



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee **Date:** May 7, 2012
From: Brian J. Jackson
Director of Development **File:** RZ 12-601319
Re: **Application by City of Richmond for Rezoning at 23591 Westminster Hwy. from Single Detached (RS1/F) to School & Institutional Use (SI)**

Staff Recommendation

That:

1. That Bylaw No. 8880 to amend the Official Community Plan Bylaw No. 7100, by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) for 23591 Westminster Hwy. and by designating it "Community Facilities", be introduced and given first reading.
2. That Bylaw No. 8880, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw No. 8880, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8881, for the rezoning of 23591 Westminster Hwy. from "Single Detached (RS1/F)" to "School & Institutional Use (SI)" be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:dcB
Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF ACTING GENERAL MANAGER

Staff Report

Origin

The City of Richmond has applied for permission to rezone 23591 Westminster Highway from Single Detached (RS1/F) to School and Institutional Use (SI) in order to develop a new daycare facility. The subject property (see location map in **Attachment 1**) was dedicated to the City as part of the community contributions provided through the rezoning for the Translink Operations and Maintenance Bus Facility at 4111 Boundary Road (RZ 09-484669 adopted Oct 8, 2010). Translink also provided significant funds toward the site preparation and construction of the daycare facility.

Accommodating the proposed daycare use at the subject property necessitates an amendment of the land use designation in the Hamilton Area Plan (Land Use Map) to redesignate the site from "Residential (Mixed Multiple and Single-Family)" to "Community Facilities".

Project Description

The 2,287.5 m² site will be developed to accommodate a licensed child daycare facility approximately 315 m² (3,400 ft²) in size to provide care for up to 33 children: (e.g., one group of up to eight infants and toddlers and another group of up to twenty-five children of thirty months to school age). The site will remain City owned but the facility will be leased at nominal cost to a licensed non-profit child care provider to operate the facility.

The main building will consist of wood-frame modular units installed on a permanent concrete foundation with a crawlspace. A wood truss roof will be constructed on site. The site will be raised to ensure that the underside of the floor structure is above the flood plain elevation of 3.5m GSC.

In terms of site planning, the applicant's submission notes "the site will be developed with retaining walls, fencing, planting, site furniture, and hard and soft landscaping surfaces to provide play areas for children attending the daycare. Sidewalks and ramps graded to appropriate slopes will be provided to ensure the accessibility of the building and the play areas." Special attention has been given to minimize any grade differences between the building and the play areas.

The site plan provides for both covered outdoor play areas (approx. 57.3m² total) and open outdoor play areas (approx. 658.6 m² total). These play areas well exceed the BC Child Care Licensing requirements. The site will be fenced and landscaped to ensure child safety is maintained.

Bylaw requirements for both vehicle parking and bicycle parking are fully satisfied under the proposed site plan. The site will include ten regular sized parking stalls, one loading bay and a handicapped stall. Four of the stalls are in a tandem arrangement. Transportation staff are supportive of this arrangement since the tandem stalls will be used for drop off parking and will about stalls used by the facility's employees. This arrangement will be self managed.

Collectively, these stalls will accommodate the facility employees, the parent's drop off needs and on-site waste pickup / delivery needs of the facility. One Class 1 (indoor) and two Class 2 (outdoor) bicycle stalls are also provided.

The operation will conform to the BC Child Care Licensing Regulation in terms of the number of employees to children ratios. It is anticipated that the facility will typically operate with five employees with a maximum of eight employees on site at any one time to facilitate continuous care from 7:30 am to 6:00 pm subject to demand.

The construction program is being managed by the City's Project Development & Facility Services Department. Facilities staff are targeting the daycare facility to be operationally open by September, 2013.

The conceptual site plan is provided in **Attachment 2**. Although the building will be done through a design build process which could result in modifications, preliminary conceptual design plans are also included in **Attachment 2**.

No significant trees are located on the site. The conceptual landscape plan indicates that 16 trees are planned to be installed on site.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**). No Zoning variances are being requested with this application.

On December 19, 2011, Council resolved "That the Society of Richmond Children's Centres (SRCC) be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway." The SRCC is a non-profit society.

Surrounding Development

To the North: A 30m wide treed linear park strip connecting to the North Arm of the Fraser River. North of the park strip is the 73,259m² Translink Operations and Maintenance Bus Facility (RZ 09-484669 adopted Oct 8, 2010 ; DP 10-535726 in circulation). The Translink site is zoned Light Industrial (IL).

To the East: Westminster Highway and Highway 91A.

To the South: Westminster Highway and a large 6,673m² vacant lot owned by the BC Transportation Financing Authority and zoned Single Detached (RS1/F).

To the West: Two large single family residential lots zoned Single Detached (RS1/F).

Related Policies & Studies

Official Community Plan Amendment

The Land Use Map in Schedule 2.14 (Hamilton Area Plan) of the Official Community Plan (OCP) currently designates the subject property for "Residential (Mixed Multiple and Single-Family)". As the intended use of this City owned site is to accommodate a licensed child daycare facility the more appropriate land use designation within the Hamilton Area Plan accommodating the use is "Community Facilities". The Staff recommendations include an amendment to the Land Use Map in the Hamilton Area Plan to redesignate the subject site to "Community Facilities". No other amendments to the Hamilton Area Plan are required.

Council Resolution

On June 28, 2010, Council adopted the following resolution related to the proposed child daycare facility:

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;*
- 5. a new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*
- 6. staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Although a response was provided for each of the above parts of the Council resolution in the report by the General Manager – Community Services (dated June 10, 2010, REDMS #2907876) the updated status of each part of this resolution is further addressed in the Analysis section of this report.

ConsultationHamilton Community Association

City staff from Project Development and Facility Services, Transportation and Planning and Development met with the board members of the Hamilton Community Association (HCA) on March 20, 2012. Staff presented the proposed site plan to the Board members, discussed planned facility capacity and planned road/pedestrian improvements both in front of the site and in other locations along Westminster Highway within Hamilton. Staff also provided information and responded to questions on how each of the safety concerns previously identified by the HCA were being addressed.

School District

Although this development project will not result in any increase in the number of new children to the area, basic information about the project was provided to the Richmond School District staff with a request for contact should they require any further information. To time of writing, no requests for additional information have been received from the School District.

Vancouver Coastal Health

Vancouver Coastal Health (VCH) representatives have indicated that they are aware of this project and are familiar with the proposed operator whom they know to be informed of the criteria for operating a licensed child daycare. VCH staff will continue to work with the City and the operator as this project develops but to date of correspondence VCH had no concerns with the project as proposed (pers. comm. Feb 28th, 2012).

