



**Council Meeting for Special Public Hearing
Tuesday, February 25, 2014**

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Evelina Halsey-Brandt

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

**1. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT
BYLAW 9078**

(Location: Hamilton Area; Applicant: City of Richmond)

Applicant's Comments:

Terry Crowe, Manager Policy Planning, provided a brief overview of the proposed Hamilton Area Plan and highlighted the following information:

- during the public consultation process, Hamilton residents expressed the need for improvements to the library, recreation space, and shopping area, as well as, the need for safer roads and pedestrian paths, a police station, and a variety of housing options for families and seniors;
- There are no changes proposed for the Hamilton Area's existing parks, south residential neighbourhood, Agricultural Land Reserve (ALR) lands, and industrial lands;



Special Council Meeting for Public Hearings
Tuesday, February 25, 2014

- the proposed Plan includes (i) an improved east-west road connection, (ii) a new park, and (iii) a range of community amenities such as a library, a police station, additional indoor recreation space, a child care hub, and a pier to name a few;
- Hamilton specific and City-wide Development Cost Charges (DCC), allocated for sewer, water, road and park infrastructure, will apply to any new development; and
- the proposed Community Amenity Contribution (CAC) rates are comparable to those applied in other areas of the City.

In response to queries from Council, Mr. Crowe advised that there would be no changes to the current road configurations or to the park on the east side of the Area. Also, it was noted that the proposed CAC rates are the second lowest in the City.

Written Submissions:

- (a) C. Surmik, 23171 Westminster Highway (Schedule 1);
- (b) Agricultural Land Commission, 4940 Canada Way, Burnaby (Schedule 2);
- (c) Kelvin Higo (Schedule 3);
- (d) Wolf Strecko, 23180 Willett Avenue (Schedule 4);
- (e) Melvin Yap, 23451 Westminster Highway (Schedule 5);
- (f) George and Wendy Walker, 4525 Fraserbank Place (Schedule 6);
- (g) Pauline Lewzey, 23180 Willett Avenue (Schedule 7);
- (h) Greater Vancouver Home Builders' Association, 7495-132 Street, Surrey (Schedule 8); and
- (i) Urban Development Institute, 602 West Hastings Street, Vancouver (Schedule 9).

In reply to a query from Council, Mr. Crowe spoke of population scenarios, noting that a population between 11,000 and 17,000 could be accommodated with high-density infrastructure such as stacked townhouses, apartments, and mixed commercial developments; however, he noted that the proposed Plan reflects a population of approximately 12,000 residents.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

Submissions from the floor:

Colleen Chambers, 5880 Kartner Road, generally supported the proposed Hamilton Area Plan with the exception of the proposed land lift contributions. She questioned the proposed land lift calculations and she was of the opinion that the 85% land lift could potentially hinder development and pass on its costs to property owner. Ms. Chambers stated that she did not believe that the proposed public library and the expansion of the Hamilton Community Centre were warranted due to the Area's proximity to similar amenities in the Queensborough area; she suggested that the City work collaboratively with the City of New Westminster. Finally, Ms. Chambers was concerned that the miscellaneous amenity funds would be used for other City projects if not allocated for specific projects in the Hamilton Area.

In response to queries from Council, Joe Erceg, General Manager, Planning and Development, advised that the CAC is based on a contribution rate per buildable square foot, similar to all other areas of Richmond. Mr. Erceg spoke of the land lift calculation referred to in the staff report dated January 28, 2014, and noted that an independent consultant conducted an analysis to determine the viability of charging the CAC rates on a per square foot basis while simultaneously encouraging development in the Area. He noted that, of the eight areas reviewed in the staff memorandum dated February 25, 2014 (attached to and forming part of these minutes as **Schedule 10**), the proposed CAC rates for the Area are the second lowest rates for townhouse and apartment/condominium developments. Furthermore, Mr. Erceg noted that the consultant's analysis indicated that the CAC rates would neither stifle redevelopment in the Area nor lower the market value of existing properties. Also, Mr. Erceg commented that the rates are not intended to be static; the rates could be amended to reflect current market conditions.

Mr. Erceg stated that, as per Council's request, staff have identified proposed additional amenities in the Hamilton Area. A Child Care Hub and a Waterfront Park Pedestrian Pier account for the majority of the \$8.8 million identified under "Miscellaneous Amenities". In addition, should any new development in the Hamilton Area increase the demand on services in other areas of the City, appropriate contributions would be allocated to such areas; however, the majority of CAC funds will remain in the Hamilton Area.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

With regard to the library and community centre amenities in Queensborough, Mr. Erceg advised that staff have worked closely with City of New Westminster staff. However, it is not intended that Hamilton residents be reliant on amenities provided in Queensborough; the public consultation process identified the need for such additional amenities.

Maureen McDermid, 6480 Juniper Drive, read a written submission on behalf of the Honourable Linda Reid, Member of the Legislative Assembly for Richmond-East (attached to and forming part of these minutes as **Schedule 11**).

Trustee Donna Sargent, Richmond Board of Education, accompanied by Clive Mason, Director of Facilities and Planning, expressed concerns regarding the proposed population increase and read from a written submission (attached to and forming part of these minutes as **Schedule 12**).

In response to a query from Council, Mr. Mason advised that a 14,000 square feet expansion to the Hamilton Elementary School would be required to serve the projected population growth. Also, he noted that Ministry of Education requirements indicate that an additional site would be necessary to facilitate such an expansion.

In response to a query from Council, Mr. Crowe noted that staff is aware of the School District's needs. He suggested that further discussion take place regarding the potential implications of an expansion and that such discussion take place prior to other sites being explored.

Mr. Crowe advised that the proposed square footage for the library, the community police office, and the community centre expansion are appropriate to meet the future needs of the community.

In response to a query from Council, Trustee Sargent explained that, although the Ministry of Education is responsible for all school facilities, it is not allocating funds for capital projects. Trustee Sargent noted that the School District is a partner to the City in the development of the Hamilton Area, and as such, progressive funding models must be explored in order to facilitate growth. Trustee Sargent then spoke of an upcoming meeting with New Westminster School District representatives to discuss a shared high school facility; however, she noted that resolving the lack of space at the Hamilton Elementary School is the School District's priority.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

Guy Biggar, 23500 Gates Avenue, was generally in favour of the proposed Plan as he believed it would lay the foundation for the development of a beautiful, functional, and lively community; however, he suggested that the 'Miscellaneous Amenity' contributions be postponed until further community consultation has taken place. Mr. Biggar commented on the *Veterans' Land Act*, suggesting that land lift calculation be such that ensures veterans' families benefit from the development of the proposed amenities.

In reply to a query from Council, Mr. Crowe advised that the City had conducted extensive public consultation since January 2012.

Craig Surmik, 23171 Westminster Highway, expressed concern with regard to the potential expropriation of land to facilitate the development of the proposed waterfront park on River Road. Also, he was of the opinion that the designation of said land to parkland would pose development and mortgage challenges. Mr. Surmik explained that currently his property could be subdivided to allow for the construction of a new waterfront residence; however, he had not been assured that this type of construction can still take place should the proposed Hamilton Area Plan be approved. Also, Mr. Surmik suggested that curbside parking be considered at the intersection of Westminster Highway and Gilley Road in an effort to promote the shopping area.

In response to a query from Council, Mr. Erceg noted that the proposed Area Plan includes a park designation; however, it does not propose any rezoning. Mr. Erceg then spoke of the City's practice in regard to land acquisitions noting that the City typically purchases land at market value, based on appraisals.

In response to queries regarding the construction of the bicycle path bridge, Mike Redpath, Senior Manager, Parks, advised that construction will commence once the weather improves.

Ali Elashi, 5380 Smith Drive, spoke in favour of the proposed Area Plan as he believed the higher density would allow businesses to succeed and provide much needed services to the community.



Special Council Meeting for Public Hearings
Tuesday, February 25, 2014

Betty Carr, 4485 Fraserbank Place, expressed concern regarding the proposed increased density noting that it would significantly impact traffic in the area. She was of the opinion that, although the proposed Area Plan includes community amenity and commercial area improvements, area residents would continue to commute to and from recreation, shopping, and employment opportunities. Also, Ms. Carr questioned the higher density housing and its impact on existing trees and the water table.

