

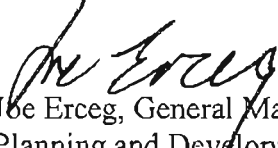


To: Planning Committee
From: Joe Erceg, General Manager,
Planning and Development Department
Re: Hamilton Area Plan Update

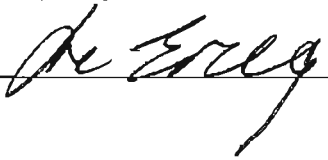


Date: January 28, 2014
File: 08-4045-20-14/2013-Vol 01

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9078, that replaces Schedule 14 of the Hamilton Area Plan be introduced and given first reading and be referred to a Special Council Meeting for a Public Hearing to be held on Tuesday, February 25, 2014 at 7:00 pm in the Council Chambers at Richmond City Hall.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 9078, having been considered in conjunction with:
 - a) the City's Financial Plan and Capital Program;
 - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882(3) (a) of the *Local Government Act*.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 9078, be referred to the Agricultural Land Commission for comment for the Public Hearing, in accordance with Section 882(3) (c) of the *Local Government Act*.
4. That, in accordance with section 879 (2) (b) of the *Local Government Act* and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 9000, Amendment Bylaw 9078, be referred to the following bodies for comment for the Public Hearing:
 - a) The Council of the City of New Westminster, and
 - b) The Board of Education of School District No. 38 (Richmond).
5. That Official Community Plan Bylaw 9000, Amendment Bylaw 9078, be referred to the Urban Development Institute (Richmond Branch) for comment for the Public Hearing.
6. That staff bring forward amendments to Development Cost Charges Imposition Bylaw 8024, no later than 2015 in order to add Hamilton Area Plan DCCs to the City-wide DCC review process.


 Joe Erceg, General Manager,
 Planning and Development Department

MM:kt
 Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Division	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Library 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"/>	
Economic Development	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The purpose of this staff report is to provide:

- The findings of the third Public Survey and Open House for the Hamilton Area Plan Update held on June 27, 2013 for which Council approved a Plan Concept for consideration.
- An analysis of the Public Survey findings.
- The proposed Hamilton Area Plan.
- Official Community Plan Bylaw 9000, Amendment Bylaw 9078.
- The proposed DCC Bylaw Amendment Process.

Findings of Fact

Council Approved Work Plan Summary

In January, 2012, Council endorsed the planning process to update the Hamilton Area Plan (Area Plan). The highlights of the Area Plan process include:

- Phase 1: Host 1st Open House on March 13, 2012 and a public survey.
- Phase 2: Analyze Phase 1 survey findings, prepare three policy options and hold 2nd Open House on June 26, 2012 and public survey.
- Phase 3: Analyse Phase 2 public survey findings, evaluate the proposed options further, and recommend an Option 4 Concept.
- Phase 4: Host 3rd June 27, 2013 Open House and public survey on the Option 4 Concept.
- Phase 5: Analyse the Phase 4 public survey findings, refine the Concept as necessary, prepare the Area Plan update and recommend a process with consultation to amend the DCC Bylaw (e.g., Urban Development Institute).

Third Open House and Public Survey Findings - June 2013

The third Open House was held at the Hamilton Community Centre on June 27, 2013.

Invitations were sent through bulk mail to households and businesses in the Hamilton area.

Notification of the Open House was also provided on the City of Richmond and PlaceSpeak websites, in two (2) issues both of the Richmond Review and Richmond News, and posted inside and outside of the Hamilton Community Centre during the two weeks before the Open House.

At the third Open House, the Option 4 Concept (Concept), as shown in Attachments 1 & 2, was presented for consideration, followed by a drop-in style question and answer session attended by approximately 125 residents who signed-in. City staff from Policy Planning, Development Applications, Engineering and Parks Divisions were present, as well as Oris Consulting Ltd. staff.

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

Public Survey forms (one per household) by July 10, 2013 (Attachment 2). Paper and PDF versions of the Public Survey could be either, filled in online and e-mailed to the City, or printed, completed and mailed, faxed or dropped off at the Hamilton Community Centre.

Related Policies & Studies

The proposed Hamilton Area Plan was prepared with reference to the:

- Official Community Plan Bylaw 9000
- Richmond Agricultural Viability Strategy
- Richmond Affordable Housing Strategy
- City of Richmond 2022 Parks and Open Space Strategy
- Richmond Employment Lands Strategy
- TransLink Richmond Area Transit Plan
- The New Westminster's Draft Queensborough Official Community Plan Bylaw 7643, 2013
- OCP Bylaw Preparation Consultation Policy 5043
- The Development Cost Charges Best Practices Guide

Agency Consultation

Richmond School Board and Staff Consultation

The School District No. 38 Board is responsible for addressing public school needs. During the preparation of the Area Plan, staff met several times with the Board, Board staff and the Council School Board Liaison Committee to update them on the Area Plan's progress, as per the City's OCP Bylaw Preparation Consultation Policy 5043. According to Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments involving residential developments, which have the potential to generate 50 or more school aged children, are to be referred to the Board of Education (e.g., typically around 295 multiple-family housing units).

When the Area Plan Concept was originally referred to the School District in May 2013, staff indicated that there were approximately 1,565 existing dwellings units (DU) in Hamilton, while the existing 195 Area Plan allows a total of 3,543 (DU). While the 2013 Area Plan Concept was estimated to generate a total of 4,116 dwelling units, after review, the proposed Area Plan now proposes an estimated 4,093 dwelling units. With this information, Board staff have been examining the implications for the current Hamilton Elementary School which is overcrowded.

To assist the Board, the proposed Area Plan states the following: "Objective 9: Public Schools, Policies: (a) accommodate the existing elementary school in the School designation on the Land Use Map; (b) as the Board clarifies long-term elementary school site needs in Hamilton, the City will co-operate to help find a suitable site; and (c) improve safe pedestrian access for elementary school children within the community.

City of New Westminster Staff Consultation

Staff have also consulted with staff from the City of New Westminster who are in the process of the adopting the Queensborough Official Community Plan for the area immediately to the east of Hamilton. Staff from both cities have reviewed each other's draft Plans and find them to be complementary.

Agricultural Land Commission (ALC) Consultation

During the preparation of the Area Plan update, City and Agricultural Land Commission (ALC) staff discussed the importance of continuing to preserve the Agricultural Land Reserve (ALR) lands in Hamilton.

TransLink Consultation

Staff also discussed the proposed Area Plan with TransLink regarding proposed road, transit and safety improvements.

Further Consultations

It is proposed that the Area Plan be referred to the Richmond School Board, City of New Westminster Council, Agricultural Land Commission (ALC) and Urban Development Institute (Richmond Branch) with an invitation to comment before it goes to the Public Hearing.

Analysis

1. Overview of Public Survey Findings

a) General

The eighty nine (89) written responses to the June 2013 Public Survey indicate that there is significant support for the proposed Concept, upon which the Area Plan is based. The public survey indicates majority of respondents want Hamilton: to grow, have improved community services, have safe vehicular transportation, pedestrian and bicycling routes, and more housing choice, especially for seniors. See Attachment 2 for the detailed Summary of Survey Results.

b) What Residents “Most Liked” About the Proposed Concept:

As outlined in the following table, residents “Most Liked” the following aspects of the Proposed Concept: Land Use and Density (56%), Community Amenities (53%), Parks and Greenways (58%). For each of these three (3) questions, there were also a significant number of respondents with no comments. For the fourth question on Transportation Improvements, 34% of respondents had positive comments and 53% had no comments. There was a small percentage that only provided negative comments for each of the above questions.

Q1 - In the Proposed Concept, please share what you Most Like about:				
Land Use and Density	Community Amenities	Parks and Greenways	Transportation Improvements	Other (Top 3 Responses)
50 With <i>Positive</i> Comments (56%)	48 With <i>Positive</i> Comments (53%)	51 With <i>Positive</i> Comments (58%)	30 With <i>Positive</i> Comments (34%)	6 - More commercial / retail (7%)
24 With <i>No</i> Comments (27%)	39 With <i>No</i> Comments (44%)	33 With <i>No</i> Comments (37%)	47 With <i>No</i> Comments (53%)	4 - More amenities (4%)
12 With <i>Negative</i> Comments (13%)	2 With <i>Negative</i> Comments (2%)	4 With <i>Negative</i> Comments (4%)	6 With <i>Negative</i> Comments (7%)	3 - Better pedestrian/bike routes (3%)
3 Other General Comments (3%)	1 Other General Comments (1%)	1 Other General Comments (1%)	6 Other General Comments (7%)	

Note: Percentages Rounded

c) What Residents “Least Liked” About the Proposed Concept:

As outlined in the following table, residents “Least Liked” the following aspects of the Proposed Concept: Land Use and Density (45%), Community Amenities (11%), Parks and Greenways (29%). For each of these three (3) questions, there were also a significant number of respondents with no comments. Again, for the fourth question on Transportation Improvements, 29% of respondents had positive comments and 53% had no comments. There was a small percentage that only provided positive comments for each of the above questions.

Q2 - In the Proposed Concept, please indicate what you <u>Least Like</u> about:				
Land Use and Density	Community Amenities	Parks and Greenways	Transportation Improvements	Other (Top 3 Responses)
40 With <i>Negative</i> Comments (45%)	10 With <i>Negative</i> Comments (11%)	26 With <i>Negative</i> Comments (29%)	26 With <i>Negative</i> Comments (29%)	4 - Need more seniors housing (4%)
41 With <i>No</i> Comments (46%)	62 With <i>No</i> Comments (70%)	51 With <i>No</i> Comments (57%)	47 With <i>No</i> Comments (53%)	4 - No high school (4%)
4 <i>Positive</i> Comments (4%)	8 With <i>Positive</i> Comments (9%)	4 With <i>Positive</i> Comments (4%)	5 With <i>Positive</i> Comments (5%)	4- Slow dev. time frame (2%)
4 Other General Comments (4%)	8 Other General Comments (9%)	8 Other General Comments (9%)	11 Other General Comments (12%)	

Note: Percentages Rounded

d) Areas Where Either Single Family or Townhouse Use May be Considered

To provide residents with more housing option, the Public Survey included a third question to determine if there was public interest in maintaining single-family residential uses in four (4) specific areas (A, B, C, D) that the Concept proposed to be designated for townhouse use shown in the following table and Figure 1. The survey findings indicate that for these areas, the public generally preferred townhouses over single family homes.

Q3 - In the Proposed Concept, please indicate which of the <u>following uses you would like</u> to permit in the shaded areas shown on the attached map.			
A) Small Lots on south side of Gilley Road	B) Small Lots on north side of Gilley Road	C) Along Boundary Road in Area 2	D) Small Lots on East Side of Smith Drive in Area 3
20 SFD (22%)	29 SFD (32%)	14 SFD (16%)	21 SFD (23%)
27 SFD & T/H (30%)	21 SFD & T/H (23%)	24 SFD & T/H (27%)	24 SFD & T/H (27%)
30 T/H Only (33%)	33 T/H Only (37%)	36 T/H Only (40%)	41 T/H Only (45%)
12 No Reply (12%)	6 No Reply (8%)	15 No Reply (16%)	3 No Reply (4%)
Staff Recommendation			
T/H on Gilley & SFD on Rathburn to promote land use compatibility	SFD only to promote land use compatibility	T/H only to promote land use compatibility	T/H Only to promote land use compatibility

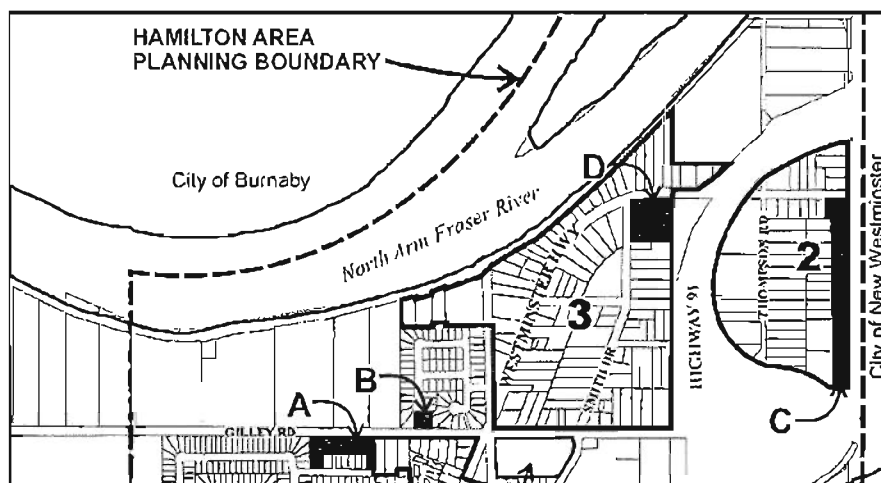


Figure 1: Areas Where Either Single Family or Townhouse Use Could Be Considered

The proposed Area Plan designates:

- Area A as *Neighbourhood Residential (Townhouse 0.55 FAR)* which allows for lower density townhouse developments than currently allowed 0.6 FAR), given this Area's small size and its proximity to single family homes to the south,
- Area B as *Neighbourhood Residential (Single Family 0.55 FAR)*, given the small site size which is surrounded by single-family homes, and
- Areas C and D as *Neighbourhood Residential (Townhouse 0.75 FAR)*.

Area Between Area D and Highway 91:

The proposed Area Plan includes a refinement to the Concept for the triangular piece of land located between Area D and Highway 91 (Figure 1). The current 2041 OCP *Neighbourhood Residential* designation that was included in the Concept provides too many land use options (e.g., single family, two-family and multiple family housing and did not specify a density). To provide greater certainty, the revised Area Plan designates this area as *Neighbourhood Residential (Townhouse 0.75 FAR)*.

2. The Proposed Waterfront Park

At the Open House, on June 27, 2013 and in the public survey, the proposed Waterfront Park along the North Arm of the Fraser River raised the most concern, as 22% of the respondents thought that it may adversely affect their properties and there may not be safe access to it. There was lesser concern regarding the proposed Willett Avenue extension (see Figure 2 below).

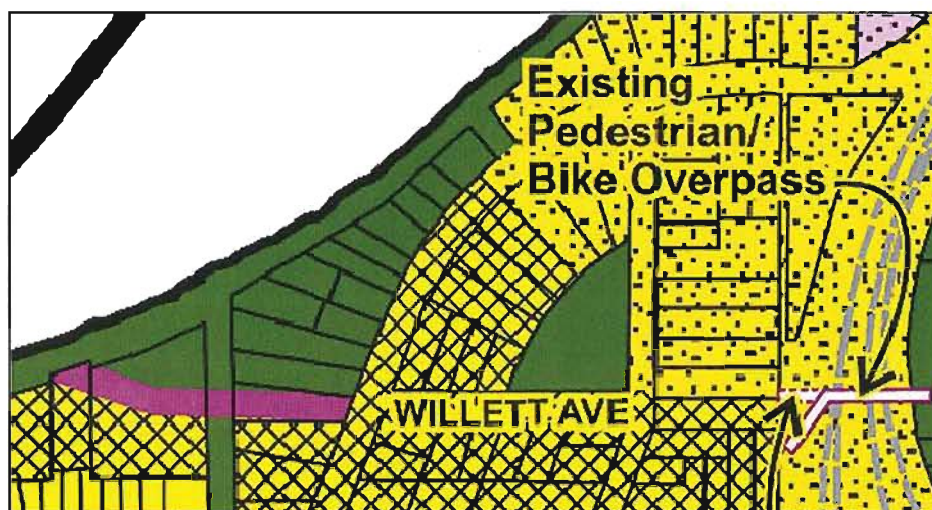


Figure 2: Waterfront Park & Willett Avenue Extension

The proposed Area Plan continues to include the Waterfront Park, as it is necessary to provide additional open space to the residents of Hamilton, create additional waterfront access in the City and extend the City's dyke trail network. As well, the proposed Willett Avenue extension will provide access to the proposed park and a safer, more direct connection from Westminster Highway to River Road.

As some property owners affected by the proposed Waterfront Park and Willett Avenue extension may not have been notified of the June 27, 2013 Open House, City Parks staff sent a registered letter to the affected 15 property owners (Attachment 3), indicating the following customary considerations upon which the proposed Waterfront Park would be established:

- The park will not be needed for a long time (e.g., until 2041).
- Affected owners can continue to renovate, rebuild and sell their properties.
- No owners will be required to sell their properties for the proposed park.
- No properties will be rezoned from their current zoning, RS1/F (Residential–single detached housing).
- The timing of park acquisition is affected by Council priorities and budgets.
- If a property owner agrees to sell their land to City, the City will purchase the land at fair market value at the time of acquisition based on the current zoning.
- Property owners are free to contact the City if they wish to discuss selling their property to the City.

3. Overview of the Proposed Hamilton Area Plan (see OCP Bylaw 9078 at end of this report)

The proposed Area Plan has been prepared with refinements to the Concept based on a review of the third Open House public survey results and further City-led engineering, transportation and urban design studies. The Area Plan highlights include:

a) *Population Growth*

Hamilton currently has 5,100 people and 1,565 dwelling units (DU) (2011 Census). The existing 1995 Hamilton Area Plan allows an estimated the population of 9,800 people and 3,543 dwelling units by 2034. These estimates are based mainly on Areas 2 and 3 being redeveloped into ground-oriented townhouses. The proposed Area Plan enables an estimated population of 12,000 people and 4,093 dwelling units by 2034 (see Figure 3).

Figure 3

Potential Build-Out under <u>Current</u> Hamilton Area Plan			
Item	Current (2011)	Net New Population & Dwelling Units (includes some existing units removed)	Total Estimates
Total Population	5,100	4,764	9,800 (rounded)
Total Dwelling Units (DU)	1,565	1,978	3,543

Potential Build-Out under the <u>Proposed</u> Area Plan			
Item	Current (2011)	Net New Population & Dwelling Units (includes some existing units removed)	Total Estimates
Total Population	5,100	6,919	12,000 (rounded)
Total Dwelling Units (DU)	1,565	2,528	4,093

b) *Vision and Goals*

The Hamilton Area Plan Vision and Goals are as follows:

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.”

Goals:

1. “Encourage a sustainable approach to Hamilton development and infrastructure servicing.
2. Encourage a mix of residential, retail and office uses in buildings (e.g., up to four (4) stories within the Village Centre with a “High Street”).
3. Protect and maintain existing employment lands outside of the redevelopment areas (e.g., along both sides of the Fraser River).
4. Maintain the newer, compact single family residential areas to west of Westminster Highway and south of Gilley Road over the long-term to maintain a full range of housing choices.
5. Enable other existing single family sites to remain, as long as each property owner wishes.
6. Encourage walking, cycling, rolling (wheelchairs, scooters) and public transit;
7. Implement the City’s OCP Ecological Network Concept.

8. Celebrate the environmental and cultural significance of the Fraser River.
9. Facilitate market-driven Plan implementation with infrastructure and amenities paid for by developers.”

c) *Land Use and Density Policies within the Proposed Area Plan*

The proposed Area Plan supports a traditional, compact “Village form” with a Neighbourhood Village Centre along both sides of a Gilley Road “High Street”, east of Westminster Highway which accommodates the highest density with four (4) storey mixed-use buildings. Moderate density stacked townhouses and townhouses are accommodated north of the Gilley “High Street” and immediately east of Highway 91A near Queensborough. The compact single family areas to the south and west accommodate lower densities. Lower density, open space and ALR agricultural uses to the west and along the North Arm of the Fraser River are accommodated.

More specifically, the proposed Area Plan enables the following land uses:

i. *The Established Single-Family Area, West of Westminster Highway*

- The proposed Area Plan continues the existing single-family, townhouse and park areas, with new *Neighbourhood Residential (Townhouse 0.75 FAR)* designations for developable lots with the exception of a small area fronting the south side of Gilley Road that is designated as *Neighbourhood Residential (Townhouse 0.55 FAR)* as discussed above.

ii. *East of Highway 91A*

- This area is proposed for ground-oriented *Neighbourhood Residential (Townhouse 0.75 FAR)* use.
- The existing 2.9 ha. (7.2 acre) Hamilton Highway Park is kept and improved.
- Improved access on either side of Highway 91A and to the neighbouring New Westminster community of Queensborough.

iii. *Between Highway 91A, Westminster Highway and River Road*

The proposed Area Plan enables Gilley Road to be a vibrant “High Street” to create a strong core for the Hamilton community with a mix of street-oriented retail uses to provide more local shopping and service opportunities which involves:

- A *Neighbourhood Village Centre* which includes:
 - *Retail and Office Area with Residential Above (4-storey 1.5 FAR)* which includes street-oriented retail and a possible grocery store.
 - *Residential Area (4-storey 1.5 FAR)* that enables a range of assisted living and seniors housing.
- Areas for *Neighbourhood Residential (Townhouse 0.75 FAR)* and *(Stacked Townhouse 1.0 FAR)*.
- A new Waterfront Park 2.72 ha. (6.72 acres between River Road and Westminster Highway).

iv. *The Industrial / Residential Area along the South Arm of the Fraser River*

The proposed Area Plan enables minor changes to the existing Area Plan’s *Mixed Use Water Oriented Industrial / Residential Area* designation, as follows:

- Where there are only existing industrial uses, the proposed *Industrial* designation protects existing industrial uses and zoned properties.

- Where there are both existing residential and industrial uses and zoning, a new *Marine Industrial / Residential* designation (e.g., townhouse, single family, float homes) is proposed to protect properties with both existing residential and industrial uses and zoning.

d) Proposed Community Amenities

As Hamilton residents would like a small library, policing office and City indoor recreation space, the Area Plan includes policies for developer making community amenity contributions for density bonusing for new multi-family and mixed-use projects. To achieve this approach, the proposed Area Plan provides a base multi-family density of 0.40 Floor Area Ratio (FAR) for each of the re-developable land use designations that may be increased to the given maximum net FAR provided that:

- i. Affordable Housing: Developers meet the City's Affordable Housing Strategy policies (e.g., affordable housing units provided as 5% of the gross residential floor area of apartment and mixed-use buildings with over 80 units, or cash contributions in accordance with the Strategy).
- ii. City Public Library Space, Indoor Recreational Space, Community Policing Office Space And Other Community Amenities: Developers provide the proposed Area Plan community amenity density bonusing contributions for City public library space, City indoor recreational space and City community policing office space and other City community amenities as discussed below under the Development Financing section.
- iii. Public Art: Public art installations or contributions would be provided by developers in accordance with the City's current Public Art Program.

e) Child Care:

Currently, Hamilton has approximately 165 child care spaces, including a 33-space City owned facility, on lands donated by TransLink. It is noted that there are additional child care facilities in nearby Queensborough. The Area Plan indicates that staff will monitor child care needs in Hamilton and advise Council if additional spaces are needed and how developers may contribute to providing them.

f) Additional City Indoor Recreation Space

The Hamilton Community Centre was expanded in 2011 and now has 8,600 ft² (800 m²) of dedicated indoor recreation space. It was designed for a population of approximately 9,000 people and may be expanded to the east, if necessary. As the proposed Area Plan involves an estimated total population of 12,000 at build out, additional City indoor recreation space of at least 4,000 sq. ft. (372 m²) including furnishings and equipment is needed. This space is to be provided by developers through community amenity contributions under the Area Plan density bonus policies. The City prefers cash contributions to be able to build the proposed City-owned indoor recreation space, when and where it chooses (e.g., adjacent or near the community centre or elsewhere, as determined by Council).

g) Public Library Space

The public survey findings indicate that Hamilton residents would like an improved library with similar services as provided in other branches. To address this preference, the Area Plan proposes that either: developers provide monetary contributions, or a developer construct the

library space (including computers, furnishings and equipment) of up to 5,000 sq. ft. (465m²) through the Area Plan density bonus policies. The Area Plan indicates that the new library space is to be located, as determined by Council, either:

- 1st Choice Location: In or near the re-developed shopping center (e.g., as there may be better open hours, visitability, and more people served), or
- 2nd Choice Location: In or near the existing Community Centre.

Any new library service will be determined by Council, after the City's Library Strategic Plan is completed and approved by Council. There are currently no additional operating funds available for any increase in library service, so if the space is secured before operating funds become available, Council will determine how the space will be used.

h) Community Police Office Space

The Area Plan includes policies to provide a Community Policing Office (CPO) space to improve community safety. It is proposed that through the Area Plan density bonus policies either, developers provide monetary contributions to the City to provide approximately 1,400 sq. ft. (130 m²) of City space including space, furnishings, or a developer would construct the space and fund the furnishings. The Area Plan indicates that the new police office space is to be located, as determined by Council, either:

- 1st Choice Location: In or near the community centre (e.g., as police can better participate with the community and youth to promote good citizenship), or
- 2nd Choice Location: in or near the redeveloped shopping centre.

Currently, there are no additional operating funds available for any increase in police service, so if the space is secured before operating funds become available, Council will determine how the space will be used.

i) Mobility and Access

The Area Plan includes a range of transportation improvements. In preparing the Area Plan, City staff worked with a consultant to prepare detailed road network and road cross-sections for Westminster Highway, the proposed Gilley Road "High Street" and other collector and local roads. Given the importance of the relationship of streets to buildings, conceptual versions of these cross-sections are included within the Area Plan Development Permit Area Design Guidelines (discussed below) in the Staff Report. The Area Plan major transportation policies aim to:

- 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 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 an improved walking and rolling network (e.g., personal low-powered travel modes such as scooters, biking)
- Enhance the existing pedestrian and bike overpass over Highway 91A
- Enhance a section of Westminster Highway within the context of the Major Road Network (MRN) which will include a landscaped median for traffic calming and safety enhancements, on-street cycling lanes and a separate bi-directional cycling path, boulevards and sidewalks and with rolling (wheelchair, scooter) access

- Enhance Gilley Road as a “High Street” to create a unique and attractive neighbourhood centre streetscape
- Extend Willett Avenue to provide access to the proposed Waterfront Park and a safer, more direct connection from Westminster Highway to River Road
- Create new and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability
- Enable transit infrastructure (e.g., bus shelters, benches) and promote continued working with TransLink to support transit as a viable mode of transportation

New and upgraded City transportation infrastructure is to be paid for by developers, either through the DCC Program, or as part of developers’ off-site and on-site works.

j) Ecological Network and Environment Policies

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

- Protect and enhance a variety of inter-connected natural and semi-natural areas.
- Protect and enhance the Fraser River foreshore, as well as Environmentally Sensitive Areas (ESAs) and Riparian Management Areas (RMAs) as set out in the 2041 OCP.
- Strategically connect and restore the ecological value of key components of public lands (e.g., the two arms of the Fraser River, the canals, RMAs, ESAs, City parks) with naturalized corridors and restored ecosystems.
- Includes policies that minimize ecological impacts and the need for compensation.

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

k) Open Space and Public Realm

In preparing the 2041, OCP Richmond residents gave a high priority to retaining and having more parks as parks promote healthy lifestyles, foster community cohesiveness, support a healthy city environment and contribute to economic development. The Area Plan provides an important, needed opportunity to: retain and improve all existing Hamilton parks (e.g., the Hamilton Highway Park, Hamilton Veterans’ Land Act [VLA] Park, Hamilton School and Community Centre Park, MacLean Park), provide more parkland to meet City parkland provision standards, better meet the recreational space and programming needs of planned City and community population growth, and enhance new and existing parks and trails. As well, the suite of proposed parks and trails and improvements better meets the recreational and connectivity needs of the growing community, City and region (e.g., Queensborough). More specifically, the proposed Area Plan:

- Establishes a new destination Waterfront Park at the north end of the Queen Canal. This new park is approximately 2.72 ha. (6.72 acres) and would serve as a large new green space, allowing residents to both reconnect with the water and create a significant community amenity. This park is made possible by a proposed new extension of Willett Ave. west of Westminster Highway to connect to River Rd., allowing for the closure of

part of River Road and opening up approximately 400 metres (¼ mile) of direct riverfront access along the park's north edge.

