WELCOME

Proposed Area Plan Concept
Hamilton Neighbourhood
Plan Update

PURPOSE OF OPEN HOUSE

At this Open House the following is presented:

- A summary of the second Open House Public Survey responses and findings, and
- A proposed Hamilton Area Plan Concept (Concept).

Caution To Property Owners, Developers and Public:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.
PART 1—BACKGROUND

1. Origins

In January 2012, Council endorsed a planning process to update the Hamilton Area Plan, mainly for Planning Areas 2 and 3.

The Phase 2 second Open House was held at Bethany Baptist Church on June 26, 2012.

2. Summary of 2nd Open House Public Survey Responses and Findings

(1) Introduction

The full Survey results are available in the Hand Out which contains the report to the May 27, 2013 Council meeting.

The Survey contained seven questions.

Question No. 1 asked respondents to rank Options 1, 2, and 3.

The remaining questions asked respondents about their “likes” and “dislikes” about the Option that they chose and their preferences for further amenities.

(2) Summary of Survey Responses

a) Responses

Hamilton has an estimated 1,565 households and population of 5,100 people as of 2013.

A total of 76 completed surveys (one per household) were submitted to the City.

This means that 4.8% of all households responded to the survey.
Caution To Property Owners, Developers and Public:

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

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

3. Summary of Other Survey Findings

(1) General

There was the most statistical household survey support for Option 3 (71% of 76 respondent households or 54 households) 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.

In the larger Hamilton community context, this means that 3.4% of all households statistically preferred Option 3.

(2) What Residents Most Liked About Option 3:

<table>
<thead>
<tr>
<th>Great river paths &amp; green park space (12 mentions)</th>
<th>Improved roads–wider (4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The new Riverfront Park in Area 3 (5)</td>
<td>More density (4)</td>
</tr>
<tr>
<td>More retail services (5)</td>
<td>Pedestrian friendly (4)</td>
</tr>
<tr>
<td>A good use of high density pocket around the shopping centre (5)</td>
<td>Multiple paths and routes (3)</td>
</tr>
<tr>
<td>A pedestrian / bicycle bridge over the Hamilton / Queensborough canal (5)</td>
<td>Enhanced walkways (3)</td>
</tr>
<tr>
<td>A reasonable increase in amenities and densities (4)</td>
<td></td>
</tr>
</tbody>
</table>
(3) What Residents Least Liked About Option 3:

<table>
<thead>
<tr>
<th>What Residents Least Liked</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The high buildings (6)</td>
<td>Want more green space (2)</td>
</tr>
<tr>
<td>No new parks (5)</td>
<td>No community gardens (2)</td>
</tr>
<tr>
<td>An increase in traffic (5)</td>
<td>No plans to improve mass transit (2)</td>
</tr>
<tr>
<td>Traffic would increase significantly (4)</td>
<td>The increased density (4)</td>
</tr>
<tr>
<td>No new recreation facilities (2)</td>
<td>Stop large trucks from using Westminster Highway (2)</td>
</tr>
<tr>
<td>Tall buildings limit the view of the river and mountains (2)</td>
<td></td>
</tr>
</tbody>
</table>

(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:

<table>
<thead>
<tr>
<th>Community Amenities</th>
<th>Private Retail Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>A larger elementary school and a high school (6 mentions)</td>
<td>A grocery store</td>
</tr>
<tr>
<td>A community pool (3)</td>
<td>Doctor's office</td>
</tr>
<tr>
<td>Police service space (3)</td>
<td>A dental office</td>
</tr>
<tr>
<td></td>
<td>A pharmacy</td>
</tr>
<tr>
<td></td>
<td>Other uses (e.g., coffee shops, restaurants, banks, a gas station)</td>
</tr>
<tr>
<td></td>
<td>Private Retail Services</td>
</tr>
</tbody>
</table>
4. Criteria to Evaluate Survey Findings

The Survey responses were not to automatically be chosen, as they were always to be subject to further analysis in light of the following criteria:

(1) The degree of total Hamilton resident support.

