

Appendix No. 4

Excerpt From: Queensborough Eastern Node Master Plan

EXCERPT FROM Queensborough Eastern Neighbourhood Node



Master Plan

On behalf of: 0996220 BC Ltd. c/o Platform Properties Ltd.

plat:form
Platform Properties Ltd

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1 Vision

The Queensborough Eastern Neighbourhood Node will become the heart of eastern Queensborough. Through a sensitive mix of viable commercial and residential areas, the neighbourhood will provide a place where residents of eastern Queensborough can fulfill their daily needs, while providing places to congregate and meet.

It will offer employment opportunities in the commercial area, while also providing housing to meet the needs of the growing community. Built around a unique central high street, that promotes and enhances the new economy, the neighbourhood will have a distinct soul that reflects the history of the place, but also urbanizes the neighbourhood.

The mixed-use neighbourhood will be connected to its surroundings and the commercial/social heart with a series of pedestrian oriented streets, multi-use paths, and the feature Stanley Street Greenway to promote walking and cycling. It will be environmentally, socially, and economically important to Eastern Queensborough.

5 Master Plan Concept

5.1 Introduction

The master plan is intended to illustrate a proposed development pattern that will be further refined through future development permits. It pays attention to the edge conditions, and particularly the significant greenways along Stanley Street and Duncan Street. It creates an interconnected neighbourhood with a mix of commercial, employment, and residential uses. A full size illustration is included as Appendix 1.



Figure 4: Master Plan

5.2 Proposed Land Uses

5.2.1 Master Plan Area OCP Level Land Use

The proposed land uses reflect many of the aspirations of the QCP, and particularly that of a commercial presence in eastern Queensborough where local residents and businesses can meet their daily needs in their own neighbourhood. The ground-level commercial use along Mercer High Street is ideally suited for a range of about 20-25 small, innovative businesses that reflect the new economy, and in conjunction with the adjacent commercial centre, and the future development at Ewen Avenue and Furness Street, will provide over 50,000 square feet of commercial and employment space.

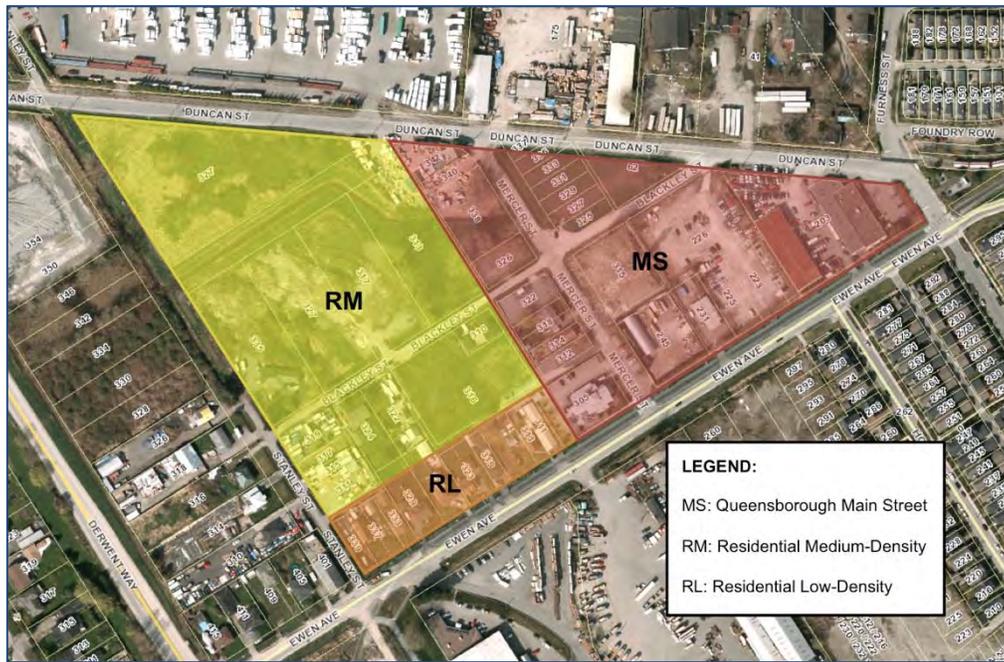


Figure 5: Proposed QCP Land Use Designations

The balance of the plan area, representing approximately 10 acres, is contemplated for residential development. The master plan area will yield approximately 250 residential units, including a range of between 20-25 mixed-use commercial/residential units along Mercer Street. The residential land use emerged through the consultation and master plan process as the most suitable adjacent land use that will assist in creating a critical mass for the commercial and employment uses, and contribute appropriate residential density in eastern Queensborough.

The Master Plan contemplates a mixed-use neighbourhood characterized by at-grade commercial with residential above along Mercer Street, a commercial centre, and a mix of residential west of Mercer Street.

