

[BYLAW NO. 8151, 2019]

#1 Queensborough Main Street

The Queensborough Main Street areas, identified as Development Permit Area #1 [see Map A], are designated to create a “main street” feel on Ewen Avenue and on Mercer Street, and to provide a neighbourhood focus with a riverfront community character. 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 commercial and multi-family residential development.

Properties located within this Development Permit Area that are zoned Light Industrial Districts (M-1) that develop industrial uses in accordance with the zone must instead comply with the guidelines included in the Queensborough Industrial and Mixed Employment Development Permit Area.

DESIGN GUIDELINES

ARRIVAL POINTS

The intersection of Howes Street and Ewen Avenue is the main arrival point to the residential area of Queensborough. It is of utmost importance that building siting and massing help to create a sense of arrival and an attractive pedestrian scale environment on Howes Street and around the intersection of Howes Street and Ewen Avenue. Properties within this development permit area that have at least one property line along Howes Street between Highway 91A and the Howes Street/Ewen Avenue intersection, including those abutting the south side of the intersection, in addition to complying with the other guideline sections of this Development Permit Area, must comply with the following guidelines:

- Between the highway and Ewen Avenue, front buildings onto Howes Street, although vehicle access will likely be taken from an alternative street. Consider providing pedestrian access into buildings from Howes Street.
- Site and design buildings forming the north side of the Howes/Ewen Avenue intersection to have equally prominent frontage on both streets.
- Site and design buildings forming the south side of the Howes Street/Ewen Avenue intersection to front primarily onto Ewen Avenue while addressing Howes Street (i.e. help to create an attractive, pedestrian scale street).
- Enhance the sense of arrival with other special features (e.g. publicly accessible plazas at the corner, special roof shapes and/or other architectural features).

QMS.1

ARRIVAL POINTS CONTINUED

QMS.2 The area surrounding the intersections of Ewen Avenue and Mercer Street, and Ewen Avenue and Furness Street, along Ewen Avenue is the heart of the eastern commercial node and will become an arrival point and destination from the future pedestrian and bike bridge between the Queensborough and Quayside neighbourhoods. In addition to complying with the other guideline sections of this Development Permit Area, must comply with the following guidelines:

- Provide publicly accessible plazas at the north-west intersection of Ewen Avenue and Mercer Street, at the south-east intersection of Mercer Street and Blackley Street, and at Furness Street between Ewen Avenue and Duncan Street.
- Buildings will be sited directly adjacent to pedestrian plazas to help define the space.
- Buildings fronting public plazas will create a strong relationship to the public space through extensive glazing, outdoor patio or seating spaces, or other design features that connect the building to the plaza.
- Where possible, plazas should be designed to incorporate a mix of fixed seating areas with open spaces to accommodate events and other outdoor activities. The character of street furniture, fencing, landmark elements, or public art elements should reflect the riverfront industrial character of the area.
- The plazas should contain distinctive, pedestrian and accessible friendly materials, including pavers, stamped concrete, or other materials that reflect the pedestrian nature of the plaza.
- Enhance the sense of arrival to Eastern Queensborough, the commercial centre, and the Mercer High Street with landmarks and other special features (e.g. special roof shapes and/or other architectural features).
- Between Ewen Avenue and Duncan Street, front buildings primarily onto Mercer Street or Furness Street while also addressing Ewen Avenue.
- Site and design buildings along the north side of Ewen Avenue to address Ewen Avenue (i.e. help to create an attractive, pedestrian scale street) while directing primary frontage, vehicle and pedestrian access to an alternative street.
- Use a building-height that is proportionate with the combined width of the plaza and street right-of-way to help create a pedestrian scale streetscape on Ewen Avenue, Furness Street and Mercer Street.
- Preserve and integrate the existing trees into the site design, particularly the Giant Redwood tree at the northwest corner of Ewen Avenue and Furness Street.

- Provide a publicly accessible sidewalk of a width of 2.5 metres or greater along Ewen Avenue, connecting from Furness Street to Stanley Street. Separate the sidewalk from the railway line with an attractive fence and a landscaped boulevard, including trees wherever possible. Consider providing pedestrian access into sites and/or buildings from this sidewalk.
- Consider incorporating landscaping and innovative, passive seating areas (e.g. snake walls, combined seating/planter walls, etc.) to provide low level screening of parking areas, and to separate the parking areas from the pedestrian pathway along Ewen Avenue.

MERCER HIGH STREET

Mercer Street will become a unique, distinctive high street between Ewen Avenue and Duncan Street. The street fronting retail, pub, office, and service uses will provide a strong relationship with the street, creating a pedestrian-oriented street frontage with visual interest and a distinctive repetition of commercial buildings. Mixed-use buildings will further animate Mercer Street.

QMS.3

- Except for where public plazas and access points are located, buildings will be sited to create a continuous street wall along Mercer Street.
- Commercial spaces fronting Mercer Street will have their main access from the street sidewalk and will feature glazing and other design features in accordance with these guidelines to provide a strong relationship between the commercial use and the public street. A secondary access from the rear parking area may be provided.
- Building forms and design elements should follow the form and character of these guidelines, but should also strive to create a distinct and unique rhythm that blends continuity with distinctions to create a unique and distinctive street frontage.
- Small outdoor seating areas are encouraged to further animate the street.
- Mixed-use residential buildings will encourage overlooking of the street and provide visual access through glazing and other means to ensure a strong relationship to the street.
- Access to residential units should be separated from the commercial access, and could be from laneways, rather than from Mercer Street.

Development permits issued in this area shall also take the Queensborough Eastern Node Master Plan into consideration, an excerpt of which is included as Attachment No. 4.

QMS.4

SITING

QMS.5 Building siting must contribute to a pedestrian scale neighbourhood character. Consider the following:

- Orient commercial and/or residential units to front all streets, and/or city trails and greenways immediately adjacent to or within the development, except where the adjacent street is a highway or truck route, except for Howes Street.
- Build to the front and side property lines, unless a setback is provided for the purpose of enhancing the public realm (e.g. by providing a wider sidewalk, public plaza, or enhanced landscaping).
- For all corner lots and/or corner units, locate and design buildings to address all frontages, including public and internal streets, city trails and greenways.

QMS.6 Building siting must respect the existing neighbourhood and site context. Consider the following:

- Consider existing buildings and outdoor spaces when siting new buildings, including the location of windows and entrances, overlook of outdoor space, impacts to air circulation and light penetration, etc.
- 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 impacts 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).

CHARACTER

All buildings and developments must be designed to have a high quality, cohesive appearance that enhances the overall quality of the community. Consider the following:

QMS.7

- Use an architectural approach (i.e. massing, facade treatment, detailing, materials and colour choice) which is harmonious with the riverfront community context.
- Create a cohesive streetscape. Use a similar alignment of windowsills, building and roof lines, cornices, and floor-to-floor spacing along the street block.
- Design all principal and accessory buildings within a development and/or all elements of an individual building, to the same architectural style. Provide enough variety (e.g. through massing, architectural detail) to avoid a monotonous appearance when the development is viewed as a whole and to reinforce individual building identity.
- Coordinate lighting, outdoor furniture and garbage receptacles and design outdoor areas (e.g. walkways, patios) and landscape elements (e.g. retaining walls, fences, screening) to be consistent with the style, materials, colour and quality of the overall development.
- Select project names that evoke Queensborough’s riverfront community context and/or the legacy of its historically prominent citizens.

Provide public art to help enrich outdoor spaces and create pedestrian scale landmarks, particularly in commercial areas. Use art that highlights Queensborough’s sense of place and is unique to each location.