- Improves the new and existing parks and trails to enable a greater diversity of park activities (e.g. more activities for seniors and youth), including improving accessibility along both arms of the Fraser River and along the canals and the linkages between them.
- Re-develops Gilley Road into a “High Street” that provides amenities and substantial pedestrian space which connects to an enhanced pedestrian crossing at the intersection of Gilley Road and Westminster Highway (the “Crossing Plaza”).

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

- Hamilton Highway Park (2.9 ha. [7.2 acres]) east of Highway 91A.
- The new Waterfront Park (2.72 ha. [6.72 acre]) to the north and west of Westminster Highway.
- 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 Spaces totalling 4.35 ha. (10.76 acres).

The above parks total 20.0 ha. (49.36 acres) are shown on the Area Plan Land Use Map. It is proposed that the new parkland acquisition, and existing and new park improvements would be mainly financed by development DCCs and the proposed public realm features (e.g., strollways, pathways) would be mainly financed by development on-site and off-site improvements, as discussed in the Development Financing section below.

l) Neighbourhood Energy and Emissions Performance

The proposed Area Plan assists in meeting the City's 2041 OCP GHG emission and energy reductions targets and current examples include:

- The new December 2012 BC Building Code (BCBC) requires that new residential development (greater than four storeys) and most industrial, commercial and institutional developments are to now required to meet either: the ASHRAE 90.1-2010 requirements to achieve an estimated 30% reduction in energy costs compared to the previous requirement in the BC Building Code, or the 2011 National Energy Code for Buildings (NECB) requirements to achieve an estimated 25% improvement, over the previous standard.
- To better ensure that the ASHRAE or the NECB approach is actually being used, the City now requires a new Energy Efficiency Design Verification requirement at the Building Permit stage. Richmond, North Vancouver and Vancouver are currently the only municipalities in BC to implement these verification requirements.
- The 2041 OCP requires the following electric vehicle charging infrastructure in new multi-family residential developments: a minimum of 20% of parking stalls are to be provided with a 120 volt receptacle to accommodate electric vehicle charging equipment, and an additional 25% of parking stalls are to be constructed to accommodate the installation of future electric vehicle charging equipment (e.g., pre-ducted for future wiring) and a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle parking spaces.

To improve upon these current requirements, the City received \$20,000 from BC Hydro to undertake a Hamilton Neighbourhood Energy Study to review how Richmond's Community Energy and Emissions Plan (CEEP) could be advanced by identifying opportunities for building energy conservation, renewable energy generation, district energy and waste-heat recovery. As a result, the proposed Area Plan includes energy and emissions policies which encourage staff and developers to explore how to reduce energy and emissions in new developments (e.g., geothermal exchange).

m) New Development Permit Area Design Guidelines

The Area Plan includes new land-use policies and Development Permit Area (DPA) Design Guidelines to ensure attractive, functional, accessible and serviceable development and sites, for example, the Guidelines:

- Limit the size of development parcels to encourage a variety of building types and elements
- Require publically-accessible, on-site "Strollways" and "Shared Streets" to break up building mass and improve accessibility
- Include cross-sections of the re-built City streets, as well as the on-site Shared Streets and Strollways, based on transportation and engineering studies done for the City which establish the ultimate street grade and streetscape guidelines
- Establish setbacks for buildings from the above streets, Shared Streets and Strollways to achieve a good relationship between buildings and the public realm
- Establish minimum lot sizes for redevelopment, to ensure that sites can be efficiently redeveloped, accessed and serviced, and so as to avoid any "orphaned" lots which are difficult to redevelop
- Encourage buildings that animate the street and ensure that adjoining public spaces become formal and informal gathering spaces appropriate for the land use(s)
- Encourage appropriate transitions between buildings of different densities by "stepping" down building heights smoothly
- Require articulation of buildings to provide visual interest and reflect a pedestrian scale

4. Development Financing

a) *General Approach*

Establishing development financing policies involves balancing City, community and developer interests. The proposed Area Plan is based on a "Developer Pay" approach to avoid having taxpayers pay for needed new parks, park improvements, infrastructure and community amenities as a result of new development. Since the June 27, 2013 Open House, City staff, with the assistance of independent economic, engineering and landscape architecture consultants have undertaken more detailed financial analyses. This analysis assisted in preparing the following proposed community amenity contribution policy within the Area Plan.

Area Plan implementation requires developers to pay a percentage of the net land lift as a community amenity contribution through density bonusing, on-site and off-site works, and additional City wide DCC Program contributions for additional Hamilton related growth improvements (e.g., new Waterfront Park, other park and trail improvements, and significant improvements to Westminster Highway).

b) Community Amenity Options and Contributions

In the past, Richmond has required between 50% to 100% of the land lift. For the July 2013 Area Plan Concept, the City indicated that it would require approximately 65% (estimated minimum) of the land lift to have developers provide the community amenities (indoor recreation, library and police office space). Lower Mainland municipalities typically take between 70% to 100% of the land lift value. For example, Surrey's policy is to take 75 % of land lift, Vancouver typically takes 75% and in some instances 100% of it, and Burnaby takes 100% of the land lift in Metrotown.

In addition, City staff considered that, as the City and Hamilton community grow, the estimated costs and the size of amenity spaces may increase due to the long build out period (e.g., to 2041). As well, as building standards may increase and other amenities may become desired by Hamilton residents (e.g., an aging population), funds should be set aside to assist in meeting those needs. Some amenities which Hamilton residents use are located elsewhere in the City, therefore consideration could be given to providing funds to assist in improving those amenities (e.g., swimming pools, ice arenas, art galleries, museums). With these considerations in mind, the following community amenity contributions options are outlined in Figure 4 below.

Figure 4

Percentage of Net Land Lift	Total Amount of Amenity Contribution In Dollars	Type of Amenity and Amount
Option 1 - 62.5% of lift	\$14.2 Million	1. Additional Community Centre Space of 4,000 sq. ft.: \$3.6 Million 2. Public Library Space of 5,000 sq. ft.: \$5.5 Million 3. Community Policing Office Space of 1,400 sq ft: \$1.3 Million 4. Miscellaneous (e.g. for additional construction cost escalation, increases in building standards, increased rate of amenity provision over time, other possible community amenities, etc) \$3.8 Million
Option 2 - 85% of Lift Recommended	\$19.2 Million	1. Additional Community Centre Space of 4,000 sq. ft.: \$3.6 Million 2. Public Library Space of 5,000 sq. ft.: \$5.5 Million 3. Community Policing Office Space of 1,400 sq ft: \$1.3Million 4. Miscellaneous (as above): \$8.8 Million
Option 3 - 100% of Lift	\$22.6 Million	1. Additional Community Centre Space of 4,000 sq. ft.: \$3.6 Million 2. Public Library Space of 5,000 sq. ft.: \$5.5 Million 3. Community Policing Office Space of 1,400 sq ft: \$1.3Million 4. Miscellaneous (as above):.....;..... \$12.2 Million

As discussed above, it can be argued that there are strong reasons for the City to require 100% of the land lift including increasing amenity costs, space requirements and community needs in Hamilton and elsewhere in the City. Also, other municipalities have already set a precedent of requiring 100% of the land lift.

Staff recommend Option 2 (85% of the net land lift), as it is a reasonable approach to address Hamilton's growing community amenity needs. It is noted that in calculating, the net land lift (which is a result of rezoning of the land) staff have deducted 15% developer profit and additional off site servicing and fill costs. As a result, the net land lift which the community amenity contribution is based on is considerably less than the gross land lift.

It is noted that in addition to providing for 15% developer profit on land lift calculations, developers will continue to receive profit on overall project construction costs.

It is estimated that City will receive developers' community amenity contributions totalling an estimated \$19.2 Million (subject to review once the site, timing and details are clarified). The amenities include additional City indoor recreation space, a small public library space and a community policing office space (includes furnishings and equipment), and other community amenities as may be determined by Council, as follows:

- \$5.5 Million for City Public Library space of at least 5,000 sq. ft.
- \$3.6 Million for Additional City Indoor Recreation space of at least 4,000 sq. ft.
- \$1.3 Million for a City Community Policing Office space of at least 1,400 sq. ft.

In addition, some funds will be available for miscellaneous costs (e.g. for additional construction cost escalation, increases in building standards, increases rate of amenity provision over time, other possible community amenities, etc), as it is necessary to adequately budget for community amenities over the long term and with flexibility to meet changing requirements and circumstances. Possible other community amenities in Hamilton, or elsewhere in the City that benefit Hamilton residents, as determined by Council may include more indoor recreation space, ice arena, swimming pool, museum, art gallery facilities.

The following contribution rates are based on the estimated \$19.2 Million of the total \$22.6 Million net land lift being distributed over the total build-out floor area possible under the Area Plan. The rates are then weighted based on 3.0 people per townhouse unit and 2.1 people per apartment unit. The proposed rates are payable on the total residential density (FAR) of developments as follows:

- \$6.55 per square foot for townhouse and stacked townhouse developments, and
- \$4.60 per square foot for apartment and mixed-use developments.

Staff suggest that the community amenities may be prioritized as follows: (1) the police office space as safety is important, (2) the library, as the community desires improved facilities and services, and (3) the indoor recreation space as the existing community centre is adequate in the short term. The City may expend collected developer amenity contributions on the above amenities in any order or manner approved by Council for freehold space including furnishing, equipment and books.

Alternatively, Council could require Option 3 in Figure 4 above which involves 100% of the land lift to better address growing community amenity needs as discussed above.

c) Development Cost Charges

City staff, based on estimates by its consultants, propose that the current Development Cost Charges program be reviewed in order to accommodate an additional \$22.95 Million for the following elements:

- \$11.17 Million for Parks Acquisition DCCs for the Waterfront Park lands.

- \$4.66 Million for Parks Development DCCs which includes the development of the Waterfront Park, VLA Park, Hamilton Highway Park, the Queen Canal and other trails and greenway elements.
- \$7.12 Million for Roads DCCs for new Westminster Highway improvements in addition to the current DCC Program for Westminster Highway and the new Willett Avenue extension and bridge.

The Province's Development Cost Charge (DCC) Best Practices Guide, which was prepared by the provincial Development Finance Review Committee and included provincial, local government and development community representatives, provides guidance in managing DCC's. Local governments who choose to follow the Guide's recommended best practices can expect an expedited process for provincial approval of their development cost charge bylaws. The Guide states the following:

DCCs are implemented by bylaw. Council initiates the bylaw process by instructing staff to develop a DCC bylaw or amend an existing DCC bylaw. Staff develop the bylaw with input from the elected body and stakeholders, then forwards the bylaw to council for first reading. After first reading, more consultation with stakeholders is undertaken to obtain input and to determine if amendments are required. Council then gives the bylaw second and third reading.

After third reading, the City forwards the bylaw and all supporting information to the Ministry of Community Services, for the review of the Inspector of Municipalities, who is required under the Local Government Act to review and give approval to the bylaw before fourth reading. The bylaw and supporting documents are reviewed to ensure that:

- *the methodology used to determine the rates is sound and complies with all legislative requirements;*
- *stakeholders have been consulted; and,*
- *the impacts of the rates on development have been considered.*

If there are no issues with the bylaw, the Inspector of Municipalities grants statutory approval and returns it to the City. Council gives fourth reading to the bylaw, after which it is ready to be implemented.

Staff propose the following DCC Program amendment options to address Hamilton DCC costs:

- *Option 1 - Establish A Local Area DCC Program In 2014* - The costs for the additional parks and roads could be included and assessed through a Local Area DCC (similar to West Cambie). However, the consequences would include the high incremental costs, the time it would take to collect sufficient funds in order to begin the projects, the additional DCC costs could reduce the amounts available for community amenities, and the fact that some of the DCC projects would have benefit City wide.
- *Option 2 - Add Proposed Hamilton DCC Costs To The Existing City-Wide DCC Program In 2014* - The consequences with this approach are that the current City-wide program is over four years old and should be reviewed in its entirety. The Province

could reject the submission as they may view the application as being incomplete and there may be concern if the City plans to update the City-wide DCC again within the next year in 2015.

- *Option 3 - Include The Hamilton DCC Costs As Part Of An Amended City-Wide DCC Program (Recommended)*

In 2014, staff would begin reviewing the current City wide DCC program and updating the information for all programs which would not be completed until late 2014. In 2015, the proposed DCC changes would be presented to Council and discussed with the Urban Development Institute (UDI) and Richmond local developers before final consideration by Council. The Province must first approve DCC Program changes before final approval by Council in 2015. The positive consequence in selecting this option is that it provides an opportunity to update the City-wide program in an orderly manner while complying with the Province's requirements and consulting with UDI and local developers.

d) *Procedure To Review Development Cost Charges Imposition Bylaw 8024*

Based on the Provincial DCC Best Practices Guide, the Finance Division, with Policy Planning Division assistance, recommends the following process to review the DCC Program :

- February 4, 2014: The proposed Area Plan Bylaw 9078 and procedure to review the Development Cost Charges Program are considered by Planning Committee.
- February 11, 2014: Council considers the documents and, if acceptable, gives first reading to proposed Area Plan Bylaw 9078.
- February 11, 2014: As per Recommended Option 3 above, Council would direct that the whole City wide DCC Program be updated including the proposed Hamilton DCC costs with consultations (e.g., UDI) to occur in 2015.
- February 25, 2014: A special Public Hearing for the proposed Area Plan Bylaw 9078 is held and, if acceptable, the Area Plan is approved.
- In 2015, TBD: Staff present a draft City wide DCC bylaw and recommend consultation with the Urban Development Institute (UDI) and local Richmond developers. Once the consultation is completed, staff recommend to Council first, second and third bylaw readings. If Council accepts the recommendation then, unless Council directs further amendments and consultation, Council gives the proposed bylaw first, second and third readings. After third reading, the City will send the proposed amendments to the existing DCC Bylaw 8024 to the Province for approval (this may take several months and City staff will endeavour to shorten this time). Once the Province approves the proposed amendments to the existing DCC Bylaw 8024, staff will bring it forward for approval.

5. Community Comments

From the July 10, 2013 public survey return date to January 24, 2014, the City received some correspondence from several Hamilton residents (Attachment 4). Some comments on the 2013 Area Plan Concept included: there may be too much density, the shopping centre should be densified, a safe community and managing traffic impacts are important, developers should provide community amenities, encourage a community park like setting, more youth recreation

facilities and the elementary school expansion need to be addressed, and the timing of when the Area Plan will come forward (Attachment 4).

Staff suggest that the proposed Area Plan addresses many of the above concerns. For example, the Area Plan proposes: a low population increase to 12,000 people (not 17,000 people), the densification of the shopping centre, a new park, park improvements, developer funded community amenities (e.g., indoor recreation space, a small library space, a police office space), safer streets and pedestrian access, and improved infrastructure. The Area Plan states that the City will continue to co-operate with the School Board, as it clarifies long-term elementary school site needs in Hamilton and to improve safe pedestrian access for elementary school children. In these ways, it is suggested that the Area Plan addresses many of these concerns.

Financial Impact

Area Plan implementation is based on a "Developer Pay" approach. It is recommended that Hamilton developers provide required on and off site improvements, a range of community amenities through density bonusing based on 85% of the net land lift. An option to require 100% of net land lift is presented should Council prefer to do so. As well, staff recommend a process to review and amend the City - wide DCC bylaw ending in 2015 based on the Province's *DCC Best Practices Guide*.

Conclusion

In 2012, Council authorized the Hamilton Area Plan Update. The proposed Area Plan has been prepared after three (3) Open Houses and public surveys. There is significant support for the proposed market and development-driven Area Plan, as it enables growth and provides for requested community improvements (e.g., a small library, police office, indoor recreation space), more seniors housing opportunities; and road, pedestrian, infrastructure and park improvements). Staff recommend that the proposed updated Hamilton Area Plan be approved along with a developer focussed financial implementation program which includes a process to amend the City wide DCC Bylaw. The Area Plan enables Hamilton to improve socially, economically, environmentally and sustainably to better meet requested community needs.



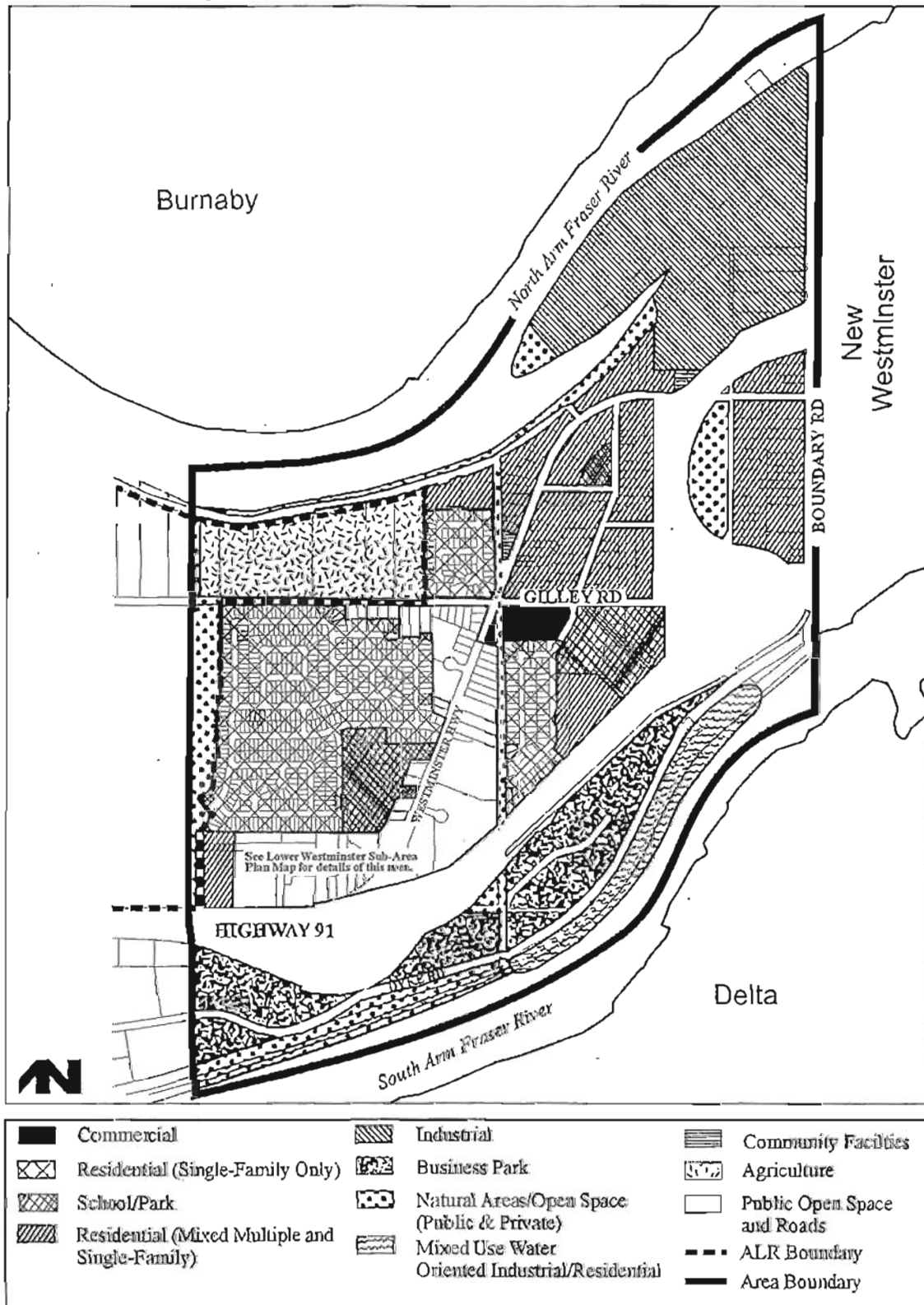
Mark McMullen
Senior Coordinator-Major Projects
MM:kt



Terry Crowe, Manager,
Policy Planning

Attachment 1	Existing Hamilton Area Plan and Hamilton Area Land Use Concept Maps
Attachment 2	3 rd Public Survey and Summary of Findings on the City Concept - June to July, 2013
Attachment 3	City Park's October 29, 2013 Letter to Owners of Land Within the Proposed Waterfront Park
Attachment 4	Correspondence from Hamilton residents regarding the proposed 2013 Area Plan Concept up to Friday January 24, 2014
OCP Bylaw 9078	The proposed Bylaw 9078 which includes the Hamilton Area Plan as Schedule A

Existing Hamilton Area Plan and Hamilton Area Land Use Concept Maps

Land Use Map Bylaw 8880
2012/11/26

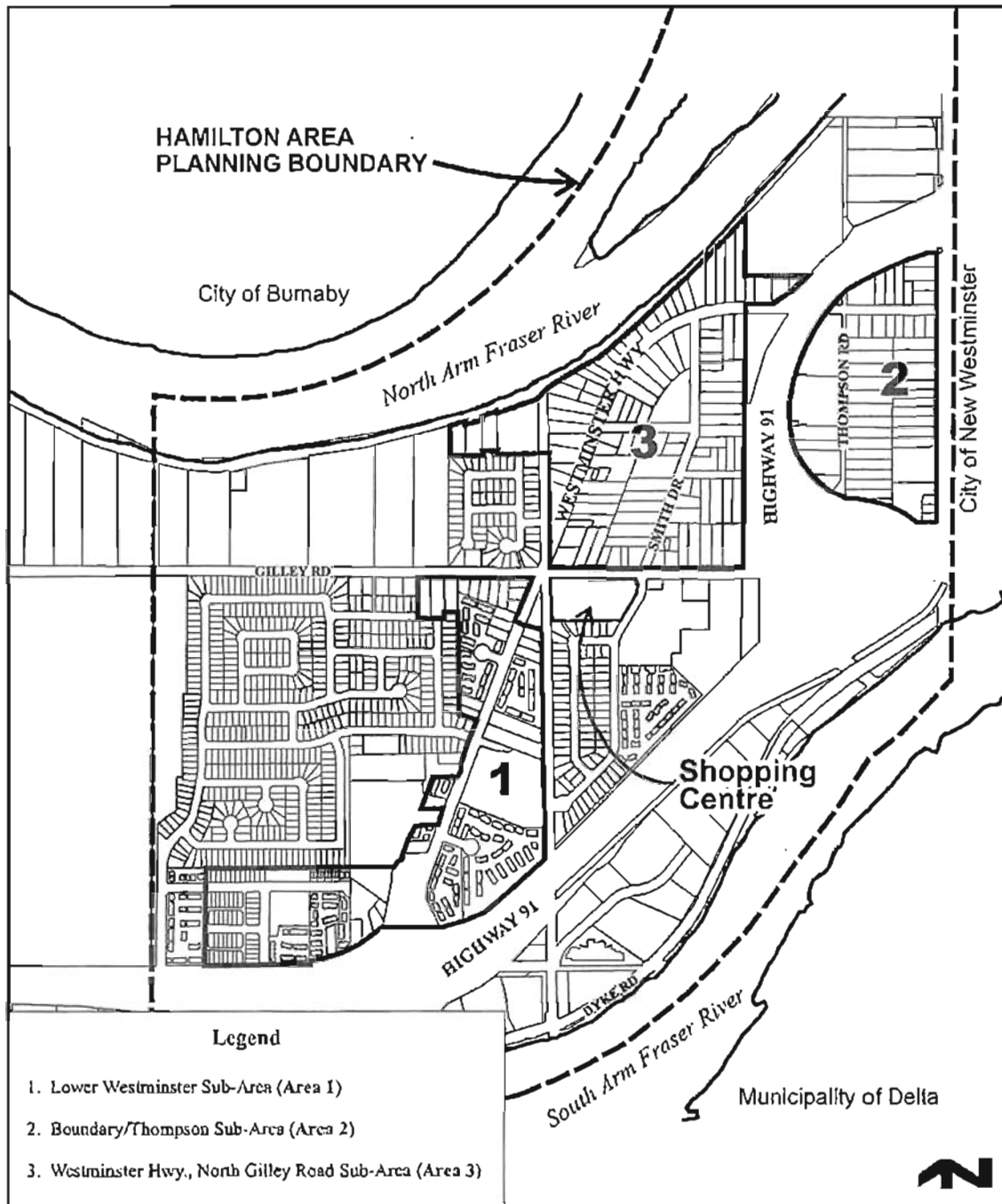
Lower Westminster Sub-Area Land Use Map

Bylaw 7561
2007/06/25



Hamilton Neighbourhood Plan Update

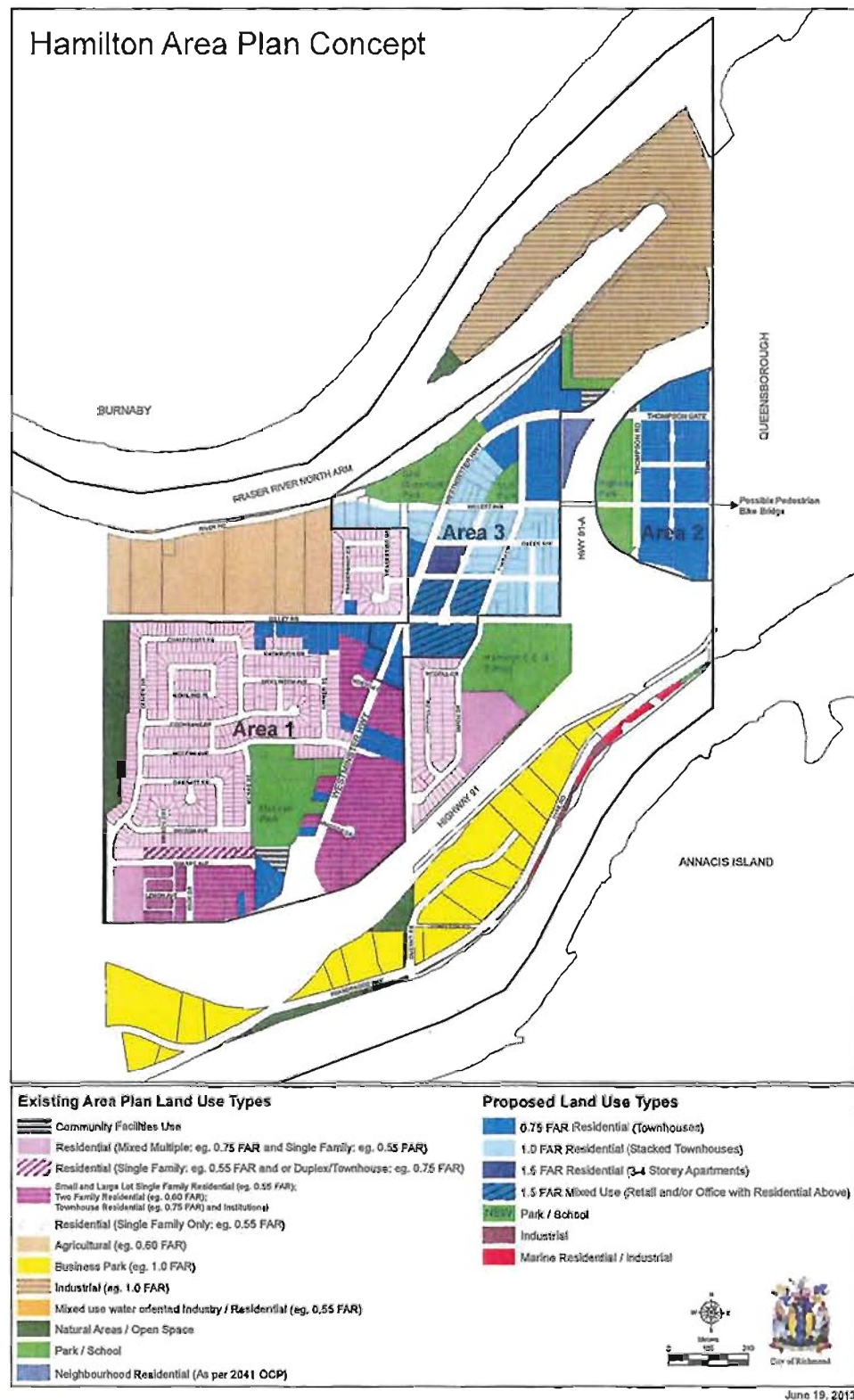
Planning Areas Hamilton Area Plan



Caution To Property Owners, Developers and Public:

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 Neighbourhood Plan Update



Caution To Property Owners, Developers and Public:

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 Neighbourhood Plan Update



Caution To Property Owners, Developers and Public:

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.



