



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

From: Joe Erceg
Manager, Development Applications

Re: **APPLICATION BY PROGRESSIVE CONSTRUCTION LTD. FOR REZONING AT 12440 TRITES ROAD FROM I2 (LIGHT INDUSTRIAL DISTRICT) TO CD/61 (COMPREHENSIVE DEVELOPMENT DISTRICT) AND R1/K (SINGLE-FAMILY HOUSING DISTRICT)**


To Council - August 26, 2002
To Planning - August 15, 2002
Date: August 8, 2002

RZ 97-121285

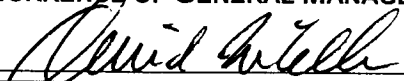
File No.: 8060-20-7409

Staff Recommendation

That Bylaw No. 7409, for the rezoning of 12440 Trites Road from "I2 (Light Industrial District)" to "CD/61 (Comprehensive Development District)" and "R1/K (Single-Family Housing District)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications

JE:jl
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Progressive Construction Ltd. has submitted an application to rezone its property at 12440 Trites Road from I2 (Light Industrial District) to CD/61 (Comprehensive Development District) and R1/K (Single-Family Housing District) in order to permit development of a 29-lot single-family subdivision (**Attachment 1**).

An amendment to the Steveston Area Plan is proposed under a separate staff report and OCP Amendment Bylaw (No. 7408) to accommodate the proposed change in land use designation from industrial to residential use.

Findings of Fact

Item	Existing	Proposed
Owner	Progressive Construction Ltd. and Tempo Construction Ltd.	No change
Applicant	Progressive Construction Ltd.	No change
Site Size	0.84 ha (2.08 acres)	0.83 ha (2.05 acres)
Land Uses	Vacant	29 Single-family lots (lot widths ranging from 9.39 m (30.8 ft.) to 13.2 m (43.3 ft.))
OCP Designation	Mixed Use	No change
Area Plan Designation	Industrial	Single-family
Zoning	I2 (Light Industrial District)	CD/61 (Comprehensive Development District) and R1/K (Single-Family Housing District)

Project Description

The subject property is located at the northeast corner of Trites Road and Andrews Road. The applicant proposes to create a single-family subdivision consisting of 29 lots that range in size from 281.7 m² (3,032.3 ft²) to 421.4 m² (4,536.1 ft²). The width of the lots vary from 9.39 m (30.8 ft.) to 13.2 m (43.3 ft.).

Two new public roads are proposed to be created for access to the new lots. Two new lanes are proposed to provide rear vehicular access to 24 of the lots. These lots with lane access are proposed to be rezoned to CD/61. Five of the lots at the east end of the site will not have rear lane access. These 5 lots are proposed to be rezoned as R1/K lots. The proposed lot layout is shown in **Attachment 2**.

Site Context

The site context is as follows:

- | | |
|--------|---|
| North: | Industrial warehouse properties zoned “I2 – Light Industrial District” (Rezoning Application No. RZ 02-202838 is currently underway to rezone these properties to CD/61 for single-family lots) |
| South: | Apartment buildings (Southcove) zoned R3 (Townhouse & Apartment District), CD/14 and CD/15 |
| East: | Industrial warehouse buildings zoned I2 (Rezoning application No. RZ 02-209424 is currently underway to rezone this property to Comprehensive Development District for a townhouse development) |
| West: | Single-family houses zoned R1/B (Single-Family Housing District) and townhouses zoned R2 (Townhouse District) |

Staff Comments

Transportation Department

- Reduce pavement width of Andrews Road to 11.0 m (36 ft.) from current 12.0 m (39.4 ft.).
- Install two sets of landscaped curb extensions along Andrews Road for traffic calming and pedestrian crossing safety.
- Ensure turnaround capability for vehicles at lanes and roads that dead end until adjacent properties to the north develop and extend these lanes and roads. Bollards and change in surface treatment are required to distinguish between the pedestrian and vehicle realm.

Engineering Works and Services

- Reduction in road pavement width along Andrews Road as per Transportation requirements will necessitate relocation of curb and gutter along the north side of Andrews Road along full frontage of property.
- Dedication of 0.5 m (1.6 ft.) is required along Andrews Road (south property line) to accommodate sidewalk and boulevard.
- Servicing is adequate for this first phase, but Engineering Department will monitor the sanitary sewer pump station for capacity and coordinate its upgrade as required. No cost to the developer for pump station works.
- Developer is required to design and construct all offsite and onsite works (new roads) at their sole cost via standard Servicing Agreement. Local roads identified as pedestrian greenways are to have a grassed and treed boulevard of minimum 2.0 m (6.6 ft.) in width.
- Works on Andrews Road includes relocation of existing north curb and gutter, creation of a grassed and treed boulevard, street lighting and sidewalk.
- Works on Trites Road includes full completion of the east side of Trites for full frontage, new road base, curb and gutter, grassed and treed boulevard, street lighting and sidewalk.
- Undergrounding of the Hydro pole line along Trites Road.