(2) The achievement of City wide 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), and providing retail services.

(5) The ability of the proposed Options to achieve the best overall balance of City sustainability, social, economic, environmental interests.

(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.

5. More Study and Financial Analysis Was Required Before Proposing an Area Plan Concept

At the time that the Options were proposed, there had been: (1) no costing of the proposed community amenities, park and infrastructure improvements; or (2) an analysis of the ability of the options to pay for them.

Since that time, staff have completed a preliminary funding analysis.

Based on this analysis, Council has endorsed the proposed Concept for community comment, as the community amenities can be provided at a lower density instead of a higher density.

Caution To Property Owners, Developers and Public:

Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.
PART 2—PROPOSED AREA PLAN CONCEPT (CONCEPT) HAMILTON AREA PLAN UPDATE

1. Purpose
On May 27, 2013, Council approved the proposed Concept for presentation to the Hamilton community for comment.

The proposed Concept is based on an analysis of the survey findings, and further planning and financial studies.

Public survey responses from this Open Houses will be considered by Council along with additional analysis in preparing the final proposed Hamilton Area Plan in the Fall 2013.

2. Potential 2034 Build-Out under the Proposed Concept

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>9,000</td>
<td>5,100</td>
<td>7,209</td>
<td>12,300 (rounded)</td>
</tr>
<tr>
<td>Total Dwelling Units (DU)</td>
<td>3,543</td>
<td>1,565</td>
<td>2,551</td>
<td>4,116</td>
</tr>
</tbody>
</table>

3. The Estimated 2034 Area Plan Build Out Timeframe

Based on normal market activity, it is estimated that the build out of the new Area Plan would take until 2034, or about 21 years.

This means that change will occur slowly over time and not all at once, so it can be managed.

4. Proposed Estimated 2034 Population:
Hamilton Concept and Queensborough
- Hamilton: 12,300 people (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) (18 people per acre)

5. Vision
Hamilton is a connected community where residents, employees and visitors have access to local services and amenities in a neighbourhood High Street commercial centre. 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.

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

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

6. Land Use and Density Policies

(1) Area 1 Highlights: The Established Single-Family Area, West of Westminster Highway
- The proposed single family uses and density of 0.55 Floor Area Ratio (FAR), are maintained.
- Ground-oriented townhouses are allowed in places with up to 0.75 FAR density.

(2) Area 2—East of Highway 91A Highlights
- The existing single family uses and density may continue at 0.55 FAR density.
- Ground oriented townhouses may occur at 0.75 FAR density.
- 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 is proposed.

(3) Area 3—West of Highway 91A Highlights
Area 3 includes:
- “The High Street”
  The “High Street” on Gilley Road, east of Westminster Highway, is to be the vibrant and defined mixed use community core.
- Improving local shopping and service opportunities as follows:
  - Proposing Mixed Use (Retail and/or Office with Apartments above) at 1.5 FAR density, with three to four-storey building forms.
  - North Of The Shopping Centre, enabling:
    - Three to four-storey apartments at 1.5 FAR density,
    - Stacked townhouses at 0.75 to 1.0 FAR density in the remainder of Area 3.
- A new 2.72 ha. (6.72 acre) waterfront Park between River Road and Westminster Highway.
- Policies on sizes for development parcels and undeveloped “orphaned” lots will be included in the final Area Plan.
Caution To Property Owners, Developers and Public:

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

(4) Area Along the South Arm of the Fraser River:

This area lies between Dyke Road and the South Arm of the Fraser River, outside of the City's dyke.

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.

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.

The proposed Concept involves 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).
- For the small City owned open space area nearest the Richmond / New Westminster border, and “Park / School” designation.

For industrial and commercial uses, the proposed Concept designations are consistent with the current Light Industrial (IL) and Marina (MA2) zoning and allows 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.

Caution To Property Owners, Developers and Public:

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

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

In Area 1:
- The Concept proposes little change from the existing Area Plan’s “Single Family” and “Mixed Multiple Family (Townhouses) & Single Family” designations. The change is where some lots that are proposed to be designated for only future “Residential (Townhouses)” in which rezoning applications to permit townhouses may be considered by Council. In the meantime, the current single family dwellings can continue to exist under current zoning.

In Area 2:
- The Concept proposes a change from the existing Area Plan’s “Mixed Multiple Family (Townhouses) & Single Family” designation where all lots are proposed to be designated only for future “Residential (Townhouses)” in which rezoning applications to permit townhouses may be considered by Council. In the meantime, the current single family dwellings can continue to exist under current zoning.

In Area 3:
- The Concept proposes changes from the existing Area Plan’s “Mixed Multiple Family & Single Family” designation to:
  - “Residential (Townhouses Only)”; “Residential (Stacked Townhouses Only)”; or “Residential (3-4 Storey Apartment Only)” in which rezoning applications may be considered by Council to permit these uses; or
  - “Park/School” for the proposed Waterfront Park.

- The Concept also proposes to change the current “Commercial” designation on the shopping mall and current “Mixed Multiple Family (Townhouses) & Single Family” designation to the north to a new “Mixed Use (Residential use and/or Office with Residential Above)” designation. Rezoning applications may be considered by Council to permit these uses.

- In the meantime, the current single family dwellings can continue to exist under current zoning.

Note: In the shaded areas shown on the map below, please help us clarify if you prefer: (1) Single Family Only; (2) Single Family & Townhouses; or (3) Townhouses Only in the Public Survey.

Caution To Property Owners, Developers and Public:
Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.
8. 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.
- 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 and open spaces.
- 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.
- The higher densities are to contribute and provide more cash or larger built spaces for community amenities (through density bonusing).
9. 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.
- 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.
- 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.
10. Parks and Open Space

Parks and open spaces are well distributed across Hamilton, meet the City’s standards for neighbourhood and community park access and are sufficient to accommodate the proposed Concept.

The Concept proposes to achieve more by adding park land and enhancements as follows:

- 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 waterfront 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. It is made possible by a proposed new extension of Willett 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) including:
  - Improving accessibility along the North Arm 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, and
  - Creating a multi-use linear corridor along the Queen Canal to enable an attractive walking and cycling environment.

In total, the Concept proposes 20.0 ha. (49.36 acres) of City park and open space.

City Park staff are exploring ways to acquire the proposed new Waterfront Park in a timely manner.
11. 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.

As the proposed Concept involves an estimated total of 12,300 people at build out, additional City indoor recreation space will be needed and is proposed to be provided in two (2) ways, as follows:

(1) Increased City-Owned Community Centre Funded by Development:
   Additional City-owned community centre space of 4,000 ft² (372 m²) is to be funded by developers via density bonusing under rezoning applications, and constructed by the City.

(2) Private Commercial Indoor Recreation Space:
   The proposed Concept enables developers to provide private indoor commercial recreation space (e.g. yoga or pilates studio). These would be market driven and may be provided by developers without a density bonus.
Hamilton Neighbourhood Plan Update

Caution To Property Owners, Developers and Public:

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

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 with similar services as other branches (e.g., East Cambie).

The Concept proposes that developers will provide a City owned library of up to 5,000 ft² to 6,000 ft² (464 m² to 557 m²), through density bonusing.

It is proposed 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.

Any new library service will be determined by Council after the above Library Strategic Plan is completed and Council determines how it is to be implemented.

**13. Community Policing Service Considerations**

The Concept proposes space for a possible 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 may be in the shopping centre.

As currently there is no funding available for any increase in police service, until this matter is addressed, the space can be used for City purposes, as Council determines.

---

**Caution To Property Owners, Developers and Public:**

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

14. School Considerations

The Richmond School Board is responsible for providing elementary schools, high schools and bussing.

City and School Board staff have collaborated throughout the Area Planning process.

Currently, there is one elementary school which is at capacity, students are to go to McNair High School and the School Board provides a bussing services to McNair School.

The School Board advises that, in the long run, new elementary school space will be needed and is considering options to address this matter.

15. A Grocery Store

Residents would like a grocery store and a range of retail services.

The proposed Concept enables small stores and retail services.

City consultant advice indicates that population of 10,000 – 15,000 may support a small grocery store.

All retail uses and services are subject to developer interest and market forces.

Caution To Property Owners, Developers and Public:
Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.
16. Transportation Improvements

The Concept proposes a range of transportation improvements including:

- A finer grain of streets and lanes that encourage convenient and safe access for walking, cycling and rolling trips throughout the community,
- An improved 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,
- An improved walking and rolling network (including scooters, skates, and personal low-powered travel modes),
- An enhanced existing pedestrian and bike bridge over Highway 91A,
- Enhancing 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,
- New and retrofitted existing streets with features to mitigate speeding and cut-through traffic to enhance neighbourhood liveability,
- Improved 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 final Area Plan is proposed and detailed transportation engineering design will be undertaken by developers at the development application (e.g., rezoning) stage.

Caution To Property Owners, Developers and Public:
Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.
17. Ecological Network and Environment Policies

The City’s existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies will apply to development in the same manner as they apply throughout the City, and as augmented by updated Hamilton Area Plan 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:

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

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

The ESAs shown on this map are an attachment to the Official Community Plan (OCP). You are reminded that the OCP also contains other maps, policy statements, restrictions on land use, and development guidelines pertaining to Environmentally Sensitive Areas (ESAs).

The ESA locations shown on this OCP map supercede those contained in the Area Plans and Sub-Area Plans.

The ESAs shown on this map are an attachment to the Official Community Plan (OCP). You are reminded that the OCP also contains other maps, policy statements, restrictions on land use, and development guidelines pertaining to Environmentally Sensitive Areas (ESAs).

The ESA locations shown on this OCP map supercede those contained in the Area Plans and Sub-Area Plans.

Note: The City’s existing Riparian Management Area (RMA) Policy and 2041 OCP Environmentally Sensitive Areas (ESA) Development Permit policies will apply to development in the same manner as they apply throughout the City, and as augmented by updated Hamilton Area Plan policies.
18. A “Developer Pays” Theme

The Concept proposes a “Developer Pays” theme.

The proposed Concept requires developers to pay for community improvements and this will be determined in a Financial Implementation Program which will accompany the final Area Plan.

The Financial Implementation Program will include the following developer funded approaches:

- **Density Bonusing:** All developers, through density bonusing in rezoning applications, will contribute to the proposed City owned small library, indoor recreation space, and small police service space.
- **Development Cost Charges (DCCs):** All developers will contribute to the City wide Development Cost Charge (DCC) Program to provide new park land, park improvements; and water, sanitary, drainage, road and transit improvements. As with any DCC item constructed, the City would not necessarily fund works in the area equal to the amounts collected in the area.
- **On and Off Site Improvements:** All developers will pay for on and off site improvements (e.g., roads, lanes, trails; water, sanitary and drainage improvements).
- **Other Methods:** Other financing methods will be explored (e.g., Latecomer’s and Phased Development Agreements).

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.

20. Next Steps

Please complete a Survey and return it to City Hall by July 10, 2013.

Your survey responses will be considered by Council in finalizing the Area Plan.

It is anticipated that the final proposed Area Plan and Financial Implementation Program will be presented to Council in the Fall of 2013 with completion by year end.

THANK YOU FOR YOUR TIME AND PARTICIPATION
Caution To Property Owners, Developers and Public:
Until the Area Plan is finalized, Hamilton property owners and developers are strongly advised not to speculate or make assumptions about the final allowed Area Plan land uses or densities, as they may change from the proposed Concept—this cannot be emphasized enough.