



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

To Planning - August 15, 2002
Date: August 7, 2002

From: David McLellan
General Manager, Urban Development

File: 8000-20-7408

Re: AMENDMENT TO STEVESTON AREA PLAN OF THE OFFICIAL COMMUNITY PLAN

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7408, which amends Schedule 2.4 of Official Community Plan Bylaw No. 7100, by amending the Steveston Area Land Use Plan to redesignate 12380, 12420 and 12440 Trites Road from "Industrial" to "Single Family", and 12511 No. 2 Road from "Industrial" to "Multiple Family", be introduced and given first reading.
2. That Bylaw No. 7408, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

David McLellan
General Manager, Urban Development

DJM:jl
Att.

Staff Report

Origin

This report outlines a proposal to amend the land use designations in the Steveston Area Plan of the Official Community Plan (OCP) for four properties in the Trites Road area (see **Attachment 1**). The properties are currently designated for “Industrial” use in the Steveston Area Plan and are currently the subjects of the following three rezoning applications (to be discussed in separate staff reports):

- 12380 & 12420 Trites Road (RZ 02-202838) – Application by Suncor Development Corporation and Panstar Development Corporation to rezone for 27 single-family lots.
- 12440 Trites Road (RZ 97-121285) – Application by Progressive Construction Ltd. to rezone for 29 single-family lots.
- 12511 No. 2 Road (RZ 02-209404) – Application by Centro Development Ltd. and Jema Properties Consulting Ltd. to rezone for a 66-unit townhouse development.

Findings of Fact

The Trites Road Industrial Area is comprised of 11 properties, with a total area of 10 ha (25 acres), that are currently designated as “Industrial” in the Steveston Area Plan and zoned I2 (General Industrial District). The Generalized OCP map designates the area as “Mixed Use” (this designation will not be amended).

There is approximately 32,543 m² (350,300 sq. ft.) of developed industrial floorspace in the Trites Road Industrial Area. Of this, approximately 30,369 m² (326,900 sq. ft.) are occupied by a variety of industrial and service-oriented businesses. The remaining floorspace is currently vacant.

The four properties under application have a total area of approximately 3.3 ha (8 acres). The properties at 12380 and 12420 Trites Road are occupied by an industrial building and outdoor storage. The property at 12440 Trites Road is currently vacant. The property at 12511 No.2 Road is occupied by an multi-tenant industrial building with surface parking.

Proposed Amendments

Progressive Construction Ltd., Suncor Development Corporation and Panstar Development Corporation have submitted rezoning proposals for 56 single-family lots and 66 townhouses. The proposed lot layout, road pattern and land use pattern are illustrated in **Attachment 2**.

In order to accommodate the proposed development, an amendment of the Steveston Area Land Use Plan is required to change the land use designation of the four properties from “Industrial” to “Single Family” and “Multiple Family” as shown in **Attachment 3**.

Surrounding industrial zoned and designated properties will remain unchanged. The proposed development allows for future extension of land uses and infrastructure, should remaining industrial properties choose to develop. In the interim, the industrial properties will be buffered from the new proposed development so that they can continue to carry out their activities with minimal disturbance to new residential neighbours.

Site Context

The neighbourhood context around the properties proposed to be redesignated is as follows:

North:	Developed industrial properties zoned I2 (General Industrial District)
South:	Four-storey condominium buildings (Southcove) zoned CD (Comprehensive Development District)
East:	Agricultural lands zoned AG1 (Agricultural District)
West:	Single-family lots zoned R1/B (Single-Family Housing District) and townhouses zoned R2 (Townhouse District)

Related Policies & Studies

Steveston Industrial Study (1996)

In 1995, Coriolis Consulting Corporation undertook an analysis of industrial land in Steveston to determine whether there is enough industrial land in Steveston to meet future needs. Industrial areas in Steveston included waterfront sites (B.C. Packers, Gulf of Georgia, Paramount facility) and upland areas (Trites Road, London-Princess).

Major conclusions of the study are outlined below:

1. There is not enough demand in the foreseeable future to utilize all the zoned or designated lands in Steveston for industry. There is also significant under-utilization of upland and waterfront lands. Therefore, it would not be appropriate to retain all industrial lands in Steveston.
2. There will be a continuing need for waterfront land to service the commercial fishing fleet and associated industrial businesses, as well as businesses to serve the local market. Therefore, it would not be appropriate to convert all industrial lands in Steveston to other uses.
3. No other industrial land is required in Steveston. If remaining industrial lands are re-designated to other uses, it will not likely have large impacts on Richmond's employment or any other broad economic implications.
4. There may be an optimal mix of uses in Steveston that would minimize impacts and maximize development opportunities. An appropriate strategy may be to retain key waterfront industrial lands and convert the less important uplands (Trites Road, London-Princess) to residential uses.

Trites Road Area Planning Process

Between 1996 and 1999, an extensive public planning process took place to develop an Area Plan for the Trites Road Industrial Area. A volunteer citizen working group was formed to assist City staff and consultants prepare an Area Plan for future residential development of the Trites Road Industrial Area.

A chronology of the planning process that took place is included as **Attachment 4**.

The working group and consultants considered a number of options for the Trites Road Area. A preferred option was brought forward to a Public Hearing, but was never adopted. Hence, the area remains industrial in both zoning and land use designation.

While an area plan was never put in place, the process did indicate that area residents may accept forms of single-family housing and/or townhouses, together with a system of trail connections and open space. The process also resulted in a list of Site Principles to guide development of the Trites Road Area. The principles listed below are still be relevant and can be used to evaluate the rezoning applications that are currently in progress:

Site Principles

- A north/south pedestrian link between the Southcove Promenade and Moncton Street;
- An east/west pedestrian link between the ALR lands and Trites Road;
- A 10 m (32.8 ft.) urban-rural buffer along No. 2 Road;
- Layout respects property lines and phasing as much as possible;
- Limit the amount of public roadways into the site;
- Provide for the potential subdivision of properties fronting Moncton Street;
- The height and character of buildings on the north and western edges of the site should be similar to adjoining or facing buildings.

Consultation

Land Reserve Commission

As the property at 12511 No. 2 Road (the subject of the proposed townhouse development) is across the street from the Agricultural Land Reserve (ALR), the proposed bylaw amendments were referred to the Land Reserve Commission (LRC) for preliminary review.

Under the general OCP guidelines, development on 12511 No. 2 Road will be required to provide a landscaped buffer along No. 2 Road. The property is already separated from the ALR by a road right-of-way.

The LRC does not have any concerns with the proposed amendments (see **Attachment 5**).

Richmond School Board

The proposed rezoning applications will add approximately 56 single-family dwelling units and 66 townhouse units in this phase. As the OCP amendments will establish new housing in the neighbourhood, the proposed amendments and details of the rezoning applications were sent to the Richmond School Board for review and comment with regards to impact on local schools. The closest elementary schools are Homma Elementary (which has French Immersion) and Westwind Elementary. The closest secondary school is McMath Secondary.

The School Board responded that there is adequate capacity in the area schools to accommodate new residential development as well as some infill (**Attachment 6**).

Analysis

An Incremental Approach

The previous process to develop an overall Area Plan for Trites Road Area consumed a significant amount of time and resources provided by both City Staff and citizen volunteers. Although the process did not result in the adoption of a plan, it did provide an indication of the acceptable direction of future development.

Given that a residential neighbourhood has developed around the Trites Road Area and that previous studies have determined that the lands are excess industrial space in Steveston, it is reasonable to consider the long-term transition of the Trites Road Area to residential uses.

It is recognized that due to the amount and type of industrial development that exists in the area, redevelopment will not occur all at once in the short term. Some of the industrial uses may continue to operate for another 10 or 20 years. In the interim, the City is willing to consider redevelopment proposals that are stand-alone and that do not involve properties which are not interested in developing in the near future.

Staff are using the principles and directions established by the previous process to guide in the evaluation and decision-making for the current rezoning applications. Rather than undertake a long and involved public review process, Staff are considering individual applications that reflect the land use and densities that are compatible with existing adjacent developments. This incremental approach is considered as an appropriate method of facilitating an orderly transition with minimal disruption to existing industrial uses.

Relationship to Existing Neighbourhood

The Trites Road Area is currently occupied by industrial and service uses that serve the local market. Over the years, a residential neighbourhood has developed around this area as single-family uses are found along Moncton Street (backing directly onto industrial uses) and along the west side of Trites Road. The south side of Andrews Road has developed with new, four-storey condominium buildings.

With the new neighbourhood, the industrial properties are gradually becoming outdated and out of place. Trites Road experiences a mix of residential and industrial traffic during the days when it can become quite busy. Aesthetically, the residential side of Trites Road is fully developed and completed with boulevards and sidewalks while the industrial side of the road is unfinished.

Any new development in the Trites Road Area would help to improve pedestrian amenities along the major streets such as Trites Road and Andrews Road as well as finish off the appearance of those streets.

From previous discussions with the public, it is recognized that area residents favour low density single family residential development along Trites Road and would consider forms of medium-density multi-family development along No. 2 Road.

The current rezoning applications submitted by Progressive Construction and Suncor Development Corporation are consistent with these land use directions. The single-family uses proposed for the east side of Trites Road complements the single-family uses on the east side.

The proposed townhouse designation for 12511 No. 2 Road is deemed as appropriate because it is located farther away from existing single-family development and is opposite existing four-storey condominium buildings along No. 2 Road.

Conformity to Site Principles

The site principles identified in the last public area planning process were used as a guide to evaluate the proposals that are now under consideration. The applications respond to the site principles in the following ways:

1. North/south pedestrian link – The new roads being created to service the new single-family lots will also function as greenway streets and finished with sidewalks, boulevards and street trees. Most of the houses are serviced with rear lanes so that the fronting street is continuous and not interrupted with individual driveway accesses.
2. East/west pedestrian link – A 6.0 m (19.7 ft.) wide east-west sanitary sewer right-of-way situated along the north property line of 12440 Trites Road is proposed to be improved to provide a pedestrian walkway.
3. Urban-rural buffer – Preliminary plans submitted for the proposed townhouse project at 12511 No. 2 Road includes a 10 m (32.8 ft.) setback which can function as a buffer area.
4. Layout respects property lines and phasing – The current applications are stand-alone projects that may be developed on their own without any involvement of adjacent properties that are not currently under application.
5. Limit the amount of public roadways into the site – The area concept plan developed for the properties under application have two new road entrances and one driveway access from Andrews Road. Trites Road may only have one additional access.
6. Provide for the subdivision of properties fronting Moncton Street – The area concept plan makes provisions for this to occur in the future as the road network develops further.
7. Height and character of buildings – The proposed single-family developments on the east side of Trites Road have the same height limitations as the zoning on the west side of the road. The character of new buildings will be governed by design guidelines prepared by the applicant to ensure a cohesive appearance to the street.

Industrial Displacement

The Trites Road Industrial Area is generally acknowledged as providing relatively affordable industrial space. The Steveston Industrial Study by Coriolis Consulting indicated that Steveston had the lowest lease rates in the City (from less than \$5.00 per sq. ft. to approximately \$6.00 per sq. ft.), compared to other, newer areas. If industrial lands in the Trites Road area were converted to residential use, a concern would be whether the industries that had to relocate would be able to find alternate, affordable space in Richmond.

Two of the four properties currently under application have industrial buildings located on them. If redevelopment occurred, approximately 6,131 m² (66,000 sq. ft.) of industrial floorspace would have to be relocated in the near future. There are choices in either the Trites Road Area or in other parts of Richmond.

Within Trites Road Area

Within the Trites Road area itself, there is approximately 1300 m² (14,000 sq. ft.) of vacant floorspace within the buildings that are not under application. This vacant floorspace could absorb some of the businesses that have to relocate.

Elsewhere in Richmond

Staff also looked at areas outside of Trites Area to determine the amount of industrial floorspace that was available for lease. Staff conducted a short analysis as an update of the 1995 Coriolis study to compare the amount of displaced industrial floorspace with the amount floorspace at similar lease rates now. A copy of the full industrial analysis is included in **Attachment 7**.

The following table from the staff analysis summarizes the amount of floorspace available for lease at various rates that are comparable to those in the Trites Area (as of May 2002):

Available Industrial Lease Space in Richmond (May 2002)

Size of Space	Lease Rate			Totals
	Less than or equal to \$5.00 per sq. ft.	\$5.00 to \$5.50 per sq. ft.	\$5.50 to \$6.00 per sq. ft.	
Less than or equal to 10,000 sq. ft.	11,000 sq. ft.	4,185 sq. ft.	17,272 sq. ft.	32,457 sq. ft.
Greater than 10,000 sq. ft.	113,922 sq. ft.	166,629 sq. ft.	67,613 sq. ft.	348,164 sq. ft.
Totals	124,922 sq. ft.	166,629 sq. ft.	84,885 sq.ft.	348,164 sq. ft.

The results indicate that there is adequate vacant floorspace within the Trites Road Industrial Area and other older industrial areas of Richmond, such as Bridgeport, to accommodate businesses that would be relocated as a result of the short term transition to residential use.

It is also recognized that the Trites Road Industrial Area is not going to convert to residential use all at once. The incremental nature of the transition will enable the market to absorb businesses over time.

Implications for Adjacent Properties

The incremental approach allows the four properties currently under application to develop as stand-alone projects. The current applications that are in progress allow for the development of the west side of the Trites Road Industrial Area with no involvement of the existing industrial properties on the east side (north of 12511 No. 2 Road) at the current time. This enables existing industrial areas to carry on with their current activities.

Provisions will be made to buffer new residential development from existing industrial properties to reduce visual and noise impacts. The road and land use patterns established by the proposed developments may be extended in the future if existing industrial properties decide to pursue rezoning and OCP amendment to residential uses as well.

Public Open Space

Pedestrian Trail Links

Development of the Trites Road Area provides an opportunity to create new pedestrian trail links and loops that extend the existing system that is already established in the neighbourhood. In the multi-family residential area south of Andrews Road, a north-south trail through Southcove between the new buildings connects Andrews Road to the waterfront.

This phase of residential development proposes to use greenway streets to continue the north-south trail system. An east-west trail system can be created along a 6 m (19.7 ft.) wide sanitary sewer right-of-way that is located along property lines shared by 12420 and 12440 Trites Road and 12511 No. 2 Road. This trail would connect to Trites Road at the intersection of Brunswick Avenue and Trites Road. The location is beneficial as Brunswick Avenue leads to Homma Elementary School further west.

Other alignments of trails would be determined in future phases of development.

Neighbourhood Park

The Parks Department advises that Steveston now has enough parkland when viewed from a park standard perspective of 6.5 acres per 1,000 people. This includes large tracts of parkland such as Garry Point as well as neighbourhood parks. However, the population in Steveston is still projected to grow until at least 2021.

As this area is close to the Steveston waterfront and several school/park sites, this first phase of residential development in the Trites Road area does not provide land dedicated for neighbourhood park space. If more industrial areas continue to convert to residential use, the Parks Department has indicated that over the long term, a one acre local park would be beneficial as neighbourhood green space. In the meantime, the developers will be paying Parks Development Cost Charges for acquisition and development as part of their rezoning applications.

The need for, location and size of a future neighbourhood park may be determined at a later time when more development occurs in the area.

Floodproofing

Natural grades in the Trites Road Area are approximately 2.0 m (6.6 ft.) geodetic. The habitable floor elevation in the Trites Road Area for floodproofing is 2.6 m (8.5 ft.) geodetic. Therefore, any residential development will have to be raised to conform to this requirement. This can be achieved by raising habitable floors over non-habitable basements or posts, or by filling the land to adequate levels.

In some cases, floodproofing on adjacent properties may occur at different times and it is important that construction or landfill be carried out in a manner which is sympathetic to the residential and industrial context of the Trites Road Area.

Although natural grade should be maintained where possible, it is anticipated that the single-family lots will be filled to achieve flood construction levels. Where filling is necessary, it should be accomplished by matching the grade on adjacent properties, or by changing grade at a gentle slope. In some instances, retaining walls may be needed to achieve this transition. In these cases, low retaining walls would be favoured over tall retaining walls or steep terraces.

The illustrations in **Attachment 8** show how the grade transitions can be achieved.

Options

Option 1: Amend the OCP designation for the four properties currently under rezoning application (Recommended)

Pros:

1. Single-family development on the east side of Trites Road complements the existing single-family development on the west side of Trites Road.
2. The proposed developments are stand-alone projects that may be accomplished with minimal disturbance of existing adjacent industrial developments. Existing industrial properties that do not wish to redevelop at this time can continue to operate and carry out their activities.
3. New development along east side of Trites Road will require ditch infill, installation of curb and gutter, new sidewalk and treed boulevard, and undergrounding of Hydro lines. This would result in an improved and more visually appealing streetscape.

4. Reduction in residential/industrial conflicts on Trites Road.
5. Andrews Road would be completed as a residential street on both sides.

Cons:

1. With an incremental approach, the pattern of roads and land use is developed as individual property owners/applicants come forward with their proposals.
2. The location of public amenities such as neighbourhood parks is undetermined at this time.

Option 2: Do not amend the OCP designation for the four properties that are currently under rezoning application

Pros:

1. The area would have to undergo a comprehensive planning process which would identify overall road and land use patterns and location of public amenities such as parks and trails.
2. There would be no new residential development sited adjacent to existing industrial uses.
3. Existing industrial uses would not be displaced at this time.

Cons:

1. Residential development would not happen at this time; therefore, improvements to Trites Road and Andrews Road would not occur.
2. Resources would have to be allocated to undertake a new comprehensive planning process. This comprehensive process was already tried before and it did not result in completion of an area plan.

Financial Impact

None.

Conclusion

This OCP amendment is proposed in response to three rezoning applications that are currently underway. The proposed development responds to neighbourhood concerns about density and interface with existing single-family development that were expressed in earlier area planning consultations.

The amendments would help to begin the transition of the Trites Road Area from industrial to residential. Past studies have indicated that there is no great need to retain the industrial uses in this area and that there is sufficient floorspace in other parts of Richmond to absorb industries that may be displaced as industrial properties redevelop to non-industrial uses.

Staff feel that the current proposals are consistent with neighbourhood views on desired future development patterns. The incremental approach allows each application to be considered on its individual merits.

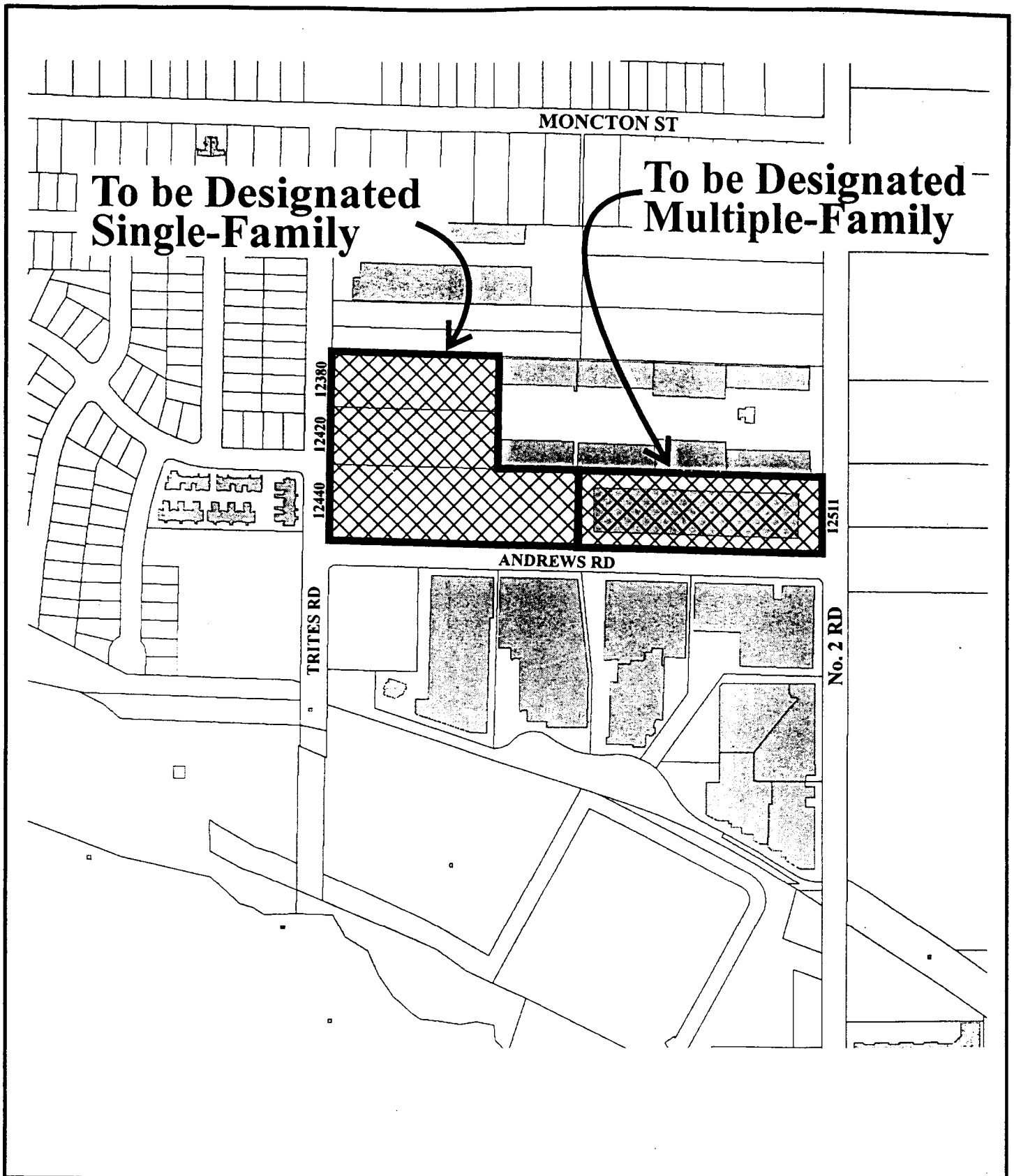
The proposed development does not involve other existing industrial properties at this time. They would establish road and land use patterns that may be extended if adjacent industrial properties wished to proceed with redevelopment. The proposed patterns offer options for future use and extension that may be reviewed and evaluated at a later time when new applications are received for the area.

It is recommended that the proposed amendments to the Steveston Area Plan of the OCP be approved to proceed.



Janet Lee
Planner 2

JL:cas



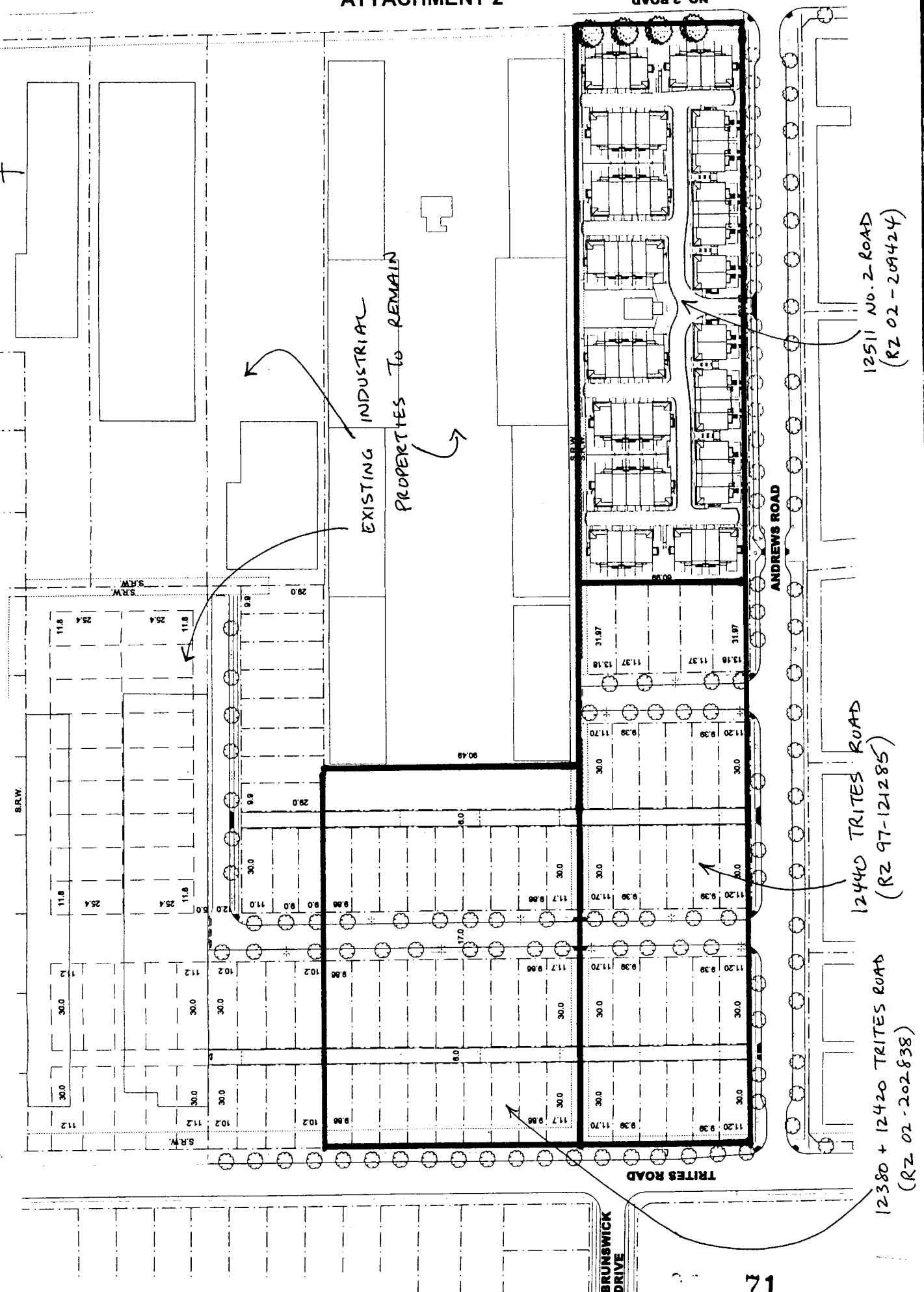
Location Map

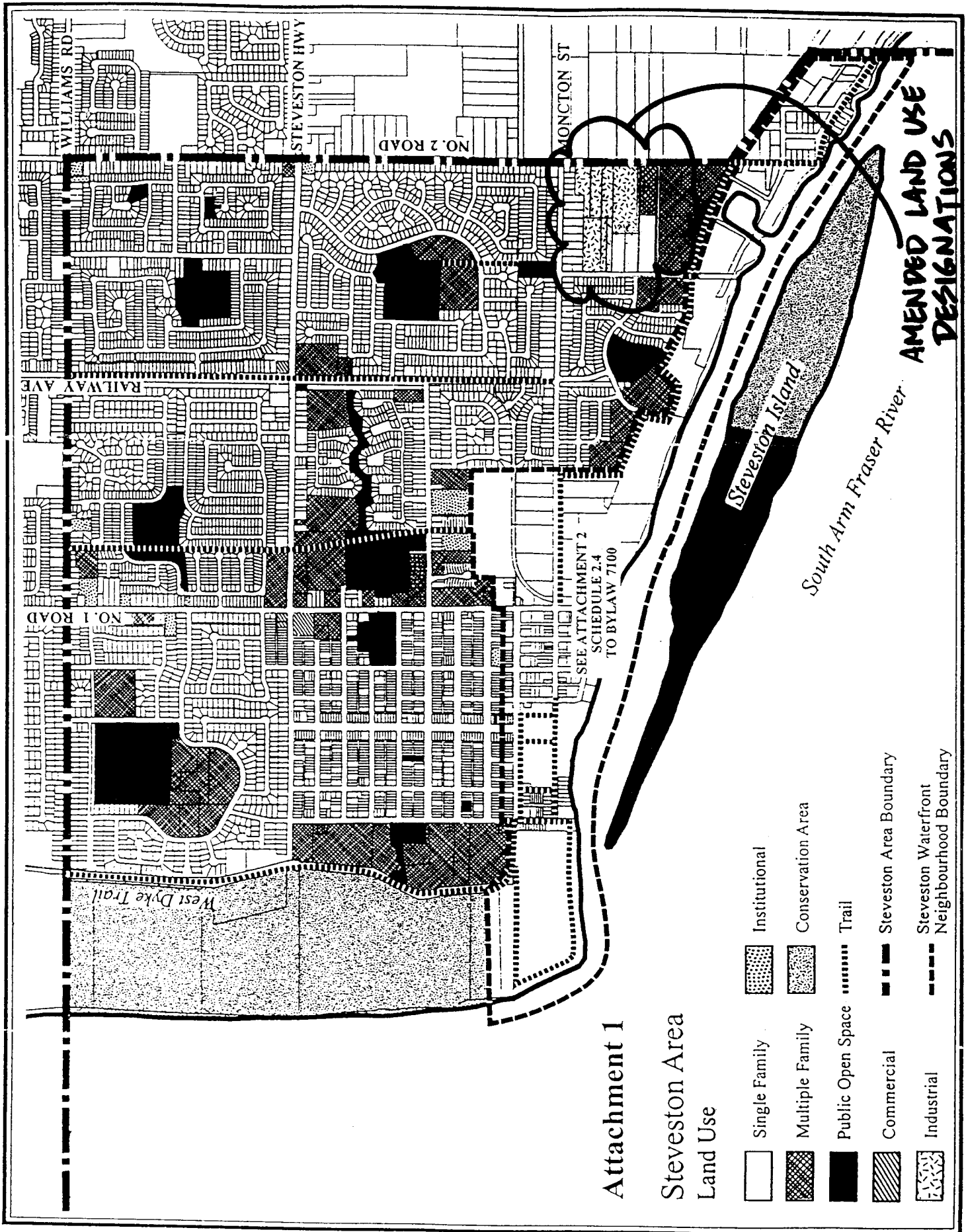
Original Date: 07/30/02

Revision Date: 07/31/02

Note: Dimensions are in METRES

NO. 2 ROAD





TRITES ROAD AREA PLANNING CHRONOLOGY OF EVENTS

- May 1996 - The Development Applications Committee reviewed the findings of the Steveston Industrial Land Study and directed Staff to prepare an Area Plan for the Trites Road Area.
- July 1996 - A Proposal Call was issued by the City for a consultant to work with a group representing area residents and property owners in the Trites Road Industrial Area. The plan was funded by industrial property owners.
- May 1997 - A Land Use Questionnaire with four options for the Trites Area Plan was sent out to the neighbourhood for review and comments.
- October 1997 - Planning Committee received the results of the Land Use Questionnaire and considered a modified option that was agreed to by the Trites Road Working Committee. The modified option provided for single-family development along the east side of Trites Road towards the centre of the area, three-storey townhouse development along Andrews Road and into the centre of the area, and two storey townhouses along much of the west side of No. 2 Road and in areas at the north end of the study area, close to the existing single-family development along Moncton Street.

Planning Committee directed that:

- The Working Committee be retained for further consultation if needed;
- No further work on the Trites Road Sub-Area Plan be undertaken;
- Council will review the Trites Road situation once the Steveston Waterfront Sub-Area Plan has been completed and approved;
- Council will not consider any OCP amendments or rezoning applications within the Trites Road study area until the Steveston Waterfront Sub-Area Plan is completed and approved.

- September 1998 - Council approved a revision of the Steveston Waterfront Sub-Area Plan. Several industrial property owners worked with area residents to refine the proposed land use plan option that was presented to Council in October 1997.

- November 1998 - Planning Committee received a delegation of industrial property owners and area residents who present a revised land use plan.

Planning Committee directed Staff to draft a Trites Road Sub-Area Plan that:

- Addresses information provided by the delegation;
- Addresses concerns voiced by the residents of Trites;
- Responds to the previously identified site planning principles;
- Emphasizes residential uses and includes appropriate policies and guidelines.

- January 1999 - Planning Committee directed Staff to liaise with property owners to:
- Address proposed floor area ratios;
 - Review proposed roads servicing the area;
 - Address both written and verbal concerns submitted by delegates and to report back to Planning Committee.
- March 1999 - Planning Committee considered a Staff report that presented a revised land use plan based on discussions with property owners and area residents as directed by Committee.
- April 1999 - Council meeting to consider OCP Amendment Bylaw No. 7101 to add a Trites Road Land Use Plan into the Steveston Area Plan.
OCP Amendment Bylaw No. 7101 received First Reading.
- May 1999 - Public Hearing for OCP Amendment Bylaw No. 7101.
Referred to Staff for a report on feasibility of including a variety of lower density single-family dwellings with rear yards (e.g. Yoshida Court) together with a timetable for development of the area and phasing, and methods to buffer existing industrial development from new single-family residential in the area.



Land Reserve Commission
Working Farms, Working Forests

ATTACHMENT 5

4045-20-04-7R
RZ 02-209424

02 August 2002

Reply to the attention of Tony Pellett

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Attention: Janet Lee, Planner

Re: Trites Road Area OCP amendments — our file #O-32237

This is in response to your letter of 10 July 2002.

The Commission has no concerns with the proposed amendment, given the protection afforded by Section 9.2.11 of the OCP.

Yours truly

LAND RESERVE COMMISSION

Per:


K.B. Miller, Chief Executive Officer

cc: Regional Agrologist Dave Melnychuk, MAFF Abbotsford

TP/

32237 m4

ATTACHMENT 6



School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3

Office of the Secretary-Treasurer

July 17, 2002
Your File: 4045-20-04-TR

Tel: (604) 668-6000
Fax: (604) 668-6161

Via Fax 604.276.4052

Ms. Janet Lee
Planner
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Ms. Lee:

Re: Trites Road Area Rezoning Application

Thank you for your letter dated July 17, 2002.

I can confirm that the local schools, T. Homma Elementary School and R.A. McMath Secondary School, have the projected capacity to accommodate any school-age children as a result of such proposed residential development.

I understand that further residential in-filling may occur in the general area and anticipate that there will be adequate capacity to accommodate any such in-filling.

If you require any additional information, please do not hesitate to contact me.

Yours truly,

K.L. Morris
Secretary Treasurer

/gh

cc Trustees
Superintendent of Schools
M. Comp. Principal, T. Homma Elementary School
A. Campbell, Principal, R.A. McMath Secondary School

"Our Focus is on the Learner"

TRITES ROAD INDUSTRIAL ANALYSIS

BACKGROUND

The City has received three Rezoning and Official Community Plan (OCP) Amendment applications for properties at 12440 Trites Road (RZ 97-121285), 12380 and 12420 Trites Road (RZ 02-202838) and 12511 No. 2 Road (RZ 02-209424). The first two applications are to rezone the properties from “General Industrial (I2)” to “Comprehensive Development District (CD/61)” in order to accommodate single-family development. The third application at No. 2 Road is to rezone the property from I2 to a Comprehensive Development zone in order to accommodate a townhouse project. The OCP would also have to be amended accordingly to permit single-family and multi-family development.

These applications raise the issue of whether any, some or all of the industrial zoned properties should be retained for industrial purposes. This discussion paper gives a brief overview of supply and inventory in and around the Trites Road area to provide some guidance for this policy decision.

SURROUNDING AREA CONTEXT

The Trites Road Industrial Area is comprised of 11 properties totalling approximately 10 hectares (25 acres). The properties are currently zoned “General Industrial (I2)” and support a variety of industrial and service-oriented businesses.

The Trites Road Industrial Area is bounded by single-family residential properties immediately to the north, and across Trites Road to the west. Recently-built, four-storey condominium buildings (Southcove) are located to the south across Andrews Road and agricultural farmlands are located to the east across No. 2 Road.

STEVESTON INDUSTRIAL INVENTORY

1996 Inventory

In 1996, Coriolis Consulting conducted an in-depth review of industrial lands in the Steveston Area for the City in response to potential re-development of the Trites Road Industrial Area to residential uses.

The study determined the following:

1. Steveston is the smallest industrial area in Richmond.
2. Steveston has the lowest industrial land values and lease rates in Richmond.
3. There is not much demand for sites in Steveston to accommodate regionally oriented businesses.
4. There will still be a continuing need for businesses serving the commercial fishing fleet and the local population.

The major conclusions and recommendations of the study were:

1. There is not enough demand to justify retaining all of the zoned or designated industrial lands in Steveston.
2. The most appropriate strategy is to retain key waterfront industrial lands and convert less important uplands, including the Trites Industrial Area and industrial areas east of No. 2 Road, to residential uses.

Changes to Steveston Industrial Areas

Since the 1996 Coriolis study, some significant changes have occurred in the Steveston Area, including the following:

1. Rezoning of the BC Packers site to residential and maritime mixed use;
2. Designation of a portion of the London-Princess area from Industrial to Residential and Mixed Use.

The above changes are consistent with the recommendations of the 1996 Coriolis study.

The impact of the changes on the inventory of industrial land in Steveston is outlined in the following table:

Steveston Harbour Authority (SHA) Lands	Total Area (1996)	Total Area (2002)
Paramount Facility	7 hectares (18 acres)	7 hectares (18 acres)
Gulf of Georgia Facility	11 hectares (26 acres)	11 hectares (26 acres)
Total SHA Lands	18 hectares (44 acres)	18 hectares (44 acres)
Other Privately-Owned Lands		
BC Packers Site	18 hectares (44 acres)	3 hectares (7 acres)
Trites Road Industrial Area	10 hectares (25 acres)	6 hectares (15 acres)
London-Princess Area (East of No. 2 Road)	11 hectares (28 acres)	6 hectares (15 acres)
East of Garry Point	1 hectare (2 acres)	1 hectare (2 acres)
Total Privately-Owned Lands	40 hectares (99 acres)	16 hectares (39 acres)
Total Industrial Lands in Steveston	58 hectares (143 acres)	34 hectares (83 acres)

There was an overall loss of industrial designated lands in Steveston due to the conversion of industrial lands to residential and mixed use.

TRITES ROAD INDUSTRIAL INVENTORY

The Coriolis study identified the Trites Road Industrial Area as a less important industrial area that could be converted to other uses. However, with the shrinking inventory of industrial lands in Steveston, Staff revisited this recommendation.

The Trites Road Industrial Area offers affordable industrial lease rates, compared to other areas of Richmond. Lease rates are among the lowest in the City, ranging from less than \$5.00 per sq.ft. to approximately \$6.00 per sq.ft. The area accommodates a number of small to medium sized businesses. These businesses range from traditional manufacturing to service-oriented businesses.

The following table summarizes the area and floorspace of the industrial properties in the Trites Road Industrial Area:

Address	Site Area	Building Area	Vacant Building Area
12280 Trites 12320 Trites	1.27 ha (3.15 acres)	70,000 sq.ft.	3,500 sq.ft.
12340 Trites	0.4 ha (1.0 acre)	5,800 sq.ft.	0
12360 Trites	0.4 ha (1.0 acre)	4,100 sq.ft.	2,500 sq.ft.
12380 Trites	0.59 ha (1.5 acres)	16,000 sq.ft.	0
12420 Trites	0.62 ha (1.53 acres)	No building	0
12440 Trites	0.84 ha (2.1 acres)	Undeveloped	n/a
12251 No. 2 Road	0.81 ha (2.0 acres)	13,000 sq.ft.	2,000 sq.ft.
12311 No. 2 Road	0.81 ha (2.0 acres)	40,000 sq.ft.	0
12351 No. 2 Road	0.81 ha (2.0 acres)	30,000 sq.ft.	0
12417 No. 2 Road 12431 No. 2 Road 12491 No. 2 Road	2.3 ha (5.8 acres)	111,400 sq.ft.	6,000 sq.ft.
12511 No. 2 Road	1.2 ha (3.0 acres)	60,000 sq.ft.	9,400 sq.ft.
Total	10.05 ha (25.08 acres)	350,300 sq.ft.	23,400 sq.ft.

AVAILABILITY OF COMPARABLE INDUSTRIAL LANDS

The total amount of industrial floorspace in the Trites Area is approximately 350,300 sq.ft. Of this space, about 23,400 sq.ft. is currently vacant. Therefore, there is approximately 326,900 sq.ft. of occupied industrial space in the Trites Area at this time.

Current data on lease availability in Richmond was obtained from industrial real estate agents in order to determine the inventory of comparable industrial space. The available space was classified accordingly to size of space and price range.

The findings are summarized in the following table:

Available Industrial Lease Space in Richmond (May 2002)

Size of Space	Lease Rate			Totals
	Less than or equal to \$5.00 per sq.ft.	\$5.00 to \$5.50 per sq.ft.	\$5.50 to \$6.00 per sq.ft.	
Less than or equal to 10,000 sq.ft.	11,000 sq.ft.	4,185 sq.ft.	17,272 sq.ft.	32,457 sq.ft.
Greater than 10,000 sq.ft.	113,922 sq.ft.	166,629 sq.ft.	67,613 sq.ft.	348,164 sq.ft.
Totals	124,922 sq.ft.	166,629 sq.ft.	84,885 sq.ft.	348,164 sq.ft.

The findings indicate that there is a fair supply of floorspace with comparable lease rates to that of the Trites Area. Most of this comparable space is located in Brighthouse or Bridgeport, where there are older industrial buildings.

However, the current lease availabilities also indicate that industrial space that is less than 10,000 sq.ft. in space is in short supply, relative to space that is greater than 10,000 sq.ft. This is something to keep in mind, given that the Trites Area is home to a lot of small to medium sized businesses.

Anecdotal information from industrial real estate and leasing agents indicate that multi-tenant buildings with small-scale spaces now have low vacancies. Several years ago, such space was in relatively good supply due to speculative building. In recent years, new industrial development has largely been purpose-built construction.

ISSUES OF CONSIDERATION

Reduction of Steveston Industrial Inventory

BC Packers

The comparison of industrial land area in Steveston shows a decline since 1996 due largely to the conversion of the BC Packers site from industrial to residential and maritime mixed use.

This reduction is not deemed to be a factor in the Trites Industrial Area as the space that was removed at the BC Packers site was not space that would have accommodated many of the businesses in the Trites Area. The BC Packers site was marine-oriented rather than service-oriented and the Trites Area is primarily service-oriented..

London-Princess

The London-Princess Area is closest in proximity to the Trites Industrial Area. It also contains much of the same I2 zoning.

In recent years, London-Princess has been undergoing a transition, driven in part by residential and mixed use land use designations specified in the City's Official Community Plan (OCP). Some of the I2 zoned properties are anticipated to be rezoned for townhouses in the near future. A mixed use development was recently approved to accommodate live-work situations.

Steveston Town Centre

Steveston Town Centre has C4 and C5 zoning that allows for some of the types of uses that are found in the Trites Industrial Area. There are also certain types of businesses now found in Trites (e.g. wine-making, fitness centre, preschool, office, etc.) that could relocate to the Steveston Town Centre.

Timing of Conversion

If the Trites Industrial Area were to redevelop for residential uses, the conversion would happen gradually over time (e.g. 3-10 years), and not all at once because it would be market-driven and development-initiated.

In the short-term (e.g. 3-5 years), it is possible for businesses displaced by redevelopment to be accommodated within the Trites Industrial Area as there are vacancies in several of the buildings.

The availability of appropriate land and/or floorspace is continually changing. Vacancies may develop in areas where there are none now. Over time, buildings get older or outdated, resulting in more affordable space.

Area Context

The Trites Industrial Area is now surrounded on three sides by residential use. Consideration needs to be given to whether a pocket of I2 industrial land within a neighbourhood comprised of single-family and multi-family development is desirable and compatible.

The industrial east side of Trites Road is currently not finished to a high standard. Industrial traffic shares the road with residents. There is no berming and very little landscaping, fencing or other forms of screening to help reduce the visual and noise impact of the industrial buildings on residents along Trites Road.

As industries operate normally, they may generate noise or odours that could disturb area residents. Without adequate buffers, industrial uses may not make good neighbours to residential uses.

Growth of Other Industrial Areas

Between 1996 and 2001, the City's Building Permit application data showed that over 4 million square feet of new industrial space was added to the City. The development of new industrial parks such as Riverside, Fraserwood, and Kingswood offer an abundant supply of serviced quality industrial land.

The total amount of industrial floorspace in Richmond is approximately 27 million square feet, which is the highest amount of floorspace among major municipalities in the Greater Vancouver Regional District.

The growth and availability of new lands and buildings offers variety and choice in the marketplace. This choice may lead some businesses to relocate to a newer area of the City, leaving behind older buildings. This older vacated stock may represent a supply of relatively more affordable industrial space.

CONCLUDING OBSERVATIONS

Reasons to retain the Trites Road Industrial Area include:

- The availability of affordable industrial lease rates;
- The availability of space that is suitable for small to medium sized businesses;
- Low vacancy rates among multi-tenant buildings;
- Industrial uses are more compatible with agricultural lands than residential uses.

However, the area around the Trites Road Industrial Area has undergone significant changes in recent years. A residential neighbourhood has developed around the industrial lands, prompting consideration to convert the area to other uses. Some of the reasons to convert the area include:

- Clean up the appearance of Trites Road;
- Industrial uses may not be compatible with residential uses as they have the potential to generate noise and odours;
- Industrial traffic that use Trites Road may conflict with residential traffic;
- There are other areas of Richmond more attractive and convenient for industrial businesses.

The current data obtained from industrial leasing agents suggests that there are sufficient areas of comparable lease rates that could accommodate businesses that had to relocate out of the Trites Industrial Area. As any conversion would happen gradually, the floorspace could be absorbed over time.

REFERENCES

Coriolis Consulting Corp. Steveston Industrial Study. City of Richmond: February 1996.

Mr. Anthony Lux, Industrial Leasing Agent with JJ Barnicke, phone conversation, May 2002.

Mr. Lawrence Green, Industrial Real Estate Agent with Royal LePage, phone conversation, May 2002.

Mr. Fraser Rowland, Industrial Leasing Agent with CB Richard Ellis, phone conversation May 2002.

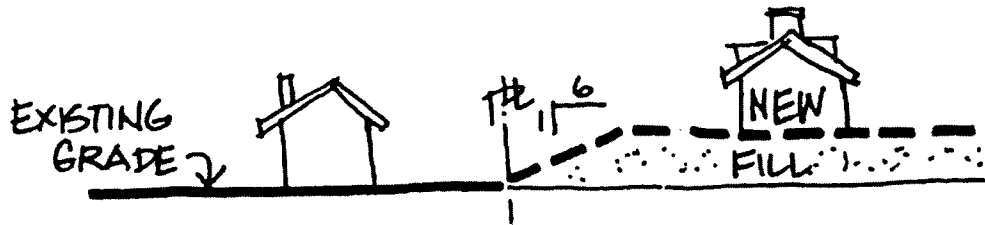
GUIDELINES FOR GRADING ON FLOODPROOFED PROPERTIES IN THE TRITES ROAD AREA

General

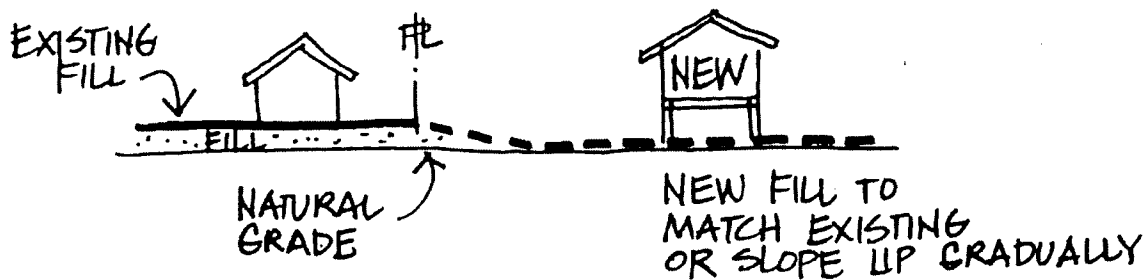
The minimum habitable floor elevation in the Trites Road Area is 2.6 m (8.5 ft.) geodetic datum. Elevating the main living areas of dwelling units to meet the minimum habitable floor elevation may be accomplished by filling the land or elevating the structure.

When floodproofing occurs at different times, it is important that construction or landfill be carried out in a manner which is sympathetic to the residential and industrial context.

Scenario 1: When new development is floodproofed by filling the site, the grade should match the grade on adjacent properties, or by changing grade at a slope not to exceed 6:1. Tall retaining walls or steep terraces should be avoided. Low retaining walls may be considered if sloping of land is not practical.



Scenario 2: When new development is floodproofed by raising habitable floors on non-habitable basements or posts rather than filling the land, the grade should match adjacent grades or slope up gradually.





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7408
(RZ 97-121285, RZ 02-202838, RZ 02-209424)
12380, 12420 & 12440 Trites Road and 12511 No. 2 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 1 (Steveston Area Land Use Map) to Schedule 2.4 thereof and by designating a portion of it "Single Family" and a portion of it "Multiple Family" as shown cross-hatched on Schedule A, which is attached to and forms part of this Bylaw.
2. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing Attachment 1 (Steveston Area Land Use Map) in Schedule 2.4 Steveston Area Plan and replacing it with Schedule B, which is attached to and forms part of this Bylaw.
3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7408"**.

FIRST READING

PUBLIC HEARING

SECOND READING

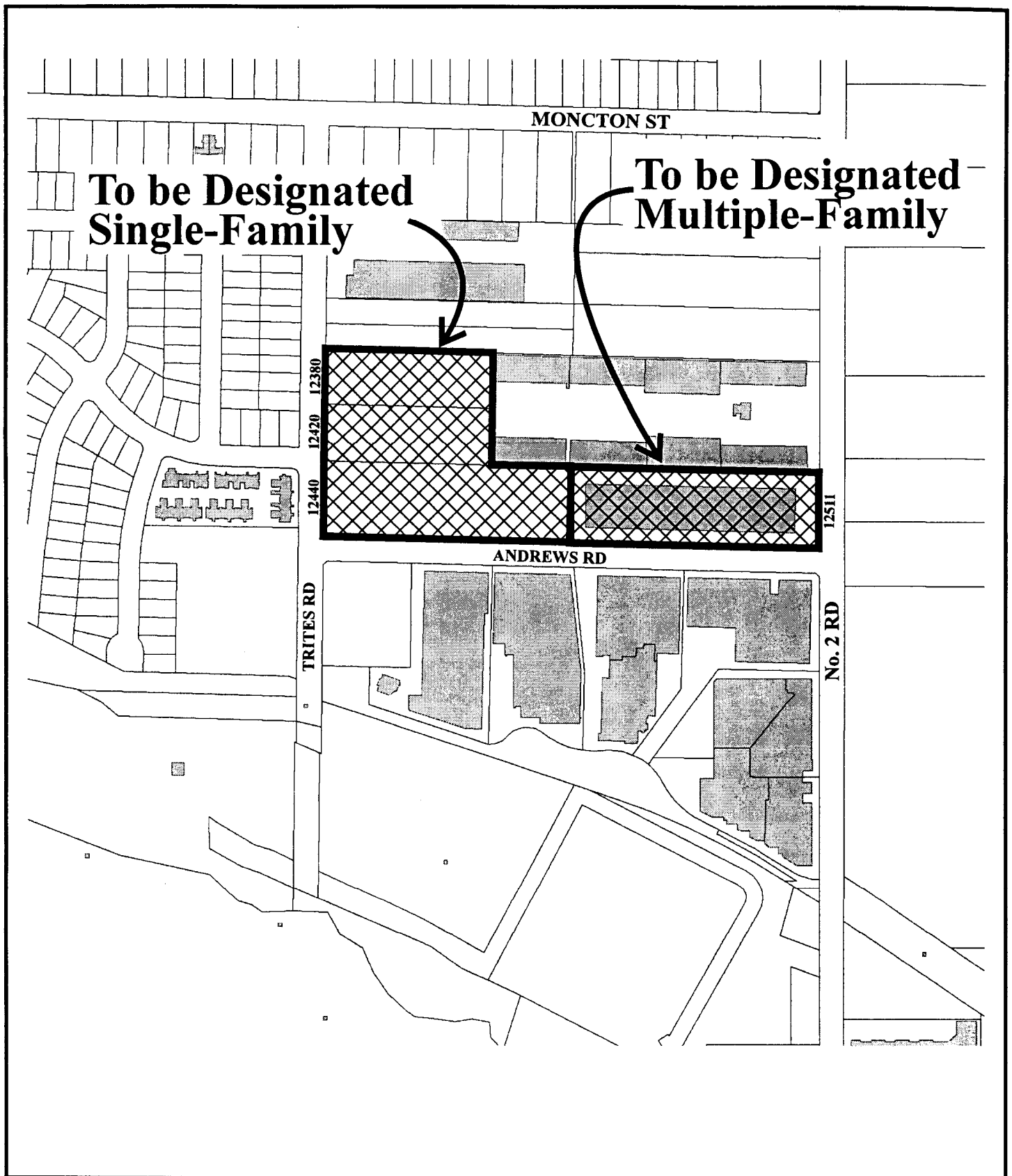
THIRD READING

ADOPTED

MAYOR

CITY CLERK





Schedule A attached to and forming
part of Bylaw No. 7408

Original Date: 07/30/02

Revision Date: 07/31/02

Note: Dimensions are in METRES

