



## Full Group Questions and Comments:

- How do we deal with traffic once this density is added? We have traffic problems now.
- Transportation in Queensborough sucks.
- Why didn't we review the existing goals in the 1995 plan? They still work. Don't throw them out and start from scratch.
- The ecology of the area not addressed. The Douglas College report about ecology/drainage/etc hasn't been looked at.
- Ignoring the context of the neighbourhood. The current use and history of the land is more important than the zoning.
- This plan is being pushed through the community.
- Lost faith in public process during the casino process. Glad that in this case this is not a done deal and that the community can still be heard.
- Failure to think ahead. What about the future elementary and middle schools that will be needed. Land needs to be designated in the plan for this. If we don't have it in the plan we won't get it.
- Daycare should be in the school rather than the community centre.
- Need a high school separate from the middle school. Planning is only thinking of Uptown not here.
- Need the City to acquire land that we can swap with the school district. Students have to go to Uptown.
- Where has the DCC money gone - across the river.
- The School District is only planning for the mainland. Why do they get a replacement school when our students are still in portables? The schools here are being mismanaged.
- None of the Mayor's 15 year projects include Queensborough. Why is tax payer's money all being spent on the mainland?
- Want a blog on the website for people to add comments on the plan.
- Concerned about people who don't receive junk mail. Will they still get the mail out?

## Industrial, Residential and Commercial Land Use Balance

### Questions:

1. Do the suggested industrial and residential land use designations meet the goals of supporting the industrial land base and ensuring the livability of residential areas?
2. What should the plan say about the areas between industrial and residential land uses?
3. Where should commercial development be encouraged on Ewen Avenue?

## Proposed Industrial Land

- Why is industry proposed for this area (around 400 Ewen Avenue)?
- People will have to drive by through this industrial area to get to Port Royal. Ewen Avenue is the main entrance.
- Concerned about the location of parks and greenways in relation to this industrial area.
- This area should be changed to a residential designation.
- Like the industry above Boyd Street.
- It is already hard to get out of Queensborough - what happens when you add the industrial trucks? There will be a conflict with residential area.
- Want people to be able to work and live in Queensborough.
- Questions surrounding the moratorium and recent rezoning application approved on Boyne Street.
- Clarification of legally non-conforming residential homes in industrial zoned areas.
- Retaining industrial in community, perception is that it provides jobs for the community. There is a move to a different type of industrial instead of heavy industrial. For warehousing facilities, there are only 3-6 jobs per 0.5 million square feet. There is a disconnect between the perceived number of jobs created by the industrial base versus the actual number of jobs created.
- It is incumbent on the City to decide what industrial uses they want to attract. Uses need to be compatible with the community, provide jobs and meet the GVRD's goals and objectives.
- Concerned with future use on the land purchased by the Port.
- City should do a study to determine the capacity of the Port properties (i.e. how many containers, how many trucks to service them, etc.)
- Concerned that Port Royal is very far away from the rest of the City and separated further by industrial.
- Keep existing residential designations.
- No heavy industrial, buy property and develop a City Park. Light industrial may be okay, depending on user.
- Industrial land use designation (bounded by Derwent Way, Stanley Street, Ewen Avenue and the Annacis Channel) could be light industrial.
- At the Griff Lumber site, residential is preferred, and light industrial would be a second choice.
- Should remove industrial lands between Port Royal and the traditional community to the west to encourage walking between neighbourhoods.
- Want the land uses to reflect the 1995 Plan with respect to industrial and residential - it is very concerning that industry would be proposed. Rezone the industrial to residential.
- Doesn't make sense to locate industrial next to Port Royal. Keep the Port Metro Vancouver lands industrial.
- No point of having industrial or business park at the entrance to Ewen Avenue at Derwent Way. This is the gateway to Port Royal. Should be similar development (residential).
- The industrial fragments the community.
- Can't build a community with industrial lands. There are issues with the trains going by at 2am at blowing their whistles.

- Should just be a continuation of residential from east to west through the community. Maybe some shops could be located in the areas currently identified for industrial.
- Railway serves the Port and it was here first. Everyone knew the railway was here when they bought. Have to recognize the various jurisdictions that exist in Queensborough.
- Agree with the comments regarding the fragmentation and the need for a cohesive residential community.
- Group members did not like this option as they felt the industrial area would be located too close to residential areas.
- There is already concern about train noise and residents believed that more industrial would exacerbate the situation.
- For the area designated business park and industrial north of Port Royal, group expressed concern about industry and the effects on the environment and the river wildlife. Suggested need for an environmental plan. There were also concerns about the ability to be able to connect the perimeter trail through industrial sites. There wasn't a consensus on how far back the industrial should be pushed - some suggested to Highway 91 other suggested that the Business Park and west of Derwent Way would be alright.
- Some residents were concerned that because this land was being purchased by a higher level of government (federal) and that would facilitate locating a remand centre on the site. Staff explained that the remand centre is being handled at the provincial level and this would not likely be a site for a remand centre. Staff also explained that council had passed a resolution requesting that the Port not purchase this land.
- A representative of the owner for 400 Ewen Avenue was unsupportive of maintaining the property as industrial as the owner has had plans to develop the property as residential.
- Residents did have concerns about rail traffic, specifically noise and the safety of crossings. Staff explained that there is a rail line running through the site at 400 Ewen Avenue and this could be a challenge in terms of residential development.
- Residents felt that Highway 91 or Derwent Way would be better boundaries for a buffer than Stanley Street.
- We feel there have been several positive changes to the plan in response to public input. In particular we support the land east of Stanley Street and south of Duncan Street remaining as a medium density residential designation in the OCP.
- As a small but strategic land owner in the industrial designated precinct bounded by Stanley Street, Ewen Avenue and Derwent Way we look forward to continued discussion on the planned uses for this land. Our preliminary input is that industrial uses in this area appear to be inappropriate between low and medium density housing to the west and east.
- The lower south parcels of land (zoned industrial, designated in draft land use as industrial, to the west of Port Royal) should be light industrial/business park with daytime uses, a comprehensive development. Examples noted included Fraser Way in East Richmond. It was also thought this would be a good location for an Elementary School.
- There was concern over the amount of noise generated from the trains and how this would impact multi-family.
- The corner of Derwent Way and Ewen Avenue (by Stanley Street) could be for commercial uses.

- A green buffer needs to be in place between the proposed new residential and the industrial uses on the Interfor site.
- Concern over the amount of truck traffic generated by the industrial uses on the Interfor site (purchased by Metro Port Authority).
- Industrial area south of Boyd Street, west of Howes Street would be a good location for a recycling depot within the industrial land use.

### **Residential/Industrial Interface**

- Like the business park in the Interfor area. Not sure about the other business park area.
- Not as concerned about the business park areas. This type of use is less of a conflict with residential than heavy industrial.
- Industrial band along Stanley Street isolates the residential community into two.
- The rail lines are a complicating factor, but they are not going away.
- The trains and the residential may not be compatible.
- Train noise is not the problem; it is when they block Ewen Avenue.
- A business park may be a good buffer, but is the property a feasible location to build a business park, would rather see this designated as residential.
- Need to avoid disconnect between Port Royal and other residential areas and maintain industrial.
- Continuity from Port Royal into existing historical residential areas.
- Business park land use designation (bounded by Derwent Way, Stanley Street, Duncan Street and Ewen Avenue) could be commercial at grade with residential above. Create a sound wall along Derwent Way and take access from Stanley Street.
- Could create buffers.
- Use of berms might be an idea.
- Trees work well between the shipyard and housing.
- Use the buffer as part of a trail network.
- Need to have substantial buffers between industrial and residential areas. Better to have light industrial/business park with day time uses.

### **Residential Area Below Salter Street**

- What if I want to keep a big lot in this area?
- Generally the vision makes sense.
- Where do new schools fit?
- More than 100 families have moved in and our kids still have to go to the mainland to go to school.
- What about where the school burnt down? Don't build a park there only to take it away to build a school - people won't let us take a park.
- Kids should be able to go from elementary to high school in Queensborough.
- Number of children in Queensborough is higher than anticipated.
- For the last 20 years we haven't seen any land for schools - don't want what happened in West End to happen here. Want to do better planning for the future.

### **Ewen Avenue**

- Should be the main street.
- More daily needs should be met along Ewen Avenue.
- Needs to be complementary to Queensborough landing. Queensborough Landing has a dentist, still need a doctor.

- Want it to be local and accessible - don't have to drive.
- Parks plan - proposed trail in between Ewen Avenue and Salter Street should go all the way to Boundary Road.
- Need services, like doctors' offices.
- Need commercial closer to Port Royal. Expand commercial around Frankie G's Pub and the existing Greek restaurant.
- Would like to see live work and higher density along the length of Ewen Avenue from Howes Street to Derwent Way.
- Like the density and style of the Via development. Replicate that along Ewen Avenue.
- Keep the commercial on Ewen Avenue.
- The former school site at Ewen Avenue at Derwent Way could be a commercial site.
- With more residents moving into Port Royal, we need more shops.
- Why not introduce more retail into the triangle formed by Ewen Avenue, Derwent Way and Duncan Street.
- Commercial was suggested all along Ewen Avenue, however many others agreed with the draft plan that the commercial should be concentrated in two nodes. Some felt that the buying power of residents living in Port Royal warranted the allocation of more commercial areas on the east end of Ewen Avenue.
- There was concern that some of the basic services were not available in Queensborough (doctor's office, grocery store).
- The plan appears to designate a small site at the intersection of Duncan Street, Ewen Avenue and Furness Street as commercial. This is a logical and central location for corner store type uses serving the Port Royal population.

## Neighbourhood Diversity

### Questions:

1. Do the designations reflect your vision for the character of the residential areas? Are there areas we missed?
2. What do you think about the introduction of duplexes on larger lots in single detached neighbourhoods? Any thoughts about design considerations for duplexes?
3. Should the area south of Salter Street have a special character?
4. In thinking about the growth projections for Queensborough, what residential characteristics need to be projected and what can be changed?

### Residential Areas

- It is logical, but is it appropriate?
- The first 2 options don't have curb and gutter?
- A lot of kids playing in the street. Concerned about the safety of the children because of the ditches. If they fall in my ditch I am liable.
- Not a problem if the ditches are maintained.
- Is the City looking at the drainage issues in the back lanes?
- Some of them are very deep - dangerous.
- How does the City look after ditches?
- Concern about driveway crossings and ditches.

- There could be a small swale in front and the back.
- Concern about ditch network in the duplex area.
- Could cover ditches then open to clean/maintain.
- Found that everyone wants to close ditches, but City isn't closing them.
- Howes Street is half covered. Staff mentioned that the pilot project has caused maintenance problems.
- If they are well maintained ditches aren't bad.
- Concerned about the City's plan for the floodplain control level and the impact on drainage.
- If you are going to go for a floodplain control level - make it all the same. Then you can drain properly in the future. Having some high some and some low keeps causing problems. Need a standard streetscape.
- The differences in FCL between houses means neighbours are fighting each other.
- Solution? Go with the lowest one. This is what has existed for many years. Staff noted that this is lower than the provincial standard.
- Maintain existing grade and make bigger crawl space. Staff responded that this might be an acceptable format.
- See the settling in the neighbouring properties that haven't been raised.
- The area close to school can be denser, so that more families can live close to school.
- Queensborough is very haphazard, needs an overall view.
- There is a mishmash of uses.
- There may be a trend toward multi-family, townhouses but there is still a need for large single family dwellings for those with extended families living together.
- Encourage development through zoning, respond to market.
- The traditional community could have higher density along Ewen Avenue.
- Strip of higher density along Ewen Avenue seems like a good idea.
- Would like to see higher density along Ewen Avenue with small shops like Spagnol's.
- Queensborough is underserved by the City - would like to see the services that everyone else in the City has. Think we need RCMP instead of New Westminster Police. Too expensive for the City to have its own police force.
- Overall the group was generally supportive of the residential areas identified.
- Liked the idea of continuing the Thompson's Landing type development further east along the river and some thoughts were perhaps this could be extended further east.
- The designations generally reflected their vision.
- Garden suites are okay on larger sites, IF City matches infrastructure for increased density and suites are small. Did not like the small lots on Carter Street, parking issues.

### Duplexes

- General support.
- Agree that they need to be designed properly, no umbilical cord.
- Have it look like a house.
- Would you have design guidelines? (*Yes. They would incorporate what we hear from Queensborough - marine theme, etc.*)
- Like duplex as a form of increasing density, don't know that the existing roads could handle more growth than that.
- Both sides of the school could have duplexes.

- Duplexes are more affordable. Allow more homeowners and less renters.
- Duplexes will not change density but create smaller, more affordable houses.
- No concern with duplexes.
- Would like to see legal duplexes and get rid of illegal suites.
- There was general support of duplexes or coach homes.
- There was some expression of interest in coach housing as an alternative option, although some were not in favour as they preferred duplexes as a more attractive option. The coach house option would be tied in with a larger process throughout the City and would be examined on a neighbourhood by neighbourhood basis at that time although the lack of lanes in Queensborough would likely be challenging in terms of implementing coach houses.
- They indicated that they would like to see form and character design guidelines for duplexes.

### **Area South of Salter Street**

- Why doesn't the area above Salter Street have the same quality of design that Thompson's landing has?
- Don't want to walk down Salter Street with two different streetscapes on either side.
- Would be nice for both sides to have sidewalks and trees - not one side urban and other side rural. Concerns are more about the street and pedestrian experience rather than the housing form on either side of the street.
- What about when the traditional area develops? Why not close ditches?
- Look at more intensive development for the traditional area like below Salter Street - with closed ditches.
- Don't mind density as long as the services are provided.
- Build on the waterfront theme, encourage the pedestrian bridge to the Quay.
- Perimeter trail should be a priority.
- Why does Aragon have Stanley Street closed?
- Utilizing the waterfront asset.
- There was discussion about the existing float homes along South Dyke Road and the servicing and upgrading requirements to make them safe.
- Many of the residents liked the "different" feel along South Dyke Road, but recognized the interesting scenery could be difficult for neighbours.
- Many residents liked the idea of new float home developments if they were serviced and safe.
- Staff explained that there are likely many contamination issues on these sites as they have been used for industrial uses.
- Staff explained how water leases work. There was discussion about the opportunity in the past for the City to buy some of the property along South Dyke Road. Residents felt that the City should have taken that opportunity.

### **Residential form Proposed for Current Industrial Area (400 Ewen Avenue)**

- Continue the same that small lot, single detached dwellings we are seeing in Port Royal.
- Add green space in this area, not just residential.
- Open access along Salter to reduce traffic along Ewen Avenue.
- What about rat runners along Salter Street?
- Build a walk/bike over pass instead.
- Open access along South Dyke Road.

- Don't lose access to Queensborough Landing from the east side of the community.

## Schools

- Fenton properties that the City owns could be swapped with people near school so that the City could then do a land swap with the school district and have room for expansion.
- If this is the population projection need to plan for school and traffic (including traffic around the school)
- A high school is needed in Queensborough.
- City should lobby for school bus service to NWSS.

## Employment

- Want to be able to live and work in Queensborough. This would reduce traffic.

## Growth

- More growth in the last 5 than in the next 5 so the number (growth projections) is too high.
- Still safe to go with those numbers to make sure we are planning for amenities.
- Need a profile of who lives in Queensborough. Demographic information is needed - now and historically to help guide zoning.
- If young families continue to live in Queensborough, need development of more affordable housing options.
- Need projections based on projected trends and historical trends.
- Expectation of what will happen and what is there.

## Transportation

- Traffic issues are huge.
- No one is going to build a new bridge - need to address traffic. What happens in an emergency?
- The pedestrian bridge would help with evacuation.
- A street plan is needed. Roads and infrastructure are in integral part of the plan.
- Infrastructure and transportation are critical factors.
- Ditches are potential useable land for sidewalks and larger roads.
- Build a non-pedestrian bridge, for cars, from the Quay to Queensborough.
- Traffic is an overriding concern and will only get worse for those trying to get out of Queensborough.
- Parking - need to ensure parking is on-site not on-street for residential. Don't like to use streets for over flow parking. This creates a situation where it is hard to pass as the streets are narrow.

## Parks, Amenities and Community Space

- Would like more information on parks, amenities and community spaces.
- Give attention to the walking routes to the community centre.
- What about agricultural uses? Could we have community gardens? How do we preserve agricultural uses in the face of residential growth? Would like to see a community farm.
- The City could rent the land it owns for the gardens.
- Want commitments from Casino to be put in Plan.
- The designation of Stanley Street as a linear park and pedestrian corridor is a positive and progressive approach.

- City should initiate a community garden along Fenton Street, at the City owned property.
- Queensborough needs a pool.
- Policing Issues- there needs to be a small police hub in Queensborough.

### **Wildlife and Habitat**

- Include habitat and ecology issues.
- Muskrats, ducks and frogs should be considered.

### **Additional Comments**

- Submit information about the Queensborough Plan to the Queensborough times.
- Residential characteristics that need to be protected and what can be changed.
  - Sikh Temple and the adjacent area - there are large houses in this area which provide housing for the Sikh community which like to have their extended family in one home.
  - Queensborough Community Centre.
- City should implement water meters so that service is more equitable and conservation is increased. Could also save tax dollars by reducing meter-reading employees.