



**City of Richmond**  
Urban Development Division

**Report to Committee**

**To:** Planning Committee

**From:** Joe Erceg  
Manager, Development Applications

**RE:** APPLICATION BY SUNCOR DEVELOPMENT CORPORATION AND PANSTAR DEVELOPMENT LTD. FOR REZONING AT 12380 AND 12420 TRITES ROAD FROM I2 (LIGHT INDUSTRIAL DISTRICT) TO CD/61 (COMPREHENSIVE DEVELOPMENT DISTRICT)

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

RZ 02-202838

*File No.: 8060-20-7410*

**Staff Recommendation**

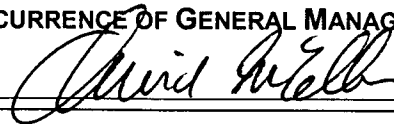
That Bylaw No. 7410, for the rezoning of 12380 and 12420 Trites Road from "I2 (Light Industrial District)" to "CD/61 (Comprehensive Development District)", be introduced and given first reading.

  
Joe Erceg  
Manager, Development Applications

JE:jl  
Att.

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

Suncor Development Corporation and Panstar Development Corporation have submitted an application to rezone two properties at 12380 and 12420 Trites Road from I2 (Light Industrial District) to CD/61 (Comprehensive Development District) in order to permit development of a 27-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	Pan Pacific Enterprises Inc.	Suncor Development Corp./ Panstar Development Corp.
Applicant	Suncor Development Corp./ Panstar Development Corp.	No change
Site Size	1.2 ha (3.0 acres)	No change
Land Uses	Industrial building and storage yard	27 Single-family lots (lot widths ranging from 9.86 m (32.3 ft.) to 11.7 m (38.4 ft.))
OCP Designation	Mixed Use	No change
Area Plan Designation	Industrial	Single-family
Zoning	I2 (Light Industrial District)	CD/61 (Comprehensive Development District)

### Project Description

The subject property is located on the east side of Trites Road, north of Andrews Road. The applicant proposes to create a single-family subdivision consisting of 27 lots that range in size from 295.8 m<sup>2</sup> (3,184.1 ft<sup>2</sup>) to 351 m<sup>2</sup> (3,778.3 ft<sup>2</sup>). The width of the lots vary from 9.86 m (32.3 ft.) to 11.7 m (38.4 ft.).

This proposed subdivision will be an extension of another proposed subdivision to the south at 12440 Trites Road (RZ 97-121285). Each of the 27 lots will be serviced by a rear lane. A remnant parcel of approximately 1,326 m<sup>2</sup> (14,273.4 ft<sup>2</sup>) will remain at the east side of the properties adjacent to an existing industrial property. The proposed lot layout is shown in **Attachment 2**.

## Site Context

The site context is as follows:

North:	Industrial properties zoned I2 (Light Industrial District)
South:	Vacant lot zoned I2 (Rezoning Application No. 97-121285 is currently underway to rezone this property to CD/61 to permit a 29-lot single-family subdivision)
East:	Industrial warehouse buildings zoned I2
West:	Single-family houses zoned R1/B

## Staff Comments

### Transportation Department

- 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. This can be achieved by the construction of a temporary lane at the north end of the property to connect new internal road and lane to Trites Road. The temporary lane may be removed and the lots developed upon when the property to the north extends the internal road and lanes further north. A temporary turnaround will also be required at the north end of the second lane that is adjacent to the remnant parcel to enable turnaround until properties to the north develop.

### Engineering Works and Services

- Servicing is adequate for this 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 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. The walkway may be 1.5 m (4.9 ft.) wide with 1.5 m (4.9 ft.) of landscaping adjacent to it.
- Dedication of 1.5 m (4.9 ft.) along entire south property line is required for the trail. Public rights-of-passage over the remaining 1.5 m (4.9 ft.) of the sanitary sewer right-of-way is also required.
- Remove temporary turnarounds within the sanitary right-of-way that were constructed for the earlier phase at 12440 Trites Road (RZ 97-121285). Complete the pedestrian walkway and landscaping in these locations.

**Consultation**

Public Information Meeting

Suncor Development Corporation (Jema Properties Consulting Ltd.) and Panstar Development Corporation, in conjunction with Progressive Construction Ltd., held a joint Public Information Meeting at Steveston Community Centre on Wednesday, July 17, 2002 to present their development plans for the 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:

<b>Comment</b>	<b>Staff Reponse</b>
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.
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.