In reply to a query from Council, Mr. Erceg stated that a comprehensive traffic analysis has been completed for the Area Plan and, as a result, a number of road network improvements were identified. In addition, he noted that as individual development applications are submitted additional traffic studies would be conducted.

Mr. Crowe advised that both the Official Community Plan and the proposed Hamilton Area Plan have ecological policies that incorporate better design guidelines for future development in the area. It was noted that the City is committed to tree preservation and environmental enhancement as development moves forward. It was further noted that the proposed Area Plan allows for residential apartments with and adjacent to the mixed use designation.

Al Sakai, Principal, Hamilton Elementary School, spoke of the latest Middle Years Developmental Indicator Study, and highlighted that the Hamilton area students were performing very well, and in some cases, approximately ten per cent better than students in other areas of Richmond. He attributed the Hamilton area students' well-being, in part, to the partnership between the City and the School District with regard to the shared Hamilton Community Centre. Mr. Sakai noted that, in order to facilitate approximately 300 new students in the Hamilton area, it is vital that the City and School District continue this partnership.

In response to a query from Council, Mr. Crowe stated that the build out for the anticipated density in the Hamilton area could potentially take 20 to 25 years. It was noted that the existing community centre can accommodate a population of 9,000 residents, which would allow sufficient time for the City and School District to work cooperatively on an agreement for the proposed additional community centre space.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

Heather Hicks, 23171 Westminster Highway, raised concern with the lack of infrastructure to service the proposed population density, noting a shortfall in school space and poor transit service particularly during winter conditions. Ms. Hicks expressed concern for the poor condition of the properties to be redeveloped along Westminster Highway. She was pleased that a park is proposed along the Fraser River and requested that the development of the park trail be done sensitively in order to protect the wildlife habitat and predatory bird nests in the area.

In response to a query from Council, Mr. Crowe noted that staff will continue to work with the School District to address education needs and to minimize bussing. He noted that staff will work with developers and property owners to ensure that properties in transition are kept in good condition. Also, Mr. Crowe advised that public transportation needs of the community will be discussed with TransLink at an upcoming meeting.

Jeff Fisher, Vice-President and Senior Policy Advisor, Urban Development Institute (UDI), spoke in support of the proposed Hamilton Area Plan, but expressed concern with the CAC rates. He read from a written submission (attached to and forming part of these minutes as **Schedule 9**). Mr. Fisher then requested that a copy of the staff memorandum regarding the proposed \$8.8 million for community amenities be provided to the UDI.

Discussion ensued regarding the CAC rates. In reply to a query from Council, Mr. Erceg advised that staff have liaised with and provided updates to the UDI; however, the additional information regarding the miscellaneous category was provided at the request of Council. Mr. Erceg expressed concern that a city-wide review of the CAC rates would take considerable time and that development may be delayed should Council consider deferring approval of the proposed Hamilton Area CAC rates. Mr. Erceg stated that he was not aware of any incident where the CAC rates were increased and reiterated that the City would be calculating the CAC rates on a buildable square footage basis and not through a land lift calculation.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

Rob Howard, 5880 Dover Crescent, spoke in favour of the proposed Hamilton Area Plan, noting that it would bring additional housing options, services, and employment to the community. He encouraged Council to move forward with the proposed Plan and expressed support for the definition of the miscellaneous community amenities and the CAC calculation.

Dana Westermarck, ORIS Consulting, expressed support for the Hamilton Area Plan, and commented that the proposed CAC rates was a departure from past practices. He further commented that the rates collected in Steveston are specific to purchasing excess density above 1.2 Floor Area Ratio (FAR) and to generating revenue to support the heritage assets of the area. Additionally, he noted that the City Centre (Capstan Area) charges are being specifically applied to construct the Capstan Canada Line Station, which is a valuable amenity for developments immediately surrounding the Station. Mr. Westermarck stated that details on the financial strategy for the proposed Hamilton Area Plan were not available, and as such, was of the opinion that this left no opportunity for meaningful consultation. It was further noted that the proposed three amenities referenced in the staff report dated January 28, 2014 have been part of discussions for the past two years; however, the amenities under the 'Miscellaneous Category' were not part of past discussions. Mr. Westermarck believed that a CAC rate based on the cost of the proposed three amenities, with an additional ten per cent contingency fund, would be an appropriate interim policy. This would allow (i) development to move forward, and (ii) for additional public consultation with stakeholders in order to reach a consensus regarding the scope of the CAC rates. Mr. Westermarck concluded by stating that the need for additional school space is an existing issue and as such, was of the opinion that landowners, developers, and taxpayers should not have to contribute towards this facility.

In reply to a query, Mr. Erceg advised that, should the CAC rates be approved on an interim basis, a moratorium on development applications in the area could be considered. Alternatively, development applications could proceed with a lesser amenity contribution being applied. He further advised that a review of the CAC rates could take longer than six months, and should the cost of the amenities increase during this time, the rates would increase accordingly.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

In response to queries from Council, Mr. Westermarck noted that, should the desired neighbourhood focused retail street be achieved, it would encourage additional development in the area. He further noted that it is not anticipated that the Hamilton area experience a rapid absorption rate, and therefore, maximum build out would be a matter of decades and not years.

In reply to a query, Mr. Erceg noted that the policy relating to the CAC rates is reflected in the proposed Hamilton Area Plan, which refers to the rates per square foot of development.

Jose Gonzalez, 8935 Cook Crescent, expressed support for the proposed Area Plan, noting that the proposed east-west connection improvements would facilitate unifying the area and provide better access to community amenities. Mr. Gonzalez requested clarification whether there was flexibility on the location of the proposed road bisecting Thompson Road.

Mr. Erceg advised the location of the proposed road is conceptual and that its location and impact to landowners would be examined carefully once a development application is received.

Walloce Sohl, 22760 River Road, was pleased to see a pier proposed along the Fraser River as part of the proposed Plan. Mr. Sohl requested that the City consider providing water fountains, washrooms, and picnic tables on the future park site. With regard to prior comments regarding school capacity, Mr. Sohl suggested that the area be developed as a retirement community, with suitable housing for an aging demographic.

Robert Kirk, 5880 Kartner Road, supported the proposed Hamilton Area Plan, with the exception of the use of land lift rates for future development. Mr. Kirk expressed that the current "Developer Pay" approach may not be fair as current landowners are included in the definition for a developer. He believed that current landowners would be offered lower prices for their land as developers are to pay all infrastructure costs through an 85% or more land lift charge.



Special Council Meeting for Public Hearings Tuesday, February 25, 2014

Michael Wolfe, 9731 Oldin Road, noted that public input received by the City represented only two per cent of area residents, which he believed was not enough support for Council to adopt the proposed Hamilton Area Plan. He further noted that there were only 80 Affordable Housing Units proposed for the area, with no assurances that the units would be constructed. Mr. Wolfe voiced concern for the (i) lack of school space, (ii) potential negative impact to the natural and semi-natural areas due to development, and (iii) lack of policies to reduce greenhouse gases and emissions.

Alex Yuen, 22120 Sharp Avenue, was of the opinion that increased density would adversely affect (i) the safety of children crossing Westminster Highway, and (ii) the operation of the Hamilton Community Centre. Mr. Yuen expressed his appreciation for the proposed library. He noted that the current school capacity is a major concern and that bussing students to other schools would be detrimental to both the students and to their parents. Also, he commented on pilings and soil conditions, noting that these are important considerations for future development proposals.

In reply to a query from Council, Donna Chan, Manager, Transportation Planning, advised that traffic signals on Westminster Highway at the intersections of Gilley Road and Boundary Road are scheduled to be installed in 2014. She then noted that as development occurs, other signals are anticipated to be warranted along Westminster Highway at Smith Crescent and Willett Avenue.

Bruno Thielmann, Vice President of Development, Wesgroup, spoke in favour of the proposed Hamilton Area Plan and supported the proposed amenities. Mr. Thielmann encouraged Council to clearly identify and account for the miscellaneous amenities in the proposed Area Plan.

SPH14/1-1

It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9078 be given second and third readings.

