



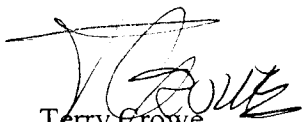
To: Planning Committee **Date:** November 29, 2004
From: Terry Crowe **File:** 08-4045-20-04-TR/2004-
 Manager, Policy Planning Vol 01
Re: TRITES AREA REDEVELOPMENT GUIDELINES

Staff Recommendation

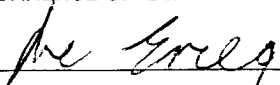
- (1) That Bylaw No. 7831 be abandoned.
- (2) That Bylaw No. 7862, to amend Richmond Official Community Plan Bylaw 7100, Schedule 2.4 Steveston Area Plan, by adding Schedule A of this bylaw, as Section 3.1.1 "Trites Area Plan Policies", and by amending the Steveston Area Land Use Map accordingly, be introduced and given first reading.
- (3) That Bylaw No. 7862, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program;
 - (b) 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.

- (4) That Bylaw No. 7862, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
- (5) That Lot Size Policy 5429, adopted by Council in January 1990, be forwarded to Public Hearing with the amendment to exclude those properties on the south side of Moncton Street, between Trites Road and No. 2 Road.
- (6) That the notification area for the Public Hearing be expanded to include the area shown in **Attachment H**.


 Terry Crowe
 Manager, Policy Planning

Att. 8 (A-H)

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

On October 18, 2004, a Public Hearing was held to consider Official Community Plan Amendment Bylaw No. 7831, to incorporate a land use plan and policies to guide redevelopment of the Trites Area. A copy of the original staff report is included as **Attachment A**.

The following resolution was passed:

“That Official Community Plan Amendment Bylaw 7831 be referred to staff for the following:

- i) removal of the A3 (3 storey apartment) and A4 (4 storey apartment) uses;*
- ii) clarification on the placement of the T2 (two storey townhouses) and T3 (three storey townhouses) areas in general;*
- iii) advise whether the current industrial designation should remain;*
- iv) review the appropriateness of single-family dwellings to the west of the walkway on Moncton Street and whether the single-family should be replaced with townhouses;*
- v) discussion with the Steveston Harbour Authority on the plans for their land and how their plan might interrelate with this area;*
- vi) discussion with the Steveston Harbour Authority as to whether they would be interested in developing an industrial building;*
- vii) identification of where the current businesses located in the Trites area could re-locate;*
- viii) a review of the potential park land in the area;*
- ix) whether developer amenity contributions could be allocated to park acquisition in the area; and,*
- x) a review of whether density is better expressed in units per acre or by Floor Area Ratio.”*

Analysis

This report responds to the referral items that were raised at the Public Hearing:

Apartments

Two options for a revised Long-Term Vision for the Trites Area are presented in **Attachments B and C**. As per Council’s resolution, the references to A3 (three storey apartment) and A4 (four storey apartment) have been deleted from both options.

Townhouses

Definition

Some questions were raised at the Public Hearing about the definition of T2 and T3. The two townhouse options are housing concepts that are based on building height, which is measured from the floor of the lowest level of the building to the top of the roof. The characteristics of the T2 and T3 forms are compared in **Attachment D**.

Location

In the revised Option 1 (**Attachment B**) and Option 2 (**Attachment C**), greater clarity is provided on the desired location of the T2 and T3 forms of development. The T2 forms are generally located along the south edge of the single-family lots along Moncton Street (east of the central proposed walkway) and within areas that directly abut single-family development.

Properties Along Moncton Street (West of the Central Walkway)

Land Use

The lands along the south side of Moncton Street west of the proposed north-south walkway (heading towards Trites Road) are currently zoned R1/E (min. 18 m/59 ft. lot width) and designated for single-family residential use. As these properties are all very deep (73 m/240 ft.), some residents at the Public Hearing requested that these properties be considered for townhouse development. The properties are all approximately 27.9 m (91.5 ft.) wide.

After considering the request, Staff feel that the expectation of the neighbourhood is that the west side of the Trites Area should be developed for single-family uses only. This is further reinforced by Lot Size Policy 5429 which applies to the properties on both sides of Moncton Street between Trites Road and No. 2 Road (**Attachment E**). The Lot Size Policy states that properties along Moncton Street can subdivide to R1/C standards (13.5 m/44 ft. wide) or in cases where there is a lane or internal road access, to R1/B standards (12 m/39.4 ft. wide).

Lanes

Staff have been reviewing the Arterial Road Redevelopment and Lane Establishment Policies to clarify the areas where lane development is required to meet the needs for redevelopment along arterial roads. As this part of Moncton Street is classed as a Local Arterial road, the Transportation Department does not consider the provision of a lane to be necessary.

Staff recommend that the area west of the central walkway remain designated for single-family use rather than townhouse use. A lane would not be required as part of future single-family subdivision.

Driveways

Driveways will be permitted along Moncton Street for single-family development. The sharing of driveways is encouraged to minimize the number of driveway accesses onto Moncton Street.

Properties along Moncton Street (East of the Central Walkway)

Land Use

The single-family lots on the south side of Moncton Street east of the proposed north-south walkway (towards No. 2 Road) are currently zoned R1/E (18 m/59 ft.) and R1/C (13.5 m/44 ft.). Three of the lots are deep lots with similar dimensions to those that are west of the walkway. The remaining 6 lots are smaller, shallower single-family lots, 4 of which are 40m (131 ft.) in depth.

Staff have identified two options for these properties:

Option 1: Single-family development along Moncton Street (Recommended)

- (a) **Attachment B** illustrates this option, which would permit single-family subdivision along Moncton Street.
- (b) For the three deeper lots (5580, 5600 and 5620 Moncton Street):
 - i. The north half could be developed with:
 - single-family lots; or
 - detached, two-storey (T2) townhouses (which have the appearance of single-family uses).
 - ii. The south half could develop with two-storey (T2) townhouses with an access driveway from Moncton Street or neighbouring properties that have granted cross-access easements;
- (c) The shallow lots along Moncton Street could simply subdivide into smaller single-family lots.

Option 2: Townhouse development along Moncton Street

- (a) **Attachment C** illustrates this option, which would permit all of the properties along Moncton Street east of the proposed walkway to be designated for T2 townhouse development.
- (b) This would enable consolidation of properties along Moncton Street to form larger townhouse parcels.
- (c) Townhouse development fronting Moncton Street could be designed as detached townhouse units to give the appearance of single-family uses.

Lanes

After reviewing the City's Arterial Road Redevelopment Policy and Lane Establishment Policy, Staff will not require the development of a lane as part of single-family or townhouse development along Moncton Street.

Driveways

Driveways will be permitted along Moncton Street for single-family development. The sharing of driveways is encouraged to minimize the number of driveway accesses onto Moncton Street.

A driveway from Moncton Street will be permitted to provide access to the backlands of 5580, 5600 and 5620 Moncton Street in order to facilitate two-storey (T2) townhouse development.

Lot Size Policy Amendments

In order to address the single-family subdivision potential of the Moncton Street properties, it is recommended that the south side of Moncton Street, between Trites Road and No. 2 Road, be excluded from Lot Size Policy 5429. As the land use plan and policies proposed in the OCP amendment bylaw provide direction on the re-development of these properties, they do not need to be part of a Lot Size Policy.

A revised Lot Size Policy is included as **Attachment F**.

Business Relocation

Staff have consulted with property owners and stakeholders in the Trites Area and considered the relocation options available for light industrial, marine industrial and service commercial uses.

A number of areas exist within the Steveston Area that can accommodate uses now located within the Trites Area, including:

1. London-Princess Area
2. Steveston Village
3. Steveston Harbour Authority Lands
4. Maritime Mixed Use Area.

Aside from the above areas in Steveston, there are relocation opportunities in other industrial areas of Richmond. For instance, Staff have anecdotal evidence that some businesses from the Trites Area have relocated to the industrial area near Graybar Road in East Richmond.

Steveston Harbour Authority

Informally, SHA staff have indicated a possible interest in diversifying the SHA land use base and accommodating such uses.

Staff has formally written the Steveston Harbour Authority (SHA) Board to determine:

- their plans for their lands, including the 10.4 ha (25.6 acres) of land at the south end of Trites Road, and
- if the SHA would be willing to accommodate some or all of the light industrial, marine industrial and service commercial uses in the Trites Area.

At this time, no formal reply has been received from the SHA Board. Staff will provide a verbal update at the Planning Committee meeting.

Industrial Designation

The question was raised at the Public Hearing about whether some of the existing industrial designation should be retained. Staff recommend that the Trites Area be allowed to convert to residential uses, based on market forces.

Staff note that the process of amending the OCP to convert land from industrial to multi-family use will take place on an application-by-application basis. The transition of the Trites Area will not occur overnight. All properties that are currently designated for industrial use will remain that way until a rezoning application is considered and approved by Council.

Based on discussions with property owners, there are at least two industrial sites that are likely to remain industrial for a number of years:

- 12417-12491 No. 2 Road – The owner, Porte Realty, has indicated in the past that the buildings are still in very good condition and are economically viable. It is quite possible that this existing industrial development, which is the largest industrial site in the Trites Area, may remain for 10 or more years.
- 12280-12320 Trites Road – The owner, D. Wong, has also indicated that he is investing in these industrial buildings for the long term. After the Public Hearing, Mr. Wong sent a letter indicating his desire to retain some of the industrial uses in the area (**Attachment G**). It appears that this property will also not be rezoned and redeveloped for a number of years.

The above two properties provide continued industrial opportunities in the Trites Area for the foreseeable future. However, it is still desirable to eventually have all of the industrial uses replaced with residential uses in order to eliminate nuisance issues, and complete the comprehensive land use and road patterns that have been established.

In the meantime, there are opportunities for the existing Trites businesses to relocate both within the Trites Area and the Steveston Area, for the benefit and convenience of the residents.

Review of Potential Parkland in the Area

A separate report on nearby parkland acquisition possibilities is being prepared by the Parks Department for consideration at a closed General Purposes Committee on December 7, 2004.

Developer Amenity Contributions

Staff was asked to consider if developer amenity contributions could be allocated to park acquisition in the area.

At the present time, all developments that undergo a rezoning application pay mandatory Development Cost Charges (DCCs) for road works, waterworks, drainage, park acquisition and park development. The rate of these DCCs varies according to the density of development (units per acre). Currently, all new developments in the Trites Area have paid and will continue to pay DCCs for park acquisition and parking development.

In addition to DCCs, it is expected and anticipated that developers in the Trites Area will make voluntary contributions to community amenities (e.g., child care, affordable housing).

Options

Council may direct:

1. All Park Amenity - That future Trites developers not contribute to community amenities (such as child care and affordable housing) but that their voluntary contributions (over and above DCCs) be directed towards park acquisition and park development, OR
2. Park And Other Amenities – Recommended - That since there is a DCC system in place to collect funds for park acquisition and park development, and since child care and affordable housing are also needed in the community, developer voluntary contributions in the Trites Area should continue to be directed to child care and affordable housing. Unless instructed otherwise, staff will continue to persue this option.

Ways to Express Density

Staff was asked to clarify whether density would be better expressed as dwelling units per acre or as total floor area ratio.

In the Trites Area:

- Single-family uses generally achieve a floor area ratio of 0.55 to 0.6, which translates into approximately 9 to 10 units per acre;
- Two-storey (T2) townhouses generally achieve a floor area ratio of 0.6 to 0.7, which results in approximately 10 to 15 units per acre;
- Three-storey (T3) townhouses generally achieve a floor area ratio of around 0.7, resulting in approximately 15 to 23 units per acre.

Given the above rates, the total build-out of the land use options in **Attachments B and C** could result in a total of about 400 to 500 households in the Trites Area.

