



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, May 22, 2013
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, May 7, 2013.*



NEXT COMMITTEE MEETING DATE

Tuesday, June 4, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **HAMILTON AREA PLAN UPDATE: 2ND PUBLIC SURVEY FINDINGS AND PROPOSED AREA PLAN CONCEPT**
(File Ref. No. 08-4045-20-14/2013) (REDMS No. 3851456)

PLN-9

See Page **PLN-9** for full report

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

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



2. **PROPOSED EXPANSION OF CONVERTIBLE TOWNHOUSE FEATURES THROUGH INCLUSION OF SELECTED SAFERHOME STANDARDS**

(File Ref. No. 08-4057-07) (REDMS No. 3810778)

PLN-77

See Page PLN-77 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That the Convertible Unit Guidelines, which apply to townhouse development, be expanded to include the specific SAFERhome features identified in this report.



3. **APPLICATION BY SANDHILL HOMES LTD. FOR REZONING AT 9080 NO. 3 ROAD FROM ASSEMBLY (ASY) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-9030/9031; RZ 12-619503) (REDMS No. 3839351 v.3)

PLN-96

See Page PLN-96 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading;*
- (2) *That Bylaw 9030, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*

Pg. # ITEM

- (4) *That Bylaw 9031, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.*

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4. **APPLICATION BY AJIT THALI WAL FOR REZONING AT 8960 HEATHER STREET FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-9011; RZ 13-628035) (REDMS No. 3824001)

PLN-129

See Page **PLN-129** for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9011, for the rezoning of 8960 Heather Street from "Single Detached (RS1/B)" to "Single Detached (RS2/A)", be introduced and given first reading.

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5. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, May 7, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt (entered at 4:03 p.m.)
Councillor Linda Barnes
Councillor Harold Steves

Absent: Councillor Chak Au

Also Present: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, April 16, 2013, be adopted as circulated.

CARRIED

1. **APPLICATION BY AJEET JOHL AND PARKASH K. JOHL FOR REZONING AT 10640/10660 BIRD ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-9019: RZ 12-617804) (REDMS No. 3826149)

In response to a query Wayne Craig, Director of Development, noted that the proposed rezoning complies with the single-family lot size policy for the area.

It was moved and seconded

That Bylaw 9019, for the rezoning of 10640/10660 Bird Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

1.

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2. **APPLICATION BY NARINDER PATARA FOR REZONING AT 9591 PATTERSON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-9025; RZ 11-591331) (REDMS No. 3835343)

It was moved and seconded

That Bylaw 9025, for the rezoning of 9591 Patterson Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. **APPLICATION BY HARVINDER MATTU AND GANDA SINGH FOR REZONING AT 10291 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-9026; RZ 12-598660) (REDMS No. 3835658)

It was moved and seconded

That Bylaw 9026, for the rezoning of 10291 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

Councillor Evelina Halsey-Brandt entered the meeting at 4:03 p.m.

4. **MULTIPLE DWELLINGS ON SINGLE-FAMILY LOTS AND AGRICULTURAL LANDS REFERRAL**

(File Ref. No. 08-4430-03-07; 12-8060-20-9023) (REDMS No. 3817141)

Holger Burke, Development Coordinator, provided background information and noted the proposed amendment addresses interpretation concerns with the current Zoning Bylaw particularly with regards to preventing breezeways to justify a residential addition which is in reality a second residence. Secondary suites are permitted within the agricultural zone and are exempt from the proposed amendment. Additionally, Mr. Burke indicated he would provide an update whether additional dwelling units on properties over 8 ha in area requires approval from the Provincial Agricultural Land Commission.

It was further noted that the proposed amendment dictates design and not a reduction in Floor Area Ratio (FAR). The intent of the proposed bylaw is to clarify interpretation of Richmond Zoning Bylaw 8500.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9023, to add Other Regulations to the Agriculture (AG) zone to regulate multiple dwellings on single-family lots and agricultural lands, be introduced and given first reading.

CARRIED

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4A. BOULEVARD BEAUTIFICATION

(File Ref. No.) (REDMS No.)

Discussion ensued regarding residents utilizing the boulevards for beautification purposes (i.e. planting of trees, shrubs, or placing of rocks). It was noted that boulevard improvements are regulated by the City's Engineering division. Bylaw enforcement comes into play when the improvements become a safety issue. A request was made for Engineering staff to provide a memorandum to Council advising how approval for and complaints concerning boulevard improvements are processed.

4B. STEVESTON BOARDWALK CLOSED

(File Ref. No.) (REDMS No.)

Discussion ensued and it was noted that the Steveston Boardwalk scheduled to re-open by the end of April had been delayed due to the weather. The Boardwalk should be fully accessible in the near future.

4C. AIRPORT TAXIS

(File Ref. No.) (REDMS No.)

Transportation staff was directed to follow-up with the Vancouver Airport Authority regarding their assurances that taxis receiving a short ride fare within Richmond would be advanced to the front of the queue upon return to the airport.

5. MANAGER'S REPORT

(a) Steveston Village Conservation Strategy – 2013 Update

Terry Crowe, Manager, Policy Planning, provided an update on the stakeholders meeting and the Open House with respect to the "Steveston Village Conservation Strategy – 2013 Update" and the "Long-Term Streetscape Visions for Bayview Street and Chatham Street" (copy on file, City Clerk's Office). There was a general consensus among the stakeholders, public and merchants that sufficient parking is available in Steveston Village provided employees park in their designated parking areas.

(b) Vancouver Port Authority Land Use Plan

Staff are participating in the consultation phases for the Vancouver Port Authority Land Use Plan and have provided a comprehensive technical letter to the Port Authority addressing the City's concerns.

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(c) SmartCentres Update

Joe Erceg, General Manager – Planning and Development, advised that the City's Real Estate division is monitoring SmartCentres efforts to acquire the five properties necessary to develop the road for the proposed development.

Discussion ensued and Committee requested that the Transportation and Engineering divisions investigate costing for a pedestrian overpass from the subject site to the Garden City lands.

(d) ONNI Development

Mr. Erceg advised that a rezoning application has been received by staff requesting the conversion of the marine associated uses to commercial uses. Staff has identified a number of proposed uses of concern to the City, particularly noting those uses that would be in competition to current community facilities. ONNI is currently reviewing those concerns. Also, ONNI has received the traffic study terms of reference and are in the process of completing the study prior to the public consultation anticipated to take place in the first part of June.

(e) Duck Island Sites

Mr. Craig noted that the application is moving ahead but is contingent on securing the water lots which requires support from both the Port Authority and the Province. A formal application has been submitted to the Port Authority for the land use and the use of the water lots. The Port Authority and the Province are in the process of negotiating a new head lease but the lease has not been secured to date.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:00 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 7, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: May 14, 2013

From: Joe Erceg
General Manager, Planning and Development

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

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

Staff Recommendation

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

Joe Erceg
General Manager, Planning and Development

JE:kt

Att. 8

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

Staff Report

Origin

The purpose of this Report is to provide:

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

Findings of Fact

Council Approved Work Plan Summary

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

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

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

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

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

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

Second Open House - June 2012

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

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

Summary of the Three Proposed Development Options

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

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

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

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

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

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

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

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

ANALYSISOverview

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

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

Criteria to Evaluate Survey Findings

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

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

A discussion of these factors follows.

Overview of Survey Findings (Attachment 3)

1. General

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

2. What Residents Most Liked About Option 3:

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

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

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

4. *Other Commercial Services*

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

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

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

Population and Dwelling Unit (DU) Estimates

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

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

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

3.

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

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

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

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

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

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

(1) *Hamilton's Historic Planning Context*

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

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

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

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

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

(2) 2041 OCP Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. The Acceptability of The Proposed Building Density And Massing

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

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

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

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

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

(1) *General*

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

(2) *A Hamilton Grocery Store*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Overall Description:

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

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

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

(2) Proposed Hamilton Population Growth

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

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

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

(4) Vision

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

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

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

(6) *Design Principles*

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

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

(7) *Land Use and Density Policies*

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

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

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

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

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

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

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

(8) Parks and Open Space

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

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

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

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

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

(9) Community Indoor Recreation Space Considerations

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

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

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

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

b) *Private Commercial Indoor Recreation Space:*

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

(10) Public Library Service

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

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

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

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

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

(11) Community Policing Services Considerations

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

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

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

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

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

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

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

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

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

(13) Transportation Improvements

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

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

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

(14) Ecological Network and Environment Policies

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

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

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

(15) Single Family Uses

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

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

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

The Concept proposes the following:

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

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

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

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

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

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

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

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

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

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

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

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

(18) Proposed Financial Implementation Program

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

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

(19) Caution To Property Owners and Developers:

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

(20) Summary of Concept

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

Next Steps

If acceptable to Council, staff propose the following steps:

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

Financial Impact

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

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

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

Conclusion

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



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

MM:kt

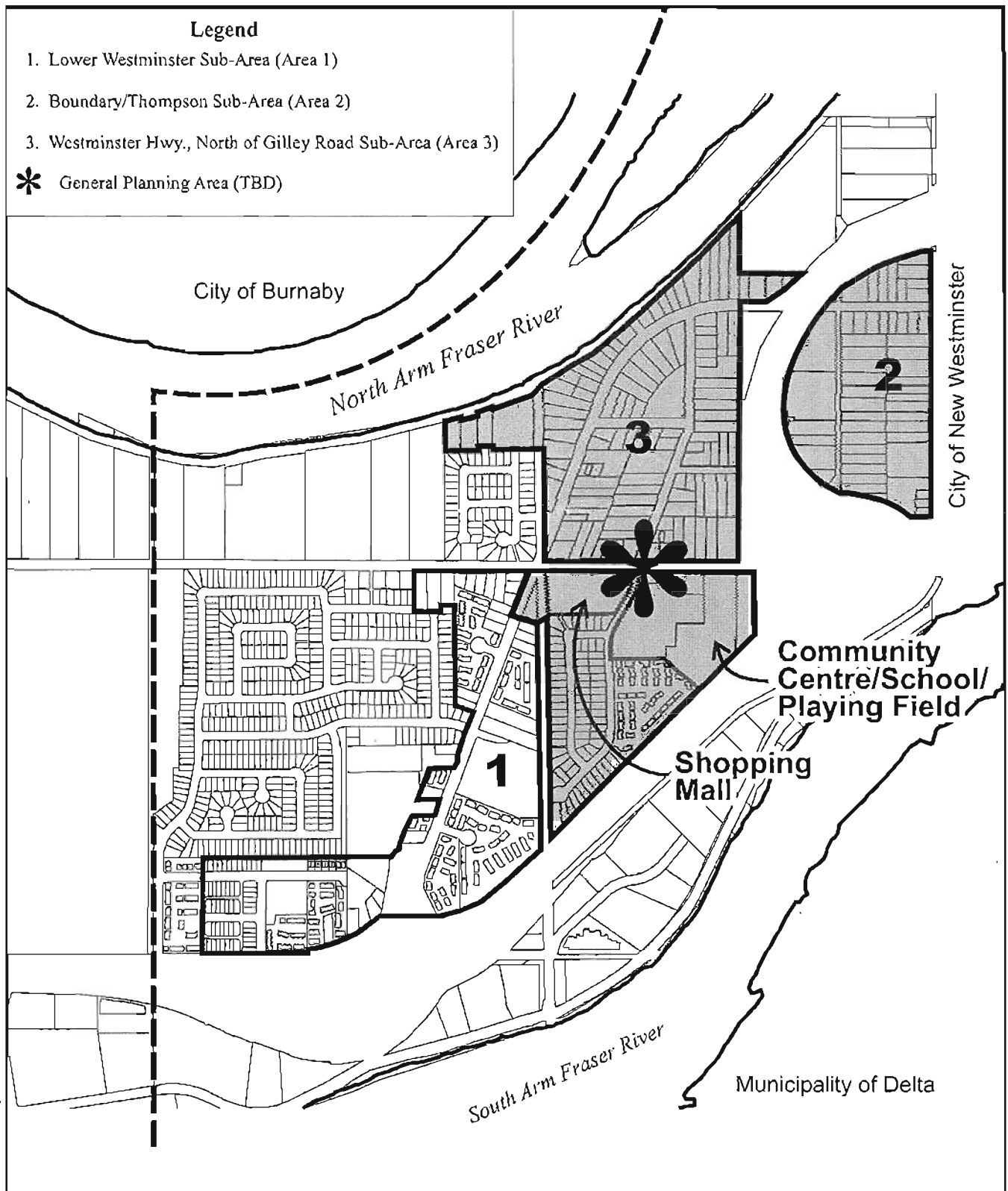


Terry Crowe, Manager,
Policy Planning (604-276-4139)

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

ATTACHMENT 1

Existing Hamilton Planning Areas Map



Hamilton Planning Areas (Shaded Areas)

Original Date: 04/19/10

Amended Date: 03/07/12

Note: Dimensions are in METRES

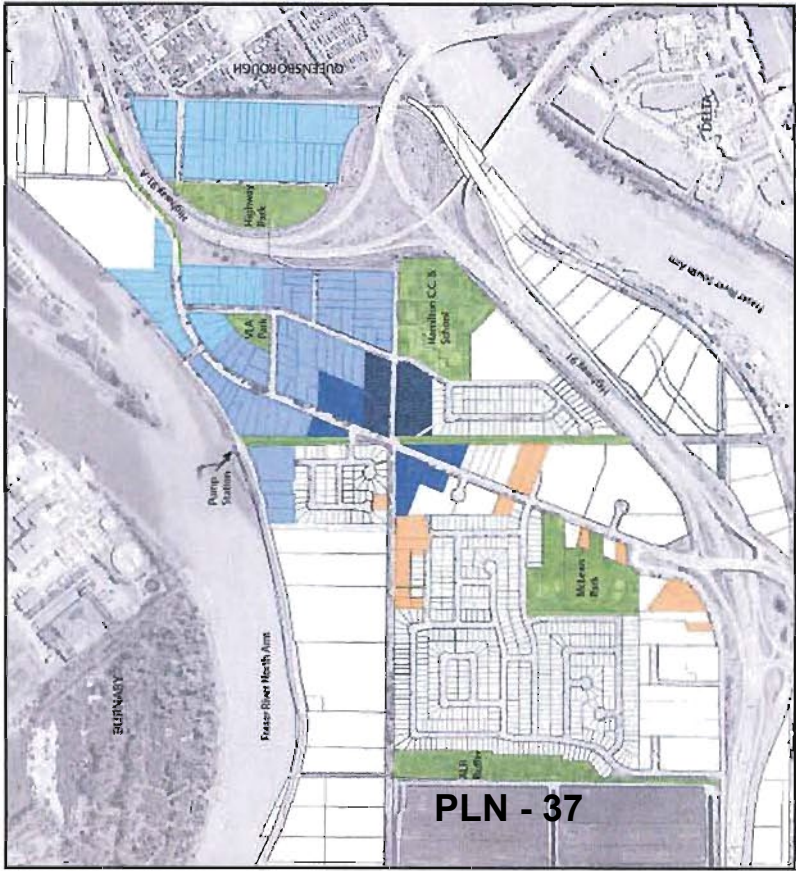
ATTACHMENT 2

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

Option 1

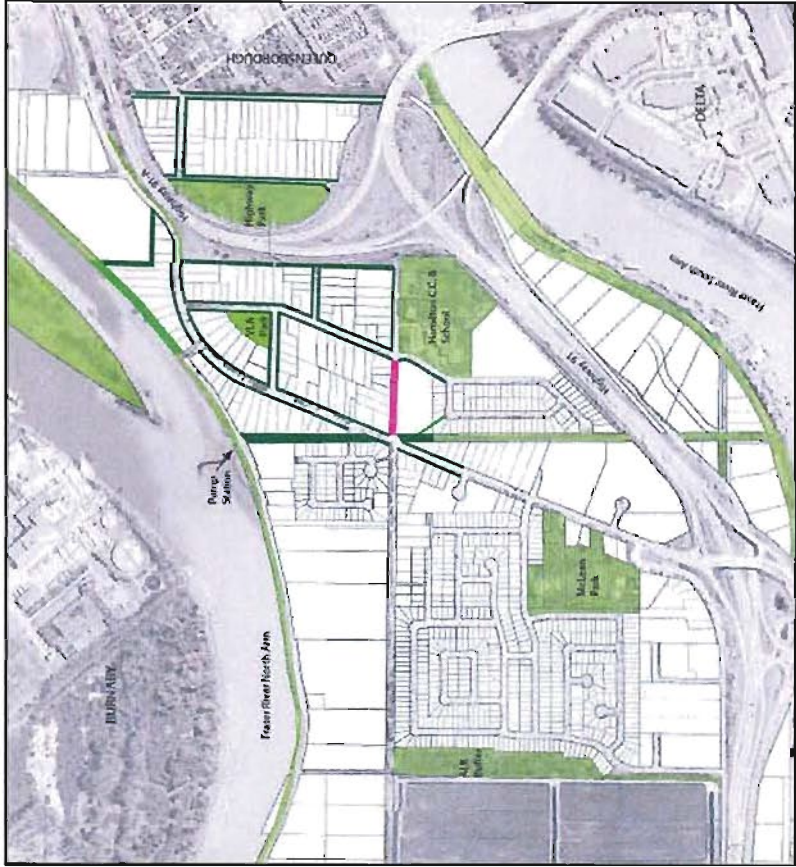
Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



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

PROPOSED OPEN SPACE AMENITIES



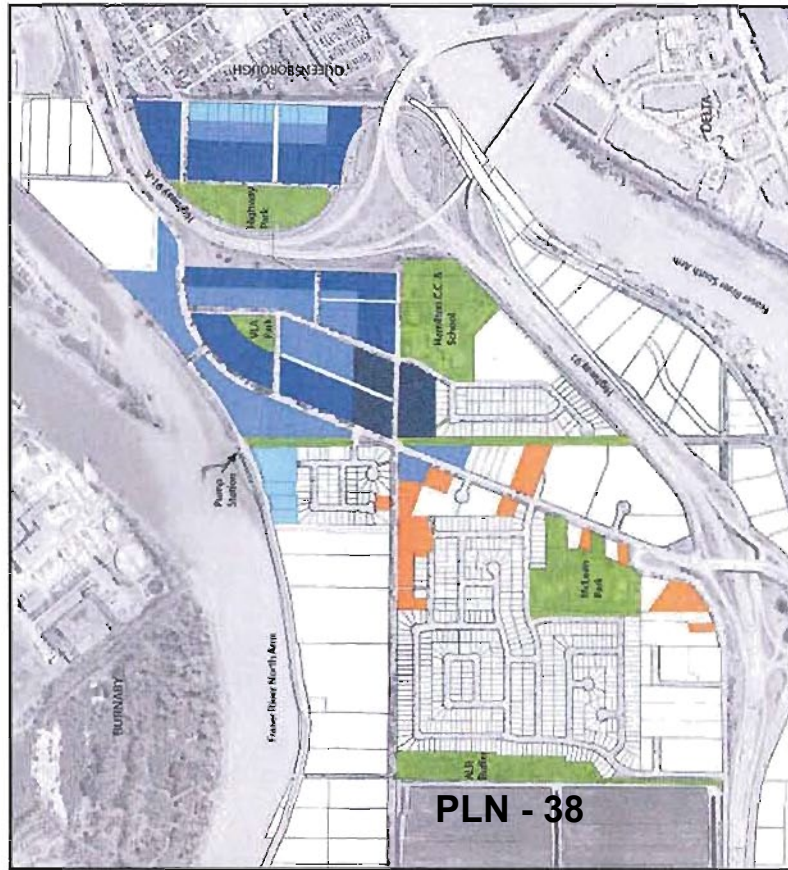
- LEGEND:
- Existing Open Space
 - IMPROVED OPEN SPACE:
 - Neighbourhood Park
 - Waterfront Park / Trail Network
 - Improved Trails & Paths
 - Improved Streets
 - High Street

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

Option 2

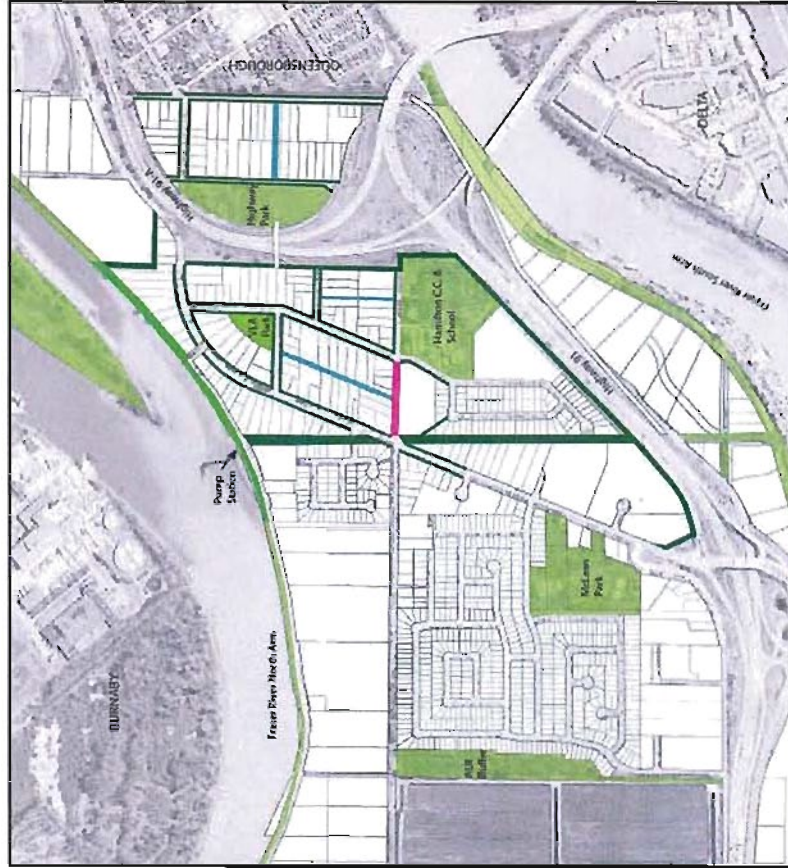
Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



