

REPORT

Climate Action, Planning and Development

To: New Westminster Design Panel **Date:** September 26, 2023
From: Dilys Huang, Development Planner **File:** REZ00233
Item #: 2023-626
Subject: **805 Boyd Street: Official Community Plan Amendment, Rezoning, and Development Permit for Self-Storage Facility**

RECOMMENDATION

THAT the New Westminster Design Panel review the design submission and provide comments for applicant and staff consideration; and

THAT the New Westminster Design Panel consider a motion of support or a motion requesting revisions to the proposed development project.

PURPOSE

Official Community Plan amendment, rezoning, and Development Permit applications have been received for 805 Boyd Street (Queensborough Landing Shopping Centre site). The proposal is for a four storey self-storage building on a 0.44 ha. (1.09 ac.) parcel proposed to be subdivided from the larger site. The development includes 20 vehicle parking spaces, three loading spaces, and four short-term bicycle spaces.

The purpose of this report is to provide information to the New Westminster Design Panel in regards to the overall project design and to receive comments from the Panel, with special consideration of the items noted in the Design Considerations section of this report.

GUIDING POLICY AND REGULATIONS

Queensborough Community Plan Land Use Designation

The subject site is currently designated Queensborough Commercial (QC) in the Queensborough Community Plan, which is intended to allow retail, service, and office

commercial uses. As the QC land use designation does not permit self-storage use, an Official Community Plan amendment is required for the proposed application to change the designation to Queensborough Mixed Employment (QME). The QME designation is intended to allow a variety of office, light industrial, and service commercial uses with a focus on employment generation.

Development Permit Area

The proposed project would be evaluated against the Queensborough Industrial and Mixed Employment Development Permit Area (DPA) guidelines for form and character. The DPA is designated in order to regulate the design of areas of heavy, light and “ultralight” industrial, and related employment land use. Mixed Employment areas include light and “ultralight” industrial, office, and other related employment uses.

The proposed development would also have to comply with the Flood Hazard DPA guidelines.

The Development Permit Area guidelines can be accessed via the following links:

- [Queensborough Industrial and Mixed Employment DPA](#)
- [Flood Hazard DPA](#)

Zoning Bylaw

The subject site is currently zoned Large Format Commercial Districts (C-10). It is the only property in the city with this zoning. This zone is intended to allow large format retail development and associated office and business park uses. The C-10 district does not allow for self-storage uses; therefore, a rezoning application to a Comprehensive Development zone is required to facilitate the proposed development.

BACKGROUND INFORMATION

Site Characteristics and Context

Queensborough Landing is a regional shopping centre on a 15.28 ha. (37.76 ac.) site on Boyd Street, north of Highway 91A and west of the Queensborough Bridge. The site is bisected by a rail line, and is improved with tilt-up concrete, big box retail buildings, mostly built between 2003 and 2011. The maximum allowable density under the C-10 zone is a floor space ratio (FSR) of 1.0. Queensborough Landing is currently constructed to 0.28 FSR, a fraction of the 1.0 FSR that is permitted. There are currently 1,800 surface parking spaces on site, including 55 accessible spaces.

The site is surrounded on all sides by commercial and industrial development. The adjacent sites are zoned Light Industrial Districts (M-1) and Heavy Industrial Districts (M-2). A site context map is provided as Figure 1.



Figure 1. Site context map

Proposal

The proposal includes the subdivision of a 0.44 ha. (1.09 ac.) parcel from the southeastern corner of the Queensborough Landing site to facilitate the development of a 12,241 sq. m. (131,766 sq. ft.) four storey self-storage building, with a floor space ratio of approximately 2.78. Approximately 1,081 climate-controlled units are proposed for the facility.

The proposal would require demolition of a vacant portion of existing building “F”, built in 2008. The Official Community Plan amendment and rezoning would apply only to the subdivided parcel and would not change the land use designation on the remainder of the Queensborough Landing site. The proposed location of the subdivision is shown in Figure 2.

The new parcel is proposed to contain 20 surface parking spaces, of which eight (8) are located against the drive-up units on the east side of the building, and two (2) would be accessible stalls. Three (3) internal loading bays are proposed to the north of the main building entrance. The proposal includes four (4) short-term bicycle stalls and no long-term bicycle stalls. Two energized Level 2 outlets for electric vehicle charging would be provided. Shared access and operating easement agreements are proposed to be registered for parking, pedestrian, vehicular and bicycle access, and collection of garbage and recycling.

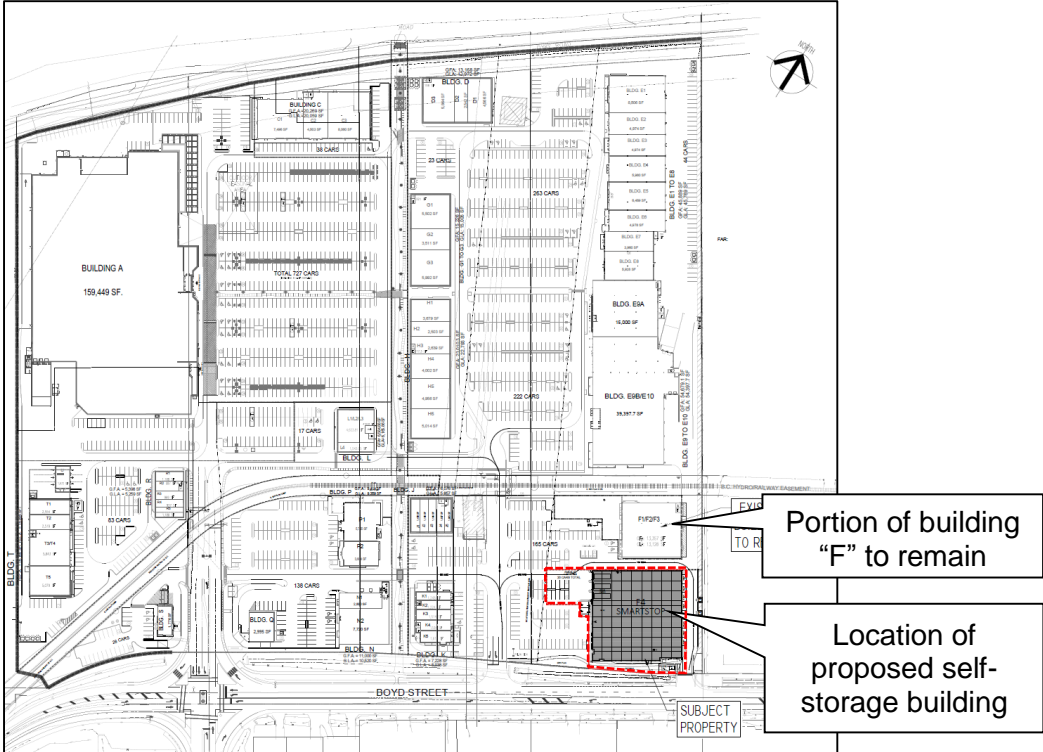


Figure 1. Proposed subdivision location

Project Statistics

	Permitted / Required	Proposed (based on subdivided parcel)
Site Area	-	0.44 ha. (1.09 ac.)
Total FSR	1.0 FSR	2.78 FSR
Building Height	Two storeys / 12.2 m. (40 ft.)	Four storeys / 16.34 m. (53.61 ft.) to top of roof / 18.29 m. (60 ft.) to top of parapet *
Setbacks		
Front	50% of building height	4.516 m. (14.82 ft.) (Boyd Street)
Rear	7.62 m. (25 ft.)	0.305 m. (1 ft.) (North)
Side	7.62 m. (25 ft.)	1.981 m. (6.5 ft.) (West) 2.79 m. (9.17 ft.) (East)
Off-Street Parking	38 spaces	20 spaces
Compact	7 spaces (maximum 30%)	8 spaces (included in total number of spaces above)
Loading	5 spaces	3 spaces
Bicycle Parking		
Long term	74 spaces	4 spaces
Short term	13 spaces	0 spaces

* when measured from 3.53 m. GSC flood construction level

Parking Variances

Several parking variances are being requested as highlighted in the Project Statistics table. Staff has evaluated the proposed variances and determined them to generally be reasonable given the land use and function of the site. Two energized Level 2 outlets are proposed for the site due to the large proposed variance to bicycle parking.

Trees and Landscaping

As the Queensborough neighbourhood has the lowest tree canopy outside of the downtown core, staff will continue to work with the applicant to ensure that retained trees and proposed replacement trees are appropriately integrated as part of the development to meet the City’s urban forest objectives.

DESIGN CONSIDERATIONS

The applicant’s architectural and landscape drawings are included as Appendix A. Staff would appreciate comments from the New Westminster Design Panel on the proposed development, including how it responds to the Queensborough Industrial and Mixed Employment Development Permit Area (DPA) guidelines. Some items identified by staff for consideration by the Panel are highlighted in the sections below.

Streetscape and Interface with Adjacent Buildings

The main entry of the proposed self-storage facility would face west, in a similar orientation as the existing building “F”. The applicant notes that materiality from the surrounding shopping centre context, such as wood elements, corrugated metal, and a warmer colour palette, including natural colours and wood tones, have been incorporated into the overall design of the building. The proposed facility would be located adjacent to the existing building “F” portion that would remain, as shown on architectural drawing sheet A202.

The DPA guidelines note that the facades of all building walls that face public or internal streets, drive aisles, pedestrian pathways, parks, or open space are to provide visual interest. Based on the siting of the proposed building, design elements should be applied consistently to all sides of the building, including giving particular attention to the south facade, which interfaces with Boyd Street.

Building Materials and Colours

The DPA guidelines call for the use of a cohesive material and colour palette that is consistently applied and contributes to the overall quality of the community. Materials such as wood, concrete, metal, or brick should be used. Colour tones should be muted (e.g. Benjamin Moore’s Historical Vancouver True Colours), with the use of details and accent colours to highlight architectural elements and provide visual interest. Matte finishes or finishes with a low level of reflectivity should be used.

The applicant has provided a material and colour palette that includes insulated metal panels, aluminum composite panels, horizontal corrugated metal cladding, decorative wood columns, and stone masonry.

Questions for the Design Panel's Consideration

In addition to seeking general comments from the NWDP in regard to the overall design of the proposed development and the above-mentioned design considerations, staff seeks input from the NWDP on:

1. The project design, including the selection of building materials and colour scheme, and how the proposed development addresses the Queensborough Industrial and Mixed Employment Development Permit Area guidelines;
2. The overall scale and massing of the proposed building;
3. The proposed streetscape, interface between the proposed development and adjacent buildings/properties, and how the project fits within the surrounding neighbourhood context.

ATTACHMENTS

Appendix A: Applicant Submission Package (Architectural/Landscape Drawings)

This report was prepared by:
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