Richmond Advisory Design Panel

Although a Development Permit is not required for this daycare facility as it is considered an “institutional use” the project was taken to the Advisory Design Panel on April 18, 2012, for informal comments and feedback primarily focused on the facility site planning. Comments provided by the Panel are shown in **Attachment 4**. The project Architect’s responses to each of the ADP comments are provided in **Attachment 5**.

Facilities staff have agreed to include the Panel’s comments with the Design Build Terms of Reference which will be put out to tender so that the prospective builder will have the opportunity to incorporate appropriate design changes into their submission to the extent possible given the project budget.

Overall, the ADP comments were complementary and focused on ideas to tweak the plans should the budget and site conditions permit.

Ministry of Transportation and Infrastructure (MoTI)

Preliminary Approval has been granted by MoTI (letter dated February 29, 2012) for one year pursuant to section 52(3)(a) of the Transportation Act. No other concerns or restrictions have been made by the Ministry.

Consultation with Adjacent Neighbour

City staff from Project Development and Facility Services met with the only adjacent residential neighbours (i.e. 23551 Westminster Hwy.) to the subject site on March 20, 2012. The expected development plan, site plan and construction schedules were outlined for the neighbours. As the subject site is being raised, up to a 2.24m (approx.) grade difference will exist between the daycare’s slab elevation and the existing grade of the neighbour’s property to the west.

Concerns for the neighbours include:

- Managing drainage impacts during preload and post construction given the expected grade differences between the properties.
- Ensuring that fencing on top of the retaining wall and the retaining wall itself will not look unattractive and meet both property’s needs.
- Potential impacts on their sanitary septic field. They had questions as to whether a sanitary connection to the City’s system was anticipated in the future.
- Whether the new linear park along their northern property line would be fenced.

Recognizing that each property owner is responsible for managing drainage on their own site, Facilities staff will be exploring options that would benefit both properties by incorporating perimeter drainage on the daycare site at the base of the future retaining wall.

Fencing at the top of the retaining wall must meet child safety requirements. Given that constraint however, Facilities staff have committed to meeting with the adjacent neighbours to look at some options for the fencing material that will address both parties needs. The retaining wall itself will consist of decorative Allen block to create an attractive appearance from the neighbour's property.

The neighbours have been advised that, at this time, there are no immediate plans to extend the sanitary sewer system to their property nor are there any plans to add new fencing along the linear park. Parks Staff have noted that there will be a defined pedestrian trail through the Park and that natural understorey growth within the 30 m wide strip will help confine pedestrian movements to the trail. Park Staff will, however, monitor the use of the area over time and reassess this issue if required in the future.

Project Development and Facility Services staff have, and will continue to work cooperatively with the neighbours to ensure that their concerns are addressed to the extent possible. They have also conveyed to the neighbours that, with their permission, a pre-construction building and property survey will be undertaken at the City's expense to ensure that any impacts upon the adjacent property as a result of the daycare site's construction can be readily identified and addressed.

Public Input

With exception to the above noted agencies and individuals, no further public input was sought for this application. It is noted, however, that the rezoning application is subject to a Public Hearing as part of the normal rezoning approval process. To time of writing, no correspondence has been received from the public regarding the project.

Staff Comments

No significant technical concerns were identified by staff regarding this project. As noted earlier, frontage works are to be completed by Translink under their rezoning considerations agreement. The timing for these works will need to be coordinated and completed prior to occupancy of the daycare site. Staff are working with Translink to ensure this is done.

The utility capacity analysis indicates that the development will not require storm, sanitary or water upgrades. Fire flow analysis will be required at building permit stage.

Analysis

Response Status To Council's Resolution

The text below provides the status responses to each of the six parts of the Council resolution of June 28, 2010.

- 1. Vehicular access to the Community Amenity Lands be situated at the north-east corner of the site on Westminster Highway;*

Status: As indicated on the site plan in **Attachment 2**, the vehicle access has been located adjacent to the property line at the northeast edge of the site. Transportation staff have indicated that this location provides acceptable sight lines to traffic in both directions.

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;*

Status: This is a Capital Project that is scheduled to be completed later in 2013.

3. *A special crosswalk with advanced warning signage be installed on Westminster Highway at Smith Crescent, at the estimated cost of \$40,000;*

Status: The special crosswalk with advanced warning signal was installed in 2011 and was operational in March, 2012.

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;*

Status: The segment between Fraser Gate to Gilley Road is a Capital Project that will be completed later in 2012. The segment between Fraser Gate to Smith Crescent is a Capital Project that will be completed later in 2013.

5. *A new bus stop for the westbound bus be located in close proximity to the Community Amenity Lands on Westminster Highway; and*

Status: The new bus stop will be implemented in consultation with the Coast Mountain Bus Company. This is anticipated to be completed in late 2013.

6. *Staff comment on the issues surrounding the pedestrian improvements on the north side of Westminster Highway.*

Status: Included with the Rezoning Considerations for the Hamilton Translink Operations and Maintenance Facility (RZ 09-484669) was a requirement for frontage improvements on the north side of Westminster Highway to be undertaken as part of the Servicing Agreement. The frontage improvements are to include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the north side from Boundary Road to the western edge of the proposed daycare centre. Staff are currently working with Translink to ensure these elements are incorporated in their Servicing Agreement (SA 10-532629).

Flood Covenant / Flood Event Release

As the subject site will remain under City ownership a rezoning requirement for registration of a flood covenant was determined not to be required.

The submitted plans indicate that the proposed buildings will fully meet the City's current Flood Plain Designation and Protection Bylaw No. 8204 and the prescribed minimum 3.5m GSC Flood Construction Elevation.

Geotechnical Review

A geotechnical review was undertaken for the subject site. Based upon the findings from the geotechnical drilling, the site will required approximately 8 to 9 months of preloading to accommodate the facility.

Site Contamination

A site investigation report was undertaken by Golder Associates on September 2, 2010. Based upon their historical review of the site they concluded that the site is not an area of environmental concern with regard to the Environmental Management Act. No further investigation was warranted.

Tree Survey

The tree survey was undertaken as part of the overall site survey. A single tree of bylaw size was identified on the site under the survey. A review by the City's Tree Protection Officer indicated that the species was actually a multi-branching shrub species in very poor condition. A tree removal permit was not required for its removal and retention would affect site preloading activity. The landscaping plan for the site indicates approximately 16 trees will be added to the property.

Frontage Improvements and the Provision of Utility Services

Frontage improvements on Westminster Highway in front of the subject property are the responsibility of Translink as one of the conditions attached to the rezoning of the Hamilton Translink Operations and Maintenance Facility at 4111 Boundary Road (RZ 09-484669 adopted November 8, 2010). Translink representatives have been working closely with City staff on their Servicing Agreement (SA10-532629) submissions and are aware of their obligations regarding the daycare frontage works.