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

PROPOSED OPEN SPACE AMENITIES



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

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

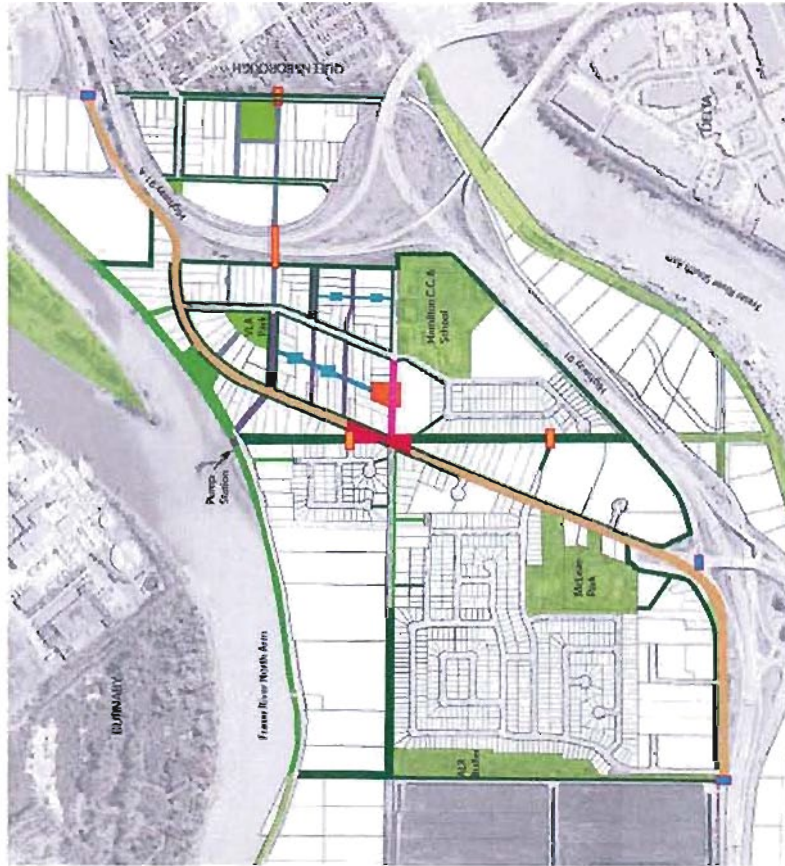
Option 3

Land Use, Density and Open Space Amenities

LAND USE AND DENSITY



PROPOSED OPEN SPACE AMENITIES



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

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

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

Introduction

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

Question No. 1: Preferred Option

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

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

For Area 2

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

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

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

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

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

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

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

For Area 3

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

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

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

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

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

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

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

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

Other Comments

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



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

Purpose:

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

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

Thank you

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

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

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

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

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

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

Housing Choices:

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

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

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

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

Other Services:

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

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

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

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

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

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

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

1. _____
2. _____
3. _____

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

1. _____
2. _____
3. _____

20. My general comments: _____

Thank you for your time

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

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

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

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

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

Results from Survey #2 on Three Proposed Development Options Received from June 26 to July 10, 2012

[illegible]

For Area 3 only: Rate from 1 to 3 your preference of each Option with 1 being the most appealing

	Option 1	Option 2	Option 3
1	8	8	47
2	4	26	2
3	26	2	7
			35

For Area 3 only, %:

Preference			
	Option 1	Option 2	Option 3
1	13%	13%	75%
2	13%	81%	6%
3	74%	6%	20%
			100%
			100%
			100%

This data has collectively combined Area's 2 & 3

	Option 1	Option 2	Option 3
Total of 1st Preference	13	21	85
	11%	18%	71%

	Option 1	Option 2	Option 3
Total of 2nd Preference	9	52	7
	13%	76%	10%

	Option 1	Option 2	Option 3
Total of 3rd Preference	53	4	13
	70%	5%	25%

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

Q2a

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

Q2b

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

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

Q3a

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

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

Q3b

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

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

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

Q4

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

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

Q5

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

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

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

1. Introduction

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

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

2. Comparison Chart

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

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

3. Conclusion

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

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

1. Introduction

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

2. Richmond's Inter-Municipal Goals For Hamilton

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

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

3. Comparison Chart

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

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

4. Conclusion

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

Proposed Option 4 Area Plan Concept (Concept)

(1) Overall Description:

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

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

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

(2) Proposed Hamilton Population Growth

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

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

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

(4) Vision

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

(5) Guiding Planning Principles

The Concept includes the following Guiding Planning Principles:

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

(6) Design Principles

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

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

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

(7) Land Use and Density Policies

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

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

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

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

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

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

(8) Parks and Open Space

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

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

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

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

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

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

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

(9) Community Indoor Recreation Space Considerations

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

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

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

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

b) *Private Commercial Indoor Recreation Space:*

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

(10) *Public Library Service*

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

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

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

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

(11) *Community Policing Services Considerations*

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

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

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

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

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

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

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

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

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

(13) Transportation Improvements

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

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

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

(14) Ecological Network and Environment Policies

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

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

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

(15) Single Family Uses

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

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

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

The Concept proposes the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

(18) Proposed Financial Implementation Program

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

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

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

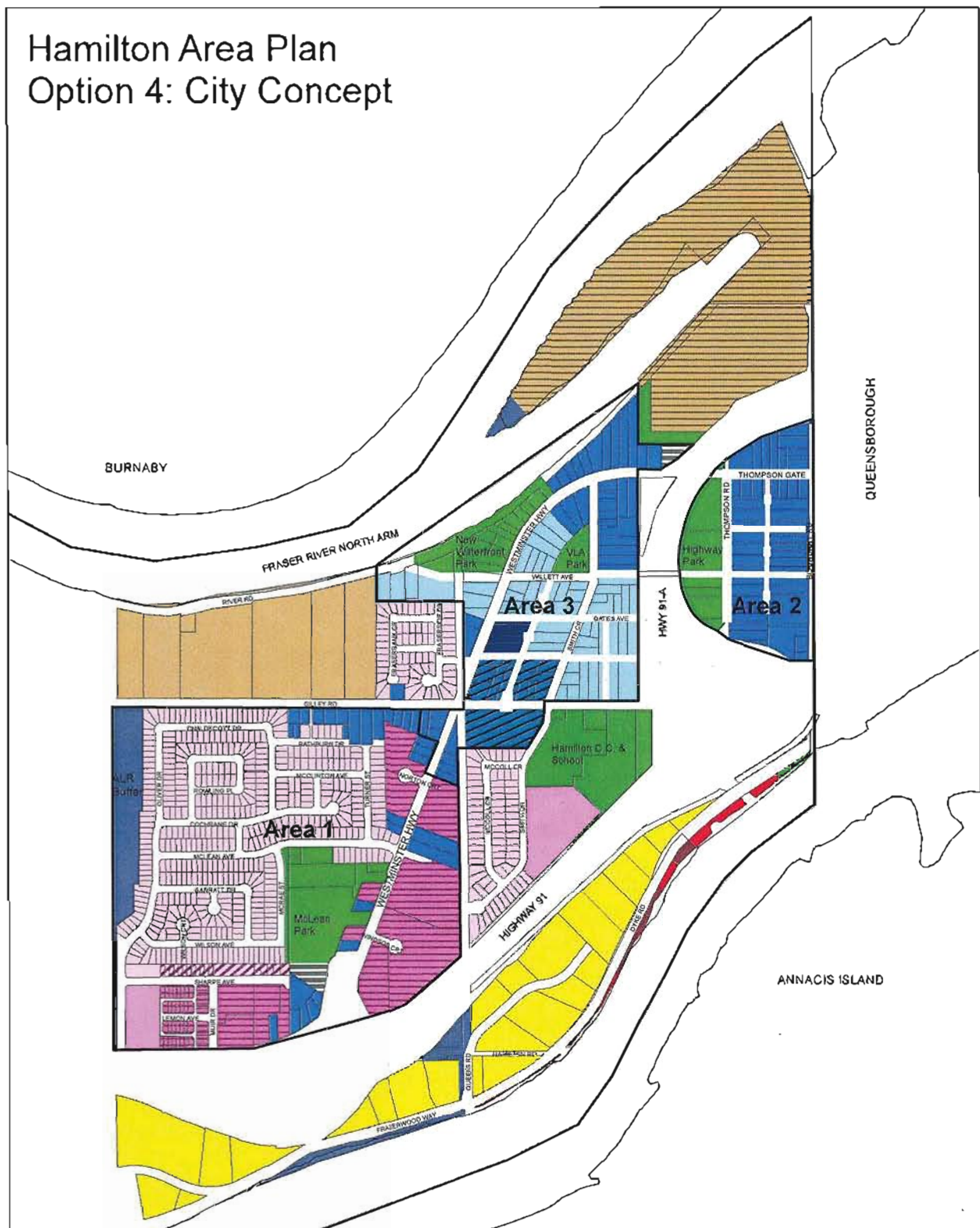
Possible Funding Methods To Implement the Proposed Hamilton Area Plan		
Funding Source	Area Plan Topic	Main Implementation Methods
DCC Payments by Developers or Credits for Developer Construction	Roads (Arterial) (Including Civic Beautification where applicable)	Developer DCC contributions and construction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

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

(19) Caution To Property Owners and Developers:

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

Hamilton Area Plan Option 4: City Concept



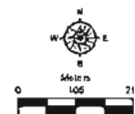
Existing Area Plan Land Use Types

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

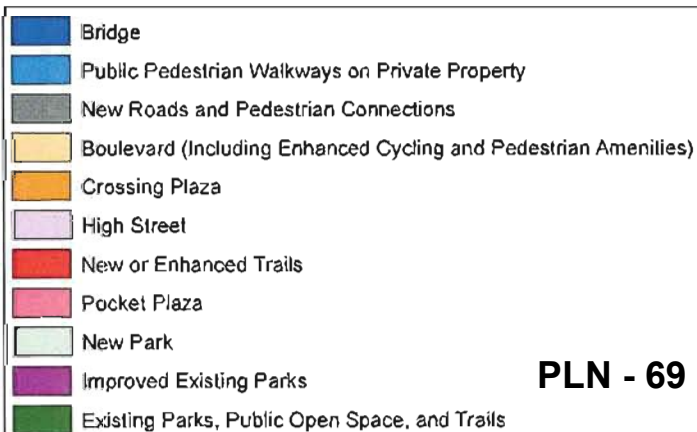
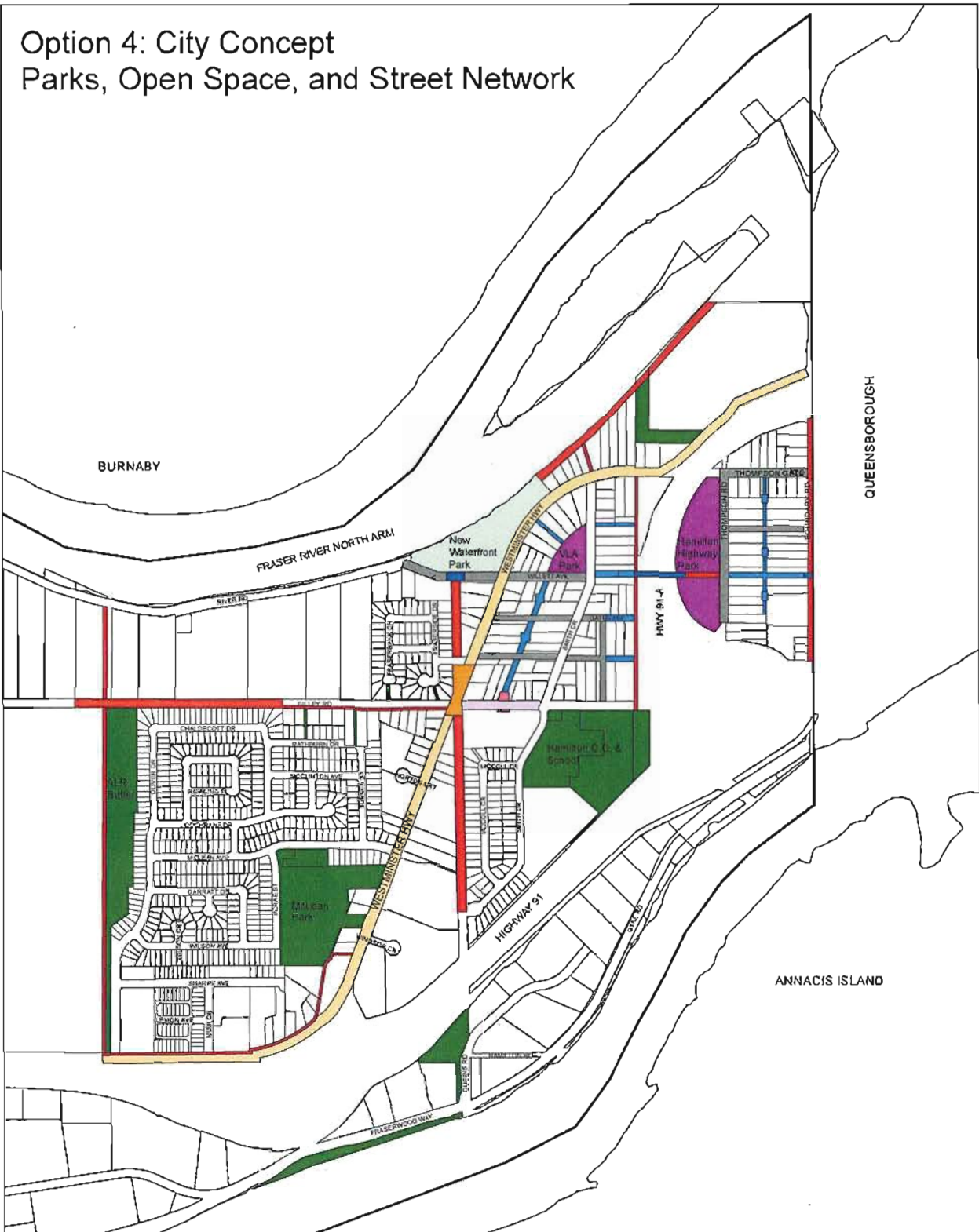
Proposed Land Use Types

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

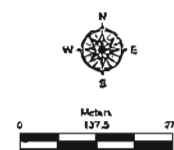
PLN - 68



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

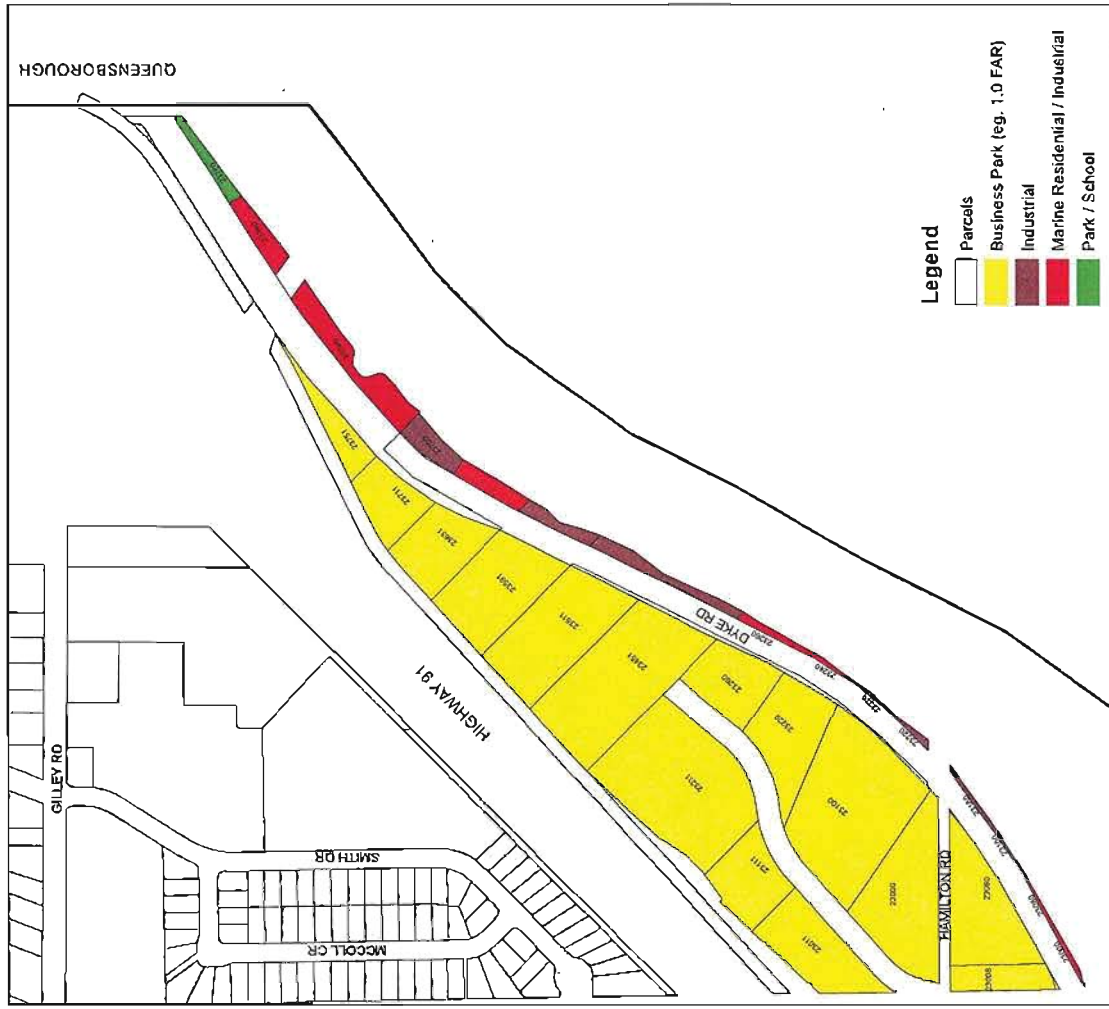


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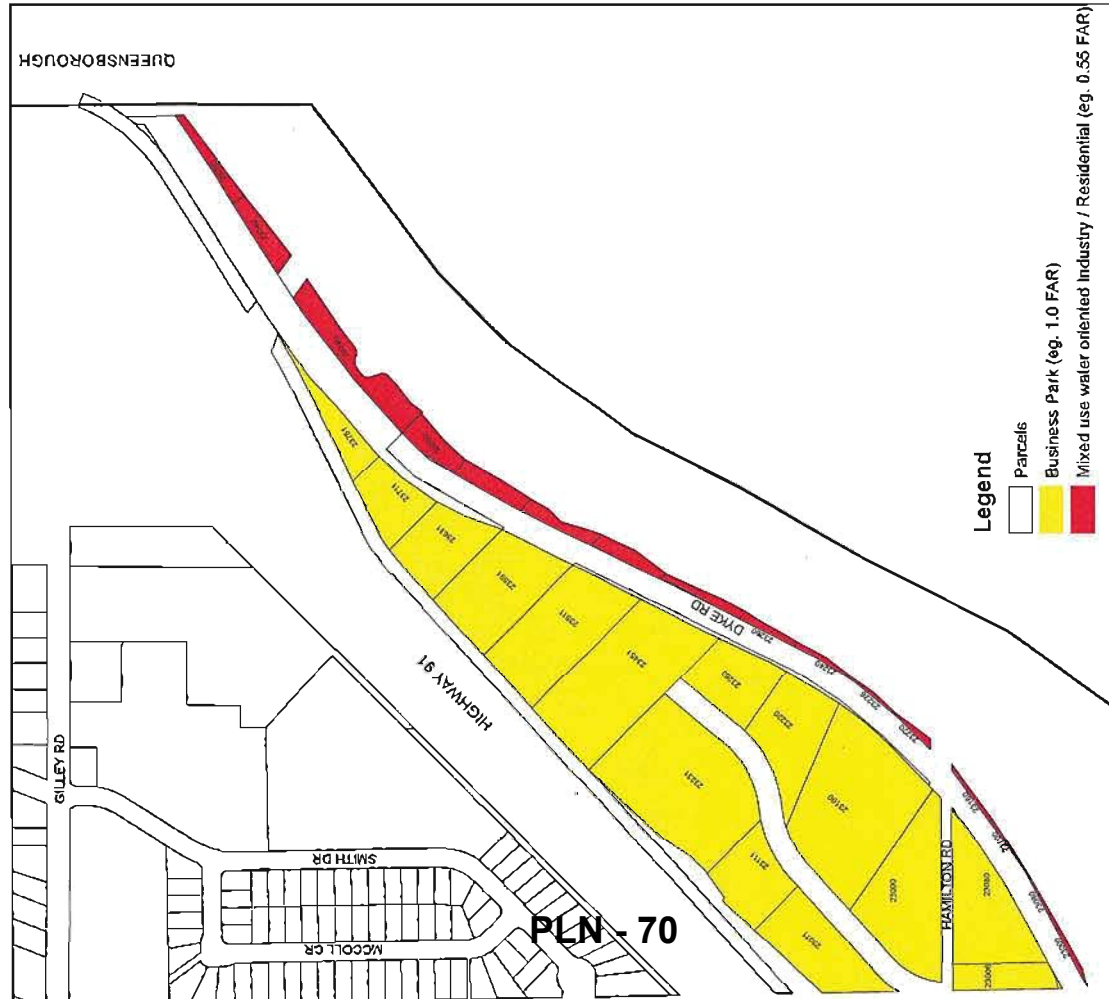