The question on Resolution No. SPH 14/1-1 was not called as discussion ensued regarding the clarification of the miscellaneous amenity allocation. As a result of the discussion, the following amendment was introduced:



Special Council Meeting for Public Hearings
Tuesday, February 25, 2014

SPH14/1-2

It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9078, which repeals the existing Schedule 2.14 – Hamilton Area Plan and replaces it with a new Schedule 2.14 – Hamilton Area Plan, and includes policies on land use and density, community amenity contributions, community recreation, community safety, economic development, agriculture, transportation, the natural environment, infrastructure, parks, public realm and open space as well as new development permit area guidelines for commercial and multi-family development, be revised prior to second reading by:

(a) *replacing Section 12.0 Implementation Strategy, Objective 3, Policy b) with:*

b) *Developer Contributions to Hamilton and City Wide Community Amenity Space:*

- *the City may accept developer community amenity contributions, or the developer construction of the actual community amenity spaces (e.g., a small public library, a community policing office space, childcare hub, and pedestrian pier on the North Arm of the Fraser River), and contributions to City-wide community amenities which Hamilton residents may utilize.*

The question on Resolution No. SPH14/1-2 was not called as Council noted the importance of defining where the Community Amenity Contributions would be directed.

The question on Resolution No. SPH14/1-2 was then called and it was **CARRIED.**

Discussion continued regarding the merits of the application, with members of Council speaking in favour of the proposed Hamilton Area Plan, particularly noting the wide support for community revitalization, amenities, and as such, the appropriateness of the proposed CAC rates. It was noted that Council would continue to work with the Richmond School Board to address the need for additional school space in the Hamilton area. Council challenged the development community to provide a wide variety of housing that would be inclusive of all age groups and mobility ranges.



Special Council Meeting for Public Hearings
Tuesday, February 25, 2014

At the conclusion of the discussion, the question on Resolution SPH14/1-1, as amended by Resolution No. SPH14/1-2, was then called and it was **CARRIED**.

SPH14/1-3

It was moved and seconded

That Official Community Plan Bylaw 9000, Amendment Bylaw 9078 be adopted.

CARRIED

ADJOURNMENT

SPH14/1-4

It was moved and seconded

That the meeting adjourn (10:23 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Tuesday, February 25, 2014.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Michelle Jansson)

**Schedule 1 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.**

To Planning Committee
Feb. 4 2014
re: Ham #2 - Hamilton Area Plan

Richmond City Hall

January 30, 2014

To whom it may concern:

After talking to people coming into the area as well as local residents, I have received 100% positive feedback on a boardwalk, gravel or paved walkway along the river side of River Road near Westminster Highway. People like a short distance between themselves and the residences. They also like being along the water side of River Road as it makes them feel safer and more relaxed.

When asked about a boardwalk style walkway over the existing ditch on the residential side of River Road, the residents felt it was better than having people walking on the road; however travelers did not find the idea very appealing. They want to be where they could watch the wildlife and have an unobstructed view of the river.

Either side of the road would work to continue the pathway around Richmond but from a construction point of view the water side pathway would be easier to construct and more appealing to both the community and visitors.

I looked at the river side of River Road from Pump House #5 to the end of the dyke and found there was approximately 12 to 15 feet to work with for such a walkway.

Considering traffic flow on River Road from where the Queens Canal walkway would meet the road by Pump House #5, the road traffic needs to be slower for the pedestrian's safety. The simplest and least expensive way to provide a safe environment for both pedestrians and drivers, would most likely be 2 speed bumps set for 30-40 Km/h on each side of a new crosswalk approximately 20 feet back. This would encourage drivers to allow the pedestrian traffic to cross safely since they are already slowing for the speed bumps.

As for the proposed extension of Willet Ave. to River Road, the community and visitors do not wish the project to go through as it would increase traffic backups in front of their homes. At the moment, without the increase in traffic to the community, we already get the traffic backups to the train bridge on River Road. On frequent Fridays and bad weather days and it is much worse. If there is an accident on any of the bridges, especially the Queensborough or Alex Fraser Bridge the backup can last for up to 5 hours. This traffic backup can have a driver taking as long as 1-2 hours to travel a distance that would normally take them 20 minutes. This can cause driver frustration and lead to potentially more accidents as well as road rage.

With the roadway continuing as it currently is, it continues to allow for the clearing of pollutants from vehicles due to the constant breeze which blows along the water. This fact becomes much clearer when you look at the number of residents living into their 90's in comparison to people that live in denser areas.

Sincerely,



C. Surmik

23171 Westminster Hwy.
Richmond, BC V6V 1C1



REC-D
FRIDAY, JAN 31, 2014



February 20, 2014

City of Richmond
6911 No. 3 Road
RICHMOND BC V6Y 2C1

Attention: Michelle Jansson, Acting Director *City Clerk's Office*

Schedule 2 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

Agricultural Land Commission

133 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000
Fax: 604 660-7033

www.alc.gov.bc.ca

ALC File 46529

Richmond File 08-4045-20-14

Re: Hamilton Area Plan Richmond OCP Bylaw 9000, Amendment Bylaw 9078

The Provincial Agricultural Land Commission (the "Commission") has the following comments for the public hearing on the first reading draft of Richmond's *Hamilton Area Plan* (the "Plan"), received by the Commission on February 12, 2014.

In 1984, the Commission reviewed a draft proposal for the Hamilton area. The Commission cooperated in a process of ongoing consultation, concurring with the thrust of the plan but expressing some reservations about two specific areas, the lands north of Gilley Road and the 24 ha parcel (with some potential for cranberry production) at the west end of the Hamilton area. In November 1985 the Commission adopted Resolution **#1205/1985**, an "order" endorsing the Hamilton Area Plan as depicted on the attached "Map 1" on the understanding that the buffer areas described in the Plan would be established and remain in the ALR. The resolution also encouraged Richmond to undertake an application to consider exclusion from the ALR of those lands outlined in red on the attached "Map 2".

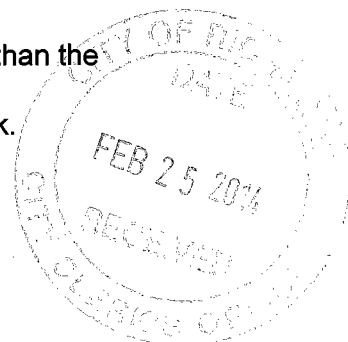
In 1986 the Commission received an application from Gilley Road Developments Ltd. proposing exclusion of the 24 ha parcel. Commission Resolution **#243/1986** (an "order") endorsed the land uses on the attached schematic concept plan, recognizing that the plan was never intended to reflect a final subdivision layout. The critical points were that

- it shows a western buffer park to remain in the ALR, with a trail located well away from the adjacent cranberry operation (except where it diverts west to the No. 10 Road right of way),
- it shows the Gilley Road trail located on the south side of the right of way, and
- it shows a covenanted 20 m buffer on the south side of Gilley Road, to protect the adjacent greenhouse operation. Later, by Resolution **#145/1993** (an "order") the Commission agreed to reduce the covenanted area to 12 m subject to a fenced and vegetative buffer acceptable to the Commission, to be constructed within the 12 m setback, with the vegetative buffer and fencing plan to be included as a schedule to the covenant document.

The Commission has become aware that the greenhouse ceased operation within the last decade and has been removed, with the site substantially rehabilitated. Even so, it believes that it is appropriate to maintain the covenant and encourage effective edge planning measures such as buffering and vegetative planting along Gilley Road to encourage farm use of agricultural lands north of Gilley Road, which remains in the ALR.

On review of the first reading draft of Bylaw 9078, the proposed new Hamilton Area Plan, the following three items are seen as being of notable significance to the Commission's mandate:

- the "unenhanced" trail through the western buffer park is illustrated as following the west side rather than the east side of the park,
- the "unenhanced" Gilley Road trail is illustrated as following the north side rather than the south side of the road allowance, and
- townhouses are illustrated for the covenanted buffer area and north of Fraserbank.



Section 46 of the *Agricultural Land Commission Act* (the "Act") provides in part that a local government bylaw (including a bylaw to adopt or amend an official community plan) that is inconsistent with the Act, the regulations or an order of the Commission has, to the extent of the inconsistency, no force or effect. It would therefore be appropriate to amend Bylaw 9078 to eliminate the extent of the inconsistency with the orders of record. The following suggestions are offered.