Dwelling Units Per Acre - DUA

While the “Dwelling Units Per Acre” (DUA) measurement generally indicates the number of potential dwelling units and population, it does not provide a good measure of actual building form and massing. As well, it is problematic because it assumes a fixed area per dwelling unit which discourages flexible building design and size, which affects affordability.

Floor Area Ratio - FAR

The “Floor Area Ratio” (FAR) concept should continue to be used as the City measure of density because it effectively provides flexibility, takes into account the building area, avoids having to re-educate the community and avoids having to amend the OCP, all area plans and Zoning Bylaw provisions, which would be a significant and time-consuming task.

No. 2 Road Improvements

The following information is provided to clarify intended No. 2 Road improvements,

- The upgrading of No. 2 Road is on the Development Cost Charge Program. It is currently proposed in the City's Five-Year Capital Plan for 2007-2009. The timing of the improvements, however, depends on priority, funding availability and Council approval.
- Although there is no preliminary design yet, No. 2 Road is anticipated to be widened to 4 lanes north of Moncton Street and 2 lanes from Moncton Street to Dyke Road with sidewalk, curb and gutter. Additional left turn lanes may be established at major intersections (e.g. at Steveston Highway, Moncton Street, etc.).
- Street parking will not be permitted on No. 2 Road north of Moncton Street. Parking may be permitted in special parking lanes to be created by new adjacent developments south of Moncton Street.

Options

Both land use options presented in **Attachments B** and **C** feature the following:

- Single-family development in the west half of the Trites Area and multi-family development limited to the east half of the area;
- Apartment use has been eliminated from the Trites Area;
- A north-south pedestrian walkway to connect Moncton Street to Andrews Road in order to provide direct access to waterfront amenities. This walkway also forms a buffer between single-family and multi-family uses in much of the area;
- Two-storey (T2) townhouse development is located in areas adjacent to existing single-family lots;
- Vehicle access from Moncton Street will be permitted for single-family properties along the south side of Moncton Street instead of requiring a lane. Shared driveway access will be required to maintain the current number of direct driveway accesses onto Moncton Street;
- Vehicle access will also be permitted from Moncton Street to enable access to the rear of 5580, 5600 and 5620 Moncton Street for future T2 townhouse development; and
- An urban-rural buffer along No. 2 Road will be provided in accordance with OCP guidelines, which recommend a buffer width of 5 m (16.4 ft.), measured from the back of the curb.

Option 1 (Recommended), which is shown in **Attachment B**, encourages single-family development along the south side of Moncton Street, east of the walkway towards No. 2 Road. In this option, the three deep properties could develop for townhouses provided that the units along Moncton Street are designed as single-family in appearance.

Option 2, which is shown in **Attachment C**, proposes to designate the properties on the south side of Moncton Street, east of the walkway, as T2 to provide for future consolidation and townhouse development.

Recommended Option

Staff recommend Option 1 (**Attachment B**) which encourages single-family development along the south side of Moncton Street, east of the walkway. From previous Public Hearings and planning processes, there is a neighbourhood expectation that Moncton Street will retain its single-family form of development. The three properties at 5580, 5600 and 5620 Moncton Street are deep lots that can have T2 development at the rear provided that vehicle access to Moncton Street is secured. The remaining single-family properties to the east are shallower single-family lots that are occupied by buildings around 10 to 15 years old that are still in very good condition. It is therefore unlikely that these properties would redevelop in the near future.

Based on this option, the build-out of the Trites Area could result in approximately 130 to 150 single-family dwelling units and approximately 300 to 350 townhouse units.

The conceptual road and land use pattern in **Attachment B** illustrates how the future road, lane and land use pattern of the Trites Area could develop under this option while ensuring access options for redevelopment. The map in **Attachment B** is to be used as a guide when making redevelopment decisions.

Implications

The latest plans submitted for the rezoning applications that are currently underway at 12311 No. 2 Road (RZ 04-271083) and 12251 No. 2 Road (RZ 04-277620) demonstrate conformance to the land use plan recommended in **Attachment B**.

Proposed OCP Amendment Bylaw

New OCP Amendment Bylaw No. 7862

In order to implement the recommended Option 1 outlined above, a new OCP Amendment Bylaw No. 7862 is proposed for consideration in place of Bylaw No. 7831 that was considered at the October 18, 2004 Public Hearing.

Public Notification

- Notification Area
As larger notification area was used for the October 18, 2004 Public Hearing for Bylaw No. 7831, staff recommended that the same area, shown in **Attachment I**, be used for the Public Hearing. The larger notification area includes approximately 1,000 households.
- Special Public Notice
Also, as before, a special public notice will be placed in the local newspapers to inform the general public of the Public Hearing, in addition to the statutory notice.

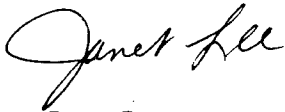
Financial Impact

None.

Conclusion

Staff have identified several viable alternatives for the relocation of the existing Trites light industrial, marine industrial and service commercial uses within the Steveston Area.

Staff propose an amendment to the Steveston Area Plan to establish "Trites Area Plan Policies" to guide re-development and provide more certainty and direction to the community.



Janet Lee
Planner 2
(4108)

JL:cas

ATTACHMENT A

**PREVIOUS STAFF REPORT CONSIDERED AT
SEPTEMBER 27, 2004 COUNCIL MEETING
AND AT OCTOBER 18, 2004 PUBLIC HEARING**

CITY OF RICHMOND

REPORT TO COUNCIL

To Public Hearing - 0018, 2004

To Council - Sep 27, 2004

DATE: September 22, 2004

Xr: 4045-20-04-TR

File: 8060-20-7831

TO: Richmond City Council
 FROM: Cllr. McNulty, Chair
 Planning Committee
 RE: TRITES AREA REDEVELOPMENT GUIDELINES

The Planning Committee, at its meeting held on Tuesday, September 21st, 2004, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION -

- (1) *That the Trites Area be permitted to convert to residential uses over time based on market forces;*
- (2) *That, once updated, pages 82 and 92 of the report to Planning Committee (dated March 1, 1999 from the Manager of Land Use), be attached to the Trites Area Redevelopment Guidelines.*
- (3) *That the floodproofing guidelines be modified so that between properties floodproofing is compatible.*
- (4) *That the Trites Area Redevelopment Guidelines be approved to provide a framework to manage the redevelopment of the Area; and*
- (5) *That rezoning applications be processed according to the Trites Area Redevelopment Guidelines.*

Cllr. McNulty, Chair
 Planning Committee

Attach.

VARIANCE

Please note that Committee added Parts 2 and 3 above.



City of Richmond

Report to Committee

To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
RE: TRITES AREA REDEVELOPMENT GUIDELINES

To Council - Sept 27, 2004
Date: September 23, 2004
File: 08-4045-20-04-TR/2004-
Vol 01

Staff Recommendation

- 1. That the Trites Area be permitted to convert to residential uses over time based on market forces;
- 2. That the Trites Area Redevelopment Guidelines be approved to provide a framework to manage the redevelopment of the Area; and
- 3. That rezoning applications be processed according to the Trites Area Redevelopment Guidelines.

Terry Crowe
Terry Crowe
Manager, Policy Planning

Att. 3

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER <i>Paul [Signature]</i>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Note: This is the same report that went to the September 21, 2004 Planning Committee meeting, except that minor changes have been made to reflect Planning Committee's recommendation. The changes include:

- clarifying the acreages of developed and undeveloped land;
- appending the interim and long-term plans from the 1999 Trites Area Plan to the proposed design guidelines; and
- clarifying the floodproofing requirements.

As per Planning Committee's direction, members of the former Trites Road Area Working Group, as well as residents along the north end of the Trites Area and Area developers, were notified in writing that this report would be considered at the September 27, 2004 Council meeting.

Origin

The purpose of this report is to respond to several Council and Planning Committee referrals regarding the Trites Area.

Previous Referrals

October 21, 2003

Staff presented a report that outlined a set of land use principles and policies for the Trites Road Area. Planning Committee passed the following resolution:

That the Trites Road Land Use Planning Principles and Policies (as outlined in Attachment 3 to the report dated October 10, 2003, from the Manager, Policy Planning) be referred to staff for further exploration of an industrial mix in the area.

Prior to the question being called direction was given to:

- i) amend the report to replace the words 'Principles and Policies' with the word guideline wherever practical;*
- ii) look at retaining some industrial use in the area;*
- iii) not applying the guidelines throughout the whole area but rather to smaller areas;*
- iv) maintain compatibility with the existing Agricultural Land Reserve guidelines on the other side of Andrews Road; and*
- v) provide information as to where the displaced light industrial uses could be relocated should the industrial uses be phased out.*

April 20, 2004

Staff presented a draft Light Industrial Management Policy for the London-Princess Area and Trites Area. Planning Committee passed the following resolution:

- (1) That the proposed "Draft Light Industrial Management Options for the London-Princess Area and Trites Area" be referred to staff to evaluate and report on the types of use which would be compatible from a service/commercial viewpoint and how much space was required; and*

(2) To report on the types of industrial services which could be accommodated in Steveston and other parts of the City.

August 23, 2004

An application for a three-storey over parking seniors' assisted living project at 12251 No. 2 Road was considered at a Public Hearing on August 23, 2004. Some area residents opposed the project, which was referred back to the applicant for re-design of the project.

At the Public Hearing, Council passed the following resolution:

That staff report on the timing of a community plan for the Trites Road area.

Consultation

Steveston Harbour Authority

On May 28, 2004, City Staff met with Steveston Harbour Authority (SHA) Staff and toured the SHA lands at the south end of Trites Road. The SHA has been exploring different ways to better utilize their land holdings and develop new revenue sources to help support its services to the fishing industry.

It appears that the SHA would be interested in accommodating light industrial, marine industrial and service commercial uses (not necessarily all marine related) in its existing buildings or, if there is demand, in new buildings on its land that is currently vacant. The SHA is also interested in discussing opportunities to partner with the City to utilize the City's Phoenix Net Loft, which has the potential of freeing up space in its existing buildings.

In doing so, SHA lands may become available to accommodate the various light industrial, marine industrial and service commercial uses that may be displaced from the Trites and London-Princess Areas. This would help to create additional revenue for the SHA which may enable it to provide lower fees to its fishing industry customers.

Developers and Industrial Property Owners

On June 14, 2004, Staff met with development stakeholders that included area industrial property owners, developers and the SHA (see **Attachment 1**), to gain a better understanding of the issues and challenges regarding the existing uses. The key points of the discussion are summarized below:

Suitability of Existing Buildings for Industrial Use

- Existing buildings are older and in disrepair, and have low ceiling heights and low deck levels.
- Existing buildings are ill-suited to the current space demands of light industry, which require upgraded utilities and costly tenant improvements.
- As the buildings are outdated, they are difficult to lease.

Economics

- Ongoing vacancies within existing buildings have affected the owners' abilities to upgrade and maintain the buildings.
- The rents, being low, are not enough to justify the substantial upgrading of the older buildings.
- The long-term viability of industry in this area is virtually impossible to achieve due to difficulties in securing tenants, the operational limitations and state of the buildings and the potential for residential-industrial conflicts.
- **Removing some of the industrial buildings in the area has actually helped to improve the viability of some of the remaining industrial buildings as tenants were able to relocate within the area and reduce vacancy rates.**
- The redevelopment of the Trites Area will not occur all at once; it will happen over time if existing industrial premises are not economically viable. This gradual transition will enable the market to respond and absorb businesses that seek relocation.

Location and Industrial Demand

- The Trites Area is not perceived as a desirable industrial location because it is remote and difficult to access.
- Some of the industries that have moved away from the area did so to obtain better road access.
- The future of industry is elsewhere (e.g., East Richmond) where properties have better access to freeways, the Border, etc.
- It is difficult to accommodate industrial uses, on a permanent basis, alongside residential uses because there will be conflicts between residents and businesses.
- The light industrial, marine industrial and service commercial uses in the Trites Area can be accommodated in the London-Princess area, Steveston Village, the Maritime Mixed Use area and on SHA lands.