City of Richmond
April 30, 2013

Hamilton Area Plan Option 4: Proposed Land Use Types



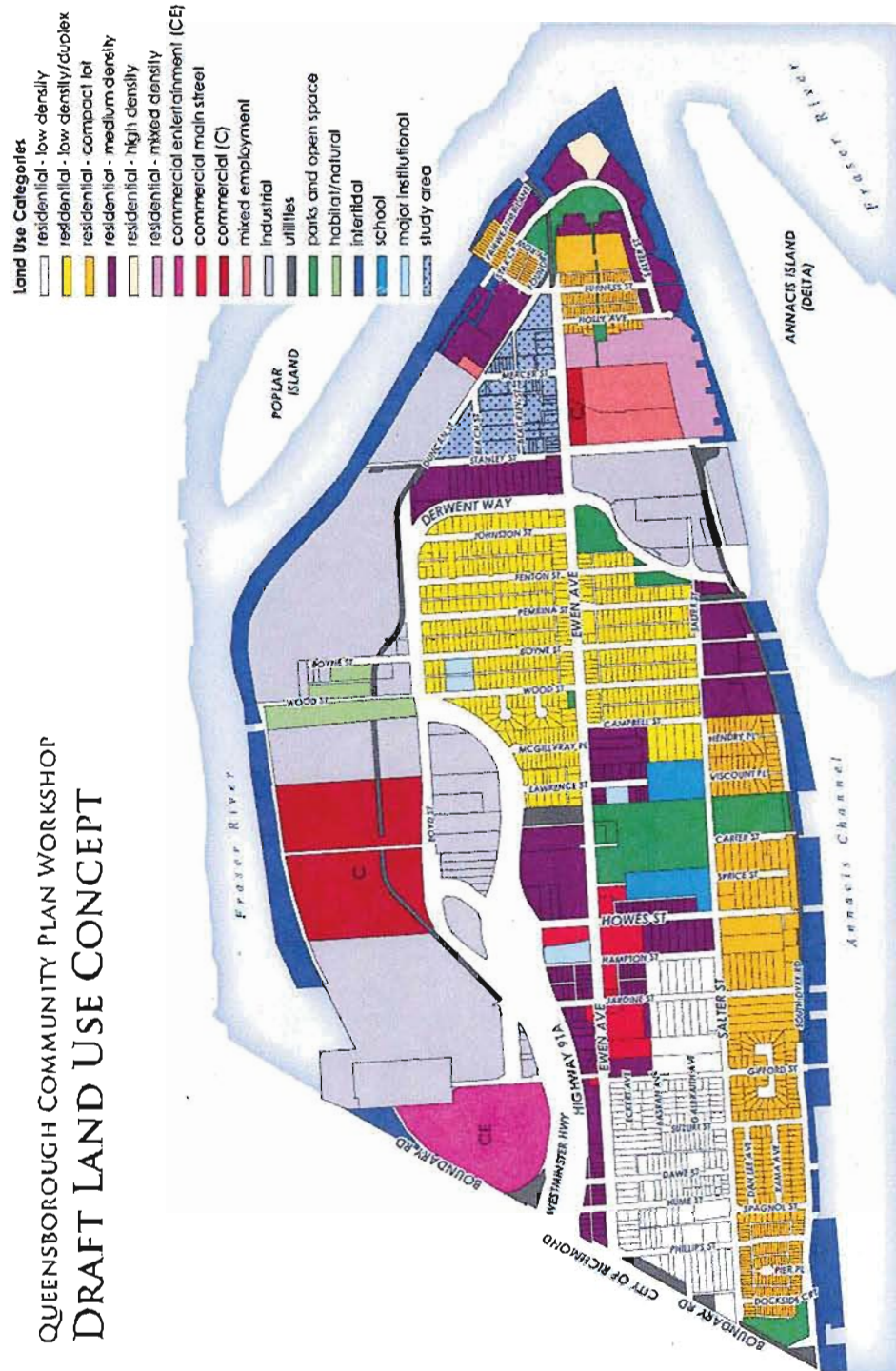
Hamilton Area Plan Option 4: Existing Area Plan



ATTACHMENT 7

Draft Queensborough Community Plan Map and Key Themes

PROPOSED LAND USE CONCEPT



Hamilton/Queensborough Map

Major Land Use Map

Richmond/Hamilton
Proposed Option 4 - Concept

Existing Area Plan Land Use Types

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

Proposed Land Use Types

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

PLN - 73

Bridgeview Shopping Centre (Oris)

City of Richmond
City of New Westminster

Hamilton School and Community Centre

Port Royal Neighbourhood Commercial

Landing Mall and Walmart

Ewan Ave Neighbourhood Commercial Area

Starlight Casino

Queensborough Middle School

Queensborough Community Centre

Queensborough Elementary

New Westminster/Queensborough Plan
Proposed DRAFT Queensborough Plan

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



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

(1) Introduction

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

(2) Richmond – Queensborough Community Amenities

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

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

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

(3) Richmond – Queensborough Private Retail Services

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

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

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



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 1, 2013
File: 08-4057-07

Gavin Woo,
Senior Manager, Building Approvals


Re: Proposed Expansion of Convertible Townhouse Features Through Inclusion of
Selected SAFERhome Standards

Staff Recommendation

That the Convertible Unit Guidelines, which apply to townhouse development, be expanded to include the specific SAFERhome features identified in this report.

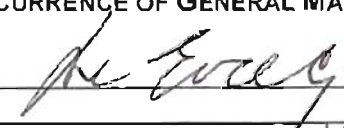


Wayne Craig
Director of Development



Gavin Woo
Senior Manager, Building Approvals

DN:kt
Att:3

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning		<input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: GT

Staff Report

Origin

The purpose of this report is to respond to a referral from the May 17, 2011 Planning Committee:

"That, in relation to the SAFERhome Standards Society, staff: (i) look at issues the City can implement; and (ii) undertake discussions with (a) small builders, and (b) the Richmond Committee on Disability".

Background

SAFERhome Standards Society

SAFERhome Standards Society is a non-profit organization that promotes the adoption and use of housing standards and practices that are safe, healthy and sustainable for everyone in the community. To achieve this objective, SAFERhome Standards Society offers a range of educational programs and advocates for changes within the construction industry. The organization's Executive Director familiarized members of Council with the 19-Point SAFERhome Standards that consist of a set of criteria for safer and more accessible homes, which was compiled by the organization and are listed in **Attachment 1**. Staff have been directed to review whether the criteria can be implemented in new development and to consult with small builders within the development community and the Richmond Committee on Disability (RCD).

Current Accessible Housing Options

The City has always taken a proactive role in securing a range of accessibility provisions in new developments. The following provides a synopsis of the five (5) types of accessibility identified and supported by the 2041 Official Community Plan (OCP). **Attachment 2** provides a detailed list of the features associated with each of the following typologies.

Aging in Place

Aging in place features improve accessibility and use for those with minor mobility challenges and respond to the needs of an aging yet active population. Aging in place features are required in all new townhouse and apartment developments.

Barrier Free Housing

Barrier Free Housing is designed and built to facilitate a move-in ready condition for an occupant/owner with mobility challenges. It is voluntary and developer/owner initiated.

Basic Universal Housing or Adaptable

Basic Universal Housing units, which may also be referred to as Adaptable units, facilitate ready access, use and occupancy by a person with a disability. As an incentive to the development community to build Basic Universal Housing units, 1.86 m² (20 ft²) per dwelling unit is excluded from the floor area ratio calculations provided the unit includes all the features articulated in Section 4.16 of the Zoning Bylaw (**Attachment 3**). Construction of Basic Universal Housing units is voluntary; however, designated affordable housing units are regularly constructed as Basic Universal Housing units and include all the features listed in the bylaw.

Convertible Units

Convertible housing features are secured in townhouse projects. They are designed and built to look like standard units but include features that facilitate ready accessibility and easy installation or modifications to suit the needs of an occupant with mobility challenges.

Convertible Unit Guidelines were drafted by staff to ensure consistency in the delivery of these units. There is no bylaw requirement for the provision of Convertible units. However, since 2007, at least one (1) Convertible unit has been secured in new small townhouse developments, and half of all townhouse developments consisting of more than 20 townhouses have provided two (2) or more Convertible units.

Visitability

Visitable units are designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant, and easily use one (1) bathroom. Adaptable, Barrier Free and Basic Universal units all facilitate visitability. Provision of the units is voluntary. Convertible units are visitable provided that the washroom is on the main floor or a lift mechanism has been installed.

Although all improvements to accessibility are supported and encouraged, aging in place features, Basic Universal Housing units, and Convertible units are actively negotiated during the development review process and built throughout the city. To ensure the delivery of accessible units and features, the location of Convertible and/or Basic Universal Housing units is noted on Development Permit and Building Permit plans, and specifications articulating the accessibility provisions within the building are drawn and/or noted on the plans. Through the building inspection process, building inspectors verify that the units have been built as noted on the Building Permit plans.

Once the Convertible and Basic Universal Housing units are constructed, they are sold or rented to the public by the developer; the City is not involved in the long term use or ownership of the units. However, there is interest in maintaining a consolidated information catalogue of the number and location of Convertible and Basic Universal Housing units being constructed in Richmond. Staff are actively working with the development community to investigate a means of establishing an information catalogue and its potential future application, as well as to develop and apply a suitable means to collect and manage this information. Staff anticipate bringing additional information forward to the Mayor and Councillors as part of a subsequent report.

Analysis

Analysis Methodology

Convertible unit features are tailored for inclusion in townhouse units, compared to the City's Basic Universal Housing features, which are applicable to single storey apartment units. A comparison of Convertible, Basic Universal Housing and SAFERhome features confirmed similarities between Convertible unit and SAFERhome criteria, whereas Basic Universal Housing units provide a more comprehensive list of accessibility provisions. Therefore, the focus of the analysis is whether incorporating the SAFERhome Standards criteria into the Convertible Unit Guidelines, which apply to townhouse development, is practical and

implementable. In addition to staff analysis of the feasibility and impact of including the 19-Point SAFERhome Standards criteria in the repertoire of accessibility features being secured within townhouse developments, representatives from small home builders, Urban Development Institute (UDI), and the Richmond Committee on Disability (RCD) were consulted by staff.

Analysis and Consultation Outcome

Attachment 4 provides both a detailed comparison and synopsis of SAFERhome Standards criteria and Convertible Unit Guidelines, and implementation recommendations. Based on the comparative analysis and consultation with small home builders, UDI representatives, and RCD, staff recommend that the Convertible Unit Guidelines be updated to include the following SAFERhome Standards criteria and one (1) equivalency provision:

1. SAFERhome Criteria 2
Comply with code constraints for thresholds within the unit;
2. SAFERhome Criteria 3
Demonstrate bath and shower controls are accessible;
3. SAFERhome Criteria 4
Provide pressure and temperature control valves on all shower faucets;
4. SAFERhome Criteria 5
Include wall reinforcements at bathtub, shower and toilet locations;
5. SAFERhome Criteria 6
Specify maximum pipe height to facilitate future lowering of countertops;
6. SAFERhome Criteria 7
Ensure cabinets underneath sinks are easily removed;
7. SAFERhome Criteria 8 (equivalency)
Increase minimum entry door width;
Demonstrate wheelchair movement between the hallway and rooms. Widen hallway/doorway to SAFERhome specifications if the unit layout does not demonstrate that wheelchair access is facilitated;
8. SAFERhome Criteria 12
Provide electrical outlets in specified locations;
9. SAFERhome Criteria 14
Upgrade to 4-plex outlets in master bedroom, home office, garage, and recreation room; and
10. SAFERhome Criteria 18
Include wall reinforcements at the top of stairs.

The SAFERhome Standards criteria that are not recommended for inclusion are features that would secure a less meaningful accessibility standard than those currently achieved and/or the associated cost is greater than the expected benefit. **Attachment 5** proposes updated Convertible Unit Guidelines, which identify the proposed additions in bold italicized text.

The consultation process created an opportunity to discuss accessibility provisions that are not included in the 19-Point SAFERhome Standards. Specifically, RCD advocated for the provision

of a side opening wall oven and an induction cooktop in the kitchen. The appliances would improve the range of accessible features within the kitchen; however, the appliances are more costly, and there are no industry standards for the vertical height of side opening wall ovens making them potentially difficult and costly to replace in the future.

Although Convertible units provide an option for individuals who desire enhanced accessibility in their home, the units are not necessarily occupied by owners/residents who require the accessibility features. To maximize the benefits of requiring the installation of a side opening wall oven and an induction cooktop, it is suggested that, as part of the OCP's required review of requirements and incentives associated with accessible units, the inclusion of these appliances in units that are secured for use by seniors be considered.

Financial Impact

The costs and associated benefits of SAFERhome features were considered in this analysis. The SAFERhome criteria proposed to be added to the Convertible Unit Guidelines have an associated nominal cost and are supported for inclusion by representatives of the development community and accessibility advocates. There is no financial impact to the City associated with the proposed amendments to the Convertible Unit Guidelines.

Conclusion

It is recommended that the Convertible Unit Guidelines be updated to include nine (9) SAFERhome Standards criteria and to introduce one (1) equivalency provision. Further, it is recommended that as part of the OCP required review of accessible unit requirements and incentives, the installation of a side opening wall oven and an induction cooktop be considered for housing secured for use by seniors.

By expanding the existing Convertible Unit Guidelines to include selected SAFERhome criteria, future townhouse developments will provide homes that include more accessibility provisions, which supports Council's term goal to reduce barriers to living a physically active life for vulnerable populations and people living with a disability.



Diana Nikolic
Planner 2-Urban Design

DN:kt

Attachment 1: 19-Point SAFERhome Standards Criteria

Attachment 2: Accessible Housing Features

Attachment 3: Zoning Bylaw Section 4.16: Basic Universal Housing Specifications

Attachment 4: SAFERhome and Convertible Unit Comparison & Synopsis of Recommendations

Attachment 5: Proposed Updated Convertible Unit Guidelines for Townhouses

19-Point SAFERhome Standards Criteria

Criteria 1: Exterior Thresholds

All exterior thresholds are flush.

Criteria 2: Interior Thresholds

All interior thresholds are to meet minimal code constraints (e.g. shower entrance removed or lowered).

Criteria 3: Positioning of Bath and Shower Controls

Typically bath and shower controls are located directly under the shower head in the middle of the shower stall wall and the bath/shower is next to the toilet creating a “pinch point” between the bath/shower and toilet. The conflict may be resolved by:

- i Adjusting the bathroom floor plan to accommodate a greater separation between the bath/shower and the toilet;
- ii Offsetting controls to a location roughly half way between the center and outside edge of the bath/shower; and/or
- iii Flipping the bath/shower and associated controls 180 degrees.

Criteria 4: Pressure/Temperature Control Valves

Install control valves on all shower faucets.

Criteria 5: Washroom Wall Reinforcements

All washroom bathtub, shower and toilet locations are reinforced with 2” x 12” solid lumber to facilitate proper installation of grab/safety bars in the future.

Criteria 6: Waste Pipes

By installing waste pipes at 304 mm-355 mm (12” – 14”) to the centre of the pipe from floor level, instead of 457 mm (18”) above the floor, sinks may be lowered in the future without incurring significant renovation costs.

Criteria 7: Sink Cabinets

Design and install cabinets underneath each sink to easily facilitate future height modification.

Criteria 8: Doors (pinch points)

Doors and pinch points are a minimum 863 mm (34”) wide and ideally 914 mm (36”) wide. The cost of a larger door is about \$10 per door in new construction. The cost of installing a larger door post construction is about \$1,500.

Criteria 9: Hallways

Hallways and staircases are a minimum 1016 mm (40”) wide and ideally (1066 mm) 42” wide, and include 45 degree angles to open up hall corners.

Criteria 10: Positioning of Light Switches

Position light switches at 1066 mm (42”) to the centre of the electrical box from the finished floor instead of at 1219 mm (48”) from the finished floor height.

Criteria 11: Positioning of Electrical Outlets

Position outlets at 457 mm (18") to the centre of the electrical box from the finished floor instead of at 18" so that the user does not need to bend down as far, which has significant implications for people with reduced mobility.

Criteria 12: Placement Locations of Electrical Outlets

1. Beside windows, especially where draperies or blinds may be mounted to install automated curtain and window controls in the future. If the window is wider than 152 mm (6"), install an outlet on either side;
2. Bottom of stairways to plug in a stair glider and/or a vacuum cleaner;
3. Beside the toilet to plug in a lift mechanism;
4. Above external doors (outside and inside) for future door openers and outside control;
5. On the front face of the kitchen counter for those who cannot easily reach the back counter in the kitchen to plug in devices. The same outcome can be achieved by positioning an outlet on a side wall beside the counter; and
6. At Node Zero Location (the place where all important electrical, cables, telephone wires and low voltage networks come together).

Criteria 13: Electrical Boxes

All light switches and A/C outlets use Smart electrical boxes (larger grey electrical box).

Criteria 14: Four-Plex Outlet Locations

Four-plex outlets placed in master bedroom, home office, garage, and recreation room. Commonly there are only single outlets in these locations which results in too many electrical devices vying for too few outlets.

Criteria 15: Telephone Pre-Wiring (Level 5 – 4 pair)

Install CAT 5E (4 pair) wires and connect to one central area (Node Zero Location).

Criteria 16: RG-6 Coaxial Cables Runs

Install RG-6 Quad cables and connect to one central area (Node Zero Location).

Criteria 17: Low Voltage Runs

Wiring network (e.g., door bells, security systems, etc.) returns to one central area (Node Zero Location).

Criteria 18: Wall Reinforcements (Top of the Stairs)

Reinforce walls at the top of all stairways with 2" x 12" solid lumber at 36" to centre.

Criteria 19: Provision for Multi-Storey Connection

Include either an allowance for an elevator option in stacked closets, or build all staircase(s) with a minimum width of 1066 mm (42").

Accessible Housing Features

Aging in Place

Typical aging in place housing features include:

- Lever type handles for plumbing features and door handles;
- Solid blocking in washroom walls for future grab bar installation; and
- Stairwell handrails.

Barrier Free Housing

Barrier Free Housing is designed and built to facilitate a move-in ready condition for an occupant/owner with mobility challenges. Unit features include:

- One bathroom with a wheel-in shower stall;
- Grab bars in washroom(s);
- Lower countertops;
- Kitchen work surfaces with knee space below;
- Accessible appliances and cupboards;
- Wider corridors and circulation areas; and
- Incorporation of Basic Universal Housing, and/or Convertible unit features.

Basic Universal Housing (also referred to as Adaptable units)

Basic Universal Housing units facilitate ready access, use and occupancy of the dwelling unit by a person with a disability. The Basic Universal Housing features are articulated in Section 4.16 of the Zoning Bylaw (**Attachment 3**) and include the following:

- One accessible washroom (including accessible toilet, sink and tub area);
- One accessible bedroom (including doors and space, window hardware, height, closet);
- Accessible kitchen (including counters, cupboards, plumbing);
- One living area (including window hardware and sill height);
- Corridor widths and floor surfaces;
- Outlets and switches;
- Patio and/or balcony; and
- Task lighting, cupboard handle specifications, and slip resistant floor surfaces.

Convertible Units

Convertible Units include features that facilitate ready accessibility and easy installation or modifications to suit the needs of an occupant with mobility challenges. Typical Convertible unit features include:

- One accessible washroom (including accessible toilet, future grab bar installation);
- Accessible kitchen (including wheelchair turning diameter or turning path diagram, counter width, and plumbing and gas pipe location);
- Corridor and doorway widths;
- Vertical circulation (including provisions to accommodate a stair lift or a vertical lift);
- One accessible parking space;
- Lever-type handles (plumbing, doors, and windows); and
- Windows (bathroom, kitchen, and living room).

Visitability

A visitable unit is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom. Typical features include:

- One entrance with no steps, a flush threshold and a wider door; and
- One accessible washroom on the visiting floor, with a wider door and manoeuvring space.

Zoning Bylaw Section 4.16: Basic Universal Housing Specifications

4.16 Basic Universal Housing Features

Purpose

4.16.1 The basic universal housing features described in Section 4.16 are intended to facilitate ready access, use and occupancy of a dwelling unit by a person with a disability.

Building Access

4.16.2 Each dwelling unit and each type of amenity space shall be accessible to a person with a disability from a road and from an on-site parking area.

4.16.3 Access to the elevator shall be provided from both the road and the entry to the on-site parking area.

4.16.4 An automatic door opener shall be provided for the main entry.

Doors and Doorways

4.16.5 The minimum clear openings for all entry doors to every dwelling unit and doors in common areas shall be no less than 850.0 mm (which will be provided by a swing door). *[Bylaw 8736, Sep 5/12]*

4.16.6 The minimum clear opening for the interior doors to at least one bedroom, one accessible bathroom and to common living areas in every dwelling unit shall be no less than 800.0 mm (which will be provided by a swing door). *[Bylaw 8736, Sep 5/12]*

4.16.7 Doors in every dwelling unit and common areas shall be operable by devices that do not require tight grasping or twisting of wrist.