<b>Comment</b>	<b>Staff Reponse</b>
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 12380 and 12420 Trites Road is consistent with the neighbourhood's desire for lower density forms of development along Trites Road to complement 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 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.

Progressive Construction Ltd., the applicant for a 29-lot subdivision proposal at 12440 Trites Road, prepared an area concept plan for single-family development in the west side of the Trites Industrial Area (**Attachment 4**). This proposal for 12380 and 12420 Trites Road follows the concept plan that was prepared.

#### Form and Character of New Housing

The applicant proposes to create the lots and either market them to individual builders or build the new houses themselves. Recognizing the need for a cohesive appearance, Suncor Development has developed a set of design guidelines for the subdivision and agrees to ensure compliance with these design guidelines.

The letter included as Attachment 5 indicates how the design guidelines would be administered. The applicant would provide home builders with the guidelines. Builders would have to submit house plans to the applicant 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 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

The entire length of the south 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 south at 12440 Trites Road (RZ 97-121285) 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 in this proposed 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.

Dedication of 1.5 m (4.9 ft.) along the south property line would be required to secure City ownership of the walkway. Public rights-of-passage over the remaining 1.5 m (4.9 ft.) of the sanitary sewer right-of-way would be also be required to accommodate basic landscaping.

A Development Variance Permit would be required to relax the side yard requirements for the lots adjacent to the walkway 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.

### Buffering

The remnant parcel at the east end of the properties, separated from the proposed single-family lots by a lane, would be owned by the applicant, landscaped and maintained as a buffer against the existing industrial development to the east at 12417 and 12491 No. 2 Road. There are several options for the future use of this remnant parcel. It could be consolidated with neighbouring properties for development of a future public park or residential uses. This future use would depend on development proposals put forth by applicants of adjacent properties when they are in a position to proceed.

Aside from visual buffering, there are also concerns about noise that could emulate from the neighbouring industrial properties. The applicant has developed a draft set of design guidelines based upon those 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 and Circulation

The road pattern will be an extension of the road pattern established by the proposed subdivision to the south at 12440 Trites Road. As the newly-created roads and lanes will dead end at the north end of the subject property, adequate turnaround capability and a temporary east-west lane at the north end of the site will be required in the interim until development of properties further north extend the road pattern.

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. The new internal street to be created would be able to accommodate on-street parking as the new lots are to be serviced with rear lane vehicular access.

### 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**

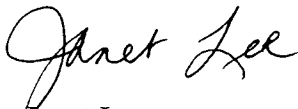
None.

**Conclusion**

The proposed subdivision would continue 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:

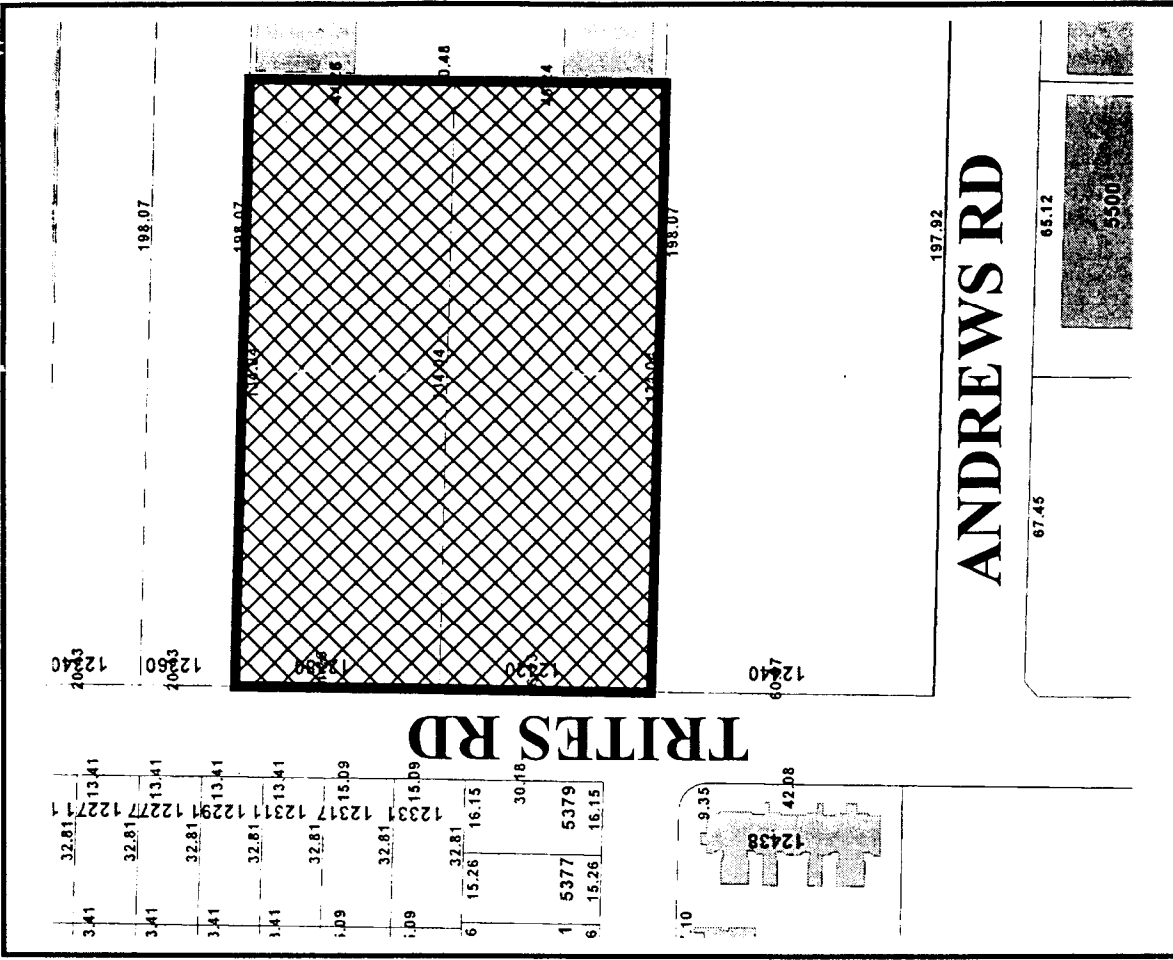
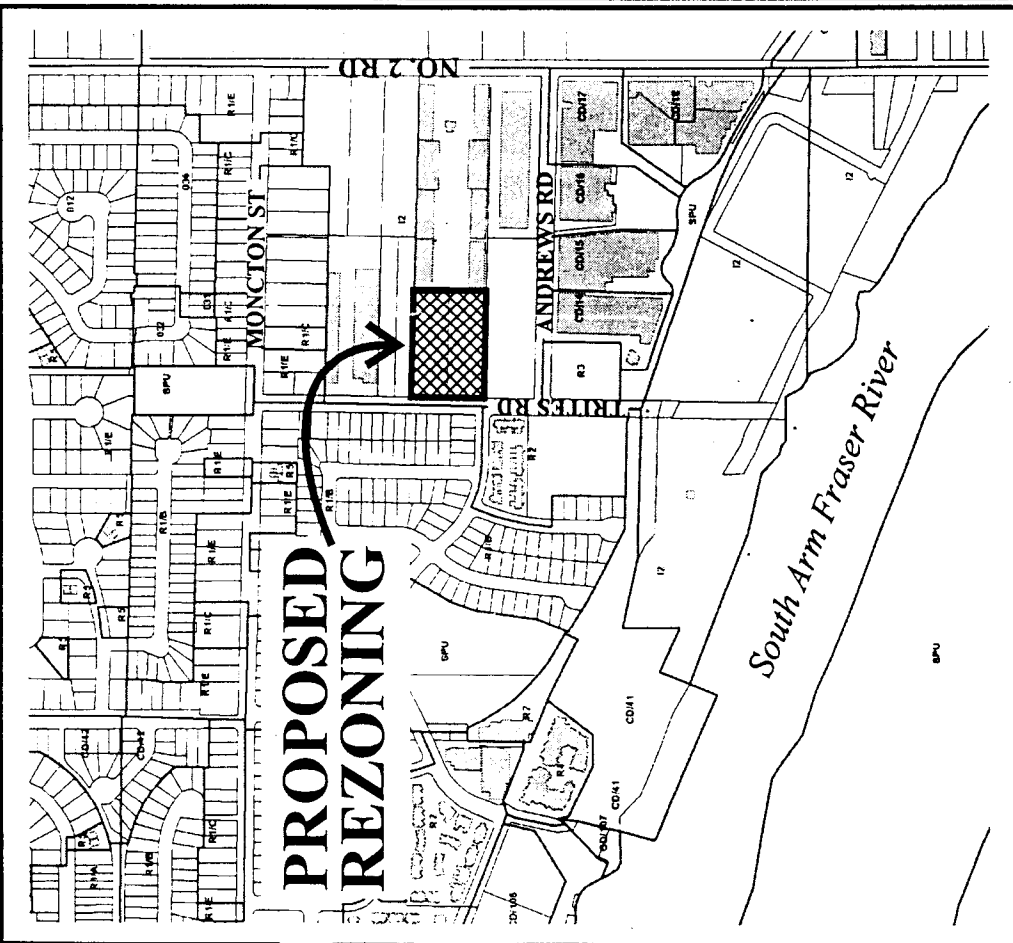
Legal requirements, specifically:

1. Dedication of 1.5 m (4.9 ft.) along the south property line for pedestrian walkway.
2. Registration of public rights-of-passage over the remainder of the sanitary sewer right-of-way that is not dedicated.
3. Registration of a restrictive covenant for noise attenuation in buildings and to notify lot purchasers of nearby industrial activities.

Development requirements, specifically:

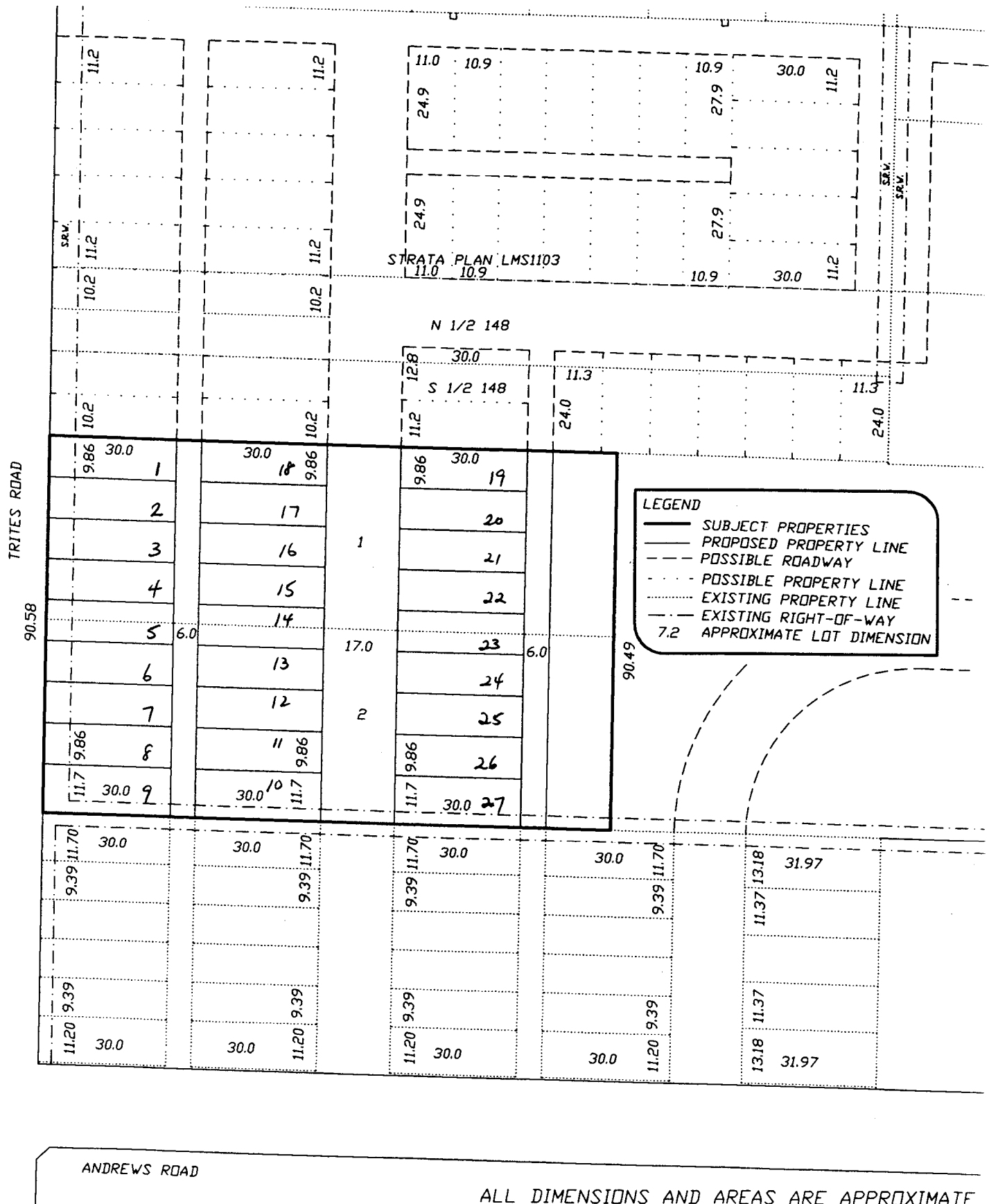
1. Submission of a Subdivision application.
2. Enter into a Servicing Agreement for:
  - Design and construction of pedestrian walkway along south property line with 1.5 m trail and 1.5 m of landscaping;
  - Removal of temporary hammerhead turnarounds at the ends of lanes and roads on the adjacent property to the south (12440 Trites Road) and completion of pedestrian walkway and landscaping within the sanitary sewer right-of-way in the earlier phase;
  - Construction of a temporary lane at the north end of the property connecting the new internal road to Trites Road for traffic circulation;
  - Construction of a temporary turnaround at the north end of the second lane adjacent to the remnant parcel;
  - Design and construction of Trites Road along east side for full frontage of property, including new road base, curb and gutter, creation of a grassed 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: 04/10/02  
 Revision Date:  
 Note: Dimensions are in METRES

