



# Queensborough Eastern Neighbourhood Node

## Community Open House

# Queensborough Eastern Neighbourhood Node

# The Plan Area

## Description

The plan area consists of approximately 8.53 hectares (21 acres) and contains 46 independent lots as outlined in red.

The lands under application amount to 4.11 hectares (10.16 ac) and are identified in yellow on the adjacent map.

## Current Uses

Most of the land under application west of Mercer Street is undeveloped.

The land under application east of Mercer includes the current dog park, City tow yard, and City animal shelter.

The majority of the remaining lands are used primarily for residential use, a pub, and other commercial/light industrial uses.



## Opportunities

- A rich local history and character
- Distant views including Poplar Island
- Green buffers and landscaped edges
- Potential connection to transit network
- Open space and environmental diversity
- Proximity to the river via existing greenways and trails
- Connections to bikeways and trails
- Neighbourhood retail and services

## Constraints

- A mix of adjacent land uses
- Rail lines
- Limited public transit
- Non-contiguous development parcels
- Flood Construction Levels (FCL)



## How We've Engaged So Far

Community Open House

Queensborough Residents Association Engagement

Visual Preference Survey and Open House Questionnaire

Neighbour meetings

City Development Review Committee

City Advisory Planning Commission

City Advisory Design Panel

## What We've Heard

Land use, density, and development concept well received

Strong support for neighbourhood supporting commercial

Support for more naturalized open spaces around Stanley Street, moving to more urban spaces around commercial node

Main concern is the existing traffic condition

Need to be attentive to industrial interface

# Queensborough Eastern Neighbourhood Node

# Proposed Land Use

The plan area is bounded by Duncan Street, Ewen Avenue and Stanley Street (Greenway). Mercer Street connects Duncan Street and Ewen Avenue. Blackley Street connects Stanley and Duncan Streets. The rhythm of the existing street network will be retained, and potential new streets, pedestrian pathways and cycling routes will be proposed to provide internal connections and reinforce existing links with the surrounding neighbourhood.

Commercial with potential residential mixed-use development is envisioned east of Mercer Street. A mix of residential uses is proposed west of Mercer Street.

Public open spaces will be located to support the mixed-use and residential developments and provide neighbourhood amenity spaces.

The overall vision includes developing this new neighbourhood with a mix of uses and public spaces that fits into Queensborough with a distinct character and identity.



Low Density Residential (retained)

Medium Density Residential

Commercial with potential residential mixed-use

Site boundary

Blackley Street Spine

Mercer Street Spine

Potential neighbourhood Street/mews/lane

## Low Density Residential

The low density residential portion of the application applies to approximately 8,250 square feet of land that fronts on Ewen Avenue.

The application is to develop that portion into two lots of +/- 4,000 square feet in a manner similar to the existing lot pattern along Ewen Avenue. Each lot would have a single-detached dwelling.

## Medium Density Residential

The residential component of the proposal is on the lands designated Queensborough Comprehensive District and Main Street in the Official Community Plan.

In total, these lands amount to approximately 7.72 acres, and would contain approximately 185 townhouse or other ground-oriented housing units at a density comparable to what exists in the neighbourhood. The total density may be lower if compact lot development is also included.

## Mixed Commercial

The mixed commercial area is approximately 2.25 acres in size. This location is planned for the commercial node consisting of approximately 30,000 of plaza-type commercial retail space.

The intent is to introduce retail and service uses, such as small grocers or pharmacy into the neighbourhood to service daily needs.

There is also an opportunity to add office or residential above the commercial to a maximum of four storeys.



# Queensborough Eastern Neighbourhood Node

# Development Principles

## Connections and Circulation

Integrate new movement systems into the surrounding vehicular, pedestrian and cycling networks.

## Edge Conditions

Create positive interfaces with existing and future edge conditions including the Stanley Street Greenway, adjacent industrial use, new residential development, streets, and railways.

## Identity and Character

Develop an individual identity for this new neighbourhood that reflects the existing natural and industrial characters of Queensborough and is compatible with the Port Royal Neighbourhood.

## Neighbourhood Amenities

Integrate the Stanley Street Greenway, Duncan Street pedestrian improvements, and a commercial and social node. These amenities will benefit the local and neighbouring community.

## Sustainable Design

Integrate visible and practical stormwater management systems into the overall site design supported by a balance between hard and soft landscaping.

Support sustainable design objectives through compact building forms and a mix of uses and densities that optimize open space and walkability.

## Safe Community Design

Orient front doors (eyes) to the street to support safety and walkability.

Ensure lanes, parking and service areas are designed with safety as a priority and traffic calming is incorporated into the street design.



## Queensborough Eastern Neighbourhood Node

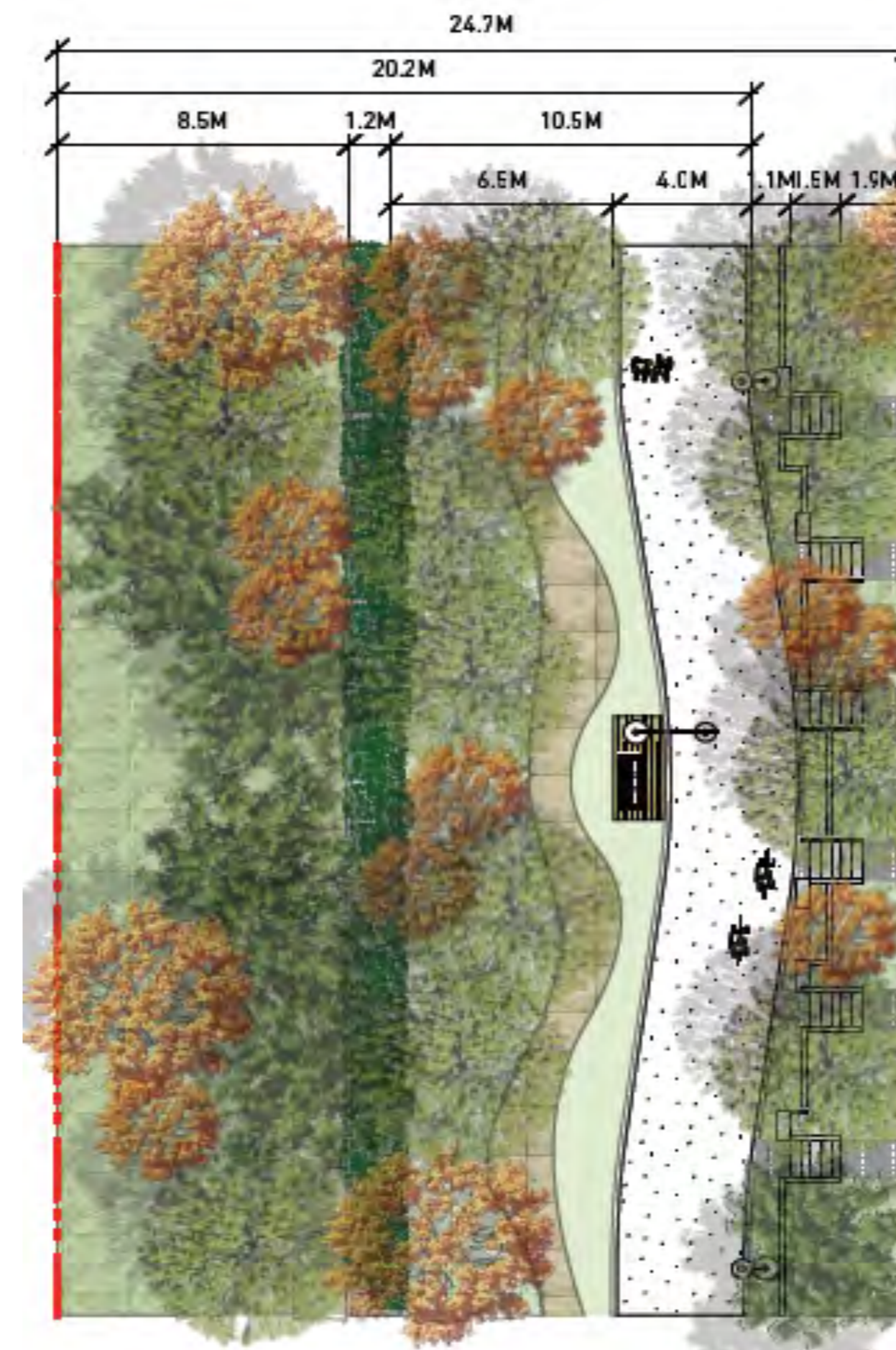
# Public Realm and Streets

In addition to conveying people and vehicles, the public streets and spaces are how most people experience a neighbourhood. Their treatment is how a neighbourhood's character is defined.

The proposal includes the development of the Stanley Street Greenway as the main green element, and contemplates improvements to neighbourhood streets, and particularly pedestrian/vehicular improvements to Duncan Street.

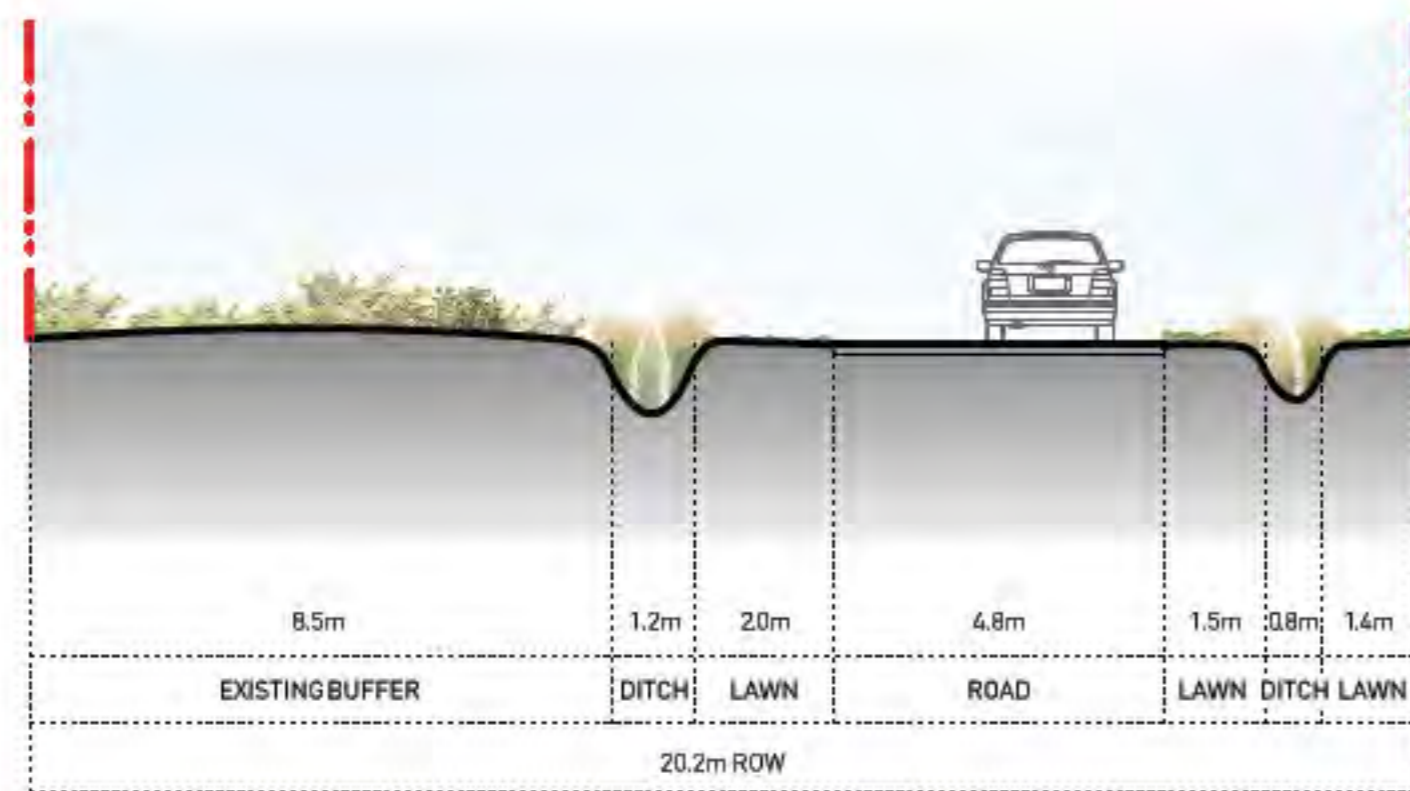
The following points describe the character of the streets and public realm area that will inform the development guidelines:

- Ensure the safe and efficient movement of people and vehicles
- Minimize conflicts between different types of traffic
- Create continuity and legibility for pathways
- Introduce neighbourhood gathering places in the commercial area
- Consider Mercer Street as the main organizing street
- Feature the Stanley Street Greenway as main greenway, and treat with soft, native landscapes
- Incorporate a naturalized, less structured approach to landscape
- Express a heavier character to reflect industrial context for built elements such as street furniture
- Include visible sustainability features for function and character
- Ensure pathways and public realm spaces are safe



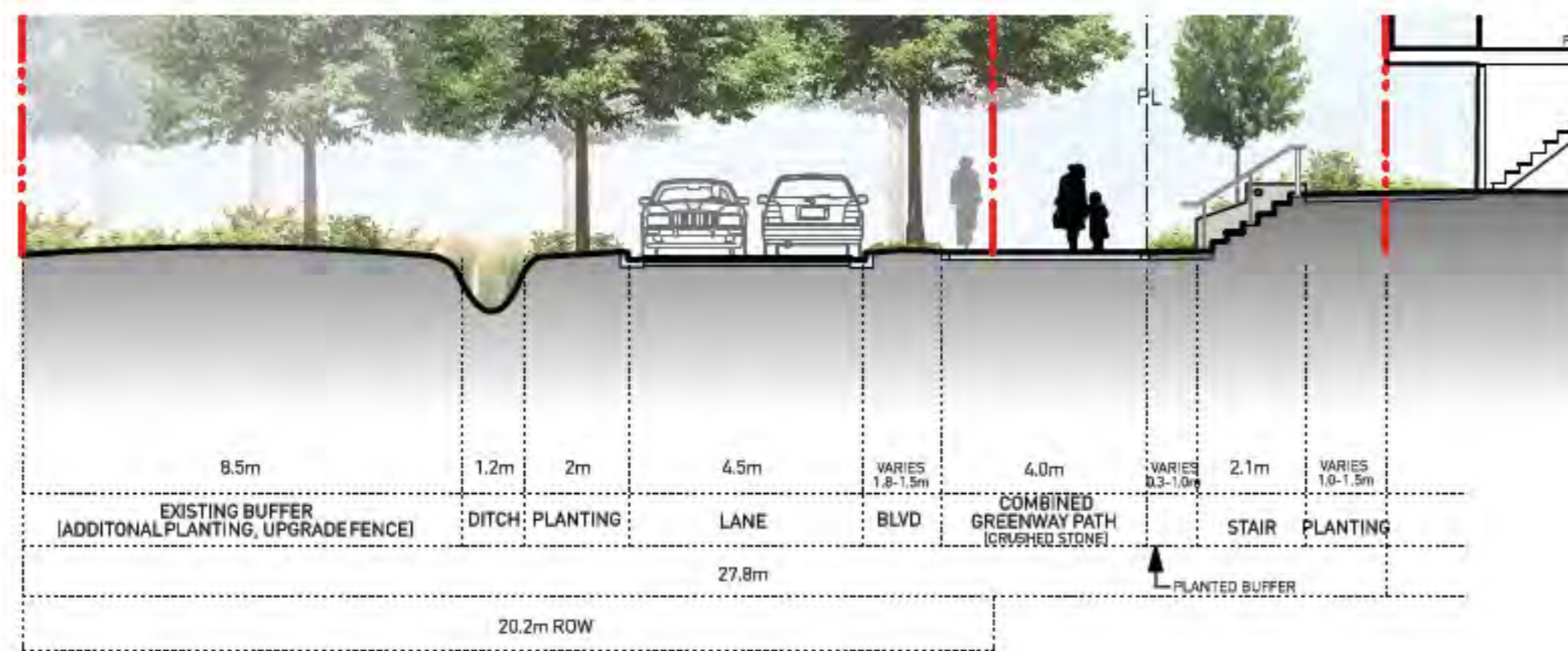
## South of Blackley (Portion needed for vehicles)

Existing Condition  
(All Dimensions are approximate)



### Stanley Street/Shared Greenway

- Ditch stays in current location
- Western road edge remains in current location
- Planted buffer allows for meandering greenway path



SECTION 1

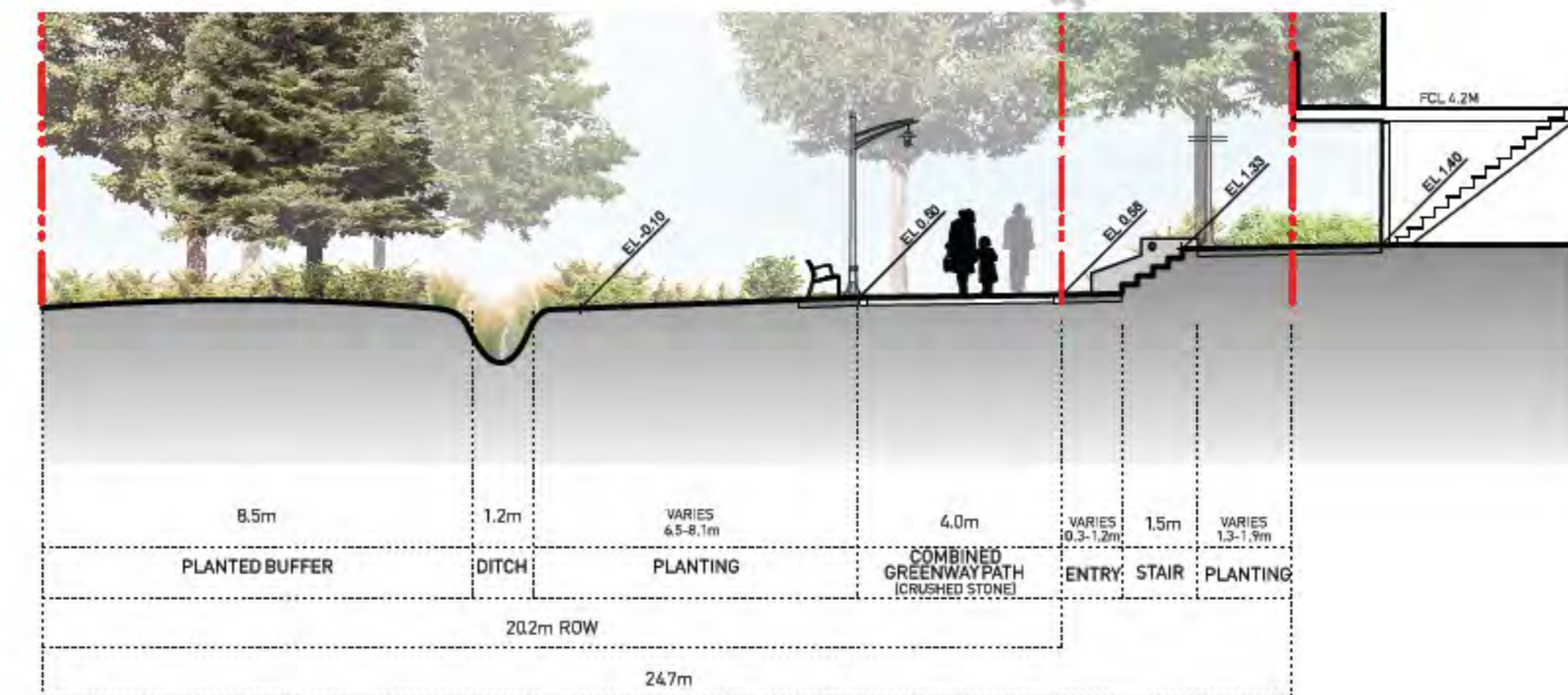
## North of Blackley (Pedestrian Portion)

### Stanley Street Greenway

- Ditch stays in current location
- Pathway adjacent to east property line to maximize open space between ditch and greenway



PLAN 1:300

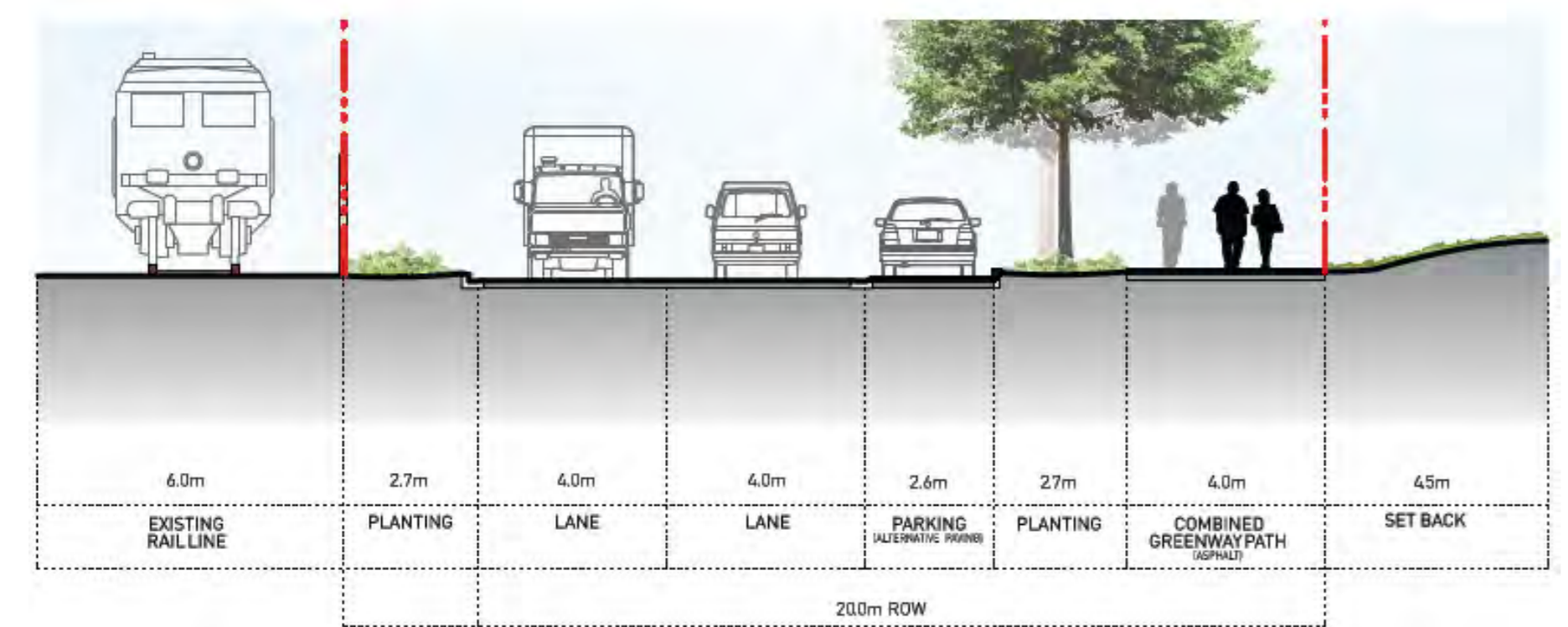
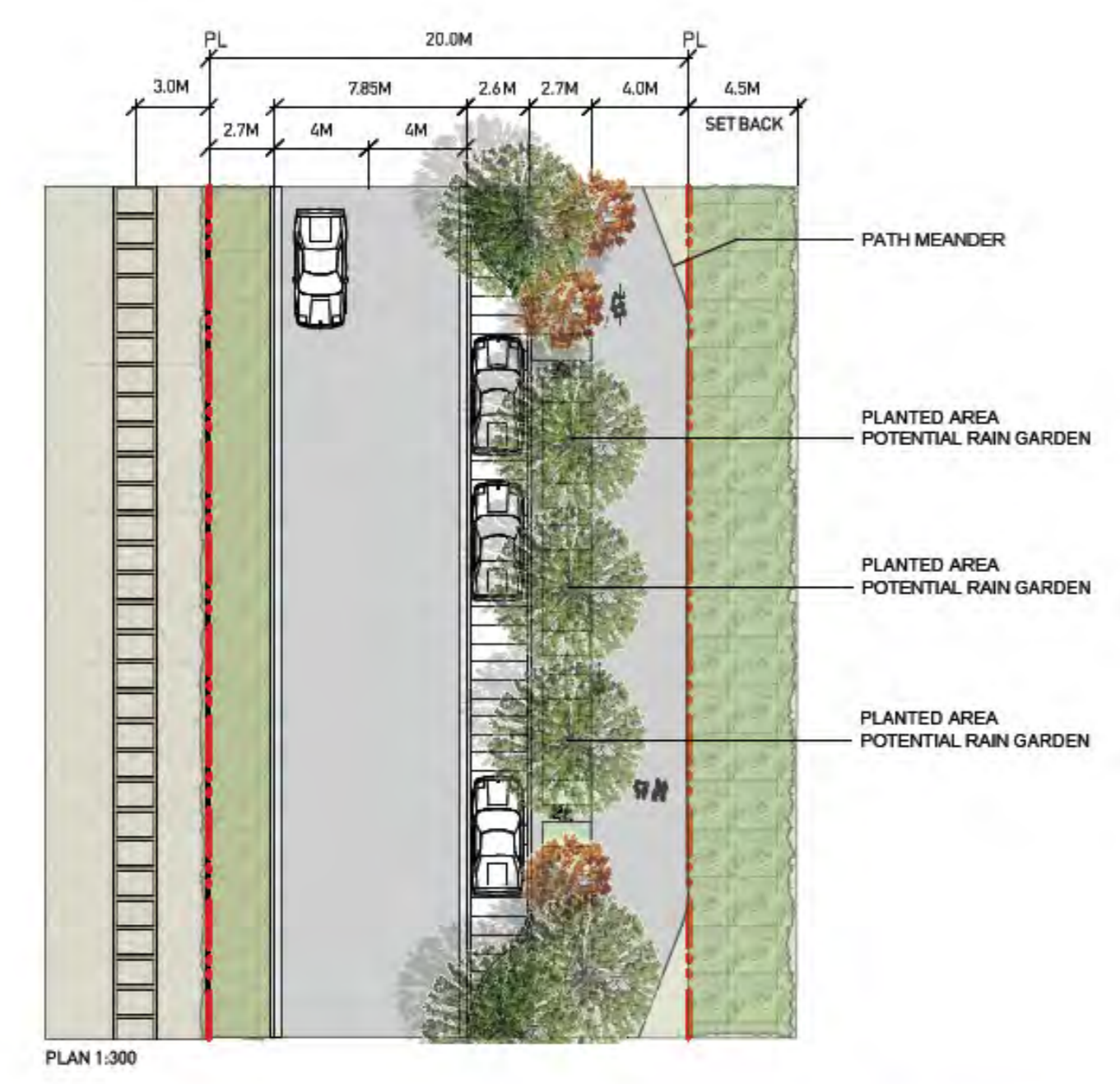


SECTION 1

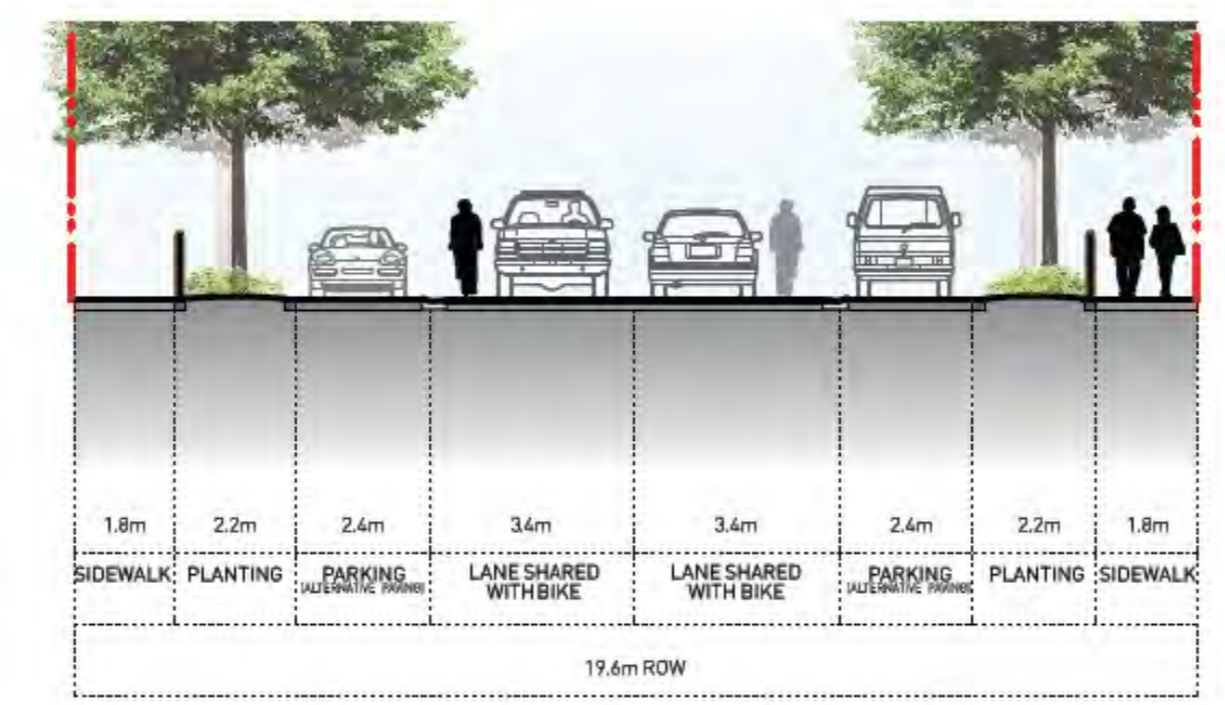
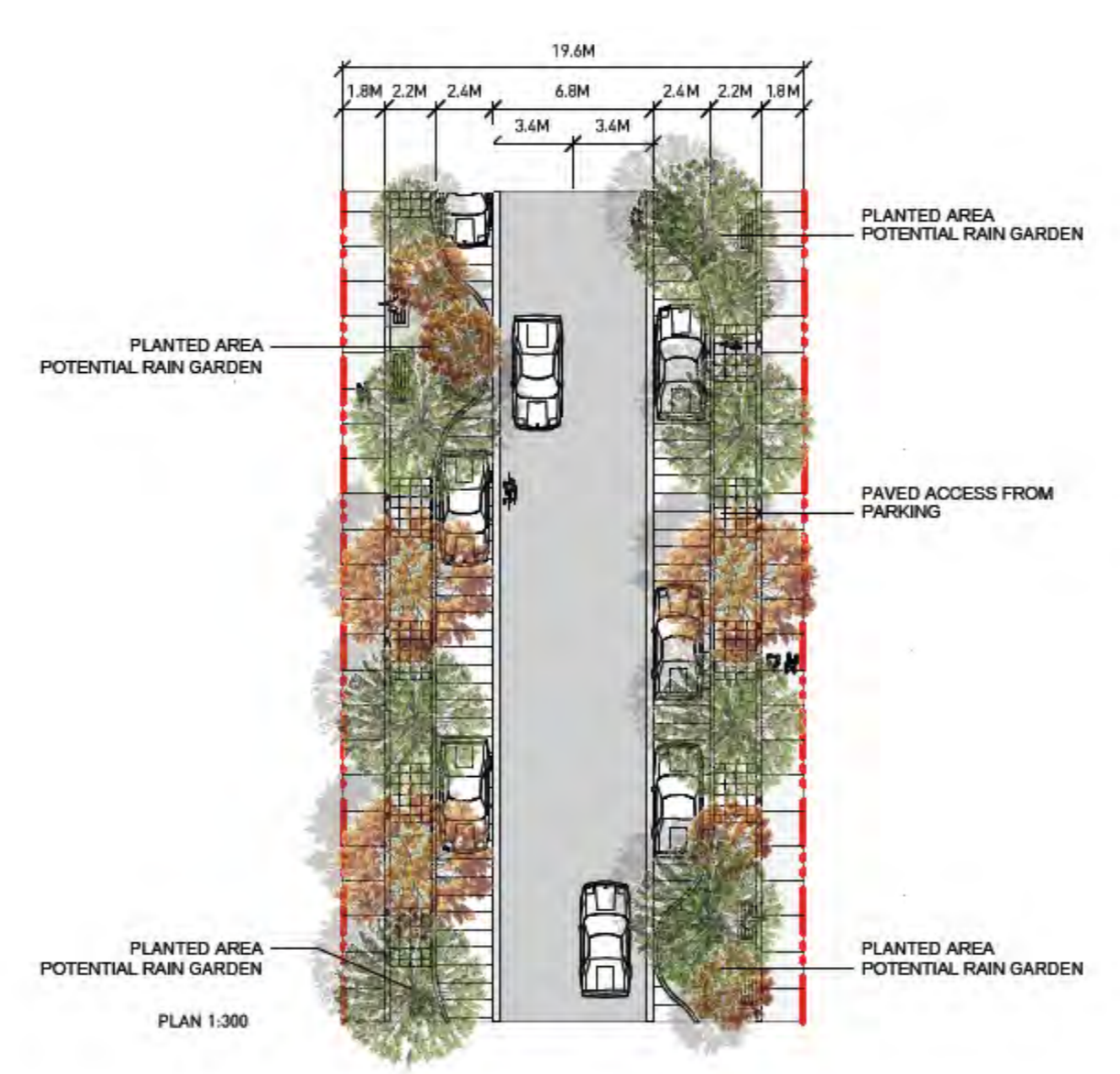
# Queensborough Eastern Neighbourhood Node

# Conceptual Street Sections

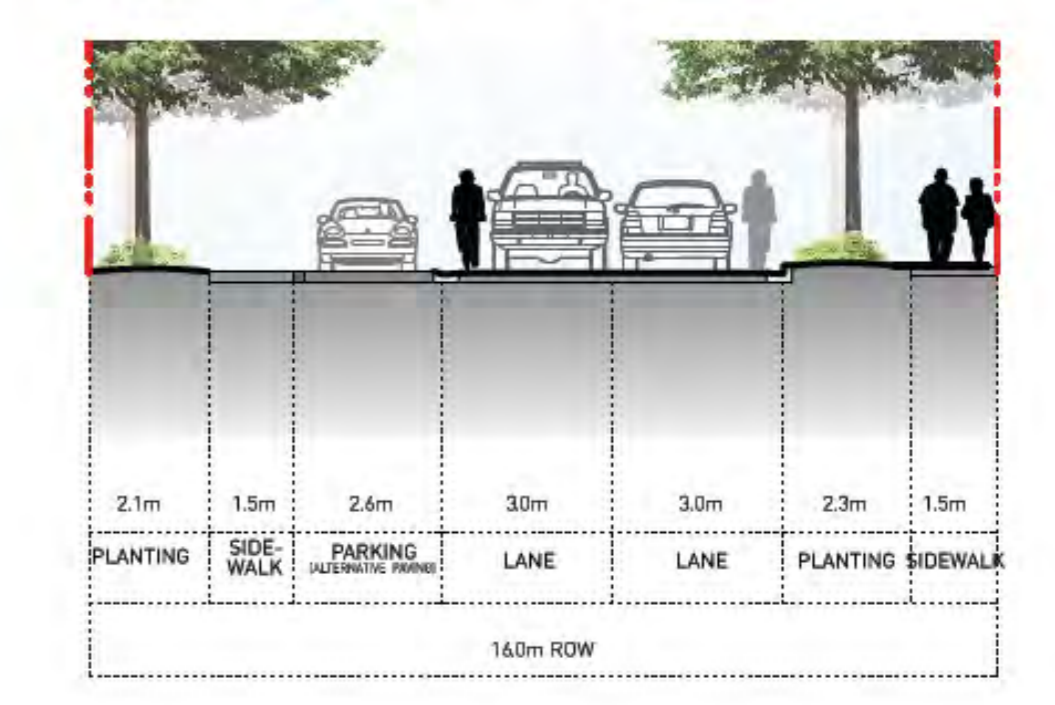
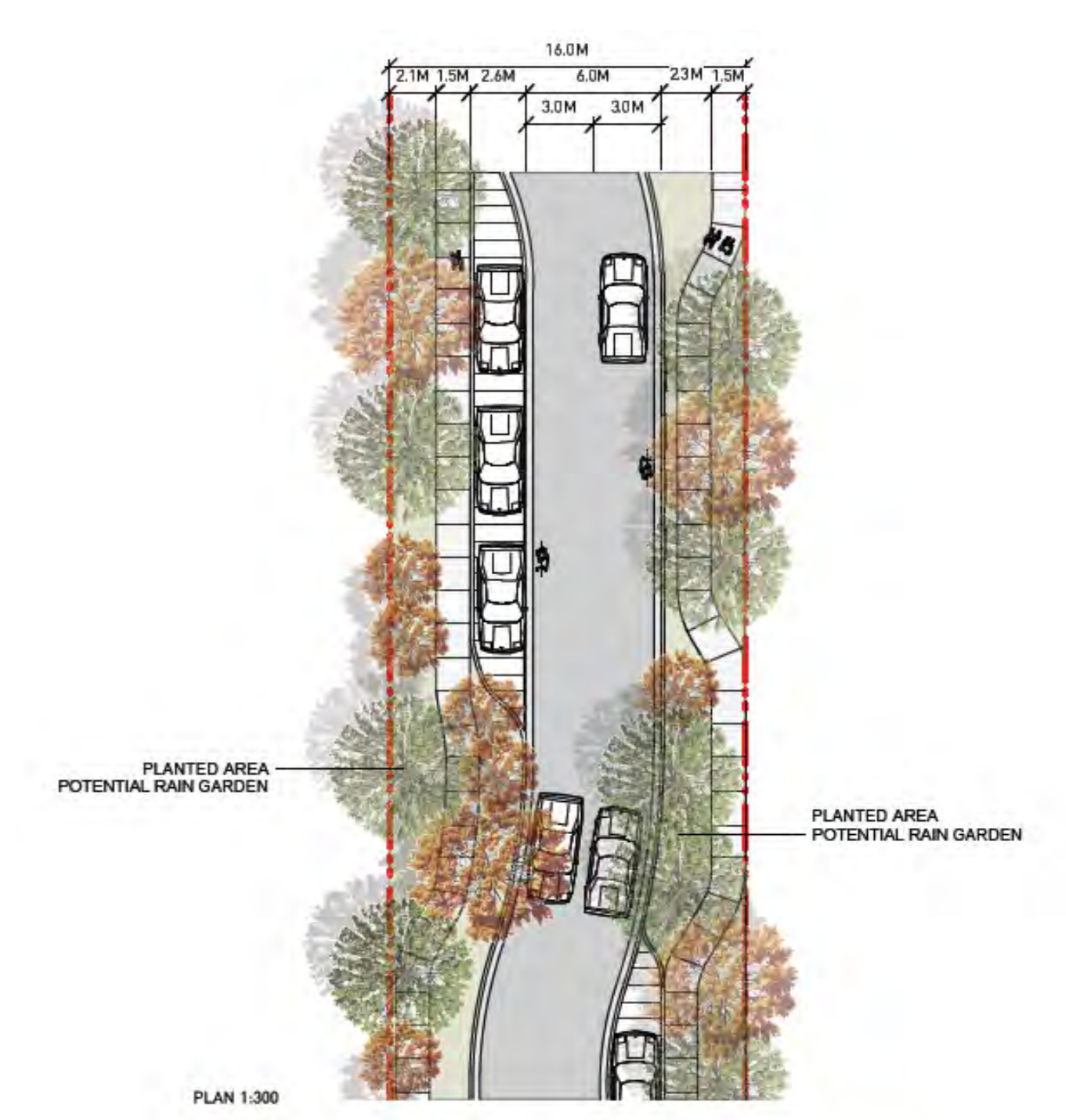
**Duncan Street**



**Mercer Street**



**Blackley Street**



## Queensborough Eastern Neighbourhood Node

# Commercial and Mixed Use

The neighbourhood scale commercial will meet retail and service needs of the neighbourhood. Potential uses include grocery, pharmacy, cafes, and services, in approximately 30,000 square feet of building.

There is an option to include residential or office above the commercial to a maximum of four storeys.

The commercial area will become a community gathering place with seating areas and amenities that draw residents together.

The following points describe the character of the commercial area that will inform the development guidelines:

- Consider the commercial area as a gateway to Queensborough
- Utilize simple building forms
- Include heavy, more industrial elements such as timber and metal in the design to reflect the industrial character of the area
- Incorporate seating spaces and suitably sized gatherings spaces
- Create a visual frontage to Ewen Avenue and strong presence at the Mercer Street Intersection
- Ensure the plaza space is pedestrian friendly
- Incorporate green elements, and soft landscaping treatments into the plaza space



## Queensborough Eastern Neighbourhood Node

# Residential Development

The residential development is envisioned predominantly as townhouse development at densities and sizes comparable to that already found in the neighbourhood. Compact single-detached lots may also be included over portions of the site.

The residential development will respect the heritage character along Ewen Avenue, as well as the adjacent industrial land on Duncan Street.

The following points describe the character of the residential area that will inform the development guidelines:

- Densities will range between 22-27 units per acre, or less if compact single-detached lots are included
- Development will respond to greenway, industrial, and residential edges
- Respect heritage homes and low density residential on Ewen Avenue
- Convey a neighbourhood identity that reflects industrial and marine context yet respects Port Royal's craftsman style
- Simple building form and character
- Include heavy timber and metal elements, including industrial inspired cladding materials
- Incorporate softer, more naturalized landscaping to reflect natural character



The primary concern raised to date is traffic and transportation, and specifically the regional transportation issue at the Queensborough Bridge. That network is under the jurisdiction of the Ministry of Transportation and Infrastructure, and upgrades are not contemplated at this time.

Another traffic issue is the existing challenges with the mix of industrial and residential traffic. In response, a number of upgrades are contemplated at the area intersections. The Duncan Street upgrades will also further these efforts.

The proposed residential and commercial project would generate about the same, or potentially less, daily traffic volume than if the lands were developed under their current Light Industrial zoning. Also, most of the trips would be in personal vehicles, whereas development under the current Light Industrial zoning would generate a greater percentage of truck traffic.

The introduction of the neighbourhood commercial will provide an option for residents to meet their daily needs within walking distance, which will reduce traffic generated by the neighbourhood.

Further, the proposal will result in pedestrian improvements in the area, which in addition to the anticipated Quayside pedestrian bridge, will provide more transportation options for residents.

