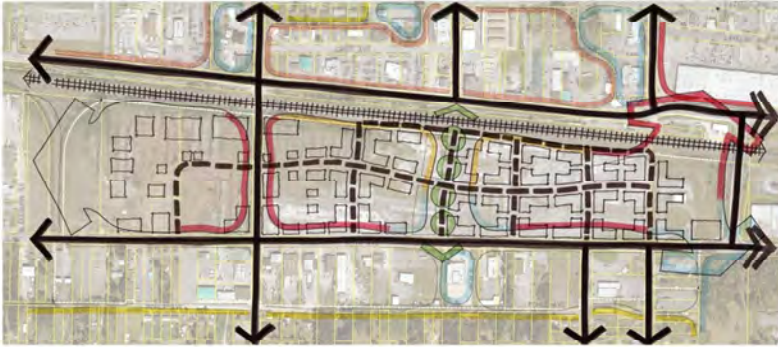


October 2014

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Keith Estates

Neighbourhood Concept Plan



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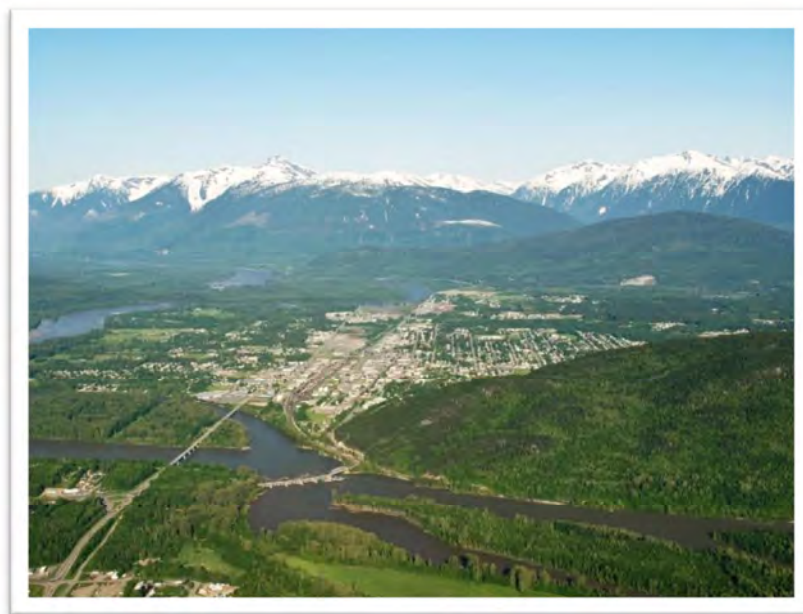
1.0 Introduction

1.1 Purpose

The City of Terrace is anticipating a period of rapid growth. Development of industrial land in the city is expected to contribute to higher residential demand. A City of Terrace evaluation projects a potential population growth of between 30% and 50% by 2025. This will create a demand for additional housing, businesses and amenities that are unlikely to be met by current land availability.

The Keith Estates Neighbourhood Concept Plan area is strategically positioned to accommodate future growth. The site, south of downtown, was historically an industrial enclave but has few current active uses. In order to appropriately consider the future of this area, the City of Terrace embarked on a process to develop a Neighbourhood Concept Plan (NCP). The NCP would consider, among other aspects, how to accommodate potential residential growth while protecting industry – the backbone of the region’s prosperity.

Through a collaborative and community-driven process, the NCP would seek to align community members’ broader vision for the city with future development of the site. As a future-oriented planning document, the NCP would provide Council with a decision making tool against which to assess development proposals on the site.



City of Terrace, BC

1.2 Site and Context

The Keith Estates NCP comprises approximately 29 hectares. The site is bounded generally by the Canadian National (CN) railway tracks to the north, Keith Avenue to the south, a private rail spur to the west, and Sande Street to the east. Figure 1, below, shows the general area, including lands on the south side of Keith Avenue. Although not within the NCP area, it is acknowledged that these lands would be directly impacted by change in the immediate vicinity.



Figure 1: Keith Estates – Site Area and Adjacent Properties

The subject lands are currently designated for Industrial, Transition and Highway Commercial land use in the Official Community Plan. The OCP also identifies these lands as an area in transition with commercial and multi-family residential uses supported with lighter industrial. There are six parcels, all of which all currently zoned Heavy Industrial (M2). Moving from west to east, the parcel civic addresses and land areas are shown in Table 1:

Table 1: Keith Estates – Parcels and Land Areas

Parcel	Address	Land Area (Hectares)
1	5030 Keith Avenue	1.8
2	5020 Keith Avenue	3.9
3	5014 Keith Avenue	0.4
4	5004 Keith Avenue	2.0
5	3111 Kenney Street	1.8
6	4800 Keith Avenue	16.9
7	4760 Keith Avenue	2.6
TOTAL		29.4

Over the past decades, the site was used for heavy industrial purposes, including a saw mill and lumber yard. The saw mill, which was located on the portion of the site east of Kenney Street, was originally owned and operated by Skeena Cellulose Inc. (formerly Repap BC). At its peak, the mill employed many people and was an important contributor to community life. The mill was closed in the early 2000s as a result of financial issues stemming from a downturn in the forest industry.

The mill was later purchased and reopened by a group of local investors, known as the Terrace Lumber Company (TLC). The mill operated for a short while but was forced to close again in 2005 due to financial issues. TLC was later liquidated and, as part of this process, the City of Terrace acquired the log sort lands west of Kenney Street. The saw mill equipment was auctioned and the saw mill lands were acquired by a private interest.

Today, the site is largely vacant although a temporary log sorting operation occurred on leased City lands west of Kenney Street until July 2014. The site also contains an active rail spur on the lands east of Kenney Street, which is used for cement unloading. The properties on the south side of Kenney Street contain a variety of uses including auto-oriented commercial services, industrial, residential and institutional (the University of Northern British Columbia).



Keith Estates – Existing and Adjacent Uses

The Keith Estates NCP area enjoys a prominent central location, offers spectacular views and is close to downtown. It is easily accessible to Highway 16, the Grand Trunk Pathway and the surrounding neighbourhood. Low vacancies and increasing housing prices within Terrace, however, create a unique opportunity for this site to once again play a vital role in shaping the culture, character and makeup of the community.

1.3 Planning Process – “NCP in a Week”

The process to develop the Neighbourhood Concept Plan was approximately six months as noted below.



The process began in June 2014 and was proposed to be collaborative and creative. The City of Terrace and project consultants (Urban Systems) worked with community members and other stakeholders to discuss how the area might transition from heavy industrial to a mix of commercial, light industrial / service, and residential land uses.

A multi-day event, “NCP in a Week”, launched the community engagement process. “NCP in a Week” included a variety of intensive exercises aimed at generating real results in a short timeframe. Each of the sessions was aimed at advancing the understanding of the site from the perspective of the community at large.

Activities included:

- Keith Estates Area Property Owners and Stakeholders Meetings;
- Community Visioning Session (Public Open House);
- Guided Walking Tour;
- Public Workshop ; and
- Summary Open House

Approximately 75 people attended these events.

These activities were developed and executed to achieve five objectives:

- Generate community interest and participation;
- Develop a vision and guiding principles for the site;
- Discuss and identify key issues, opportunities, and constraints;
- Identify key ingredients and potential land use forms; and
- Create draft concepts for further elaboration.

A complete summary of “NCP in a Week” has been included in Appendix A.



NCP in a Week Poster on Display at Terrace City Hall in June 2014

PlaceSpeak, a location based community consultation platform, was launched during the start of the planning process. The NCP platform on PlaceSpeak provided background information, project updates and allowed for feedback by interested community members. As of September 30, 2014 there were more than 600 unique views to the Keith Avenue NCP PlaceSpeak site. This means that more 600 different people had accessed the site for information, to provide comments or participate in a survey or discussion.

Following the “NCP in a Week” sessions, the City continued to post project information, discussion topics and survey questions on PlaceSpeak. Between July 25 and August 28, 2014, a survey was available on PlaceSpeak in order to continue the discussion, expand research and gather feedback from all community members. Questions were grouped into five categories:

- Key Benefits;
- Key Challenges;
- Housing;
- Scale and Character; and
- Transportation.

A total of 130 surveys were received, all but one which were completed online. Full survey results and analysis are available in Appendix B. Generally, respondents were excited about improving transportation networks in the area, remediating and re-greening this brownfield site and removing heavy industry from the core of Terrace.

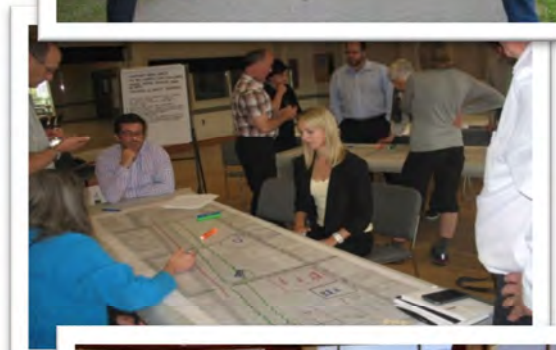
The City also posted information about the NCP on Facebook. As of the end of August, 2014, there were 11 likes, 24 shares and no comments.

Two newspaper articles appeared during the summer:

- “Huge land use change planned”, Terrace Standard, August 13, 2014; and
- “Terrace land use vision laid out”, The Northern Connector, August 15, 2014;

These articles helped raise awareness about the NCP.

Several key themes emerged during the community consultation. These are described in Section 2.0.



NCP in a Week Guided Walking Tour, Community Workshop, and Summary Open House, June 2014



NCP in a Week Summary Open House Feedback Wall, June 2014

2.0 Key Themes & Elements

A number of overarching interests emerged from community members during the planning process. Participants felt that development in the NCP area should have these qualities:

- Aesthetically pleasing;
- Connected and integrated;
- A mixture of uses;
- Flexible;
- Green and natural; and
- Maintenance of view corridors.

Building on these interests, the five key themes below were identified as critical in the development of the NCP. These have formed the foundation for the land use concept plan.



NCP in a Week Community Feedback Illustration, June 2014

2.1 Existing Site Context

Any development within the Keith Estates NCP area will have an impact on both the surrounding area as well as the community as a whole. In that regard it is important to consider the broader context of the site’s location. A number of key contextual elements that take into account the exiting site context have been integral to the design process including:

- Terrace’s natural setting;
- The site’s proximity to Downtown Terrace;
- Relationship with important transportation routes ;
- The proximity to the existing pedestrian greenway.

Figure 2, below, summarizes some of the key contextual elements for the Keith Estates.



Existing Development along Highway 16

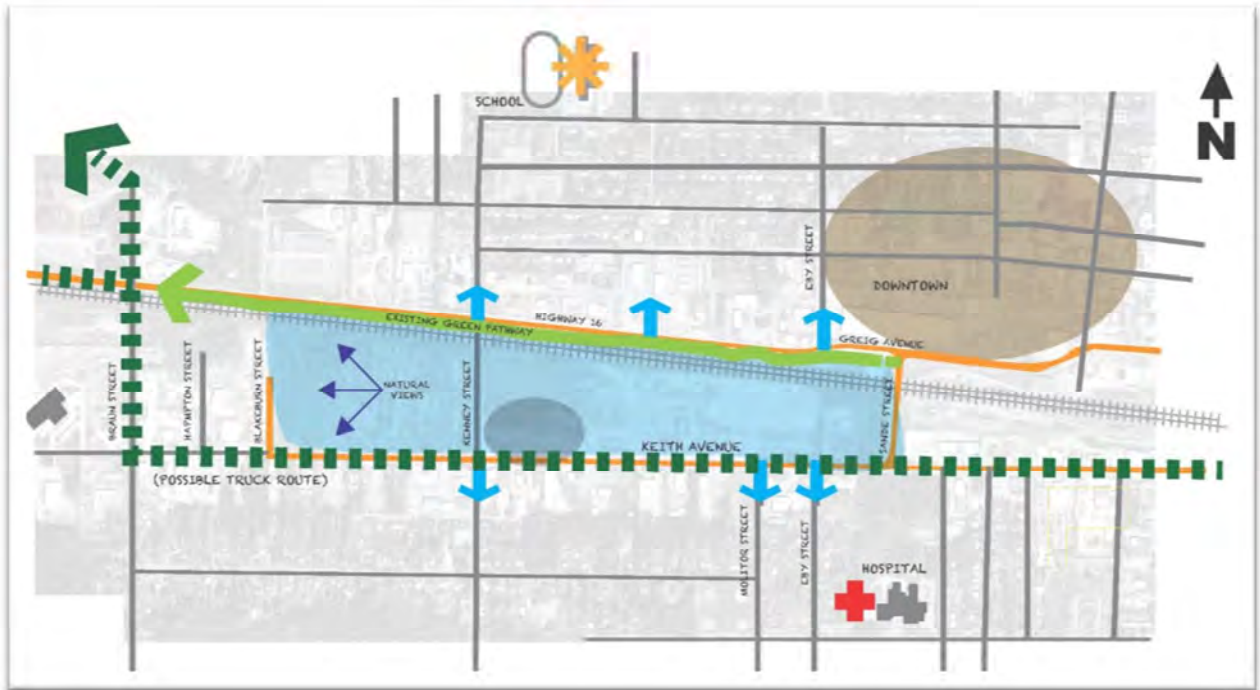


Figure 2: Keith Estates – Map of Key Contextual Elements

2.2 Mixture of Land Uses

Including a mixture of land uses has been deemed an important part of the development of the Keith Estates NCP. With 29 hectares of area, the site has the potential to accommodate a variety of land uses including light industrial, commercial, residential, recreational, and institutional.

Through “NCP in a Week” those who participated throughout the week were unanimously in favor of restricting heavy industrial use on the site.



Examples of Land Use Mixture

2.3 Access and Connectivity

Ensuring accessibility to and within the area are critical elements to the success of the NCP. A number of factors were particularly important:

- Maintaining major arterial streets to support movement of goods (e.g. Keith Avenue Corridor);
- Adding features or amenities to improve pedestrian and neighbourhood experience;
- Creating a well-designed and intuitive internal street network within the site;
- Increasing pedestrian and cycling connections from the site to Downtown and other parts of the city; and
- Improving intersections adjacent to the site.



Logging Truck on Keith Avenue

Figure 3, below, summarizes some of the access and connectivity considerations for the NCP area.

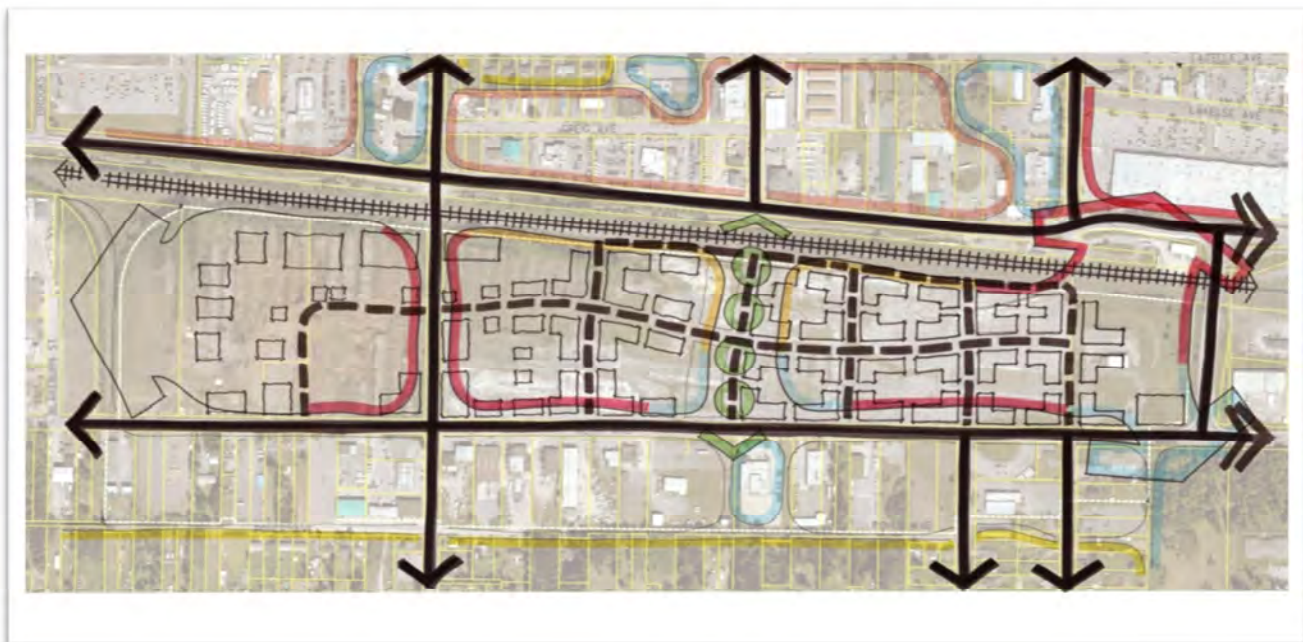


Figure 3: Keith Estates – Access and Connectivity

2.4 Buffering and Landscaping

A number of key points around landscaping and buffering were considered during the NCP process:

- Buffering residential uses from Keith Avenue traffic and rail line noise and/or hazards;
- Physical barriers (berms and/or sound walls);
- Natural screens (trees and vegetation);
- Distance and separation between incompatible uses;
- Setbacks; and
- Siting commercial and light industrial uses to act as ‘screens’.



Existing Landscaping Along Grand Trunk Pathway

2.5 Scale, Density, Form, and Character

The design concept for the site will aim to be consistent with the rest of Terrace, along with a strong balance between scale, density, form, and character. Although there was generally a strong interest in maintaining building heights at three storeys or less, some people felt that higher buildings may be acceptable.

Design and character guidelines are described in more detail within Section 4.0.



NCP in a Week Community Feedback Illustration

3.0 Land Use Concepts

The Keith Estates NCP area will be a mixed-used community offering a variety of commercial, residential, institutional and industrial activities. New buildings will be oriented toward Keith Avenue and Kenney Street and along a new internal local road network. A linear park will run along the northern part of the NCP area, providing an attractive amenity and buffer to the rail tracks. The area will have three distinct sectors but will have a coordinated appearance and be connected by roads and sidewalks. The Munroe Street Greenway will connect north over the train tracks via a new pedestrian and cycling overpass. The Greenway will provide an important connection to downtown and be a focal point in the new neighbourhood.

The three NCP sectors and the linear park are described in more detail below and shown in Figure 4 – Keith Estates – Neighbourhood Concept Plan.

3.1 Light Industrial / Commercial Sector (West)

The westernmost sector of the Keith Avenue NCP area comprises approximately 9.1 hectares of net developable area.¹

The light industrial/commercial sector extends west from Kenney Street to the existing rail spur at the edge of the NCP area. This sector would accommodate industrial and commercial uses as well as provide opportunities for emergency service uses.

The following land use mix is proposed:

- Light Industrial: 60-75% of NCP area
- Commercial: 10-25% of NCP area
- Emergency Services: 5-10% of NCP area

The majority of the sector will be primarily light industrial in nature and thus provide a transition to existing industrial uses to the west of the NCP area. A range of parcel sizes is anticipated to meet the needs of potential light industrial users. Buildings are expected to be generally one to two storeys in height. Overall, there is the potential for approximately 21,900-27,400 m² of light industrial floor area.



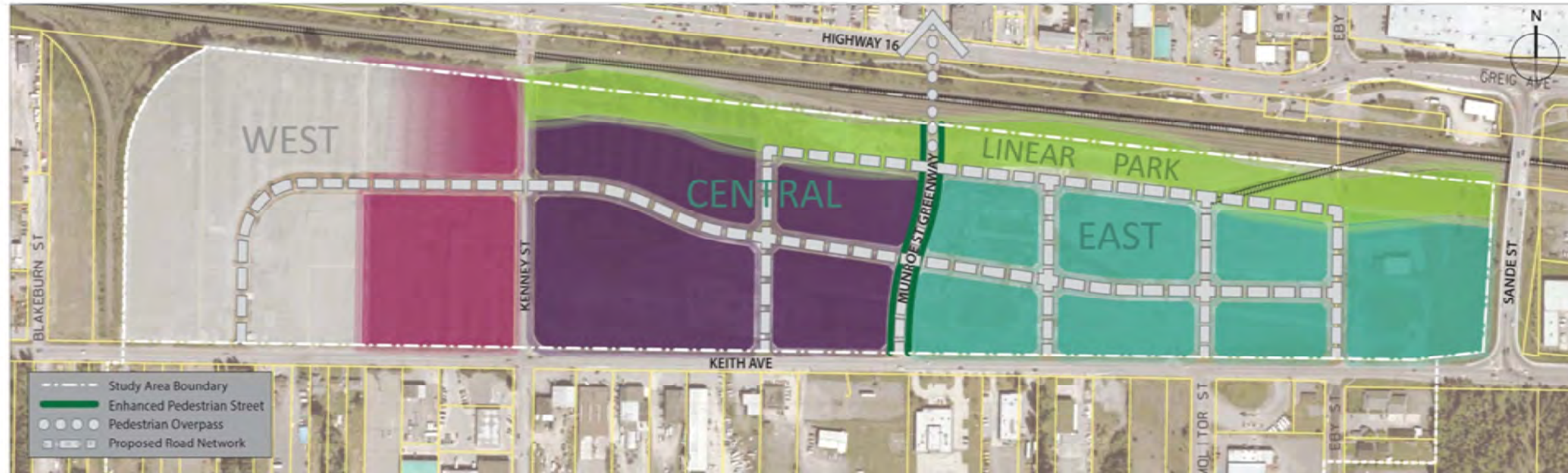
Example of Light Industrial Development

Commercial uses will be located primarily at the southeast corner of this sector, at Kenney Street and Keith Avenue. The Kenney Street frontage may also prove attractive for business of a commercial nature.

¹ Excluding proposed road network.

² Based on 60-75% of net area to be developed for industrial uses with average one storey buildings at 40% lot coverage.

Keith Estates Neighbourhood Concept Plan



LIGHT INDUSTRIAL / COMMERCIAL SECTOR (WEST)

- Western sector of site, between rail spur and Kenney St.
- 9.4 hectares of net developable area.
 - Excluding proposed road network and 30m rail buffer.
- Mix of light industrial and highway commercial development.
- Suggested use ratio [total floor area to be confirmed]:
 - 60% - 75% light industrial.
 - 10% - 25% commercial.
 - 5% - 10% Emergency Services
- Consistent with existing, adjacent light industrial uses and proposed on-site service commercial development (Toyota Dealership).
- Commercial uses to be primarily oriented toward Keith Ave. and Kenney St.
- Form and character guidelines to include transitions to existing uses on south side of Keith Ave.

MIXED USE SECTOR (CENTRAL)

- Central sector of site, between Kenney St. and Munroe St. Greenway.
- 5.9 hectares of net developable area.
 - Excluding proposed road network and 30m rail buffer.
- Mix of highway / neighbourhood commercial, multi-family residential (apartment / townhouse), and / or mixed use development.
- Potential for limited institutional use fronting Munroe St. Greenway.
 - Cultural / recreational
- Suggested use ratio [total floor area and number of units to be confirmed]:
 - 35% - 45% commercial.
 - 15% - 25% light industrial.
 - 30% - 40% residential.
 - 0% - 10% institutional.
- Commercial uses to be primarily oriented toward Keith Ave., Kenney St., and Munroe St. Greenway.
- Institutional uses to be primarily oriented toward Munroe St. Greenway.

MIXED USE SECTOR (EAST)

- Eastern sector of site, between Munroe St. Greenway and Sande St.
- 6.4 hectares of net developable area.
 - Excluding proposed road network and 30m rail buffer.
- Mix of neighbourhood / tourist commercial (e.g. hotel), multi-family residential (apartment / townhouse), and / or mixed use development.
- Potential for expanded institutional use.
 - Cultural / recreational.
 - University / hospital.
- Suggested use ratio [total floor area and number of units to be confirmed]:
 - 60% - 70% residential.
 - 20% - 30% commercial.
 - 10% - 20% institutional.
- Commercial uses to be primarily oriented toward Keith Ave. and Sande St.
- Institutional uses to be primarily oriented toward Munroe St. Greenway, UNBC, and hospital.
- Form and character guidelines to include view protection and Gateway feature located at Sande St. / Keith Ave. intersection.

LINEAR PARK

- Located between Kenney St. and Sande St., along rail line.
- Between 1.0 and 2.8 hectares.
- Linear park with natural areas, pedestrian and bike trails.
 - Extension / looping of Grand Trunk Pathway.
 - May include dog park, wetlands, or water features.
- Buffers adjacent uses from rail line; meets CN recommendations.
 - 30m width when abutting residential land uses.
 - Varying width when abutting non-residential uses.
- Maintains existing valued trees and landscaping.

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2014

Figure 4: Keith Estates | Neighbourhood Concept Plan

This area includes the lands approved for sale by the City to a private developer for a proposed commercial use. A car dealership with associated uses is expected for this site. Overall, there is the potential for approximately 3,700-9,100 m²³ of commercial floor area in the western sector of the NCP.

Institutional uses in this sector may include emergency services uses, such as an ambulance station or fire station, located on a portion of the City-owned parcel. (The City owns approximately 8 hectares in this sector.) Other similar uses would also be considered. Approximately 1,800-3,700 m²⁴ of institutional uses could be accommodated in the west sector.