Parks and Recreation

- Create a pedestrian walkway and landscaping within the 3.0 m (9.8 ft.) sanitary sewer right-of-way over Lots 6, 7, 18 and 19. The walkway may be 1.5 m (4.9 ft.) wide with 1.5 m (4.9 ft.) of landscaping adjacent to it. Public rights-of-passage would be required over a corner cut-off on Lot 6 of the subdivision layout plan to divert the trail around an existing pump station.
- Dedication of 1.5 m (4.9 ft.) on Lots 6, 7, 18 and 19 is required for the trail. Public rights-of-passage on the remaining 1.5 m (4.9 ft.) of the sanitary right-of-way are required on Lots 6, 7 and 18 only.

Consultation

Public Information Meeting

Progressive Construction Ltd., in conjunction with Suncor Development Corporation (Jema Properties Consulting Ltd.) and Panstar Development Corporation, held a joint Public Information Meeting at Steveston Community Centre on Wednesday, July 17, 2002 to present their development plans for properties along Trites Road and Andrews Road that are currently under rezoning application. The neighbourhood was invited to attend the meeting, review the proposed plans and provide comments directly to City Staff.

Notices of the meeting were distributed to nearby single-family and multi-family residences, as well as property owners and tenants of the nearby industrial and agricultural properties. A questionnaire was distributed to attendees to obtain feedback about the proposed development.

Survey Results

Approximately 20 people attended the meeting and 10 responses to the survey and meeting were received. Jema Properties Consulting Ltd. provided a synopsis of the meeting (**Attachment 3**). The 10 survey responses produced the following results:

- Support the Proposed Development - 8 responses
- Neutral - 1 response
- Do Not Support the Proposed Development - 1 response

The questionnaire enabled respondents to provide comments on the proposed development. The comments received are summarized below together with a staff response, where applicable:

Comment	Staff Reponse
Development of Trites Road area for residential use is long overdue.	n/a
Prefer to see greater variety of lot sizes.	Lot sizes proposed by the developer are uniform and small to respond to current market conditions and provide consistency in house design.

Comment	Staff Reponse
Ensure houses on east side of Trites are floodproofed to the same elevation as those on west side so that the street is balanced	Houses will require floodproofing to 2.6 m geodetic, so they will be raised to the same elevation as existing single-family housing development..
Concerned about potential loss of views from condominiums to the south due to height of buildings.	Proposed houses are limited to 2-1/2 storeys under the zoning. The condominium buildings are four-storey over parking.
Ensure good transition of building form along Andrews Road for single-family uses to townhouse uses.	This will be monitored as the proposed townhouse project at 12511 No. 2 Road is evaluated.
Ensure that Trites Road is wide enough to accommodate parking on both sides of street.	Trites Road will be wide enough for parking on both sides when redevelopment occurs..
Would like some form of traffic calming along Trites Road.	Traffic calming is proposed for Andrews Road as traffic volumes are anticipated to be higher. If warranted and budget is available, traffic measures on Trites Road could be investigated in the future.
Would like truck traffic along Trites Road re-routed to No. 2 Road.	As long as existing industries on Trites Road are present, access to those industries will have to come from Trites Road. As industrial properties redevelop, truck traffic may decrease over time.
Parking on Andrews Road is at capacity. Concerned that additional housing will add to parking shortage.	New housing will have to provide parking requirements in accordance with Zoning Bylaw provisions
Overhead hydro lines along Trites Road should be buried underground in order to improve street appearance.	Undergrounding of Hydro lines is requested as a condition of rezoning.
Did not wish to see 12440 Trites Road developed with housing. Prefers that the lot be left in its natural state as open space.	12440 Trites Road is currently zoned I2. If the subject property was not rezoned, the owner is permitted to develop the property for industrial use in accordance with I2 zoning provisions
Concerned about lack of parks and open space shown in plans.	The exact location and configuration of a neighbourhood park has not yet been identified

Analysis

Relationship to Existing Neighbourhood

The west side of Trites Road between Moncton Street and Brunswick Avenue is occupied by single-family housing. Most of the lots are 13.4 m (44 ft.) wide and are not serviced by a rear lane. The houses all have attached garages that are accessed directly from Trites Road.

During the area planning process for Trites Road that took place between 1996 and 1999, area residents generally supported the notion of single-family uses along the east side of Trites Road. The single-family subdivision proposed for 12440 Trites Road is consistent with the neighbourhood's desire for lower density forms of development along Trites Road to mirror the existing single-family development on the west side of Trites Road.