Per Translink's rezoning requirements, the frontage improvements along the daycare site on Westminster Hwy. will include a 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the road to the western edge of the daycare property. Utility connections will also be required as part of the Translink Servicing Agreement.

Based upon the submitted capacity analysis undertaken for the daycare project, storm, sanitary and water analyses were determined not to be required. A 75mm sanitary sewer forcemain is at the property line and can be connected to via a private pump station by the future contractors completing the site servicing. Connections for both water and storm sewer will come from the south side of Westminster Hwy. This design is to be included in the offsite works being done by Translink.

Staff have worked with Translink to coordinate the timing of the offsite works with the opening of the proposed child care facility.

Additional fire flow analysis is to be undertaken at the Building Permit stage once the building design has been confirmed.

Financial Impact or Economic Impact

None.

Conclusion

Staff are recommending support for the proposed daycare facility at 23591 Westminster Hwy. The proposed layout meets and exceeds the BC Child Care Licensing requirements and will help address a need for child care resources in the infant-toddler and pre-school age groups in Hamilton. The site has been will designed given the constraints of the site shape and the need to meet the flood construction elevation requirements and has been given general support by the Advisory Design Panel members.



David Brownlee
Planner 2

DCB:cas

Attachment 1: Location Map

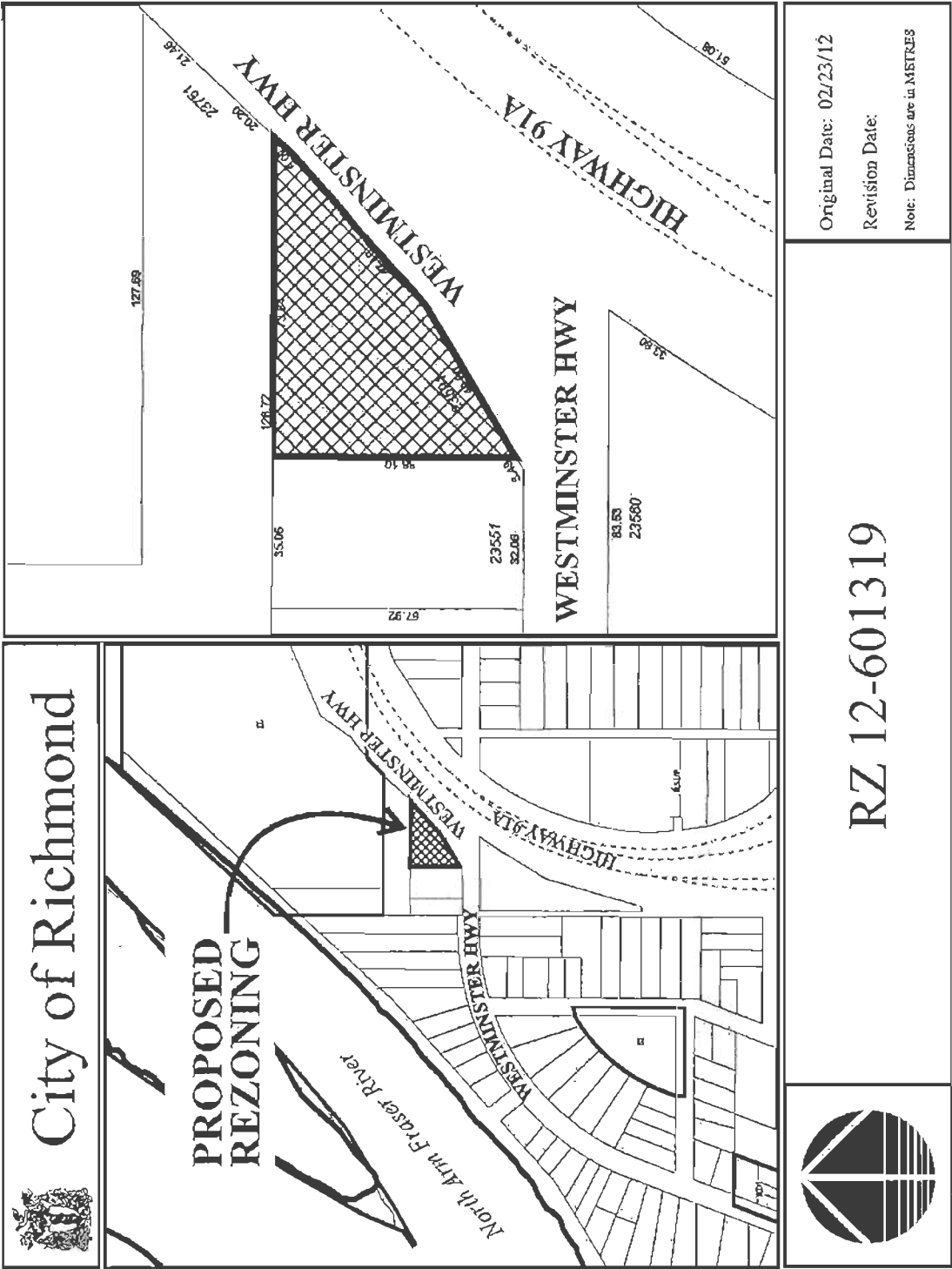
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Draft Minutes Advisory Design Panel April 18, 2012