It is understood that the proposed new location for the western buffer park trail was intended to avoid or limit the cutting of trees within the park. From the Commission perspective the problem with the proposed location is that it follows the very edge of an active cranberry operation, with no buffering against normal farm practices. The Commission would never agree with a trail location which would clearly place a farm operation in jeopardy. The trail to which Resolution #243/1986 consented was schematically illustrated as meandering, such as by winding the path between significant trees rather than cutting them down. At the northeast corner of the cranberry operation and the northwest corner of the buffer park, the cranberry operation is not as exposed, thus there should be no objection to continuing the trail along the No. 10 Road right of way to River Road. To protect existing or potential farm operations alongside that 10 m right of way, the trail should be developed in the centre of the right of way, with a vegetative buffer on either side.

The Commission does not object to townhouse development on lands outside the covenanted area agreed by Resolution #145/1993, provided that each strata corporation with land in the covenanted area is made fully responsible for maintaining the fencing and vegetative buffering within its land, in accordance with the covenant document. The Commission also encourages the City to require fencing and vegetative buffering where the proposed "stacked townhouse" development adjoins the east side of the ALR block.

Yours truly

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per:


Brian Underhill
Deputy Chief Executive Officer

Encl.

TP/
46529m1

OFFICIAL
AREA
PLAN MAP

LEGEND

COMMERCIAL

INDUSTRIAL

PARK

R1 INFILL RESIDENTIAL

R2 NEW RESIDENTIAL

R3 WATER-ORIENTED RESIDENTIAL

BUFFER