Land Use

- There are already commercial uses on the Trites Area industrial zoned properties that should and could be elsewhere (e.g. Steveston Village, London-Princess, the Maritime Mixed Use precinct, on SHA lands).
- Steveston is a jewel of Richmond and its excellent residential setting should be enhanced.
- Residents, businesses and stakeholders need more certainty regarding land use and the future of the Trites Area.

Analysis

Light Industrial, Marine Industrial and Service Commercial Relocation Options

Staff has considered the relocation options available for light industrial, marine industrial and service commercial uses in the Steveston Area and the comments made by industrial property owners and stakeholders.

Staff note that industrial and service commercial uses are able to relocate to the following areas in the Steveston Area:

1. London-Princess Area – The Area Plan designated “Mixed Use” area is currently zoned I2 for light industrial uses. As redevelopment occurs, this “Mixed Use” area must have light industrial or commercial uses, at least on the ground floor. Residential and office uses may locate above the ground floor.
2. Steveston Village – The zoning throughout Steveston Village (C4 and C5) is capable of supporting a range of light industrial and service commercial uses. The uses currently found in the Trites Area could relocate to Steveston Village, thereby improving the viability of the Village.
3. Steveston Harbour Authority Lands – The Steveston Harbour Authority (SHA) currently has approximately 10.4 ha (25.6 acres) of land (vacant and built) at the foot of Trites Road. SHA staff have already provided an early indication that they would be interested in diversifying the uses on SHA land by accommodating a range of light industrial, marine industrial and service commercial uses. This could potentially benefit the SHA by enabling the generated revenue to possibly reduce their service fees to their fishing industry customers. The SHA lands offer a realistic opportunity to accommodate Trites Area light industrial, marine industrial, and service commercial uses.
4. Maritime Mixed Use Area – Approximately 1.1 ha (2.8 acres) of land along the waterfront of the former BC Packers site is designated for “Maritime Mixed Use”. The current zoning permits a range of maritime industrial and marine related businesses.
5. As individual sites redevelop, some uses can relocate, within the Trites Area to improve the viability of remaining properties.

Given that the transition of the Trites Area from industrial to residential uses would occur over a period of time, not all at once, Staff are comfortable that the market will be able to adjust to any existing Trites Area light industrial, marine industrial and commercial uses that require relocation.

Other areas in Steveston, including the London-Princess Area, SHA lands and the Maritime Mixed Use lands, have the potential to accommodate the relocation of the existing industrial and service commercial uses in the Trites Area.

Staff recommend that since there are other locations better suited for light industrial, marine industrial and service commercial uses, the Trites Area should be permitted to transition to residential uses based on market forces.

The Question of an Area Plan

Since the failure to adopt a Trites Area Plan in 1999, rezoning applications have been considered on a case-by-case basis, as directed by Council. It is understood that the area will develop in an incremental manner, where each proposal is evaluated to determine if it makes a contribution to overall land use compatibility and achieves an effective road network in the area.

Since the City started to consider and approve applications on an incremental basis, Staff note that, of the total 11 ha (28 acres) of industrial land in the Trites Area:

- 3.3 ha (8 acres) have been rezoned or redesignated for residential use; and
- 2.4 ha (6 acres) are currently under active application for residential use.

As a result, only the remaining 5.6 ha (14 acres) are currently zoned for industrial or single-family residential use with no current redevelopment applications. A detailed inventory of land are is included as **Attachment 2**.

Area residents have occasionally raised the question about whether an Area Plan will be prepared for the Trites Area to guide redevelopment on the remaining lands that are still currently zoned or designated for industrial use.

Staff note the following considerations:

1. The preparation of an Area Plan for such a limited remaining area will require a disproportionate and significant amount of Staff time and resources that would have to be diverted from other City approved projects currently underway;
2. All rezoning applications currently underway would not be processed until an Area Plan would be completed (e.g. minimum 4-6 months);
3. No new rezoning applications would be accepted until an Area Plan was completed;
4. One-third of the Trites Area has already been redesignated and rezoned for accepted residential uses;
5. 22% of the Trites Area is currently under application for rezoning, at Council's direction, and these applications, while not approved, appear compatible with community preferences (e.g. low density and low height townhouses);
6. The remaining currently industrial-zoned lands represent too small an area to warrant an area planning process and can be managed to be in keeping with community preferences;
7. The public process that has been associated with recent applications has provided a very good indication of resident issues and opinions on land use and development. This information can be utilized in future decision-making;
8. Prospective rezoning applicants have been required to fit their projects in with existing and recently approved new developments to ensure overall land use compatibility and a viable road pattern.
9. The use of guidelines to manage the redevelopment of the Trites Area are a viable alternative.

Based on the foregoing, Staff recommend that:

- an Area Plan not be prepared for the Trites Area; and
- guidelines, which reflect previous community input and decisions, be adopted to manage the transition and redevelopment of the Trites Area in an acceptable way.

Trites Area Redevelopment Guidelines

In 1999, after extensive public consultation and input, a Trites Road Area Plan (the third such plan) was proposed but never adopted. In 2003, staff drafted Trites Road Land Use Planning Principles and Policies which were also not adopted.

At this time, Staff, based on the previous work and current findings, recommend that a new set of guidelines entitled "Trites Area Redevelopment Guidelines" be approved (**Attachment 3**).

Parks Comments

In preparing these Guidelines, it is noted that the City's Parks Department has advised that the provision of parkland within the Trites Area is not required. Parks will be exploring other opportunities for parkland elsewhere in southeast Steveston. The proposed Guidelines continue to envision the provision of a north/south pedestrian link between Southcove and Moncton Street, and an east/west pedestrian link between Trites Road and No. 2 Road.

Benefits of the Guidelines

- Balance and best coordinate community, developer and City interests;
- Continue the generally accepted Vision of:
 - single-family uses along the west side; and
 - multi-family uses along the east side;
- Build on previous community input, development proposals and Council decisions;
- Allow for the successful redevelopment transition of the Trites Area in a timely manner;
- Allow for rezonings to proceed;
- Minimize conflicts; and
- Achieve an attractive, livable area.

Removing Constraints

Staff acknowledge that the proposed Trites Area Redevelopment Guidelines may not completely satisfy every interest.

For example, in the past, the community has indicated that it does not wish to see high apartment buildings in this area (on the east side). This matter has been a constraint to the redevelopment and transition of the Trites area. There is one industrial property owner who, due to the good condition of existing industrial buildings, would require apartment densities in order for redevelopment in the foreseeable future to be economically viable.

To address this longstanding matter and complete the Trites Area planning process, Staff feel that it is appropriate to consider an apartment building, on the east side of the Trites Area, subject to the following conditions:

- the proposed Guidelines are achieved,
- any such development is on a limited and site specific basis,
- the proposal is away from existing older residential development,
- the proposal incorporates detailed design elements to make it compatible with adjacent land uses,
- the proposal achieves an appropriate transition of scale and building massing with respect to adjacent uses.

Retaining the flexibility to consider a limited, sensitively-designed apartment building in the area would help to create some housing variety in the area. It would also facilitate the redevelopment of the industrial buildings so that conflicts between industrial and residential uses would be removed in a timely manner.

Perspective and Summary

The redevelopment of the Trites Area has been debated extensively, with and without a formal Council approved community advisory committee, for approximately 10 years.

When discussions started, the community generally preferred low density development (e.g. single-family uses). Developers preferred higher density development (e.g. townhouses and apartments).

What emerged, over time, is the current generally accepted Vision of having:

- single-family development along the west side, and
- low density multi-family development along the east side.

Recently approved redevelopment has been managed to achieve this generally accepted Vision.

It is suggested that the proposed Trites Area Redevelopment Guidelines, if approved, can result in redevelopment which achieves the generally accepted Vision, compatible land uses and an effective road pattern.

In approving the proposed Guidelines, it is suggested that the community, developers and the City will have made significant progress towards achieving their objectives, balancing their interests and completing the Trites Area planning process.

It is for these reasons that the Guidelines are recommended.

Options for Next Steps

Staff have considered the following options regarding whether or not the proposed Guidelines should be referred to the community for comment.

Option 1- More Community Consultation

Description - Refer ~~the~~ proposed Guidelines for community comment, at open houses, and a report back to Council, prior to finalization.

Pros:

- Would ensure that public views are known.

Cons:

- The proposed Guidelines already reflect significant community input, including public comments regarding the most recent development proposals,
- May not result in new comments,
- Would take time.

Option 2- No Additional Community Consultation (Recommended)

Description – Do not refer the Proposed Guidelines for public comment, prior to finalization.

Pros:

- After the previously long and extensive community consultation process, most community views are known,
- The proposed Guidelines already reflect significant community input, including public comments regarding the most recent development proposals,
- Once the Guidelines are approved, community input, on specific proposals, is still ensured through the rezoning and public hearing process,
- Provides needed certainty for all, in a timely manner,
- Resolves this longstanding matter in a timely way.

Cons:

- Precludes additional community input on the proposed Guidelines.

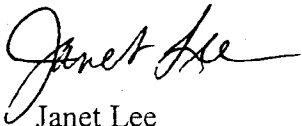
Financial Impact

- The proposed Guidelines – none.
- For Area Plan preparation - would require approximately \$15,000.00 which has not been budgeted.

Summary of Findings

The key findings of this report are summarized below:

- Displaced light industrial, marine industrial and service commercial uses can be located within Steveston and elsewhere;
- The costs of undertaking an area planning process have not been budgeted.
- The approval of the proposed Trites Area Redevelopment Guidelines is the best approach to managing redevelopment in the Trites Area, in a timely manner.



Janet Lee
Planner 2
(4108)

JL:cas

**List of Industrial Property Owners and Developers
Who Attended the June 14, 2004 Meeting
Regarding Trites Area Redevelopment Possibilities**

- Olga Ilich, Suncor Development Corporation
- Kush Panatch, Centro Developments Ltd.
- Hershey Porte, Porte Realty
- Dana Westermarck, Oris Development Corporation
- Steve Kurrein, Progressive Construction Ltd.
- Alison Davies, Progressive Construction Ltd.
- Bob Baziuk, Steveston Harbour Authority
- Lorne Herzog, Herzog Leasing

- Terry Crowe, Manager, Policy Planning, City of Richmond
- Janet Lee, Planner, City of Richmond

TRITES AREA LAND INVENTORY

Developed Sites	Site Area	Land Use
5999 Andrews Road	12,020 m ² (2.97 acres)	Townhouses
12240 Trites Road	8,418 m ² (2.08 acres)	Single-Family Housing
12320 & 12340 Trites Road	12,141 m ² (3.0 acres)	Single-Family Housing
<i>Total Developed Sites</i>	<i>32,579 m² (8.05 acres)</i>	
Sites Currently Under Application		
12320 & 12340 Trites Road	8,094 m ² (2.0 acres)	Single-Family Housing (proposed)
12311 No. 2 Road	9,713 m ² (2.4 acres)	Townhouses (proposed)
12251 No. 2 Road	6,192 m ² (1.53 acres)	Townhouses (proposed)
<i>Total Sites Currently Under Application</i>	<i>23,999 m² (5.93 acres)</i>	
Sites Not Currently Under Application		
Moncton Street residential properties	24,809 m ² (6.13 acres)	Single-Family Housing
12351 No. 2 Road	8,094 m ² (2.0 acres)	Industrial
12417 – 12491 No. 2 Road	23,432 m ² (5.79 acres)	Industrial
<i>Total Sites Not Currently Under Application</i>	<i>56,335 m² (13.92 acres)</i>	
Total Land Area in Trites	112,913 m² (27.9 acres)	

TRITES AREA REDEVELOPMENT GUIDELINES

1. Purpose

The Trites Area Redevelopment Guidelines are to guide the redevelopment of the Trites Area bounded by Trites Road on the west, No. 2 Road on the east, Andrews Road on the south and Moncton Street on the north (**Appendix 1**).

