



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: May 14, 2013

From: Joe Erceg
General Manager, Planning and Development

File: 08-4045-20-14/2013-Vol 01

Re: Hamilton Area Plan Update: 2nd Public Survey Findings and Proposed Area Plan Concept

Staff Recommendation

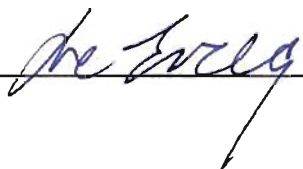
That the proposed Hamilton Area Plan Update Concept be presented for public comment as outlined in the Staff Report dated May 14, 2013, from the General Manager of Planning and Development.



Joe Erceg
General Manager, Planning and Development

JE:kt

Att. 8

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division		<input checked="" type="checkbox"/>		
Real Estate Services		<input checked="" type="checkbox"/>		
Community Social Development		<input checked="" type="checkbox"/>		
Parks Services		<input checked="" type="checkbox"/>		
Recreation Services		<input checked="" type="checkbox"/>		
Engineering		<input checked="" type="checkbox"/>		
Sustainability		<input checked="" type="checkbox"/>		
Law & Community Safety Administration		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
Transportation		<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS		INITIALS: DW	REVIEWED BY CAO	INITIALS: GD

Staff Report

Origin

The purpose of this Report is to provide:

1. The findings of the second Public Survey and Open House for the Hamilton Area Plan Update held on June 26, 2012 for which Council approved three Area Plan Options for consideration,
2. An analysis of the Survey Findings,
3. A proposed Hamilton Area Plan Concept (Concept).

Findings of Fact

Council Approved Work Plan Summary

In January, 2012, Council endorsed the planning process to update the Hamilton Area Plan, mainly for Planning Areas 2 and 3 as shown on **Attachment 1**. The Hamilton Area Plan Update is proceeding as Council approved in January, 2012 with City staff leading Oris Consulting Ltd. who is undertaking the Council approved Work Plan. The highlights of this 5-phase Work Plan include:

Phase 1: Prepare Baseline Information and 1st March 13, 2012 Survey – Completed.

Phase 2: Analyse Phase 1 Survey Findings, Prepare Policy Options and 2nd Survey – Completed.

Phase 3: Analyse Phase 2 Survey Findings, evaluate the Proposed Options further, and if necessary, recommend a modified Option (i.e., the proposed Area Plan Option 4 Concept – [*Concept*] in this report).

Phase 4: Host another Open House in late June / early July 2013.

Phase 5: Analyse the Survey Findings, refine the Concept as necessary, draft the Area Plan and Financial Implementation Program, and present to Planning Committee for consideration in October 2013 with the Public Hearing to follow in November, 2013.

Second Open House - June 2012

The Phase 2 second Open House was held at Bethany Baptist Church on June 26, 2012. Invitations were sent via mass mailing to all household and business mailing addresses in Hamilton. At the second Open House, three Area Plan Options (**Attachment 2**) were presented for consideration, followed by a drop-in style question and answer session attended by approximately 225 residents. City staff from the Policy Planning, Development Applications, Environmental Sustainability and Parks Divisions were present, as well as Oris and their consultants.

To facilitate public input after the Open House, the Public Survey and Open House display boards were available on the City's website (www.richmond.ca) and the PlaceSpeak website (www.placespeak.com/hamiltonareaplan). Residents were asked to complete and return the Survey forms (one per household) by July 10, 2012 (**Attachment 3**). Paper and PDF versions of the second Survey could be filled in online and e-mailed or printed off and completed by hand for mailing, faxing or dropping off at the Hamilton Community Centre as well.

Summary of the Three Proposed Development Options

The three (3) Development Options which were presented for consideration at the second Open House are summarized below and included in **Attachment 2**:

Option 1: A High (131%) Population Increase 11,800 (estimated)

- Area 1: Status Quo: Continue mainly single family uses,
- Area 2: Stacked two to three-storey townhouses.
- Area 3:
 - On and north of the Bridgeview Shopping Centre, three to four-storey mixed commercial / residential development.
 - For The Remainder: Stacked townhouses (three stories) in the majority of the remainder this area and a smaller area of ground oriented townhouses.

Option 2: A Very High (131%) Population Increase - 13,400 (estimated)

- Area 2: A mix of three to four-storey apartment buildings, and stacked and ground oriented townhouses.
- Area 3:
 - On and north of the Bridgeview Shopping Centre, three to four-storey mixed commercial/residential development.
 - For The Remainder: Mainly a mix of three to four-storey apartment buildings, and stacked townhouses with a small area of ground oriented townhouses.

Option 3: An Extremely High (163%) Population - 17,100 (estimated)

- Area 1: Status Quo: Continue mainly single family uses,
- Area 2: A mix of three to four-storey apartment buildings and stacked townhouses.
- Area 3: :
 - On the Bridgeview Shopping Centre, four to six-storey mixed commercial / residential development, on the facing north side of Gilley Avenue and four to six storey apartment buildings and north of the Community Centre on Gilley Avenue, four to five storey apartments over retail.
 - For The Reminder: mostly a mix of three to four-storey apartment buildings.

Generally, the Survey proposed for Areas 2 and 3, that with more density, more community amenities and private retail services would be provided. This may have influenced the Survey results as more amenities were tied to the higher densities. Consideration of the proposed Options and Survey findings were always subject to more land use, park, transportation, infrastructure, community amenity, financial costing and analyses, community consultation and Council review.

ANALYSIS

Overview

Overall, the public statistically preferred Option 3, as it suggested the highest level of community amenities with a potential build-out population of 17,100 people. At that time, staff had not undertaken a detailed costing of the community amenities or an analysis of the ability of the

proposed Options to pay for them. Since that time, staff have conducted a preliminary analysis of the type and cost of amenities, and the ability of the Options to provide them. With this preliminary analysis, an enhanced Option 1 (called Proposed Option 4 - Area Plan Concept) is proposed (see below and Attachment 6) that can provide the majority of the preferred community amenities suggested in Option 3, with a much lower estimated build-out population of 12,300 people and better balanced compatible communities.

Criteria to Evaluate Survey Findings

The Survey statistical findings and comments regarding a preferred Development Option were not to automatically be chosen, as they were always meant to be further assessed in light of the following criteria:

1. The degree of total Hamilton support.
2. The achievement of City 2041 OCP Goals,
3. The overall acceptability of the proposed building density and massing,
4. The financial viability of the Options to support developers and the City in providing the preferred community amenities (e.g., improved library service, policy service space, public recreation space needs), affordable housing contributions, parks and park improvements, roads, supporting infrastructure (e.g., water, sanitary, drainage), developer on and off site improvements, and more retail services,
5. The ability of the proposed Options to achieve the best overall balance of City sustainability, social, economic, environmental and interests and aspirations,
6. The achievement of the City's Inter-Municipal Goals, so future Hamilton growth and development would be compatible with the neighbouring Queensborough community to the east.

A discussion of these factors follows.

Overview of Survey Findings (Attachment 3)

1. General

There was the most statistical survey support for Option 3 and less for Options 1 and 2. Residents still want to grow and have improved community services and amenities, in a manner which achieves a balanced liveable community. Overall, the first choice was Option 3: 71%. In the larger Hamilton community context, this means that 4.8% of all households, or 1.5% of the total Hamilton population, statistically preferred Option 3.

2. What Residents Most Liked About Option 3:

Great river paths & green park space (12 mentions), the new Riverfront Park in Area 3 (5), more retail services (5), a good use of the high density pocket around the shopping centre (5), a pedestrian / bicycle bridge over the Hamilton / Queensborough canal (5), a reasonable increase in amenities and densities (4), improved roads - wider (4), more density (4), pedestrian friendly (4), multiple paths and routes (3) and enhanced walkways (3).

3. *What Residents Least Liked About Option 3:*

The high buildings (6 mentions), no new parks (5), an increase in traffic (5), traffic would increase significantly (4), no new recreation facilities (2), tall buildings limit the view of the river and mountains (2), want more green space (2), no community gardens (2), no plans to improve mass transit (2), the increased density (4), stop large trucks from using Westminster Highway (2).

4. *Other Commercial Services*

Residents were also asked which community amenities and retail services they most wanted not mentioned in Options 1, 2, or 3. They responded as follows:

- Community Amenities: a larger elementary school and a high school (6 mentions), a community pool (3) and improved police service space (3),
- Private Retail Services: a grocery store, doctor's office, a dental office, a pharmacy and other uses (e.g., coffee shops, restaurants, banks, a gas station).

These preliminary findings must be viewed in the context of the above criteria, overall residents' views, and further analysis as discussed below:

Population and Dwelling Unit (DU) Estimates

1. *With the Existing Hamilton Area Plan:* Hamilton currently has 5,100 people and 1,565 dwellings (2011 Census). With the build out of the existing Hamilton Area, the population could increase to 9,000 people and the number of dwelling units to 3,543 dwellings by 2034. The estimates are based mainly on Areas 2 and 3 being redeveloped into ground-oriented townhouses (e.g., 25 units /acre with 2.5 people per unit).

Potential Build-Out under Current Hamilton Area Plan			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	4,764	9,000 (rounded)
Total Dwelling Units (DU)	1,565	1,978	3,543

2. *With Proposed Option 1:* - 11,800 people (approx.) - With the Proposed Option 1, Hamilton's build-out could rise respectively to an estimated 11,800 people and 4,272 dwellings by 2034. The estimates are based on mainly the densification of the shopping centre and in Areas 2 and 3, ground oriented townhouses being constructed on the current larger single family residential lots.

3.

Potential Build-Out under Proposed Option 1			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	6,682	11,800
Total Dwelling Units (DU)	1,565	2,707	4,272

4. *With Proposed Option 2:* - 13,400 people (approx.) - With the Proposed Option 2, Hamilton's build-out could rise respectively to an estimated 13,400 people and 5,109 dwellings by 2034. The estimates are based on mainly the densification of the shopping centre and single family residential uses becoming more densified with ground oriented townhouses and apartment uses in Areas 2 and 3.

Potential Build-Out under Proposed Option 2			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	8,277	13,400
Total Dwelling Units (DU)	1,565	3,544	5,109

5. *With the Proposed Option 3:* - 17,100 people approx. - With Option 3, Hamilton's build out could increase to an estimated population of 17,100 and 6,861 dwelling units, by 2034. The substantial increase in population and dwellings are the result of allowing on current single family residential parcels, stacked townhouses, four to six-storey apartment buildings, and three to five-storeys of residential above retail space, in addition to densifying the shopping mall site.

Potential Build-Out under Proposed Hamilton Area Plan Option 3			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	12,003	17,100
Total Units	1,565	5,296	6,861

5. *The Achievement of The City's 2041 OCP Goals (Attachment 4)*

(1) *Hamilton's Historic Planning Context*

The previous 1986 Hamilton Area Plan Focus: The 1986 Hamilton Area Plan focussed on enabling population growth and managing development arising from normal regional growth, improved road accessibility and comparatively affordable land prices. This Area Plan focused on generating sufficient population to support certain land uses, community amenities (e.g., an elementary school), retail services (e.g., a viable neighbourhood shopping centre) and needed support infrastructure.

The current 1995 Hamilton Area Plan Focus: The current 1995 Hamilton Area Plan Goal is: "To enhance Hamilton's liveability by improving the relationship between residents and their community". The Objectives are to attain: A Distinct and Strong Physical Identity, Community Social Cohesion, Access to Community Facilities and Services, Safe and Secure Living Conditions and A Healthy Natural Environment. The Area Plan enables population growth and densification to continue while supporting preferred community improvements and indicates that more consultation and analysis (e.g.,

regarding infrastructure, schools, and community amenities) will be undertaken, prior to more densified development in Areas 2 and 3.

Summary: Since 1986, Hamilton residents have continued to welcome more population and development, and improved community amenities, retail services and supporting infrastructure. They want to become a more Complete Community and offer more “Live - Work - Play” opportunities and choices. It is noted that Council has already responded favourably to some of these requests, as in 2011, a new community centre space and fire hall were provided. Residents are appreciative and continue to seek improved library service, police service space and service, public and private indoor recreation space, more retail services, improved accessibility (e.g., roads, parks, trails) and infrastructure (water, sanitary, drainage).

It is noted that the existing Area Plan allows redevelopment at much lower densities than any of the three proposed Options, as reflected in recent Hamilton redevelopment.

(2) 2041 OCP Goals

The current 2041 OCP acknowledges that Hamilton will grow and that an Area Plan Update is underway. Staff used the following 2041 OCP Goals to see which Option may best meet community objectives: Hamilton as Richmond’s eastern gateway, promote a compact community, provide more connectedness, promote a sustainable economy, enhance agricultural viability, enhance the Ecological Network, provide sustainable infrastructure, promote improved transportation choices, accessibility and community safety.

In addition, the 2041 OCP policies recognize the following objectives for Hamilton: increase connectivity among neighbourhoods, along both arms of the Fraser River and to the rest of Richmond and Queensborough, continue to protect the farming (ALR) areas, ensure adequate buffers and sound proofing for residential uses along Highway 91, redevelop Hamilton Areas 2 and 3, and do not convert mixed employment and industrial lands not envisioned for commercial purposes to residential uses. **Attachment 4** outlines this analysis.

In assessing the three Options for compatibility with the 2041 OCP, it must be remembered that, while each Option offered certain community amenities, and park, transportation and infrastructure upgrades, they were always subject to more detailed analysis (e.g. sizing, costing, evaluation of the ability of new development to pay for the improvements). Based on the preliminary analysis to date, staff found that many preferred community improvements can be obtained, not by using Option 3, but with a much lower density option.

- Option 1 – 11,800 - A High Population (131%) Increase
Option 1 proposed a population at build out of 11,800 people (6,700 over the existing 5,100 population) and represents an increase of 131%. This Option proposed no library, no new Riverfront Park, a small community police space, additional public

indoor recreation space (size TBD), some private indoor recreation space, private retail services and infrastructure upgrades (e.g., a Gilley High Street, Queens Canal improvements [north between Gilley and the Fraser River], sidewalks, trails).

- Option 2 – 13,400 – A Very High Population (163%) Increase
Option 2 proposed a population build out of 13,600 (8,300 over the existing 5,100 population) which represents an increase of 163%. This Option proposed no library, no new Riverfront Park, a small community police space, additional public indoor recreation space (size TBD), some private indoor recreation space, more private retail services and infrastructure upgrades (e.g., a Gilley High Street, more Queens Canal improvements [from the Fraser River in the north, south to Highway 91], sidewalks, trails) and better landscaping.
- Option 3 – 17,100 - An Extremely High Population (235%) Increase
Option 3 proposed a population at build out of 17,100 (12,000 over the existing 5,100 population) which represents an increase of 235%. This Option proposed a new library (size TBD), a small new Riverfront Park, a small community police space, additional public indoor recreation space (size TBD), some private indoor recreation space, more accessibility, private retail services and infrastructure upgrades (e.g., a Gilley High Street, more Queens Canal improvements [from the Fraser River in the north, south to Highway 91], improvements to the existing Highway 91 overpass, improved accessibility and connections (a “Crossing Plaza” at Gilley and Westminster Highway, sidewalks, strollways, trails, a bike pedestrian canal crossing between Hamilton and Queensborough), and better lighting and landscaping. This Option may be regarded as involving excessive population growth and density which is not needed to achieve many of Option 3’s preferred community amenities, parks, connections, infrastructure, and private sector retail services. Note that it exceeds the City Centre’s proposed 2031 population increase of 200%, by a substantial 35%.

In summary, upon further review, proposed Option 1 is most consistent with the 2041 OCP, existing Area Plan and recent development. Staff suggest that a modified and enhanced Option 1 best supports in a balanced manner, the 2041 OCP goals, and residents’ preferences and aspirations for improved community amenities, retail service, parks and infrastructure upgrades (see proposed Concept below).

6. *The Viability Of Options To Support Preferred Community Amenities, Retail Services, Parks, and Infrastructure Upgrades*

As the viability of an Area Plan is important to its implementation, each Option was reviewed in light of the following considerations to determine their financial viability:

- The principle that “Developers Pay” to implement the majority of the Area Plan.
- Which community amenities, park, road, transportation, infrastructure and other improvements are to be included, and their size and costs.
- Who and how the above community amenities and improvements are to be paid for and the methods to be used (e.g., density bonusing, Development Cost Charges, on and offsite developer improvements).

As presented, the three Options suggested increased community amenities and services with increased density. However, when they were presented in June 2012: (1) neither the size or cost of the preferred community amenities and improvements and how they would be paid for, nor (2) the ability of the proposed Options to financially support developers and City in providing them were fully known. Such was to be fully done later when community and Council's views are better known, and before the Area Plan is finalized.

Staff, with assistance from an independent economic consultant, have completed a preliminary analysis of these factors which is summarized below. Based on residents' preferences, the following developer provided and funded community improvements were assessed:

- Community Amenities:
 - (1) A Small New Library: a library of 5,000 to 6,000 sq. ft. (by developer density bonusing),
 - (2) New City Owned Indoor Recreation Space: 4,000 sq. ft. of new City recreation space (by developer density bonusing). It is to be noted that private indoor recreation space is also supported and depends on the demand, private sector interest, the market and Council's approval. Any such private space cannot replace City owned indoor recreation n space.
 - (3) A New Small Community Police Space: 1,400 sq. ft. of space for possible improved police service space (by developer density bonusing). Council will determine the interim use of the space as it will take time for the City to assess overall City policing needs,
- Parks and Park Improvements:
 - A new 2.72 ha. (6.72 acre) Riverfront Park and
 - Improvements to a new and existing parks (landscaping, equipment: by developer Development Cost Charges [DCCs]),
- Transportation (e.g., roads) and infrastructure (water, sanitary and drainage) improvements,
- Existing and new improvements (by DCCs and developer on and offsite improvements),
- Standard developer Affordable Housing Strategy contributions,
- All other normal developer costs (e.g., fees),
- Other, as determined by Council.