SCHOOL

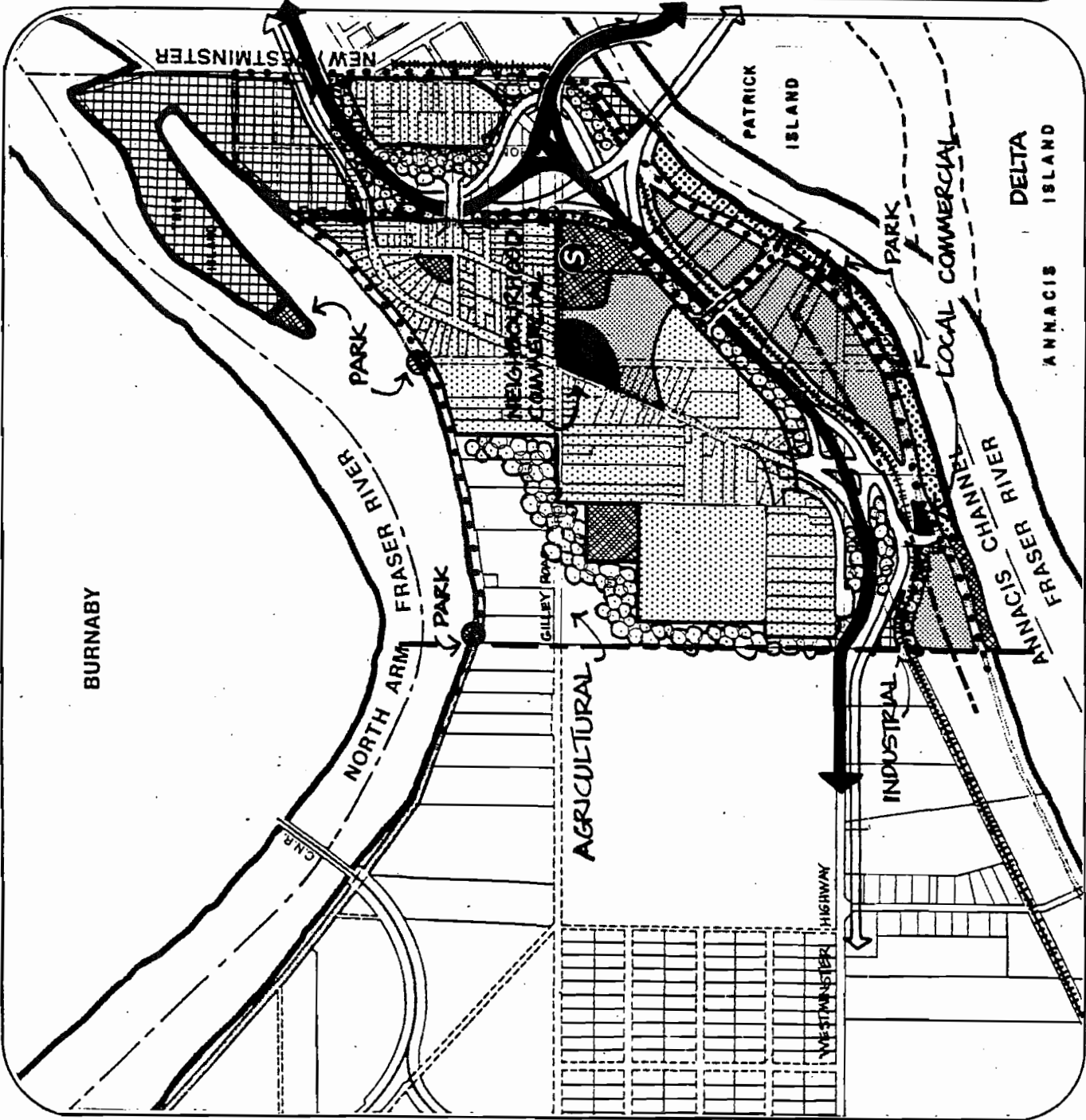
TRAIL

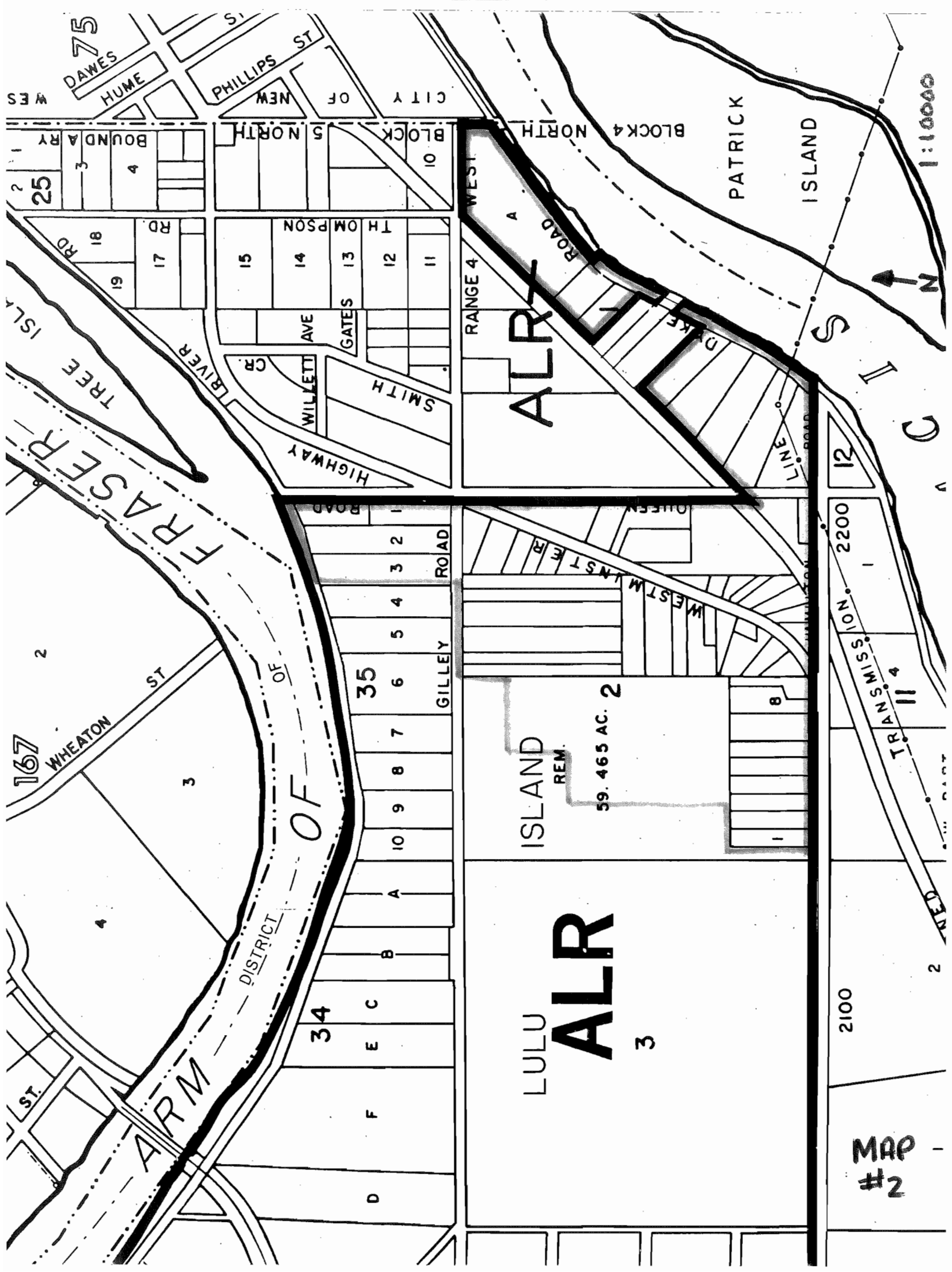
EXISTING HYDRO
RIGHT OF WAY

HAMILTON

0 300 METRES

REVISED MARCH 1985







FUTURE TRAIL CONNECTION
TO RIVER ROAD

GILLEY ROAD

20m OF LOT AREA
WITH COVENANT

405.04

THIS AREA
PROPOSED TO
REMAIN IN
ALR

PARK
(NATURAL
BUFFER
AREA)

17m

13.5 m.

13.5m

17m

17m

13.5m

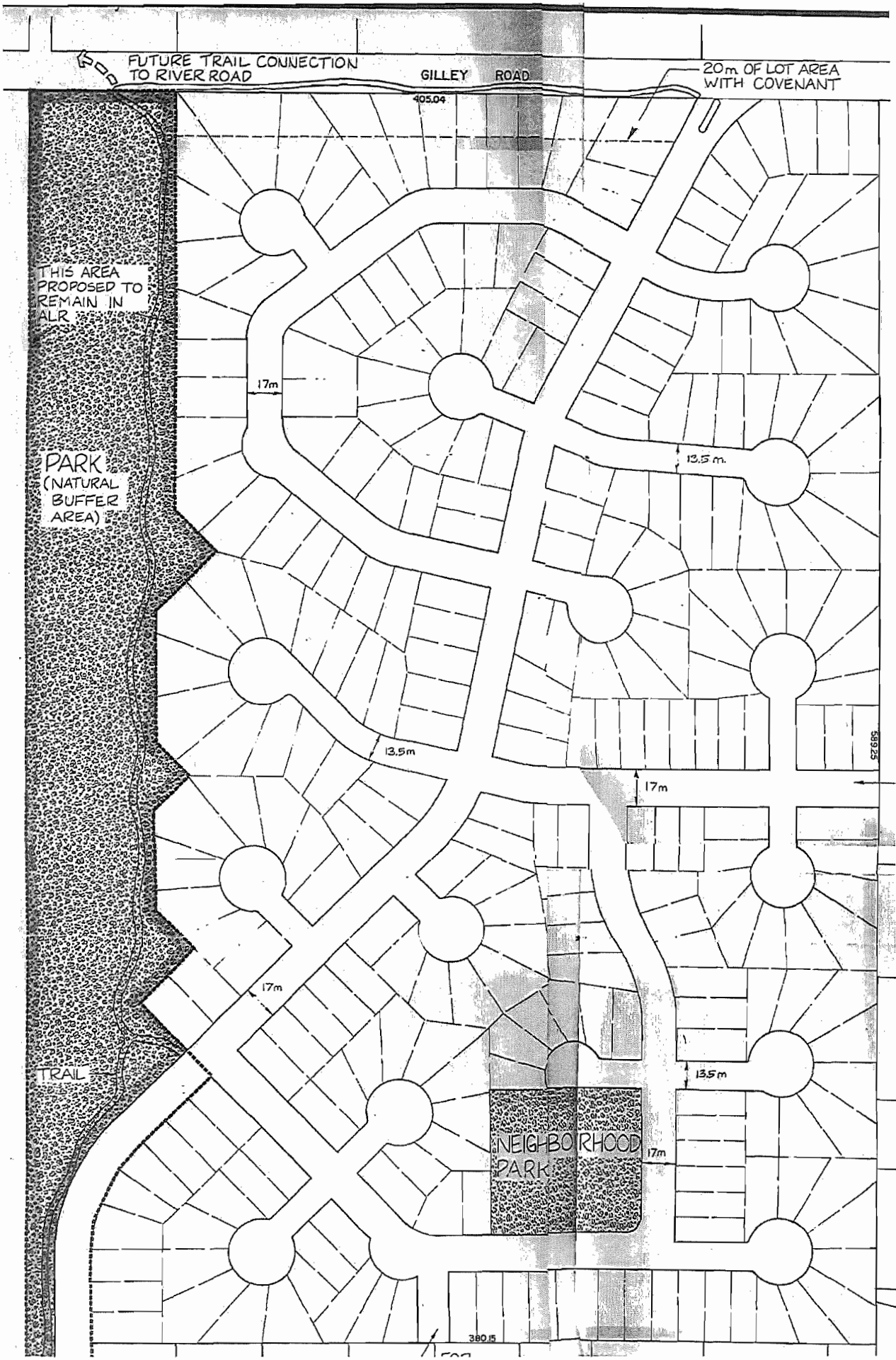
17m

NEIGHBORHOOD
PARK

380.15

589.25

TRAIL



Schedule 3 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

To Public Hearing	
Date:	FEB. 25 2014
Item #	1
Re:	BULKW 9078 Hamilton Area Plan

Berg, Hanieh

From: McMullen, Mark
Sent: Monday, 24 February 2014 09:15
To: Berg, Hanieh; Jansson, Michelle
Cc: Crowe, Terry
Subject: FW: Hamilton Area Plan - Email Received for Hamilton Public Hearing on Feb. 25

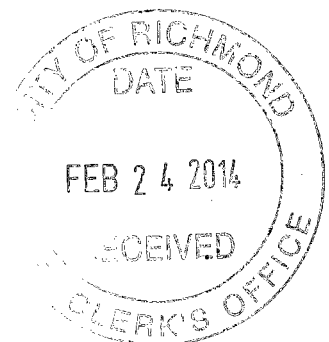
----- Forwarded message -----

From: Kelvin Higo <kelvinhigo@gmail.com>
Date: Sun, Feb 23, 2014 at 5:54 AM
Subject: Hamilton Area Plan
To: mark.mcmullen@richmond.ca

I noted the Special Public Hearing on February 25th and wanted to comment on a few issues. Firstly as background, I was the Chief Public Health Inspector when the subdivision was created in the Hamilton area. This subdivision was created atop of hogfuel and this subsequently created a leachate problem. The homes in this area are required to have proper venting beneath their homes in case methane buildup occurs.

Another issue I dealt with and I think was a first of its kind was the dedication of the property on the west side of the subdivision as a buffer zone. We requested a buffer zone due to the fact that toxic pesticides were used next door in the cranberry fields and a treed buffer would help ameliorate any pesticide drift.

I think David Brownlee might remember both these issues as I think he was on staff at the time.



**Schedule 4 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.**

Mayor and Councillors

From: Webgraphics
Sent: Monday, 24 February 2014 11:22
To: Mayor and Councillors
Subject: Send a Submission Online (response #772)

Categories: 08-4045-20-14 - Hamilton Area Plan

To Public Hearing	
Date:	<u>Feb. 25 2014</u>
Item #	<u>1</u>
Re:	<u>Bylaw 9078</u> <u>Hamilton Area Plan</u>

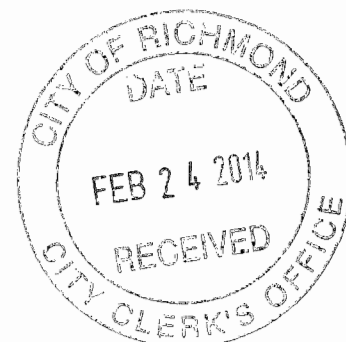
Send a Submission Online (response #772)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/24/2014 11:21:38 AM

Survey Response

Your Name	Wolf Strecko
Your Address	23180 Willett Ave
Subject Property Address OR Bylaw Number	Hamilton Area Plan Update
Comments	<p>Land Use and Density - In the proposed plan High density is pushed out to the edges of the community in Area 2 and the north end of Area 3, as is green space. Affordable (therefore higher density) housing for families and seniors should be centered around the 'core' shopping, school, community centre, park facilities along Gilley.</p> <p>Community Amenities - Previous proposed Option 3 was favoured as a way to bring these sorely needed amenities to Hamilton (a long standing community complaint.) Current plan (Option 4) offers a weak vision for how these will be provided. It seems less likely that we will get these amenities if we don't have a higher density population area in a core commercial/community/amenities area. Pushing higher density out to the northeast edge will discourage amenities development, in favour of more use and development of Queensborough amenities. Parks and Greenways - I prefer longer walking paths along the Queens Canal (as prev.</p>



	<p>storyboarded) and a stretched-out green belt along the river for walking, cycling, some picnicing, fishing, small boating (esp. in the sheltered bay) vs. a large block of park area. Transportation Improvements - A new and improved River Road connection to Westminster Hwy at Willett will only dump more traffic into the community, not less! and brings it closer to the core. This is pedestrian and cycling unfriendly. It would be better to have some bypass strategy which routes thru-traffic around the community onto a service road around the community (or onto Hwy 91a). Some parking for use of the riverfront is needed.</p>
--	---

Mayor and Councillors

Schedule 5 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

From: Webgraphics
Sent: Monday, 24 February 2014 23:01
To: Mayor and Councillors
Subject: Send a Submission Online (response #773)

To Public Hearing	
Date:	Feb. 25 2014
Item #:	1
Re:	Bylaw 9078 Hamilton Area Plan

Send a Submission Online (response #773)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/24/2014 10:59:55 PM

Survey Response

Your Name	Melvin Yap
Your Address	23451 Westminster Hwy, Richmond
Subject Property Address OR Bylaw Number	New Hamilton OCP
Comments	<p>I am very pleased with the new Hamilton OCP and request the planned amenities (parks, walkways, road improvements, library, etc.) be a priority and constructed as soon as possible. In addition, public washrooms and a fishing pier at the new river front park would be really nice. It would be a major attraction. Also, it was brought to my attention that the city is considering to charge "land lift" fees equal to 85% of the increased value from rezoning in addition to all the land dedications, offsite works, and DCC's. I am strongly opposed to this as it would halt development completely; developers will not buy land at rezoned prices and pay this fee. Landowners will not give away their land.</p>



Mayor and Councillors

Schedule 6 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

To Public Hearing
Date: Feb 25 2014
Item # 1
Re: Bylaw 9078 Hamilton Area Plan

From: Webgraphics
Sent: Tuesday, 25 February 2014 08:20
To: Mayor and Councillors
Subject: Send a Submission Online (response #774)

Categories: 12-8060-20-9078 - OCP Bylaw 9000 - Amendment Bylaw - Replace Hamilton Area Plan
Schedule 14

Send a Submission Online (response #774)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/25/2014 8:20:00 AM

Survey Response

Your Name	George & Wendy Walker
Your Address	4525 Fraserbank Place, Richmond
Subject Property Address OR Bylaw Number	Official Community Plan By Law 9000, Amendment Bylaw 9078
Comments	<p>February 25, 2014 Dear Mayor and Council: We are unable to attend tonight's Special Public Hearing and so are submitting our comments and concerns in writing for consideration. We would like it to be known that we are opposed to the proposed changes to the Official Community Plan Bylaw 9000, Amendment Bylaw 9078. We understand from Rozanne Kipnes of Oris Development that the following figures represent the current and potential population growth for the Hamilton area. • 5200 residents – the current population of Hamilton • 9000 residents - the population allowed for in the new OCP (Rozanne said this is without amenities and infrastructure). • 12,000 residents - the population if the Oris plan is adopted (allows for the infrastructure and amenities Oris says they will bring). We have been told that the Oris plan is about providing safe passage, walkways, and greenways and ensuring the walk ability of the</p>



community. HOWEVER – as Oris points out, they are only developing on the east side of Westminster. Their plan is separate and has a complete disconnect to what is happening on the west side of Hamilton where the majority of residents live. We are not two communities yet this is how we are being treated. This does not seem to be a cohesive plan for the residents and Hamilton community at large. Most if not all of the residents in Hamilton feel we are and have always been sadly under served with amenities that are provided to the rest of Richmond. It is hard to imagine more than double the population trying to get in and out of Hamilton at the best of times especially when motorists use Westminster Hwy as a detour due to accidents. Hamilton already has an extremely poor walk ability score of 33 making us car dependant (walkscore.com). Our transit score is also poor at 43 out of 100. There is no guarantee that the shops proposed will actually materialize. For over 20 years, most of the current shopping centre has remained vacant and there is no guarantee that increased population will result in shops opening. Given what has happened at 22560/22600/22620 Gilley Road (RZ 06-344606), what assurances do residents have that the city will honour any promises made? In November 2006 when an application was made to construct 35 Townhomes at 22560/22600/22620 Gilley Road (RZ 06-344606), redevelopment signs were erected showing access to the development off of Turner Road. Subsequent communication over a five year period with the City of Richmond confirmed in writing and verbally (and in the current Official Community Plan for Hamilton), the following: • "No vehicle access to and from the proposed townhouse site is planned for Gilley Road" • "The submitted site plan proposes only vehicle access off Turner Drive" • "This project facilitates the completion of the Rathburn Drive and Turner Street that would service the proposed townhouse project"; • "The City's long-term vision is to limit residential vehicle access to Gilley Road."; Despite all these reassurances, in June 2012 the City of Richmond radically changed their decision to allow access to this development to be exclusively off of Gilley Road. This was completely opposite to their long held position and promises to residents. This decision has will continue to have serious wide ranging ramifications on our community. No alteration was ever made to the redevelopment signage reflecting this change leaving the community uninformed that these changes were taking place. The residents of Hamilton were denied Due Process in this case

and the safety and safe passage of residents has been severely impacted. If there was no alternative to Gilley Road it would still be difficult to fathom how this development would be allowed to go ahead given all of the conditions. Will there be increased traffic on Turner and surrounding streets? Yes there will but in Kevin Eng's own words, this area was designed to support this and it will actually improve the traffic flow. The same cannot be said of Gilley Road. A narrow, dead end and largely pedestrian thoroughfare bordered on both sides with ditches full of wildlife (including beavers), that connect with Queen's Canal and the Fraser River. What assurances do we have that the City of Richmond will not engage in similar changes and alterations going forward if this plan is adopted? We feel the credibility of the City of Richmond is suspect since the Gilley Road development changes. We are not as opposed to the Oris proposal as we are to changes that divided our community into two separate entities. The city did not honour the commitments as outlined in the current OCP nor promises made regarding 22560/22600/22620 Gilley Road (RZ 06-344606). Why should we believe they will do so in this case? Regards, Wendy & George Walker

To Public Hearing
Date: <u>Feb. 25 2014</u>
Item # <u>1</u>
Re: <u>Bylaw 9078</u> <u>Hamilton Area Plan</u>

February 25, 2014

Dear Mayor and Council:

We are unable to attend tonight's Special Public Hearing and so are submitting our comments and concerns in writing for consideration.

We would like it to be known that we are opposed to the proposed changes to the Official Community Plan Bylaw 9000, Amendment Bylaw 9078.

We understand from Rozanne Kipnes of Oris Development that the following figures represent the current and potential population growth for the Hamilton area.

- 5200 residents – the current population of Hamilton
- 9000 residents – the population allowed for in the new OCP (Rozanne said this is without amenities and infrastructure).
- 12,000 residents – the population if the Oris plan is adopted (allows for the infrastructure and amenities Oris says they will bring).