RZ 02-202838



**LEGEND**

- SUBJECT PROPERTIES
- - - PROPOSED PROPERTY LINE
- · · POSSIBLE ROADWAY
- · - POSSIBLE PROPERTY LINE
- · · EXISTING PROPERTY LINE
- - - EXISTING RIGHT-OF-WAY
- 7.2 APPROXIMATE LOT DIMENSION

ALL DIMENSIONS AND AREAS ARE APPROXIMATE

SCALE 1:100

**TRITES ROAD - POSSIBLE ROAD AND LOT LAYOUT - CONCEPT 3**

**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.

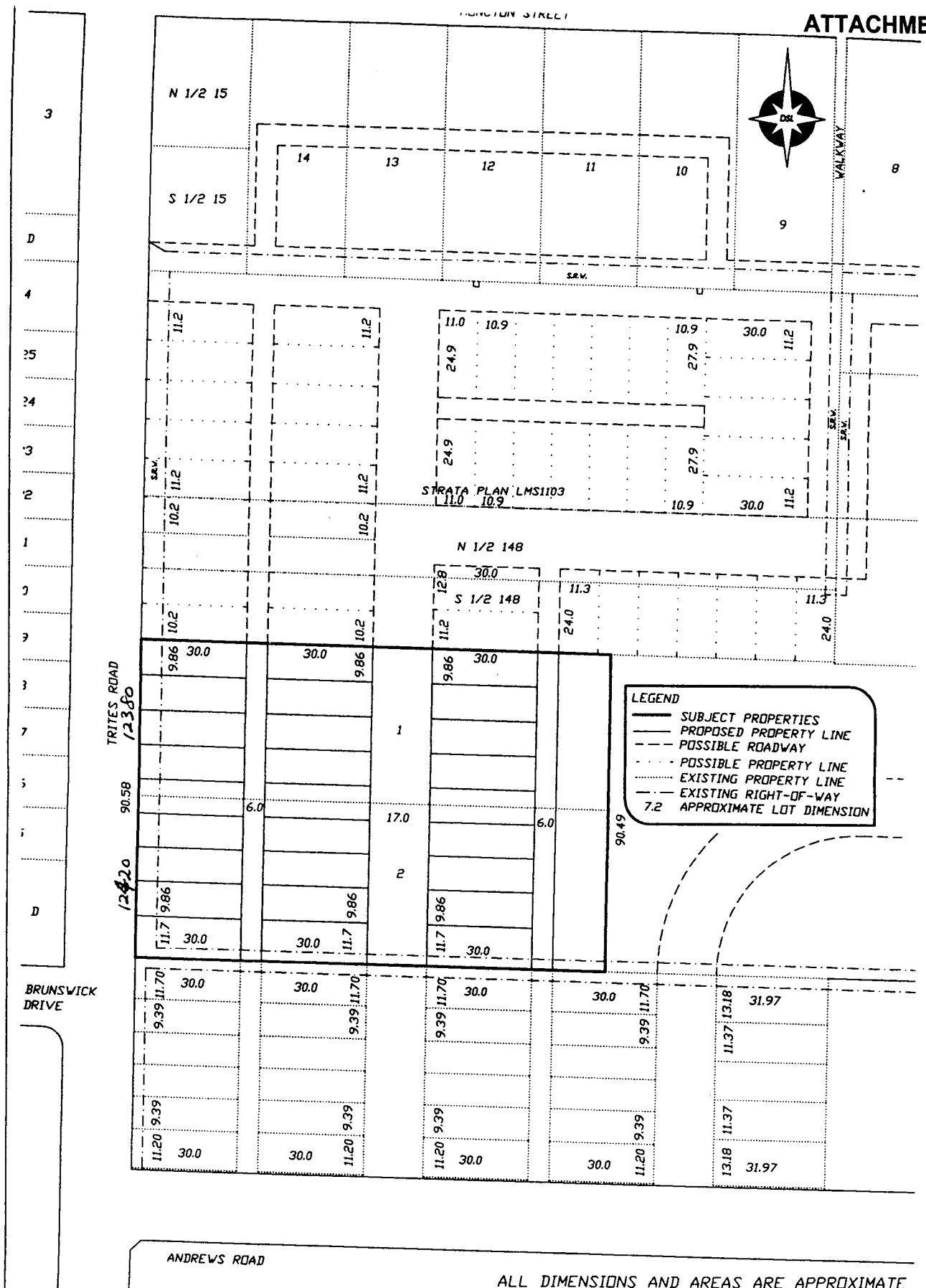
I was pleased to see that we appeared to have almost no negative comment. People asked about the usual, namely, parking, open space, property values, design, height of the buildings, etc. Nobody asked about schools; however, Ken Morris did get back to me this morning to tell me that there was adequate 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
1	1 MAR 01	OSL	DSL	FOR DISCUSSION PURPOSES

**DS Lee Engineering**

308 - 8171 Cook Road, Richmond, BC Tel: (604) 276-2555

**SUNCOR**

#206 - 5631 No. 3 Road, Richmond, B.C. V6X 2C7 Tel: 604 271-5556 or Fax: 604 271-5557

August 7, 2002

**Janet Lee**  
City of Richmond  
Policy Planning Department  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Janet:

**Re: 12380 and 12420 Trites Road, RZ 02-202838**

Please find the following information in response to the concerns and questions you had in your email dated August 2, 2002.

The design guidelines, as I understand it, are for consistency at the building stage. We would not be giving the guidelines to the purchasers of the homes because they will be moving into a finished house. What we normally do in a subdivision where we sell the lots to builders, is hire a consultant to deal directly with the builders. The purchaser of the lot, at the building stage, would be required to enter into a contract with us that they would build the house in accordance with the guidelines. We require a deposit to make sure that they comply. This is normally part of the agreement for purchase and sale and is handled through the lawyer's office at the time of closing on the lot.

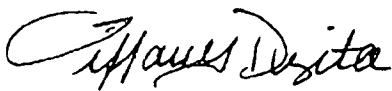
As the guidelines state, they are not to apply for a building permit to the City until our consultant has approved the plans. We hire a consultant, normally an architect or residential designer. The plans are submitted to the consultant and are approved first. If the builder submits plans that are not in keeping with the guidelines, then the consultant will work with the builder to make sure they comply.

We carry out regular inspections during the course of construction to make sure they are not doing something that is not acceptable. The deposit is not released until the house is finished and has been inspected by the consultant. The guidelines are part of the agreement with the builders when we sell them the lots. This how we make sure that we enforce our commitment to the City and pass along the requirements that we agree to with you.

If we are building the houses ourselves, then we would remain bound by the commitment and our consultant will make sure that we are in compliance. We do not keep deposits for houses that we build as our agreement is directly with the City.

Let me know if you need further information.

Yours truly,



Per. Olga Ilich



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7410 (RZ 02-202838)  
12380 & 12420 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 it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/61)**.

P.I.D. 004-375-530

Lot 1 Section 12 Block 3 North Range 7 West New Westminster District Plan 71905

P.I.D. 004-376-307

Lot 2 Section 12 Block 3 North Range 7 West New Westminster District Plan 71905

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7410”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

AUG 26 2002

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CITY OF RICHMOND
APPROVED for content by originating dept.
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK