



To: Planning Committee **Date:** October 10, 2003
From: Terry Crowe **File:** 4045-20-04-TR
Manager, Policy Planning
Re: TRITES ROAD AREA LAND USE PRINCIPLES AND POLICIES

Staff Recommendation

That the Trites Road Area Land Use Planning Principles and Policies be endorsed.

Terry Crowe
Manager, Policy Planning

Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Background

The purpose of this report is to request Council to re-confirm the current residential re-development principles and polices for the Trites Road Area.

This initiative is being undertaken as there may be different views regarding how the area is to develop and it is necessary that all parties share the same land use vision.

Origin

The Trites Road Area is an older industrial precinct in Steveston that is bounded by Moncton Street to the north, Trites Road to the west, Andrews Road to the south, and No. 2 Road to the east (see **Attachment 1**).

The area consists of:

- a row of single-family housing along Moncton Street;
- warehouses and multi-tenant industrial buildings;
- vacant land; and
- more recently:
 - an approved small lot single-family residential development at corner of Trites Road and Andrews Road;
 - an approved rezoned application for a three story townhouse complex at the corner of Andrews Road and No. 2 Road; and
 - inquiries regarding additional development proposals in the northeast portion of the Trites Road Area.

Analysis

Trites Road Area Planning History

A chronology of events is included as **Attachment 2**.

This process resulted in an understating that the area is to be redeveloped over time for residential uses, to create a neighbourhood that will be integrated with the surrounding area.

The vision, which has community support, involves:

- single-family residential uses on the west side of the Trites Road Area;
- townhouses could be considered on the east side, closer to No. 2 Road;
- a mix of housing opportunities;
- area amenities including trails, parks, and child care; and
- a good internal road network.

Trites Road Area Land Use Planning Principles and Policies

The existing "Trites Road Area Land Use Planning Principles and Policies" (**Attachment 3**) represent the community's preferences and are used to guide decisions.

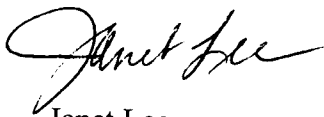
The principles and policies work successfully as the above residential redevelopment proposals have been accepted by the community and where approved by Council .

Recommendation

To ensure clarity, staff recommend that the Trites Road Area Land Use Planning Principles and Policies as presented in **Attachment 3** be endorsed.

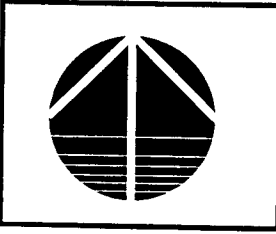
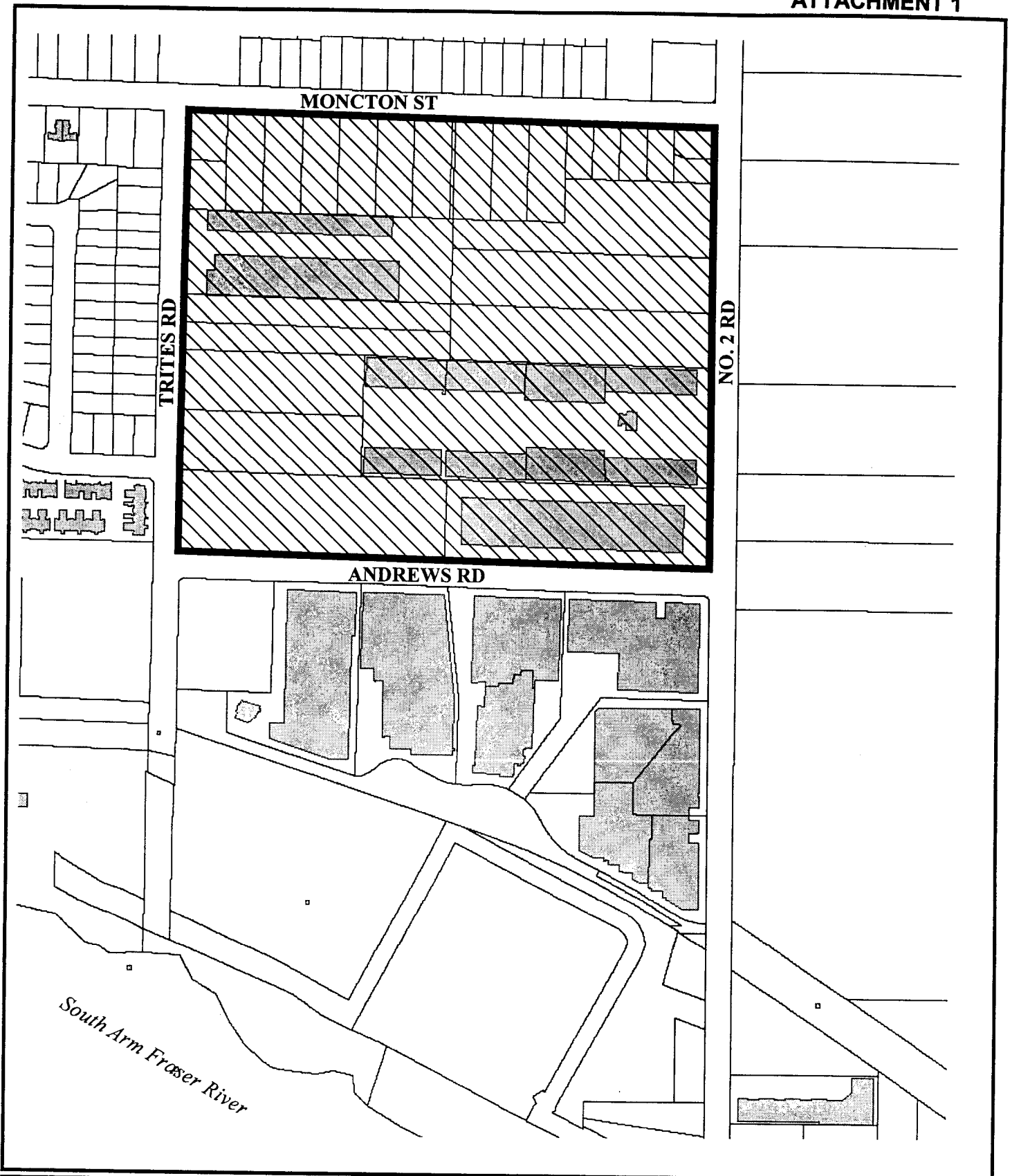
Conclusion

Staff seek a reconfirmation that the existing "Trites Road Area Land Use Planning Principles and Policies" will continue to guide future area development and ask that they be endorsed.



Janet Lee
Planner 2
(4108)

JL:cas



Trites Area Location Map

Adopted Date: 10/09/03

Amended Date:

Note: Dimensions are in METRES

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.
- August 2002 - Council gave First Reading to OCP Amendment Bylaw No. 7408 to amend the land use designations of 1230, 12420 and 12440 Trites Road from “Industrial” to “Single Family” and 12511 No. 2 Road from “Industrial” to “Multiple Family”.
- September 2002 - Public Hearing for OCP Amendment Bylaw No. 7408. The bylaw is given Third Reading.
- June 2003 - OCP Amendment Bylaw No. 7408 is adopted. Zoning Amendment Bylaw No. 7409, to rezone 12440 Trites Road from I2 (Light Industrial District) to CD/61 (Comprehensive Development) and R1/K (Single Family Residential District) is also adopted.

TRITES ROAD AREA LAND USE PLANNING PRINCIPLES AND POLICIES

Introduction

The Trites Road Area is comprised of approximately 10 hectares (25 acres) of industrial zoned properties bounded by Trites Road on the west, No. 2 Road on the east, Andrews Road to the south, and single-family housing along Moncton Street to the north.

Premise

The premise of these principles and policies is that the Trites Roads Area will redevelop from industrial to residential uses.

Vision

The vision for the Trites Road Area is that it will:

- undergo a transition from “Industrial” use to “Neighbourhood Residential”, specifically “Low Density Residential”, and
- include a mix of housing types from single family to three storey townhouses (including parking), and affordable housing.

Phasing

This area will develop in phases. It is likely that the west half will develop first.

Timing

Development and, hence, the transition will be market-driven.

Land Use Planning Principles

Form and Character

1. Developments within the Trites Road Area shall address and respect adjacent existing developments in both form and character. In particular, the height and character of buildings on the northern and western edges of the site should be similar to adjoining or facing buildings.
2. Phased redevelopment from industrial to residential uses shall be managed in an orderly fashion during the transition period. Proposed development layouts should respect property lines and phasing as much as possible.
3. Development patterns shall provide for the potential subdivision of properties fronting Moncton Street.

Buffers

1. Development timing and methods may be subject to the provision of interim and permanent, buffers, roadways, public open space, servicing, utility corridors, property consolidations, etc.
2. Landscape buffers shall be established:
 - Along No. 2 Road to minimize the impacts of urban and rural uses.
 - Between new residential development and existing industrial development to minimize visual, noise and nuisance impacts.

Roadways

1. The focus of the Trites Road Area should maximize residential land development while integrating with the existing road network.
2. New internal local road access shall be as follows:
 - To No. 2 Road
 - To Andrews Road
 - To Trites Road

Parks and Trails

A network of pedestrian pathways and/or a public park in the Trites Road Area shall integrate with existing open space networks in the surrounding neighbourhoods. In particular, seek the development of a north/south pedestrian link between Southcove and Moncton Street, and an east/west pedestrian link between Trites Road and No. 2 Road.

Community Services

Community services (e.g. child care, affordable housing) shall be provided in accordance with the needs of an increased population.

Policies

Land Use

Mix

1. Over the long term, the redeveloped neighbourhood will have a mix of housing types including single family, two and three storey townhouses (including a parking level), affordable housing, a public open space network that is integrated with adjacent neighbourhoods, adequate physical servicing and infrastructure, and improved community services.

2. Encourage a mix of housing forms ranging from single family residential to three storey townhouses (including parking), affordable housing for families, and affordable seniors' supportive housing.

Single-Family Residential

1. Support single-family residential redevelopment along Trites Road and the west half of the redevelopment area.
2. The south side of Moncton Street between Trites Road and No. 2 Road shall be retained for single-family residential uses.

Multiple-Family Residential

Support multiple-family residential redevelopment along No. 2 Road and in the east half of the redevelopment area.

Height and Density

1. Residential structures exceeding three storeys (including parking) are not supported.
2. Encourage lower overall development densities and building scale toward both Trites Road and the northern edge of the Trites Road Area. Developments along these edges should respect the form and character of adjacent developments.

Accessibility

Encourage new developments to incorporate universal housing standards in their housing designs.

Buffers

1. Structures along No. 2 Road shall be set back no less than 10 metres from the property line along No 2 Road to establish a tree-lined urban/rural buffer.
2. Residential uses that are adjacent to or across a lane or street from existing industrial uses shall be buffered with a combination of trees, landscaping and solid fencing. Where a physical landscape buffer is unable to be provided, the residential structure shall be sited no less than 15 metres from the closest property line of the industrial use.

Roads and Access

Access

1. Permit up to two roadway accesses from the redevelopment area to Andrews Road.
2. Permit up to two roadway accesses from the redevelopment area to Trites Road.
3. Permit up to two roadway accesses from the redevelopment area to No. 2 Road.

4. Maximize the provision of lanes in order to reduce front driveway access points, particularly for:
 - properties along Trites Road, Andrews Road, No. 2 Road and Moncton Street; and
 - for lots less than 13 metres in lot width.
5. Ensure separate accesses for industrial uses and residential uses to avoid mixing industrial traffic with residential traffic.

Interim

1. Maintain adequate interim access for industrial properties along No. 2 Road and Trites Road until redevelopment opportunities arise for these lands.
2. Permit selected temporary road accesses during the transition period to allow for the redevelopment of properties which would otherwise be unable to develop in a manner consistent with the intent of this plan.

Traffic Calming

Implement traffic calming measures at strategic locations in and immediately around the Plan Area.

Floodproofing

1. Require the land filling of single family lots to acceptable floodproofing elevations.
2. Require the land filling of townhouse sites, except for roadways and driveways, to acceptable floodproofing elevations.

Services

1. Ensure that appropriate upgrades to the storm sewer system, sanitary sewer system, hydro, telephone, and other utilities are made in conjunction with the redevelopment of the area and that these upgrades are in accordance with the City's five year capital plan.
2. Encourage the underground wiring of hydro and telephone lines within the redevelopment area.

Open Space

1. Establish a tree lined boulevard and sidewalk system along the north side of Andrews Road, the east side of Trites Road, and on both sides of all internal local roads.
2. Ensure adequate improvements on No. 2 Road to enhance the streetscape and improve traffic flow as redevelopment occurs. This includes the provision of a tree lined urban/ rural buffer, at least 10 metres wide, along No. 2 Road between Andrews Road and Moncton Street.

3. Pursue the development of a publicly accessible neighbourhood park site in the Trites Road Area that is linked with the open space boulevard trail through the Southcove development and linked through to Moncton Street. The park is to be designed to accommodate both active and passive activities. Townhouses will be considered in the vicinity to offset the provision and development of the park site.
4. Ensure that any neighbourhood park site in the Trites Road Area maintains a minimum of 50% openness to the surrounding uses.
5. Ensure that the development of a pedestrian and cyclist greenway connection between a neighbourhood park site and Moncton Street (e.g. a privately owned/publicly accessible trail).
6. Encourage the development of a pedestrian link between the neighbourhood park and Brunswick Drive.
7. Encourage a pedestrian crossing with special paving features to connect the Southcove boulevard trail to the Trites Area park/pedestrian greenway network.

Community Services

1. Encourage child care opportunities to serve the new residents in the Trites Road Area, preferably in the vicinity of the neighbourhood park site.
2. Ensure that provisions for transit are made in the design of road improvements in the area.

Prepared by:
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