The preliminary analysis, supported by independent economic consultant advice, indicates that to provide the above suite of community amenities and improvements (park, transportation infrastructure): (1) Options 2 and 3 are excessive and not needed; and (2) a modified and enhanced Option 1 which is based on the lift in raw land values provided by new rezoned development and includes a typical profit for developers, is feasible. This is subject to additional analysis after the next Open House and Survey, and before the Area Plan is finalized. The details regarding these features and how they are to be provided are discussed below.

7. The Acceptability of The Proposed Building Density And Massing

The following table provides a comparison of the building densities and land uses in the existing Area Plan and proposed Options 1, 2 and 3 (see map **Attachment 2**).

Land Use, Density and Massing Comparison Of Existing Area Plan and Proposed Options			
Existing 1995 Hamilton Planning Area	Option 1 Proposal	Option 2 Proposal	Option 3 Proposal
<ul style="list-style-type: none"> Current Estimated Population - 5,100 Anticipated Build Out Population - 9,000 	Estimated Population 11,800	Estimated Population 13,400	Estimated Population 17,100
Estimated Total DUs – 3,513	Estimated Total DUs - 4,272	Estimated Total DUs - 5,109	Estimated Total DUs - 6,861
Area 1: Predominately Recent Single-Family Area, West of Westminster Highway	The current Plan's mixed single family and townhouse densities are maintained.	The current Plan's mixed single family and townhouse densities are maintained.	The current Plan's mixed single family and townhouse densities are maintained and 0.75 FAR ground-oriented townhouse densities are applied to developable lots.
Area 2: East of Highway 91A	<p>The current Plan's mixed single family and townhouse density is refined to 0.75 FAR for ground-oriented townhouses for the entire area.</p> <p>The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is maintained as-is.</p>	The current Plan's mixed single family and townhouse density is increased to 0.75 FAR for ground-oriented townhouses, 1.0 FAR for stacked townhouses, and up to 1.5 FAR for three to four-storey apartments adjacent to the 2.9 ha. (7.2 acre) Hamilton Highway Park.	<p>The current Plan's mixed single family and townhouse density is increased to 1.0 FAR for stacked townhouses and up to 1.5 FAR for three to four-storey apartments on the 2.9 ha. (7.2 acre) Hamilton Highway Park which in this Option is proposed to be sold for development.</p> <p>A new smaller 0.71 ha. (1.75 acre) park is proposed to be purchased adjacent to Boundary Road.</p>
Area 3: West of Highway 91A	<p>The current Plan's density is refined from mixed single family and townhouses, to mainly 0.75 FAR ground-oriented townhouses, and increased to 1.0 FAR for stacked townhouses.</p> <p>The current Plan's density and land-use is changed from commercial mal, to up to 1.5 FAR, three to four-storey apartments over ground floor retail on</p>	The current Plan's density is refined, from mixed single family and townhouses, to mainly 0.75 FAR for ground-oriented townhouses and increased to 1.0 FAR for stacked townhouses and increased to 1.5 FAR, three to four-storey apartments on the north side of Gilley Ave. and along Westminster Highway and Hwy. 91A.	<p>The current Plan's density is increased from mixed single family and townhouses to 1.5 FAR, three to four-storey apartments.</p> <p>The current Plan's density is increased from commercial use to up to 1.8 FAR, four to six-storey apartments over ground floor retail on the current Bridgeview Shopping Centre and all</p>

Land Use, Density and Massing Comparison Of Existing Area Plan and Proposed Options			
Existing 1995 Hamilton Planning Area	Option 1 Proposal	Option 2 Proposal	Option 3 Proposal
	the current Bridgeview Shopping Centre and immediately across Gilley Ave. Also, the density is increased to 1.0 FAR, three to four-storey apartments along either side of Westminster Highway just north of 1.5 FAR, a 3-4 storey Mixed Use area.	The current Plan's density is increased from commercial use to up to 1.5 FAR three to four-storey apartments over ground floor retail on the current Bridgeview Shopping Centre and immediately north across Gilley Ave.	along the north side of Gilley Ave. in areas currently designated for mixed single family and townhouses. A small new 0.33 ha. (0.83 acre) Riverfront Park is to be acquired and developed along River Road.

Staff conclude that Options 2 and 3 create unneeded density and massing, and will convert Areas 2 and 3 into heavily densified townhouses and apartment areas which will dominate the landscape and not be in keeping with good urban design. As well, Options 2 and 3 are poor matches to recent Hamilton developments and the nearby Queensborough neighbourhood to the east. Instead, staff propose a modified an enhanced Option 1 (see proposed Option 4 Concept below).

8. *Implications for Providing Improved Private Sector Retail Services in Hamilton*

(1) *General*

Hamilton residents want more private retail services. All proposed Options enabled this to occur to various degrees (e.g., on and north of the existing shopping centre site), as the community grows. The provision of private retail services will be affected by a range of factors including: Hamilton residents are shopping elsewhere right now and their shopping patterns will need to change to support new Hamilton retail services, a rejuvenated Bridgeview Shopping Centre will not see a lot of drive through traffic, there are no major traffic generators in the area, other than the Queensborough Starlight Casino and Queensborough Landing, competition from nearby WalMart which has a large grocery section, broader private sector interest and market forces. For these reasons, the exact private retail sector services will be determined by operators and Hamilton community shopping patterns.

(2) *A Hamilton Grocery Store*

The community would like a new grocery store. An independent economic consultant reviewed the population which would be needed to support a grocery store. The findings indicate that it may be difficult to establish a grocery store with less than 15,000 people, for the above reasons. However, with a Hamilton population of less than 15,000, a small grocery store (e.g., 6,000 - 10,000 sq. ft.) could be established by someone who specializes in such smaller commercial formats. Note that with the proposed Concept, Hamilton's future population is estimated to be 12,300 and when combined with Queensborough's estimated build out population of 14,000 there could be a combined population of 26,300 people in the area which is substantially more than the suggested 15,000 people needed to support a small

store in Hamilton. It is noted that small convenience stores in Queensborough on Ewen Avenue would not likely provide a barrier to a small grocery store in Hamilton.

Staff have reviewed the implications of the proposed Options and determined that Options 2 and 3 which involved the most changes, create an excessive increase in density and massing, and are not needed to support a reasonable range of improved retail uses. Instead, staff propose a modified and enhanced Option 1 (see proposed Concept below).

9. *Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River*

Staff reviewed the existing Area Plan “Mixed Use Water Oriented Industrial / Residential Area” designation along the South Arm of the Fraser River for its effectiveness. Currently, in the area, there are marine industrial, boat launch, and a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space close to the Richmond / New Westminster border.

Development there has struggled to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel. Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection.

Staff propose the following minor changes to the existing Area Plan’s Mixed Use Water Oriented Industrial / Residential Area designation:

- Where there are only existing industrial uses, an “Industrial” designation is proposed to protect existing industrial uses and zoned properties.
- Where there are existing residential and industrial uses and zoning, a new “Mixed Use Marine Industry / Residential designation” (e.g., townhouse, single family, float homes) is proposed.
- For the small City owned open space area near the Richmond / New Westminster border, an Area Plan Park / School designation for City park use is proposed.

These proposed minor changes are shown in the proposed modified and enhanced Option 1 (see proposed Concept below).

10. *The Achievement Of The City’s 2041 OCP Inter-Municipal Policies (Attachment 5)*

Richmond’s Hamilton community abuts the New Westminster Queensborough community. In preparing the new Hamilton Area Plan, Richmond has a unique opportunity to consider improving Live-Work-Play opportunities for Hamilton residents. This opportunity involved looking at Hamilton and Queensborough for a moment, as integrated communities. To assess which Option best achieves this consideration, the following analysis was undertaken.

Staff considered the City's 2041 OCP goals including Metro Vancouver's 2041 Regional Growth Strategy policies to identify the following City Inter-municipal planning criteria:

- Promote Inter-municipal connections between adjacent communities.
- Enhance Sustainable Live-Work-Play choices.
- Enable Compact Communities, (e.g., densification in certain areas, around the shopping centre) in areas already designated for urban development).
- Promote more transit and accessibility to achieve more walkable, rolling (e.g. wheel chairs, scooters) and transit-oriented development which reduces automobile use.
- Maintain a resilient economy by protecting and supporting employment lands (e.g., retail, office, industrial uses).
- Promote agricultural viability by protecting agricultural lands and promoting agricultural viability.
- Enhance the Ecological Network, Environmentally Sensitive Areas (ESAs), Riparian Management Areas (RMAs) and the Fraser River shoreline.
- Ensure infrastructure compatibility by tailoring efficient infrastructure improvements (e.g., water, sanitary, drainage, roads) to development (see **Attachment 5** analysis).

The proposed Hamilton Concept and draft Queensborough OCP involve the following overall population densities:

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

The proposed Hamilton Concept involves a higher population density than what is proposed for Queensborough (22 people / acre vs 16 people / acre). With this perspective, a further reason to avoid the higher Hamilton Options is to avoid creating an overly densified Hamilton community right next the lower density Queensborough community.

In summary, each proposed Option aimed to achieve the City's Inter-municipal Goals, to various degrees (e.g., more population densification in Areas 2 and 3, an improved shopping mall, improved roads, trails, parks and community services) to enhance the quality of life. Staff propose that a modified and enhanced Option 1 best achieves these goals without creating an over built community (see proposed Option 4 Concept below).

11. Achieving an Overall Balance of Community, City and Developer Interests and Aspirations.

In summary, based on the above criteria, considerations and analysis, staff have determined that Options 2 and 3 do not best balance the community, City and developer interests, as they would result in unneeded and excessive growth (e.g., population increases of 163% and 235% respectively) and create a too heavily densified over-built community which would be at odds with existing Hamilton development, and Queensborough land uses and densities. Instead, staff propose that a modified and enhanced Option 1, called the proposed Area Plan Option 4 Concept (Concept) be considered (see Concept below).

12. Proposed Option 4 Concept for the Hamilton Area Plan Update (Attachment 6)

Based on the above criteria and review, staff recommend that Option 4 - Area Plan Concept to be presented to the Council and the Hamilton public for consideration. The Concept highlights are summarized below:

(1) Overall Description:

The proposed Concept *Land Use and Density Policies* involve using most of Option 1's proposed land-use and density, with the following refinements:

- In Area 1, retain the Status Quo which involves mostly single family uses.
- In Area 2, keeping the 2.9 ha. (7.2 acre) Hamilton Highway Park.
- In Area 3:
 - Adding a new 2.72 ha. (6.72 acre) Riverfront Park.
 - Maintaining the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
 - Maintaining the other proposed land uses and densities north of the shopping centre.
- Along the South Arm of the Fraser River, staff propose minor changes to the existing Area Plan Mixed Use Water Oriented Industrial / Residential Designation to better manage industrial uses.

Potential Build-Out under the Recommended Option 4 Concept			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	7,209	12,300
Total Dwelling Units (DU)	1,565	2,551	4,116

(2) Proposed Hamilton Population Growth

- Existing population – 5,100
- Growth with Proposed Option 4 Concept – 12,300 – Reasonable, Balanced.

(3) Proposed Estimated 2034 Population: Hamilton Concept and Queensborough

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

(4) Vision

Hamilton is a connected community where residents, employees and visitors have access to local services and amenities at a neighbourhood service centre that has an aspirational contemporary feel. The community is interconnected with an open space program that respects the agricultural legacy, celebrates its location on the Fraser River and includes key activity nodes, gateways and paths.

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

- Enable existing land uses (e.g., single-family) to remain as long as the owners wish to maintain them.
- The proposed densities are maximums, unless otherwise stated.
- Encourage a mix of residential, commercial and community uses and services, and locate the higher density, key destination land uses on and near the shopping centre, and on the primary travel corridors in the community.
- Create an interconnected, open and accessible circulation network that is safe and prioritizes people over cars.
- Celebrate the environmental and cultural significance of the Fraser River and inland canals by creating a network of passageways that connect, new and improved parks, open spaces and the community core area which will add values to the community.
- Implement area travel demand management measures that encourage the use of sustainable, accessible and safe travel options including walking, cycling, rolling (wheelchairs, scooters) and public transit.
- Encourage a sustainable approach to infrastructure servicing that follows best practices and is cost effective.
- Implement the City's Ecological Network Concept, through the integration of ecosystem services, biodiversity, wildlife habitat, recreation and enjoyment of nature, into the Plan.
- Implementation is to be market driven and paid for by developers, as community grows.
- As the Concept proposes varying land uses and densities, the higher densities are to contribute and provide more cash or built spaces for community amenities (thorough density bonusing) and infrastructure improvements (e.g., Development Cost Charges), than the development with a lower density. This is a recognized approach which will benefit the whole community.
- Estimated Build Out Timeframe is 2034: this means that change will take time and be subject to market forces.

(6) *Design Principles*

The proposed Concept will include updated Area Plan Development Permit (DP) Guidelines for various land uses, to ensure attractive, functional, accessible and serviceable development and sites. The Guidelines will address:

- Limiting the size of development parcels to encourage a variety of building types and elements,
- Requiring on site public stroll ways and lanes to break up building mass and improve accessibility (sizes TBD in the Area Plan).
- Establishing minimum lot sizes for redevelopment, to ensure that sites can be efficiently redeveloped, accessed and serviced, and so as to not leave any “orphaned” lots which are difficult to redevelop (sizes TBD in the Area Plan).
- Encouraging buildings that animate the street and ensuring that adjoining public spaces become formal and informal gathering spaces.
- Using appropriate transitions between buildings of different densities by “stepping” down building heights smoothly.
- Articulating buildings to reflect pedestrian scale.
- Applying Crime Prevention Through Environmental Design Principles (CPTEP) to achieve public safety.
- Other, as necessary.

(7) *Land Use and Density Policies*

a) *Area 1 Highlights: - The Established Single-Family Area, West of Westminster Highway*

- The Option 1 densities are maintained with up to 0.75 FAR ground-oriented townhouse densities for developable lots.

b) *Area 2 - East of Highway 91A Highlights*

- The Option 1 density is refined to allow 0.75 FAR for ground-oriented townhouses.
- The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is kept and improved.
- Improved access between Areas 2 and Area 3, and Queensborough.

c) *Area 3 - West of Highway 91A Highlights*

A feature of the Concept is to ensure an appropriate mix of uses in order to develop Gilley Avenue, east of Westminster Highway, as a “High Street” to be the vibrant and defined core of the community. This area is to include a mix of retail uses to provide more local shopping and service opportunities and involves:

- Using most of Option 1’s proposed land-use and density.
- Adding a new 2.72 ha. (6.72 acre) Riverfront Park between River Road and Westminster Highway.
- Maintaining Option 1’s the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
- Maintaining the proposed three to four-storey apartments at 1.5 FAR,
- Maintaining the proposed stacked townhouses at 1.0 FAR in the remainder of Area 3.

(8) Parks and Open Space

Parks staff advise that parks and open spaces are well distributed across Hamilton, meet the City's standards for neighbourhood and community park access and that there also is a sufficient quantity of parks and open spaces to accommodate the proposed future growth. However, with the proposed Option 4 Concept, as there is an opportunity to achieve more by: (1) providing more park land and (2) enhancing new and existing parks and trails, City staff propose the following park and open space initiatives:

- Retain existing parks (e.g., Hamilton Highway Park in Area 2 and in Area 3, the VLA Park, the Hamilton School and Community Centre Park and MacLean Park).
- Establish a new destination Riverfront Park at the north end of the Queen Canal in Area 3. This new Park is approximately 2.72 ha. (6.72 acre) and would serve as a large new green space, allowing residents to both reconnect with the water and create a significant community amenity. This new Park is made possible by a proposed new extension of Willet Ave. west of Westminster Highway to connect to River Rd., opening up approximately 400 metres (¼ mile) of direct Riverfront access along the park's north edge.
- Improve the new and existing parks and trails to enable a greater diversity of park activities (e.g. more activities for seniors and youth). This includes: improving accessibility along both arms of the Fraser River, and along the canals and the linkages between them, re-developing Gilley Avenue into a “High Street” that provides amenities and substantial pedestrian space, creating an enhanced pedestrian crossing (the “Crossing Plaza”) at the intersection of Gilley Avenue and Westminster Highway that will act as a unique focal point for the neighbourhood, creating a multi-use linear corridor along the Queen Canal to enable an attractive walking and cycling environment.

The proposed Concept would result in a total of approximately 20.0 ha. (49.36 acres) of City park and open space as follows:

- In Area 2: the Hamilton Highway Park (2.9 ha. [7.2 acres]).
- In Area 3: the new Riverfront Park (2.72 ha. [6.72 acre]), the VLA Park (0.60 ha. [1.50 acres]), the Hamilton School and Community Centre Park 5.1 ha. [12.5 acres], and MacLean Park 4.3 ha. [10.7 acres]).
- Other open space outside of Areas 1, 2 and 3 - 4.35 ha. (10.76 acres).

The total proposed Concept park and open space area 20.0 ha. (49.36 acres). These park initiatives are shown on the map in **Attachment 6**. It is proposed that these park initiatives would be mainly paid for from developer Development Cost Charges (DCCs) and developer on and offsite improvements. Parks staff will explore ways to acquire the new parks in a timely manner. In summary, the proposed Concept improves the quantity and quality of parks and open spaces for the community.

(9) Community Indoor Recreation Space Considerations

The Hamilton Community Centre was expanded in 2011 and now has 8600 ft² (800 m²) of dedicated indoor recreation space. It was designed for a population of approximately 9,000 people and can be expanded to the east, as necessary. It is noted that Hamilton Elementary School gymnasium and classrooms are also heavily used for community programs. Over time, there will be a need for increased City owned indoor community recreation space based on the proposed Concept, the timing of which will be dependent upon the rate at which development occurs and Council's decisions regarding its actual provision. As the proposed Concept involves an estimated total of 12,300 people at build out, additional City indoor recreation space will be needed.

Increased indoor recreation space is to be provided in two (2) ways, as indicated below:

a) *Increased City-Owned Community Centre Funded by Development:*

Additional City-owned community centre space of 4,000 (372 m²) is to be provided as cash by developers via density bonusing, and constructed by the City. Developer contributions would be made to the City's *Leisure Facilities Reserve Fund* within a separate Hamilton sub-fund. This approach has been taken with the CCAP where developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.

b) *Private Commercial Indoor Recreation Space:*

Note: Private indoor recreation space cannot be substituted for the City owned indoor recreation space. The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). Such developments would occur only if they are to the City's satisfaction to ensure quality spaces. These developments would be market driven and may be provided by developers without a density bonus.

(10) Public Library Service

The current Hamilton library service involves City library staff rolling out wooden cabinets containing library resources (e.g., approx. 1,000 items) in the Community Centre on Saturdays and having access to the library kiosk computer in the rotunda where the public can request materials which will be brought on Saturdays. Residents can also access Queensborough's recently expanded library (e.g., approx. 1,800 ft²) and all other Metro Vancouver libraries. It is to be noted that currently the Richmond Library Board is undertaking a strategic plan to assess the long term library needs for the City as a whole, including Hamilton.

The Survey findings indicate that Hamilton residents would like a new library in with similar services as provided in branches (e.g., East Cambie). To address this preference, the Concept enables developers to provide a City owned library of up to 5,000 ft² to

6,000 ft² (464 m² to 557 m²), through density bonusing. Staff propose that the new library be located either:

- 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or
- 2nd Choice Location: added by the City, onto the existing Community Centre.

Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above Library Strategic Plan is completed and approved by Council.

(11) Community Policing Services Considerations

The Concept proposes space for a Community Policing Office (CPO), to promote improved community safety. It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing. The Concept proposes that the space be in the shopping centre. As currently there is no money available for any increase in police service, until this matter is addressed, the space can be used for City purposes, as Council determines.

(12) Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River (Attachment 7)

This area lies between Dyke Road and the South Arm of the Fraser River which lies outside of the City's dike). The current Area Plan designation allows all mixed-use water-oriented industrial and all residential uses or a combination thereof. The properties are currently zoned:

- Marine (MA2) and Light Industrial (IL).
- A small strip of land is zoned School and Institutional (SI) for a small Riverfront park.
- Water-Oriented Use (ZR7) which covers 2.0 ha (2.47 acres) of land centered on the Highway 91A bridge crossing of the area which allows for townhouses and marina uses to be constructed as a new development proceeds.

Currently in the area there are marine industrial, marine boat launch uses, a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space which is closest to the Richmond / New Westminster border.

Development there has had to struggle to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel.

Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection, and propose the following minor changes to the existing Area Plan's Mixed Use Water Oriented Industrial / Residential Area designation:

- where there are only existing industrial uses, an Industrial Designation to protect existing industrial uses and zoned properties.
- where there are both existing residential and industrial uses and zoning, a new Mixed Use Marine Industrial / Residential designation (e.g., townhouse, single family, float homes) to protect properties with both existing residential and industrial uses and zoning.
- for the small City owned open space area nearest the Richmond / New Westminster border, and Park / School designation for City waterfront park use.

The above proposed Concept designations would be consistent with the current IL and MA2 zoning and allow for a range of light industrial and commercial uses (e.g. boat building, marina, industrial marine and associated uses) that benefit from River access and can be readily constructed in a manner consistent with Richmond and Provincial flood regulations. The Concept principles and more details are further clarified in **Attachment 6**.

(13) Transportation Improvements

The Concept proposes a range in transportation improvements. Currently, staff are working with consultants to prepare detailed road network and cross-sections for Westminster Boulevard, the proposed Gilley Avenue "High Street" and other collector and local roads in the Concept. Consistent with the 2041 OCP, the Concept's major transportation policies include:

- Provide for a finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community,
- Establish a cycling network with a variety of design treatments, which includes off-street paths, marked on-street lanes, and possible shared use routes where cyclists, rollers and vehicles share the same road space,
- Promote improved walking and rolling network (including scooters, skates, and personal low-powered travel modes),
- Enhance the existing pedestrian and bike bridge over Highway 91A,
- Enhance Westminster Highway as "Westminster Boulevard" which will include a landscaped median, on-street cycling lanes and a separate bi-directional cycling path, boulevards and sidewalks and with rolling (wheelchair, scooter) access,
- Create new and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability,
- Provide transit infrastructure (e.g., bus shelters, benches) and continue to work with TransLink to support transit as a viable mode.

More study will be undertaken before the Area Plan is proposed and detailed transportation engineering design will be undertaken at the development application stage. New and upgrades to transportation services are to be paid for by developers (e.g., either through the DCC Program, or as developer offsite improvements).

(14) Ecological Network and Environment Policies

The Concept proposes to implement the 2041 OCP Ecological Network Concept by better connecting ecological hubs, sites and the foreshore through a series of ecological corridors as follows:

- Under the Concept's Ecological Network policies, protect and enhance a variety of inter-connected natural and semi-natural areas.
- Protect and enhance the Fraser River foreshore, ESAs and RMAs.
- Strategically connect and restore the ecological value of key components of public lands (e.g., the two arms of the Fraser and the agricultural canals/RMAs, ESAs, City Parks) with naturalized corridors and restored ecosystems.
- Establish a habitat compensation plan that addresses the City's Eco-Plus policy through minimizing the need for ecological impacts and compensation.

It should be noted that the City's existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies and guidelines will apply to development in the same manner as they apply throughout the City, and as augmented by policies in the updated Hamilton Area Plan.

(15) Single Family Uses

This section addresses the question: "Does the proposed Concept retain enough single family areas?"

In Area 1, the existing Area Plan allows mostly single family and some multifamily dwellings to occur. Currently, the Area is built out with mostly newer single family and some newer multifamily dwellings (e.g., townhouses). The Concept proposed little change here, as it is assumed that the newer single family dwellings will continued over the long term and enables both the existing designated single family areas and joint single family and multi residential designated areas to continue.

In Areas 2 and 3, the existing Area Plan allows both single family and multifamily dwellings to occur. It enables existing single family dwellings to continue as long as their owners wish, and for them to be rezoned to multifamily dwellings (e.g., townhouse, apartments).

The Concept proposes the following:

- For Area 2, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments).
- In Area 3, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments), Mixed Use (residential uses above retail or offices) and for the proposed Riverfront Park.

As the Concept proposes that, in Areas 2 and 3, many existing single family dwellings can be rezoned to multifamily uses (e.g., townhouse, apartment, Mixed Use), if this fully occurs, over time there will not be any single family dwellings left in Areas 2 and 3.

To be sure that this is what the community wishes, staff propose in the next Open House Survey to ask the public, if they want any portions of Areas 2 and 3 to be kept exclusively for single family purposes. Staff will ask property owners and residents to identify, on a property map which areas, if any, they want retained exclusively for single family dwellings - and why. Staff would analyze the feedback and, if necessary propose, any such single family dwelling areas for Council's consideration when the Area Plan is presented to Council in the Fall 2013.

If Council considers this matter to be unnecessary, staff request that Council indicate this now, before the next Open House Survey is held.

(16) Proposed Concept - Hamilton - Queensborough Planning Context Considerations (Attachments 8 & 9)

In preparing the Concept, staff considered the neighbouring community of Queensborough in New Westminster. Similar to Richmond, New Westminster is currently completing the Queensborough Community Plan (QCP) which is to be completed in 2013 or early 2014. Their draft Queensborough OCP has the following six (6) themes: A Complete Community, Culturally diverse and socially cohesive, Respectful and supportive of the environment, Community of transition, Connected by seamless linkages, and Proud of its history and heritage resources. The draft Queensborough Land Use Plan map includes a wide range of low-density single family residential uses, high-density residential and mixed-use development areas, as well as major large scale commercial and entertainment areas.

The draft Queensborough Plan may enable a build out population of 14,000 people. When considered with the proposed Hamilton Concept build out population, there may be a total combined population of 26,300 people. The implication is that the proposed Hamilton Concept will better enable Hamilton residents, if they chose, to access Queensborough's community amenities, parks, trails and commercial services (and possibly vice versa). In summary, Richmond staff consider that the proposed Hamilton Area Plan Concept complements Richmond's 2041 OCP inter-municipal policies and Westminster's Queensborough Community Plan.

(17) Appropriateness Of Developers Paying For Community Amenities by Density Bonusing

Whenever the City undertakes a new Area Plan, it usually proposes new community amenities and new ways for developers to provide them. To help put the proposed Hamilton Concept community amenities (e.g., library, public indoor recreational space, police office space), in perspective, the following comments are offered:

- for the 2006 West Cambie Area Plan, density bonusing was used to fund, for the first time, affordable housing, child care and more recently, to enable developers to connect to the City's district energy (geo-thermal) system,
- in the 2009 City Centre Area Plan (CCAP), density bonusing was used to create high density urban villages around each Canada Line station, to fund a Canada Line transit station, provide a new City community centre, space for a new university campus, and promote and retain office, institutional and assembly uses,
- other community amenities which have been funded by developer density bonusing include additional space for an existing school, parkland acquisition and enhancements, and contributions to special public art projects.

With the above innovative approach in mind, staff suggest that the proposed Hamilton Option 4 Concept is an appropriate way to have developers, through rezoning provide community amenities. The set of proposed community amenities in the Concept are deemed reasonable as the community wants them and the City is not also asking developers to also provide, for example a museum, an art gallery, a fire hall, an ambulance station, a swimming pool, a new City community centre, institutions, dedicated community group space, district energy improvements, and many of the above possible community improvements.

As well, based on independent land economic advice, while the City could take up to 70-80% of the lift value of new development, or like Vancouver in some instances up to 100%, to pay for community amenities, the Concept proposes that the City take a more moderate amount (e.g., 65%). The Concept also recognizes that developers are to pay for DCCs, off site and on site costs, as well as contribute to the City's Affordable Housing Strategy. The above financial approach has been reviewed and endorsed by the City's independent economic consultant who indicates that it is financially feasible for developers to implement the proposed Concept.

(18) Proposed Financial Implementation Program

The Concept emphasizes the theme "Developer pays" and staff will prepare a Financial Implementation Program before finalizing the Area Plan to indicate in more detail who and how the community amenities, infrastructure and other improvements will be funded. Their provision will rely on redevelopment density bonuses, offsite improvements and other developer contributions.

It is to be noted that, while Hamilton developers will contribute to City wide DCCs, all City developers who contribute to DCCs will fund DCC works in Hamilton. As with any DCC item constructed, the City would not necessarily fund works in the area equal to the amounts collected in the area. All DCC roads are to be constructed and funded by developers. To accommodate the new Hamilton Area Plan, at some point the current DCC Program needs to be updated and staff will later advise when this may best occur. An overview of approaches is provided in **Attachment 6**.

(19) Caution To Property Owners and Developers:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept - this cannot be emphasized enough.

(20) Summary of Concept

Staff suggest that the proposed Concept goes a long way to address residents' preferences in a balanced, viable manner. It complements the 2041 OCP Goals and policies, as it promotes Compact Communities (Live - Work - Play), livability and Quality of Life by increasing housing, community amenity, shopping, parks and trails, as well as improving connectivity to and from the rest of Richmond and Queensborough. It is understood that the provision of the proposed Concept community amenities and improvements will take time (e.g., to 2034), as they are to be primarily provided and paid for as development occurs. For these reasons, City staff propose that Option 4 - The Concept, be presented at the next Open House.

Next Steps

If acceptable to Council, staff propose the following steps:

1. Late June 2013: City staff to lead the hosting of the third Open House and conduct the third Public Survey, in a similar manner to the previous Open Houses and the Richmond School Board will be consulted,
2. July - August 2013: Analyze the Survey findings, their community implications and how to pay for them (e.g., density bonusing, DCCs, on and off - site costs). The Area Plan and Financial Implementation Program will be prepared. (Note that if there are significant changes to the proposed Concept, staff will present these to Council for clarification before finalizing the proposed Area Plan Bylaw),
3. Fall (e.g., October) 2013: Present the proposed Area Plan and Financial Implementation Program to Planning Committee in October and then to Council followed by a Public Hearing (e.g., in November 2013).

Financial Impact

The proposed Concept is based on a "Developer Pay" approach to minimize City implementation costs. Staff conducted a preliminary financial analysis, with the assistance of an independent economic consultant, to assess the financial viability of the proposed Concept. The preliminary financial analysis considered the:

- Costs: the costs of the proposed Concept community amenities, parkland and development, transportation and infrastructure upgrades,
- How to Pay: The lift the City would take, for community amenities, and developer DCCs, and on and off site costs.

The preliminary findings indicate that the proposed Concept could be financially viable based on the assumption of developers contributing approximately 65% of the land lift from rezonings to proposed community amenities. As well, the Concept supports a new Riverfront Park thorough new DCCS. An independent economic consultant has verified the feasibility of this approach. After the next Open House and survey, and before the Area Plan is presented to Council, staff will undertake a more detailed financial analysis to ensure that the proposed Area Plan is financially viable by preparing a Financial Implementation Program.

Conclusion

This report presents the findings of the second Hamilton Area Plan Update Public Survey and Open House held on June 26, 2012, an analysis of the previously proposed Options 1, 2 and 3, and now proposes a Hamilton Area Plan Update Concept (Option 4) to be presented at the third public Open House to be held in late June 2013. A schedule of next steps is proposed and it is anticipated that the proposed updated Area Plan will be presented to Council the Fall (e.g., October 2013).



Mark McMullen, Senior Coordinator,
Major Projects (604-276-4173)

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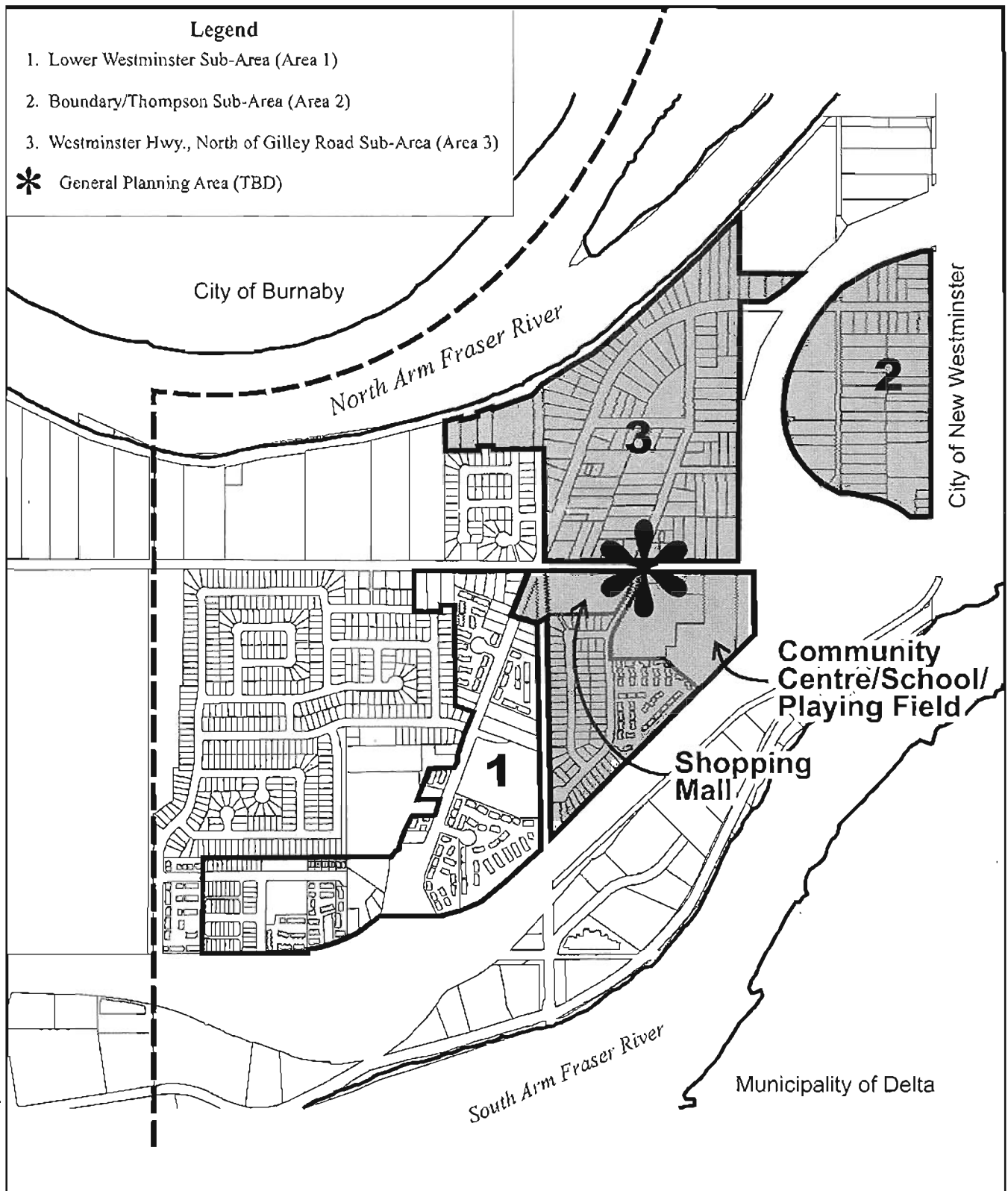


Terry Crowe, Manager,
Policy Planning (604-276-4139)

Attachment 1	Existing Hamilton Area Plan Map
Attachment 2	Three Proposed June 2012 Development Options
Attachment 3	2 nd Public Survey and Summary of Findings For The Proposed Three (3) Development Options
Attachment 4	Compatibility of Proposed Options 1, 2, 3 and Concept with City's 2041 OCP Goals
Attachment 5	Compatibility of Proposed Area Plan Options 1, 2, 3 and Concept with Richmond's 2041 OCP Inter-Municipal Policies
Attachment 6	Proposed Hamilton Area Plan Update Concept (Concept)
Attachment 7	Draft Queensborough Community Plan Key Themes and Map
Attachment 8	Comparisons of Hamilton – Queensborough Community Amenities and Private Retail Services

ATTACHMENT 1

Existing Hamilton Planning Areas Map



Hamilton Planning Areas (Shaded Areas)

Original Date: 04/19/10

Amended Date: 03/07/12

Note: Dimensions are in METRES

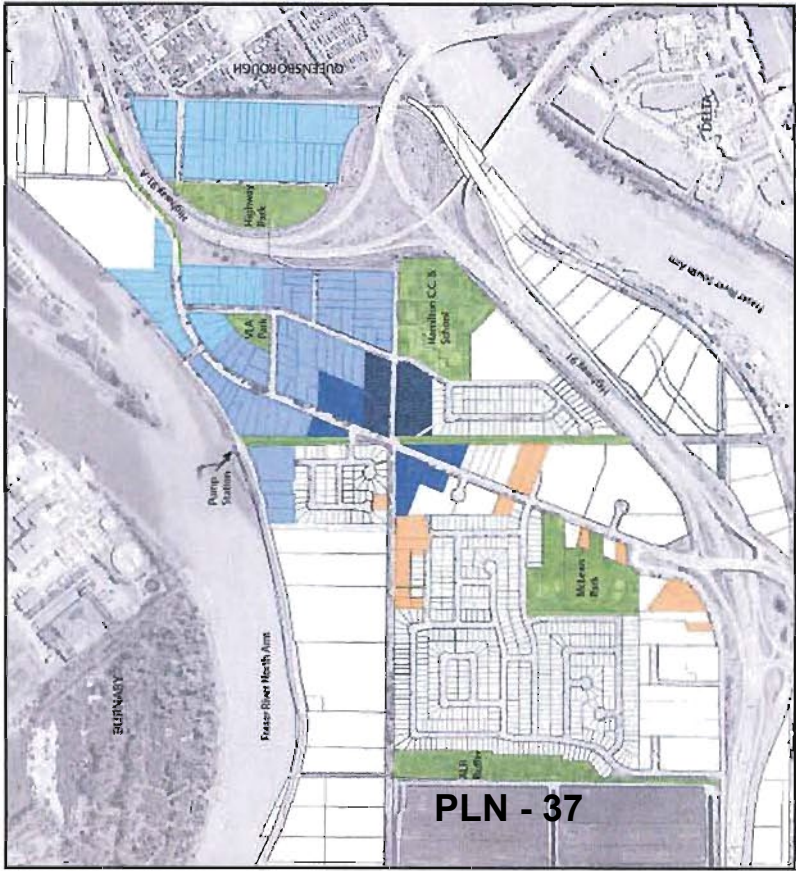
ATTACHMENT 2

Three (3) Development Option Maps from June 26, 2012 Open House

Option 1

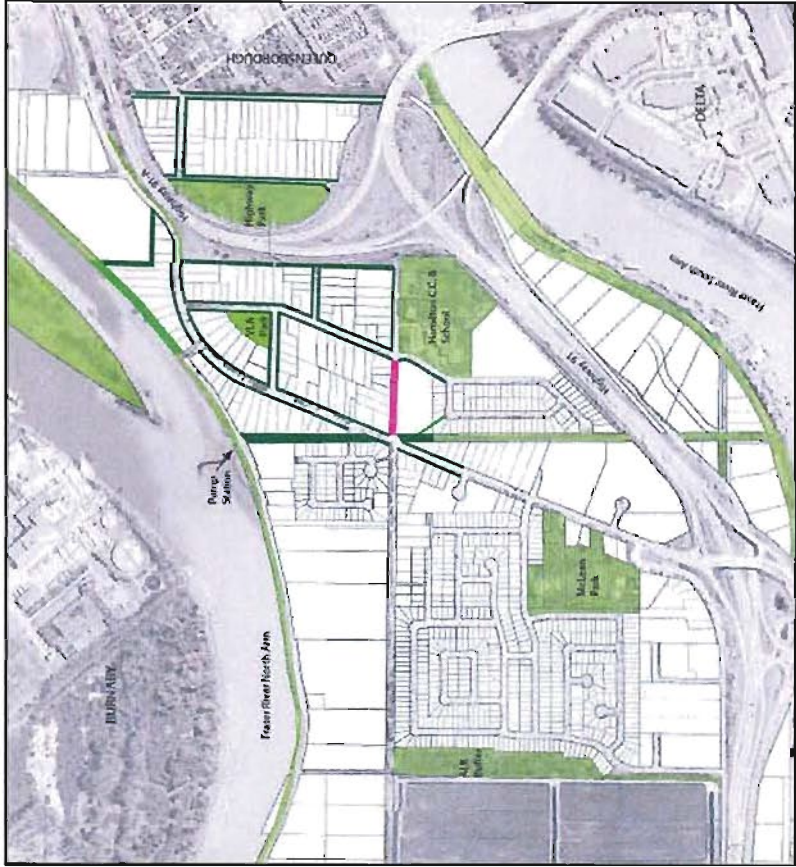
Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



- LEGEND:**
- 1.5 FAR Mixed Use (3-4 story Apt style to meet on top of Retail)
 - 1.5 FAR Residential (3-4 story Apt Style Homes)
 - 1.0 FAR Residential (Stacked Townhomes)
 - .75 FAR Area 1: Proposed Residential (Ground Oriented Townhomes)
 - OCP Existing Devel. Parcel
 - Existing Open Space

PROPOSED OPEN SPACE AMENITIES



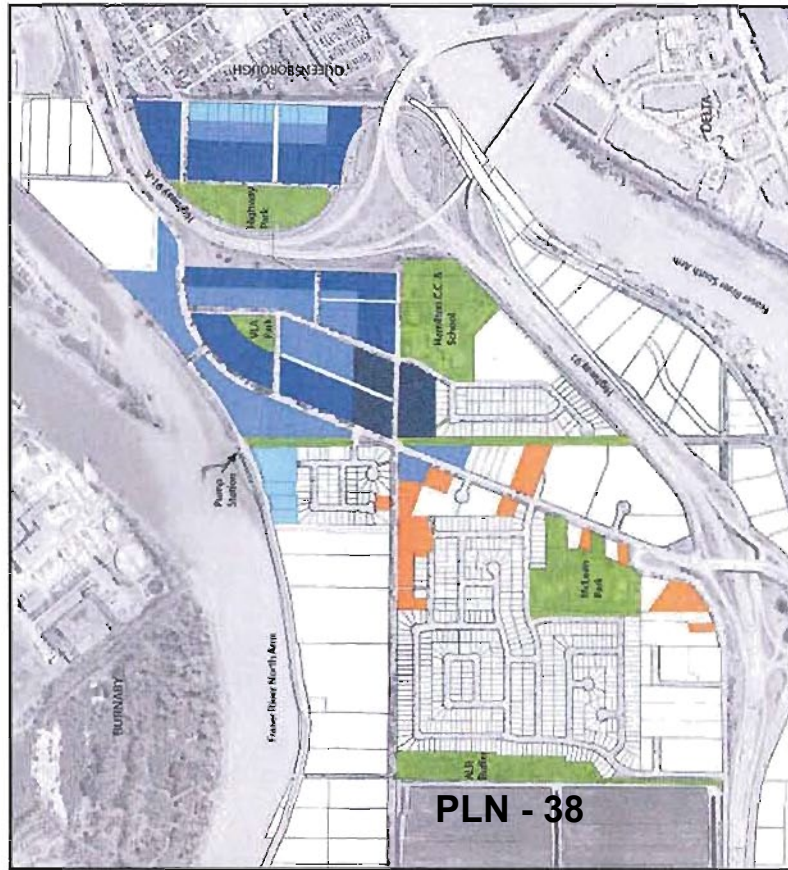
- LEGEND:**
- Existing Open Space
 - IMPROVED OPEN SPACE:
 - Neighbourhood Park
 - Waterfront Park/ Trail Network
 - Improved Trails & Paths
 - Improved Streets
 - High Street

Traffic Analysis will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized

Option 2

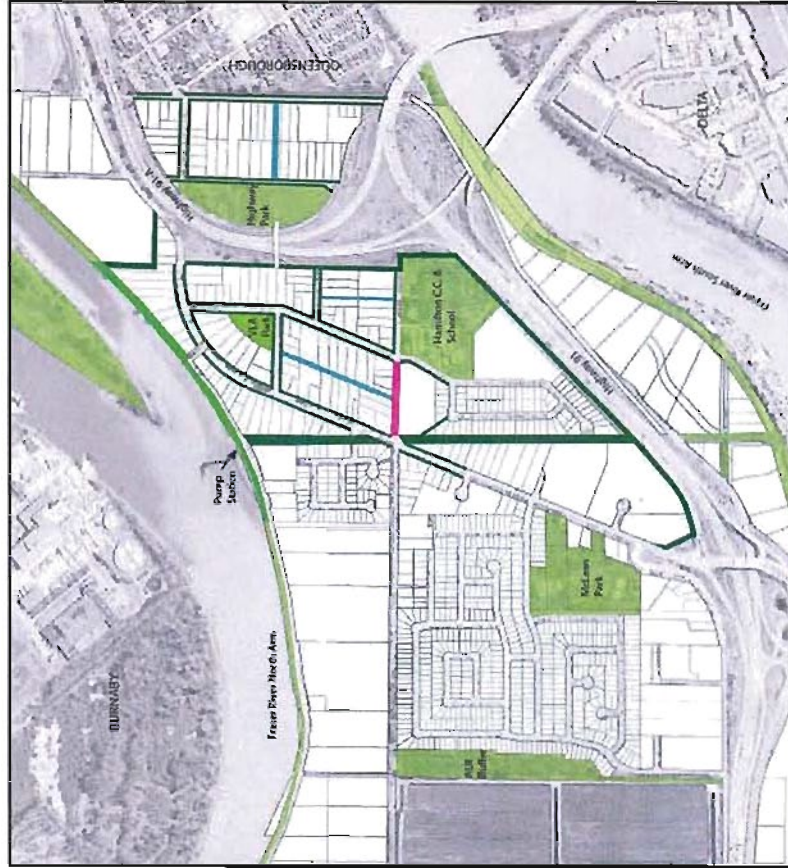
Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



- LEGEND:**
- 1.5 FAR Mixed Use (D-4 Story Apt. style in homes on top of Retail)
 - 1.5 FAR Residential (3-4 Story Apt Style Homes)
 - 1.0 FAR Residential (Stacked Townhomes)
 - .75 FAR Area 1: Proposed Residential (Ground Oriented Townhomes)
 - OCP Existing Devel. Parcel
 - Existing Open Space

PROPOSED OPEN SPACE AMENITIES



- LEGEND:**
- Improved Open Space
 - Neighbourhood Park
 - Waterfront Park / Trail Network
 - Improved Trails & Paths
 - Improved Streets
 - High Street
 - Stairway

Traffic Analysis will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized.

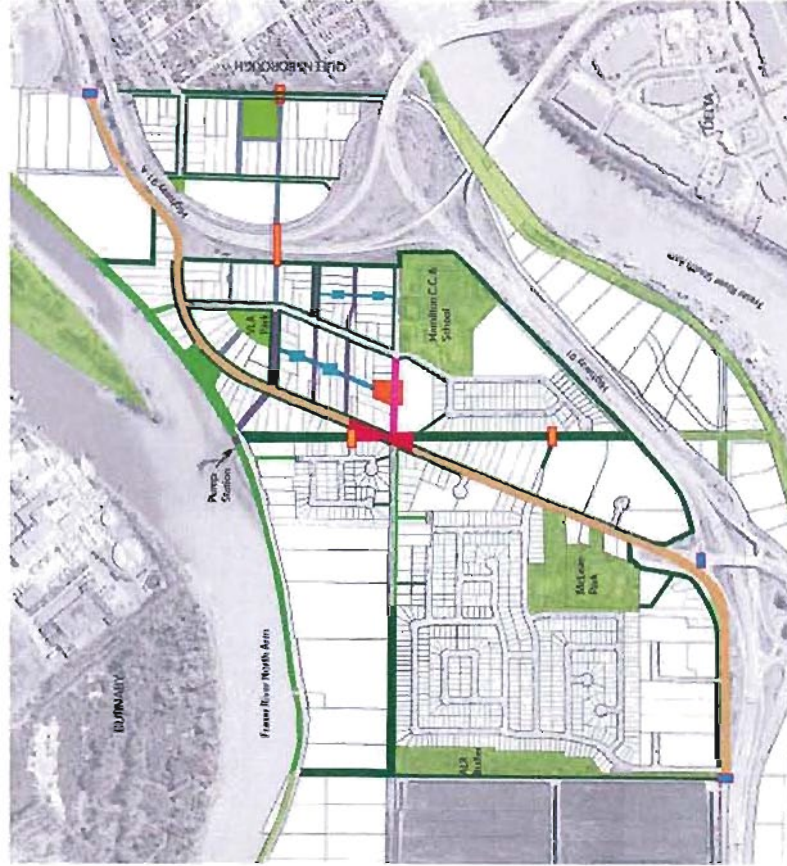
Option 3

Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



PROPOSED OPEN SPACE AMENITIES



Traffic Analysis: Will be undertaken in consultation with Translink and Ministry of Transportation & Infrastructure before transportation network is finalized.

Park Land: If development occurs on park land, provision of parks elsewhere in the Hamilton area would be considered, so that there would be no net loss of park lands.

2nd Public Survey and Summary of Findings For The Proposed Three (3) Development Options

Introduction

Hamilton has an estimated 1,565 households and population of 5,100 people as of 2013. A total of 76 completed surveys (one (1) per household or per person) were submitted to the City. This means that 4.8% of all households, or 1.5% of the total Hamilton population responded to the survey. The survey contained seven (7) questions. Question No. 1 asked respondents to rank Options 1, 2, and 3. The remaining questions asked respondents about their “likes” and “dislikes” regarding the Option that they chose, and their preferences for further amenities. A summary of the responses from the 76 respondents are included below.

Question No. 1: Preferred Option

The central question in the survey was “Which Land Use Option most appeals to you in order of preference?” With “1” being the most preferred and “3” being the least preferred, the respondents provided first choice rankings to the proposed Options, as follows:

<i>In Area 2: First Choice</i>		
Option 1: 9% (of those responding)	Option 2: 23%	Option 3: 68%
<i>In Area 3: First Choice</i>		
Option 1: 13%	Option 2: 13%	Option 3: 75%
<i>For Total Area (Areas 2 and 3 combined): First Choice</i>		
Option 1: 11%	Option 2: 18%	Option 3: 71%

For Area 2

Question No. 2a: Most Likeable Elements in Chosen Option for Area 2

The survey included the following open-ended question: “In the Option you have chosen for Area 2, please share what you most like about the following?” The top three (3) answers are included with the number of responses greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
Like it overall (7 mentions)	New Park Idea (5)	Like it overall (5)
Good use of high density pocket (5)	Like it overall (4)	Bridge over Queensborough Canal (5)
Reasonable increase in amenities and densities (4)	Walkable (4)	Enhanced walkways (3)

Question No. 2b: Least Likeable Elements Chosen Option for Area 2

The survey included the following open-ended question: “In the Option you have chosen for Area 2, please share what you least like about the following?” The top three (3) answers are included with the number of responses that greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
-----------------------------	----------------------------	------------------------------------

Dislike it overall (4 mentions)	No new parks (5)	Traffic would increase significantly (4)
No new recreation facilities (2)		Dislike it overall (2)
Tall buildings limit the view of the river and mountains (2)		

For Area 3

Question No. 3a: Most Likeable Elements in Chosen Option for Area 3

The survey included the following open-ended question: *"In the Option you have chosen for Area 3, please share what you most like about the following?"* The top three (3) answers are included with the number of responses greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
Like it overall (7 mentions)	Great river paths & green park space (12)	Like it overall (6)
More retail (5)	Like it overall (5)	Improved roads - wider (4)
More density (4)	Multiple paths and routes (3)	Pedestrian friendly (4)

Question No. 3b: Least Likeable Elements Chosen Option for Area 3

The survey included the following open-ended question: *"In the Option you have chosen for Area 3, please share what you least like about the following?"* The top three (3) answers are included where the number of responses that are greater than one included in brackets, as follows:

Density and Land Use	Paths and Greenways	Transportation Improvements
High buildings (6)	More green space (2)	Increase in traffic (5)
Dislike it overall (4)	Community garden (2)	No plans to improve mass transit (2)
Density (4)		Stop large trucks from using Westminster Highway (2)

Question No. 4: Valued Services Not Already Included in Option 3

The second question in the survey included the open-ended question *"Option 3 provides the greatest range of services and amenities: are there other highly valued services or amenities that have not been identified in this option?"* The top three (3) answers are included with the number of responses in brackets, as follows:

Other Comments

Top Valued Services Not Already in Option 3
Larger elementary school and a high school (6 mentions)
Community pool (3)
Police (3)



Public Survey #1 – Community Baseline Information For the Hamilton Area Plan Update

Purpose:

The purpose of this survey, is to invite you to comment on how the 1995 Hamilton Area Plan is updated, particularly regarding Areas 2 and 3 (see Map #1 attached).

- This survey is the first of several surveys that will be undertaken as the Hamilton Area Plan is updated.
- The City of Richmond is leading the Hamilton Area Plan Update and has engaged Oris Consulting Ltd. to undertake work on the Plan Update.
- This Survey #1 focuses on your opinions about the current state of the community.
- Please complete and return the survey by **April 1, 2012**.
- Please only complete one survey per household.

Thank you

Please Tell Us About Yourself: *(Individual survey responses are confidential).*

1. I live in (refer to Hamilton Area Plan Map #1 attached):
 - ☐ Hamilton Area 2
 - ☐ Hamilton Area 3
 - ☐ Hamilton elsewhere
 - ☐ Richmond elsewhere
 - ☐ New Westminster – Queensborough
 - ☐ Other / Elsewhere
2. My postal code is: _____
3. I or my family own or rent the place where I live
Please choose **only one** of the following:
 - ☐ Own
 - ☐ Rent
4. I or my family:
 - ☐ Own a residential property in Hamilton other than where I live
 - ☐ Own a commercial property business in Hamilton
5. I live in the following type of housing:

<input type="radio"/> Single family house	<input type="radio"/> Townhouse	<input type="radio"/> Apartment
<input type="radio"/> Suite in a house	<input type="radio"/> Duplex	<input type="radio"/> Other
6. The following number of family members live in my household in each of the age brackets listed below
(please write answers(s) as numbers):

<input type="radio"/> ____ 0-5	<input type="radio"/> ____ 6-12	<input type="radio"/> ____ 13-18
<input type="radio"/> ____ 19-24	<input type="radio"/> ____ 25-44	<input type="radio"/> ____ 45-64
<input type="radio"/> ____ 65-74	<input type="radio"/> ____ 75+	

7. The following number of adult family members of my household work in the locations listed below (please write answer(s) as numbers):
- # _____ Hamilton
- # _____ Richmond elsewhere (please indicate general area) _____
- # _____ Queensborough _____
- # _____ New West elsewhere (please indicate general area) _____
- # _____ Annacis Island
- # _____ Delta elsewhere (please indicate general area) _____
- # _____ Surrey (please indicate general area) _____
- # _____ Burnaby (please indicate general area) _____
- # _____ Vancouver (please indicate general area) _____
- # _____ GVRD / Other (please indicate general area) _____
8. I own a business in Hamilton
Please choose only one of the following:
- ☐ Yes
- ☐ No
9. The number of adult members of my household commute to work in the following manner (please write answer(s) as numbers):
- # _____ Bus
- # _____ Bike
- # _____ Wheelchair
- # _____ Walk
- # _____ Car
- # _____ Carpool
10. Tell us about your patterns of shopping and service needs
I shop in the following regional shopping centers / stores
(Check as many as you like - Refer to attached Commercial Centres - Map #2):
- ☐ Bridgeport Home Depot ☐ Bridgeport Costco ☐ Lansdowne Centre ☐ Richmond Centre
- ☐ Queensborough Landing ☐ Marine Way Market ☐ Big Bend Crossing ☐ Royal City Centre
- ☐ Plaza 88 (New West) ☐ Westminster Market ☐ Nordel Crossing
- ☐ Other _____
11. a) My daily shopping needs include
(Check as many as you like – Refer to attached Grocery Stores Map #3):
- ☐ Produce store ☐ Bakery ☐ Butcher ☐ Convenience store ☐ Coffee shop
- ☐ Other (please indicate types) _____
- b) My weekly shopping needs include:
- ☐ Grocery store ☐ Pharmacy ☐ Restaurants ☐ Gas
- ☐ Other (please indicate types) _____
- c) My monthly shopping needs include:
- ☐ Clothing ☐ Household goods ☐ Bulk services ☐ Personal services ☐ Hair / nails
- ☐ Medical ☐ Dental ☐ Insurance ☐ Car services
- ☐ Other (please indicate types) _____
12. The services I most want in my community are (list in order of priority from 1 to 10, with 1 being the most wanted services):
- a) Community services:
- ☐ Policing office _____ ☐ Childcare (0 to 5) _____ ☐ After school care (K to Grade 7) _____
- ☐ Seniors care _____ ☐ Fitness center _____ ☐ Library services _____ ☐ Other _____
- b) Personal services:

o Medical _____ o Dental _____ o Food _____ o Pharmacy _____ o Other _____

Housing Choices:

13. In my neighbourhood, I feel there are enough housing choices suitable for: (Please indicate Yes or No)

- a) Single people: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
- b) Couples: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
 _____ 2 bedroom/den apartments _____ 3 bedroom apartments
- c) Families with children:
- Apartments: _____ 2 bedroom _____ 2 bedroom/den _____ 3 bedroom
 - Townhomes: _____ 2 bedroom/den _____ 3 bedroom _____ 3 bedroom/den
 - Single Family Homes: _____
- d) Seniors: _____ Studio apartments _____ 1 bedroom apartments _____ 1 bedroom/den apartments
 _____ 2 bedroom apartments
- e) People with disabilities or other special needs: _____ Studio apartments _____ 1 bedroom apartments _____ 1 bedroom/den apartments
 _____ 2 bedroom apartments _____ 2 bedroom/den apartments _____ 3 bedroom apartments
- f) People with low income: _____ Studio apartments _____ 1 bedroom apartments
 _____ 1 bedroom/den apartments _____ 2 bedroom apartments
 _____ 2 bedroom/den apartments _____ 3 bedroom apartments

14. I feel that there should be allowance for more medium density development (e.g., 3-storey townhouses and 4 to 6 storey apartments) in selected areas on arterial roads and along the main shopping street.

o Strongly Agree o Agree o Neutral o Disagree o Strongly Disagree o No Answer

Other Services:

15. In the Hamilton neighbourhood, I currently use (list in order of priority 1 to 10 with 1 being most wanted services):

- a) Parks & open spaces:
 _____ Nature parks _____ Active play parks _____ Sports parks _____ Bike trails _____ Dyke trails

16. In order of priority (between 1 to 10, with 1 being strongest), I would like to see:

- a) Sidewalks and traffic signals at:
- Westminster and Gilley _____
 - Westminster and River Road _____
 - Westminster and Hwy 91 _____
 - Sidewalks on Westminster Hwy _____
 - Other _____
- b) Bike lanes and wheel / walk paths:
- On Westminster Hwy _____
 - On Gilley _____
 - Other _____

17. In my neighbourhood, I am able to easily get to my daily destinations (e.g., school, work, play, library, stores) by:

Wheelchair	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Neutral	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree	<input type="radio"/> No Answer
Cycling	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Neutral	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree	<input type="radio"/> No Answer
Bus	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Neutral	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree	<input type="radio"/> No Answer
Walking	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Neutral	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree	<input type="radio"/> No Answer
Car	<input type="radio"/> Strongly Agree	<input type="radio"/> Agree	<input type="radio"/> Neutral	<input type="radio"/> Disagree	<input type="radio"/> Strongly Disagree	<input type="radio"/> No Answer

18. My top three *exciting changes* that I would like to see in Hamilton in the future are:

1. _____

2. _____

3. _____

19. My top three favourite things *that I would not want to see changed* in Hamilton are:

1. _____

2. _____

3. _____

20. My general comments: _____

Thank you for your time

Please complete and return the survey by **April 1, 2012**.

1. Fill out your survey online at www.placespeak.com/hamiltonareaplan or www.richmond.ca
OR
2. Fill out your survey and submit at the **Public Consultation Meeting**.
3. Pick-up /drop-off a paper copy of your survey off at the Hamilton Community Centre or City Hall.
OR
4. **Fax** it to (604) 276-4052.
OR
5. **Mail to:** Hamilton Public Survey
Richmond City Hall
6911 No. 3 Road, Richmond, BC V6Y 2C1

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q1 Which Land Use Option most appeals to you in order of preference?

For Area 2 only:				For Area 3 only:			
Option 1	Option 2	Option 3		Option 1	Option 2	Option 3	
1	3	2	1	3	1	2	
2	3	2	1	3	2	1	
3	3	2	1	3	2	1	
4	3	2	1	3	2	1	
5	3	2	1	3	2	1	
6	3	2	1	3	2	1	
7	3	1	2	2	1	3	
8	3	2	1	3	2	1	
9	3	2	1	3	2	1	
10	3	2	1	3	2	1	
11	3	2	1	3	2	1	
12	3	2	1	3	2	1	
13	3	2	1	3	2	1	
14	3	2	1	3	2	1	
15	3	2	1	3	2	1	
16	3	2	1	3	2	1	
17	3	2	1	3	2	1	
18	3	2	1	3	2	1	
19	3	2	1	3	2	1	
20	3	2	1	3	2	1	
21	3	2	1	3	2	1	
22	3	2	1	3	2	1	
23	3	2	1	3	2	1	
24	3	2	1	3	2	1	
25	3	2	1	3	2	1	
26	3	2	1	3	2	1	
27	3	2	1	3	2	1	
28	3	2	1	3	2	1	
29	3	2	1	3	2	1	
30	3	2	1	3	2	1	
31	3	2	1	3	2	1	
32	3	2	1	3	2	1	
33	3	2	1	3	2	1	
34	3	2	1	3	2	1	
35	3	2	1	3	2	1	
36	3	2	1	3	2	1	
37	3	2	1	3	2	1	
38	3	2	1	3	2	1	
39	3	2	1	3	2	1	
40	3	2	1	3	2	1	
41	3	2	1	3	2	1	
42	3	2	1	3	2	1	
43	3	2	1	3	2	1	
44	3	2	1	3	2	1	
45	3	2	1	3	2	1	
46	3	2	1	3	2	1	
47	3	2	1	3	2	1	
48	3	2	1	3	2	1	
49	3	2	1	3	2	1	
50	3	2	1	3	2	1	
51	3	2	1	3	2	1	
52	3	2	1	3	2	1	
53	3	2	1	3	2	1	
54	3	2	1	3	2	1	
55	3	2	1	3	2	1	
56	3	2	1	3	2	1	
57	3	2	1	3	2	1	
58	3	2	1	3	2	1	
59	3	2	1	3	2	1	

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

Q2a

In the Option you have chosen for Area 2, please state what you most like about:		Path and Greenways		Transportation Improvements	
Density and Land Use					
Like	x7	New park idea	x5	Like	x5
Good use of high density pocket	x5	Like	x4	Bridge over QB Canal	x5
Serve reasonable, more density, more amenities	x4	Walkable	x4	Enhanced walkway	x3
Extra density w/o affecting the centre	x2	Keep existing park/dog park	x4	Westminster Blvd Concept	x3
Building scale & size, High St Concept	x2	Lots of green space	x2	Pedestrian friendly	x2
Less density	x2	Extra park	x2	Increased pathways	
High density along Hwy 91	x2	Availability of useable park space	x2	Should improve with more people	
Good increase in people	x2	Excellent paths & green park	x2	More road improvement	
No more than 4 levels for condo's	x2	College Shop		Excellent	
Affordable		Connection from area 2 & 3		Needs more to McNaughton and MacNell	
More attractive, better amenities		Relocating park land		Don't see	
More connected to Area 3		Like average		More public transportation	
Use least		River front promenade, park improvement		Leave single entrance/exit as is.	
Go to 1.8 FAR for the full area		Nice overpass		None proposed	
Moderate density		More			
Nothing...too much density in all options presented		Interwining with the park			
High density next to the park		Fine the way they are			
Could use mild upgrade		Abundance of greenway buffers Highway			
Low density private homes		Greenway is decapital around freeways			
Like "donut" building		Only one break in land block - Previous problems with crime			
High density along Boundary, close to bus & West-Mart					
The least amount of density					

Q2b

In the Option you have chosen for Area 2, please indicate what you least like about:		Path and Greenways		Transportation Improvements	
Density and Land Use					
Dislike	x4	No new parks	x2	Traffic would increase significantly	x4
No new rec facilities	x2	Don't want to lose Highway park		Dislike	x2
Tall buildings limit the view of the River & Mountains		Too much pavement		Another new light on West Hwy will slow down busy traffic	
If it stays the same - no change		Not enough street parking		No proposed mass transit improvements	
Better traffic access		Noise		Could be a road access breakdown	
No land is left for single family homes		Average		Wider Westminster Hwy	
Noise		Move green space from Boundary Rd to Thompson Rd		Noise	
Over crowding		No discussion about the canal (walk way?)		Too limited	
Closeness to the Hwy		Don't see any improvements		Make Thompson Rd/Gala "Oneway Street"	
Too many houses		No problems		Concrete Thompson to Boundary both ends	
No problems		More green space		Still only one way in and one way out	
Poor area for more housing due to freeway		Private regulations		No problems	
Isolated run down homes		Park area is smaller		Improved pedestrian over pass not a flow improvement	
Placing people so close to fumes of vehicles		No pedestrian/bicycle connect towards West-Mart			
Traffic for Thompson - Dead end street		Keep green space between hwy & housing			

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
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Q3a

In the Option you have chosen for Area 3, please indicate what you most like about:

Density and Land Use	Paths and Greenways	Transportation Improvements
Like	Great river paths & green park space	Like
More retail	Bridge to QB	Improved roads - wider
More density	Multiple paths and routes	Pedestrian friendly
More people, more services	Link of main street with path to River Road	Westminster Blvd
Additional amenities - grocery store	Water front park	Traffic calming at Westminster & Gilley
Moderate development	Great for the neighbourhood	More pedestrian friendly rd around Westminster/Gilley
Best plan, most liveable and services	Great for the neighbourhood	Street lights
Inclusion of Library	Abundance of them seems to meet what's needed	Better transit for working families
Mix of T/H and low rise apartments	Better connections	Current OCP and City of Richmond upgrades
Don't mind, Love the change	Better connections	Better services
Good use of land as long as bldgs are not 4 story's high	Improved parks	Better pava street
Affordable	Very attractive, especially for higher density	Worry about truck traffic on Westminster Hwy
The lowest building levels	Abile to use amenities	Closer Sky train
Water front park	Walkable	Should improve with more people
Good land use	River promenade	Intersection improvements
Higher building and more use of land	Ability to circle the community	Fine now
Good community feel	Keep green space	Like the bleeding of West Hwy into the high street w/design tools to indicate you are entering the village
Neighbourhood square	Fine now	Proposed median & increase of greenery
Keep green space	More	Improved corner of Gilley & West Hwy help to slow down traffic
More appealing area	Seating areas around the Village	Need pull-outs for buses
More open space	Leaving all green areas intact	Direct connection to sky train
High Street is better	Abundant paths & walkways, well groomed	Fairly low traffic use, adequate bus
Interesting change to the face of Hamilton	Increased access to river paths	If it happens
Large lots could sustain enlargement		Improve transportation
Proper sized lots, private due to spaced S.F.		Extra streets
Some development on busy street		
Increased property value		
Completes the area		

Q3b

In the Option you have chosen for Area 3, please indicate what you least like about:

Density and Land Use	Paths and Greenways	Transportation Improvements
High buildings	More green space	Increase in traffic
Dislike	Community garden	No plans to improve mass transit
Density	More	Stop large trucks (over 5 tons) from using West Hwy
If nothing gets done, stays the same - sad	Don't want trees in a line	Smaller streets will cause congestion
Not enough green space	Too many sitting areas that won't be used	Extension of Wylar Rd to connect with River Rd.
Limit to 3 storeys on the south side of Gilley	Further dev. Of river paths	Better transit
Too many people	Dislike	Congestion of two roads
Higher quality of buildings	No link to South Arm pathway	Need to be able to walk to shopping etc.
Buildings are built too close together	Rec facility	-High St Intersection of West and Gilley will cause huge traffic problems
No mention of additional Childcare	No problems	West Hwy will be too busy
Minimal rental units	Inadequate for thousands more people	No problems
Careful to not overcrowd	Just adequate for current population	Adquate as it is now
Take away "small town feelings"	Parks are decreased	increasing vehicular traffic
Developing Gilley is a big mistake	Keep VLA park basic	No through paths
"High Street" should be on West Hwy		Will slow traffic down
No problems		
Too dense, want to keep single family housing		
Too close to freeway		
Any attempt to change village nature of area		
Non-busy should remain non-busy		
More busy areas i.e. West Hwy could use revamping		
Too urban		
Density type is spread out/Concentrated near the mall		
To dense, nothing of value for the community		
Lack of parking & congestion		

Hamilton Area Plan Update
Public Consultation #2 - June 26, 2012 on Three Proposed Development Options
Results from Survey #2 on Three Proposed Development Options Received from June 28 to July 10, 2012

Q4

Option 3 provides the greatest range of services and amenities: are there other highly valued services or amenities that have not been identified in this option?

Larger elementary school and a high school x6
Community pools x3
Police x3
Sports courts x2
Movie theatre x2
Seniors & handicapped x2
Gas station x2
Bank/ATM's x2
Real food store x2
Recreation x2
Community garden x2
Why such high densification to get amenities?
Sport fund, baseball etc.
Postal services
General store
Better river walks and bike trails
Parking is an issue
Senior Centre
Bakery
Butcher
Roof top gardens
Restaurants
Crossing at Westminster Hwy
Wooded area

Q5

Please rank how important having pedestrian/bike connections are to you:

Through the neighborhoods	(1-2) High	(3) Med	(4-5) Low
Up to the Dyke (North Arm of the Fraser River)	48	6	9
Ring Path around East Richmond	36	13	14
Connections between Hamilton and New Westminster	48	9	7
Down to Dyke (South Arm of the Fraser River)	37	7	19
	32	10	21
	(1-2) High	(3) Med	(4-5) Low
	76%	10%	14%
	57%	21%	22%
	75%	14%	11%
	58%	11%	30%
	51%	16%	33%

Compatibility of Proposed Area Plan Options 1, 2, 3 and Concept With Richmond's 2041 OCP Goals

1. Introduction

The proposed Area Plan Options 1, 2 and 3 and Concept were reviewed for compatibility with the 2041 OCP Goals, as follows:

- Promote A Compact Community:
 - Enhance Hamilton as an improved Compact Community by directing growth mainly to Hamilton Areas 2, 3, and densifying the shopping centre and residential Areas 2 and 3), to provide more Live, Work Play, Growth and Sustainability choices, and which compliments Queensborough to the east.
 - Enable Hamilton to grow and enable acceptable re-development.
- Provide More Connectedness:
 - Better connect Hamilton shopping, work, park, trails, shopping and work areas to one another, the Fraser River and Queensborough, to enable more Live-Work-Play connectedness.
- Promote A Sustainable Economy:
 - Support a sustainable economy by protecting and supporting employment lands (e.g., commercial, industrial).
- Enhance Hamilton As Richmond's Eastern Gateway
 - Enhance Hamilton as Richmond's Eastern Gateway by improving signage, traffic signs and public art of which everyone can be proud and to which people will be attracted to live, work, shop, recreate and play.
- Enhance Agricultural Viability:
 - Continue to protect agricultural lands and promote agricultural viability.
- Enhance The Ecological Network:
 - Continue to protect ecological, conservation and ESA lands which provide ecosystem services;
- Promote Improved Transportation Choices and Accessibility:
 - Better support sustainable transportation modes, choices and accessibility (e.g., sidewalks, bus stops) that reduce energy consumption and greenhouse gas emissions, to create more connected, transit, walkable, bikeable and rolling (wheelchairs, scooters) opportunities.
- Provide Sustainable Infrastructure:
 - Provide sustainable infrastructure improvements (e.g., water, sanitary, drainage) to better service development, enable densification and address Climate Change;
- Promote Community Safety.
 - Continue to advance community and life safety (e.g., with new developments, improve flood protection, safer buildings and improved seismic requirements).

2. Comparison Chart

Based on the above criteria, the following table summarizes how well the Plan Options and proposed Concept complement Richmond's 2041 OCP Goals.

Comparison of Hamilton Area Plan Options and Proposed Concept with OCP Goals				
Evaluation Criteria (See above for details)	Option 1 Improvements	Option 2 Improvements	Option 3 Proposed Concept Improvements	Proposed Concept
Enhance Hamilton As Richmond's Eastern Gateway (e.g., gateways, signage, trails; canal, pedestrian and bike bridges)	Improves	Improves	Most	Most
Promote A Compact Community	Achieves	More	Most	Most
Provide More Connectedness	Achieves	More	Most	Most
Promote A Sustainable Economy	Improves	Improves	Improves	Improves
Enhance Agricultural Viability	Enables	Enables	Enables	Enables
Enhance The Ecological Network	Promotes	Promotes	Promotes	Promotes
Provide Sustainable Infrastructure	Yes	Yes	Yes	Yes
Promote Improved Transportation Choices & Accessibility	Some	More	Most	Most
Promote Community Safety	Yes	Yes	Yes	Yes

3. Conclusion

Based on the above criteria, while all Option advance the City's OCP Goals, the proposed Concept is recommended as Options 2 and 3 are not needed to achieve desired community amenities and it best balances the 2041 OCP Goals with community aspirations and financial viability.

Compatibility of Proposed Area Plan Option 1, 2, 3 and Concept With Richmond's 2041 OCP Inter-Municipal Planning Policies

1. Introduction

Richmond's Hamilton community abuts the New Westminster Queensborough community. In preparing the Hamilton Area Plan Update, Richmond has a rare, unique and innovative opportunity to improve Live-Work-Play choices for existing and potential Hamilton residents, workers and visitors, as well as neighbouring Queensborough residents. This opportunity involves looking at Hamilton and Queensborough not, as done traditionally, as two separate communities, but rather as one co-ordinated community. To assess which Option best achieves better co-ordinated development of the Hamilton and Queensborough communities for existing and potential residents, workers and visitors, an analysis of the Options was undertaken, based on the following Richmond inter-municipal planning Goals.

2. Richmond's Inter-Municipal Goals For Hamilton

Staff utilized the inter-municipal goals of Metro Vancouver's *2041 Regional Growth Strategy* and Richmond's *2041 OCP*, to prepare the following inter-municipal community planning criteria:

- Promote inter-municipal connections between adjacent communities to promote more Live-Work- Play-Sustainability choices.
- Compact Communities: Create compact (e.g., densified) communities, and more densely develop areas already designated for urban development.
- Promote Transit and Accessibility: Creating more Complete Communities which are more walkable, mixed use, rolling and transit-oriented to reduce automobile use;
- Promote A Resilient Economy: Promote a sustainable economy by protecting and supporting employment lands (e.g., retail, industrial).
- Promote Agricultural Viability: Protect agricultural lands and promote agricultural viability.
- Promote Ecological Viability: Protect and enhance ecological, Environmentally Sensitive Areas (ESAs) and Riparian Management Areas (RMAs) and the Fraser River shoreline.
- Infrastructure Compatibility: Provide compatible infrastructure improvements (e.g., water, sanitary, drainage, roads, transit).

3. Comparison Chart

Based on the above criteria, the following table summarizes how well the Plan Options and proposed Concept complement Richmond's 2041 OCP's Inter-Municipal Planning Policies

Compatibility With Queensborough Context				
Evaluation Criteria (See above for details)	Option 1	Option 2	Option 3	Proposed Concept
1. Promote Inter-Municipal Connections	Some	More	Most	Most
2. Create Compact Inter-municipal Communities (e.g., densified)	Some	More	Most	More
3. Promote Transit and Accessibility	Some	More	More	More
4. Promote A Resilient Economy	More	More	More	More
5. Promote Agricultural Viability	Yes	Yes	Yes	Yes
6. Promote Ecological Viability	Achieves	More	Most	More
7. Infrastructure Compatibility	Yes	Yes	Yes	Yes
8. Promote Sustainable Transportation Modes	Some	More	Most	Most

4. Conclusion

Based on the above criteria, while all Option advance the City's 2041 OCP Inter-Municipal policies, the proposed Concept is recommended as Options 2 and 3 are not needed to achieve desired community amenities and it best balances the City's 2041 OCP Inter-Municipal policies with community aspirations and financial viability.

Proposed Option 4 Area Plan Concept (Concept)

(1) Overall Description:

The proposed Concept *Land Use and Density Policies* involve using most of Option 1's proposed land-use and density, with the following refinements:

- In Area 1, retain the Status Quo which involves mostly single family uses.
- In Area 2, keeping the 2.9 ha. (7.2 acre) Hamilton Highway Park.
- In Area 3:
 - Adding a new 2.72 ha. (6.72 acre) Riverfront Park.
 - Maintaining the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
 - Maintaining the other proposed land uses and densities north of the shopping centre.
- Along the South Arm of the Fraser River, staff propose minor changes to the existing Area Plan Mixed Use Water Oriented Industrial / Residential Designation to better manage industrial uses.

Potential Build-Out under the Recommended Option 4 Concept			
Item	Current (2011)	Net New Population & Units (based on existing units removed)	Total Estimates
Total Population	5,100	7,209	12,300
Total Dwelling Units (DU)	1,565	2,551	4,116

(2) Proposed Hamilton Population Growth

- Existing population – 5,100
- Growth with Proposed Option 4 Concept – 12,300 – Reasonable, Balanced.

(3) Proposed Estimated 2034 Population: Hamilton Concept and Queensborough

- Hamilton - 12,300 - (565 acres/ 228 ha) - (22 people per acre)
- Queensborough - 14,000 - (882 acres / 333 ha) - (16 people per acre)
- Total - 26,300 people (1,450 acres / 561 ha)

(4) Vision

Hamilton is a connected community where residents, employees and visitors have access to local services and amenities at a neighbourhood service centre that has an aspirational contemporary feel. The community is interconnected with an open space program that respects the agricultural legacy, celebrates its location on the Fraser River and includes key activity nodes, gateways and paths.

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

- Enable existing land uses (e.g., single-family) to remain as long as the owners wish to maintain them.
- The proposed densities are maximums, unless otherwise stated.
- Encourage a mix of residential, commercial and community uses and services, and locate the higher density, key destination land uses on and near the shopping centre, and on the primary travel corridors in the community.
- Create an interconnected, open and accessible circulation network that is safe and prioritizes people over cars.
- Celebrate the environmental and cultural significance of the Fraser River and inland canals by creating a network of passageways that connect, new and improved parks, open spaces and the community core area which will add values to the community.
- Implement area travel demand management measures that encourage the use of sustainable, accessible and safe travel options including walking, cycling, rolling (wheelchairs, scooters) and public transit.
- Encourage a sustainable approach to infrastructure servicing that follows best practices and is cost effective.
- Implement the City's Ecological Network Concept, through the integration of ecosystem services, biodiversity, wildlife habitat, recreation and enjoyment of nature, into the Plan.
- Implementation is to be market driven and paid for by developers, as community grows.
- As the Concept proposes varying land uses and densities, the higher densities are to contribute and provide more cash or built spaces for community amenities (thorough density bonusing) and infrastructure improvements (e.g., Development Cost Charges), than the development with a lower density. This is a recognized approach which will benefit the whole community.
- Estimated Build Out Timeframe is 2034: this means that change will take time and be subject to market forces.

(6) Design Principles

The proposed Concept will include updated Area Plan Development Permit (DP) Guidelines for various land uses, to ensure attractive, functional, accessible and serviceable development and sites. The Guidelines will address:

- Limiting the size of development parcels to encourage a variety of building types and elements,
- Requiring on site public stroll ways and lanes to break up building mass and improve accessibility (sizes TBD in the Area Plan).
- Establishing minimum lot sizes for redevelopment, to ensure that sites can be efficiently redeveloped, accessed and serviced, and so as to not leave any "orphaned" lots which are difficult to redevelop (sizes TBD in the Area Plan).
- Encouraging buildings that animate the street and ensuring that adjoining public spaces become formal and informal gathering spaces.

- Using appropriate transitions between buildings of different densities by “stepping” down building heights smoothly.
- Articulating buildings to reflect pedestrian scale.
- Applying Crime Prevention Through Environmental Design Principles (CPTED) to achieve public safety.
- Other, as necessary.

(7) Land Use and Density Policies

- a) *Area 1 Highlights: - The Established Single-Family Area, West of Westminster Highway*
- The Option 1 densities are maintained with up to 0.75 FAR ground-oriented townhouse densities for developable lots.

b) *Area 2 - East of Highway 91A Highlights*

- The Option 1 density is refined to allow 0.75 FAR for ground-oriented townhouses.
- The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is kept and improved.
- Improved access between Areas 2 and Area 3, and Queensborough.

c) *Area 3 - West of Highway 91A Highlights*

A feature of the Concept is to ensure an appropriate mix of uses in order to develop Gilley Avenue, east of Westminster Highway, as a “High Street” to be the vibrant and defined core of the community. This area is to include a mix of retail uses to provide more local shopping and service opportunities and involves:

- Using most of Option 1’s proposed land-use and density.
- Adding a new 2.72 ha. (6.72 acre) Riverfront Park between River Road and Westminster Highway.
- Maintaining Option 1’s the Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR, with three to four-storey building forms.
- Maintaining the proposed three to four-storey apartments at 1.5 FAR,
- Maintaining the proposed stacked townhouses at 1.0 FAR in the remainder of Area 3.

(8) Parks and Open Space

Parks staff advise that parks and open spaces are well distributed across Hamilton, meet the City's standards for neighbourhood and community park access and that there also is a sufficient quantity of parks and open spaces to accommodate the proposed future growth. However, with the proposed Option 4 Concept, as there is an opportunity to achieve more by: (1) providing more park land and (2) enhancing new and existing parks and trails, City staff propose the following park and open space initiatives:

- Retain existing parks (e.g., Hamilton Highway Park in Area 2 and in Area 3, the VLA Park, the Hamilton School and Community Centre Park and MacLean Park).
- Establish a new destination Riverfront Park at the north end of the Queen Canal in Area 3. This new Park is approximately 2.72 ha. (6.72 acre) and would serve as a large new green space, allowing residents to both reconnect with the water and create a significant community amenity. This new Park is made possible by a proposed new extension of Willet Ave. west of Westminster Highway to connect to River Rd., opening up

approximately 400 metres ($\frac{1}{4}$ mile) of direct Riverfront access along the park's north edge.

- Improve the new and existing parks and trails to enable a greater diversity of park activities (e.g. more activities for seniors and youth). This includes: improving accessibility along both arms of the Fraser River, and along the canals and the linkages between them, re-developing Gilley Avenue into a "High Street" that provides amenities and substantial pedestrian space, creating an enhanced pedestrian crossing (the "Crossing Plaza") at the intersection of Gilley Avenue and Westminster Highway that will act as a unique focal point for the neighbourhood, creating a multi-use linear corridor along the Queen Canal to enable an attractive walking and cycling environment.

The proposed Concept would result in a total of approximately 20.0 ha. (49.36 acres) of City park and open space as follows:

- In Area 2: the Hamilton Highway Park (2.9 ha. [7.2 acres]).
- In Area 3: the new Riverfront Park (2.72 ha. [6.72 acre]), the VLA Park (0.60 ha. [1.50 acres]), the Hamilton School and Community Centre Park 5.1 ha. [12.5 acres], and MacLean Park 4.3 ha. [10.7 acres]).
- Other open space outside of Areas 1, 2 and 3 - 4.35 ha. (10.76 acres).

The total proposed Concept park and open space area 20.0 ha. (49.36 acres). These park initiatives are shown on the map in **Attachment 6**. It is proposed that these park initiatives would be mainly paid for from developer Development Cost Charges (DCCs) and developer on and offsite improvements. Parks staff will explore ways to acquire the new parks in a timely manner. In summary, the proposed Concept improves the quantity and quality of parks and open spaces for the community.

(9) Community Indoor Recreation Space Considerations

The Hamilton Community Centre was expanded in 2011 and now has 8600 ft² (800 m²) of dedicated indoor recreation space. It was designed for a population of approximately 9,000 people and can be expanded to the east, as necessary. It is noted that Hamilton Elementary School gymnasium and classrooms are also heavily used for community programs. Over time, there will be a need for increased City owned indoor community recreation space based on the proposed Concept, the timing of which will be dependent upon the rate at which development occurs and Council's decisions regarding its actual provision. As the proposed Concept involves an estimated total of 12,300 people at build out, additional City indoor recreation space will be needed.

Increased indoor recreation space is to be provided in two (2) ways, as indicated below:

- a) *Increased City-Owned Community Centre Funded by Development:*
Additional City-owned community centre space of 4,000 (372 m²) is to be provided as cash by developers via density bonusing, and constructed by the City. Developer contributions would be made to the City's *Leisure Facilities Reserve Fund* within a separate Hamilton sub-fund. This approach has been taken with the CCAP where

developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.

b) *Private Commercial Indoor Recreation Space:*

Note: Private indoor recreation space cannot be substituted for the City owned indoor recreation space. The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). Such developments would occur only if they are to the City's satisfaction to ensure quality spaces. These developments would be market driven and may be provided by developers without a density bonus.

(10) *Public Library Service*

The current Hamilton library service involves City library staff rolling out wooden cabinets containing library resources (e.g., approx. 1,000 items) in the Community Centre on Saturdays and having access to the library kiosk computer in the rotunda where the public can request materials which will be brought on Saturdays. Residents can also access Queensborough's recently expanded library (e.g., approx. 1,800 ft²) and all other Metro Vancouver libraries. It is to be noted that currently the Richmond Library Board is undertaking a strategic plan to assess the long term library needs for the City as a whole, including Hamilton.

The Survey findings indicate that Hamilton residents would like a new library in with similar services as provided in branches (e.g., East Cambie). To address this preference, the Concept enables developers to provide a City owned library of up to 5,000 ft² to 6,000 ft² (464 m² to 557 m²), through density bonusing. Staff propose that the new library be located either:

- 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or
- 2nd Choice Location: added by the City, onto the existing Community Centre.

Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above Library Strategic Plan is completed and approved by Council.

(11) *Community Policing Services Considerations*

The Concept proposes space for a Community Policing Office (CPO), to promote improved community safety. It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing. The Concept proposes that the space be in the shopping centre. As currently there is no money available for any increase in police service, until this matter is addressed, the space can be used for City purposes, as Council determines.

(12) Proposed Changes To the Existing Area Plan Mixed Use Water Oriented Industrial / Residential Area along the South Arm of the Fraser River (Attachment 7)

This area lies between Dyke Road and the South Arm of the Fraser River which lies outside of the City's dike). The current Area Plan designation allows all mixed-use water-oriented industrial and all residential uses or a combination thereof. The properties are currently zoned:

- Marine (MA2) and Light Industrial (IL).
- A small strip of land is zoned School and Institutional (SI) for a small Riverfront park.
- Water-Oriented Use (ZR7) which covers 2.0 ha (2.47 acres) of land centered on the Highway 91A bridge crossing of the area which allows for townhouses and marina uses to be constructed as a new development proceeds.

Currently in the area there are marine industrial, marine boat launch uses, a range of residential uses including new townhouses, older single family houses and boat houses, and some City owned open space which is closest to the Richmond / New Westminster border.

Development there has had to struggle to attain land use compatibility, servicing efficiency and flood protection as different land uses have different implications. There is an opportunity to address some of these concerns where there are no existing residential uses and for the small City owned parcel.

Staff have examined the best long term use of these areas to see how to improve land use compatibility, servicing efficiency and flood protection, and propose the following minor changes to the existing Area Plan's Mixed Use Water Oriented Industrial / Residential Area designation:

- where there are only existing industrial uses, an Industrial Designation to protect existing industrial uses and zoned properties.
- where there are both existing residential and industrial uses and zoning, a new Mixed Use Marine Industrial / Residential designation (e.g., townhouse, single family, float homes) to protect properties with both existing residential and industrial uses and zoning.
- for the small City owned open space area nearest the Richmond / New Westminster border, and Park / School designation for City waterfront park use.

The above proposed Concept designations would be consistent with the current IL and MA2 zoning and allow for a range of light industrial and commercial uses (e.g. boat building, marina, industrial marine and associated uses) that benefit from River access and can be readily constructed in a manner consistent with Richmond and Provincial flood regulations.

(13) Transportation Improvements

The Concept proposes a range in transportation improvements. Currently, staff are working with consultants to prepare detailed road network and cross-sections for Westminster Boulevard, the proposed Gilley Avenue “High Street” and other collector and local roads in the Concept. Consistent with the 2041 OCP, the Concept’s major transportation policies include:

- Provide for a finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community,
- Establish a cycling network with a variety of design treatments, which includes off-street paths, marked on-street lanes, and possible shared use routes where cyclists, rollers and vehicles share the same road space,
- Promote improved walking and rolling network (including scooters, skates, and personal low-powered travel modes),
- Enhance the existing pedestrian and bike bridge over Highway 91A,
- Enhance Westminster Highway as “Westminster Boulevard” which will include a landscaped median, on-street cycling lanes and a separate bi-directional cycling path, boulevards and sidewalks and with rolling (wheelchair, scooter) access,
- Create new and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability,
- Provide transit infrastructure (e.g., bus shelters, benches) and continue to work with TransLink to support transit as a viable mode.

More study will be undertaken before the Area Plan is proposed and detailed transportation engineering design will be undertaken at the development application stage. New and upgrades to transportation services are to be paid for by developers (e.g., either through the DCC Program, or as developer offsite improvements).

(14) Ecological Network and Environment Policies

The Concept proposes to implement the 2041 OCP Ecological Network Concept by better connecting ecological hubs, sites and the foreshore through a series of ecological corridors as follows:

- Under the Concept’s Ecological Network policies, protect and enhance a variety of inter-connected natural and semi-natural areas.
- Protect and enhance the Fraser River foreshore, ESAs and RMAs.
- Strategically connect and restore the ecological value of key components of public lands (e.g., the two arms of the Fraser and the agricultural canals/RMAs, ESAs, City Parks) with naturalized corridors and restored ecosystems.
- Establish a habitat compensation plan that addresses the City’s Eco-Plus policy through minimizing the need for ecological impacts and compensation.

It should be noted that the City's existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies and guidelines will apply to development in the same manner as they apply throughout the City, and as augmented by policies in the updated Hamilton Area Plan.

(15) Single Family Uses

This section addresses the question: "Does the proposed Concept retain enough single family areas?"

In Area 1, the existing Area Plan allows mostly single family and some multifamily dwellings to occur. Currently, the Area is built out with mostly newer single family and some newer multifamily dwellings (e.g., townhouses). The Concept proposed little change here, as it is assumed that the newer single family dwellings will continued over the long term and enables both the existing designated single family areas and joint single family and multi residential designated areas to continue.

In Areas 2 and 3, the existing Area Plan allows both single family and multifamily dwellings to occur. It enables existing single family dwellings to continue as long as their owners wish, and for them to be rezoned to multifamily dwellings (e.g., townhouse, apartments).

The Concept proposes the following:

- For Area 2, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments).
- In Area 3, single family dwellings may continue and may be rezoned to multifamily dwellings (e.g., townhouse, apartments), Mixed Use (residential uses above retail or offices) and for the proposed Riverfront Park.

As the Concept proposes that, in Areas 2 and 3, many existing single family dwellings can be rezoned to multifamily uses (e.g., townhouse, apartment, Mixed Use), if this fully occurs, over time there will not be any single family dwellings left in Areas 2 and 3.

To be sure that this is what the community wishes, staff propose in the next Open House Survey to ask the public, if they want any portions of Areas 2 and 3 to be kept exclusively for single family purposes. Staff will ask property owners and residents to identify, on a property map which areas, if any, they want retained exclusively for single family dwellings - and why. Staff would analyze the feedback and, if necessary propose, any such single family dwelling areas for Council's consideration when the Area Plan is presented to Council in the Fall 2013.

If Council considers this matter to be unnecessary, staff request that Council indicate this now, before the next Open House Survey is held.

*(16) Proposed Concept - Hamilton - Queensborough Planning Context Considerations
(Attachments 8 & 9)*

In preparing the Concept, staff considered the neighbouring community of Queensborough in New Westminster. Similar to Richmond, New Westminster is currently completing the Queensborough Community Plan (QCP) which is to be completed in 2013 or early 2014. Their draft Queensborough OCP has the following six (6) themes: A Complete Community, Culturally diverse and socially cohesive, Respectful and supportive of the environment, Community of transition, Connected by seamless linkages, and Proud of its history and heritage resources. The draft Queensborough Land Use Plan map includes a wide range of low-density single family residential uses, high-density residential and mixed-use development areas, as well as major large scale commercial and entertainment areas.

The draft Queensborough Plan may enable a build out population of 14,000 people. When considered with the proposed Hamilton Concept build out population, there may be a total combined population of 26,300 people. The implication is that the proposed Hamilton Concept will better enable Hamilton residents, if they chose, to access Queensborough's community amenities, parks, trails and commercial services (and possibly vice versa). In summary, Richmond staff consider that the proposed Hamilton Area Plan Concept complements Richmond's 2041 OCP inter-municipal policies and Westminister's Queensborough Community Plan.

(17) Appropriateness Of Developers Paying For Community Amenities by Density Bonusing

Whenever the City undertakes a new Area Plan, it usually proposes new community amenities and new ways for developers to provide them. To help put the proposed Hamilton Concept community amenities (e.g., library, public indoor recreational space, police office space), in perspective, the following comments are offered:

- for the 2006 West Cambie Area Plan, density bonusing was used to fund, for the first time, affordable housing, child care and more recently, to enable developers to connect to the City's district energy (geo-thermal) system,
- in the 2009 City Centre Area Plan (CCAP), density bonusing was used to create high density urban villages around each Canada Line station, to fund a Canada Line transit station, provide a new City community centre, space for a new university campus, and promote and retain office, institutional and assembly uses,
- other community amenities which have been funded by developer density bonusing include additional space for an existing school, parkland acquisition and enhancements, and contributions to special public art projects.

With the above innovative approach in mind, staff suggest that the proposed Hamilton Option 4 Concept is an appropriate way to have developers, through rezoning provide community amenities. The set of proposed community amenities in the Concept are deemed reasonable as the community wants them and the City is not also asking developers to also provide, for example a museum, an art gallery, a fire hall, an ambulance station, a swimming

pool, a new City community centre, institutions, dedicated community group space, district energy improvements, and many of the above possible community improvements.

As well, based on independent land economic advice, while the City could take up to 70-80% of the lift value of new development, or like Vancouver in some instances up to 100%, to pay for community amenities, the Concept proposes that the City take a more moderate amount (e.g., 65%). The Concept also recognizes that developers are to pay for DCCs, off site and on site costs, as well as contribute to the City's Affordable Housing Strategy. The above financial approach has been reviewed and endorsed by the City's independent economic consultant who indicates that it is financially feasible for developers to implement the proposed Concept.

(18) Proposed Financial Implementation Program

The Concept emphasizes the theme "Developer pays" and staff will prepare a Financial Implementation Program before finalizing the Area Plan to indicate in more detail who and how the community amenities, infrastructure and other improvements will be funded. Their provision will rely on redevelopment density bonuses, offsite improvements and other developer contributions.

It is to be noted that, while Hamilton developers will contribute to City wide DCCs, all City developers who contribute to DCCs will fund DCC works in Hamilton. As with any DCC item constructed, the City would not necessarily fund works in the area equal to the amounts collected in the area. All DCC roads are to be constructed and funded by developers. To accommodate the new Hamilton Area Plan, at some point the current DCC Program needs to be updated and staff will later advise when this may best occur.

The chart below outlines some of the funding methods which may be used to implement the Area Plan.

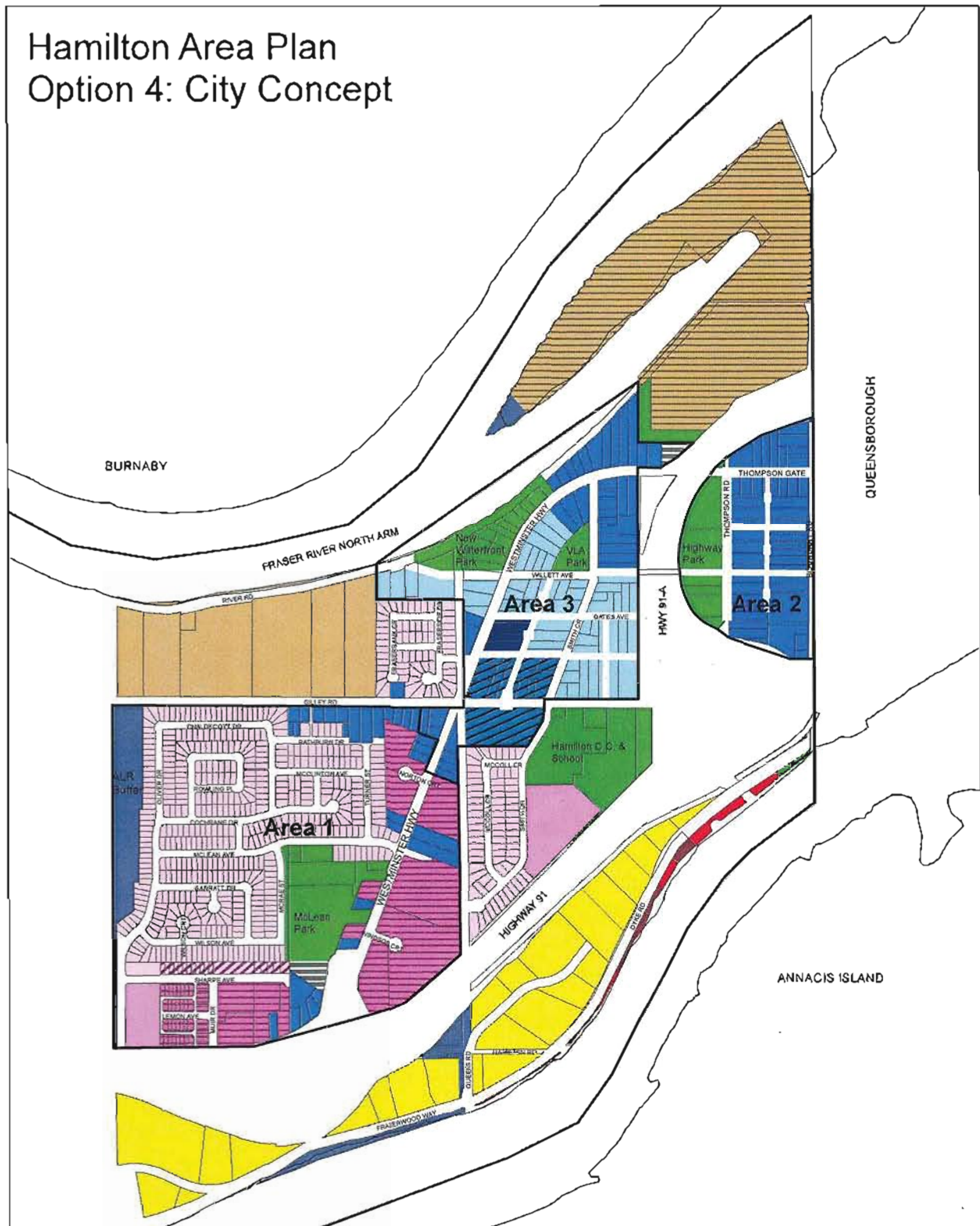
Possible Funding Methods To Implement the Proposed Hamilton Area Plan		
Funding Source	Area Plan Topic	Main Implementation Methods
DCC Payments by Developers or Credits for Developer Construction	Roads (Arterial) (Including Civic Beautification where applicable)	Developer DCC contributions and construction
	Roads (Major Road Network) (Including Civic Beautification where applicable)	Developer DCC contributions, and developer construction
	Parks Land Acquisition	Developer DCC contributions and provision
DCC Payments by Developers or Off-Site Works Construction	Parks Amenities	Developer DCC contributions and provision
	Sanitary Sewer	Developer DCC contributions and construction
	Drainage	Developer DCC contributions and construction
	Water Works	Developer DCC contributions and construction
Developer Off-Site Works Construction	Area Beautification	Developer construction
	Dike Improvements	Developer construction
	Roads (Local and Collector)	Developer construction
Developer	Community Indoor Recreation Space	Increased indoor recreation space is to be provided

Possible Funding Methods To Implement the Proposed Hamilton Area Plan		
Funding Source	Area Plan Topic	Main Implementation Methods
Construction or Contributions Via Density Bonusing		<p>in two ways, as follows:</p> <p>(1) <i>Increased City-Owned Community Centre Funded by Development:</i> Additional City-owned community centre space of 4,000 (372m²) is to be provided as cash by developers from developer density bonusing, and constructed by the City. Developer contributions would be made to the City's <i>Leisure Facilities Reserve Fund</i> within a separate Hamilton sub-fund. This approach has been taken with the CCAP where developer amenity contributions are required under the CCAP's density bonus provisions for rezoning applications.</p> <p>(2) <i>Private Commercial Indoor Recreation Space:</i> The proposed Concept enables developers to provide private indoor commercial recreation space (e.g., in or near the shopping centre) (e.g. yoga or pilates studio). This would be market driven and may be provided by developers without a density bonus, if a market for it is perceived.</p>
	Library Services	<p>A new library with similar services as provided in branches (e.g., East Cambie) with up to 5,000 ft² to 6,000 ft² (464 m² to 557 m²) provided by developers through density bonusing.</p> <ul style="list-style-type: none"> - 1st Choice Location: In or near the shopping center, in either City owned or space leased from a developer (e.g., similar to Ironwood and East Cambie), or - 2nd Choice Location: added by the City, onto the existing Community Centre. <p>Council will determine the location when the Area Plan is finalized. The actual new service will be determined by Council afterwards when the above library strategic plan is completed and approved by Council.</p>
	Community Policing Services	<p>It is proposed that a developer would provide approximately 1,400 sq. ft. (130 m²) by density bonusing.</p> <p>The space is proposed to be located in the redeveloped shopping centre and, until the Council determines the level of any improved police service, the space can be used by the City for City purposed, as Council determines.</p>
	Affordable Housing	Developer cash contributions and possible construction following the City-Wide Strategy
Developer Voluntary Contributions	Public Art	Developer contributions following City-wide policy
Developer Voluntary Contributions	Community Planning Contribution	Developer contributions following Area Plan policy

(19) Caution To Property Owners and Developers:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept - this cannot be emphasized enough.

Hamilton Area Plan Option 4: City Concept



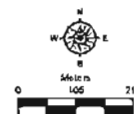
Existing Area Plan Land Use Types

- Community Facilities Use
- Residential (Mixed Multiple: eg. 0.75 FAR and Single Family: eg. 0.55 FAR)
- Residential (Single Family: eg. 0.55 FAR and or Duplex/Townhouse: eg. 0.75 FAR)
- Small and Large Lot Single Family Residential (eg. 0.55 FAR);
Two Family Residential (eg. 0.60 FAR);
Townhouse Residential (eg. 0.75 FAR) and Institutional
- Residential (Single Family Only: eg. 0.55 FAR)
- Agricultural (eg. 0.60 FAR)
- Business Park (eg. 1.0 FAR)
- Industrial (eg. 1.0 FAR)
- Mixed use water oriented Industry / Residential (eg. 0.55 FAR)
- Natural Areas / Open Space
- Park / School

Proposed Land Use Types

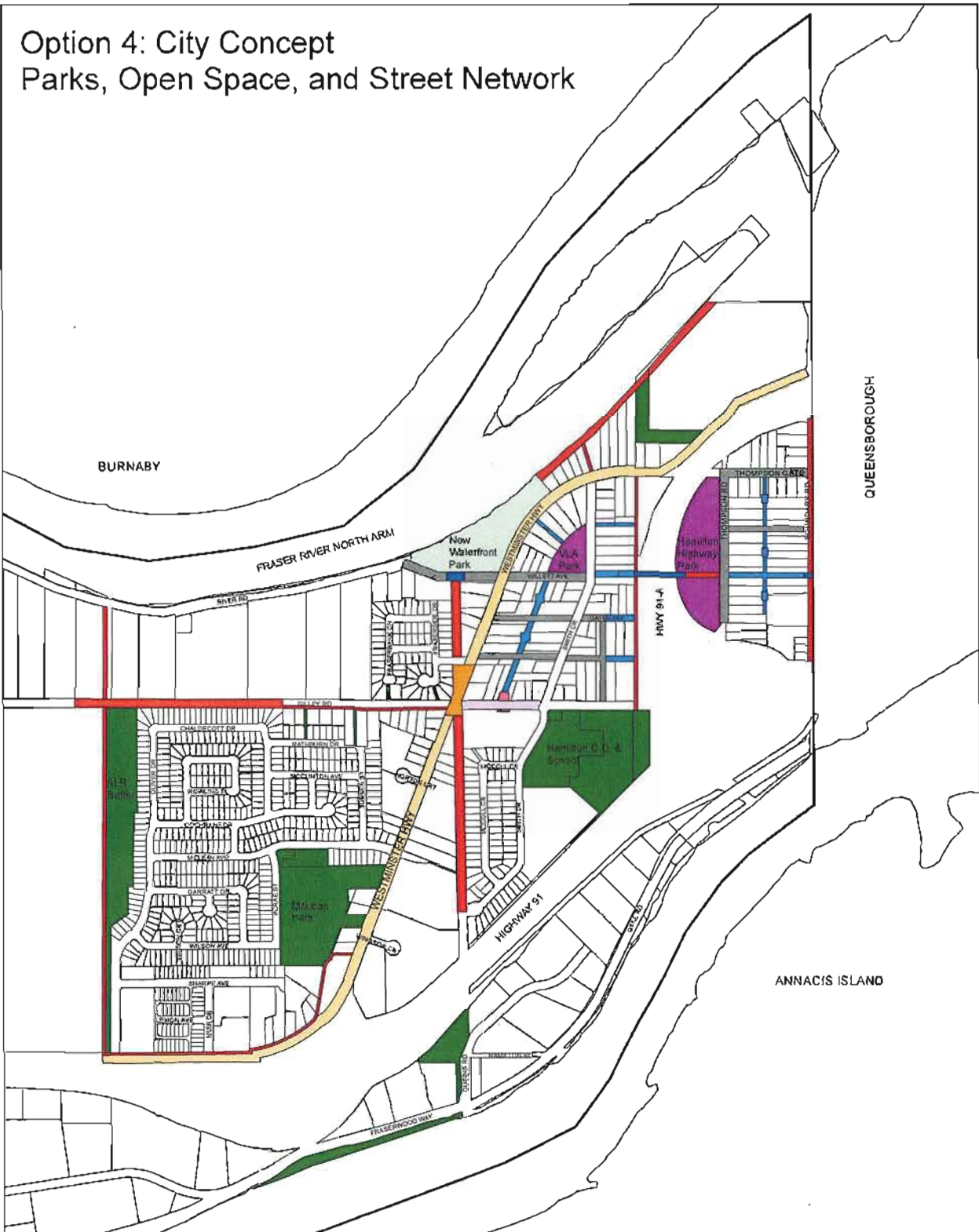
- 0.75 FAR Residential (Townhouses)
- 1.0 FAR Residential (Stacked Townhouses)
- 1.5 FAR Residential (3-4 Storey Apartments)
- 1.5 FAR Mixed Use (Retail and/or Office with Residential Above)
- NEW Park / School
- Industrial
- Marine Residential / Industrial

PLN - 68



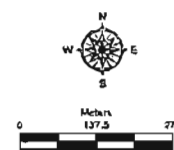
May 14, 2013

Option 4: City Concept Parks, Open Space, and Street Network



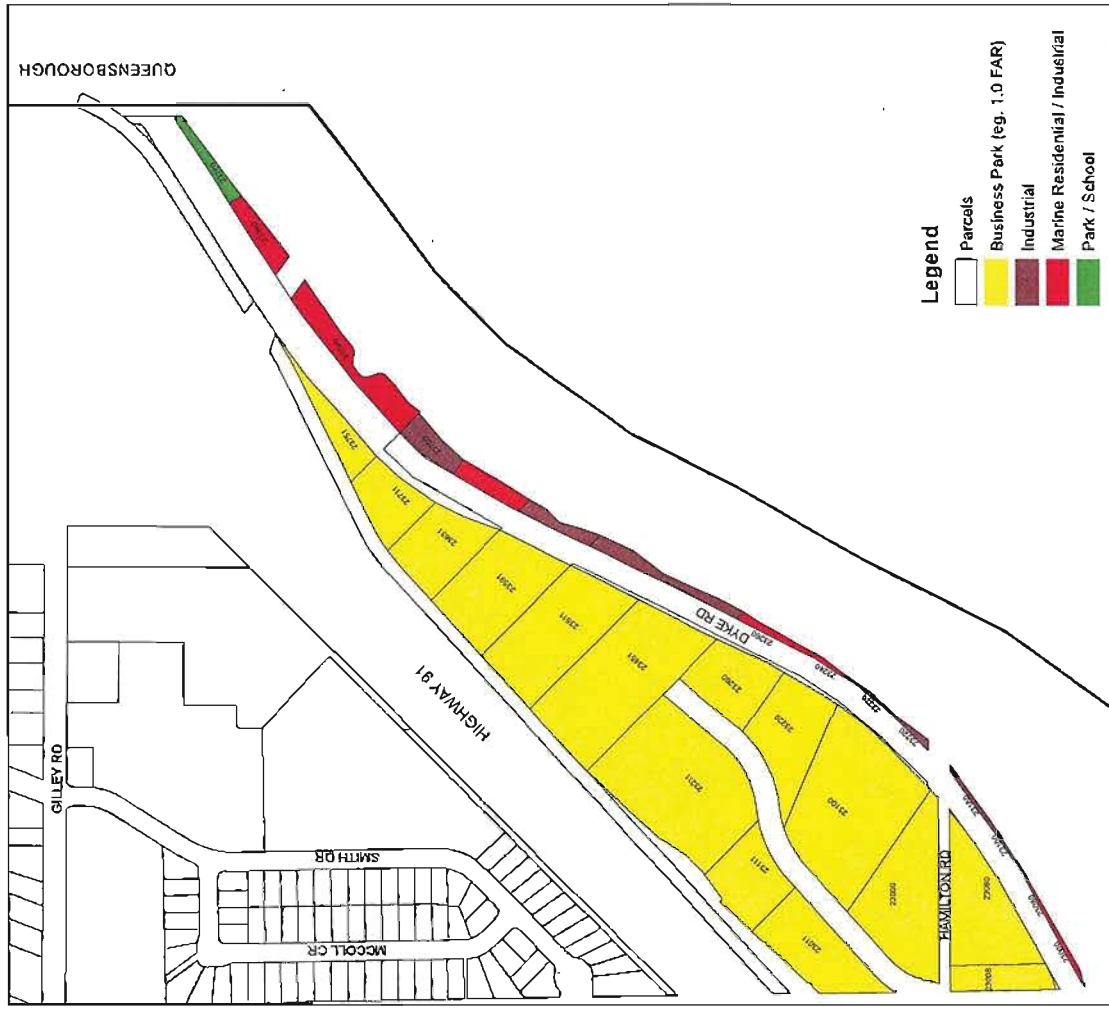
- Bridge
- Public Pedestrian Walkways on Private Property
- New Roads and Pedestrian Connections
- Boulevard (Including Enhanced Cycling and Pedestrian Amenities)
- Crossing Plaza
- High Street
- New or Enhanced Trails
- Pocket Plaza
- New Park
- Improved Existing Parks
- Existing Parks, Public Open Space, and Trails

PLN - 69

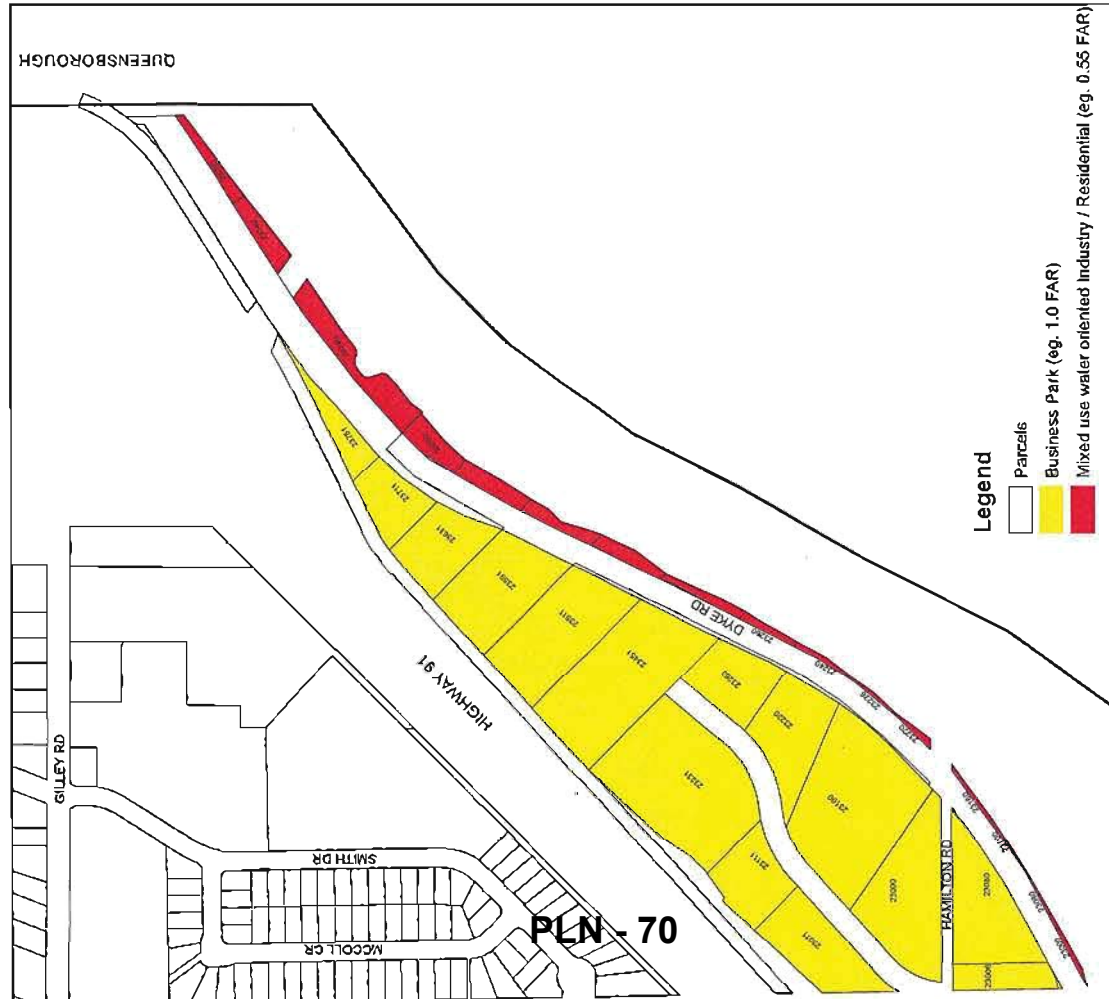


City of Richmond
April 30, 2013

Hamilton Area Plan Option 4: Proposed Land Use Types



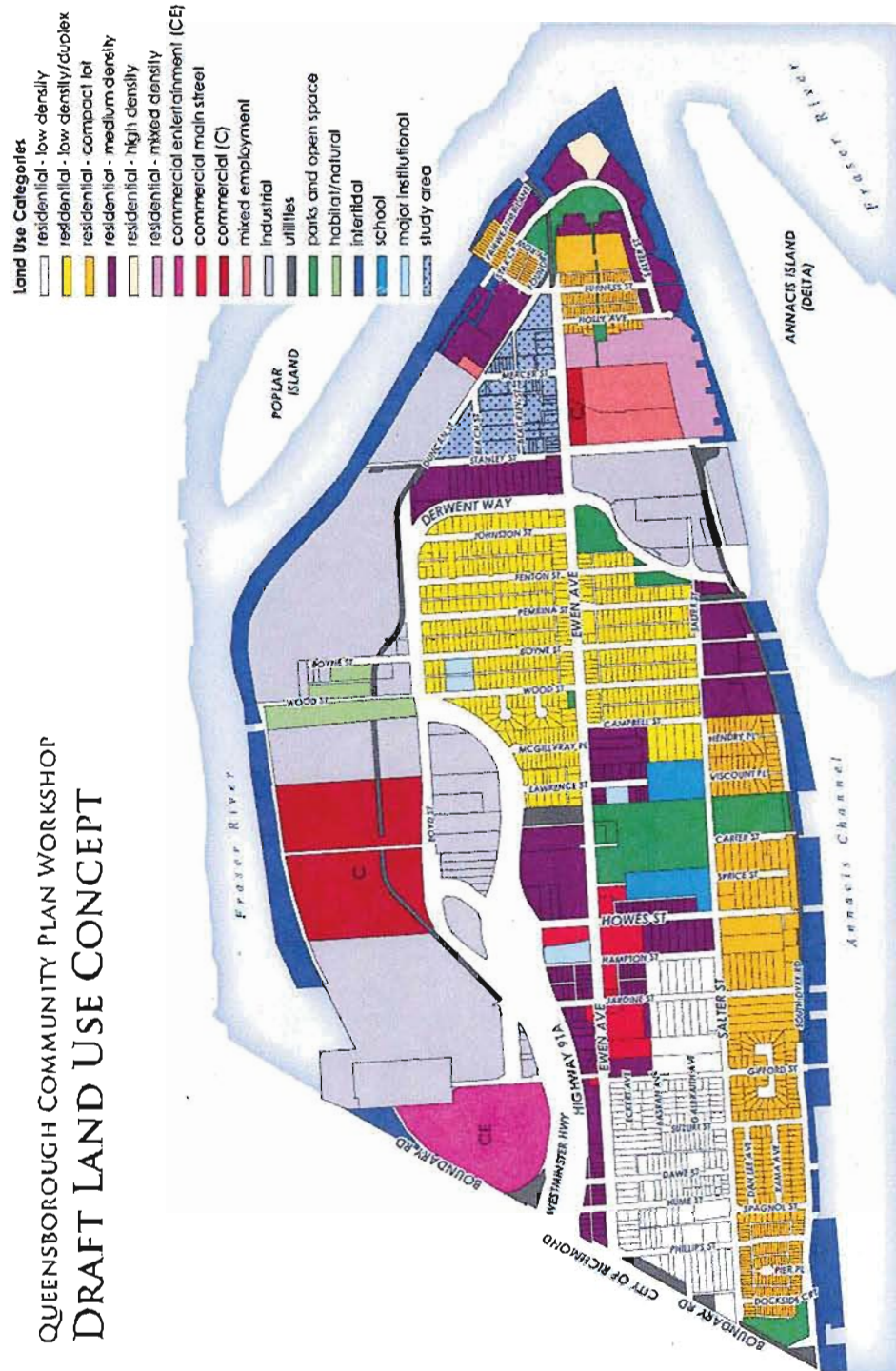
Hamilton Area Plan Option 4: Existing Area Plan



ATTACHMENT 7

Draft Queensborough Community Plan Map and Key Themes

PROPOSED LAND USE CONCEPT



Hamilton/Queensborough Map

Major Land Use Map

Richmond/Hamilton
Proposed Option 4 - Concept

Existing Area Plan Land Use Types

- Community Facilities Use
- Residential (Mixed Multiple; eg. 0.75 FAR and Single Family; eg. 0.55 FAR)
- Residential (Single Family; eg. 0.65 FAR and or Duplex/Townhouse; eg. 0.75 FAR)
- Small and Large Commercial (eg. 0.55 FAR)
- Townhouse Residential (eg. 0.75 FAR and or Medium)
- Residential (Single Family Only; eg. 0.55 FAR)
- Agricultural (eg. 0.60 FAR)
- Business Park (eg. 1.0 FAR)
- Industrial (eg. 1.0 FAR)
- Mixed use water oriented Industry / Roadfront (eg. 0.55 FAR)
- Natural Areas / Open Spaces
- Park / School

Proposed Land Use Types

- 0.15 FAR Residential (Townhouses)
- 1.0 FAR Residential (Shaded Town)
- 1.1 FAR Residential (2-4 Storey Apartment)
- 1.3 FAR Mixed Use (Retail and/or Office)
- Public / School
- Industrial
- Marine Residential / Industrial

PLN - 73

Bridgeview Shopping Centre (Oris)

City of Richmond
City of New Westminster

Hamilton School and Community Centre

Landing Mall and Walmart

Ewan Ave Neighbourhood Commercial Area

Starlight Casino

Queensborough Middle School

Queensborough Community Centre

Queensborough Elementary

New Westminster/Queensborough Plan
Proposed DRAFT Queensborough Plan

- Land Use Categories
- residential - low density
 - residential - low density/duplex
 - residential - compact lot
 - residential - medium density
 - residential - high density
 - residential - mixed density
 - commercial entertainment (CE)
 - commercial (C)
 - mixed employment
 - industrial
 - utilities
 - parks and open space
 - habitat/natural
 - interstitial
 - school
 - major institutional
 - study area



Comparison of Community Amenities and Private Retail Services Richmond – New Westminster

(1) Introduction

Richmond staff sought a range of contextual planning information from New Westminster planning staff (e.g., maps, Queensborough community amenity information) which New Westminster staff promptly provided.

(2) Richmond – Queensborough Community Amenities

Richmond staff, with assistance from New Westminster staff, have identified in a general way the following City community amenities in Richmond and Queensborough.

Status of Community Amenities In Hamilton and Queensborough		
Some City Owned Community Amenities Hamilton Residents Said That They Would like in Hamilton	Hamilton	Queensborough
Existing		
– Community Centre	Yes	Yes
– Fire Hall	Yes	Yes
– Elementary School	Yes	Yes
– Middle School	No	Yes
– High School	No	No
– Day care	Yes several	Yes several
Proposed		
– Improved Library Service	<ul style="list-style-type: none"> – No – Proposing a small City space and service - 4,000 sq ft (372 m²) 	Yes, a Branch Library - 2,384 sq ft (221 m ²)
– Additional City-owned community spaces in Community Centre	An additional 4,000 sq ft (372 m ²)	N/A
– Police Station	<ul style="list-style-type: none"> – No – Proposing 1440 sq ft (133 m²) of space. – City to determine use and if police service can and will be provided. 	<ul style="list-style-type: none"> – No – Proposing a sub-office in the Community Centre - 1,998 sq ft (185 m²)
– Additional privately owned community space in Hamilton (e.g., yoga)	To be determined by the probate sector and market.	N/A

It is to be understood that the provision of Hamilton community amenities is subject to the final approved Hamilton Area Plan land uses and densities, and a review of developers ability to pay for their contributions. As well the provision of community amenities is based on the build out of the Hamilton Area Plan (e.g., 2034), so time will be needed to provide them.

(3) Richmond – Queensborough Private Retail Services

The following chart outlines some of the private retail services provided in the two communities

Overview of Private Retail Services In Hamilton and Queensborough			
Private Retail Services	In Hamilton Now?	Queensborough	
		Queensborough Landing: – In WalMart - Super Centre – Around: Smart Centre	Along Ewan Street in Queensborough
Hamilton Residents Preferences			
1. Grocery store	No	Large Yes	– Chinese – Chinoy's – Yes – Goa Restaurant and Sweet Shop – Yes
2. Medical - Doctor office	No	No	No
3. Dental office	Bridgeview Dental Centre - Yes	Yes	– Yes – Via
4. General (see below)			
– Restaurant and Fast Food	– Yes – Sun Sun Garden Chinese Restaurant – Yes - Pizza	– Many: – Pizza, Tim Horton's, Quiznos, A & W, Starbucks, etc	– Goa Restaurant and Sweet Shop - Yes – Queensborough Pizza – Yes
– Bank and ATM	No	– Yes - Coast Capital – Yes - ATMs	– ATM in Fast Gas – ATM in Goa Restaurant and Sweet Shop - Grocery Store – Yes
– Gas station	No - Closed	No	Fast Gas Station - Yes
Other			
– Pharmacy	No	Yes	Via Building - Yes
– Glasses	No	Yes	
– Chiropractic	No	No	Via Building – Yes
– Bowling lanes	Closed	No	No
– General Office	– Yes – Political Office – Educational Training – Yes - Developer Office	Yes	Yes
– Insurance	Yes	Yes	
– Retail	Dollars Store - Closed	Many	No Seen
– Laundry Mat	Closed	No	Landro Mat – Coming
– Personal Service	Nails – Randy's Hair Design		Nails - Yes
– Post Office	No	Yes	No
– Liquour Store	No	Yes	No

It is to be understood that the provision private retail services in Hamilton is subject to the final approved Hamilton Area Plan land uses and densities, Hamilton and other residents' shopping patterns, market forces, and the interest and ability of the private sector to provide the retail services as the community grows.