



City of Richmond

Report to Committee

To: Planning Committee **Date:** June 10, 2010
From: Cathryn Volkering Carlile
General Manager - Community Services **File:**
Re: **Proposed City-Owned Child Care Facility, TransLink Site: Consultation with Hamilton Community Association**

Staff Recommendation

That the Community Amenity Benefits negotiated through the TransLink site rezoning be used, as proposed in the Director of Development's report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands given that, prior to opening the facility, staff have addressed safety concerns raised by the Hamilton Community Association in the following ways:

1. Vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;
2. An asphalt walkway with extruded curb be provided on the north side of Westminster Highway, from the western edge of the Community Amenity Lands to Smith Crescent, at the estimated cost of \$45,000;
3. A special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;
4. An extruded curb be installed between the existing eastbound travel lane and shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, to create a delineated walkway and cycling path at the estimated cost of \$70,000; and,
5. A new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway.

Cathryn Volkering Carlile
Cathryn Volkering Carlile
General Manager - Community Services
Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		<i>Cathryn Volkering Carlile</i>	
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Recreation Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	
<i>[Signature]</i>			DEPUTY <i>[Signature]</i> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

At a January 18, 2010 Public Hearing regarding the Translink Bus Operations and Maintenance Facility rezoning, some concerns were raised by the President of the Hamilton Community Association (HCA) regarding the proposed use of negotiated community amenity funds for a child care facility adjacent to the Translink site, pertaining to the need for child care and the appropriateness of the location due to health and safety concerns. As a result, Council resolved:

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

Staff met with HCA representatives and other stakeholders and a letter was subsequently received from HCA outlining their concerns. Results of this consultation with the HCA and other stakeholders were presented in a staff report to May 18, 2010 Planning Committee meeting (**Attachment 1**), recommending:

That the Community Amenity Benefits negotiated through the TransLink site rezoning be used, as proposed in the Director of Development's report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands.

During discussion of this recommendation, a delegation from the HCA requested that City staff engage in direct conversation with them regarding traffic and pedestrian safety concerns pertaining to the proposed establishment of a child care facility at this location. As a result, Planning Committee resolved that:

1. *The report entitled "TransLink Rezoning (RZ 09-484669): Proposed Use of Community Amenity Benefits for a City-Owned Child Care Facility" be referred back to staff for further discussion with the Hamilton Community Association; and*
2. *After discussion has taken place with the Hamilton Community Association, staff report back to the Planning Committee.*

The purpose of this report is to convey discussion results and propose recommendations.

Staff recommendations support the following Council Term Goals:

Council Term Goal #4: "Community and Social Services - *Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy that includes:*

- *Clearly articulated roles and services for the City, and a viable funding strategy."*

Council Term Goal #6: "Transportation – Improve City transportation and mobility elements through:

- *Encouraging use of alternate forms of transportation, especially for Richmond youth."*

Findings Of Fact

On May 27, 2010, City staff from Transportation, Policy Planning, Parks and Recreation Services and Community Social Services met with representatives of the HCA to engage in direct discussion with City staff regarding concerns pertaining to locating a child care facility on the Community Amenity Lands.

HCA emphasized that their primary concerns regarding locating a child care facility on the TransLink-negotiated Community Amenity Lands related to traffic and pedestrian safety, due to the site being located on a bend in Westminster Highway with limited visibility; lack of safe pedestrian access on Westminster Highway to the site; high traffic speed on Westminster Highway; and the need for conveniently located bus stops. The majority of meeting time was devoted to possible solutions to HCA traffic and pedestrian safety concerns.

HCA also reiterated their desire to have priority spaces for Hamilton residents at the proposed City-owned child care facility.

The HCA has provided a letter outlining areas that remain of concern following the meeting, namely (1) the need for a safe walkway on Westminster Highway between Gilley Road and the western edge of the Community Amenity Lands, (2) priority enrolment for Hamilton residents, and (3) the need for conveniently located bus stops (**Attachment 2**).

Analysis

1. Traffic and Pedestrian Safety Concerns and Proposed Mitigation Improvements

The following provides a summary of the traffic and pedestrian safety concerns expressed by the HCA and findings of the review/investigation conducted by staff.

1.1 Visibility of Access

Concern: HCA is concerned with the location of the future vehicular access to the Community Amenity Lands as it would be located on the portion of Westminster Highway where the road bends, which in turn may limit the visibility of traffic using the access vis-à-vis traffic travelling on Westminster Highway and vice versa.

Findings: Using recognized industry guidelines published by the Transportation Association of Canada and given the existing road geometry and traffic characteristics, staff have reviewed the adequacy of sightlines for traffic coming out of the Community Amenity Lands to traffic travelling on Westminster Highway and vice versa. The results of the review indicate that adequate sightline/visibility (of approximately 80 m) would be provided if the driveway was located on the northeast corner (or as far east as possible past the curve) of the Community Amenity Lands site on Westminster Highway. As such, it is recommended that as part of the site design for the Community Amenity Lands, the vehicle access be located on the northeast corner of the site.

1.2 Pedestrian Access

Concern: HCA is concerned with the lack of safe pedestrian access on Westminster Highway to the Community Amenity Lands site.

Findings: Westminster Highway is generally an east-west facility except between Hamilton Interchange and Smith Crescent where it runs in the north-south direction. In the vicinity of the Community Amenity Lands site, Westminster Highway generally consists of one eastbound and one westbound travel lane with shoulders on both sides of the road for both pedestrians and cyclists (note that Westminster Highway from Garden City Road to Boundary Road is a designated cycling route). There is no curb and gutter nor sidewalks for pedestrians.

There are several committed transportation/pedestrian safety improvements along Westminster Highway that would be implemented as part of the frontage works for nearby developments and/or the City's Capital Program, including (see **Attachment 3** for the schematic illustration):

- McLean Avenue intersection: upgrade of the existing pedestrian signal to a new full traffic signal;
- McLean Avenue to Gilley Road: road widening of Westminster Highway on the east side to create a bike lane, a boulevard and a sidewalk;
- Gilley Road intersection: upgrade of the existing pedestrian signal to a new full traffic signal;
- West edge of the Community Amenity Lands to Boundary Road: road widening of Westminster Highway on the north side to create a bike lane, and a pedestrian walkway separated with extruded curb from the vehicular traffic; and
- Boundary Road intersection: installation of a new full traffic signal.

While the improvements noted above would significantly enhance pedestrian and cycling access via Westminster Highway to the Community Amenity Lands, there are still "gaps" in pedestrian and cycling facilities, specifically between the west edge of the Community Amenity Lands west to Gilley Road. In light of HCA's concerns, staff are proposing the following improvements along Westminster Highway to enhance pedestrian access to the Community Amenity Lands (see **Attachment 3** for the schematic illustration).

- West edge of the Community Amenity Lands to Smith Crescent: outside current road shoulder, install a 1.5m to 2.0m wide asphalt walkway with extruded curb on the north side of Westminster Highway (estimated cost \$45,000);
- Smith Crescent intersection: install a special crosswalk with associated advanced warning signage on the west side of the intersection (estimated cost \$40,000); and
- Smith Crescent to Gilley Road: install an extruded curb between the existing eastbound travel lane and the road shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, creating an approximately 1.8m to 2.0 wide shared walkway/cycling facility that is physically separated from vehicular traffic. As Westminster Highway is a designated cycling route, minor road widening may be required to maintain a minimum of 1.8m wide asphalt surface (total estimated cost \$70,000) for cyclists.

While the HCA has requested that the pedestrian facility be provided along the west side of Westminster Highway, implementing such an improvement is not recommended at this time due to the prohibitively high cost (estimated magnitude of cost in the range of \$700,000, which is not included in the current approved 5-year capital program) and environmental impacts associated with filling the ditch at Gilley Road, which is within both an Environmental Sensitive Area and a Riparian Management Area. The proposed extruded curb on the east side of Westminster Highway is a cost-effective means to provide a continuous walking and cycling facility that can be implemented readily with the development of the Community Amenity Lands and funded by current approved Capital Projects.

1.3 Traffic Speeds

Concern: HCA is concerned with high vehicle speeds along Westminster Highway. In fact, HCA has conducted its own field measurements of vehicle speeds and noted that the majority of traffic are travelling above the posted speed of 50km/h.

Findings: Staff anticipate that the improvements along Westminster Highway noted in Section 1.2 would mitigate speeding issues, namely with the introduction of new full traffic signals and a special crosswalk (all of which will interrupt the flow of traffic) and the creation of a more “urban” feel with the installation/creation of walkways and extruded curbs resulting in a perceived narrower road. However, it should be noted that police enforcement is the most effective means of dealing with vehicle speeding and as such, staff would continue to monitor the situation and request Richmond RCMP to provide timely enforcement.

1.4 Bus Stop for the Community Amenity Lands

Concern: HCA is concerned with the lack of a bus stop in the proximity of the Community Amenity Lands, which is inconvenient for clients using transit and may encourage more driving to the site.

Findings: In the vicinity of the Community Amenity Lands site, there are currently bus stops on Westminster Highway at Smith Crescent and Boundary Road for westbound busses. In the eastbound direction, there is currently a bus stop on Smith Crescent at Westminster Highway. To enhance transit connection to the site, staff are proposing, subject to consultation with Coast Mountain Bus Company (CMBC), an additional bus stop for the westbound buses in front of the site. In the eastbound direction, while it may be desirable to add a new bus stop on the south side of Westminster Highway directly across from the site, this is not recommended due to the safety concerns of having pedestrians crossing Westminster Highway mid-block. Instead, staff will explore the possibility of relocating the existing bus stop on Smith Crescent to Westminster Highway at Smith Crescent, which would be approximately 2-3 minutes walk from the site.

2. Alternate Locations

In the March 30, 2010 HCA letter, two alternate sites, believed to be City-owned, were proposed for locating the child care centre due to safety concerns associated with the Community Amenity Lands. As Site 2 is owned by the BC Transportation Financing Authority, it was not considered to be a viable option for this review. Site 3, the City-owned Hamilton Highway Park, was considered but not recommended, primarily because of its intended neighbourhood park use; unlit trail access; unknown suitability of soil conditions for construction; and servicing costs, including road improvements, of approximately \$1 million. In contrast, the Community Amenity

Lands were negotiated with this purpose in mind; the December 10, 2010 report from the Director of Development to Planning Committee indicates that site development concerns can be addressed; and servicing costs will be covered primarily by Translink. A table comparing features of the negotiated Community Amenity Lands with Hamilton Highway Park has been included as **Attachment 4**.

The HCA is requesting that, to locate the child care facility on the Community Amenity Lands, the City adequately address their safety concerns as described in Section 1, above.

3. Priority Spaces for Hamilton Residents

3.1 City Policy and Procedures

As originally expressed in their March 2010 letter and reiterated in their May 2010 letter (**Attachment 2**), the HCA is requesting that Hamilton residents be given priority status for enrolment in the proposed center. This does not constitute a request for exclusive access to spaces. With priority spaces, two separate wait lists would be maintained by the provider; a priority list of Hamilton residents and a second list of non-Hamilton residents. If a vacancy arises that is not required by a Hamilton resident, the space would be made available to a non-Hamilton resident.

A summary of arguments both for and against this request, as proposed by staff and as advised by the Child Care Development Advisory Committee, is presented in the staff report to May 18 Planning Committee (**Attachment 1**; pp. 6 – 7). As a result of this analysis, no City policy changes were recommended.

Once the TransLink rezoning has received approval and title for the Community Amenity Lands has been transferred to the City, site plans will be developed and staff will bring forward a rezoning application for Council's consideration to allow for a child care center at this location. Following these steps, a non-profit child care provider will be selected through a Request for Proposals (RFP) process.

The City's primary criteria in selecting a provider will be to ensure that the successful proponent will offer quality, affordable care to Richmond residents, employees and employers, as per City policy. In addition, operational stability will need to be demonstrated through a history of providing reliable care.

City of New Westminster staff have indicated that the RFP to operate a planned Queensborough child care facility will not request priority for Queensborough residents although, as in Hamilton, challenges of relative geographic isolation and access to services are faced.

3.2 Administrative Policy and Procedures

Administrative decisions, including enrolment policies and procedures such as the establishment and management of waitlists, will be the purview of the provider selected through the RFP process. Ensuring full enrolment is, of necessity, a providers' first consideration in maintaining the financial viability of their centers. The City is not involved in such administrative decisions.

Other than trying to ensure a continuum of care for children already enrolled, the only type of priority list commonly used in Richmond is that of sibling enrolment. According to providers, implementing this priority presents challenges that, if combined with a neighbourhood priority, may be exacerbated.

Due to the unique challenges of securing child care in Hamilton, establishing a priority list for neighbourhood residents may be considered by, but not required of, the successful proponent. If the selected provider determines that a priority list for Hamilton residents may be established without compromising operational stability, while ensuring that City-wide residents, employees and employers are also served, such an administrative decision may be made.

Consistent with the report to May 18 Planning Committee, staff do not recommend any City policy or procedure changes as per this request.

Financial Impact

The total estimated cost to implement the transportation improvements along Westminster Highway as noted in Section 1.2 is approximately \$155,000, comprised of the following:

- \$45,000 for implementing an asphalt walkway with extruded curb on the north side of Westminster Highway, from the west edge of the Community Amenity Lands to Smith Crescent;
- \$40,000 for installing a special crosswalk and associated advanced warning signage at the Smith Crescent intersection; and
- \$70,000 for placing an extruded curb between the existing eastbound travel lane and the road shoulder on the east side of Westminster Highway, from Smith Crescent to Gilley Road, and minor road widening as necessary to maintain a minimum travel surface of 1.8m wide for cyclists.

Staff recommend that funding to support the above improvements be sourced from the following approved Capital Projects:

- 2006 Miscellaneous Intersection Improvements (Project #40270)- \$40,000
- 2009 Neighbourhood Traffic Safety (Project #41232)- \$47,000
- 2009 Miscellaneous Intersection Improvements (Project #41231)- \$68,000

Note that staff are currently finalizing with the City of New Westminster and TransLink on the potential contribution towards the costs of the new traffic signal at the intersection of Westminster Highway at Boundary Road (included as part of the TransLink Bus Depot frontage works). Once confirmed, the contribution towards the signal would be used to offset the proposed costs noted above.

Conclusion

Staff have met with the HCA and engaged in direct discussion regarding concerns pertaining to locating a child care facility on the Community Amenity Lands. In response to traffic and pedestrian safety concerns raised by the HCA, staff are proposing several transportation, site-access design and bus stop improvements to address the concerns raised by the HCA. These proposed improvements would provide safe and adequate access for both pedestrians and drivers to and from the proposed child care facility. This report seeks Council endorsement on the proposed improvements to address HCA concerns and associated funding of \$155,000 to implement transportation/traffic improvements along Westminster Highway, between Smith Crescent and Gilley Road, from previously approved Capital Programs.



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City of Richmond

Report to Committee

To: Planning Committee **Date:** March 30, 2010
From: Cathryn Volkering Carlile
 General Manager - Community Services **File:**
Re: Translink Rezoning (RZ 09-484669): Proposed Use of Community Amenity
 Benefits for a City-Owned Child Care Facility

Staff Recommendation

That the Community Amenity Benefits negotiated through the Translink site rezoning be used, as proposed in the Director of Development's report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands.

Cathryn Volkering Carlile
 General Manager - Community Services

Att. 1

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ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Recreation Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	
			YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

On January 18, 2010 Council gave second and third reading to a Zoning Amendment Bylaw that, if adopted, would allow for the development of a Translink Bus Operations and Maintenance Facility at Westminster Highway and Boundary Road (**Attachment 1**).

Community amenity benefits proposed as a condition for final adoption include a land transfer of 2.43 acres plus a monetary contribution of approximately \$1.77 million for community amenities, and an additional \$50,000 for trail development.

In a report to Planning Committee from the Director of Development dated December 10, 2009, staff proposed that the \$1.77 million negotiated for community amenities be used for site preparation and construction of a child care facility on the Community Amenity Lands. This contribution would allow for the construction of a 3,400 sq. ft. facility, to accommodate approximately 33 child care spaces. The facility would be City-owned and leased to a non-profit child care provider for a nominal fee.

At the January 18, 2010 Public Hearing, some concerns were raised by the President of the Hamilton Community regarding the need for such a child care facility in Hamilton and the appropriateness of the location due to health and safety concerns (**Attachment 2**). As a result, Council resolved:

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

The purpose of this report is to convey the results of this consultation.

The staff recommendation supports the following Council Term Goal:

Council Term Goal #4: "Community and Social Services - *Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy that includes:*

- *Clearly articulated roles and services for the City, and a viable funding strategy."*

Findings Of Fact

In February 2010, a letter was sent to the Hamilton Community Association (HCA) and other stakeholders (**Attachment 3**) regarding the need for the proposed child care facility, as well as location considerations. An advertisement was also placed in the Hamilton Newsletter (**Attachment 4**) to give Hamilton residents the opportunity to respond. Staff met with representatives of the HCA, the Child Care Development Advisory Committee, Richmond Children First and the Richmond Community Services Advisory Committee to discuss the proposed use of community amenity lands and funds.

Written responses (**Attachment 5**) were received from the following:

1. Hamilton Community Association
2. Hamilton School Parent Advisory Committee
3. Child Care Development Advisory Committee
4. Child Care Resource and Referral Centre
5. Richmond Children First
6. Richmond Community Services Advisory Committee
7. Vancouver Coastal Health - Richmond Public Health
8. Community members (6)

Analysis

1. Need for a Child Care Facility in Hamilton

(a) Stakeholder Comments

Stakeholders unanimously supported the need for a childcare facility in Hamilton, as illustrated by the following comments:

Hamilton Community Association: "The Hamilton Community Association supports utilizing the \$1.77 million donated to the City of Richmond by TransLink for the building of a child care facility. Utilizing the space in this manner will address the child care need identified in the Richmond Child Care Strategy document, specifically a shortfall of 24 spaces for ages 3 to 5 and 41 spaces for school age care."

Hamilton Parent Advisory Committee: "We agree there is a need for childcare in our community. We see the continued growth of our community and would like to advocate for those coming into the area and be their voice."

Richmond Public Health: "Based on current licensed childcare facility information and the Child Care Strategy's projections through 2016, we agree that there will be a need for additional school age care, for group care for children 3-5 years of age, as well as the City-wide need for more infant toddler care."

Richmond Child Care Resource and Referral: "...parents living in the Hamilton area of Richmond are extremely limited in their child care options. Within the Hamilton Planning area, there is less than one group child care space for every 10 children under age three; for three to five-year-olds and school age children, the number of group child care spaces hovers around two for every 10 children. While many areas of Richmond suffer from a lack of child care, Hamilton should be a priority due to its distance from the rest of the city. If parents living there are unable to find a child care space in their community, their two options – neither one ideal – are to travel 20 minutes to downtown Richmond or head to New Westminster."

(b) Community Member Comments

Of six community member responses, two supported the use of community amenity funds for a City-owned child care facility, two supported a fitness centre and/or library, and two did not address community amenities but rather expressed opposition to the location of the Translink facility in Hamilton.

One of two community members supporting the need for a child care facility articulated that working parents with young children needing child care are generally too busy to participate in consultations (e.g., reading the Hamilton newsletter, attending public hearings, writing letters to the City) and suggested that his position, emphasizing the need for the facility, would be representative of these parents.

(c) Draft 2009 – 2016 Richmond Child Care Strategy and Implementation Plan

As part of the Draft 2009 – 2016 Richmond Child Care Strategy and Implementation Plan (**Attachment 6**), demand for child care was assessed by neighbourhood. Hamilton is expected to experience the fastest rate of growth in the school age population in Richmond. Furthermore, child care shortages are more acutely felt due to the relative geographic isolation of the community. The Draft Strategy indicates that Hamilton would benefit from an additional group care centre, and that, over the next five years, spaces are particularly needed for group 3 to 5 (24 spaces) and school age care (41 spaces). To illustrate, the Hamilton Community Centre, which offers preschool and school age care, has a wait list of 24 children for school age care for the 2010/2011 school year to date.

2. Location Concerns

At the January 18, 2010 Public Hearing, the President of the IICA expressed concerns regarding the health and safety of the location. The HCA proposed alternate sites in their March 30, 2010 letter.

(a) Health Concerns

Health concerns identified by the HCA pertain to possible air quality hazards presented by the proximity of the child care centre to the bus operations and maintenance facility.

While no air quality studies specific to Translink facilities have emerged, AirCare indicated that:

- The air quality concern relevant to diesel buses relates to particulate matter emission.
- Buses purchased in 2007 or after have diesel particulate filters (DPF) that filter out all particulate matter emissions.
- While one bus in 20 now has a DPF, eventually the entire fleet will be so equipped. By 2014, Translink estimates that 40% of the fleet operating from the Hamilton site will be DPF equipped, with the percentage increasing steadily thereafter.
- Heaviest traffic will occur from 5:00 a.m. to 7:30 a.m., and 5:30 p.m. to 7:00 p.m., when buses leave to and return from rush hour service. Translink estimates that 90% of buses booked for morning rush hour service leave the existing Richmond Transit Centre yard before 7:30 a.m. Outdoor play times may be scheduled to coincide with lowest traffic times.

- Prevailing winds in Richmond come from the west. As the child care centre would be located adjacent to the southwest border of the site, winds would typically be carrying emissions away from, rather than toward, the proposed centre.

Due to the westerly prevailing winds, periods of low activity on the site when outdoor play may be scheduled, and the elimination of particulate emissions in newer buses, staff do not consider air quality concerns sufficient to disregard the Community Amenity Lands as an acceptable site for a child care facility. While no comparative data is available, potential health risks posed by air quality have not deterred the establishment of child care centres in settings such as airports and downtown cores.

(b) Safety Concerns

Safety concerns identified by the HCA pertain to the limited visibility of oncoming traffic due to the bend in Westminster Highway at the Community Amenity Lands location. While plans for traffic access to the site have yet to be proposed, preliminary discussion with Transportation staff indicates that safe options will be found. Traffic access plans will be presented in the rezoning report required to allow for the construction of a child care facility at this site, to follow final adoption of the Translink site Zoning Amendment Bylaw.

With respect to traffic coming and going to the Translink facility, 90% of the bus traffic and the majority of non-Richmond Translink employees will approach the site from the east via Westminster Highway and Boundary Road. Limited traffic from buses serving Hamilton will be travelling west to the site. Whether arriving from the east or west, all buses and employees will enter the Translink site from Boundary Road. With limited traffic from the west, street access from the east, and frontage improvements along Westminster Highway to be completed as part of the TransLink project, traffic impact on the community amenity lands is expected to be minimal. As well, Translink is proposing Transportation Demand Management initiatives to reduce employee vehicular use to and from the site, as outlined in the Translink rezoning report.

3. Alternate Sites

In a March 2010 letter to City staff, the HCA expressed support for the community amenity funds to be used for a child care centre, but proposed two sites other than the negotiated Community Amenity Lands, believed to be City-owned, for consideration (Plots 2 and 3, as attached to the first letter in **Attachment 5**). A map illustrating their location in relation to the Translink site and the Hamilton Community Centre and School is found in **Attachment 7**.

(a) B.C. Transportation Financing Authority Land

As this parcel ("Plot 2", **Attachment 5**) is in fact owned by the B.C. Transportation Financing Authority (BCTFA), it is not being considered as a potential site for the proposed facility.

(b) Hamilton Highway Park

Limitations to the suitability of this site ("Plot 3", **Attachment 5**) include:

- This City-owned parcel is intended for park use, although no design plan or park program has been prepared to date.
- Given that Hamilton Highway Park is west of a major highway, air quality and traffic safety concerns may be raised regarding this site.
- The suitability of soil conditions for construction is unknown.

(c) Community Amenity Lands

Upon review of air quality and traffic safety issues, staff conclude that the Community Amenity Lands negotiated as part of the Translink rezoning application provide an appropriate site for a child care facility. Additional factors that make this location suitable include:

- As noted in the Rezoning application report, sufficient information has been provided to indicate that technical issues related to site development are likely to be resolved.
- The Community Amenity Lands will provide a pleasant environment for a child care facility, adjacent to City park land including a pedestrian trail for access to the dyke.
- Consideration may be given to establishing a crosswalk with a traffic light in a safe location that will connect the Community Amenity Lands with the trail referred to in the HCA letter that runs alongside the BCTFA land.

A table comparing features of the negotiated Community Amenity Lands with Hamilton Highway Park has been included as **Attachment 8**.

4. Priority spaces

In the March 2010 letter, the HCA also requests that an operational requirement be made that "residents of Hamilton are given priority status on all listings at all times as spaces become available at the facility", to ensure that Hamilton residents receive maximum benefits from the amenity.

Arguments for (pro) and against (con) this proposal include:

(a) Pro

- As identified in the Draft 2009 – 2016 Richmond Child Care Strategy and Implementation plan:
 - The Hamilton neighbourhood requires an additional child care centre to meet the needs of residents.
 - This area is projected to have the highest increase in the school age population in Richmond.
 - The relative isolation of the community means that child care shortages are "acutely felt" by Hamilton residents.

(b) Con

- City Child Care Development Policy acknowledges that child care is an essential service for Richmond employers and employees, as well as residents.
- Program registration at the four existing City-owned child care facilities is open to all families seeking care.
- By virtue of its location, a facility situated in Hamilton is more likely to be used by Hamilton residents, employers and employees than residents from elsewhere in Richmond.
- Restricting registration based on place of residence may set a precedent for other child care facilities, in Richmond and elsewhere (e.g., Queensborough), which would limit Hamilton residents' opportunities in other neighbourhoods, should they seek registration elsewhere.

At the April 6 meeting of the Child Care Development Advisory Committee (CCDAC), Councillor Evelina Halsey-Brandt, Council Liaison, suggested that this HCA proposal be added to the CCDAC agenda for discussion. CCDAC subsequently moved that:

WHEREAS City Child Care Development Policy acknowledges that quality and affordable child care is an essential service in the community for residents, employers and employees;

AND WHEREAS the four existing City-owned child care centres are City-wide facilities, with registration open to all residents, employers, employees, and others;

AND WHEREAS a City-owned child care facility adjacent to the Hamilton Translink site has been proposed;

AND WHEREAS by virtue of its location, spaces at this facility will most likely be sought by Hamilton residents, employers, employees, and other parents commuting through Hamilton:

THEREFORE BE IT RESOLVED that the proposed City-owned child care centre adjacent to the Hamilton Translink site be a City-wide facility, with registration open to all Richmond residents, employers, employees and others.

As staff concur with the advice provided by CCDAC, no City policy changes are recommended in response to this HCA request.

Financial Impact

There are no financial implications to the staff recommendation at this time. Staff consider that, as the Community Amenity Lands are suitable for child care purposes, using this location would be fiscally more prudent than considering other sites for which soil conditions and other construction impediments are unknown. Furthermore, time delays resulting from additional processes associated with other sites may drive up site preparation and construction costs due to inflation.

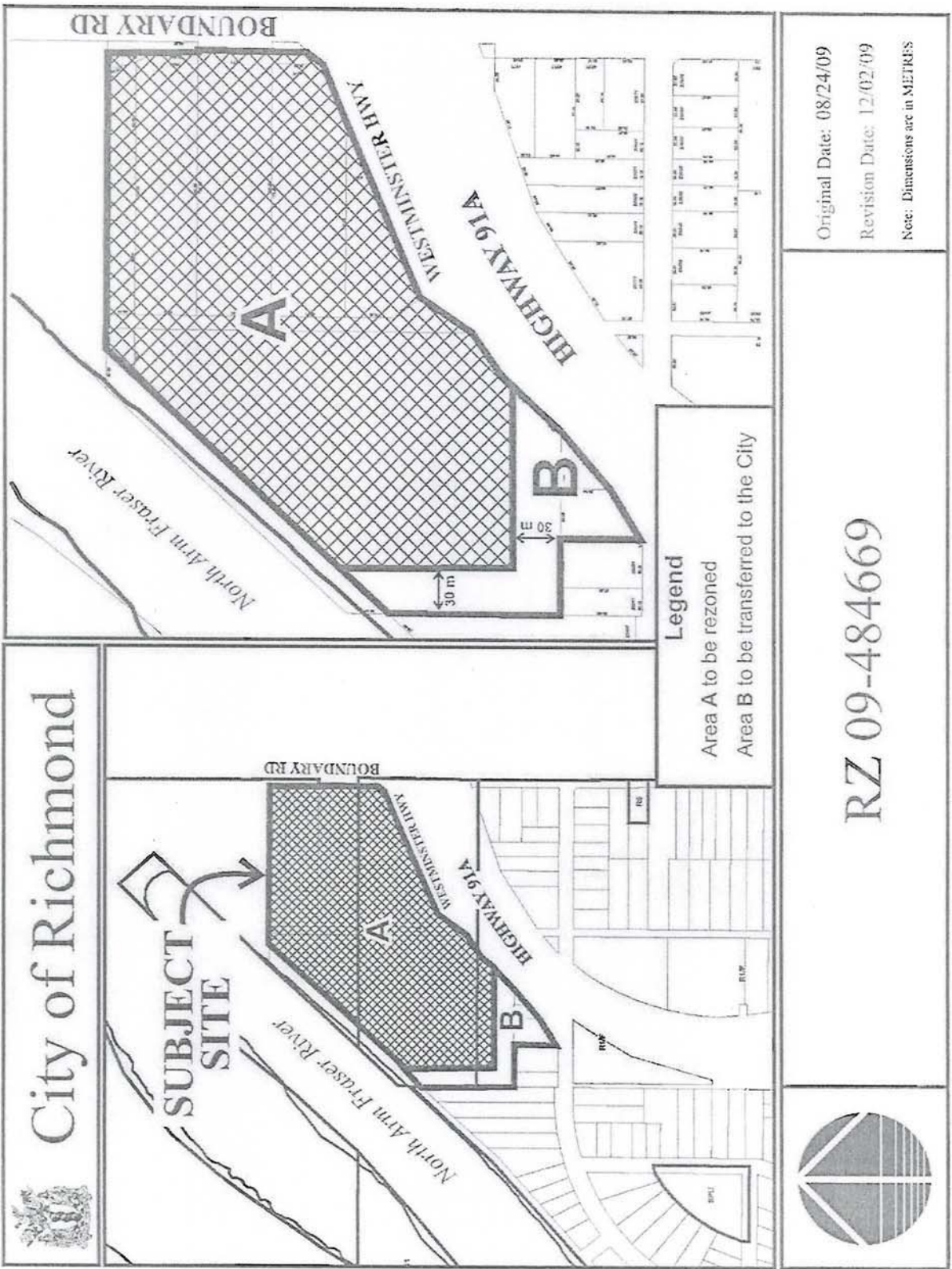
Conclusion

Staff recommend that the Community Amenity Benefits negotiated through the Translink Rezoning be used, as proposed in the Director of Development report to Planning Committee dated December 10, 2009, for the establishment of a City-owned child care facility on the Community Amenity Lands.



Lesley Sherlock
Social Planner
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City of Richmond

Minutes

Regular Council Meeting for Public Hearings

Monday, January 18, 2010

PH10/1-1

It was moved and seconded

That Zoning Amendment Bylaw 8435 be given second and third readings.

CARRIED

2. Zoning Amendment Bylaw 8557 (RZ 09-484669)
(3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way; Applicant: South Coast British Columbia Transportation Authority (TransLink))

Applicant's Comments:

Phil Christie, Vice President of Real Estate, Translink, provided an overview of TransLink's proposed bus operations and maintenance facility in Hamilton, noting in particular:

- the facility will be similar to the existing bus maintenance facility operating at Steveston Highway and Shell Road;
- up to 350 diesel buses will eventually be accommodated;
- approximately 600 TransLink staff will be employed at the facility;
- the location is logistically desirable in terms of transportation delivery and land use;
- the required traffic study will include developments that have recently occurred on the New Westminster side of the proposed development; and
- TransLink strives to be a good neighbour and will continue to address outstanding issues raised by parties such as the City of New Westminster, Tree Island Steel Industries and residents of the Hamilton Community.



Regular Council Meeting for Public Hearings

Monday, January 18, 2010

Brian Jackson, Director of Development, provided an update on the Public Open House that was hosted in Hamilton on January 13, 2010, and summarized the main concerns raised by attendees, which included: the impact of traffic in the area (80% of the questions); pedestrian safety, namely the provision of walkways/sidewalks (10% of the questions); the design and location of park land; and the need for, or provision of, a daycare (10% of the questions). Mr. Jackson also referenced the concerns related to access to Tree Island Industries.

Written Submissions:

- (a) Memorandum dated December 18, 2009 from the Director of Development providing additional information, (Schedule 2).
- (b) Stephen Ogden, VP Operations, Tree Island Industries, letter dated January 8, 2010, (Schedule 3).
- (c) Stephen Ogden, VP Operations, Tree Island Industries, letter dated January 12, 2010, (Schedule 4).
- (d) Memorandum dated January 15, 2010 from the Director of Development providing additional information, (Schedule 5).
- (e) Letter from Mayor Wayne Wright, Corporation of City of New Westminster, (Schedule 6).
- (f) Phil Christie, Vice President, Real Estate, TransLink, (Schedule 7).
- (g) Terryl Plotnikoff, 147 Phillips Street, New Westminster, (Schedule 8).

Submissions from the floor:

Bev Grieve, Manager of Planning, accompanied by Catherine Mohoruk, Transportation Engineer Specialist, both from the City of New Westminster, stated that the City supports the proposed land use; however, concerns were raised regarding: the lack of time necessary to review the proposed development in order to address concerns of New Westminster residents; the impact on traffic patterns at the Westminster Highway and Howes Street intersection; and, the lack of communication regarding the functional design of Boundary Road. The City requested that Richmond Council not give final reading to the Bylaw until these concerns have been addressed.



Regular Council Meeting for Public Hearings

Monday, January 18, 2010

Ed Wilson, Tree Island Industries Ltd, referenced the history of the land sold to TransLink and the severe impact the proposed development will have on access to Tree Island Industries Ltd. Although discussions have taken place with TransLink, the issue has not yet been resolved to the satisfaction of Tree Island Industries Ltd. Mr. Wilson requested that Council not approve the rezoning until an agreement has been reached to provide a private registered access over portions of River Road and Boundary Road parcels.

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Gavin Palmer, President of the Queensborough Residents Association expressed support for the project, stating it would be positive for the community; however, Mr. Palmer expressed concerns regarding: increased traffic congestion; recent developments in the immediate area, such as a new industrial park; increased air pollution in Queensborough, and that an air quality test should be done prior to opening of the facility to establish a base line; the impact of oil and fuel waste on fish habitat; a flawed public consultation process where no notice was given to local businesses; and, the wisdom of locating a childcare centre on Boundary Road.

Robert Howie, 625 Hamilton Street, New Westminster, agreed that an additional transit facility was needed to meet transportation demands of the region; however, he expressed concern that the proposed facility would increase traffic flow through New Westminster as well as exacerbate existing congestion on local bridges.



Regular Council Meeting for Public Hearings

Monday, January 18, 2010

The Mayor acknowledged the conclusion of the opportunity for first time presentations, and the following speaker addressed Council for the second time with new information:

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During discussion, members of Council expressed support for the proposed development, believing it was appropriate for the site. It was also believed that Tree Island Industries access difficulties would be addressed satisfactorily, based on TransLink's stated willingness to seek a solution. Further, the provision of funding for a childcare facility was believed to be in the best interests of the community; however, discussion as to an appropriate location would still be required.

PH10/1-2

It was moved and seconded

That Zoning Amendment Bylaw 8557 be given second and third readings.

CARRIED

PH10/1-3

It was moved and seconded

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

CARRIED

3. Zoning Amendment Bylaw 8558 (RZ 07-401012)
(8140 Heather Street; Applicant: Rav Bains)

Applicant's Comments:

The applicant was not in attendance.

Written Submissions:

None.

Submissions from the floor:

None.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

February 24, 2010

File:

Community Services Department
Community Social Services
Telephone: 604-276-4000
Fax: 604-276-4132

Dick Chan, President
Hamilton Community Association
5140 Smith Drive
Richmond BC V6V 2W5

Dear Dick Chan:

Re: Proposed City-Owned Child Care Facility, Hamilton Translink Site

Proposed Child Care Facility

On January 18, 2010, Richmond City Council gave second and third reading to a Zoning Amendment Bylaw that, if adopted, would allow for the development of a Translink Bus Operations and Maintenance Facility at Westminster Highway and Boundary Road (Attachment 1). For further information regarding the rezoning proposal, please see the City website at http://www.richmond.ca/cityhall/council/agendas/hearings/2010/011810_minutes.htm.

As part of this rezoning, staff have negotiated a land transfer of 2.43 hectares plus a monetary contribution of approximately \$1.77 million for community amenities. Staff also negotiated \$50,000 for trail development.

Staff have proposed that the \$1.77 million for community amenities be used to construct a child care facility on the land provided at the Translink site. This would allow for the construction of a 3,400 sq. ft. facility, to accommodate approximately 33 child care spaces. The facility would be City-owned and leased to a non-profit child care provider for a nominal fee.

Need for a Child Care Facility

Child care was identified as the preferred community amenity because the need for additional child care spaces in Hamilton has been identified repeatedly, both in City of Richmond Child Care Needs Assessments (2009 – 2016; 2001 – 2006; 1995) and by the Hamilton community (e.g., delegations to May 5, 2008 General Purposes Committee and April 29, 2008 Parks, Recreation and Cultural Services Committee).

The Draft 2009 – 2016 Richmond Child Care Strategy identified out-of-school care as the highest child care need in Hamilton (Attachment 2). With the move toward full day kindergarten, and possibly full-day pre-school in the future, the need for this type of care will only increase. The draft Strategy also

identified a need for additional group 3 to 5 care in Hamilton, as well as a City-wide need for group infant/toddler care. The City would, in consultation with the Hamilton Community Association, also consider proposals addressing these priorities.

Location

The Translink facility location was considered compatible with a child care facility because of the natural park-like setting and its accessibility for Hamilton parents, as well as Richmond parents commuting through Hamilton. The lack of other available, suitable sites in Hamilton was also a significant consideration.

While the planned Hamilton Community Centre expansion will continue to provide pre-school and school age care capacity, it will not accommodate group infant-toddler or group 3 to 5 child care, which require dedicated space. Community consultations conducted by the Parks and Recreation Services Department regarding the expanded Hamilton Community Centre highlighted the need for multi-purpose space for community recreation purposes.

Concerns

At the January 18, 2010 Public Hearing, some concerns were raised regarding the need for such a child care facility in Hamilton and the appropriateness of the location (**Attachment 3**). As a result, Council resolved:

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

Request

As a stakeholder in Hamilton child care, your comments on the need for the proposed facility and the appropriateness of the location would be most appreciated. Please send your comments to my attention by March 19, 2010, by mail or e-mail to lsherlock@richmond.ca. Results of the consultation will be provided to Council in the Spring of 2010.

Please contact me if you have any questions regarding the proposed City-owned child care facility at the proposed Translink facility in Hamilton.

Thank you for considering this request.

Yours truly,



Lesley Sherlock
Social Planner

LS:ls

pc Elizabeth Ayers, Manager, Community Recreation Services
John Foster, MCIP, Acting Manager, Social Services

City of Richmond, British Columbia, Canada

> Home > City Services > Planning & Zoning > Current Planning Projects > Hamilton TransLink Facility

CURRENT PLANNING PROJECTS

Hamilton TransLink Facility

Background

The City of Richmond has received an application by South Coast British Columbia Transportation Authority (TransLink) for permission to rezone 3951, 3971, 4071, 4111 Boundary Road, portions of 23660 River Road and portions of existing surplus City Road Right-of-Way from "Industrial District (I1), Light Industrial District (I2) and Single-Family Housing District, Subdivision Area F (R1/F)" to "Light Industrial (IL)" in order to develop a Bus Operations and Maintenance Facility.

The proposed Hamilton Facility will be similar to the facility operated at Steveston Highway and Shell Road and be designed to accommodate an ultimate capacity of approximately 350 diesel buses. Approximately 600 TransLink staff will be employed at the facility, of which approximately 100 will be on-site staff and the remainder being bus drivers.

The proposal includes a bus maintenance building and several additional smaller buildings with a collective capacity of approximately 120,000 square feet. The main building will be used for vehicle maintenance, ancillary office space, storage, break facilities and a fitness centre.

Representatives for TransLink and Urban Systems provided a brief overview of the project to the Hamilton community at the Hamilton Community Association's annual information session on October 20, 2009. The concept plans presented that evening appear below.

-  [Hamilton Transit Centre - Site Plan](#)
-  [Hamilton Area Transit Route Maps](#)
-  [Hamilton TransLink Preliminary Site Plan](#)
-  [Hamilton Transit Facility - Existing Site Area](#)
-  [Hamilton Transit Centre - Picture Board](#)

Open House

TransLink will be hosting an Open House on this project at the Hamilton Community Centre, 5140 Smith Drive, Richmond on January 13, 2010, between 6:00 pm and 8:30 pm.

The Rezoning application for this development is currently scheduled for Public Hearing on January 18, 2010.

Information on the City's Public Hearing Process can be found via the following link:
<http://www.richmond.ca/cityhall/council/hearings/about.htm>

Further Information

For further information please contact:

David Brownlee

Planner

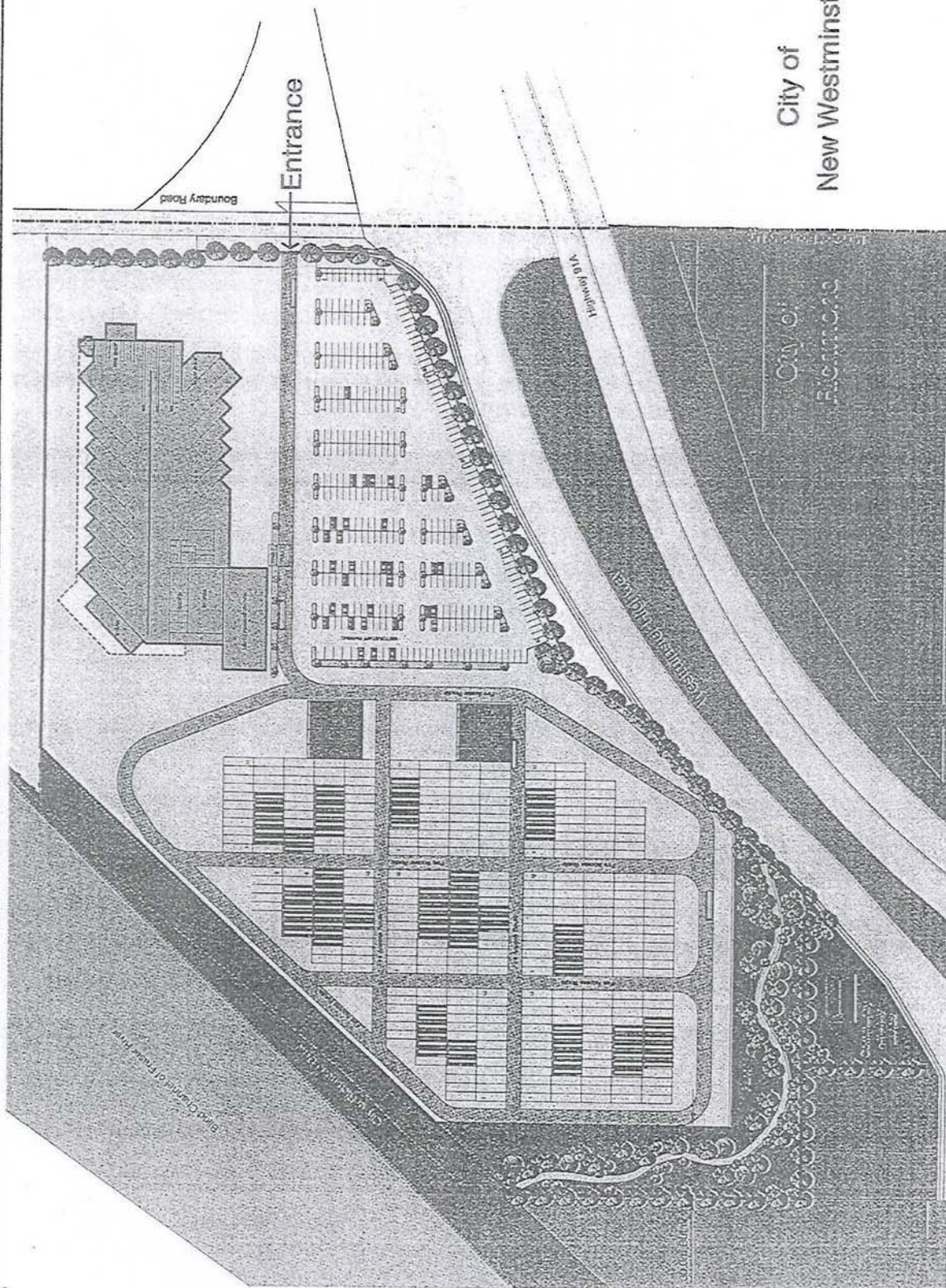
Phone: 604-276-4200

Fax: 604-276-4052

Email: dbrownlee@richmond.ca

© 2010, City of Richmond

Richmond City Hall: 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1
Hours: 8:15 to 5:00 pm, Monday to Friday. Tel: 604-276-4000





N

Existing Site Area

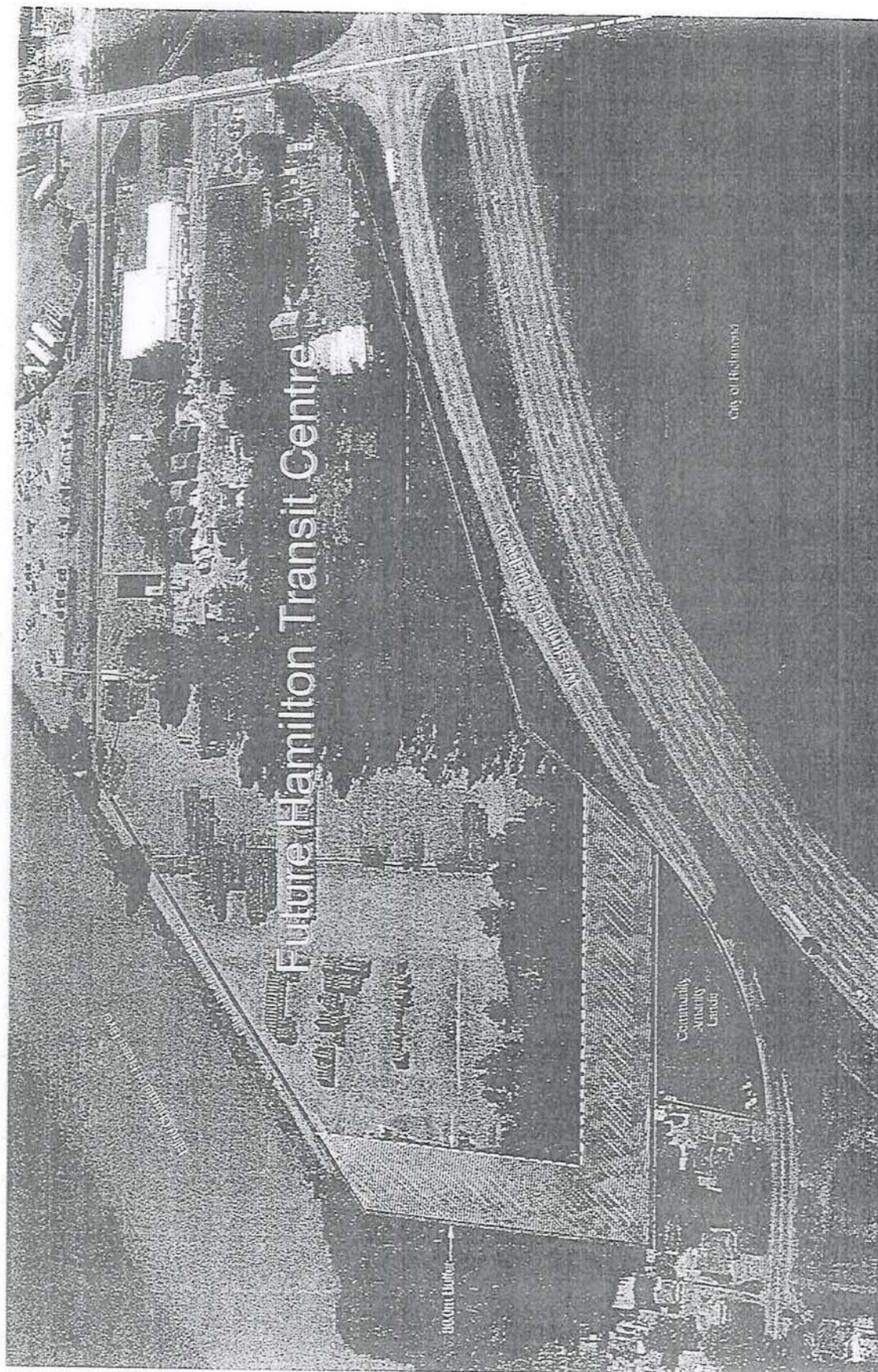
FIGURE **N**

TRANS LINK Hamilton Transit Centre

Trans Link

URBANSYSTEMS.

DATE: 07/04/2019



2009-2016 Richmond Child Care Strategy and Implementation Plan

Table 27. Additional Child Care Spaces needed in the Bridgeport Neighbourhood by 2016			
Type of Care	Anticipated Supply	Child Care Spaces required by 2016	
	2010	Total Spaces required	Additional Spaces
Family Child Care	0	13	13
Group (under 1)	4	2	-2
Group (1-2)	16	6	-10
Group (3-5)	25	33	8
Preschool	25	18	-7
Kindercare	0	5	5
School Age Care	25	29	4
TOTAL	95	106	

Socio-Economic Factors

Bridgeport was grouped with Sea Island in the socio-economic analysis undertaken by HELP, and was rated overall as "average" on socio-economic status. See Sea Island for a discussion of the socio-economic status of this area.

Findings

Bridgeport appears to have an undersupply of child care spaces of all types. Given the large work force in this area, there will likely be a demand for additional group spaces for infant and toddler care in this area, despite the relatively good supply of this type of care relative to other parts of Richmond. A child care "hub" that provides a range of child care services in one location, as well as supports to families, would likely be well supported in this area.

→ 14. Hamilton

Overview

While the number of children under five is expected to remain relatively stable in the Hamilton area, this area is expected to experience the fastest rate of growth in the school age population in Richmond. Because of its relative isolation, any child care shortages in this area are acutely felt by working parents. Hamilton is relatively well served with preschool spaces, but likely could benefit from additional group care for children from birth to age 12, with a focus on school age care spaces.

Table 28. Projected Population Increase in the Hamilton Neighbourhood				
Age of Children	2009	2016	Increase (2009-2016)	
0-5	431	436	5	1.2%
6-12	452	590	138	30.5%

Table 29. Calculation of Need for Child Care Spaces in the Hamilton Neighbourhood			
	2009	Child Care Spaces Required by 2016	
Type of Care	Current Supply	Total Spaces Required	Additional Spaces
Family Child Care	21	22	1
Group (under 1)	4	3	-1
Group (1-2)	8	9	1
Group (3-5)	33	57	24
Preschool	45	30	-15
Kindercare	2	8	6
School Age Care	18	59	41
TOTAL	131	188	

Socio-Economic Factors

Hamilton has a high proportion of children under the age of five relative to other Richmond neighbourhoods, and is also relatively isolated from many of the community services provided in Richmond for children and families. Along with Steveston, Hamilton is one of two neighbourhoods in Richmond that are rated as "advantaged" on the HELP Socio-Economic index. Hamilton has highest levels of employment in comparison to other neighbourhoods in Richmond and in BC. Families with children are considered to be advantaged in terms of household wealth, and this is the only Richmond neighbourhood that rated as "average" on the number of families where the woman is the sole income earner relative to other BC communities. Hamilton has a low proportion of lone parent families, and is one of 3 neighbourhoods that has the lowest dependence on government transfers, along with Steveston and Thompson. Interestingly, while educational attainment is considered to be high, it is not as high as most other Richmond neighbourhoods. Like other areas in Richmond, Hamilton has highest diversity relative to other BC communities. Hamilton was rated as average in terms of residential stability.

Given its positive socio-economic status, Hamilton did not rate as well as could have been expected on the HELP vulnerability index. It rated around the middle of the pack, being the 6th least vulnerable out of eleven neighbourhoods, with 29.0% of kindergarten children rated as vulnerable on one or more domains.. They rated least well on social competence, with 16.1% of kindergarten children considered vulnerable on this scale in 2006/2007. They rated highest in terms of communication skills and general knowledge in relationship to other Richmond neighbourhoods, with 12.9% of kindergarten children rated vulnerable on this scale.

Findings

This area could benefit from additional school age care spaces as well as group care for 3 to 5 year olds. This community would also benefit from combining these facilities with programs that support both working and non-working parents and their families.



City of Richmond

Minutes

Regular Council Meeting for Public Hearings

Monday, January 18, 2010

PH10/1-1

It was moved and seconded

That Zoning Amendment Bylaw 8435 be given second and third readings.
CARRIED

2. **Zoning Amendment Bylaw 8557 (RZ 09-484669)**
(3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way; Applicant: South Coast British Columbia Transportation Authority (TransLink))

Applicant's Comments:

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- (g) Terryl Plotnikoff, 147 Phillips Street, New Westminster, (Schedule 8).

Submissions from the floor:

Bev Grieve, Manager of Planning, accompanied by Catherine Mohoruk, Transportation Engineer Specialist, both from the City of New Westminster, stated that the City supports the proposed land use; however, concerns were raised regarding: the lack of time necessary to review the proposed development in order to address concerns of New Westminster residents; the impact on traffic patterns at the Westminster Highway and Howes Street intersection; and, the lack of communication regarding the functional design of Boundary Road. The City requested that Richmond Council not give final reading to the Bylaw until these concerns have been addressed.



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During discussion, members of Council expressed support for the proposed development, believing it was appropriate for the site. It was also believed that Tree Island Industries access difficulties would be addressed satisfactorily, based on TransLink's stated willingness to seek a solution. Further, the provision of funding for a childcare facility was believed to be in the best interests of the community; however, discussion as to an appropriate location would still be required.

PH10/1-2

It was moved and seconded

That Zoning Amendment Bylaw 8557 be given second and third readings.

CARRIED

PH10/1-3

It was moved and seconded

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

CARRIED

3. Zoning Amendment Bylaw 8558 (RZ 07-401012)
(8140 Heather Street; Applicant: Rav Bains)

Applicant's Comments:

The applicant was not in attendance.

Written Submissions:

None.

Submissions from the floor:

None.

Steve Chong, Manager, Health
Protection
Richmond Health Services
8100 Granville Ave
Richmond BC V6Y 3T6

Linda Shirley, Chair
Child Care Development Advisory
Committee
6911 No 3 Road
Richmond BC V6Y 2C1

Kim Winchell,
Richmond Family Place
8660 Ash Street
Richmond BC V6Y 2S3

Parent Advisory Council
Hamilton Elementary School
5180 Smith Drive
Richmond, BC V6V 2W5

Marcia MacKenzie, Community Outreach
Coordinator
Child Care Resource and Referral Centre
190-7000 Minoru Boulevard
Richmond BC V6Y 3Z5

Charlotte Rafter, Operator
Bethany Child Care Centre
22680 Westminster Highway
Richmond BC V6V 1B7

Kim Winchell & Judy Valsonis , Co-chairs
Richmond Community Services Advisory
Committee
PO Box 97059 Richmond Main PO
Richmond BC V6X 8H3

Helen Davidson, Community Coordinator
Richmond Children First/Middle
Childhood Matters
51-12411 Trites Road
Richmond BC V7E 6J7

Dick Chan, President
Hamilton Community Association
5140 Smith Drive
Richmond BC V6V 2W5

Nicola Byers
Executive Director
Society of Richmond Children's Centres
6100 Bowling Green
Richmond, BC, V6Y 4G2

Proposed City-Owned Child Care Facility, Hamilton Translink Site - Comments Please

On January 18, 2010, Richmond City Council gave second and third reading to a Zoning Amendment Bylaw that, if adopted, would allow for the development of a Translink Bus Operations and Maintenance Facility at Westminster Highway and Boundary Road.

As part of this rezoning, staff negotiated a land transfer of 2.43 hectares plus a monetary contribution of approximately \$1.77 million for community amenities. Staff also negotiated \$50,000 for trail development. Staff have proposed that the \$1.77 million for community amenities be used to construct a child care facility on the land provided adjacent to the proposed Translink site. This would allow for the construction of a 3,400 sq. ft. facility, to accommodate approximately 33 child care spaces. The facility would be City-owned and leased, through a proposal call process, to a non-profit child care provider for a nominal fee. It would be buffered from the Translink site by City parkland.

At the January 18, 2010 Public Hearing, some concerns were raised regarding the proposed child care facility. Views were expressed that a library or fitness centre may be higher priorities, and air quality and traffic safety were questioned. As a result, Council resolved:

That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.

Should the child care centre proceed, a rezoning application specific to the Community Amenity land will be brought forward. Concerns regarding air quality and traffic safety will be addressed in this report. The application will include plans for the positioning of the child care centre and street access to the site.

Your comments on the need for the proposed child care facility and the appropriateness of the location would be most appreciated. Please send your comments to my attention by March 31, 2010, by mail or e-mail to lsherlock@richmond.ca.

For further information about the Translink development, please see the City website at <http://www.richmond.ca/services/planning/projects/hamiltonfacility.htm>. The location of the proposed child care facility, referred to as Community Amenity Lands, can be seen by following the links to maps and site plans. Please call me at 604-276-4220 if you have any questions. Results of the consultation will be provided to Council in the Spring of 2010.

Thank you.

Lesley Sherlock, Social Planner, City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

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City of Richmond
March 30, 2010
Page 2

Non-Profit Child Care Provider

If it is determined that a non-profit child care provider is the best operator for the new child care facility, it is requested that one of the conditions on the contract be that residents of Hamilton are given priority status on all listings at all times as spaces become available at the facility. This is to ensure that Hamilton residents will receive the maximum benefit possible from having a child care facility in our community.

We look forward to working with the City of Richmond in this project.

Yours truly,
HAMILTON COMMUNITY ASSOCIATION


per:
DICK H.K. CHAN
President

cc: Councillor Ken Johnston
David Brownlee, Planner
Terry Crowe, Manager, Policy Planning
John Foster, Acting Manager, Social Services
Lesley Sherlock, Social Planner

(enclosure)

Kalamazoo, MI Google Maps

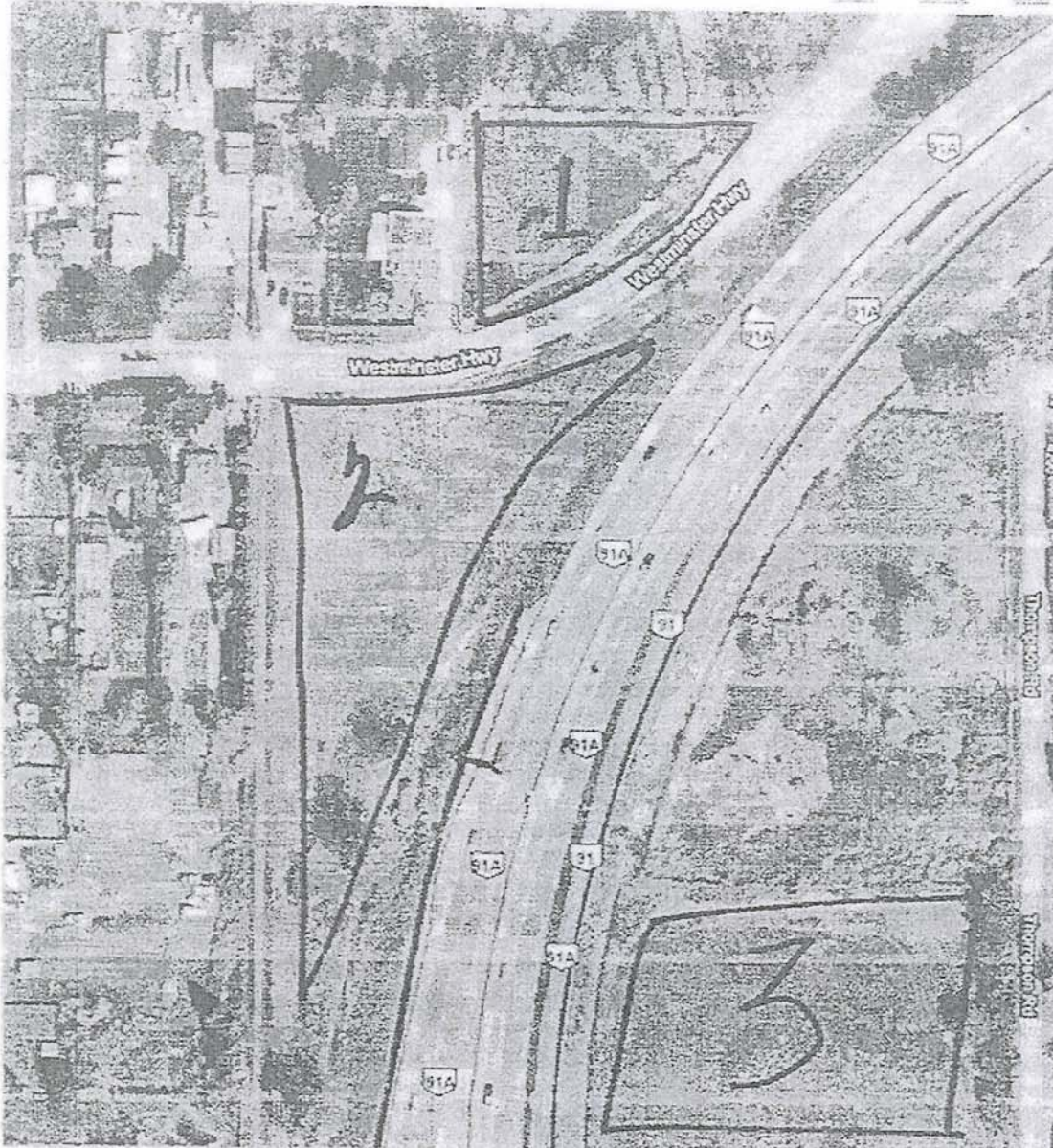
10/23/2011 11:28 AM

Google maps Address

To see all the details that are visible on the screen, use the "Print" link next to the map.

Get Directions My Maps

Print Send Link



http://maps.google.com/maps/@42.29144,-85.74144,15t/data=!3m1!1e3!3m1!1s1

Page 4 of 4

Sherlock, Lesley

Subject: FW: Proposed City-owned Child Care Facility, Hamilton Translink site

From: Connie Adams [mailto:connie.a@shaw.ca]

Sent: March 25, 2010 11:16 AM

To: Sherlock, Lesley

Subject: Re: Proposed City-owned Child Care Facility, Hamilton Translink site

Hi Lesley - as promised, the following is the PAC's position on Childcare at the proposed Translink site. I hope this is what you're looking for. If not, do let me know.

We are thankful for the land and cash contribution and do not want to lose or delay this opportunity by being picky, however, first and foremost, we are concerned with the safety of our children. The location in question is at a very tricky blind bend in the road and there are a significant number of speeding vehicles. There are no lights or crosswalks and this is a major concern for children crossing the street and parents accessing the facility. Perhaps seeing an option of how the area will be accessed would alleviate some of the trepidation. We agree there is a need for childcare in the community. We see the continued growth of our community and would like to advocate for those coming in to the area and be their voice.

We thank you for the opportunity to speak.

Connie Adams

PAC Chair

Alexander Hamilton Elementary School

City of Richmond
CHILD CARE DEVELOPMENT ADVISORY COMMITTEE

March 19, 2010

Lesley Sherlock, Social Planner
Community Services Department
Community Social Services
City of Richmond
6911 No 3 Road
Richmond, BC V6Y 2C1

Dear Lesley:

Re: Proposed City-owned Child Care Facility, Hamilton Translink Site

On behalf of the Child Care Development Advisory Committee ("the Committee"), it is my pleasure to submit this response to your letter dated February 24, 2010 requesting comments on the proposed facility and the appropriateness of the location.

The Committee recommends the proposed child care facility at the Hamilton Translink Site be approved and that special consideration be made to ensure the facility is designed to respond to the changing needs of the community within the early learning and child care environment particularly in view of the implementation of full-day kindergarten. The Committee recognizes the child care spaces offered by this facility could appeal to community residents but is more likely in the short term to serve families who work in Richmond.

With regard to the configuration of the proposed child care facility, the Committee recommends that priority be given to Out-of-School care spaces as identified in the Draft 2009-2016 Child Care Strategy as well as Infant and Toddler spaces to help alleviate the City-wide shortage for this age group.

Thank you for the opportunity to comment on the proposed City-owned Child Care Facility at the Hamilton Translink Site.

Yours truly,



Linda Shirley
Chair, Child Care Development Advisory Committee

Volunteer
Richmond Information
Services

March 18, 2010

Dear Lesley,

It is stating the obvious to say that parents living in the Hamilton area of Richmond are extremely limited in their child care options. Within the Hamilton planning area, there is less than one group child care space for every 10 children under age three; for three to five-year-olds and school age children, the number of group child care spaces hovers around two for every 10 children. While many areas of Richmond suffer from a lack of child care, Hamilton should be a priority due to its distance from the rest of the city. If parents living there are unable to find a child care space in their community, their two options – neither one ideal – are to travel 20 minutes to downtown Richmond or head to New Westminster. At some point in time, a new child care facility will need to be built in Hamilton. The Translink development provides the perfect opportunity to do so.

That the proposed facility would be constructed specifically for child care is key. So is the fact that it would have a maximum capacity of 33 spaces which, ideally, would be devoted to multiple age groups. The *2009 – 2016 Richmond Child Care Strategy and Implementation Plan* reveals that Richmond parents overwhelmingly prefer group to family child care. And when they say “group,” they mean large, purpose-built child care centres, not home-based group daycares. Bowling Green, Alderwood House, Central Montessori – these are the types of facilities that not only meet the demand for child care, but also have a perceptual impact on parents. They’re visible, they run more than one type of care program, their child care spaces are sought after rather than settled for. The dozen or so licensed family child care facilities that opened in 2009, despite representing nearly 100 child care spaces, haven’t had nearly the same effect on the public consciousness. Family child care (including home-based group centres) isn’t noticed; more importantly, it’s not what parents want. The only way to address the need for child care in this city – and the only way to satisfy parents – is to build big.

And that brings us back to Hamilton. The City-owned, non-profit-operated child care model has had success in the past. Cook Road and Terra Nova Children’s Centres, Treehouse Early Learning Centre, and the previously mentioned Bowling Green Children’s Centre are four of the most well regarded child care facilities in Richmond. Whether it’s the Society of Richmond Children’s Centres, Richmond Society for Community Living, or another non-profit agency that ultimately operates the Hamilton site, there is little reason to doubt that the quality of care would be anything less than exceptional. Of course, concerns about air quality and traffic safety must be addressed, but hopefully neither issue proves to be an insurmountable obstacle (As a point of reference, Alderwood House School is thriving in a similar location next to a bus depot/business

park). Passing on the chance to build a new child care facility in Hamilton, one that even in its planning stages sounds like it would be among the best in Richmond, would be a shame. Such an opportunity may not come around again.

Sincerely,

Marcia MacKenzie

Marcia MacKenzie,
Manager, Richmond Child Care Resource & Referral Centre
Volunteer Richmond Information Services
190 - 7000 Minoru Blvd.
Richmond, BC V6Y 3Z5
Phone: 604-279-7026
E-mail: mmackenzie@volunteerrichmond.ca



March 31, 2010

Lesley Sherlock
Social Planner
City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

PROPOSED HAMILTON CHILD CARE FACILITY

Dear Lesley,

Thank you for your presentation to the Richmond Children First Steering Committee on the proposed Hamilton child care facility.

Richmond Children First supports the need for an additional quality child care facility in Hamilton as:

- Committee members have had concerns about the quality of some of the child care facilities currently operating in Hamilton and welcome additional quality spaces; and,
- Committee members are aware that a number of Hamilton families are accessing child care in New Westminster and we know that child care closer to home would be advantageous to children and families.

We are supportive of the proposed site as long as the concerns about noise pollution and environmental issues raised during the consultations are addressed.

Helen Davidson

Implementation Manager
Richmond Children First



RCSAC | **Richmond Community Services
Advisory Committee**

March 31, 2010

Lesley Sherlock
Social Planner
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

RE: Child Care Facility Proposal on Translink Hamilton Site

Dear Lesley,

This correspondence follows the recent discussion and consultation at the March 2010 General Meeting of the Richmond Community Services Advisory Committee (RCSAC) regarding the City staff proposal to create a child care facility on the provided land of the Translink Hamilton site.

The proposal was discussed and the RCSAC membership strongly endorsed the proposal of a child care facility, passing the following motion unanimously on March 11, 2010:

To support the City of Richmond's proposed child care facility as the most appropriate use of the negotiated land and funds constituting a portion of the Hamilton Translink Facility proposal currently under review by Richmond City Council.

Should there be any questions regarding this motion or the RCSAC's position on this issue, please don't hesitate to contact us.

Sincerely,

Judy Valsonis
Co-Chair

Brenda Plant
Co-Chair



**Richmond Public Health
Community Care Facilities Licensing**

Richmond Health Services
8100 Granville Avenue
Richmond, BC V6Y 3T6
Tel: (604) 233-3147 Fax: (604) 233-3175

March 9, 2010

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

Attention: Lesley Sherlock, Social Planner

Dear Ms. Sherlock:

Re: Stakeholder Input - Hamilton Translink Site Child Care

As identified in Richmond's Child Care Strategy and Implementation Plan, childcare is a high priority for the Hamilton area. We currently have the following licensed facilities in this area:

Type of Care	No. of Licensed Facilities	Age of Children	Maximum Capacity
Family Childcare	3	0-12 years	21
Multi Age Childcare	1	0-12 years	8
Group Childcare	1	< 36 months	12
Group Childcare	2	3-5 years	32
Preschool	3	3-5 years	45
School Age Care	1	5-12 years	58

Based on current licensed childcare facility information and the Child Care Strategy's projections through 2016, we agree that there will be a need for additional school age care, for group care for children 3-5 years of age, as well as the City-wide need for more infant toddler care.

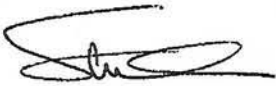
Finding existing, suitable space for childcare can be challenging in Richmond. Sites other than private, residential homes for family childcare face difficult challenges in providing for adjacent outdoor space, adequate natural light, sufficient space for programming as well as for storage and staff requirements, or require major renovations which can be cost-prohibitive in the start-up of new facilities.

The proposed site, while designed specifically for childcare, should consider flexibility in its design to accommodate changing demographics of the area. Flexible design would also allow for this space to provide additional community space for use outside of daycare hours meeting the needs of the community and enhancing the livability of the area.

In determining the ultimate location of the childcare facility on the proposed community amenity lands, consideration should be given to minimize the potential impact from air quality and noise related issues that may arise in the operations and maintenance of the Translink facility.

The situation of childcare amidst a corporate worksite provides an opportunity for positive contribution to Transit Centre employees' work-life balance. Employees who utilize these childcare spaces will have an opportunity to interact with their children throughout the day, particularly in infant and toddler childcare. The natural park-like setting provides parents an area to connect with their children both during their work breaks as well as during their off-hours to engage in positive physical activities, beneficial to the parents and the development of their child.

Yours truly,



Steve Chong, R.E.H.O., C.P.H.I. (C)
Manager, Health Protection

SSC:sc

pc. Adrienne Cathcart, Licensing Officer, RHS

Sherlock, Lesley

From: Rasika Aklujkar [aklujkarrasika@yahoo.ca]
Sent: March 5, 2010 9:39 PM
To: Sherlock, Lesley
Subject: Your letter RE: Proposed Childcare centre

Hi Mrs. Sherlock,

I really cannot believe what I just read in your letter. Library services are much more important then providing quality childcare? We already have the Richmond Public Library and we also have fitness centres located in the community centres. I strongly believe that we need a childcare program that focuses on good literacy and fitness and that we use the resources that we already have.

Thanks for your letter, Rasika

Looking for the perfect gift? **Give the gift of Flickr!**

Sherlock, Lesley

From: Sheri and Jason Caspick [sandjaspick@shaw.ca]
Sent: March 31, 2010 4:14 PM
To: Sherlock, Lesley
Subject: New Daycare Facility

Hi Leslie,

I'm writing you this email in the hope of saving the proposed daycare that is planned for the Hamilton (East Richmond) area. I regret that I haven't the time to go into great detail with all the reasons why I believe the daycare is necessary. However, I hope to touch on what I believe to be the important reasons.

My wife and I moved the Hamilton area 5 years ago as it appeared to be a family oriented neighborhood. Two and half years ago, my wife and I had our first child and we started our search for a daycare. It came as a big surprise that we found only one non-residential daycare (Bethany Church). We quickly signed up and we were put on a one year waiting list. Due to the overwhelming need for daycare space, the church was slow to get back to parents to let them know where they were on the waiting list. (I assume when you have a one year waiting list, you don't feel the need to act quickly on requests). During this time, and all the way up to today, I have met a number of parents who are still looking for local daycare. And since the area continues to grow, I can only assume that the wait lists will only get longer and longer.

My understanding is that during the community open house on this topic, a number of people spoke to the need of a new community center vs a new daycare. To be honest, I hadn't heard of the new project until a couple days ago. Being parents who require two incomes to afford a home and family, we have little time for reading the local newspaper for important information. My guess is that there are a number of parents who find themselves in the same position. Getting back to the open forum, I will make another assumption that the people who attended were either families with older children who no longer require daycare services, or younger people that haven't considered starting a family.

Therefore, this email is to represent all the families who require daycare services, but were unable to attend the meeting. My understanding the daycare shortages exist all over the lower mainland and throughout Canada as a whole (mainly due to the need of two incomes to support a family and own a home). The Hamilton area is no different then the rest of the lower mainland. We need more daycare space to allow the area to grow and support the families who are here or the families that are considering moving into the area. If a new daycare is opened, I can virtually assure that all the available daycare spots will be filled quickly. I have a more difficult time believing that a new community center would be as busy or as needed. Although to be fair to the non-child families, maybe a compromise could be found. The False Creek Community Center is able to accommodate a daycare, gym and workout facility in a relatively small space.

I heard that some of the reasons that were brought up in the forum for not having a daycare were traffic concerns and possible pollution. I don't believe that either one of these concerns are valid. If the local casino can support a considerable amount of traffic, I would find it difficult to believe that a daycare with a fraction of the traffic would be of any concern. In addition, with the amount of schools located in the inner cities surrounded by heavy traffic, I can only assume that the air quality would be no lower than other main locations.

In summary, there is no doubt for the need of more daycare space in the Hamilton area. Hopefully those who are making the decision on this issue will take this letter as one that represents all the families in the area that are in need of the daycare services.

Best regards,

Jason

Sherlock, Lesley

From: chenmoon [moon_chen_2008@hotmail.com]
Sent: March 28, 2010 3:48 PM
To: Sherlock, Lesley
Subject: Comments about Hamilton Community Child Care facility

Hello, Lesley,

I just saw the Hamilton News, I can't wait to express my opinion.

The Hamilton Community has developed for 20 years, and became more and more important as a new community in Richmond. I believe that It's a good time to build a big community centre include the library (at least as big as Cambie Libeary) and fitness centre. That really needs be higher priorities and will benefit for more residents of this community than a child care facility has 33 child care spaces.

As a mother, I know there are at least 10 child care in this community, include 2 preschools, 1 non-profit child care, 3 group day care and 4 family child care providers.

So the decathed community centre (not in the Elementary school) should be the first consideration.

Thank you
Amanda

Hotmail: Microsoft 强大的垃圾邮件防护技术, 为您提供可靠的电子邮件保障。 [立即注册。](#)

Sherlock, Lesley

From: Paul Ellis [paulellis@live.ca]
Sent: March 26, 2010 9:42 PM
To: Sherlock, Lesley
Subject: Hamilton Translink Site - Comments Please

Hi Lesley,

We live in the hamilton community and we just want to let you know that in our opinion you will be destroying the community with a Translink Site so close to residential homes.

The Translink Site will change the character of this little community. You are going to put a tonne of traffic on the Old Westminster Highway and make the community less attractive to residents who moved here seeking a quiet suburban-like neighbourhood.

The child care facility is just a political distraction to take people away from thinking about the real damage that the Translink Site will do to the community.

We realize that Translink offers an important social service and they need to locate their facility in a convenient location. However, there are several other locations in Richmond that they could locate their site with minimal impact on an existing community. One area that comes to mind is the region where the LaFarge Cement factory is located. In that area, there are several open parcels that would be ideal for a Translink site in an area already zoned for commercial. You already have many trailers going into that region and there are plans to update the Nelson Junction to connect with the 91. That would give Translink quick access to the Highway and no community would be disturbed.

The problem here is not with Translink; they are performing an important service. The problem is with weakness in our framework for community development. Hamilton is a beautiful community. Don't destroy it.

Thanks for your time.

Paul Ellis, Angela Ellis, Memphis & Josh
5131 Oliver Drive
Richmond, BC V6V2S8

Stay in touch. [Get Messenger on your phone now.](#)

Sherlock, Lesley

From: W. Fast [whfast@shaw.ca]
Sent: March 31, 2010 9:38 PM
To: Sherlock, Lesley
Subject: Hamilton Translink site

Hi Lesley:

I'm responding to your request for comments about the proposed child care facility at the Hamilton Translink site.

At a recent community meeting we, as Hamilton residents, were told that the Hamilton Community Centre was going to be expanded and would have a fitness centre in it. Is that not happening anymore? If a fitness centre is not built at the community centre then I would prefer a fitness centre to be built at the Translink site as opposed to a child care facility.

Regardless of what is built on that site, there needs to be a safe sidewalk along the west side of Westminster Hwy from Gilley Road all the way to the site (actually joining the sidewalk on the New Westminster side). There is no point in creating parkland and trails if the Hamilton residents don't have sidewalk access to it. Just painting a sidewalk line on the road is not safe enough, considering all the traffic and trucks that use that curving road. We want to feel safe walking with our children to the park.

Respectfully,

Hildegard Fast
Hamilton resident

2336 Westminster Hwy
Richmond B.C V6V 1C2

Lesley Sherlock

It is very disappointing that you should even consider putting a Translink Bus Operation over here at Hamilton. Many people live here. We don't need more vehicle exhaust. Do not take any of those big trees at the river and Westminster Highway away. Trees give us oxygen and they are beautiful - every day we walk on the trail here and comment on those trees. They are also homes for birds. We are grateful for the paths in this area, around the school, along the ditches and then the river. We have lived here for over 50 years.

Do not do it.

Laure Rempel.

2009-2016 Richmond Child Care Strategy and Implementation Plan

Table 27. Additional Child Care Spaces needed in the Bridgeport Neighbourhood by 2016

Type of Care	Anticipated Supply	Child Care Spaces required by 2016	
	2010	Total Spaces required	Additional Spaces
Family Child Care	0	13	13
Group (under 1)	4	2	-2
Group (1-2)	16	6	-10
Group (3-5)	25	33	8
Preschool	25	18	-7
Kindercare	0	5	5
School Age Care	25	29	4
TOTAL	95	106	

Socio-Economic Factors

Bridgeport was grouped with Sea Island in the socio-economic analysis undertaken by HELP, and was rated overall as "average" on socio-economic status. See Sea Island for a discussion of the socio-economic status of this area.

Findings

Bridgeport appears to have an undersupply of child care spaces of all types. Given the large work force in this area, there will likely be a demand for additional group spaces for infant and toddler care in this area, despite the relatively good supply of this type of care relative to other parts of Richmond. A child care "hub" that provides a range of child care services in one location, as well as supports to families, would likely be well supported in this area.

14. HamiltonOverview

While the number of children under five is expected to remain relatively stable in the Hamilton area, this area is expected to experience the fastest rate of growth in the school age population in Richmond. Because of its relative isolation, any child care shortages in this area are acutely felt by working parents. Hamilton is relatively well served with preschool spaces, but likely could benefit from additional group care for children from birth to age 12, with a focus on school age care spaces.

Table 28. Projected Population Increase in the Hamilton Neighbourhood

Age of Children	2009	2016	Increase (2009-2016)	
0-5	431	436	5	1.2%
6-12	452	590	138	30.5%

Table 29. Calculation of Need for Child Care Spaces in the Hamilton Neighbourhood

Type of Care	2009	Child Care Spaces Required by 2016	
	Current Supply	Total Spaces Required	Additional Spaces
Family Child Care	21	22	1
Group (under 1)	4	3	-1
Group (1-2)	8	9	1
Group (3-5)	33	57	24
Preschool	45	30	-15
Kindercare	2	8	6
School Age Care	18	59	41
TOTAL	131	188	

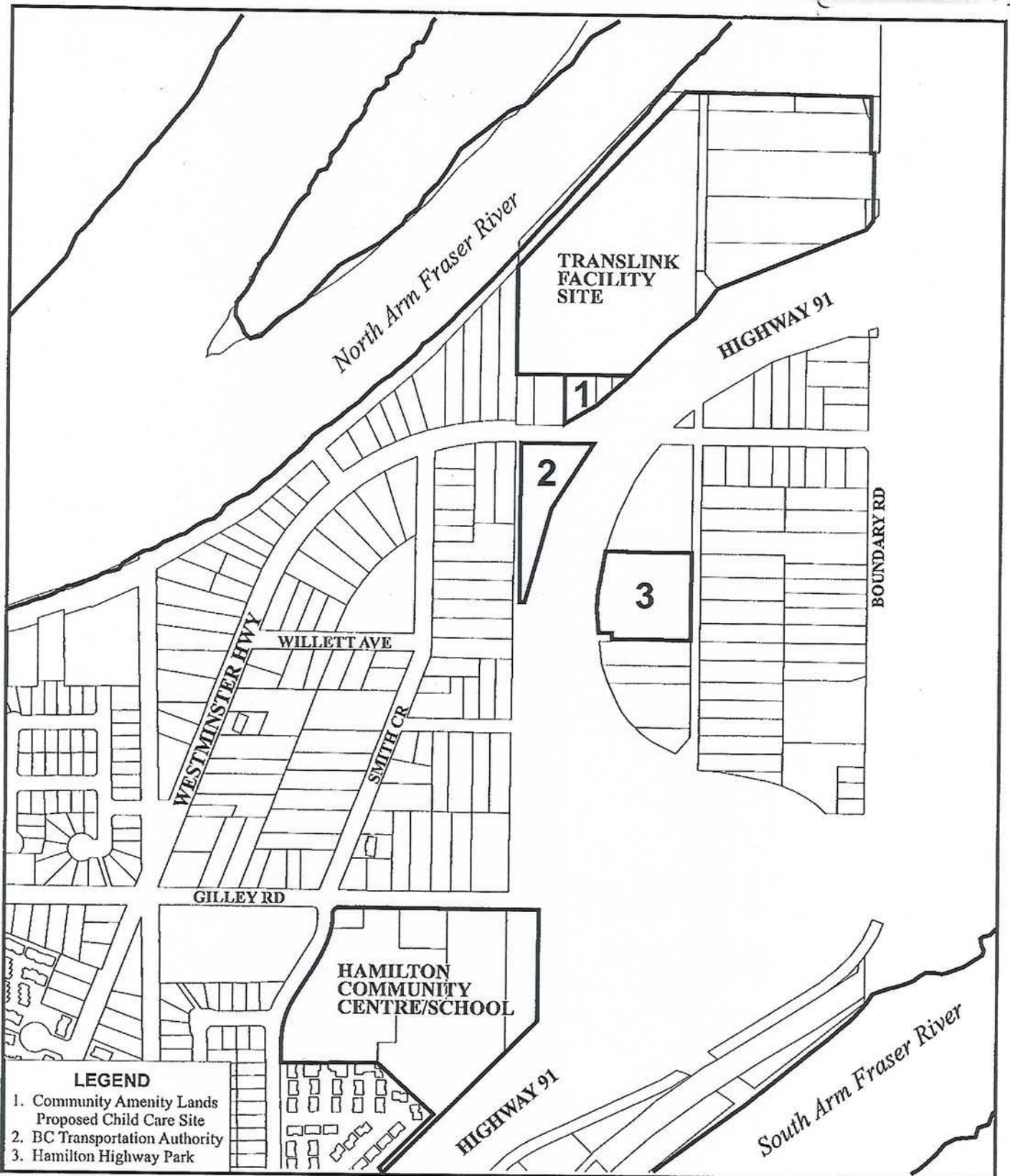
Socio-Economic Factors

Hamilton has a high proportion of children under the age of five relative to other Richmond neighbourhoods, and is also relatively isolated from many of the community services provided in Richmond for children and families. Along with Steveston, Hamilton is one of two neighbourhoods in Richmond that are rated as "advantaged" on the HELP Socio-Economic index. Hamilton has highest levels of employment in comparison to other neighbourhoods in Richmond and in BC. Families with children are considered to be advantaged in terms of household wealth, and this is the only Richmond neighbourhood that rated as "average" on the number of families where the woman is the sole income earner relative to other BC communities. Hamilton has a low proportion of lone parent families, and is one of 3 neighbourhoods that has the lowest dependence on government transfers, along with Steveston and Thompson. Interestingly, while educational attainment is considered to be high, it is not as high as most other Richmond neighbourhoods. Like other areas in Richmond, Hamilton has highest diversity relative to other BC communities. Hamilton was rated as average in terms of residential stability.

Given its positive socio-economic status, Hamilton did not rate as well as could have been expected on the HELP vulnerability index. It rated around the middle of the pack, being the 6th least vulnerable out of eleven neighbourhoods, with 29.0% of kindergarten children rated as vulnerable on one or more domains.. They rated least well on social competence, with 16.1% of kindergarten children considered vulnerable on this scale in 2006/2007. They rated highest in terms of communication skills and general knowledge in relationship to other Richmond neighbourhoods, with 12.9% of kindergarten children rated vulnerable on this scale.

Findings

This area could benefit from additional school age care spaces as well as group care for 3 to 5 year olds. This community would also benefit from combining these facilities with programs that support both working and non-working parents and their families.



Hamilton - TransLink Endowment property and funds

Original Date: 04/27/10

Amended Date: 05/05/10

Note: Dimensions are in METRES

**Comparison of Translink-negotiated Community Amenity Lands
and Hamilton Highway Park**

Features	Community Amenity Lands (RZ 09-484669)	Hamilton Highway Park
Owner	Will be City-owned subsequent to adoption of Translink Zoning Amendment Bylaw	City-owned
Site Size	Total 2.43 acres 2,275m2 for facility location, adjacent to 7,552m2 buffer strip (park land)	7.18 acres
Area Plan Designation	Residential	Natural Areas/Open Space
Zoning	Single Detached (RS1/F)	Single Detached (RS1/F)
Trail Connections	May connect with Hamilton School but sidewalk and traffic light crossing may connect with trail bordering the B.C. Transportation Financing Authority Land	Connects with Hamilton School via an unlit trail that includes an overpass crossing Highway 91A
Traffic Access	Safe traffic access plans will be presented in rezoning proposal for Community Amenity Lands	Highway 91A may be perceived as a significant barrier (physically and psychologically) to easy access to Hamilton Highway Park
Soil/Terrain Conditions	Geotechnical review required to determine length of pre-loading Flat terrain	Suitability of site for construction unknown Noticeable slope



Hamilton Community Association

5140 Smith Drive, Richmond, B.C. V6V 2W5 Tel: 718-8055 Fax:: 718-8053

June 2, 2010

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

Attention: Lesley Sherlock - Social Planner

Dear Sirs/Mesdames:

Re: Hamilton -TransLink Endowment Property

Further to our meeting of May 27, 2010, the following areas remain of concern to the Hamilton Community Association.

Safety Concerns

Westminster Highway is the main thoroughfare for the Hamilton community for pedestrian traffic to and from the Hamilton Community Centre, the Hamilton Elementary School and the local shopping centre. A sidewalk is currently being constructed along Westminster Highway, northbound, from Highway 91 to Gilley Road. The TransLink proposal includes a dedicated sidewalk southbound from Boundary Road to the edge of the proposed child care facility. This leaves a stretch of roadway from Gilley Road to the edge of the TransLink property with no dedicated pedestrian walkway.

Presently, there is no physical barrier between vehicular and pedestrian traffic along Westminster Highway from Gilley Road to the proposed child care site. Walking on the west side of Westminster Highway (which is the side the child care facility is proposed to be located) ranges from unsafe to dangerous. The increase in vehicular and pedestrian traffic resulting from the TransLink depot and child care facility will only exacerbate the safety concern.

According to the City of Richmond *Official Community Plan* (p. 3-4): "Safe and convenient access by walking or on bikes strengthens ties to the community. If a mom can push a stroller to the community centre for an art class with her child without having to go all the way around her neighbourhood, or without using the noisy and busy major road, it is a more pleasant walking experience. Similarly, local kids should be able to ride their bikes safely after school to get some candy at the store."

.../2

The position of the Association is that a dedicated pedestrian walkway from Gilley Road to the edge of the TransLink property is vital to establish safe access to the proposed child care facility and, therefore, must be constructed in conjunction with the proposed child care facility.

Contract with Child Care Provider

We again request that any contract with an operator for the child care facility include a condition that priority for childcare spaces be given to Hamilton residents. As noted in the *Richmond Child Care Strategy and Implementation Plan* (page 151, section 14. Hamilton), "Because of its relative isolation, any child care shortages in this area are acutely felt by working parents". Appendix "A" is the result of searches using the BC Ministry of Children and Family Development web site for licensed group infant/toddler care. It shows that within a 2 kilometre radius of various Richmond neighbourhoods, there are a number of child care facilities for parents/guardians to choose from; however, in the Hamilton community there is one. If the proposed child care facility is to truly provide a benefit to Hamilton residents then a priority listing must be utilized.

Bus Service

Currently the site proposed for the child care facility does not have adequate access to bus stops; once the facility is constructed, bus stops will be required to promote the use of the public transit system.

We look forward to working with the City of Richmond in resolving the above issues and moving forward with this project.

Yours truly,

HAMILTON COMMUNITY ASSOCIATION



per:

DICK H.K. CHAN

President

cc: Councillor Ken Johnston

(enclosure)

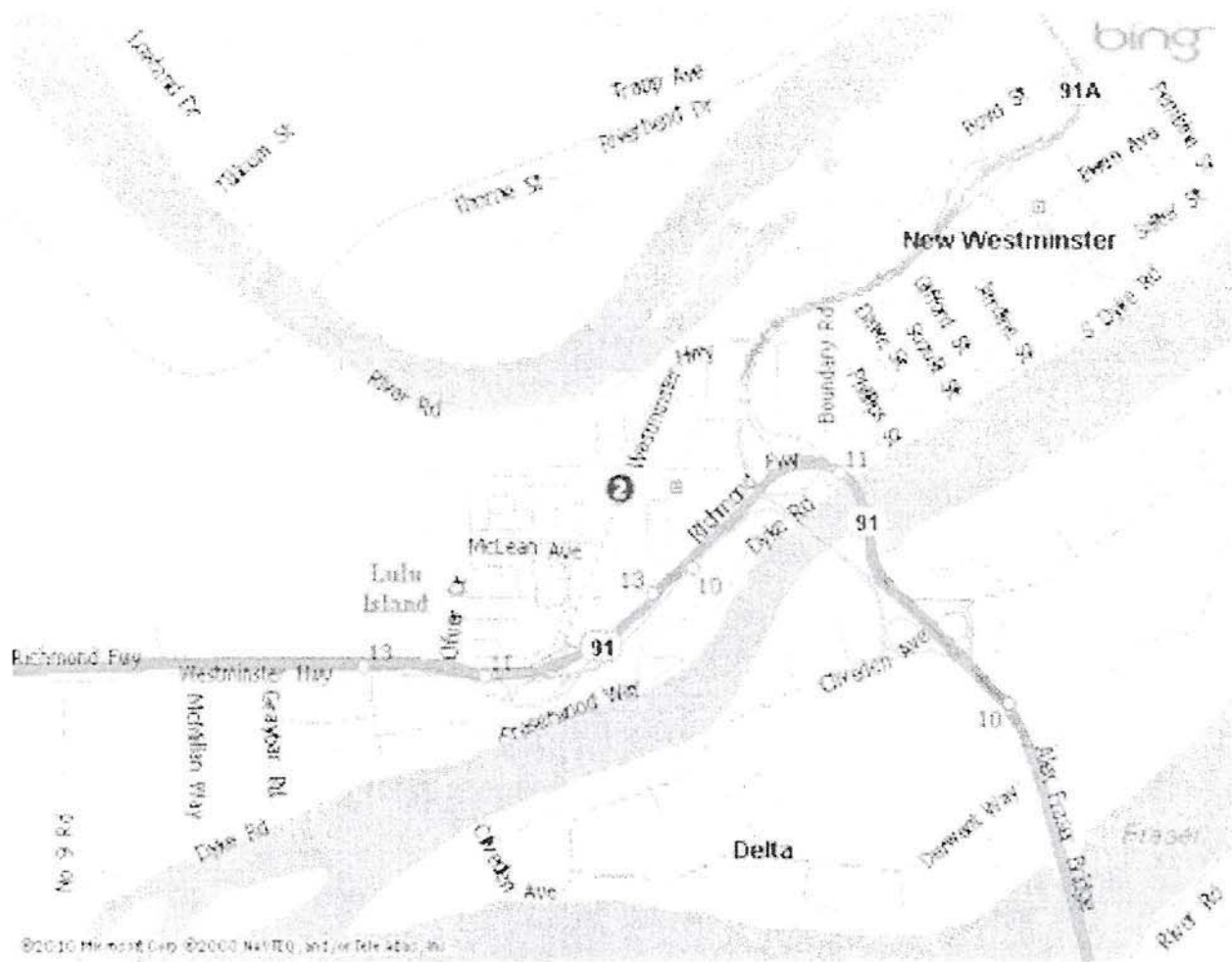
Appendix A

<http://childcareinfo.gov.bc.ca/childcaresearch/search.aspx>

Search Criteria:

Postal Code:	Within 2 Km of postal code V6V 2R1 - Hamilton
License Type:	Group Care
Services Offered:	Infants, Toddlers

Facilities available: 1



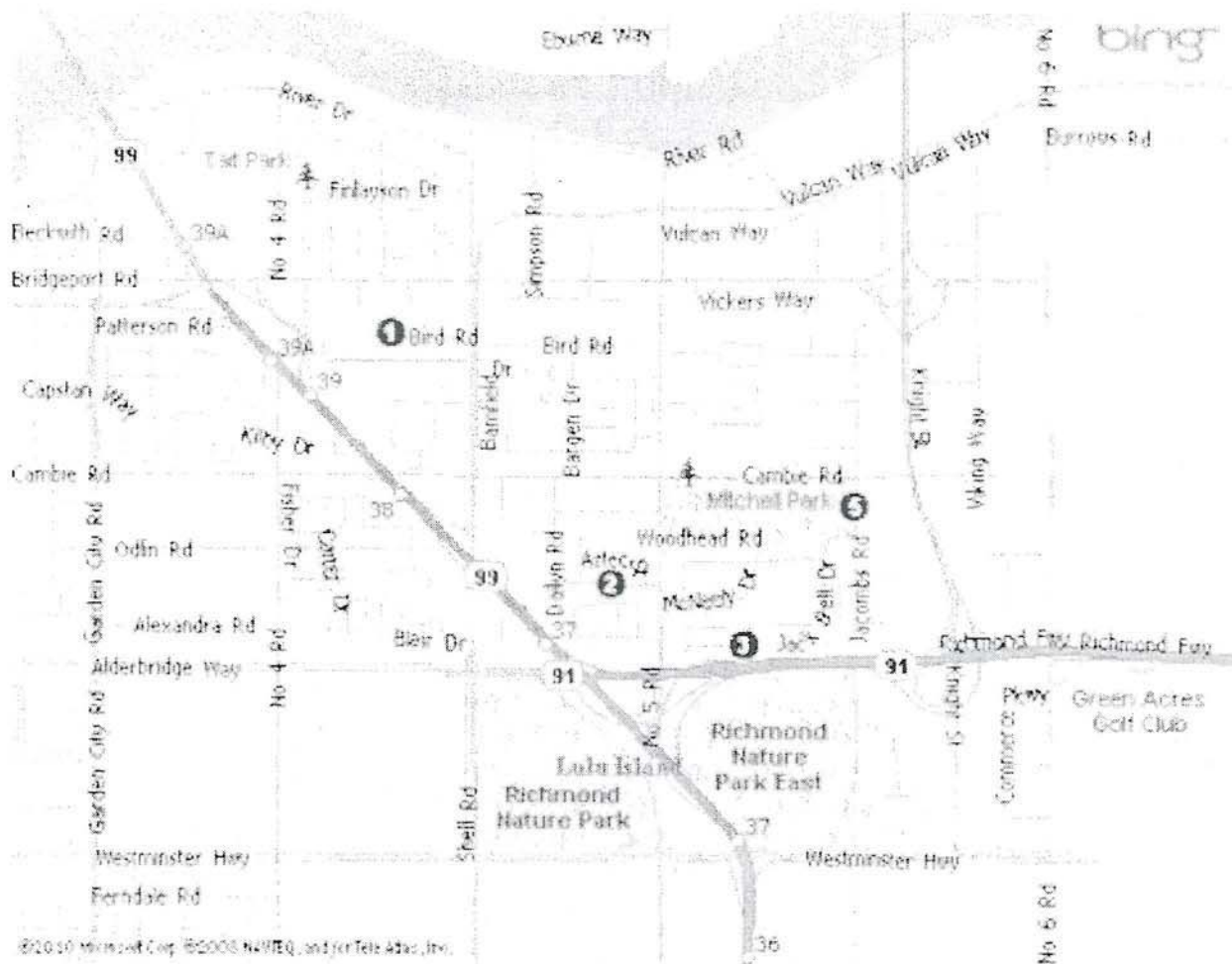
Appendix A

<http://childcareinfo.gov.bc.ca/childcaresearch/search.aspx>

Search Criteria:

Postal Code:	Within 2 Km of postal code V6V 2A8
License Type:	Group Care
Services Offered:	Infants, Toddlers

Facilities available: 4



Appendix A

<http://childcareinfo.gov.bc.ca/childcaresearch/search.aspx>

Search Criteria:

Postal Code:	Within 2 Km of postal code V7C 5E5
License Type:	Group Care
Services Offered:	Infants, Toddlers

Facilities Available: 8



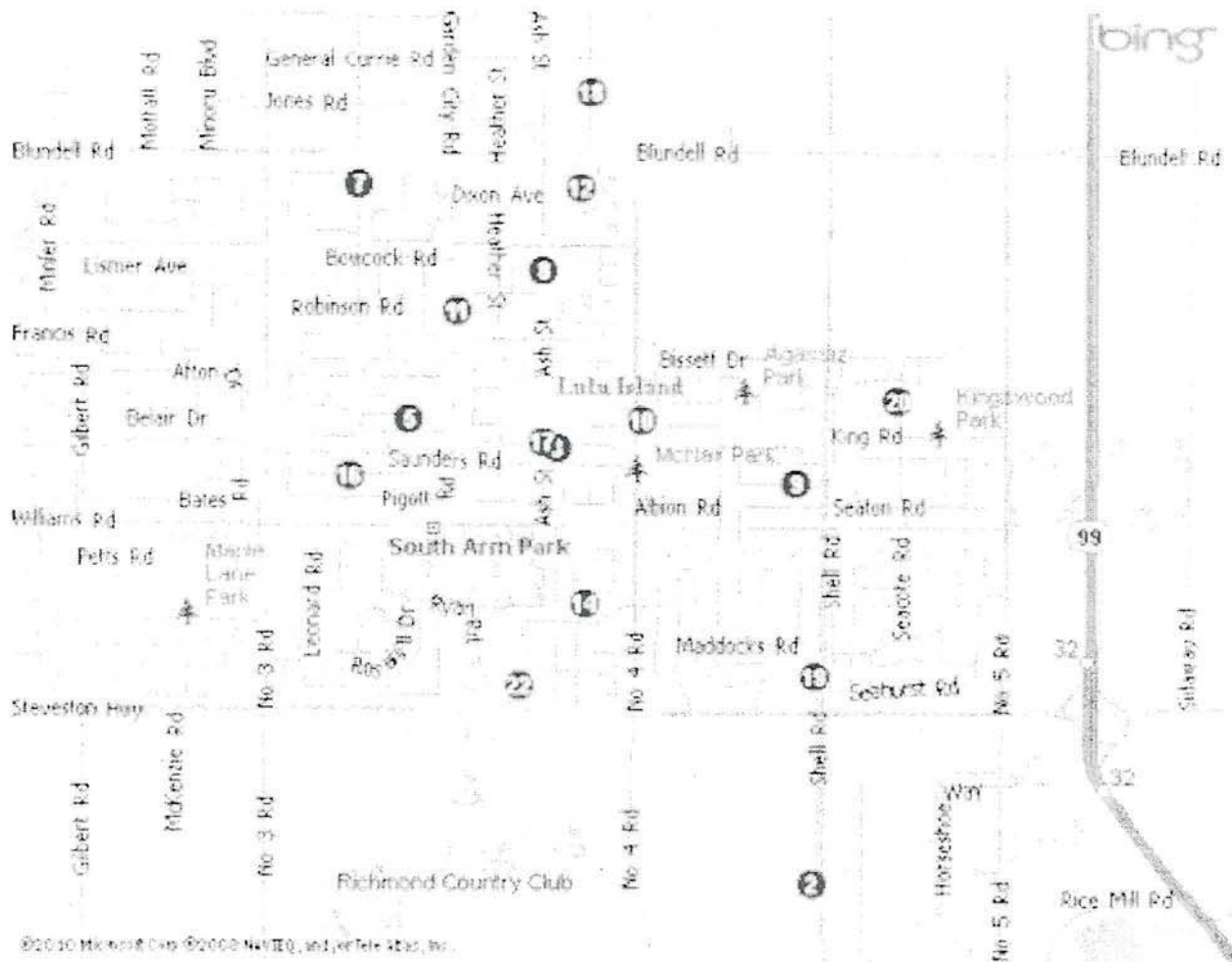
Appendix A

<http://childcareinfo.gov.bc.ca/childcaresearch/search.aspx>

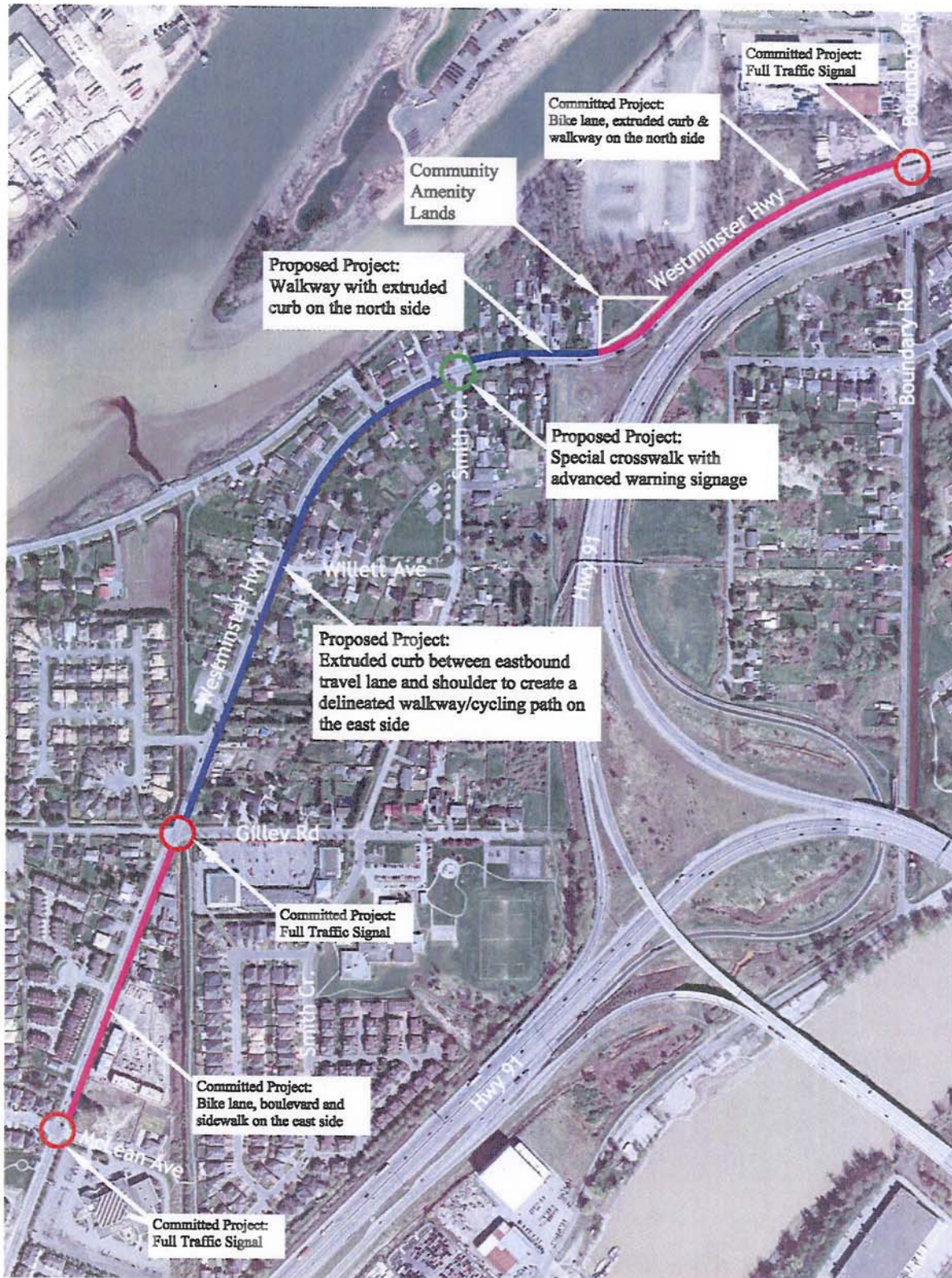
Search Criteria:

Postal Code:	Within 2 Km of postal code V7A 3R2
License Type:	Group Care
Services Offered:	Infants, Toddlers

Facilities available: 20



Transportation Improvements along Westminister Highway in Hamilton Area



**Comparison of Translink-Negotiated Community Amenity Lands
and Hamilton Highway Park**

Features	Community Amenity Lands (RZ 09-484669)	Hamilton Highway Park
Owner	Will be City-owned subsequent to adoption of Translink Zoning Amendment Bylaw	City-owned
Site Size	Total 2.43 acres .56 acre for facility location, adjacent to 1.87 acres natural buffer strip with trail to dyke	7.18 acres
Area Plan Designation	Residential	Natural Areas/Open Space
Zoning	Single Detached (RS1/F)	Single Detached (RS1/F)
Intended Use	Community Amenity Lands for use as determined by the City	Neighbourhood park, to provide green space
Child Care Use	RZ required	RZ required To lease park land, electoral consent may be required
Environmental Requirements	No Riparian Management or Environmentally Sensitive Area requirements	No Riparian Management or Environmentally Sensitive Area requirements
Traffic Access/Safety	Proposed access from the straight stretch of Westminster Hwy at the northeast corner of the Community Amenity Lands	Site would be accessed via Boundary Rd., Thompson Gt. and Thompson Rd. Highway 91A may be perceived as a significant barrier to easy access to Hamilton Highway Park
Pedestrian Access/Safety	Special crosswalk (pedestrian activated flashing yellow light) proposed at Smith Cr. and Westminster Hwy. Westminster Highway walkway with street lighting - see Frontage Improvements, below. Install an extruded curb between eastbound travel lane and shoulder from Gilley Rd. to Smith Cr. on east side of Westminster Hwy. to create a delineated walkway.	Connects with Hamilton School via an unlit trail bordering Westminster Hwy. that includes an overpass crossing Highway 91A; use of trail bordering Westminster Hwy. raises safety concerns, as does unlit trail during winter months

Features	Community Amenity Lands (RZ 09-484669)	Hamilton Highway Park
Frontage Improvements	Translink will provide bike lane, paved delineated walkway with extruded curb (approx. .2 m. high) and appropriate street lighting on the north side of Westminster Highway, between Boundary Road and the western edge of the proposed Community Amenity Lands.	Frontage improvements would be an additional City cost
Transit Access	<p>Bus shelter and pad will be located near the Westminster Highway-Boundary Road Intersection.</p> <p>Another bus stop is located on Westminster Hwy. near Smith Cr.</p> <p>An additional bus stop may be added for westbound busses in proximity to the Community Amenity Lands</p>	No bus stops within area bordered by Highway 91 and Boundary Road
Soil Conditions	<p>Geotechnical review required to determine length of pre-loading</p> <p>RZ report indicates that site development issues can be appropriately addressed</p>	<p>Geotechnical review required to determine length of pre-loading</p> <p>Suitability of site for construction unknown</p>
Terrain	Flat	Noticeable slope
Site Preparation Cost	Preloading, raising grade to meet flood construction elevation costs included in negotiated funds	Preloading, raising grade costs unknown
Parking/Landscaping Cost	Parking and landscaping costs are included in the negotiated community amenity funds	Parking and landscaping costs may be higher due to sloped terrain
Servicing Cost	Most costs covered by Translink; specific costs will depend on site plan	No costs covered by Translink; estimated at approx. \$1 million
Other Cost Considerations	Geotechnical review, pre-loading and construction may be done concurrently with Translink site, resulting in possible cost efficiencies	<p>No efficiencies of concurrent procedures</p> <p>With rising costs, funds negotiated may be insufficient if significant time delays are incurred by unknown site conditions, possible electoral consent requirement</p>