We have been told that the Oris plan is about providing safe passage, walkways, and greenways and ensuring the walk ability of the community. **HOWEVER** – as Oris points out, they are only developing on the east side of Westminster. Their plan is separate and has a complete disconnect to what is happening on the west side of Hamilton where the majority of residents live.

We are not two communities yet this is how we are being treated. This does not seem to be a cohesive plan for the residents and Hamilton community at large.

Most if not all of the residents in Hamilton feel we are and have always been sadly under served with amenities that are provided to the rest of Richmond. It is hard to imagine more than double the population trying to get in and out of Hamilton at the best of times especially when motorists use Westminster Hwy as a detour due to accidents.

Hamilton already has an extremely poor walk ability score of 33 making us car dependant (walkscore.com). Our transit score is also poor at 43 out of 100. There is no guarantee that the shops proposed will actually materialize. For over 20 years, most of the current shopping centre has remained vacant and there is no guarantee that increased population will result in shops opening.

Given what has happened at 22560/22600/22620 Gilley Road (RZ 06-344606), what assurances do residents have that the city will honour any promises made?

In November 2006 when an application was made to construct 35 Townhomes at 22560/22600/22620 Gilley Road (RZ 06-344606), redevelopment signs were erected showing access to the development off of Turner Road.



Subsequent communication over a five year period with the City of Richmond confirmed in writing and verbally (and in the current Official Community Plan for Hamilton), the following:

- **"No vehicle access to and from the proposed townhouse site is planned for Gilley Road"**
- **"The submitted site plan proposes only vehicle access off Turner Drive"**
- **"This project facilitates the completion of the Rathburn Drive and Turner Street that would service the proposed townhouse project";**
- **"The City's long-term vision is to limit residential vehicle access to Gilley Road."**

Despite all these reassurances, in June 2012 the City of Richmond radically changed their decision to allow access to this development to be exclusively off of Gilley Road. This was completely opposite to their long held position and promises to residents. This decision has will continue to have serious wide ranging ramifications on our community.

No alteration was ever made to the redevelopment signage reflecting this change leaving the community uninformed that these changes were taking place. The residents of Hamilton were denied Due Process in this case and the safety and safe passage of residents has been severely impacted.

If there was no alternative to Gilley Road it would still be difficult to fathom how this development would be allowed to go ahead given all of the conditions. Will there be increased traffic on Turner and surrounding streets? Yes there will but in Kevin Eng's own words, this area was designed to support this and it will actually improve the traffic flow.

The same cannot be said of Gilley Road. A narrow, dead end and largely pedestrian thoroughfare bordered on both sides with ditches full of wildlife (including beavers), that connect with Queen's Canal and the Fraser River.

What assurances do we have that the City of Richmond will not engage in similar changes and alterations going forward if this plan is adopted? We feel the credibility of the City of Richmond is suspect since the Gilley Road development changes.

We are not as opposed to the Oris proposal as we are to changes that divided our community into two separate entities. The city did not honour the commitments as outlined in the current OCP nor promises made regarding 22560/22600/22620 Gilley Road (RZ 06-344606). Why should we believe they will do so in this case?

Regards,

Wendy & George Walker

604-521-4803

Mayor and Councillors

Schedule 7 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

From: Webgraphics
Sent: Tuesday, 25 February 2014 09:47
To: Mayor and Councillors
Subject: Send a Submission Online (response #775)

To Public Hearing	
Date:	<u>FEB 25 2014</u>
Item #	<u>1</u>
Re:	<u>Bylaw 9078</u> <u>Hamilton Area</u> <u>Plan</u>

Send a Submission Online (response #775)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	2/25/2014 9:46:35 AM

Survey Response

Your Name	Pauline Lewzey
Your Address	23180 Willett Avenue
Subject Property Address OR Bylaw Number	Hamilton Plan Bylaw 9078
Comments	<p>I want to stress the importance of a balance in the design of having trees and small green spaces interspersed with the buildings and the materials for the buildings be harmonious with our natural environment. As a resident of Hamilton for over 30 years I have enjoyed the view of the mountains, the river and the wildlife that make Hamilton their home and I would like to emphasize the importance of maintaining that availability to the residents of the area. Many visitors come to our neighborhood to enjoy our natural splendor. Thank you for your consideration.</p>





Schedule 8 to the Minutes of the Council Meeting for Public Hearings held on Tuesday, February 25, 2014.

#1003, 7495 - 132 Street
Surrey, BC V3W 1J8
Telephone: 778-565-4288
Fax: 778-565-4289
Email: info@gvhba.org
www.gvhba.org

The Voice of the Residential Construction Industry in the Greater Vancouver Area

25 February 2014

Mayor Malcolm Brodie and Members of Council
City of Richmond
6911 No. 3 Road
Richmond, BC

Dear Mayor Brodie and Councillors;

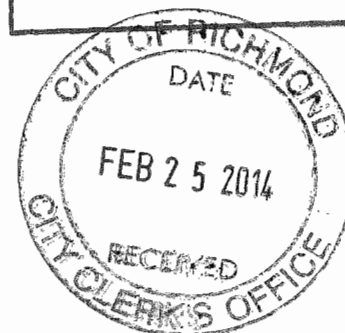
Re: Hamilton Area Plan Public Hearing

The Greater Vancouver Home Builders' Association represents 750 members comprised of developers, home builders and suppliers who assist in delivering the housing that is planned in our communities. GVHBA is the voice of the residential construction industry in the Lower Mainland and applauds the work of council and your staff in the development of a new Hamilton Area Plan.

The GVHBA has some concerns, however, in the section of the plan related to Development Financing. GVHBA understands that municipalities are looking broadly for revenue sources to fund new community infrastructure and amenities. While GVHBA acknowledges the practicality of partial funding of new community amenities through fees from new development, it is our view that the allocation of new amenity costs to new development should always be equitable, transparent, and predictable. We are opposed to the use of land lift calculations to determine the "budget" for community amenities. In our opinion, land lift is an arbitrary amount, and it is important to recognize that this approach creates uncertainty in the development feasibility assessment and financing process and potentially limits land transactions, both of which can reduce the supply and affordability of new housing.

GVHBA supports a best practices model of new amenity funding which identifies amenity goals within a neighbourhood plan, undertakes costing of the new amenities, fairly apportions the costs of the new amenity to new development, and allocates the costs on a unit basis in a predictable manner. The Hamilton Area Plan includes the identification and costing of the additional community centre space, the public library, and the community policing facility, and a contingency to account for potential higher construction costs in the future. This is supportable work. However, there is a very significant amount of funding allocated to the undefined "Miscellaneous" category, particularly the "... other possible community amenities, etc." Including this undefined,

To Public Hearing
Date: Feb 25 2014
Item # 1
Re: Bylaw 9078
Hamilton Area Plan



Canadian
Home Builders'
Association



Canadian
Home Builders'
Association



British Columbia
Building A Better BC



#1003, 7495 - 132 Street
Surrey, BC V3W 1J8
Telephone: 778-565-4288
Fax: 778-565-1289
Email: info@gvhba.org
www.gvhba.org

The Voice of the Residential Construction Industry In the Greater Vancouver Area

unallocated cost envelope does not allow for reasonable allocation of cost to new development, and it does not meet the principles of equity, transparency or predictability.

GVHBA feels that the approval of the Hamilton Area Plan is an important step for the residents (current and future), and we do not feel that the Plan should be delayed in order to create an improved CAC model. We would, therefore, recommend that Council remove this Development Financing section from the Plan prior to approval, and work with the industry to craft an amenity funding model that will support the delivery of the proposed amenities in the Hamilton area, and which adheres to the principles of equity, transparency and predictability.

Once again, congratulations on the preparation of the new Hamilton Area Plan, and we look forward to the opportunity to collaborate with the City further on this and other endeavors.

Yours truly,

Bob de Wit
CEO



Canadian
Home Builders'
Association



Canadian
Home Builders'
Association



British Columbia
Building A Better BC

**Schedule 9 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.**



URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION
#200 – 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
www.udl.bc.ca

February 25, 2014

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, British Columbia V6Y 2C1

Dear Mayor and Council:

Re: Development Financing for the Proposed Hamilton Area Plan

The Urban Development Institute (UDI) would like to thank Richmond staff for their work on the Hamilton Area Plan, which we generally support and ask Council to approve. We would like to thank staff for meeting with UDI members on February 20, 2014 to discuss the Community Amenity Contribution (CAC) strategy for the Hamilton Area Plan. The implications of this matter impact land owners and our industry across the City.

We commend the City on their shift away from the "land lift" or proforma approach to calculating CACs and your willingness to engage in a constructive dialogue about a variation on the Development Cost Charges methodology.

Given the tight time frame for the Hamilton Area Plan and the desire of both the community and our membership to move this forward, we would like to suggest an interim approach that provides a period of time for further discussion of a comprehensive overview of CACs both for Hamilton and future area plans.

The City has already identified three needed amenities in the Hamilton Area Plan costing \$10.4 million. UDI agrees with the list as it reflects the community aspirations and is consistent with the approach that the industry supports. We suggest that there is a need for third party validation of the cost estimates for these amenities; however this may take time to complete. As part of an interim structure, we support using the City's estimates as a base with a 10% contingency to add to the City's estimate to address potential uncertainties.

UDI has grave concerns about the creation of a list of possible amenities to justify the disproportionately large "miscellaneous" category described in Figure 4 on page 16 (CNCL – 419). The range of this category from \$3.8 million to \$12.2 million and the clear scaling of this item in relation to the amount of "land lift" proposed to be extracted is alarming. We do not support the concept that the City should determine what our, or any other businesses, profit might be. The concept of imposing an extraction from our business that exceeds what is necessary to address the impact of growth in a given area is without a moral, economic or equitable foundation. We

strongly encourage Council to reject this approach in favour of a transparent, accountable, equitable and justifiable methodology based on the universally accepted DCC principals.

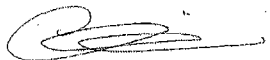
We recommend that the City review the amenity program over the next two years with the aim of creating a clear framework for moving forward in Hamilton and other area plans. This review should include the overall context of other requirements such as affordable housing levies, public art contributions, daycare contributions and the potential for changes in the DCC rates, which all impact the total cost. The review could also include city-wide amenities.

We also suggest that a regular review process form part of the CAC calculation methodology to address the City's concerns about construction cost escalation, increases in building standards, and the possible addition of amenity requirements not identified at this time. We asked that this recommendation be considered by Council for the Public Hearing (on Tuesday, February 25th).

In light of the fact the CACs for Hamilton are a new charge and not one the industry has had adequate time to review, analyze and comment on, we suggest that the CACs for Hamilton be limited to the identified three amenities plus a 10% contingency, and with the understanding that the program will be reviewed.

UDI looks forward to working with the City on the implementation of the Hamilton Area Plan and in establishing a means of calculating CACs that mirrors the DCC approach. We look forward to continuing to build on the solid working relationship we have enjoyed over the years through our joint Liaison Committee with City staff.

Yours sincerely



Anne McMullin
President and CEO



City of Richmond

Schedule 10 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.

To Public Hearing	
Date:	Feb 25 2014
Item #	1
Re:	Bylaw 9098 Hamilton Area Plan

Memorandum

Planning and Development Department
Policy Planning

To: Mayor and Councillors

Date: February 25, 2014

From: Terry Crowe, MCIP,
Manager, Policy Planning

File:

Re: Hamilton Community Amenity Rate Comparisons

As requested by Council, the following community amenity contribution rates for density bonusing in a variety of neighbourhoods and projects are presented from High to Low in the chart below:

Neighbourhood	\$ Per Buildable Square Foot
1. Steveston Village	\$43.00
2. CCAP Concord Capstan	\$9.48
3. CCAP Polygon Capstan (Mueller)	\$8.86
4. CCAP Pinnacle Capstan - Phase 1	\$8.58
5. City Centre Commercial Versante Hotel	\$7.75
6. CCAP Pinnacle Residential Portion - Pinnacle Capstan	\$6.72
7. Proposed Hamilton Area Plan	\$6.55 townhouse / \$4.60 apartment
8. West Cambie (predates Affordable Housing Strategy	\$6.37 (which includes \$5.10 for Affordable Housing and a reduction of density up to 0.2 FAR)

For clarification, please contact me at 604.276.4139.

Terry Crowe
Manager, Policy Planning

TTC:cas

pc: Joe Erceg, General Manager, Planning and Development,
Mark McMullen, Senior Co-ordinator Major Projects



**Schedule 11 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.**

February 14, 2014

Mayor and Council
City of Richmond

Mayor and Council:

Re: Support for Hamilton Area Plan

It is with enormous regard for the process that I lend my support to the progression of the Hamilton Area Plan. It is the reason I attended your meeting on Tuesday February 4, 2014 and spoke to the following issues.

I say yes to a library, a home for a community police office – amenities which the constituents of Hamilton/Richmond East richly deserve. I hope the residents of Hamilton will see some on-site progress by next year.

I trust the growth expected and approved for Hamilton will match the population growth approved for Queensborough. Hamilton should not find itself in a one down position when it comes to competing for businesses to be situated on its new high street. A business owner may look to the larger population base approved for Queensborough and miss the opportunity Hamilton will provide. Queensborough has apparently been approved for 14, 000 population. I trust there is some recognition that a level playing field would be helpful.

This issue speaks to me as well when I consider the need for student employment in Hamilton. As you know Hamilton's high school students are already bussed out of their community to attend McNair Secondary at Williams and No. 4 Road. Wouldn't it be lovely if students could count on employment opportunities at home. That will only be possible if Hamilton can attract sufficient businesses to address this need.

I wish you well in you deliberations.

Kindest regards,



Honourable Linda Reid
MLA for Richmond East



February 24, 2014

**Schedule 12 to the Minutes of the
Council Meeting for Public
Hearings held on Tuesday,
February 25, 2014.**

Mayor Malcolm Brodie and Councillors
c/o City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC
V6Y 2C1

Dear Mayor Brodie:

Re: Hamilton Area Plan

Thank you for referring the proposed Official Community Plan (OCP) Amendment Bylaw 9078 on the Hamilton Area Plan to the School District for comment as part of your Public Hearing process. The School District has reviewed the City of Richmond's Report to the Planning and Development Committee dated January 28th, 2014 and also the proposed OCP Amendment Bylaw. Comments resulting from this review follow.

The Report states that the proposed Plan will add an additional 4,093 homes to the area and projects an increase from the area's present population of about 5,100 persons to about 12,000 persons at build-out. Based on Statistics Canada student yield rates for housing, the above population growth will increase the school age population in the area by more than three hundred students. Both land and buildings will be required to accommodate the proposed population increase as the current elementary school is near capacity.

It is commendable that the City has identified and provided sustainable funding mechanisms for many community amenities in the Hamilton Area Plan; however, the Plan does not identify potential school sites, and has deferred the practical issue of providing for the needed school land and buildings to others.

The School District has identified a \$22 million requirement for funding in its present 5-year capital plan for additional facilities in the Hamilton area. Because the District relies solely on the Ministry of Education for funding of school construction, in the absence of City support through amenity funding, we are unable to determine the likelihood and timing of funding approval. The District will need to expand the current bussing of high school students to accommodate the increased numbers that result from the higher proposed density. It may also be necessary to provide a similar service for the new elementary students that result from the Hamilton Area Plan while the District awaits Ministry approval of additional school facilities.

Board of Education:

Donna Sargent - Chairperson
Eric Yung - Vice Chairperson
Rod Belleza Kenny Chiu Norm Goldstein
Debbie Tablotney Grace Tsang

The Board of Education firmly believes that schools are the hub of any community, and are one of the first amenities that community members seek. We look forward to working with the City and members of the community to help make Hamilton an even more prosperous and thriving neighbourhood.

Sincerely,

A handwritten signature in dark ink, reading "Donna Sargent". The signature is fluid and cursive, with the first name "Donna" and last name "Sargent" clearly legible.

Donna Sargent, Chairperson
On Behalf of the Board of Education (Richmond)

cc: Monica Pamer, Superintendent of Schools
Mark De Mello, Secretary Treasurer
Clive Mason, Director of Facilities and Planning