Although the proposed lots are narrower than the existing lots on the west side, a rear lane is proposed to provide all of the new lots with rear vehicle access. This would eliminate the need for garage doors to front onto Trites Road and the new proposed internal streets.

At the present time, the east side of Trites Road, in front of the industrial properties, has no curb and gutter. There is a gravel shoulder, drainage ditch, and ditch crossings that provide access to industrial properties. If redeveloped, the east side of Trites Road and north side of Andrews Road would be finished to residential street standards, including curb and gutter, sidewalks, street lighting and grassed and treed boulevard. Both the new uses and standards would upgrade and improve the appearance and presentation of Trites Road as a residential street.

The applicant was requested to submit a concept plan for the west side of the Trites Road Industrial Area to demonstrate how this proposed subdivision would fit into a larger area context. The concept plan developed by the applicant, which is included as **Attachment 4**, shows that the land use and road pattern may be extended to neighbouring properties to the north as they develop in the future.

Form and Character of New Housing

Progressive Construction Ltd. proposes to create the lots and market them to individual builders. They propose to use the same design guidelines prepared by Suncor Development Corporation for its proposed single-family development to the north at 12380 and 12420 Trites. Road. This would help to ensure consistent form and character in both proposed developments.

The letter included as **Attachment 5** indicates how Progressive Construction Ltd. proposes to ensure compliance with the design guidelines. They would provide builders with the guidelines and retain a design consultant to review house plans. Builders would have to submit house plans to the consultant for design review to ensure conformance with design guidelines and compatibility with surrounding development.

The new buildings would have to be floodproofed which would raise them above the present grade. This would address area resident concerns about a "balanced" street appearance as residential developments around this site have been raised for floodproofing.

The height of buildings under the proposed CD/61 zone is limited to 2-1/2 storeys. This is consistent with height allowances for other single-family zoning in the area. The proposed single-family residences should not obstruct views from upper floors of the condominium buildings to the south as those buildings are four storey above parking.

Pedestrian Walkway

East-West Connection

The entire length of the north property line is encumbered with a 3.0 m (9.8 ft.) wide sanitary sewer right-of-way. As the right-of-way cannot be developed upon with structures, the City requires that it be improved to include a pedestrian walkway and landscaping. The developer of the property to the north at 12420 Trites Road (RZ 02-202838) would develop the other half of the pedestrian trail as the sanitary sewer right-of-way is registered over both properties.

The purpose of the walkway would be to provide east-west connection and also benefit residents living further north in the future subdivision by enabling direct, mid-block access to Trites Road. The walkway would also be closely aligned with Brunswick Avenue, which leads directly to Homma Elementary School further to the west. The establishment of a pedestrian walkway is consistent with parks planning principles to create walkway loops and linkages within neighbourhoods.

The walkway would be developed over Lots 6, 7, 18 and 19 of the subdivision layout plan in **Attachment 2**. It would not extend into Lot 29 because it is preferable at this point to locate the walkway further to the north if redevelopment on other lots in the area occurs in the future. Dedication of 1.5 m (4.9 ft.) on Lots 6, 7, 18 and 19 would be required to secure City ownership of the trail. Public rights-of-passage over the remaining 1.5 m (4.9 ft.) of the sanitary sewer right-of-way that was not dedicated would be required on Lots 6, 7 and 18 only to accommodate basic landscaping. Additional public rights-of-passage would also be required over a corner cut-off on Lot 6 to divert the trail around a pump station located within the right-of-way.

A Development Variance Permit would also be required to relax the side yard requirements for the above-noted lots from 3.0 m (9.8 ft.) to 1.5 m (4.9 ft.) due to the dedication of land for the walkway. Staff have no objection to this variance.

North-South Connection

The Southcove apartment development on the south side of Andrews Road includes a north-south pedestrian trail that connects Andrews Road to the waterfront. The proposed subdivision at 12440 Trites Road connects to this trail system with the new roads that would be created. The roads would be designed as greenway streets with boulevard and street trees. The intersection of the new north-south road, closest to the Southcove Trail alignment, with Andrews Road would have landscaped curb extensions to narrow the road, slow down traffic and help pedestrians cross Andrews Road in a safe manner.

Buffering

Substantial landscaped buffering in the form of fencing and hedging will be required along the north property lines of Lots 19 and 29, adjacent to an existing industrial property at 12491 No. 2 Road. That industrial property is not currently under application for redevelopment. It is anticipated that the buildings could remain for some time. The landscaping and fencing detail for these lots will be incorporated into the Servicing Agreement.

The industrial properties to the north (12380 and 12420 Trites Road) are currently being rezoned to CD/61 (RZ 02-202838) to accommodate single-family lots and continue the new street that would be created by this application. Therefore, the industrial uses on those properties would not likely remain for a long period of time if Rezoning Application RZ 02-202838 is approved. Visual buffering will not be required along the property lines abutting these properties.

The property to the east (12511 No. 2 Road) is also under application for rezoning to permit a townhouse development (RZ 02-209424). That application is still being reviewed by Staff and may proceed to a future Planning Committee meeting for consideration. The existing industrial building on that site has both vacant units as well as units that are leased to businesses. The applicants of that rezoning application indicate that the longest leases in the building expire in 2004. Therefore, if Rezoning Application RZ 02-209424 is approved, the building may remain for another 2 years or so. Buffering beyond fencing and/or landscaping will not be required along the east property line abutting 12511 No. 2 Road.

Aside from visual buffering, there are also concerns about noise that could emulate from the neighbouring industrial properties. The proposed design guidelines are based on design guidelines used in the Odlinwood area. These design guidelines resulted in buildings with a higher degree of soundproofing (through building materials and design) as Odlinwood developments had to protect residents against aircraft noise.

Traffic Circulation

The new roads and lanes to be created to access the proposed lots would dead end at the north property line until development of the properties to the north extend the road pattern. In the interim, adequate turnaround capability would be required at the ends of all roads and lanes until the road pattern is extended by future development. These temporary turnarounds would be removed and the trail completed when the properties to the north develop.

Concerns were expressed by survey respondents about the impact of new housing on parking in the area. New housing in this subdivision would be required to provide 2 off-street parking spaces per dwelling unit, in accordance with parking provisions in the Zoning Bylaw. Some street parking currently available on Andrews Road would be eliminated as a result of the need to create new entrance points to streets and lanes. However, the new internal streets would be able to accommodate parking as the new lots are proposed be serviced with rear lane vehicular access.

The pavement width of Andrews Road is proposed to be reduced from the current 12.0 m (39.4 ft.) to 11.0 m (36.1 ft.) in order to de-emphasize its use as a thoroughfare. Curb extensions are proposed to be constructed along Andrews Road at key intersections to help slow down traffic and provide safer crossings for pedestrians.

Public Art

As the proposed development contains more than 20 residential units, it is eligible to be considered for a voluntary contribution to the City's Public Art Program through the development review process. The applicant has declined to provide public art in this development proposal.

Financial Impact

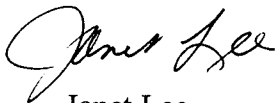
None.

Conclusion

The proposed subdivision would begin the transition of the west side of the Trites Road Industrial Area to residential uses. New residential uses along Trites Road would be compatible with existing residential uses on the west side and result in physical improvements to the road.

The road and land use pattern established by this subdivision provides options for extension as properties to the north or east develop in the future. Buffering in the form of fencing and landscaping and use of design guidelines to mitigate noise are proposed as measures to reduce visual and noise impacts of existing industrial uses in the area.

It is recommended that this application be supported.



Janet Lee
Planner 2

JL:cas

There are requirements to be dealt with prior to final adoption:

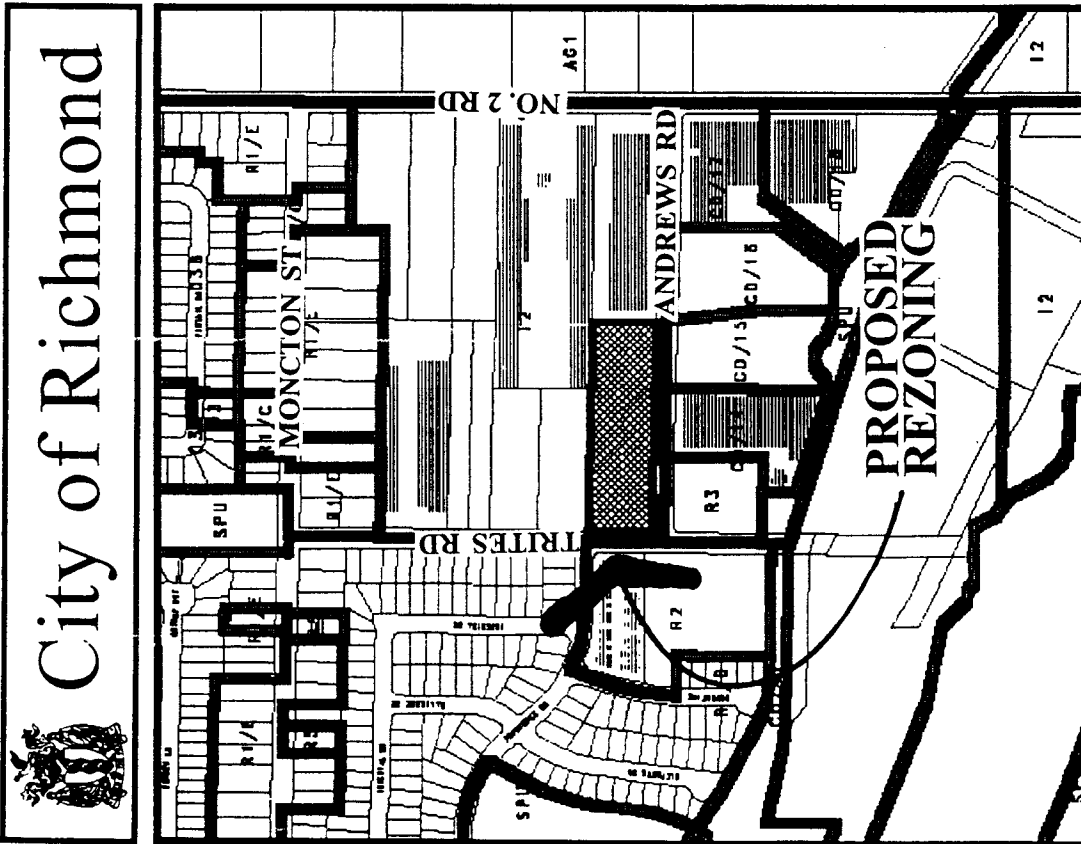
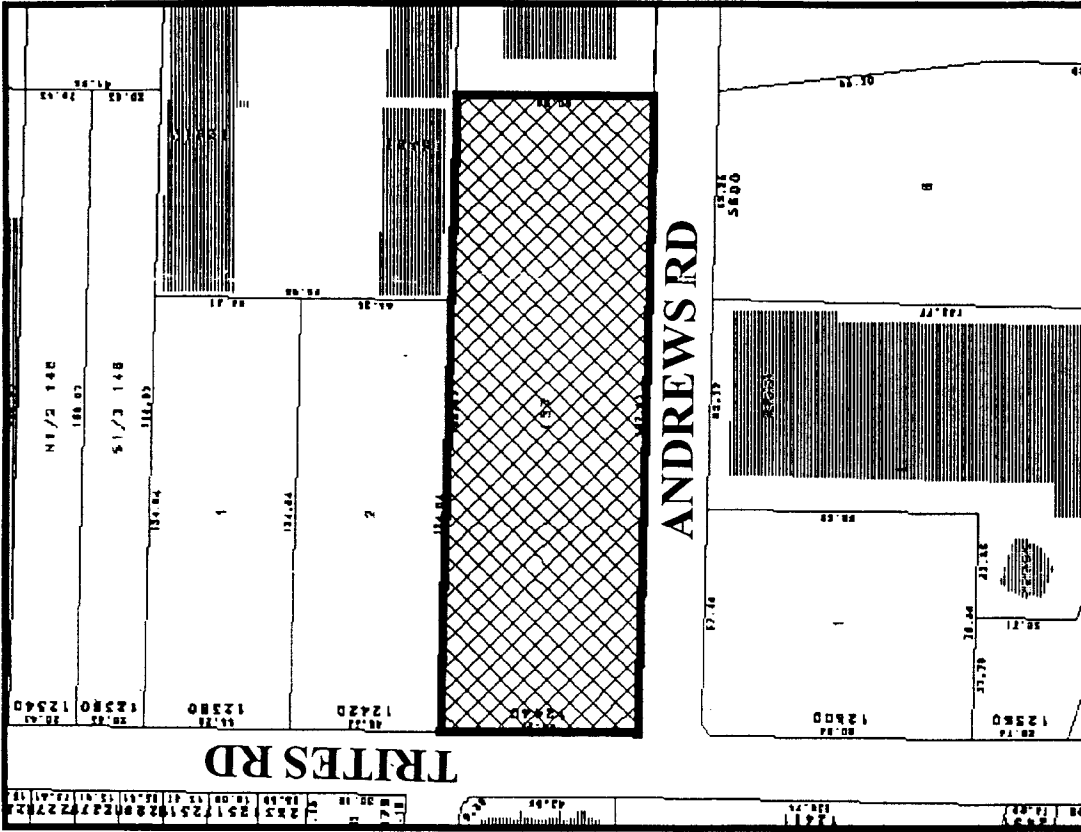
Legal requirements, specifically:

1. Dedication of 0.5 m along entire frontage of property along Andrews Road.
2. Dedication of 1.5 m along north property line on Lots 6, 7, 18 and 19 for pedestrian walkway.
3. Registration of public rights-of-passage over the remainder of the sanitary sewer right-of-way that is not dedicated on Lots 6, 7, and 18.
4. Registration of public rights-of-passage over a corner cut-off of Lot 6 in proposed lot layout to accommodate diversion of pedestrian trail around an existing pump station.
5. Registration of a restrictive covenant for noise attenuation in buildings and to notify lot purchasers of nearby industrial activities.