**City of
Richmond**

Public Survey—Hamilton Area Plan Update
 Third Public Survey—Proposed Concept
 for the Hamilton Area Plan Update
 6911 No. 3 Road, Richmond, BC V6Y 2C1

Purpose:

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

- This survey is the third of several surveys that will be undertaken as the Hamilton Area Plan is updated.
- This Third Public Survey asks for your opinions regarding the proposed Option 4 Concept.
- Please only complete one survey per household and return by **July 10, 2013**.

Background:

In December 2011, City Council approved a process to update the 1995 Hamilton Area Plan to better reflect community trends and preferences.

Public input received from the First and Second Open Houses has been considered in preparing the Option 4 Concept.

The Third Open House information and this Third Public Survey can be accessed through www.richmond.ca or www.placespeak.com/hamiltonareaplan.

Request:

- Please take a few moments (one survey per household, please) to respond to the following questions.
- You will need to refer to the Display Boards at the June 27, 2013 Third Open House or on the above-noted websites to answer this survey.
- The Third Public Survey can be completed until **July 10, 2013**.
- Your views will be considered by Council in updating the Hamilton Area Plan.

Q.1 In the **Proposed Concept**, please share what you **most like** about

- Land Use and Density _____
- Community Amenities (e.g. Library, Community Centre, Police Service Space) _____
- Parks and Greenways _____
- Transportation Improvements _____
- Other _____

Q.2 In the **Proposed Concept**, please indicate what you **least like** about

- Land Use and Density _____
- Community Amenities (e.g. Library, Community Centre, Police Service Space) _____
- Parks and Greenways _____
- Transportation Improvements _____
- Other _____

Q.3 In the **Proposed Concept**, please indicate which of the following uses you would like to permit in the shaded areas shown on the **attached map** (Please Check One).

- A - Small Lots on south side of Gilley Road, west of Area 1:

Single-Family Only ___ Single-Family & Townhouses ___ Townhouses Only ___

- B - Small Lot on north side of Gilley Road, north of Area 1:

Single-Family Only ___ Single-Family & Townhouses ___ Townhouses Only ___

- C - Along Boundary Road in Area 2:

Single-Family Only ___ Single-Family & Townhouses ___ Townhouses Only ___

- D - Small Lots on East Side of Smith Drive in Area 3:

Single-Family Only ___ Single-Family & Townhouses ___ Townhouses Only ___

- Other _____

Q.4 **My general comments:** _____

Thank you for your time!

Please complete and return the survey by **July 10, 2013**.

1. Fill out your survey and submit at the **Third Public Consultation Meeting on June 27, 2013**.
OR
2. Download the survey from www.richmond.ca or from www.placespeak.com/hamiltonareaplan and email to hamiltonplan@richmond.ca.
OR
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 Open House No. 3 on Hamilton Concept – June 27, 2013 Summary of Survey Results (89 Replies)

Q1 - In the Proposed Concept, please share what you most like about:

Land Use and Density	Community Amenities (e.g. Library, Community Centre, Police Space)	Parks and Greenways	Transportation Improvements	Other (Top 3 Responses)
<p><u>50 With Positive Comments (56%)</u></p> <p>15 Like Higher density provided (17%) 7 Like Lower density provided (8%) 8 Like Generally it as presented (9%) 8 Like Mixed use (9%) 11 Like High Street / commercial areas (12%) 4 Like other specific elements (4%)</p> <p><u>24 With No Comments (27%)</u></p> <p><u>12 With Negative Comments (13%)</u></p> <p><u>3 Other General Comments (3%)</u></p>	<p><u>48 With Positive Comments (53%)</u></p> <p>25 Like generally (28%) 8 Like Library specifically (9%) 8 Like Commercial specifically (9%) 5 Like Police Office specifically (6%) 2 Like More generally (1%) 1 Likes Community centre specifically (1%)</p> <p><u>39 With No Comments (44%)</u></p> <p><u>2 With Negative Comments (2%)</u></p> <p><u>1 Other General Comments (1%)</u></p>	<p><u>51 With Positive Comments (58%)</u></p> <p>21 Like Generally (23%) 11 Like Pedestrian routes (12%) 9 Like Waterfront Park (10%) 7 Like Enhanced existing parks (8%) 3 Like Community Gardens (3%)</p> <p><u>33 With No Comments (37%)</u></p> <p><u>4 With Negative Comments (4%)</u> 3 Don't like Waterfront Park (3%) 1 Doesn't like anything (1%)</p> <p><u>1 Other General Comments (1%)</u></p>	<p><u>30 With Positive Comments (34%)</u></p> <p>13 Like pedestrian improvements (15%) 6 Like New road improvements (7%) 3 Like Traffic Calming (3%)</p> <p><u>47 With No Comments (53%)</u></p> <p><u>6 With Negative Comments (7%)</u> 2 Not Enough Improvement (2%) 1 Increased traffic (1%)</p> <p><u>6 Other General Comments (7%)</u></p>	<p>More commercial / retail (6) More amenities (4) Better pedestrian/bike routes (3)</p>

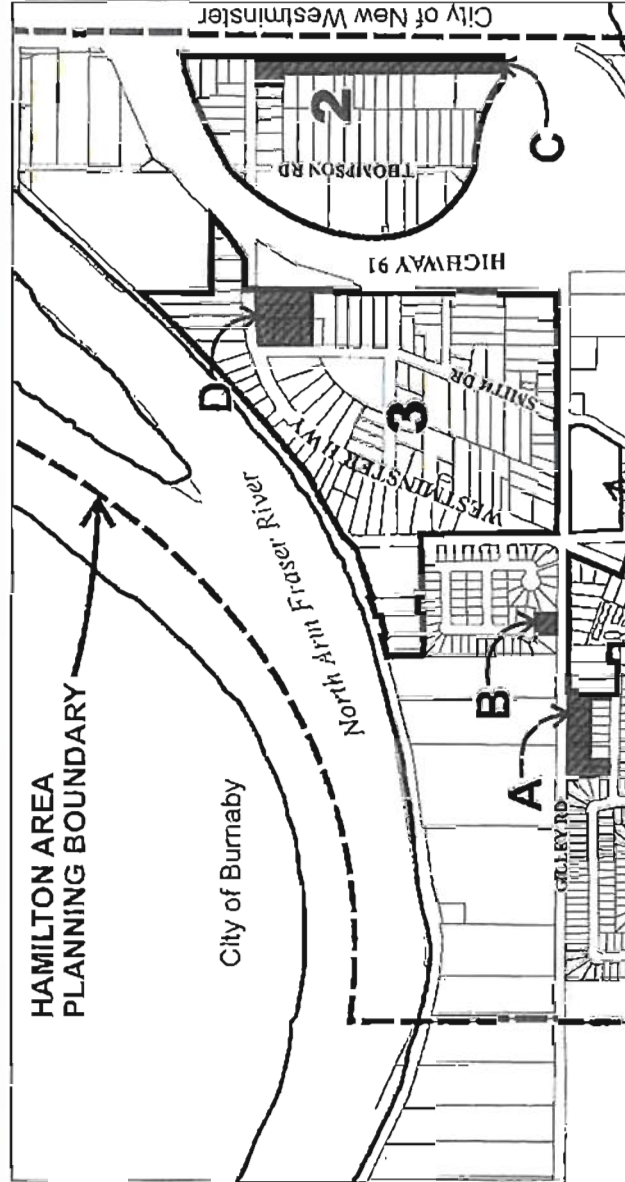
Q2 - In the Proposed Concept, please indicate what you least like about:

Land Use and Density	Community Amenities (e.g. Library, Community Centre, Police Space)	Parks and Greenways	Transportation Improvements	Other (Top 3 Responses)
<p><u>40 With Negative Comments (45%)</u></p> <p>21 Dislike higher density provided (24%) 6 Dislike lower density provided (7%) 3 Dislike generally as presented (3%) 10 Dislike other various elements (16%)</p> <p><u>41 With No Comments (46%)</u></p> <p><u>4 Positive Comments (4%)</u></p> <p><u>4 Other General Comments (4%)</u></p>	<p><u>10 With Negative Comments (11%)</u></p> <p>2 Dislike Small Community Centre (2%) 2 Dislike Library being proposed (2%) 6 Dislike other various elements (7%)</p> <p><u>62 With No Comments (70%)</u></p> <p><u>8 With Positive Comments (9%)</u></p> <p><u>8 Other General Comments (9%)</u></p>	<p><u>26 With Negative Comments (29%)</u></p> <p>20 Dislike Waterfront Park (22%) 2 Dislike too little park proposed (2%) 4 Dislike other various elements (5%)</p> <p><u>51 With No Comments (57%)</u></p> <p><u>4 With Positive Comments (4%)</u></p> <p><u>8 Other General Comments (9%)</u></p>	<p><u>26 With Negative Comments (29%)</u></p> <p>7 Dislike possible worse traffic (8%) 6 Dislike new roads being proposed (7%) 4 Dislike New Willett Ave extension (4%) 2 Dislike Westminster Boul. (2%) 7 Dislike other various elements (8%)</p> <p><u>47 With No Comments (53%)</u></p> <p><u>5 With Positive Comments (5%)</u></p> <p><u>11 Other General Comments (12%)</u></p>	<p>Need more seniors housing (4) No high school (4) Slow development time frame (2)</p>

Hamilton Area Plan
Open House No. 3 on Hamilton Concept – June 27, 2013
Summary of Survey Results (89 Replies)

Q3) In the Proposed Concept, please indicate which of the following uses you would like to permit in the shaded areas shown on the attached map.

A) Small Lots on south side of Gilley Road, west of Area 1	B) Small Lots on north side of Gilley Road, north of Area 1	C) Along Boundary Road in Area 2	D) Small Lots on East Side of Smith Drive in Area 3
20 SFD (22%)	29 SFD (32%)	14 SFD (16%)	21 SFD (23%)
27 SFD & T/H (30%)	21 SFD & T/H (23%)	24 SFD & T/H (27%)	24 SFD & T/H (27%)
30 T/H Only (33%)	33 T/H Only (37%)	36 T/H Only (40%)	41 T/H Only (46%)
12 No Reply (13%)	6 No Reply (8%)	15 No Reply (15%)	3 No Reply (4%)
T/H on Gilley and SFD Facing Rathburn Recommended	SFD Only Recommended	T/H Only Recommended	T/H Only Recommended



City Park's October 29, 2013 Letter to Owners of Land Within the Proposed Waterfront Park

October 29, 2013
File: 06-2345-03/2013-Vol 01

Community Services Department
Parks Services
5599 Lynas Lane, Richmond, BC V7C 5B2
Telephone: 604-244-1208
Fax: 604-244-1242

<address>

Dear <salutation> :

Re: Proposed Hamilton Park

This letter is being sent to property owners who may be affected by a proposed new waterfront park in the north part of Hamilton. The purpose of this letter is to clarify how a proposed new park in Hamilton may be established.

The idea of a new park in Hamilton arose during community discussions to update the Hamilton Area Plan. The Hamilton Area planning process began in late 2011 when Richmond City Council authorized that the 1995 Hamilton Area Plan be updated. Since then, three open houses have been held in Hamilton: the last one was held on June 27, 2013 in Hamilton where a draft Concept was discussed.

The draft Concept (Attachment 1) involves the following ideas:

- A proposed new waterfront park on the Fraser River North Arm.
- Enhancing existing parks.
- A densified shopping centre area.
- Apartments and townhomes to the north of the shopping centre.
- Maintaining the current densities in most of the south west residential area.
- Maintaining current permitted uses along the Fraser River South Arm.
- Possible community amenities (e.g., a small library, more indoor recreation space, a small police office).

For more information about the draft Concept, please see the City Web Site:
www.richmond.ca/plandev/planning2/projects/hapu.htm.

Proposed Park

The new waterfront park is proposed to be located to the north of the shopping centre. It would provide additional open space to the residents of Hamilton, create additional waterfront access in the City and extend the City's dyke trail network.

If the new park is approved, the following circumstances will affect how it becomes established:

- The park will not be needed for a long time (e.g., until 2041).
- Affected owners can continue to renovate, rebuild and sell their properties.
- No owners will be required to sell their properties for the proposed park.
- No properties will be rezoned from their current zoning, RS1/F (Residential–single detached housing).
- Property owners are free to contact the City if they wish to discuss selling their property to the City.
- The timing of park acquisition is affected by Council priorities and budgets.
- If a property owner agrees to sell their land to City, the City will purchase the land at fair market value at the time of acquisition and based on the current zoning.

Council will consider the proposed waterfront park when the Hamilton Area Plan update is considered for approval (date to be determined). Should you require further information about the proposed waterfront park in Hamilton, please contact Jamie Esko, Park Planner at 604-233-3341.

Yours truly,

Mike Redpath
Senior Manager, Parks
604-247-4942

Att. 2

pc: Dave Semple, General Manager, Community Services
Cathryn Volkering Carlile, General Manager, Community Services
Jamie Esko, Park Planner
Mark McMullen, Senior Coordinator-Major Projects
Terry Crowe, Manager, Policy Planning

Community Comments

From The July 10, 2013 Public Survey Return Date To January 24, 2014,

Hamiltonplan

From: Ryoko Nomura [ryoko.nomura@yahoo.ca]
Sent: Wednesday, 17 July 2013 10:44
To: Hamiltonplan
Subject: Re: Updated Information

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I was on vacation and missed the third open house and the deadline for the survey. Is there any way to still complete the survey?

From what I can see, the new proposal (option 4) is to keep most of the amenities/services in option 3, but not have such a big of a population growth as in option 3. What amenities /services would not be included in the new option proposed. that were included in option 3? My only concern is that the growth is large (12,000), but not considered large enough to support certain amenities/services (i.e. a full scale grocery store). If it means more and better amenities I would still support more people (option 3 - 17,000). Please clarify the difference in amenities/services between option 3 and 4.

Thank you,
Ryoko Nomura Campbell

From: Hamiltonplan <Hamiltonplan@richmond.ca>
To: Hamiltonplan <Hamiltonplan@richmond.ca>; 'Ryoko Nomura' <ryoko.nomura@yahoo.ca>
Sent: Wednesday, June 19, 2013 4:59:05 PM
Subject: RE: Updated Information

Further to your previous email, I am writing to advise that the Third Open House on the proposed Hamilton Area Plan Concept is now confirmed for June 27 at 6:30pm at the Hamilton Community Centre at 5140 Smith Drive.

You are encouraged to attend the Open House and complete the survey at the Open House on June 27 or afterwards from the City's website.

Please open the attached link for more information
<http://www.richmond.ca/plandev/planning2/projects/hapu.htm> or call 604-276-4196.

Sincerely,

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond

From: Hamiltonplan
Sent: Tuesday, 15 January 2013 15:33

To: 'Ryoko Nomura'; Hamiltonplan
Cc: Crowe, Terry
Subject: RE: Updated Information

Dear Royoko:

Staff are working on a report to City Planning Committee which summarizes the survey findings on the 3 options presented at the second Open House and includes a Recommended Concept to take to the third Open House.

No date will be set for the Open House until Planning Committee reviews the draft Recommended Concept. Once a date is set, the third Open House will be well advertised.

Please email or call me if you should have any further questions in the meantime.

Best regards,

Mark

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
www.richmond.ca

From: Ryoko Nomura [<mailto:ryoko.nomura@yahoo.ca>]
Sent: Sunday, 13 January 2013 22:41
To: Hamiltonplan
Subject: Updated Information

Hi there,

I am a resident in Hamilton, Richmond and I have been following all the development information. I have not heard much in the last several months about future steps and what happens next. What is the next step in the process and when should we see this taking place?

Thanks,
Ryoko Nomura Campbell

Hamiltonplan

From: Dave Pengilly [Dave.Pengilly@metrovancover.org]
Sent: Thursday, 31 October 2013 12:09
To: Hamiltonplan
Subject: Hamilton Plan Meeting

Will there be another public meeting this year regarding the Hamilton area redevelopment? Thank you.

Dave Pengilly
Instrument Foreman
Air Quality Instrument Shop
Metro Vancouver
604-522-2839 (office)
604-908-8400 (cell)

Hamiltonplan

From: carmeli [carmeli@shaw.ca]
Sent: Sunday, 24 November 2013 13:35
To: Hamiltonplan
Subject: seeking information

Hi.

I am interested to know how many high schools and elementary schools there are in the Hamilton area?also can you let me know what is the size of the neighbourhood in Acres ?

Thank you
Sam Carmeli
contact information:cell phone:604-657-1927.
E-mail:carmeli@shaw.ca

Hamiltonplan

From: Bob Shoker [bob@imperialsecurity.ca]
Sent: Monday, 06 January 2014 09:03
To: Hamiltonplan
Subject: Hamilton Area Plan

Good Morning,

When is Planning Committee expected to meet and go over the staff report on the Hamilton Area Plan. Will this be happening tomorrow Jan 7th?

Thanks

Bob Shoker

January 8 and 13, 2014 Letters from Ms. Betty Carr

Re Hamilton Area Plan Update

The Idea of high density in Hamilton does not work. What was done in Steveston works because Steveston is an established village with shops, restaurants, pool, high school, sport fields, large community centre, Gary point, fishing docks, location on the river and more than one road in and out.

Hamilton has one elementary school which is full, one restaurant, small fitness centre, one church, Hamilton is a hamlet, and it has nothing to offer high density or medium density.

The only difference between your proposal for option 1, 2, or 3 is the type of plants and asphalts used.

You didn't bring anything to the table other than more residents. In all the options shown none of the beautiful trees along Westminster Highway and through-out Hamilton were incorporated in the plans. The trees cut down the noise from highway 91A, keep the dust down and give us the country feel. Perhaps you could re-think your approach and make your plans into more of a park like setting around the trees, a few condo's, a village street with shops with living space above, or keep the shopping center we have now and get some tenants into the empty shops.

What impact study has been done as to how Richmond can cope with another 12,000 residents from Hamilton? Can the school system, ice rinks, swimming pools, sport fields, health care, restaurants, fitness centres, library, shopping centres handle the increase. With Hamilton having nothing to offer its residents the traffic back and forth into Richmond will be a nightmare getting the kids to their entire practices, nice carbon footprint you are adding. What about the youth of Hamilton nothing was addressed in the plan, where are they to hang out????

I hope you aren't planning on Queensborough to handle Richmond's mistakes for inadequate planning.

Betty Carr

At every meeting the developer promotes the more density the better chance of having more shops and possibility of a restaurant, but also said that there was no guarantee the shops would be rented. I believe the residents only hear what they want to hear, that if we allow this densification to go thru we could end up giving away the farm and getting nothing in return. The developer hasn't committed to an amenities other than a few shops which may or may not be rented, a boulevard and a varlation of plants and trees depending on how dense the city approves. The developer hasn't given the community anything to keep the residents to stay and shop in Hamilton. Everyone still has to drive their children into Richmond if they want to be involved in any type of sports or appointments, banking, dry cleaning, shopping for clothes and groceries, library, entertainment of any kind. To increase density anywhere between 4000-7000 is not practical. With higher tolls on the Port Mann Bridge a lot of commuters will be taking the new Perimeter Road by choosing the Alex Fraser Bridge causing added stress on the East West Connector plus the nightmare you are adding by the medium to high density to Hamilton, a more realistic approach would be an increase for maybe 1000 to 1500 new residents.

The subject of schooling also came up at every meeting. It was acknowledge the present school is a capacity but no solution as to where the new residents would send their children. In the Richmond New on Oct25,2013 with the sale of Steveston Secondary the school districts five year capital plan was submitted to the Ministry of Education to include a new elementary school for Hamilton. I was curious to find out where a new school would be built as the developer didn't incorporate a school in the plan. A call to Mark McMullen at city hall was surprised to hear about a new school in Hamilton and that the city hadn't set aside any land or planned for a new school yet was willing to allow the high density without any infrastructure what so ever to accommodate the increase. Can the city actually look after the increase in all areas of Richmond safely when they opt to set aside funds for the Sister City instead of filling vacancies in the RCMP and Richmond Fire-Rescue.

The residents pay for council to make the right decisions for each community yet when the residents of Hamilton were told the 35unit Townhouse complex being built on Gilley Road would not have Gilley Road as it main access. City hall caves to the developer and allows him to use Gilley road instead of Turner Road which was in the original plan without advising the residents of the change or realizing the impact and error that City hall has made. Because of this I don't have the confidence or trust in City Council, but I really encourage you to make the right decision on approving the density plan for Hamilton, think of the impact it will have on the rest of Richmond having to accommodate the increase as once again Hamilton has nothing to offer.

How the City of Richmond would increase the density of Hamilton by 7,209 based on only 76 surveys from a possible 1,565 households in Hamilton. What happened to green house gas.....think about it. The City is ok with increasing the traffic between Hamilton and Richmond center for everything as Hamilton DOESN'T have any amenities to offer. We don't have a swimming pool, ice rink, restaurants, theatre, high school, medical, hospital, sport fields, shopping, banking, etc. hopefully you get the picture. The only thing the City of Richmond is looking at is the taxes they will receive not how the increase will affect the lives of the long term residents in Hamilton.

Monday, 13 January 2014

To city Planning Staff;

At every meeting the developer for Hamilton promotes the more density the better chance of having more shops and possibility of a restaurant, but also said that there was no guarantee the shops would be rented. I believe the residents only hear what they want to hear, that if we allow this densification to go thru we could end up giving away the farm and getting nothing in return. The developer hasn't committed to amenities other than a few shops which may or may not be rented, a boulevard and a variation of plants and trees depending on how dense the city approves. The developer hasn't given the community anything to keep the residents to stay and shop in Hamilton. Everyone still has to drive their children into Richmond if they want to be involved in any type of sports or appointments, banking, dry cleaning, shopping for clothes and groceries, library, entertainment of any kind. To increase density anywhere between 4000-7000 is not practical. With higher tolls on the Port Mann Bridge a lot of commuters will be taking the new Perimeter Road by choosing the Alex Fraser Bridge causing added stress on the East West Connector, plus the nightmare you are adding by the medium to high density to Hamilton, a more realistic approach would be an increase for maybe 1000 to 1500 new residents tops.

The subject of schooling also comes up at every meeting. It was acknowledged the present school is at capacity but there was no solution as to where the new residents would send their children. In the Richmond News on Oct25,2013 with the sale of Steveston Secondary the school districts five year capital plan was submitted to the Ministry of Education to include a new elementary school for Hamilton. I was curious to find out where a new school would be built as the developer didn't incorporate a school in the plan. I called Mark McMullen at City Hall who was surprised to hear about a new school for Hamilton. The City hadn't set aside any land or planned for a new school yet was willing to allow the high density without any infrastructure what so ever to accommodate the increase. Can the City actually look after the increase in all areas of Richmond safely when they opt to set aside funds for the Sister City instead of filling vacancies in the RCMP and Richmond Fire-Rescue? According to Mayor Brodie in the Richmond News April 24, 2013 "Mayor Brodie lists community safety as one of Richmond's top priorities." What happened between April and December 13, 2013 in the Richmond News "As with previous years, the majority of the predicted surplus has come from unfilled vacancies in the RCMP (2.7million) and Richmond Fire-Rescue (1.17 million)"? As a Richmond taxpayer safety and fire service is a top priority and affects all residents.

The residents pay for council to make the right decisions for each community yet when the residents of Hamilton were told the 35 unit Townhouse complex being built on Gilley Road would not have Gilley Road as it main access. City Hall caves to the developer and allows him to use Gilley road instead of Turner Road which was in the original plan. City Hall made a huge error by allowing this change. Because of this I don't have the confidence or trust in City Council, but I really encourage you to make the right decision on reducing the density plan for Hamilton. Think of the impact it will have on the rest of Richmond having to accommodate the increase in all areas (sports, schools, hospital, restaurants, library, shopping). Does the City have the infrastructure in place for this possible proposed increase,

and not to mention the traffic nightmare? What carbon foot print are we showing the rest of the lower mainland?

Betty Carr, taxpayer and resident of Hamilton

Hamiltonplan

From: Bob Shoker [bob@imperialsecurity.ca]
Sent: Friday, 17 January 2014 17:48
To: Hamiltonplan
Subject: Re: Hamilton Area Plan

Appreciate the follow up Mark

Have a good weekend

Thanks,
Bob Shoker
Imperial Security Services

Sent from my iPhone

On Jan 17, 2014, at 5:45 PM, "Hamiltonplan" <Hamiltonplan@richmond.ca> wrote:

Hello Bob:

In follow-up to your last email, further staff review late this week lead to us missing the January 21 Planning Committee target.

The next target date is the Tuesday, February 4 Planning Committee meeting.

Please email during January 27 to 30 to confirm this February 4 meeting.

Regards,

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
mmcmullen@richmond.ca
www.richmond.ca

From: Bob Shoker [<mailto:bob@imperialsecurity.ca>]
Sent: Friday, 10 January 2014 19:11
To: Hamiltonplan
Subject: Re: Hamilton Area Plan

Thanks Mark. Can you give me an update mid next week once you get some more info? Please and thanks

Have a good weekend

Thanks,
Bob Shoker
Imperial Security Services

Sent from my iPhone

On Jan 10, 2014, at 5:52 PM, "Hamiltonplan" <Hamiltonplan@richmond.ca> wrote:

<image002.gif>

Hello Bob:

Staff is targeting the Tuesday, January 21 Planning Committee for the Hamilton Plan.

I will be able advise by the middle of next week if we have made this January 21 meeting date or if it will be the next meeting.

Regards,

Mark McMullen
Senior Coordinator - Major Projects
City of Richmond
phone: 604-276-4173 / fax: 604-276-4052
mmcmullen@richmond.ca
www.richmond.ca

From: Bob Shoker [<mailto:bob@imperialsecurity.ca>]

Sent: Monday, 06 January 2014 09:03

To: Hamiltonplan

Subject: Hamilton Area Plan

Good Morning,

When is Planning Committee expected to meet and go over the staff report on the Hamilton Area Plan. Will this be happening tomorrow Jan 7th?

Thanks

Bob Shoker



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9078
(Hamilton Area Plan Update)

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing "Schedule 2.14 - Hamilton Area Plan" and replacing it with a new "Schedule 2.14 - Hamilton Area Plan" included as "Schedule A attached to and forming part of Bylaw 9078".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9078".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

FEB 11 2014



MAYOR

CORPORATE OFFICER



City of
Richmond

Schedule A attached to and forming part of Bylaw 9078
(text to be removed when consolidated with Bylaw 9000)

Official Community Plan (OCP)

Hamilton Area Plan

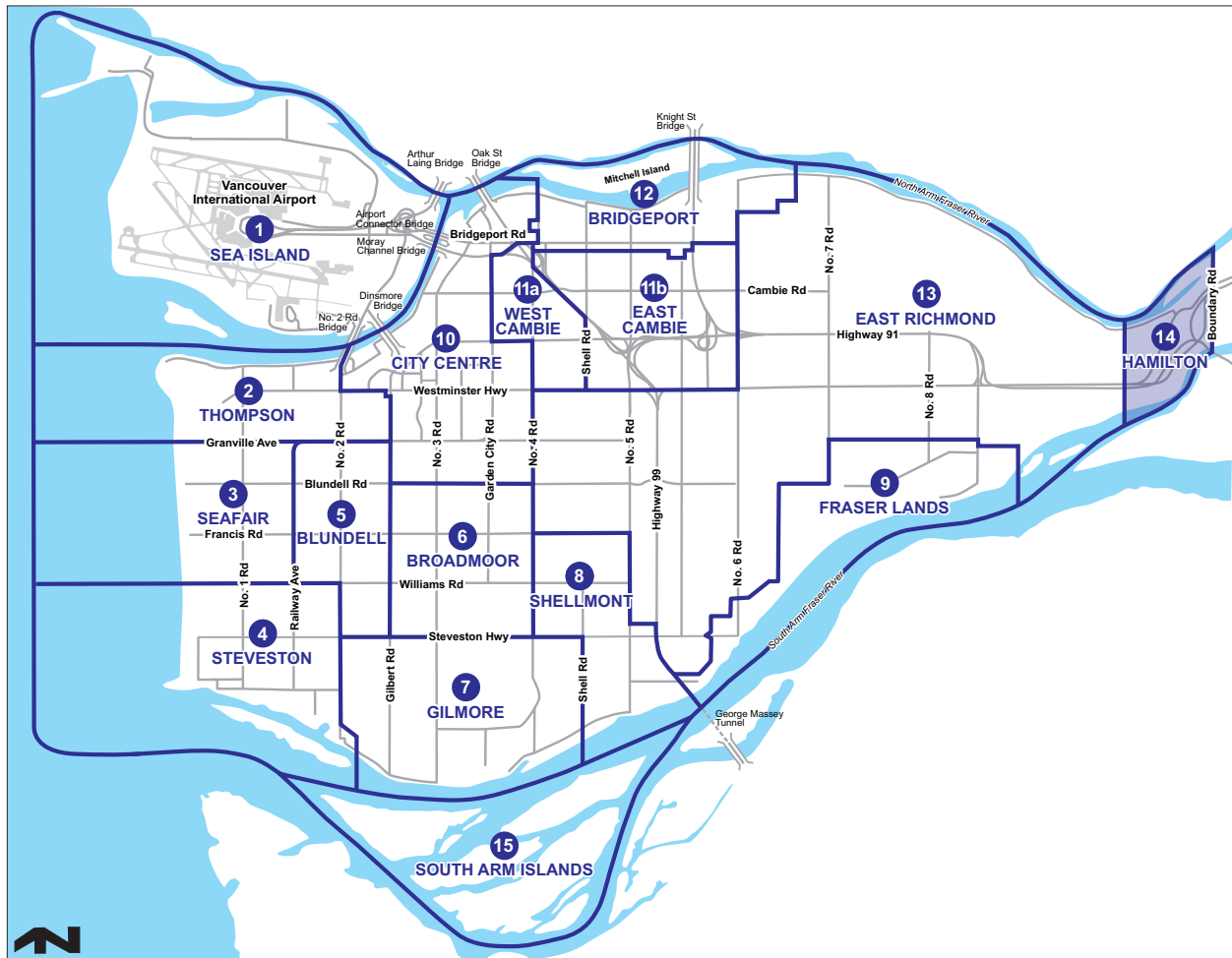
Bylaw 9000 Schedule 2.14



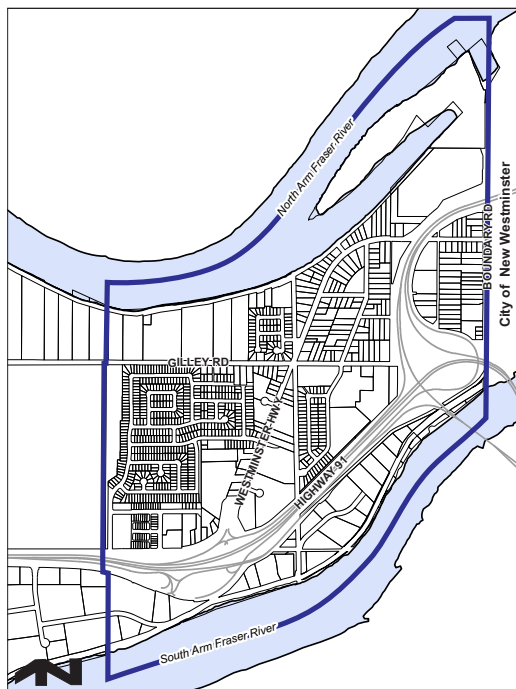
Original Adoption: June 19, 1995

Plan Adoption: (to be filled in once adopted)

Planning Area Boundaries Map



Hamilton Area Plan Boundary Map



PH - 49

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Hamilton Area Plan Boundary Map ii

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Plan Interpretation

What is the Official Community Plan (OCP)?

The Official Community Plan (OCP) is a legal community planning document which guides Council, the community and developers in managing long-term-wide sustainability, social, economic, land use, transportation, park, infrastructure, community amenity and environmental needs and interests. It sets out a 2041 vision, goals, objectives, and policies that reflect overall community values which have been determined through a public consultation process.

How is the Plan organized?

The 2041 OCP (Bylaw 9000) is comprised of:

1. Schedule 1: the overall 2014 OCP;
2. Schedule 2: Area Plans and Sub-Area Plans.

The Area Plans and Sub-Area Plans help manage certain neighborhoods by providing more detailed policies and land use designations (see Key Maps on page 1-1).

Plan Precedence

If there is a conflict between an 2041 OCP Land Use Map (Schedule 1) designation and an Area Plan or Sub-Area Land Use Map designation (Schedule 2), the Area Plan or Sub-Area Plan Land Use Map designation shall take precedence, with the exception of 2041 OCP Conservation Area designated sites, in which case the 2041 OCP Schedule 1 land use designation shall take precedence, notwithstanding any conflicting information which may be shown in Schedule 2.

Environmentally Sensitive Areas (ESA)

The OCP ESA policies, land use designations and Development Permit Guidelines in the 2041 OCP (Schedule 1, Attachment 2) supersede any ESA policies and designations shown in Area Plans or Sub-Area Plans (Schedule 2).

Changes to this Document

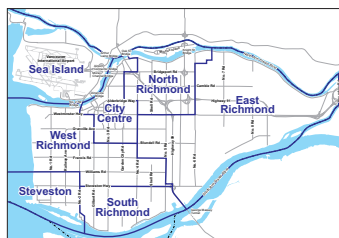
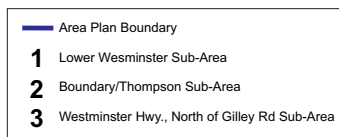
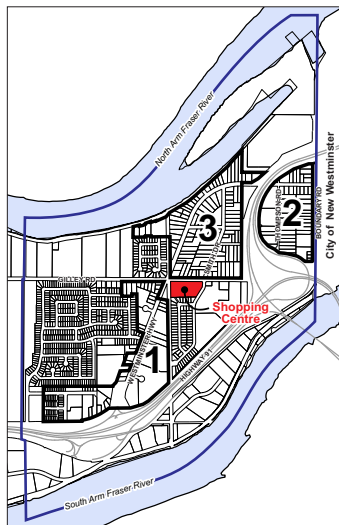
Council may amend Area Plans and Sub-Area Plans, from time to time, to better meet community needs.

Please check with the City's Policy Planning Division to make sure that the Area Plan which you are using is up-to-date and contains all adopted amendments.

Definitions

The 2041 OCP Schedule 1 Definitions apply to the entire OCP. The Area Plan and Sub-Area Plan Definitions in Appendix 1 only apply in their respective Area Plans.

Hamilton Area Planning Sub-Areas Map



1.0 Towards a Sustainable Community

1.1 The Current Context

General

Since the first Hamilton Area Plan was adopted in 1986, Hamilton residents have wanted to responsibly grow to be a more complete community where people of all ages can Live, Work and Play in a unique, caring, diverse and family-oriented community.

2041 City-wide Growth Context

Hamilton's future development is shaped by the following 2041 City-wide growth estimates:

- population:
 - current: 205,000 people;
 - 2041 estimate: 280,000 people;
- employment:
 - current: 140,000 jobs;
 - 2041 estimate: 170,000 jobs.

2041 Hamilton Growth Context

The Hamilton's future development context is shaped by the following estimates:

- population:
 - current: 5,100 people;
 - 2041 estimate: 12,000 people;
- access to East Richmond Employment Opportunities:
 - current: 15,000 jobs;
 - 2041 estimate: 17,000 jobs.

2041 Development Considerations

The factors shaping Hamilton's development include:

- the 1995 Area Plan which stated that more detailed development, servicing planning and public consultation were required, prior to approving any more development in the following three sub-areas:
 - Area 1: Lower Westminster Sub-Area;
 - Area 2: Boundary/Thompson Road Sub-Area;
 - Area 3: Westminster Highway, north of Gilley Road Sub-Area;
- the lack of an agreed upon 2041 Community Vision;
- poor soils in the Hamilton area.

1.2 2041 Hamilton Planning Directions

The purpose of the 2041 Hamilton Area Plan (Plan) is to establish a long-term community Vision and decision-making framework (e.g., goals, objectives, policies, development guidelines, financial tools), to guide Council, residents and developers in making decisions to implement the Plan.

While the Plan does not commit Council to approve development applications or paying for services; Council cannot endorse any actions which are contrary to the Plan.

1.3 2041 Hamilton Vision

The 2041 Vision is:

"Hamilton is a connected community where residents, employees and visitors have access to local services and amenities in a village centre that has a contemporary yet comfortable feeling. 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."

1.4 Goals

The nine Plan goals which support the Vision are:

1. encourage a sustainable approach to Hamilton development and infrastructure servicing;
2. encourage a mix of residential, retail and office uses in buildings (e.g., up to four stories within the Village Centre with a "High Street");
3. protect and maintain existing employment lands outside of the redevelopment areas (e.g., along both sides of the Fraser River);
4. maintain the newer, compact single family residential areas to west of Westminster Highway and south of Gilley Road over the long-term to maintain a full range of housing choices;
5. enable other existing single family sites to remain, as long as each property owner wishes;
6. encourage walking, cycling, rolling (wheelchairs, scooters) and public transit;
7. implement the City's Official Community Plan Ecological Network Concept;
8. celebrate the environmental and cultural significance of the Fraser River;
9. facilitate market-driven Plan implementation with infrastructure and amenities paid for by developers.

1.5 Inter-municipal Co-operation

The City will explore inter-municipal co-operation opportunities with New Westminster and other municipalities, as they arise, for the benefit of the community.

2.0 Climate Change Response

1. City-wide, Council has established 2041 OCP policies and other corporate strategies and policies to strategically respond to Climate Change, reduce greenhouse gas (GHG) emissions and energy reduction initiatives.
2. The Plan policies support larger City-wide initiatives; for example, Chapter 3, GHG reductions and Chapter 11, District Energy System.

3.0 Connected Community and Special Places

3.1 Promoting Healthy and Connected Neighbourhoods

OVERVIEW:

As Hamilton is at the eastern end of Richmond, it can take advantage of the fact that its geographically near the centre of Metro Vancouver's projected 2040 population growth and major employment centres (e.g., Richmond, New Westminster, Surrey, Vancouver and Burnaby).

It is anticipated that Hamilton will continue to grow, due to the community's willingness to develop, relatively affordable land prices, good road accessibility, expandable infrastructure and redevelopable land.

These characteristics provide an opportunity for Hamilton to create a more complete, unique, compact and sustainable community.

3.2 Neighbourhood Character and Sense of Place

OVERVIEW:

Hamilton is shaped by the North and South Arms of the Fraser River, Boundary Canal and New Westminster's Queensborough community to the east and farms within the Agriculture Land Reserve (ALR) to the west. These natural features help Hamilton to continue to develop with a distinct separate village centre. Thus, the Plan focuses on reflecting the River, a compact urban design and the agricultural context.

Residents have retained their strong community spirit by co-operating to satisfy common needs and would like a more complete range of community amenities.

While there are development constraints (e.g., soils), the Plan aims to increase Hamilton's population, employment opportunities and social cohesion. Developers are to fund new library space, community policing office space, more public indoor recreation space, a new North Arm Waterfront Park, roads, and pedestrian, bike and rolling routes.

Developers of new multi-family and mixed-use developments will be required to contribute to or construct these improvements.

3.2.1 Diverse Range of Housing Types, Affordability and Accessible Housing

OVERVIEW:

Hamilton has traditionally been a family-oriented community and recent trends confirm this character. Since Hamilton has some of the City's more affordable residential land prices, it should continue to attract young family home buyers over the next few years, as well as young working couples without children. In addition, Census figures indicate the existence of a significant number of households with adult children living at home and households with adults approaching their senior years.



This diversity of existing household types, together with the concept of enabling people to “age in-place”, suggests that consideration should be given to meeting the housing needs of a growing diversity of household types, age groups and income levels in Hamilton. This means that the traditional emphasis on single family dwellings needs to be balanced by the building of more multi-family dwellings, particularly townhouses.

OBJECTIVE 1:

Provide a range of housing types and tenures to accommodate various household types, age and income levels.

POLICIES:

- a) permit a variety of housing forms in Hamilton, including large and small lot single family dwellings and multi-family building forms, including townhouses, and apartment buildings up to four stories;
- b) encourage a mix of market and non-profit affordable housing for families and seniors, by permitting such forms of housing within all multi-family land use designations shown on the Land Use Map;
- c) obtain affordable housing contributions or secure units provided in accordance with the City's Affordable Housing Strategy, as amended by City Council;
- d) consider undertaking a public planning process to include coach houses in certain single family areas through amendments to the Zoning Bylaw.

OBJECTIVE 2:

To ensure that a variety of forms of Accessible Housing are provided within developments.

POLICIES:

- a) that Universal Housing, Adaptable Housing, and housing with Aging-in-Place elements be provided in each development following the current 2041 OCP policies, Zoning Bylaw provisions and other policies of the City.

3.3 Specific Neighbourhood Land Use Policies

OVERVIEW: CREATING A SPECIAL VILLAGE CENTRE

The redevelopment of parts of Hamilton with townhouses and apartments provides for a population increase, from the current population of 5,100, to an envisioned 2041 build out population of approximately 12,000. This scale of population and relatively small physical area provides an ideal situation to create a Village Centre focused on a pedestrian-friendly High Street located on Gilley Road.

The Plan supports a traditional, compact “village form” with a Neighbourhood Village Centre along the Gilley “High Street” which accommodates the highest density with 4 storey mixed-use buildings. The compact single family areas to the south and west accommodate lower density housing types. Moderate density stacked townhouses and townhouses are accommodated north of the Gilley “High Street”. Lower density open space and ALR agricultural uses to the west and along the north arm of the Fraser River are accommodated.



OBJECTIVE 1: LAND USE, DENSITY AND URBAN DESIGN

To ensure that all new development within the Plan is consistent with the Plan land use and urban design policies of this Plan and the 2041 OCP.

POLICIES:

- a) all rezoning applications are to be consistent with the Land Use Map designations and policies of the Plan, and applicable 2041 OCP policies;
- b) the stated land use densities in the Plan are maximums;
- c) all rezoning and Development Permit applications are to be consistent with the applicable Development Permit Area Guidelines within Section 13 of this Plan and the 2041 OCP;
- d) the Strollways, Shared Streets and Plazas, as generally shown on the Circulation Map are to be secured for public access through the development application process with their size and design being generally consistent with the Development Permit Area Guidelines in Section 13.

OBJECTIVE 2: NEIGHBOURHOOD VILLAGE CENTRE

To support the increased Hamilton population with a higher density, mixed use retail, service and residential Neighbourhood Village Centre with medium density residential development within walking distance of the Gilley High Street.

POLICIES:

- a) allow for the redevelopment of the current shopping mall and other properties designated as *Neighbourhood Village Centre (Retail and Office with Residential Above 4 Storey 1.50 FAR)* on the Land Use Map, as follows:
 - retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility uses, at a minimum, will be required on the ground floor while residential apartments may be included on the upper three floors of buildings;
 - the a base density of 0.40 FAR may be increased to a maximum 1.5 FAR with the provision of amenities or amenity contributions as required under Objective 12;
 - the maximum height is 4 storeys and 17.0 m (55.8 ft.) above the adjacent street grade;
 - building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) on Westminster Highway, averaging 2.0 m (6.6 ft.) on the Gilley High Street and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) on other streets;
- b) allow for the redevelopment of the properties designated as *Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR)* on the Land Use Map, as follows:
 - residential apartments and a range of assisted living residential uses are permitted;



- the a base density of 0.40 FAR may be increased to a maximum 1.5 FAR with the provision of amenities or amenity contributions as required under Objective 12;
- the maximum height is 4 storeys and 16.0 m (52.5 ft.) above adjacent street grade;
- building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) on Westminster Highway and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) on other streets.

OBJECTIVE 3: NORTH OF THE NEIGHBOURHOOD VILLAGE CENTRE

To redevelop this area to include townhouses and stacked townhouses within easy walking distance of the Neighbourhood Village Centre, the proposed Waterfront Park and extension of the dike trail along the North Arm of the Fraser.

POLICIES:

- a) allow for the redevelopment of the properties designated as *Neighbourhood Residential (Stacked Townhouse 1.00 FAR)* on the Land Use Map, as follows:
 - stacked townhouse residential uses are permitted;
 - the base density is of 0.40 FAR may be increased to a maximum 1.0 FAR with the provision of amenities or amenity contributions as required under Objective 12;
 - the maximum height is 3 storeys (above the parking level) and 13.0 m (42.7 ft.) above adjacent street grade;
 - building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) on Westminster Highway and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) are provided on other streets;
- b) allow for the redevelopment of the properties designated as *Neighbourhood Residential (Townhouse 0.75 FAR)* on the Land Use Map, as follows:
 - townhouse residential uses are permitted;
 - the base density of 0.40 FAR may be increased to a maximum 0.75 FAR with the provision of amenities or amenity contributions as required under Objective 12;
 - the maximum height is 3 storeys (inclusive of the parking level) and 12 m (39.4 ft.) above adjacent street grade;
 - building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) on Westminster Highway, between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) on other streets, and, at least, 7.5 m (24.6 ft.) is to be provided from the dike right-of-way and as otherwise required under other City bylaws.



OBJECTIVE 4: SOUTH AND WEST OF THE NEIGHBOURHOOD VILLAGE CENTRE

To preserve the existing compact single family neighbourhoods and townhouse areas to the west of Westminster Highway and south of Gilley Road and allow redevelopment of single family lots in accordance with the following policies.

POLICIES:

- a) allow the residential uses as shown on the Land Use Map and described by the following land use designations with the following maximum densities in brackets:
 - *Neighbourhood Residential (Single Family 0.55 FAR);*
 - *Neighbourhood Residential (Single Family 0.60 FAR);*
 - *Neighbourhood Residential (Single Family with Coach Houses 0.60 FAR);*
 - *Neighbourhood Residential (Single Family or Duplex 0.75 FAR);*
- b) allow for the redevelopment of the properties designated as *Neighbourhood Residential (Townhouse 0.75 FAR)* on the Land Use Map, as follows:
 - townhouse residential uses are permitted;
 - the base density of 0.40 FAR may be increased to a maximum 0.75 FAR with the provision of amenities or amenity contributions as required under Objective 12;
 - the maximum height is 3 storeys (inclusive of the parking level) and 12.0 m (39.4 ft) above adjacent street grade;
 - building setbacks from property lines are to be generally a minimum of 6.0 m (19.7 ft.) on Westminster Highway, between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) on other streets;
- c) consider allowing secondary suites as accessory uses to single family residential uses in the land use designations identified in policy a). This initiative may be undertaken after the Plan is approved.

OBJECTIVE 5: THOMPSON-BOUNDARY ROAD IN THE EAST

Allow townhouse redevelopment and enhance connections to the east across Boundary Canal to Queensborough and with improvements to the existing Provincially owned Highway 91A pedestrian/bicycle bridge, to better connect this area to the Village Centre.

POLICIES:

- a) allow for the redevelopment of the properties designated as *Neighbourhood Residential (Townhouse 0.75 FAR)* on the Land Use Map, as follows:
 - townhouse residential uses are permitted;



- the base density of 0.40 FAR may be increased to a maximum 0.75 FAR with the provision of amenities or amenity contributions as required under Objective 12;
- the maximum height is 3 storeys (inclusive of the parking level) and 12.0 m (39.4 ft.) above adjacent street grade;
- building setbacks from property lines are generally to be between 4.5 m to 6.0 m (14.8 ft. to 19.7 ft.) on Boundary Road and between 3.0 m to 6.0 m (9.8 ft. to 19.7 ft.) on other streets.

OBJECTIVE 6: NORTH AND SOUTH ARM INDUSTRIAL AREAS

Continue to promote the further development of the industrial and business park areas to provide employment for Hamilton and a viable tax base for the City.

POLICIES:

- a) accommodate industrial uses on the *Industrial* designated lands along the North Arm of the Fraser River as shown on the Land Use Map.
- b) accommodate mixed employment uses on lands designated *Mixed Employment* along the South Arm of the Fraser River, as shown on the Land Use Map;
- c) accommodate industrial uses in areas designated *Industrial* along the South Arm of the Fraser River as shown on the Land Use Map, subject to being limited to a density of 1.0 FAR and maximum height of 12.0 m (39.4 ft.) above the grade of Dyke Road;
- d) within the *Marine Residential/Industrial* land use designation along the South Arm of the Fraser River as shown on the Land Use Map, allow for:
 - single family, townhouse and waterborne housing residential uses with a density of up to 0.55 FAR and a maximum height of 3 storeys and 12.0 m (39.4 ft.) above street grade or 9.0 m (29.5 ft.) above the high water mark of the Fraser River for waterborne housing;
 - marine-related industrial uses dependent upon water access, marina uses including retail sales limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public;
- e) ensure that all development is consistent with the City's environmental, diking, flood protection, and engineering policies and bylaws, as well as all related Federal and Provincial legislation.

OBJECTIVE 7: PARKS AND MAJOR TRAILS/GREENWAYS

Park and Major Trails/Greenway corridors as shown on the Land Use Map are intended to include the parks, major trails, greenways and other public outdoor recreation uses.

POLICIES:

- a) accommodate parks, and major trails and greenways in lands designated *Park and Major Trails/Greenway corridors* on the Land Use Map;



- b) until the City acquires the private properties designated as *Park and Major Trails/Greenway corridors* through voluntary purchase, the current single family residential zoning will apply to these properties.

OBJECTIVE 8: COMMUNITY INSTITUTIONAL

To ensure that properties intended for institutional uses are designated in this Plan and zoned for such uses.

POLICIES:

- a) accommodate community institutional uses in the *Community Institutional* designation, as shown on the Land Use Map.

OBJECTIVE 9: PUBLIC SCHOOLS

As the Richmond School District No 38 Board of Education Board (Board) is responsible for public schools, the City will continue to work with the Board to meet Hamilton's public school needs.

POLICIES:

- a) accommodate the existing elementary school in the *School* designation on the Land Use Map;
- b) as the Board clarifies long-term elementary school site needs in Hamilton, the City will co-operate to help find a suitable site;
- c) improve safe pedestrian access for elementary school children within the community.

OBJECTIVE 10: CONSERVATION AREA

Protect and enhance natural areas and ecosystems which are under City or other public agency ownership in accordance with the policies of this Plan and the 2041 OCP.

POLICIES:

- a) accommodate conservation uses on lands designated *Conservation Area* on the Land Use Map.

OBJECTIVE 11: AGRICULTURAL

To protect and enhance agricultural viability in Agricultural Land Reserve lands.

POLICIES:

- a) accommodate farm and nonfarm uses on lands designated *Agricultural* on the Land Use Map, subject to Agricultural Land Commission (ALC) requirements;
- b) ensure that development proposals in *Agricultural* designated areas meet the requirements of the ALC and the Plan both within the ALR and outside of the ALR boundary.

Shared Streets

A local, small-scale street which vehicles and pedestrians share the same travel surface with use of traffic calming measures within a statutory right-of-way (SRW) for public use within a private development.

OBJECTIVE 12: DENSITY BONUSING AND COMMUNITY AMENITIES

As Hamilton residents would like a small library, police station office and public indoor recreation space, these spaces are to be either, paid for, or provided by new multi-family and mixed-use developments.

POLICIES:**Provision of Community Amenities**

- a) the base density of 0.40 Floor Area Ratio (FAR) for each land use designation under Objectives 2, 3, 4 and 5 within Section 3.3 may be increased to the given maximum FAR provided that:
 - affordable Housing units and contributions are to be provided according to City's *Affordable Housing Strategy* (e.g., affordable housing units provided as 5% of the gross residential floor area of apartment and mixed-use developments with over 80 units, or cash contributions as determined by the City;
 - community amenity contributions for amenity space are made to the City on the total residential floor area of each development on the basis of:
 - \$70.50 per m² (\$6.55 per ft²) for townhouse and stacked townhouse developments;
 - \$49.50 per m² (\$4.60 per ft²) for apartment and mixed use developments;
 - through rezoning considerations for a development, the developer and City may agree to build the above-specified community amenity space provided within a development;
- b) community amenity space under policy a) above includes, but is not limited to a public library, additional indoor recreation space and community policing office space;
- c) public art installations and contributions will be provided by developers as part of the rezoning considerations for developments in accordance with the City's current *Public Art Program* policy.

OBJECTIVE 13: DEVELOPMENT PARCEL SIZE AND SHAPE

To ensure that the design of multi-family developments is compatible with the character and scale of the surrounding neighbourhood and future planned developments as provided by the Plan.

POLICIES:

- a) new multi-family developments with sufficient site assembly size and road frontage to support high-quality development are to be provided, generally as follows:
 - along Westminster Highway, incorporate a minimum frontage width of 50.0 m (164.0 ft.) between public roads and Shared Streets, and have a minimum lot area of 6,000 m² (1.5 ac.);

Strollway

A local, pedestrian pathway that provides connections between private developments within a SRW for public use within a private development.

- along public local and collector roads, or Shared Streets, incorporate a minimum frontage width of 40.0 m (131.0 ft.) between these public roads, Shared Streets and Strollways, and have a minimum lot area of 4,000 m² (1.0 ac.);
- do not exceed a maximum frontage width of 60.0 m (197.0 ft.) between any public roads, Shared Streets and Strollways, and have a maximum lot area of 10,000 m² (2.5 ac.);
- when redeveloping, avoid creating orphaned sites which are difficult to develop by requiring minimum frontages and lots with areas less than required by the Plan;
- consider flexibility, as determined by Council from the required minimum site size where:
 - after an applicant has tried to meet the required minimum site size, an existing site remains potentially isolated (orphaned) and is not able to be consolidated with adjacent properties (e.g., surrounding lots recently developed in accordance with Plan land use designation);
 - it can be demonstrated that high quality development can be achieved on the remaining site in full compliance with Plan policies and Development Permit Area Guidelines;
 - a development on a remaining site will promote a high quality and safe pedestrian environment along the fronting street;
 - a proposed development on a remaining site can provide stand-alone vehicle access to an existing public road (or co-ordinated easements/statutory rights of way on a phased or parcel assembly development); to the satisfaction of the City's Transportation Division;
 - a proposed development on a remaining site can achieve the orderly and timely completion of the road and pathway network generally shown on the Circulation Map;
 - a proposed development on a remaining site can provide a recognizable benefit to the area, such as enhanced access or tree retention.

3.4 Child Care

At present, Hamilton is served by approximately 165 child care spaces, including a 33-space City-owned facility, on lands donated by Translink. It is noted that there are also child care facilities in the Queensborough area of New Westminster.

POLICIES:

- a) the City will monitor child care space needs on an ongoing basis and, if Council so authorizes, it may enter into agreements with developers to contribute to additional child care space.



4.0 A Vibrant Community

4.1 Arts, Culture, Heritage and Recreation

OVERVIEW:

Hamilton has a separate sense of place and distinct identity and in keeping with development in the rest of Richmond, it welcomes and encourages creativity and participation among its residents regarding its arts, culture, heritage and recreation.

Community facilities and services play an important role in improving and building an area's livability, and the relationship between residents and their community. The design and location of community facilities contributes to the community's overall physical identity, and to residents' sense of place. Community facilities also foster social networking and the concept of neighbouring by creating a social focal point.

OBJECTIVE 1:

Increase the level of community facilities, services and programming in Hamilton to meet resident's needs.

POLICIES:

a) ensure that new community facilities:

- are designed in consultation with the community;
- planned for multi-purpose use;
- are visibly located, universally accessible and user-friendly;
- are located in the Neighbourhood Village Centre create a vital node of both community and commercial activity centred on the Gilley High Street.

4.2 Public Library

OVERVIEW:

The current Hamilton library service involves limited library resources in the Community Centre which are made accessible once per week and include a library kiosk computer to request materials. Residents can also access Queensborough's small library and all other Metro Vancouver libraries. Hamilton residents have stated that they would like a new, small branch library with improved services.

OBJECTIVE 1:

To build a new small City-owned library to meet the demands of residents and which can be supported by the larger population forecasted under the Plan.