2. Vision

The Vision for the Trites Area is:

- North side single family;
- West side: single-family uses;
- East side: multiple-family uses;

3. Timing and Phasing

- The redevelopment and the transition of the Trites Area will be market-driven and occur in phases.
- In the short-term, development phasing may occur as shown in **Appendix 2**.
- Over the long term, redevelopment may occur as shown in **Appendix 3**.

4. Land Use

- North side (along Moncton Street): Single-family uses.
- West side (along Trites Road): Single-family uses.
- East side (along No. 2 Road): Multiple-family uses:
 - Encourage a mix of two-storey townhouses (two levels total, including residential and parking) and three-storey townhouses (three levels total, consisting of two levels of residential over a level of parking), and affordable housing for families and seniors.
 - Apartments (three to four levels of residential over a level of parking) are not encouraged, but may be considered, only on a limited, site specific basis, subject to the following conditions:
 - the proposed Guidelines are achieved,
 - any such development is on a limited and site specific basis,
 - the proposal is away from existing older residential development,
 - the proposal incorporates detailed design elements to make it compatible with adjacent land uses, and
 - the proposal achieves an appropriate transition of scale and building massing with respect to adjacent uses.

5. Form and Character

- Developments within the Trites Area shall address and respect adjacent existing developments in both form and character. In particular, the height and character of new buildings along the northern and western edges in the Trites area, of the site should be similar to adjoining or facing buildings.
- The existing deep single-family lots (5460 to 5620 Moncton Street) are not to be precluded from realizing redevelopment potential.

6. Buffers

- 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.
- Structures along No. 2 Road shall be set back from the property line along No. 2 Road to establish a tree-lined urban/rural buffer. New developments adjacent to the ALR will be required to register a restrictive covenant to prevent the removal of the landscape buffer and to notify future residents of the potential impacts from normal farm activities (noise, dust, odour, spraying, etc.).
- 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, solid fencing and open space.
- New developments adjacent to industrial uses will be required to register a restrictive covenant for noise attenuation and visual impact, and to notify future residents of the proximity of any industrial uses.

7. Roads and Access

- Limit new road access by allowing only up to two roadway accesses to Trites Road, Andrews Road and No. 2 Road.
- 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.
- 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 these guidelines.
- Implement traffic calming measures at strategic locations in and immediately around the Trites Area.

8. Pathways and Trails

- A network of pedestrian pathways in the Trites Area shall integrate with existing open space networks in the surrounding neighbourhoods. In particular, encourage 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.

9. Community Amenities

- Community amenities (e.g. child care, affordable housing) shall be encouraged.

10. Floodproofing

- Require new developments to comply with the City's floodproofing requirements.
- The floodproofing of new developments should be compatible with neighbouring new and existing developments.

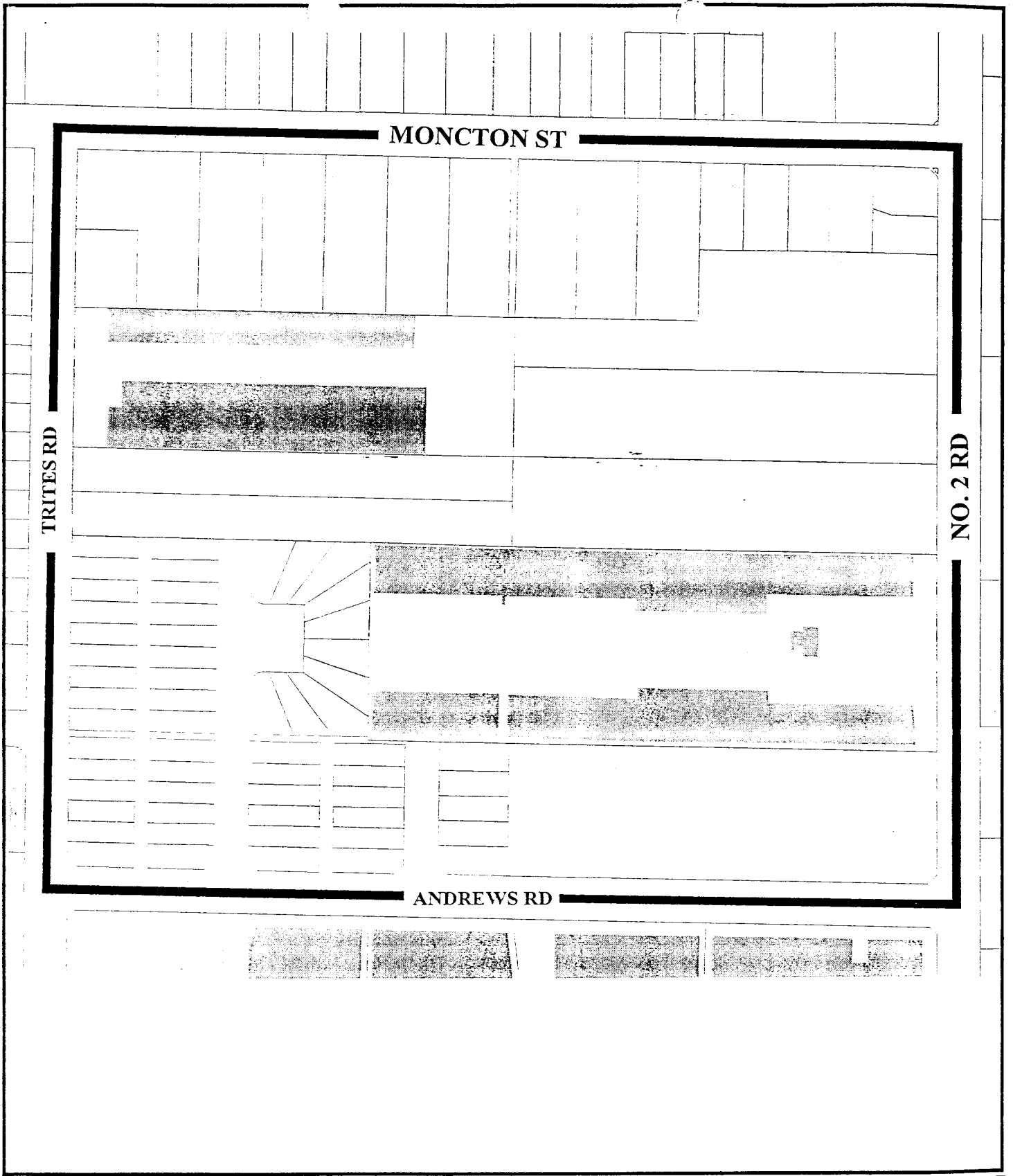
11. Services

- 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 City standards and with the City's five year capital plan.
- Encourage the underground wiring of hydro and telephone lines within the redevelopment area.
- Ensure that provisions for transit are made in the design of road improvements in the area.

12. Open Space

- 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.
- 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 along No. 2 Road between Andrews Road and Moncton Street.

Prepared by:
Policy Planning Department
City of Richmond

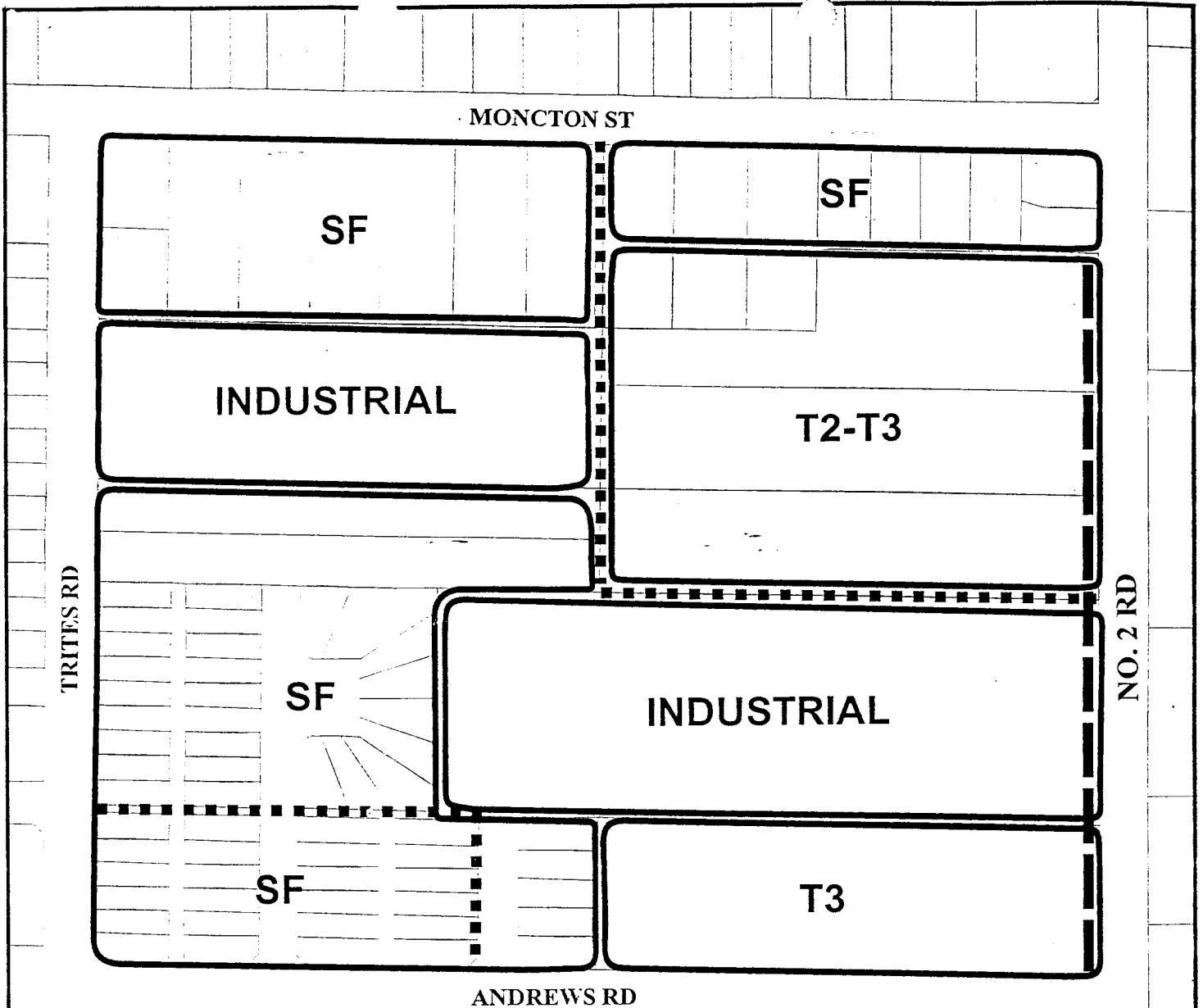


Trites Area Redevelopment Guidelines

Adopted Date: 09/14/04

Amended Date:

Note: Dimensions are in METRES



SF Single-Family Housing

T2 Two-Level Townhouses

T3 Three-Level Townhouses

————— Urban/Rural Buffer

..... Pedestrian Links

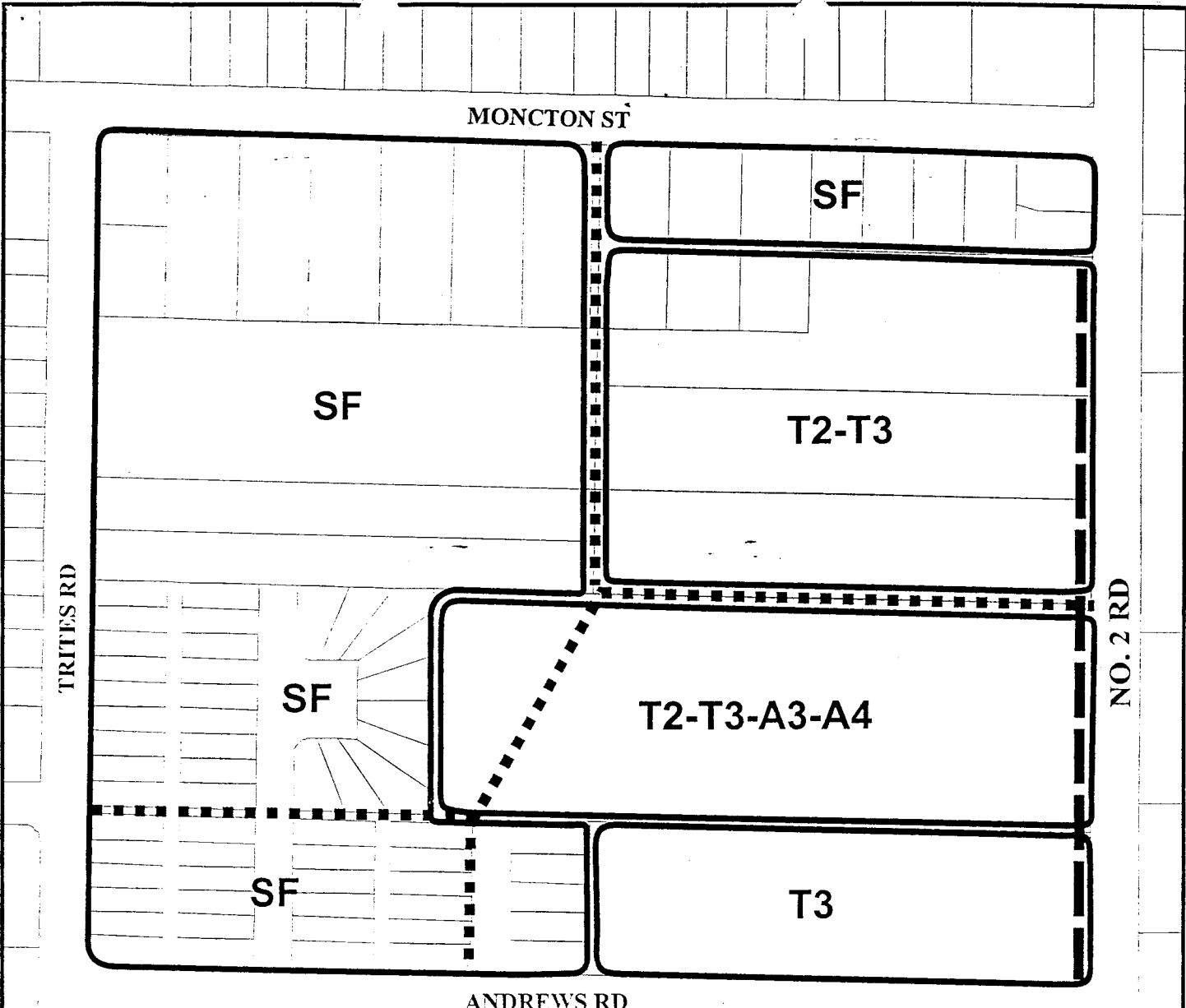




Interim Vision Trites Area

Adopted Date: 09/22/04

Amended Date:

Note: Dimensions are in METRES



- SF** Single-Family Housing
- T2** Two-Level Townhouses
- T3** Three-Level Townhouses
- A3** Three-Level Apartments over parking
- A4** Four-Level Apartments over parking
-  Urban/Rural Buffer
-  Pedestrian Links



Long-Term Vision Trites Area

Adopted Date: 09/22/04

Amended Date:

Note: Dimensions are in METRES

ATTACHMENTS B TO H

Attachment B: Option 1: Trites Area Land Use Map
(Recommended)

Attachment C: Option 2: Trites Area Land Use Map

Attachment D: Trites Area Forms of Development

Attachment E: Existing Lot Size Policy 5429

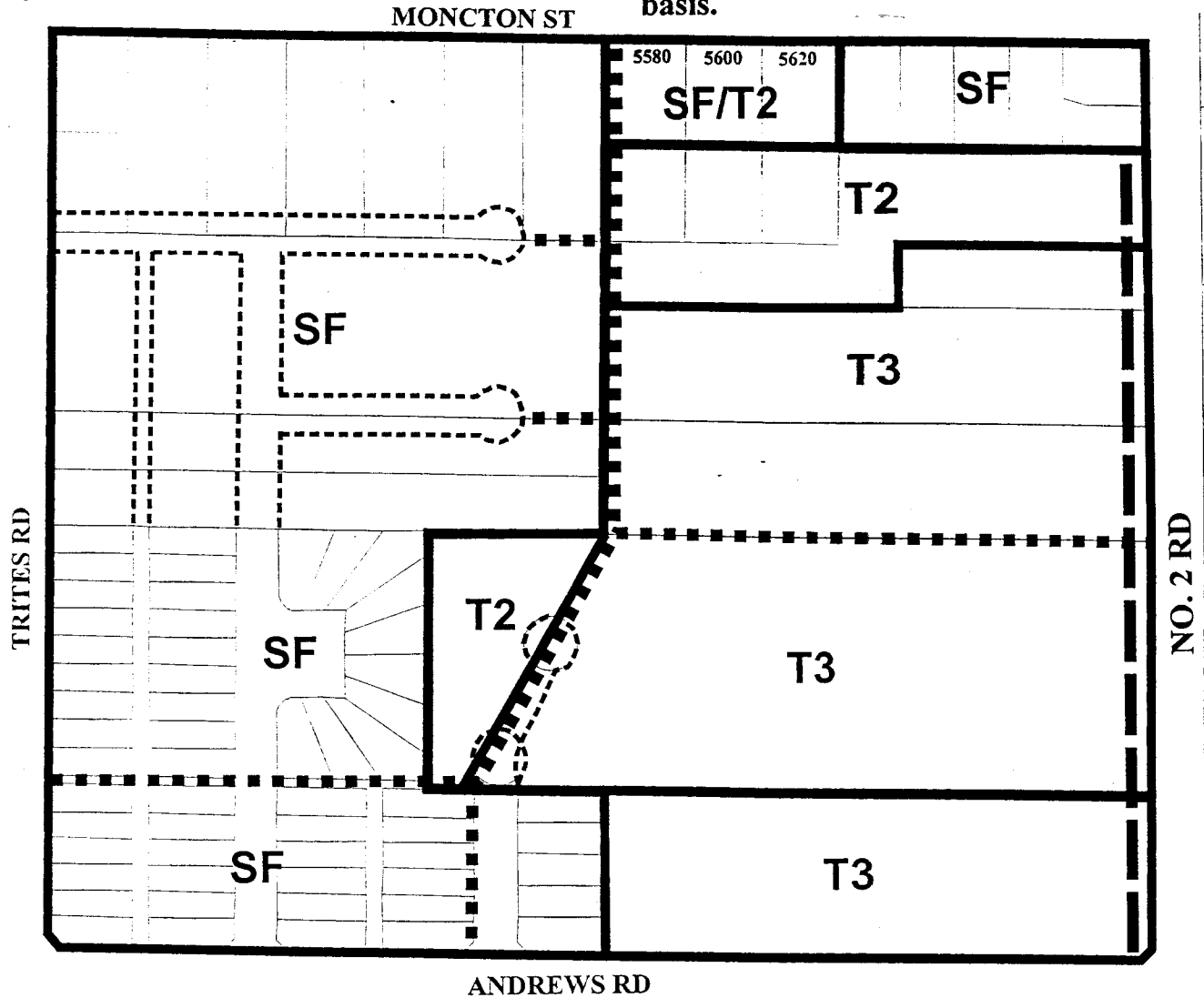
Attachment F: Proposed Lot Size Policy 5429

Attachment G: Letter from D. Wong & Associates

Attachment H: Proposed Notification Area

Driveways for single-family development along Moncton Street are permitted and may be shared.

Vehicular access from Moncton Street to the rear of 5580, 5600 and 5620 Moncton Street is permitted on a limited basis.



SF Single-Family Housing

T2 Two-Level Townhouses

T3 Three-Level Townhouses

■■■■■ Pedestrian Links

————— Urban Rural Buffer

..... Possible road and lane alignments (others may be permitted)

This map is to be used as a guide when making redevelopment decisions.



Option 1: Recommended
Trites Area Land Use Map

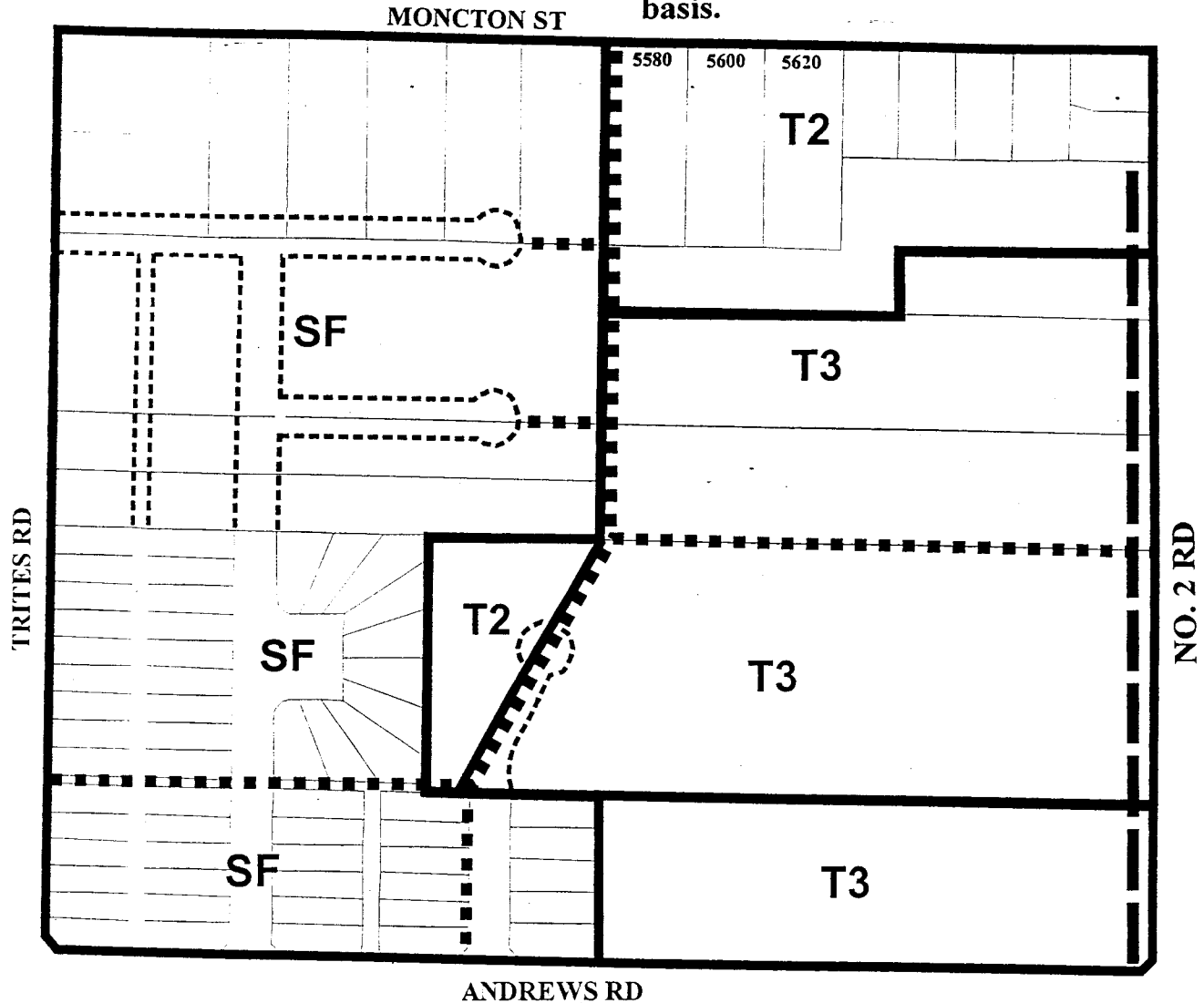
Adopted Date: 11/30/04

Amended Date:

Note: Dimensions are in METRES

Driveways for single-family development along Moncton Street are permitted and may be shared.