Development requirements, specifically:

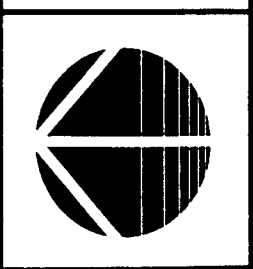
Enter into a Servicing Agreement for:

- Design and construction of pedestrian walkway and landscaping along north property line;
- Design and construction of buffer landscaping and fencing;
- Temporary hammerhead turnarounds at north ends of lanes and roads until development to the north proceeds to extend these lanes and roads, complete with bollards and change in surface treatment to distinguish between pedestrian and vehicular realm;
- Design and construction of Andrews Road for full frontage of site, including relocation of existing north curb and gutter, creation of a grass and treed boulevard, street lighting and sidewalk;
- Installation of two pairs of landscaped curb extensions along Andrews Road;
- Design and construction of Trites Road along east side for full frontage of property, including new road base, curb and gutter, grass and treed boulevard, street lighting and sidewalk;
- Design and construction of all offsite and onsite works (new roads) at sole cost. Local roads identified as pedestrian greenways are to have a grassed and treed boulevard of minimum 2.0 m (6.6 ft.) in width;
- Undergrounding of hydro poles along Trites Road.



Original Date: 10/29/97
 Revision Date:
 Note: Dimensions are in METRES

RZ 97-121285



Jema Properties Consulting Ltd.
206-5631 No. 3 Road, Richmond, BC, V6X 2C7

July 18, 2002

City of Richmond,
6911 No. 3 Road,
Richmond, BC
V6Y 2C1

Attention: Janet Lee,
Urban Development Division

Dear Janet,

Re: Public Information Meeting, Trites Road Area, July 17, 2002

Please accept this as my report on the Public Information meeting held last night at the Steveston Community Center on the Trites/Andrews Road proposal. All the information is attached and is fairly self-evident so I have not labeled the material.

1. We printed 300 invitation letters, with the information and a map showing the area and the proposed land uses and distributed all of them to the neighbourhood. The letter is attached. We have also prepared a map showing where we distributed the invitations. We covered 132 single-family houses, 3 townhouse complexes and 6 condominium complexes. We also sent the letters to the industrial landowners and the tenants. These went out last week on Wednesday and Thursday. We had several telephone conversations with a couple of the tenants who did not attend the meeting.
2. At the meeting we asked people to sign in on the attached sign-in sheet.
3. Those who came to the meeting were asked to either leave a filled-in opinion sheet, or they had the option of mailing one to you. I have attached the ones we collected. I assume you will receive the others directly.

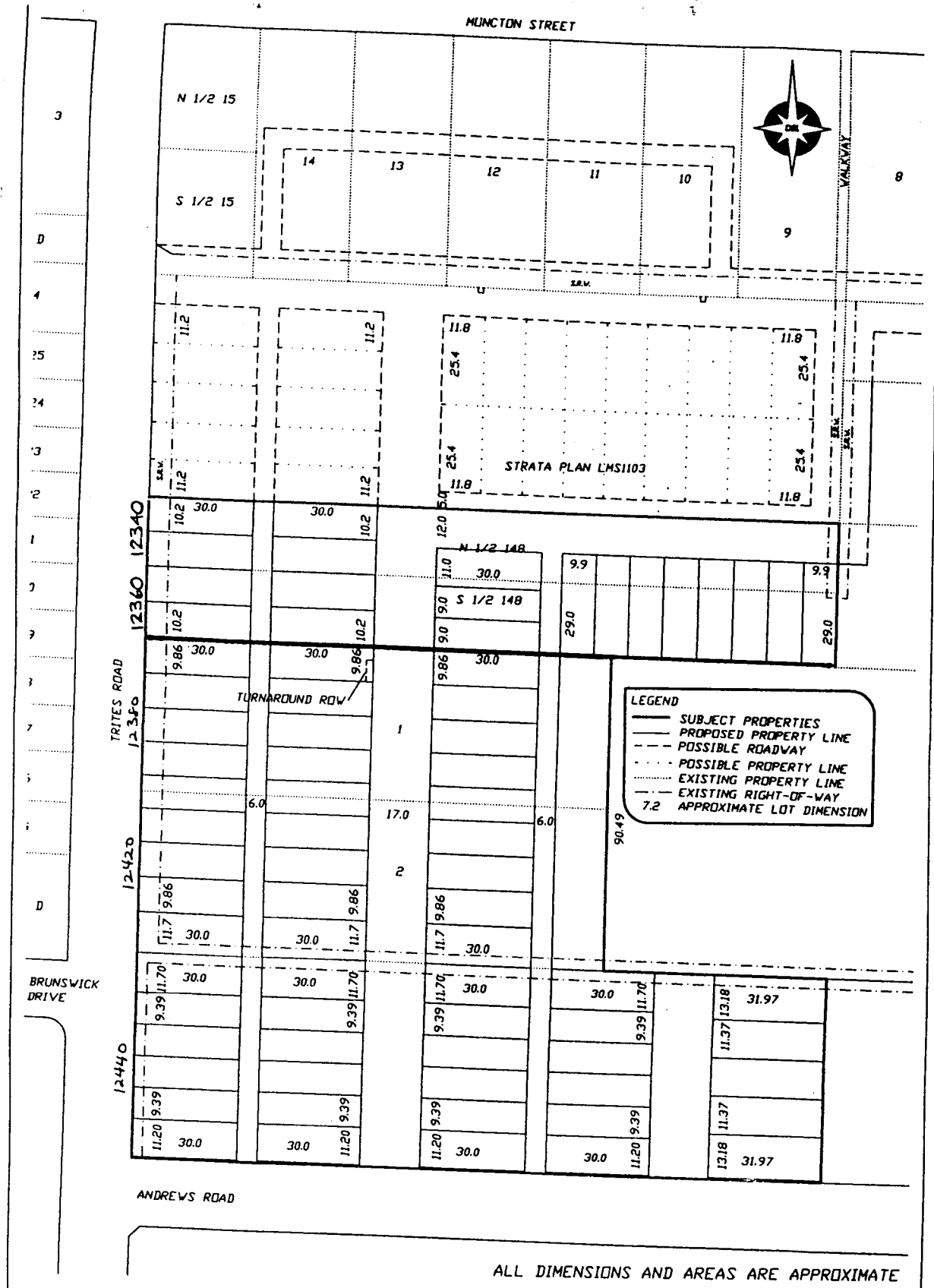
I was pleased to see that we appeared to have almost no negative comment. People asked about the usual, namely, parking, open space, property values, design, height of the buildings, etc. Nobody asked about schools; however, Ken Morris did get back to me this morning to tell me that there was adequate capacity at all the schools in the area.

If you have any further questions, please call me or e-mail me.

Yours truly,

Olga Ilich





ALL DIMENSIONS AND AREAS ARE APPROXIMATE
SCALE 1:1000

TRITES ROAD - POSSIBLE ROAD AND LOT LAYOUT - CONCEPT 3

Rev'n	Date	Drawn	Ch'd	Comment
3	23 JUN 02	DSL	DSL	FOR DISCUSSION PURPOSES
2	2 MAY 02	DSL	DSL	FOR DISCUSSION PURPOSES
1	1 MAR 01	DSL	DSL	FOR DISCUSSION PURPOSES

DS Lee Engineering

308 - 8171 Cook Road, Richmond, BC Tel: (604) 278-2555

PROGRESSIVE

ATTACHMENT 5

CONSTRUCTION LTD.

5591 NO. 3 ROAD - RICHMOND, BC V6X 2C7

July 30th, 2002

Your File: 97-121285

City of Richmond
6911 No. 3 Road,
Richmond, B.C.

ATTENTION: JANET LEE, PLANNER

Dear Janet:

RE: DESIGN GUIDELINES AND CONTROLS AT TRITES ROAD

For the past 12 years we have implemented design controls in our Terra Nova subdivision and plan to follow a similar process for the 29 lots proposed for this site. The final design guidelines which are being prepared presently by Suncor will be implemented by our design consultant, Gomberoff Policzer. We anticipate only 3 builders on these lots; Penta Homes Ltd., Townline Homes Inc. and Gordon Sommerfeld Construction, all experienced builders familiar with working within design guidelines. Each will be required to provide us with a \$10,000 security deposit to ensure they follow the guidelines and will submit plans to our consultant for approval before proceeding with construction.


Lots that could be affected by industrial noise will be buffered in a number of ways. Landscaping buffers will be provided for those lots which are adjacent to industrial buildings with 5 to 6 foot solid hedges in front of a 6 foot solid cedar fence. The orientation of these specific lots already provides for sideyards being adjacent to industrial so window openings are limited. However, we will require our builders to explore design features which could decrease outside noise including layout of the house, extra insulation in the attic spaces and triple glazing of windows.

Purchasers will be made aware that the surrounding industrial will remain indefinitely by including a clause in our Contract of Purchase and Sale. This is in our best interest as our works yard at 12360 Trites may remain for years to come which is adjacent to Suncor's residential development.

Should you require anything further do not hesitate to call.

Yours truly,

PROGRESSIVE CONSTRUCTION LTD.


Alison Davies
Project Manager



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7409 (RZ 97-121285)
12440 TRITES ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating a portion of it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/61)** and a portion of it **SINGLE FAMILY HOUSING DISTRICT (R1/K)** as indicated on Schedule A, which is attached and forms part of this bylaw:

P.I.D. 006-008-011

Lot 157 Section 12 Block 3 North Range 7 West New Westminster District Plan 45884

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7409”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

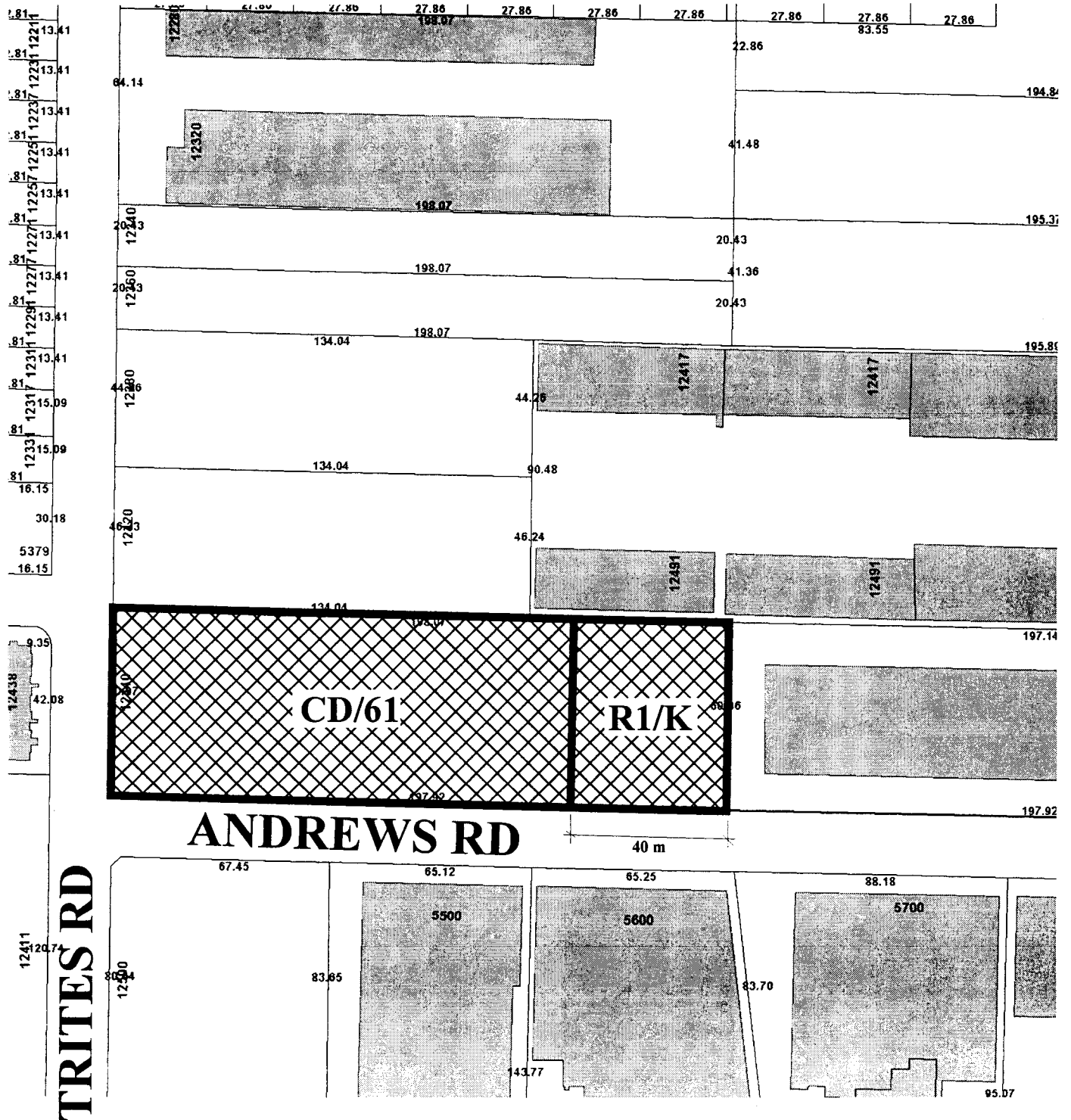
ADOPTED

AUG 26 2002



MAYOR

CITY CLERK



RZ 97-121285

Original Date: 07/31/02

Revision Date:

Note: Dimensions are in METRES