4.16.8 Flush thresholds throughout the building shall be a maximum of 13.0 mm in height.

4.16.9 The above-noted requirements for doors do not apply to mechanical rooms, service areas, closets, etc. where through access is not required and access to a person with a disability is not anticipated.

4.16.10 Clear openings shall be measured as illustrated in Figure 1 below.

Figure 1. Clear Opening Measurement For Doors

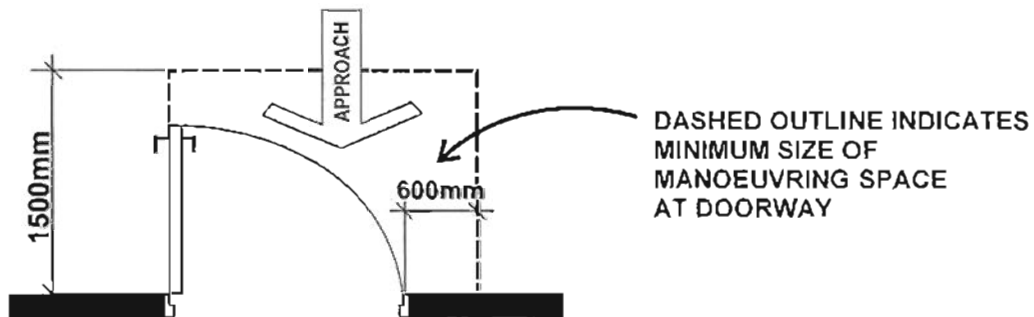


Manoeuvring Space at Doorways

4.16.11 Entry doors to every dwelling unit and door assemblies in common areas shall have a clear and level area which is not less than the following:

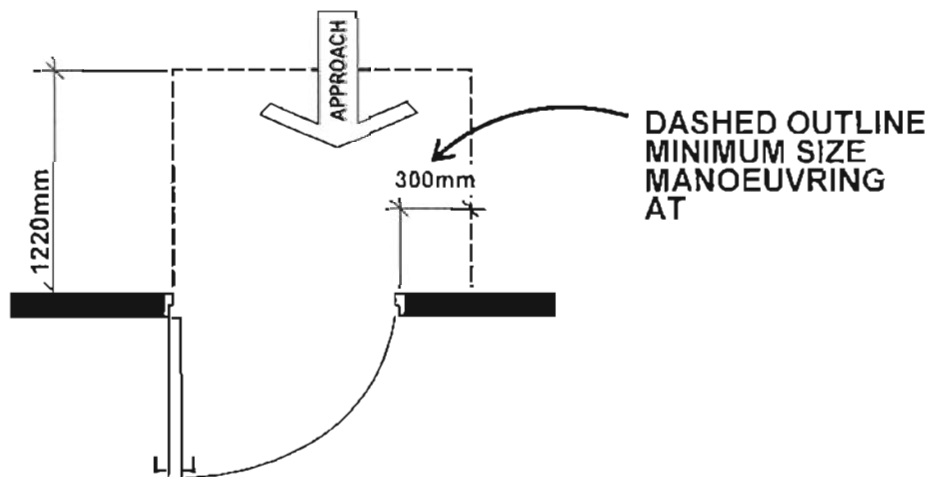
- a) Where the door swings toward the area (pull door), 1500.0 mm long by the width of the door plus at least 600.0 mm clear space on the latch side, as illustrated in Figure 2 below. This requirement to apply to door assemblies to one bathroom and one bedroom in 2 bedroom and larger dwelling units. *[Bylaw 8736, Sep 5/12]*

Figure 2. Front Approach, Pull Side *[Bylaw 8736, Sep 5/12]*



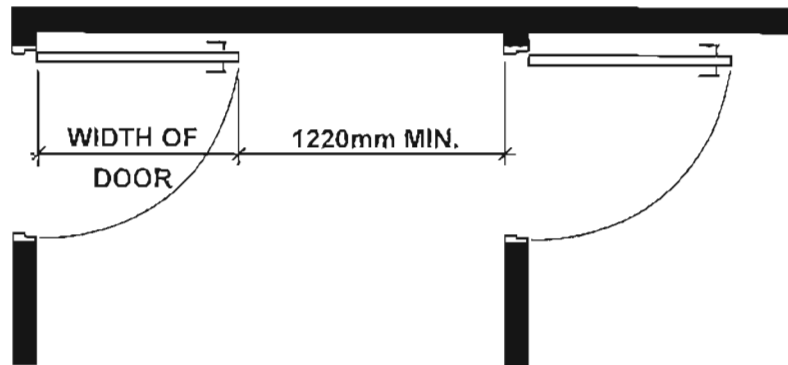
- b) Where the door swings away from the area (push door), 1220.0 mm long by the width of the door plus at least 300.0 mm clear space on the latch side, as illustrated in Figure 3 below. This requirement to apply to door assemblies to common living areas in every dwelling unit, and one bathroom and one bedroom in 2 bedroom and larger dwelling units. *[Bylaw 8736, Sep 5/12]*

Figure 3. Front Approach, Push Side *[Bylaw 8736, Sep 5/12]*



- c) Where there are doors in a series in common areas, there must be separation of at least 1220.0 mm plus the width of the door, as illustrated in Figure 4 below.

Figure 4. Separation of Doors in Series



- d) Entry doors to every **dwelling unit** are exempted from the requirement to provide the 1220.0 mm long clear area and 300.0 mm or 600.0 mm clear space if rough in wiring is provided for future conversion for an automatic door opener. *[Bylaw 8736, Sep 5/12]*

Corridor Widths

4.16.12 Common corridors shall be no less than 1220.0 mm wide and provide a clear area not less than 1500.0 mm by 1500.0 mm adjacent to the elevator entrance. *[Bylaw 8736, Sep 5/12]*

Floor Surfaces

4.16.13 Floor surfaces throughout the building shall have no abrupt changes in level, i.e., a maximum break of the flush threshold of 13.0 mm height. This requirement does not apply to exterior balcony, patio and deck door sills. *[Bylaw 8736, Sep 5/12]*

4.16.14 Floor surfaces shall be slip resistant.

4.16.15 Where carpets are used, they must be firmly fixed, have a firm underlay and pile under 13.0 mm height.

Windows

4.16.16 Windows which are accessible shall have a window sill height that does not exceed 750.0 mm above the floor to afford seated viewing. At least one window in the bedroom and one window in the living room shall afford such seated viewing.

4.16.17 Windows which are accessible shall have opening mechanisms operable with one hand and of a type that does not require tight grasping, pinching or twisting of the unit.

Outlets and Switches

4.16.18 Light switches and electrical panels shall be 900.0 to 1200.0 mm from the floor. Intercom buttons shall be a maximum 1375.0 mm from the floor ^[Bylaw 8736, Sep 5/12]

4.16.19 Electrical outlets, cable outlets and telephone jacks shall be located 455.0 mm to 1200.0 mm from the floor. ^[Bylaw 8736, Sep 5/12]

4.16.20 Thermostats shall be located between 900.0 mm to 1200.0 mm from the floor. ^[Bylaw 8736, Sep 5/12]

4.16.21 The operable part of controls shall be located within reach of a clear floor area that has a width of not less than 750.0 mm.

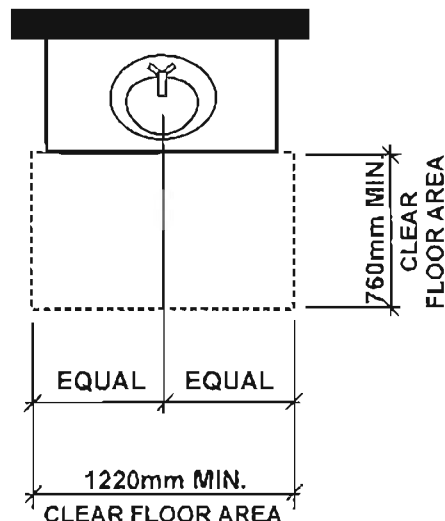
4.16.22 Light switches will be rocker or paddle-type switches.

Bathrooms

4.16.23 At least one bathroom shall:

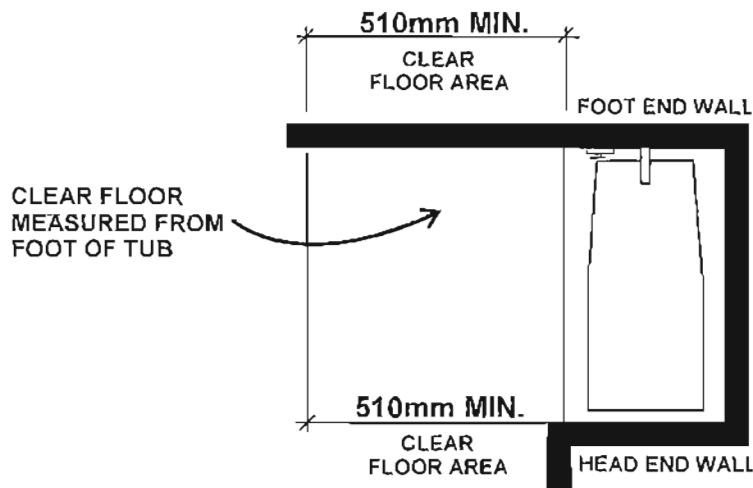
- a) have a toilet positioned with the centre line of the toilet 420.0 mm to 480.0 mm from a side wall on which a grab bar can be installed and at least 510.0 mm from any obstruction on the non-grab bar side and at least 800.0 mm from any obstruction in front of the toilet; and ^[Bylaw 8736, Sep 5/12]
- b) have a clear floor area at the sink of 760.0 mm by 1220.0 mm positioned for a parallel approach and centred on the sink, as illustrated in Figure 5 below.

Figure 5. Clear Floor Area at Sink



- c) have a minimum clear area of 510.0 mm in depth along the full length of the bathtub, as illustrated in Figure 6 below. ^[Bylaw 8736, Sep 5/12]

Figure 6. Clear Floor Area at Tub ^[Bylaw 8736, Sep 5/12]



- d) have structural reinforcement in walls behind and beside the toilet and the walls around the tub and/or shower to facilitate the installation of grab bars; and
- e) include easy to grasp handles on faucets, e.g., lever-type faucets.

4.16.24 Where bathrooms are provided to serve a common amenity space, at least one shall be wheelchair accessible as described in the Building Code and the top of the rim of the toilet in that one bathroom shall be 480.0 mm above the floor.

Kitchens

4.16.25 The kitchen must have:

- a) some usable counter space and cupboards that can be easily accessed by people with disabilities, including people with wheelchairs, e.g., continuous counter between the stove and sink; adjustable shelves in all cabinets; pull-out work boards at 810.0 mm height; and pull-out cabinet shelves;
- b) easy to grasp handles on faucets, e.g., lever-type faucets;
- c) easy to reach and grasp handles on cupboards, e.g., D or J type cabinet handles and grab edges under counters;
- d) task lighting at sink, stove and key work areas; and
- e) plumbing and utility pipes located to provide for a potential 810.0 mm wide under counter workspace so as not to prevent the easy future conversion of counter space and sinks to being universally accessible for knee space under the sink and where there is a counter top stove built in.

Bedroom & Closet

4.16.26 The space around a bed in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have sufficient space to provide a turning diameter of 1500.0 mm on one side of a double bed.

4.16.27 The clothes closet in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have a clear opening of at least 900.0 mm, clear floor space of at least 750.0 mm by 1200.0 mm and a clothes hanger rod than can be lowered to 1200.0 mm.

Patios and Balconies

4.16.28 Access doors shall have a minimum clear opening of 800.0 mm. *[Bylaw 8736, Sep 5/12]*

4.16.29 Minimum dimensions of any balcony or patio shall be 1500.0 mm by 1500.0 mm. This requirement does not apply to "Juliet" or "French" style of balcony or patio. *[Bylaw 8736, Sep 5/12]*

SAFERhome and Convertible Unit Comparison & Synopsis of Recommendations

Legend:

✓ SAFERhome criteria feature currently achieved

✗ SAFERhome criteria not recommended

Ⓢ SAFERhome criteria supported. Update to Convertible Unit Guidelines recommended

Ⓜ SAFERhome criteria not recommended but to achieve an equivalent outcome, an update to the Convertible Unit Guidelines is recommended

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
Criteria 1: Flush exterior thresholds		✗ SAFERhome criteria not recommended. Concern that lack of a threshold may result in water ingress.
Criteria 2: All interior thresholds within units meet minimal code constraints		✓ SAFERhome feature currently achieved through compliance with BC Building Code.
Criteria 3: Position of bath/shower controls		Ⓢ SAFERhome criteria supported. Applicant is to demonstrate that bath and shower controls are accessible either because of the bathroom layout or the placement of fixtures, which may require them to be offset, or flipping the bath/shower and associated controls.
Criteria 4: Installation of pressure and temperature control valves on all shower faucets.		✓ SAFERhome feature currently achieved through compliance with BC Building Code.
Criteria 5: All bathtub, shower and toilet locations reinforced with solid lumber (2" x 12")	Wall blocking for future grab bar installation at toilet, tub and shower	✓ SAFERhome feature currently achieved through compliance with existing Convertible Unit Guidelines.
Criteria 6: Waste pipes installed no higher than 304 mm to 355 mm (12"-14") from floor level		Ⓢ SAFERhome criteria recommended. Allows easier future modification of kitchen and bathroom areas. No additional cost expected.
Criteria 7: Cabinets underneath each sink are easily removed	Clear area needed under future work space. Plumbing and gas pipes in-wall and in-floor located clear of under counter area of future work space (min. 810 mm wide counter)	Ⓢ SAFERhome criteria recommended. No additional cost expected as most millwork is modular

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
Criteria 8: Doors (pinch points) Doors and pinch points are a minimum of 863 mm (34") but ideally 914 mm (36") wide	Entry door minimum 855 mm clear opening	(S) SAFERhome criteria recommended. Allows for easier access through entry doors. Estimated \$15 additional cost per door. Update Convertible Unit Guidelines to increase entry door width.
	Patio/balcony min. 860mm clear opening	X SAFERhome criteria not recommended. Maintain existing Convertible Unit Guideline.
	Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with thresholds max. 13 mm height	(=) SAFERhome criteria not recommended. Through the consultation process, staff were advised that it is the layout of the unit, rather than the width of the hallway and doorway(s), that determines whether a wheelchair can make a 90 degree turn. Update existing Convertible Unit Guidelines to require the applicant to demonstrate that the unit layout facilitates wheelchair access and to widen the hallway and/or doorway(s) if necessary to secure access.
Criteria 9: Hallways Hallways are a minimum of 1016 mm to 1066 mm (40"-42") wide	Min. 900 mm width	X SAFERhome criteria not recommended. See comments associated with Criteria 8.
Criteria 10: Position of light switches Positioned 1066 mm (42") from the finished floor		X SAFERhome criteria not recommended. The BC Building Code specifications (900-1200 mm) secure a compatible location range.
Criteria 11: Position of outlets Positioned 457 mm (18") from the finished floor		X SAFERhome criteria not recommended. The BC Building Code specifications (455-1200 mm) secure a compatible location range.
Criteria 12: Location of Electrical Outlets		(S) SAFERhome criteria recommended.
Criteria 13: Electrical boxes		X SAFERhome criteria not recommended. Potential installation/coordination difficulties.
Criteria 14: Four-plex outlet locations		(S) SAFERhome criteria recommended.
Criteria 15: Telephone pre-wiring Criteria 16: RG-6 Coaxial Cable (WiFi) Criteria 17: Wiring network		X SAFERhome criteria not recommended. Wireless technology is common and can perform the function.
Criteria 18: Wall reinforcements (top of stairs)		(S) SAFERhome criteria recommended. Allows for easier future modification and no/limited additional cost.
Criteria 19: Either an allowance for an elevator option in stacked closets, or build staircase(s) with a minimum width of	Stair lift, staircase width, framing support and landings noted on floor plans in compliance with manufacturer specifications OR vertical lift,	X SAFERhome criteria not recommended. Clearance requirements are currently based on design specifications for lifts that don't require the minimum suggested width. Estimated cost to install elevator shaft option:

SAFERhome 19-Point Criteria	Convertible Unit Feature	Staff Recommendation
1066 mm (42")	depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specifications. Framing to accommodate shaft construction without impact to surrounding structure.	\$400 Estimated cost of building materials to construct wider stairway: \$40 Maintain existing Convertible Unit Guideline requirement.
	Entry door clear exterior floor space minimum 1220 mm depth by door width plus 600 mm on latch side	Maintain existing Convertible Unit Guideline requirement.
	Lever type handles for all doors and plumbing fixtures	Maintain existing Convertible Unit Guideline requirement.
	Minimum 1 accessible parking space with minimum 4 m garage width	Maintain existing Convertible Unit Guideline requirement.
	Access from garage to living area minimum 800 mm clear opening	Maintain existing Convertible Unit Guideline requirement.
	Toilet clear floor space minimum 1020 mm at side and in front	Maintain existing Convertible Unit Guideline requirement.
	Kitchen: 1500 mm turning diameter or turning path diagram	Maintain existing Convertible Unit Guideline requirement.
	Bathroom, kitchen and living room: Min. 1 window that can be opened with a single hand	Maintain existing Convertible Unit Guideline requirement.

Proposed Updated Convertible Unit Guidelines for Townhouses

Convertible Unit Guidelines (Note: SAFERhome criteria proposed for inclusion are shown in bold italics)	
Doors & Doorways	<i>Entry doors are a minimum 863 mm but ideally 914 mm and have clear access.</i>
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener).
	Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with flush thresholds max. 13 mm height. <i>Demonstrate wheelchair access between the hallway and rooms and widen hallway and/or doorway(s) if necessary to secure access.</i>
	Patio/balcony min. 860 mm clear opening. Note how accessed.
	<i>All interior thresholds within units comply with BC Building Code.</i>
	Lever-type handles for all doors
Vertical Circulation	Stair lift, staircase width, framing support, and landings, as noted on floor plans in compliance with manufacturer specs
	Vertical lift, depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specs. Framing to accommodate shaft construction without impact to surrounding structure.
	<i>At the top of all stairways, walls are reinforced with 2" x 12" solid lumber at 914 mm to centre.</i>
Hallways	Min. 900 mm width.
Garage	Min. 1 accessible parking space with min. 4 m garage width.
	Access from garage to living area min. 800 mm clear opening.
Bathroom (Min. 1)	Toilet clear floor space min. 1020 mm at side and in front.
	Wall blocking for future grab bar installation at toilet, tub and shower. <i>Reinforced with 2" x 12" solid lumber in all bathtub, shower, and toilet locations.</i>
	Lever-type handles for plumbing fixtures.
	<i>Pressure and temperature control valves are installed on all shower faucets.</i>
	<i>Cabinets underneath sink(s) are easily removed.</i>
	<i>Demonstrate bath and shower controls are accessible (layout or fixture placement)</i>
Kitchen	Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter). <i>All pipes are brought in no higher than 304 mm to 355 mm to the centre of the pipe from floor level.</i>
	<i>Cabinets underneath sink are easily removed.</i>
	1500 mm turning diameter or turning path diagram.
	Lever-type handles for plumbing fixtures.
Windows	Min. 1 window that can be opened with a single hand (bathroom, kitchen, living room)
Outlets & Switches	<i>Placement locations of electrical outlets: beside window, bottom of stairways, beside toilet, above external doors (outside and inside), on front face of kitchen counter, within proximity of control centre for smart home options.</i>
	<i>Upgrade to four-plex outlets in master bedroom, home office, garage, and recreation room.</i>



To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 10, 2013
File: RZ 12-619503

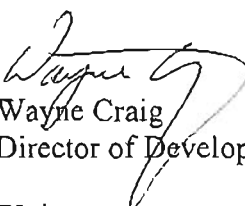
Re: Application by Sandhill Homes Ltd. for Rezoning at 9080 No. 3 Road from
Assembly (ASY) to Low Density Townhouses (RTL4)

Staff Recommendation

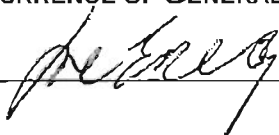
1. That Official Community Plan Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9030, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw 9031, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:kt
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

Sandhill Homes Ltd. has applied to the City of Richmond for permission to rezone 9080 No. 3 Road (**Attachment 1**) from Assembly (ASY) to Low Density Townhouses (RTL4) in order to permit the development of 12 townhouse units with vehicle access from 9100 No. 3 Road. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

To the North: A vacant site zoned Gas and Service Stations (CG1) at the corner of Francis Road and No. 3 Road.

To the East: Existing 28 unit three-storey townhouse development to the northeast at 8080 Francis Road and single-family dwellings on lots zoned Single Detached (RS1/E) to the southeast, fronting Rideau Drive.

To the South: Recently approved 18 unit two- to three-storey townhouse development at 9100 No. 3 Road.

To the West: Across No. 3 Road, existing two-storey apartment buildings on lots in Land Use Contract (LUC100).

Background

The subject site formerly contained two (2) single-family homes (9060 and 9080 No. 3 Road) in the 1980's.

On August 26, 1991, Council adopted Official Community Plan Amendment Bylaw 5683 and Zoning Amendment Bylaw 5684 to designate 9080 No. 3 Road (the original single-family parcel) and 8100 & 8120 Francis Road (presently 8080 Francis Road) "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow the Etiz Chaim Synagogue to construct and expand a modernized Synagogue at the site (REZ 90-147).