POLICIES:

- a) to support a new, small library of at least 465 m² (5,000 ft²) (includes furnishings, books and equipment), that is funded by developer density bonusing community amenity contributions, as identified in Section 3.3 of the Plan and, as Council determines, either by:



- constructed a developer within a new development; or
- constructed by the City with developer financial community amenity contributions;

b) any new library service will be determined by Council after the City's Library Strategic Plan is completed and approved by City Council. Council may determine any interim use of the space.

4.3 Recreation and Community Wellness

Recreation services provide opportunities for residents to be physically active and healthy, feel connected to their community and contribute to their overall level of wellness. The 2012 Healthy Richmond Survey indicates that Hamilton residents generally may have a lower wellness score than those in the rest of Richmond. Factors that contribute to this wellness score include levels of physical activity, sustainable commuting and self-evaluated physical health. These results suggest that a continued City commitment to delivering a diversity of quality recreation programs and services is essential in assisting current and future Hamilton residents in being healthy.

The Hamilton Community Centre was expanded in 2011 and now has 800 m² (8,600 ft²) of dedicated indoor recreation space, sufficient to deliver a diversity and quality of required recreation programs and services. This space was designed for a population of 9,000 people and can be expanded, as necessary.

The Hamilton Elementary School gymnasium is also heavily used for programs and contributes to the availability of recreation space in the community. As well, the neighbouring New Westminster community of Queensborough has recently expanded its recreation space which is available for use by Hamilton residents and is less than 2 km away. Over time, however, there will be a need for increased City-owned indoor community recreation space, the timing of which will be dependent on the rate of Hamilton development and the population increases.

OBJECTIVE 1:

Increase City indoor recreation space as the area's population increases.

POLICIES:

- a) as determined by Council, the City will build at least 370 m² (4,000 ft²) of additional City-owned indoor recreation space (includes furnishings, equipment) at or near the Community Centre, using developer density bonusing community amenity contributions, as identified in Section 3.3 of the Plan, to the City's Leisure Facilities Reserve Fund.

OBJECTIVE 2:

Continue to work towards the 2041 OCP Recreation and Community Wellness objectives.

POLICIES:

- a) increase the diversity and quality of recreation programs in Hamilton in a manner consistent with the 2041 OCP recreation and community wellness objectives.



5.0 Community Safety

OVERVIEW:

Hamilton's isolated location poses challenges that are being met by the City in providing community safety services in the context of the entire City. Within this context, the City directly provides fire protection and funds policing of the City by the RCMP.

OBJECTIVE 1:

To promote a strategic City-wide approach to managing fire and police services in Hamilton.

5.1 Fire Services

OVERVIEW:

In 2006, the City constructed 752 m² (8,100 ft²) Hamilton Fire Hall No. 5 to replace the former 60 year old "No. 5" Fire Hall" located on a site at Westminster Highway at Gilley Road which now remains vacant.

The 2006 City Fire Hall is a LEED Gold building which goes beyond a typical fire hall by including a public meeting room and a public art display.

OBJECTIVE 1:

Continue to monitor the fire and rescue needs of the Hamilton community in the context of the whole City.

POLICIES:

- a) provide effective fire safety prevention and safety services, as determined by Council;
- b) investigate the possible sale of the former Fire Hall site for private development consistent with the Plan land use designation.

5.2 Police Services

OVERVIEW:

Residents have indicated that they would like a permanent local policing presence in Hamilton, given the distance of the RCMP Detachment from Hamilton.

OBJECTIVE 1:

To provide space for a Community Policing Office (CPO), to promote improved community safety.

POLICIES:

- a) provide approximately 130 m² (1,400 ft²) of CPO space (includes furnishings, security, wiring, storage), through developer density bonusing community amenity contributions, as identified in Section 3.3 of the Plan, which is to be located preferably in or adjacent to the community centre, although Council may specify another location;

- b) until City Council determines the level of any improved police service in Hamilton, the acquired CPO space may be used for other City purposes, as determined by Council;
- c) the CPO space is to meet the City's security, wiring and storage requirements.

6.0 Resilient Economy

OVERVIEW:

Due to its location on the East/West Highway 91 corridor, Hamilton is an economic generator for both the broader community of Richmond and for the Metro Vancouver region. Hamilton accommodates a wide range of employment uses and opportunities including light industrial, office, river-oriented business and community oriented retail uses. The Plan includes policies and land use designations to ensure that employment lands are retained and not developed for other uses. Business activities contribute to a livable community, providing both well paid jobs and services for residents.

The four distinct Plan drivers to promote economic activity in Hamilton are:

1. retention of large business park and industrial areas between Highway 91 and the South Arm of the Fraser River;
2. allowance for private redevelopment of the shopping centre and areas on both sides of Gilley Road to the east of Westminster Highway, to accommodate increased needs for local retail and services as a result of population growth and community densification;
3. retention of existing industrial uses along Dyke Road, while protecting the natural environment;
4. retention of the large industrial area along the North Arm of the Fraser River.

OBJECTIVE 1:

Strengthen Hamilton's economic base by protecting and intensifying uses within the *Industrial*, *Mixed Employment* and *Neighbourhood Village Centre* land use designations as shown on the Land Use Map.

POLICIES:

- a) retain Hamilton's existing employment lands outside of the redevelopment areas;
- b) recognize Hamilton's role as a key East Richmond employment generator for both Richmond and the region, ensuring sufficient employment growth to maintain Richmond's share of regional employment (target at 10% community-wide);
- c) provide opportunities for viable commercial retail development within privately redeveloped Neighbourhood Village Centre to serve the day-to-day needs of the area residents and workers;
- d) maintain the share of jobs greater than share of population, maintaining Hamilton's role as a net job generator for the broader community.



7.0 Agriculture and Food

As outlined in the 2041 OCP, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

Hamilton has an Agricultural Land Reserve (ALR) area along the west boundary which functions as a buffer between single family development in Hamilton and more intensively farmed areas further west.

Another larger ALR area is located between Gilley Road and River Road, east of the Fraserbank Place residential subdivision.

In keeping with the 2041 OCP's agriculture and sustainability goals, the City does not support the removal of land from the ALR. The last area of land removed from the ALR in Hamilton occurred in the 1980s and required the creation of the large ALR Buffer along the western Plan boundary to protect the adjacent farms within the ALR.

OBJECTIVE 1:

Promote agricultural viability within the Agricultural Land Reserve.

POLICIES:

- a) continue to work with the Provincial Agricultural Land Commission (ALC) in the protecting the ALR and promoting agricultural use;
- b) employ fences, trees and berms to reinforce the boundary between agricultural and other uses;
- c) maintain the forested character of the ALR buffer to the west of Oliver Drive;
- d) ensure that the 2041 OCP Agriculture and Food policies and Development Permit Area guidelines for agriculture, including those for agricultural buffers for adjacent developments, are implemented for areas within and adjacent to the ALR.



8.0 Mobility and Access

OVERVIEW:

Mobility is an important element of community livability as residents, businesses and visitors need safe and convenient access to homes, employment, goods and services, recreation and other community amenities. As Hamilton grows, this Plan seeks to enhance and manage the community's mobility needs through the creation of compact, walkable, rolling (wheel chair, scooter) and bikeable neighbourhoods that foster a range of low environmental impact travel modes and transit, rather than promoting vehicular travel modes.

The community's desire for greater connectivity between and permeability through neighbourhoods marries well with Hamilton's flat topography and short distances among its destinations to support a safe, efficient and integrated mobility system.

8.1 Road Network

OBJECTIVE 1:

To accommodate community densification consistent with the Plan which promotes a reduced level of automobile use, refines the road network to improve neighbourhood connectivity and establishes streetscape features that foster a greater use of non-vehicular transportation modes consistent with the Plan Circulation Map.

POLICIES:

- a) increase connections between and within neighbourhoods;
- b) work with the Ministry of Transportation and Infrastructure to review highway signage to improve wayfinding to Hamilton;
- c) provide a finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community;
- d) implement street design measures that improve the safety and experience of active modes of transportation and effectively controls vehicle speed;
- e) create new and retrofitted existing streets within residential neighbourhoods which mitigate speeding and cut-through traffic to enhance neighbourhood livability, and the efficiency and safety of major arterials;
- f) while respecting its role and function as part of the region's Major Road Network, enhance Westminister Highway as a non highway-like roadway between Gilley Road and Smith Road, to minimize truck and speeding traffic impacts to the area, which will include a landscaped centre median, a combination of cycling lanes and safe walking-rolling (wheelchair, scooter) paths, and boulevards and sidewalks with universal accessibility;

- g) create an enhanced pedestrian crossing (the “Crossing”), at the intersection of Gilley Road and Westminster Highway that will be a unique and attractive focal point for the neighbourhood;
- h) through redevelopment, extend Willett Avenue west of Westminster Highway to connect to River Road;
- i) close River Road east of the new Willett Avenue intersection to enable the creation of a new Waterfront Park;
- j) protect the integrity of the float home communities and industrial uses along the south Dyke Road by considering requiring the construction of a bypass road when properties between Dyke Road and Highway 91 are developed for business park/industrial use.

8.2 Transit

Hamilton has frequent and reliable transit service along the Westminster Highway corridor that links the community to the rest of Richmond and provides access to regional transit systems.

OBJECTIVE 1:

Support improved local bus routes tailored to meet the mobility needs of the community.

POLICIES:

- a) continue to work with TransLink to improve the provision of public transit services to Hamilton residents, including multi-destination services accessible to mobility challenged users;
- b) provide transit passenger amenities (e.g., bus shelters, benches) at bus stops to enhance the transit experience;
- c) in collaboration with TransLink, explore the potential and viability of water-based public transit services.

8.3 Walking

OBJECTIVE 1:

Encourage more walking through an expanded and enhanced pedestrian network which provides improved connections to and permeability through neighbourhoods, as generally shown on the Plan Circulation Map.

POLICIES:

- a) establish a more complete, integrated and accessible network of sidewalks, walkways and shared use walking-rolling-cycling paths through the community with direct connections to key destinations;
- b) improve pedestrian crossings of roadways, particularly along Westminster Highway;
- c) create a safe and appealing streetscape that invites walking with features such as wider sidewalks along the Gilley High Street, gathering and resting areas, and landscaped boulevards and street trees;

- d) enhance the existing pedestrian-bike bridge over Highway 91A;
- e) consider, in co-operation with the City of New Westminster, constructing a new pedestrian-bike bridge across the Boundary Road canal.

8.4 Cycling and Rolling

OBJECTIVE 1:

Increase the number of trips by bike and other rolling travel modes through an improved, safe and continuous cycling and pathway network that better connects key local and regional destinations, secure end-of-trip bike parking and seamlessly integrates with transit to support longer trips, as generally shown on the Circulation Map.

POLICIES:

- a) expand the cycling and multi-use pathway network within the community with a variety of design treatments to support users of all ages and abilities including:
 - markings for on-street lanes;
 - shared off-street paths;
 - the possible shared use routes where cyclists, rollers and vehicles share the same road space;
- b) improve cycling access from Hamilton to other Richmond and regional destinations;
- c) provide sufficient, high quality and secure bike parking at all neighbourhood destinations;
- d) ensure convenient cycling and rolling access to and integration with transit services.



9.0 Ecological Network

9.1 Ecological Network

OVERVIEW:

The 2041 OCP identifies an Ecological Network (EN) which is an inter-connected system of natural areas across Richmond's landscape. The EN is a strategy that encompasses all green spaces, regardless of jurisdiction at a city-wide scale and is supported by the Green Infrastructure Network (GIN) which includes: features of the natural and built environment that provide current and future ecosystem services including drainage, water filtration and habitat.

The Plan provides significant opportunities to protect, showcase and implement the EN and its key component—ecological connectivity. As the City's only neighbourhood in which the North and South arms of the Fraser River are connected via canal, enhancing Hamilton's EN connectivity elements contribute to livability and ecological health.

Redevelopment in Hamilton provides a unique opportunity to strengthen and showcase the EN through ecological improvements to the foreshore of the Fraser River and the Queen Canal to better facilitate the movement of wildlife, enhancement of pollinators (e.g., honey bees, butterflies, hummingbirds), plants and water, as well as people via public trail linkages and green amenities.

Retaining and enhancing existing parks and Environmentally Sensitive Areas (ESAs) will also significantly contribute to creating a resilient EN which connects throughout Hamilton and beyond.

OBJECTIVE 1:

To maintain and enhance the Ecological Network.

POLICIES:

- a) redevelop Hamilton in a way that results in a net improvement to the connectivity, quality and area of the EN by protecting and enhancing the EN within Hamilton and between Hamilton and adjoining neighbourhoods;
- b) incorporate green infrastructure elements into all new developments in the built and natural environment;
- c) create public amenities which provide EN connectivity, and educational and stewardship opportunities in conjunction with City parks development as provided in Section 10;
- d) protect, enhance and better connect 2041 OCP Riparian Management Areas and Environmentally Sensitive Areas (ESAs);
- e) enhance and restore the ecological connectivity along the Queen Canal and include green amenities for public use;
- f) enhance and restore continuous ecological connectivity along the foreshore of the Fraser River.

9.2 Riparian Management Areas

OVERVIEW:

Riparian Management Areas (RMAs) are City designated setbacks from designated watercourses, designed to comply with the *Provincial Riparian Areas Regulation* while maintaining a healthy and functional drainage infrastructure. Many Hamilton RMAs have been significantly negatively affected by historical development and afford significant opportunities for improvement. Development activities are restricted in RMAs, as they are to meet specified setbacks, as determined with the assistance of a Qualified Environmental Professional (QEP) and an associated offsetting habitat enhancement plan.

Hamilton RMAs offer both significant aquatic habitat and community amenity value (e.g., they support resilient drainage infrastructure and green amenities).

Along the Queen Canal 15.0 m (49.2 ft.) RMA setback is required, and along the smaller open watercourses along Gilley Road and at the north end of Queen Canal, a 5.0 m (16.4 ft.) setback is required. Development along Gilley Road may result in the need to relocate or alter the RMAs in this area. Although the current habitat value of the Gilley Road RMAs is low, the watercourses provide important stormwater filtration and detention capacity particularly as they connect directly to Queen Canal.

The existing north-south trail corridor along Queen Canal from Smith Drive to the north arm of the Fraser River presents an excellent opportunity for habitat enhancement and a significant community amenity. A revitalized Queen Canal RMA will be an important focal point for the new community. It should be clear that maintaining and improving habitat values along Queen Canal is to be regarded as compatible with and complementary to amenity improvements.

OBJECTIVE 1:

To protect and enhance Hamilton's RMAs, by seeking improvements to provide higher value habitat and improved community amenities.

POLICIES:

- a) the redevelopment of the Hamilton neighbourhood shall result in a net improvement to RMA habitat values;
- b) open watercourses are to be retained, unless no other reasonable option exists, as determined by Council;
- c) regarding the Gilley Road RMAs:
 - retain the stormwater detention and filtration value of the Gilley Road watercourses;
 - replace any unavoidable losses of RMA watercourses along the Gilley High Street with open, functional and innovative stormwater management structures;

d) regarding the Queen Canal RMAs:

- preserve, enhance and increase the ecological and habitat values of the north Queen Canal wetland through park development and/or RMA enhancement and compensation requirements, while accommodating amenity improvements;
- create park and amenity features at the northern end of Queen Canal that protect and interpret foreshore habitat values;
- offset RMA losses by enhancing and expanding the wetland complex at the north terminus of Queen Canal;
- ensure that road improvements in the Queen Canal area do not decrease habitat values or conveyance capacity;
- incorporate habitat improvements to the Queen Canal corridor (e.g., trails).

9.3 Fraser River Foreshore

OVERVIEW:

The Fraser River foreshore is a critically important habitat for a range of species, in particular a large number of migrating juvenile salmon. The City has prioritized the protection and enhancement of the Fraser River foreshore in the 2041 OCP. Habitat values in the Fraser River adjacent to the Plan area are significant, with the foreshore classified Red (Highest Value) habitat throughout the redevelopment areas.

OBJECTIVE 1:

To protect and enhance the Fraser River foreshore and associated habitats upland of the dike.

POLICIES:

- a) accommodate future dike upgrades on the upland side of the dike;
- b) retain and enhance habitat values in the Fraser River foreshore Environmentally Sensitive Areas (ESA);
- c) ensure that road realignments and associated infrastructure do not negatively impact the foreshore ESA;
- d) retain significant vegetation and ecological features in the foreshore ESA.

9.4 Stormwater Management, Tree Retention, Food and Pollinator Resources

OVERVIEW:

The Plan supports the City's ecological health and resiliency objectives, and the City's emerging Integrated Rainwater Resource Management Strategy (IRRMS) which emphasizes effective water management on Lulu Island and redevelopment solutions which improve habitat conditions while decreasing drainage infrastructure loads.

As well, the Plan supports the City's tree policies and bylaws during redevelopment by requiring the retention and replacement of significant trees including replacing the habitat value of mature trees, particularly in the Fraser River foreshore, where significant the careful management of woody vegetation is required for dike maintenance.

OBJECTIVE 1:

Retain and replace significant trees during redevelopment.

POLICIES:

- a) whenever possible, development should retain significant trees, especially in the Fraser foreshore area;
- b) private redevelopment and City projects are to incorporate innovative stormwater management solutions that support the IRRMS;
- c) redevelopment applications are to include a comprehensive significant tree survey;
- d) meet the Integrated Liquid Waste and Resource Management Plan (ILWRMP) objectives using strategies that are relevant to Lulu Island's topographic and land use characteristics;
- e) Development Permits and Servicing Agreements are to incorporate built components, as recommended in the City's IRRMS (e.g., better managed urban and agricultural rainwater runoff and water use);
- f) the City and developers are encouraged to accommodate pollinator attractants (e.g., birds, bees, community gardens, fruiting trees and shrubs), in their developments, as both community amenities and habitat features.



10.0 Open Space and Public Realm

OVERVIEW:

In Hamilton, and across the City, the open space and park system contributes to the quality of life and vibrancy of the community. It provides opportunities for residents to connect with each other, engage in healthy activities, support a healthy environment and positively contribute to the local economy through improved property values, business attraction and retention, and tourism.

Hamilton currently enjoys a parks and open space system which includes significant park spaces with strong connections between them. However, results from the 2012 Healthy Richmond Survey indicate that Hamilton residents are below the Richmond average in meeting physical activity guidelines, walking more than 30 minutes per day and commuting with sustainable transportation modes. These results suggest that improvements in neighbourhood parks and linkages among community amenities could further improve the quality of life in Hamilton.

There are currently 16.45 ha (40.62 ac.) of open space across three neighbourhood parks and trails. There is an opportunity in Hamilton to focus the parks and open space system on the community's proximity to the Fraser River and its adjacency to the farmland of East Richmond and neighbouring communities. An enhanced open space and park system should celebrate the environmental and cultural significance of the Fraser River and create stronger physical connections throughout the community.

In particular, the following opportunities exist:

1. to redefine Veteran's Land Administration (VLA) Park. The central position of VLA Park in a higher density area shifts its role from a quiet neighbourhood park to a more vibrant neighbourhood gathering place offering a greater choice of activities;
2. to create a new Waterfront Park. The creation of a new destination waterfront park at the north end of the Queen Canal provides opportunities for residents to better enjoy and connect with the North Fraser Arm. It would create a unique condition at the terminus of Queen Canal, a significant new open space for the community and would add significantly to the dike trail system city-wide;
3. to improve pedestrian, rolling and cycling linkages throughout the community as shown on the Circulation Map. This includes better connecting existing and new parks spaces, community amenities, and residential areas through improved street frontages, new trail connections and the creation of a strong linear corridor along the Queen Canal.

The development and ongoing management of the City's parks and open space system is guided by the following seven focus areas of the Richmond's 2022 Parks and Open Space Strategy:

1. Health and Wellness
2. Great Spaces and Experiences
3. Connectivity



4. Green Network
5. Blue Network
6. Diversity and Multi-functionality
7. Resource Management

These focus areas provide direction to improve the parks and open space system in Hamilton.

OBJECTIVE 1:

Create linkages throughout the community as generally shown on the Circulation Map.

POLICIES:

- a) develop a Gilley High Street that provides substantial pedestrian space;
- b) create an urban Greenway/Trail and Neighbourhood Link system to improve pedestrian movement throughout the community;
- c) expand the Greenway/Trail network to provide better connections among all community amenities and to create continuous trail loops;
- d) develop a continuous east-west recreational corridor from Boundary Road in the east, to River Road at Willett Avenue in the west, for improved walking, rolling and cycling;
- e) develop a strong linear north-south corridor along the Queen Canal that functions as an improved mixed-use, multi-modal connection.

OBJECTIVE 2:

Increase the diversity and quality of park amenities.

POLICIES:

- a) ensure that park amenities are distributed throughout the community;
- b) ensure that park amenities are sufficient to accommodate increased use for all ages and abilities;
- c) enhance the VLA Park by adding amenities, such as broad walkways, plaza space for both large and small gatherings, enhanced and enlarged play space and lawns for informal recreational use;
- d) enhance Hamilton Highway Park with improved amenities, such as a treed buffer along the highway edge, improved trails, a fenced, off-leash area, seating and play areas for children.

OBJECTIVE 3:

Expand and enhance access to and the experience of the waterfront and waterways (both the Fraser River and the canals) that are a significant part of the landscape character of Hamilton.

POLICIES:

- a) create a new destination Waterfront Park at the north end of Queen Canal, as shown on the Land Use Map which includes opportunities to interact with the Fraser River and view points to enjoy the natural beauty of the area;

- b) expand the City's dike trail network to connect with the new Waterfront Park;
- c) create and/or enhance significant water-based environmental features such as canals, wetlands and native habitat that will provide a community amenity, learning opportunities and environmental value.



11.0 Sustainable Infrastructure

11.1 Development Servicing Approach

OVERVIEW:

Infrastructure includes water, sanitary sewer, stormwater and drainage systems. They play an important role in residents' quality of life. Hamilton's water system is adequate for potable water supply and fire protection, now and in the future. However, improvements to the sanitary sewer and stormwater systems are required with several issues and constraints influencing timing.

The Plan requires that redevelopments will incorporate water system, sanitary sewer and stormwater drainage improvements. These areas include the existing shopping centre site, and the older, large-lot areas north to the Fraser River, immediately west of Westminster Highway and to the east of Highway 91A.

City infrastructure servicing primarily involves the following as summarized below:

- *Water System:* The City's water system adequately meets all of Hamilton's potable water and fire protection needs now. The water system will require maintenance and upgrades by new developments and the City to continue to provide the necessary domestic and fire flows for a larger population.
- *Sanitary Sewer System:* Hamilton's unstable soils make providing infrastructure more costly than in other parts of Richmond. The older, large-lot residential areas designated for new multi-family and mixed-use development still rely on septic systems, which is an effective sanitary sewer solution for current low density residential areas. While some residents on lots with septic tanks wish to have sanitary sewers installed, without large-scale redevelopment, the investment would not be cost-effective. Because the Plan proposes redevelopment in most of these current large-lot residential areas, new sanitary sewer improvements will be introduced into these areas as redevelopment occurs.

New sanitary sewers will require extra pumping stations. To date, some sanitary sewer improvements have been provided by recent developments and the City which installed a pump station on Thompson Gate Road.

- *Stormwater Drainage System:* Storm runoff in Hamilton has traditionally been managed through a system of drainage ditches and canals. The system has worked well and is to remain in place in the community's older neighbourhoods, until they are redeveloped. Certain drainage system improvements have occurred in recent years (e.g., along Westminster Highway and in the newer small-lot residential subdivisions). As with sanitary sewers, the upgrading of ditches in the older, large-lot residential areas is not cost effective and often not necessary until redevelopment occurs.

OBJECTIVE 1:

To enhance community livability and facilitate new development which will provide the necessary improved water, sanitary and storm drainage systems, in a cost-effective, environmentally sound manner.

POLICIES:

- a) construct new, or upgrade, existing services, on a phased, as required basis, in accordance with good engineering practice, as development occurs;
- b) consider the area's poor soil conditions when building and servicing land;
- c) provide an appropriate interface between existing and proposed grades in the design of new developments landscape and buildings at associated flood construction levels;
- d) ensure that storm water quality is maintained, and where practical, reduce the impact of development on the drainage system by utilizing integrated stormwater management approaches that support enhancement of the Ecological Network, including Riparian Management Areas, as provided for under Section 9 of the Plan;
- e) ensure that major canals (e.g., Queen Canal, Boundary Road Canal) remain as integral, effective functioning parts of Hamilton's drainage system, supporting natural habitat and the passive outdoor recreation objectives under Section 10 of the Plan.

11.2 Addressing Flood Risk

OVERVIEW:

The Hamilton Area is located on the Fraser River floodplain. To minimize flood risk and subsequent damage, dike upgrades, building setbacks from dikes and flood construction levels for new buildings are required.

OBJECTIVE 1:

Protect life and property from potential flooding.

POLICIES:

- a) continue to implement the City's Floodplain Management Strategy policies, Flood Plain Protection and Designation Bylaw, and agreements to ensure that, wherever possible, new development is adequately protected from flooding;
- b) design and construct dike improvements to ensure that the dike is adaptive to climate change, sea level rise and future dike requirements.

11.3 Addressing Soils

OVERVIEW:

As much of Hamilton is characterized by deep peat soils which are unstable for building foundations, specialized soil preparation is required before construction. New developments will need to obtain detailed geotechnical and structural engineering advice and reports prepared by qualified professionals to the City's satisfaction, before the design and construction of buildings and structures is commenced. (See Section 13—Appendix 1 for guidelines.)

OBJECTIVE 1:

Ensure safe foundation conditions.

POLICIES:

- a) require that developers provide, for all new developments, detailed geotechnical and structural engineering reports and designs as required by the City for Building Permit and Servicing Agreement approvals.

11.4 Neighbourhood Energy and Emissions Performance

OVERVIEW:

The City of Richmond is a leader in energy conservation, greenhouse gas (GHG) emissions reduction, and renewable energy generation. Almost half of community GHG emissions are attributable to buildings through the consumption of natural gas and electricity.

The City's 2041 Official Community Plan (2041 OCP) identifies the following community-wide energy and emissions targets:

- GHG emissions reduction targets of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050;
- energy use reduction target of 10% below 2007 levels by 2020.

The 2041 OCP also includes policies relating to Climate Change Response, and Sustainable Infrastructure and Resources. In order to continue the City's progress towards these targets, Richmond's Community Energy and Emissions Plan (CEEP) identifies relevant strategies and actions including:

- Strategy 2: Increase Energy Efficiency in New Developments (e.g., when redeveloping, through the new BC Building Code energy requirements);
- Strategy 3: Improve the Performance of Existing Building Stock (e.g., through outreach and education, retrofit incentives).

OBJECTIVE 1: LAND USE AND DEVELOPMENT

To maximize the benefits of new growth by considering improved building energy performance and energy systems by both developers and the City on individual and joint projects. In doing so, the following objectives will guide the City's policy and regulatory tool choices which may be implemented over time:

- improve the energy performance of existing buildings;
- advance the energy performance of new buildings;
- incorporate renewable energy design principles and technologies into new buildings;
- establish a district energy centre that serves the highest energy demand buildings with affordable, renewable energy.

POLICIES:

- a) encourage energy efficiencies and the use of renewable energy in projects where feasible;
- b) consider augmenting the Development Permit Area Guidelines to encourage passive solar orientation and on-site renewable energy (e.g., air-source heat pumps, geo-exchange, solar hot water heaters, solar photovoltaic panels);
- c) consider ways to achieve better-than-code energy efficiencies (e.g., energy audits);
- d) consider preparing a Sustainable Development Checklist to better achieve energy efficiencies and renewable energy uses;
- e) consider better integrating City GHG and energy reduction requirements with other programs (e.g., BC Hydro Power Smart for New Homes and Commercial New Construction, the Canada Green Building Council [CaGBC] LEED, The Building Owners and Managers Association of Canada, Building Environmental Standards [BOMA BEST]).

OBJECTIVE 2: INCENTIVE PROGRAMS AND EDUCATION

To promote and educate developers and property owners regarding the benefits of retrofitting existing buildings to be more energy efficient.

POLICIES:

- a) the City will evaluate, and where feasible, may implement some or all of the following initiatives:
 - an incentive program to promote the increased uptake of Federal, Provincial and utility-led energy efficiency program (e.g., BC Hydro's Power Smart for New Homes and Commercial New Construction);
 - a Hamilton-focused energy efficiency program to work with stakeholders (e.g., the City, developers, School Board) to prepare educational programs, local awards and enhanced access to home energy audits in partnership with utility-sponsored outreach teams.

OBJECTIVE 3: DISTRICT ENERGY SYSTEM AND INFRASTRUCTURE INVESTMENT

To consider establishing a District Energy Utility (DEU) System in Hamilton to reduce building energy use and GHG emissions with a neighbourhood-scaled system that could potentially encompass new residential, civic and institutional and existing large commercial buildings.

POLICIES

- a) the City will evaluate, and where feasible, may implement some or all of the following policy and regulatory initiatives:
 - undertake a DEU System and renewable energy feasibility study;
 - investigate having the City and developers provide energy-efficient street lighting and other municipal infrastructure to reduce operational costs;
 - investigate having more high performance energy standards in municipal buildings.
- b) the City will encourage the private sector to implement district energy systems including building-scale renewable energy systems (e.g., geo-exchange).

12.0 Implementation Strategy

OVERVIEW:

The Province of British Columbia requires all municipalities to adopt an Official Community Plan (OCP) under the Local Government Act.

All City-enacted bylaws and works undertaken by Council must be consistent with the 2041 OCP; however, the City's existing Zoning Bylaw continues to apply and may be amended in conformity with the 2041 OCP and Plan.

The Plan establishes the City's vision, goals, objectives and policies for Hamilton. More specifically, the Plan aims to support the development of a more complete community with a greater range of housing types (e.g., small-lot single family houses, low-rise apartments, stacked townhouses), with a densified, mixed-use Neighbourhood Village Centre and Gilley "High Street". New developments will need to construct the transportation, infrastructure, services and parks that front their developments and beyond where necessary.

The Plan provides a decision-making blueprint to guide and manage development and change in Hamilton. Once adopted, the Plan Bylaw may only be changed through a bylaw amendment process that includes public notification to affected area residents about the proposed changes and a Public Hearing to allow residents an opportunity to present their views, prior to Council making a decision.

The Strategy identifies City and developer roles, mechanisms, and funding sources to achieve the Plan. The Strategy is to be adopted by Council resolution at the time of adoption of the Plan Bylaw.

OBJECTIVE 1:

The Plan is to be implemented mainly by developer-funded works and Council-approved City initiatives.

POLICIES:

- a) private development is responsible for financing the implementation of the Plan including the majority of required works and services;
- b) developers are required to either, provide or secure required major off-site upgrades, prior to the adoption of a rezoning bylaw and/or the issuance of final building permits granting occupancy as determined by the City.

OVERVIEW:

The implementation of the Plan will require a range of developer-financing tools in order to achieve timely growth in a fair manner.

OBJECTIVE 2:

Development costs, contributions and charges must address the actual servicing costs of new development.

POLICIES:

- a) General:
 - the City will not borrow to front-end infrastructure costs;

- the City will work with the development community to consider a range of tools permitted under the Local Government Act for development financing;
- b) Local/Collector Roads and Servicing Improvements: developers will be required to construct all necessary works and services, consistent with this Plan and the Servicing Bylaw at their sole cost under a Servicing Agreement, including:
- all of the local and collector roads (e.g., roadway, curb and gutter, sidewalk bike lanes, grass and treed boulevard, street lighting);
 - traffic calming and intersection improvements;
 - sanitary sewerage collection systems, stormwater collection systems, and water systems;
 - electrical, telephone, cable, and gas distribution systems;
 - all Greenway/Trails, Neighbourhood Links, Strollways, Shared Streets and Plazas described within the Plan and as shown on the Circulation Map;
- c) Major Sanitary and Drainage Improvements:
- the City or developers, as required by the City, will be required to construct:
 - required sanitary sewer pump stations and force mains;
 - upgrades to the area-wide (external) storm drainage system to meet capacity demands;
 - the financing arrangements for these works and services must be in place prior to rezoning approval, with the actual works and services to be completed under a Servicing Agreement;
- d) Major Transportation Improvements:
- as determined by the City, either the City or developers will be required to construct improvements to:
 - Westminster Highway (City-wide DCC Program);
 - Willett Avenue, west of Westminster Highway (City-wide DCC Program);
 - the bike/pedestrian bridge over Highway 91A (City-wide DCC Program);
- e) Parks:
- as determined by the City, either the City or developers will be required to construct the local park improvements or those within the City-wide DCC Program;
- f) No DCC Credits Unless Within a DCC Program:
- other than for those works included in the City-wide DCC Program, developers will be responsible for construction of all servicing, transportation and parks works without DCC credits;
 - developers may only be eligible for City-wide DCC credits (as determined by the City) if they construct DCC Program improvements, in which case they receive credits from the DCC Program to the lesser of their DCC payments, the actual cost of construction or the verified value of the specific improvements in the DCC Program.

OVERVIEW:

The redevelopment of Hamilton will require a range of community amenities to create a high quality, livable public realm to meet the needs of residents with a range of incomes.

OBJECTIVE 3:

Development needs to provide, either by contributing financially and/or constructing, several major community amenities that are needed to implement the Plan (e.g., affordable housing, a small library, indoor recreational space, a small community police office space).

POLICIES:

a) Affordable Housing:

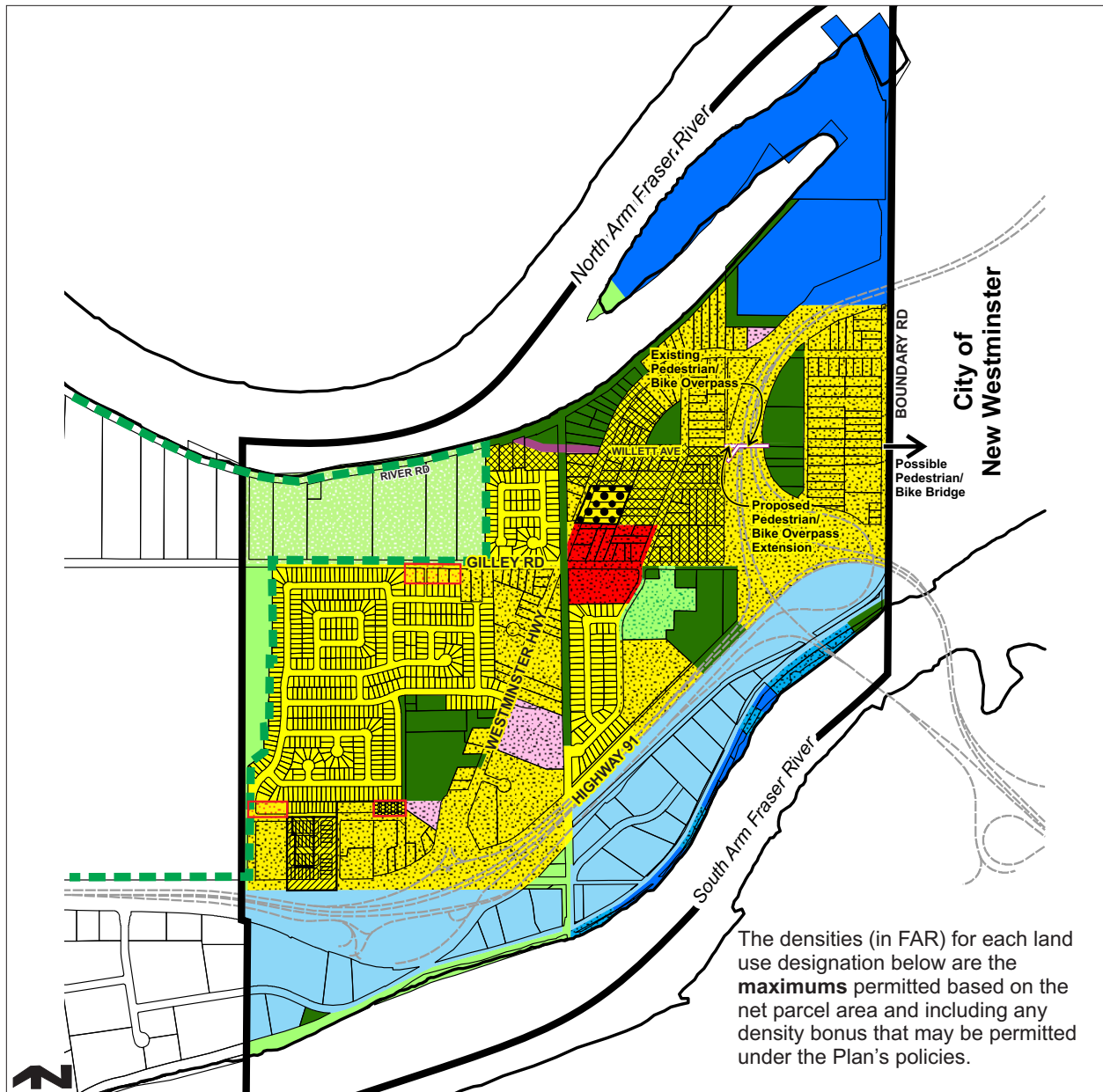
- developers are to provide affordable housing in accordance with the City's current *Affordable Housing Strategy*, as amended by Council and as set out in the Plan;

b) Developer Contributions to Major Community Amenity Space:

- the City may accept community amenity contributions or the construction of the actual community amenity space (e.g., a small public library, a small community policing office space or other amenities), as determined by City Council and as set out in this Plan;
- the City prefers developer cash contributions to construct the indoor recreation space and a community policing office;
- a developer may be requested to contribute to other community amenities through other funding arrangements as agreed to by Council and the developer;

c) to implement the Plan, the City may establish specific bylaws, policies and guidelines, as necessary to clarify City and developer responsibilities, roles and financing arrangements.

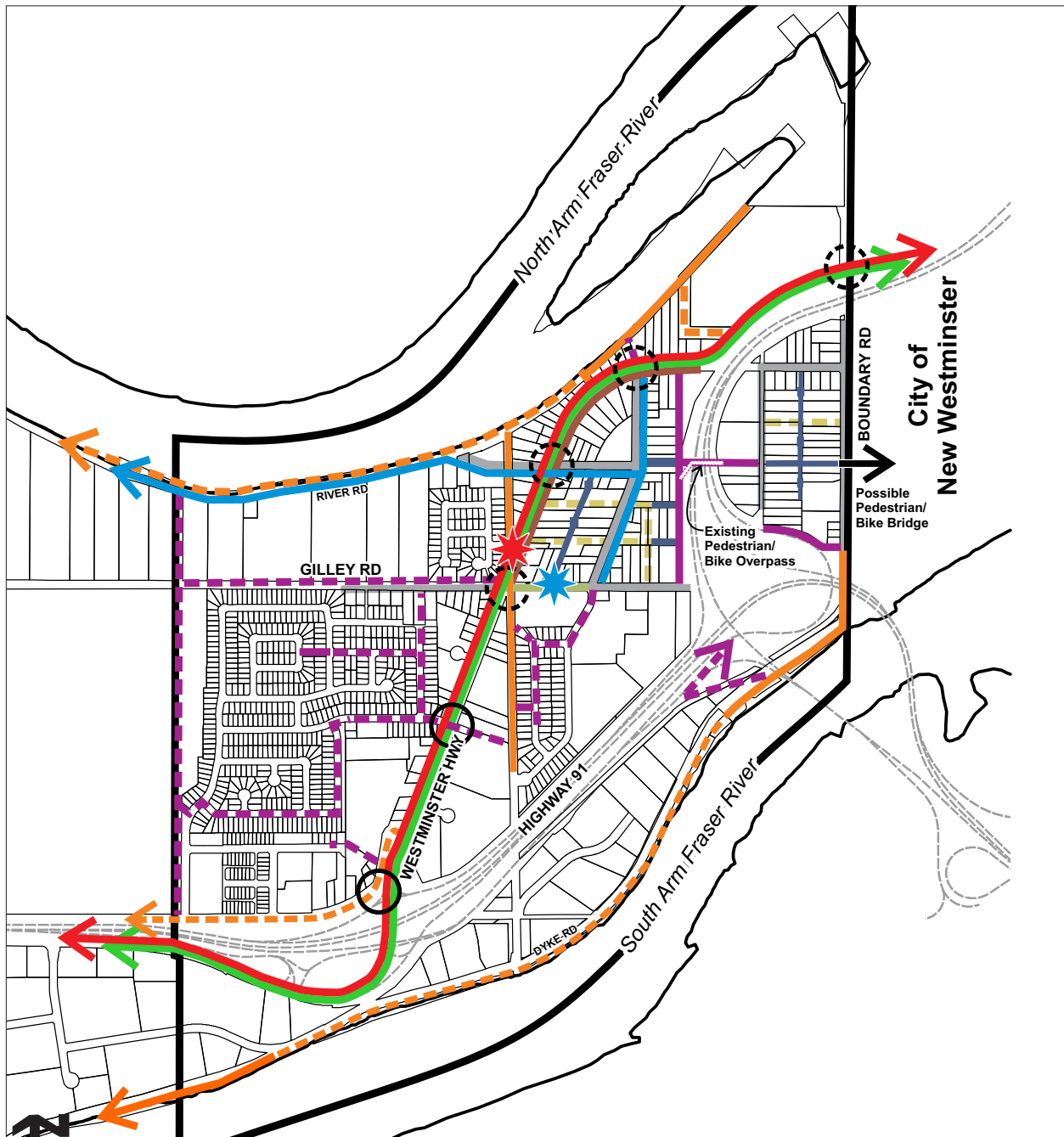
Land Use Map



- | | |
|--|---|
| Area Plan Boundary | Neighbourhood Residential (Single Family or Duplex 0.75 FAR) |
| ALR Boundary | Neighbourhood Residential (Townhouse 0.55 FAR) |
| Agriculture | Neighbourhood Residential (Townhouse 0.75 FAR) |
| Community Institutional | Neighbourhood Residential (Stacked Townhouse 1.00 FAR) |
| Conservation Area | Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR) |
| Industrial | Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR) |
| Marine Residential/Industrial | Park and Major Trail/Greenway Corridors |
| Mixed Employment | Proposed Streets |
| Neighbourhood Residential (Single Family 0.55 FAR) | School |
| Neighbourhood Residential (Single Family 0.60 FAR) | |
| Neighbourhood Residential (Single Family with Coach Houses 0.60 FAR) | |

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Circulation Map



- | | |
|---|--|
| Area Plan Boundary | Westminister Hwy - Boulevard Treatment |
| Existing Major Street Bike Route | Gilley High Street |
| Existing Greenway/Trail | Major Arterial |
| Future Greenway/Trail | Collector |
| Existing Neighbourhood Link - enhanced | Crossing Plaza |
| Future Neighbourhood Link - unenhanced | High Street Plaza |
| New/Reconstructed Public Streets with Neighbourhood Links | Existing Full Signal |
| Future Neighbourhood Links - Strollways | Proposed Full Signal |
| Future Shared Streets | |

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High Street Plaza and Strollway

13.0 Development Permit Area Guidelines

13.1 General Guidelines

13.1.1 Application and Intent

The intent of these Development Permit Area (DPA) Guidelines is to support the goals, objectives and policies of the Hamilton Area Plan. Through these means, these DPA Guidelines seek to enhance successful and valued elements of the community's physical structure and to introduce new elements considered appropriate to the development of:

- a) a Neighbourhood Village Centre for Hamilton;
- b) liveable, yet affordable residential developments;
- c) sustainability, including Leadership in Energy and Environmental Design (LEED) Silver equivalency;
- d) a high-quality public realm; including public streets and lanes, parks and other open spaces and the publicly accessible areas within developments.

These DPA Guidelines supplement the city-wide Development Permit Guidelines contained within Schedule 1 of the 2041 OCP with specific guidelines aimed at supporting a special character within Hamilton, particularly with regards to the public realm.

Exemptions to the Development Permit process can be found in Schedule 1 to the 2041 OCP.

These Development Permit Area Guidelines shall be applied to both new private and public developments, and new public realm improvements (streetscape, public open space, and parks) consistent with other City transportation and engineering requirements.

The overall intent of these guidelines is to support the long-term vision for Hamilton that will maintain its unique identity and establish it as a walkable, affordable, mixed-use community.

13.1.2 Development Permit Area Designation and Justification

This section contains Development Permit Area (DPA) Guidelines which apply to lands designated for multi-family and commercial uses within the Hamilton Area Plan.

It is the objective of these guidelines to promote a co-ordinated approach to multi-family housing and commercial development in order to fulfil the Plan's goals, objectives and policies.

13.1.3 Overall Character

Hamilton's public realm and open space will address a landscape character that is reflective of the Fraser River context and the surrounding agricultural landscapes while developing a contemporary, urban character at the Neighbourhood Village Centre. Objectives for achieving these goals will relate to the Plan and will strive to create a socially and environmentally interconnected network throughout the Hamilton area.



This interconnected network will be achieved:

- a) through a network of Greenway/Trails and Neighbourhood Links, Strollways and Shared Streets as shown on the Parks, Public Realm and Open Space Map;
- b) an interconnected Ecological Network with a focus on enhanced trail and canal corridors and innovative rainwater management;
- c) a landscape character that is sympathetic to the context of the Fraser River and the surrounding agricultural landscapes with a contemporary, urban character at the Neighbourhood Village Centre.

Hamilton is in a unique location at the eastern edge of Richmond with a close proximity to the Agricultural Land Reserve, the Fraser River and existing canals that transect the area. These features will play an important role in shaping these Development Permit Area Guidelines, while striving to meet the objectives of the Plan and City-wide 2041 OCP.

13.2 Sustainability and the Ecological Network

The following guidelines support and are intended to be applied to new development in conjunction with the policies under Section 9–Ecological Network within the Plan.

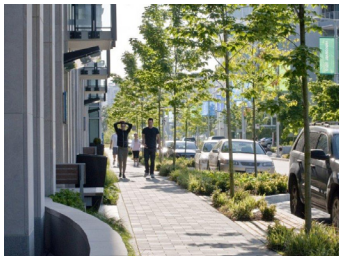
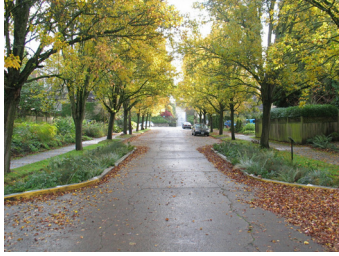
The intent is to incorporate innovative approaches for green infrastructure and green buildings that flexibly address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization. Buildings and site infrastructure will be designed so that, at a minimum, they will achieve LEED Silver Certification or equivalency.

Sustainability measures will also encourage low impact developments that use sustainable approaches and systems such as recycled materials, drought tolerant landscapes, less impervious surfaces, and extensive stormwater management systems suited to the Lower Mainland climate and the specific topography, soil conditions and drainage systems of the Hamilton area.

13.2.1 Ecological Network

Co-ordinate building and site design with the other policies included within the Plan and the 2041 OCP that will:

- a) follow the 2041 OCP Ecological Network concept that focuses on connecting ecological hubs, sites and the foreshore;
- b) integrate the management of the Ecological Network with other City services, such as environmentally friendly stormwater management (e.g., changes beyond a net gain to improve habitat, water quality and native vegetation), and other green infrastructure opportunities;
- c) follow the City's "Eco-plus" approach as defined in the 2041 OCP;
- d) preserve and improve an Ecological Network of connected natural and semi-natural areas;
- e) apply the City's Environmentally Sensitive Areas (ESA) Management policies and Development Permit Area guidelines from the 2041 OCP and Riparian Management Area (RMA) Strategy to enhance ecological connectivity across the landscape;



- f) protect ESAs and RMAs and offset any unavoidable losses with appropriate compensation;
- g) strategically connect and restore the ecological value of key parts of public lands (e.g., the two arms of the Fraser River and the canals) with naturalized corridors, green infrastructure, and restored ecosystems;
- h) ensure usage and implementation of the significant ecological enhancement opportunities provided by the ESAs and RMAs;
- i) adopt a net balance or gain approach for offsetting any potential RMA losses;
- j) encourage residents to experience biodiversity and ecological benefits.

13.3 Streetscape Guidelines

13.3.1 Intent

Higher residential densities inherently support more local services and higher levels of transit service, with more people within walking distance of these services / routes.

It is desired to create an interconnected and permeable circulation network throughout Hamilton, that is safe and prioritizes people over cars as described in Section 8–Mobility and Access of the Plan.

A transportation-related urban design goal will be to establish a network that:

- a) provides for a finer grain of streets and lanes that encourage interesting, convenient and safe access for walking, cycling and rolling trips throughout the community;
- b) establishes an improved network of sidewalks and shared-use walking/cycling/rolling routes;
- c) establishes a bicycle network with a hierarchy of design treatments, including off-street paths and marked on-street lanes; and that considers shared-use routes where cyclists and vehicles share the same road space.

13.3.2 Overall Character

Implement street design measures that improve the experience for active modes of transportation and effectively control vehicle travel speeds. Measures supporting Section 8–Mobility and Access include:

- a) constraining narrow streets to better control vehicle traffic and reduce pedestrian crossing distances;
- b) introducing curb-side parking to encourage slower vehicle speeds and create a buffer between vehicles and pedestrian, cycling and rolling activity;
- c) integrating adequate lighting and street furniture to facilitate a safe and comfortable experience;
- d) improving traffic capacity on the road network to minimize vehicle congestion and queuing which does not interfere with the movement of pedestrians, cyclists, rollers and transit vehicles throughout the community.



13.3.3 Major Bike Routes

Major bike routes will be accommodated along Westminster Highway and by two-way, off-road bike paths on Smith Crescent and Gilley Road. They will be separated and protected to allow for easy flow and quick movement of bicycle traffic. Major routes will facilitate pedestrian and cycling movement throughout the neighbourhood and create spines with active connections.

Both Smith Crescent and Willet Avenue will have two-way bike lanes to allow for cycling connections through the neighbourhood. These bike lanes will be in addition to pedestrian connections.

Smaller trails and connections will be provided with shared space for both bicycles and pedestrians. These will be connections designed for more passive use, with slower travel speeds and stronger natural links and features. These will support the major bike routes and collector streets to create a complete pedestrian and bike network throughout the neighbourhood.

13.3.4 Street Design

The following sections are intended to provide general guidance for development and street design which represents typical situations. (Also see the Parks, Public Realm and Open Space Map.)

13.3.4.1 Westminster Highway

To signal passage through and arrival in Hamilton, Westminster Highway will be enhanced into a boulevard configuration including features to accommodate local and through traffic volumes, including a high number of trucks.

Design solutions to accommodate this will include:

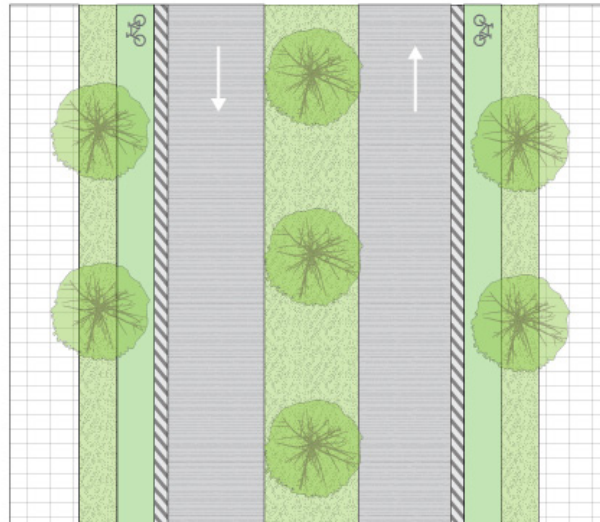
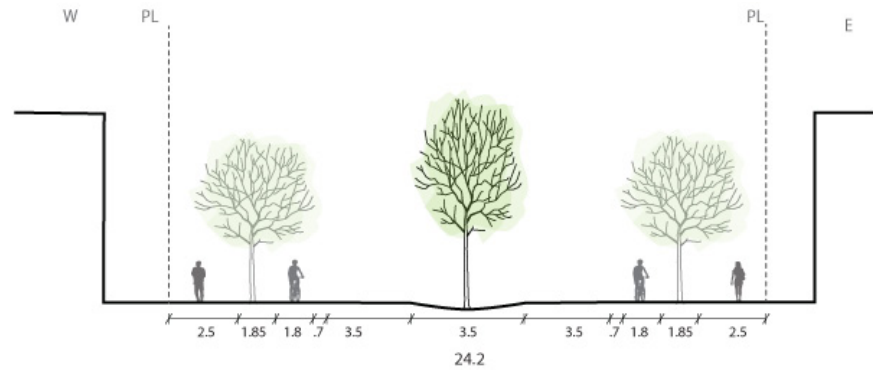
- a) a central planted median from Gilley Road to Smith Crescent;
- b) dedicated bicycle lanes separated by painted buffer strips for added space and protection for cyclists;
- c) possible rain gardens in the centre median.



Gilley High Street Gateway—This rendering is conceptual and the details and materials of the building and streetscape may be subject to change during the City's development approval process.



Gilley High Street—This rendering is conceptual and the details and materials of the building and streetscape may be subject to change during the City's development approval process.



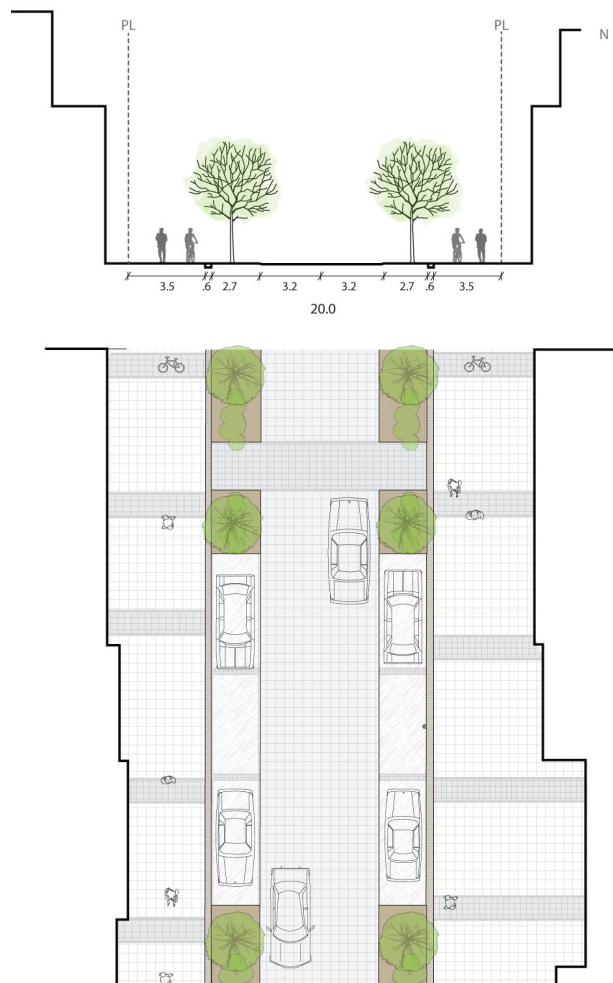
Typical Cross Section Gilley Road to Smith Crescent

13.3.4.2 Gilley High Street

The Gilley High Street provides a pedestrian-oriented public realm to support local shops and services. The vision for the Gilley High Street includes:

- on-street parallel parking with high turnover for these prime spots encouraged through duration of stay limits;
- shared vehicle and bicycle space in the street that will be achieved by designing the street so as to encourage low vehicle speeds. Factors such as pavement materials, landscaping, on-street parking and narrow travel lanes will all help contribute towards this;
- property line setbacks on north side of the street that accommodate better sun exposure and encourage community use;
- building setbacks with a cumulative average of 2.0 m (6.6 ft.) from the property lines while allowing larger or smaller setbacks in individual locations;
- maximize parking while maintaining an equal or greater amount of the frontage as landscaped pockets including rain gardens and street trees to be planted at 7.0 m (23.0 ft.) on centre where possible;
- a road cross-section that has been kept as narrow as possible while providing an attractive environment for pedestrians and cyclists, and opportunities for vehicles to park;

- g) a High Street Plaza located on the north side of Gilley of approximately 300.0 m² (3,200 ft²) that accommodates cafe space, outdoor seating and small programming opportunities.
- h) site furnishings to encourage seating, gathering, eating, shopping;
- i) bike parking;
- j) parking and landscaping pockets alternating with connecting open drainage channels adjacent to the sidewalk providing a visual understanding of stormwater management;
- k) wide sidewalks incorporating mini plazas and other features via variation in setbacks with special pavement treatments;
- l) a 3.0 m (9.8 ft.) sidewalk plus appropriate townhouse setbacks is to be provided west of Westminster Highway.



High Street Cross Section

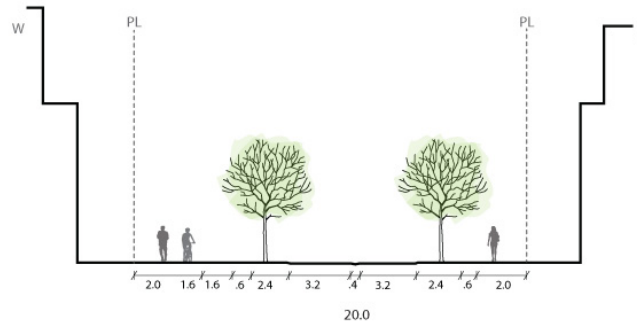
Shared Streets

A local, small-scale street which vehicles and pedestrians share the same travel surface with use of traffic calming measures within a statutory right-of-way (SRW) for public use within a private development.

13.3.4.3 Smith Crescent

This centrally located north-south street serving local, mainly residential travel needs, will feature:

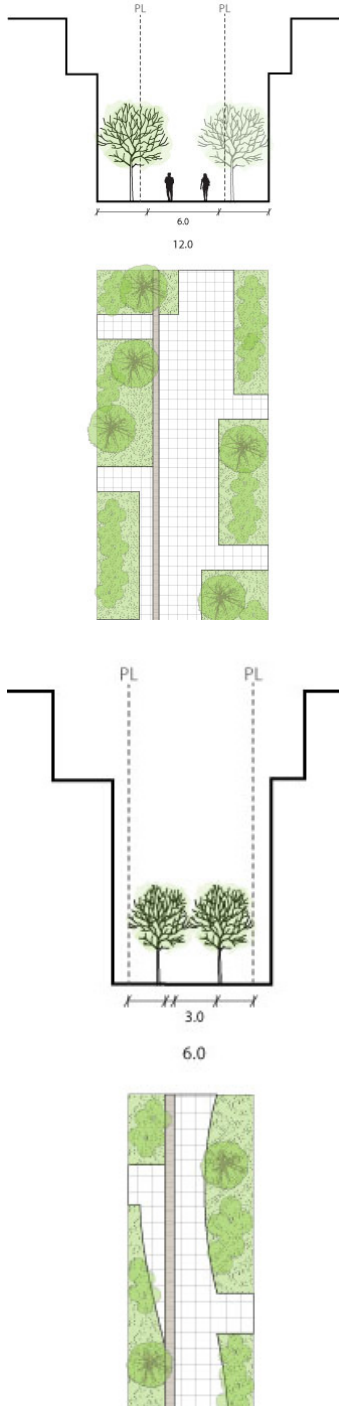
- separated off-street, two-way bicycle lanes to provide safe and attractive cycling options for all ability levels;
- maximize parking while maintaining an equal or greater amount of the frontage as landscaped pockets that include rain gardens and street trees;
- a cohesive character is expected for each one of the pedestrian and vehicular corridors in the neighbourhood, including only changes in character along the extent of these corridors if necessary.



Typical Cross Section

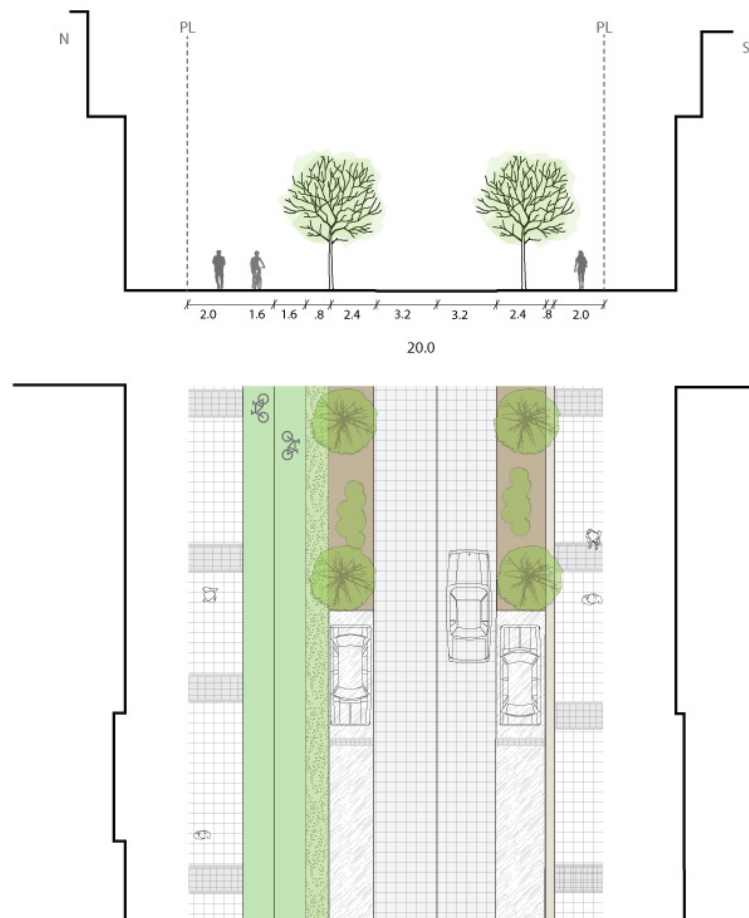
Strollway

A local, pedestrian pathway that provides connections between private developments within a SRW for public use within a private development.

**13.3.4.4 Willett Avenue**

This key east-west neighbourhood axis that will connect the eastern portion of Hamilton with the riverfront to the north-west with:

- the eastern most end connecting to a pedestrian overpass crossing Highway 91A. This connection will be elevated and incorporated into the building design of the adjacent ground-oriented and stacked townhouses allowing a Strollway to meet the bridge grade. This will reduce the need for bridge on-ramps and will allow for a more integrated connection to this critical link;
- the western extension of Willett Avenue, joining River Road and adjacent to the Waterfront Park, promoting a slower travel speed and a more pedestrian-focused space;
- emphasis on promotion of active transportation modes to provide a healthy, sustainable, safe and attractive route from the neighbourhood to the river front;
- a dedicated, separated two-way bicycle lane on north side of the street linking conveniently with the riverfront trail;
- opportunities for on-street parking and future transit use being provided.



Typical Willett Street Cross Section

Greenways

Significant city-wide pedestrian, rolling and cycling linear corridors following road rights-of-way that link multiple destinations such as parks, natural areas, historic sites, community facilities and amenities, residential, and commercial areas. Greenways have a higher standard of amenity such as wider sidewalks, landscaped boulevards, unique paving materials, designated cycling lanes or wide paths shared with pedestrians, gathering/rest areas and special features (e.g., gateways, public art). Greenways, in some cases, may also function as ecological corridors.

Trails

City-wide recreational corridors that accommodate a wide variety of pedestrian, rolling, cycling and other non-motorized uses (e.g., equestrian) that are typically off-road and provide access to, or are in proximity to the City's major natural areas (e.g., the waterfront and natural areas like the Richmond Nature Park). With restoration and enhancement, some of the corridors have the potential to function as ecological corridors, linking natural areas in Richmond's Ecological Network.

Neighbourhood Links

Neighbourhood pedestrian and cycling routes along local streets and off-street pathways that provide safe and convenient physical connection to local destinations such as schools, parks, community facilities or neighbourhood shopping centres. Enhanced neighbourhood links have pedestrian facilities (e.g., path or sidewalk) on at least one side of the street, pavement markings and wayfinding signage for cyclists, and wider off-street pathways that are shared between pedestrians and cyclists. Unenhanced neighbourhood links do not have any enhanced treatments for pedestrians and cyclists, do not have pavement markings and wayfinding signage for cyclists, may or may not have pedestrian facilities (e.g., path or sidewalk), and have substandard off-street pathways (e.g., narrow width).

13.4 Public Realm & Open Space Guidelines

13.4.1 Intent

The public realm and the public open spaces in Hamilton will be designed to promote greater connectivity together with improved community well-being and ecological health. The Public Realm is comprised of the pedestrian space along streets, both on private property and within the road right-of-way, and publicly accessible spaces within developments such as Shared Streets, Strollways and Plazas. Public open space includes Parks, Trails/Greenways, and city-owned sites dedicated to public use as shown on the Parks, Public Realm and Open Space Map. Development and enhancement of these aspects of the community will promote:

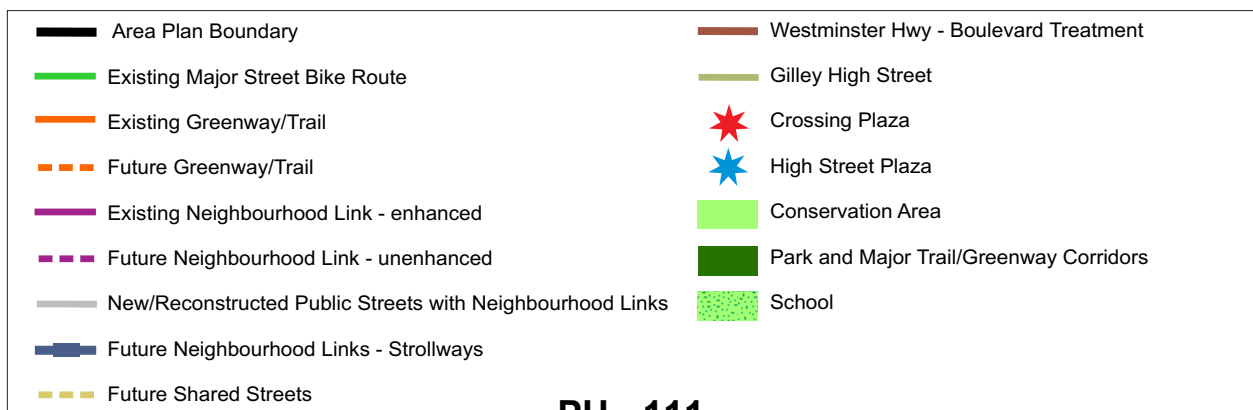
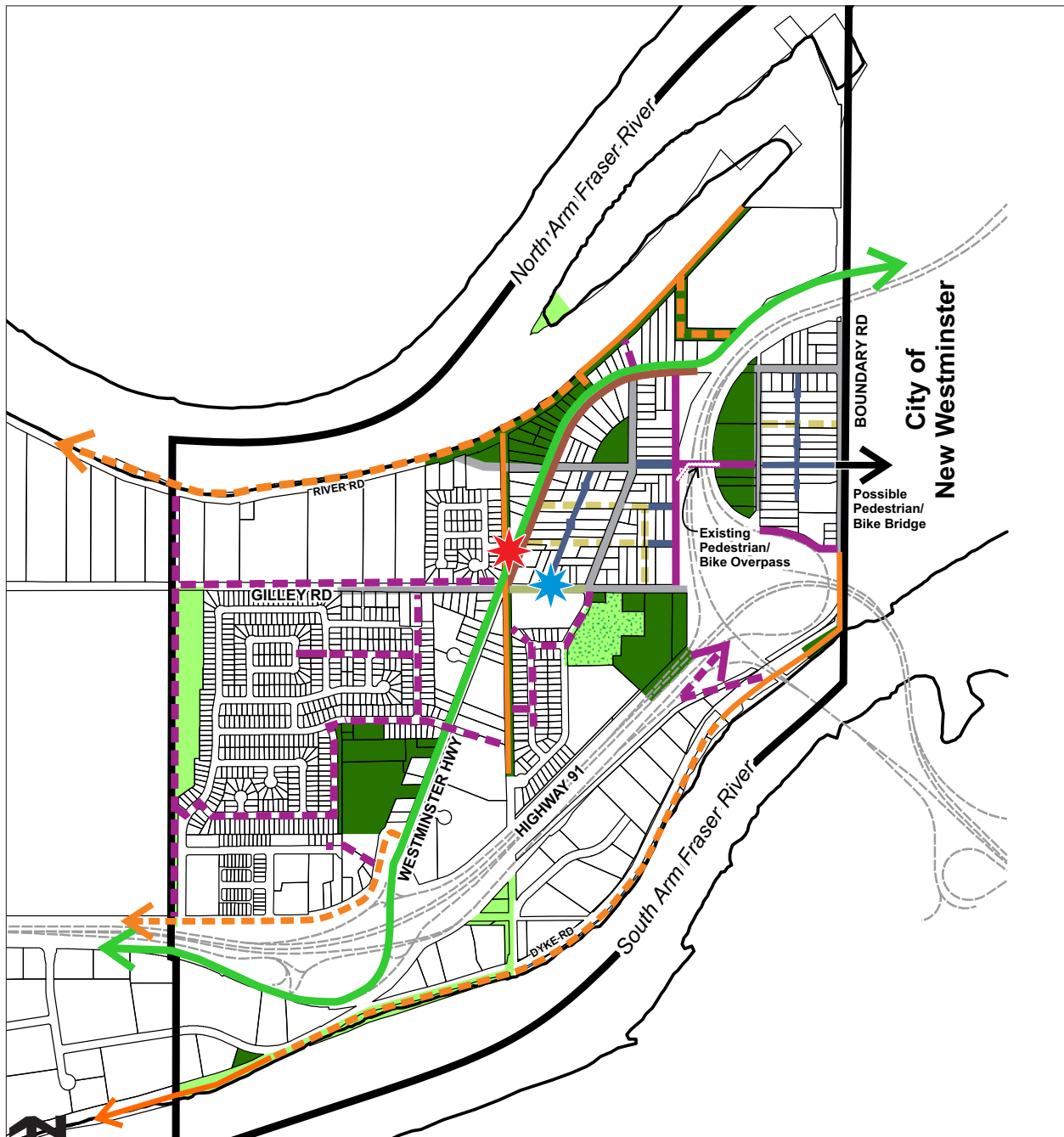
- a) additional public open space to accommodate growth;
- b) integration of sustainability measures and ecosystem services;
- c) a distinct neighbourhood character;
- d) greater access to the Fraser River shoreline;
- e) maximizing the benefits derived from the existing open water courses.

13.4.2 Overall Character

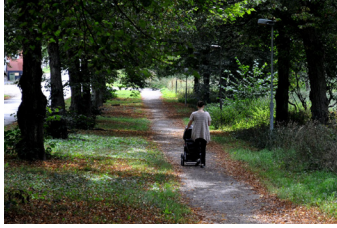
The Fraser River and the surrounding agricultural landscape are key references in informing the function and design of the public realm and public open spaces. The distinct context of the Hamilton Area will be reflected through design, materials, public art and interpretive features. Together, these will provide a seamless, cohesive experience between private and public realms and across the sub-areas that comprise the Hamilton area.



Parks, Public Realm and Open Space Map



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13.4.3 Greenways, Trails and Neighbourhood Links

Greenways, Trails and Neighbourhood Links will be important features within Hamilton, creating a hierarchy of connections allowing for a pedestrian friendly environment and reducing the need for vehicle use within the community. Existing trails will be maintained and enhanced over time, while new linkages will be created to facilitate connections within higher density areas. See Parks, Public Realm and Open Space Map.

Queen Canal

An enhanced Queen Canal corridor will increasingly become a central spine in the community with enhanced mobility, recreational and ecological function. It will provide an alternative route to access the services on the Gilley High Street and it will be a primary access to the new waterfront park. It will also provide the community with opportunities to view and interact with water and the habitat along the canal. The canal corridor north of Gilley Rd. overlaps with adjacent townhouse developments and therefore the watercourse and adjacent landscape must reflect a character to include:



Queen Canal south of Gilley High Street



- a) planting schemes that contribute to habitat creation and restoration;
- b) simple surfaces and paving materials;
- c) views to the north and south;
- d) consideration of stormwater runoff and proximity to canal habitat;
- e) opportunities for the community to interact with the watercourse;
- f) seating components along the length of the canal that offer areas for rest and opportunities for views;
- g) appropriate lighting (in coordination with public space lighting) to provide safety and promote evening use;
- h) accessible design to allow for easy access for adjacent developments along the length of the corridor.



13.4.4 Rainwater Management Landscape Elements

Rainwater management and appropriate planting will provide Hamilton with an opportunity to have an adaptive landscape, suited to the West Coast climate. The potential to offer water quality improvement through rain gardens, natural filtration and sedimentation methods are to be emphasized.

Best Management Practices (BMP), to maintain water quality and reduce the impact of development, such as biofiltration, infiltration, and separation of clean and dirty runoff should be implemented. The high water table and characteristics of the native soils limit the measures that may be implemented except where substantial new fill is placed as part of the development process.

Local development Stormwater Management Plans (SWMP) will need to be developed working in close collaboration with developers' environmental consultants and following the City's ESA Management Strategy. Compensation for RMA removal and disturbance will also need to be addressed following City policies as outlined elsewhere in the Plan.



The City of Richmond's Integrated Rainwater Resource Management Strategy will be followed in preparing SWMP for developments that will:

- a) provide educational opportunities and components;
- b) create a new network of stormwater management, integrated into all public and private realms;
- c) create continuous water channels and swales wherever possible;
- d) improve water quality and reduce sedimentation of the canals;
- e) manage rainwater on-site as much as possible and encourage use of the Water Balance Model for on-site rainwater modelling;
- f) wherever possible, protect the interflow zone to ensure that rainwater seeps into the soils and makes its way slowly to canals and streams picking up dissolved nutrients, which provide a food source in aquatic habitats;
- g) encourage and support integrated rainwater management options, such as use of rain gardens, reduced road widths, use of permeable surfaces, and roadside swales;
- h) identify areas with a high risk of sediment movement and erosion potential and prepare and implement site-specific erosion and sediment control plans;
- i) ensure that development in one part of the community does not cause downstream impacts such as bank slumping due to erosion or sediment build-up and accumulation;
- j) encourage the use of native tree and shrub species in landscaped areas inside and outside of ESAs and RMAs (i.e., Eco-plus approach);
- k) select species that are adapted to local conditions;
- l) ensure stormwater is filtered through rain gardens when possible and discharged into the stormwater system improving overall quality, reducing peak discharge and providing a visual understanding of stormwater movement on site;
- m) explore the option to capture stormwater from sidewalks through overland flow;
- n) explore the option to capture drive aisle stormwater through catch basins that would be directed to planting beds to filtrate through the growing medium back to the stormwater system (improved stormwater quality);
- o) explore the potential of creating shared stormwater planters to accept both street and building rooftop runoff.



13.4.5 Public Realm Elements

Neighbourhood Gateways and Local Landmarks

Gateways will mark significant entrance points to Hamilton along Westminster Highway at Boundary Road and at the old Westminster Highway intersection as shown on the Parks, Public Realm and Open Space Map. These will be located at the north and south segments of Westminster Highway as well as at the crossing of Gilley Road and Westminster Highway. These gateways will signify an arrival and a change of character along the major routes into and out of the neighbourhood. The Crossing Plaza will signify a sense of arrival into the heart of the community and will be an important marker in forming the identity of Hamilton. These visual landmarks should reflect and convey the neighbourhood history, character and identity and will align with the overarching Development Permit Area Guidelines for the public realm.

Local landmarks will be located within the neighbourhood and will mark significant terminus points as well as environmental features. Landmarks will be located at the east and west ends of the Gilley High Street, as well as at the north and south ends of the Queen Canal.

These neighbourhood gateways and local landmarks will be constructed by adjacent developments.

Strollways and Plazas

Strollways are Neighbourhood Links between residential and commercial buildings that increase accessibility and walkability within the neighbourhood. The adjacency of both Strollways and Plazas to apartments, townhouses and retail spaces provides a level of vibrancy and safety. They also provide for an engaged pedestrian environment and accommodate casual encounters between neighbours.

High Street Plaza

The High Street Plaza will be a key neighbourhood gathering space. It will be provided along the north side of the Gilley High Street and will include a hard-surfaced, finer grain character to match the adjacent Gilley High Street and associated Strollway.

This main plaza will function as the heart of the Neighbourhood Village Centre to provide a space for daily life, gathering, mingling and small scale events. Located at the centre of the north side of the Gilley High Street block and at the terminus of the central Strollway, it will act as a key point of pedestrian movement.

The High Street Plaza will feature:

- a) an area of approximately 300.0 m² (3,230 ft²);
- b) outdoor seating and small cultural programming opportunities;
- c) distinctive, fine-grained paving;
- d) ornamental trees;
- e) a mixture of planting beds that are seasonal and suited to a high traffic area as well as include native, year-round species;
- f) seating areas for cafés and adjacent uses;
- g) high quality site furnishings positioned to allow for interaction and views of the plaza.



13.4.6 Landscape Design Elements

The public realm in any successful urban setting is furnished with high quality landscape design elements. New furnishings, infrastructure and plantings should reflect contemporary architectural design and construction techniques, and current urban design best practices. Furnishings and hard landscape materials should be robust, durable, and simple rather than ornate, to subtly recall (but not replicate) a utilitarian, agricultural aesthetic.

Colour will play an important role in defining the Hamilton identity. Colours shall be selected to integrate with or complement the surrounding built context and the natural landscape. In general, softer colours are recommended to establish a uniform background.

Paving Materials

- a) use high quality paving to delineate places of special importance such as the Gilley High Street and other neighbourhood destinations;
- b) stone or unit pavers can be used as dominant materials or as accents. It is not recommended that stone paving and concrete pavers be directly adjoining, but that they are separated by a band of cast in place (CIP) concrete;
- c) colours should be kept cool and the walking surface should be slip resistant;
- d) sandblasted, saw-cut natural colour concrete is preferred over broom-finish, tooled concrete and tinted concrete;
- e) wood can be used as an accent along pedestrian paths as boardwalk structures, but should not be used as the primary material along pedestrian pathways.

Seating

- a) provide a diversity of seating opportunities, including various sizes of benches, seats and seatwalls, both fixed and movable, arranged linearly along the streetscape and in groupings at important feature locations;
- b) place and orient seating to take advantage of views, sun, and shelter from wind and rain;
- c) ensure the different seating components belong to a family of consistent forms, colours and materials;
- d) standard seating may be of the off-the-shelf variety, but seating at feature locations should be custom-designed.

Tables

- a) locate tables in feature locations, and provide table surfaces to complement seating.

Bollards

- a) use a high-quality, powder-coated or stainless steel bollards;
- b) ensure both removable and permanent bollards are within the same design family;
- c) use bollards sparingly and only as necessary to prevent vehicle/pedestrian conflicts;
- d) choose bollards that fit in with the public realm and may include lighting as an additional way finding technique but that will not be architecturally intrusive in size or design;



- e) employ bollards in Shared Streets and driveways as a means to separate loading/waste disposal areas from vehicular and pedestrian circulation routes.

Bicycle Racks

- a) use high-quality, powder-coated or stainless steel bicycle racks;
- b) ensure bicycle racks are designed or specified to maximize ease of use and are integrated into the landscape design;
- c) discreetly locate racks at prominent locations near doors, entries and public realm focal points.

Trash and Recycling Receptacles

- a) install high-quality, powder-coated or stainless steel receptacles of the same family for trash and for recycling.

Tree Grates

- a) tree grates are to be weathered steel, with a consistent appearance;
- b) incorporate public art into tree grate designs in feature locations following City public art requirements.

Drainage Grates

- a) trench drains, catch basin covers, gutter drains, manhole covers and miscellaneous utility covers should be weathered steel, with a consistent appearance, and wherever possible and should visually highlight how stormwater management systems convey water throughout the area.

Planters

- a) use planters that are appropriately scaled to their surroundings;
- b) use durable, permanent materials such as stone, smooth-finished concrete and metal;
- c) avoid the use of ceramic, plastic, wood and exposed aggregate concrete planters.

Pedestrian Lighting

- a) ensure all new fixtures are of full cutoff design and are compliant to dark-sky standards;
- b) ensure luminaire types use sustainable technology such as LED lamps;
- c) visually co-ordinate on-site light standards with traffic and street lighting infrastructure as much as possible;
- d) complement pedestrian light standards with bollards, steps and use in-ground lighting at key pedestrian gathering points.

13.4.7 Street Trees and Other Soft Landscape Elements

Trees serve multiple purposes and should be considered throughout the public realm. Tree planting will need to be appropriate in form and character for Hamilton, while resistant enough to withstand seasonal water inundation and high water tables.

Street trees provide linkages to the Ecological Network, contribute to a healthy environment for residents, and to the aesthetic beautification of Hamilton's streets and public open spaces.



Key considerations for street trees include:

- a) tree preservation according to the City's Tree Protection Bylaw 8057;
- b) creating a continuous tree canopy where appropriate;
- c) using a mix of deciduous and coniferous trees;
- d) considering locations that will allow for and accommodate seasonal inundation;
- e) allowing for appropriate soil volumes and utilizing soil cells wherever possible in accordance with BCSLA standards.

Key considerations for soft landscape include:

- a) using native plants where appropriate;
- b) providing plantings that are suitable and adaptable;
- c) contributing to the continuation and expansion of ecological corridors;
- d) selecting plants that offer seasonal variation and interest;
- e) plant selection to define different spaces within the public realm;
- f) stormwater being filtered through rain gardens when possible and discharged into the stormwater system improving the overall quality, reducing peak discharge and providing a visual understanding of stormwater movement;
- g) the option to capture stormwater from sidewalks through overland flow being considered;
- h) introducing a visually continuous landscape element that acts as a stormwater spine connecting through the neighbourhood, through streets whenever possible;
- i) planting groups emphasizing changes in texture and variation in colour. Plantings should layer species that vary in height and form.

Plant material considerations include:

- a) concentrating new planted areas in boulevards on each side of a given street, close to pedestrian areas, where they can offer environmental services such as shade, wind protection, air purification as well as visual appeal;
- b) providing a balance of deciduous and evergreen plant material, with an overall year-round appeal;
- c) all plant material being chosen for hardiness, ability to filter pollutants and ease of maintenance;
- d) the majority of plant species used being native to the Lower Mainland;
- e) avoiding the use of hanging baskets;
- f) plants that support local pollinators being incorporated into the landscape as much as possible;
- g) plants and trees that serve the habitat needs of local wildlife species (songbirds, owls) being incorporated into the landscape in a contiguous manner;
- h) minimizing the use of sod.

Planting infrastructure considerations include:

- a) implementing BCSLA best practices for street tree plantings, including continuous tree trenches in boulevards, minimum recommended soil volumes, and soil cells and/or structural soil where trees are located in paved areas;
- b) providing high-efficiency automatic irrigation for all planted areas to ensure long-term viability of plant health and to minimize maintenance;
- c) providing areas of contiguous and connected soft landscaping that incorporate complex and layered assemblages of native species;
- d) irrigation systems that are to be located on private property.

13.4.8 Signage and Wayfinding

Signs in the public realm will develop a language of wayfinding and mark significant gateways, public buildings, destinations and civic functions.

Wayfinding signage will be integrated throughout the neighbourhood and will provide a system of orientation and information for those visiting the community. Techniques include themed signs marking various components of the neighbourhood, and include directional signs, maps and other interpretive elements as part of private developments.

Banners will form an additional component of wayfinding. Banners on light poles are encouraged to identify specific areas within Hamilton. Areas could include, but are not limited to: the Gilley High Street, the Crossing Plaza, and Westminster Highway.

The size, scale, siting and style of commercial signage should be oriented to pedestrians, not to drivers and should reflect the nature of the Hamilton area.

The following signage types are acceptable and encouraged:

- a) signs that are integrated with the overall architectural form of the building;
- b) blade signs that add dimension to the building and address the pedestrian realm;
- c) signs made of durable, sustainable materials;
- d) signs that utilize natural and regionally relevant materials;
- e) signs applied to windows that offer transparency and do not cover or obscure building interiors.

Exterior sign types that are **not** acceptable include:

- a) signs that contain movement, flashing or moving lights;
- b) signs that are located on the roof of the building;
- c) signs hanging over sidewalks with less than a 2.6 m (8.5 ft.) vertical clearance;
- d) signs that are located above the first floor of a building frontage;
- e) light box signage of any form;
- f) opaque window signs;
- g) advertising banners or signage boards.

13.4.9 Mitigating Parking Structures

Parking structures are to be covered by landscape and not visible from the public realm with emphasis on the following:

- a) ensure that parking entrances, loading bays and garbage and recycling receptacles do not have a prominent visual impact on the public realm;
- b) loading, unloading, surface parking and services must be treated with architectural materials and be screened with doors or similar materials to adjacent buildings;
- c) where parking structures are below the exterior public realm space their design should accommodate proper soil depths for at-grade plantings;
- d) above-grade projections from parking structures into the public realm within the development should be minimized;
- e) parking structures will not encroach inside the City road allowances, parks or the Queen Canal corridor;
- f) all grade changes required to accommodate parking structures along the Queen Canal must take place outside the 20.0 m (65.6 ft.) right-of-way and must be planted to support habitat along the canal corridor consistent with the Development Permit Area Guidelines and policies regarding the Ecological Network.

13.5 Built Form General

13.5.1 Application

Developments in the Hamilton Area are to comply with the Development Permit Area Guidelines in the 2041 OCP, in addition to the specific Development Permit Area Guidelines in this document that are focused on achieving the unique character of this Hamilton Area Plan.

13.5.2 Form and Character

Since Hamilton is situated on delta lands, being relatively open and flat, the plan encourages an emphasis on horizontal lines through building form. Development will occur on a grid pattern establishing a hierarchy of streets and paths that allow for smaller blocks within the neighbourhood and establish mid-block access points for pedestrian movement.

Within this grid the following guidelines apply:

- a) large buildings will be visually broken down both vertically and horizontally to maintain pedestrian scale and friendly streetscapes;
- b) buildings should be broken into a maximum width of eight units to provide for variation and visual breaks;
- c) varied setbacks should be provided for each block of units;
- d) no repetitive or featureless facades are permitted;
- e) streetscapes will be consistent with an urban character.

13.5.3 Siting

Buildings will be sited to prioritize the pedestrian environment over the vehicular. Smaller blocks, with a hierarchy of shared streets, Strollways, Plazas, Trails and Pedestrian Links will create an urban form that is at an appropriate neighbourhood scale. Where the building frontage facing the above elements is composed of residential units at grade the, buildings will:

- a) have entry courts and semi-private outdoor spaces that include patios and balconies;
- b) allow for steps and changes in grade, fences, gates, low walls, hedges and other plantings.

13.5.4 Materials

Materials should be selected from a high quality urban palette, including concrete, brick, stone masonry, accent acrylic stucco, glass, and steel and other metal panels. Wood and other natural materials may be considered if they contribute to the contemporary character of a development subject to the following guidelines:

- a) local, sustainable and renewable materials are used;
- b) no artificial materials such as cultured stone, imitation wood, metal cladding made to look like wood, vinyl siding products are permitted with the exception of cement board cladding being acceptable.

13.5.5 Surface Parking Areas

Surface parking areas should be treated with a fine grain of paving types where possible, and soft landscaping, to reduce visual impact and better integrate parking into the pedestrian environment guidelines to include:

- a) using adjacent soft landscaped areas to drain parking areas;
- b) using tree spacings to help delineate parking stalls;
- c) creating an overlook onto common areas and the public realm, providing 'eyes on the street' where possible.

13.6 Gilley High Street Commercial Precinct

13.6.1 Overall Character

Buildings at the core of Hamilton establish an identity and create its heart. The design approach should be warm, interesting, and animated to create a comfortable urban village Gilley High Street. It should encourage engagement, community interaction and lingering for people of all abilities and ages. Materials must be of particularly good quality and be durable. In creating an attractive experiential interaction between the shops and services, and the pedestrian environment, development should:

- a) animate the Gilley High Street with mini plazas, balconies, canopies, planters, colour, articulation or recesses in the buildings to distinguish the retail and the commercial from the upper residential levels;
- b) adhere to, and work in coordination, with streetscape standards identified in Section 13.3.4.2–Gilley High Street.



13.6.2 Building Siting

Guidelines include:

- a) building setbacks will average 2.0 m (6.6 ft.) from the front property line to take advantage of sunshine along the Gilley High Street and create intimate pocket plazas;
- b) provide ease of access for the disabled and self-propelled wheeled modes of travel;
- c) provide pedestrian linkages to the Strollways and on-site walkways and plazas;
- d) commercial uses will be permitted to wrap onto Smith Crescent and Westminster Highway for up to 25.0 m (28.0 ft.) broken into sections of not more than 6.0 m (19.7 ft.);
- e) well-lit and landscaped plazas and Strollways to create inviting spaces are to be emphasized;
- f) weather protection over entries that accents the architectural form and responds to a consistent material palette;
- g) streets are to be animated with well-defined edges adjacent to Strollways and plazas, terraces, patios; balconies, canopies, planters with variation in texture and colour, or recesses in the buildings at all levels;
- h) buildings setbacks will vary to take advantage of sunshine exposure and to create pockets of interest at a pedestrian level adjacent to streets, Strollways and plazas;
- i) well-lit and landscaped exteriors and conforming to the Crime Prevention through Environmental Design (CPTED) principles in the 2041 OCP Development Permit Area guidelines are to be followed.

13.6.3 Building Design

Guidelines include:

- a) provide solid canopies over portions of the usable outdoor plaza areas facing the public streets, Shared Streets and Strollways, averaging 2.0 m (6.6 ft.) in depth to promote sufficient coverage for pedestrians;
- b) retail storefront canopies should be substantive and appear permanent and well-integrated;
- c) near the High Street Plaza and generally on the north side of street, provide terraces or patios that are at grade with a usable depth of at least 2.0 m (6.6 ft.);
- d) provide entrances for individual units or shared residential entry doors that are separate from commercial entries;
- e) create a smaller scale rhythm for the storefronts along the Gilley High Street by:
 - i) designing commercial storefronts with a maximum linear frontage of 6.0 m (19.7 ft.), even if the commercial space behind is larger. Exceptions may be considered for a grocer, pharmacy, or recreation facility, but will require additional articulation along the frontages and sidewalls;
 - ii) incorporating strong building bases, columns, recesses and bays to provide increased texture and articulation;



- iii) integrating landscape walls, built-in seating, planters, signage and other streetscape features to provide visual interest;
- f) provide a separation between the first floor retail units and the residential units above through setbacks of the upper floors, and use of canopies and colonnades, awnings and/or other design elements;
- g) establish a maximum of four storeys in height including retail and no higher than 17.0 m (55.8 ft.) in height above finished grade;
- h) provide outdoor patios or balconies for residential units meeting the 2041 OCP Development Permit Area size requirements;
- i) for upper level residential units, recess at least half of the balcony behind the outermost adjacent residential wall, and provide a solid balcony wall of at least 0.6 m (2.0 ft.) high to provide privacy;
- j) provide generous roof overhangs; soffits must be compatible with other visually accessible building materials;
- k) acoustically separate and visually screen mechanical units;
- l) retail units at the ground floor must have storefront glazing and be able to be visually and physically accessible from the public sidewalk for at least 80% of their frontage;
- m) larger-format retail spaces must animate the streetscapes along the Gilley High Street, Smith Crescent and Westminster Highway through wall articulation, windows that are animated with product and views into the units, not with signage or opaque glass;
- n) runs of solid walls larger than 3.0 m (9.8 ft.) will not be permitted, except for side walls facing Westminster Highway and Smith Crescent; solid walls will be permitted for lengths up to 6.0 m (19.7 ft.) on these streets with a preference for 4.0 m (13.1 ft.) lengths and there may use opaque finish or signage in those glazed sections;
- o) buildings should be architecturally broken down into smaller street retail blocks with varied frontages that are further broken with recessed sections or height changes and projections;
- p) retail units should be differentiated from residential uses by vertical scale and horizontal articulation.

13.6.4 Materials

Use high quality materials in high visibility locations on three or four sides of buildings.

The permitted high quality materials for buildings adjoining the Gilley High Street are restricted to the following:

- smooth cut stone;
- wood that is stained, varnished or painted;
- wood composite or concrete composite siding and panels;
- clear, coloured or textured glass cladding;
- high-quality, architectural metal cladding;
- contemporary style brick;
- concrete up to a maximum 0.60 m (2.0 ft.) in height from grade;



- stucco used as an accent material only;
- stone or other natural materials at the base of buildings and/or for significant columns or corners;
- urban yet natural materials for landscape walls at vertical changes of grade;
- planting, planter boxes and planters using materials that are durable and complement the architectural form of building;
- textured asphalt, cedar shingle and metal roofs;
- other materials that are similar to the above and which offer durable finishes.

Vinyl or similar siding materials will not be permitted.

Use durable, but architecturally appealing materials consistent with the overall built character for loading and refuse areas. Loading areas are to be finished with the same materials as the building and should be integrated into the building design.

In general, use one colour on similar elements such as window frames to show that they are all part of the same facade. Reserve brighter colours for special accents, but that relate to the building and surrounding landscape.

13.6.5 Signage Guidelines

In addition to the general signage guidelines, the Gilley High Street signage can include front lit or ambient lit signage. Back-lit signage or sign boxes of any kind will not be permitted. The signage shall stay consistent with the form and character of the neighbourhood and the building design.

A comprehensive signage and exterior way-finding design package will be required at the time of the Development Permit application for any building or grouping of buildings. The design package will specify:

- a) signs are to be front lit;
- b) no sign cans, plastic signs, full backlit signs or neon lighting are permitted;
- c) illuminated signage must be full cut-off to prevent light pollution to residential units;
- d) wall, fascia-mounted and awning signage is to be relatively small in proportion to its context.

13.6.6 Commercial Lighting

Individual developments will be responsible for lighting within their own property. There is to be sufficient and suitable lighting to provide:

- a) safe pedestrian access to building entrances in the dark;
- b) subtle lighting to promote safe and comfortable walking or cycling in and through commercial areas, plazas and Strollways.
- c) parking structure lighting that is improved with all surfaces (including structural beams and mechanical systems) painted a light colour conforming to CPTED principles;
- d) outdoor lighting that allows for night use of outdoor commercial terraces but does not cast light upwards beyond the first floor;
- e) avoid lighting that shines onto a neighbouring buildings.



13.6.7 Parking, Loading and Garbage

Most commercial and residential parking is to be located within the building envelope, under a terraced public or private pedestrian space.

Parking areas shall include bike lock-ups and electric car or scooter power connections to promote alternative means of transportation following 2041 OCP Policies and the 2041 OCP Development Permit Area Guidelines.

Limited surface parking for convenience parking for retail uses and limited visitor parking be allowed provided that it:

- a) be located to the rear of buildings;
- b) be organized in small clusters with landscaped islands;
- c) provide safe and accessible landscaped access/egress to retail uses, plazas and Strollways;
- d) provide perimeter landscaping areas with fencing and screening as appropriate to limit its visual prominence;
- e) only include garbage and recycling that are enclosed, gated and landscaped.

13.7 Multiple Family Housing Development

13.7.1 General Considerations

A finer grain street organization of new developments is preferred with smaller blocks and an emphasis on a regular street pattern, a succession of formally-arranged urban spaces, and strong building street walls which face both municipal and the Shared Streets.

Setback dimensions are intended to create an intimate street presence and the need for a healthy separation between public, semi-private, and private spaces. Some relaxations to prescribed zoning setbacks may be considered by the City on a site by site basis where built design achieves the intent of the setbacks. Setbacks will vary along the following specific character streets and will require special attention to the following minimum setback guidelines:

- a) Westminster Highway: 6.0 m (19.7 ft.);
- b) Smith Crescent: 3.0 m – 6.0 m (9.8 ft. – 19.7 ft.);
- c) Willet Avenue: 3.0 m – 6.0 m (9.8 ft. – 19.7 ft.);
- d) Thompson and Thompson Gate: 3.0 m – 6.0 m (9.8 ft. – 19.7 ft.);
- e) Boundary Road: 4.5 m – 6.0 m (14.8 ft. – 19.7 ft.).

The specific setback within the above ranges will be determined so that buildings are placed so that they relate well to open spaces and other adjacent buildings. Placement of buildings must also respond to the street edge and contribute to the definition of the street grid.



13.7.2 Architectural Expression

Although individual building designs may vary as each phase of a project proceeds, a common theme should unify the ground plane and first storey throughout. This can be achieved through the use of building design elements, choice of materials, lighting, street entrances, fencing or other elements as outlined elsewhere in Section 13. As an example, the buildings in the Neighbourhood Village Centre should exhibit a higher degree of finish and greater amount of hard landscape.

Roof articulation, finishes, or colours should provide a coherent design vocabulary throughout each development site.

The unifying theme should respond to Hamilton being an urban village within the context of a semi-rural setting with a strong emphasis on and recognition of the importance of water elements. The creative use of storm-water to be captured, cleaned and used for down-stream benefits is one of the defining features of developments. The design of individual developments should find ways to incorporate water into the landscaping and building.

Hamilton is situated on delta lands, which are relatively open and flat. Therefore an emphasis on horizontal lines is encouraged.

Materials should be selected from a high quality urban palette, including concrete, brick or stone masonry, acrylic stucco, glass, high quality architectural steel and metal panels. Wood and more natural materials may be used at areas of lower building density away from the Gilley High Street. Differentiation of buildings will be, in part, based on proportions of materials used.

13.7.3 Townhouses, Stacked Townhouses and Row Housing

The individuality of units should be clearly discernible through architectural expression by use of the following:

- a) individual units shall have articulated and clearly identified entries;
- b) all ground-oriented homes should include private outdoor space;
- c) variation in building height is encouraged in conjunction with use of vertical elements which add to the richness of the rooflines and streetscape;
- d) physical variation in number of storeys and increased upper floor setbacks are encouraged.

13.7.4 Townhouse Areas Requiring Special Elevation Treatments

Townhouses adjacent to the Willet Strollway and Highway 91A overpass connection will require special grade considerations to allow the Strollway to transition to the pedestrian bridge deck elevation. This transition should be integrated into the built form of the adjacent buildings. This grade change may take place over parking structures, but should relate directly to the building frontages onto the Strollway.

Townhouses fronting onto Boundary Road will require further articulation in building height and varied materiality as they will be a prominent feature

adjacent to the Boundary Canal and Queensborough to the east.

Townhouse clusters fronting onto the Strollways and onto Westminster Highway will require variations in setbacks, be unique in character and have a higher level of articulation.

13.7.5 Low to Mid-Rise Apartment Style Housing

Emphasis should be placed on coherent design which uses design features and materials to offset building bulk. Building lengths should be varied through varied vertical expression, varied setbacks, roof-line changes, changes in materials and other means. Blocks should be broken into lengths with a maximum of 6 to 8 units facing any street frontage to provide for variation and visual breaks. Articulation should also be provided between blocks.

Developments should take advantage of site depth to vary massing distribution and the creation of internal open spaces. Variation in building heights, vertical façade elements, articulated roof heights will add to the richness of the skyline and streetscape.

13.7.6 Transition to Existing Single Family Neighbourhoods

Where multi-family projects occur adjacent to existing single family homes, the impact of overlook and shadowing is to be considered. This consideration should include strategic stepping back of the building mass at upper floor levels and the use of at-grade individual entries for the ground oriented units. There should be a minimum setback of 6 m to property lines adjacent to areas designated also for single family dwellings in the Plan.

Appendix 1

Construction, Phasing and Interim Design Measures

Transitions to Existing Grade: Temporary and Permanent

The following need to be addressed where a new development is elevated above existing grades:

- address grade changes;
- address horizontal transitions;
- address half road requirements;
- maintain road access to adjacent properties as required;
- maintain satisfactory operation of Westminster Highway;
- design services and buildings to accommodate anticipated settlement and satisfactory long-term performance of structures and pavement;
- address drainage onto adjacent properties.

Servicing and Phasing

Mitigation of development impacts will be required wherever possible to the satisfaction of all governing agencies. Geotechnical and civil engineering reports are to be submitted to address; but are not limited to:

- site preparation and preload;
- protection of existing services;
- drainage management;
- maintaining services and access to neighbouring properties;
- long-term performance of roads and utilities; predicted settlement and a long-term maintenance program;
- preparing a construction staging and phasing plan outlining acceptable methodology for construction of all utilities (new and existing); road works; and neighbourhood accessibility;
- addressing all other mitigation for short and long-term impacts as may be required by the City of Richmond, the applicant's geotechnical and/or civil engineer, and any such other governing agencies having jurisdiction;
- liaison with utility providers such as Metro Vancouver, Fortis Gas, and BC Hydro;
- addressing drainage onto adjacent properties with regards to flooding and functioning of septic systems;
- addressing sanitary servicing in a manner that provides sanitary service to adjacent existing residential properties when necessary.

Underground Utilities

Over time, public and private utilities such as hydro, telephone, cable and gas, will be located underground in road or other rights-of-way in the Hamilton Area. At grade works such as kiosks, manholes, etc. should be located to minimize impact to open space and the public realm (e.g., sidewalks, greenways, etc.). Where it is not feasible to relocate overhead services to underground at the time of development, then the developer should provide works to facilitate future undergrounding such as pre-ducting.

Retaining Walls

The following retaining methods will be deployed:

- short-term temporary retaining walls (retention of pre-load) to be lock block;
- long-term temporary retaining walls to meet aesthetic requirements particularly adjacent to existing residential properties;
- permanent retaining wall types to be chosen to meet aesthetic requirements to accommodate long-term anticipated settlement.

Flood Protection and Mitigation

Flood construction levels and building setbacks from dikes must meet the City's Flood Plain Designation and Protection Bylaw 8204.

Dike upgrades must meet current City standards that include provisions for future dike raising.

Dikes upgrades must be approved under the Dike Maintenance Act by the Provincial Inspector of Dikes (Ministry of Forests, Lands and Natural Resource Operations). Refer to the 2041 OCP Development Permit Area Guidelines for further requirements.

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.

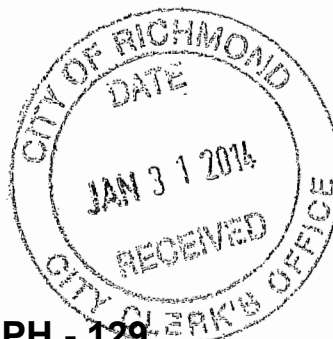
With the roadway continuing as it currently is, it continues to allow for the clearing of pollutants from vehicles due to the constant breeze which blows along the water. This fact becomes much clearer when you look at the number of residents living into their 90's in comparison to people that live in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

Sincerely,



C. Surmik

23171 Westminster Hwy.
Richmond, BC V6V 1C1



PH - 129

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

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 "unenanced" trail through the western buffer park is illustrated as following the west side rather than the east side of the park,
- the "unenanced" 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.

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

Agricultural Land Commission

133 - 4940 Canada Way
Burnaby, British Columbia V5G 4K6

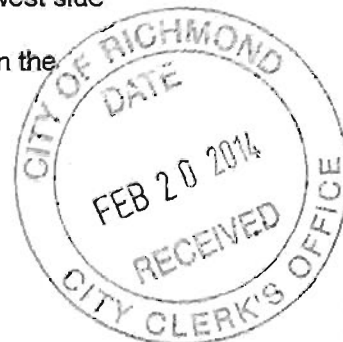
Tel: 604 660-7000

Fax: 604 660-7033

www.alc.gov.bc.ca

ALC File 46529

Richmond File 08-4045-20-14



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

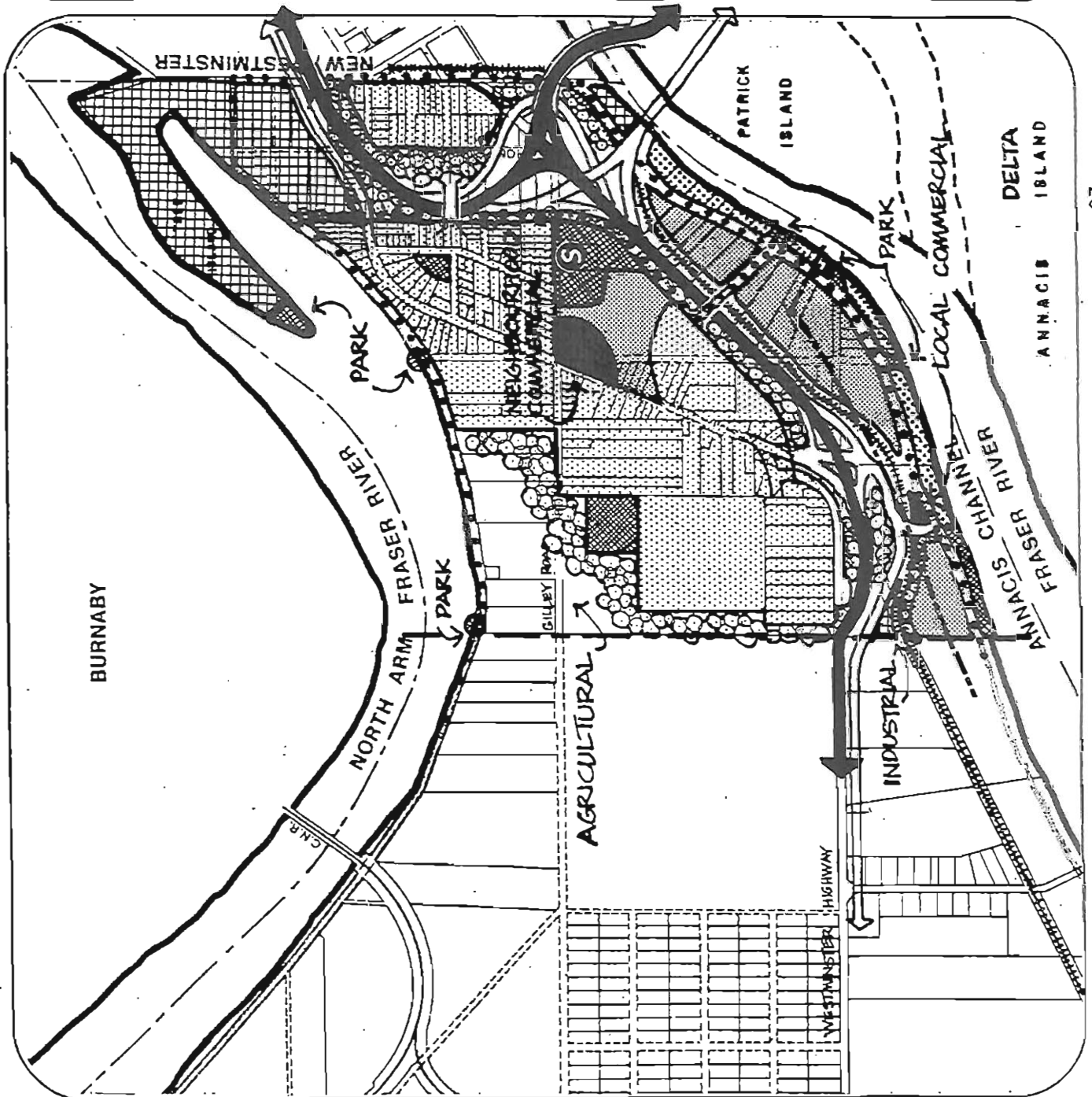
**OFFICIAL
AREA
PLAN MAP**

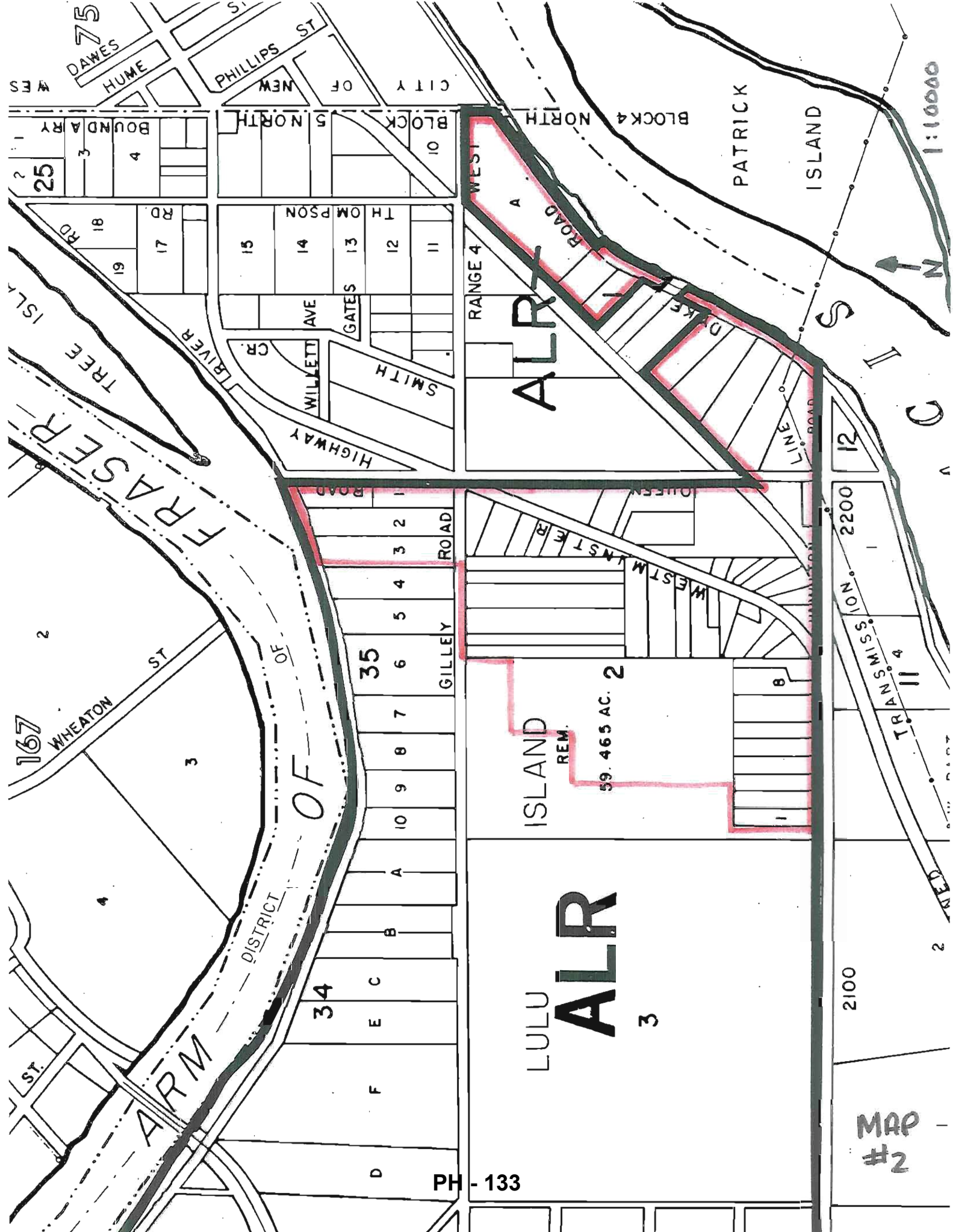
LEGEND

	COMMERCIAL
	INDUSTRIAL
	PARK
	R1 INFILL RESIDENTIAL
	R2 NEW RESIDENTIAL
	R3 WATER-ORIENTED RESIDENTIAL
	BUFFER
	SCHOOL
	TRAIL
	EXISTING HYDRO RIGHT OF WAY

HAMILTON

REVISED MARCH 1985





167

75

25

35

34

LULU ISLAND

ALR

3

59.465 AC. 2

PH - 133

2100

2200

MAP #2

1:10000

N

2

2

2

2



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

539.25

17m

17m

13.5m

17m

TRAIL

NEIGHBORHOOD
PARK

PH - 134

380.15