

[BYLAW NO. 8151, 2019]

## #1 Queensborough Industrial and Mixed Employment

The Queensborough Industrial and Mixed Employment industrial areas, identified as Development Permit Area #1 [see Map C], are designated in order to provide areas of heavy, light and “ultralight” industrial, and related employment land use. The area is also intended to provide a transition between heavier industrial areas and residential areas. Mixed Employment areas will include light and “ultralight” industrial, office and other related employment uses. The only residential development permitted is that which is ancillary to businesses (i.e. caretaker suites) on these properties. Retail is not permitted unless it is ancillary to another permitted use. Industrial areas will include heavy and light industrial uses. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of industrial and commercial development.

### DESIGN GUIDELINES

#### ARRIVAL POINTS

Howes Street between Highway 91A and Westminster Highway/Boyd Street I.1  
is the main arrival point to the business area of Queensborough. Properties within this development permit area that have at least one property line along Howes Street must comply with the guidelines in this section, in addition to complying with the other guideline sections of this Development Permit Area.

Building siting and massing must help to create a sense of arrival and a more pedestrian scale environment on Howes Street. Buildings must give the impression of “fronting” onto Howes Street although vehicle and pedestrian access may actually be taken from an alternative street. Consider the following:

- Locate buildings toward the Howes Street property line with off-street surface parking behind the buildings (i.e. on the side of the building facing away from Howes Street).
- Locate and design buildings to address both frontages at the corner of the intersection of Howes Street and Westminster Highway/Boyd Street.
- Use a building-height to right-of-way width proportion that reinforces a pedestrian scale streetscape.
- Create a cohesive streetscape by using a similar alignment of windowsills, building and roof lines, cornices, floor-to-floor spacing along the street block.

### ARRIVAL POINTS CONTINUED

- I.2** Design facades and windows to contribute to an interesting, pedestrian friendly environment. Street level windows that provide visual penetration into the building must be integrated into facades fronting onto Howes Street. Consider the following:
- Use architectural elements (e.g. fenestration, vertical and/or horizontal design elements, secondary roof elements) and/or material or colour change to enliven the façade.
  - Ensure blank walls do not occupy over 50% of the frontage onto Howes Street, and a section of blank wall does not exceed six linear metres (20 linear feet) without being interrupted by a window or entry (if applicable).
  - Design windows to encompass a minimum of 40% and a maximum of 80% of the building front linear frontage.
  - Use windows which are of clear glass (e.g. not tinted, reflective or opaque).
  - Use windows which are rectangular or square in proportion, except for accent windows which may have a unique shape.
  - Locate showrooms or other active uses (e.g. manufacturing activities) where they will provide visual interest for passing pedestrians.
- I.3** Buildings must have a “signature” character. Consider integrating feature architectural elements or other signature elements.
- I.4** Each development must provide within their property along Howes Street a publicly accessible sidewalk or multiuse pathway separated from the street by a landscaped boulevard with street trees.

### CHARACTER

- I.5** All buildings and developments must be designed to have a high quality, cohesive appearance that enhances the overall character of Queensborough. Consider the following:
- Use an architectural approach (i.e. massing, facade treatment, detailing, materials and colour choice) which is harmonious with the riverfront community context.
  - Design all principal and accessory buildings within a development and/or all elements of an individual building, to the same architectural style.
- I.6** Provide public art to help enrich outdoor spaces and create pedestrian scale landmarks. Use art that highlights Queensborough’s sense of place and is unique to each location.

## SITING

The layout of industrial operations, including truck access and egress and open loading areas must be designed to mitigate industrial emissions and noise impacts on adjacent residential land uses. Consider the following:

I.7

- Site buildings to facilitate the location of loud industrial activities (e.g. loading and unloading) away from residential areas.
- Ensure outdoor storage containers and/or goods stored in the open are visually unobtrusive.
- Provide landscape buffers at the site edge adjacent to residential land uses. Protect landscape buffers from industrial operations with a fence.