On February 17, 1992, Council adopted Official Community Plan Amendment Bylaw 5827 and Zoning Amendment Bylaw 5828 to designate 9060 No. 3 Road "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow this lot be included in the Etiz Chaim Synagogue expansion proposal (REZ 91-283).

Subsequently, 9060 & 9080 No. 3 Road and 8100 & 8120 Francis Road were consolidated into one site for Assembly purposes – 8080 Francis Road (the consolidated Synagogue site); however, the new Synagogue was never built on this Assembly site.

On January 24, 2006, Council adopted Zoning Amendment Bylaw 7860 to rezone the north-eastern portion of the consolidated Synagogue site to "Comprehensive Development District (CD/159)" (presently "Town Housing (ZT62) – Francis Road") to permit the development of 28 three-storey townhouses (RZ 03-243383). The Development Permit for the 28 unit townhouse development was issued on February 27, 2006 (DP 03-247945).

To facilitate the proposed townhouse development fronting Francis Road, the consolidated Synagogue site was subdivided into two (2) lots (SD 03-254712) in May 24, 2005:

- 8080 Francis Road - zoned "Town Housing (ZT62) – Francis Road" with a 28 unit townhouse development; and
- 9080 No. 3 Road (subject site of this report) - zoned "Assembly (ASY)", and is currently vacant.

Related Policies & Studies

Council's May 24, 2011 Revised "Community Institutional" Assembly Use Policy

On May 24, 2011, Council approved the following policy to manage the conversion of assembly sites:

- *"Whereas applications to redesignate from "Community Institutional" to other OCP designations for the purpose of redevelopment will be entertained and brought forward via the Planning Committee for consideration, without the need to retain assembly uses. This represents a change in approach as historically redesignation of "Community Institutional" sites has been discouraged; and*
- *Whereas staff will ensure that typical development elements (e.g. access, parking, layout, tree protection, etc.) are reviewed and evaluated; and*
- *Whereas staff will negotiate typical development requirements (e.g. child care, public art, Affordable Housing Strategy requirements, servicing upgrades, etc.) but will not specifically require a "community benefit" provision; and*
- *Whereas each application will be brought forward to Planning Committee for consideration on a case by case basis as quickly as possible;*
- *THEREFORE be it resolved, that when proposals to rezone Assembly zoned land or to change the OCP designation of such land come forward, Staff and Council will each review and address such applications on a case by case basis."*

2041 Official Community Plan (OCP)

The above policy has been incorporated into the 2041 OCP as follows:

Chapter 3, Section 3.2 Neighbourhood Character and Sense of Place, Objective 2: Enhance neighbourhood character and sense of place by considering community values, Policy c states:

"applications to re-designate from "Community Institutional" to other OCP designations and to rezone Assembly zoned land for the purpose of redevelopment will be considered on a case by case basis:

- *without the need to retain assembly uses;*

- *subject to typical development requirements (e.g., access; parking; layout; tree preservation; child care; public art; Affordable Housing Strategy requirements; servicing upgrades; etc.)."*

It is on the basis of the May 24, 2011 Council Resolution and the 2041 OCP policy that this application has been reviewed. Should Council wish to revisit the need for community benefit as part of the conversion of Institution lands, this application should be referred back to staff for further analysis.

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a Neighbourhood Centre (Broadmoor Shopping Centre) and within 400 m of a Commercial Service use (neighbourhood commercial establishments at the northeast corner of Francis Road and No. 3 Road). The subject site is also located adjacent to other existing and approved townhouse developments fronting Francis Road and No. 3 Road.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$28,440.00.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$10,949.40.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Adjacent property owners on Rideau Drive expressed opposition to the proposed residential development (**Attachment 4**). A list of public concerns is provided below, along with staff responses in *italics*:

1. Twelve (12) townhouses on the subject site would be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning. The site is ideal for health care service uses.

Since a Development Permit is not required for institutional uses at the subject site, the City would have more control over the form and character of a multiple-family development than an institutional development at the subject site.

While the maximum building height in both the Assembly (ASY) and Low Density Townhouses (RTL4) zones are at 12 m (approximately three-storeys), no three-storey interface with existing single-family development is allowed under the Arterial Road Policy for townhouse development. In comparison, three-storey buildings may be built 7.5 m away from the side and rear property lines under Assembly (ASY) zoning. The developer is proposing to build a two-storey duplex with a 4.5 m setback to the east property line and an approximately 5.75 m setback to the south property line. The closest three-storey building proposed onsite will be approximately 18.5 m away from the northwest corner of the adjacent single-family lot (8311 Rideau Drive). These kinds of building height and building setbacks will be controlled through the Development Permit process.

Parking requirements for Assembly uses would be much higher than for residential use (10 spaces per 100 m² of gross leasable floor area of building vs. 2.2 spaces per unit). In addition, parking stalls provided on properties zoned Assembly (ASY) may be located 1.5 m to the rear and interior side lot line. While there is no provision related to parking stall setbacks in multiple-family residential developments, parking stalls located within the required yard areas are discouraged. Based on the proposed site layout, no outdoor parking stall is being proposed adjacent to the neighbouring single-family lot; and this arrangement will be controlled through the Development Permit process, as necessary.

While the Low Density Townhouses (RTL4) zone permits Town Housing and secondary uses that are typically allowed in Single Detached zones (e.g. Boarding and Lodging, Minor Community Care Facility, and Home Business), Assembly zone permits higher intensity uses such as Education, Private Club, and Religious Assembly as principal uses and Interment Facility and Dormitory as secondary uses.

Health Services is not a permitted use in the Assembly (ASY) zone.

2. Allowing 9080 No. 3 Road to be removed from the Assembly land use designation would contravene Bylaw 7860 and Bylaw 8533.

Bylaw 8533

Bylaw 8533 was a proposed Official Community Plan Amendment bylaw that has never been adopted by Council. The purpose of Bylaw 8533 was to add a new OCP policy and definition of "Community Institutional" lands, to clarify under what conditions existing religious assembly sites can be converted to other uses outside the City Centre and not in the Agricultural Land Reserve (i.e., that at least 50% of the site must be retained for religious assembly use and its onsite parking and the remainder can only be converted to built affordable subsidized rental housing, affordable low end market rental housing, residential community care facilities and affordable congregate housing, with its own

parking). This bylaw was never adopted because, instead, Council approved the Revised "Community Institutional" Assembly Use Policy on May 24, 2011 as discussed in the Related Policies & Studies section above. The subject proposal complies with the 2041 OCP Community Institution Policy (3.2 Objective 2c).

Bylaw 7860

The purposes of Zoning Amendment Bylaw 7860 were:

- a. to introduce a new multi-family residential zone entitled Comprehensive Development Zone (CD/159) (presently "Town Housing (ZT62) – Francis Road") having a maximum floor area ratio of 0.70, a maximum building height of 11 m (36 ft.) and a maximum lot coverage of 40%; and*
- b. to rezone a portion of 8080 Francis Road from Assembly District (ASY) to Comprehensive Development District (CD/159), to permit development of a 28-unit three-storey multi-family complex.*

It is noted that a community benefit provision was in place in the early 2000's when the consolidated Synagogue site was rezoned to permit a multiple-family development (RZ 03-243383). The community benefit provision was intended to discourage land speculation on sites that have a public benefit, like Assembly sites. As part of the rezoning application RZ 03-243383, a volunteer contribution in the amount of \$325,000 to the City Statutory Affordable Housing Fund was provided in lieu of on-site community benefits. Bylaw 7860 does not restrict future redevelopment of the remnant parcel (i.e. 9080 No. 3 Road).

3. Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 No. 3 Road remain as Assembly. Residents concern that the needed assembly land will be lost as a result of this application.

Staff reviewed the Planning Committee Meeting Minutes and the Public Hearing Minutes related to the Eitz Chaim Rezoning Application RZ 03-243383 (Bylaw 7860) but could not find any related reference that Council requested the remnant parcel of the consolidated Synagogue site be retained for Assembly use perpetually. No related covenant is registered on title.

4. What Community benefit is derived by losing scarce Assembly land by allowing 12 town homes to be built?

As per City policies, the proposal will provide the following community benefits:

- \$28,440.00 to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy;*
- \$10,949.40 to the City's Public Art fund in accordance to the City's Public Art Program;*
- \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No.3 Road/Francis Road intersection;*
- A total of \$49,000.00 in-lieu of on-site indoor amenity space; and*
- Servicing Agreement for frontage improvements.*

5. There is no guarantee that vehicle access to this site through the adjacent townhouse development would be permitted by the future strata council at 9100 No. 3 Road.

A Public Rights-of-Passage (PROP) statutory rights-of-way (ROW) over the internal drive aisle of the proposed townhouse development at 9100 No. 3 Road, allowing access to/from the future townhouse development sites at 9080 No. 3 Road, has been secured as part of the Rezoning application of 9100 No. 3 Road.

Staff Comments

Trees Retention and Replacement

Tree Removal

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 14 on-site trees and one (1) off-site tree were identified and assessed (see Tree Preservation Plan in **Attachment 5**).

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 11 onsite trees as they all have either existing structural defects (previously topped, upper canopy cavities, co-dominant branches with inclusions), exhibit visible stem decay, or are in decline.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 16 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. Staff will also work with the landscape architect to explore additional tree planting opportunities at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$3,000 to the City's Tree Compensation Fund in lieu of planting the remaining six (6) replacement trees should they not be accommodated on the site.

Tree Protection

The developer is proposing to retain and protect three (3) onsite trees located along the east property line and one (1) offsite tree along the north property line. Tree protection fencing is required to be installed as per the arborist's recommendations prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the three (3) protected onsite trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be

retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.

Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required but site analysis will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 6**).

Prior to final adoption, the developer is required to provide a \$5,000 contribution to the Accessible Pedestrian Signals (APS) upgrade at the No. 3 Road/Francis Road intersection and to enter into a standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removing the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, installation of a grass and treed boulevard between the sidewalk and the curb, and extension of existing Street Lighting from the south property line to the north property line of the site along No. 3 Road.

Vehicle Access

Sole vehicular access to this new townhouse project is to be from No. 3 Road through the existing Public Right of Passage Statutory Right of Way (CA 2872307 and EPP22896) on the adjacent property (9100 No. 3 Road) only. No direct vehicular access is permitted to No. 3 Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9100 No. 3 Road (RZ 11-577561) were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Statutory Right of Way on 9100 No. 3 Road will be required prior to final adoption of the rezoning bylaw.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$12,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

Discharge of Covenants

Two (2) covenants (Covenant BE214259 and Covenant BE214260) were registered on title of the subject property concurrently on August 30, 1991 as a result of the Rezoning application (RZ 90-147) to rezone 8100/8120 Francis Road and 9080 No. 3 Road to Assembly (ASY) zone. The property at that time consisted of a single lot with access on both No. 3 Road and Francis Road. This parcel was subdivided in 2005 into two (2) lots: 8080 Francis Road (Lot 1) and 9080 No. 3 Road (Lot 2).

- Covenant BE214259 requiring access from Francis Road only makes sense when considered in the context of a single parcel of land. Following the subdivision in 2005, there was no longer any access for 9080 No. 3 Road onto Francis Road.
- Covenant BE214260 requiring a child care facility be provided on site if the lands are to be used as a site of a synagogue, social hall and school. This requirement for a child care facility would apply only if a synagogue was constructed on the site. The covenant does not indicate that the property is reserved for institutional use.

Since these two (2) covenants are no longer appropriate and needed for the proposed development, the applicant may request to discharge the covenants and dispense with the restrictions/requirements at the applicant's sole cost.

Release of Easement

An Easement with Section 219 Covenant (BX297160 and BX297161) were registered on title of the subject property concurrently on December 12, 2005 as a result of the Development Applications (RZ 03-243383 & DP 03-247945) to permit the construction of 28 three-storey townhouses at 8080 Francis Road. To address the indoor amenity requirement, the developer of 8080 Francis Road secured permission to use the meeting space (a minimum of 70 m²) within the future congregation building on 9080 No. 3 Road by the townhouse residents.

Based on this legal obligation, an indoor amenity space is required to be provided on site for the benefit of the townhouse owners of 8080 Francis Road. However, the developers of the subject Rezoning application advised that they have reached an agreement with the Strata Council of 8080 Francis Road to release this easement and that no indoor amenity space will be provided on site. The developers of the subject site and the Strata Council of 8080 Francis Road have been advised that all 28 owners of the strata at 8080 Francis Road are required to sign off the release of easement and discharge of covenant; these documents cannot be released or discharged by majority vote.

The release of easement with Section 219 Covenant (BX297160 and BX297161) must be completed prior to the future Development Permit application for the subject proposal being forwarded to Development Permit Panel for review; otherwise, an indoor amenity space (minimum 70 m²) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

Since no indoor amenity space or cash-in-lieu were provided as part of the townhouse development at 8080 Francis Road, as a condition to City's agreement to discharge the related Section 219 Covenant, a contribution in-lieu of on-site indoor amenity space at 8080 Francis Road in the amount of \$37,000 is required to be provided prior to final adoption of this rezoning application. This contribution amount is calculated based on Council Policy 5041 *Cash In Lieu of Indoor Amenity Space*, which was adopted on December 15, 2003.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is consistent with the 2041 OCP Community Institution Policy (Section 3.2 Objective 2c) and the Development Permit Guidelines for arterial road townhouse developments. The proposed height, siting and orientation of the buildings respect the massing of the existing and recently approved townhouse developments to the east and south respectively, as well as to the existing single-family homes to the southeast. The three-storey building proposed at the northeast corner of the site (adjacent to the vacant gas/service station site to the north) complement the existing three-storey townhouse development to the east. The end units of the street fronting buildings are stepped down to two-storeys at the side yard to provide a better side yard interface with the adjacent developments. The southeast building located adjacent to the neighbouring single-family home has been limited to two-storeys to minimize overlooking opportunity. The building height and massing will be controlled through the Development Permit process.

Development Potential of 9000 No. 3 Road

Located to the north of the subject site at 9000 No. 3 Road is a vacant, former gas/service station site. The site is designated "Commercial" in the Official Community Plan (Attachment 1 to Schedule 1 of Bylaw 9000), which is intended for principal uses such as retail, restaurant, office, business, personal service, art, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. The site is zoned "Gas & Service Station (CG1)"; a Rezoning application will be required for any proposed uses other than gas/service station.

As part of the 2041 OCP Update, the City undertook an Employment Lands Strategy. This Strategy concluded that Central Richmond would need all of its Commercial lands to serve the area's population growth and employment needs. Therefore, City staff have taken the position on a number of land use enquiries regarding 9000 No. 3 Road and similar vacant gas/service station sites that they should not be redeveloped for purely residential purposes. In other words, the current Commercial designation would either be retained or perhaps be replaced with a Mixed Use designation (e.g., commercial on the ground floor and residential or office space above).

Requested Variances

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m.

Staff supports the proposed variances since the subject site is an orphan lot located between a vacant gas/service station site and a recently approved multiple-family development. This development could be considered as an extension of the adjacent townhouse development to the south as sole vehicle access is to be through this adjacent site.

2. Reduce the front yard setback from 6.0 m to 5.15 m on the ground floor and to 4.85 m on the second floor of the southernmost unit in Building No. 4.

These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

3. Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and to allow a total of four (4) small car parking spaces in four (4) two-storey townhouse units.

Staff supports the proposed variances since the proposal was submitted prior to the new direction on tandem parking arrangements was given and the related bylaw amendment was approved by Council in March 2013.

Prior to March 2013, staff typically supports variances related to tandem parking arrangements on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout. In order to address recent concerns related to the potential impact on street parking, the developer is proposing to provide an additional visitor parking stalls on site.

At present, no stopping is permitted on both sides of No. 3 Road and no parking is permitted on Francis Road in front of the adjacent vacant gas/service station site. An additional visitor parking stalls on site should alleviate the demand of street parking from the visitors of the proposed development and minimize impact to the neighbouring single-family neighbourhood. Transportation Division staff have reviewed the proposal and have no concerns. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9080 No. 3 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space.
- Adequate size and access to private outdoor space for each unit.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

- Provision of a buffer area between the proposed townhouse buildings and the adjacent single-family homes.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

None.

Conclusion

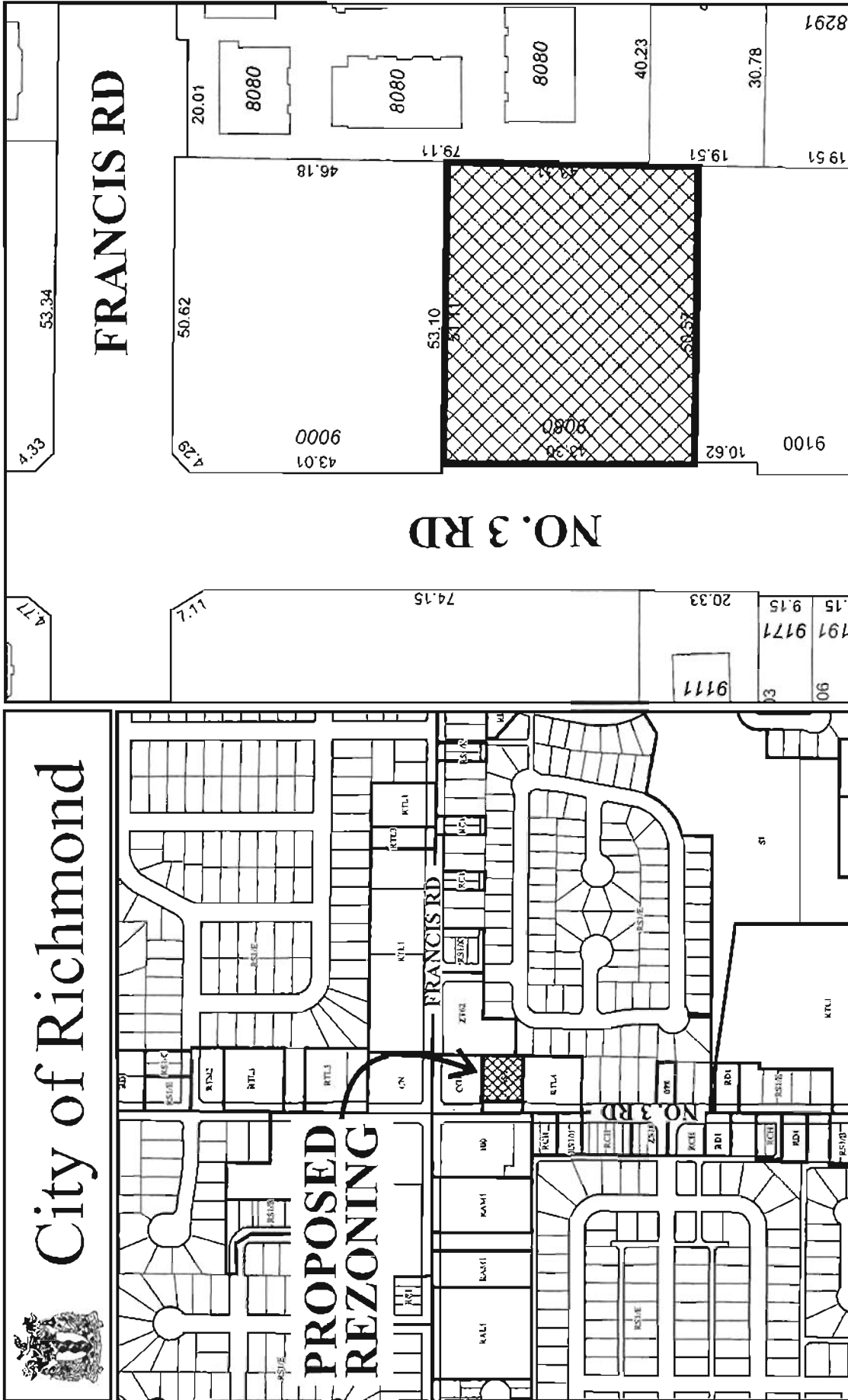
The proposed 12-unit townhouse development is consistent with the 2041 Official Community Plan (OCP) regarding the conversion of Assembly sites along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed Official Community Plan Amendment and Rezoning be approved.




Edwin Lee
Planning Technician - Design

EL:kt

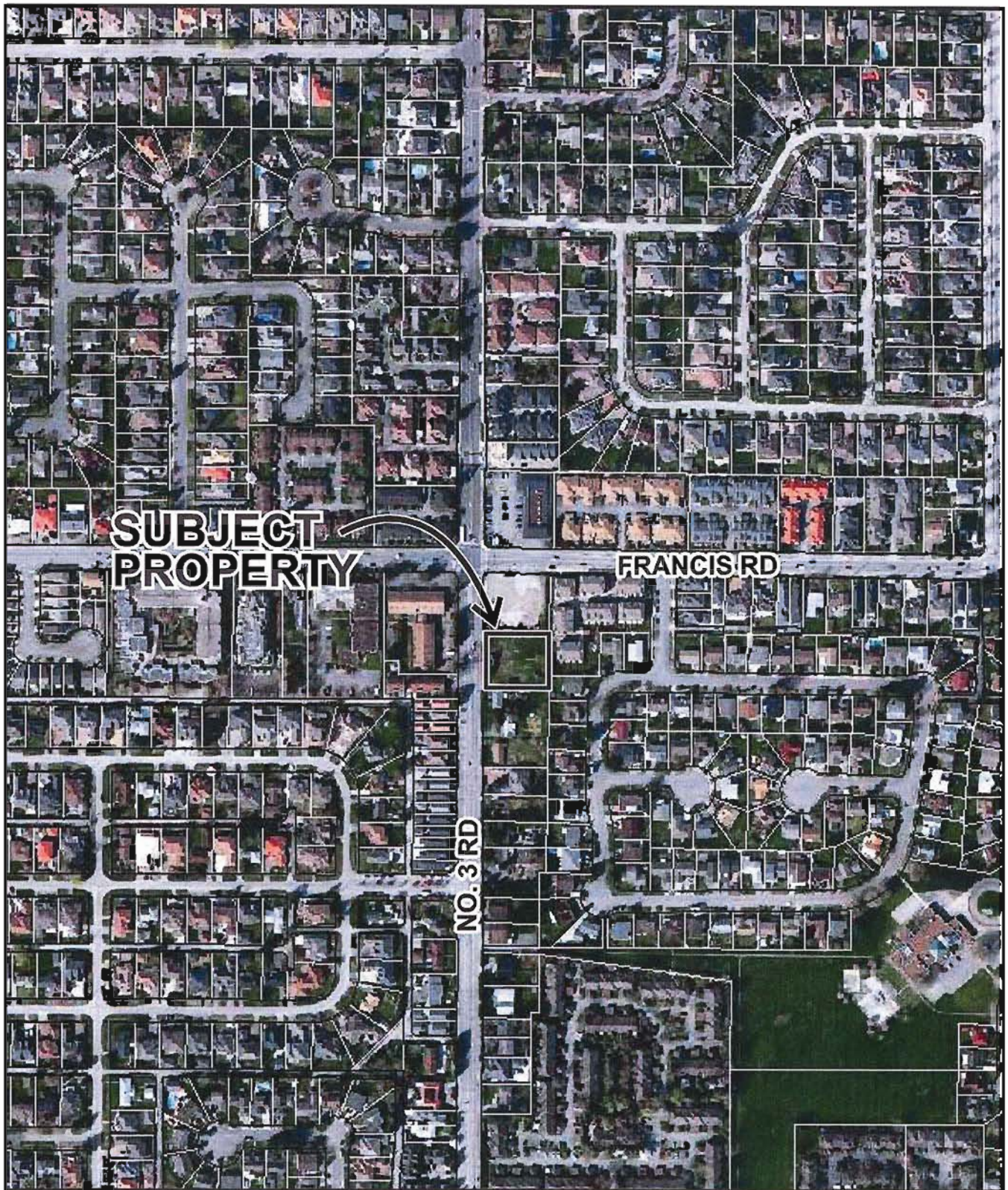
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Tree Preservation Plan
- Attachment 6: Rezoning Considerations Concurrence





RZ 12-619503

Original Date: 09/18/12
 Revision Date: 04/30/13
 Note: Dimensions are in METRES



RZ 12-619503

Original Date: 09/18/12

Amended Date: 04/25/13

Note: Dimensions are in METRES

9100 NO. 3 ROAD

PLAN #1a

SITE PLAN
SCALE: 1"=10'-0"

LEGEND:
 - TREE TO BE REPLANTED
 - TREE TO BE MAINTAINED
 - TREE TO BE REMOVED
 - TREE TO BE PLANTED


APPROVED DEVELOPMENT: 9100 NO. 3 ROAD
DP 12-580474

Yamamoto Architecture Inc.

STATISTICS
 TOTAL AREA: 10,000 SQ. FT.
 TOTAL LOT AREA: 10,000 SQ. FT.
 TOTAL BUILDING AREA: 10,000 SQ. FT.
 TOTAL PARKING AREA: 10,000 SQ. FT.




PLAN #1a

PLN - 410

 SITE PLAN
SCALE: 1"=10'-0"

SCALE: 1"=10'-0"

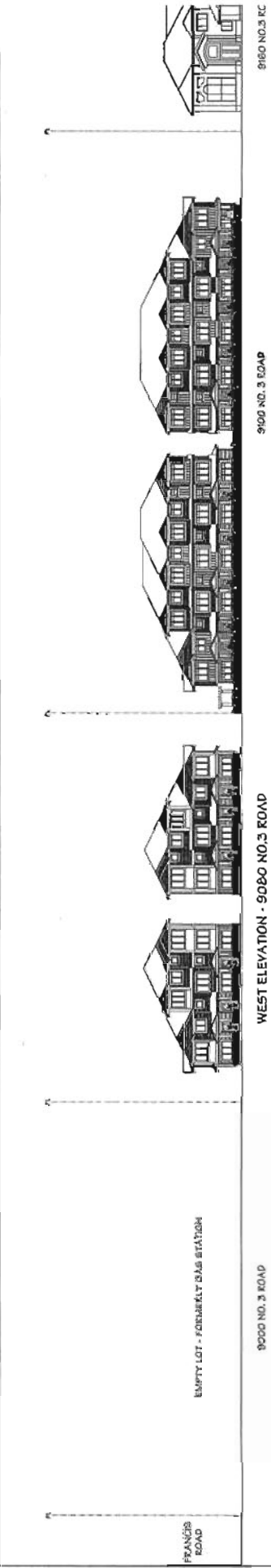
LEGEND:

	TYPE 10 NOT REMOVED
	TYPE 10 NOT REMOVED
	TYPE 10 PROTECTION ZONE

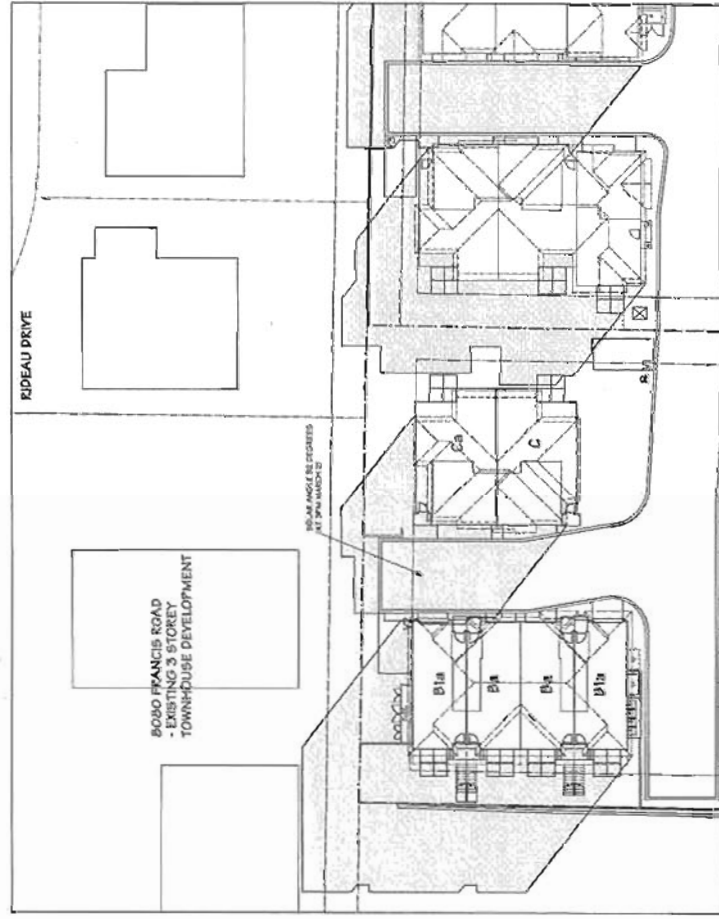
PLAN #1a

Yamamoto
Architecture Inc.

Yamamoto Architecture Inc. 150 4th Street, Suite 200 San Francisco, CA 94103 Tel: 415.398.1234 Fax: 415.398.1235 Email: info@yamamoto.com		PROJECT NO. 150 4 PROJECT NAME: 150 4 PROJECT ADDRESS: 150 4th Street, Suite 200 PROJECT CITY: San Francisco, CA PROJECT STATE: CA PROJECT ZIP: 94103 PROJECT PHONE: 415.398.1234 PROJECT FAX: 415.398.1235 PROJECT EMAIL: info@yamamoto.com
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9080 NO. 3 ROAD
STREETSCAPE
 SCALE: 1/8"=1'-0"



PLAN #1b

SHADOW ANALYSIS
 SCALE: 1/8"=1'-0"

PROJECT		Yamamoto Architecture Inc.	
18 UNIT TOWNHOUSE DEVELOPMENT		9080 NO. 3 ROAD, OTTAWA, ONT. K1P 6H7	
ARCHITECT		YAMAMOTO ARCHITECTURE INC.	
DATE		JAN 14, 2013	
DRAWN BY		JAN 14, 2013	
CHECKED BY		JAN 14, 2013	
DATE		JAN 14, 2013	
PROJECT TITLE		CONTEXT PLAN	
DATE		JAN 14, 2013	
DRAWN BY		JAN 14, 2013	
CHECKED BY		JAN 14, 2013	
DATE		JAN 14, 2013	

SEE PLAN 46030

VERTICAL BICYCLE SPACE (GARAGE)
0.8M x 1.5M

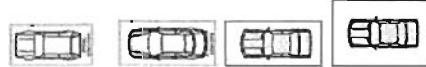
HORIZONTAL BICYCLE SPACE (GARAGE)
0.8M x 1.5M

SMALL PARKING SPACE (GARAGE)
2.5M x 4.5M

STANDARD PARKING SPACE (GARAGE)
2.5M x 4.5M

VISITOR PARKING
STANDARD
2.5M x 4.5M

ACCESSIBLE
STATIONING



Additional
Visitor
Parking stall

PARKING

REQUIRED:

2.0 SPACES x 12 UNITS
0.2 SPACES x 12 UNITS
TOTAL
24 SPACES

PROVIDED:

2 CAR GARAGES x 12 UNITS
OPEN VISITOR PARKING
TOTAL
24 SPACES

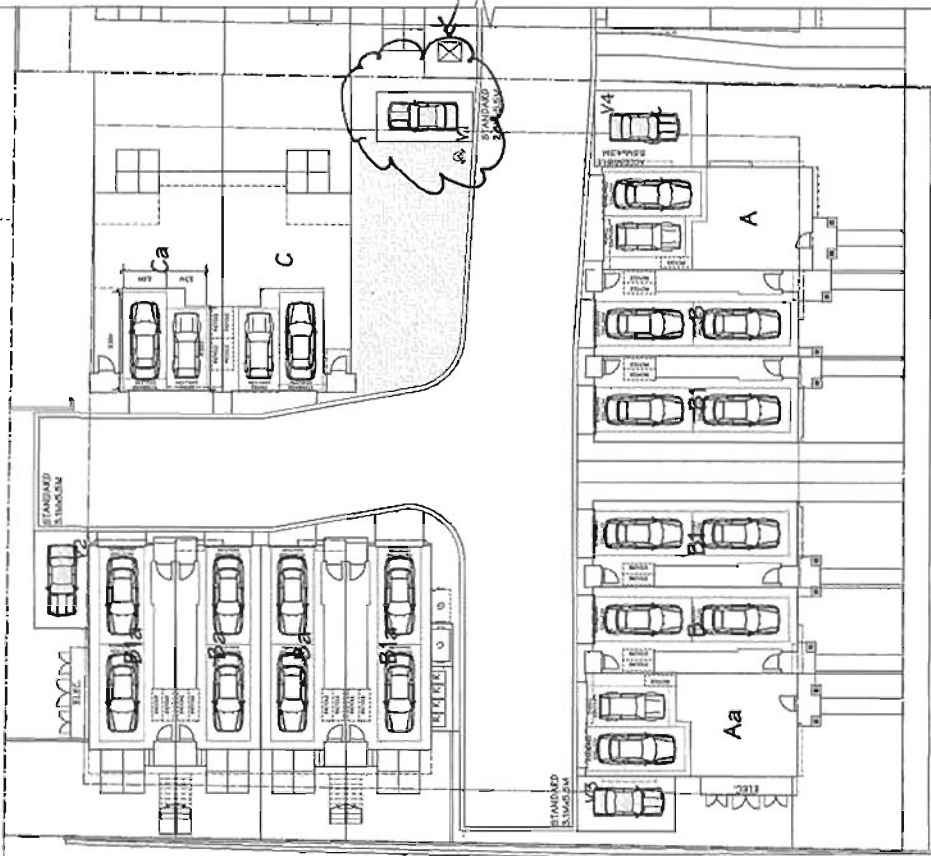
NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE:

1.0 SPACES x 12 UNITS
0.2 SPACES x 12 UNITS
TOTAL
12.4 SPACES

PROVIDED BICYCLE:

16 SPACES (CLASS 1)
4 SPACES (CLASS 2)
4 SPACES (CLASS 3)
TOTAL
24 SPACES



PARKING PLAN
SCALE: 1"=10'-0"



NO. 3 RD.

PLAN #2

Yamamoto
Architecture Inc.

PROJECT
13 UNIT
TOWNHOUSE DEVELOPMENT

SHEET TITLE
PARKING PLAN

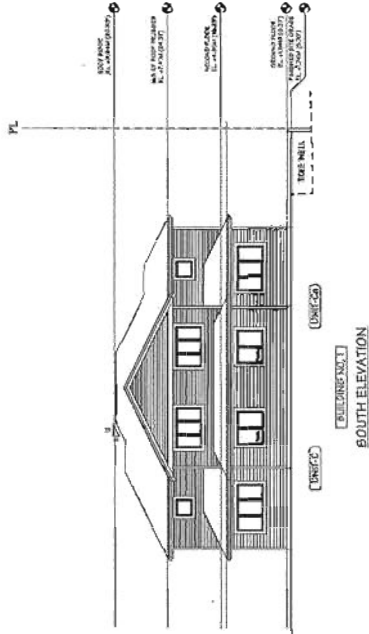
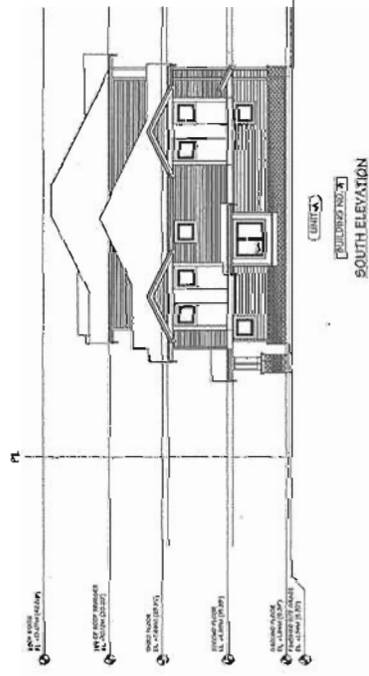
DATE
JUL 14, 2014

DESIGNED BY
JUL 14, 2014

CHECKED BY
JUL 14, 2014

PROJECT NO.
12-041905

PROJECT LOCATION
BOSTON, MA



PLAN #5

NO.	DATE	DESCRIPTION
1	10/10/10	PRELIMINARY
2	10/10/10	REVISIONS
3	10/10/10	REVISIONS
4	10/10/10	REVISIONS
5	10/10/10	REVISIONS

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 WWW.YAMAMOTOARCHITECT.COM

NO.	DATE	DESCRIPTION
1	10/10/10	PRELIMINARY
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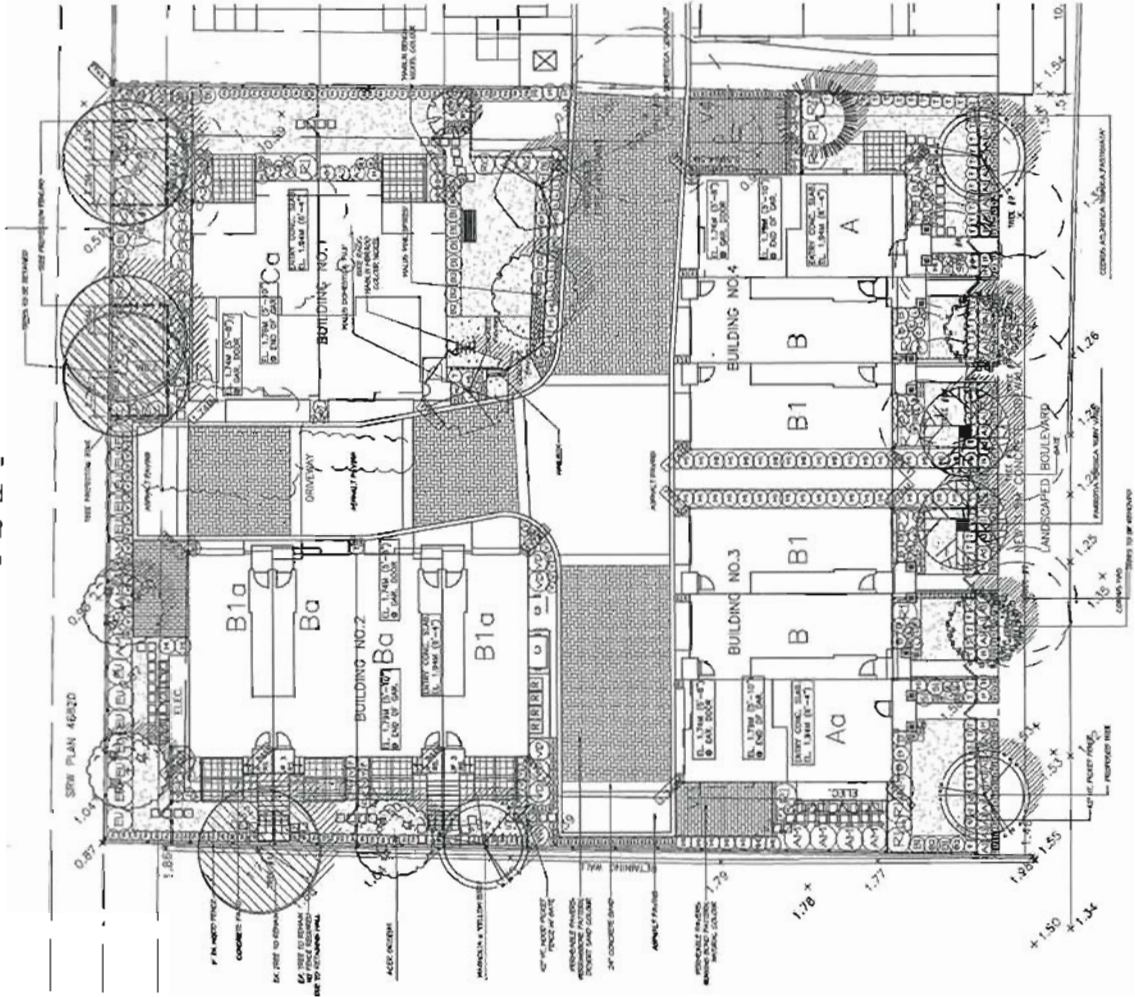
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pmg
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1000 E. 10th St. - 4th Floor
Richmond, VA 23219
P: 804.771.1111 F: 804.771.1122

2024



PLANT SCHEDULE	COMMON NAME	PLANT CODE	PLANT DESCRIPTION
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PLN - 116

PROJECT
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TOWNHOUSE DEV.

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RICHMOND, VA

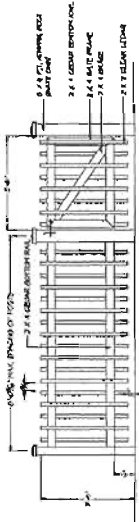
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OF: 1
11-01

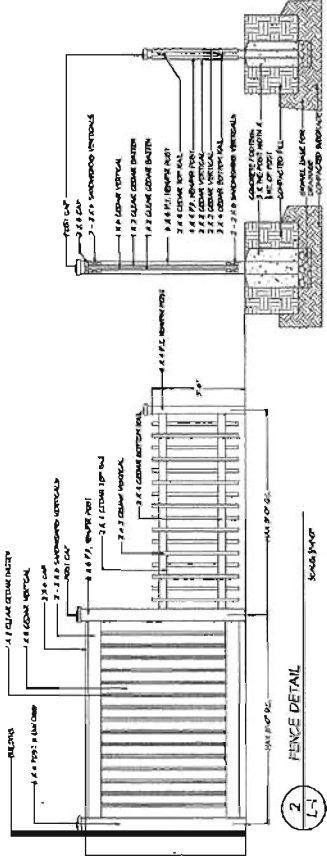
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1100 S. 10TH AVE. SUITE 200
DENVER, CO 80202
TEL: 303.733.1111 FAX: 303.733.1112

10/14



1
L-1
STREET FRONT 42' HT. FENCE DETAIL
Scale 3/8"=1'-0"



2
L-1
FENCE DETAIL
Scale 3/8"=1'-0"

NO.	DATE	REVISION DESCRIPTION	BY
1	10/14	10/14	10/14
2			
3			
4			
5			
6			
7			
8			
9			
10			

PROJECT
13 UNIT
TOWNHOUSE DEV.
9900 S. 13th
PUEBLO, CO.

ISSUED FOR
LANDSCAPE
DETAILS

DATE: 10/14/14
SCALE: 1/8"=1'-0"
PROJECT: 13 UNIT
TOWNHOUSE DEV.
PUEBLO, CO.
SHEET: L2
OF: 3
P&G PROJECT NUMBER: 13-013



RZ 12-619503

Attachment 3

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Congregation Bayit	To be determined.
Site Size (m ²):	2,202 m ²	No Change
Land Uses:	Vacant	Multiple-Family Residential
OCP Designation:	Community Institutional	Neighbourhood Residential
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Assembly (ASY)	Low Density Townhouses (RTL4)
Number of Units:	0	12
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.3 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50%	16 spaces (67%)	Variance Requested
Small Car Parking Spaces	Not permitted	4	Variance Requested
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 12 units = 72 m ²	90 m ²	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

MARCH 8/2013

ATTACHMENT 4

FOR EDWIN LEE (REF RZ 12-61950)

FIND ENCLOSED AN ADDENDUM TO
OUR ORIGINAL SUBMISSION REGARDING
OUR OPPOSITION TO THE REZONING AT
9080 H 3RD. IT APPEARS TO US THAT THE
STAFF CONCERNS AND RECOMMENDATIONS AS WELL AS
RICHMOND COUNCIL'S INTENT ARE BEING IGNORED
IN ALLOWING MARKET VALUE HOUSING TO BE
BUILT ON ASSEMBLY LAND. WE WOULD LIKE OUR
CONCERNS ADDRESSED AT OR BEFORE THE SCHEDULED
PLANNING COMMITTEE MEETING BY "COUNCIL"
RESPECTIVELY SUBMITTED BY,
4 CONCERNED RIDEAU PROPERTY OWNERS.

P.S. A COUPLE OF THESE PROPERTY OWNERS MAY
NOT BE AVAILABLE UNTIL AFTER APRIL 15/2013

February 28, 2013,

To Richmond City Council,

The staff reports in support of Bylaws #7860 (Oct. 28th, 2004) and # 8533 (Nov.4, 2009) appear to be very clear and consistent on what is meant by the terms "community institutional " and "community benefit " as well as establishing the parameters of use for those organizations owning lands designated " ASSEMBLY ". It is our understanding that staff reports are a matter of public record. The following are excerpts taken from these 2 reports with the intent of asking the question " Why is the Assembly land located at 9080 # 3RD being allowed to be rezoned to allow for 12 town homes which are to be sold at market value without any defined community benefit ? " In the staff report to Bylaw #7860 , the staff specifically state that " Development of market housing on a assembly zoned site (ASY) is strongly discouraged, unless the proposal incorporates a community benefit." As well, this staff report spells out quite emphatically that " The community benefit provision is intended to discourage land speculation on sites that have a public benefit, like assembly sites. " In the staff report to Bylaw # 8533, the staff state that " Religious assembly uses are an important part of component of community life in Richmond. " and that Richmond's " growing population will need more such lands, the current supply is limited, developers are speculating if they can be redeveloped for market purposes (e.g., multi family) and such sites will be difficult to replace if they are converted to higher value land uses (e.g. residential). "

As concerned citizens and adjacent neighbours, we are asking why this application for rezoning of this property at 9080 # 3RD. has been allowed to proceed this far ?

The rezoning application at this site is also making the assumption that the entrance and exit to the 12 town-homes will be through another development at 9100 # 3 RD. It is our understanding that for this to occur the strata council at 9100 # 3RD. will have to give their permission . There is no guarantee that this will happen.

Respectively submitted,

The 4 adjacent Rideau Drive Home-Owners

November 19/2012

To The City of Richmond (C/O Edwin Lee) re- RZ 12-619503

We the residents on Rideau Drive were somewhat shocked to see a rezoning application sign posted on the property located at 9080 # 3 Road. Since 2004, we have been waiting for and looking forward to the building of a Jewish synagogue on said property by the EITZ CHIAM faith community. Architectural drawings of the building were circulated to the immediate neighbours after the synagogue's property at 8080 Francis Rd. was allowed to be rezoned from ASSEMBLY (ASY) to COMPREHENSIVE DEVELOPMENT DISTRICT (CD/159) in order to construct 28 town-homes. The plans for this new synagogue on # 3 Rd. were innovative and quite acceptable to the owners of the adjacent properties.

We the residents on Rideau Drive cannot support the application by Sandhill Construction to change the rezoning from Assembly to RTZ (4) which would allow for the construction of 12 more town homes. Having endured the construction of 28 townhomes to the south of us in the recent past on the former Assembly property at 8080 Francis Rd. as well as the present construction of 18 town homes to the west and south of us at 9100 # 3Rd., the thought of another 12 town homes draped in a solid column within 5 meters of our property line leaves us dumbfounded. Twelve town homes on this property will be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning.

When the owner of the Assembly land at 8080 Francis Rd. was given the green light to rezone to a multi-family designation in 2004, the faith community(owner) as well as GBL Architects stood to gain a more significant return on their investment. The extra income from this rezoning and subsequent townhouse sales was to assist the Jewish community in the erection of a synagogue on their assembly zoned land at 9080 # 3Rd. As well, because of the loss of Assembly land on Francis road, Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 # 3 Rd. remain as (ASY). Their rationale was based on the fact that the city had been losing tracts of Assembly land and they wanted to retain what they had left.

We understand that circumstances regarding the construction of the synagogue may have changed and that the anticipated synagogue will not become a reality; however, it appears the option of selling this Assembly zoned property as an Assembly package has not been explored. When Our Saviour Lutheran Church decided to sell their property at 8080 Francis Rd. in the late 1980's, they, in good faith, advertised and sold said property as an Assembly package. There were several institutional parties including the Eitz Chaim faith community, who expressed an interest in purchasing this Assembly package with all the amenities that this zoning included. Today, Richmond has become a vibrant multi-cultural community composed of immigrants from around the world who have brought with them elements of their previous culture including new faith communities. Some of these faith groups are presently renting temporary premises in churches and schools and may soon be looking for more permanent facilities. As well, Richmond has an aging population and the demand for more health care services, both public and private, are on the increase and the location of this property is ideally suited for such institutional use. We, as was the Richmond City Council of 2004, are concerned that needed Assembly land will be lost as a result of this application.

We would like to ask today's CITY COUNCIL what COMMUNITY BENEFIT is derived by losing scarce Assembly Land and allowing 12 town homes to be built on said property? Bylaw No.7860 appears to have been abandoned if this faith's community land at 9080 # 3Rd is allowed to be removed from the ASSEMBLY classification. The residents of the Rideau subdivision had been looking forward to the addition of a faith facility as laid out in Bylaw 7860, not another 12 townhouses which would be much more intrusive in nature.

RESPECTIVELY SUBMITTED BY,

8311 Rideau Drive
8291 Rideau Drive

GERALD TANG
LIANG CHIN-SHENG

8331 Rideau Drive
8271 Rideau Drive

Joseph Ho
Jon Henderson

PLN - 122

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p&g
LANDSCAPE
ARCHITECTS
Suite 019 - 4385 58th Street, Suite 019
Richmond, BC V6X 2C6
Tel: 604-273-8811 F: 604-273-8822

1-2

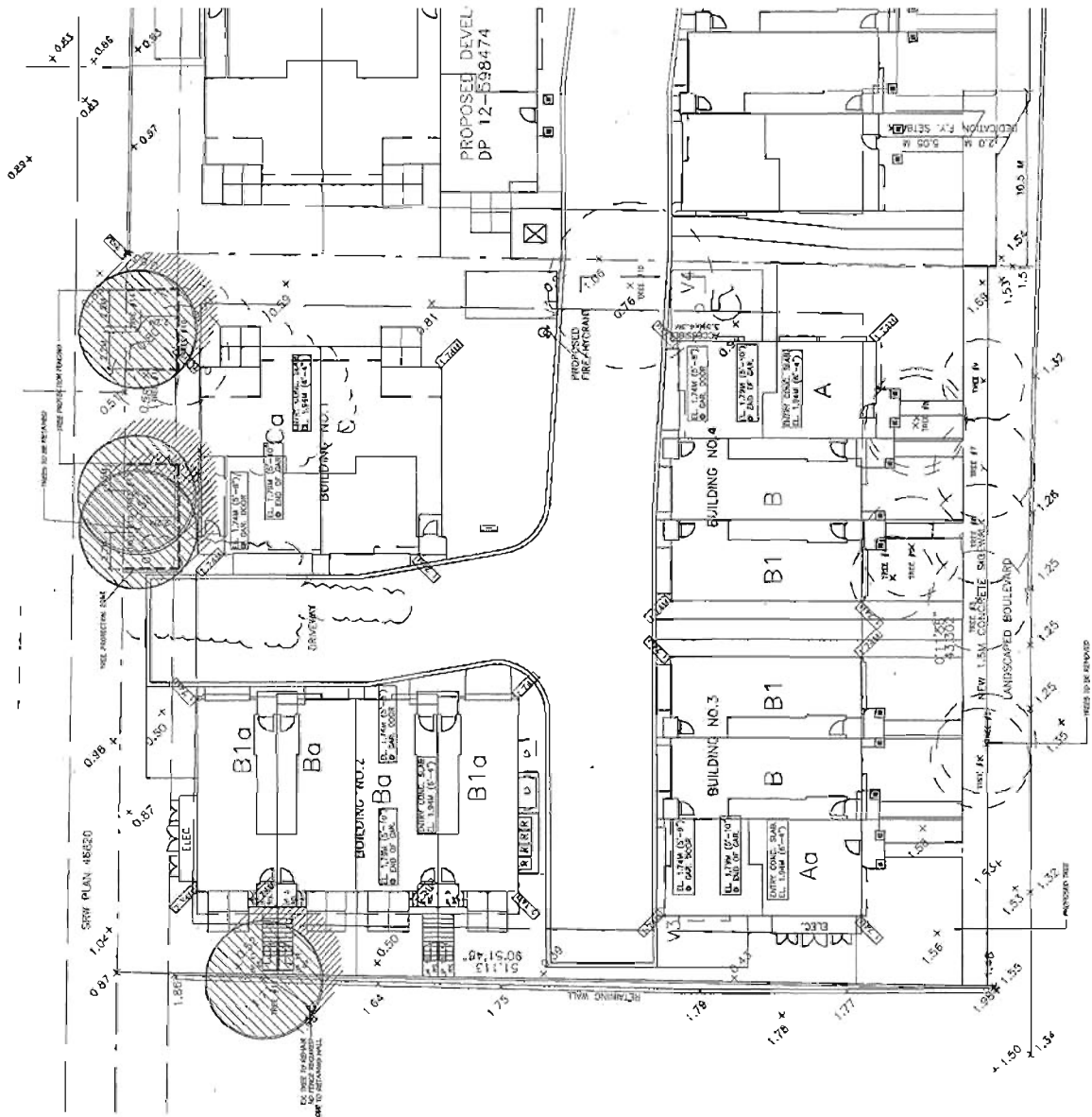
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19	10/10/10	REVISION	PL	PL
20	10/10/10	REVISION	PL	PL

PROJECT:
33 UNIT
TOWNHOUSE DEV.
SUBD NO. 3 RD,
RICHMOND, B.C.

DATE: 10/10/10
DRAWN BY: PL
CHECKED BY: PL
APPROVED BY: PL

PROJECT: 33 UNIT TOWNHOUSE DEV.
SUBD NO. 3 RD, RICHMOND, B.C.
DATE: 10/10/10
DRAWN BY: PL
CHECKED BY: PL
APPROVED BY: PL

13.012





Address: 9080 No. 3 Road

File No.: RZ 12-619503

Prior to final adoption of Zoning Amendment Bylaw 9031 , the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9030.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing Cross-Access Statutory Right of Way (SRW CA2872307 and Plan EPP22896) on 9100 No. 3 Road (property to the south) and that there be no direct vehicular access to No. 3 Road.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Discharge of Covenants BE214259 and BE214260.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$28,440.00) to the City's affordable housing fund.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$10,949.40) to the City's public art fund.
8. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 16 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
9. City acceptance of the developer's offer to voluntarily contribute \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No.3 Road/Francis Road intersection.
10. Contribution of \$1000.00 per dwelling unit (e.g. \$12,000.00) in-lieu of on-site indoor amenity space.
11. City acceptance of the developer's offer to voluntarily contribute \$37,000.00 in-lieu of on-site indoor amenity space for the benefit of 8080 Francis Road.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to, removing the existing sidewalk behind the existing curb & gutter (which remains), construct a new 1.5 m concrete sidewalk along the front property line, install a grass and treed boulevard between the sidewalk and the curb, and extend existing Street Lighting from the south property line to the north property line of the site on No 3 Road. Design to include Water, Storm and Sanitary Service Connections.

Note:

i. Water:

- a. Using the OCP Model, there is 1020 L/s available at 20 psi residual. Based on the proposed rezoning, the site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once the building design have been confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow must be submitted.

ii. Sanitary:

- a. Sanitary analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings (for site connection only).

- b. The site is to connect to existing manhole SMH2136, located in the rear yard of 8311 Rideau Dr, approximately 1.5 m north of the south property line of the development site.
- iii. Storm
 - a. Storm analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings for the site connection only.
 - b. If the site connection is placed beneath the existing AC water main on No 3 Rd, then that section of water main shall be renewed by the City at the developer's cost.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Discharge of Easement with Section 219 Covenant (BX297160 and BX297161); otherwise, an indoor amenity space (minimum 70 m²) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

Prior to Development Permit* Issuance, the developer must complete the following requirements:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near or within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed

Date



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9030 (RZ 12-619503)
9080 No. 3 Road**

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 land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9030**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9031 (RZ 12-619503)
9080 No. 3 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LOW DENSITY TOWNHOUSES (RTL4)**.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9031**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor Dr

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

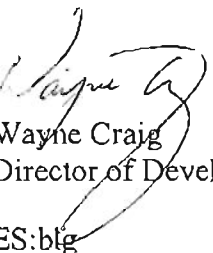
To: Planning Committee
From: Wayne Craig
Director of Development

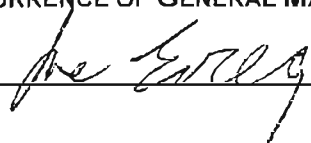
Date: May 2, 2013
File: RZ 13-628035

Re: Application by Ajit Thaliwal for Rezoning at 8960 Heather Street from Single Detached (RS1/B) to Single Detached (RS2/A)

Staff Recommendation

That Bylaw 9011, for the rezoning of 8960 Heather Street from "Single Detached (RS1/B)" to "Single Detached (RS2/A)", be introduced and given first reading.


Wayne Craig
Director of Development
ES:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing Engineering	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

Staff Report

Origin

Ajit Thaliwal has applied to the City of Richmond for permission to rezone 8960 Heather Street from Single Detached (RS1/B) to Single Detached (RS2/A) in order to permit the property to be subdivided into two (2) single-family lots (**Attachment 1**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located on the east side of Heather Street between Francis Road and Dolphin Avenue. This residential neighbourhood has seen a great deal of redevelopment in the last 10 years with older homes on large lots being replaced by newer character single-detached dwellings on small and medium-sized lots. Other land uses also exist nearby in the neighbourhood (i.e. public open space, assembly, multi-family). Existing development immediately surrounding the site is as follows:

- To the north, is an older single detached dwelling zoned “Single Detached (RS1/B)”;
- To the east, is a townhouse development zoned “Low Density Townhouses (RTL1)”;
- To the south, are two (2) lots zoned “Single Detached (RS1/C)”, one (1) of which has a new home currently being constructed on it; and
- To the west, across Heather Street, is an older single detached dwelling zoned “Single Detached (RS1/B)”.

Related Policies & Studies

2041 Official Community Plan (OCP) Designation

The subject property is located in the Broadmoor Planning Area. The 2041 Official Community Plan's (OCP) Land Use Map designation for this property is “Neighbourhood Residential”. The Ash Street Sub-Area Plan Land Use Map designation for this property is “Low Density Residential”. This redevelopment proposal is consistent with these designations.

Lot Size Policy

The subject property does not fall within a Lot Size Policy area.

Staff Comments

Background

This neighbourhood has undergone a great deal of redevelopment through rezoning and subdivision to smaller lot sizes in recent years. This property is one of the last few remaining lots which have subdivision potential on their own.

Trees & Landscaping

A survey submitted by the applicant shows the location of bylaw-sized trees on-site and immediately adjacent to the subject site (**Attachment 3**).

A Certified Arborist's Report, submitted by the applicant, identifies tree species, assesses tree condition and health, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 16 bylaw-sized trees on the subject site and eight (8) trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a visual tree assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Remove and replace nine (9) on-site trees (tag #'s 329, 331, 332, 333, 334, 341, 342, 343 & 344) due to their poor condition (from being previously topped or exhibit structural defects). Note: one (1) tree (tag #330) was removed under separate Tree Permit (T2 12-624495) during construction of the adjacent single-family house at 8988 Heather Street (formerly 9271 Francis Road).
- Retain and protect eight (8) neighbouring trees (F, G, H, J, K, L, M & N).
- Retain and protect six (6) on-site trees:
 - A 42 cm calliper Douglas Fir tree (tag# 335), which has a co-dominant relationship with tree "H" located on the neighbouring property at 9291 Francis Road; and
 - Five (5) 33-56cm calliper Douglas Fir and Cedar trees (tag #'s 336, 337, 338, 339 & 340) located along the rear property line.

Tree protection fencing must be installed to City standards as per City of Richmond Tree Protection Information Bulletin Tree-03 prior to demolition of the existing dwelling on the subject site, and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan which reflects the final outcome of tree protection and removal is included as **Attachment 4**.

As a condition of rezoning adoption, the applicant must submit:

- A Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M & N) to be retained. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A Tree Survival Security to the City in the amount of \$8,000 to ensure that on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M & N) will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the Official Community Plan's (OCP) tree replacement ratio goal of 2:1, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 18 replacement trees are required to be planted. Considering the effort to be taken by the applicant to retain the on-site trees, and the limited space in the yards of the future lots, staff recommend only 10 replacement trees be required. Since not all 10 replacement trees can be accommodated on-site, staff recommend six (6) replacement trees be planted and maintained on-site (three (3) per future lot) and that the applicant make a voluntary contribution to the City's Tree Compensation Fund in the amount of \$2,000 (\$500/tree) prior to rezoning adoption in-lieu of planting the balance of replacement trees on-site. Replacement trees must meet the following minimum height/size requirements:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
6	8 cm		4 m

To ensure that the replacement trees are planted and maintained, the applicant is required to submit a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a secondary suite on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is a condition of rezoning adoption. This agreement will be discharged from title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to rezoning adoption, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,902).

Flood Management

Registration of flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Existing Utility Right-of-Way

There is an existing 6 m wide (3 m of it on the subject property) utility right-of-way (ROW) that runs north-south along the rear lot line of the subject site. There is a 1.7 m encroachment permitted from the west side of the right-of-way.

Site Servicing

Prior to subdivision, the developer is required to design and pay to construct (via a work order) a 600 mm diameter permanent storm sewer along the entire frontage of the site to connect to the culvert infill at 8988 Heather Street. A manhole may be required at the connection point. Design to be supplied by the owner's civil engineering consultant.

Subdivision

Prior to approval of subdivision, the developer will be required to pay Development Cost Charges (City & GVS&DD), Engineering Improvement Charges for future road improvements (curb, gutter, treed/grass boulevard, sidewalk and street lighting), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Analysis

The proposal to rezone and subdivide the subject property into two (2) single-family residential lots is consistent with all applicable land use designations guiding development in this block. It is similar to developments already undertaken in the immediate vicinity of the site.

The remaining few larger lots along this block of Heather Street have the potential to rezone and subdivide. Given that the majority of the lots in the immediate area are small already and/or have relatively new housing, this proposal is congruent with the character of the neighbourhood.

Financial Impact

Staff recommend a capital submission by the Engineering Department as part of next year's (2014) Capital Budget for the completion of frontage improvements for the east side of Heather Street between Francis Road and the north property line of 8880 Heather Street.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies contained within the OCP, and is consistent with the established pattern of redevelopment in the neighbourhood.