QMS.8

HERITAGE

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

QMS.9

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

QMS.10

MASSING

QMS.11 Building massing must contribute to a pedestrian scale neighbourhood character. Consider the following:

- Use a building height to right-of-way width proportion that reinforces a pedestrian scale streetscape.
- Use substantial vertical architectural features (e.g. changes in building height, bays, high voids) to break the massing of multiple unit buildings into smaller modules of similar scale.
- Relate the modules to the organization of interior space such that the expression of individual units is reflected in the overall form of the building.
- For commercial buildings with individual spaces under 10,000 square feet, configure storefronts to be, or have the appearance of being, a maximum of 9 metres (30 feet) in width.
- For commercial buildings with individual spaces exceeding 10,000 square feet, particular attention will be paid to the site planning and architectural detail to minimize blank walls and create interesting building facades in a manner suitable to the scale of the larger format buildings.
- Use horizontal architectural elements to define floor-to-floor transitions, roofs and cornice lines.
- Design the roof to minimize the overall building mass, incorporating articulation and variations in roof planes (e.g. dormers, gables, crenelated parapets) to break up roof mass and reduce building scale.
- Reinforce the pedestrian scale massing by designing all buildings to have a heavier “base” and lighter “top” that are visibly differentiated by use of material (e.g. masonry on the base and wood siding on the top) and details (e.g. cornice treatments at the top).

QMS.12 Building massing must maximize natural light and ventilation to apartment and condominium units. Consider the following:

- Mass buildings to promote as many residential units as possible having exterior walls with windows on two sides.
- Configure internal units using a wide window-wall to shallow room depth ratio that ensures ample daylight penetrates to the rear of the unit.
- Organize the interior space of residential dwellings and/or units such that, wherever possible, a majority of primary living spaces (e.g. living room, family room, kitchen) have exterior walls with windows on two sides. As a minimum, ensure all primary living spaces and secondary living spaces (e.g. bedroom, den, office) have at least one exterior wall with a window.

FACADES

QMS.13

The facades of all building walls that face public or internal streets, pedestrian pathways, parks or open space must provide visual interest. Consider the following:

- Use architectural elements (e.g. fenestration, vertical and/or horizontal design elements, secondary roof elements) and/or material or colour change.
- For facades fronting a public street or parking area, ensure blank walls do not occupy over 50% of the frontage, and a section of blank wall does not exceed six linear metres (20 linear feet) without being interrupted by a window or entry.
- Where appropriate, incorporate sheltering elements along the ground floor to provide weather protection and visual interest.

ENTRANCES

QMS.14

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. fabric awnings, fixed metal canopies, overhangs, but internally illuminated awnings should not be used) to identify building entrances and protect from weather.
- Establish a hierarchy of entrances, giving grouped pedestrian entrances visual priority, individual pedestrian entrances the next highest visual priority, and vehicle entrances the lowest visual priority.

QMS.15

Commercial and apartment building entrances must be located and designed to have a strong relationship with the street. Consider the following:

- Provide each commercial unit with its own entry directly on and at-grade with the street, except for an entry to a commercial unit voluntarily complying with the Flood Construction Level.
- Provide a separate entrance for offices, for residential uses, and for commercial uses where these are in the same building, whether within the same or different storeys. Design residential entrances to have a visibly different character from commercial and office entrances.

WINDOWS

QMS.16 Windows must contribute to an interesting, pedestrian scale environment. Street level windows must be display windows that allow visual penetration into the main commercial area of the store. Consider the following:

- Use windows which are of clear glass (e.g. not tinted, reflective or opaque).
- Design display windows to encompass a minimum of 40% and a maximum of 80% of the storefront linear frontage.
- Use windows which are rectangular or square in proportion, except for accent windows which may have a unique shape.

QMS.17 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.
- Provide operable windows in each residential dwelling and/or unit. Locate operable windows to take advantage of Queensborough's prevailing easterly winds (i.e. winds from the east to the west) to provide cross ventilation.

ROOFS

QMS.18 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: **QMS.19**

- Use a natural palette of wood, concrete, stone, brick, or metal 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 an accent colour which is harmonious with the main colours of the materials and colours palette to unify the overall palette and to highlight architectural details (e.g. eaves, window and door trim, railings).
- 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. Consider the following: **QMS.20**

- Use high quality building materials (e.g. wood, concrete, stone, brick, metal or acceptable alternative) rather than materials that are visibly simulated (e.g. vinyl siding) or are inappropriate for an urban area (e.g. untreated or rough-sawn wood).

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: **QMS.21**

- 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 along main streets.

LIGHTING

- QMS.22** All public and semi-private sidewalks and open spaces must be equipped with lighting. Consider the following:
- Use unobtrusive fixtures which are consistent with the architecture of the building and its surrounding context.
 - Use shielded down lighting that provides for security, ambient lighting and enhances architectural and landscape details but minimizes light pollution.
 - 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.

OUTDOOR SPACE

- QMS.23** All mixed-use developments with residential units must provide directly accessible private outdoor space for all units. Where appropriate, step buildings back from the street at the second storey and above to provide patios and balconies. Along Mercer Street, outdoor space is encouraged at the rear of the buildings.

ACCESSIBILITY

- QMS.24** Endeavour to make all pathways, building entrances and amenities of a site accessible by people of varying ability. Consider the following:
- Build sidewalks and pathways a minimum 1.8 metres (5.9 feet) wide with non-skid, uniform walking surfaces.
 - Locate entrance ramps and lifts in areas that are highly visible, easy to use and connected to the sidewalk.
 - Where steps or high thresholds (e.g. related to FCL requirements) create a barrier, provide an alternative route that is easily accessible to everyone.
 - 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 accessible building entrances.
 - Use light fixtures that emit white light (i.e. not orange light) in all outdoor areas. White light facilitates better visibility.

SAFETY

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.

QMS.25

TRAILS & GREENWAYS

Each development which is identified on the Parks, Trails and Greenway Streets Map, and where applicable, the Public Realm Map (Appendix No.4), that accommodates a portion of any public open space, walkway, or publicly accessible privately owned open space (e.g. dedicate or gift land, provide a right-of-way or easement) shall construct the walkway for use by the general public.

QMS.26

Each development adjacent to any trail, as identified on the Parks, Trails and Greenway Streets Map and where applicable, the Public Realm Map (Appendix No.4), 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.

QMS.27

PARKING & ACCESS

All parking associated with the commercial centre located at Mercer Street and Ewen Avenue should be designed to reinforce a pedestrian oriented scale. Consider the following:

QMS.28

- Prioritize pedestrian movement throughout the area.
- Create a prominent pedestrian walkway complete with special paving and shade trees from the plaza at Mercer Street and Ewen Avenue, to the anchor tenant building.
- Ensure there are safe and comfortable pedestrian routes for all desire lines through the commercial area.
- Parking adjacent to Ewen Avenue is not preferred, but will be considered where appropriate and provided acceptable landscape buffering is used.
- Parking should not extend beyond building fronts into an area that would otherwise be part of a public plaza.
- Include clearly identified pedestrian routes through a mix of surface treatments within the parking area, landscaping and enhanced stormwater features where appropriate.

PARKING & ACCESS CONTINUED

- QMS.29** All parking associated to a development must be located and designed to reinforce a pedestrian oriented neighbourhood character and scale. Consider the following:
- For mixed-use, apartment type development integrate structured parking with the building design and have usable building space (e.g. shallow commercial retail units) facing public streets, parks and open spaces.
 - Provide additional off-street surface parking behind the buildings (i.e. at the rear of the lot), as required.
 - Take access to parking, including garages, from a lane wherever possible or from the side street where no lane exists.
 - Visibly and physically separate pedestrian walkways from parking areas for commercial uses (e.g. distinguish through grade separation, bollards, trees in tree guards, distinct paving, low level screening).
 - Minimize the number of times driveways and/or internal streets cross sidewalks. Provide lanes, wherever appropriate, to give parking access that minimizes disruption to sidewalks, bike routes and on-street parking.
- QMS.30** 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.
- [BYLAW NO. 8039,2018]
- QMS.31** Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.
- Infrastructure for electrical vehicles for 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.

TREES & PLANTING

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. **QMS.32**

Each development must integrate trees, including shade trees. Consider the following: **QMS.33**

- 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 parking areas and pathways to parking 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.

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: **QMS.34**

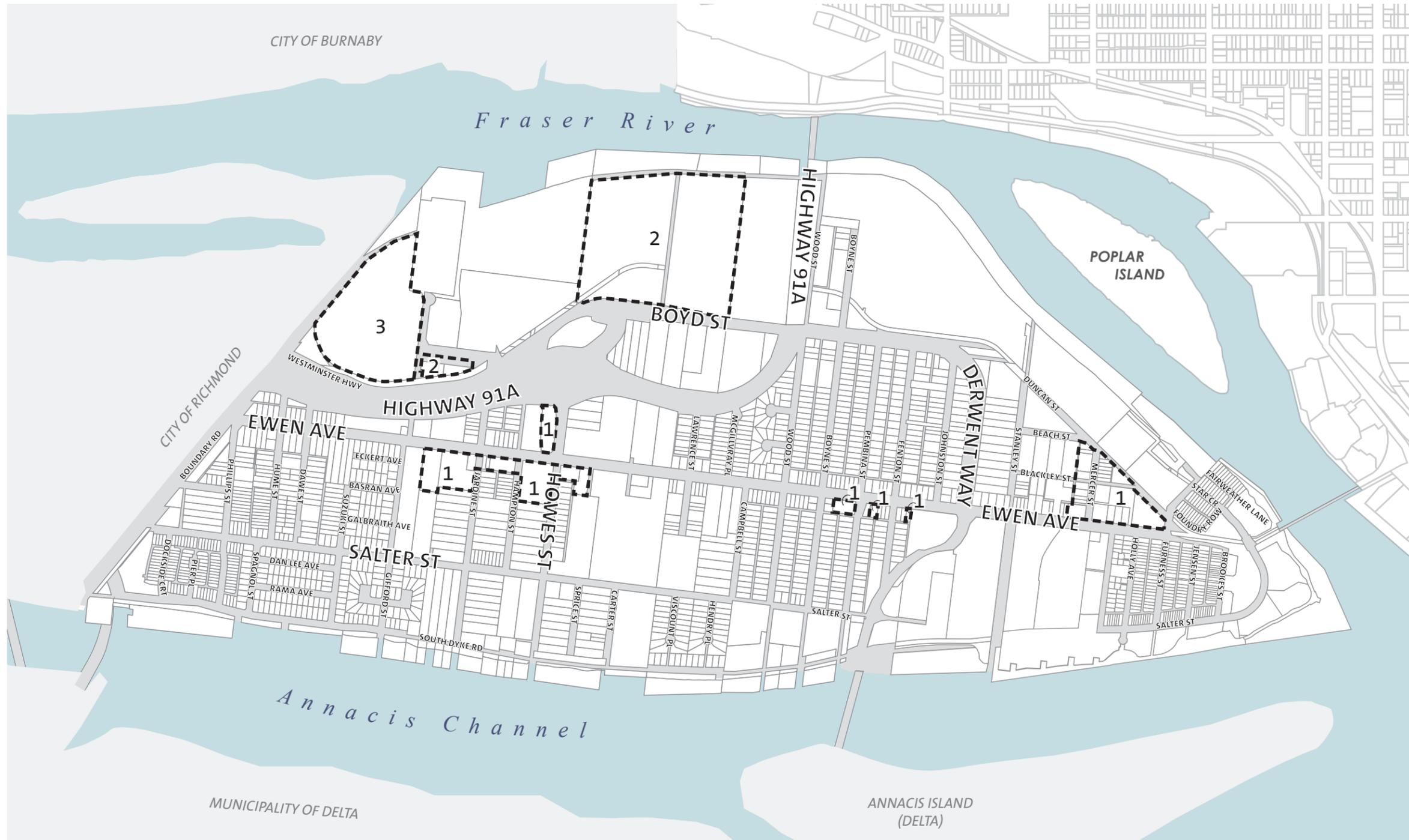
- Choose species that are successful in the urban environment, easy to maintain, are non-invasive and suited to Queensborough’s high water table. Selected tree species should also have less aggressive rooting habits.
- Use broadleaf deciduous tree species, wherever possible, for all shade trees including trees in parking areas.
- Select species that have a minimum mature height of 15 metres (49 feet).

All trees must be planted so that they will successfully become established and develop a full canopy over time. Consider the following: **QMS.35**

- 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 with bollards or tree guards.

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. **QMS.36**

Map A Commercial and Mixed-Use Development Permit Areas



Commercial and Mixed-Use Development Permit Areas

1. Queensborough Main Street
2. Queensborough Commercial
3. Queensborough Casino

[BYLAW NO. 8021, 2018; 8151, 2019]