Building siting must respect the existing neighbourhood and site context. Consider the following:

I.8

- Site buildings to retain and enhance heritage assets by incorporating them into the development of the site, wherever possible, including buildings, engineering works and/or cultural landscapes, as well as significant landscape features (e.g. mature vegetation and trees, distinctive landforms).
- Design new buildings in proximity to heritage assets to be compatible with their historical context without literally imitating older building styles. In these cases, new buildings should provide an original interpretation of the traditional building style (i.e. draw inspiration from fundamental design characteristics) while continuing to reinforce traditional development patterns and rhythms.
- Minimize the impact of noise and exhaust to pedestrians and neighbours. Locate service areas and mechanical equipment (e.g. utilities, HVAC, meters) at the rear of buildings and away from neighbouring residential uses. Minimize visibility of service areas and mechanical equipment from streets, open spaces and neighbours (e.g. screen, reduce service and garage opening size, use shared service areas).

## HERITAGE

Each development must follow the Standards and Guidelines for the Conservation of Historic Places in Canada for all physical work to heritage assets.

I.9

Reuse historic industrial and agricultural artefacts on redevelopment sites (e.g. as public art).

I.10

### FACADES

- I.11** The facades of all building walls that face public or internal streets, drive aisles, pedestrian pathways, parks or open space must provide visual interest. Use architectural elements (e.g. fenestration, vertical and/or horizontal design elements, secondary roof elements) and/or material or colour change.

### ENTRANCES

- I.12** Primary pedestrian entrances into buildings must be integrated into the design of the building, yet be clearly expressed. Consider the following:
- Articulate massing to identify building entrances (e.g. tall voids, central mass, recessed entry).
  - Frame with a secondary roof element (e.g. porch) to identify building entrances and protect from weather.
  - Highlight pedestrian entrances to the buildings more than vehicle entrances.

### WINDOWS

- I.13** Use strategies to facilitate passive heating in cooler months and reduce unwanted heat gain in summer months. Consider the following:
- Ensure a solar heat gain coefficient of 50% or better for south facing windows to maximize solar gain during winter.
  - Use exterior shading devices (e.g. awnings, canopies, overhangs, light shelves, louvers) which provide shade from the high summer sun, but provide solar access to the low winter sun. Use these devices particularly on south facing windows.

### ROOFS

- I.14** Rooftops must appear clean and attractive and in keeping with the architectural style of the building. Consider the following:
- Locate and screen mechanical and service equipment such that it appears as an integral part of the building when viewed from any angle.
  - Finish the surface of roofs with a material that is attractive and easy to maintain to a high level of neatness.
  - Design roofs to reduce the urban heat island effect.

**MATERIALS & COLOURS**

All principal and accessory buildings within a development must use a cohesive palette of materials and colours that is consistently applied and contributes to the overall quality of the community. Consider the following: I.15

- Use an industrial palette of wood, concrete, metal or brick and muted paint colour tones (e.g. Benjamin Moore’s Historical Vancouver True Colours).
- Consistently apply materials to all sides of a building (i.e. do not emphasize the principal facade with lesser treatment on the other facades).
- Change building materials and/or colours at interior or “reverse” corners of a building, not at exterior corners or at changes in a facade plane.
- Use details (e.g. reveals in concrete buildings) and accent colours to highlight architectural elements (e.g. building entry) and provide visual interest. Use an accent colour which is harmonious with the main colours of the materials and colours palette.
- Use matte finishes or finishes with a low level of reflectivity. Reflective materials (e.g. mirrored glass, polished stone) should be avoided.

Each development must use building and hardscape materials that are durable and appropriate to their use, the local climate, and the urban environment. I.16

**OPEN SPACE**

Each development must provide outdoor space for use by employees. Design to be of a usable size and configuration. Consider the following: I.17

- Hard and soft landscaped areas such as courtyards, patios, lawns and/or naturalized open space.
- Seating options such as benches, moveable chairs and/or tables. Provide seating options suited to different weather conditions such as areas that capture the sun, are shaded (e.g. by building canopies or trees) and/or are sheltered from wind and rain. I.18

Each development must provide pedestrian circulation that connects between work areas and employee open space. I.19

### TREES & PLANTING

- I.20** Each development must use the BC Society of Landscape Architects' and BC Landscape and Nursery Association's "BC Landscape Standard Guidelines (Latest Edition)" in specifying, selection, site preparation, installation and maintenance of all trees and other plant materials.
- I.21** Each development must integrate trees, including shade trees Consider the following:
- Retain existing mature trees wherever possible. Where tree removal is unavoidable, replace with a number, species and size of trees that creates equal value.
  - Plant new trees in all employee parking and open space areas.
  - Locate deciduous trees on the south and west side of buildings to provide shade and minimize unwanted heat gain during summer and provide solar access and passive solar gain during winter.
- I.22** Tree species and other plant materials must be of high quality, suited to their purpose and contribute to the overall quality of the community. Consider the following:
- Choose species that are successful in the urban environment, easy to maintain, are non-invasive and suited to Queensborough's high water table. Selected tree species should also have less aggressive rooting habits.
  - Use broadleaf deciduous tree species, wherever possible, for all shade trees including trees in parking areas. Select species that have a minimum mature height of 15 meters (49 feet).
- I.23** Plant all trees so that they will successfully become established and develop a full canopy over time. Consider the following:
- In parking areas, plant shade trees at an approximate ratio of one tree for every five spaces. Plant trees in a minimum 3 metres (9.8 feet) wide continuous trench and protect trees with bollards or tree guards.
- I.24** Develop and/or enhance areas of understory vegetation using diverse, multi-storey planting which will support habitat for smaller wildlife, songbirds and important pollinators such as bees, butterflies and dragonflies.

### SAFETY

- I.25** Each development must provide a Crime Prevention Through Environmental Design (CPTED) report outlining the use of CPTED strategies in the design of developments and buildings, including open space.

## TRAILS & GREENWAYS

All waterfront properties must provide public access to the river. Consider the following: I.26

- Provide public features at key points, such as waterfront lookout points, rest spots and entry gateway elements.
- Design all elements of the Perimeter Trail to have a high quality, cohesive appearance that harmonizes with the riverfront community context.
- Use a cohesive palette of durable, high quality materials which are appropriate to the use and the local climate. Maximize the use of environmentally responsible materials.

Each development adjacent to any trail or greenway, as identified on the Parks, Trails and Greenway Streets Map, must set buildings and other structures well back from the walkway. Ensure the separation between private and public space is visually and physically well-defined (e.g. planting, low fences, hedges). Ensure there are no barriers to public access to the walkway. I.27

## LIGHTING

All public and semi-private walkways, gangways and parking areas must be equipped with lighting. Consider the following: I.28

- Use unobtrusive fixtures which are consistent with the architectural style of the development.
- Use shielded down lighting that provides for security, ambient lighting and enhances architectural and landscape details but minimizes light pollution. Lighting should be shielded so as not to affect navigation.
- Minimize energy used in exterior lighting by using energy efficient lighting (e.g. LED, solar-powered) and timer, motion or photo-activated lighting for all exterior areas, including walkways and driveways and for security lighting.

## SIGNS

Signs must be designed to be consistent with the architectural style, scale and materials of the development and/or building and its surrounding context. Consider the following: I.29

- Integrate signs into the detailing of the building (i.e. not applied as an afterthought) but subordinate to the overall building composition.
- Make signs visible from the street without being visually obtrusive. Design the size, location and information to be oriented to pedestrians.
- Use indirect lighting from fixtures that are integrated into the overall design and character of the development and/or building.

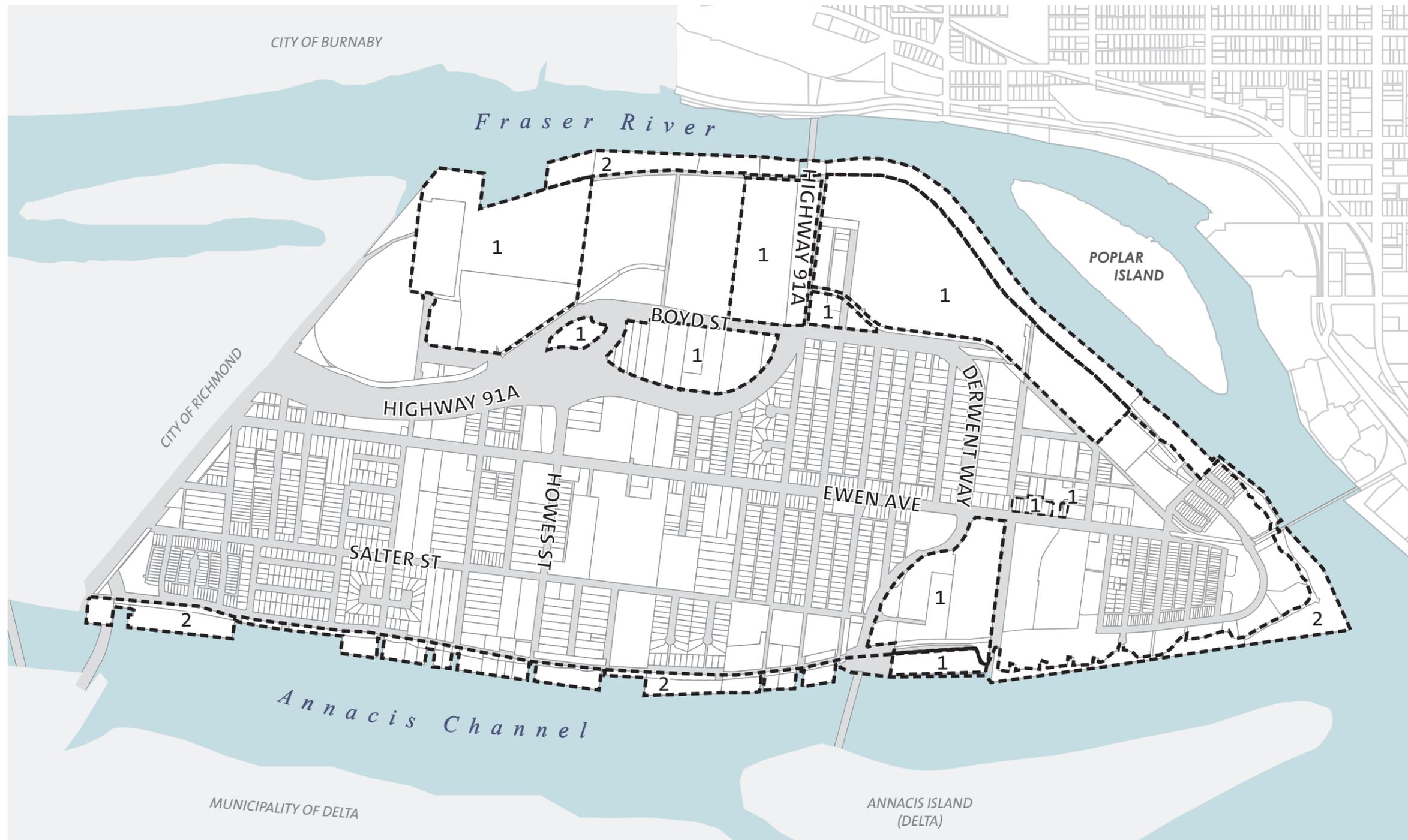
### ACCESSIBILITY

- I.30** Endeavour to make all walkways, building entrances and amenities of a site accessible by people of varying ability. Consider the following:
- Build sidewalks and walkways a minimum 1.8 metres (5.9 feet) wide with non-skid, uniform walking surfaces.
  - Locate site furnishings (e.g. lighting, bollards, signage, guardrails, seating) where they will not impede easy passage for those using a mobility device (e.g. wheelchair, scooter) or people who are visually impaired.
  - Locate parking for those with ability challenges close to building entrances.
  - Use light fixtures that emit white light (i.e. not orange light) in all outdoor areas. White light facilitates better visibility.

### PARKING & ACCESS

- I.31** All parking associated with a development must be located and designed to reinforce a pedestrian oriented neighbourhood character and scale. Consider the following:
- Visibly and physically separate pedestrian walkways between work areas and employee parking areas (e.g. distinguish through grade separation, bollards, trees in tree guards, distinct paving).
  - Minimize the number of times driveways and/or internal streets cross sidewalks.
- I.32** New development must not result in an increase in the number of rail line crossings which would result in an increase in train whistles. Remove or consolidate existing driveways, wherever possible, to reduce the need for trains to whistle.
- I.33** Infrastructure for electrical vehicles for light industrial, commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.

# Map C Industrial And Mixed Employment Development Permit Areas



**Industrial and Mixed Employment Development Permit Areas**

- 1. Queensborough Industrial and Mixed Employment
- 2. Intertidal

[BYLAW NO. 7982, 2018; 8151, 2019]

DEVELOPMENT PERMIT AREAS