The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

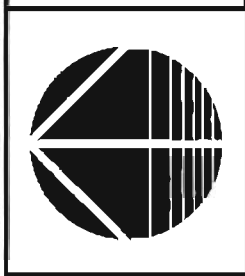
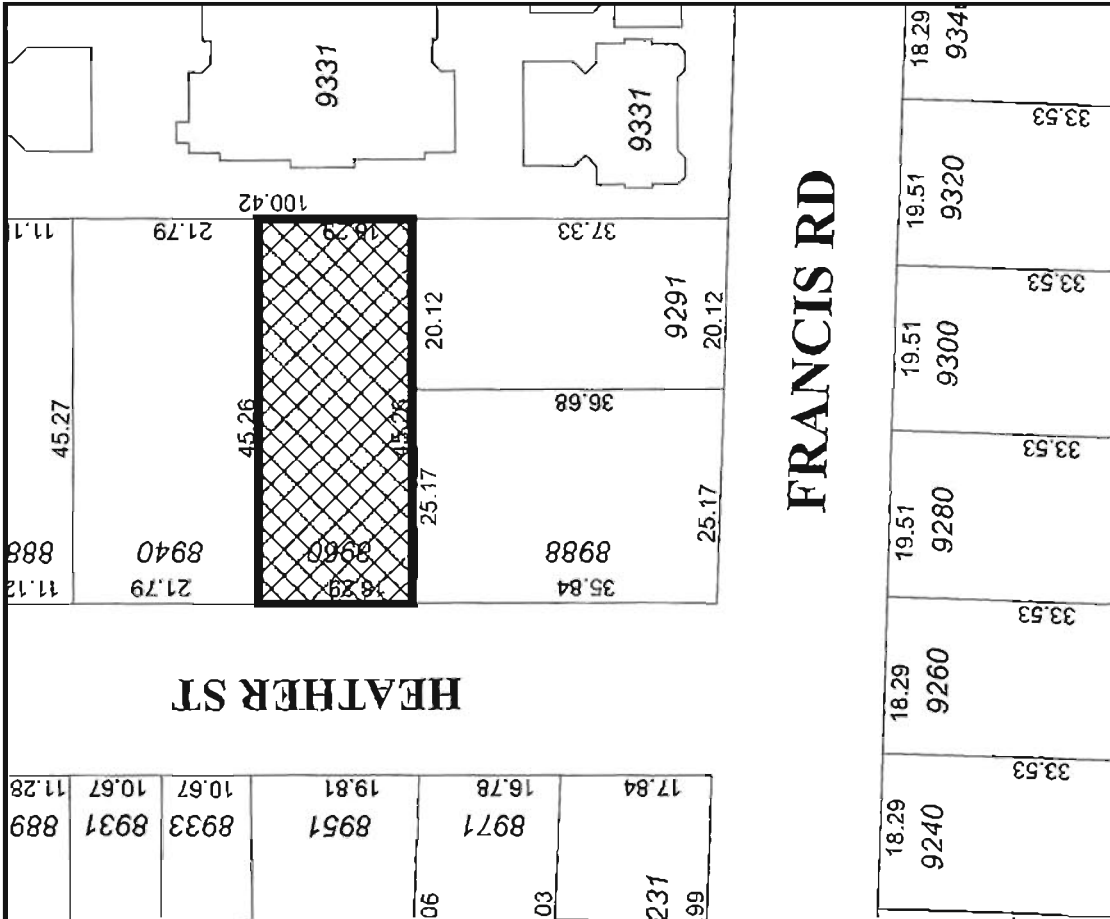
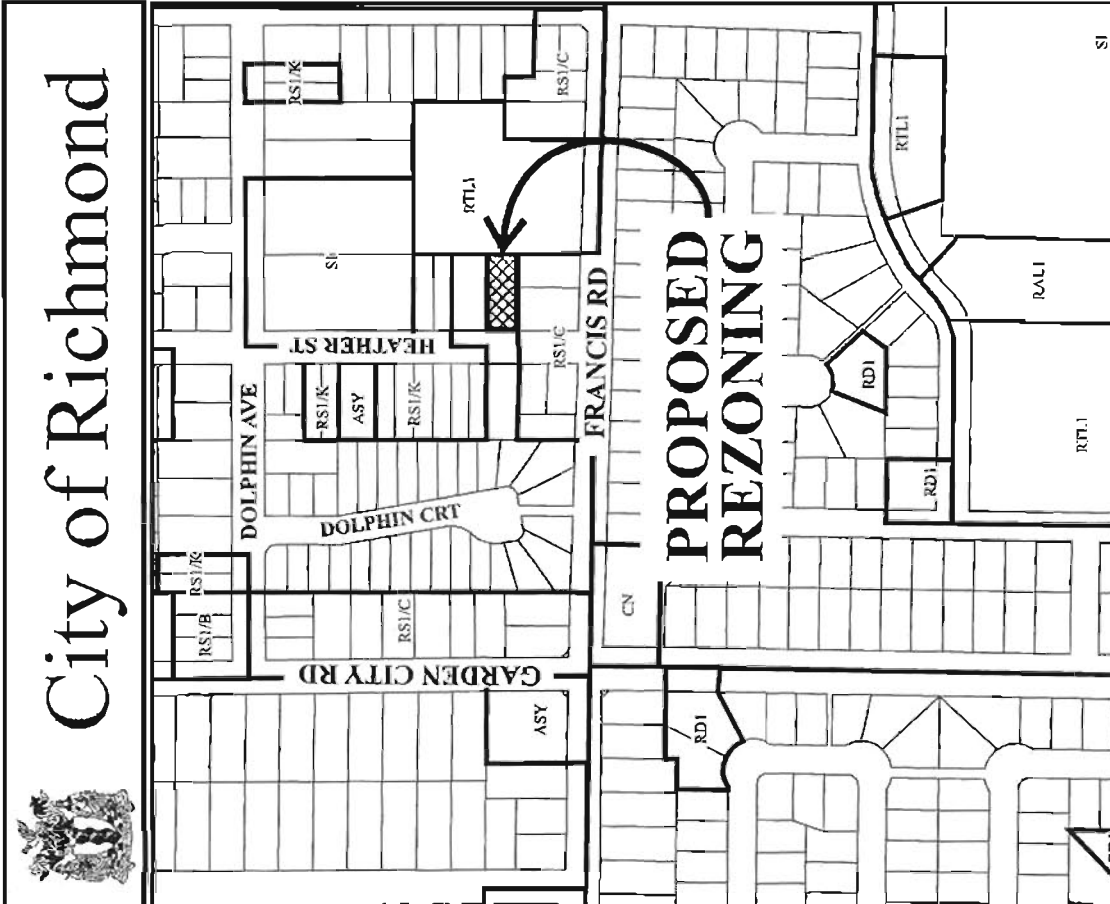
On this basis, staff recommend support for the application.



Erika Syvokas
Planning Technician
(604-276-4108)

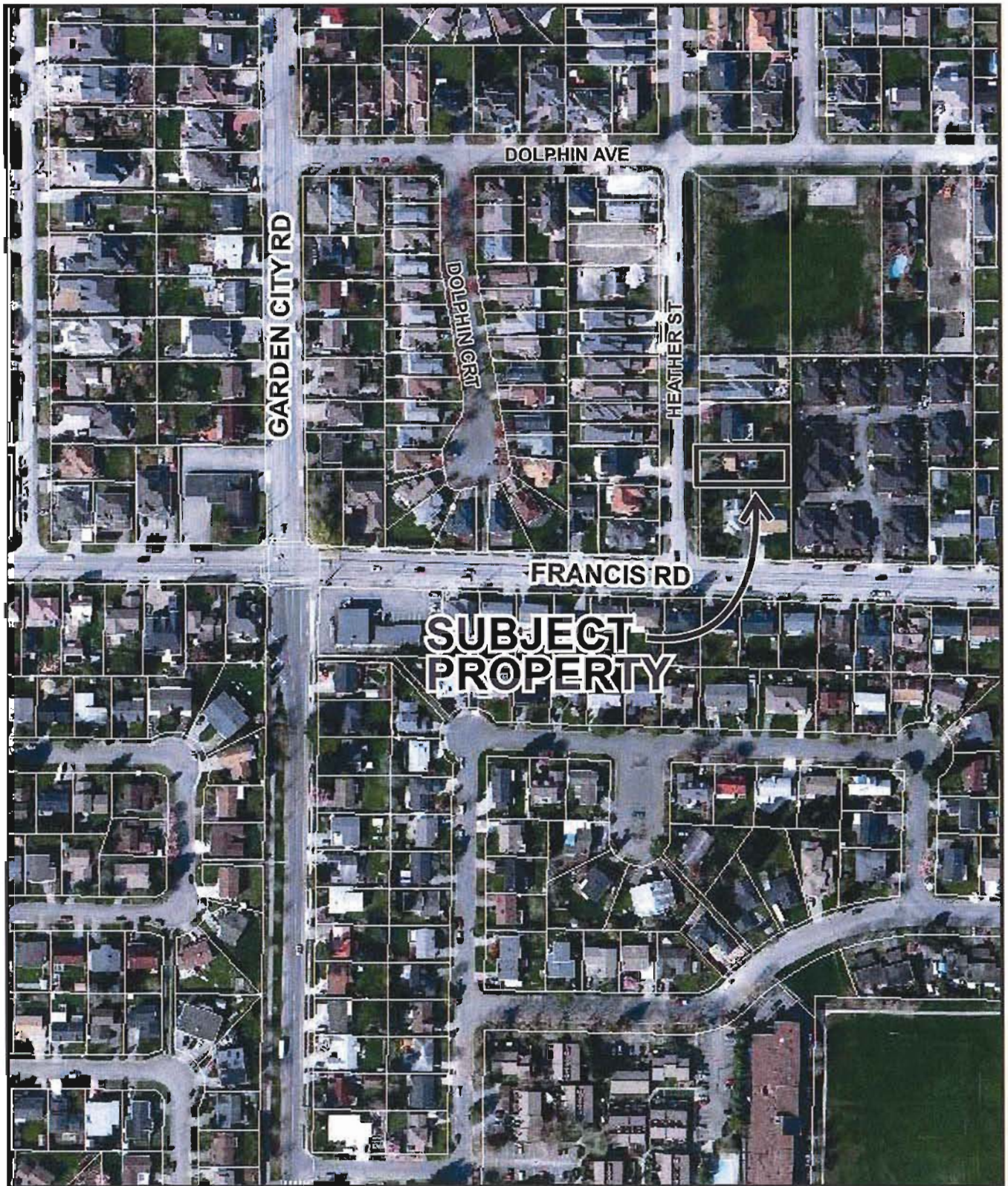
ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Survey/Proposed Subdivision Plan
- Attachment 4: Tree Retention Plan
- Attachment 5: Rezoning Considerations Concurrence



RZ 13-628035

Original Date: 01/21/13
 Revision Date:
 Note: Dimensions are in METRES



RZ 13-628035

Original Date: 01/21/13

Amended Date:

Note: Dimensions are in METRES



RZ 13-628035

Attachment 2

Address: 8960 Heather Street

Applicant: Ajit Thaliwal

Planning Area(s): Broadmoor – Ash Street Sub Area

	Existing	Proposed
Owner:	Syed Hasan and Harsh Sharma	To be determined
Site Size (m ²):	828 m ² (8,913 ft ²)	Lot 1 ~ 414 m ² (4,456 ft ²) Lot 2 ~ 414 m ² (4,456 ft ²)
Land Uses:	One (1) single-family dwelling	Two (2) single-family dwellings
OCP Designation:	"Neighbourhood Residential"	No change
Area Plan Designation:	Low Density Residential	No change
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/B)	Single Detached (RS2/A)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ² (2,906 ft ²)	Lot 1 – 414 m ² (4,456 ft ²) Lot 2 – 414 m ² (4,456 ft ²)	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none
Width (m):	9 m	Lot 1 - 9.143 m Lot 2- 9.143 m	none

Other: Tree replacement compensation required for loss of significant trees.

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 138 SECTION 22 BLOCK 4 NORTH RANG 6 WEST NEW WESTMINSTER DISTRICT PLAN 37935

#8960 HEATHER STREET,
RICHMOND, B.C.

P.L.D. 007-730-021

LEGEND:

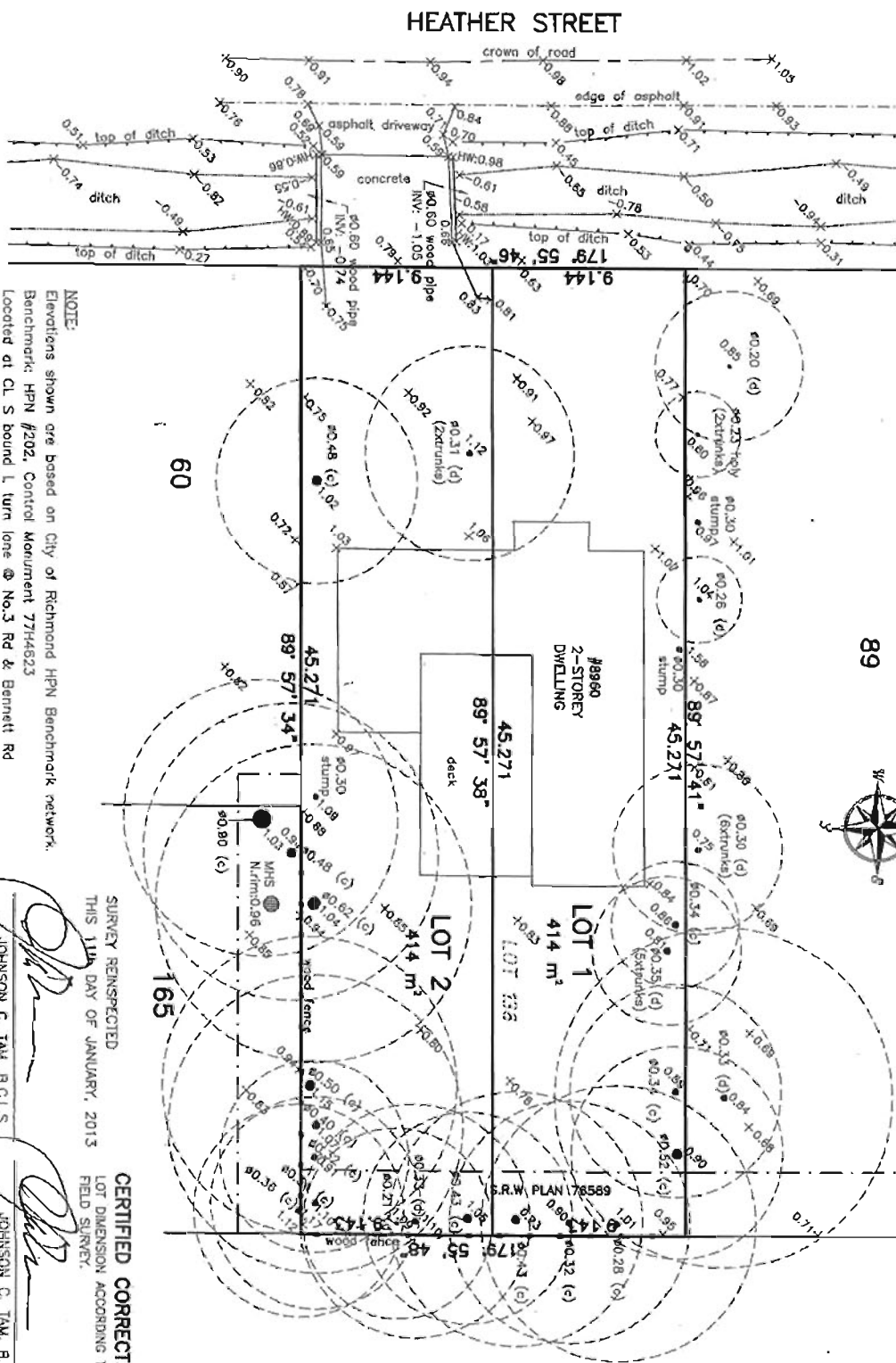
- (d) denotes deciduous
- (c) denotes coniferous
- denotes power pole
- M/S denotes sanitary manhole
- NW denotes roadwall

SCALE: 1:200

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

© copyright
J. C. Tam and Associates
Corrado and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4743
FB-200 P42-46
Drawn By: TH

DWG No. 4743-TOPO



NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #202, Control Monument 77146523
Located at CL S bound L turn lane @ No.3 Rd & Bennett Rd
Elevation = 1.452 metres

SURVEY REINSPECTED
THIS 11th DAY OF JANUARY, 2013

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.
JANUARY 19th, 2012

PLN - 138

HEATHER STREET

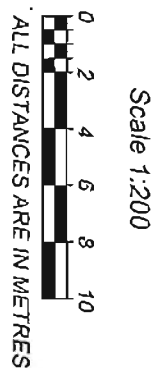
NOTE TO CONTRACTOR: ROOT PRUNING BY PROJECT ARBORIST REQUIRED AT TIME OF SITE PREPARATION AND DEMOLITION

89

NOTE TO CONTRACTOR: RE-GRADING AND FENCES IN THIS AREA ARE TO BE INSTALLED WITH ON SITE DIRECTION BY PROJECT ARBORIST AND WITH COMPLIANCE TO DETAIL SHOWN HEREIN.

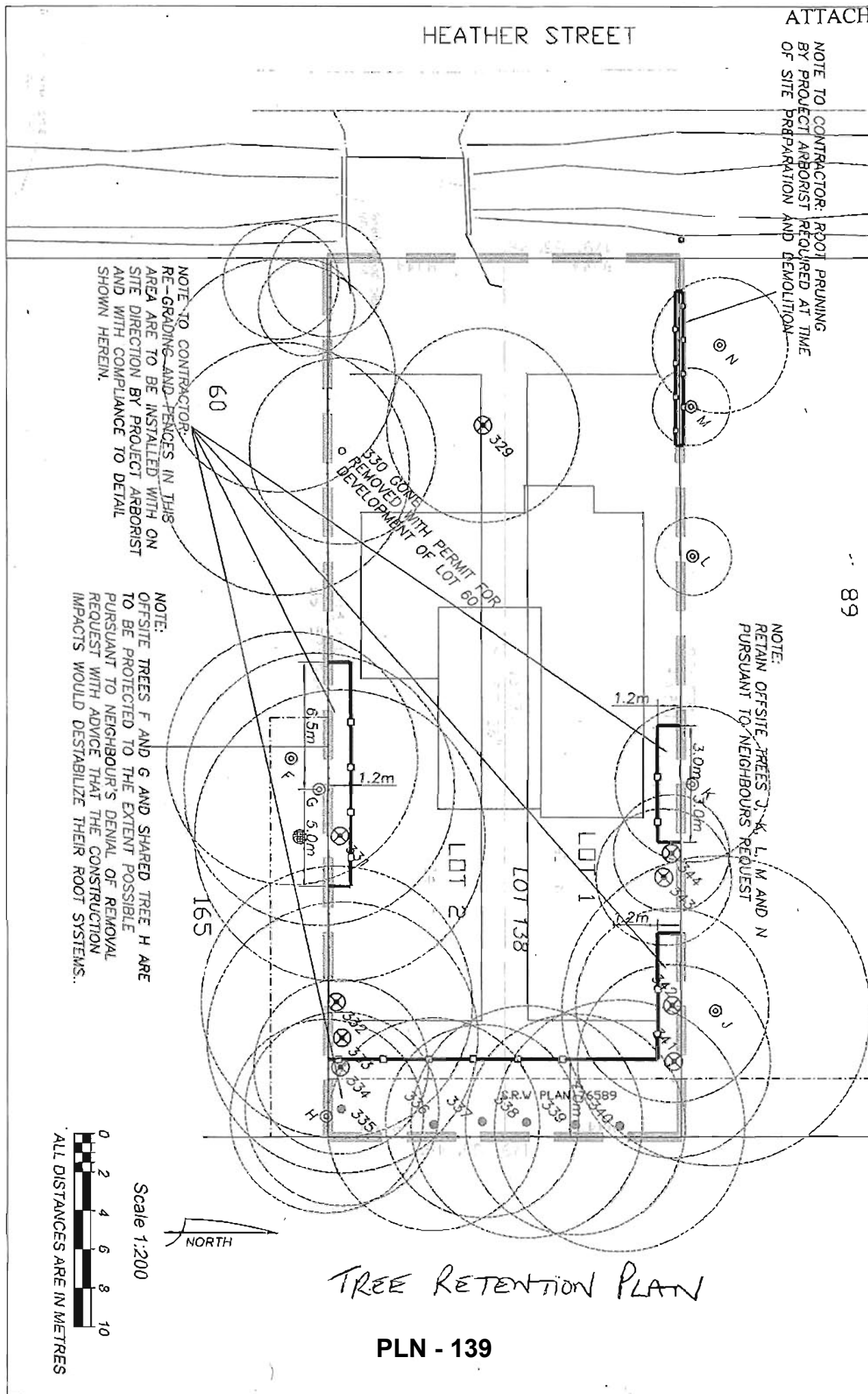
NOTE: RETAIN OFFSITE TREES J, K, L, M AND N PURSUANT TO NEIGHBOURS REQUEST

NOTE: OFFSITE TREES F AND G AND SHARED TREE H ARE TO BE PROTECTED TO THE EXTENT POSSIBLE PURSUANT TO NEIGHBOURS DENIAL OF REMOVAL REQUEST WITH ADVICE THAT THE CONSTRUCTION IMPACTS WOULD DESTABILIZE THEIR ROOT SYSTEMS.



TREE RETENTION PLAN

PLN - 139





Address: 8960 Heather Street

File No.: RZ 13-628035

Prior to final adoption of Zoning Amendment Bylaw 9011 , the developer is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) to ensure that the six (6) required replacement trees are planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
6	8 cm		4 m

The City will release 100% of this security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report of tree protection is received.

2. City acceptance of the developer's offer to voluntarily contribute \$2,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M, & N) to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$8,000 to ensure that on-site trees (tag #'s 335, 336, 337, 338, 339 & 340) and off-site trees (F, G, H, J, K, L, M, & N) will be retained and protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,902) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

At Subdivision* stage, the applicant must complete the following:

- Design and pay to construct (via a work order) a 600 mm diameter permanent storm sewer along the entire frontage of the site to connect to the culvert infill at 8988 Heather Street. A manhole may be required at the connection point. Design to be supplied by **PEN-140** engineering consultant.

- Pay Development Cost Charges (City & GVS&DD), Engineering Improvement Charges for future road improvements (curb, gutter, treed/grass boulevard, sidewalk and street lighting), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

Prior to Demolition Permit' issuance, the following is required to be completed:

- Installation of appropriate tree protection fencing around all trees to be retained as part of the development (F, G, H, J, K, L, M, & N and tag #'s 335, 336, 337, 338, 339 & 340) prior to any construction activities, including building demolition, occurring on-site. Tree Protection fencing must remain in place until construction and landscaping on the future lots has been completed.

Prior to Building Permit' issuance, the following is required to be completed:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9011 (RZ 13-628035)
8960 Heather Street**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/A)**.

P.I.D. 007-730-021

Lot 138 Section 22 Block 4 North Range 6 West
New Westminster District Plan 37935

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9011”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER