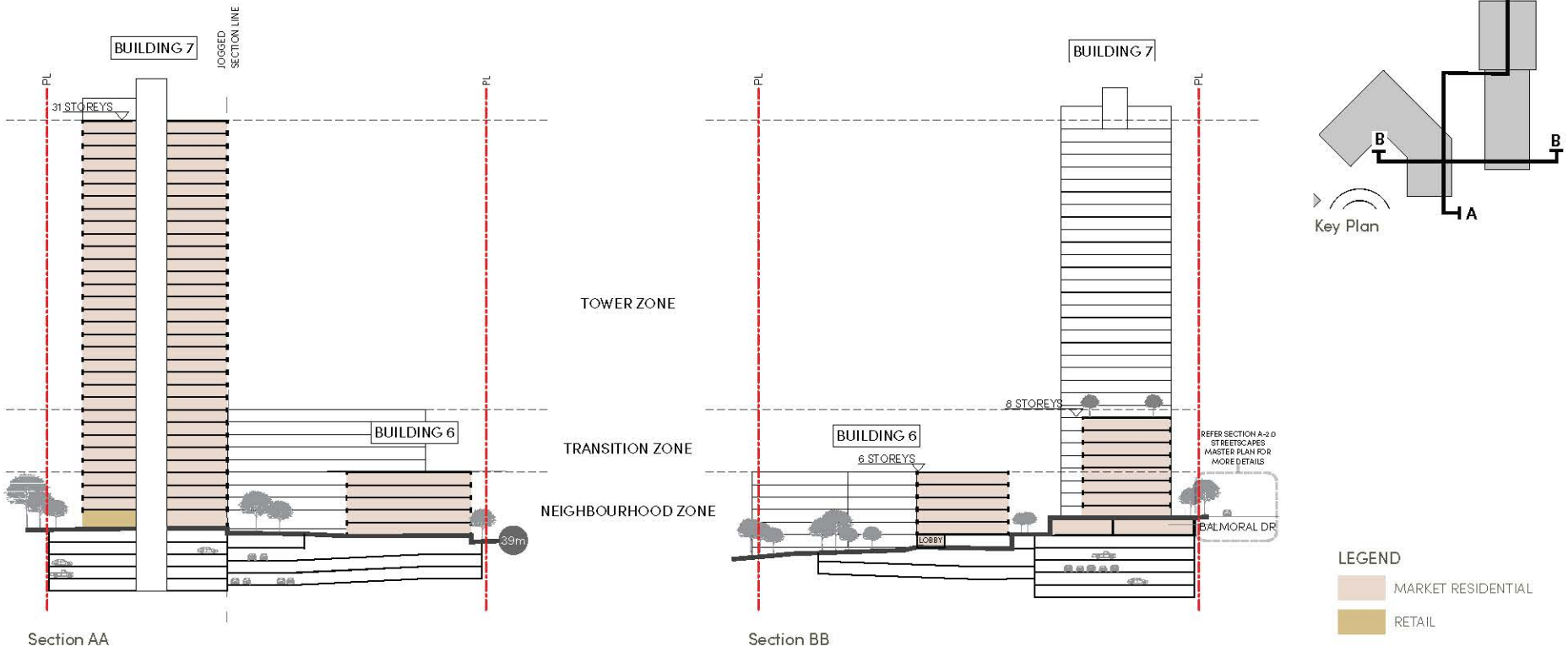
- MARKET RESIDENTIAL
- RETAIL
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



Key 3D View

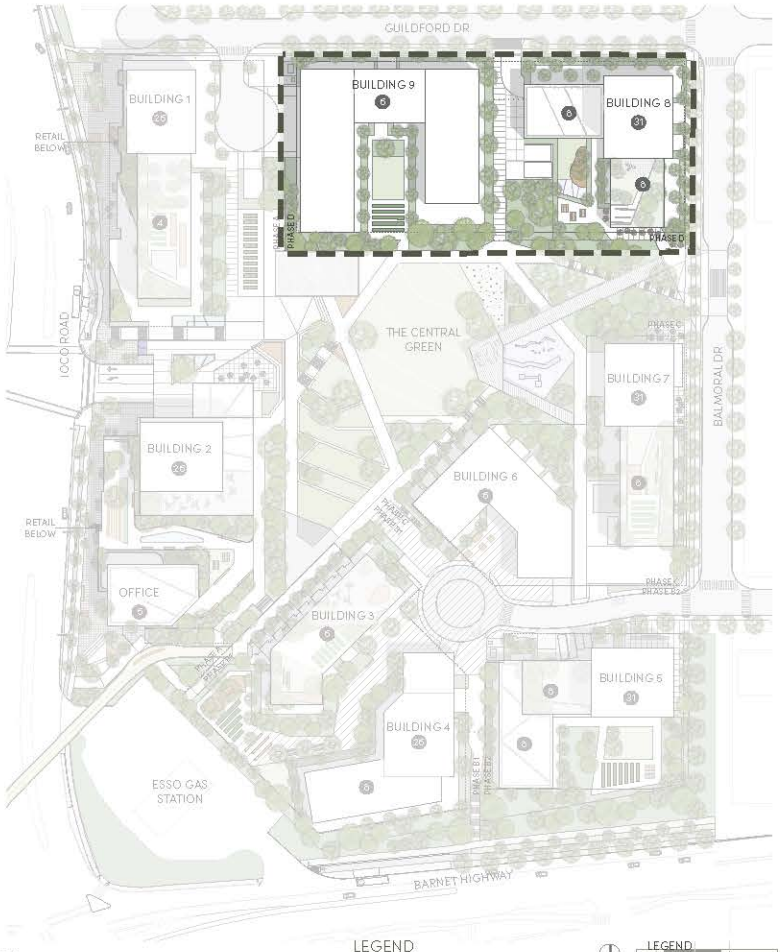
Precedent Images

BUILDING SECTIONS

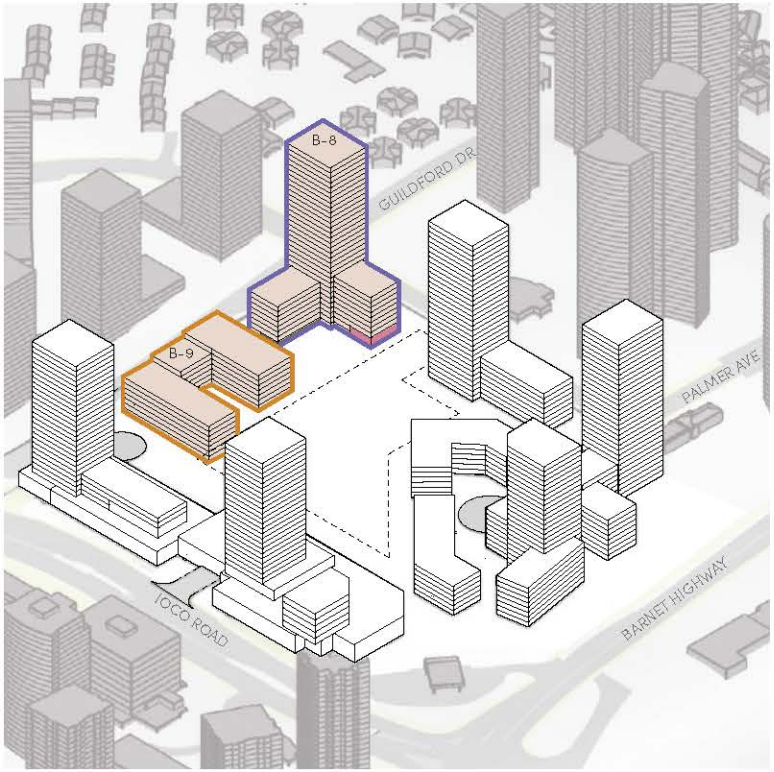


INTENTIONAL BLANK PAGE

3.3 COURTYARD COMMONS PRECINCT



Site Plan



	Residential		Daycare		Civic		Total Area	
	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.	sqm.	sq.ft.
COURTYARD COMMONS PRECINCT								
Precinct Total	47,307	509,210	284	3,062	186	2,002	47,778	514,275
Building 8	30,842	331,979	284	3,062	186	2002	31,312	337,043
Building 9	16,465	177,232	-	-	-	-	16,465	177,232

LEGEND

- MARKET RESIDENTIAL
- DAYCARE
- CITY OWNED AMENITY

3.3.1 BUILDINGS 8 AND 9

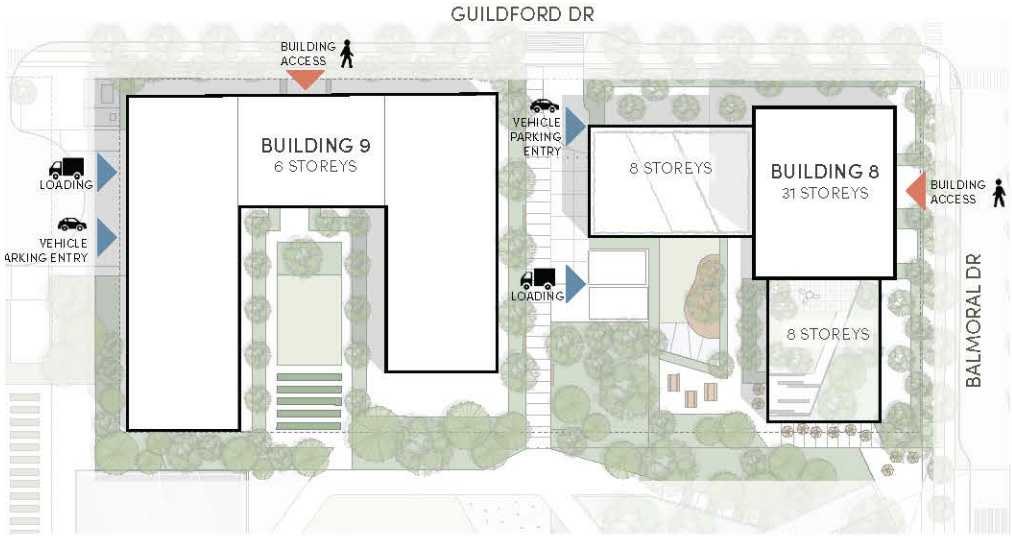
Use	Storeys	Net Building Area sqm.	Net Building Area sq.ft.
TOTAL	31	47,778	514,275
Total Residential		47,307	509,210
Total Daycare		284	3,062
Total Civic		186	2,002

URBAN DESIGN ROLE

- Buildings 8 and 9 weave this development into the greater fabric of the community by promoting connections with the residential areas to the North and North East of the site and further into the City of Coquitlam.
- The incorporation of the City Owned amenity and Daycare is envisioned to bring local residents together and offer opportunities for inter-generational interaction.
- The 31 storey tower on Building 8 provides a suitable transition to the taller towers in Coquitlam, immediately to the East of Coronation Park.

CHARACTERISTICS

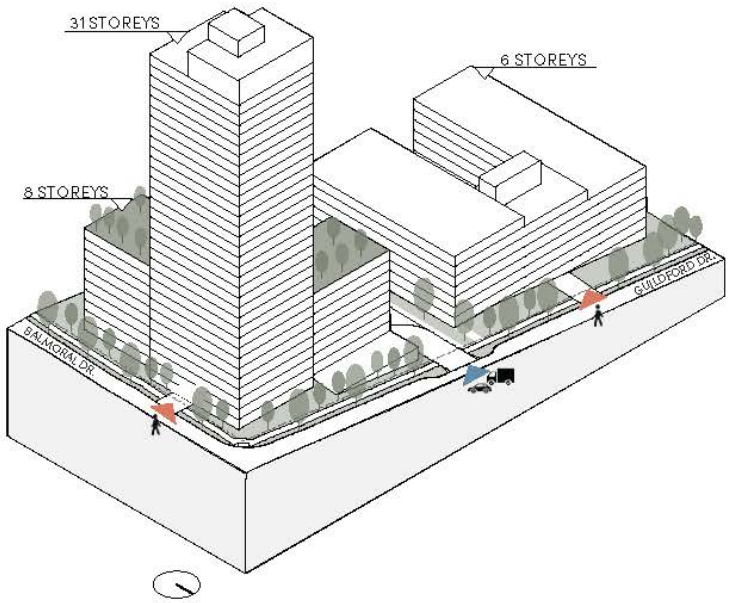
- The amenity spaces are organized around the internal courtyards supporting connections through accessible and playable landscaping, parks and amenities.
- Generous courtyards which open up towards the public park offer a green overlook for ground floor patios, indoor common space and surrounding units.
- Massing of the buildings create internal plazas with pedestrian walkways that promote social interaction.
- Buildings 8 and 9 straddle challenging grade along Guildford Drive, which ranges up to a 15% slope. As the grade along a public street cannot be changed, this Parcel provides multiple opportunities for pedestrians to enter the site and walk along alternative internal walkways with a more amenable grade. Stepped massing responds to the ascending grade on Guildford Drive.
- The nature of open spaces creates a well-designed gradation from private patios to semi public amenity areas, greenways and eventually the public open space that is the Central Green.
- The 3D illustrative built forms are intended as a guideline and modification will result from further design development during the Development Permit process.



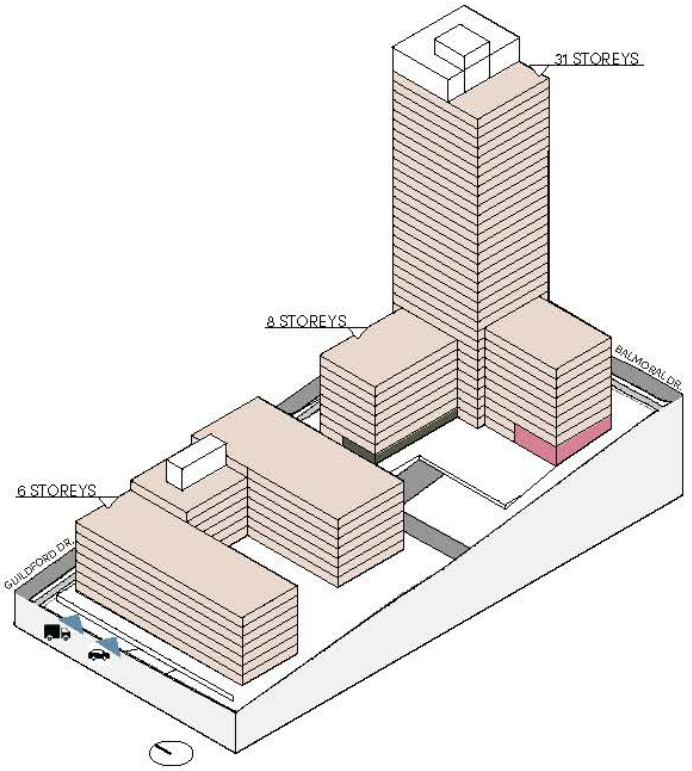
Site Plan

Key Plan

BUILDING VIEWS



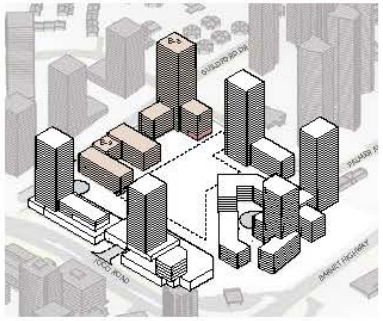
Massing View 1



Massing View 2

LEGEND

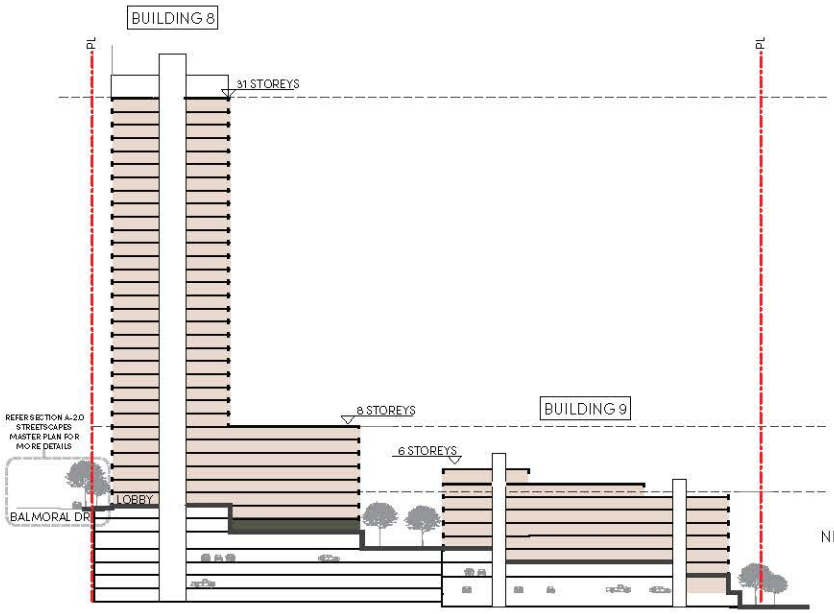
- MARKET RESIDENTIAL
- DAYCARE
- CITY OWNED AMENITY
- LOBBY LOCATION
- PARKING ENTRY
- LOADING LOCATION



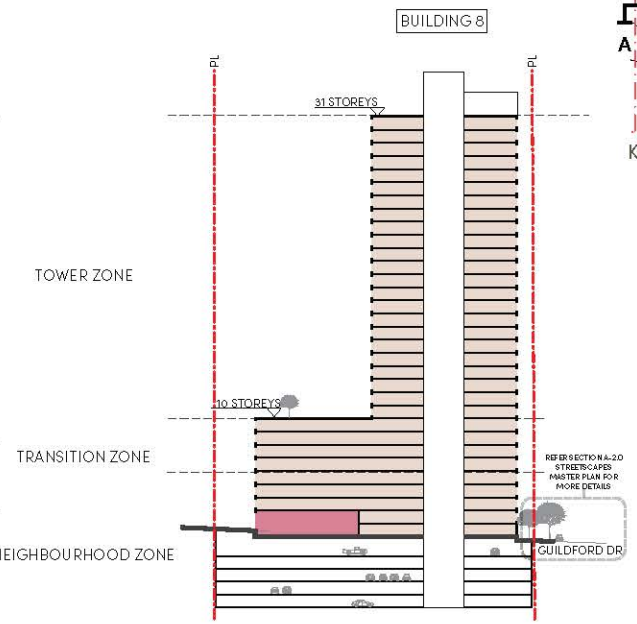
Key 3D View

Precedent Images

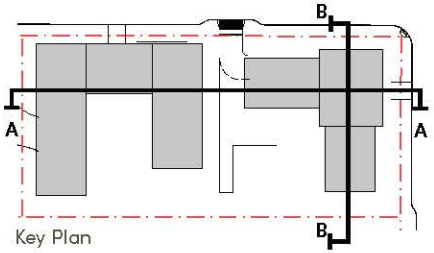
BUILDING SECTIONS



Section AA



Section BB



LEGEND

- MARKET RESIDENTIAL
- DAYCARE
- CITY OWNED AMENITY

INTENTIONAL BLANK PAGE



Section C- Character and Expression

1.0 PURPOSE AND INTENT

This section of the guidelines sets the context and provides a brief overview of Coronation Park's history, geography, heritage building characteristics, and its present and future development visions. Architecture, landscape, lighting and commercial design are addressed, the essential attributes of each described and illustrative examples provided. The intent is to provide aspirational and inspirational guidance to the design and development of the individual buildings and public realm.

2.0 HISTORICAL CONTEXT

Coronation Park is a key site in the evolution of Port Moody. The site sits near the original termination of the transcontinental railway and the current east boundary of Port Moody. The site is upland from a key fishing area in the Burrard Inlet that was used by the Coast Salish.

Around 1863 the end of Burrard Inlet grew into a major shipping port for logs and eventually became home to several major mills. Later industrial development included an oil refinery, a hydro station, and the establishment of Pacific Coast Terminals which continues to operate today. The Coronation Park site was significantly developed in the mid-20th century as an early family-oriented neighbourhood and helped establish the later development of the community of Eagle Ridge. It was also the gateway community to Ioco, and the Buntzen and Sasamat lake recreation areas.

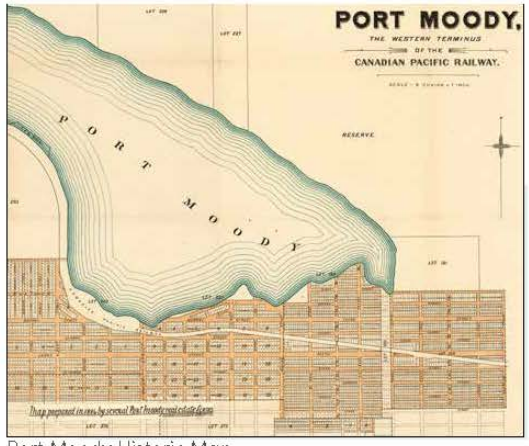
The site marks the entry to the mountainside communities to the North. It is now adjacent to a major transit line and station, further adding to its significance. The site also marks the the gateway into the City when travelling from the east into Port Moody. Additionally, the site has been traditionally disconnected with the rest of the City due to its geography and relatively limited road access. Redevelopment of this site is an excellent opportunity to reconnect this neighbourhood to the wider context of the City.

Burrard Inlet and Railway Tracks to Port Moody
Source: Port Moody Station Museum Archives

2.1 INDUSTRIAL HISTORY, GEOGRAPHY, AND CHARACTER

Port Moody Station, August 1945,
Source: C.P.R Staff Bulletin

Port Moody Station Museum, 2004,
Source: Canada's Historic Places



Port Moody Historic Map
Source: Heritage Registrar City of Port Moody

INDUSTRIAL HISTORY

In March of 1883, the first steel arrived starting construction of the Canadian Pacific Railway (CPR). By 1879 Port Moody was named the western terminus of the railway. News that Port Moody would knit Canada together spread leading to an increase of land value. There were plans for Port Moody to be the biggest city in Western Canada with more homes and businesses. In 1886 the first transcontinental crossing by a passenger train took place when it arrived from Montreal. Unfortunately, in 1887 the city's boom ended when Vancouver became the new western terminus after the general manager of the CPR decided to extend the line.

Before 1950 Port Moody was the hub for the east silk trade as well as lumbering. After WWII the industrial base expanded with chemical plants, oil refinery and a steel-pipe mill. Now the economy is shifting towards light manufacturing and wholesale distribution.

GEOGRAPHY

Port Moody is 20 km east of Vancouver at the head of the Burrard Inlet. It is surrounded by forested mountains, thus having a beautiful natural environment. Surrounded by the wilderness means safe measures need to be taken to manage the wildlife and protect it. The areas surrounding the city such as the Belcarra Regional Park and the Bunzten Lake Reservoir Recreation Area offer various outdoor activities.

While Port Moody is surrounded by beautiful forests, it's geography did not favor the construction of the rail yards thus leading to their extension to Vancouver.

Heritage Buildings of Port Moody

A view of Clarke Street in 1907 shows the Royal Bank building to the left and Bennett's general store on the right.
Source: Vancouver Public Library #7075, Photographer Philip Timms

McLean Residence
Source: Canada's Historic Places

Pat Burn Fonds
Source: Canada's Historic Places

Old City Hall (Today's Port Moody Arts Centre)
Source: Canada's Historic Places

Pleasantside Grocery
Source: Canada's Historic Places

CHARACTER

The character of the City of Port Moody is defined by its unique blend of natural beauty, historic charm, vibrant community spirit, and its designation as the "City of Arts." Nestled between the mountains and the sea, Port Moody boasts stunning natural landscapes, including picturesque parks, trails, and waterfront areas. The city's rich history is evident in its heritage buildings, quaint neighborhoods, and cultural landmarks, reflecting its origins as a bustling mill town.

Today, Port Moody is a dynamic and diverse community known for its thriving arts scene, local festivals, and bustling shops and restaurants. Examples of cultural venues include the Inlet Theatre, Port Moody Arts Centre and the station Museum. In addition to many other events and festivals that bring the community together, the city celebrates a well-loved community festival called Golden Spike Days to commemorate the arrival of the CPR to Port Moody.

With a strong sense of community pride and a commitment to sustainability, Port Moody offers residents and visitors alike a high quality of life in a spectacular natural setting.

2.2 PRESENT DAY PORT MOODY CONTEXT

Port Moody Official Community Plan:
Map 1 - Overall Land Use Plan (2022)

Area A - Land Use Concept Plan from OCP Amendment Bylaw

The Official Community Plan (OCP) provides direction on how Port Moody should grow in coming years. The current OCP was created in 2014. In 2017, Council amended the OCP to include Coronation Park Neighbourhood Plan, which sets out the vision for the neighbourhood as a transit-oriented, mixed-use and pedestrian-friendly community with a range of housing forms and types close to shops, amenities, and public transit. In July 2020, Wesgroup submitted an application to amend the OCP. In April 2022, the OCP amendment was approved for the subject site, allowing additional height, uses, a larger park, and an alternative road network from what was approved in the 2017 OCP.

The OCP amendment (2022) divided Coronation Park neighbourhood into two areas: Area A and Area B. Area A is the subject site for these design guidelines (with the exception of 103 loco Road).

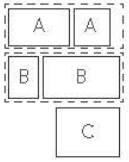
Area A is designated Mixed Use - Inlet centre. In Area A, the OCP envisions a range of housing forms and tenures, a large centrally-located public park (minimum 1.03 ha), tower heights from 26 to 31-storeys, low-rise buildings up to eight storeys, commercial and office space, indoor private amenity space, childcare, and a city-owned amenity space.

3.0 ARCHITECTURE

This section of the guidelines builds on the public realm plan to set out a more detailed design direction for the key components that together provide the character and expression of this unique community.

Architectural design aspects include: principles for architectural design, building typologies, at-grade uses (commercial components included) and amenity spaces. The essential attributes of each described and illustrative examples are provided.

3.1 PRINCIPLES FOR ARCHITECTURAL DESIGN



A. A contemporary and simple approach to building systems
B. Equal access to quality outdoor space.
C. Sustainable design approach - sun shade.

1. Rich architectural diversity within a cohesive urban fabric.

Design individual buildings with distinctive architectural expression while achieving a complementary response to the overall neighbourhood.

2. A unique architecture that captures the history of the site.

Recall or seek inspiration from the forms, components, materials and other characteristics of the working port and the historic industry in the design of buildings and blocks while avoiding direct replication or the creation of faux heritage.

3. A contemporary architecture with a high degree of livability and acknowledgment of place.

Consider Incorporating the following strategies into building design:

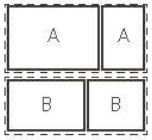
- A strong relationship between interior and exterior.
- Use of locally-produced materials including natural elements (e.g.: wood, stone).
- A simple, clean approach to building systems for flexibility and economy.
- Orientation for environmental efficiency and views.
- Employ a limited material palette with limited, judicious and selective use of bright or primary colours.
- Aim for an architecture of timeless high quality artistic design expression.

4. A legible sustainable architecture that addresses the social as well as the environmental aspects of building design.

Include physical elements of sustainability such as sun shades, deep roof overhangs and the like as well as social aspects of sustainability such as access to quality outdoor space and highly transparent interior common spaces.

5. An expressive and permeable architecture that enhances the legibility of the urban structure and facilitates connectivity of retail, residential and community facilities.

Create visual cues in building designs that mark key spaces, routes and zones. Where breaks in retail frontage occur, these cues will provide important visual connections. Introduce breezeways and arcades in street walls to allow secondary routes through development blocks. Establish clearly defined entrances to all uses and buildings, to enhance wayfinding, especially at the sidewalk level.



A. Commercial frontage with transparency.
B. Thresholds (Planting, porches, stairs, etc.) between public realm and ground-oriented residential units.

6. A distinctive character for each of the three precincts

- The Gateway: the mixed-use heart of Coronation Park development. This precinct will be the welcoming 'gate' to the entire area, which will be connected to public transportation, marked by signature buildings, defined by strong commercial frontages along loco Road. This precinct will be the key access point to the internal public realm, providing a vibrant urban play ground for all user groups.

- Barnet Mews: the quiet and relaxed family-oriented residential area. This precinct will engage connective, pedestrian-oriented urban fabric between buildings, enhanced by integrated landscape. The building configuration and massing draw urban energy into the semi-public realm, encouraging the establishment of a close social network with the community.

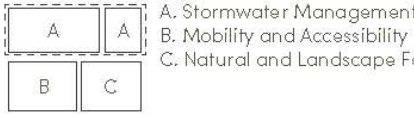
- Courtyard Commons: This precinct will be characterized by strong, defined building designs that emphasize the edges of the site along Guildford Drive and Balmoral Drive. However, the mixed-use components and signature landscape design in this precinct will encourage social interactions within larger urban context which breaks physical boundaries between street blocks or neighbouring cities and improves connectivity to the Central Green.

7. An architecture that enhances the pedestrian experience and supports the walkability of the community.

Promoting connection within the neighbourhood but also beyond to the adjacent neighbourhoods.

Commercial: Design ground floor spaces to allow for a diversity of retail frontages with a high degree of transparency. Create diversity and visual interest in individual storefronts through details and components such as signage and canopies.

Residential: Design ground floor units with front doors on the street to enhance street vitality and comfort. Enhance the public realm with front terraces with opportunities for planting and create main entrances that are transparent and welcoming. Include porches, stairs, canopies and seating to support active residential edges



A. Stormwater Management
B. Mobility and Accessibility
C. Natural and Landscape Features

8. Landscape treatments that give individual parcels their own identity while integrating them with the framework of the public realm.

Landscape design for individual parcels should relate to their respective precincts; perimeter frontages should complement and enhance the public realm.

9. An approach to lighting design that creates nighttime legibility to reinforce the distinctive character of precincts, public spaces and parcels and places priority on pedestrian comfort and safety. Lighting solutions should be both creative and effective.

10. Integration of site wide ecological initiatives.

Design buildings and open spaces to demonstrate sustainability initiatives such as the songbird strategy, urban agriculture, rainwater management, and solar shading.

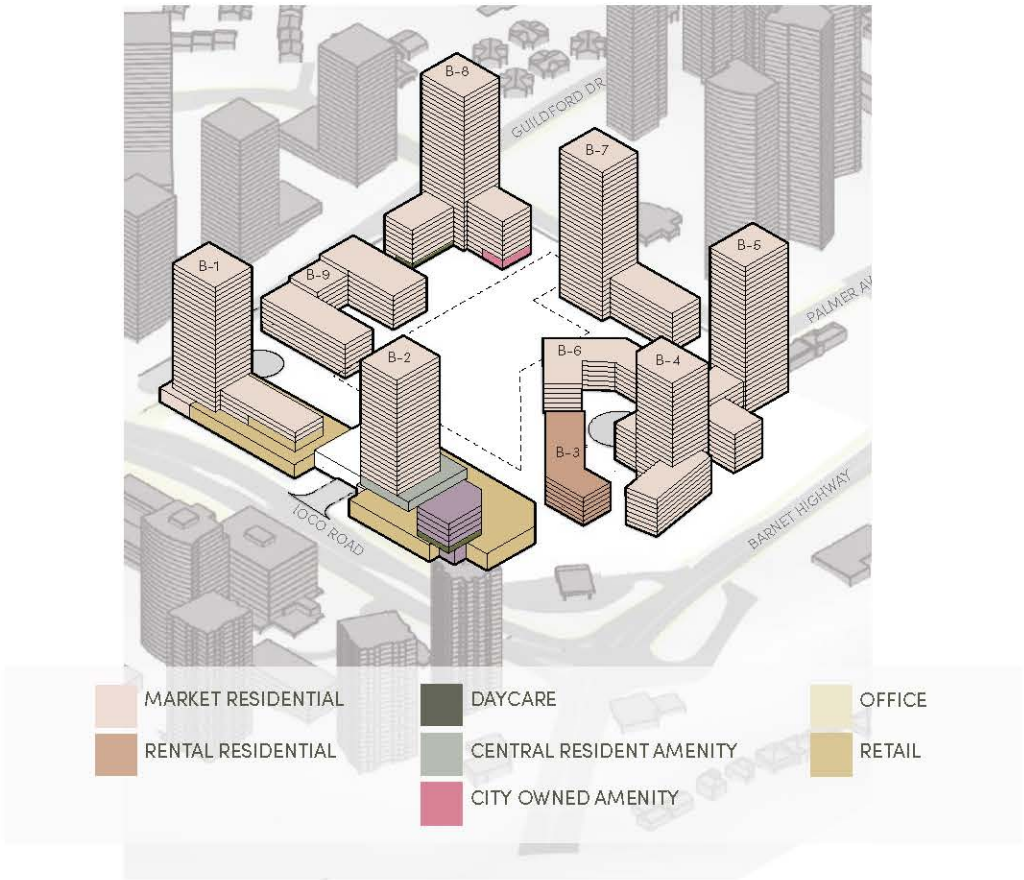
11. Mobility and Accessibility

Transit connections, pedestrian -oriented pathways within the site, the protection of bike-ways, and accessibility for all levels of physical abilities

12. Topography and Natural Features

Integrate buildings into the topography of the site; position buildings, entrances, public spaces and pathways in response to steep slope of the site. Use the slope of the site to create overlook conditions, views out to the park and to improve solar access to public spaces.

3.2 BUILDING TYPOLOGIES



Coronation Park neighbourhood has been conceived and laid out to create a well-connected pedestrian focused accessible neighbourhood that will provide engaging and dynamic public amenities focused on a large city owned 'Central Green' space. The axonometric view to the left displays the various proposed buildings with their intended uses.

An important element in the success of this neighbourhood is the presence of a variety of uses and building forms. Each building typology adds interest and vitality to the neighbourhood when designed to allow for interaction, accessibility and comfort of the residents and public. This sections outlines some key principles and guidelines to assist in the design of various building typologies and uses in Coronation Park.

3.2.1 MID-RISE BUILDINGS (MULTI- FAMILY RESIDENTIAL)

A. Simple, Compact Forms
B. Breezeways or Passages to Park
C. Transparency at Common Areas
D. Rooftop Garden Areas

The underpinning of Coronation Park's physical form is the 6 storey mid-rise, which primarily comprises of multi-family housing. Buildings 3, 6 and 9 fall into this category. The extensive frontage of these buildings plays a primary role in shaping and giving character to the adjacent public realm, that is the surrounding streets and the Central Park.

Massing and Articulation:
The primary aim of this typology is to create street walls as a series of different but complementary building frontages. The complexity of the building's shape, or massing, significantly influences heat loss through the building envelope. The aim is to reduce the overall complexity of the building's shape by replacing complex envelope designs with simpler, compact forms.

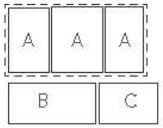
Ground-oriented Suites:
As most mid-rise forms in Coronation Park face the park on one side and a street or courtyard on the other, ground-oriented suites are recommended at these interfaces. Designed to be individually legible, these units will contribute to a finer, more human scale at the level of the pedestrian. Refer to section *3.3 At-Grade Uses* for more on ground-oriented suites.

Permeability and Passages:
Breaks in building frontages serve to reduce the apparent mass of these forms and to increase block permeability. Whether in the form of breezeways or passages connecting to the Central Park, these offer an opportunity for enriching the public realm, punctuating the streetscape and offering glimpses to inner courtyards. It is important that these passages are welcoming to passersby – site lines, lighting and materials being key considerations.

Transparency and legibility of indoor public spaces:
These buildings are generally double-loaded with a transparent lobby fronting on the primary facing street. Common interior spaces such as entry lobbies, stairs, exercise rooms, and lounges should be as transparent to the exterior as possible, encouraging a visual connection between these spaces and the exterior community.

Rooftop Amenity Spaces:
These buildings would generally be wood frame construction, so rooftop amenity spaces shall be considered, where possible. Green rooftops provide numerous environmental benefits, such as improving air quality, and reducing stormwater runoff. They are also intended to create a more appealing roof scape when viewed from higher buildings in the development

3.2.2 HIGH-RISE BUILDINGS / TOWERS



A. Simple Form
B. Animated and Transparent Ground Level
C. Rooftop Amenity Space

The high-rise or tower typology provide a powerful visual identity to the overall development. Location and height are used to:

- Provide a three dimensional composition that 'frames' the overall development and provide legibility to the site from a distance
- Create landmarks for navigating within the community and a gateway into the City of Port Moody
- Terminate views, especially to provide connectivity between different parts of the community

Towers should be designed and configured to reflect their larger role in the overall plan and to respond to localized urban design conditions. To enable greater design flexibility these guidelines have limited specifications regarding dimensions and configuration. However, the following are important considerations in the design of each tower

Simple Form:
Similar to mid-rise forms, heat loss through the building envelope is also influenced by the complexity of the building's shape, or massing. Thus, the massing of towers should aim for a simple form to enhance performance.

Spacing:
The spacing of towers and units should be staggered so that private views are directed past neighbouring high-rise developments. Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces

Articulation:
Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade. The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. Consideration should be given to the integration of roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

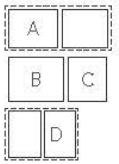
Façade Composition and Cladding:
Much of the character of the towers will be defined by the design of the elevations. In keeping with the simple forms, the composition should be simple but interesting, with a limited use of materials that contribute to the identity and character in an artistic and distinctive manner. The overall impression should be of sophisticated high quality design, establishing a unique contemporary signature for each building.

Refer to section *3.3 At-Grade Uses* for detailed guidelines on various elements like lobbies, retail units, ground-oriented suites and amenity spaces which contribute to liveability of high-rise forms.

3.2.3 OFFICE BUILDINGS





A. Office as a Landmark
B. Transparent Public Lobby
C. Engaging Frontages
D. Balconies and Terraces

A 4-storey office building anchors the south-west corner of the site near the intersection of loco Road and Barnet Highway. It is prominently located in the vicinity of the Inlet Centre Skytrain Station and provides seamless connections to the Central Park and rest of the site. While designing for this office use as a part of Building 2, the following guidelines should be followed.

Design expression:

- The office building provides an opportunity to respond to its prominent placement at the entrance of Coronation Park. Its form and design expression should create a memorable landmark for pedestrians and drivers alike.
- To enhance performance, maintain a simplified massing while orienting the building to maximize solar heat gains in the winter.
- Facades should present a unique and engaging character as a hallmark of the overall development.

Relationship to Public Realm:

- Designs should create visually engaging frontages at ground level, ensuring these significant masses are broken down into increments to create a more comfortable scale for pedestrians.
- Active spaces should be located at the perimeter, as opposed to closed individual offices. Public lobbies should be highly transparent and clearly visible from both loco Road and the Central Park

A livable workplace:

- Occupant comfort is a primary aim for these buildings. As one of the simplest but most effective ways of creating livable office environments, good daylighting should be an integral part of the building design.
- Balconies, terraces and roof decks are all opportunities for a breath of fresh air, a coffee break or an ad hoc meeting. Their contribution to the exterior architecture can also be very positive, helping to articulate the mass in a variety of ways as well as bringing life to the street.

3.2.4 MIXED-USE BUILDINGS

A. Co-Existence of Typologies - Daycare and Office
B. Shared Community Facilities and Commercial Services
C. Transparency and Permeability
D. Building into steep grades

This typology exists in Coronation Park in various combinations: office and daycare; amenity and residential; commercial and amenity; commercial and residential. The combination of uses and their respective locations are intended to:

- Interact and interlace with the larger community as Coronation Park (especially Gateway precinct and Courtyard Commons)
- Act as a urban magnets within the larger community
- Attract pedestrians to the community as a result of the site's proximity to public transportation.
- Provide benefits to both work and residential community through shared community facilities and commercial services: work draws people in during the day, residents stay and use facilities during evening.

Design expression:

- Design with different spatial scales in mind. Unify and express buildings based on uses within.
- Consider a buffer of shared space between uses, which ties the uses together.

Relationship to Public Realm:

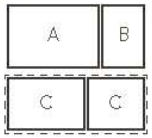
- Ensuring permeability and transparency between indoor and outdoor spaces allows for visual connections and facilitates social interaction.
- Consider taking advantage of site grade by creating interactive indoor spaces integrated with surrounding landscape design.
- Consider creating human-scale building-and-pedestrian interface by introducing articulation via use of materiality, colour, patterns, etc.
- Consider designing weather protection elements such as arcades, awnings and canopies as integrated building components.

3.3 AT-GRADE USES

The Coronation Park development is composed of a rich mix of uses across nine buildings. Most of these buildings share an interface with inner courtyards, streets, driveway access roads, and the Central Park. Creating active frontages at these interfaces can provide informal surveillance opportunities and often improve the vitality and safety of the community. The design of active frontages is directly linked to building uses at grade and their articulation varies based on the activity level associated with each use.

At Coronation Park, the steep changes in grade pose a challenge to creating active frontages. Various design strategies can be employed to promote interaction between private and public spaces as suggested in this section.

3.3.1 GROUND-ORIENTED RESIDENTIAL SUITES



A. Form and Character defining each unit
B. Simple, modern expression of ground-oriented suites
C. Landscape buffer (Planting, porches, stairs, etc.) between public realm and ground-oriented residential units

Typically, a ground-oriented residential suite has a separate, exterior entrance directly accessible from a street or open space, or sometimes has a rear entry from parkade. These suites contribute a low-scale, fine-grain frontage that gives the individual home a presence in the streetscape. They adopt a conventional "Townhouse" form at grade to extend the intimate, pedestrian-friendly character through the public realm.

Form and Character
The form and articulation should clearly distinguish individual units both in plan and elevation. This can be achieved in a variety of ways including projecting bays, recesses, vertical 'framing', individual weather protection elements, etc.

Simple, Clean expression
Design should reflect the simple geometry of northwest modernism contrasting large glazed areas with solid wall panels and clearly define outdoor spaces. Landscape walls and projecting wall planes to increase privacy between units are encouraged.

Access to Open Space
An advantage of the ground-oriented suites is the front patio access into suite. The semi-private front patio should be designed to distinguish individual units while providing a landscape buffer between each unit and public realm.

3.3.2 RETAIL UNITS

A. Small-Scale Frontages to Maximize Pedestrian Interests and establish variety
B. Visual cues like signage to guide shoppers
C. Streetscape Design: Sitting areas, Quality Paving and Lush Planting in Public Realm

Activating Ioco Road with small and large scale retail units is a crucial goal of the design and development of Coronation Park. Fine-grain retail edges can help support more small business by providing retail units of appropriate sizes. These fine-grain edges provide more opportunity for the type of local businesses currently found in Port Moody, and offer sociability and active lifestyle wellbeing benefits. This is one of the key principles of people-centered design developed by Happy Cities. People are both happier and kinder to strangers along street edges with an abundance of smaller shops and services.

Active street edges also encourage more walking and healthy transportation choices among residents. Streets with restaurants, coffee shops, chairs and benches attract pedestrians, foster interactions and create a vibrant public realm. This also reduces the need for people to drive outside of their communities to access amenities.

Responding to the urban design roles mentioned above, the design of retail units should create a comfortable scale for a walkable shopping environment by providing:

- Shop fronts that are small in scale to maximize pedestrian interest. Consider smaller width for each retail unit to create visual interest in the articulation.
- For major anchors like the food and drug stores, the frontage may be greater, providing more exposure for these key uses. Consider patio spaces to contribute vibrancy to adjacent street life.
- For larger retail units, overall scale of the frontage should be carefully managed by avoiding large expanses of uninterrupted glazing or blank walls.
- Canopies to mitigate streetwall height and offer weather protection. Canopies should be set low enough to maximize effective weather protection.
- Design retail spaces as visual cues to guide shoppers from one part of a commercial street to another.
- Create appropriate buffers between retail units and adjacent residential uses such as building lobbies or decks of ground-oriented residential suites
- Considering the changes in grade along Ioco Road, retail units should be designed to step down with grade so as to avoid blank walls along the street.
- The finished floor levels of retail units should be modulated to allow for accessible sidewalk slopes. Where sidewalk is too steep, alternate pathways and ramps should be provided.
- Generally paving treatments should match or compliment the streetscape in their materiality and quality. Elements such as steps, railings, signs, lighting and planters, should be considered as potential contributors to the character of the street.
- Streetscape design along retail units should allow retail display, sitting area and ample visual connections between interior and exterior spaces.
- Signage should be conceived, regulated and managed in creative and attractive ways.

3.3.3 BUILDING LOBBIES

A. Integrated Design with Grade and Transparency
B. Double-height Lobby Space
C. Weather Protection as Space-Making Tool

Building lobbies should be expressed with clarity to demarcate weather-protected arrival and departure while appropriately managing grade changes and integration with adjacent frontages. Some key design aspects to consider include:

Integrated Design with Grade and Transparency:

- Explore the possibility of lobby space connecting through different elevations based on site grading conditions. Visually interactive double-height space across levels shall be sought to form engaging space.
- A lobby extending through different grades can offer opportunities to build co-related grade/elevation relationship between inside and outside -- lobby space and landscape features.
- A stair in the lobby is not just a way of getting from one elevation to another. The stair is a space, a volume, a part of the building. Moreover, this part of the building could easily spill out into public space.
- Purposefully arrange the space and allow for transparency within a lobby which has various frontage conditions based on its proximity to different public space programs. In the instance of one of lobby's frontages facing the street and the other facing the park, the lobby is the media connecting the street and the park.
- Transparency and exposure of building lobbies improve civic supervision, enhance safety within community.

Weather Protection as Space-Making Tool:

- Consider designing weather protection features as an integrated part of the building lobby.
- Design weather protection for human scale while creatively addressing the changing of grade that would be unique to each lobby condition within Coronation Park
- Integrated design of exterior weather protection feature and interior ceiling can visually open up indoor and outdoor space at the lobby.

3.3.4 AMENITY SPACES




A. Unique Roof and Soffit Form
B. Green Roof to Beautify Roof-scape
C. Skylight Creating a Bright and Inviting Interior Space

Amenity Spaces can serve multiple functions, with a range of facilities and programs available to meet the diverse needs of the communities in Coronation Park. There are two types of amenity spaces:

- Public: the City-Owned Amenity is envisioned to be used by everyone within Port Moody. It should be designed to be open and welcoming. Together with the Central Green, it provides space for various indoor and outdoor activities, which contributes to the vitality of the community.
- Communal Private: The Central Residential Amenity serves the entire Coronation Park residential community; amenity spaces within residential buildings provide the residents easier access to common areas, such as lounges, sharable workspaces, etc. They give smaller groups of residents a sense of ownership.

Transparency Enhances Amenity & Public Realm Relationship:

- Highly transparent and permeable amenity spaces enhance Amenity & Public Realm relationship by allowing for visual and physical connection between the two.
- Consider placing the more active programs adjacent to building parts exposed to public most, which will engage pedestrians and enhance their walking experience along the building's frontages.

Privacy Consideration:

- Consider the privacy of residents who live close to amenity spaces.
- Be mindful with acoustic impacts from human activities in the amenity spaces on residents.

Roof As a Design Feature

- Consider the massing, form, material of the roof and soffit of the Central Residential Amenity as its presence marks a key moment in the entry sequence to Coronation Park.
- Consider animating rooftops for a multitude of outdoor amenities. This would help create a sustainable, pleasant roof-scape as it will be seen by tower residents above.
- Weather protection elements, such as arcades, canopies, trellises, and awnings, should be an integrated part of the roof or building design. These design elements that form part of the amenity or roofscape design shall not be included as FSR.
- Maximize the use of natural light to create a bright and inviting space. Consider skylights during roof design, and the use of light colors and reflective surfaces to amplify the natural light.
- Mechanical Equipment associated with District Energy or otherwise may be located on rooftops. Designers are encouraged to minimise the visual impacts of this equipment.

3.3.5 BIKE ROOMS IN BUILDINGS

A. Durable flooring and vibrant interior
B. Bike Maintenance Facility
C. Way-finding and Lighting Considerations

A bike room is a space designed to facilitate the efficient and safe use of private or shared bicycles and promote sustainable transportation options for users. Some key considerations in the design of bike rooms are listed below

Accessibility and Location:

- Consider locations for bike rooms that are easily accessible to residents, preferably on the ground floor or close to main entrances. Consider proximity to parking areas, elevators, or stairwells for convenient access.
- Ensure there are no barriers, such as steps or narrow doorways, that may impede moving bikes in and out, or restrict simultaneous entries and exits.
- Access to convenient and secure bike parking is essential to influencing an individual's decision to commute by bicycle.
- Consider personal safety circumstances for access routes and the storage areas.

Bike Maintenance Facility:

- Consider maintenance requirements when designing the bike rooms. This includes factors such as ease of cleaning, repair, and replacement of damaged bike parts.
- Consider blending the bike maintenance space with other accessory facility programs to create social space which encourages hands-on bicycle maintenance, tool sharing, maintenance experience sharing, etc.

Way-finding and Lighting Considerations:

- Ensure the bike rooms are well-lit for safe movement and bike storage.
- Clearly label and mark different areas within the bike room, such as bike racks, maintenance stations, and emergency exits.

Flooring and Wall Protection:

- Consider using durable and easy-to-clean flooring materials that can withstand bike traffic, such as concrete or rubber tiles.
- Consider protecting walls with materials like impact-resistant panels or bike wheel guards to prevent damage from bike handlebars or pedals.
- Consider vibrant colours and murals to enhance quality of space and encourage more people to use bikes.
- E-Bike charging and storage in bike rooms will be provided as space permits and to meet city by-laws where applicable. Facilities may include shared-use receptacles that are conveniently located near large format bike racks specified for the secure lockup of large / non-standard electric bike and cargo bikes.

3.4 MATERIALS

This section describes the general approach to materials anticipated in Coronation Park buildings. It does not dictate specific materials but offers a range of possibilities consistent with the aims for character set out in previous sections.

A number of material palettes evocative of the Coronation Park spirit are provided below with the intent that they provide a starting point for design. Given the goal for a unique contemporary architectural language that captures both the history and the prominent location of the site, creative combinations and reinterpretations of the materials presented here are expected in the building designs. Designers for each building should maintain a limited set of materials from the ones below and avoid any bright primary colours in their design, although in some instances accent colours may be considered as an integrated component of material and colour-sensitive detailed design.

Each building should display a unified composition of compatible materials and hues that will be both complimentary and integrated with the overall neighbourhood and the context of adjacent buildings. Character shall be at once timeless and non-trendy, and materials must consider life-cycle and maintenance factors within a very rainy environment.

Heavily reflective and/or strongly coloured glazing should be avoided, and glass selection should consider mullion selection to ensure a unified design expression.

In homage to Port Moody's history, wood is encouraged to be used both as cladding and as an accent on various building or landscape elements, where practical and easily maintained.

Window Wall
(Various hues)

Brick
(Various hues)

Dark Metal Panels

Curtain Wall
(Various hues)

Light Metal Panels

Brick Cladding
(Various hues)

Vertical Louvres

Paint

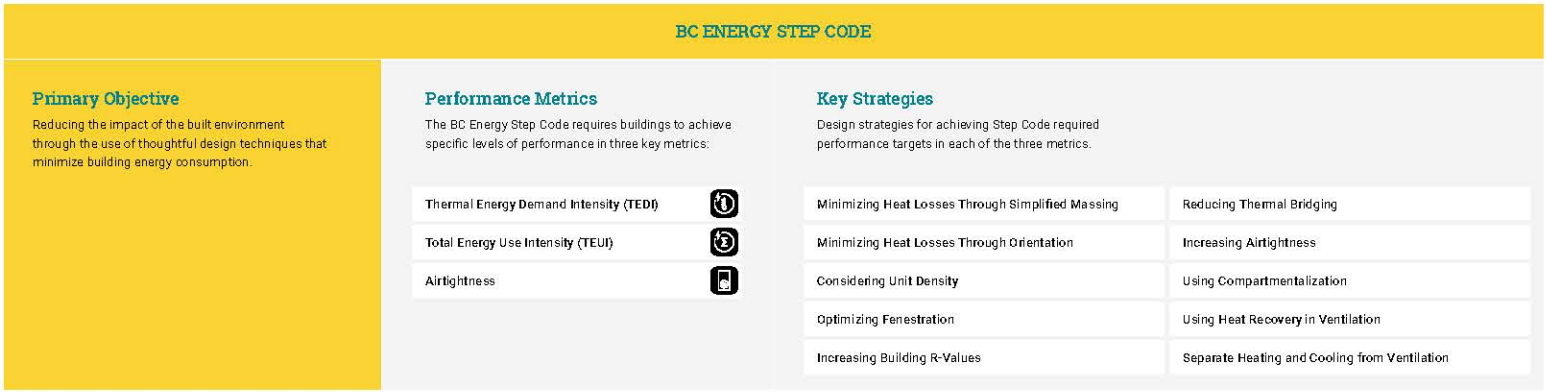
3.5 SUSTAINABILITY

Note - All the information in this section is based on the BC Energy Step Code Design Guide, 2019

The development parcels for this project will connect to a proposed district-scale low-carbon energy system (LCES) should the proposed district scale LCES be approved and implemented by the time of development.

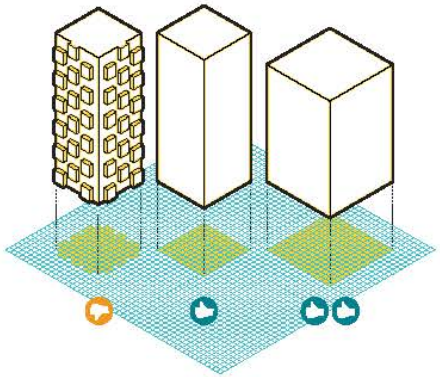
The purpose of this section is to provide an accessible resource to clearly illustrate a variety of techniques and strategies that should be considered in the Coronation Park development for meeting the BC Energy Step Code's performance requirements. At the time of drafting these Design Guidelines, the City of Port Moody's Policy requires all buildings in Coronation Park to meet Step 3 with LCES or Step 4 of the BC Energy Step Code. This section will help future design teams and City staff to understand the benefits and impacts of key design strategies necessary to achieve each step of the standard, including both mechanical and envelope strategies. The information in this section is largely taken from the BC Energy Step Code Design Guide.

Around 22% of the energy used in British Columbia comes from buildings, which also contribute around 12% of greenhouse gas emissions. To address this, the BC Energy Step Code offers a gradual approach to reducing building energy use and improving occupant comfort, especially in the Upper Steps. The buildings in Coronation Park will follow energy-saving design techniques to minimize their impact on the environment. Although there are numerous options for reducing energy use in buildings, the following principles and strategies can lead to notable outcomes.



Strategies and Principles for Energy Conservation
Source: BC Energy Step Code Design Guide, 2019

3.5.1 DESIGN STRATEGIES FOR HIGH-RISE AND MID-RISE BUILDINGS



Building Massing Impacting Step Code
Source: BC Energy Step Code Design Guide, 2019

The Douglass in Washington DC - Zero Carbon and LEED Platinum

Marine Gateway in Vancouver– LEED Gold

High-Rise Buildings

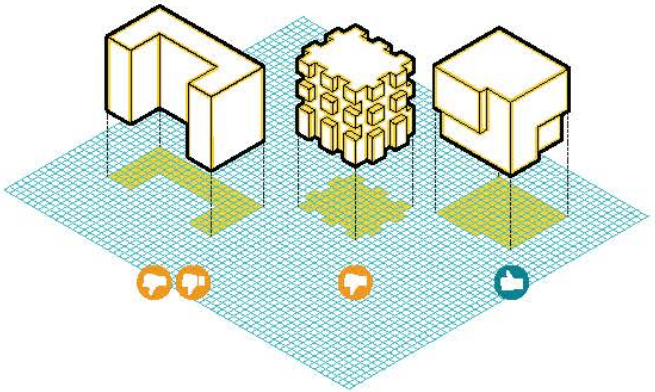
The high-rise residential towers are strategically located across all three precincts in buildings 1,2,4,5,7 and 8. Their heights range between 26 to 31 storeys.

Lower VFAR: Towers with a smaller vertical surface area to floor area ratio (VFAR) generally have less heat loss potential through their building envelope. This is because narrow, smaller floor plates are more susceptible to heat loss than larger floor plates that are wider and more spread out. In high-rise buildings, any floor plate that is 600m^2 (6,500ft^2) or less in size is considered to be smaller. In order to meet the City of Port Moody's Step Code Policy, towers at Coronation Park will aim to have larger floorplates (8,000sf+) to maximize efficiency of VFAR although other factors such as visual bulk and shadowing must be considered, and floorplates should not exceed 9,000 sf.

Simpler Form: The heat loss potential through a building's envelope is affected by the complexity of its shape or massing. To minimize heat loss, designers should aim to reduce the number of junctions, indents, and intersections in the building envelope as they continue to develop the tower's design.

Optimized Orientation: When towers are designed to maximize solar gains in the winter, they can reduce the need for heating during colder months and meet TEDI performance targets. To achieve this, the longest facade of the building should ideally face due south while taking steps to prevent overheating through fenestration and shading. Although building orientation is often limited by the site context, designers can align the building's podium as per site constraints and orient the tower towards the south to optimize solar gains.

Note - It is worth noting that at the time of creating these Design Guidelines, there is no tower built to meet the Step 4 of BC Energy Step Code. As each of towers in Coronation Park moves into its development permit stage, the best knowledge and experience at the time shall be incorporated into the design process.



Building Massing Impacting Step Code
Source: BC Energy Step Code Design Guide, 2019

Carrington View, West Kelowna
Built to Step Code 4

Skeena Residence, UBC Okanagan
Built to Step Code 4

Mid-Rise Buildings

Coronation Park has multiple mid-rise massing elements, including Buildings 3, 6 and 9 which are 6-storey multi-family residential buildings and the podiums in other buildings.

Simpler Form: The design complexity of the building's shape or massing has a significant impact on heat loss through the building envelope. Typically, designers of mid-rise MURBs incorporate multiple junctions and articulations in the envelope for aesthetic or urban integration reasons. However, minimizing such junctions, indents, and intersections makes it easier to meet TEDI and airtightness targets. Designers should aim to simplify the overall shape of the building by replacing complex envelope designs with simpler and more compact forms.

Maximize Solar Gains: Designers of mid-rise MURBs should strive to increase solar gains during the winter months to decrease heating demands, which will aid in meeting TEDI performance standards. This can be difficult due to current site conditions, but it may be feasible for upper floors. Additionally, designers must be cautious to prevent overheating.

4.0 LANDSCAPE

The landscape design of Coronation Park takes a master-planned approach to ensure the neighbourhood is walkable, connected, and provides an engaging range of amenities located within the city-owned park (Central Green) and throughout the greenway and private rooftop and podium amenity spaces.

The park and greenspaces will serve as the backbone of circulation within Coronation Park. Pedestrians will be connected to the development parcels and central green via a direct connection from neighbouring streets, greenways and through the central green space.

Pedestrians will enjoy wide comfortable pathway widths within the site that will be suitable for multi-use. Pedestrian scale lighting and distinct site furnishings will be integrated along the main access points to promote safety and security at all times of the day in a well-planted park setting.

Overall, the landscape design of Coronation Park is to be considered a fundamental and integral aspect of the design process, to be conceived and realized as a component of equal importance to every other design parameter guiding the design of the buildings.

4.1 APPROACH TO LANDSCAPE DESIGN

The approach to landscape design within the development parcels intends to complement public spaces by providing additional amenities, materials, and planting opportunities. Landscape elements will be designed to fit in the broader context of the neighbourhood by using similar materials, palettes, colours, and aesthetics. Premium materials may also be used in privately owned areas to complement building form and character where appropriate. This use could include the installation of premium paving materials, fixtures, water features and furnishing elements.

Private / Public Realm Interface:
The general approach to the interface between the public park, statutory right of way area and publicly accessible private land will be to clearly demarcate the property line with subtle approaches to delineation through the use of paving material variation, pattern, and signage. The treatments will be designed to ensure that freedom of movement through public spaces are open and convenient regardless of ownership. Private spaces, courtyards and amenities will employ low walls, gates, and fencing that blends into the surrounding context when resident access restrictions are required.

Sustainability:
Design approach at Coronation Park will emphasize sustainable initiatives with aims to strengthen and restore its natural environments within the development. Sustainability concepts will include actions for climate mitigation, adaptive plant selections, enhancement of biodiversity, and installation and maintenance practices that will support long-term health of the landscape. Design elements such as responsible material selection, accommodation of urban agriculture and rainwater management strategies will be considered. Detail design will align with City's Climate Resilient Landscaping Standards.






A	B
C	D
E	F

A. Connectivity of pathways
B. Integration with nature
C. Activated public realm
D. Comfortable outdoor space
E. Safe and well-lit community
F. Green infrastructure

4.2 SITE SPECIFIC CHARACTERISTICS

4.2.1 RETAIL FRONTAGES

Streetscapes and landscape treatments at retail frontages will vary depending on the type of street, uses, services and amenities. Additional factors that will influence the landscape are detail grading, building setbacks, articulation of the façade, windows, doors, and retail fronts. Paving treatment, railings, signage, planters, and feature areas such as seating within the landscape will be designed to match or complement the use and architecture with materiality and quality to provide character to each specific street. Furthermore, it is intended that maintenance and upkeep of these spaces would be provided as part of the strata maintenance procedures.

Ioco Road:
As the major street leading to Port Moody's North Shore, southbound to Barnet Highway and St Johns Street as well as a nearby Inlet Centre Skytrain, Ioco Road is a primary circulation route for many commuters daily. Streetscape frontage along Ioco Road is envisioned to be welcoming with comfortable widths for walking, cycling, and taking public transit. Retail frontages will include open space with feature planting, appropriate paving treatment, generous seating area, and rest stops. Materiality will be carefully selected to complement architectural façade and articulation with emphasis on pedestrian scale and continuity of the length of retail frontages. Signage will be carefully considered and integrated in a manner complimentary to the overall frontage composition and character.

Guildford Drive:
Retail frontage on Guildford Drive is generally limited as it is situated south of an existing Coronation Park single family neighborhood. Frontages on Guildford Drive will include a typical building set back and streetscapes extending to the landscaped residential frontages. Where retail frontages wrap around the corner of the block onto Guildford Drive, the retail streetscape should be detailed to be consistent and with subtle presence as the streetscape transitions to a smaller, urban street.

Balmoral Drive:
Streetscapes on Balmoral Drive is presented with primarily residential with a small component of retail frontages along common amenity spaces such as the Public Park, Balmoral Drive Upper Plaza and the pedestrian priority crosswalk between the project site and Coquitlam's Coronation Heights. The character and material treatment at retail frontages should be varied but complimentary to the public spaces, complimented and enhanced with boulevard landscaping.

A | B
C | D
E

A. Outdoor seating
B. Bike rack and tree-lined boulevard
C. High quality furnishing and planting design
D. Feature hardscape pattern
E. Flexible plazas

4.2.2 RESIDENTIAL FRONTAGES

The approach to residential frontages at Coronation Park aims to provide a pedestrian-friendly, welcoming, and walkable neighbourhood. Residential frontages vary from street to internal driveways to Statutory Right-of-Ways to Public Park frontages. Residential character will be developed to suit the Coronation Park neighbourhood.

The Public / Private Interface:
Treatments to residential frontages include private porch and patio access, planting and railing to complement the architectural articulation and materiality. Frontages at public park and amenity areas will include direct access to open spaces connecting to Statutory Right of Ways and secondary pathways. Frontages along streets will include access to sidewalks and continuous tree-lined planting to provide consistent streetscapes while also increasing tree canopy and shade during the summer months.

Residential Expression:
Individual residences will be designed to complement specific architectural design. Use of clear landscape treatments such as signage, front doors, gates, railing, planting, lighting, and any applicable grade change devices including steps will visually define private spaces from the public and provide residential character.

Materials:
Material selection will be carefully selected, designed, and researched to be complementary with Coronation Park neighbourhood and architectural building materials.

Changes in Grade:
With the many grade changes at Coronation Park, residences will play a significant role in animating pathways and the public realm with entrances and outdoor amenity spaces. Grade changes for ground-oriented units will vary by buildings with the smallest grade change to provide a leveled transition between public and private, and with the largest grade change to include access stairs as separation and overlook. Most outdoor communal spaces will include accessible ramps to compensate for and safely navigate difficult grade transitions.

Privacy and Neighbourliness:
Separation between public and private outdoor spaces will be provided to achieve privacy while producing comfortable living spaces for residents. Typical private outdoor spaces are designed with a combination of walls, fences and/or railings, and layers of planting. The heights of these elements can vary based on the changes in grading as well as proximity to amenities and servicing on site. Taller, solid screens and shrub planting may be desired adjacent services and can contribute to the layers of design.

A	B
C	C

A. Planting to soften edges to residential entries
B. Raised patios to provide a subtle delineation
C. Open connection between private and public realm
D. Safe and well-lit pathways

4.2.3 COMMON COURTYARDS AND ROOF GARDENS

Residential open spaces such as common courtyards and roof gardens will provide amenities to residents of Coronation Park. These amenities will not replace the park but will complement and augment what the park has to offer. Where possible, each building should consider providing varying levels of outdoor space at grade, or on top of podiums where possible. The common areas should be designed to relate with the proposed architectural expression and to encourage levels of activities and interaction as well as a comfortable outdoor space for all users of the site. Strong sense of community can be achieved with thoughtful arrangement of amenity space. Treatments of walls, railings and planting design will also provide layers of security to the residents.

Residential common spaces at Coronation Park will consider a range of uses including:

- Pedestrian Access
- Exiting
- Vehicular Access
- Loading and courier deliveries
- Private Yard Space
- Visual Amenity
- Active and Passive Recreation (individual and group activities)
- Children's Play (include a variety of age groups - toddlers, children, youth, adults and seniors)
- Urban Agriculture
- Rainwater Management Features
- Urban Habitat and Ecology
- Pet Management Strategy
- Vegetative Green Roof

Recreation: Outdoor amenity spaces will provide both active and passive recreation. Active recreation may range from outdoor fitness equipment, flexible space for exercise and yoga. Passive recreation may range from seating areas, benches or decking, tables and chairs, outdoor kitchen, and other interactive activities. Trees should be provided for shade and comfortable use of space. In addition, garden trellis and shade sails can also be considered for canopy and weather protection.

Children's Play: The location of children's play elements will be carefully considered to compliment adjacent uses to ensure that compatible relationships between roof amenities is achieved. Visual overlook from family seating areas and elements such as outdoor fitness and flexible lawn are great adjoining uses with play areas. Opportunities for play include traditional play structures, natural play, berm lawn, tricycle tracks, and game areas. Play equipment will include elements for all ages including age ranges from 6 months to 12 years + and intended to be visually appealing for all roof top users.

Private Yard Space: Private outdoor spaces on upper levels can be provided for residents. The extent of private spaces on these levels should be carefully considered and designed to not compete with common areas and community spaces. Similar to ground floor units, private patios should be enclosed with optional access to open space and designed with walls, fences, gates and planting between adjoining uses.

4.2.4 INTERNAL LANES AND WALKWAYS

Coronation Park aims to provide connectivity for pedestrians and cyclists through an interconnected network of lanes and walkways. General design approach to these routes should be consistent while also reinforcing clear sight lines and scale. Buildings should emphasize linkages and visual continuity between public and private spaces and create safe routes for all users of the site.

Streetscape and Statutory Right of Ways materiality should be complimentary to each precinct. High quality of materials and detailing should be explored to emphasize the ground plane and its relationship with neighbourhood character.

In locations where pedestrian and vehicular circulation meets, the streetscape should prioritize pedestrian circulation which willv take precedence over vehicular movement. These areas include internal driveway entry courts and at raised crosswalks. Feature paving material, pattern, and planting are elements that can be used to encourage an inviting shared space.

All lane and walkway routes should be enhanced with appropriately considered lighting to enhance security and wayfinding while complimenting adjacent buildings and surrounding hardscape elements.

A	B
C	D

A. Feature planting design to activate pathways
B. Ample seating space inviting connection
C. Paved plaza c/w vehicular separation and planting to soften edges
D. Seat nodes elements for rest and pause

4.3 PLANTING DESIGN

The approach to planting design at Coronation Park aims to create a sense of place that supports the projects sustainability goals including stormwater management, soil stabilization, habitat enhancement, and aesthetic quality. The selection of native and adaptive drought tolerance species will provide seasonal interest, canopy coverage, and enhancing biodiversity through sustainable planting and maintenance practices. This approach will align with the City's Climate Resilient Landscaping Standards and emphasizes the importance of biodiversity in creating a sustainable and visually appealing urban environment.

Planting design will prioritize buffering and diversity in the landscape, incorporating a layered sequence to create structure and habitat complexity. This approach intends to support biodiversity by providing food and shelter for a wide range of species, including birds, pollinators, and beneficial insects. Increased canopy coverage will be used in the park, pedestrian ROWs, streetscapes, and pedestrian nodes to provide shade and contribute to the overall microclimate improvement.

Landscaping treatments on City Lands should meet or exceed City Environment and Park's Interim Specifications and Standards for the design of boulevards, greenways, and park space. For example, hanging baskets should be placed along with complimentary post-top lights in commercial frontages for seasonal interest.

Planting of bear attractants species should be specified in moderation, particularly if edible landscaping areas are included. Adequate soil volumes are essential to maintain tree health and maximize life expectancy. Adherence to urban planting standards such as structural soils, soil cells, permeable surface materials will be required in the public and private realm. Final planting design for overall development should meet environmental and sustainability goals, and be provided in conjunction with species list for City staff review and approval.






PLANTING DESIGN (CONTINUED)

Soft Landscape Treatments:
Retail, residential, amenities and public park frontages will each have opportunities for unique landscape treatments to provide softening and buffering of building massing. Where planting depths can be achieved, feature trees should be considered as focal points of interest while small trees may be used at private outdoor spaces at residences. Layers of planting including hedges, shrubs and groundcover will fold within the landscape to provide separation, structure, and interest. Seasonal planting will be considered at special locations such as common nodes and walkways and evergreen planting should be planned for year-around views. Drought tolerant plant materials should be considered to minimize irrigation requirements. Additionally, planting species will be selected with daily seasonal sunlight exposure, building shadows, and architectural glazing reflection in consideration.

Urban Ecology:
Plant selection will consider a mix of planting such as trees, shrubs, groundcovers, grasses, ferns, herbs, and vines to offer a range of ecological diversity at Coronation Park. Habitat planting for urban wildlife and food sources are paramount to creating landscape that coexists with nature. Native plants are great sources for both wildlife and humans. Pollinator and flowering plant species should be considered for bird-friendly designs. Features such as bird houses can be added in planting beds to encourage potential shelter and educational uses.

Urban Agriculture:
Community gardens are great elements to encourage social interaction and sustainability initiatives. Garden plots should be designed per Section A – 4.4 Urban Agriculture Strategies with minimum accessible pathway widths in between plots. The community plots will be located in areas with sun exposure, shared between residents of the building and distributed evenly among developments. Adjoining uses may include seating areas, outdoor kitchen, and flexible lawn spaces.




4.4 RAINWATER MANAGEMENT

The landscape approaches to rainwater management will be employed throughout the development parcels, streetscapes, right-of-way areas, and the public park of the Coronation Park Neighbourhood. Storm water capture, detention and dispersion through the use of low impact design methods will be implemented to slow run from paved areas into landscape planting features where grading and space requirements allow. Additionally, storm water re-use may be considered within the city owned public park for irrigation use, subject to health department and city regulations.

Proposed development to include rain gardens, rainwater channels or daylighting techniques to meet the goals of Chines Integrated Stormwater Management Plan (ISMP) and upcoming Inlet Centre neighbourhood ISMP.

The objectives of the Chines ISMP include, but not limited to, the following:

- Manage runoff to reduce erosion activity in the ravines.
- Implement measures to improve water quality.
- Enhance aquatic and terrestrial habitat, including identification of long term strategies for partial stream daylighting.
- Identify and recommend the use of green infrastructure to manage rainwater through volume and peak flow reduction and the improvement of water quality.
- Provide improvements in aesthetics/livability within the ISMP.
- Address any flooding risks.
- Address the increase in impervious surfaces and runoff associated with future development by promoting control of rainfall onsite to reduce the need for additional hard infrastructure.
- Develop a landslide risk analysis methodology and implementation of a landslide partial risk analysis.

Recommendations for Landscaped Areas include:

- Municipal Road Rights-of-Way:
  - Provide tree and shrub planning in medians and boulevards.
  - Provide min. 300mm growing medium depth for lawns.
  - Provide min. 600mm growing medium depth for shrubs and trees, and minimum soil volumes to meet City Standards, where trees are part of the boulevard and median planting area.
  - Provide traffic bulges and rain garden where appropriate.
- Onsite:
  - Provide tree and shrub planning in medians and boulevards.
  - Provide min. 300mm growing medium depth for lawns.
  - Provide min. 600mm growing medium depth for shrubs and trees, and minimum soil volumes to meet City Standards, where trees are part of the boulevard and median planting area.
  - Provide perimeter or localized bioswales, or infiltration trenches where appropriate.
  - Provide green roofs where appropriate.
  - Provide rain gardens where appropriate.
  - Provide underground detention storage.
  - Direct storm runoff from hardscape surfaces to vegetated areas.
  - Direct and control storm runoff onsite to discharge to the storm sewer connection(s) with respect to site grading.
  - Passive irrigation systems for the improvement of tree and soil health as a means of stormwater management will be incorporated where feasible.
  - Water storage for re-use in onsite irrigation systems will be explored and be subject to feasibility and compatibility with roof membrane systems and Fraser Health requirements.

5.0 LIGHTING

5.1 LIGHTING DESIGN OBJECTIVES AND CHARACTER

A | B
C

A. Pathway lighting to provide safe and well-lit routes
B. Programmable ornamental lighting for seasonal events
C. Directed functional lighting in gathering areas

Lighting design at Coronation Park will aim to conform with Crime Prevention Through Environmental Design (CPTED) guidelines and ensure provision of consistent illumination at statutory right-of-way, city-owned park, major pedestrian nodes and pathways. The project will aim to provide safe, comfortable spaces while discouraging undesirable activity.

Functional lighting will be provided at entrances, pathways, driveways, and amenity areas in support of wayfinding and critical decision points. Luminaire type, source, quality, energy consumption, output, and placement should be carefully considered for long-term use and maintenance. Lighting design should minimize light trespass, glare, and light pollution. Regular maintenance should be provided by building operations to establish a secure environment at all times. All lighting typlogies should be designed to incorporate Dark Sky approved lighting fixtures and strategies.

A breakdown of Lighting Design Objectives include:

1. Create a safe, energy effective, and sustainable environment.
   - Reduce light pollution and incorporate Dark Sky approved fixtures.
   - Provide high efficiency LED lighting with enhanced controls to ensure safety at night time.
   - Ensure full cut-off fixtures to reduce light spill and glare into private property.
2. Generate a clear visual hierarchy of lighting elements.
3. Support wayfinding at road crossings and critical decision points.
   - Provide banner poles and supporting elements where appropriate.
4. Prioritize pedestrian activity.
   - Consider catenary lighting for seasonal events.
5. Use a limited palette of standard luminaires and light sources for ease of long-term maintenance.
6. Incorporate sustainability:
   - Promote a conscientious use of energy resources.
   - Utilize long life light sources to minimize maintenance and resource use.
   - Use of habitat friendly colour temperatures where feasible.
   - Strategize lighting scheme to promote bird-friendly lighting design
   - Consider lighting frequency spectrum in park areas to minimize environmental impacts.
7. Integrate private and public areas
   - Select a palette of luminaires and lamps for ease of installation, photometric performance, and visual consistency with architecture and landscape.
   - Avoid overlighting by careful integration of private and public realm lighting design; select lighting having a complimentary colour spectrum.
   - Where residential units overlook public areas, ensure that lighting in public areas doesn't reflect intensely into residential units.
   - Fixture choice and placement should follow the design intent and the aesthetic approach outlined in this section.

5.2 LIGHTING RELATED TO BUILDING TYPOLOGIES

A	
B	C
D	E

A. Tower illumination enhances design features
B. Lighting at Breezeways or Passages to Park
C. Pedestrian level lighting in Office Building
D. Building Entrance highlighted
E. Mixed-use Building with more lively lighting

Residential Mid-rise Buildings:

- Lighting should prioritize way finding and highlight building entrances by creating a clear hierarchy along the frontage of the building. The techniques for illuminating transition areas should follow the articulation of the building.
- Lighting should provide higher levels of illumination at building lobbies, unit entries for safety, wayfinding, and clear identification of each unit's entrance.
- Decorative lighting elements at the entrance should enhance the architecture as well as the lighting design objective and character.
- Semi-private patio and landscape setbacks provide a transition from the public realm to the private dwelling. Lighting for these areas should be low level and close to the ground to provide low-glare illumination. These fixtures can accent selected pieces within the landscape and/or be integrated into elements of the hardscape

Residential Towers:

- Lighting for the towers should enhance the clean form and help focus on design elements instead of creating conflicting patterns.
- Tower lobbies and building grounds that interact with the public realm should be treated to match the rest of the community creating a cohesive design expression. The lighting should give the entranceway presence in the street frontage.

Mixed-use Buildings:

- Lighting for the Mixed-use buildings should be more lively in nature than the exclusively residential parcels. The public realm concepts should take precedence to create a pedestrian experience in an inviting environment.
- Canopy mounted accent lights, low-glare pedestrian scale poles, landscape highlights and low level illumination should be used.
- Lighting will be complementary to the public realm lighting and emphasize the diversity of individual stores. Lighting should be integrated with outdoor seating to create a night time appeal.

Office Building:

- This building should act as a beacon for the community and as an introduction to the Gateway Precinct at loco Road. Main lobbies will be focal points that can be identified during day and nighttime as landmarks.
- Lighting at the pedestrian level is encouraged, and building grounds and plaza lighting surrounding each building should complement the lighting approach in the adjacent public realm. The concept should be applied and modified to fit the geometry of the building
- Lighting of the approach via the pedestrian overpass and the entry sequence of the building should be bright and welcoming giving the building an identity on loco Road.