Vehicular access from Moncton Street to the rear of 5580, 5600 and 5620 Moncton Street is permitted on a limited basis.



SF Single-Family Housing

T2 Two-Level Townhouses

T3 Three-Level Townhouses

■■■■■ Pedestrian Links

■■■■■ Urban/Rural Buffer

..... Possible road and lane alignments (others may be permitted)

This map is to be used as a guide when making redevelopment decisions.



Option 2: Trites Area Land Use Map

Adopted Date: 11/30/04

Amended Date:

Note: Dimensions are in METRES

ATTACHMENT D

TRITES AREA FORMS OF DEVELOPMENT

	T2	T3
Name	Typical Two-Storey Townhouse	Typical Three Storey Townhouse
Form		
No. of Levels	2 to 2½ levels, including parking*	3 to 3½ levels, including parking*
Typical Height	12 m (39.2 ft.)	15 m (49.2 ft.)
Density	Approximately 10 to 15 units per acre	Approximately 15 to 23 units per acre
Floodproofing Requirements	The floor of all residential uses must be above 2.6 metres geodetic elevation. The parking area can be below 2.6 m geodetic.	

- * It should be noted that if parking was provided outside of the building (e.g. on the surface of the lot or in a separate parking structure), all levels of the building could be occupied by residential use, subject to compliance with density requirements. This assumes that City flood protection requirements can be met (i.e. all residential uses above 2.6 metres geodetic elevation).



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: January 15, 1990

POLICY 5429

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-3-7/12-3-7

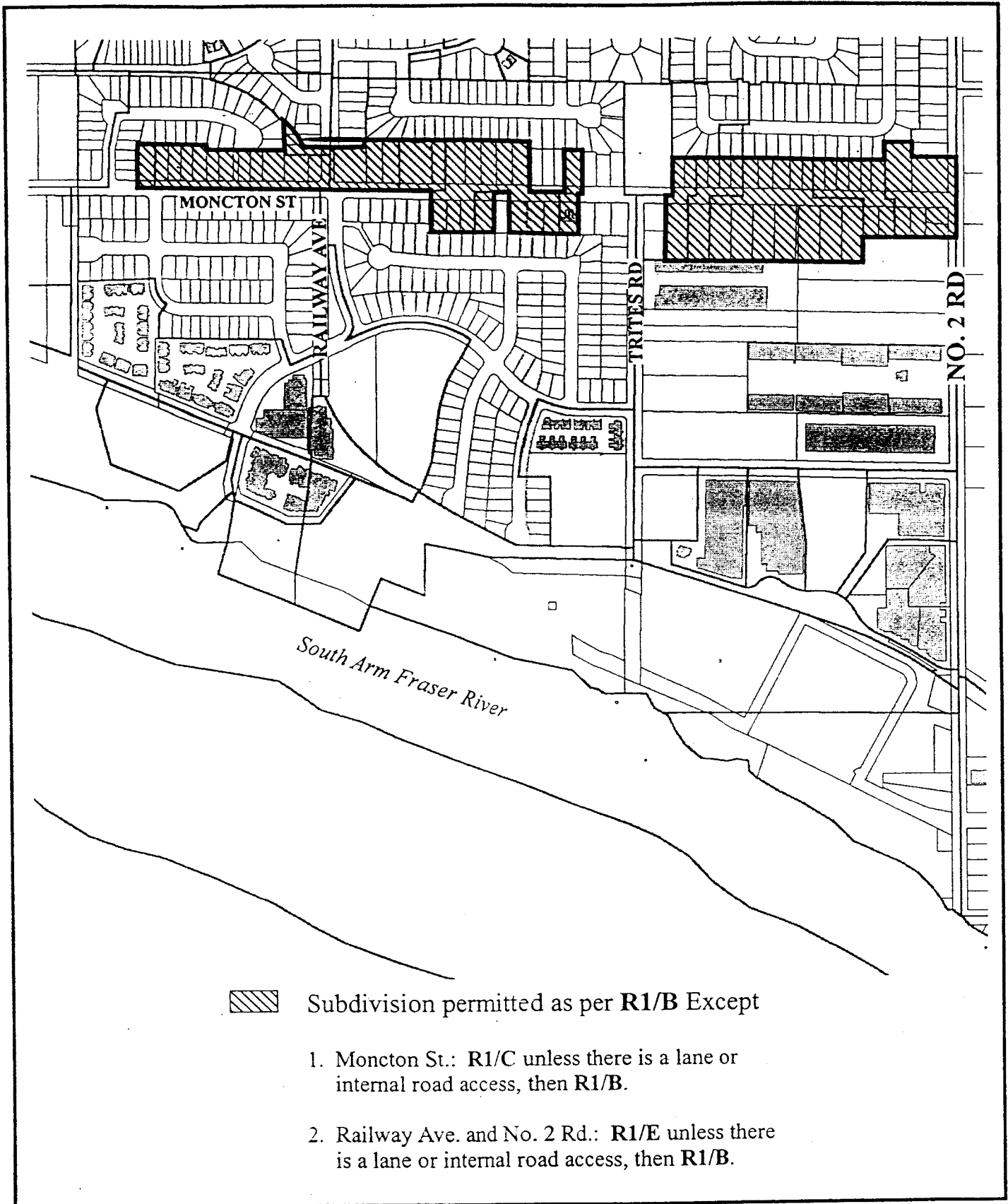
POLICY 5429:


The following policy establishes lot sizes in a portion of Sections 11-3-7/12-3-7 located on **Moncton Street generally bounded by No. 2 Road and Hayashi Court:**

That properties within the area bounded by Moncton Street and Hayashi Court, in a portion of Sections 11-3-7/12-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300 with the following provisions:

- a) if there is no lane or internal road access then properties along Moncton Street will be restricted to Single-Housing District (R1/C); and
- b) if there is no lane or internal road access then properties along Railway Avenue and No. 2 Road will be restricted to Single-Family Housing District (R1/E); and

that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



 Subdivision permitted as per **R1/B** Except

1. Moncton St.: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Railway Ave. and No. 2 Rd.: **R1/E** unless there is a lane or internal road access, then **R1/B**.



POLICY 5429
SECTION 11 & 12, 3-7

Adopted Date: 11/16/89

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: January 15, 1990

POLICY 5429

Area Boundary Amended:

File Ref: 4045-00

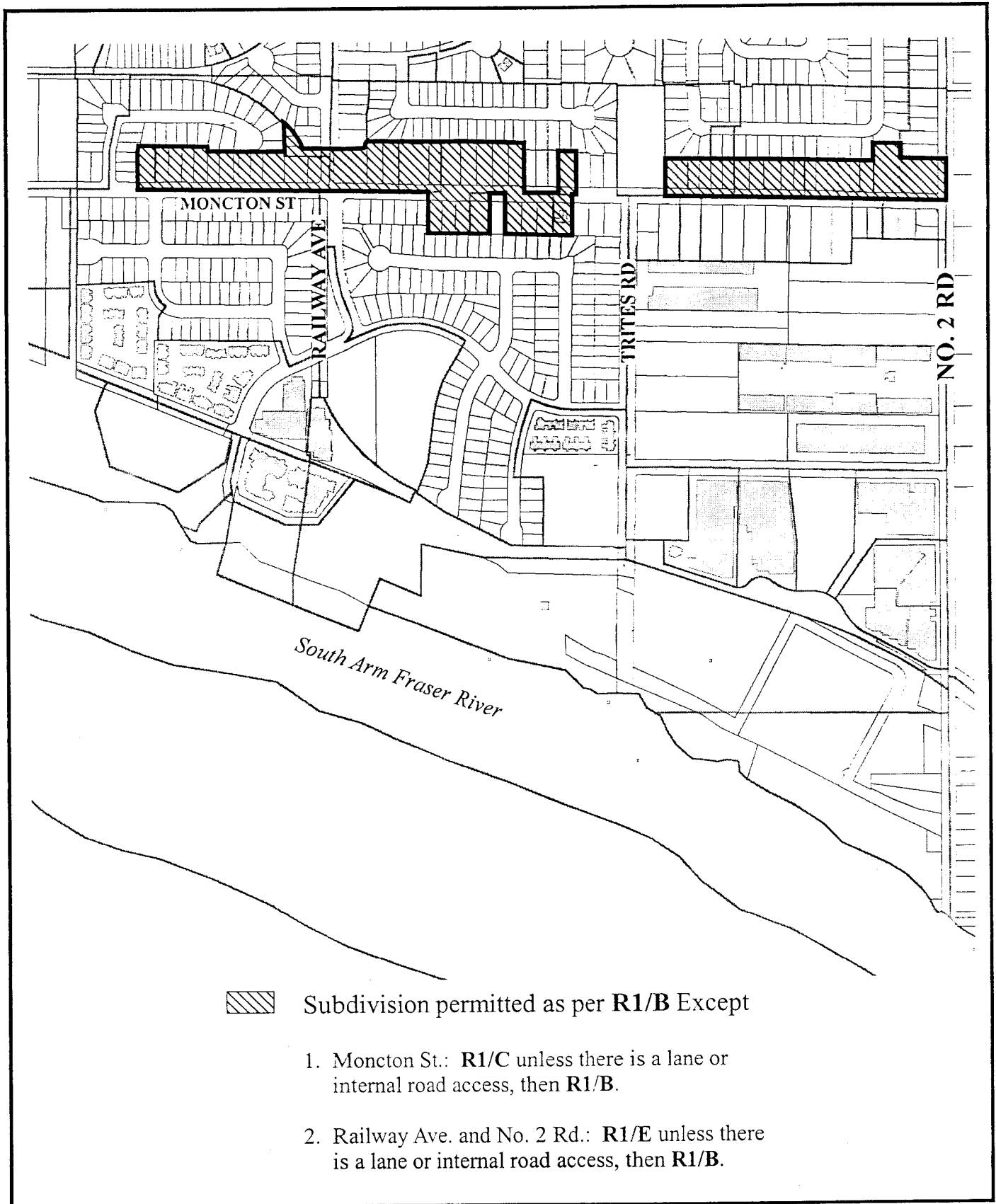
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-3-7/12-3-7**POLICY 5429:**

The following policy establishes lot sizes in a portion of Sections 11-3-7/12-3-7 located on **Moncton Street generally bounded by No. 2 Road and Hayashi Court:**

That properties within the area bounded by Moncton Street and Hayashi Court, in a portion of Sections 11-3-7/12-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300 with the following provisions:

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- b) if there is no lane or internal road access then properties along Railway Avenue and No. 2 Road will be restricted to Single-Family Housing District (R1/E); and

that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Proposed Boundary Amendment
Policy 5429
SECTION 11 & 12, 3-7

Adopted Date:
 Amended Date:



D. WONG & ASSOCIATES

ATTACHMENT G

444 So. Flower Street, Suite 3860
Los Angeles, CA 90071

(213) 622-8863
(213) 622-8962

November 4, 2004

Ms. Janet Lee
Planner
City of Richmond
6911 North 3 Road
Richmond, British Columbia
Canada V6Y 2C1

RE: Community Plan Amendment Bylaw 7831
Moncton, No. 2 Road, Andrews Road, Trites Road

Dear Ms. Lee:

As the owner of the industrial property located at 12280-12320 Trites Road in Richmond, I would like to briefly address the issue of changing the zoning which would directly affect our property.