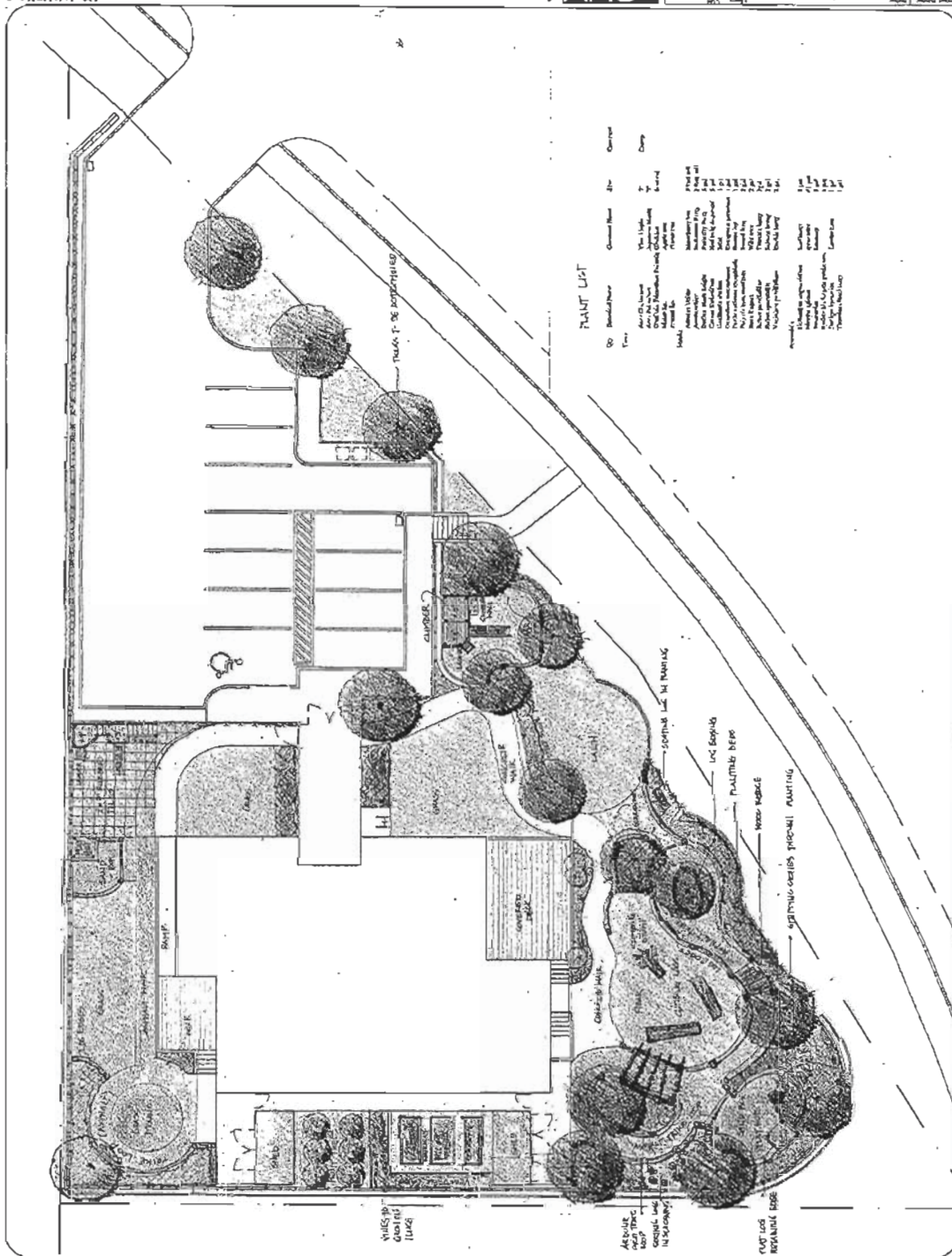
Attachment 5: GHMA Response to ADP Comments April 27, 2012