New development will be of a high quality and contribute to the overall character of the NCP. New buildings along Keith Avenue will respect existing uses on the south side of the street. These lands are outside the NCP and designated for industrial uses. Residents in existing homes, however, have enjoyed a quality of life in the area which should not be diminished with new development. With a change from heavy industrial (e.g. the former mill and the log sorting businesses) to light industrial and commercial, potential conflicts such as noise will likely be reduced for residents. Nonetheless, regard for views and privacy should be taken into consideration.

3.2 Mixed Use Sector (Central)

The central sector of the Keith Estates NCP will be primarily a mixed commercial and residential neighbourhood. Light industrial uses are also possible. The sector comprises approximately 5.9 hectares of net developable land extending east of Kenney Street to the proposed Munroe Street Greenway. A linear park runs between the CN rail tracks and the mixed used area. It serves as both an amenity and buffer between the tracks and future residential development. Institutional or community and cultural uses are also envisioned within this area. The following land use mix is proposed:

- Commercial: 35-45% of NCP area
- Light Industrial 15-20% of NCP area
- Residential: 30-40% of NCP area
- Institutional: up to 10% of NCP area

Commercial uses are oriented mainly toward Kenney Street and Keith Avenue for the exposure and visibility they offer to businesses. Commercial uses may be large format retail, small-scale shopping centres that fit the character of the area, or retail stores on the ground floor of mixed use buildings. Overall, there is the potential for approximately 8,200-10,600 m²⁵ of commercial floor area and 3,500-4,700 m²⁶ of light industrial floor area in the central sector of the NCP.



Example of Large Format Retail Development

³ Based on 10-25% of net area to be developed for commercial uses with average one storey buildings at 40% lot coverage.

⁴ Based on 5-10% of net area to be developed for institutional uses with one storey buildings at 40% lot coverage.

⁵ Based on 35-45% of net area to be developed with commercial uses with average one storey buildings at 40% lot coverage.

Residential development within the NCP area will be of a multi-family nature. Single-family lots are not proposed. Residential uses may take the form of townhouses, stand-alone apartments or apartments over retail units.⁷ Apartment units are expected to make up a higher proportion of multi-family units than townhouses. A five to six storey height maximum is envisioned. Higher buildings will be subject to careful site planning to protect views and ensure compatibility with the existing neighbourhood. Overall, there is the potential for approximately 210-250 apartment units⁸ and 40-50 townhouses⁹, accommodating approximately 630-750 residents.¹⁰ Residential densities could also be higher if density bonus provisions are applied.

Institutional uses may include cultural or recreational facilities. Public outdoor space such as a small park, plaza or other similar space is also envisioned in this sector. Such spaces should be designed to reflect local history and context. Cultural or recreational uses may be oriented toward the Munroe Street Greenway or Keith Avenue. Locating community uses close to Keith Avenue would allow a link toward the UNBC campus and has the potential to create a significant community gathering place. Overall, there is the potential for up to approximately 2,400 m²¹¹ of institutional uses in the central sector of the NCP.

3.3 Mixed Use Sector (East)

The eastern sector of the Keith Estates NCP area will be primarily a mixed commercial and residential neighbourhood, similar to the central sector. The sector comprises approximately 6.4 hectares of net developable land extending east of the proposed Munroe Street Greenway to Sande Street. The linear park runs along the northern edge of the neighbourhood. Institutional or community and cultural uses are also envisioned in the vicinity of the Munroe Street Greenway and Keith Avenue.

The following land use mix is proposed:

- Residential: 60-70% of NCP area
- Commercial: 20-30% of NCP area
- Institutional: 10-20% of NCP area

Commercial uses will be oriented mainly toward Keith Avenue and Sande Street. Commercial uses may include a hotel, large format retail, small-scale shopping centres, hotels, office buildings, or retail stores on the ground floor of mixed-use buildings. An opportunity exists for health care and related uses in proximity of the Terrace Hospital. Overall, there is the potential for approximately



Example of Neighbourhood Commercial Development

⁶ Based on 15-20% of net area to be developed for industrial uses with average one storey buildings at 40% lot coverage

⁷ Assumes 30-40% of net area to be developed for residential uses.

⁸ Based on 60% of residential area to be developed with apartments at 100 units per hectare. Also assumes one third of commercial area will have residential units above.

⁹ Based on 40% of residential area to be developed with townhouses at 55 units per hectare.

¹⁰ Based on average of 2.5 people per unit.

¹¹ Based on a maximum of 10% of net area to be developed for institutional uses with one storey buildings at 40% lot coverage.

5,100-7,700 m²¹² of commercial floor area in the eastern sector of the NCP.

Residential development within the Mixed Used Sector (East) will also be of a multi-family nature. Residential uses may take the form of apartments over retail business or stand-alone apartments.¹³ Apartment units are expected to make up a higher proportion of multi-family units. Overall, there is the potential for approximately 370-420 apartment units¹⁴ and 40-50 townhouses¹⁵, accommodating approximately 1,030 -1,180 residents. The site at the corner of Keith Avenue and Sande Street may also accommodate residential uses in conjunction with commercial uses such as a hotel.

Institutional uses may include cultural or recreational facilities. Public outdoor space such as a small park, plaza or other similar space is also envisioned in this sector. Designs that are sensitive to local history and context are encouraged. Cultural or recreational uses may be oriented toward the Munroe Street Greenway and/or Keith Avenue. Locating community uses close to Keith Avenue would allow a link toward the UNBC campus and has the potential to be significant community gathering place. Overall, there is the potential for approximately 2,600-5,100 m²¹⁶ of institutional uses in the eastern sector of the NCP.

Rail Spur

A key feature of the eastern sector of the NCP is the presence of an active rail spur. The spur is currently used for the unloading of cement products and is viewed as a strategic feature within the area. This plan anticipates that while the use of the spur may continue in the foreseeable future, it may not in the longer term. Although, the lands surrounding the spur are generally expected to develop with mixed commercial and residential uses, as noted above, it is also possible that industrial uses could be part of the final land use mix. In this scenario, a review of the following items would be necessitated:

- adjustments to the road network to accommodate the spur and provide access to development sites;
- impact on the linear park (e.g. access to and programming of the park in the vicinity of the rail spur);
- transitions between land uses, particularly between industrial and residential; and
- building and site design and character.
-



Existing Rail Use Adjacent to Keith Estates

¹² Based on 20-30% of the net area to be developed for commercial uses with one storey buildings at 40% lot coverage.

¹³ Assumes 60-70% of the net area to be developed for residential uses.

¹⁴ Based on 80% of residential area to be developed with apartments at 100 units per hectare. Also assumes one half of commercial area will have residential units above.

¹⁵ Based on 20% of residential area to be developed with townhouses at 55 units per hectare.

¹⁶ Based on 10-20% of net area to be developed for institutional uses with average one storey buildings at 40% lot coverage.

To facilitate residential development and achieve a vibrant neighbourhood character within the eastern sector, it is recommended that the spur be considered for decommission at a future date. This is due to the fact that maintaining an active spur on the site would divide the linear park, impact the circulation network, and reduce the number of potential residential units, and add a use typically incompatible with adjacent residential uses.

Any closure of the spur would be expected to be in the longer term, when market demand warrants it or when a transition to mixed use commercial/residential out performs or outweighs the benefits of the rail spur. In the meantime, the spur could remain operational, perhaps with some conditions attached, until the market drives redevelopment.

3.4 Linear Park

A new linear park is proposed to extend along most of the northern part of the Keith Estates. The park would be approximately 1.6-2.8 hectares in size. This represents about 5-10% of the total NCP area, or up to 19% of the NCP area east of Kenney Street.

The linear park may include a trail connection to the Grand Trunk Pathway, as well as the Munroe Street Greenway and future overpass across the tracks. Community members expressed interest in other park features, including wetlands, a dog area and the retention of as much of the existing vegetation as possible.

The location of the linear park serves another important function. It provides a physical separation between the railway and future development. This is particularly important where residential and railway uses are proximate. The width of the park would average approximately 30 metres and thus align with CN Rail's proximity recommendations¹⁷. The precise width of the linear park is expected to vary depending on abutting land uses and the desired buffering functions.



Cyclist Enjoying the Grand Trunk Pathway

The linear park will also function as a sound buffer. Specific design treatments will be considered in greater detail in the future but could include both natural and constructed sound walls, berms and vegetation as well as walking paths, open spaces and wetlands.

It is expected that a portion of the park (5% of the land area) would be dedicated at the time of subdivision or development and any remaining portions acquired by the City.

¹⁷Guidelines for New Developments in Proximity to Railway Operations, prepared for the Federation of Canadian Municipalities and the Railway Association of Canada, May 2013.

3.5 Development Summary

Table 2, below, provides a summary of the industrial, commercial and institutional floor area and number of residential units anticipated with development of the NCP area. These numbers are estimates and are based on densities and heights that are consistent with current City bylaws. Based on the development patterns and assumptions outlined in the NCP, the Keith Estates has the potential to accommodate approximately 1,700-1,900 people at full build out.

Table 2: Development Summary

Keith Estates NCP Development Summary <i>(all numbers are approximate)</i>					
Sector	Light Industrial (floor area m ²)	Commercial (floor area – m ²)	Institutional (floor area- m ²)	Residential (# units)	
				apartment	townhouse
West	21,900-27,400 m ²	3,700-9,100 m ²	1,800-3,700 m ²	-	-
Central	3,500-4,700 m ²	8,200-10,600 m ²	Up to 2,400 m ²	210-250	40-50
East	n/a	5,100-7,700 m ²	2,600-5,100m ²	370-420	40-50
Subtotal				580-670	80-100
Total	25,500-32,100 m ²	17,000 -27,400 m ²	4,400-11,200 m ²	660-770 units	
	Population			1,700-1,900 people ¹⁸	

¹⁸ Based on 2.5 people per unit, as per Statistics Canada, Terrace household size, 2011 (rounded to nearest 100)

4.0 Design and Character Guidelines

For each sector within the site, design and character guidelines have been established to ensure that the area grows to have a complimentary look, feel, and function that establish a strong sense of place. To this end, the guidelines will serve as a tool for City staff, Council and developers to ensure the Keith Estates NCP area is developed appropriately.

These guidelines have also considered the intent of the City’s “Downtown Design Guidelines” (Appendix C to the OCP) and how it relates to the NCP Area. In particular, the “Downtown Design Guidelines” outline several relevant aspirations for the Keith Estates NCP area, including ambitions for buildings and places that:

- Create a strong first impression and sense of entry;
- Reflect the particular characteristics of each site;
- Reflect the weather conditions in Terrace;
- Provide effective and efficient pedestrian, cycling and vehicular circulation;
- Create distinct streetscapes;
- Are visually appealing;
- Internalize parking;
- Integrate high quality landscape design that use hardy native plant material;
- Have clear, concise and unambiguous design; and
- Are compatible between different development areas.



Examples of High Quality Landscape Design

4.1 Light Industrial / Commercial Sector (West)

Height

1. Building heights in this sector will generally be one to two stories in height in accordance with light industrial and large format commercial uses.
2. Buildings located at corner locations may accommodate an additional storey if consistent with the overall vision for the area.

- Views toward the mountains will be assessed with the City prior to development. Where important views are identified, they will be retained through mechanisms such as street alignment, view corridors (areas with no buildings) and/or lower building heights.

Character

- Development will be encouraged to incorporate high quality construction materials and aesthetics consistent with the character of Terrace and reflective of an active urban setting.
- Buildings shall incorporate ground level doors and windows along primary street frontage and pedestrian corridors. Windows will be transparent (e.g. not reflective) to facilitate visual interest and interaction between indoor and outdoor users as well as to aid in securing the street.
- Industrial and commercial land uses facing Kenney Street will be oriented and designed with consideration of commercial and /or residential uses on the east side of the street (central mixed use sector).
- Industrial and commercial uses along Keith Avenue will be designed to respect existing uses on the south side of the street. While designated for industrial uses, it is recognized that some long-term residential uses exist. Design of new buildings will consider how height, siting and massing may impact the views, privacy and enjoyment of properties on the south side of Keith Avenue.



Example of High Transparency Light Industrial Building Facade

Building Setbacks

- Setbacks along Keith and Kenney Avenues will encourage a consistent street wall and orientation towards these key roads. Greater setbacks may be considered in order to accommodate outdoor seating or display space and if it can be demonstrated that it is consistent with the overall vision for the area.
- Front setbacks along Keith Avenue will be reviewed and assessed to determine required road widening for traffic function. A Road Reserve may be required at the time of development.
- Setbacks along internal roadways will be consistent with the needs of light industrial and commercial uses, in order to accommodate customer parking and / or loading.



Example of Building Setback Incorporating Landscaped Buffer

Outdoor Storage

1. Outdoor storage will be screened so it is not visible from Kenney Street or Keith Avenue.

Parking / Loading

1. Parking will be primarily located in the interior of the site, away from Keith Avenue and Kenney Street, and shall incorporate appropriate landscaping and pathway features.
2. Loading will occur in the interior of the site and will be located or screened in a manner as not to be visible from Keith Avenue and Kenney Street.



Example of On-Site Parking

Orientation / Relationship with Street

1. Buildings along Kenney Street and Keith Avenue will be oriented toward the respective streets to the greatest extent possible.
2. Buildings along Kenney Street and Keith Avenue will incorporate elements that respond to the gateway location. These may include taller corner heights, landscaping or other unique design features.

Access & Circulation

1. Driveways will be minimized along Kenney Street and Keith Avenue for safety and to contribute to a more unified streetscape. Access to development sites will be primarily from a new internal local road.
2. Internal circulation will be designed to minimize conflict between personal vehicular movement and heavy truck movement.

Natural Features / Public Amenities

1. A landscaped area between industrial uses and the train tracks is encouraged. This area could serve as an amenity for employees and provide a connection to the linear park that exists on the east side of Kenney Street.
2. Existing vegetation along the north end of the sector near the train tracks will be retained as much as possible to provide a sound buffer and to reinforce the area's natural setting.
3. Outdoor seating areas are encouraged to provide amenity space for employees and customers. These areas should include elements such as landscaping, public art, benches, shelters or water features. These areas should be easily visible and accessible by pedestrians and with limited or no conflict with vehicular movement.

4.2 Mixed Use Sector (Central)

Height

1. Buildings will generally be no higher than three to four storeys. Higher buildings, particularly at corner locations, may be permitted subject to careful review and demonstration that the additional height is consistent with or helps to advance the overall vision for the area.
2. Views toward the mountains will be assessed with the City prior to development. Where important views are identified, they will be retained through mechanisms such as street alignment, view corridors (areas with no buildings) and/or lower building heights.

Character

1. Development will be encouraged to incorporate high quality construction materials and aesthetics consistent with the character of Terrace and reflective of an active and vibrant residential and commercial neighbourhood.
2. Ground floor commercial building facades will be visually appealing, incorporating large, transparent, windows, awnings, and unique design features and signage. Outdoor seating is encouraged for restaurant and café uses.
3. Residential uses above ground floor commercial should have a separate, clearly defined entrance.
4. Building facades shall be visually interesting, with architectural features to clearly define the ground floor. Above-ground facades should incorporate features to 'break up' the building wall, such as balconies, or varying materials or depths.
5. Each elevation should have visual interest from a range of viewing distances.



Example of Mixed-Use Development

Building Setbacks

1. Development is encouraged to locate as close to the street as possible, with either no front setback or a very minimal front setback.
2. Front setbacks will only be considered in order to accommodate outdoor seating, display space, a landscape feature, or unique architectural or public amenity.
3. Front setbacks along Keith Avenue will be reviewed and assessed to determine required road widening for traffic function. A Road Reserve may be required at the time of development.

Outdoor Storage

1. Outdoor storage will be screened so it is not visible from Kenney Street or Keith Avenue or from the linear park.

Natural Features / Public Amenities

1. Development will incorporate landscaping and natural features consistent with the unique character of

Terrace and the surrounding natural landscape.

2. Outdoor seating areas or pocket parks for customers and residents are encouraged. These areas could include landscaping, play areas, public art and / or water features. These areas should be highly visible, easily accessible by pedestrians and with limited or no conflict with vehicular movement.
3. Both the Munroe Street Greenway and linear park are important amenities in this sector. They will be designed to meet the various needs of future residents and users. Key design features are expected to include street trees, seating areas, fountains, active play areas, pedestrian scale lighting, and other related features.

Orientation

1. Buildings along Keith Avenue and the Munroe Street Greenway will be oriented toward the respective streets. Primary pedestrian access will be from these streets, with secondary access provided (if applicable) off the internal roadways.
2. Townhouses and apartments located along the linear park will front the park to activate the park space, to capture the amenity value of the park and to help visually secure the park space throughout the day and evening.
3. Development along the Munroe Street Greenway shall present an active frontage, with frequent windows and doors to encourage transparency between the public realm and the private realm. Large blank walls shall be avoided adjacent to the Munroe Street Greenway.

Parking

1. Parking will be located in the interior of the site and shall incorporate appropriate landscaping and pathway features.
2. On-street parking is encouraged and may be considered in the calculation of off-street parking requirements for commercial uses.
3. Shared parking between uses that operate at different times is encouraged as a way to reduce both cost and areas of paving.

Access & Circulation

1. Internal alleyways are encouraged to facilitate commercial loading and preserve street facing development.
2. Development adjacent to the linear park is encouraged to incorporate pathways or other connections that facilitate access from the broader site.
3. Shared access points are encouraged as way to maximize site utilization and minimize space dedicated to vehicles.

4.3 Mixed Use Sector (East)

Height

1. Buildings will generally be no higher than five to six storeys. Higher buildings, particularly at corner locations, may be permitted subject to careful review and demonstration that the additional height is consistent with or helps to advance the overall vision for the area.
2. Views toward the mountains will be assessed with the City prior to development. Where important views are identified, they will be retained through mechanisms such as street alignment, view corridors (areas with no buildings) and/or lower building heights.



Example of Multi-Family Residential Development

Character

1. Development will be encouraged to incorporate high quality construction materials and aesthetics consistent with the character of Terrace and reflective of an active and vibrant residential and commercial neighbourhood.
2. Ground floor commercial building facades will be visually appealing, incorporating large, transparent, windows, awnings, and unique design features and signage. Outdoor seating is encouraged for restaurant and café uses.
3. Residential uses above ground floor commercial should have a separate, clearly defined entrance;
4. Building facades shall be visually interesting, with architectural features to clearly define the ground floor. Above-ground facades should incorporate features to 'break up' the building wall, such as balconies, or varying materials or depths.
5. Each elevation should have visual interest from a range of viewing distances.

Buildings Setbacks

1. Development is encouraged to locate as close to the street as possible, with either no front setback or a very minimal front setback.
2. Front setbacks will only be considered in order to accommodate outdoor seating, display space, a landscape feature, or unique architectural or public amenity.
3. Front setbacks along Keith Avenue will be reviewed and assessed to determine required road widening for traffic function. A Road Reserve may be required at the time of development.

Outdoor Storage

1. Outdoor storage is discouraged in this sector.
2. Where outdoor storage may be required (e.g. if the rail spur is utilized in conjunction with an industrial or commercial enterprise), it should be screened from neighbouring residential, park or commercial uses.

Natural Features / Public Amenities

1. The incorporation of a visually appealing gateway feature is highly encouraged at the intersection of Sande Street and Keith Avenue. This may incorporate public art, unique signage, or a natural or water feature.
2. Both the Munroe Street Greenway and linear park are important amenities in this sector. They will be designed to meet the various needs of future residents and users. Key design features are expected to include street trees, seating areas, fountains, active play areas, pedestrian scale lighting, and other related features.



Example of Incorporation of Natural Drainage Features into Site Design

Orientation

1. Buildings along Keith Avenue and the Munroe Street Greenway will be oriented toward the respective streets. Primary pedestrian access will be from these streets, with secondary access provided (if applicable) off the internal roadways.
2. Townhouses and apartments located along the linear park will front the park to activate the park space, to capture the amenity value of the park and to help visually secure the park space throughout the day and evening.

Parking

1. Parking will be located in the interior of the site and shall incorporate appropriate landscaping and pathway features.
2. On-street parking is encouraged and may be considered in the calculation of off-street parking requirements for commercial uses.
3. Shared parking between uses that operate at different times is encouraged as a way to reduce both cost and areas of paving.

Access & Circulation

1. Development will encourage pedestrian connectivity to the linear park, Keith Avenue, and the Sande Street Overpass.
2. Where possible, sites adjacent to the Sande Street overpass will provide direct pedestrian access between the site and the overpass.

3. Internal alleyways are encouraged to facilitate commercial loading and preserve opportunities for street facing development.
4. Development adjacent to the linear park is encouraged to incorporate pathways or other connections to provide access from the broader site.
5. Shared access points are encouraged as way to maximize site utilization and minimize space dedicated to vehicles.



Example of Mixed Use Development

5.0 Transportation and Servicing

As part of the NCP process, a high level transportation analysis was conducted to assess existing conditions in-and-around the site and to identify potential changes to support the proposed development. This included traffic data analysis, traffic and transit route analysis, on-site assessments, and a review of community feedback obtained during the NCP public sessions. In addition, the following existing reports and sources were reviewed to ensure compatibility:

- Grand Trunk Pathway Master Plan (2008);
- Terrace 2050 Buildings and Transportation;
- Terrace Active Transportation Plan (2009);and
- Highway 16 Corridor Plan (2009).

The results of the analysis indicate that there is the potential to significantly improve existing transportation linkages in-and-around the Keith Estates and to broaden the accommodation to:

- Include more vulnerable users, e.g. cyclists, pedestrians;
- Provide better transit coverage;
- Consider more effective traffic control, and
- Incorporate context-sensitive road designs.

The following sections provide an overview of key existing transportation features and recommendations for future improvements.

5.1 Existing Context

The following are key existing transportation features of the Keith Estates.

Road Network

The Keith Estates is defined by the surrounding road network, which includes Keith Avenue, Kenney Street, and the Sande Street overpass. These serve as key traffic and goods movement corridors that link the NCP area to the nearby Highway 16 and the broader region.

In addition, there are two local roads – Molitor Street and Eby Street – that run perpendicular to the site and connect to the nearby local neighbourhood. Pedestrian access to downtown Terrace is provided via the Sande Street overpass, or via a longer route using Kenney Street.



Intersection of Keith Avenue and Kenney Street

The Sande Street overpass was built in the mid-1970s and resulted in traffic bypassing downtown. While this may have had the unintended result of impacting the vibrancy of downtown, it also led the emergence of a strong commercial business area along Keith Avenue. The intersection of Sande Street and Keith Avenue is a recognized bottleneck in the city’s transportation network. A second grade-separated vehicular crossing of the CN tracks has been under discussion for some time, with the most preferred location west of the NCP area at Braun Street.



Pedestrian Walking along Sande Street Overpass

Participants in the NCP process discussed the limitations of the current overpass. These included the narrow sidewalks, which often are rendered unpassable in the winter due to snow pile up. Traffic delays at the intersection of Sande Street and Keith Avenue, along with a non-intuitive signalization were also cited.

Keith Avenue

Although the City does not currently have a Transportation Plan, Keith Avenue serves as a primary transportation corridor. Within the study area, Keith Avenue is a two lane collector road with a sidewalk or informal gravel path along most sections of the south side. The north side shoulder is primarily gravel or overgrown. There are numerous accesses along Keith Avenue serving local businesses. Utility poles line both sides of the street and a water main runs along the south side.

Rail Line and Spur

The site is bordered on the north by a CN rail line that physically separates the Keith Estates from the downtown. There is an active rail spur on the eastern portion of the site and an inactive rail spur just outside the site’s western border.

Walking and Cycling

The recently extended Grand Trunk Pathway – a 6-kilometre pathway - runs east-west on the north side of the CN Rail tracks. It provides residents and visitors with an attractive recreational facility and is separated from motor vehicles. As indicated in Figure 5, below, the Grand Trunk Pathway has strong connectivity with other existing and planned recreational routes within the City.

Despite the success of the Pathway, certain limitations remain. There is a lack of direct and safe pedestrian connectivity into the Southside as identified in the Grand Trunk Pathway Master Plan report. The Master Plan

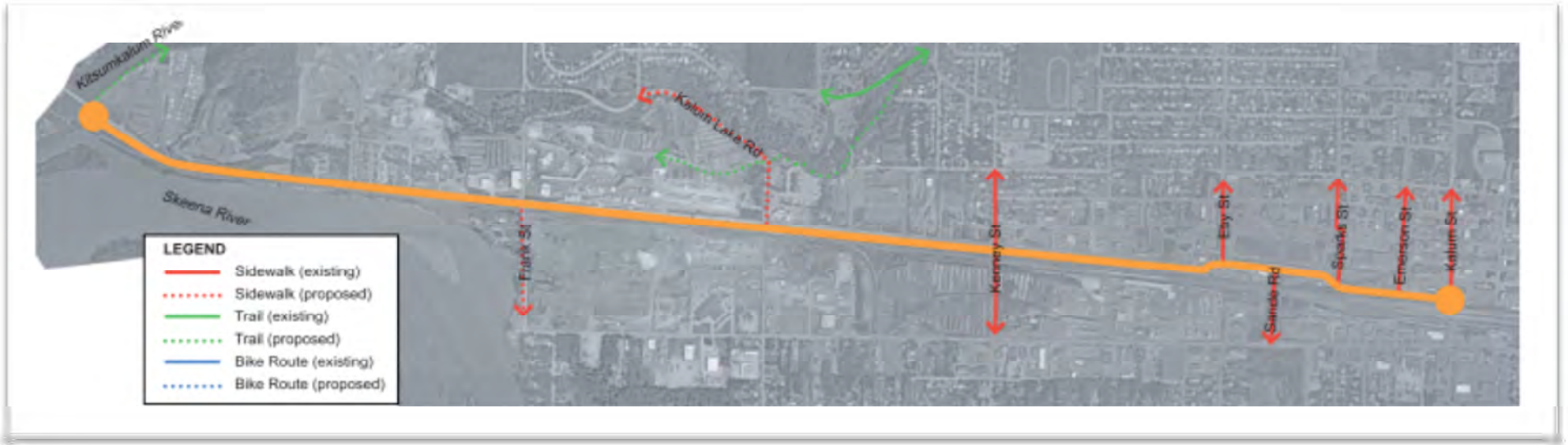


Figure 5: Adaptation of Terrace OCP maps showing connectivity with Grand Trunk Pathway

highlighted a general lack of crossing opportunities of the CN Railroad and Highway 16. The Plan also noted that, generally, inadequate pedestrian and cycling facilities were cited as a key constraint within the city, and in particular, a lack of on-road cycling and sidewalks especially with Terrace’s Southside. These conditions remain today

In addition to limited connectivity, there is an overall lack of accessible design features in-and-around the NCP area – particularly pedestrian-controlled lights with audible signals and curb let-downs at crossing points.

Public Transit

Route 3 is the primary bus route serving the NCP area. Only a small portion of the route travels eastward along Keith Avenue (between Kenney Street and Molitor Street). A student / commuter routing extends Route 3 for one trip in the morning and one in the afternoon to cover a one-way loop westward between Braun Street and Skeena Street, when school is in session. There is a bus stop to serve the UNBC campus.



Bus Stop along Keith Avenue

Public comments received during consultation sessions describe service as being infrequent with low ridership. Transit was identified as being an ineffective alternative to vehicle travel. However, BC Transit reported Terrace as having “high ridership”. Most routes are equipped with bike racks which serve to expand the distance within which cyclists can travel.

Heavy Trucks

The Keith Estates serves a number of commercial and industrial land uses. Trucks are an important component of traffic composition along Keith Avenue. In particular, large logging trucks serve the forestry industry and utilize Keith Avenue to carry out their business. There are many commercial/ industrial accesses to businesses along Keith Avenue that would have to be maintained in the future.

As noted in the Highway 16 Corridor Plan, sidewalks are needed along Keith Avenue, west of Sande Overpass. There have been reports of higher pedestrian demand east and lower demand further west along Keith Avenue.

5.2 Transportation Improvements to Support the NCP

The following presents a transportation vision for the Keith Estates. This vision recognizes the importance of continuing to serve existing light industrial and commercial uses in the area. It also seeks to incorporate features that will support new mixed-use and residential developments and improve the pedestrian and neighbourhood experience.

The precise nature and extent of transportation improvements required will be evaluated in more detail at the time of development. Traffic Impact Studies will need to be undertaken and may be required in conjunction with development proposals.

Road Network

Key to the success of the NCP Area will be to create a well-designed internal street network. A grid system is recommended to maximize efficiency of land uses and ease of movement. The conceptual road network, as shown in Figure 4, proposes extensions of two adjacent local roads - Molitor Street and Eby Street - into the site. This will facilitate north / south connections. Other proposed roads have been spaced at regular intervals to facilitate access and create developable site areas. It is recommended that all new roads through the NCP area are dedicated and maintained as public rights-of-way.

The centerpiece of the new internal network is the proposed Munroe Street Greenway. The Munroe Street Greenway will be a new local road that connects from Keith Avenue north through the site. The Greenway is expected to have wide sidewalks and trees on both sides of the street. It will provide access to businesses and residences as well as be a significant community amenity. Public art and gathering places are envisioned to contribute to a unique sense of place along the Greenway. As the Greenway approaches the linear park, it will transition to a pedestrian/cycling route only and connect to a future pedestrian overpass across the CN tracks.

The Sande Street overpass will continue to be maintained and enhanced as part of future plans for development in this area.

Keith Avenue

Preliminary analysis indicates that Keith Avenue can accommodate the level of development proposed in this NCP within the existing 20 m right-of-way. This is based on a 2009 background traffic demand along Keith Avenue of approximately 400 to 550 vehicles per hour during peak periods).¹⁹ Accounting for additional



Examples of Greenway Design

¹⁹ Traffic counts carried out by the City in 2014 were similar or lower than the 2009 traffic data reported in the Highway 16 Corridor Plan.

development traffic, the total future demand at peak hours would be within an acceptable range for a two-lane collector road.

It is recommended that truck access on Keith Avenue continue to be maintained. Future development will need to include sufficient turning radii at commercial driveways and ensure that any design changes to the south side of Keith Avenue sidewalks are compatible with commercial uses.

A signalized intersection or roundabout at Keith Avenue and Sande Street was recommended in the Highway 16 Corridor Plan. The NCP supports this recommendation, as additional development within the NCP area will require that this be in place to facilitate access to and from the site. Based on a sensitivity analysis, an additional 2,000 trips can be generated on site and fit within the capacity of a new signal or roundabout at Keith Avenue and Sande Street.

The Highway 16 Corridor Plan also identified a need for sidewalks along Keith Avenue. The NCP supports this recommendation.

It is recommended that the north side of Keith Avenue include a separated pathway for recreational cyclists and pedestrians. This can be accommodated within a 20-metre right of way. Accommodating non-automobile uses is consistent with the Terrace 2050 Buildings and Transportation goal that 30% of trips will be non-automobile-oriented in 10 years (e.g. 2020).

The aforementioned recommendations will have significant implications for the future design of Keith Avenue. As noted in the Implementation section of this report, further transportation analysis is required prior to initiating development on the site. To inform these future studies, the following considerations have been identified:

- Wider travel lanes may be required to accommodate large trucks. However, lanes should not be too wide so as not to conflict with parked cars or sidewalks;
- Balancing lane width with multi-modal user safety (e.g. wider lanes often lead to higher vehicular and/or truck speeds);
- Accommodating on-street parking on Keith Avenue. A parking lane on at least one side of the street to accommodate future commercial uses along Keith Avenue is an important element of the NCP;
- Accommodating cycling on Keith Avenue in a safe manner. While recreational cyclists will tend to favour quieter internal roads, it is recognized that commuter cyclists will opt for the more direct route;

Keith Estates Neighbourhood Concept Plan

- Coordinating improvements on both the south and north sides of Keith Avenue. The south side of Keith Avenue generally has few sidewalks and formal driveways. Interim improvements may be considered in order to create a coordinated and integrated streetscape;
- Relocation of utilities, which run on both sides of the street. The undergrounding of utilities is expected for the NCP area, but should be also be considered for the south side.
- Conducting further traffic and road right-of-way analysis to confirm that future volumes, including development traffic, can be accommodated within a 20 metre right-of-way. Registering road reserves in the initial development stages will ensure lands are maintained for road widening of Keith Avenue if needed in the future.

Two conceptual visions for Keith Avenue, based on the existing 20 metre right-of-way and reflecting some of the above considerations, are shown below in Figures 6 and 7.

Keith Avenue – Option 1

20.0 m ROW; 12.5 m curb-to-curb

Elements:

- Sidewalk on both sides
- Wide northside sidewalk
- Parking on northside
- Treed / planted boulevards

Comparison to Opt 2

- [+] 2-way left turn lane – improves mobility
- [-] Bikes share travel lanes
- [-] Narrower travel lanes



Figure 6: Keith Avenue Conceptual Vision - Option 1

Keith Avenue – Option 2

20.0 m ROW; 12.5 m curb-to-curb

Elements:

- Sidewalk on both sides
- Wide northside sidewalk
- Parking on northside
- Treed / planted boulevards

Comparison to Opt 1

- [+] Wide travel lanes
- [+] Separated bike lanes
- [-] No separate turn lanes;
potential operations issues



Figure 7: Keith Avenue Conceptual Vision– Option 2

The following presents two potential approaches to how Keith Avenue could transition over time:

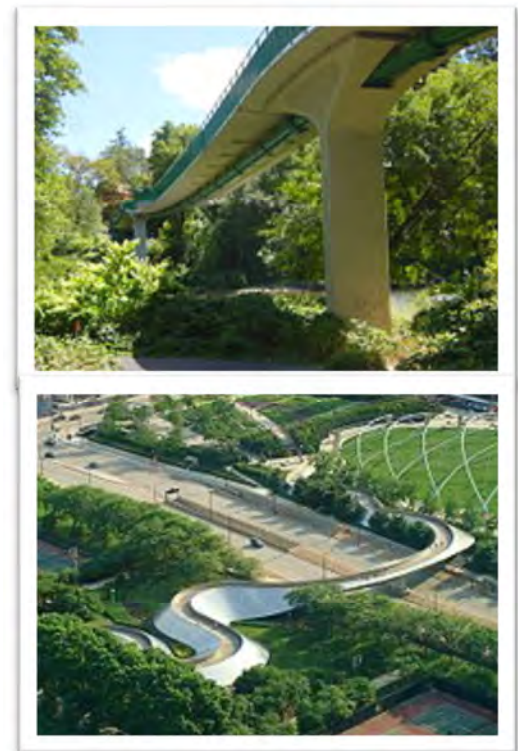
All at once: This approach includes building both sides of Keith Avenue at same time, rather than waiting for development to occur on the south side. This may offer the most cost effective approach over the long term, but will be the most costly in the short term, as it will require a large, up-front financial commitment. With street development occurring all at once, long term disruption within the neighbourhood would be low. However, short term disruption would be high.

By section: This approach includes developing an overall plan for Keith Avenue and implementing it as development opportunities arise. This is likely a more expensive approach and will extend the construction period and disruption. As noted, temporary measures for the south side of Keith Avenue, such as pedestrian facilities or streetscape improvements, may be appropriate.

Walking and Cycling

To increase pedestrian and cycling access to downtown, the NCP recommends connecting the Munroe Street Greenway to Munroe Street on the north side of the rail line via a pedestrian / cycle-friendly walkway. This is in line with both the Terrace 2050 Sustainability Strategy Buildings and Transportation document and the City’s Active Transportation Plan, both of which recommend such a connection.²⁰

A preliminary analysis of the infrastructure needs for the overpass indicate that a grade of 5% or less is necessary ensure this is universally accessible (e.g. for wheelchair users or for people with mobility aids). For this to occur, sufficient land at the abutments of the bridge to accommodate switch backs or ramps to fit a 5% grade will be necessary. The Active Transportation Plan provided a rough cost estimate of \$1.7M (2005) based off a comparison with a CPR bridge in Port Moody.²¹



Examples of Pedestrian Overpasses

The Active Transportation study identified a need for railings along the bridge structure of the Sande overpass. The NCP supports this recommendation, however it is recognized that this is outside the NCP area.

²⁰ The Plans recommended Kalum Street as the location of connection. However, within the context of the NCP, Munroe Street has been identified as another suitable location.

²¹ The estimate was for an overpass 175 meters long with a 12% max grade. However, best practice for design suggests that a 5% max grade for cyclists / accessibility would be more appropriate within the context of the NCP.

Public Transit

Development of the Keith Estates to a more dense, mixed-use community will support transit use and enhancements over time. Transit studies will be required to determine how best to extend service to the NCP area. At the minimum, it is expected that the current Route 3:

- provide a bi-directional pattern (instead of one way only on Keith Avenue);
- serve a longer section of Keith Avenue ; and
- access the future internal road network within the NCP area.

5.3 Servicing

Water, and sanitary sewer are available within the NCP area. A sewer right-of-way that services the Bench exists through the site and aligns with Eby Street.

Stormwater management within the NCP area is expected to best be achieved through the retention and inclusion of grassland and other similar landscaping conditions.

Power lines and other major utilities within the NCP area should be installed underground during the redevelopment process.

While development of the NCP area is expected to help expedite servicing improvements, it is acknowledged that development will also put pressure on existing services.



Example of Permeable Surfaces that support Stormwater Management

6.0 Implementation

The vision for the Keith Estates, as set out in this Neighbourhood Concept Plan, will take many years to be realized. Transformation from a heavy industrial to mixed-use urban community will take place mainly through the redevelopment process initiated by property owners in the NCP area. Future studies, the investment of public funds and other initiatives may also be required. Policies to guide the implementation of the NCP vision are identified below.

6.1 Official Community Plan and Zoning

1. Lands west of the Sande Street overpass within the NCP area that are currently designated as “transition” in the Official Community Plan will be re-designated as development proceeds. A new mixed-use designation may be required. Lands west of Kenney Street within the NCP area may also be re-designated from industrial to an appropriate commercial or light industrial designation. It is expected that re-designation will take place as part of the redevelopment process and be concurrent with rezoning.
2. The City may consider adopting Development Permit Area Guidelines for the Keith Estates, based on the Design and Character Guidelines contained in Section 4 of this document. Alternately, existing commercial and multi-family Development Permit Guidelines, together with the NCP directions, may provide an appropriate level of design guidance.
3. Development of most lands within the NCP area will require rezoning. Where existing zones are not appropriate, new zones may need to be developed or Comprehensive Development zones could be considered.
4. The City may consider pre-zoning of lands within the NCP area as a means to support and expedite redevelopment.

6.2 Development Process

1. The Keith Estates will develop in a coordinated and comprehensive manner. The area’s large parcels and ownership pattern are expected to support this. Piecemeal and unconnected development patterns are not encouraged.
2. The City may require that a more detailed site master plan is prepared prior to considering development applications.
3. Development applications for individual parcels within the NCP area may be accepted subject to the City’s satisfaction that individual proposals:
 - a. do not limit the development potential on other lands within the NCP; and
 - b. appropriately reflect the vision and policies set out in the NCP.
4. The City may require that each development application within the Keith Estates include:
 - a. A conceptual subdivision and road network plan for the entire NCP area;

- b. A Traffic Impact Study (as further described below);
- c. A Market Study (as further described below);
- d. Development summary and land use statistics for the subject site(s) and for the entire NCP area;
- e. A statement on how the subject site(s) will be serviced and contribute to future servicing within the NCP area; and
- f. Additional information, as deemed necessary by the City, to support the application.

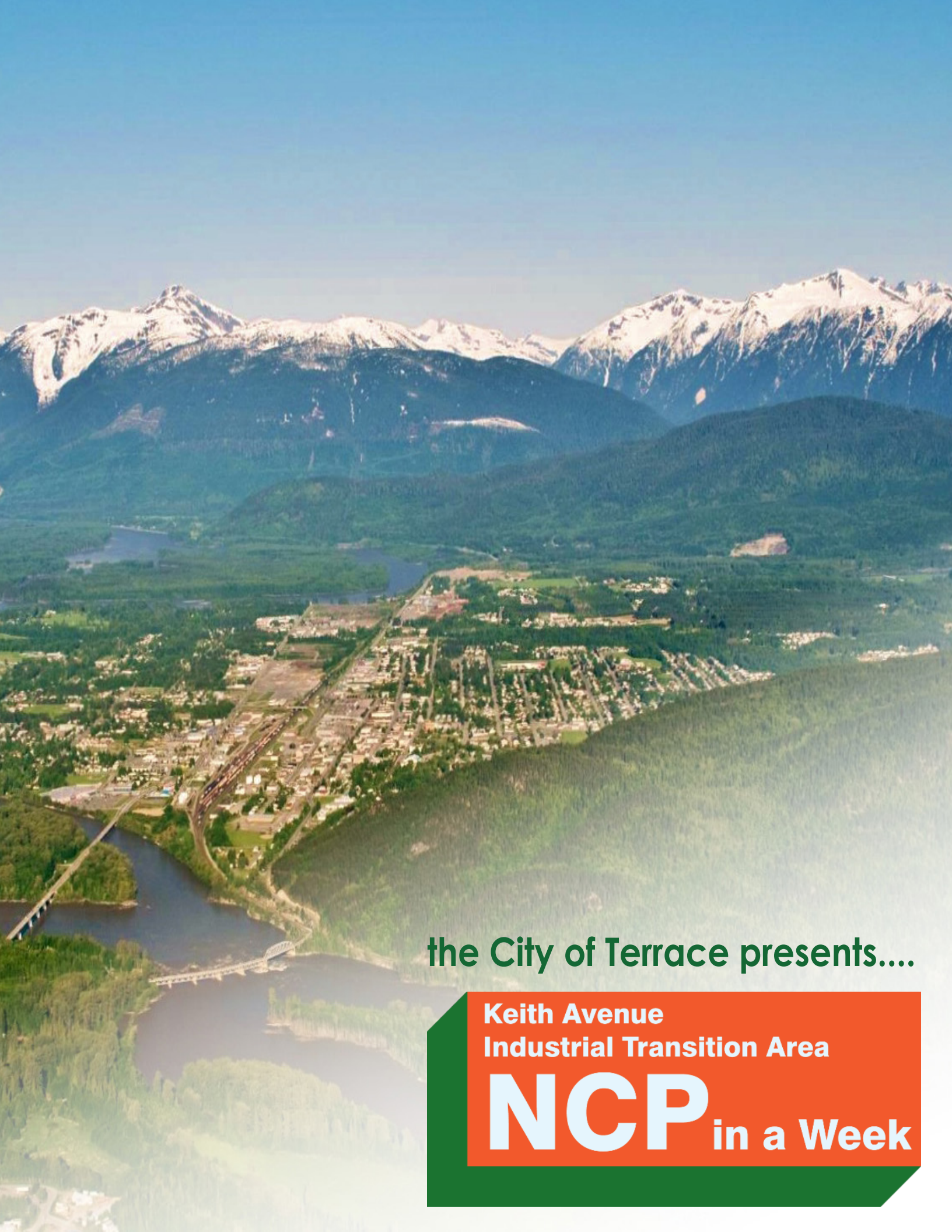
6.3 Future Studies

1. A Traffic Impact Study may be required for each development proposal within the NCP area. The Study may be required to address:
 - a. The capacity, design and functioning of Keith Avenue as an important truck route through the city as well as a character defining element in the NCP area;
 - b. The Keith Avenue/Sande Street intersection;
 - c. Traffic calming within and in the vicinity of the NCP area;
 - d. Road hierarchy, site access and multi-modal transportation (e.g. cycling, walking and transit use).
2. A market study may be required as a component of each development application. The purpose of the market study is to demonstrate demand for the type of land use(s) proposed and to guard against overbuilding that may diminish the success of the Keith Estates.

6.4 Engineering, Amenities and Financing

1. If a future Traffic Impact Study determines that additional road right of way is required on Keith Avenue, additional dedication may be required at the time of subdivision. Alternately, new buildings may be required to be set back by a corresponding amount (e.g. through a Road Reserve Covenant or other mechanism).
2. It is expected that future roads within the NCP area will be dedicated municipal roads.
3. The City will work with CN Rail, applicants and others to consider the design, cost and timing of a new pedestrian overpass over the CN rail tracks.
4. The City will continue to work with the Ministry of Transportation and Infrastructure to advocate for upgrading the Keith Avenue/Sande Street intersection at Highway 16.
5. Significant on-site servicing may be required in order to develop lands within the NCP area. A detailed servicing strategy for the NCP area will be required.

Appendix A – NCP in a Week Community Engagement Summary



the City of Terrace presents....

**Keith Avenue
Industrial Transition Area**

NCP in a Week

NCP in a Week | Community Engagement Summary

In mid-June, 2014 Urban Systems and the City of Terrace hosted a handful of events centered on the neighbourhood planning process for the Keith Avenue Industrial Transition Area. The three-day session, branded as “NCP in a Week”, invited participation from all community members to jump-start the process of creating a Neighbourhood Concept Plan (NCP) for the Keith Avenue Industrial Transition Area. The Plan, once complete, will guide future decisions for the use and development of the area.

NCP in a Week provided multiple opportunities for community members to join the conversation and help shape the vision for the area. This Community Engagement Summary will provide an over of each event/ activity hosted from June 16th to June 18th.

The information/ feedback received from the community through the NCP in a Week activities will help to guide the development of a vision and guiding principles, as well as the creation of draft concepts for the site. During each session a graphic facilitator was on hand to record the thoughts and view of participants throughout.

Prior to the NCP in a Week sessions, information was available online using the Placespeak platform. The project website provided the community with a background on the project and process as well as what to expect for the NCP in a Week sessions.



Monday June 16th

Property Owners Meeting

NCP in a Week began with a Property Owners Meeting. Urban Systems and City staff met with three residential property owners and one commercial property owner from the service sector. The meeting provided participants with an introduction and overview of the project and planning process, followed by a group discussion. The property owners shared their knowledge of the history of the area, experience as property owners, and ideas and aspirations for the future of the site.



Public Open House No. 1

The first event open to community members was held the evening of June 16th at the Sportsplex in Terrace. This Open House provided an opportunity for the public to be introduced to the project and planning process, some for the first time. In total, approximately 35 community members attended the Open House sharing their thoughts on what role the site should play in the broader community context. The event included display panels, an overview presentation, question and answer session, and group table discussions.

During the table discussions, each facilitator was equipped with an aerial image of the NCP, zoning and OCP maps, trace paper, sticky notes, and pens to help engage participants in the discussion. The discussions centered on visioning, strengths and opportunities, key issues, guiding principles, and common themes. Participants at each table were encouraged to speak on the area of most interest to them.

Some of the comments included a need for:

- Mixed use development;
- Improved road access and road networks, including improving safety along Keith Avenue;
- Reducing/ limiting heavy industrial uses;
- Community facilities on the south side of Terrace;
- Amenities to support residential development;
- Non-traditional retail;
- Green space; and
- Densities no higher than three stories.

“Pedestrian travel not safe over the overpass during the winter months”

“Need a traffic light at south end of the Sande Overpass at Keith Avenue”

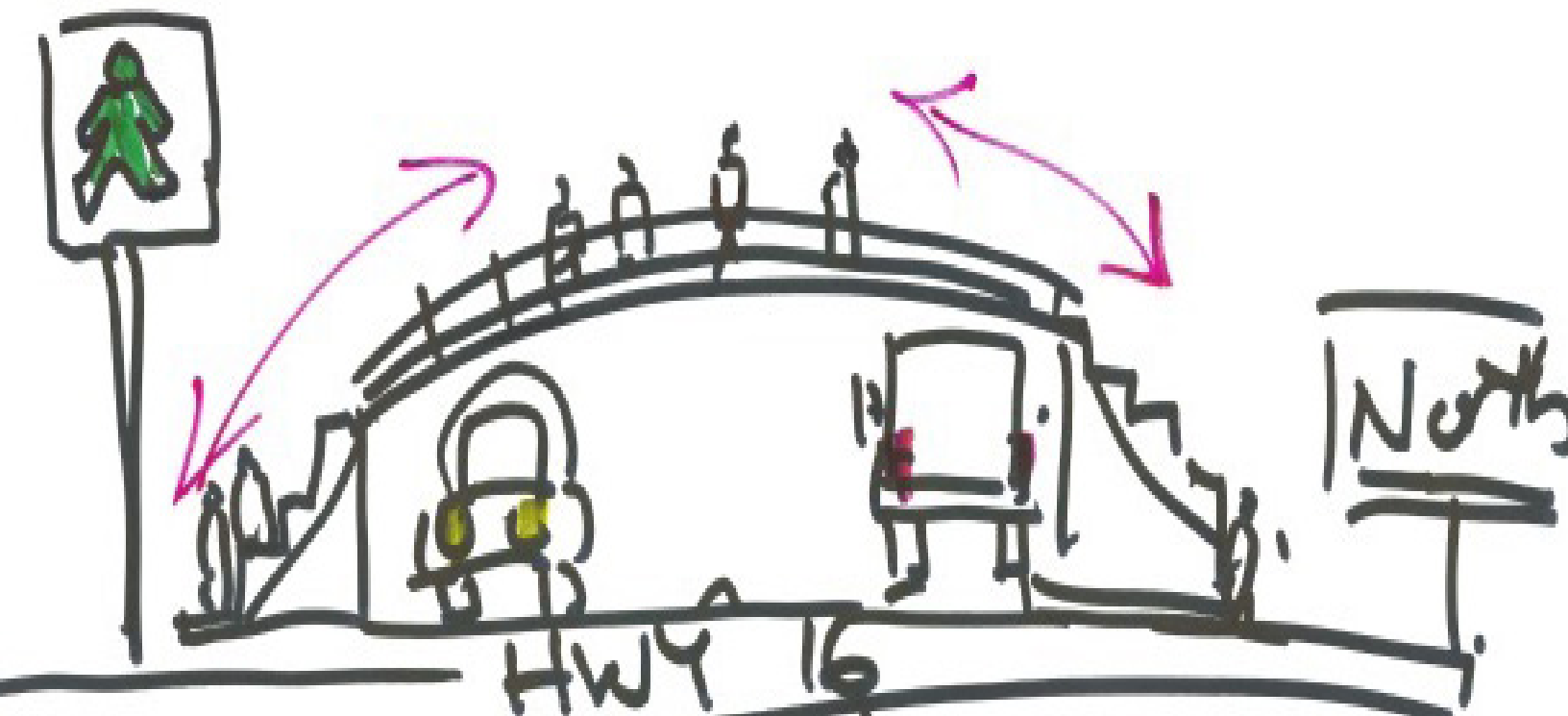
“Don’t want businesses to move out of the City”

“People moving from urban areas are used to higher density options, not as concerned with proximity to rail/ highway”



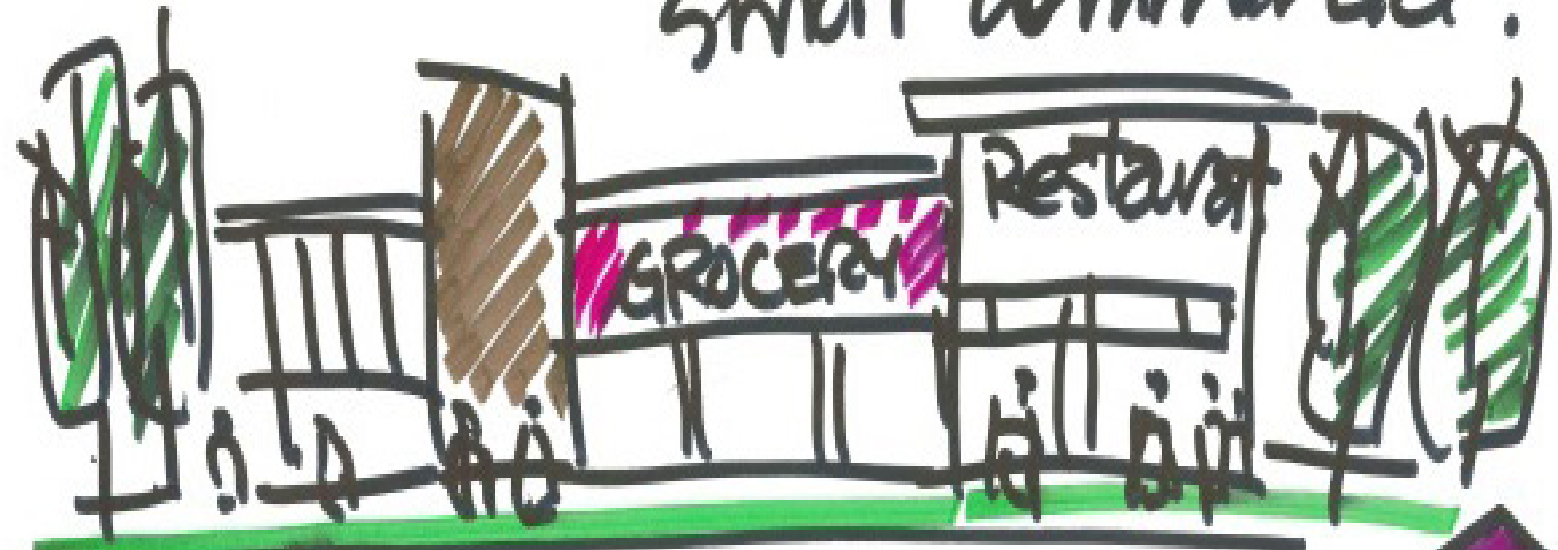


JUNE 16, 2014 5/5



HWY 16

Small Commercial.



KEITH AVE

Light Industrial.

Tuesday June 17th

Guided Walking Tour

To kick-off day two of NCP in a Week, participants were led through a walking tour of the Keith Avenue Industrial Transition Area. The purpose of this tour was to spark ideas and identify issues and opportunities in the moment; being on site allowed participants to truly experience the site, using all of their senses. Three community members as well as City staff and Councillors took part in the tour, sharing their experiences and history with the site. The tour began at City Hall followed by stops at Sande Street Highway 16 Overpass, UNBC on the south side of Keith Avenue, Keith Avenue and Kenney Street, the walking trail along highway 16 west, and concluding at the ice cream shop on highway 16 west.



Site Walking Tour – Keith Avenue Industrial Transition Area
June 17, 2014 / 10:00am – 12:00pm

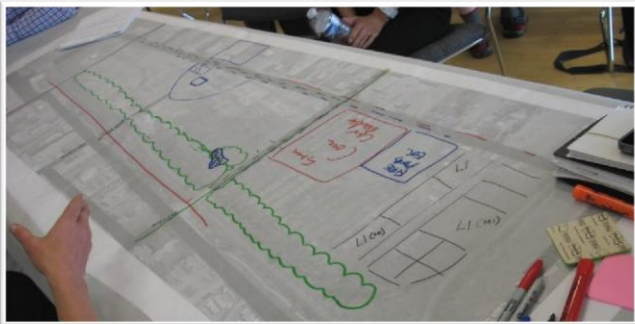


Public Workshop

A facilitated public workshop provided a third opportunity for community members to get involved in NCP in a Week. Six members from the community participated in the workshop, along with City staff and Councillors. Facilitators led the group through a hands on planning exercise, centering on site context, access and servicing, roads and networks, land use mix, buffering, green space and public space, and building types and layouts.

A number of key themes were identified by participants during the session including,

- Parks/ open space;
- Mixed use commercial/ residential;
- Overpass/ transportation issues; and
- Keith Avenue as a major corridor.



Wednesday June 18th

Meeting with Secondary Stakeholders

The final day of events provided an opportunity for the project team to meet with secondary stakeholders regarding the future of the Keith Avenue Industrial Transition Area. Approximately 11 stakeholders attended, in addition to Urban Systems and City staff.

Representatives from the following groups attended:

- Terrace Economic Development Authority (TEDA)
- Skeena Diversity Society
- Northern Health Authority / Mills Memorial Hospital
- Progressive Ventures Construction
- Chamber of Commerce
- Property Owner (Old Mill Site)
- University of Northern British Columbia



The team provided an overview presentation of the project and some of the preliminary feedback received to date. The remainder of the session provided participants with an opportunity to share their thoughts and concerns regarding the future development of the subject area. A broad range of perspectives were presented, with some differing opinions regarding certain topics. Participants recognized the validity of the different perspectives and agreed on the need to carefully consider and balance these perspectives during the development of the Concept Plan. Key feedback included:



- A desire by some to see the area maintained for light industrial and large format commercial use;
- A desire by others to see new uses introduced to the area, such as mixed use commercial / residential;
- A general need to accommodate future residential growth in the city centre;
- Concern regarding the desirability / success of introducing residential uses in the area;
- The expectation that Terrace will be facing significant growth in the near future;
 - Questions regarding the longevity of this growth and long-term population implications; and
- The importance of continuing to work together with stakeholders as the process moves forward.

Public Open House No. 2

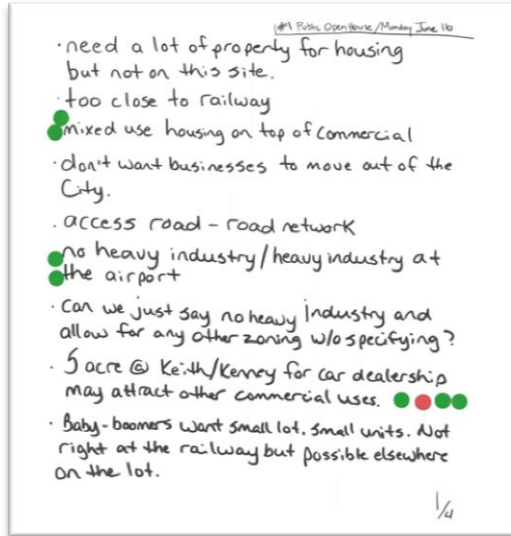
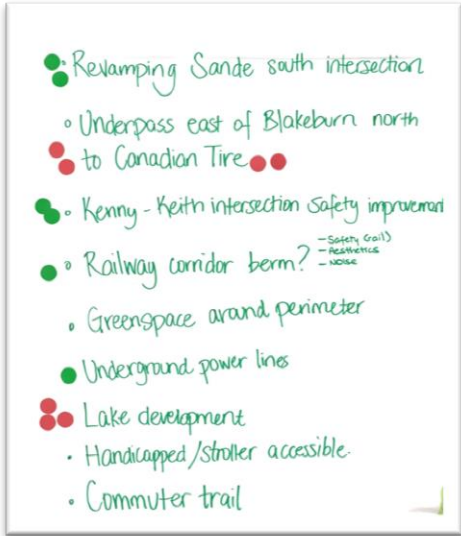
As the final session of NCP in a Week, the purpose of the second Open House was to report back to the community on what was heard over the course of NCP in a Week and identify preliminary directions for the NCP for further elaboration.

The Open House included a short presentation summarizing the week's events, identified key themes, and addressed emerging elements related to the planning of the site and a question and answer session. A number of 'stations' displaying images, models, and recorded feedback from each of the previous sessions were set up for viewing.

The purpose of the stations was to allow participants to circulate the room, read and make comments on the various feedback, ideas, and designs generated by the community over the course of the week. Participants had

the opportunity to have their "visions sketched out" by our guest artist, "vote" with red & green stickers on drafts that they liked and didn't, and use models to build and design the site to their liking.

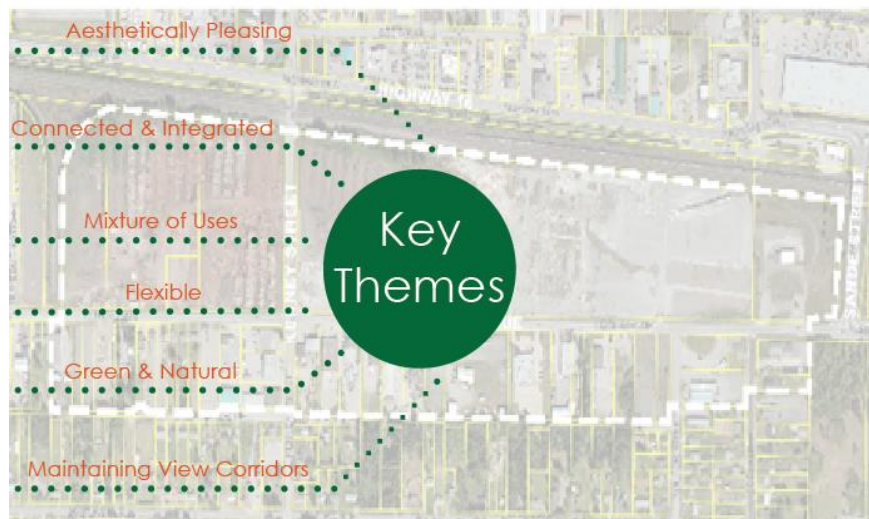
Participants added valuable feedback. Comments included the importance of Keith Avenue as a transportation route for industrial businesses, the viability of residential use adjacent to the industrial area



Summary of Key Themes & Preliminary Directions

Overall Themes

During the course of the Week, a number of overall themes emerged from Terrace community members that will help inform the direction of the next steps in the design process. These included the desire for:



Site Planning – Key Elements & Preliminary Directions

Within the context of these broader, overall themes, a number of key elements were identified as important when developing the NCP.

- Existing Site Context;
- Access and Connectivity;
- Buffering & Landscaping;
- Mixture of Land Uses; and
- Scale, density, form and character.

The following elaborates on the common themes and preliminary directions identified by the community for these key elements.

Existing Site Context

Community members recognized the importance of considering the broader context in which the NCP site is located, as the site’s development will impact both the immediate surrounding area and broader city. Key contextual elements identified by community members that should be considered when designing the site included: Terrace’s natural setting; the site’s proximity to Downtown; and relationship with important transportation routes (e.g. trucks traffic running East/ West along Keith Avenue and school traffic running North/ South along Kenney Street); and the proximity to the existing greenway.



Access and Connectivity

Access to the site and connectivity to the surrounding area was a primary area of focus for community members. Within this broad topic of access and connectivity, a number of key themes emerged.

Access & Connectivity		
Topic	Themes	
Keith Avenue Corridor	Maintaining as major arterial to support movement of goods	
	Adding features to improve pedestrian & neighbourhood experience	
Internal Street Network	Creating a well-designed internal street network within the site.	
Intersections & Overpasses	Increasing pedestrian and bike connections to Downtown, including:	A potential pedestrian overpass at Munroe.
		Improving existing pathways (e.g. along overpass)
	Improving intersection at Keith and Sande.	Signalling
Views / Visual	Maintaining view corridors.	

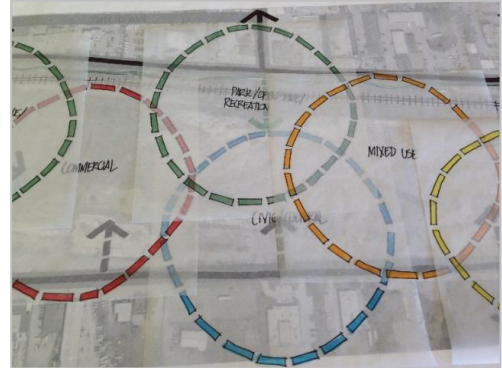
Mixture of Land Uses

Community members felt that the site could accommodate a mix of uses. Potential uses identified included light industrial, commercial, residential, institutional, and recreational

It is important to note that community members unanimously stated that they would not like to see any heavy industrial use on the site and that such uses were better suited for the city's periphery, such as the newly developed industrial park.

Participants recognized that a key challenge will be balancing the mix of uses to **minimize conflict** between uses. Potential approaches included:

- Vertical mixing (e.g. residential above ground floor commercial)
- Use 'bubbles' (e.g. creating pockets of similar uses with some overlap / mixing at edges)



Buffering and Landscaping

Community members recognized the important role landscaping and buffering play in creating a vibrant, secure sense of place, particularly around residential uses. A number of key points around landscaping and buffering were discussed including:

- Buffering residential uses from Keith Avenue traffic & rail line noise / hazards
- Physical barriers (berms/ sound walls)
- Natural screens (trees/ vegetation)
- Distance/ separation
- Setbacks
- Siting commercial / light industrial uses to act as 'screens'

Scale, Density, Form and Character

Creating a strong balance between the scale, density, form, and character of the subject area was acknowledged by community members. Many felt that the scale and character should be consistent with the rest of Terrace. A number of key points were documented during the discussion including:

- Mid-rise building heights (e.g. three or four storeys)
- Medium density building types that incorporate open space
- Interesting and active building forms



Conclusion

Over the course of NCP in a Week, we gathered valuable input that will help form the groundwork of a Neighborhood Concept Plan for the Keith Avenue Industrial Transition Area.

Key results of the event included:

- Generated community interest and participation
- Began to develop a vision & guiding principles for the site
- Discussed & identify key issues, opportunities, and constraints
- Identified key ingredients and began to identify potential forms
- Created rough concepts for further elaboration

The project team looks forward to building off the work completed to develop a Neighbourhood Concept Plan for the Keith Avenue Industrial Transition Area that meets the needs of Terrace residents today and for years to come.



Appendix B – NCP Survey Data

Keith Avenue Industrial Transition Area
Neighbourhood Concept Plan – Complete Survey Feedback

From July 25 to August 28, 2014

In this report:

Part I – NCP Survey.....pg 1

Part II – Brief Results.....pg 3

Part III – Common Themes.....pg 4

Appendix I – Complete Survey Results.....Attached Document

Appendix II – Other Media.....Attached Document

Appendix III – Comparison: Aug.5 & Aug.28, 2014.....Attached Document

Part I –

NCP Survey

From June 16 to 19th 2014, community members and stakeholders were invited to participate in “NCP in a Week.”

A survey was developed to further continue the discussion, expand research and gather feedback from all community members. Questions were grouped into five categories:

- ✓ Key Benefits
- ✓ Key Challenges
- ✓ Housing
- ✓ Scale and Character
- ✓ Transportation

The survey was released on the July 25th and closed on August 28th, 2014.

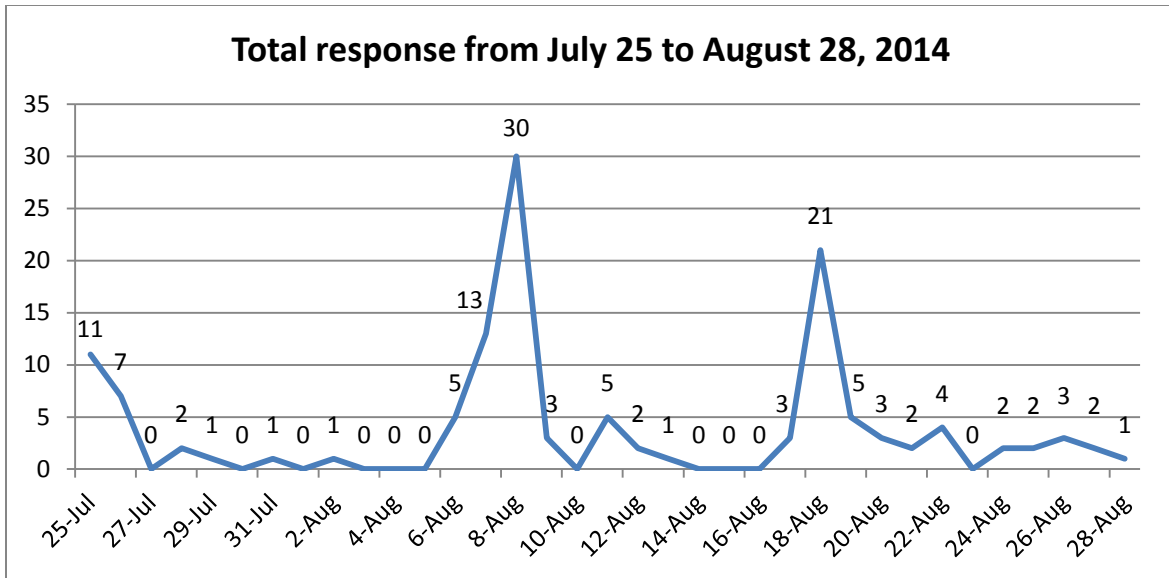
Total respondents:

✓ Online Survey Response	=	129
✓ Survey completed by hand	=	1
✓ TOTAL SURVEYS COMPLETE	=	130

OTHER FEEDBACK

✓ Email Response	=	2
✓ PlaceSpeak Unique Views	=	571
✓ PlaceSpeak Discussion	=	0
✓ PlaceSpeak Shares	=	32
✓ Facebook likes	=	11
✓ Facebook Shares	=	24
✓ Facebook Comments	=	0

To find the charts and comments of the complete NCP survey, please see the attached PDF: “NCP_Survey_Data_All.”



*Reached a total number of: 130 survey responses

Significant Dates Impacting Responses:

- July 25, 2014 - Initial release of survey and advertisement on Facebook & PlaceSpeak
- August 6, 2014 - Committee of the Whole meeting with Project Team
- August 7, 2014 - Email sent out to NCP in a Week participants & community members. A second Facebook & PlaceSpeak advertisement
- August 13, 2014 - Terrace Standard Front Page Newspaper Article *“Huge land use change planned”*
- August 15, 2014 - The Northern Connector Front Page Newspaper Article *“Terrace land use vision laid out”*
- August 18, 2014 - Third Facebook and PlaceSpeak public advertisement

Part II –

Initial Results:

Here is a quick summary of what the NCP Survey tells us:

Change **No Change**

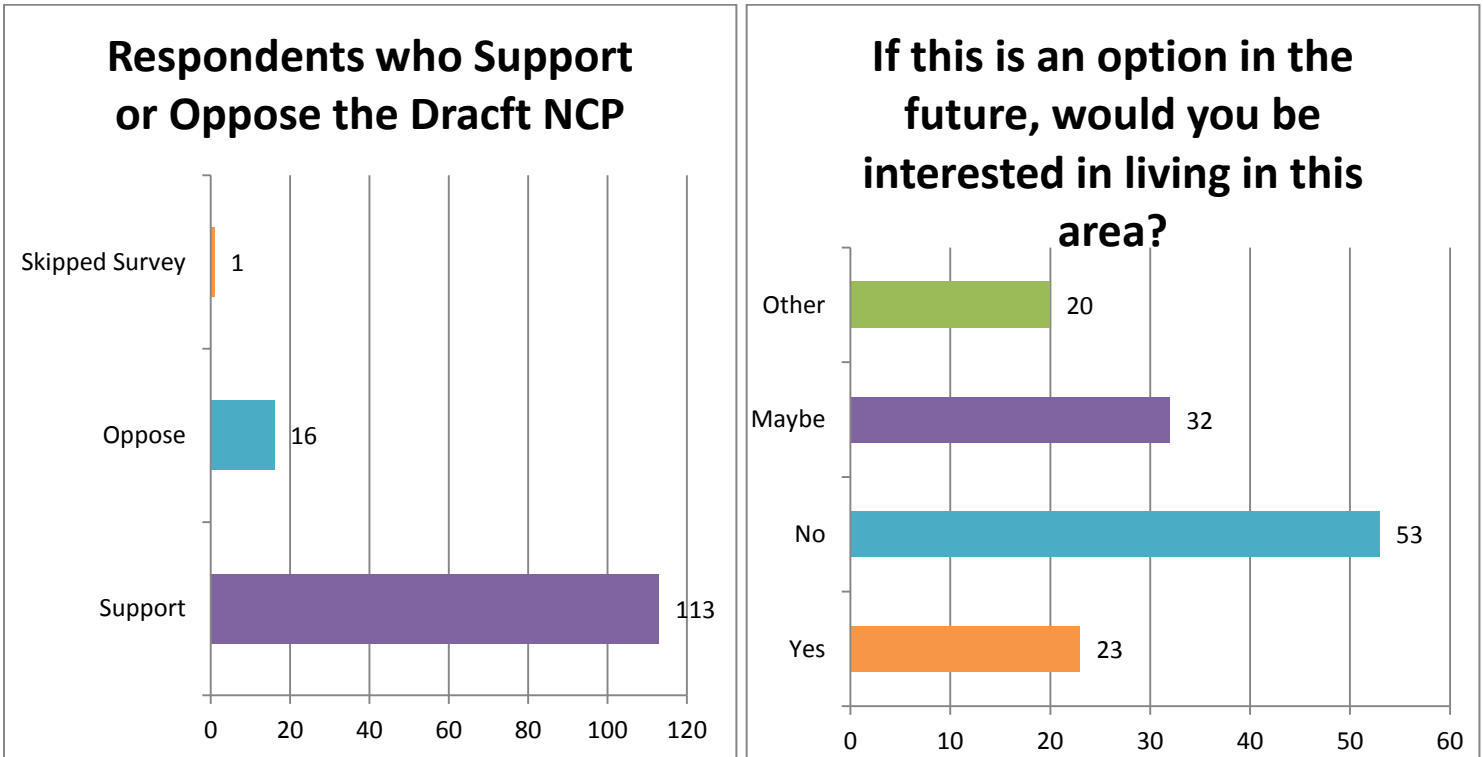
Topic	Survey Results up to August 5 th	Complete Survey Results to August 28 th
Respondents	<u>Majority of respondents identified themselves as:</u> “interested community members”	
Benefits	<u>There is a tie between:</u> “removing heavy industry from the core of Terrace” and “improving transportation networks in this area”	<u>There is a tie between:</u> “Strategically mixing light industrial, commercial/ service and residential zones together (creating a mixed use zone)” and “removing the heavy industry zone from the core of Terrace.”
Challenges	<u>Majority of respondents selected:</u> “Ensuring improved transportation for pedestrians and cyclists”	
Housing	<u>Majority of respondents selected:</u> “A mix of Medium/High Multi-Family Residential”	
Scale & Character	<u>There is a tie between:</u> “connected and integrated” and “providing a mixture of uses”	<u>Majority of respondents selected:</u> Providing a mixture of uses
Transportation	<u>There is a tie between:</u> “Increasing pedestrian and bike connections to downtown such as adding features like building a potential pedestrian overpass and/or improving existing pathways”	<u>Majority of respondents selected:</u> Improving the intersection at Keith Avenue and Sande Street Overpass
Are they interested in living in this area?	<u>Majority of respondents selected:</u> “No”	

***Find the complete survey and comments in the attached PDF: “NCP_Survey_Data_All”*

Part III –

Common Themes

1.0 Results from this survey reveal that a total of 16 respondents openly stated their opposition towards the NCP. Of the opposing respondents, 68.75% (11 respondents) identified themselves as being “a land owner or business owner in or near Keith Avenue Industrial Transition Area.”



Respondents who oppose:

23, 29, 39, 40, 54, 60, 63, 96, 100, 107, 110, 117, 121, 126, 127, & 130 (completed by hand)

Landowners who oppose:

23, 39, 60, 63, 96, 100, 107, 110, 117, 121, 130

2.0 Those who are opposed to the NCP offered their suggestions. Many of these suggestions advocated that it would be best to continue heavy and light industrial in this area since they are big tax generators for the City, that housing is inappropriate on the south side of the railway tracks, and that it would be best if the City incorporated Thornhill into City boundaries. Below are examples of some suggestions:

- *“More housing may be needed but not on the south side...please look at a map of this city and build on the bench or anywhere else”*
- *“There are lots of other areas in Terrace that would be more appropriate for housing that would not use up valuable commercial & light industrial properties of which we have such a shortage of. We are already losing businesses to Thornhill with that tax base going to the RDKS”*
- *“Press for municipal referendum with Thornhill to ensure collaborative development in the region”*
- *“We are desparatly short of land for light industrial & commercial endeavors in the city limits. They are big tax generators this is the perfect area for it.”*

3.0 The majority (40.94%) of the survey stated “no” they were not interested in living in this area if housing was available and many provided explanations:

- *“Already live nearby on Southside in established single family home”*
- *“I really like were I am living now so wouldn’t move anywhere else in Terrace for several years”*
- *“Maybe as a secondary property”*
- *“No because we already own a home, but if not, then maybe”*
- *“No, but only because I already own a house in town”*
- *“Just built a house, otherwise, perhaps”*

4.0 The most popular housing option mix included “medium, high or a mix of medium and high residential housing.” Of those who said “yes” or “maybe” living in this

area, 91% (50 out of 55) selected medium, high or a mix of medium and high residential as a housing option.

5.0 From this survey, it is clear that respondents would like to see mixed-use zoning in this area. Some shared their ideas of the types of mixed zoning they would like to see in this area:

- *“Farmland/multi-family residential”*
- *“Integrating commercial, multi family mixed residential, green space and childrens facilities”*
- *“Low income and affordable housing”*
- *“I think we should open this area to a mix of uses and I think we should allow buildings higher than 3 storeys in Terrace”*
- *“Possible outdoor venue, outdoor skating rink, family area”*
- *“If combo store/townhouses available could be VERY interested”*
- *“I would like to see a Costco here, maybe a hotel and some residential houses closer to copper side”*

6.0 It is apparent that PlaceSpeak was a website that provided useful information to a large number of people with of 571 unique views. However it is also evident that PlaceSpeak was not an adequate source to generate discussion; no PlaceSpeak viewer took part in discussion or “connected” to this topic.

7.0 Only minor changes occurred since the release of the Draft NCP. One can suggest that since the Draft NCP was made public, those who oppose were more vocal in this survey since it increased from 1 to 16. What remained consistent throughout this survey is that the majority of survey respondents support the Neighbourhood Concept Plan for the Keith Avenue Industrial Transition Area.

Appendix I Continued- Survey Completed by Hand and Delivered to Planning Department

August 26, 2014 @ 5:00pm

Comments regarding the Keith Avenue Industrial Transition Area:

(1) Residential zoning and development of this area.

- *I do not believe that residential development within the Keith Avenue Industrial Transitional Area is appropriate or wise.*

- i. *The CNR is not going to vanish or to reduce in size. Instead, CNR will continue to increase in size and activity. Already there are multi trains passing through Terrace, night and day. This number will only increase as the Port of Prince Rupert continues to expand activity and our Trade with Asia continues to expand. Expansion of trade with Asia is a top priority of the Federal and Provincial Governments and will continue whether we want it or not, and we have no control over such activity. The current and future CNR activity will have a negative impact on residential development within the area.*
- ii. *The statement that “people moving from urban areas are used to higher density options, (and therefore) not as concerned with proximity to rail/highway” is a red herring. High density housing is NOT the same as close proximity to railway and highway traffic. People in larger urban areas do not like the rail/highway traffic either, but live where they can afford to live. The statement implies that Terrace does not have a sincere concern for the well being of it’s future citizens.*
- iii. *The CNR already carries dangerous goods that may explode, catch fire, or release toxic fumes following an accident/derailment. Prime Minister Harper has already promised/threatened Canada that, if Embridge Oil Pipeline does not get constructed, the oil will be carried by railroad. This is already underway; oil by railroad is rapidly increasing.*

Because this existing and increasing traffic of hazardous goods by rail, residential development close to the CNR in my opinion is irresponsible and will place residents in a potentially high risk situation in event of accident and will increase the difficulty/problems for police/fire/ambulance/first responders in event of required evacuation of residents. Such situations are not a figment of the imaginations; CNR has many derailments across the country each year; the potential for an accident within the City of Terrace is real. The City of Terrace has a responsibility to the terrace Citizens to NOT place residents in a situation of increased risk. A prime example of residential disaster by rail is the Town of Lac Megantic.

- iv. *High density residential development will certainly increase vehicle traffic. Many people may walk or bicycle instead of driving to town. However motor vehicle traffic definitely will increase, particularly in the winter months. Placing high density residential development in a*

location where ALL traffic will be required to directly enter the major trucking route through terrace (Keith Avenue) will just add to the congestion along Keith, Kenney, and Sande Overpass and will increase the potential for accidents and interference with regular traffic flow.

- v. With or without residential development in the Keith Avenue Industrial Transition Zone, terrace absolutely requires a second overpass over the CNR. Terrace is growing; it is becoming increasingly difficult to cross Sande street on highway 16/Keith Avenue from east to west. Particularly for larger trucks. Adding high density residential development immediately adjacent to Keith Avenue – Sande overpass will definitely exacerbate this problem and increase frustration of drivers and the potential for risk-taking and accidents.
 - a. A second overpass is a project that City of Terrace must push with CNR, because CNR will not willingly agree to. CNR is a huge corporation that does not believe it has any responsibility to citizens of terrace; CNR was here first.**

(2) Light industrial, commercial and service zonations

- I believe that these zonations are suitable and appropriate for the Keith Avenue Industrial transition Area.
 - i. These enterprises will provide a buffer between the CNR (heavy industry) and residential south of Keith Avenue.*
 - ii. These enterprises are complimentary to the existing businesses/services that currently are established along the South Side of Keith Avenue and can be designed to achieve the desired scale and character for the area.*
 - iii. These enterprises will minimize the density of people in close proximity to CNR and Keith Avenue particularly at night when confusion will be high in the event of CNR accidents related to the situation that will exist if high density residential development occurs.**

Thank you for reading my comments and NCP Survey. I would be happy to discuss these with you at any time, if you felt it could be of assistance to you. If so, please contact me at (intentionally left blank).

Appendix II– Survey, Email Response & Other Media

Email Comments & Questions

From: Crystal Bouchard
Sent: Thursday, August 07, 2014 6:00 PM
To: Madelaine Peters
Subject: RE: Draft NCP for Keith Ave Industrial Transition Area

Thank you very much, it was good to be part of the process.

I'm wondering if you or another member of your team would be willing to speak to this plan and other initiatives to my Rotary Club of Terrace-Skeena (this fall sometime on a Wednesday 7:00 am, 20-30 minutes)?

I am the 'Speaker Chair' for our club, and I know that this information would be of great interest to our group of community and business leaders. Thank you!

Sincerely,

Crystal Bouchard

On behalf of,
Rotary Club of Terrace-Skeena

From: Marian Kotowich-Laval
Sent: Monday, August 19, 2014 1:48 PM
To: Madelaine Peters
Subject: RE: Draft NCP for Keith Ave Industrial Transition Area

Thank you for the update. I appreciated the collaborative process that was implemented and the attempt to reflect a community-conscience. The draft appears reflective of the discussions that I was part of. Overall, I believe this project has a great deal to offer in revitalizing this area of town.

Cheers, Marian

Marian Laval, M.A.
UNBC Northwest Regional (Terrace) Campus
Faculty and Aboriginal Services Coordinator

The Northern Connector

Free

FRIDAY, August 15, 2014

Volume 9 Issue 6

TMC 20,700

Watmough honoured ...



MARGARET SPERIS / THE NORTHERN CONNECTOR

TERRACE - Albert Watmough, directs mother Diane to a bench unveiled Aug. 5 in honour of her husband, Les, who passed away last year. Watmough was a long time representative for Thornhill on the board of the Regional District of Kitimat-Stikine and from that, became known as the Mayor of Thornhill. He was a strong advocate for the community and for rural northwestern B.C. in general. The bench is located at Thornhill Landing. A good crowd was on hand for the unveiling.

Terrace land use vision laid out

By Anna Killen
THE NORTHERN CONNECTOR

TERRACE - A vision of what a substantial portion of Keith Ave. stretching west of the Sande Overpass could one day look like is beginning to come into focus.

City council members recently examined a draft map containing ideas for shifting what had been property devoted to industrial use only to a mixed use for apartments or townhouses, hotels, commercial businesses, cultural institutions and green spaces.

The area in question is nearly 50 acres on the north side of the section of Keith Ave. from the overpass west to Kenney and 20 acres, also on the north side of Keith, from the intersection of Keith and Kenney west toward Blakeburn.

The larger parcel, now privately-held, once held a sawmill complex and the smaller parcel contained the log storage yard for the sawmill.

This smaller parcel is now owned by the city but it has a deal in the works to sell five acres to a local automotive dealership group.

City officials hired a consulting company to plan for the area's re-development to invigorate it and to accommodate population growth based on projected large scale industrial development within the region.

Internal cross streets, a park running along the train tracks and a pedestrian overpass at Munroe Ave. are also on the map prepared by Urban Systems and shown to council members at an Aug. 6 committee of the whole meeting.

The plan is meant to be flexible and allow for mixed uses in order to respond to market de-

mand and evolving needs, said Urban Systems planner Leighton Gunther.

Balance is also important, he said, with the presentation acknowledging that the neighbourhood is both a key industrial area and a key area to accommodate growth.

"It's really is a guiding tool for council to make decisions in the future as this area changes," said planner Tina Arva.

"It's a way to work with the community to come up with a vision for the area and also to build off of what you've already said in the existing official community plan."

How to zone and account for an existing rail spur, one of Terrace's last, on the northeastern end of the designated lands, will also need to be considered. And transportation planners will need to look more in depth at the internal road network for the area, existing and future traffic patterns and signage, and at how to best upgrade Keith Ave. and maintain its use as a trucking route.

The fact that it is a main trucking corridor was a cause of concern for at least one citizen who attended the meeting.

"If you don't remain trucking friendly ... you're going to have a domino effect [ending in more expensive goods at the store]," said Mary Anne Freeman, whose husband owns I.K. Freeman Transport. She noted that if there isn't a second overpass soon, there will be an accident, and she's worried about what will happen to the trackers and trucking culture once families begin moving into the area.

The city is inviting public comment on the land use proposal, leading to what it expects a final plan to emerge later in the year.



Huge land use change planned

By ANNA KILLEN

A VISION of what a substantial portion of Keith Ave. stretching west of the Sande Overpass could one day look like is beginning to come into focus.

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Cont'd Page A4

From front

Land use vision broad reaching

"When you start having all of these homes, [you start hearing] 'well I don't want a stinky old truck there'," she said, noting that in the winter, trucks need to keep their engines running, and trucks leave early in the morning. Trucks also need places to park and fuel up.

She found an ally in business owner Bruno Belanger, who reminded council of local residents who were concerned in the past about noise Canadian Freightways' activity – light shining into their bedroom windows and trucks starting early in the morning.

"That's all stuff to put into consideration when you are developing residential along Keith Ave.," he said.

He was also concerned about the businesses who are looking to expand in that area – and the future businesses who may want to come into town.

"We have a lot of

people looking for larger pieces and if we don't have them here, they're looking at Thornhill," he said. "We're going to miss the boat. They're not going to be looking at us as a priority."

Lael McKeown, whose family owns Progressive Ventures and a number of properties included in the transition area, echoed those concerns.

"We are a service and supply hub. Businesses are thriving along Keith Ave. because of that," she said. "We have to sustain that, we can't cripple that part of our economy."

Keith Ave. is the last area with big parcels of land for light industrial or commercial development in town, she said, and the city risks losing out on business taxes if it only focusses mostly on residential in that area.

"If you had a large commercial or retail development come into town and they said they

wanted 10 acres – you can't find 10 acres in town, you can't hardly find five acres in town," she said.

"We really can't anticipate how this area is going to be used. We have to be absolutely flexible but we also

Log yard site now cleaned up

A CHINESE-OWNED woods company has now moved all of its logs from a city-owned property bounded by Keith and Kenney on the south side and has cleared the site.

YaoRun Wood Company began leasing the approximately 20 acres from the city in early 2013 for \$10,000 a month, storing logs there until they could be processed for export.

A forest service official said the company has now relocated its log yard to Hazelton.

YaoRun did run afoul of local contrac-

to have to preserve this resource."

City director of development services David Block said the plan allows for flexibility – residential above commercial, as the market dictates, for example.

"That's why this plan doesn't say this piece right here should be this use and only this use," he said.

And Block did note that some of the larger parcels of land have been designated for commercial use.

Log yard site now cleaned up

logs, said the forest service's Greig Bethel.

"Hauling to Hazelton started almost immediately after the seizure notices had been lifted and the logs were released by the Compliance and Enforcement branch on June 26," he said.

While the city did have a lease with YaoRun for the property,

it also sought to sell a portion of the land and earlier this year struck a \$1 million tentative deal with a local automotive dealership group for five acres on the corner of Keith and Kenney.

The presentation from Urban Systems, came out of a week-long community workshop in June that saw residents, business owners, and interested parties tour the neighbourhood and attend public meetings to provide opin-

ions on what the largely unused industrial site should look like.

Log yard site now cleaned up

Terrace Chrysler and Terrace Motors Toyota, along with an accompanying recreational trailer sales arm, now located on Hwy16, want a larger location.

The subdivision of the five acres from the large parcel has taken place and necessary environmental information has been received and the sale will become final once the property is formally rezoned to allow a commercial use.

City administrator Heather Avison said a decision on what to do with the remaining 15 acres owned by the city

has yet to be made.

That will depend upon the outcome of a wide-ranging development plan being contemplated by the city along Keith Ave., she said.

The plan would establish zoning for a mixture of residential and business uses on the above property which originally served as a log yard for a sawmill now dismantled as well as the vacant property stretching east of Kenney along Keith to the Sande Overpass which contained the sawmill complex itself.

Facebook Updates



City of Terrace shared a link.

August 18 

During the past two months the City of Terrace has been asking for community input into the Neighborhood Concept Plan for the Keith Avenue Industrial Transition Area. Initial consultation and community engagement is now complete. A DRAFT Neighborhood Concept Plan was presented to Council on August 6, 2014 and is now available for public review. With this Draft Concept Plan available we continue to seek community input into this planning process. We will actively be collecting feedback until August 31st, 2014 at which point we will begin work on a revised Concept Plan and the corresponding policy direction. Please take a moment to tell us what you think, by taking a short survey <https://www.surveymonkey.com/s/GTG5R35>

NCP Survey

www.surveymonkey.com

From June 16 to 19th, we invited you to have your say in the future of Terrace to participate in our "NCP in a Week." This three-day gathering invited participation from all community members to jump-start the process of creating a Neighbourhood Concept Plan (NCP) for the Keith Avenue Industrial Tra...

Like · Comment · Share

 2 Shares

During the past two months the City of Terrace has been asking for community input into the Neighborhood Concept Plan for the Keith Avenue Industrial Transition Area. Initial consultation and community engagement is now complete. A DRAFT Neighborhood Concept Plan was presented to Council on August 6, 2014 and is now available for public review. With this Draft Concept Plan available we continue to seek community input into this planning process. We will actively be collecting feedback until August 31st, 2014 at which point we will begin work on a revised Concept Plan and the corresponding policy direction.

Please take a moment to tell us what you think, by either taking a short survey <https://www.surveymonkey.com/s/GTG5R35> And joining the discussion on PlaceSpeak <https://www.placespeak.com/topic/1061-the-city-of-terrace-presents-ncp-in-a-week/#!/overview>, or by phone or email.



Like · Comment · Share 2 Shares


 Maurie Hurst, Jordan Reid, Trista Coburn and 3 others like this.



City of Terrace shared a link.

August 5

Wednesday, Aug. 6 at 5PM, there will be a public Committee of the Whole meeting with two delegates. The first is the Independent Investigations Office of BC and the second is a presentation of the Draft Concept Plan for the Keith Avenue Industrial Corridor. The agenda and supporting materials is linked below.

CivicWeb: AUGUST 6, 2014 COMMITTEE OF THE WHOLE AGENDA

terrace.civicweb.net

Like · Comment · Share

1 Share



City of Terrace shared a link.

July 25

From June 16 to 19th, we invited you to have your say in the future of Terrace to participate in our "NCP in a Week." Now that it's over we are moving forward and expanding our research! We invite you to contribute your ideas, visions and opinions once more by participating in this short poll about the future use of Keith Avenue Industrial Area. This poll should take 10 minutes or less to complete.

<https://www.surveymonkey.com/s/PTDRJTF>

NCP Survey

www.surveymonkey.com

From June 16 to 19th, we invited you to have your say in the future of Terrace to participate in our "NCP in a Week." This three-day gathering invited participation from all community members to jump-start the process of creating a Neighbourhood Concept Plan (NCP) for the Keith Avenue Industrial Tra...

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4 Shares

Stephanie Strachan and Tara Irwin like this.

The City of Terrace invites you to our "NCP in a Week" for the Keith Avenue Industrial Transition Area events held from June 16 to 19! Participate and have your say in the future of Terrace.

the City of Terrace presents

Keith Avenue
Industrial Transition Area

NCP

in a Week

June 16 to 19




The City of Terrace invites **all community members** to participate in our "Neighbourhood Concept Plan (NCP) in a Week" event.

The purpose of the event is to jump start the process of creating a **Neighbourhood Concept Plan** for the **Keith Ave. Industrial Transition Area**. Once complete, the NCP will **guide future decisions** regarding the use and development of the area.

The City of Terrace is **planning for the future** and has identified the **Keith Avenue Industrial Transition Area** as a strategic site to accommodate growth.

Come help us craft a vision for this key area during this time of community growth and change!



NCP in a Week is creative and collaborative neighbourhood planning process.

Join us for interactive visioning sessions, walking tours & workshops.

Topics covered include land use, design, transportation & more!

Help shape Terrace's future! There are many opportunities to **JOIN THE CONVERSATION**.

Monday JUNE 16	Tuesday JUNE 17	Wednesday JUNE 18
<p>Public Open House #1 Project Overview & Visioning 6pm - 8:30pm @ the Sportsplex</p>	<p>Guided Walking Tour Tour of the Keith Avenue Area 10am - 12pm, meet @ City Hall</p> <p>Public Workshops Facilitated table discussions 1pm - 4pm @ the Sportsplex</p>	<p>Public Open House #2 Report Back & Preliminary Directions for the NCP 7pm - 9pm @ the Sportsplex</p>

Meetings with property owners will also be taking place during the week.



For further information please contact tr@midterrace.ca or visit the project website on [Placespeak](http://www.placespeak.com).

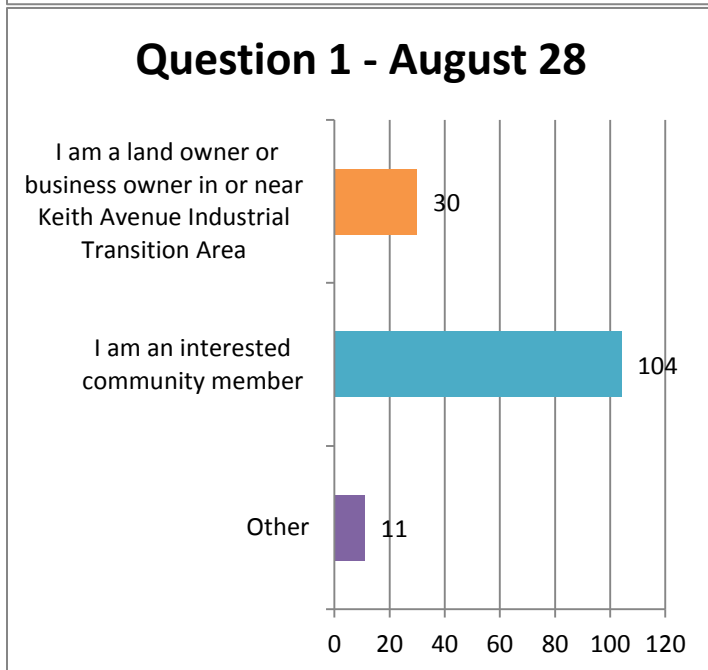
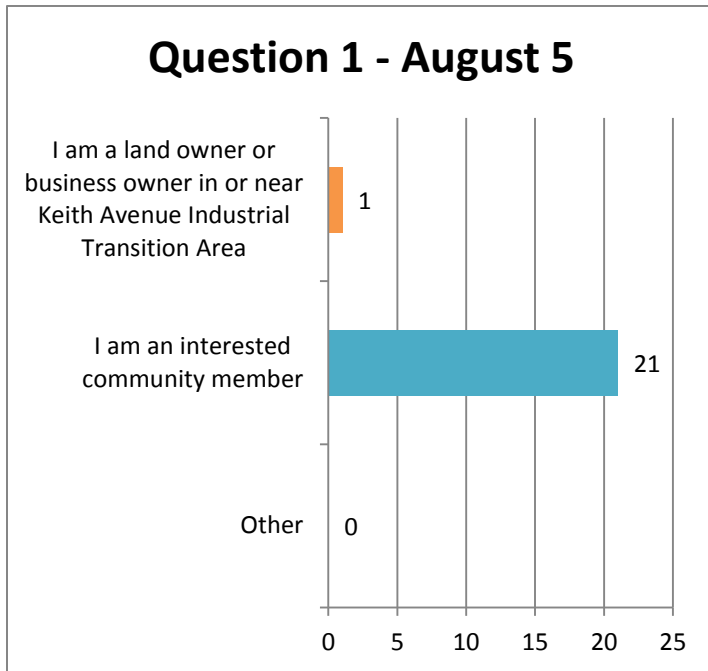
www.placespeak.com

Like · Comment · Share

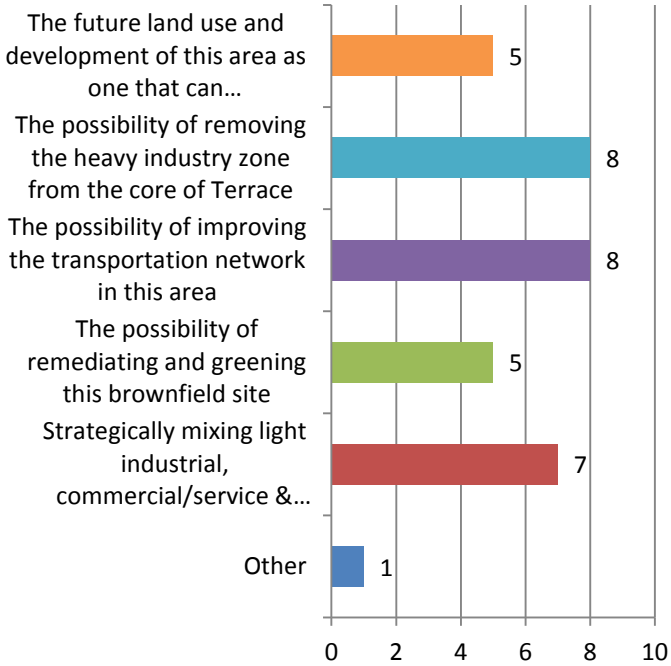
 3
  15 Shares

Part IV – Comparison between August 5th & August 28th Surveys

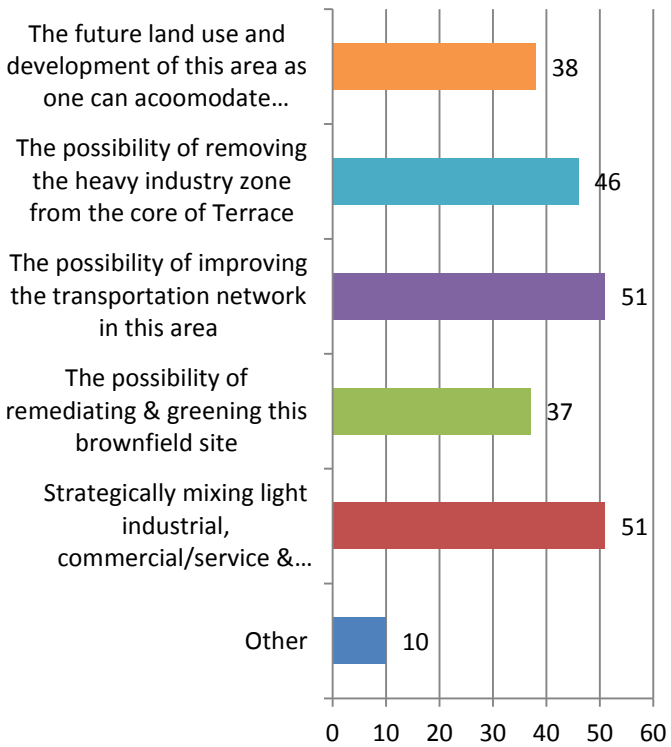
*August 28 graphs include the “survey completed by hand (#130)”



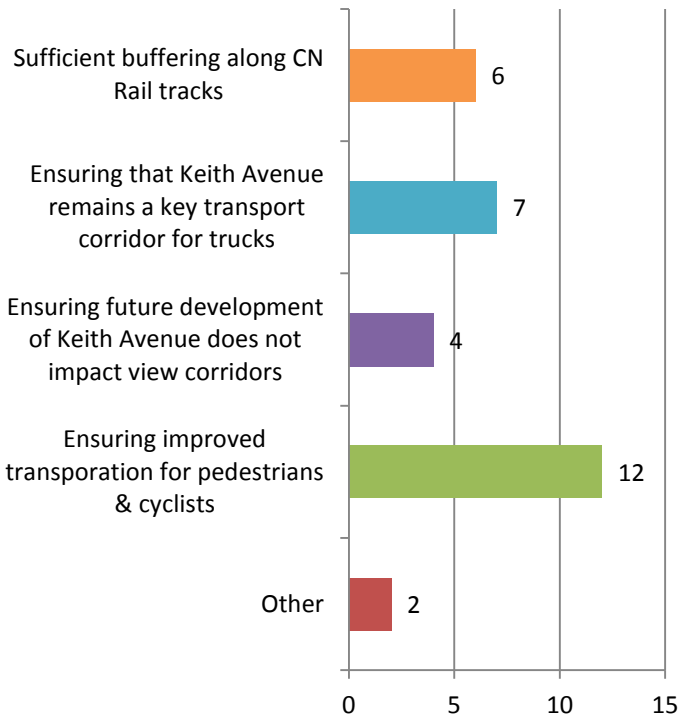
Question 2 - August 5



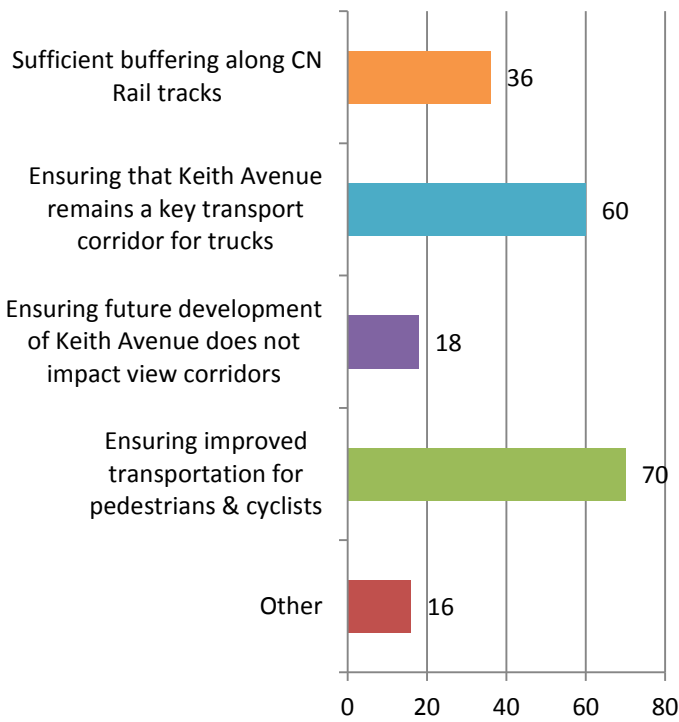
Question 2 - August 28



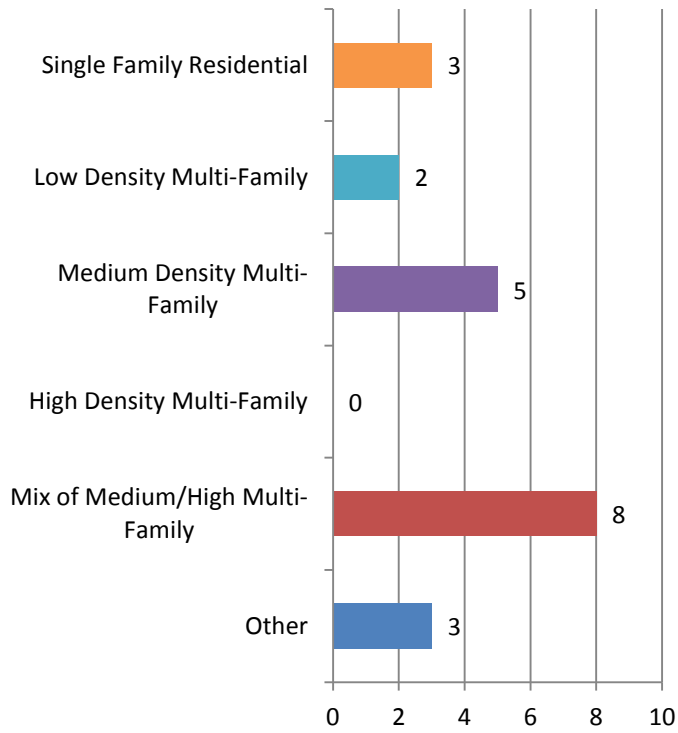
Question 3 - August 5



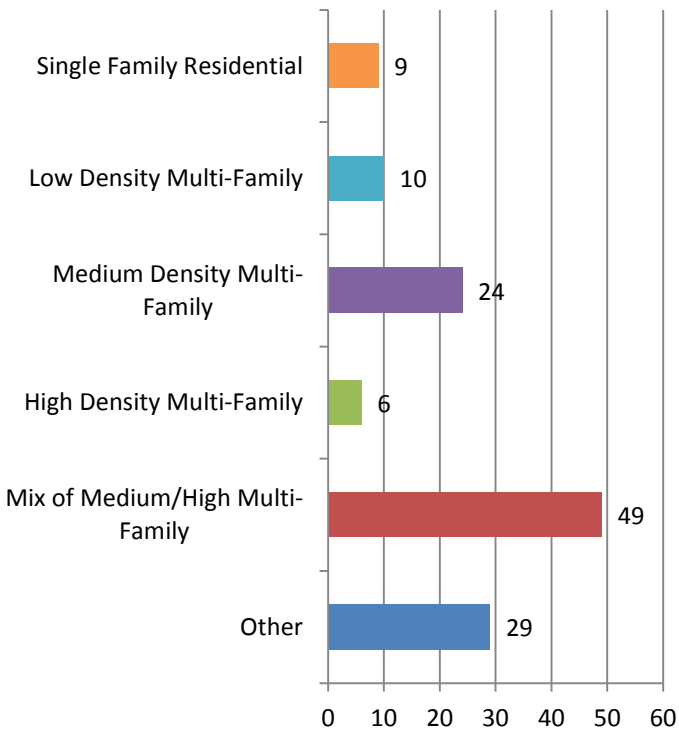
Question3 - August 28



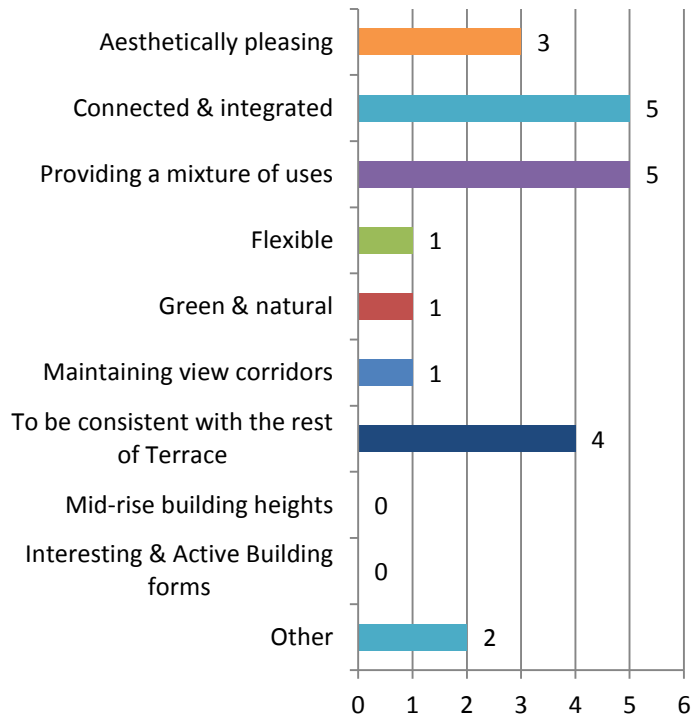
Question 4 - August 5



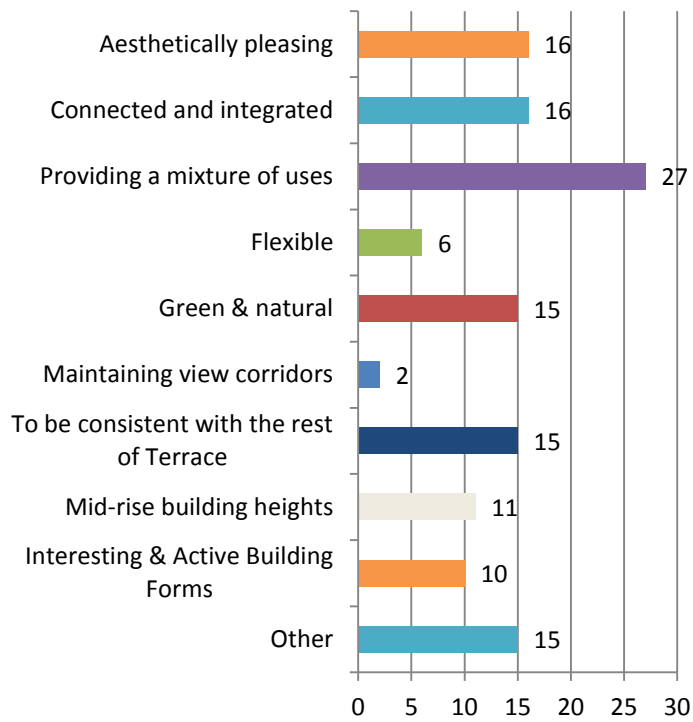
Question 4 - August 28



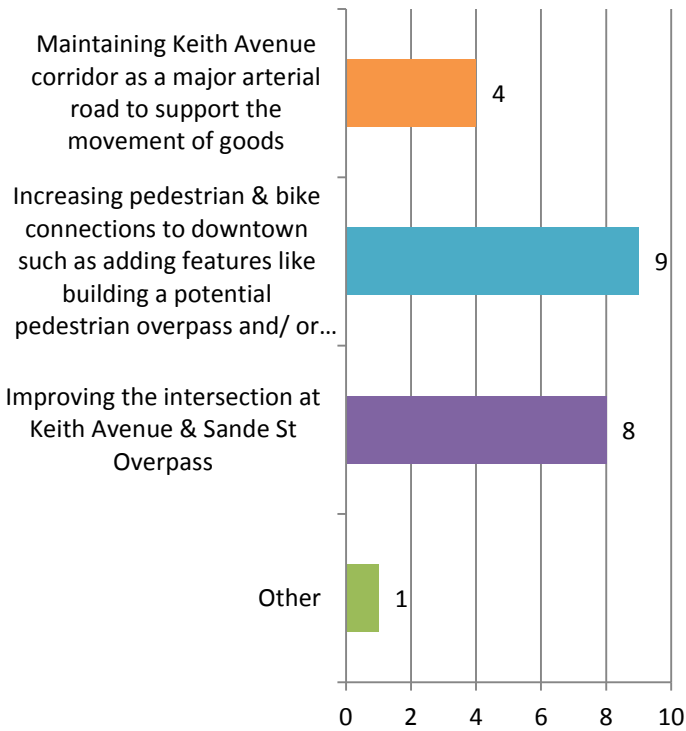
Question 5 - August 5



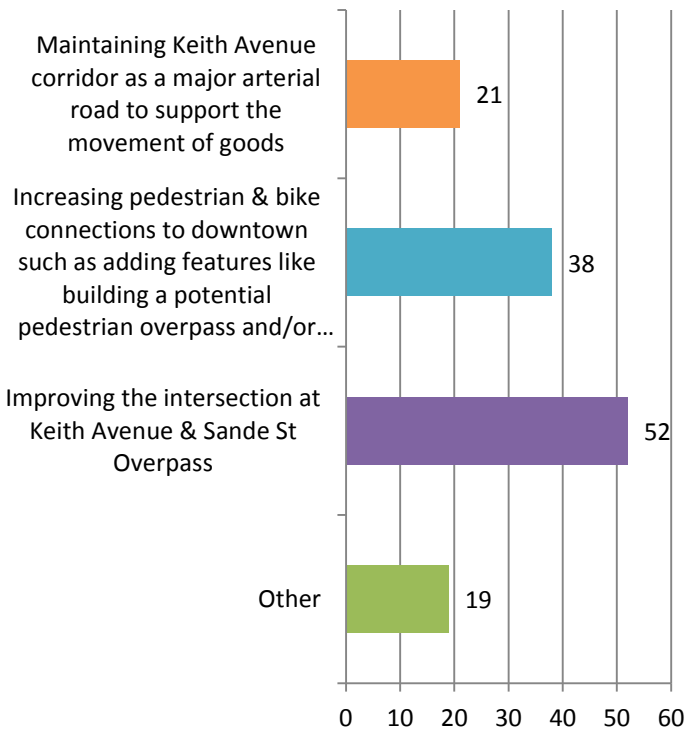
Question 5 - August 28



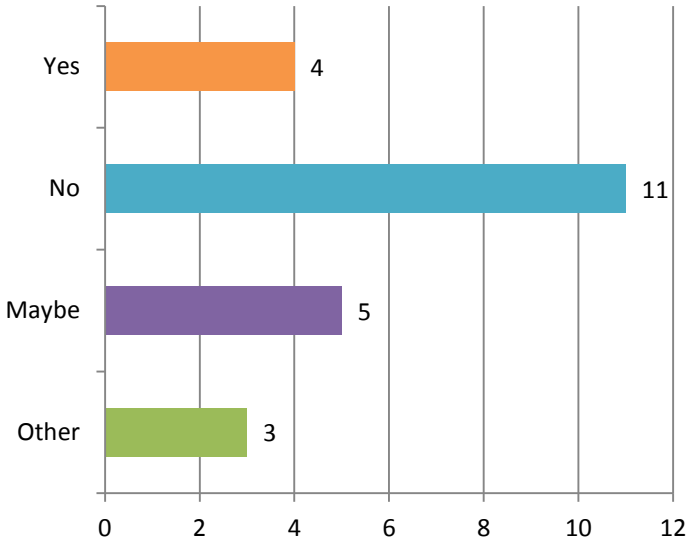
Question 6 - August 5



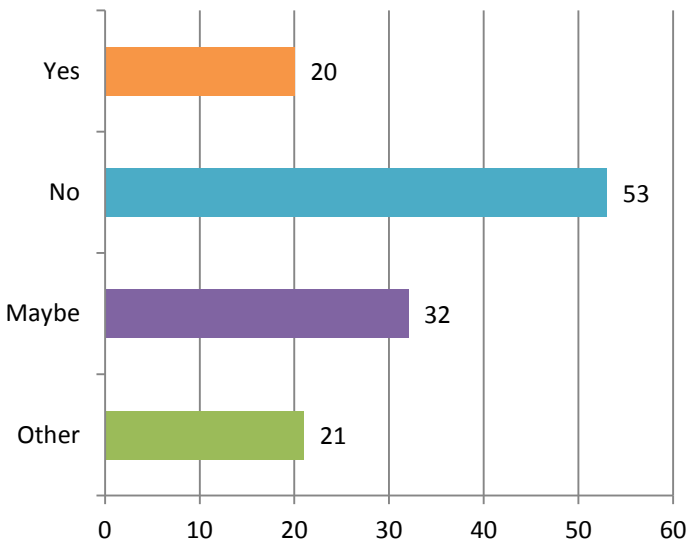
Question 6 - August 28



Question 7 - August 5



Question 7 - August 28



Neighbourhood Concept Plan (NCP) Survey Feedback
From July 25 to August 5, 2014
City of Terrace

The NCP Survey was released on July 25th and will close on August 28, 2014. This report analyses the first phase of data collected between July 25th and August 5th 2014. Survey results may change once the Draft Neighbourhood Concept Plan is released for public opinion on August 6th, 2014.

From July 25th to August 5th, 2014.

- Total respondents of NCP Survey: 22
- Respondents had the option to choose more than one answer per question

In this report:

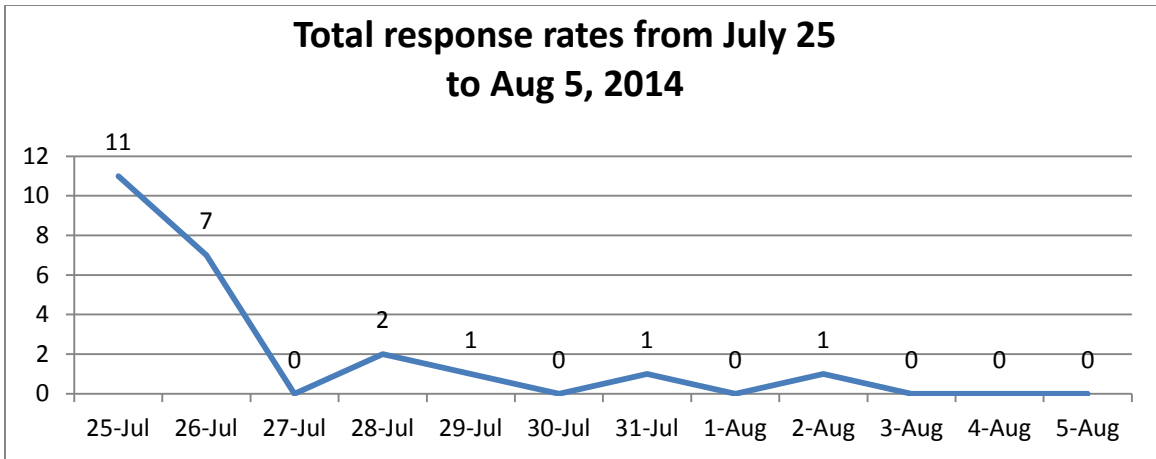
<i>Part I – Summary of Results.....</i>	<i>page 1</i>
<i>Part II – Survey Results.....</i>	<i>page 2</i>
<i>Part III - Common Themes.....</i>	<i>page 9</i>
<i>Appendix I – Individual Survey Responses.....</i>	<i>Attached Document</i>

**NCP Survey Results from:
July 25 to August 5, 2014**

Part I – Summary of Results

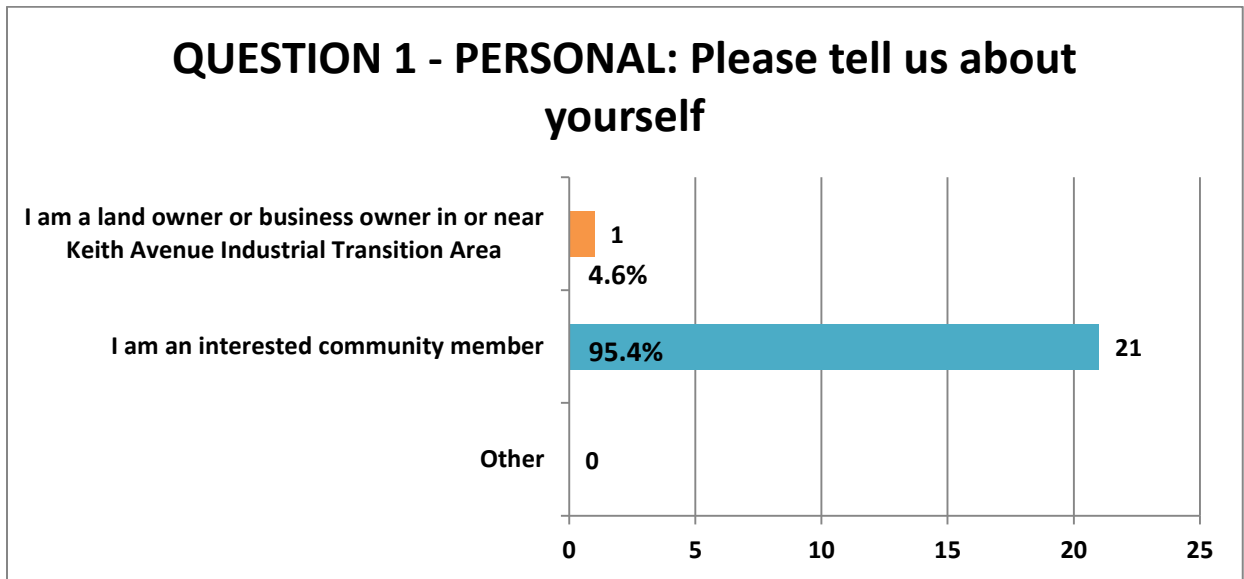
In this survey, the City of Terrace asked for feedback regarding the Neighbourhood Concept Plan and proposed changes made to Keith Avenue Industrial Transition Area. Here is a quick summary of what the NCP Survey tells us:

Topic	Survey Results
Respondents	<u>The majority of respondents identified themselves as:</u> “interested community members”
Benefits	<u>There is a tie between:</u> “removing heavy industry from the core of Terrace” and “improving transportation networks in this area”
Challenges	<u>The majority of respondents selected:</u> “Ensuring improved transportation for pedestrians and cyclists”
Housing	<u>The majority of respondents selected:</u> “A mix of Medium/High Multi-Family Residential”
Scale & Character	<u>There is a tie between:</u> “connected and integrated” and “providing a mixture of uses”
Transportation	<u>The majority of respondents selected:</u> “Increasing pedestrian and bike connections to downtown such as adding features like building a potential pedestrian overpass and/or improving existing pathways”
Are they interested in living in this area?	<u>The majority of respondents selected:</u> “no,” they are not interested in living in this area if housing was made available in the future

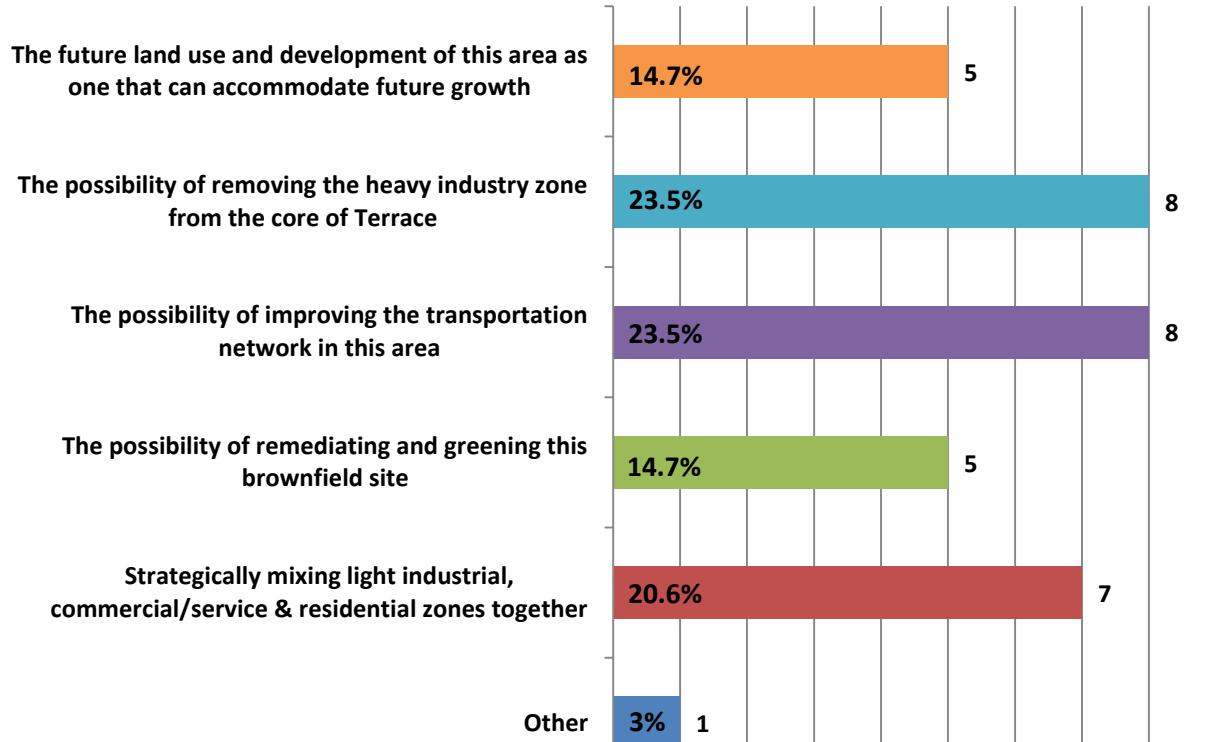


July 25, 2014: Initial release date. Facebook & PlaceSpeak advertisement

Part II – Survey Results



QUESTION 2 - BENEFITS: The NCP in a Week process helped us gather valuable input to identify possible visions for the Keith Avenue Industrial Transition Area. Which possibility excites you most about the future of this area?

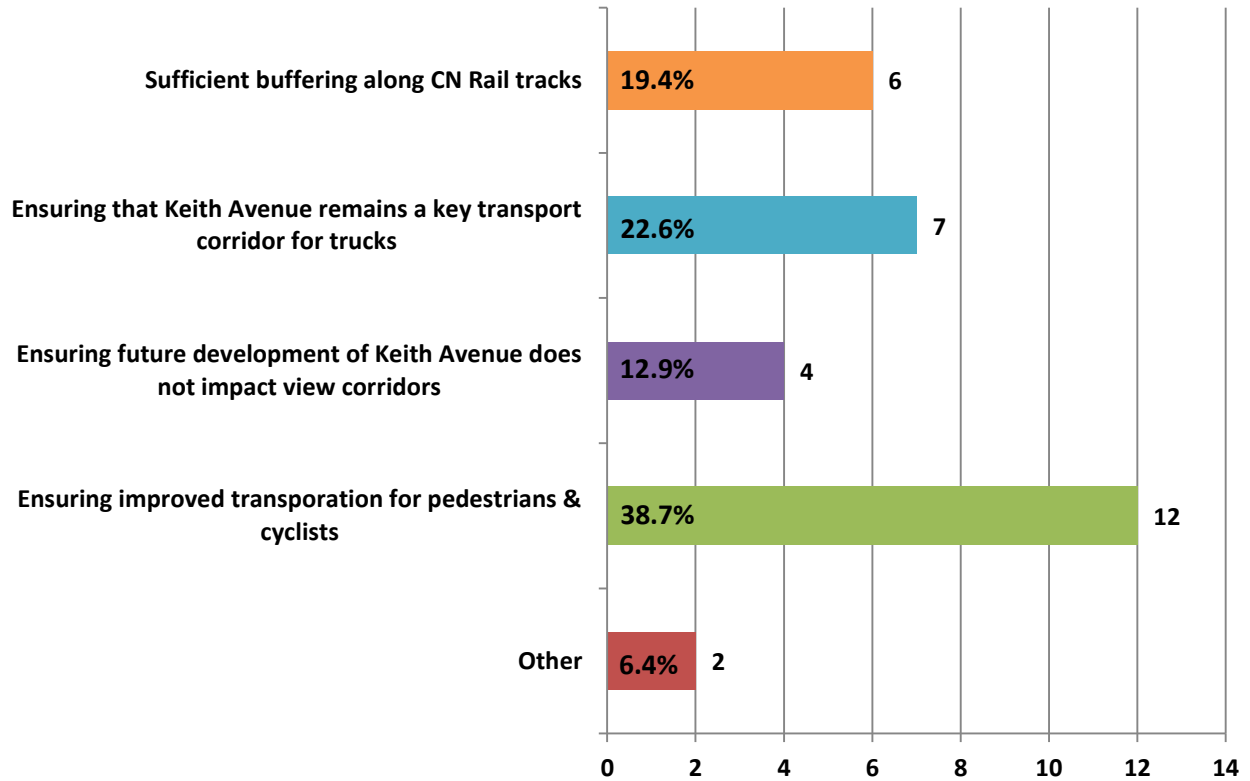


OTHER:

Respondent 1

"I think it's possible to create all of the above together at the east end, with the exception of heavy industry, and maintain the current industries at the west end of Keith."

QUESTION 3 - CHALLENGES: During the NCP in a Week, various challenges were identified. What key challenges would you like to see the Neighbourhood Concept Plan focus on?



OTHER:

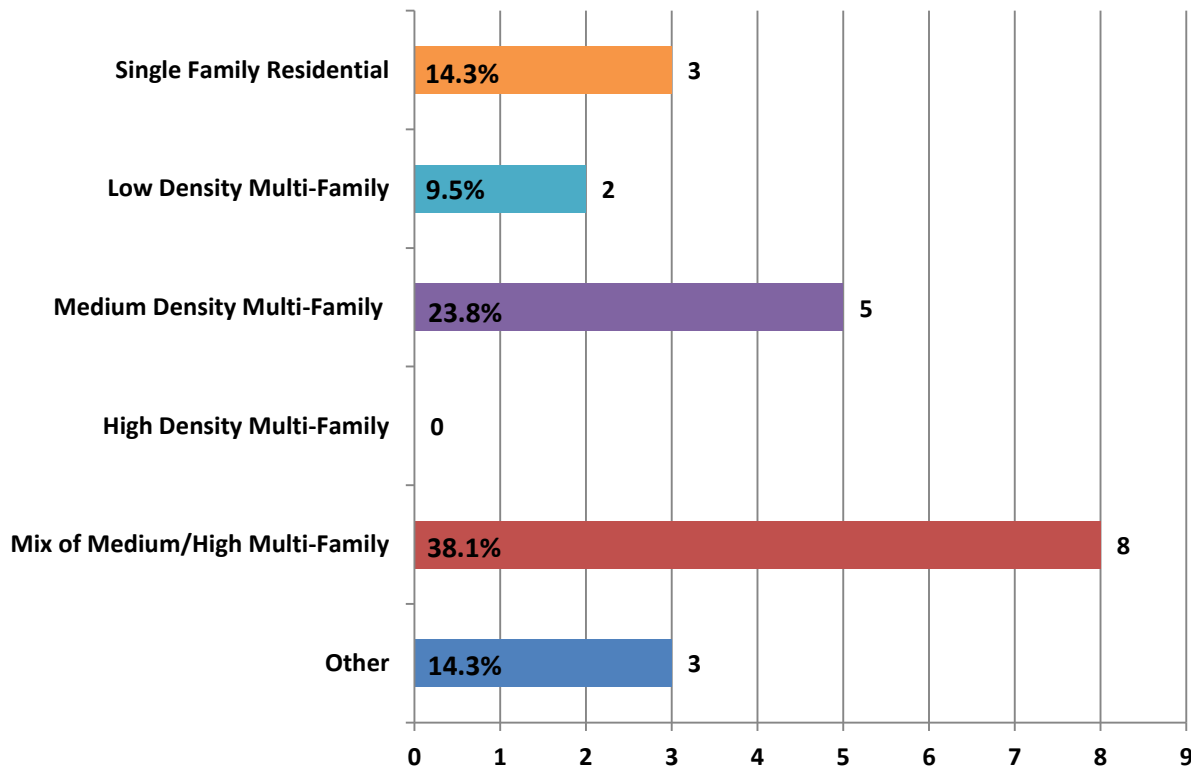
Respondent 1:

“East end should remain pedestrian, cyclist, tourist friendly, with access through west end to grand Trunk Pathway at Frank St. A treeline should be put along the south side of the tracks.”

Respondent 2:

“Calming traffic on Keith from Walmart to Sande overpass.”

QUESTION 4 - HOUSING: During the NCP in a Week, we gathered valuable input to identify key residential housing scenarios for the Keith Avenue Industrial Transition Area. Which housing option mix do you think works best for this area?



* One respondent skipped this question

OTHER:

Respondent 1:

“Integrating commercial, multi-family mixed residential, green space and children’s facilities reduces need for cars and creates neighbourhood jobs.”

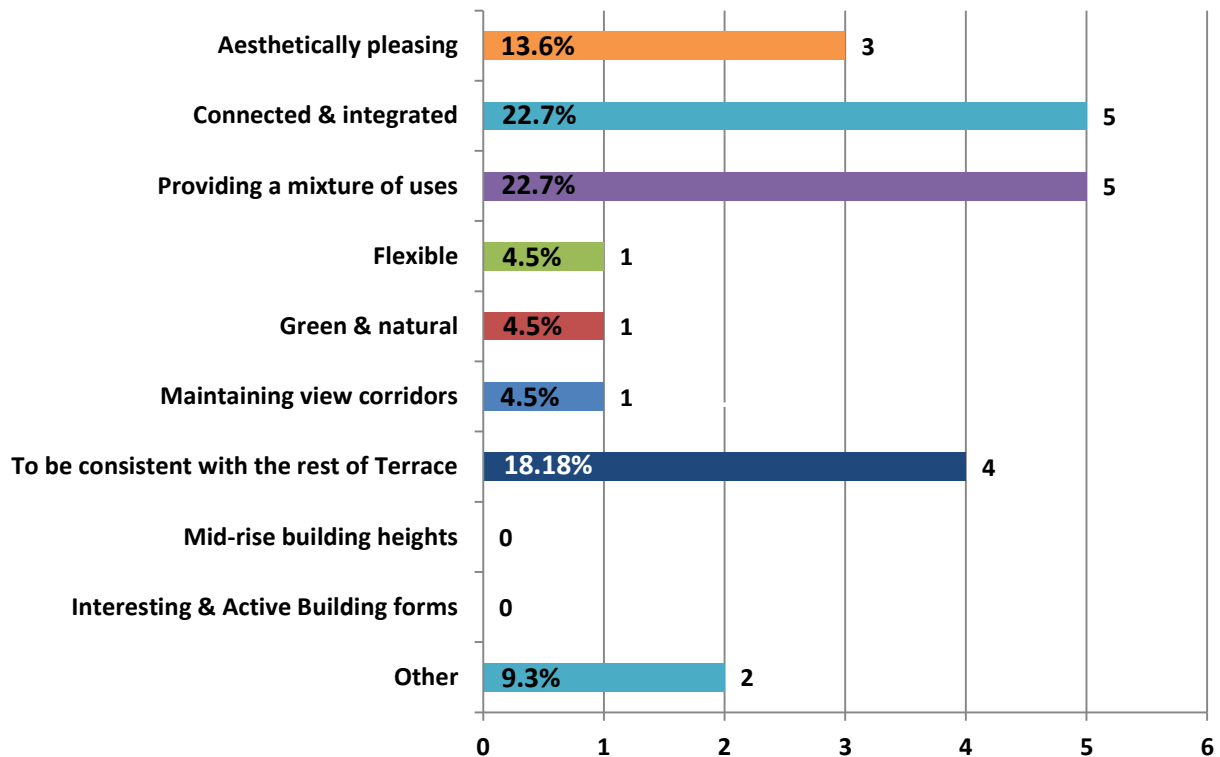
Respondent 2:

“No Houses”

Respondent 3:

“Low income &affordable housing.”

**QUESTION 5 - SCALE & CHARACTER:
Neighbourhood scale and character is an
important component to consider when
designing a concept for Keith Avenue Industrial
Transition Area. How do you envision the scale
and character of future development in this
area?**



OTHER:

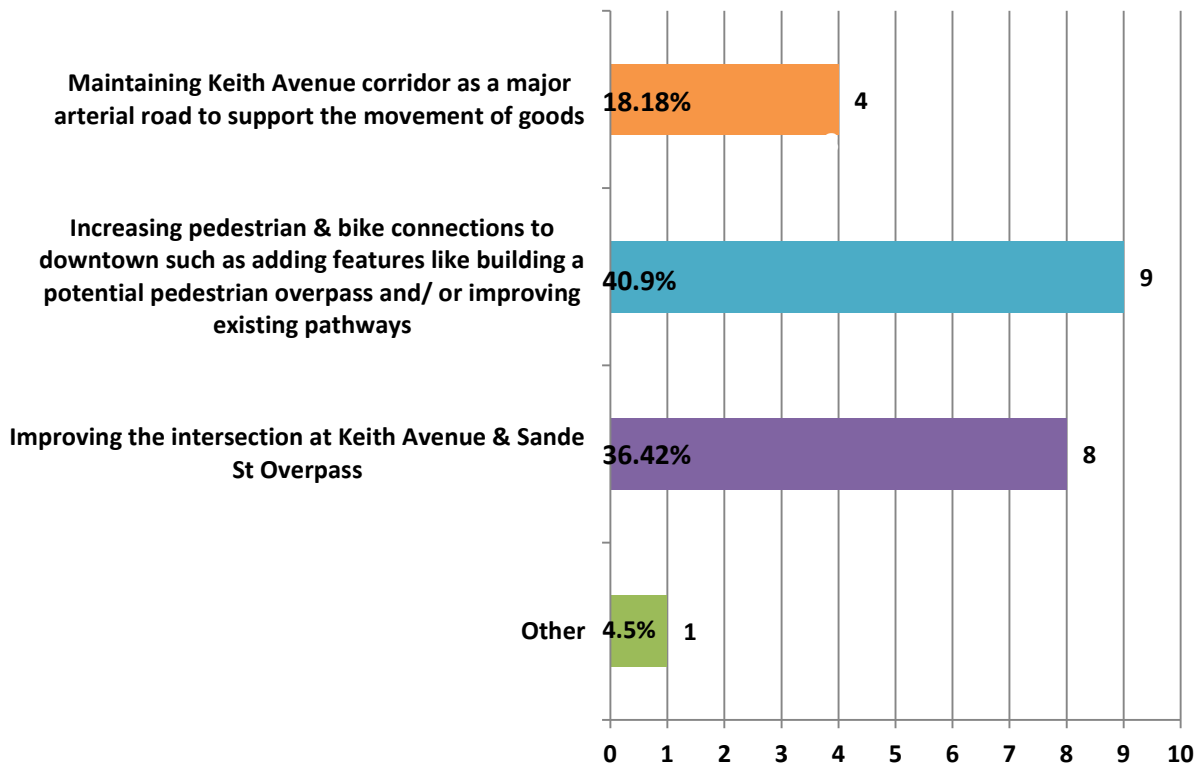
Respondent 1:

“All of the above, a community with a community.”

Respondent 2:

“Possible outdoor venue, outdoor skating rink, family arena. Well lit areas!”

QUESTION 6 - TRANSPORTATION
Redeveloping Keith Avenue Industrial Transition Area to become a mixed-use area will require transportation improvements and changes. What are your transportation improvement priorities?

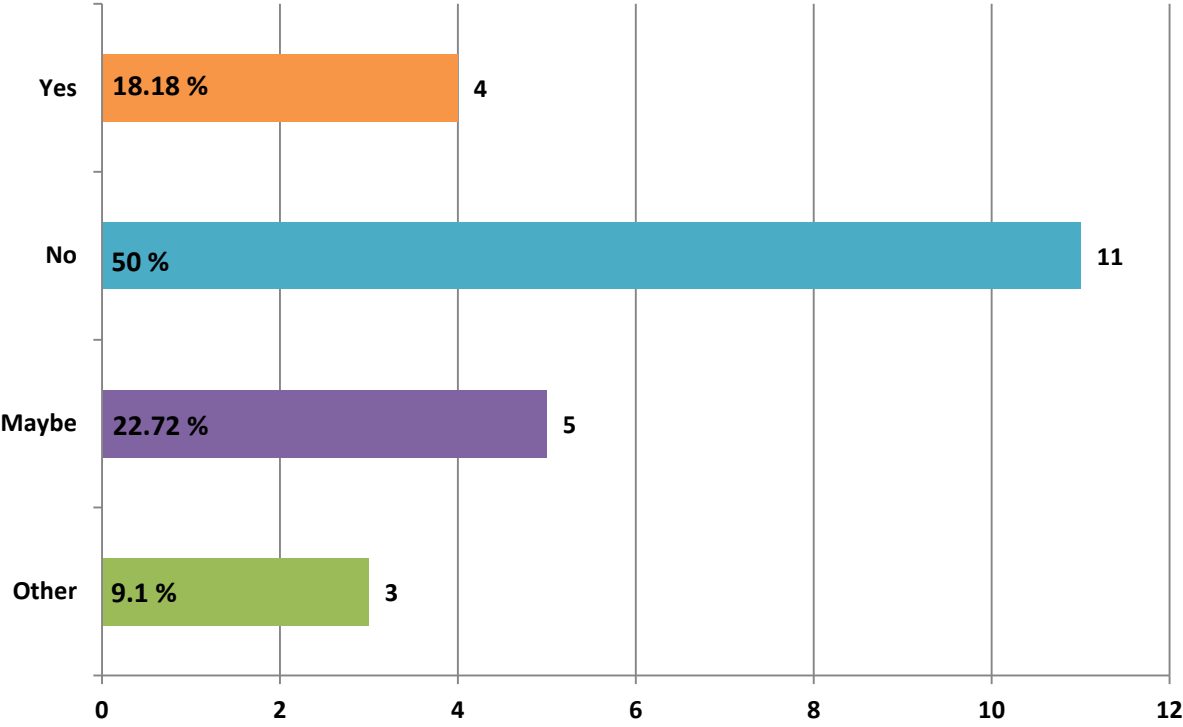


OTHER:

Respondent 1:

"Another overpass!!"

QUESTION 7 - The City has identified the need for more housing and Keith Avenue Industrial Transition Area has been targeted as an area that can help accommodate some of this growth. If this is an option in the future, would you be interested in living in



OTHER:

Respondent 1:

"Maybe as a secondary investment property."

Respondent 2:

"Family members might"

Respondent 3:

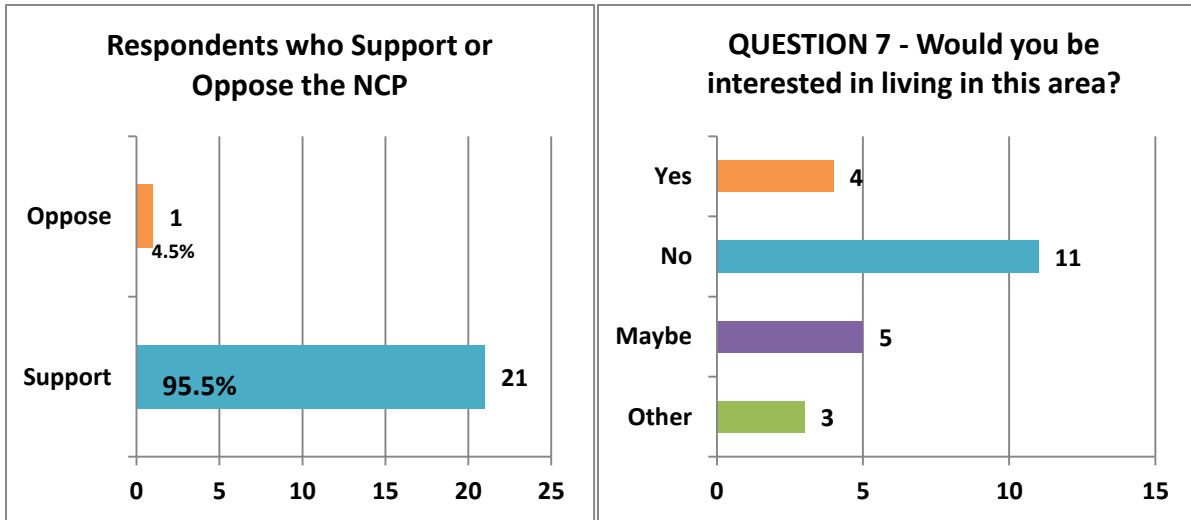
"No, but only because I already own a house in town."

Part III - Key Themes Identified From Jul.25 to Aug.5, 2014

- 1.0 It is evident that respondents would like to see heavy industry leave the core of Terrace.
- 2.0 It is clear that one of the key challenges that needs addressing is regarding the improvement of transportation networks and the safety of pedestrians and cyclists in this area. The survey shows that respondents felt that this challenge could potentially be alleviated by adding features such as building a pedestrian overpass and/ or improving existing pathways.
- 3.0 Three respondents explained their reasons why they would not be interested in living in this area. Their explanations were not in opposition of the Neighbourhood Concept Plan and felt that the NCP could still accommodate future growth in other ways such as:
 - *“Maybe as a secondary investment property”*
 - *“Family members might”*
 - *“No, but only because I already own a house in town”*
- 4.0 The least popular selections in this survey:
 - Benefits: In this question, two choices shared the least amounts of votes: “the future use & development of this area as one that can accommodate future growth” and the “possibility of remediating & greening this brownfield site.”
 - Challenges: “Maintaining Keith Avenue corridor as a major arterial road to support the movement of goods” had the least amounts of votes.
 - Housing Option Mix: No respondent selected “High density multi-family homes” as a possible housing option.
 - Scale and character: No respondent selected “mid-rise height” or “interesting and active building forms” for housing scale and character.

- Transportation: “Maintaining Keith Avenue corridor as a major arterial road to support the movement of goods” had the least amount of votes.

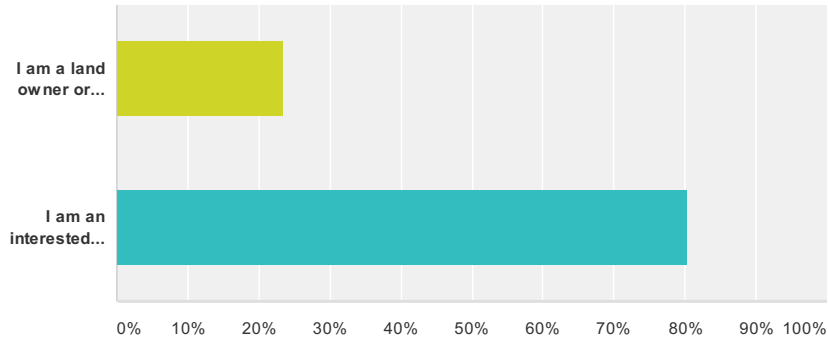
5.0 Results from this survey reveal that a total of one (1) respondent (#18) openly stated their opposition towards housing in Keith Avenue Industrial Transition Area (see graphs below). Although respondent #18 did not support housing in this area, the individual was not completely opposed to the NCP (see attached document of individual survey responses); this individual supports the idea of removing heavy industry from the core of Terrace, does not want future development impact view corridors, and would like to see the area provide a mix of uses.



NCP Survey

Q1 Please tell us about yourself

Answered: 128 Skipped: 1



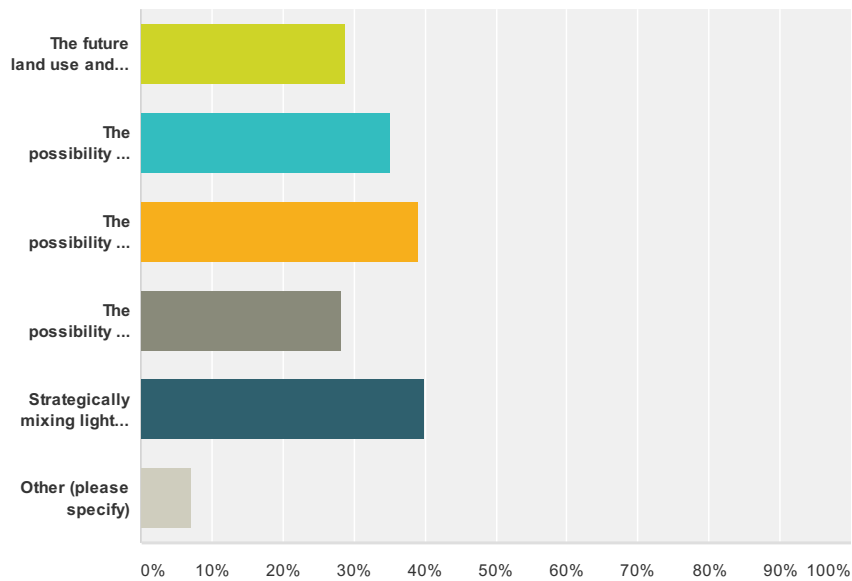
Answer Choices	Responses
I am a land owner or business owner in or near Keith Avenue Industrial Transition Area	23.44% 30
I am an interested community member	80.47% 103
Total Respondents: 128	

#	Other (please specify)	Date
1	I'm a born and raised terracete. I also rent	8/18/2014 11:20 PM
2	I live & own a business on Keith Ave, right across the street from the "Transitional Area" & am thrilled that in light of the loss of our saw mill we don't waste this space on Heavey Industry that can more appropriately be situated at the Airport Lands.	8/18/2014 3:10 PM
3	Residence on Agar	8/12/2014 12:27 PM
4	Trailer owner in a trailer park on graham ave.	8/8/2014 6:01 PM
5	I feel an underpass where CN turn around or across from Canadian Tire would be economical and efficient . We would not disrupt current traffic. create an opportunity for large franchise to help develop area much like in Prince George HWY 16 west elope	8/8/2014 10:16 AM
6	Councilor	8/8/2014 9:59 AM
7	Northern Health	8/8/2014 8:51 AM
8	resident	8/7/2014 9:47 AM
9	Live on the north side of the tracks	8/7/2014 12:42 AM
10	landlord, parent	8/6/2014 11:33 PM

NCP Survey

Q2 The NCP in a Week process helped us gather valuable input to identify possible visions for the Keith Avenue Industrial Transition Area. Which possibility excites you most about the future of this area?

Answered: 128 Skipped: 1



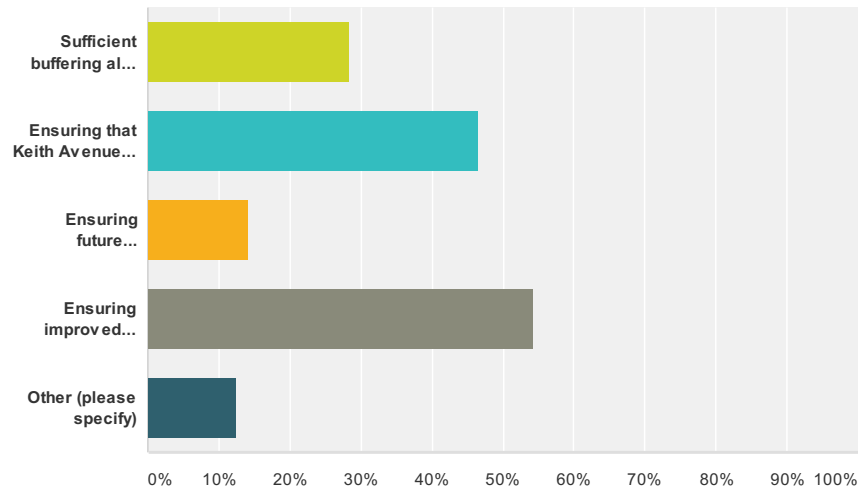
Answer Choices	Responses
The future land use and development of this area as one that can accommodate future community growth	28.91% 37
The possibility of removing the heavy industry zone from the core of Terrace	35.16% 45
The possibility of improving the transportation network in this area (vehicular, pedestrian & cycling)	39.06% 50
The possibility of remediating and greening this brownfield site	28.13% 36
Strategically mixing light industrial, commercial/ service and residential zones together (creating a mixed-use zone)	39.84% 51
Other (please specify)	7.03% 9
Total Respondents: 128	

#	Other (please specify)	Date
1	mixing light industrial commercial/service but NO RESIDENTIAL but increasing pedestrian and cycling paths along Hwy 26 to Frank St	8/24/2014 12:32 PM
2	I would like to see a zone called the sustainable growth zone or something along that line.	8/22/2014 10:31 AM
3	There is all kind of housing taking place, why do you have to encroach on the industry area? The amount of tax the city collects from industry why would you wish to exchange it for low cost housing? There is very little space for industry growth.	8/22/2014 12:15 AM
4	All of the above! Also improving the look of the city as the area is highly visible from the highway.	8/21/2014 9:42 PM
5	May I suggest that you carefully consider the amount & type of residential usage you include in this particular land mass. we are desparatly short of land for light industrial & commercial endeavors in the city limits. They are big tax generators this is the perfect area for it. It also compliments the already established businesses on Keith Ave. we should also be very careful in our efforts to create "low cost housing" that we don't segregate people of specific income levels & or inadvertently create Getto's.	8/18/2014 3:10 PM
6	Addition of large multi-use sport/entertainment facility	8/8/2014 12:31 PM
7	It would be prudent to be very careful on how much residential area you inflict on this already Industrial area, because young families do not mix well with heavy trucks and equipment.	8/7/2014 5:07 PM
8	urban farm in the best climate in the northwest. New compost collection system is in place...	8/6/2014 11:58 PM
9	I think it's possible to create all of the above together at the east end, with the exception of heavy industry, and maintain the current industries at the west end of Kieth.	8/2/2014 5:09 PM

NCP Survey

Q3 During the NCP in a Week, various challenges were identified. What key challenges would you like to see the Neighbourhood Concept Plan focus on?

Answered: 127 Skipped: 2



Answer Choices	Responses
Sufficient buffering along the CN railway tracks	28.35% 36
Ensuring that Keith Avenue remains a key transportation corridor for truck traffic	46.46% 59
Ensuring future development of Keith Avenue does not impact view corridors	14.17% 18
Ensuring improved transportation for pedestrians and cyclists	54.33% 69
Other (please specify)	12.60% 16
Total Respondents: 127	

#	Other (please specify)	Date
1	Ensuring that Keith Ave remains a key transportation corridor however access to services and businesses need rear exits that are adjacent to the buffer of the CN rail tracks that connect to Kenny St . Currently the difficult for traffic along the Keith corridor especially from ICBC to the Sande St overpass is you cannot safely turn left over two lanes of traffic due to increase traffic flow. The NCP also needs to address this issue and provide a corridor to connect to the current land proposal for alternate routes to return to Thornhill or the south side of Keith	8/24/2014 12:32 PM
2	Is it possible to create an electrical portion of railway, light industrial business to convert homes and businesses to less carbon emitting buildings, to create space for college programs to be a leader in 3d printing programming so we can keep more industry here in Canada. I would like to see it mandatory that any business in that area must be sustainable to begin a life change in our city, more cycling accessible, etc.	8/22/2014 10:31 AM
3	Improve vehicular traffic and get CN on board to solve the wait times on a very busy crossing.	8/21/2014 9:42 PM
4	make it easier to get across the tracks. trucks on Keith doesn't work because they can't get across the intersection at the south end of the overpass	8/18/2014 10:34 PM
5	turn-off center lane or access road will be needed for safe access to neighbourhood	8/12/2014 12:27 PM
6	I don't think heavy industry should go in the middle of our town (Keith Avenue). This should be moved out to the airport lands.	8/11/2014 11:26 AM
7	Construction of a large multi-use outdoor facility with large amount of seating for sports, entertainment, rodeos, etc.	8/8/2014 12:31 PM
8	no commercial or residential development of land, improve traffic flow via overpass over cn tracks on kenny	8/8/2014 10:32 AM
9	Improving the investment attraction of this area	8/8/2014 9:59 AM
10	remove truck traffic from using Sande Overpass	8/8/2014 9:21 AM
11	I would like to see a Costco here, maybe a hotel and some residential houses closer to copper side	8/7/2014 10:01 AM
12	Improving the area	8/7/2014 8:32 AM
13	a greenbelt; increasing the aesthetics of terrace in addition to its expansion for industry. IN ADDITION TO ITS INDUSTRIAL EXPANSION!	8/7/2014 12:36 AM
14	Ensuring that Keith Avenue becomes an arterial route for all traffic	8/6/2014 9:20 PM
15	East end should remain pedestrian, cyclist, tourist friendly, with access through west end to Grand Trunk Pathway at Frank Street. A tree line should be put along the south side of the tracks.	8/2/2014 5:09 PM

NCP Survey

16

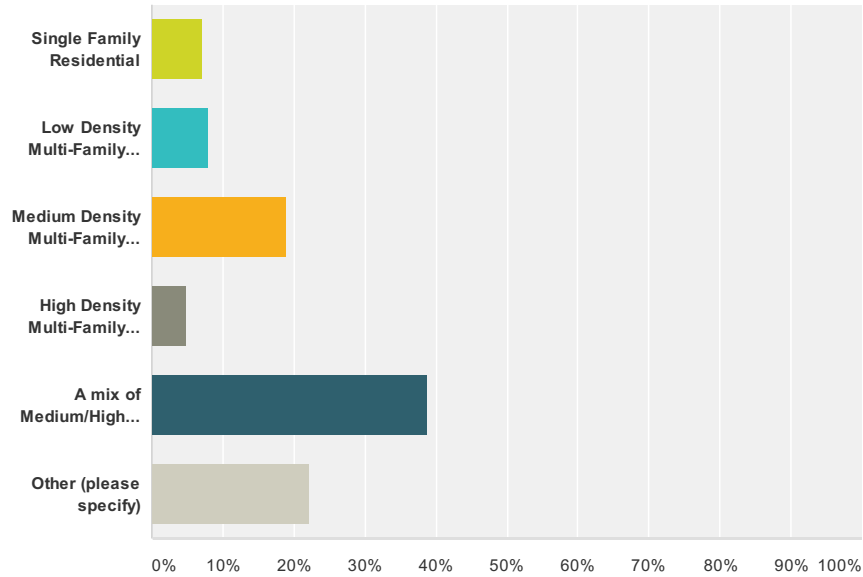
calming traffic on Keith from Walmart to Sande Overpass

7/26/2014 1:09 PM

NCP Survey

Q4 During the NCP in a Week, we gathered valuable input to identify key residential housing scenarios for the Keith Avenue Industrial Transition Area. Which housing option mix do you think works best for this area?

Answered: 126 Skipped: 3



Answer Choices	Responses
Single Family Residential	7.14% 9
Low Density Multi-Family Residential	7.94% 10
Medium Density Multi-Family Residential	19.05% 24
High Density Multi-Family Residential	4.76% 6
A mix of Medium/High Multi-Family Residential	38.89% 49
Other (please specify)	22.22% 28
Total	126

#	Other (please specify)	Date
1	No housing. Why would anyone want to live between a noisy railroad and a busy with trucks highway?	8/27/2014 11:25 AM
2	this is probably the least acceptable area for residential and/or commercial options with Keith avenue for heavy traffic and the rail line on the other side..noisy and dangerous for residential and light commercial	8/26/2014 2:36 PM
3	None . This is not the location for such projects. This poses risk and extreme costs to citizens being located close to high volume rail traffic. Since currently most residential neighbourhoods are on the south side of Keith (which currently have schools and parks) the planning committee needs to be more resourceful in obtaining land for R1 and R2 use on that side of the corridor. I understand there is a need for more low cost and affordable housing in our city however, children crossing a major truck route shows no vision or responsibility for the lives of our citizens	8/24/2014 12:32 PM
4	I would like to only allow housing that fits in the sustainable zone, perhaps food growth on the roofs or in a portion of the property adjacent, perhaps after a model in Vancouver. Truly in keeping with a sustainable future for all families living there.	8/22/2014 10:31 AM
5	None, heavy trucks & equipment do not mix with children, also as the only industrial area for expansion left with residential noise will have detrimental impact on industry.	8/22/2014 12:15 AM
6	I don't think this is the place for housing but if necessary a few apartment buildings, no more	8/21/2014 9:42 PM
7	none	8/19/2014 9:04 PM
8	Very little residential, future lawsuits, ground contamination factors (the black mold affect)	8/19/2014 3:40 PM
9	Leave as commercial	8/19/2014 7:28 AM
10	none..keep it for taxpaying commercial property	8/18/2014 6:56 PM

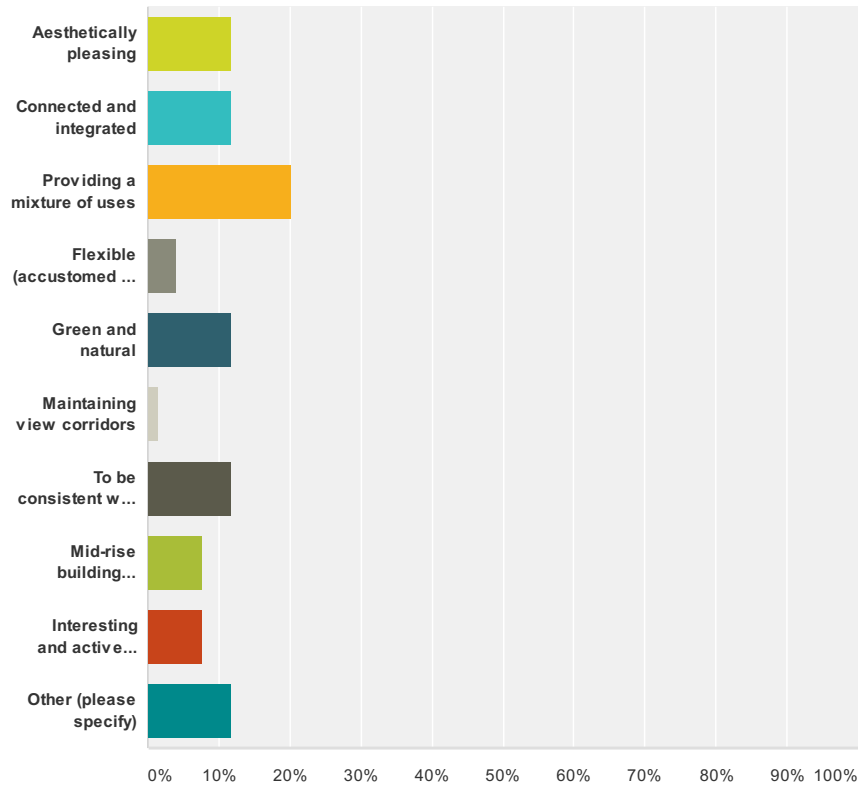
NCP Survey

11	refer to notations in Q: 2. There are lots of other areas in Terrace that would be more appropriate for housing that would not use up valuable commercial & light industrial properties of which we have such a shortage of. We are already losing businesses to Thomhill with that tax base going to the RDKS.	8/18/2014 3:10 PM
12	I think it is important that we don't tum into all high density multi family dwellings..this segregates the area to either low income neighbourhood or top end condos. We need a mix!	8/12/2014 11:53 AM
13	I don't envision residential in the mix at all - but some leading developments in large urban centres are including units that are townhouses wwith commercial on main floor and residential above (store-owner occupied). These are quite popular.	8/8/2014 12:31 PM
14	prefer only public green space, south side has too much high density housing..	8/8/2014 10:55 AM
15	LUDICROUS!!! no housing development without concurrent improvements to traffic flow bottlenecks!	8/8/2014 10:32 AM
16	Not in favor of housing in this area, aside from residential above commercial	8/8/2014 9:59 AM
17	It would be helpful if you had definitions here. Do you really think the average person would know the difference between any of these?	8/8/2014 9:26 AM
18	No housing - not appropriate given high traffic on all sides and proximity of railway	8/7/2014 5:45 PM
19	Heavy truck traffic does not mix well with young families. 20 years in the trucking industry, you see how many people do not know the law of physics, that between weight and momentum, a transport truck can not stop as quickly as a car, have more blindsides than a car and need more room to tum, let alone park the transport and trailer.	8/7/2014 5:07 PM
20	Housing that close to the rail is prime for trouble.	8/7/2014 1:10 PM
21	Maybe homes for the elderly on the corner close to copper side so they have an easily accessible convinence store	8/7/2014 10:01 AM
22	Not a priority	8/7/2014 8:32 AM
23	I don't understand why how any residential housing could possibly be viable in this area...	8/7/2014 12:36 AM
24	farmland/multi-family residential	8/6/2014 11:58 PM
25	No housing	8/6/2014 9:20 PM
26	Integrating commercial, multi family mixed residential, green space and childrens facilities reduces need for cars and creates neighbourhood jobs.	8/2/2014 5:09 PM
27	No houses	7/28/2014 6:40 AM
28	low income and affordable housing	7/26/2014 1:09 PM

NCP Survey

Q5 Neighbourhood scale and character is an important component to consider when designing a concept for Keith Avenue Industrial Transition Area. How do you envision the scale and character of future development in this area?

Answered: 128 Skipped: 1



Answer Choices	Responses
Aesthetically pleasing	11.72% 15
Connected and integrated	11.72% 15
Providing a mixture of uses	20.31% 26
Flexible (accustomed to adjacent land use)	3.91% 5
Green and natural	11.72% 15
Maintaining view corridors	1.56% 2
To be consistent with the rest of Terrace	11.72% 15
Mid-rise building heights (no greater than 3 storeys)	7.81% 10
Interesting and active building forms	7.81% 10
Other (please specify)	11.72% 15
Total	128

#	Other (please specify)	Date
1	Oh PLEASE... like you really care. The city allowed the construction of the new Kondolos building along Keith without any consideration for being aesthetically pleasing or height. Most box stores will have a building profile that matches all of their other locations. Currently no consideration has been required for what currently exists on Keith Ave in general. This question denotes someone's agenda that this area WILL CONTAIN a residential neighbourhood. I presumed that nothing as of yet was written in stone. If so perhaps the committee should take a second look at the land they owned that was formerly the Coop site, for it's med rise medium density multi family residential	8/24/2014 12:32 PM

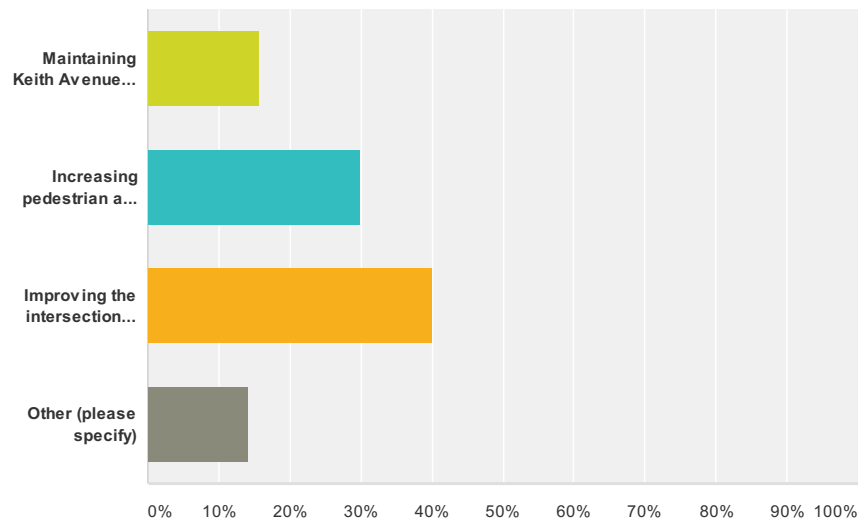
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2	a totally new concept for the future growth of our generations. A concept lowering emissions. A concept realizing we must take a leadership role in change to help future generations. Architecturally pleasing, aesthetically pleasing, different from the natural resource mentality of the past, lets begin being firm about having to make changes in our society.	8/22/2014 10:31 AM
3	Industrial, tax \$\$\$eaming	8/19/2014 7:28 AM
4	dont agree with premise given	8/18/2014 6:56 PM
5	although Survey Monkey only allows me to chose 1 subject in this particular question, i thik all of the above are important to concider.	8/18/2014 3:10 PM
6	altemate living and shopping opportunities that are aestetically pleasing and intergrted	8/12/2014 12:27 PM
7	I think we should open this area to a mix of uses and I think we should allow buildings higher that 3 storeys in Terrace. I think we should allow at least 6 storeys.	8/11/2014 11:26 AM
8	All of the above	8/8/2014 6:01 PM
9	NO DEVELOPMENT	8/8/2014 10:32 AM
10	Larger format commercial which complements the commercial Downtown of Terrace	8/8/2014 9:59 AM
11	Do NOT make it consistent with the rest of Terrace's boring boxey, low-end structures. Have some creative vision to develop it as a neighbourhood that people want to interact in.	8/8/2014 9:22 AM
12	this should be a numericaly rated scale: 1) FLEXIBLE. 2)AESTHETICALLY PLEASING. 3)CONNECTED AND INTEGRATED. 4) PROVIDING A MIXTURE OF USES. 5) GREEN AND NATURAL. Also, what exactly does it mean "To be consistent with the rest of Terrace"??	8/7/2014 12:36 AM
13	all of the above	8/6/2014 11:33 PM
14	all of the above, a community within a community.	8/2/2014 5:09 PM
15	Possible outdoor venue, outdoor skating rink, family area. Well lit areas!	7/25/2014 3:48 PM

NCP Survey

Q6 Redeveloping Keith Avenue Industrial Transition Area to become a mixed-use area will require transportation improvements and changes. What are your transportation improvement priorities?

Answered: 127 Skipped: 2



Answer Choices	Responses
Maintaining Keith Avenue Corridor as a major arterial road to support the movement of goods	15.75% 20
Increasing pedestrian and bike connections to downtown such as adding features like building a potential pedestrian overpass and / or improving existing pathways	29.92% 38
Improving the intersection at Keith Avenue and Sande Street Other	40.16% 51
Other (please specify)	14.17% 18
Total	127

#	Other (please specify)	Date
1	Underpass at Sande connected to an overpass at Kalum Lake Dr./Hwy 113	8/28/2014 9:37 AM
2	maintaining the corridor and adding a second overpass for vehicles	8/26/2014 8:16 AM
3	Again we already have a current problem that requires immediate improvement and change (the section of corridor from the new bridge to the Sande street overpass) as well as a well thought out plan for the traffic development further down Keith. All of the above for mentioned will have to be addressed, as well as cost and congestion while repairs are made. This is beyond the scope and expertise of current city officials. We need to look to communities where large construction projects and overpasses have been done successfully (ie the Mc tavish overpass Victoria BC)	8/24/2014 12:32 PM
4	a B.C. Hydro station, electrical cars encouraged, tax incentives for sustainable businesses	8/22/2014 10:31 AM
5	New overpass	8/20/2014 8:59 PM
6	we desperately need another way to cross the tracks (vehicles)	8/18/2014 10:34 PM
7	all of the above are necessary & doable.	8/18/2014 3:10 PM
8	2nd. overpass is needed to access the south-side	8/17/2014 10:22 AM
9	all above, but as noted above safe access by widening corrodor or providing access road north of Keith	8/12/2014 12:27 PM
10	Let's not forget we need a better truck route or another overpass to handle traffic as the train traffic increases. If we build up all this area, where will that go?	8/12/2014 11:53 AM
11	All of the above	8/11/2014 2:50 PM
12	bring Tetrault st. up to Sande (s turn road) Close Tetrault at Current keith location and put a building on in. Trade property with Hospital. widen to 2 lanes east west straight with 1 lane turn right. going south widen straigh lanes to 2 and right turn 1 lane. Or 3 lanes in every direction.	8/8/2014 10:16 AM
13	MAintain Keith as an arterial for movement of goods and people	8/8/2014 9:59 AM
14	turn Keith into Hwy 16 through to Frank St	8/7/2014 5:45 PM
15	An additional overpass would be nice	8/7/2014 10:01 AM
16	pedestrian and bike overpass at the LEAST	8/6/2014 11:33 PM

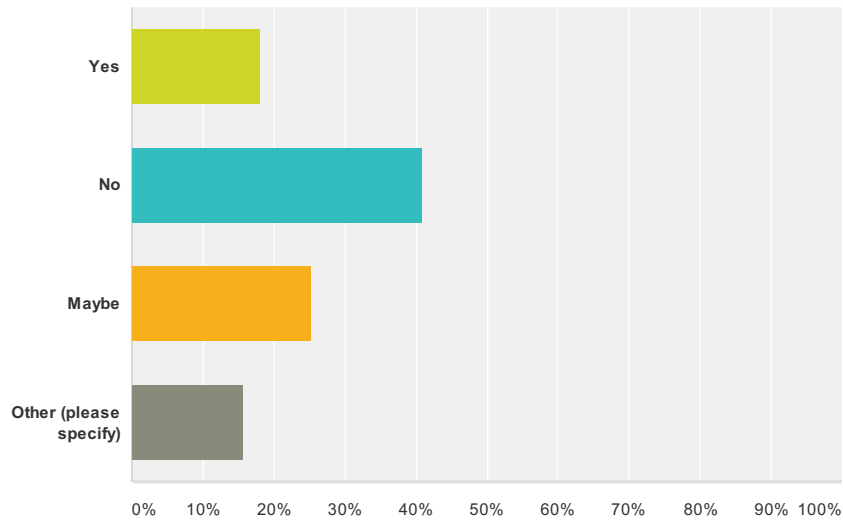
NCP Survey

17	Improving Keith Avenue Corridor as a major arterial road to support the movement of goods	8/6/2014 9:20 PM
18	another overpass!	7/25/2014 3:38 PM

NCP Survey

Q7 The City has identified the need for more housing and Keith Avenue Industrial Transition Area has been targeted as an area that can help accommodate some of this growth. If this is an option in the future, would you be interested in living in this area?

Answered: 127 Skipped: 2



Answer Choices	Responses	
Yes	18.11%	23
No	40.94%	52
Maybe	25.20%	32
Other (please specify)	15.75%	20
Total		127

#	Other (please specify)	Date
1	i already own don't plan on moving	8/26/2014 8:16 AM
2	Clearly the immaturity of counsel is showing and that some lobby group is pushing this agenda, instead of looking at the facts and about prosperity and finally growth for the city. I would never live near industrial/ commercial projects that require large tracks of land . That would decrease my property values. Then again what you are proposing is for those who don't pay taxes and want to live in the heart of the city with all amenities within their fingertips.Ask these same individuals if they would like to live in Copperville Estates, Thomhill, Dutch Valley,Gossan Creek.These are also areas where land is still available for residential building use. Again not everyone, and every project has to be in the city of Terrace to resolve a housing crisis.	8/24/2014 12:32 PM
3	already live on Haugland Ave	8/22/2014 12:56 PM
4	If the college had more space for 3d printing and labs, housing would be needed for students. We need to be strong leaders and really begin making changes now.	8/22/2014 10:31 AM
5	Trains and don't trust the ground for the future	8/19/2014 3:40 PM
6	i'm confused... In the past pt zoning on the south side of Keith Ave, the city has been trying actively to DISCOURAGE residential usage. even as far back as 1990 the zoning bylaw read " Light Industrial - Residential Non Conforming ". it also states that if our house burnt down we wouldn't even be able to rebuild. this effects my insurance payout if such a tragity occured. there was a fire that destroyed an Older couples house & only through the support & persistence of the neighbours were they allowed to rebuild... with the strict condition that if they moved or wanted to sell, the house be moved & was built with that in mind (no basement). why the switch in thought now ? would this rezoning to include residential in the former Heavey Industrial Zone change the regulations our side of the street. (sorry if I appear to have jumped around in my train of thought but this line doesn't allow me to go back & read what I've written... you get the jist anyway I'm sure. hope i have been of some help, thanks for the opportunity.	8/18/2014 3:10 PM
7	yes, but only if pricing is reasonable	8/18/2014 11:27 AM
8	already live nearby on Southside in established single family home	8/12/2014 12:27 PM
9	Just built a new house, otherwise, perhaps.	8/12/2014 11:53 AM
10	I really like were I am living now so wouldn't move anywhere else in Terrace for several years.	8/11/2014 11:54 AM
11	If combo store/townhouses available could be VERY interested, depending on overall development's end state.	8/8/2014 12:31 PM

NCP Survey

12	more housing may be needed but not on the south side.. please look at a map of this city and build on the bench or anywhere else	8/8/2014 10:55 AM
13	Definitely not. Traffic noise and immediately adjacent honking trains make this an unsuitable and UNDESIRABLE location for residential development. Any traffic increasing commercial development would only be reasonable if major improvements were made at the sandy and kenny intersections to improve traffic flow for the future.	8/8/2014 10:32 AM
14	No because we already own a home, but if not, then maybe.	8/8/2014 8:53 AM
15	Not an appropriate area for residential development	8/7/2014 5:45 PM
16	With all the land available on the Bench and other various lots available, it is not a wise idea to bring more housing into a heavy industrial and commercial area. Again I will mention that young families and heavy trucks and equipment do not mix well. Do you not remember the young man who disobeyed a flag person and rode his bike right across the path of a Rock Truck at the intersection of Keith and Kenny and was killed.	8/7/2014 5:07 PM
17	ABSOLUTELY NOT! The city should look to collaborate with the Regional District and develop the northern part of hwy 16 east on the Thomhill Frontage Rd N., if impossible then consider barriers (sound and fire protectant -ex. Lac Megantic- to ensure safety. press for municipal referendum with Thombill to ensure collaborative development in the region.	8/7/2014 12:36 AM
18	Maybe as a secondary investment property	7/26/2014 2:27 PM
19	Family members might	7/26/2014 1:09 PM
20	No, but only because I already own a house in town.	7/25/2014 3:43 PM