Arranged by the greenways on Stanley Street and Duncan Street, the Master Plan builds on the principle of providing broad access to public spaces with a natural character and moving pedestrians and cyclists to and through the neighbourhood.

As described in greater detail in a following section, the public realm, commercial, mixed-use, and residential will sensitively reflect the riverfront industrial character of the area through the architecture and built environment, but will also enhance the naturalized areas and provide drainage/habitat areas with the Stanley Street and Duncan Street Greenways. These unifying elements will drive the aesthetic of future development in the neighbourhood.

7 The Public Realm

The public realm is the primary means by which most people will experience the neighbourhood. It is comprised of the purely public spaces, typically owned by the City, and includes the public streets and greenways. It will also include a number of privately owned spaces, such as commercial plazas and interior walkways that will be made available for public access.

The design approach builds off of the hallmark Stanley Street and Duncan Street Greenways, which will be the primary greenway pedestrian spines with multi-use pathways to safely accommodate pedestrians and cyclists. They include habitat-sensitive drainage courses that will be preserved or enhanced in a naturalized manner through design and landscape planting. The character of these greenways are carried through the naturalized approach to the public streets. With emphasis on moving people, these pedestrian-oriented public spaces will be characterized by naturalized design approaches. Street furnishings and fixtures will reflect the industrial riverfront heritage of the area, characterized by the refined use of heavy metals, concrete, heavy timbers, and other materials and design elements reflective of this aesthetic.

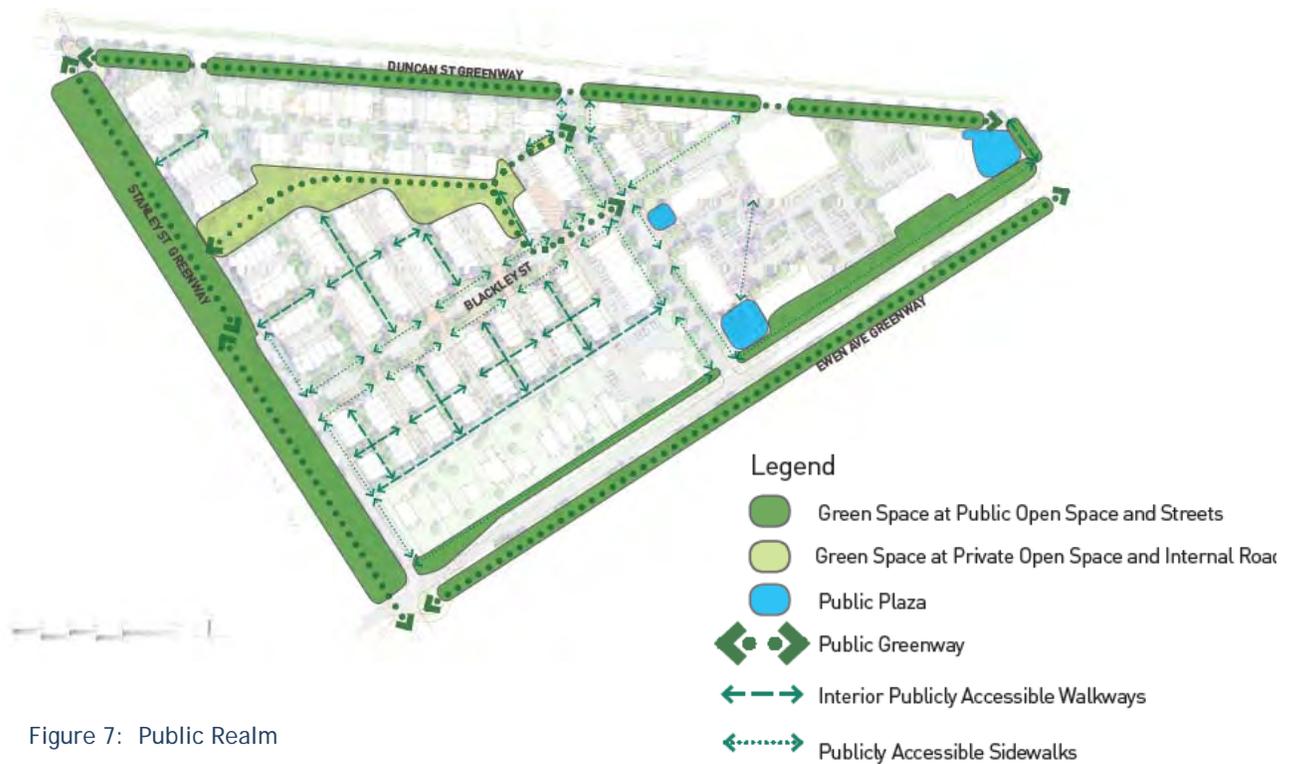


Figure 7: Public Realm

The public realm will also feature public gathering spaces, seating areas, patios and other enhancements within the commercial centre. A landscaped pathway is proposed along the Ewen Avenue frontage which will ultimately connect through to Furness Street, but will also provide passive space and seating areas to complement the commercial centre. These design efforts will ensure a consistent, attractive and defining aesthetic for the neighbourhood.

The residential component of the development features green spaces and walkways intended to feed into the Stanley Street Greenway and connect to the commercial presence along Mercer Street. These will also provide greenspaces for residents and visitors, in addition to increasing the permeability of the area.

The streets are also important to the public realm and how residents and visitors will experience the neighbourhood. Significant attention has been given to creating pedestrian friendly streets with a natural character.



Figure 8: Publicly Accessible Greenspace

7.1 Public Streets and Greenways

7.1.1 The Stanley Street Greenway

The QCP reinforces the importance of the Stanley Street Greenway through the following policy statement:

The Stanley Greenway is a unique Queensborough amenity. The greenway will be a linear open space that has the opportunity to be environmentally significant because of the existing riparian habitat. When it is fully constructed the Stanley Greenway will connect the north and south sections of the Perimeter Trail, further enhancing the overall trail network. The majority of the greenway will be developed as a dedicated cyclist and pedestrian route. Only when necessary will the greenway be developed as a greenway street (i.e. a greenway on the side of the street).

The northern portion of Stanley Street will not be open to vehicular traffic, and will be enhanced as a naturalized pedestrian greenway, as shown in the following figure and Appendix 2. Characterized by naturalized, less-structured plantings, the ditch will remain as an environmentally sensitive feature. A compacted gravel walkway will meander along side the naturalized area, connecting a series of furniture groupings and other passive spaces.

Landscape enhancements will include Barn Owl suitable landscapes, as well as a specifically designed Barn Owl nesting box. The environmental enhancement will be guided by a Qualified Environmental Professional (QEP) and will be undertaken with the necessary environmental approvals.



Figure 9: Stanley Street Greenway, South of Ewen Avenue

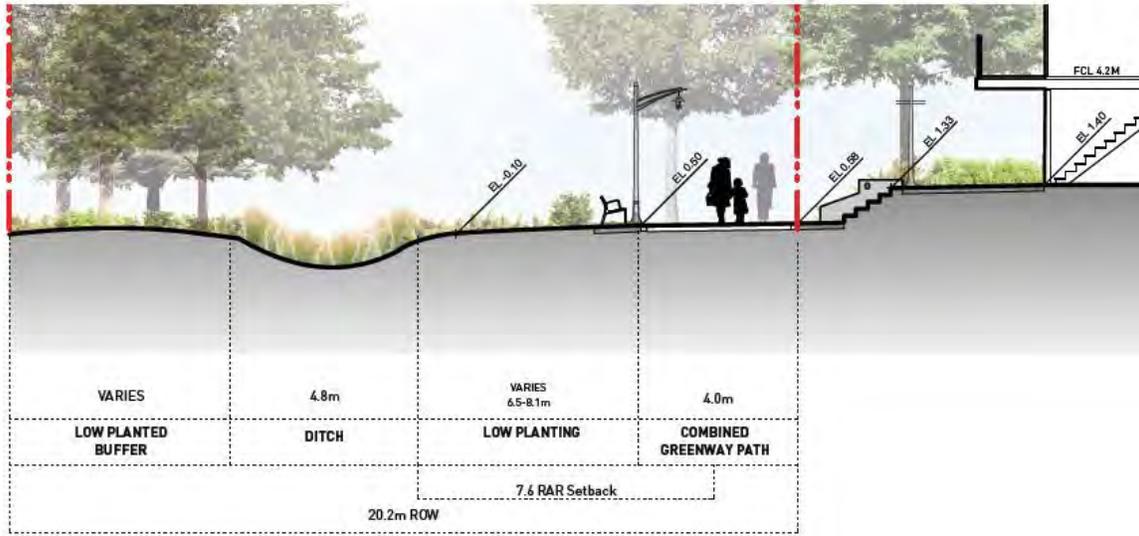


Figure 10: Stanley Street Greenway

The southern portion of Stanley Street will form part of the traffic circulation through the neighbourhood, but will also feature a separated landscaped pathway to ensure continuity of the Stanley Street Greenway.

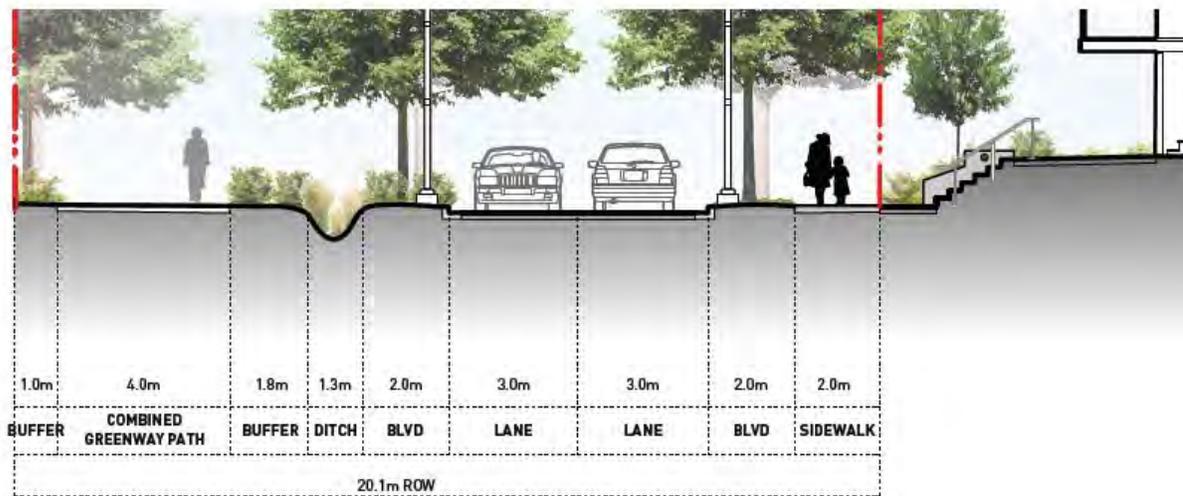


Figure 11: Stanley Street Greenway South of Blackley Street

7.1.2 Duncan Street Greenway

Duncan Street will be redeveloped to two standards to accommodate two different conditions as shown on the figure below. The western portion of Duncan Street will be built to accommodate slightly more industrial traffic than the eastern portion outlined in orange, and will also incorporate additional features to buffer the adjacent industrial use. The eastern portion will feature narrower lane widths and parking lanes as the street transitions into the existing residential neighbourhood.

In terms of design character, naturalized plantings and increasingly structured street-trees and plantings will buffer a new paved, multi-use path along the entire frontage of the plan area.

Should Beach Street be closed and consolidated, the portion of Duncan Street west of Mercer Street will include a stormwater retention canal that will replace the current canal on Beach Street. This, in conjunction with the Stanley Street canal will accommodate all of the required stormwater conveyance and detention. The Duncan Street canal will be planted with habitat-based plantings to create and enhance water quality and non-aquatic habitat. The Beach Street canal is yellow-coded, and the new Duncan Street Canal will have a similar status and include improved habitat. A Qualified Environmental Professional will design and implement the improvements.



Figure12: Duncan Street - Two Conditions

Duncan Street west of Mercer Street consists of a two-lane roadway with existing rail line to the north and new drainage canal to the south. A 4m multi-use pathway is also incorporated on the south side of the drainage canal for pedestrians and cyclists. Lane widths are over-sized to 4m, as required to accommodate industrial truck traffic. The proposed road allowance is approximately 28.4m. A portion of the pathway may be secured by right-of-way over adjacent private property.

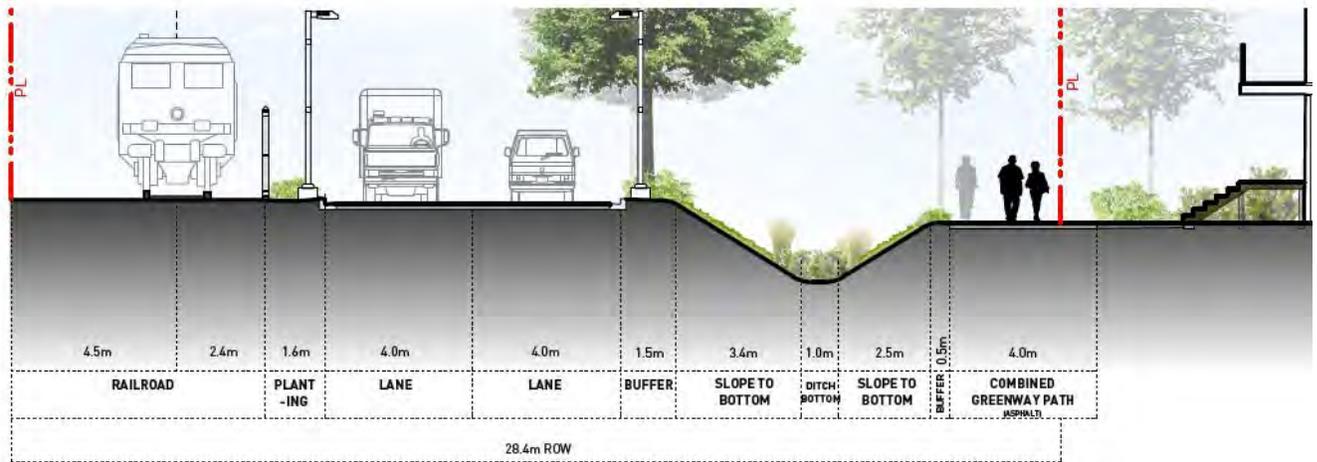
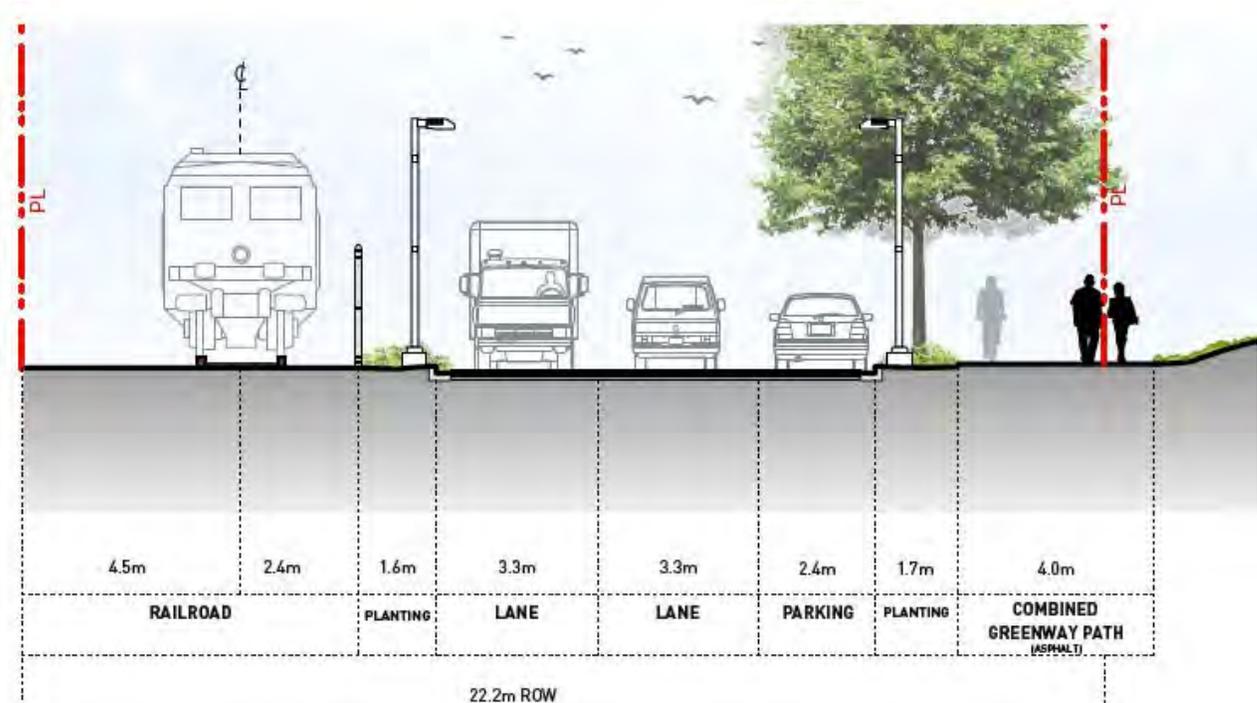


Figure 13: Duncan Street West of Mercer Street

Duncan Street east of Mercer Street consists of a two-lane roadway with roadside parking on one side, existing rail line to the north, boulevard and 4m multi-use pathway for pedestrians and cyclists. The proposed road allowance is approximately 22.2 m. A portion of the pathway may be secured by right-of-way over adjacent private property.



Figure 14: Duncan Street, current condition



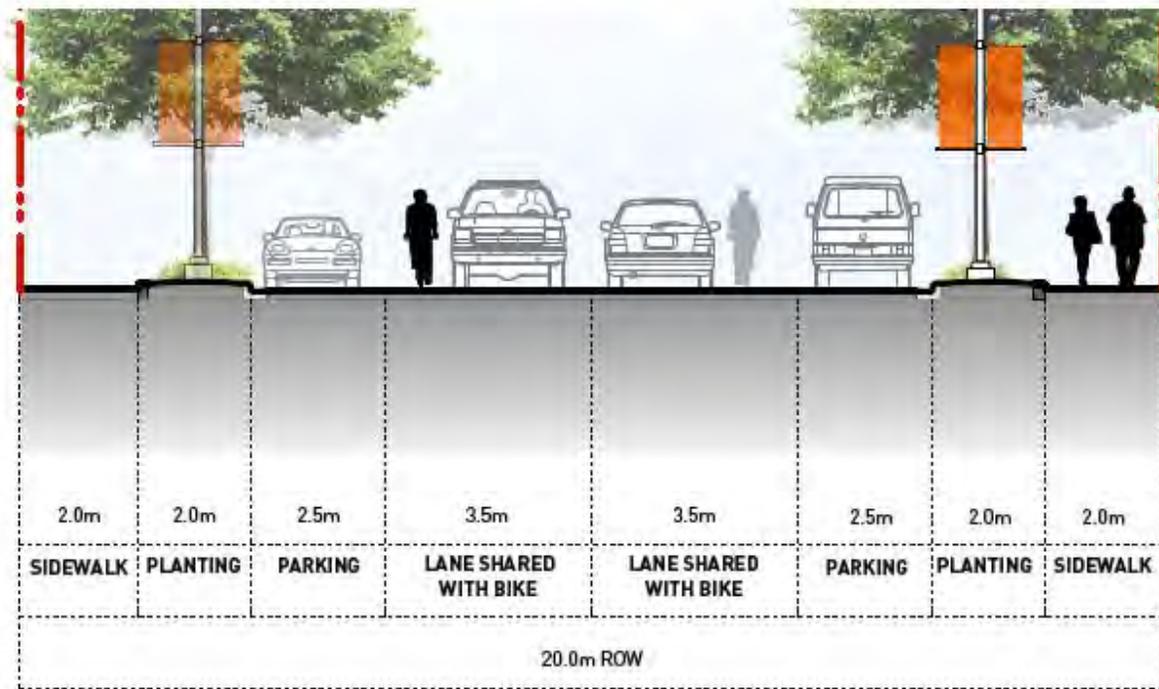
7.1.3 Mercer Street / High Street

As the main organizing spine of the neighbourhood, Mercer Street becomes an important unifying element between the residential development, and the neighbourhood commercial centre at the corner of Mercer Street and Ewen Avenue. Further, it will be developed as a high street with commercial at grade and residential above.

The southern portion fronting the commercial centre will provide visual access and express the importance of the intersection and neighbourhood commercial area. It will be designed to safely move pedestrians and vehicles and will provide generous pedestrian sidewalks on both sides of the street. Parking will be considered where it can be safely accommodated and is considered appropriate.

North of the commercial centre, Mercer will become a more structured urban street with tree plantings on both sides of the street. A tree canopy with planted boulevards and possibly rain gardens or filter beds, depending on soil conditions, will define its character as shown in the following figure. It will be framed by commercial and employment uses at-grade and residential above.

Mercer Street will provide a comfortable, urban pedestrian environment, but will also safely accommodate cyclists through a shared bike lane. The intended design will function to calm traffic, and create a vibrant, pedestrian-oriented street.



Mercer Street consists of a two-lane roadway with roadside parking, boulevard and 2.0m sidewalk within a 20m road allowance.

7.1.4 Blackley Street

Blackley Street is intended to serve as a small-scale neighbourhood street with shared vehicular/bike lanes and a narrow carriageway. Incorporating sidewalks framed by more naturalized ground covers, potential rain gardens, and street trees on both sides of the street, Blackley Street is intended to convey pedestrians and cyclists safely, while providing vehicular access and parking.

Blackley Street consists of a two-lane roadway with roadside parking, boulevard and 2.0m sidewalk within a proposed 19m road allowance.

The master plan proposes a closure and consolidation of Blackley Street east of Mercer Street in order to create more space for public realm improvements along the Ewen Avenue frontage. The closure of Blackley Street will require separate Council approval.

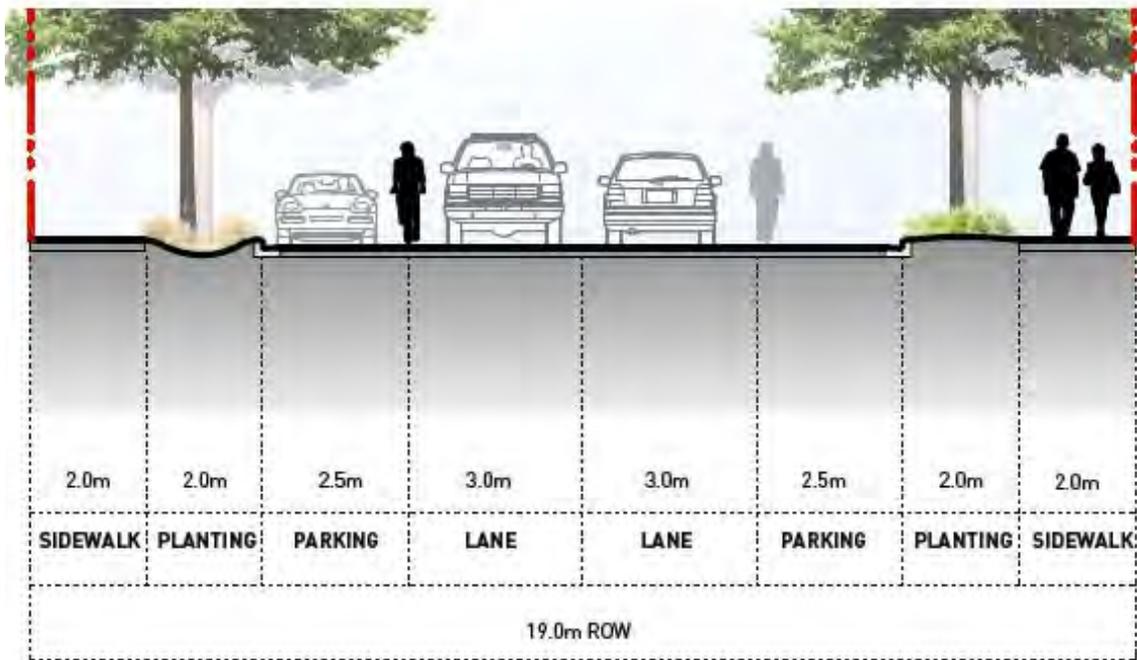


Figure 17: Blackley Street

7.1.5 Ewen Avenue Lane

An important component of the internal circulation plan is the development of a lane to the north of the existing and future residential parcels, as well as the existing pub, fronting Ewen Avenue. This will provide an alternate access for these properties over the long term to reduce and potentially eliminate the need for vehicular crossings over the Southern Rail line, and also to relocate access away from Ewen Avenue, which is a major road.

The Ewen Avenue Lane consists of a two-way laneway with rollover concrete curbs within a 6m road allowance.

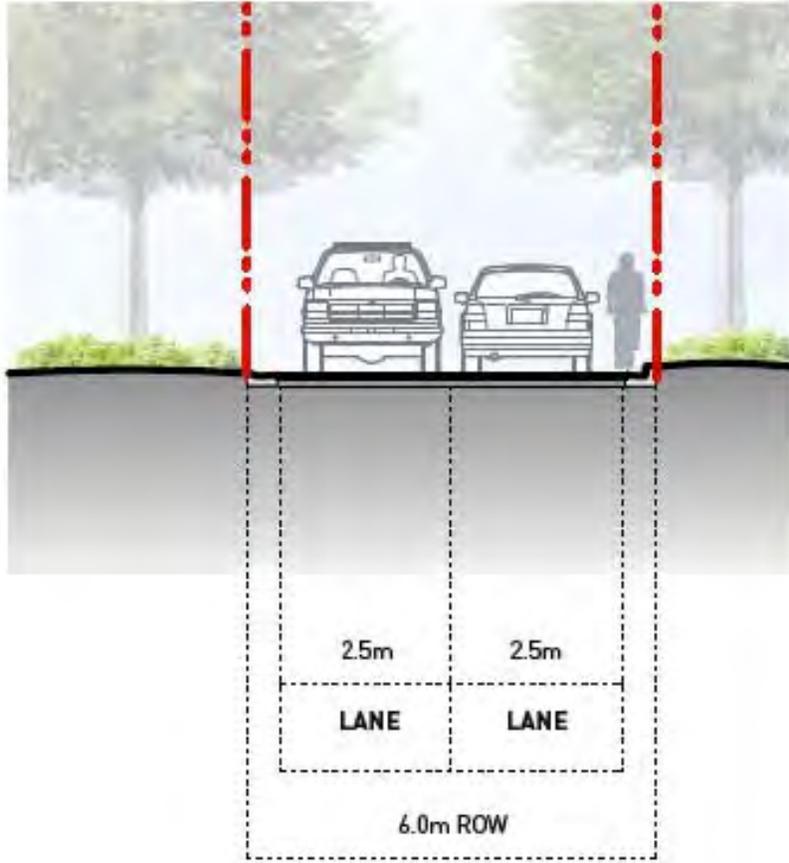


Figure 18: Ewen Avenue Lane

7.2 Public Realm Design Guidelines

The design guidelines in this section will establish the character of the public realm and will be considered in conjunction with the design guidelines include in the Queensborough Eastern Node Residential Development Permit Area and the Queensborough Main Street Commercial and Mixed Use Development Area.

Riparian Areas:

- Preserve yellow and red-coded drainage watercourses.
- Ensure Stanley Street, Beach Street or a relocated Duncan Street canal will continue to provide the same or better storm water conveyance and detention.
- Where watercourses cannot be preserved, provide an equal or greater area of stormwater conveyance/detention and habitat value in another location, ensuring “no net loss” of habitat, or better.
- Enhance habitat value and water quality of all retained and new watercourses through good landscape design and environmental best practices for streamside enhancement.
- All work related to watercourses and riparian areas, including related greenways, will be reviewed and approved by a Qualified Environmental Professional (QEP) to ensure the work meets or exceeds the Riparian Areas Regulation.
- Wherever possible, use bridges, not culverts or pipes, for all pedestrian and bike crossings of watercourses.

Pedestrian Circulation:

- Prioritize pedestrian movement first, bicycle movement second throughout the area.
- Construct all public sidewalks to a context appropriate width.
- Create a network of publicly accessible, privately owned walkways between residential developments, connecting with streets, lanes and public or private greenways, to enhance pedestrian circulation.
- Provide shade trees along all pedestrian routes for the overall neighbourhood in accordance with the *Urban Forestry Management Strategy*. Design the tree planting specification for all trees in the area such that they will flourish.
- Provide public seating at reasonable intervals along pedestrian routes, including at the entrances to publicly accessible private walkways.
- Use street furnishings and fixtures that reflect the industrial riverfront heritage of the area, characterized by the refined use of metal, concrete, timber.

Stanley Street Greenway:

- Complete a continuous greenway between Ewen Avenue and Duncan Street.

- Design the greenway to have a naturalized character, including retaining the watercourse.
- Provide a compacted gravel walkway along the greenway length, minimum four metres wide. Locate the walkway along the west side of the road allowance between Ewen Avenue and Blackley Street, and along the east side between Blackley Street and Duncan Street.
- Give special consideration to how the walkway transitions between the east and west sides of the road allowance, at the end of the Stanley Street carriageway, and connects to Blackley Street sidewalk.
- Provide a minimum tree canopy coverage along the greenway in accordance with the *Urban Forestry Management Strategy*.
- Design of the landscape and planting plan will be reviewed and approved by a qualified professional to ensure the greenway will support food sources and habitat for owls, including at least one owl box, and, as appropriate, other wildlife species.
- Provide public seating and other passive recreation features at intervals along the greenway.
- Provide safe pedestrian crossings of Duncan Street and Ewen Avenue to create continuous connectivity of the greenway between the north and south sides of Queensborough, and designed to meet whistle cessation requirements.
- Create a landscape feature, including seating and special plantings, wherever the greenway intersects with or crosses public or private streets, driveways, or walkways.

Stanley Street:

- The Stanley Street carriageway will continue between Ewen Avenue and just north of the Blackley Street intersection.
- As the Stanley Street greenway will be located on the west side of the road allowance, provide a sidewalk on the east side, complete with a continuous line of street trees in a minimum 2 metre planted boulevard between the sidewalk and the vehicle lane, with tree canopy coverage provided in accordance with *Urban Forestry Management Strategy*

Duncan Street:

- All public and private vehicle crossings of the Duncan Street multi-use pathway should be designed to prioritize pedestrian and bike movement and safety.
- Create a landscape feature, including seating and special plantings, wherever other public and private walkways connect to the Duncan Street pathway.
- Provide a continuous line of shade trees along the south side of the multi-use pathway (on private land as necessary) and the north side of the Duncan Street watercourse, in accordance with the *Urban Forestry Management Strategy*.

- Provide an attractive fence along the length of the railway corridor to provide a sense of separation.
- If permitted, provide a continuous line of columnar trees along the length of the railway corridor between the railway corridor and the carriageway.

Mercer Street:

- Design all elements of Mercer Street to create a “high street” character along the full length of the street.
- Provide a continuous line of shade trees within the boulevard planting areas along both sides of the street, in accordance with the *Urban Forestry Management Strategy*. If trees are located in paved areas, tree grates will be provided. The intent is to create an urban “high street” appearance. Design the planting specification to ensure all trees will flourish.
- Provide 2 metre wide sidewalks, excluding planted and/or tree boulevards.
- Provide a “bump out” at the corners of all streets and driveways into commercial areas, to minimize pedestrian crossing distances, and plant with rain gardens.
- Use special paving treatments at all pedestrian crossings.
- Provide a pedestrian crossing at Blackley Street, Duncan Street and Ewen Avenue, emphasizing pedestrian and cyclist safety and movement.

Blackley Street:

- Provide a continuous line of shade trees on both sides of the street, within a minimum 2 metre planted boulevard between the sidewalk and the parking/vehicle lanes, in accordance with *Urban Forestry Management Strategy*.
- Provide a “bump out” at the corners where private driveways intersect Blackley Street, and plant with rain gardens.
- Provide a minimum 2 metre sidewalk on both sides of the street.