Attachment 6: Rezoning Considerations Concurrence

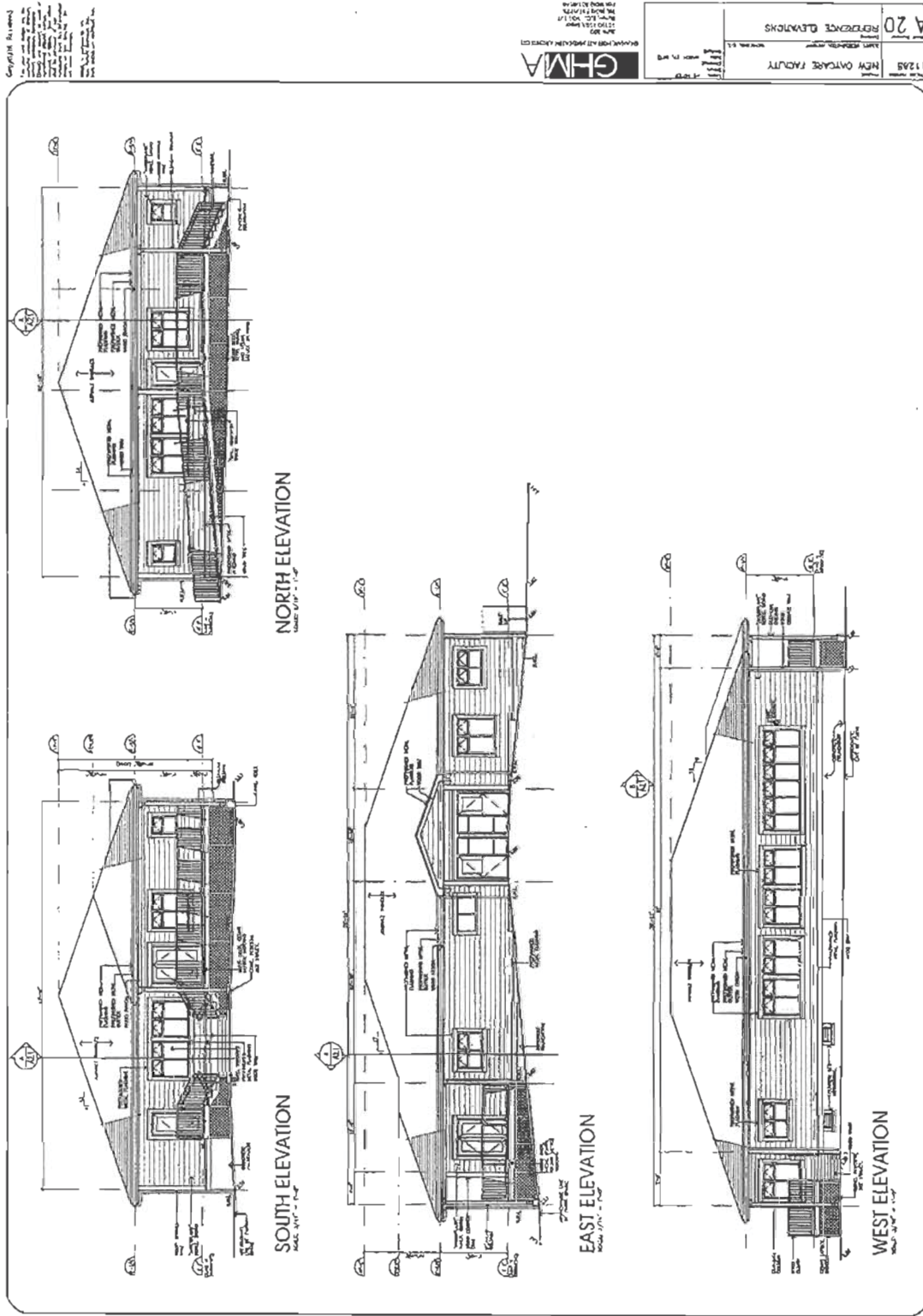


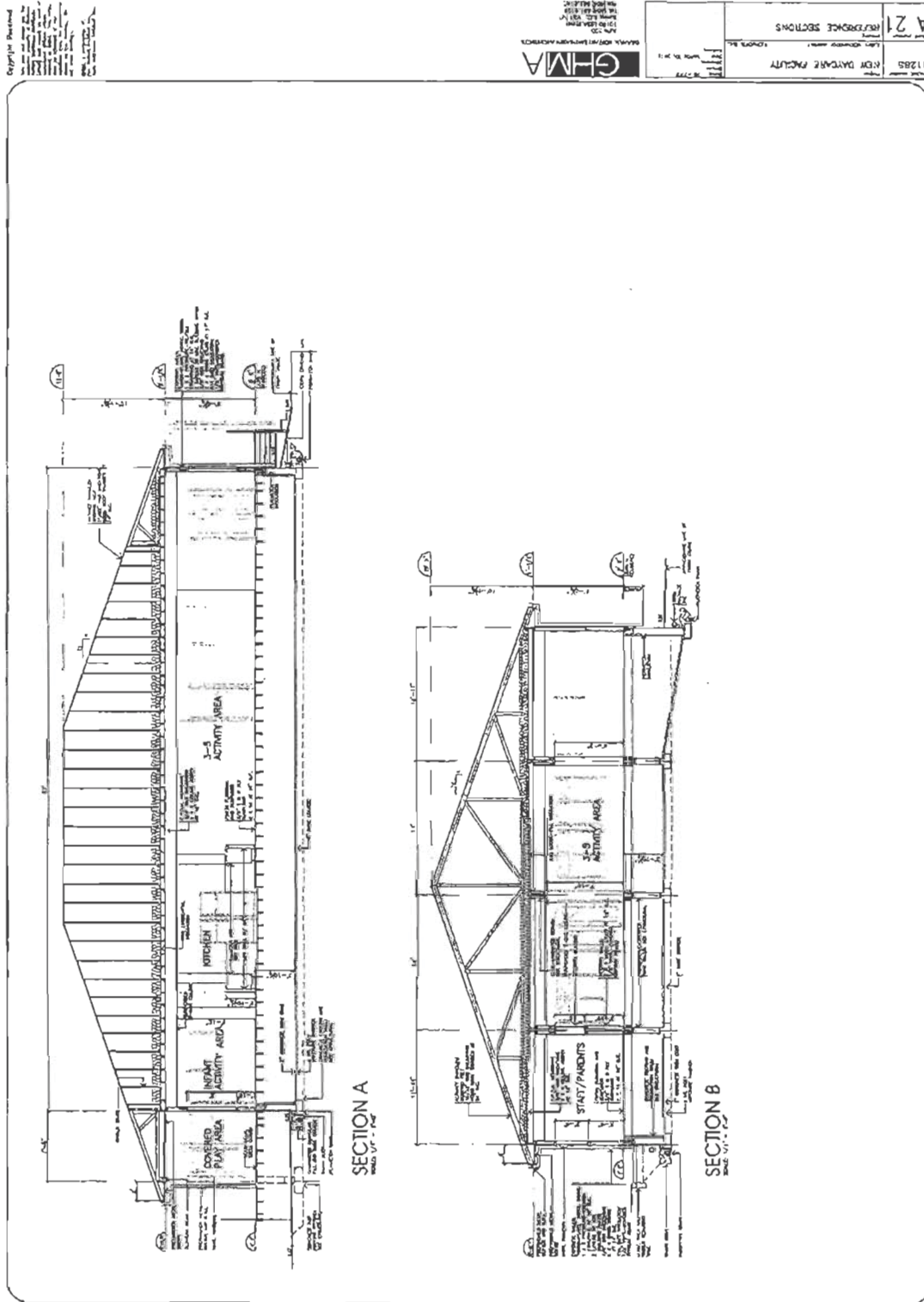


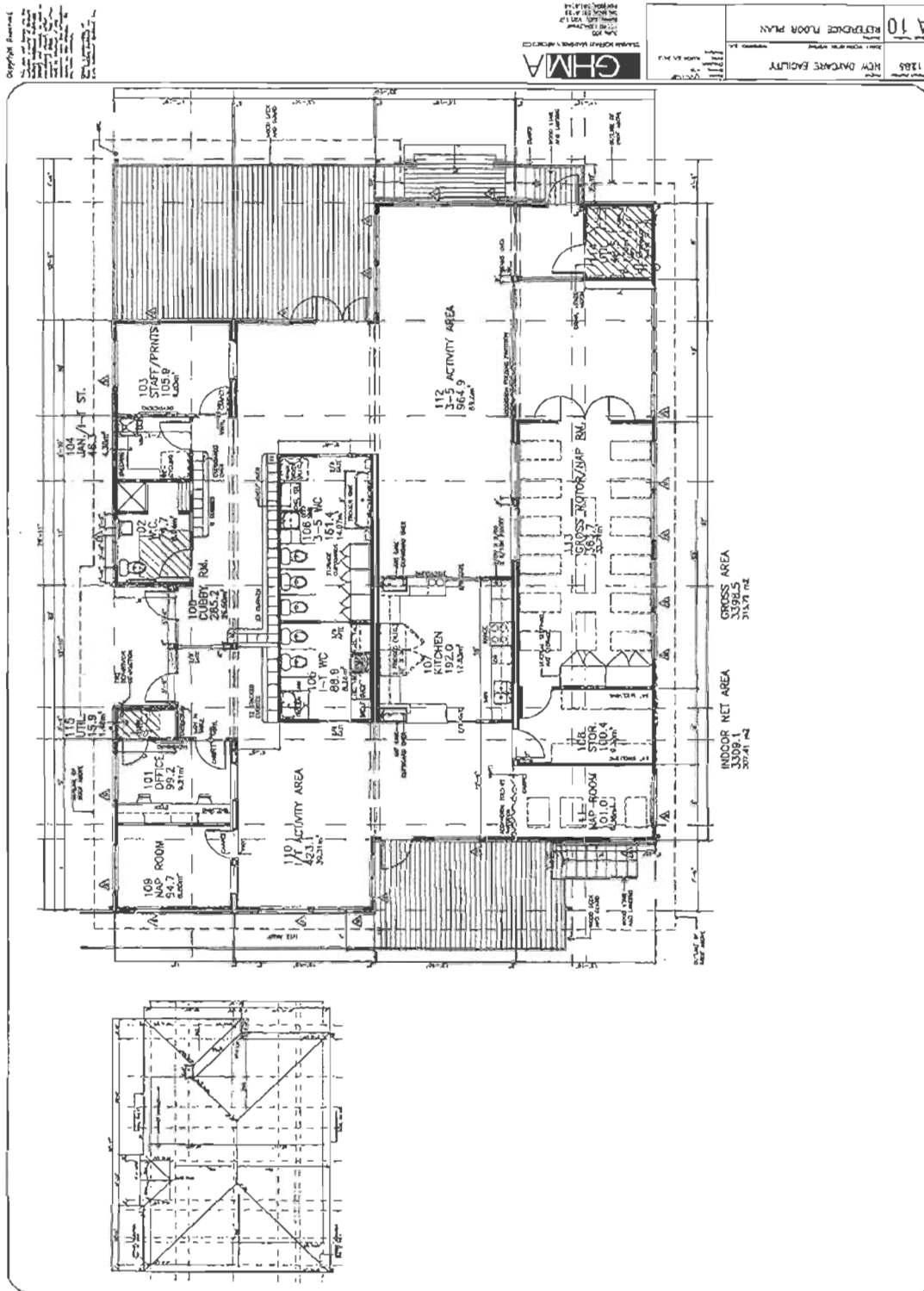




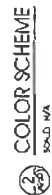




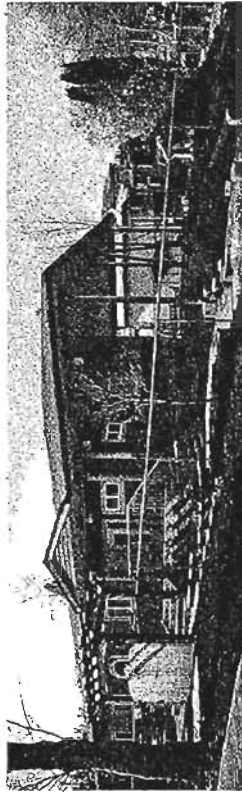




Learning Tree Daycare



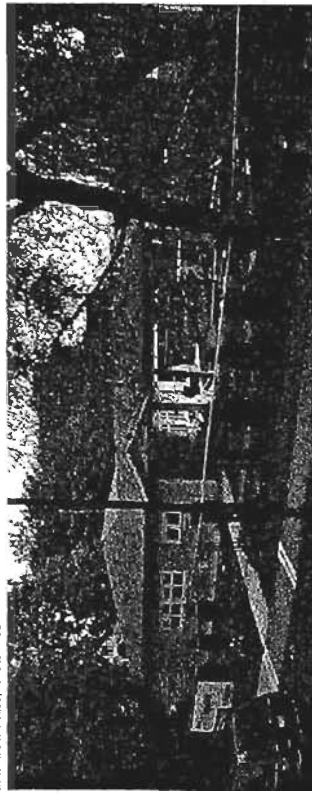
REFERENCE MODULAR DAYCARE BUILDINGS



Learning Tree Daycare (Photo by Indagation, Inc.)
4103 North Laurel, Vancouver BC

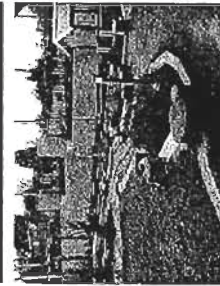
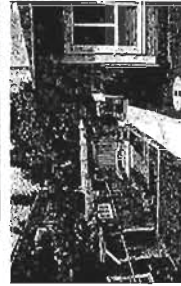
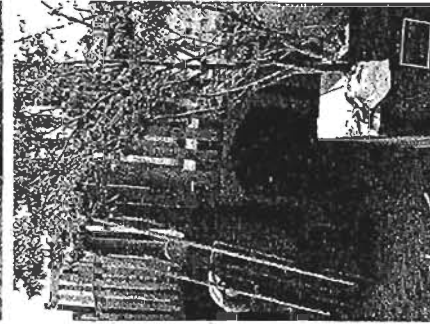
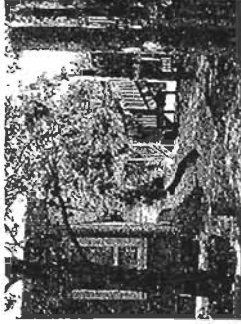


Kitisilano Daycare (Photo)
2001 W. 5th Avenue, Vancouver BC



Boat Daycare (Photo)
2103 Victoria Drive, Vancouver BC

Typical Landscape Elements



GHMA 1200-1210 WESTERN AVENUE VANCOUVER, BC V6E 2E6 TEL: 604-681-1111 FAX: 604-681-1112 WWW.GHMA.BC.CA	BUILDING CHARACTER 2.1.1.1.1 2.1.1.1.2 2.1.1.1.3 2.1.1.1.4 2.1.1.1.5 2.1.1.1.6 2.1.1.1.7 2.1.1.1.8 2.1.1.1.9 2.1.1.1.10 2.1.1.1.11 2.1.1.1.12 2.1.1.1.13 2.1.1.1.14 2.1.1.1.15 2.1.1.1.16 2.1.1.1.17 2.1.1.1.18 2.1.1.1.19 2.1.1.1.20 2.1.1.1.21 2.1.1.1.22 2.1.1.1.23 2.1.1.1.24 2.1.1.1.25 2.1.1.1.26 2.1.1.1.27 2.1.1.1.28 2.1.1.1.29 2.1.1.1.30 2.1.1.1.31 2.1.1.1.32 2.1.1.1.33 2.1.1.1.34 2.1.1.1.35 2.1.1.1.36 2.1.1.1.37 2.1.1.1.38 2.1.1.1.39 2.1.1.1.40 2.1.1.1.41 2.1.1.1.42 2.1.1.1.43 2.1.1.1.44 2.1.1.1.45 2.1.1.1.46 2.1.1.1.47 2.1.1.1.48 2.1.1.1.49 2.1.1.1.50 2.1.1.1.51 2.1.1.1.52 2.1.1.1.53 2.1.1.1.54 2.1.1.1.55 2.1.1.1.56 2.1.1.1.57 2.1.1.1.58 2.1.1.1.59 2.1.1.1.60 2.1.1.1.61 2.1.1.1.62 2.1.1.1.63 2.1.1.1.64 2.1.1.1.65 2.1.1.1.66 2.1.1.1.67 2.1.1.1.68 2.1.1.1.69 2.1.1.1.70 2.1.1.1.71 2.1.1.1.72 2.1.1.1.73 2.1.1.1.74 2.1.1.1.75 2.1.1.1.76 2.1.1.1.77 2.1.1.1.78 2.1.1.1.79 2.1.1.1.80 2.1.1.1.81 2.1.1.1.82 2.1.1.1.83 2.1.1.1.84 2.1.1.1.85 2.1.1.1.86 2.1.1.1.87 2.1.1.1.88 2.1.1.1.89 2.1.1.1.90 2.1.1.1.91 2.1.1.1.92 2.1.1.1.93 2.1.1.1.94 2.1.1.1.95 2.1.1.1.96 2.1.1.1.97 2.1.1.1.98 2.1.1.1.99 2.1.1.1.100	BUILDING CHARACTER 2.1.1.1.1 2.1.1.1.2 2.1.1.1.3 2.1.1.1.4 2.1.1.1.5 2.1.1.1.6 2.1.1.1.7 2.1.1.1.8 2.1.1.1.9 2.1.1.1.10 2.1.1.1.11 2.1.1.1.12 2.1.1.1.13 2.1.1.1.14 2.1.1.1.15 2.1.1.1.16 2.1.1.1.17 2.1.1.1.18 2.1.1.1.19 2.1.1.1.20 2.1.1.1.21 2.1.1.1.22 2.1.1.1.23 2.1.1.1.24 2.1.1.1.25 2.1.1.1.26 2.1.1.1.27 2.1.1.1.28 2.1.1.1.29 2.1.1.1.30 2.1.1.1.31 2.1.1.1.32 2.1.1.1.33 2.1.1.1.34 2.1.1.1.35 2.1.1.1.36 2.1.1.1.37 2.1.1.1.38 2.1.1.1.39 2.1.1.1.40 2.1.1.1.41 2.1.1.1.42 2.1.1.1.43 2.1.1.1.44 2.1.1.1.45 2.1.1.1.46 2.1.1.1.47 2.1.1.1.48 2.1.1.1.49 2.1.1.1.50 2.1.1.1.51 2.1.1.1.52 2.1.1.1.53 2.1.1.1.54 2.1.1.1.55 2.1.1.1.56 2.1.1.1.57 2.1.1.1.58 2.1.1.1.59 2.1.1.1.60 2.1.1.1.61 2.1.1.1.62 2.1.1.1.63 2.1.1.1.64 2.1.1.1.65 2.1.1.1.66 2.1.1.1.67 2.1.1.1.68 2.1.1.1.69 2.1.1.1.70 2.1.1.1.71 2.1.1.1.72 2.1.1.1.73 2.1.1.1.74 2.1.1.1.75 2.1.1.1.76 2.1.1.1.77 2.1.1.1.78 2.1.1.1.79 2.1.1.1.80 2.1.1.1.81 2.1.1.1.82 2.1.1.1.83 2.1.1.1.84 2.1.1.1.85 2.1.1.1.86 2.1.1.1.87 2.1.1.1.88 2.1.1.1.89 2.1.1.1.90 2.1.1.1.91 2.1.1.1.92 2.1.1.1.93 2.1.1.1.94 2.1.1.1.95 2.1.1.1.96 2.1.1.1.97 2.1.1.1.98 2.1.1.1.99 2.1.1.1.100
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Development Application Data Sheet
Development Applications Division

RZ 12-601319

Attachment 3

Address: 23591 Westminster Hwy.

Applicant: City of Richmond

Planning Area(s): Hamilton

	Existing	Proposed	
Owner:	City of Richmond	Same	
Site Size (m ²):	2,287.5 m ²	same	
Land Uses:	vacant	Child Daycare Facility	
OCP Designation:	Neighbourhood Residential	same	
Area Plan Designation:	Residential (Mixed Multiple and Single-Family)	Community Facilities Use	
Zoning:	Single Detached (RS1/F)	School & Institutional Use (SI)	
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	No maximum	0.14	none permitted
Lot Coverage – Building:	No maximum	15%	none
Lot Size (min. dimensions):	No minimum	2,287.5 m ²	none
Setback – Front Yard (m):	Min. 6.0 m	Greater than 6.0 m Min.	none
Setback – Side & Rear Yards (m):	Min. 3.0 m	Greater than 3.0 m Min.	none
Height (m):	12 m	Approx. 6.0 m	none
Off-street Parking Spaces – Total:	0.75 space per employee plus 1 space for each 10 children in care 0.75 x 8 employees = 6 33 children = 3.3 Total stalls required: 10	11 including 1 handicapped space	none
Loading Bay	1 medium	1 medium	none
Tandem Parking Spaces:	permitted	5 stalls for dropoff	none
Bicycle Spaces	Class 1: 1 spaces Class 2: 2 spaces	Class 1: 1 spaces Class 2: 2 spaces	none

Other: _____

DRAFT –Advisory Design Panel

Wednesday, April 18, 2012

Excerpt of Minutes

2. RZ 12-601319 – HAMILTON CHILD DAYCARE FACILITY

APPLICANT: City of Richmond

PROPERTY LOCATION: 23591 Westminster Highway

Applicant's Presentation

Mark Mathiasen, GHM Architects, Janet Whitehead and Martin Younis, City of Richmond Project Development and Facility Services, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- appreciate the accommodation for toilet requirements for daycare staff and children in wheelchairs or with mobility impairment;
- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site;
- no problem with Britco-style building; understand the budget constraints of the project;
- landscaping seems active and interesting; lots of activities in different areas are appropriate for small children;
- information provided on the edge details of the building could use more resolution; concrete crawlspace kind of finish below the hardie panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;
- overall, a reasonably planned project given the limitations of the site;
- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more removed from the road;
- retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;
- very interesting scheme from a daycare perspective; fairly well-resolved project notwithstanding the challenges in grading;
- a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;

- large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;
- sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;
- would appreciate if proposals from the Panel could be integrated into the project's terms of reference;
- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;
- consider more playfulness in window pattern, e.g. lower windows for toddlers;
- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;
- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;
- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;
- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;
- comments of Panel members may provide interesting solutions to challenges faced by the project;
- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;
- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;
- ensure that there is sufficient buffering if the primary play area is on the highway side;
- in view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue; and
- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.



April 27, 2012

City of Richmond
Development Applications
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1 Canada

Suite 203
10190 152A Street
Surrey, B.C.
V3R 1J7

Tel: (604) 581-8128
Fax: (604) 581-8148

Attn: David Brownlee
Special Projects Planner

Dear Sir:

Re: **RZ 12-601319 - Hamilton Child Daycare Facility**
Response to ADP Minutes of April 18 2012

Project No.: 11285

As requested, here is our response to recommendations made by the Design Advisory Panel meeting held on April 18, 2012. The thoughtful comments are acknowledged, and appreciated for their intent in helping to improve the Hamilton Daycare project.

The following response is intended to provide context and background to comments suggesting changes, and to indicate a proposed course of action for the Design-Builders. Responses are indicated by *italics*.

- due to grade issues, give attention to ramping as it is necessary to provide continuous surfaces within the site.

This issue has been addressed. The site is gently graded to the front doors so as not to require ramps for primary access to the building. In addition, the Infant/Toddler access to the exterior is provided with a ramp to facilitate moving infants and toddlers in strollers from both front and rear access points.

- Information provided on the edge details of the building could use more resolution; concrete crawlspace kind of finish below the handle panel is not visually interesting; consider adding a different material, e.g. corrugated metal; no space for berm or planter;

The building finishes will be changed to conceal the concrete crawlspace foundation walls.

- question the location of the play area which is adjacent to Westminster Highway; why not locate it adjacent to the park to the north of the site?; may have shadow issues but would be more removed from the road;

The building siting was reviewed in detail in consultation with City of Richmond Planning, Engineering, Project Development, and Social Services Department staff. A number of factors led to the placement of the building towards the rear of the site:

- 1) *There is a large grade change required to meet flood plain elevations - the floor elevation is 3.8m compared to a current average site elevation of 1.1 - 1.2m. Distance is necessary to help mitigate the visual and logistical effects of site grading transitions, including planning considerations around the visual impact to the public of high retaining walls along the front of the property, as well as traffic engineering concerns around traffic sight lines along the curve of the adjacent roadway.*

Ron Hoffart
Architect Inc., B. Arch., MAIBC
Mark Mathiasen
Architect Inc., B. Arch., MAIBC

April 27, 2012
RZ 12-601319 - Hamilton Child Daycare Facility
Response to ADP Minutes of April 18 2012



- 2) *Placement towards the rear of the site mitigates impacts to the adjacent neighbour due to lower retaining wall heights and better views towards the front of the property where the adjacent house is located.*
- 3) *Licensing requirements, for safety and operational reasons, stipulate a physical separation between the infant/toddler and 3-5 age group play areas.*
- 4) *Set back requirements combined with access to the sunny south side, grading issues, sight lines, public presence, and the requirement for separate play areas all helped lead to the decision to place the largest play area, designed for 25 3-5 year olds, on the sunny south side. The smaller play area, designed for 8 infants and toddlers, was determined to be best located on the shadier and quieter north side.*

- *retaining wall at the west property line should be treated nicely in consideration of the neighbouring residential property to the immediate west;*

Comment/requirement will be passed along to the Design-Build. Product such as "Allan Block", a smaller scale architectural concrete product, is proposed.

- *a hill is a great play surface; look at opportunities to create a sloped surface from the covered deck edge down to grade to integrate the areas, e.g. through on-grade landscaping instead of lattice barrier;*

The suggested hill is likely not possible, as City staff provided instructions through earlier reviews to reduce slopes in the play area for safety reasons. Other landscape opportunities, such as plant screening, would mitigate the visual issue that is mentioned.

- *large verge at the edge of Westminster Highway could be treated to soften the street and provide buffering from the street; consider a reforestation plan (i.e., planting of small trees that eventually grow into big ones) to integrate cost-effective planting into boulevard to assist in screening noise and traffic coming from the highway to the play area;*

Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application. For information purposes, it is noted that input from traffic engineering and planning during the site planning phase suggests that this is not an option for traffic safety reasons due to required sight lines around the curve.

- *sidewalk location needs to be separated from the street/curb to set better precedent for the neighbourhood;*

Off-site work is determined by the prior re-zoning process carried out for this site by B.C. Transit, and is outside the scope of this application.

- *would appreciate if proposals from the Panel could be integrated into the project's terms of reference;*

Design Panel proposals will be addressed in consultation with City staff for inclusion in the Design-Build Request for Proposals terms of reference.

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- consider providing temporary cover or tent-like structure for outdoor play areas to provide opportunities for outdoor play during rain;

Covered play space is already provided for both play areas at the front and back of the property. A small tent-like structure in addition to these could be beneficial and playful on the street site, and may be considered if budget and City of Richmond planning considerations allow for it.

- consider more playfulness in window pattern, e.g. lower windows for toddlers;

All windows for children's activity areas are placed at the child appropriate sill height of 1'-10". Windows for adult areas are placed at appropriate heights to coordinate with millwork, furniture, and function.

- consider using roof fence/vents or stronger changes in roof lines and forms to break up the massing of the roof and add playfulness to it;

Comment will be passed along to the Design-Builder.

- consider adding another colour to add more playfulness to the project considering that it is a daycare facility;

Comment will be passed along to the Design-Builder.

- understand the budget constraints of the project; however, consider improving texture of the paving coming out into the parking area;

Comment will be passed along to the Design-Builder.

- notwithstanding the budget constraints, the terms of reference should encourage innovation by the proponents in terms of landscaping, building massing, articulation, window elements and roof form;

Comment will be passed along to the Design-Builder.

- ensure that there is sufficient tree planting in the northern edge of the site to provide sun shade for children during sunny days;

Comment will be passed along to the Design-Builder.

- modular structure has successful precedents; ensure that wooden members are sized to be visually proportional and chunky; should tie-in with landscape elements;

Comment will be passed along to the Design-Builder.

- ensure that there is sufficient buffering if the primary play area is on the highway side;

Comment will be passed along to the Design-Builder. Note that transparency in the fencing on the street side was a requirement of Planning, and will require review with City staff.

April 27, 2012
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- In view of the location of the play area, look at some serious buffering along the edge of Westminster Highway to address the noise issue;

See previous comment.

- building is raised and there is a fair amount of space underneath; consider the possibility of a storage area in the crawlspace; could be incorporated under the building at minimal cost.

Comment will be passed along to the Design-Buildler. Storage under the building will require the addition of a fire sprinkler protection system which may not be supported by the budget.

Thank you for the opportunity to present this project to the City of Richmond Design Panel. I trust the preceding comments are helpful. Please do not hesitate to call the undersigned should you have further queries or comments arising out of the above noted comments.

Sincerely,

Graham Hoffart Mathiasen Architects

Mark Mathiasen, MAIBC, LEED®AP

cc: Janet Whitehead, Project Manager, City of Richmond Project Development & Facilities Services
Martin Younis, Project Coordinator, City of Richmond Project Development & Facilities Services

F:\11285 - Hamilton Daycare\1.0 Pre-Construction\1.4 City (Schedules, Code Analysis, B.P., O.P.)\ADP-Brownlee response 01-04-27.wpd



City of
Richmond

Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 23591 Westminster Hwy.

File No.: RZ 12-601319

Prior to final adoption of Zoning Amendment Bylaw 8881, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 8880.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
(For more information refer to : <http://www.richmond.ca/services/ttp/special.htm>).
2. Additional fire flow analysis are to be undertaken at the Building Permit stage once the building design has been confirmed.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

[Signed original on file]

Signed

Date



City of Richmond

Bylaw 8880

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 8880 (RZ 12-601319) 23591 Westminster Highway

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) thereof of the following area and by designating it "**COMMUNITY FACILITIES**".

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8880**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAY 28 2012



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8881 (RZ 12-601319)
23591 WESTMINSTER HIGHWAY**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it **SCHOOL AND INSTITUTIONAL USE (SI)**

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8881**”.

FIRST READING

PUBLIC HEARING

SECOND READING

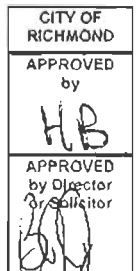
THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

MAY 28 2012



MAYOR

CORPORATE OFFICER