Unfortunately, the notice of public hearing held on October 18, 2004, did not reach us in Los Angeles, in time for us to make our comments prior to the hearing date. However, in reading the minutes from that meeting, several concerns cause us to write this letter.

We purchased this property in 2003 as a long term investment. It is our desire to improve the property and make it an asset for the community while remaining an industrial zoned use. One of the major concerns in our purchase was the encroaching high density residential developments in the Steveston area. We were comfortable during our due diligence, that the City would not adversely zone our property, prohibiting future light industrial uses.

The most obvious concern is that the ability to utilize the property as currently zoned, and the allowable uses under current zoning, not change to adversely affect its economic viability. We do not want the changing demographics of the area to influence or limit our uses, now or in the future.

My recommendation is to maintain the current industrial overlay zoning.

It is understandable that areas evolve, and change is necessary. However, changing or limiting the zoning or uses can constructively or economically affect the value of our industrial zoned improvements. As an extreme example, if all the surrounding properties were redeveloped to residential, our long term ability to remain profitable as light industrial uses may be severely and adversely impacted.

Ms. Janet Lee
Planner
City of Richmond
November 4, 2004
Page Two

In the referral back to staff, one of the recommendations was to investigate the industrial 'appetite' of the Steveston Harbour Authority. My own personal opinion is that the current industrial activity in the area is a benefit for the community. It provides a balance so that the area is not all residential, a colorful flavor which adds to the unique value of the community and preserves some history in the area. It is clear that the best communities have a balance of old, new, housing, business, and history all integrated into one community.

By creating all residential and forcing out the industrial, the balance, community, and history is irrevocably changed.

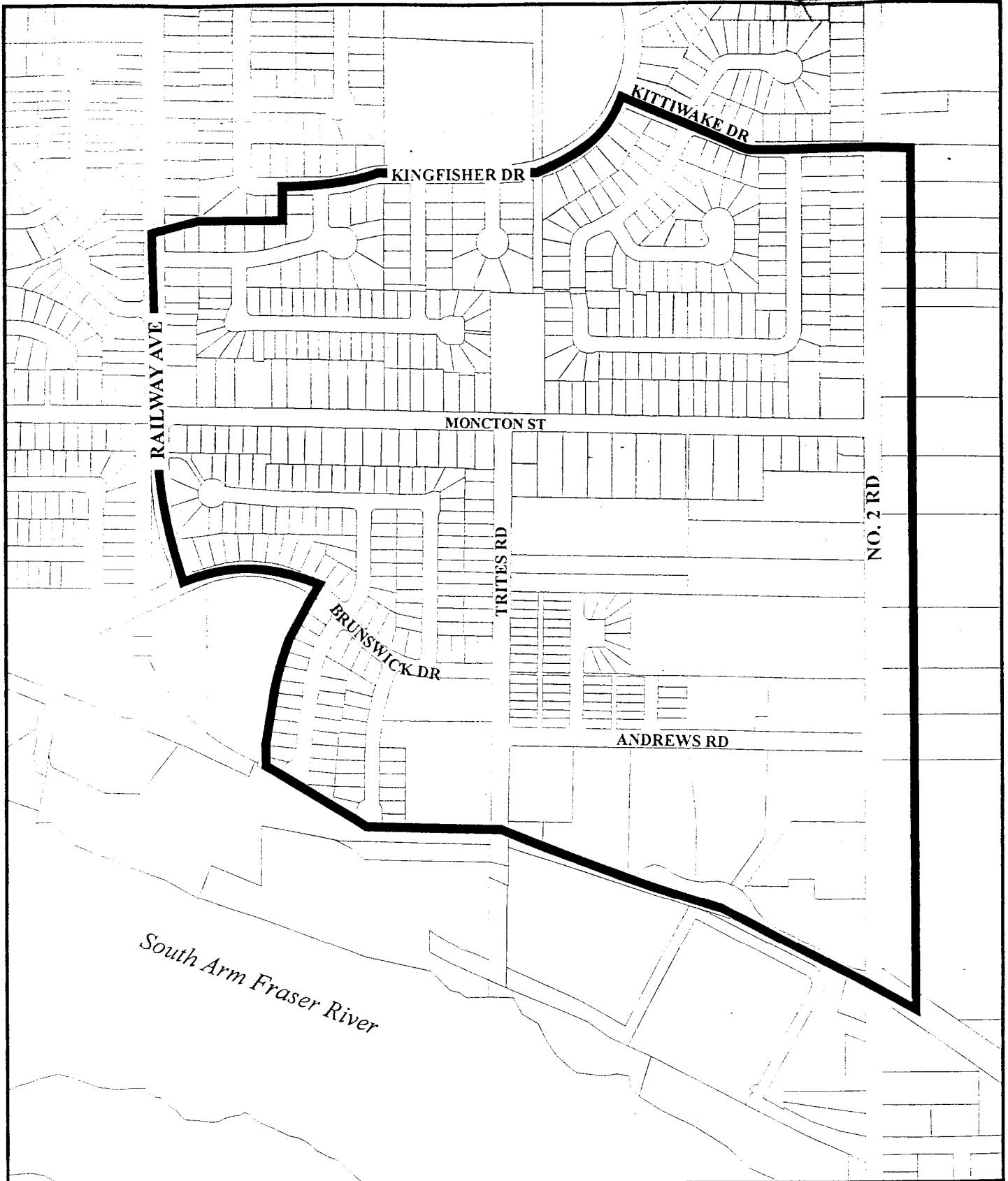
If there are any questions or I can provide further input, please do not hesitate to contact us.

Ms. Lee, thank you for your kind attention in this matter.

Best regards,

Darryl Wong

Darryl Wong



Proposed Notification Area
 OCP Amendment Bylaw 7862

Adopted Date: 11/16/04

Amended Date:

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7862**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.4 Steveston Area Plan, is amended by:
 - (a) adding Schedule A which is attached to and forms a part of this bylaw, as Section 3.1.1 "Trites Area Plan Policies";
 - (b) adding Schedule B, a new map entitled "Trites Area Land Use Map"; and
 - (c) deleting the map entitled "Steveston Area Land Use Map" and inserting Schedule C "Steveston Area Land Use Map".

2. This bylaw is cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7862**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CITY CLERK

SCHEDULE A OF BYLAW 7862**TRITES AREA PLAN POLICIES****1. Purpose**

The Trites Area Plan Policies are to guide the redevelopment of the Trites Area bounded by Trites Road on the west, No. 2 Road on the east, Andrews Road on the south and Moncton Street on the north.

2. Vision

The Vision for the Trites Area is:

- North side: Primarily single family;
- West side: Single-family uses;
- East side: Multiple-family uses;

3. Timing and Phasing

- The redevelopment and the transition of the Trites Area will be market-driven and occur in phases. In the short-term, industrial uses will continue.

4. Land Use (See Trites Area Land Use Map)

- North side (along Moncton Street): Single-family and multi-family uses.
- West side (along Trites Road): Single-family uses.
- East side (along No. 2 Road): Multiple-family uses:
 - Encourage a mix of two-storey townhouses (two levels total, including residential and parking) and three-storey townhouses (three levels total, consisting of two levels of residential over a level of parking), and affordable housing for families and seniors.

5. Form and Character

- Developments within the Trites Area shall address and respect adjacent existing developments in both form and character. In particular, the height and character of new buildings along the northern and western edges in the Trites area, of the site should be similar to adjoining or facing buildings.
- The existing deep single-family lots (5460 to 5620 Moncton Street) are not to be precluded from realizing redevelopment potential.

6. Buffers

- 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.
- Structures along No. 2 Road shall be set back from the property line along No. 2 Road to establish a tree-lined urban/rural buffer. New developments adjacent to the ALR will be required to register a restrictive covenant to prevent the removal of the landscape buffer and to notify future residents of the potential impacts from normal farm activities (noise, dust, odor, spraying, etc.).

- 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, solid fencing and open space.
- New developments adjacent to industrial uses will be required to register a restrictive covenant for noise attenuation and visual impact, and to notify future residents of the proximity of any industrial uses.

7. Roads and Access

- Limit new public road access by allowing only up to two public road accesses to Trites Road, Andrews Road and No. 2 Road.
- Maximize the provision of lanes in order to reduce front driveway access points, particularly for properties along Trites Road, Andrews Road and No. 2 Road.
- Implement shared driveway accesses along Moncton Street to minimize the number of driveway accesses.
- Permit vehicle access from Moncton Street to enable the re-development of the rear of 5580, 5600 and 5620 Moncton Street.
- 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 these policies.
- Implement traffic calming measures at strategic locations in and immediately around the Trites Area.

8. Pathways and Trails

- A network of pedestrian pathways in the Trites Area shall integrate with existing open space networks in the surrounding neighbourhoods. In particular, encourage 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.

9. Community Amenities

- Community amenities (e.g. child care, affordable housing) shall be encouraged.
- Parkland will be subject to City parkland policies.

10. Floodproofing

- Require new developments to comply with the City's floodproofing requirements.
- The floodproofing of new developments should be compatible with neighbouring new and existing developments.

11. Services

- 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 City standards and with the City's five-year capital plan.
- Encourage the underground wiring of hydro and telephone lines within the redevelopment area.
- Ensure that provisions for bus service are made in the design of road improvements in the area.

12. Open Space

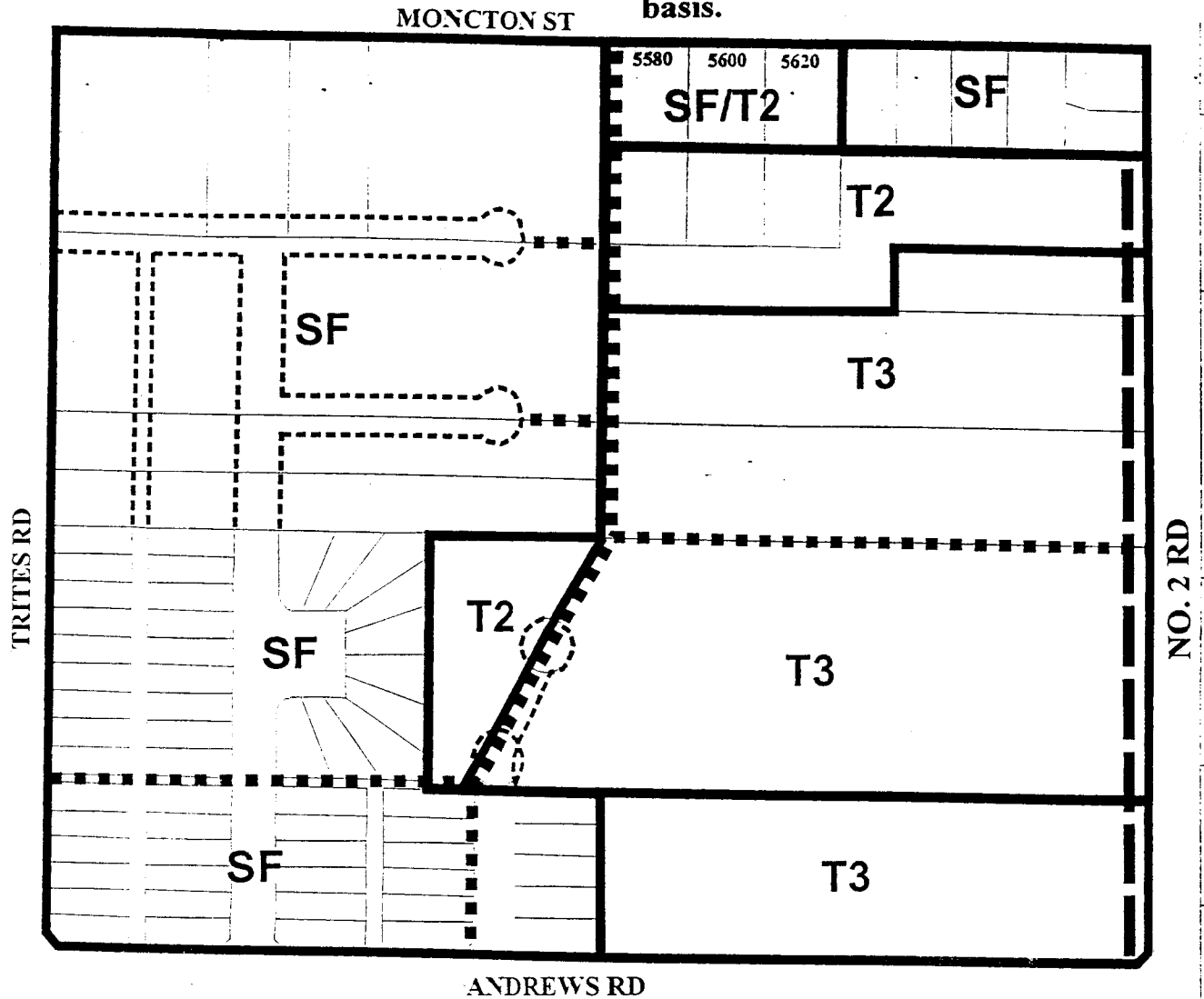
- Establish a tree-lined boulevard and sidewalk system along the north side of Andrews Road, the east side of Trites Road, the south side of Moncton Street, and on both sides of all internal local roads.
- Ensure adequate improvements on No. 2 Road to enhance the streetscape and improve traffic flow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

13. Trites Area Land Use Map

- Development is to conform to the Trites Area Land Use Map.

Driveways for single-family development along Moncton Street are permitted and may be shared.

Vehicle access from Moncton Street to the rear of 5580, 5600 and 5620 Moncton Street is permitted on a limited basis.



SF Single-Family Housing

T2 Two-Level Townhouses

T3 Three-Level Townhouses

■■■■■ Pedestrian Links

————— Urban/Rural Buffer

..... Possible road and lane alignments (others may be permitted)

This map is to be used as a guide when making redevelopment decisions.



Trites Area Land Use Map

Adopted Date: 11/30/04

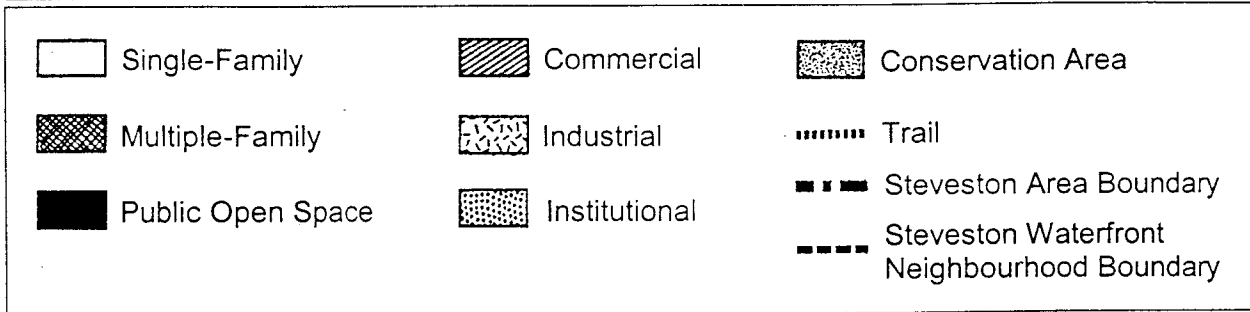
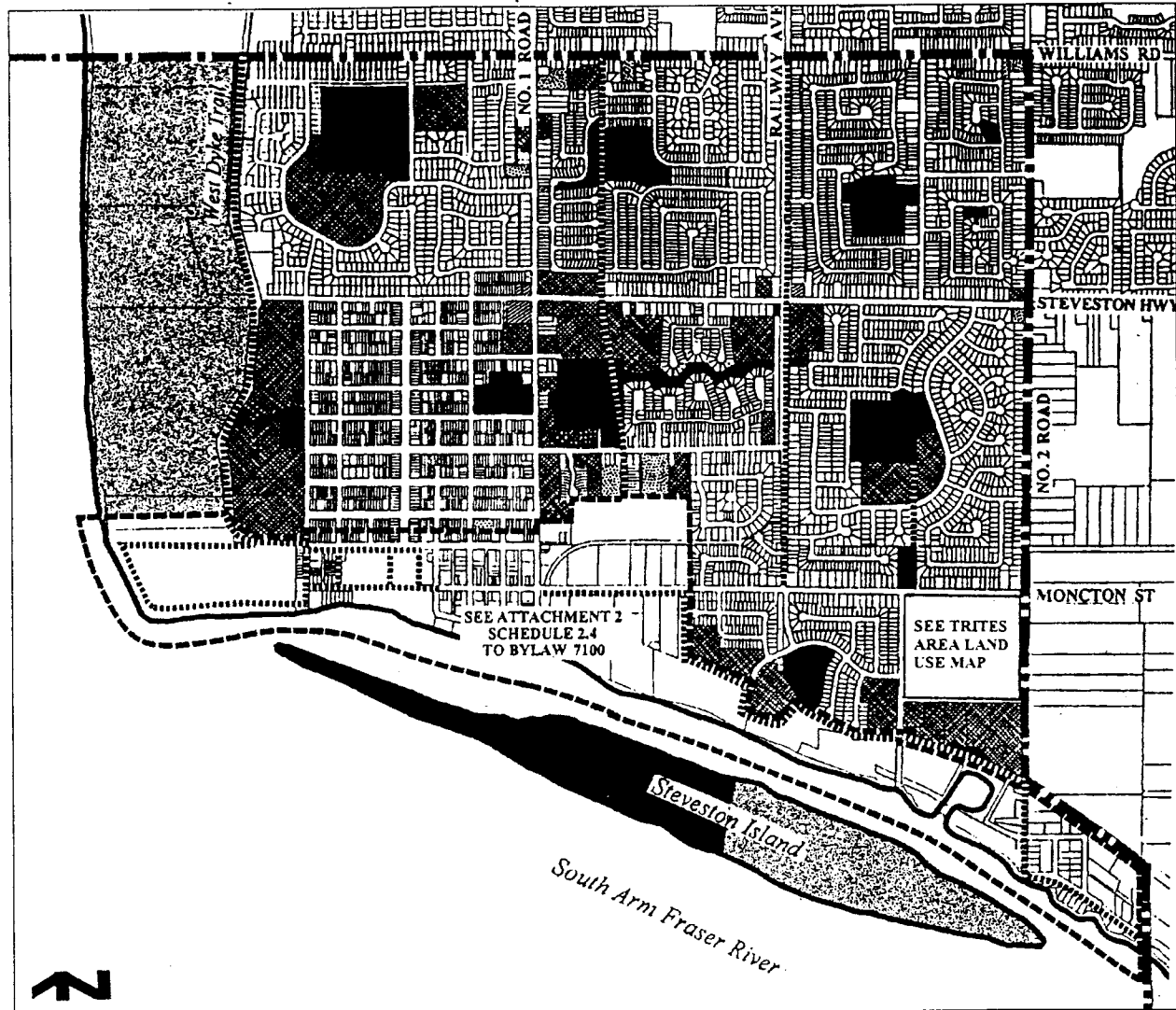
Amended Date:

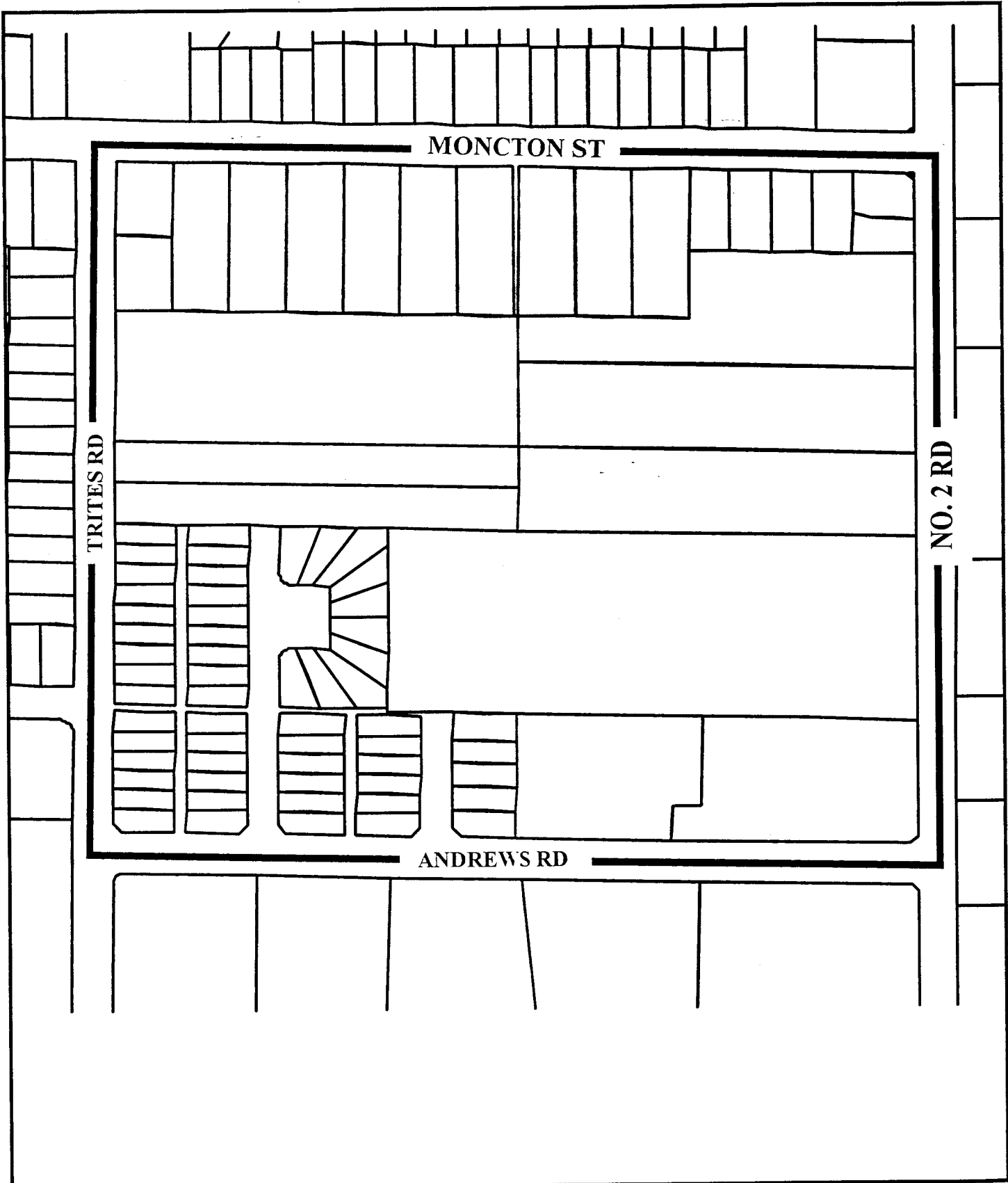
Note: Dimensions are in METRES

City of Richmond

Steveston Area Land Use Map

Bylaw 7825
2004/10/18





OCP Amendment Bylaw 7862

Adopted Date: 11/16/04

Amended Date:

Note: Dimensions are in METRES