



**Moody Centre Transit-Oriented Community  
Design Guidelines**

October 2024

Port Moody is located in a territory that was never ceded by the **kʷikwə́ləm** (Kwikwetlem), **səlilwətał** (Tsleil-Waututh), **xʷməθkʷəy̓əm** (Musqueam), **Sḵwxwú7mesh** (Squamish), **q̓íçəy̓** (Katzie), **qʷa:ḥ ʔʔ** (Kwantlen), **q̓iqéyt** (Qayqayt), and **Stó:lō** (Sto:lo) Peoples.

**The Kwikwetlem, Tsleil-Waututh, Musqueam, Squamish, Katzie, Kwantlen, Qayqayt, or Sto:lo peoples have never left their territories and will always retain their jurisdiction and relationships with the land.**

**The project team acknowledges with great respect the generosity of the host Nations and strives to deepen our understanding of the local Indigenous communities.**

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## Executive Summary

The Port Moody Official Community Plan (2017) identifies the area surrounding the Moody Centre SkyTrain Station as the "Moody Centre Station TOD". In 2017, The Moody Centre TOD Area Master Planning Group ("The Master Planning Group") was formed by eight local landowners who collectively own property within the Moody Centre Station TOD Area. The Master Planning Group is comprised of Anthem, Beedie Living, the Bombelli Family, PCI Developments, the Stevens Family, TransLink, the Wildman Family, and Woodbridge Homes.

The objectives of the original 2017 Official Community Plan (OCP) aimed to create a sustainable, inclusive, and vibrant Moody Centre around transit.

The preliminary TOD master plan concept envisioned a complete renewal of the 23-acre site to deliver a number of land uses and public amenities for the Port Moody community, one of which was the creation of a new Spring Street promenade as the main precinct spine.

In 2023, further refinement of the master plan concept was undertaken in support of Phase 1 Rezoning Applications and in response to City comments on the OCP Amendment (2020) and the release of Bill 47 for Transit-Oriented Areas (TOA). A master planning framework and guiding principles are built on previously submitted Moody Centre TOD OCP Amendment.

In December 2023 City of Port Moody adopted Corporate Policy 13-6510 (Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications).

A unified approach to landscape, public realm, and streetscape standards, as directed by Council, is crucial for creating a recognizable, navigable, and desirable public realm in the Moody Centre Transit-Oriented Development Area (TOD). The vision for Moody Centre, driven by Guiding Principles, envisions a pedestrian-oriented, vibrant, mixed-use community centered around high-quality transit, sustainability, and livability within the 'City of the Arts' collective.

The Moody Centre TOD Streetscape Guidelines, a companion to the Moody Centre Area Plan, detail how the streetscapes and public realm will achieve this vision. The guidelines aim to support a public realm with design excellence, high-quality urban design standards, and landscape architecture that reflects Port Moody's natural setting and history. They provide descriptive guidance for development applications and City staff reviews.

The main principles addressed in this document include:

- Indigenous Reconciliation
- Art in the Public Realm
- Sustainability and Resilience
- Pedestrian-Oriented Design
- Transit Connectivity
- Unified Streetscape Character
- Safety and Equity
- Elevated Design Response

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Section 1.0

# Introduction

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## 1.1 Principles & Intent

The public realm of the Moody Centre Transit-Oriented Community plays a crucial role in shaping the identity and functionality of the area as it undergoes transformation into a vibrant urban center. These streetscape design guidelines are crafted to provide a comprehensive framework for enhancing the public realm, fostering pedestrian-friendly environments, and promoting transit-oriented development in a sustainable and equitable manner.

These are guidelines and there may be development proposals brought forward that do not fully align with all elements of the Framework, but which Council may consider as still making a significant contribution to the OCP vision for the area and therefore could be supported.

### Principles Addressed:

**Indigenous Reconciliation:** Acknowledging the indigenous history of the land, these guidelines encourage engagement with indigenous communities and artisans to facilitate integration of indigenous cultural elements into the streetscape design. This may include incorporating indigenous art, storytelling, and place-making strategies that honour the rich history and traditions of the local indigenous peoples.

**Art in the Public Realm:** Beyond functional considerations, these guidelines seek to enrich the public realm in the City of the Arts by fostering vibrant social spaces, and interactive streetscapes through opportunities for public art.

**Sustainability and Resilience:** Embracing principles of environmental stewardship, these guidelines incorporate sustainable streetscape elements that minimize ecological impact and enhance climate resilience. This includes incorporating blue-green infrastructure, such as bioswales and permeable pavers to manage stormwater runoff, as well as selecting native plant species that support biodiversity and habitat restoration, particularly around the daylight creek. Moreover, the guidelines promote community resilience by fostering social cohesion, economic vitality, and adaptability in the face of urban transformation.

**Pedestrian-Oriented Design:** Central to these guidelines is the prioritization of pedestrian comfort, safety, and accessibility. Design guidance aims to create inviting sidewalks, tree-lined streets, and an activated public realm that encourage walking and cycling.

**Transit Connectivity:** Central to the area is the Moody Centre SkyTrain station and West Coast Express station. With the anticipated increase in transit usage, these guidelines emphasize seamless integration with transit infrastructure. Streetscape elements are strategically positioned to facilitate easy access to transit stations, promoting multimodal transportation.

**Unified Streetscape Character:** Consistency and cohesion are vital for creating a recognizable and attractive streetscape. The guidelines employ standardized materials, street furniture, lighting, and landscaping elements, ensuring a unified aesthetic that reflects the character and creates an identity for Moody Centre.

**Flexibility and Adaptability:** While promoting consistency, the guidelines also recognize the need for flexibility to accommodate site specific contexts and evolving needs. Design solutions should be adaptable to unique site conditions, utility constraints, and character areas, while still adhering to overarching design principles.

**Safety and Equity:** Ensuring the safety and comfort of all users is paramount in creating a thriving and inclusive public realm. Design interventions prioritize pedestrian and cyclist safety through measures such as well-lit pathways, clear signage, and traffic-calming strategies. Consideration is also given to vulnerable road users, including children, seniors, and individuals with disabilities, to ensure equitable access and mobility for all.

**Elevated Design Response:** By holistically interpreting the guidelines while taking into account each plot's unique conditions, design responses should emerge as unique, innovative, and high-quality. This comprehensive approach ensures a cohesive outcome that stands out for its creativity and excellence.

By adhering to these principles, the streetscape design guidelines aim to facilitate the realization of a dynamic, inclusive, and sustainable urban environment that reflects the aspirations of the community and aligns with the broader vision outlined in the Official Community Plan.

### Purpose/ Approach:

These guidelines are intended to provide applicants with guidance for preparing their development applications and act as a reference for City staff review of application submissions. The guidelines allow for adaptation to specific project requirements while maintaining consistency and quality across the public realm.

### Next Steps:

After review and refinement with City staff, this material is to be brought forward for Council's consideration of a doption and included as Appendix 3 to the Moody Centre Planning Guidance Framework (MCGF).

### Notes:

*Transit-Oriented Development Areas (TOA) are areas that are mandated under the provincial legislation, Bill 47, to provide a framework for additional allowable density around transit. They are defined as areas within 800 metres of a rapid transit station (e.g., SkyTrain station) and 400 metres of a bus exchange and West Coast Express that the Province has listed in regulations. (Source: BC Gov.)*

*Transit-Oriented Development (TOD) is an approach to land use planning that locates high-density, mixed-use development within walking distance from frequent transit services. (Source: BC Gov.)*

*Transit-Oriented Communities (TOC) are places that, by their design, allow people to drive less and walk, cycle, and take transit more. This means concentrating higher-density, mixed-use, pedestrian-friendly development within walking distance of frequent transit stops and stations, in tandem with measures to discourage unnecessary driving. (Source: TransLink)*



## 1.2 Document Context & Scope

### Background

The Port Moody Official Community Plan (2017) identifies the area surrounding the Moody Centre SkyTrain Station as the "Moody Centre Station TOD". In 2017, The Moody Centre TOD Area Master Planning Group ("The Master Planning Group") was formed by eight local landowners who collectively own property within the Moody Centre Station TOD Area. The Master Planning Group is comprised of Anthem, Beedie Living, the Bombelli Family, PCI Developments, the Stevens Family, TransLink, the Wildman Family, and Woodbridge Homes.

The objectives of the original 2017 Official Community Plan (OCP) aimed to create a sustainable, inclusive, and vibrant Moody Centre around transit.

The preliminary TOD master plan concept envisioned a complete renewal of the 23-acre site to deliver a number of land uses and public amenities for the Port Moody community. These land uses and public amenities include: housing that ranges in form,

tenure and size; mixed uses including office, retail, and employment; community amenities including a large public transit plaza, additional internal plazas/pocket parks, public art, pedestrian and cyclist links; the daylighting of Dallas/Slaughterhouse Creek; a pedestrian/ bicycle overpass connecting the area to Rocky Point Park, and the creation of a new Spring Street promenade.

In 2023, further refinement of the master plan concept was undertaken in support of Phase 1 Rezoning Applications and in response to City comments on the OCP Amendment (2020). A master planning framework and guiding principles are built on previously submitted Moody Centre TOD OCP Amendment.

In December 2023 City of Port Moody adopted Corporate Policy 13-6510 (Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications).

### Design Guidelines Outline

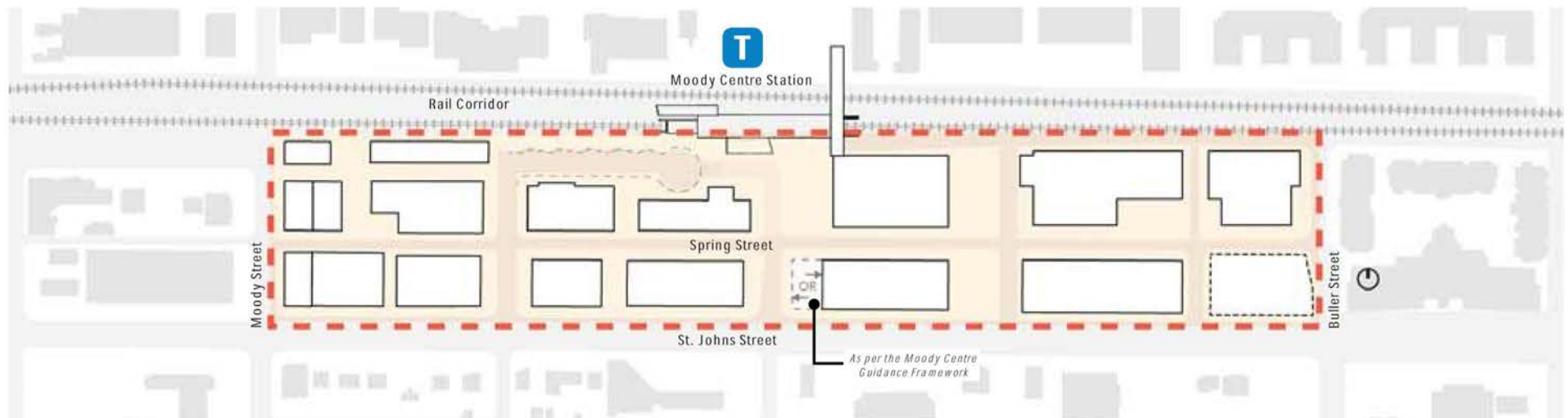
As directed by Council, a unified approach to landscape, public realm, and streetscape standards is essential for the Moody Centre Transit-Oriented Development Area (TOD) to create a recognizable, navigable, and desirable public realm. This encompasses various elements such as lighting, street furniture, paving, softscape and hardscape areas, planting, and stormwater management (outlined at a high-level). Additionally, a cohesive strategy for public art and wayfinding within both road allowances and private properties integrates with the future multi-modal transportation network in the station area.

These interconnected elements not only address environmental considerations but also contribute to the aesthetic appeal, functionality, and cultural richness of the Moody Centre TOD Area. Through this synergistic approach, these components work in tandem to create a resilient, visually cohesive, and socially vibrant community that aligns with the overarching goals of sustainable and inclusive urban development.

### Geographic Scope Extents

The streetscape design guidelines encompass the full length of Spring Street from Moody to Buller Streets including the intersecting north/south streets and pedestrian passageways (public and private). The streetscape guidelines are intended to apply from building face to building face and from the rail corridor to the edge of St. Johns Street.

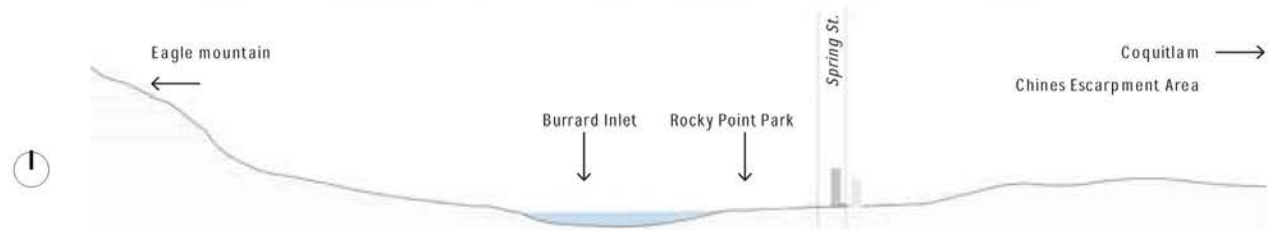
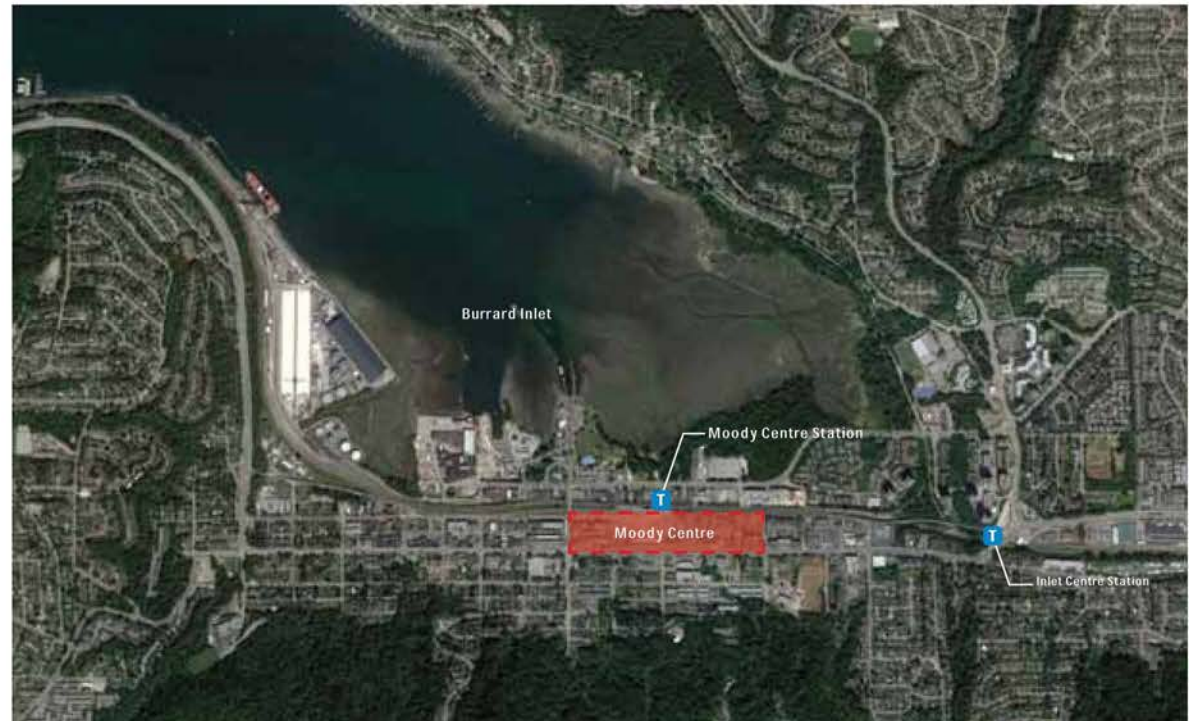
The precinct falls within the provincially mandated Transit Oriented Area (TOA) under Bill 47 which sets out a minimum allowable density framework for areas around transit.



**Regional Context**

The City of Port Moody is located on the western edge of the Tri-Cities region in the northeast quadrant of Metro Vancouver. The City is bowl-shaped with mountains to the north and the Chines Escarpment to the south. The Moody Centre precinct is located near the bottom of the 'bowl' where Dallas/Slaughterhouse Creek empties into Burrard Inlet which provides opportunity for beautiful views of the water and mountains beyond. Moody Centre Station is at the heart of the site which offers convenient rapid transit connections throughout Metro Vancouver via the SkyTrain rapid transit network.

Metro Vancouver's Regional Growth Strategy is centered on creating high density, mixed-use urban centres at transit stations and along transit corridors. The Metro Vancouver Regional Growth Strategy has identified Moody Centre as a Frequent Transit Development Area within a Major Transit Growth Corridor. This is an optimal location for growth to occur in order to capitalize on public investments in rapid transportation. Proximity to transit offers residents, visitors, workers and customers exceptional convenience to three forms of transit: Evergreen Line, Moody Centre bus interchange, and West Coast Express rapid transit.



Diagrammatic Section: North-South, Port Moody Area

## 1.3 How to Use the Guidelines

These guidelines are generally descriptive with the intention to assist applicants in providing guidance for preparing their development applications and as a reference for City staff review of application submissions.

To ensure effective implementation, follow these steps:

**Step 1:** Review Section 2.1 Guiding Principles to ensure the streetscape and public realm design conforms to the urban design goal of achieving a strong pedestrian centre that promotes the designation "City of the Arts".

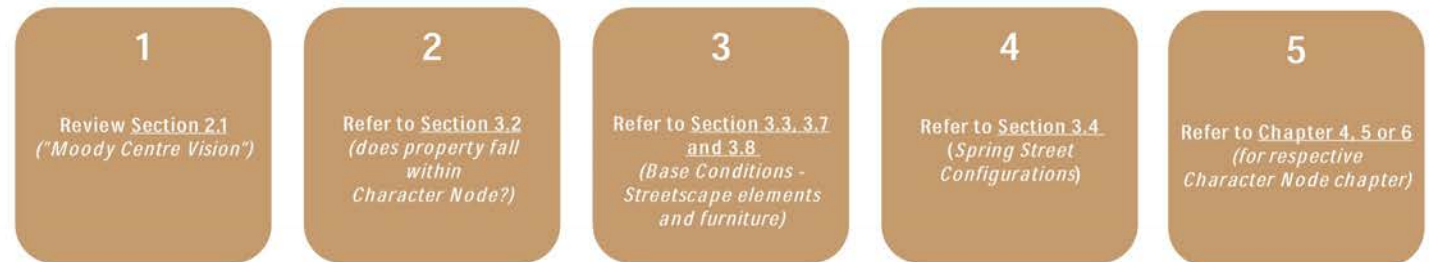
**Step 2:** Refer to the site diagram in Section 3.2 to determine whether the subject property is along a designated Character Node.

**Step 3:** Refer to Section 3.3, 3.7 and 3.8 to ensure the base layer of consistency is achieved throughout the precinct, including width of the right-of-way, street elements and furniture, as well as landscaping elements.

**Step 4:** Refer to Section 3.4 Street Cross-Sections which will guide road dedication requirements.

**Step 5:** If the property has an edge facing one of the character nodes, refer to the respective chapter(s) 4, 5, and 6.

Applicants are encouraged to pursue additional unique, innovative and high-quality designs on their private property to complement the guidelines outlined in this document. In some cases, the City may request additional elements on a case-by-case basis, as deemed appropriate. Should a conflict exist between the application of the streetscape design guidelines identified in this document and the typical City of Port Moody standards and requirements, these guidelines take precedence subject to staff discretion.



## 1.4 Relevant Policies & Standards

The Streetscape Design Guidelines for Moody Centre TOD are designed to complement and integrate with a suite of policies, standards, and guideline documents. These documents provide valuable context, standards, and guidance under municipal and provincial jurisdiction that inform and support the implementation of the streetscape design guidelines. In addition to the reference documents outlined in the Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications, applicants are encouraged to familiarize themselves with the following documents:

### Municipal Policies and Standards:

**Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications:** This Framework provides guidance on several topics, such as land uses, building heights and forms, urban design, view corridors, housing types, parks and open space, sustainability, community wellbeing, employment creation. It is meant to supplement and clarify existing OCP policies for the Moody Centre TOD area and to work in coordination with the policy directions set out in the OCP and amenity contributions.

**City of Port Moody Official Community Plan (OCP):** The OCP outlines the long-term vision and goals for the community, providing a strategic framework for land use planning, transportation, and urban design. The streetscape design guidelines align with the OCP's objectives to create vibrant, sustainable, and connected urban environments.

**City of Port Moody Liveable Streets Implementation Manual:** This manual provides detailed guidance on the design and implementation of streetscape improvements, emphasizing principles of placemaking, pedestrian safety, and active transportation. The streetscape design guidelines draw upon the principles and best practices outlined in the Liveable Streets Implementation Manual to create inviting and accessible public spaces.

**Port Moody Public Art Policy:** Public art plays a vital role in enhancing the cultural vibrancy and identity of the streetscape. The streetscape design guidelines support the implementation of the Port Moody Public Art Policy by providing opportunities for the integration of art into the built environment, contributing to a sense of place and community pride.

**Port Moody Engineering Standards:** Engineering standards set forth technical specifications and requirements for infrastructure design and construction. The streetscape design guidelines adhere to the Port Moody Engineering Standards to ensure the integration of streetscape elements in conformance with City maintenance procedures and servicing.

**City of Port Moody Wayfinding Strategy:** Effective wayfinding enhances navigation and accessibility within the urban environment. The streetscape design guidelines support the City of Port Moody's Wayfinding Strategy by incorporating clear signage, landmarks, and intuitive pathways to improve the pedestrian experience, facilitate efficient circulation, and promote exploration.

**City of Port Moody Landscaping on City Lands:** Guidelines for landscaping on city lands provide direction for the selection, placement, and maintenance of vegetation in public spaces. The streetscape design guidelines align with these guidelines to create attractive and sustainable landscapes that enhance the aesthetic and ecological value of the streetscape.

**City of Port Moody Climate Action Plan:** The plan helps the city and its residents adapt to climate change and reduce greenhouse gas emissions (GHGs). It addresses both mitigation, which involves reducing GHG emissions, and adaptation, which involves adjusting to climate impacts and reduce vulnerability. The low carbon resilience (LCR) approach promotes a more energy-efficient, resilient, and sustainable future by integrating specific strategies into all levels of policy and planning

**Climate Resilient Landscaping Standards:** These standards aim to optimize various benefits, including stormwater management, soil stabilization, urban heat island mitigation, habitat enhancement, and aesthetic quality. They employ an adaptive management strategy to enhance climate resilience through effective planting and maintenance practices.

**Urban Forest Management Strategy 2050:** This policy aims to sustain the city's trees and forests, envisioning their future up to 2050 and beyond. Recognizing trees and forests as vital components of the city's natural heritage and community resources, the strategy addresses challenges like urbanization, declining forest health, biodiversity loss, and climate change impacts. By providing a systematic approach to maintaining, protecting, and enhancing the urban forest, the strategy seeks to create a resilient community capable of withstanding these challenges.

**Moody Centre Stormwater Management Servicing Plan:** This plan aims to create guidelines for managing stormwater and to establish a 20-year capital and servicing strategy for the City. It functions as an additional document to complement the City's current Subdivision and Development Servicing Bylaw (2010), aimed at supporting the ongoing redevelopment in Moody Centre.

**City of Port Moody Art in Public Spaces:** This policy provides a framework for the integration of art into public spaces, enhancing the cultural landscape of Port Moody. The streetscape guidelines support this policy by encouraging the inclusion of diverse and site-specific artworks that engage the community, celebrate local artists, and contribute to the unique identity of Port Moody Spring Street

**City of Port Moody Arts and Culture Master Plan:** This master plan outlines strategies to foster a thriving arts and culture scene in Port Moody. The streetscape guidelines integrate with the Arts and Culture Master Plan by incorporating public art and cultural elements that enrich the streetscape and reflect the community's artistic heritage.

### Regional and Provincial Policies and Guidelines

**TransLink Infrastructure Guidelines:** TransLink's infrastructure guidelines provide standards and recommendations for transit-related infrastructure, including transit stops, shelters, and wayfinding signage. Moody Centre TOD is centred around transit and hence this is an important reference document.

**TransLink Transit-Oriented Communities Design Guidelines:** These guidelines promote transit-oriented development principles that support compact, mixed-use, and pedestrian-friendly urban environments around transit stations. The streetscape design guidelines integrate with TransLink's infrastructure guidelines to create vibrant and transit-supportive streetscapes.

**British Columbia Active Transportation Design Guide:** Active transportation, including walking and cycling, is integral to the design of a livable and sustainable streetscape. The streetscape design guidelines incorporate principles from the BC Active Transportation Design Guide to prioritize pedestrian and cyclist safety and comfort.

**Provincial Guidelines (underway):** The Province is currently undertaking the development of Provincial Transit Integration Guidelines to guide the decision-making for integrated development for all transit modes. Central to this work is the principle of design and integration excellence, defined as commitment to translating project objectives into built form outcomes through an integrated approach to defining roles, process, and design.

**Metro Vancouver Chinese Integrated Stormwater Management Plan (ISMP):** The ISMP aims to manage runoff, improve water quality, enhance habitats, incorporate green infrastructure, and address flooding and landslide risks. Key issues include steep ravine slopes, potential impacts from the Evergreen Line, and debris-related flooding

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Section 2.0

# Urban Design Framework

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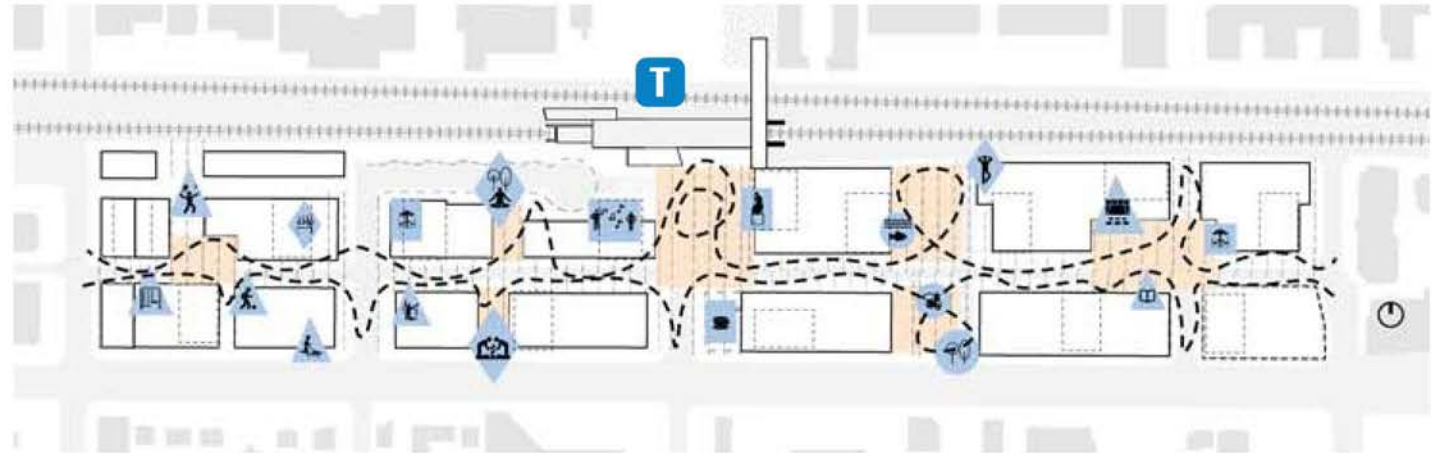
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## 2.1 Moody Centre Vision

### Collective Vision

Driven by the Guiding Principles, the vision for Moody Centre imagines a pedestrian-oriented, vibrant, mixed-use community that is centred around high-quality transit, sustainability, and celebrates livability in the 'City of the Arts' Collective.

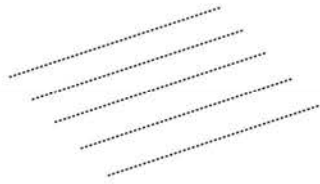
The Moody Centre Streetscape Guidelines carefully integrate the approved Moody Centre Transit-Oriented Development Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications policy (2023). It builds upon the principles previously established in the OCP Amendment work undertaken in 2020. Collectively, this effort aims to create a coherent and legible public realm experience.



***The streetscape guidelines work to define a strong pedestrian centre within Port Moody, in a way that promotes the designation 'City of the Arts'.***

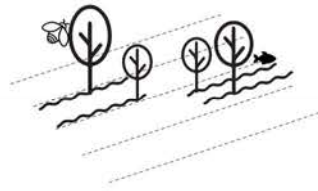


Guiding Principles



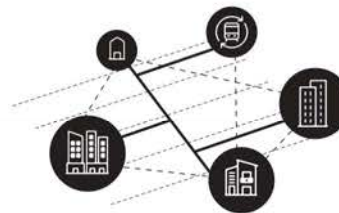
**Rhythm of Spring Street**

9m grid provides rhythm and uniformity along Spring Street linking architectural, open space, and public realm elements



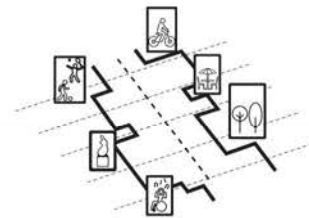
**Linked Natural Systems**

Health, well being, and active lifestyle promoted through connection with the surrounding climate resilient ecosystem



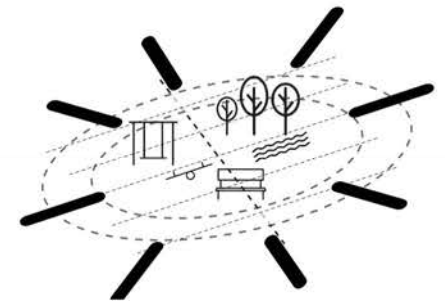
**Interconnected Neighbourhood**

Essential services and amenities provided within 5 minutes walk via interconnected streets and pathways that promote active mobility



**Activated Ground**

A curated human scale experience with diverse retail and commercial spaces connected through art



**Enhanced Public Realm**

A purposefully programmed public realm rooted in local culture and history

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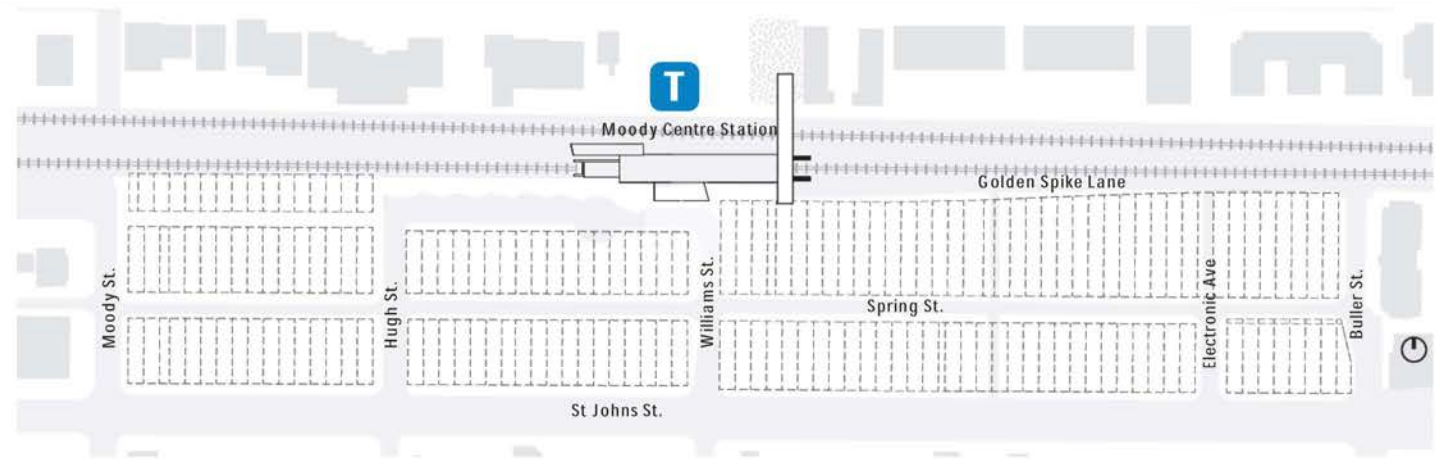
### Organizing Framework: 9m Grid

Spring Street is an important East-West connector throughout the TOD area. It is envisioned as an intimate pedestrian-first street shared with bicycles and accessible to slow traffic.

The 9 metre grid is established to align with the general frequency of street elements such as street lights, pick up and drop off bays, and street planting. Concurrently, it aligns with the general development modules, structural grid of the buildings, and ensure the highest parkade efficiency.

This organizing framework for built and open spaces is set out perpendicular to Spring Street to encourage engagement with the street as the spine of activity for the neighbourhood. It establishes a rhythm and scale for the community that is fine-grained and intimate, which creates flexibility and adaptability while maintaining a logic and rigour for the district.

A number of setbacks are set out along Spring Street to normalize the street section across the site, ensuring a consistent pedestrian experience.



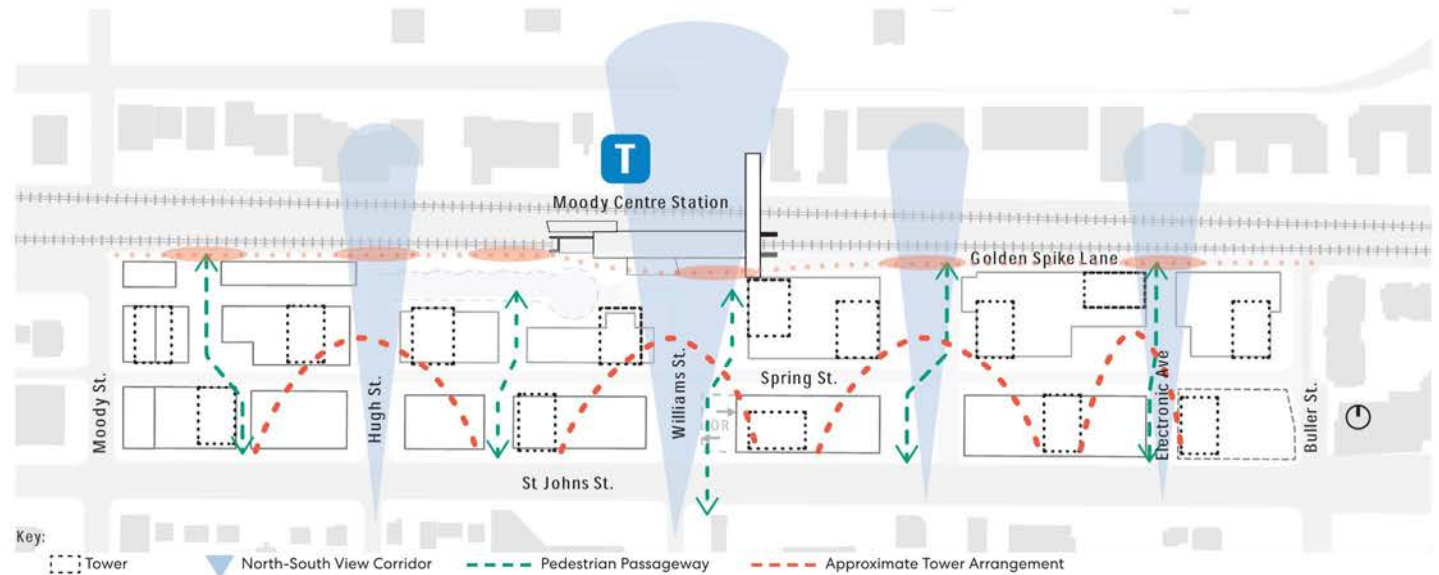
### Tower Placement and Open Spaces

Multiple towers with a maximum floor plate of approximately 790 square metres (8,500 sq. ft.) are arranged in an alternating formation along Spring Street ensuring that no two towers immediately face each other across Spring Street.

The arc formation maximizes views to the North while enhancing sunlight to public spaces. The surrounding neighbourhood benefits from the porosity of the staggered tower arrangement which allows views through the development and minimizes the effect of overshadowing on Rocky Point Park.

Towers are free to shift along the East-West axis so long as they do not directly face other towers across Spring Street and maintain the recommended minimum separation of 30.5m (100 ft.) to adjacent towers in a diagonal direction, or 45m (148 ft.) in an orthogonal direction.

North-South view corridors are protected towards the mountains in the background and to the backside along the rail corridor in the foreground. These vistas are opportunities for public art, trees, and other visual elements. The views are framed by the buildings at grade and continue on the upper levels with the careful tower arrangement. Art features and street elements along the rail corridor edge should be curated collectively to animate the stretch from Moody to Buller St.



## 2.2 Mobility

The mobility strategy at Moody Centre supports pedestrian-first, and active transport modes. The strategy provides an infrastructure which prioritizes walking, cycling, and transit-use over cars and trucks.

Spring Street is a pedestrian-focused street, which offers sidewalks that incorporate strategically placed green strips to separate pedestrians from the slowed two-way car traffic.

A transit hub is sited centrally to the North of the district offering regional connectivity via the links to the West Coast Express, SkyTrain, and the bus loop, while a new pedestrian bridge here connects the TOD area with Rocky Point Park.

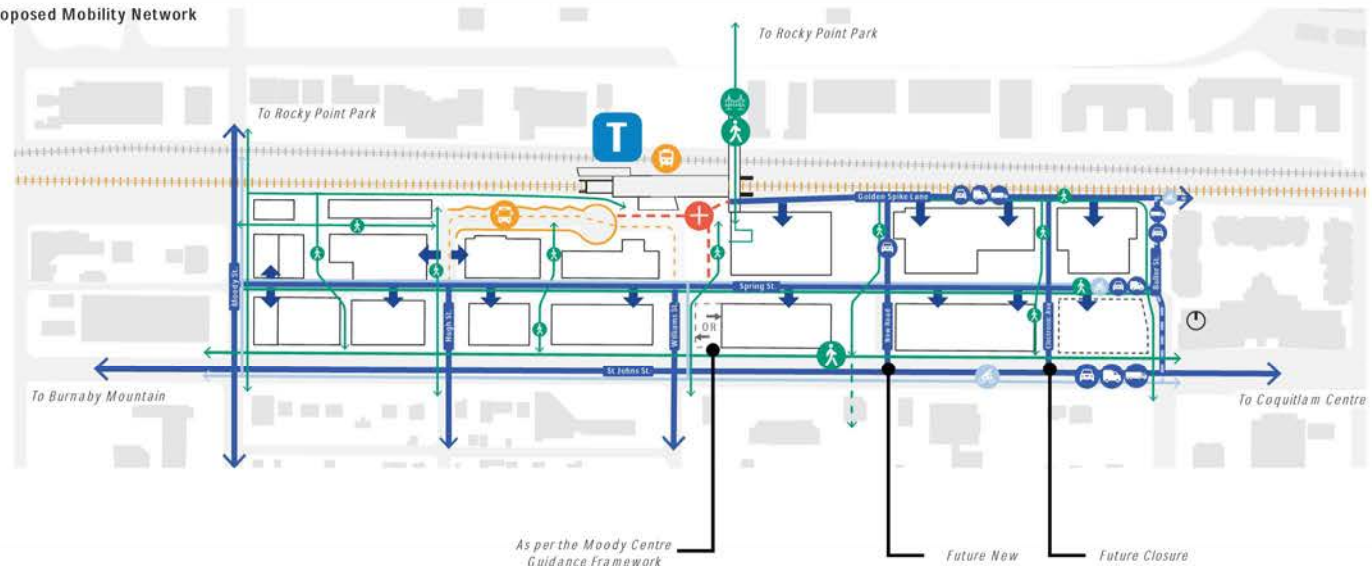
Mid-block pedestrian links break up the former industrial mega-blocks to embrace connectivity through the district in the North-South direction. They offer opportunities to incorporate pocket parks, mews, and plazas, thus supporting activation and cohesion in the community.

Golden Spike Lane functions to divert most trucks access off Spring Street as a service access street with provision for loading trucks and emergency vehicle access.

The City of Port Moody is currently working on road improvements to St. Johns Street which will become the primary interface to the south of the precinct.

North-South streets connect St. Johns Street to the precinct. They provide pedestrian and vehicular access to the developments on Spring Street. An additional future connection from Spring Street to St. Johns Street is proposed, to break up the block between Williams Street and Electronic Ave. Connections to the wider cycling network are identified through the existing facility on Moody, a shared facility on Buller St, and a multi-use path on Williams St.

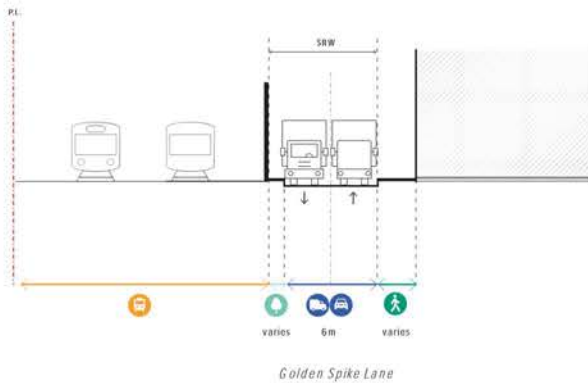
Proposed Mobility Network



\* The future bus loop design is conceptual with timing subject to TransLink capital planning and future service planning

Key: Pedestrians Overpass Bicycle Facility Vehicles Shared Lane Existing Bus Loop Future Bus Loop\* Train Emergency Vehicle Access Loading & Parkade

## Proposed Section: Golden Spike Lane



### Notes:

\* All the proposed sections are to be reviewed and approved by City staff.

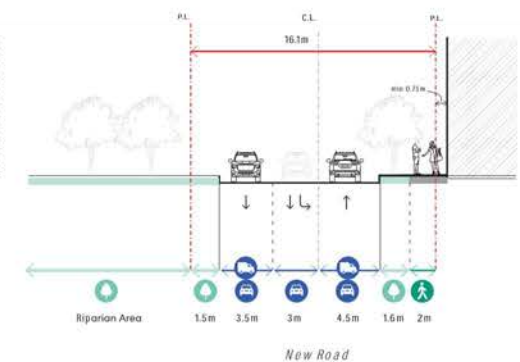
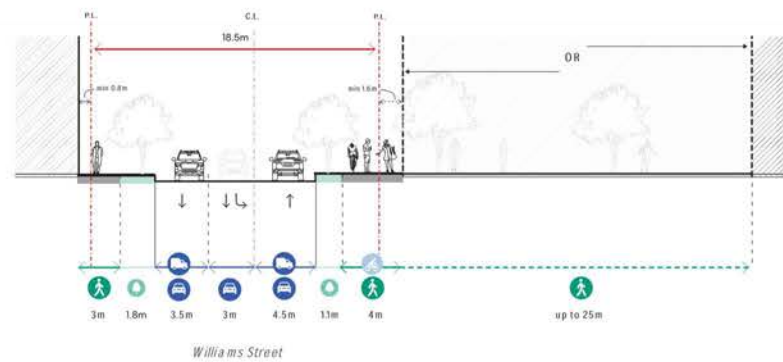
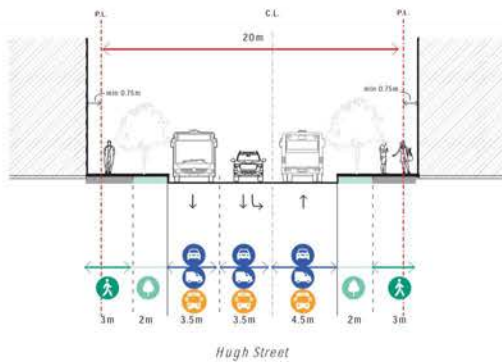
\*\* See Section 3.4 for Spring Street section configurations.

\*\*\* It is assumed that SRW and setbacks pertain to above ground limits. Below-ground would be determined on a project basis.

† Electronic Ave is planned for future closure.

‡ St. Johns St. section to be determined by the City of Port Moody under their current capital planning.

## Proposed Section: High Street / Williams Street / New Road



Key: Pedestrians Bicycles Vehicles Shared Lane Parking Bus Train Property Line

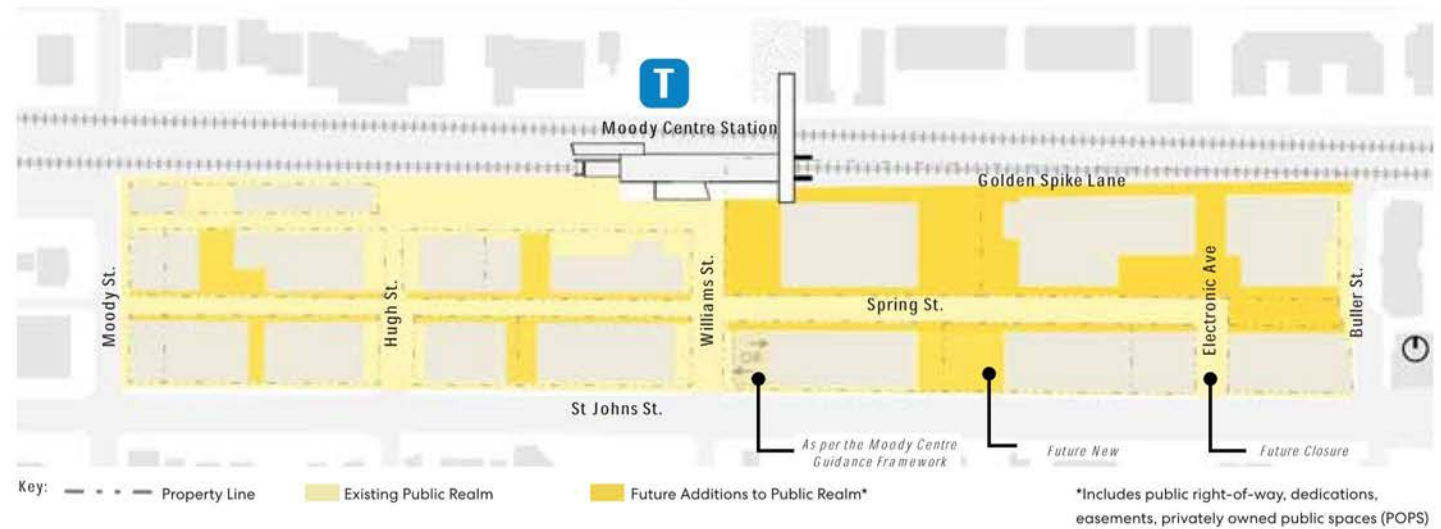
## 2.3 Public Realm

### Carving the Public Realm

In order to create a meaningful public realm with diverse pedestrian experiences, a number of setbacks, easements, and dedications are required within the precinct.

The Spring Street section is planned to be 18 metres wide across most of the site. However, between Moody and Hugh Street, the width is reduced to 15 metres due to varying right-of-way dimensions east and west of Williams Street. A minimum sidewalk width of 2 metres is required to ensure a comfortable, barrier-free pedestrian pathway, with a width of 3 metres or more recommended along retail frontages to accommodate outdoor spill-out spaces where feasible.

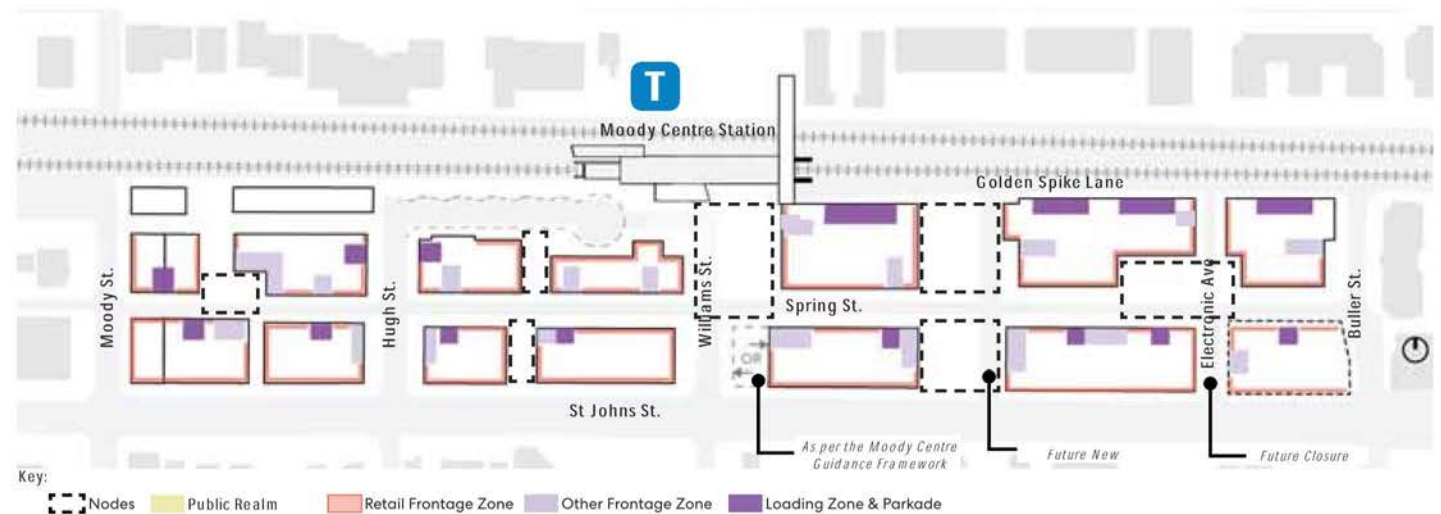
Other setbacks are required along the major open spaces and Golden Spike Lane.



### Building Interfaces & Frontages

The relationship between the public realm and buildings is crucial in creating a thoughtfully composed pedestrian experience.

Retail frontages are mainly directed towards Spring Street with a number of Other Frontage Zones dedicated for lobbies and access points to the upper floors. Visibility is desirable around retail frontages. The sidewalk is allowed to widen at these busy areas picking up additional footfall or creating opportunity for retail patios. On the north parcels, loading zones are generally tucked away from Spring Street, while the south parcels have minimal loading access directly from Spring Street. The goal is to create a unified experience and a continuous public realm so that the entire precinct feels like one complete park.



## 2.4 Pedestrian Experience

### Safety

Safety is paramount to fostering a vibrant and secure urban environment. Clear sightlines must be maintained to promote passive surveillance, allowing for increased visibility and awareness of surroundings. Buildings should prioritize high degrees of transparency on their ground floors, facilitating a visual connection between the interior and exterior spaces. Adequate lighting is essential, illuminating pathways and public areas to deter potential risks and enhance visibility during both day and night.

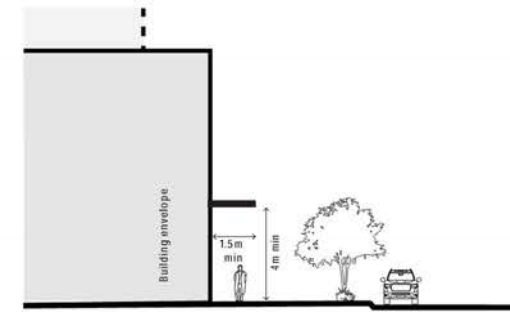
The placement of trees and shrubs should not obstruct eye-level sightlines, ensuring unobstructed views and minimizing hiding spots. Additionally, concealed spaces along the edges of buildings should be avoided, mitigating potential areas of vulnerability and enhancing the feeling of openness and safety within the streetscape.

### Weather Protection

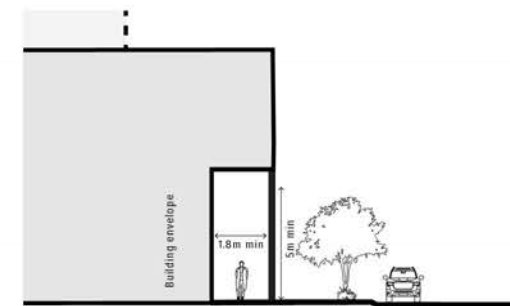
In mixed-use areas continuous weather protection should be integrated along facades facing the public realm. Weather protection should be appropriate in scale and consistent with the building typology and is recommended to be a minimum 1.5 metres (5 ft) deep, and at approximately 4 metres (13 ft) above grade with depth increasing proportionately to a maximum of 8 metres (26 ft) above grade. While a height to width ratio of 2:1 is preferable, variation may be considered where necessary.

Canopies provide effective weather protection, particularly on building frontages over 15 metres (50 ft). Canopies should be constructed of non-combustible material, with glazing to allow natural light penetration. Architectural glare-free lighting should be incorporated into the canopy soffit.

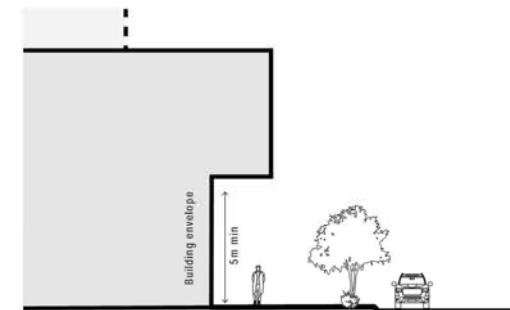
Arcades are preferable on building frontages over 30 metres (100 ft) and in areas where canopies are not practical due to limited sidewalk width. They should have a minimum vertical clearance of 5 metres (16 ft) and a minimum horizontal clear width of 1.8 metres (6 ft), increasing in areas of high pedestrian traffic. Arcades should be designed to link with adjacent development for continuity and incorporate high-quality materials and pedestrian-level lighting. The spacing and rhythm of arcade supports should maximize visibility from the sidewalk into the arcade, enhancing safety and usability.



Canopy



Exterior Arcade



Recessed

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## 2.5 Equity, Diversity, and Inclusion

### Universal Accessibility

All buildings are required to have at least one entrance with barrier-free access. In addition to the accessibility features that are inherently designed into the streetscape, the use of tactile wayfinding, visual contrast systems, and audio alerts and signals provide barrier-free and accessible walking areas that are advantageous for all users with particular benefits for the visually impaired, and elderly.

The tactile wayfinding and visual contrast system incorporates features such as street names embedded into sidewalks at intersections and the use of surface finishes with high contrast paving to indicate the presence of driveways, bus stops and roadway crossings. Additionally, audio and visual alerts and signals should be included at intersections.

All open spaces should include intuitive wayfinding through clear sightlines and signage. Applicants are encouraged to pursue the Rick Hansen Foundation Accessibility Certification to ensure meaningful access for all users.

In order to ensure inclusive public spaces that are gender and diversity-sensitive, Gender Based Analysis Plus (GBA+) should be used to identify and design for the diverse needs of the people using the space.

### Reconciliation

Applicants should actively incorporate opportunities for Indigenous community engagement, ensuring that the history and culture of the place are honored and preserved. This includes the use of original Indigenous place names and languages on all public signage to acknowledge and celebrate the area's history.

Indigenous artwork should be integrated throughout the streetscape, providing both aesthetic value and cultural significance. Additionally, re-wilding and the restoration of native habitats by planting species indigenous to the region is encouraged. These efforts aim to foster a deeper connection with the natural environment and support biodiversity, while also creating educational opportunities to learn about the traditional ecological knowledge and practices of the local Indigenous communities.





## Community Assets

Community assets are opportunities that serve the wider community as community amenities. These assets foster equity of experience to thriving communities by offering places that encourage public interactions and participation.

Applicants are encouraged to include the following where possible:

- Water fountains
- Public washrooms
- Dog park/ off-leash areas
- Community library
- Community kitchen
- Community garden
- Playground
- Edible landscaping
- Informative and educational signage
- Active programming of open spaces
- Public art
- Sensitive, safe, and interesting lighting
- Misting stations



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## 2.6 Sustainability and Climate Resilience

Applicants are encouraged to adopt a comprehensive approach to sustainability within the TOD precinct by integrating a range of strategies. These may include maximizing tree canopy coverage at grade and within privately owned public spaces, incorporating green roofs, and introducing urban farming within buildings. These strategies can be combined to meet City staff requirements for each site.

### Blue-Green Infrastructure (BGI)

Blue-Green Infrastructure will be integrated into the design of the streetscape, providing an effective approach to stormwater management and enhancing the visual landscape to compliment other sustainable practices. While prioritizing mobility on Spring St, Blue-Green Infrastructure will collect and convey stormwater runoff from the street corridor and will be designed to comply with the City's level of service requirements imposed on the roadway drainage.

Stormwater management strategies, despite the constraints of a narrow cross-section, should be integrated into the streetscape wherever feasible. Opportunities for implementation shall be investigated by each development to work within the planned road infrastructure. Potential blue-green infrastructure opportunities include, but are not limited to: permeable paving, stormwater planters, rain gardens, and daylighting drainage culverts.

The placement of these elements should work in harmony with pedestrian and cyclist zones and offer opportunities to transition between the various character zones.

### Tree Canopy

There are many benefits to including a considerable tree canopy in the streetscape design. Trees reduce the heat island effect and serve as a place of refuge during heat domes. Native and drought resistant planting should be prioritized. Other benefits include attracting biodiversity to the area and rainwater management.

Street trees should be consistently placed in alignment with the street rhythm and bridging across the streetscape at the character nodes. Close attention should be given to tree placement to avoid utility conflicts and visual obstruction. All trees on city boulevards will be irrigated with separate off-site irrigation systems to support the establishment of trees and during prolonged periods of drought.

Refer to Section 3.6 for further details about stormwater management, planting strategy, and plant list.

### Biodiversity

Applicants should generally consider strategies that encourage biodiversity. For enclosures and containers, bear-resistant design guidelines should be referenced.

Applicants should incorporate strategies tailored for pets to ensure that landscaped areas remain well-maintained and prevent potential issues such as littering or damage. These include providing designated pet relief areas and strategically placed bag dispensers and waste receptacles for pet waste.

Wherever possible, the appropriate eco-certifications should be pursued to ensure proper land and water management practices that minimize impacts on water quality and biodiversity. These include but are not limited to: Salmon-Safe BC and LEED certifications.



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## 2.7 Wayfinding Strategy

### Port Moody Signage Standards

The wayfinding strategy begins with understanding the current city standards.

Directional signage (pedestrian)



Orientation signage



Regulatory signage



Kiosks



Monument



Banner Program



Interpretive Signage



Directional Signage (vehicle)



photos from City of Port Moody and Cygnus Wayfinding Strategy Report, 2022

### Similar Visual Identity

The current type and city colours will form the base of the new district signage design.

Building on the current Port Moody colour palette, the new Moody Centre wayfinding system will add features that will support and differentiate the two signage systems.

#### Newport Village

Type  
Helvetica Neue



Blue  
CMYK 100, 44, 0, 0  
RGB 0, 128, 120  
HEX 007BC1  
NCS S2060-RB08



Green  
CMYK 100, 0, 45, 30  
RGB 0, 128, 102  
HEX 008006  
NCS S 0575-G20Y



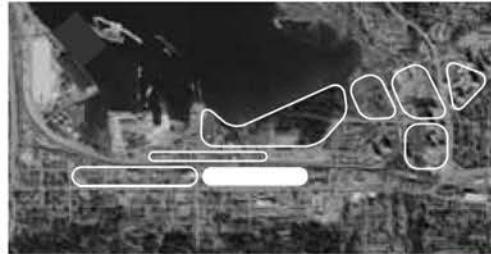
Port Moody  
Directional and  
Orientation signage



Port Moody  
Directional and  
Orientation signage

**FRAME Concept**

The City is composed of numerous districts that all share the same visual language. By using this uniform signage system and simply adding a design element, or 'Frame' to it will distinguish this area of town from the rest.



**City Identification**  
Base signage colour fill



**District FRAMES**  
announced



**Fill**  
City base  
signage  
standards



**FRAMES**  
City of  
the arts  
navigation



**Frequency**

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### FRAME Strategy

The strategy of keeping the City's signage as a base and adding a unique design element to the standard has had great success in Vancouver. In the following page, we have included images of the Main Street signage that remains consistent except for the few blocks where the Punjabi Market is held, here the monochromatic signs are framed by a bright yellow circle with the district's name.

There are a few opportunities to create a distinct identity for Moody Centre that would aid in navigation.

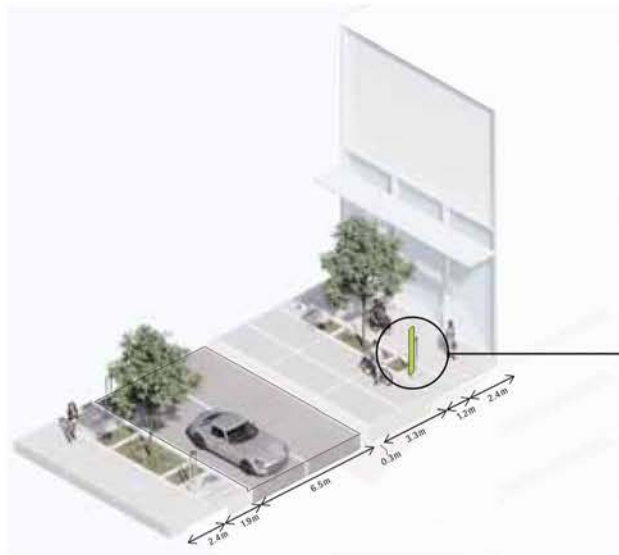
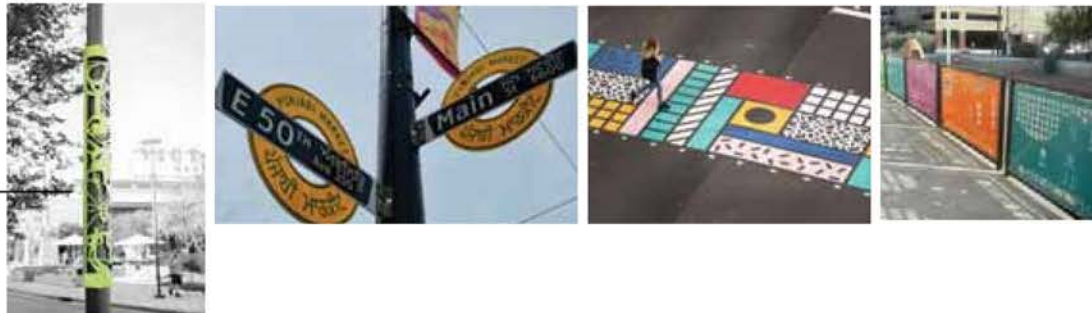
A fixed Banner program



Interpretive signage

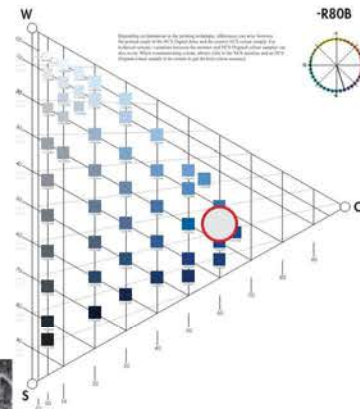
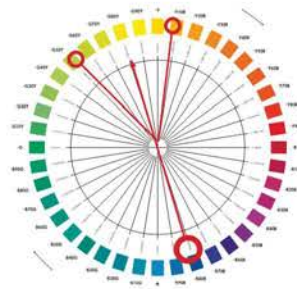


Wayfinding markers

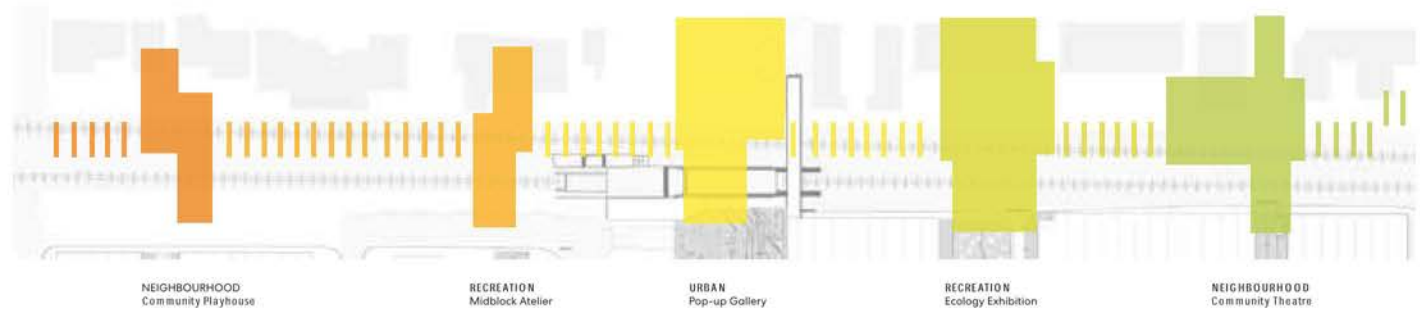


**Color Palette**

The palette works with both the base blue and base green City signage standards



	NCS S 0580-Y40R	Civic Centre
	NCS S 0580-Y20R	
	NCS S 0580-Y	Civic Centre
	NCS S 0570-G70Y	
	NCS S 0570-G50Y	



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**Wayfinding Design Principles**

- Create a unique identity through differing visual character at each location
- Use landmarks to provide orientation cues at each main district entrances (West, Central Station, and East)
- Locate signage at decision making point
- Create well-structured paths.
- Use survey views (maps) in key central location.
- Use sight lines to show what is ahead

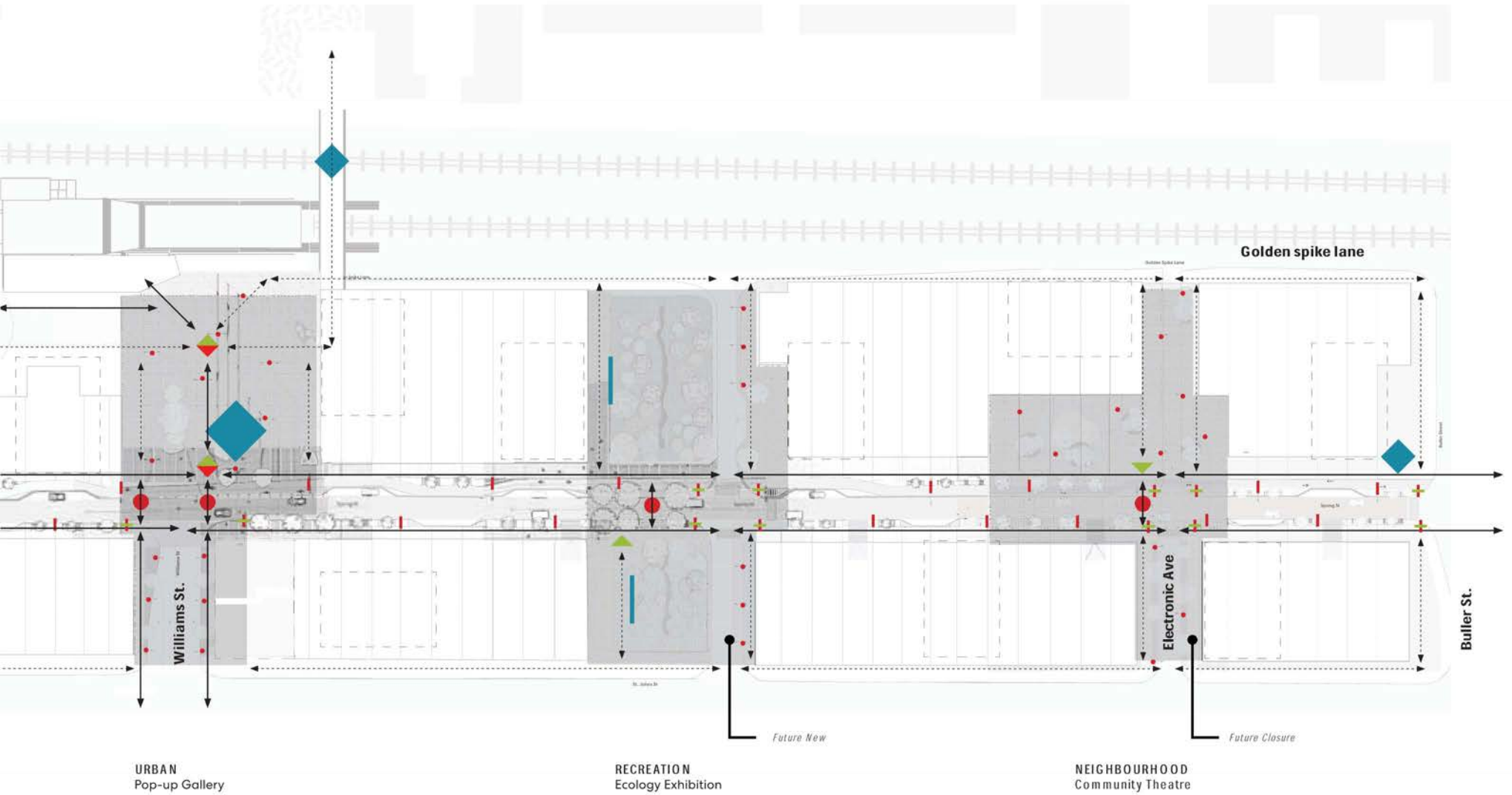
- Pedestrian paths
  - ← Primary circulation
  - ←--- Secondary circulation
- Identification**
  - Banner program
  - Markers (crossings, post...)
  - Interpretive
- Directional**
  - ▲ Pedestrian directional
  - Jacketed street signage
- Orientation**
  - ◆ Pedestrian map kiosks
  - ◆ Landmarks



NEIGHBOURHOOD  
Community Playhouse

RECREATION  
Midblock Atelier





## 2.8 Public Art Strategy

Public art can serve as focal points in the streetscape and within the public realm, by contributing to the area's identity, and enhancing pedestrian interest in areas where people gather and socialize.

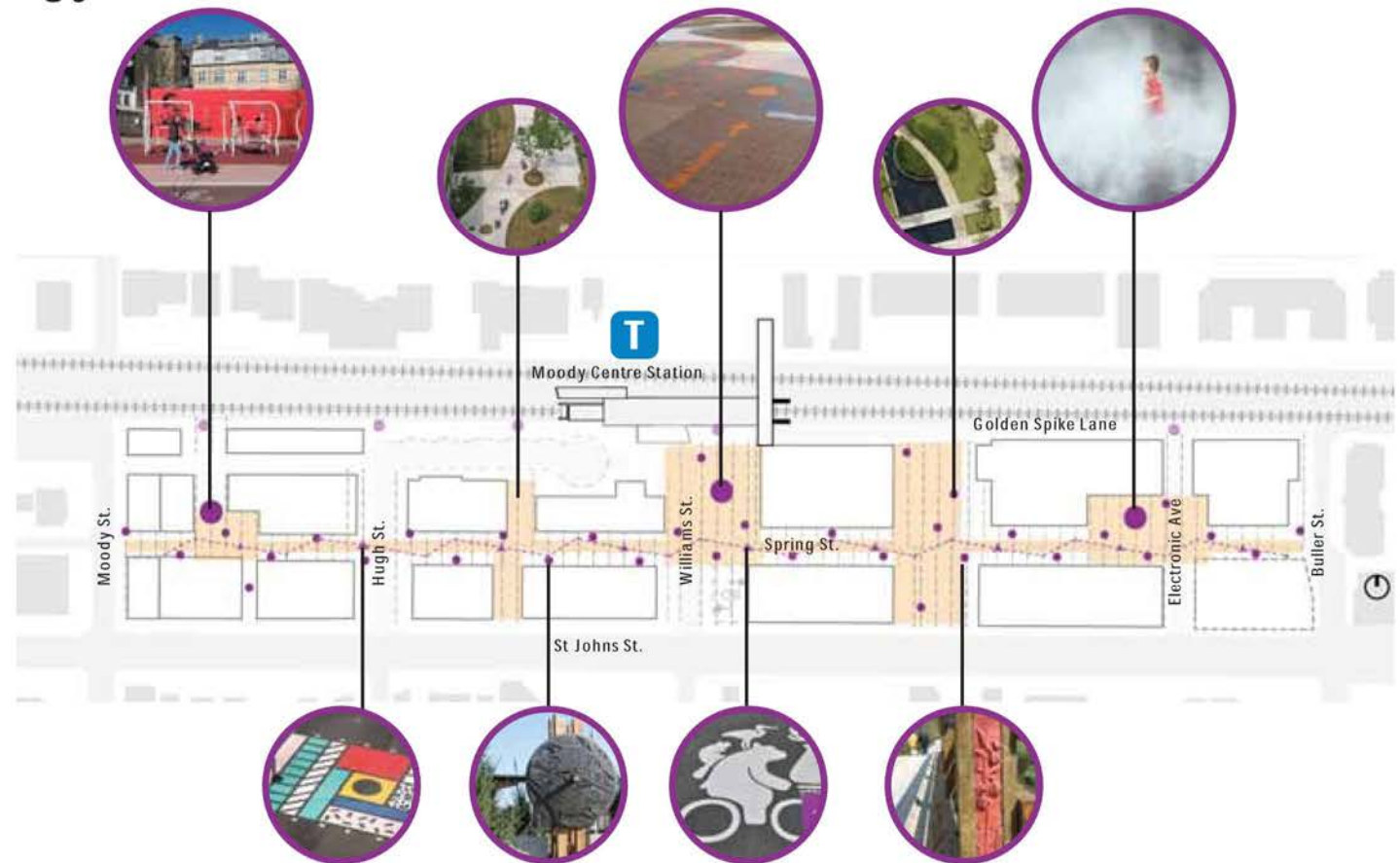
Public Art in the Moody Centre TOD area will be located in prominent and highly visible locations. Applicants are encouraged to explore public art design elements that provide opportunities for play and exploration, and integrate climate resilient features. The placement of public art should follow the general rhythm of Spring street to reinforce the underlying building and open space grid of 9 metres.

Opportunities for important moments emerge at the character nodes, particularly the central urban node "Pop-up gallery", and the two neighbourhood nodes (refer to section 3.2). Other opportunities are along the rail corridor at the north-south vistas (refer to section 2.1) These moments reinforce the character of each node and support the programming of the public realm. Together, both categories serve to strengthen the 'City of the Arts'

To ensure that the art is of artistic excellence and high quality, public art acquisition, maintenance, and management process in the City of the Arts should follow the Public Art Policy. Public artworks may be realized through a variety of media and can be permanent, temporary, or rotating.

Public art curation should generally prioritize the integration of cultural and indigenous principles including the selection of indigenous artwork and indigenous artists where possible.

Public safety is a universal criteria for all types of public art. The public art installation will be set back from the roadway to avoid blocking vehicular sightlines and the risk of being hit by vehicles. The public art feature will not have sharp, protruding, or overhanging edges that can trip or catch a passerby. In addition, features and associated lighting will not be a distraction to drivers, pedestrians and micromobility users.



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Section 3.0

# Spring Street Components

## Contents

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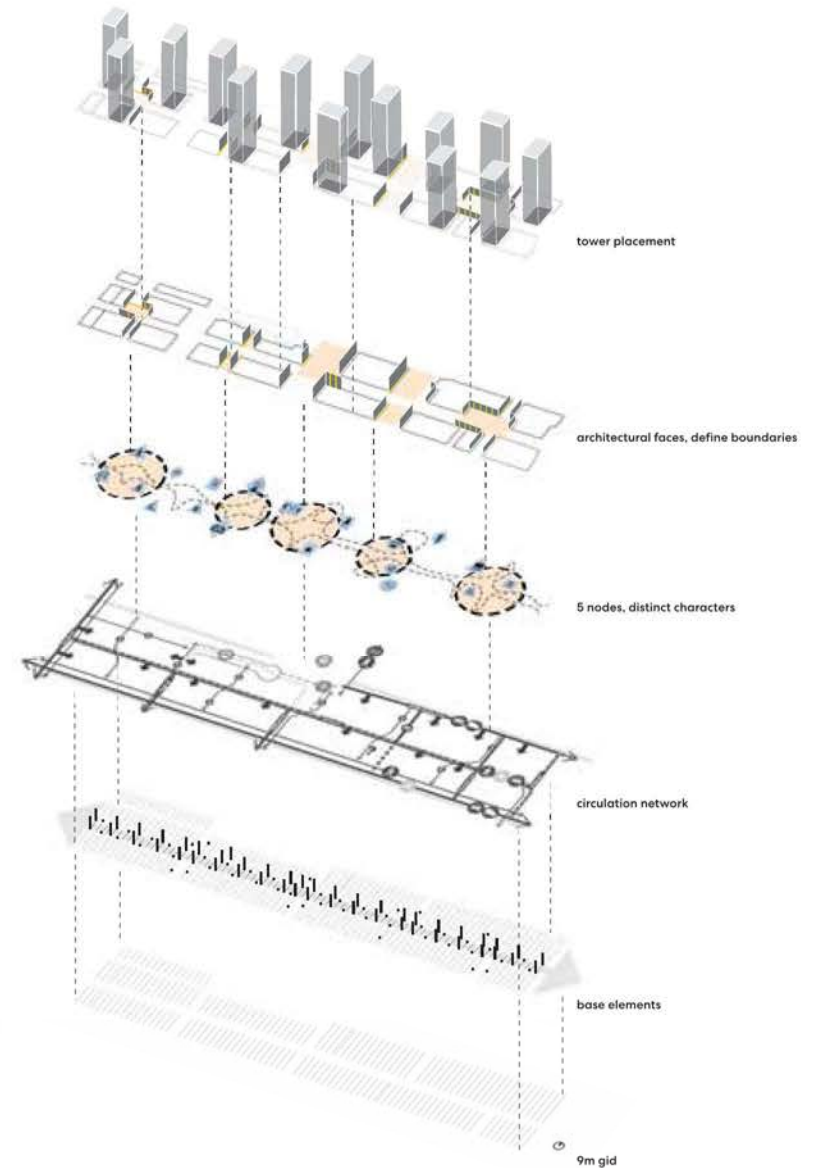
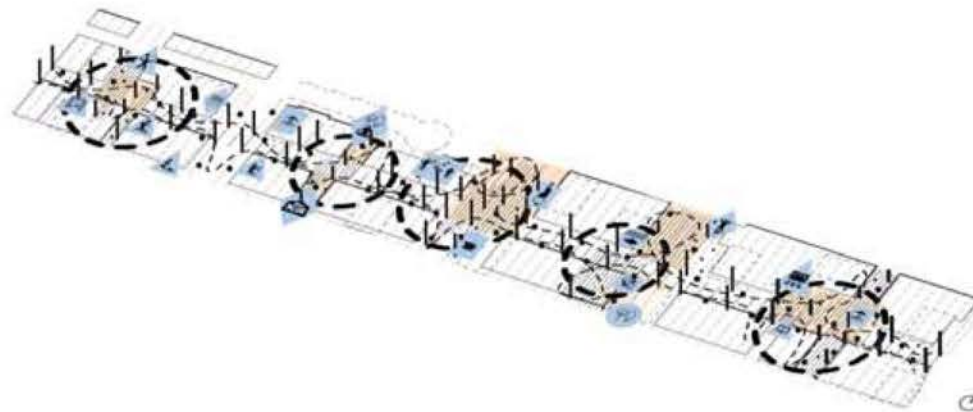
### Conceptual Framework

The conceptual framework is built around layering a number of systems within the precinct to achieve a coherent and rich streetscape experience. The base grid of 9 metres provides the foundation for the street elements which include street furniture and other repetitive elements. These maintain the underlying rhythm of the street.

The circulation network is layered on top providing emphasis on pedestrian circulation and active mobility. Desire lines start to become prevalent and lead to major magnets on site including the transit station, the pedestrian overpass, and others.

Character nodes are identified and located to follow these desire lines and celebrate the important moments along Spring St. and the general precinct. The nodes are defined further by the building boundaries and expressed in the quality and character of each node.

Finally, the towers land on their respective locations emphasizing and framing the major open spaces as significant moments along the Spring St. corridor. The placement ensures that adequate solar access and views are maintained to enhance the public realm experience.



### 3.2 Character Nodes

While all nodes are meant to provide open space and relief throughout the public realm, they tend to have various characteristics that make them distinct from each other. This adds to the diversity and richness of the public realm experience, in addition to serving the needs of a variety of user groups.

At the centre of the district is the "Pop-Up Gallery" Transit Plaza. Its urban character offers a large-scale gathering space directly adjacent to Moody Centre Station which can accommodate diverse events and activities such as, art or farmer's markets, outdoor cinema events, and music festivals.

Mid-block East and West of the Pop-Up Gallery are the "Ecology Exhibition" and "Midblock Atelier". These

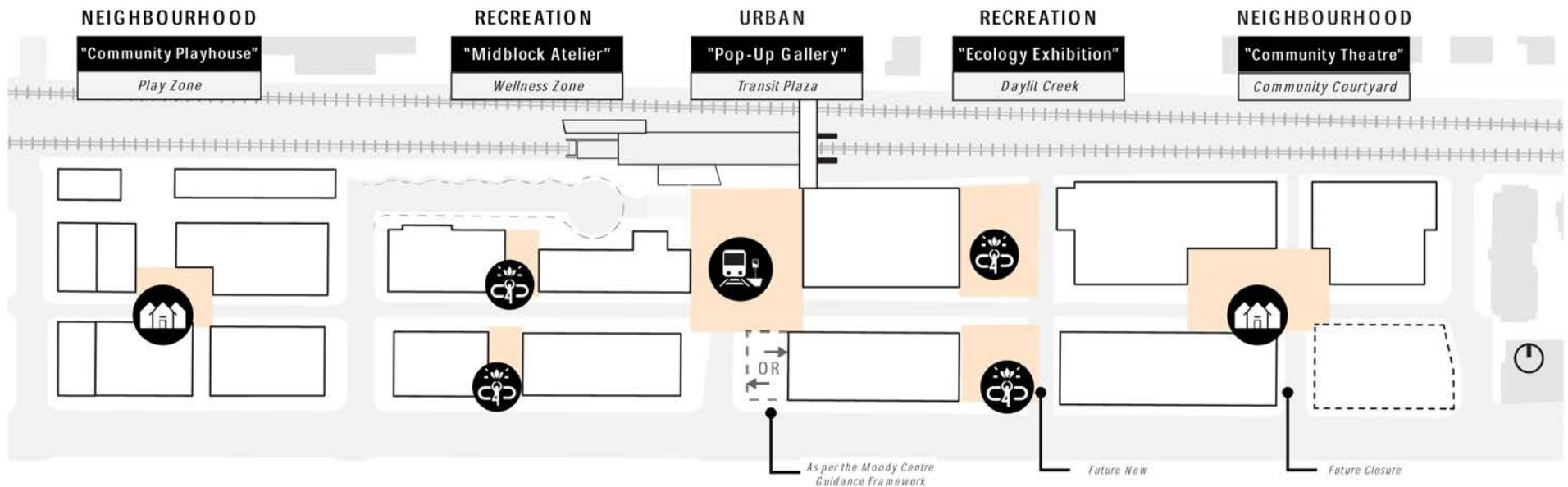
galleries are focused on recreation where people can find outdoor space for contemplation, health, and wellness. The Ecology Exhibition is located at the daylight Dallas/Slaughterhouse Creek, which offers an educational component where the community can visually engage with the rehabilitated riparian area while celebrating the connection to nature.

While the Midblock Atelier is imagined as a wellness zone for quiet, contemplative activities and opportunities to grow food or simply relax in the middle of an active precinct.

Spring Street Gallery transitions into the existing community at a neighbourhood scale towards the edges of the district. The "Community Theatre" offers

an extroverted community courtyard, which provides opportunities to connect with one's neighbours over coffee, art, and shopping. Lastly, the "Community Playhouse" supports intergenerational play at the quieter mid-block between Hugh Street and Moody Street.

Spring Street Gallery is the art of living; reflective of the diversity and variety of a traditional street. It brings vibrance, life, and diverse opportunities for connection within the community and beyond putting art into the heart of Moody Centre, Port Moody "City of the Arts".



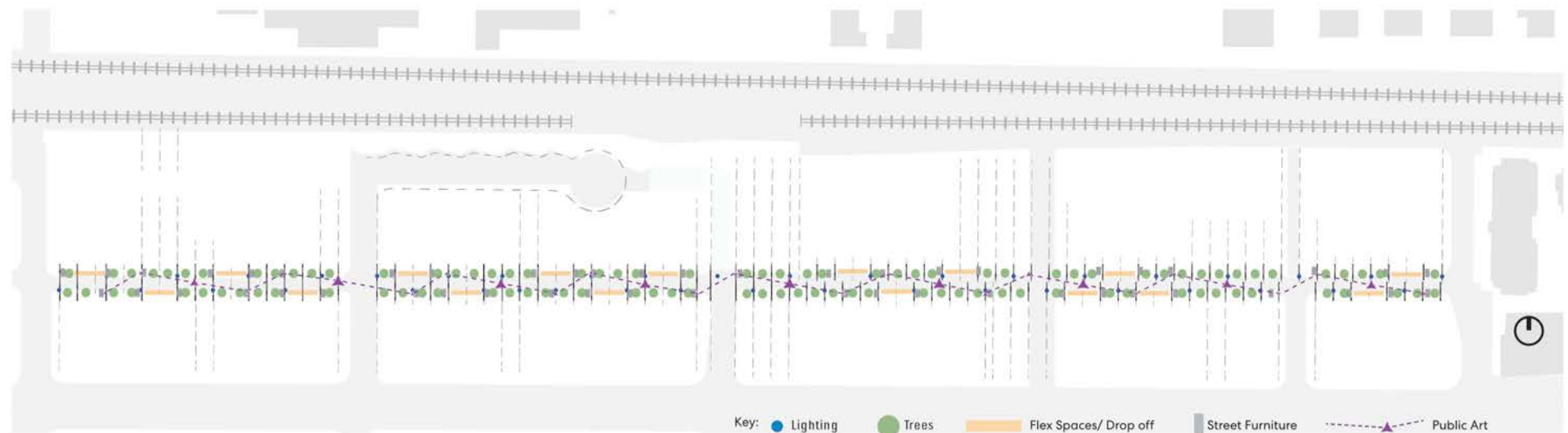
\* The future bus loop design is conceptual with timing subject to TransLink capital planning and future service planning



### 3.3 Spring St Rhythm

The base condition is consistent throughout Spring Street and follows the 9 metre grid that has been set. It is expressed through the repetitive elements that must be present throughout the precinct, i.e. street lights, garbage receptacles, bollards, etc. They ensure a consistent transition between nodes, and provide the base layer for the character nodes.

These elements harmonize the Spring Street experience, each adhering to a rhythm of repetition dictated by its necessity and specifications. All are structured within the framework of multiples of 9m, forming a cohesive system akin to musical notes in a symphony. The rationale behind each element's design, coupled with their modular nature, enables easy adjustment or substitution based on specific criteria, promoting utmost flexibility and fluidity within a well-defined structure. See chapter 7 for further explanation.



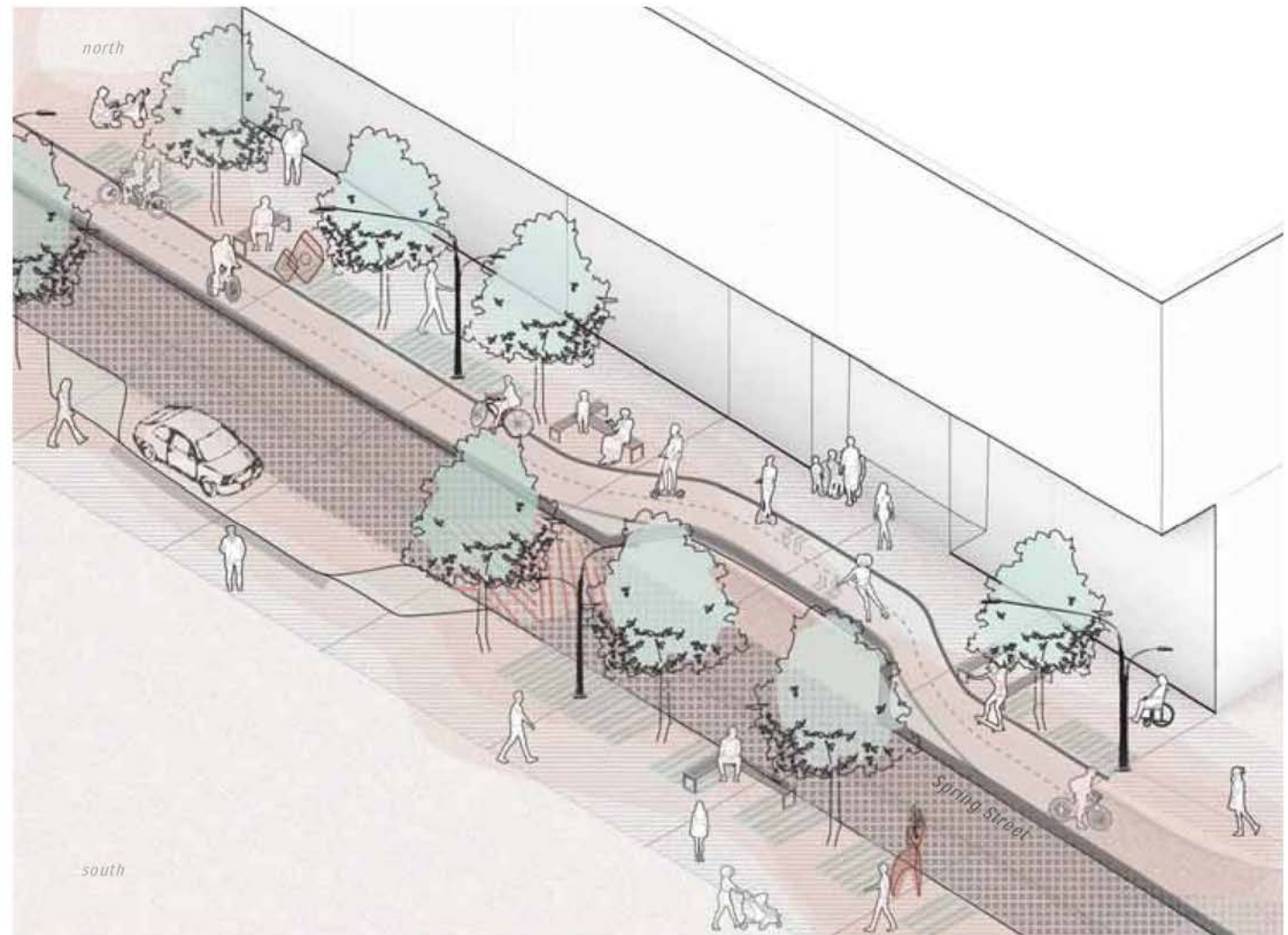
Perkins&amp;Will

### Base Condition Character

The base condition consists of repetitive elements that provide a consistent rhythm throughout Spring Street. Special conditions occur at the character nodes where additional elements are layered on top of the base condition to emphasize specific characteristics. These conditions tie the precinct together and enhance the movement along Spring Street.

### Implementation of Streetscape Improvements

Re-development of sites within the Moody Centre TOD area will occur over many years, if not decades. While several major development applications are currently going through the review/approval process and will result in significant, positive improvement to Spring Street (particularly along the north frontage between Williams and Buller Streets) in the next few years, it must be recognized that the reconstructed streetscape will be phased over time and dependent on the timing of fronting development projects. This will also result in the partial completion of the desired streetscape where fronting sites on opposite sides of Spring Street may go forward in different timeframes. Ultimately though, a safe, compact, user friendly and attractive streetscape meeting a number of needs can be created for this key core area in the community.



### 3.4 Spring St Configurations

#### West of Buller St. and East of Williams St.

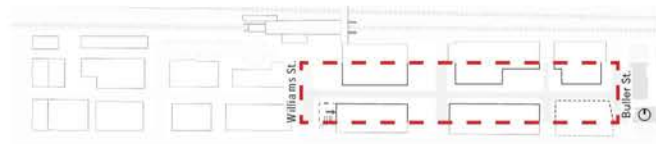
The existing right-of-way width of Spring Street varies from west of Williams Street to east of Williams Street. In order to provide a consistent pedestrian experience, a continuous 18m cross section at grade was proposed along Spring Street from Buller to Hugh Street. This means there is a greater ground floor setback required west of Williams Street in order to maintain the spatial requirements for all the proposed base conditions set out by the City.

The vision for the precinct outlined in these Streetscape Guidelines reflects the City Planning and Engineering staff's commitment to prioritizing active transportation within this transit-oriented development (TOD) area. A bi-directional bike lane on the north side of Spring Street will accommodate cyclists, roller users, and those on micro-mobility devices, enhancing safety and comfort for all user groups.

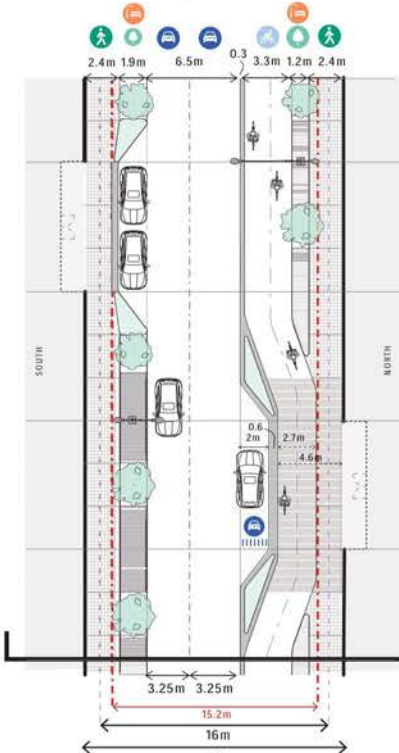
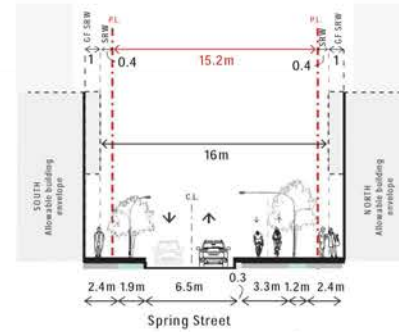
To support the required modes of mobility, the street is configured asymmetrically, allowing for a 2.4m sidewalk on either sides of the street, with potential for further setbacks along active retail as needed. It also facilitates the provision of vehicular access points, drop-off areas, and incorporation of green and flexible spaces within the cross section.

Within the existing constrained right-of-way, the ground floor is carved out of the allowable building envelope to enhance the pedestrian experience. Moreover, buildings are allowed to cantilever over the sidewalk to provide enclosure, shade, and weather protection.

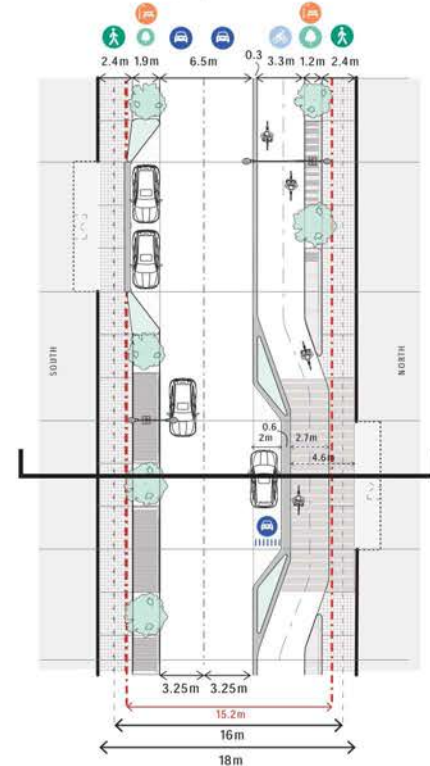
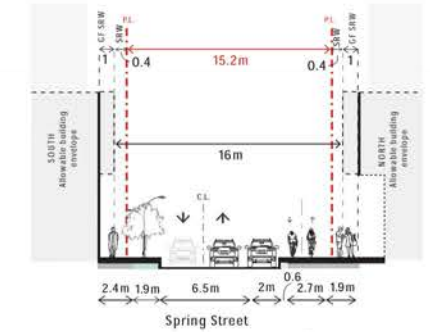
\*Note: It is assumed that SRW and setbacks pertain to above ground limits only.



Section between Buller St. & Williams St. (Typical)



Section between Buller St. & Williams St. (At drop off)



West of Williams St. and East of Hugh St.

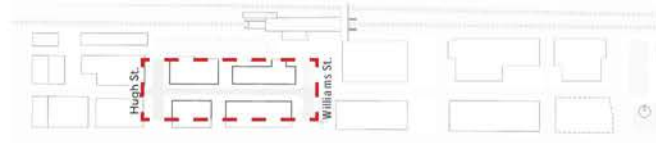
The portion between Williams St. and Hugh St. is reconfigured to provide 18m width on the ground floor. A provision of 2-2.5m sidewalks is required on either side of the street with potential for further setbacks along active retail as needed.

The vision for the precinct outlined in these Streetscape Guidelines reflects the City Planning and Engineering staff's commitment to prioritizing active transportation within this transit-oriented development (TOD) area. A bi-directional bike lane on the north side of Spring Street will accommodate cyclists, roller users, and those on micro-mobility devices, enhancing safety and comfort for all user groups.

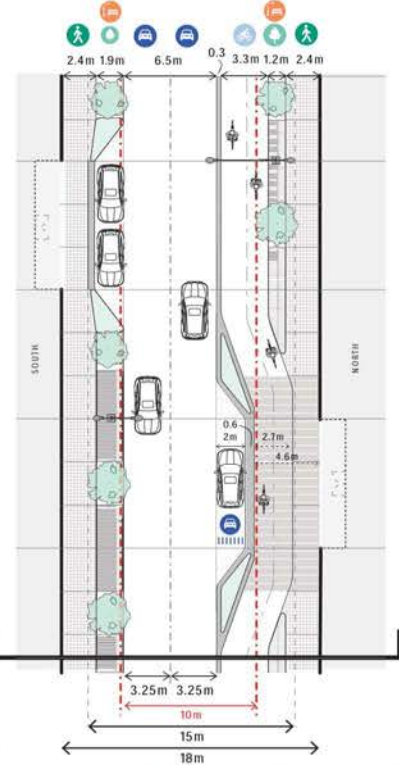
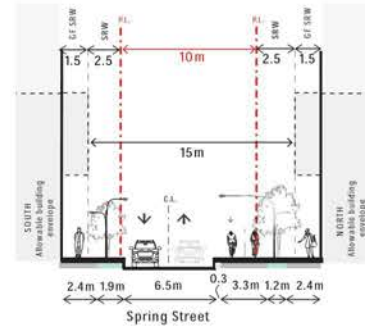
The boulevard provides space for blue-green infrastructure, vegetation, passenger drop off space, and street furniture such as: street lights, benches, bollards, and signage providing a continuous and legible rhythm of 9m.

Buildings are allowed to cantilever over the sidewalk to provide shade and weather protection for pedestrians.

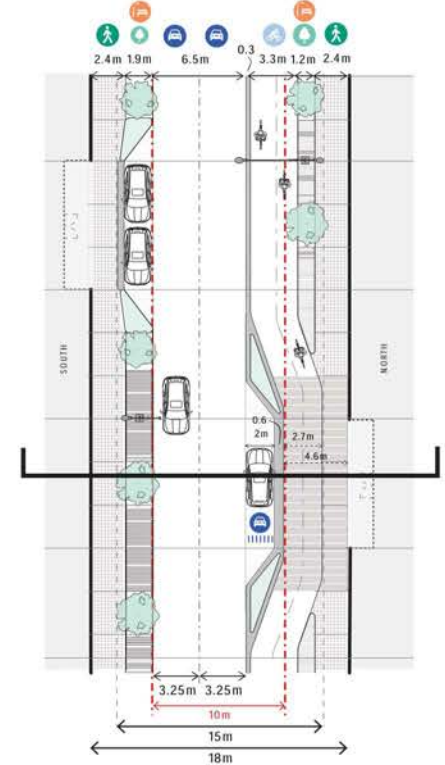
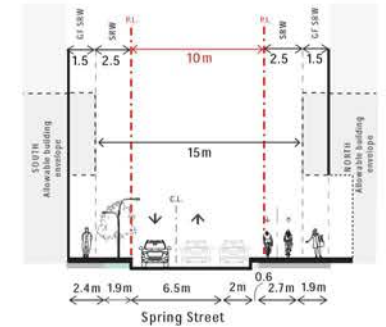
\*Note: It is assumed that SRW and setbacks pertain to above ground limits. Allowance for parkade encroachment below SRW may be granted where road widening provisions are required to allow for necessary provisions such as sidewalk depth, street trees, and boulevard zone desired for the Spring Street cross section.



Section between Williams St. & Hugh St. (Typical)



Section between Williams St. & Hugh St. (At drop off)



## West of Hugh St. and East of Moody St.

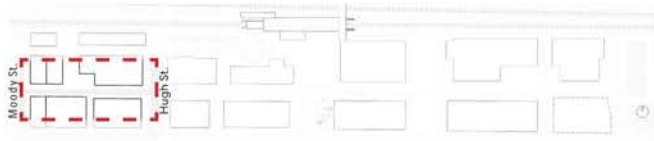
The section of Spring Street between Hugh St. and Moody St. is the most constrained. It is envisioned to have a width of 15m at grade to accommodate one-way vehicular traffic moving eastbound.

Consistent with the other sections of the street, the bi-directional bike lane continues on the north side. The vehicle lane along with the bike lane and buffer are on the same level to provide the required 6m minimum clearance for fire truck access.

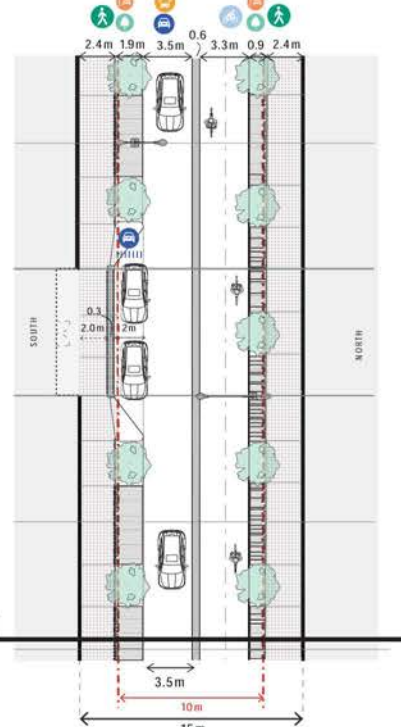
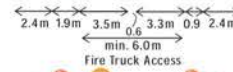
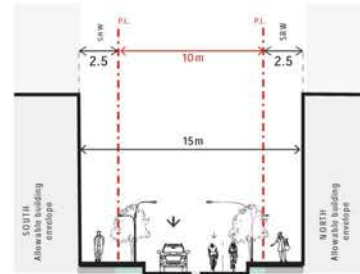
The buildings are setback 2.5m on each side to provide space for 2.4m pedestrian sidewalks. Further setbacks along active retail should be added as needed to avoid interrupting the sidewalk.

A continuous boulevard is provided on each side to accommodate blue-green infrastructure, vegetation, and spaces for street elements. Drop off and flex spaces alternate within the same margin at key locations on the south side.

\*Note: It is assumed that SRW and setbacks pertain to above ground limits. Allowance for parkade encroachment below SRW may be granted where road widening provisions are required to allow for necessary provisions such as sidewalk depth, street trees, and boulevard zone desired for the Spring Street cross section.



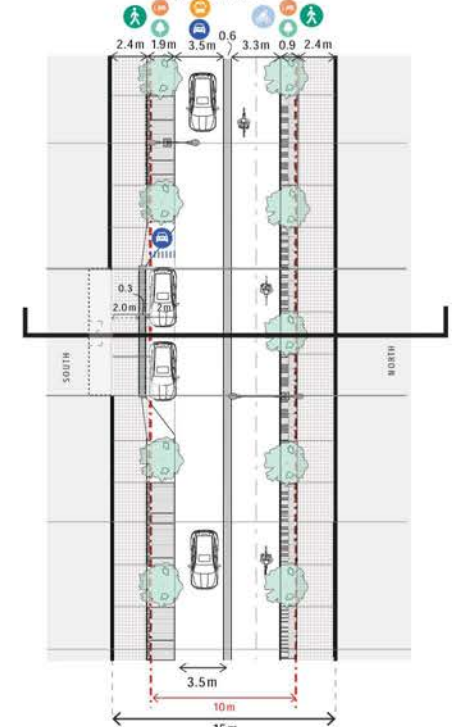
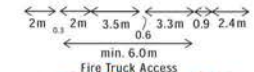
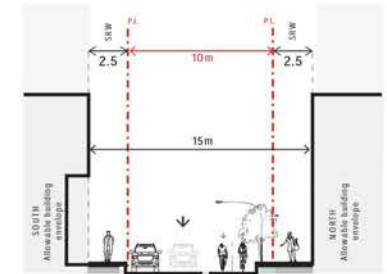
Section between Hugh St. & Moody St. (Typical)



Key:

- Boulevard
- Pedestrians
- Vehicle Lane
- Dedicated Bike Lanes
- Parking
- Street Furniture

Section between Hugh St. & Moody St. (At drop off)



## Perkins&amp;Will

## Pedestrian Crossing

## Raised Crossings

**Gateway Crossings:** The two major raised crossings situated at the ends of the precinct serve as gateways to Spring Street, welcoming residents and visitors into the vibrant cultural district of Moody Centre. These crossings are designed to not only enhance pedestrian safety but also create a sense of arrival and transition. Emphasizing unique design elements, such as paving, public art installations, landscaping features, and wayfinding elements, will further reinforce the identity of these gateways.

**Urban Node Crossing:** The raised crossing positioned at the center around the urban node acts as a focal point within the streetscape, facilitating pedestrian movement and connectivity between various destinations within the precinct. This crossing should be designed to integrate seamlessly with the surrounding urban fabric while providing a safe and accessible passage for pedestrians. It becomes an extension of the transit plaza beyond the limits of Spring Street.

## Street Intersections

**Crosswalk Enhancements:** Enhance pedestrian safety and visibility at intersections through the use of high-visibility crosswalk markings, pedestrian-activated signalization, and raised crosswalks where appropriate. Clear sight lines, adequate lighting, and appropriate signage will further improve pedestrian comfort and confidence when navigating intersections.

**Accessibility Standards:** Ensure that all crossings and intersections comply with accessibility standards, including the provision of curb ramps, tactile warning surfaces, and audible signals where necessary. Design considerations should prioritize inclusivity and barrier-free access for individuals of all abilities, enhancing the overall accessibility and usability of Spring Street for everyone in the community.

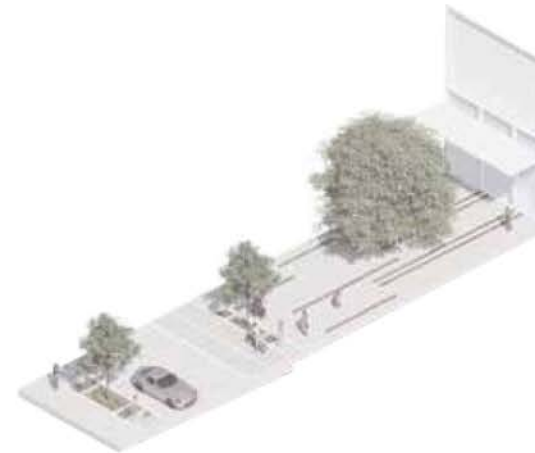
## Drop off, Pick up, and Loading

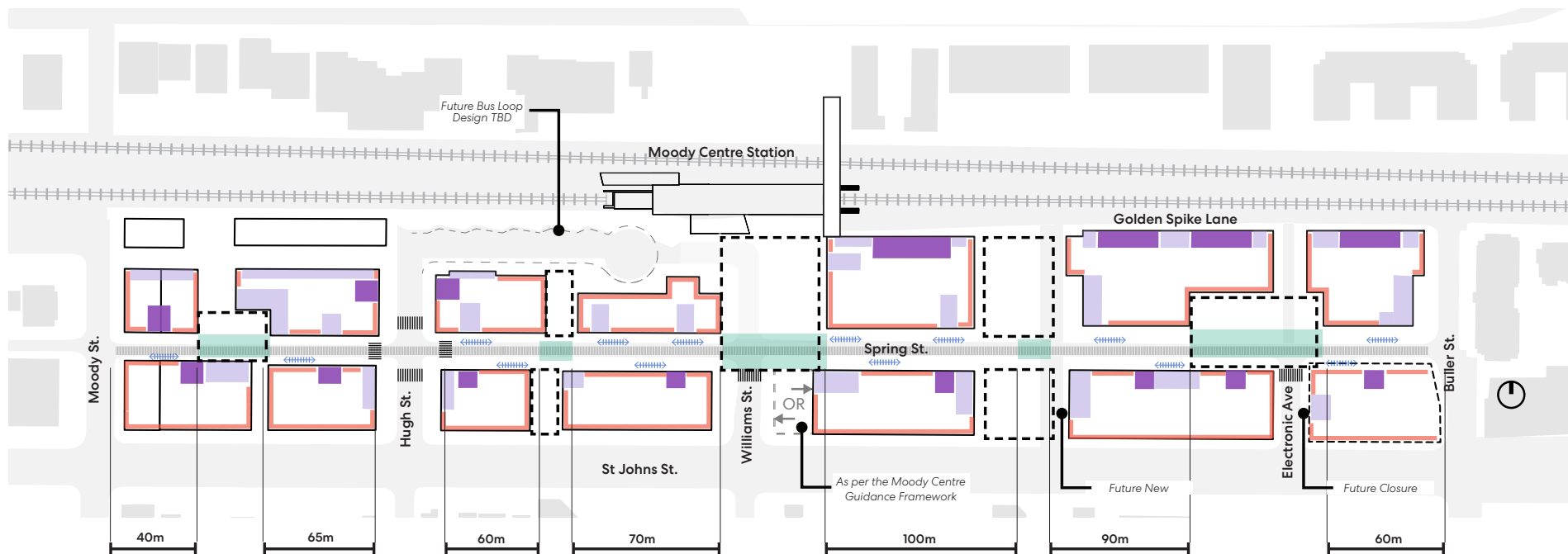
Drop-off spaces along Spring Street serve the critical function of facilitating temporary on-street drop-off and pick-up activities for various destinations, including residential lobbies, daycare facilities, and other key functions within the precinct. These spaces are strategically located on the both sides of Spring Street to provide convenient access to entrances while minimizing disruptions to pedestrian, cyclist, and vehicular flow.

Generally, the provision of two drop-off spaces on each side of a block, with two standard bays corresponding to the building entrances is expected. However, site-specific variations may be considered at the discretion of staff, based on program requirements.

Drop-off spaces should be designed to accommodate vehicles of varying sizes, including passenger cars, taxis, and delivery vehicles, while ensuring accessibility for passengers with mobility challenges. Designated accessible drop-off zones with adjacent curb ramps and tactile warning surfaces will facilitate barrier-free access for all users.

Drop-off spaces should follow the overarching 9 metre rhythm along Spring Street to optimize the layout and configuration of drop-off spaces. During peak hours or high-demand periods, special considerations such as curb extensions, loading bays, and time-limited parking restrictions will help streamline traffic flow and reduce potential conflicts between vehicles and pedestrians.





Approximate Distance  
between Crossings

- Key:
- Node
  - Retail Frontage Zone
  - Other Frontage Zone
  - Loading & Parkade
  - Crossings
  - Raised Crossing
  - <====> Drop Off/ Pick Up
  - Spring Street Paving

# 3.5 Connections to Context

## St. Johns Street

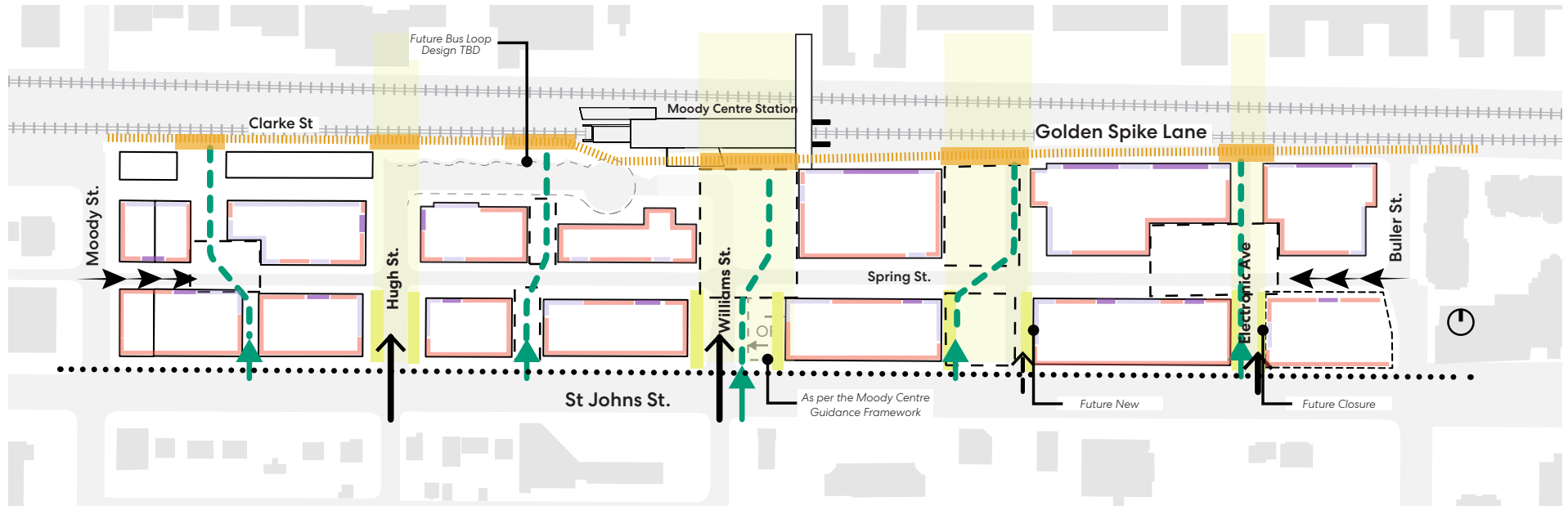
St. Johns Street is a major arterial along the south side of the precinct running parallel to Spring St. There are multiple connections into the precinct including existing streets and future pedestrian passageways. These connections are carefully located to break down the blocks and provide easy connections into the precinct. Along the major connections, view corridors are framed with buildings and prominent elements such as public art and trees, which provide a sense of arrival from the neighbouring community to the south.

## Golden Spike Lane & Clarke Street

Golden Spike Lane serves as a service lane for the parcels on the northeast side of the precinct. Although it is primarily designated for loading access, and despite the fact that it borders the rail corridor, a number of opportunities were identified, collectively animating the rail corridor edge. Additionally, it serves as an extension of the current lane east of Buller St. Similarly, Clarke St. borders the rail corridor and is partially used by the bus loop. It provides a direct connection to Moody Street overpass for pedestrians.

## Gateways

Gateways into Spring Street provide pedestrian and vehicular access from Buller St. and Moody St. They are the main arrival points from the neighbouring developments. Their importance is highlighted through wayfinding elements and raised crossings marking the entry points to the Moody Centre community.



- Key:
- Nodes
  - Retail Frontage Zone
  - Other Frontage Zone
  - Loading
  - North-South St connection
  - Pedestrian Passageways connection
  - Spring St Gateway
  - Vistas (visual connection)
  - View corridors (framed)
  - System for View corridors
  - St. Johns Frontage



## 3.6 Character Nodes Summary

This matrix summarizes the experiential variety of the character nodes. It highlights the design intent reflected through the streetscape elements and their application to each character area. It serves as a guide to ensure a coherent approach as the precinct develops over time.

	<b>urban</b> "Pop-Up Gallery"	<b>recreation</b> "Midblock Atelier"    "Ecology Exhibition"	<b>neighbourhood</b> "Community Playhouse"    "Community Theatre"
softscape/hardscape	<b>hardscape dominant</b>	<b>softscape dominant</b>	<i>mixed / balanced</i>
lighting intensity (type)	<b>enhanced (vertical)</b>	<b>minimal (catenary / ground)</b>	<b>soft (linear)</b>
public art (theme)	<b>urban scale (facade, pavilion, plaza)</b>	<b>land art (educational, discovery)</b>	<b>play, experiment (interactive)</b>
pedestrian crossings	<b>transit pedestrian areas raised paved plaza</b>	<b>smaller crossing raised paved crossing</b>	<b>community pedestrian areas raised paved plaza</b>
urban furniture	<b>supports variety of user preferences (interactive, flexible, integrated)</b>	<b>supports quiet refuge (comfortable, meditative, integrated)</b>	<b>supports informal interactions (flexible, integrated)</b>
vegetation	<b>large canopy trees, other zones of planters &amp; seating</b>	<b>large/ medium canopy trees, ground cover or rhythm of planters</b>	<b>medium canopy trees, cluster of 2-3</b>
wayfinding	<b>directional, orientation</b>	<b>identity, orientation</b>	<b>identity, orientation</b>

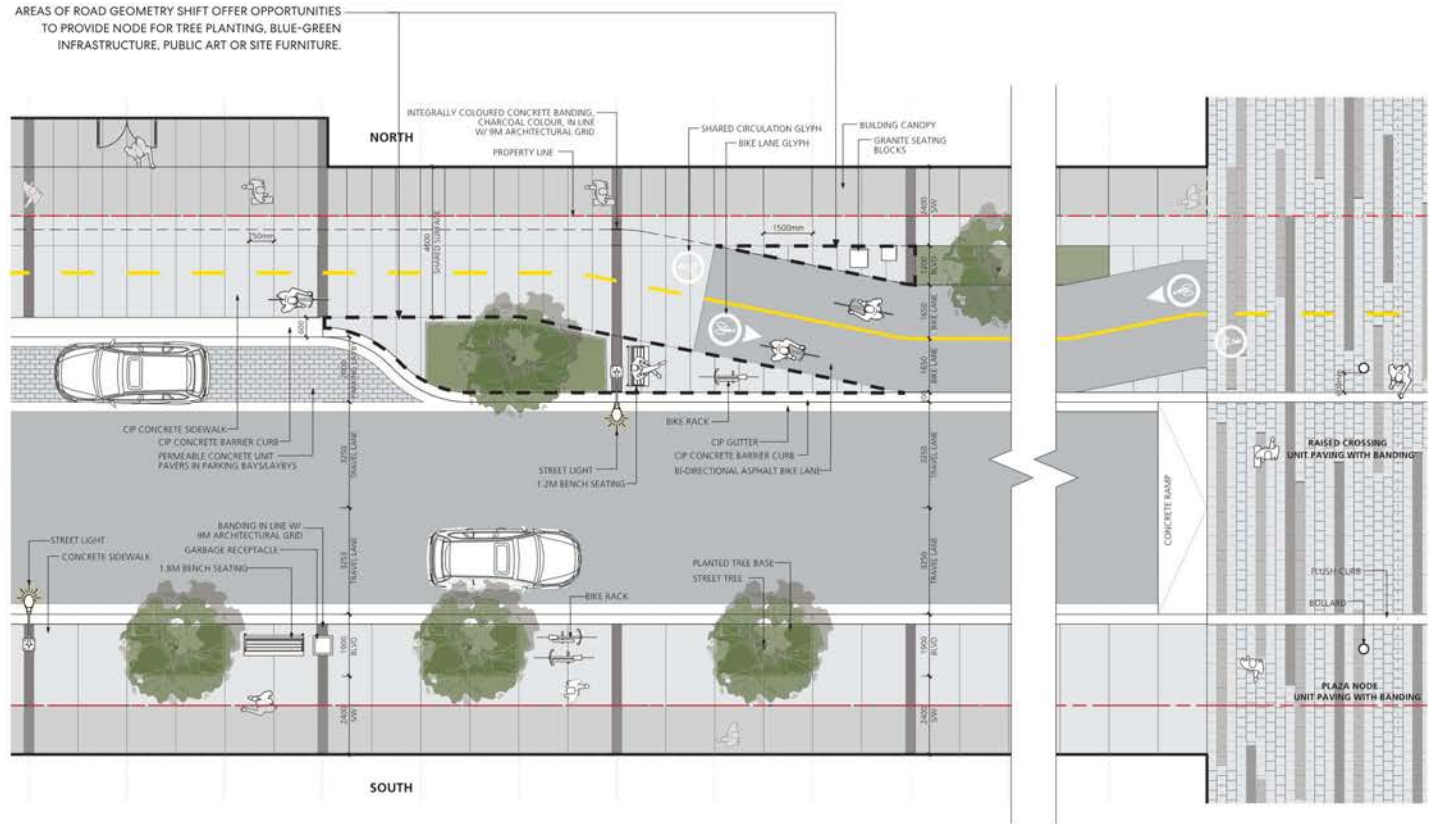
Perkins&Will

# 3.7 Spring Street Elements

## Spring Street Character

The plan shows the proposed transition from the standard treatment to the treatment at character node along Spring Street.

This page aims to give a general impression of the materials and elements within the Spring Street corridor without being specific to any particular location.



Bike racks



Planted boulevard



Granite seating blocks



Green infrastructure



Street trees



Bollard lighting



Concrete sidewalk banding



Shared Use Path Glyph



Permeable paving



Raised road crossings



Plaza Node Unit Paving

## Hardscape

We propose a consistent, contemporary treatment of the ground plane to be used along Spring Street and throughout all Character Zones. The aim of the guideline is to emphasise the rhythm of the architectural planning grid while emphasizing important character nodes.

### Proposed Standard Spring Street Treatment:

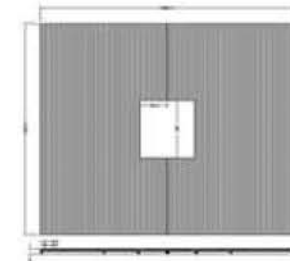
- Asphalt travel lanes.
- Parking laybys with permeable unit paving.
- CIP concrete sidewalks with medium broom finish and saw-cut control joints c/w integrally coloured concrete, charcoal colour, CIP concrete bands to express the architectural planning grid in sidewalks.
- Asphalt bike lane with painted-on bike glyphs.
- CIP barrier curbs and gutters.
- Tree planting in planted tree bases or tree grates.

### Proposed Spring Street Treatment at Character Nodes:

- Raised road crossings or raised intersections with vehicular unit paving and banding as an extension of the paving used in adjacent plaza spaces and character nodes.
- Consider tactile warning strips, detectable with a cane, at raised crossings and intersections.
- No parking laybys at character nodes.
- Unit paving with banding for sidewalks as an extension of paving used in adjacent plazas and character nodes.
- Flush or rolled concrete curbs between sidewalks and raised crossings / intersections.
- Bollards to be used at raised intersections to protect pedestrians.



Unit paving on adjacent private property (where feasible)



Tree grate c/w tree grate frame  
Dobney Foundry Ltd. SJ-5971 (1800x1500x38mm)



Paving bands to be oriented along the North-South axis, perpendicular to Spring Street paving pattern on private property to complement Spring Street patterns.



Permeable Pavers at Parking Laybys  
Belgard Aqualine (110x221.5x80mm), Natural grey or city-approved equivalent



Asphalt travel lanes and bike lanes



Concrete sidewalk  
Light broom finish, saw cut joints  
Tinted coloured concrete banding



Raised intersection with flush transition to sidewalks, continuous unit paving, bollard, and tactile warning..



Unit Pavers  
Belgard VS5 (150x300x108mm & 300x300x108mm)  
Natural grey, Dark grey, Midnight - Running bond or city-approved equivalent

## Sustainability and Green Infrastructure

The goal of the guideline document is to create the framework for a resilient streetscape that is adapted to climate change and extreme weather occurrences. The plant palette should prioritize drought tolerant, native and adaptive species. Permeable surface treatments and low maintenance native vegetation should be integrated where feasible to promote stormwater infiltration, enhance biodiversity, and improve ecosystem services.

## Stormwater Management

The project proposes to direct stormwater run-off into soft landscape areas and tree trenches where feasible. Incorporating rain gardens will improve stormwater quality, promote infiltration, and reduce peak runoff volumes. Planted boulevard areas and adequate soil volumes create absorbent landscapes that increase retention and act as natural filters. The guidelines encourage innovative stormwater measures and site-specific blue-green infrastructure strategies. Further coordination with existing and proposed underground utilities is required to determine to what extent tree planting, soil volumes and rain gardens can be accommodated within the Spring Street corridor.

Infiltration will likely not be achievable in some areas due to conflicts with underground utilities or proximity to underground parkades. In these situations, it should be investigated if stormwater can be collected and filtered in soft landscape areas before being conveyed to the daylight creek.

Engineered soil cells to be utilized wherever feasible to create shared soil volumes and continuous soil trenches for street tree planting. Structural soil is not to be used as the primary soil volume source but should be used to bridge adjacent soil volumes where engineered soil cell installation is not feasible. Where engineered soil has been used it shall only account for 20% of the soil volume, where feasible.

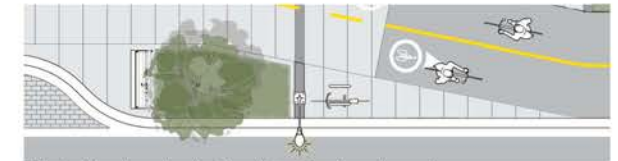


Continuous soil volume for street trees

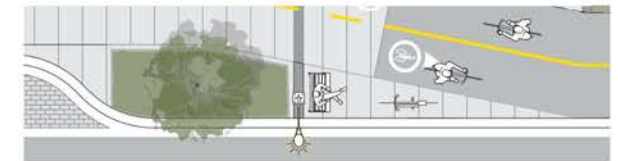


Rain garden precedent

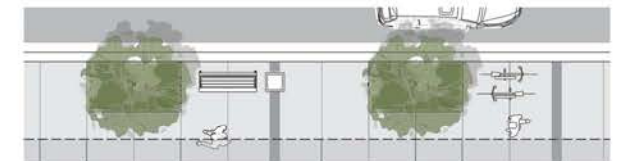
### Opportunities for blue-green infrastructure and enhancing pedestrian experience



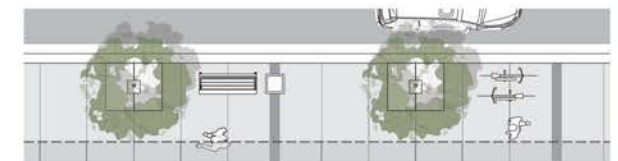
Planted boulevard and optional street furniture elements



Planted boulevard and optional street furniture elements



Planted tree base and continuous soil trench



Tree grate and continuous soil trench

## Vegetation

### Spring Street Planting Strategy:

We propose a variety of street tree species for Spring Street to promote a diverse urban forestry mix. The selection of street trees should take into consideration the mature tree size, proximity to buildings, achievable soil volume, and overall growing conditions. Wherever possible, preference should be given to trees with a natural, spreading habit rather than upright or fastigate cultivars. Interconnected deciduous tree canopies are proposed where feasible to provide summer shade and alleviate urban heat island effects. We propose planted tree bases and planted boulevard sections instead of tree grates or lawn boulevards where achievable. This aims to increase biodiversity and offers opportunities to incorporate additional pollinator and bird friendly design elements. Drought tolerance and climate resiliency will be considered in the development of a suitable plant palette for specific growing conditions within the Spring Street corridor. On average, 40% tree canopy cover is targeted as per city standards. The narrow nature of Spring Street and presence of significant underground utilities may however limit the opportunities for street tree planting and required soil volumes. A minimum of 1m soil depth should be provided for all trees. Target a soil volume of 0.6m<sup>3</sup> of soil for every 1m<sup>2</sup> of street tree canopy projection. Connect soil volume between trees to reduce the soil volume target to 0.4 m<sup>3</sup> per 1m<sup>2</sup> of crown projection.

Character nodes should explore opportunities to incorporate in-ground urban forest nodes or unique planting spaces that are able to support long-lived legacy trees.

Provide a separate off-site automatic irrigation system for all trees in city boulevards to ensure plant establishment and tree survival during prolonged periods of drought. Provide a water service where urban forest nodes are created.



Planted boulevard precedent



Street tree planting in tree grates or planted tree bases



Perkins&Will

Spring Street Plant List

Small and Narrow Trees:

- Acer circinatum
- Rhamnus purshiana
- Cornus 'Eddie's White Wonder'
- Ginkgo biloba 'Princeton Sentry'
- Liquidambar styraciflua 'Slender Silhouette'
- Styrax japonicus 'Snowcone'

Broader Trees at Nodes and in areas of greater building setback:

- Carpinus betulus
- Fraxinus pennsylvanica 'Patmore'
- Gleditsia triacanthos Halka
- Nyssa sinensis
- Quercus coccinea
- Quercus macrocarpa
- Stewartia pseudocamellia
- Tilia cordata 'Halka'
- Ulmus americana 'Brandon'

Coniferous Trees to be considered for plazas, open spaces and forest nodes:

- Pseudotsuga menziesii
- Picea sitchensis
- Thuja plicata

Rain Gardens:

- Carex sitchensis
- Carex obnupta
- Gaultheria shallon (dry edges)
- Hypericum perforatum
- Juncus effusus
- Mahonia nervosa (dry edges)
- Polystichum munitum

Planting areas shade:

- Carex oshimensis 'Everlime'
- Polystichum munitum
- Sarcococca hookeriana var. humilis

Planting areas sun:

- Carex buchananii
- Carex oshimensis 'Everlime'
- Ilex glabra 'Compacta'
- Pennisetum alopecuroides 'Hameln'
- Prunus laurocerasus 'Otto Luyken'
- Spiraea japonica 'Walburna'

Street Trees



Amelanchier x grandiflora 'Autumn Brilliance'



Ginkgo biloba 'Princeton Sentry'



Coniferous tree planting



Quercus coccinea



Ulmus americana 'Brandon'

Rain Gardens and Stormwater Collection Areas



Juncus effusus



Polystichum munitum



Hypericum perforatum

Sun Conditions



Spiraea japonica 'Walburna'



Pennisetum alopecuroides 'Hameln'



Ilex glabra 'Compacta'

Shade Conditions



Carex oshimensis 'Everlime'



Gaultheria shallon



Sarcococca hookeriana var. humilis

### 3.8 Urban Street Furniture

#### Lighting

##### Proposed Alternate Palette

Lighting plays a major role in defining the character, scale, and the sense of safety associated with the streetscape, as well as enhancing the overall atmosphere. Moody Centre lighting generally refers to the lighting of traffic, pedestrian and cyclist routes within a designated urban area. Moody Centre lighting should provide the appropriate scale, type and level of lighting for roadway for pedestrian, cyclist and vehicle routes.

The area is expected to have high nighttime pedestrian activity. It is important that pedestrians see and can be seen; therefore, both horizontal and vertical illuminance calculations are required for design. The recommended minimum horizontal and vertical illuminances for pedestrian areas are documented in IESNA RP-8. Horizontal and vertical illumination calculations should also be undertaken for crosswalk illumination. Light fixture should generally follow the 9 metre rhythm along Spring Street with a proposed spacing of 18m.

The lighting strategy should align with the City of Port Moody standards while also offering opportunities for distinct, contemporary light fixtures that reflect the design of adjacent character nodes along Spring Street. The lighting of Character Nodes may incorporate catenary lighting, bollard lighting and other feature lighting on private property to emphasize the key public spaces and extend their use beyond daylight hours.

Aside from feature lighting, fixture selection should minimize light pollution and incorporate DarkSky approved features in alignment with OCP policy.



Standard Post-top Light  
 'Lumec' Domus Light  
 LED flat lens  
 No luminous ring  
 Standard colour black  
 Standard pole APR4 LBC3



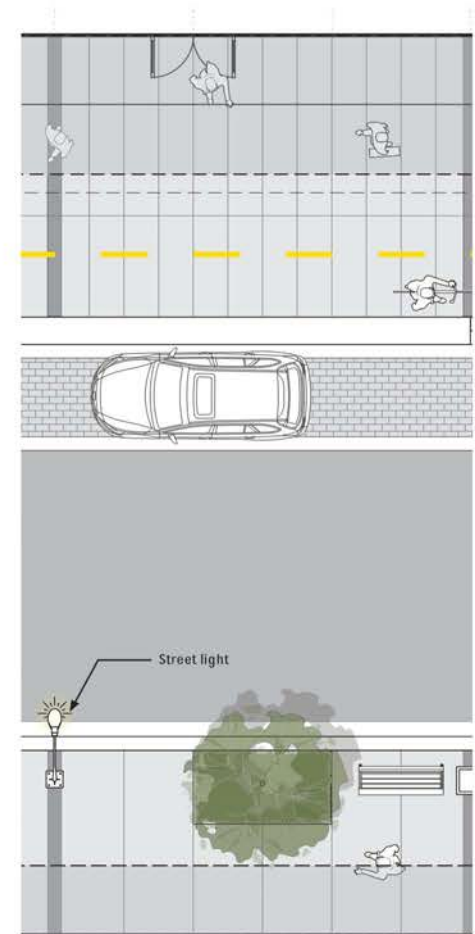
Standard Bollard Light  
 'Rebelle' Sightlines 2868 Sentry Maxi Bollard  
 LED / Compact fluorescent  
 900mm ht.  
 Standard colour black



Contemporary Post-Top Light Alternative  
 Opportunities for contemporary street light expression, in coordination with the adjacent character nodes.  
 Colour: Silver or Black



Contemporary Bollard Light Alternative  
 To be utilized in public realm nodes, where required.  
 Colour: Silver or Black



Typical street section

\*Final fixture specifications to be approved by City of Port Moody Staff

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**Bollards, Bike Racks, and Dog Bag Dispensers**

Proposed Alternate Palette

**Bollards**  
 Rebelle -Sightlines 2868 Sentry Maxi Bollard  
 900 mm height  
 Standard colour black

**Bike Racks**  
 Maglin - 2300 Series Iconic Bike Rack  
 Finish: Powder coat silver or black, with option to display custom TOD colours  
 Installation: Surface mount to CIP concrete paving with tamper proof stainless steel hardware, provide discrete footings for installation on unit pavers  
 Capacity: 2 bikes / rack



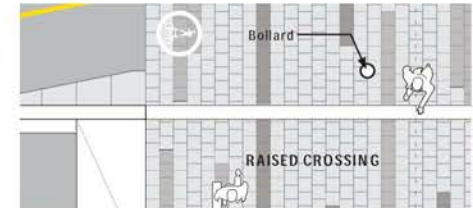
Standard Bollard



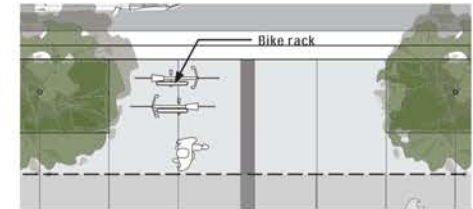
Maglin Iconic Bike Rack



Dog Bag Dispenser Precedent



Bollard at raised intersection



Bike racks along sidewalk

**Garbage and Recycling Receptacles**

Proposed Alternate Palette

**Garbage**  
 BearSaver - Bear Resistant Cart Garage  
 35 Gallon Poly Cart w/ Lock Option  
 Installation: Surface mount to CIP concrete paving with tamper proof stainless steel hardware, provide discrete footings for installation on unit pavers

BearSaver Bear Resistant Cart Garage - 35 Gallon Poly Cart w/ Lock Option

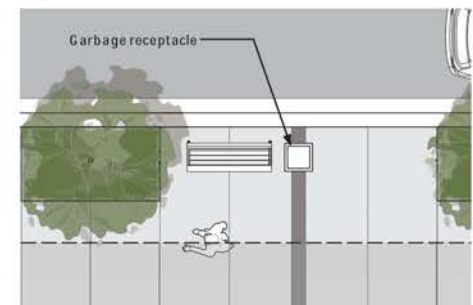
Recycling requirements TBD



BearSaver Bear Resistant Cart Garage - 35 Gallon Poly Cart w/ Lock Option



Provide dog waste bin adjacent to dog runs and pet friendly neighbourhood node features.



Garbage receptacle along sidewalk

\*Final site furniture specifications to be approved by City of Port Moody Staff



## Seating

Street furniture acts as the most significant "amenity" for pedestrians. Benches, recycling bins, and other furniture elements should be chosen based upon their compatibility with the design of the context, as well as their durability and availability for future replacement. These elements should be located within high use gathering areas of the neighbourhood as well as spread throughout the public realm to give pedestrians the freedom to stop or gather as they choose. The placement of street furniture should not obstruct pedestrian flow and adhere to applicable accessibility guidelines.

### Benches

Maglin - 2300 Series Iconic Bench

Finish: Powder coat silver or black, with option to display custom TOD colours

Installation: Surface mount to CIP concrete paving with tamper proof stainless steel hardware, provide discrete footings for installation on unit pavers

*\*Final site furniture specifications to be approved by City of Port Moody Staff*



Maglin - 2300 Series Iconic Bench



Maglin Iconic - 70in L Backless, Two End Arms  
MBE-2300-00044



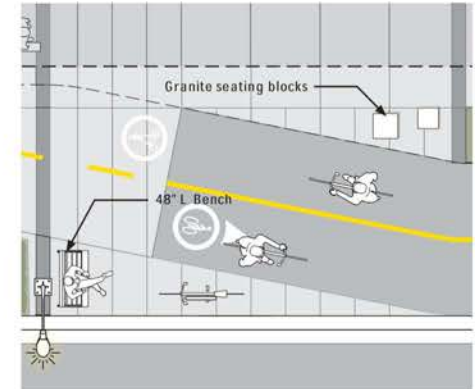
Maglin Iconic - 70in L, Backed, Two End & Centre Arms  
MBE-2300-00018



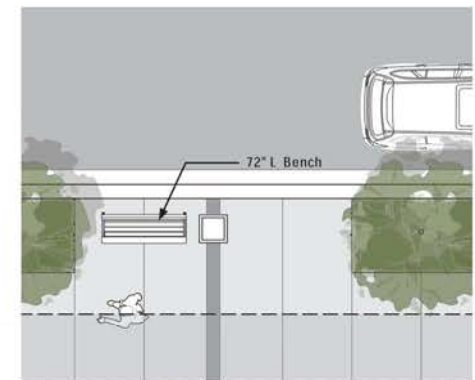
Maglin Iconic - 48in L Backed, Skate Deterrent  
MBE-2300-00121



Granite Seating Blocks For informal seating opportunities



48" Long bench oriented perpendicular to travel lane



72" Long bench oriented parallel to travel lane

Perkins&Will



Section 4.0

# Urban Node

## Contents

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4.2	"Pop Up Gallery"	61
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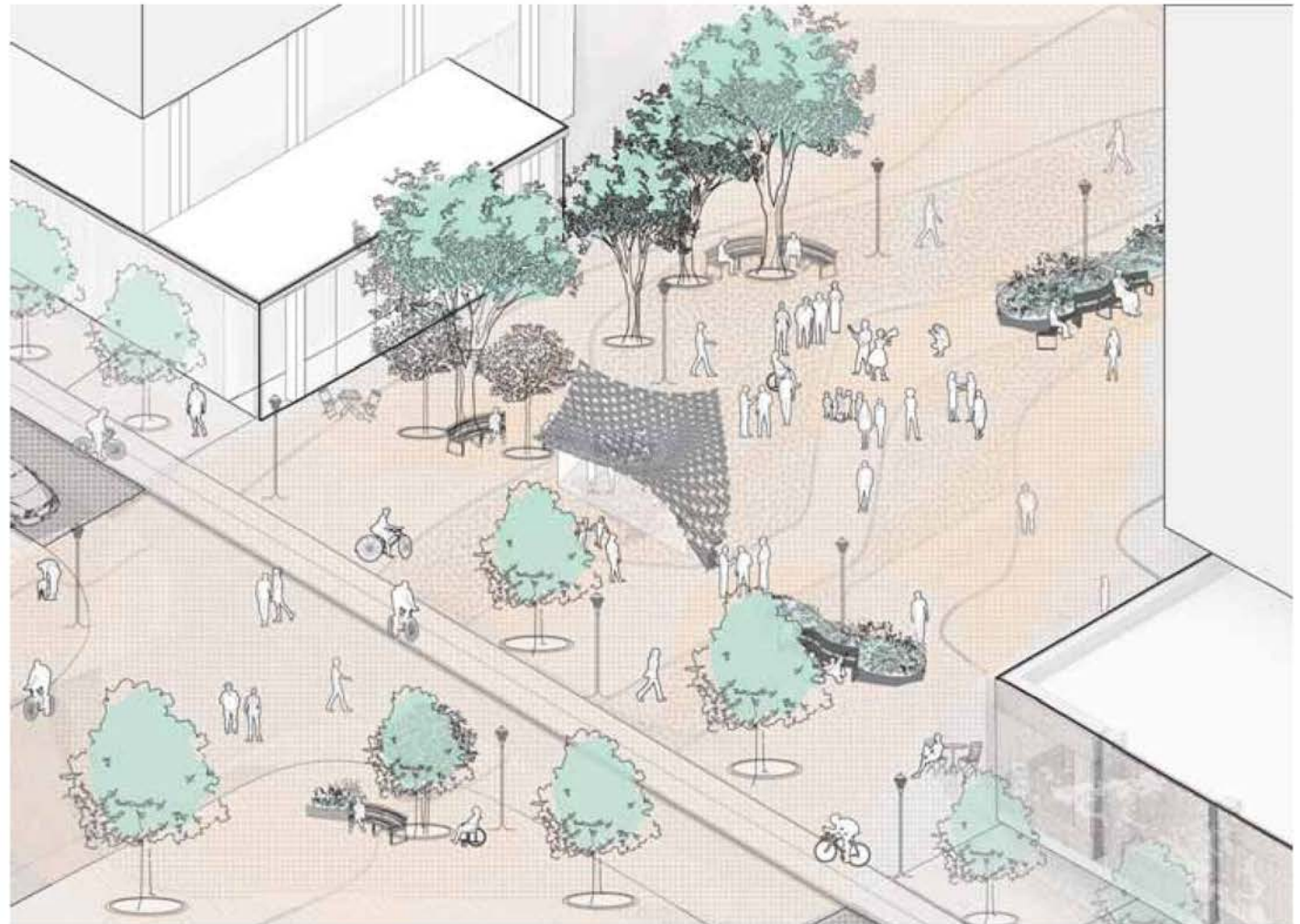
Perkins&amp;Will

## 4.1 Urban Character

The Pop Up Gallery is the Urban Character Node which is a lively space that brings large-scale gatherings in a dynamic atmosphere with a variety of activities. Nestled around the Moody Centre transit station, it emerges as a focal point for communal convergence, a bustling junction where pathways intertwine and stories collide. Stretching across the elevated portion of Spring Street, and towards St. Johns Street, its expanse serves as a larger hub for urban vitality.

Captivating art clads the building facades, inviting exploration and sparking conversation around the central pavilion at its heart. Urban furniture integrates with planters that punctuate the landscape, providing spaces for respite and gathering.

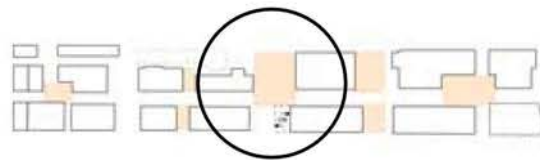
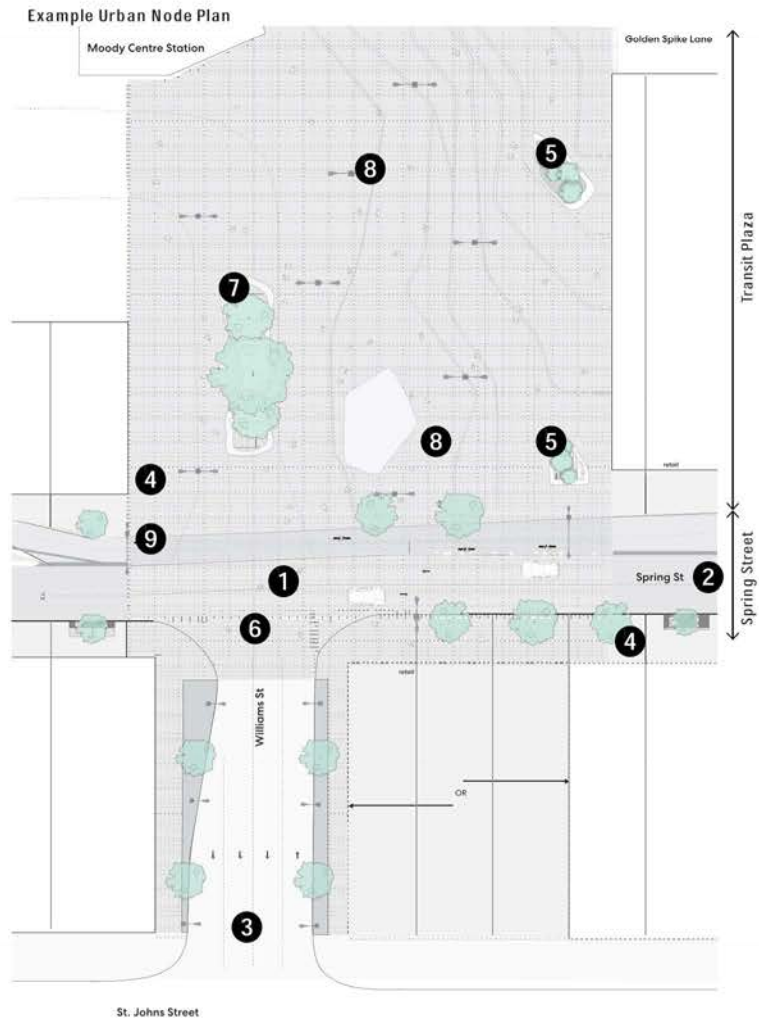
This dynamic backdrop of activity, movement, and interaction defines the essence of the Urban Node.



## 4.2 "Pop Up Gallery"

The Pop Up Gallery is carefully designed with elements that facilitate the urban transit plaza.

Spring street becomes an elevated crossing at this gallery and extends to the south side where there is potential opportunity to expand the transit plaza. This gallery also interfaces with Williams Street, which is an important vehicular and pedestrian connector to St. Johns Street.



- Key: 1 Spring St elevated 2 Spring St Paving 3 Side Street 4 Private property 5 Planters with seating 6 Crossing 7 Defined zone with large trees 8 Irregular lighting (poles) 9 Bike lane

Perkins&amp;Will

## 4.3 Streetscape Elements

### Crossing/Intersection

The urban node is located at the centre of the TOD neighbourhood at the intersection of Williams Street and Spring Street, directly adjacent to the transit plaza and Moody Centre skytrain station.

The intersection at this central node is raised to sidewalk level to ease pedestrian connectivity to and from the skytrain station and to slow down vehicular traffic. Transit plaza and intersection feature unit paving with colour banding that expresses a north-south orientation to disrupt the linear nature of the Spring Street corridor. The non-standard surface treatment visually extends the plaza treatment across Spring Street and signals pedestrian priority.

### Softscape/Hardscape

The urban node and transit plaza design offer extensive paving areas to allow for complex circulation patterns between adjacent streets, proposed developments, public transit and other modes of transportation. The node serves as the heart of the precinct and the Spring Street Gallery with opportunities for public art and wayfinding elements to be integrated into the hardscape design.

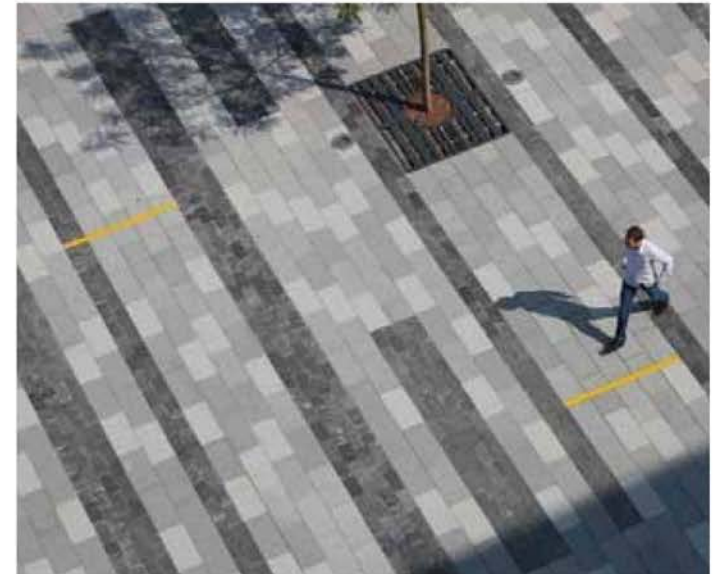
Planting and permeable surface options should be considered at moments of rest or points of transition to soften the built environment.



Raised intersection with continued plaza paving



Plaza paving with tree planting in tree grates



Extensive flex-use plaza areas with feature paving pattern

## Vegetation

The planting of large canopy trees is encouraged within the urban node for areas without below grade parking structures and utilities to provide shade for pedestrians and combat urban heat island effects during summer months. The creation of urban forest nodes is encouraged where feasible while maintaining important circulation routes, sight lines and CPTED design principles. Planted areas should be used to support places comfortable to rest, relax, and observe plaza activities. Flush tree planting in tree grates should be supported by soil cells where planted areas are not feasible.

Raised planters with integrated seating opportunities should be explored to increase soil volumes and support planting over structure or in areas with limited soil depth.



Large canopy trees to reduce urban heat island effect



Forest node / dog amenity node

## Lighting

The urban node should integrate enhanced lighting suitable to animate and support this important public space. Light columns, in-paving light fixtures or overhead lighting should be utilized to support wayfinding, safety and extend the use of the public realm beyond daytime hours. Opportunities for event specific lighting and seasonal lighting should be considered in the design of the urban node and the transit plaza. Lighting elements could also be utilized as focal design elements to encourage placemaking and serve as recognizable landmarks for residents and visitors. Outside of feature lighting, the fixture selection should minimize light pollution and incorporate DarkSky approved features to align with OCP policy.



In-ground lighting



Integration of iconic lighting elements with landmark character

## Furniture

Interactive, flexible and site-specific furniture elements should be integrated into the urban node design in addition to the standard palette of Spring Street site furniture elements. Seating elements should provide different levels of exposure, social interaction, and shade to support a wide variety of users and user preferences. The design for the urban node will need to provide generous bicycle parking amenities and should explore further opportunities to support micro-mobility users.



Cafe Seating



Low planting areas with integrated seating opportunities

Perkins&Will

# 4.4 Wayfinding

## URBAN Pop-up gallery signage types

### Identification signage

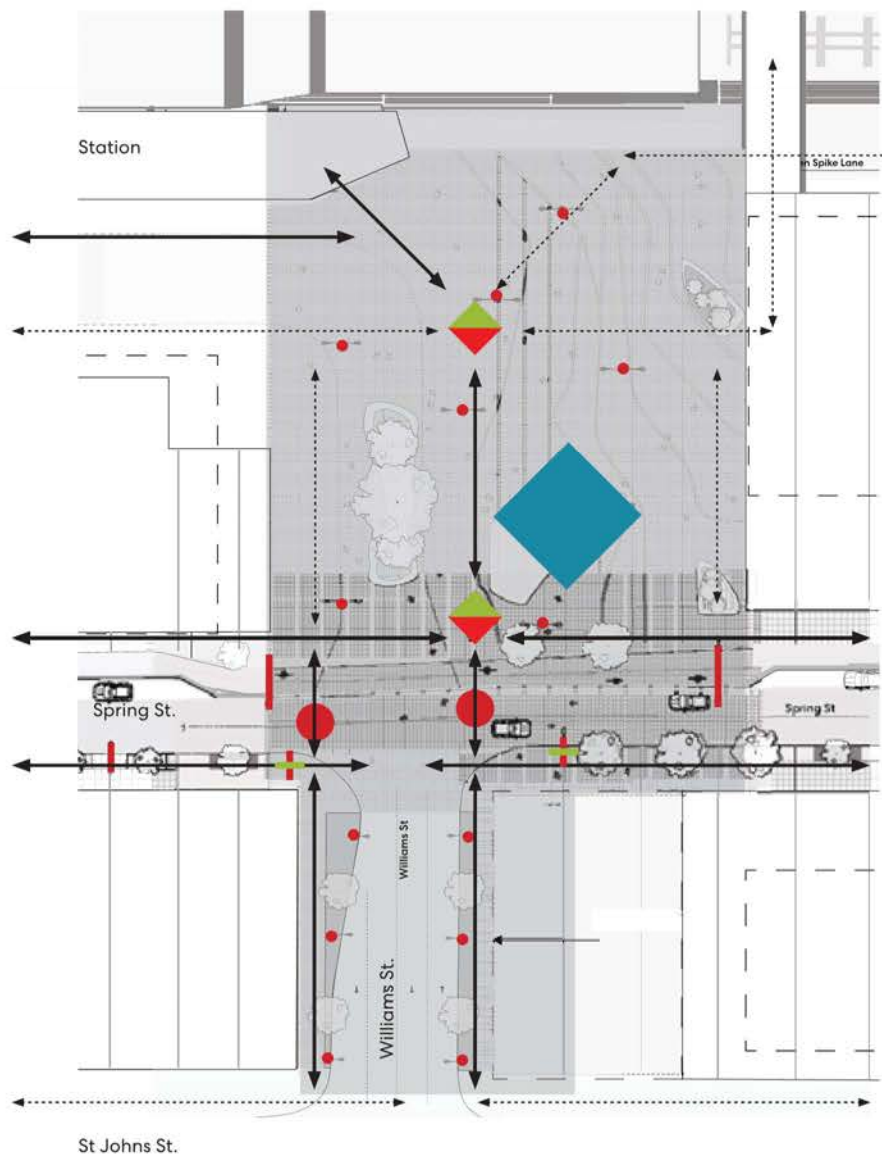
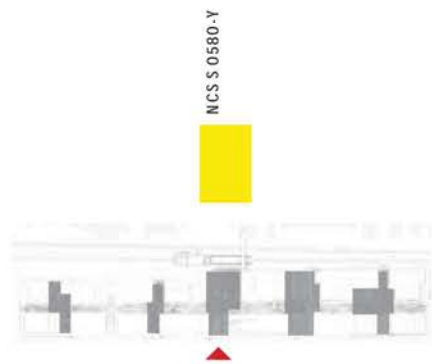
- Banner program
- Pavement crossing marker
- Post markers

### Directional signage

- Pedestrian directional
- Street signage

### Oriental signage

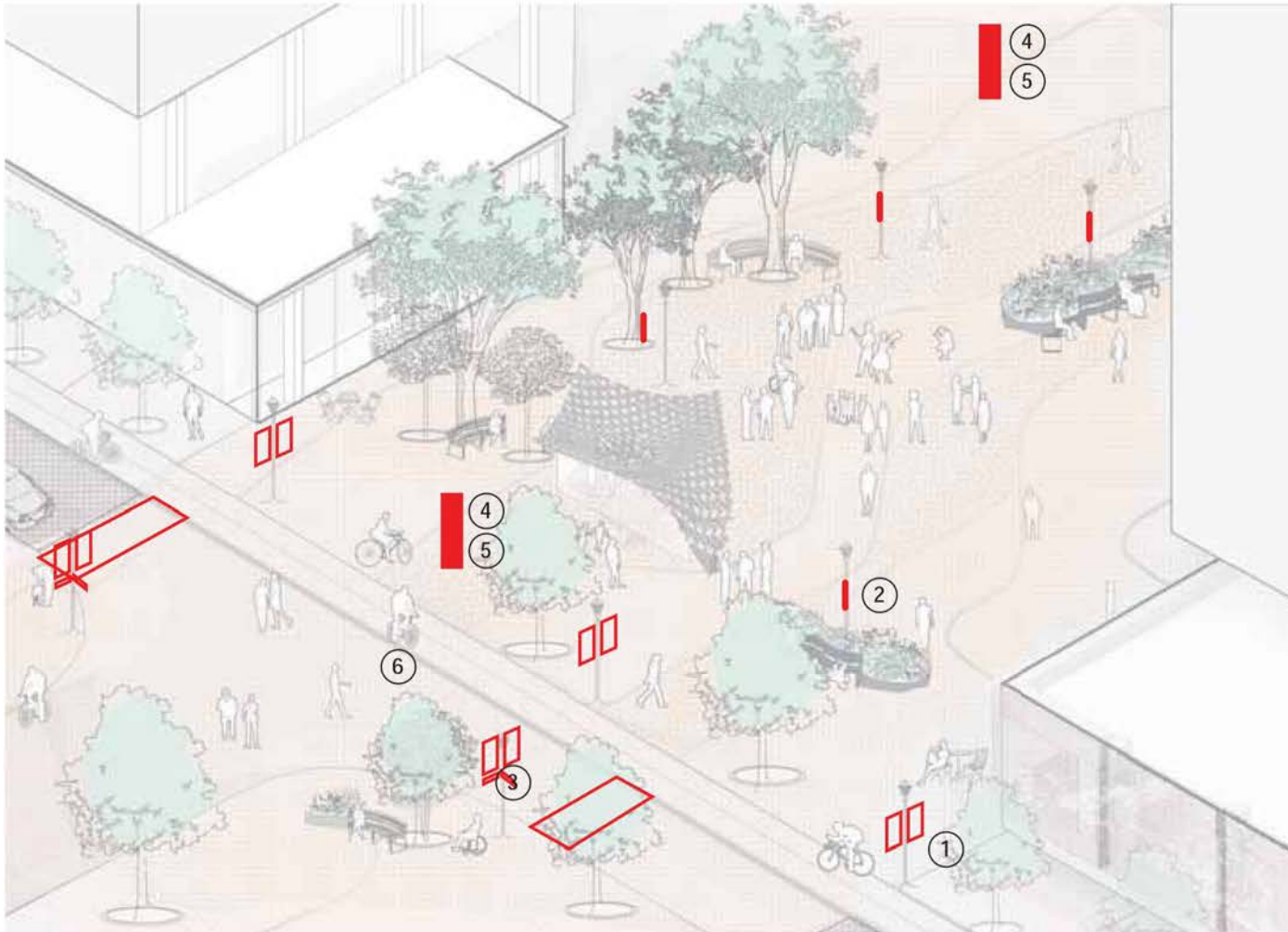
- Pedestrian map kiosks
- Landmark City Identity



- Pedestrian paths
  - Primary circulation
  - Secondary circulation
- Identification
  - Banner program
  - Markers (crossings, post...)
  - Interpretive
- Directional
  - Pedestrian directional
  - Jacketed street signage
- Orientation
  - Pedestrian map kiosks
  - Landmarks



Example of Wayfinding Integration at the Urban Node



- 1 Banner program
- 2 Post markers



- 3 Jacketed street signage



- 4 Pedestrian directional



- 5 Pedestrian map kiosks



- 6 Pavement crossing marker



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Section 5.0

# Recreation Nodes

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## 5.1 Recreation Character

The Ecology Exhibition and Midblock Atelier are the Recreation Character Nodes which are quiet and contemplative spaces that celebrate the natural environment and connection to land. They provide an introverted atmosphere with opportunities for educational components through land art that promote discovery. Located at midblock connections, they provide enhanced pedestrian access points from St. Johns Street across Spring Street and beyond, with connections to Rocky Point Park. These nodes provide interaction with the surrounding landscape, whether it's a large tree planter with integrated seating, a pathway overlooking the riparian area, or a large canopy that covers a crossing at Spring Street.

These quiet midblock passages of reflection and pause define the essence of the Recreation Nodes.

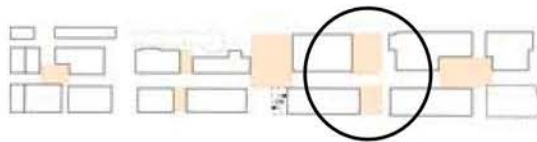
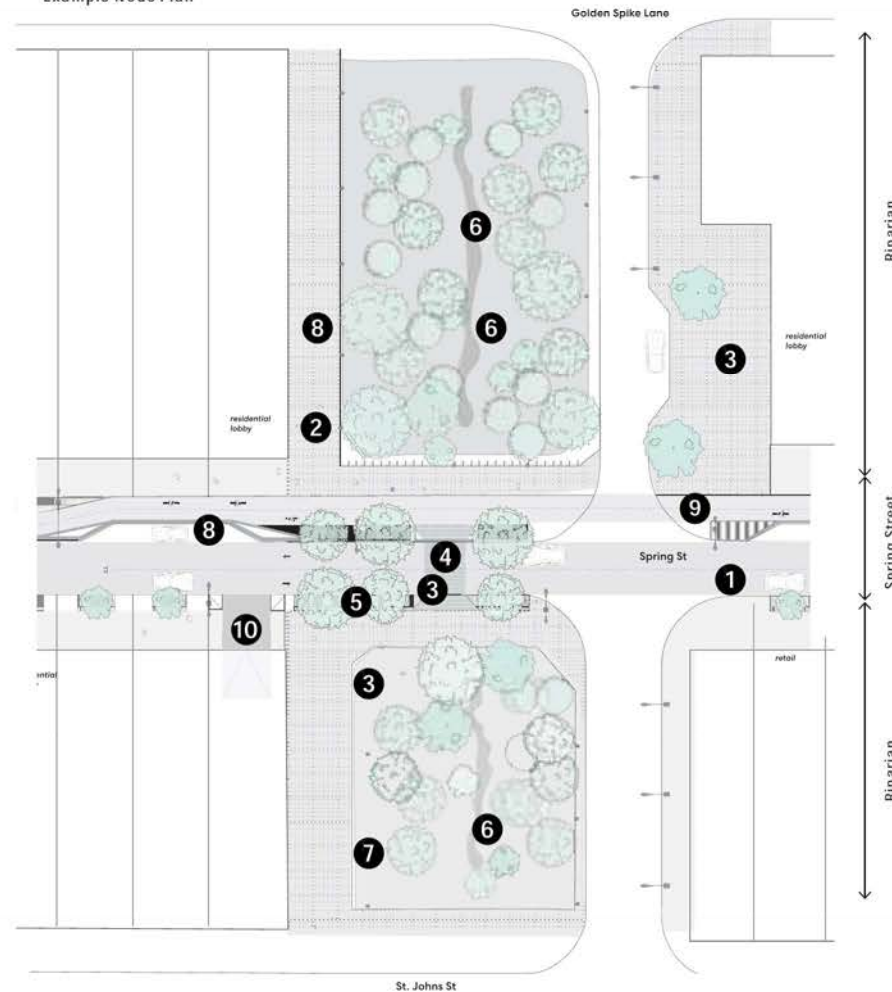


## 5.2 "Ecology Exhibition"

The Ecology Exhibition is carefully designed with elements that facilitate passages around the designated Riparian areas where the creek is daylight.

Along this node, it is also important to consider the vehicular access from Golden Spike Lane through to St. Johns that crosses through Spring Street. There are opportunities for ground art and lighting that can imply the movement of water in the daylight creek through Spring Street.

Example Node Plan



- Key: 1 Spring St Paving (typical) 2 Private property paving 3 Paving tracing creek 4 Crossing 5 Large tree canopy 6 Riparian 7 Minimal lighting (in ground) 8 Drop off/pick up 9 Bike lanes 10 Parkade loading

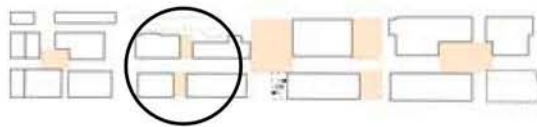
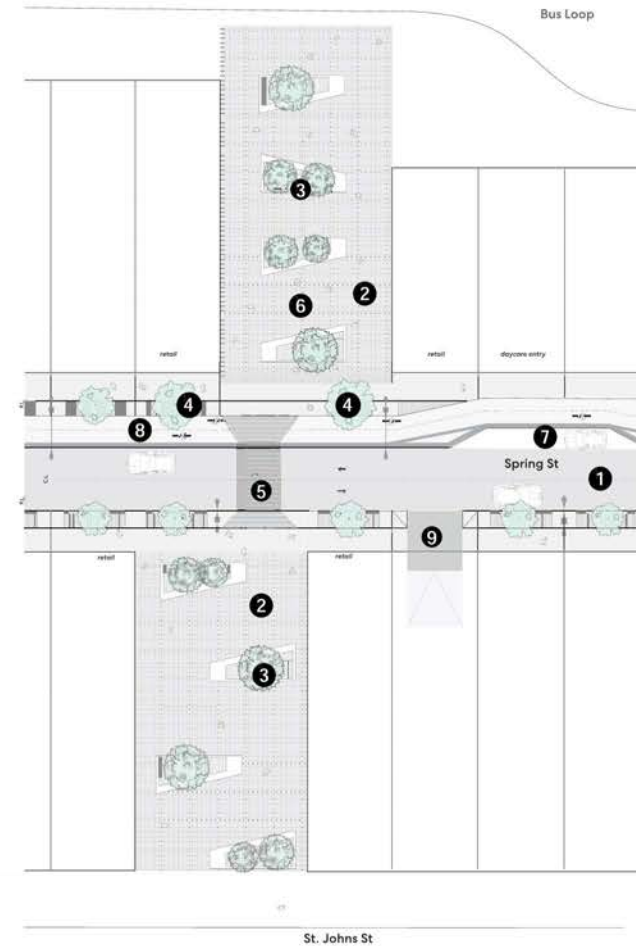
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### 5.3 "Midblock Atelier"

The Midblock Atelier is carefully designed with elements that facilitate a pedestrian passage through the midblock break in Spring Street on the west side of Williams Street.

This node provides opportunities for urban furniture that integrate with vegetation and landscaping along this passage way, as a place for reflection and pause. Tree canopies along Spring Street may also enhance the presence of this node.

Example Node Plan



Key: 1 Spring St Paving (typical) 2 Private property paving 3 Planters with seating 4 Large Tree canopy 5 Crossing 6 Lighting 7 Drop off/pick up 8 Bike lanes 9 Parkade loading

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## 5.4 Streetscape Elements

### Crossing/Intersection

The Recreation Nodes are located at mid-block connections, and include smaller crossings. These crossings are raised pedestrian crossings that allow for continuity between the mid-block connections from St. Johns Street through Spring Street and up to Golden Spike Lane (east of Williams Street), or Clarke Street (west of Williams Street).

### Softscape/Hardscape

Hardscape is provided as required to establish mid-block connections, provide pedestrian circulation, and at site furniture nodes. Opportunities to integrate permeable paving systems should be explored where feasible. The extent of paved and impervious areas should be carefully considered with the goal of maximizing soft landscape and planting areas.

### Vegetation

The daylight creek at the 'Ecology Exhibition' node is envisioned as a functional habitat feature and sustainable stormwater management asset. No access is provided beyond overlook onto this area's indigenous planting, allowing visitors to observe the seasonal dynamics of a watercourse landscape. If feasible, larger canopy trees should be provided as a recognizable contrast to the limited tree planting opportunities along the narrow Spring Street corridor. In contrast the 'Midblock Atelier' aims to provide tangible interaction with vegetation as part of the urban mid-block pedestrian experience.

Opportunities for urban agriculture, vertical cable trellises, and compact tree planting should be explored where feasible. Medium canopy trees could be utilized to mark the crossing and pronounce this node along the Spring Street corridor.



Mid-block crossing with planters and integrated seating



Daylighting of creek with extensive habitat planning



Bird-friendly design



Pollinator planting



Mid-block seating



## Lighting

Lighting around the daylight creek should be sparse with the goal of providing sufficient lighting levels for all adjacent pedestrian circulation areas. The urban character of the western recreation node should incorporate low-level landscape lighting to create a safe and comfortable pedestrian experience. Ambient lighting from adjacent developments should be considered to avoid over-lighting this space. Warm colour feature or overhead lighting may be appropriate for key gathering and seating areas. Outside of feature lighting, the fixture selection should minimize light pollution and incorporate DarkSky approved features to align with OCP policy.

## Furniture

Site furniture should offer comfortable vantage points adjacent to the creek and within the areas shaded by larger trees. Within the 'Midblock Atelier' seating opportunities should be integrated with planting areas. On the neighbourhood scale the recreation nodes should be designed to offer refuge from the busy urban spaces with opportunities for contemplation and finding a quiet place to rest.



Seating opportunities and planting areas



Over-head lighting with minimal light pollution



Overhead catenary lighting at social nodes



Low-level lighting with minimal light pollution

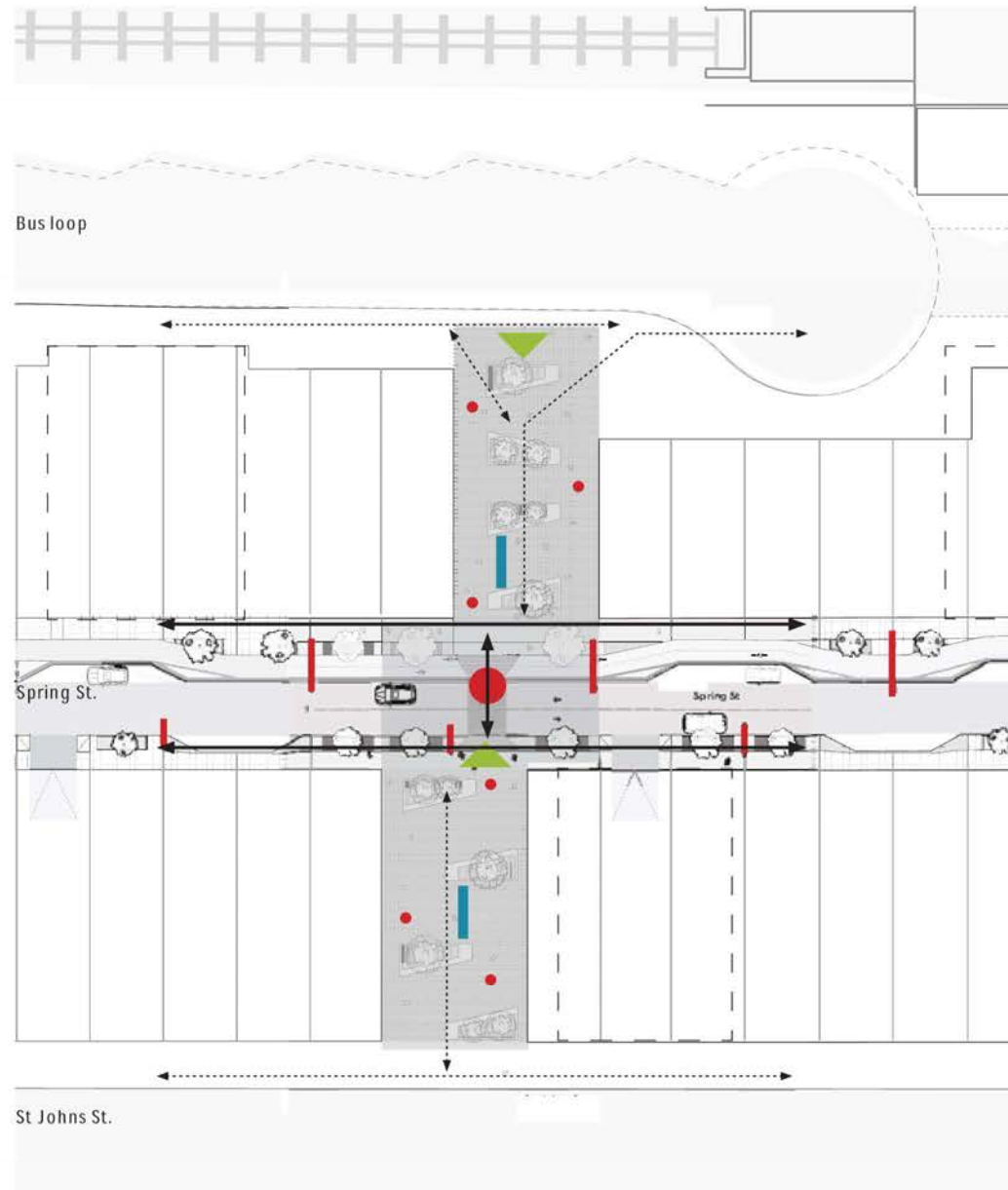
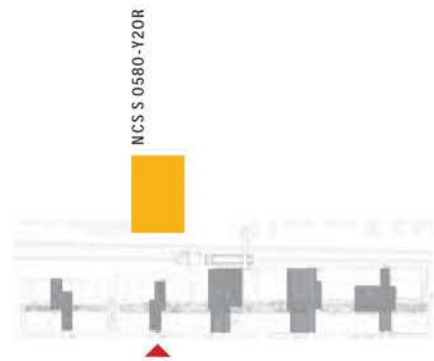
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# 5.5 Wayfinding

RECREATION Midblock Atelier signage types

**Identification signage**  
 Banner program  
 Pavement crossing marker  
 Interpretive signage  
 Post markers

**Directional signage**  
 Pedestrian directional

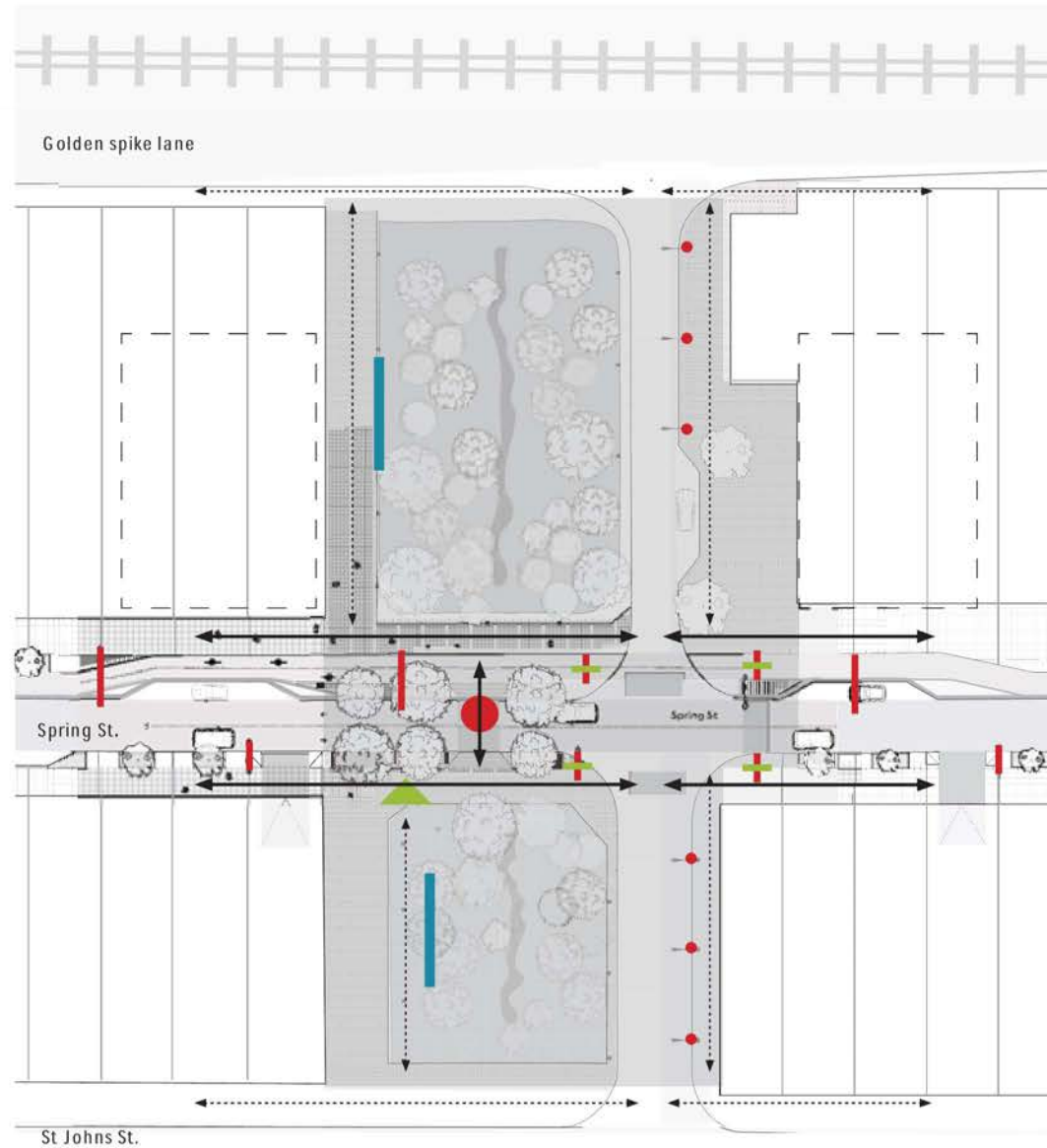
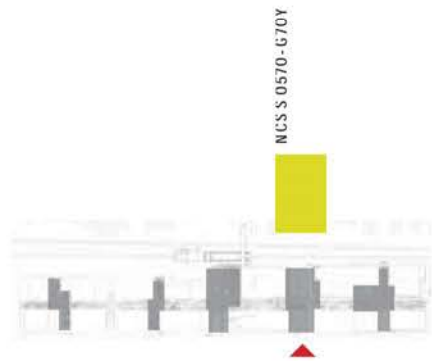


- Pedestrian paths**
- ← Primary circulation
- ← - - - Secondary circulation
  
- Identification**
- Banner program
- Markers (crossings, post...)
- Interpretive
  
- Directional**
- ▲ Pedestrian directional
- Jacketed street signage
  
- Orientation**
- ◆ Pedestrian map kiosks
- ◆ Landmarks

**RECREATION Ecology Exhibition signage types**

- Identification signage**  
 Banner program  
 Pavement crossing marker  
 Interpretive signage  
 Post markers

- Directional signage**  
 Pedestrian directional



- Pedestrian paths**  
 ← Primary circulation  
 ← Secondary circulation
- Identification**  
 — Banner program  
 ● Markers (crossings, post...)  
 — Interpretive
- Directional**  
 ▲ Pedestrian directional  
 — Jacketed street signage
- Orientation**  
 ◆ Pedestrian map kiosks  
 ◆ Landmarks

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Section 6.0

# Neighbourhood Nodes

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## 6.1 Neighbourhood Character

The Community Theatre and Community Playhouse are the Neighbourhood Character Nodes which are located at the gateways into Spring Street, from Moody Street on the west and Buller Street on the east. These nodes are quieter, interactive spaces that embrace the surrounding community and allow neighbours to get to know one another. They are family oriented, and multi-generational, allowing for inclusive community spaces for small to large gatherings. Art can be incorporated in a variety of ways at these nodes, such as through play, experimental or interactive modes.

These neighbourhood gateways that welcome the community into the Spring Street Gallery define the essence of the Neighbourhood Nodes.

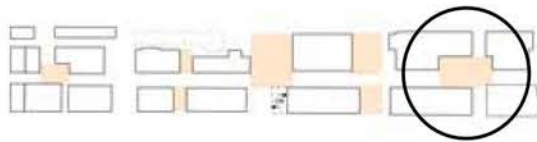


## 6.2 "Community Theatre"

The Community Theatre is carefully designed with elements that facilitate the neighbourhood gateway from Buller Street.

This node encompasses the area where currently Electronic Ave is located; with the potential future closure of this connection providing a consolidated node. Public art has the potential here to invoke interaction and engagement with the surrounding neighbourhood, and act as a stage for the many forms of gathering that can take place.

Example Node Plan



- Key: 1 Spring St raised 2 Spring St Paving (typical) 3 Private property paving 4 "Community Theatre" art 5 Cluster of medium trees 6 Community Courtyard 7 Linear lighting 8 Drop off/pick up 9 Bike lanes 10 Parkade loading

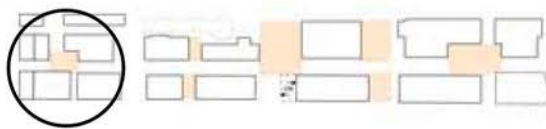
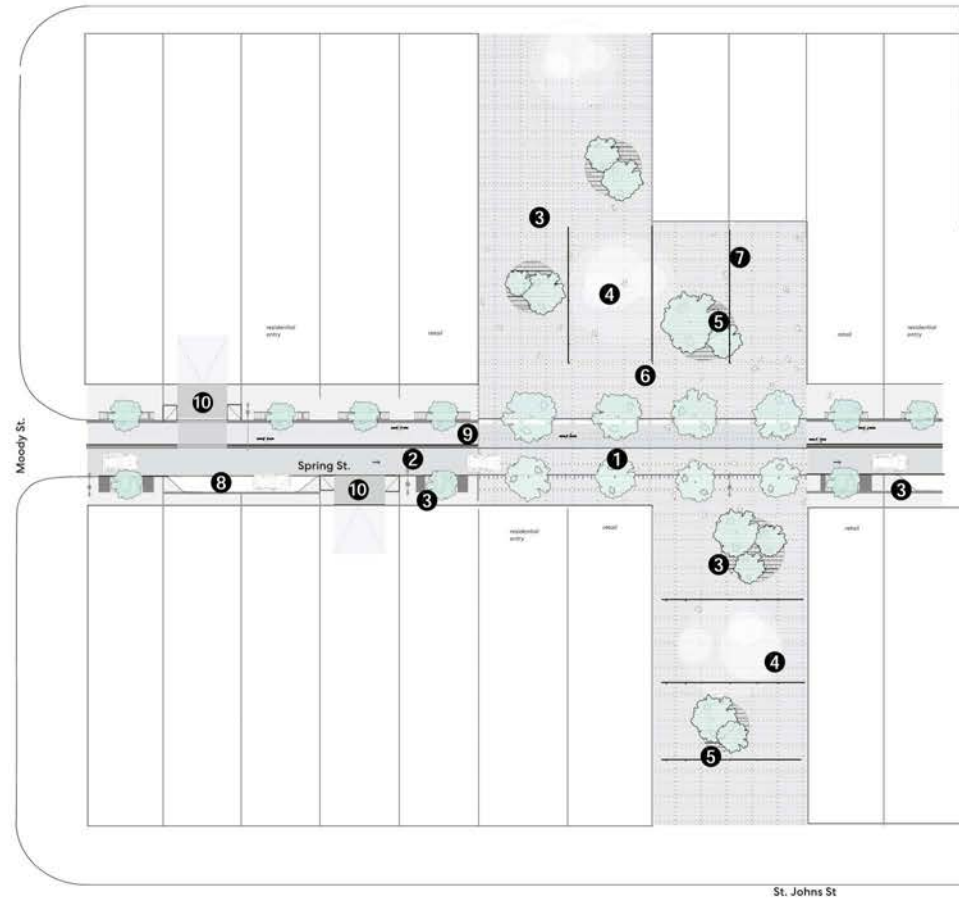
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## 6.3 "Community Playhouse"

The Community Playhouse is carefully designed with elements that facilitate the neighbourhood gateway from Moody Street.

This node, although smaller than the Community Theatre, has potential to engage younger community members through art that includes various forms of play and activity.

Example Node Plan



- Key: 1 Spring St raised 2 Spring St Paving (typical) 3 Private property paving 4 "Community Playhouse" Art 5 Medium tree cluster 6 Community Courtyard 7 Linear lighting 8 Drop off/pick up 9 Bike lanes 10 Parkade loading



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## 6.4 Streetscape Elements

### Crossing/Intersection

The Neighbourhood Nodes include raised Spring Street sections that provide continuity for the courtyards that exist within these nodes, and define the gateway entries into the Spring Street Gallery

### Softscape/Hardscape

The neighbourhood nodes offer family-oriented programming and flex-use paving areas to allow for circulation and community events. Neighbourhood nodes should aim to integrate formal or informal play opportunities as well as amenities for pet owners. Neighbourhood plazas and intersections feature unit paving with colour banding that expresses a north-south orientation to disrupt the linear nature of the Spring Street corridor. The non-standard surface treatment visually extends the plaza treatment across Spring Street and signals pedestrian priority.

### Vegetation

The planting of canopy trees is encouraged within the neighbourhood nodes, providing shade and combatting urban heat island effects during summer months. The creation of urban forest nodes is encouraged where feasible while maintaining important circulation routes, sight lines and CPTED design principles. Planted areas should be used to support places comfortable to rest, relax, and observe plaza activities. Flush tree planting in tree grates should be supported by soil cells where planted areas are not feasible.



Neighbourhood plazas and urban nodes with integrated planting and seating opportunities



Pet friendly amenities



Resilient and diverse planting palette with seasonal interest

## Lighting

The neighbourhood nodes should integrate lighting suitable to animate and support the programming of these important public spaces. Low-level landscape lighting and feature, linear overhead lighting should be utilized to support wayfinding, safety and extend the use of the public realm beyond daytime hours. Opportunities for event-specific lighting and seasonal lighting should be considered in the design. Lighting and power outlets should be carefully integrated to support cultural events, neighbourhood celebrations, and seasonal display. Outside of feature lighting, the fixture selection should minimize light pollution and incorporate DarkSky approved features to align with OCP policy.

## Furniture

A variety of seating opportunities should be provided for residents of all ages and abilities. The neighbourhood nodes should function as gathering spaces accommodating individual users and groups of varying sizes. The furniture programming should support chance encounters, informal meetings and encourage interaction between residents and visitors alike.

The integration of misting stations and interactive water elements should be explored to offer urban heat island relief. Shade elements should be considered for key program elements of the neighbourhood nodes.



Linear overhead lighting



Tree and shrub planting and shade seating opportunities



Tree planting and informal seating elements within plaza spaces



Nature log play



Misting features

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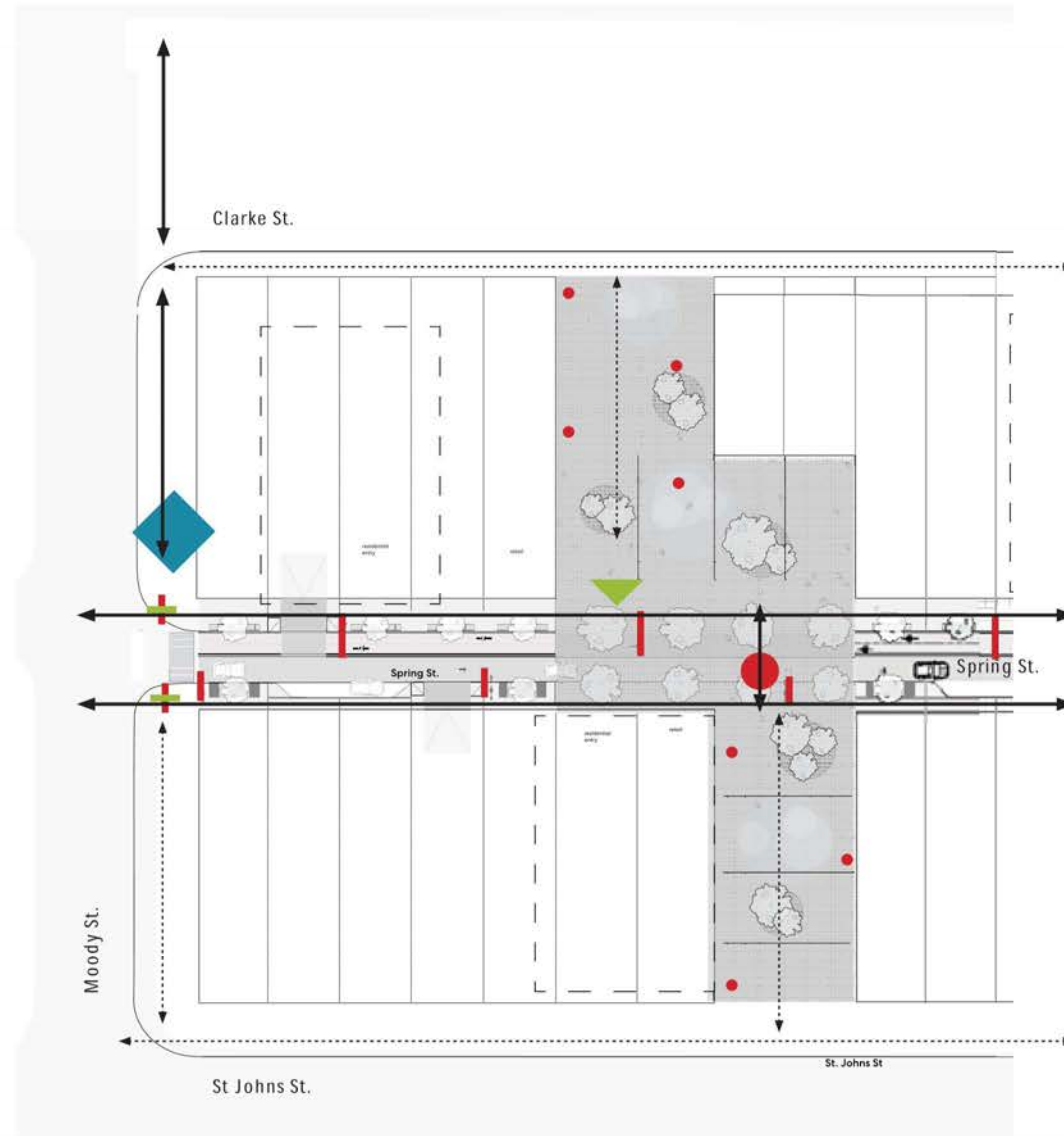
# 6.5 Wayfinding

NEIGHBOURHOOD Community playhouse  
signage types

**Identification signage**  
Banner program  
Pavement crossing marker  
Post markers

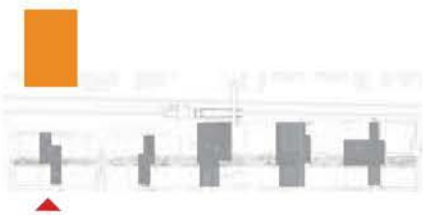
**Directional signage**  
Pedestrian directional

**Oriental signage**  
Landmark West



- Pedestrian paths**
  - ← Primary circulation
  - ← - - - Secondary circulation
- Identification**
  - Banner program
  - Markers (crossings, post...)
  - Interpretive
- Directional**
  - ▲ Pedestrian directional
  - Jacketed street signage
- Orientation**
  - ◆ Pedestrian map kiosks
  - ◆ Landmarks

MCS 0580-Y40R



NEIGHBOURHOOD Community theatre signage types

**Identification signage**

- Banner program
- Pavement crossing marker
- Post markers

**Directional signage**

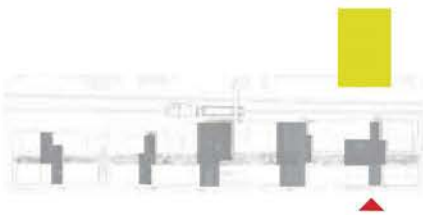
- Pedestrian directional

**Oriental signage**

- Land mark East



NCS S 0570 - G70Y



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Section 7.0

# Spring Street Patterns

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7.3	Order and Patterns: Overall Precinct Diagrams	97

# 7.1 Spring Street Axonometric Sections

## Axonometric Sections

The following illustrate possible scenarios across Spring Street following a kit-of-parts approach.

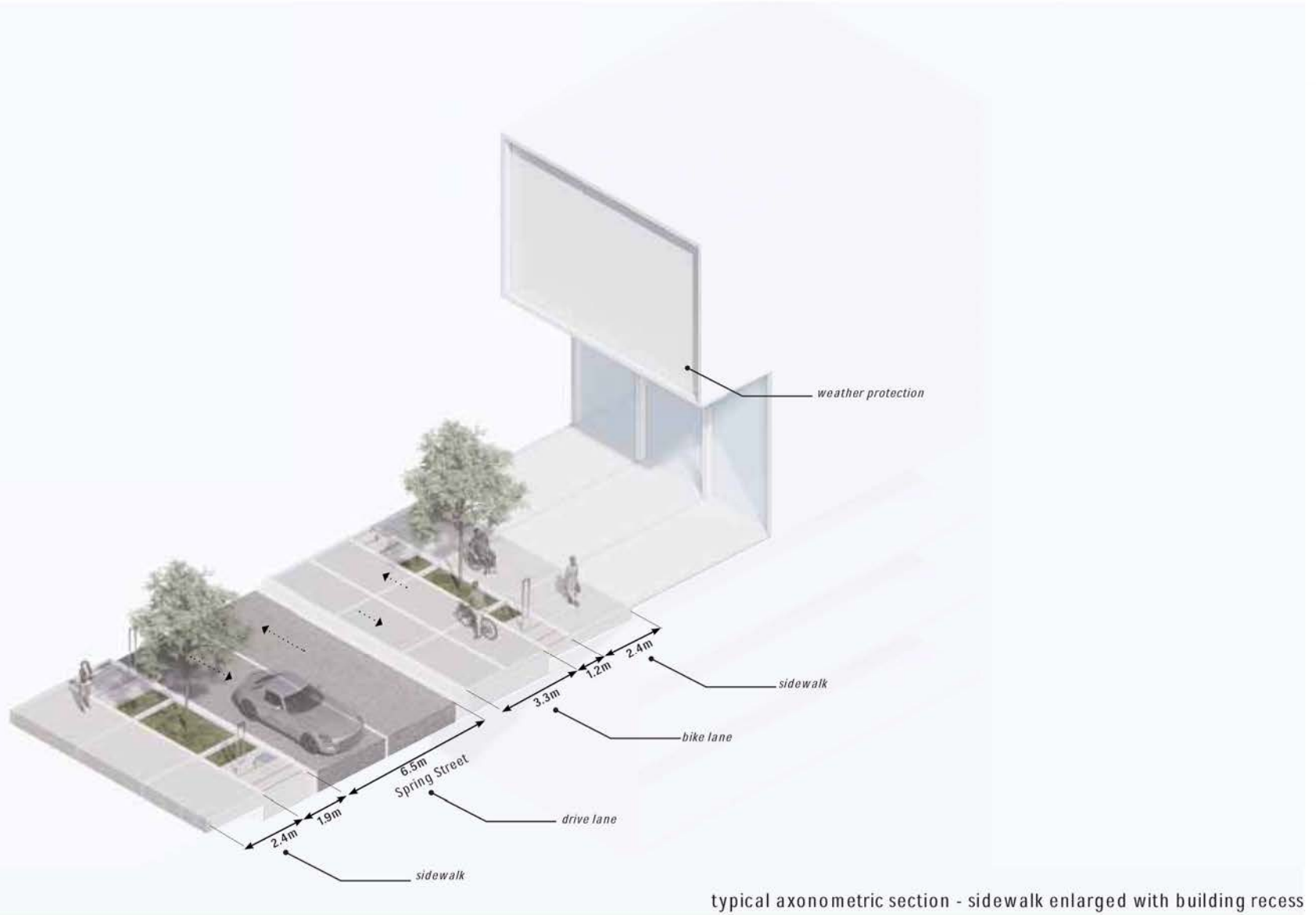


typical axonometric section





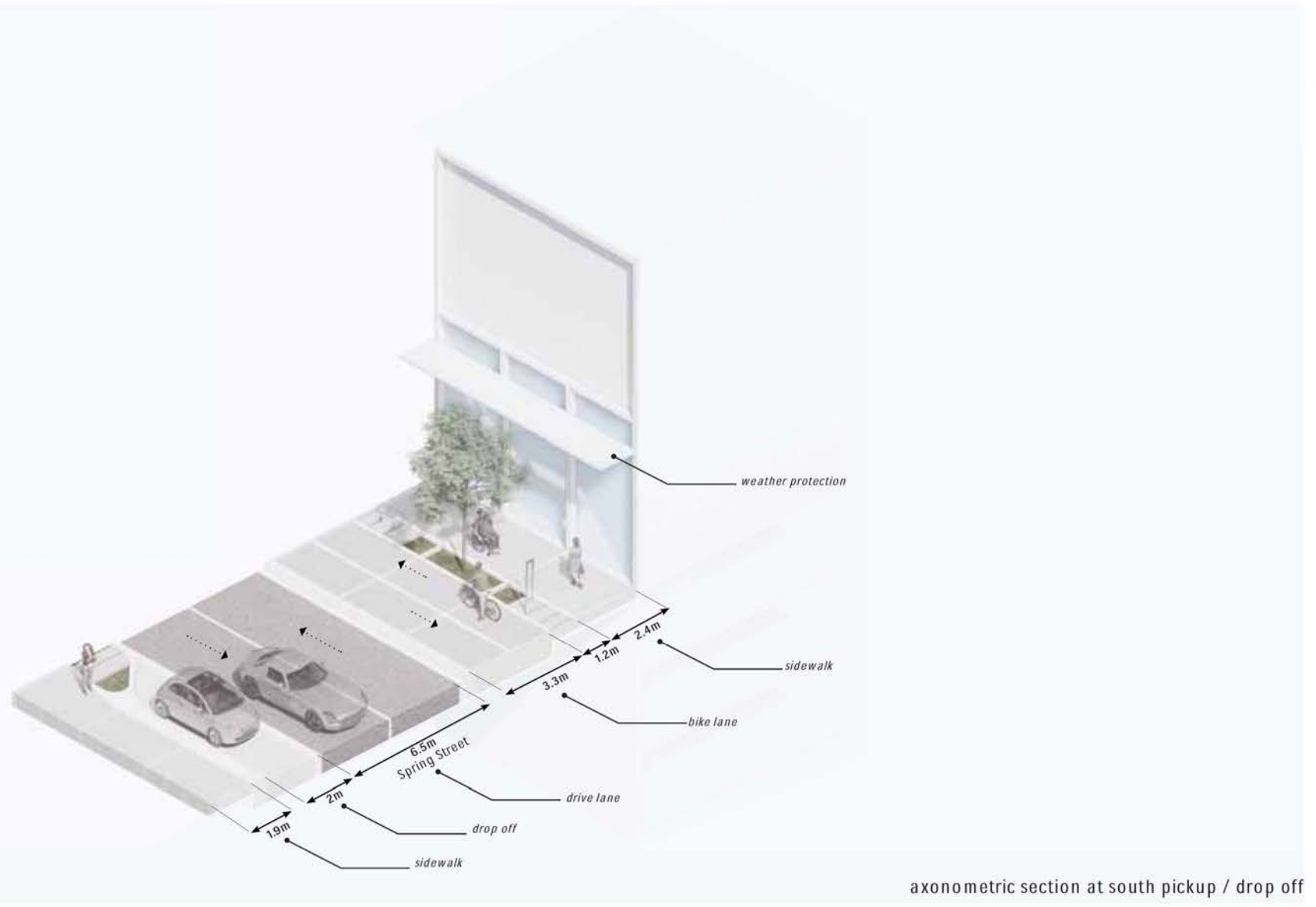
typical axonometric section - sidewalk enlarged with gallery circulation



typical axonometric section - sidewalk enlarged with building recess



axonometric section at north pickup / drop off





axonometric section at a character node

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### Street meets Character Node

The following illustrate a possible scenario where the street meets a character node.

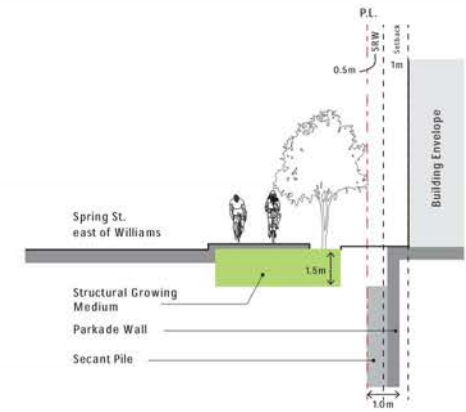
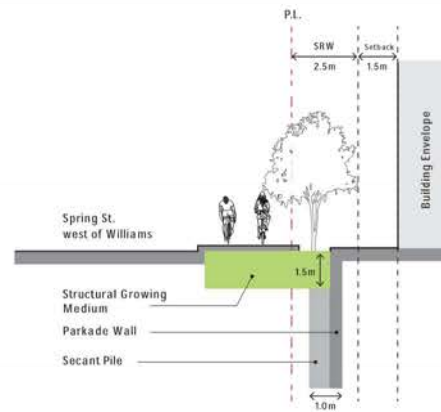
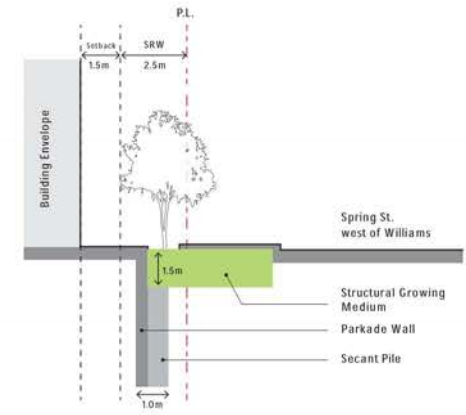
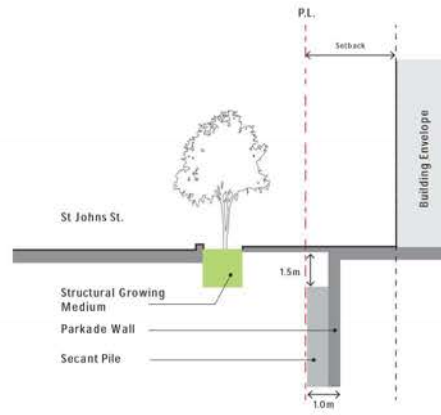


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## 7.2 Spring Street Implementation

Due to the tight Spring Street section throughout the precinct, the following diagrams indicate possible ways to allow for encroachment below the SRW to accommodate various street elements while maintaining the critical parcel depth below grade.

These drawings are diagrammatic and should be reviewed by the geotechnical and structural engineers for each individual site to prove out the technical feasibility pertaining to the unique site conditions.



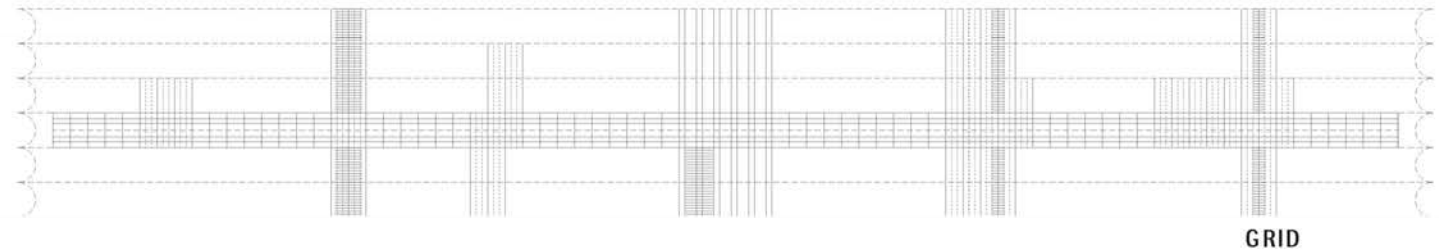


## 7.3 Order and Patterns: Overall Precinct Diagrams

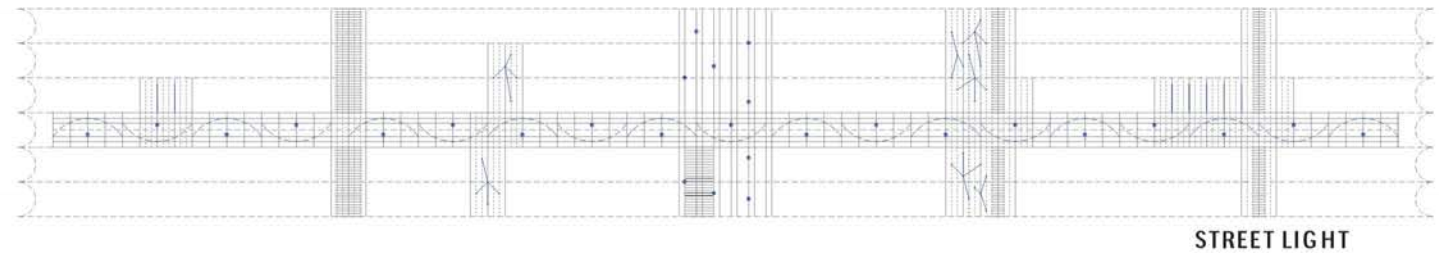
These conceptual diagrams demonstrate the application of the kit-of-parts approach over the entire precinct. It further proves that the built-in modularity provides flexibility for applicants to explore within their individual property boundaries and under the general framework that provides coherence and order.

The streetscape elements are broken down into layers and plotted on the organizing framework (9m grid). Elements are layered on top of each other to understand their relationships and connections.

It is as though each streetscape element is an instrument creating musical notes, and as the elements are layered together, they result in a harmonious symphony written on the underlying grid. The public experience within this space becomes the choreography as one moves along Spring Street Gallery.

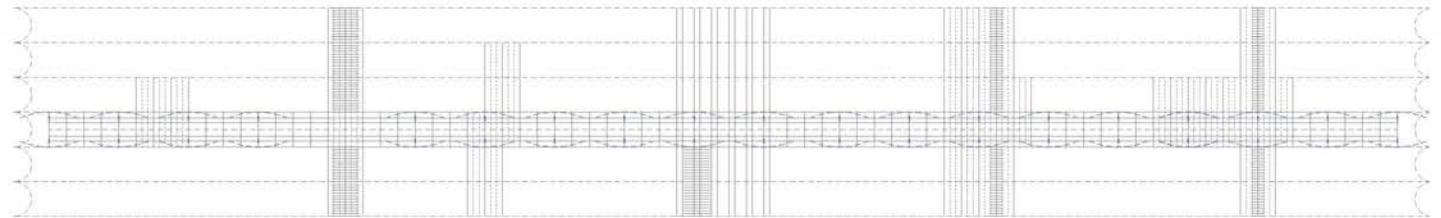


Street lighting is encouraged at intervals of 18m, alternating from the north to south sides of Spring Street.



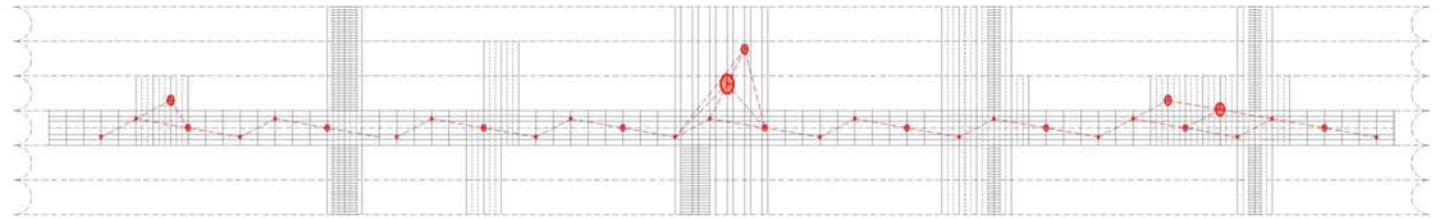
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Sidewalk lighting can occur more frequently following the same 18m rhythm, but on both sides alternating with the street lighting.



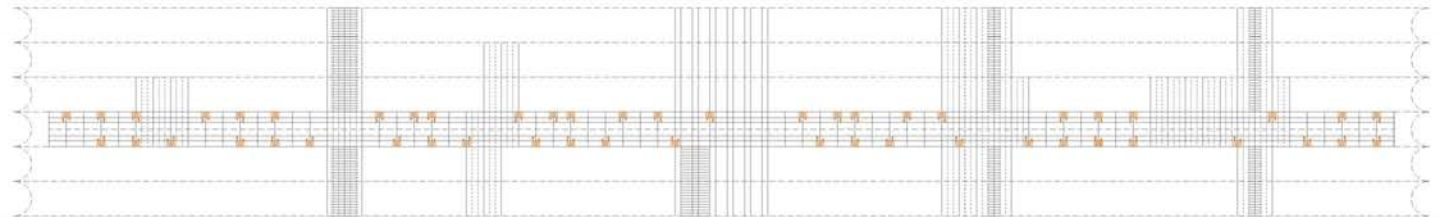
SIDEWALK LIGHT

Public art alternates from north to south, with a midpoint ground piece between each along Spring Street, and enhanced locations within some of the nodes.



ART

Street furniture occurs consistently along Spring Street at 18m intervals, fitting between street tree locations or stormwater elements.



**STREET FURNITURE**

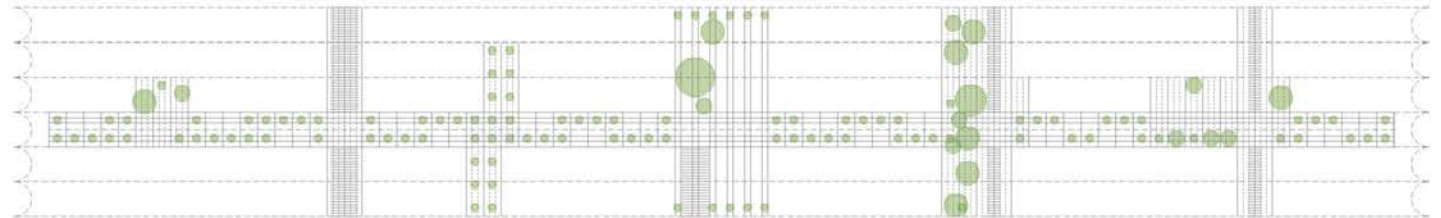
Stormwater elements can occur every 9m and can take the place of street trees where necessary, or occur at the same time. The other street furniture elements then fall between these locations.



**STORMWATER ELEMENTS**

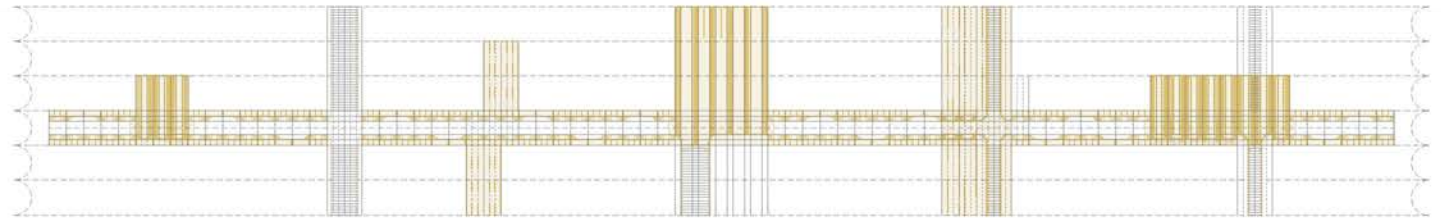
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Potential street trees locations, like stormwater elements, follow the 9m rhythm with street furniture elements falling between them.



TREES

Paving patterns can follow intervals of 3m along the sidewalk of Spring Street, with the rhythm expanding in different ways and spilling onto Spring Street once they reach the character nodes.

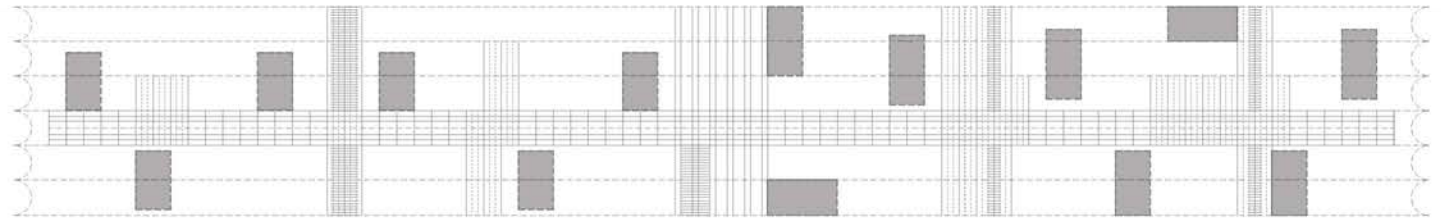


PAVEMENT

The ground level building faces are also based on a 9m grid, emphasizing Spring Street rhythm with the rest of the street elements.

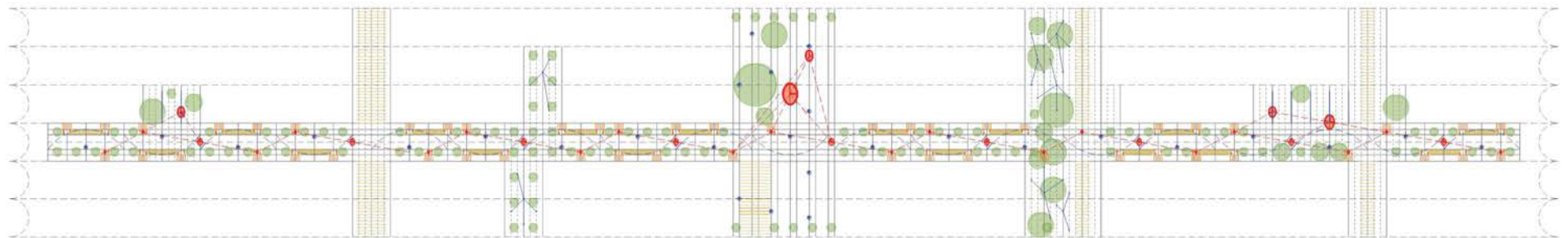


**DIVISIONS**



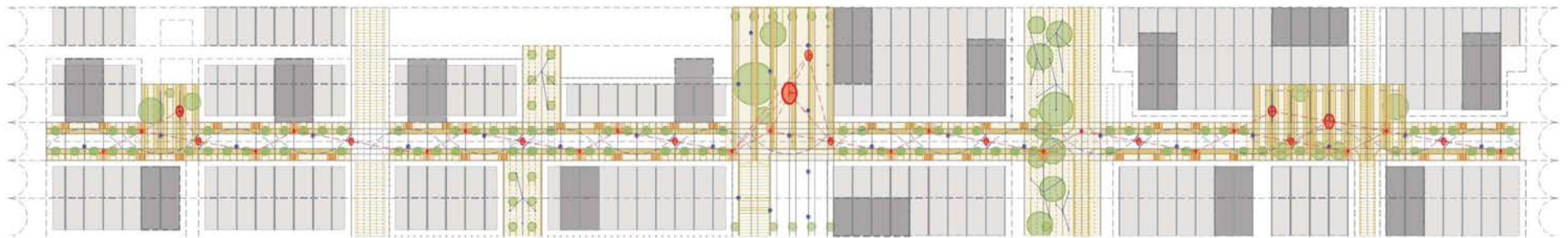
**TOWERS**

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ALL COMBINED

Here all the elements come together, and some start to couple together, such as street lighting and drop off spaces.



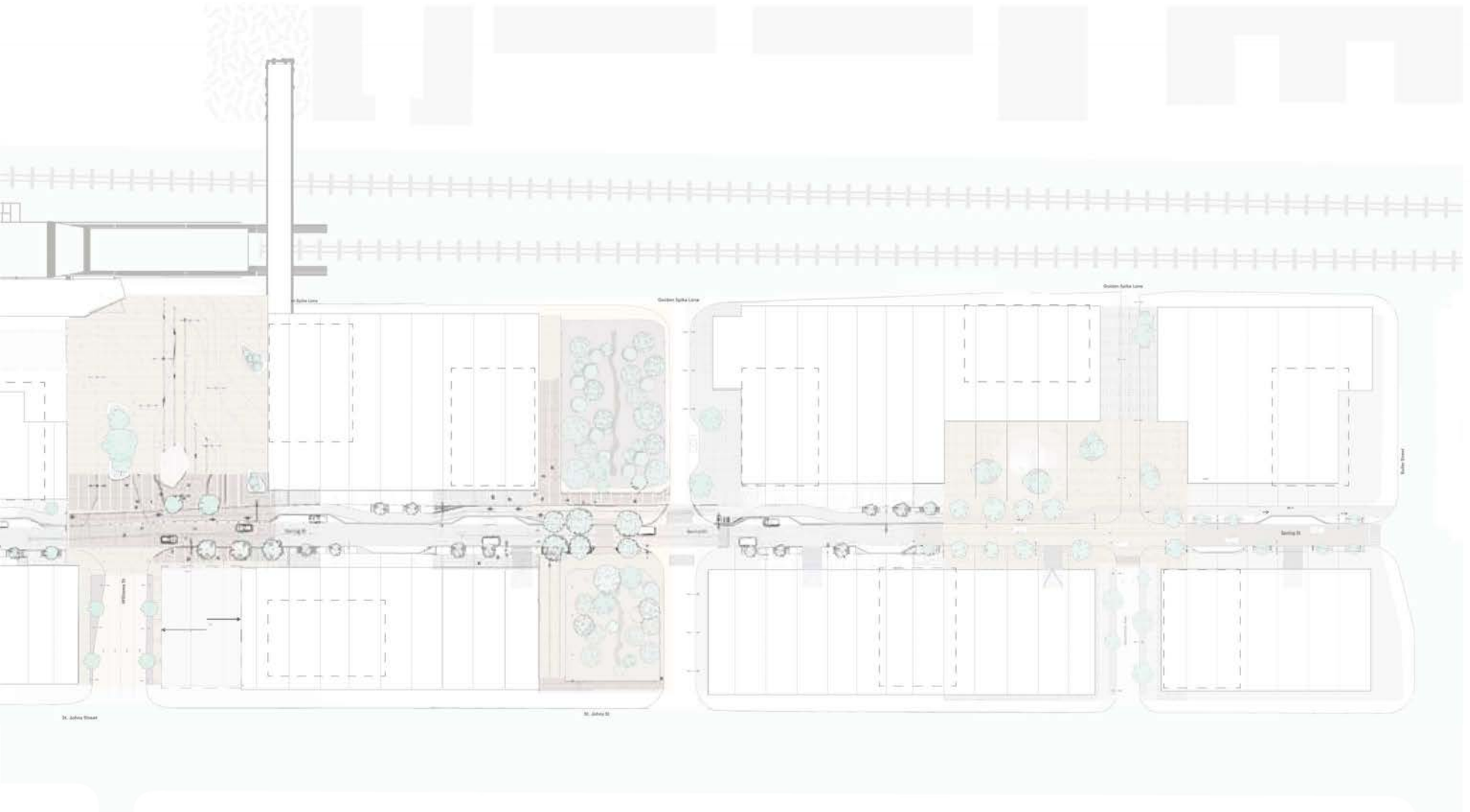
ALL COMBINED + BUILDINGS

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Diagrammatic Precinct Plan







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Vancouver, British Columbia  
CANADA V6E 3C9