

File No. 04-1000-20-2016-268

August 19, 2016

s.22(1)

Dear s.22(1)

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am responding to your request of July 30, 2016 for:

1. A copy of the traffic study prepared and submitted to the City as part of the application for rezoning of 3150 Commercial Drive which was approved by the City.
2. A copy of the traffic study prepared and submitted to the City as part of the application for rezoning of 3070 Commercial Drive which was approved by the City.
3. A copy of the traffic study prepared and submitted to the City as part of the application for rezoning of 3000 Commercial Drive which was approved by the City.

All responsive records are attached.

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number assigned to your request (#04-1000-20-2016-268); 2) a copy of this letter; 3) a copy of your original request for information sent to the City of Vancouver; and 4) detailed reasons or grounds on which you are seeking the review.

Please do not hesitate to contact the Freedom of Information Office at foi@vancouver.ca if you have any questions.

Yours truly,

A handwritten signature in black ink, appearing to be 'Barbara J. Van Fraassen', written in a cursive style.

Barbara J. Van Fraassen, BA
Director, Access to Information
City Clerk's Department, City of Vancouver
Email: Barbara.vanfraassen@vancouver.ca
Telephone: 604.873.7999

Encl.
:kt

DATE ISSUED SEPTEMBER 14, 2012		PERMIT TYPE DEVELOPMENT PERMIT				PERMIT NUMBER P DE 415579	
LEGAL DESCRIPTION LOT C, BLOCK 169, DISTRICT LOT 264A, PLAN EPP21957					ADDRESS 3150 COMMERCIAL DRIVE		
ADDITIONAL ADDRESS INFORMATION CONSTR 3126 & 3176 COMMERCIAL DR / XREF TO 1728 E 15TH AV					SPECIFICS		
APPLICATION DATE FEB 28, 2012	PURPOSE CONSTRUCT	PROJECT VALUE	ASSESSED VALUE	PLANS 8	METRIC YES	PLACE NAME	
TEMPORARY BUILDING DATES		TEMPORARY USE DATES		SUBTYPE			
COMPLEXITY 040 INSTITUTIONAL USE					CO-ORDINATE 250-685-06-0000		
APPLICANT DESIGN PROF KEVIN HANVEY OMICRON ARCHITECTURE ENG CONST 5TH FLR, 595 BURRARD POBOX49369 VANCOUVER BC V7X 1L4			CONTACT 2 PROPERTY OWNER STRATFORD HALL FOUNDATION 3000 COMMERCIAL DRIVE VANCOUVER BC V5N 4E2			CONTACT 3	
TEL 604-632-3350	BUS.LICENSE CERTIFICATE	TEL 604-436-0608	BUS.LICENSE CERTIFICATE	TEL	BUS.LICENSE CERTIFICATE		
FAX 604-632-3351		FAX		FAX			

THIS DEVELOPMENT PERMIT WHICH INCLUDES THE PLANS MARKED AS FORMING PART THEREOF IS FOR THE FOLLOWING ONLY:

Including the letter submitted by Stratford Hall and dated August 31, 2012, to construct a new two (2) storey-plus-basement (with mezzanine) elementary/secondary (middle school) school building (Stratford Hall School) on this existing site.

Note: Eight (8) parking spaces to be provided at 1728 East 15th Avenue as per DE415600.

AND IS SUBJECT TO THE FOLLOWING CONDITIONS AND NOTES:

- 004 All services, including telephone, television cables and electricity, shall be completely underground.
- 005 The site shall be maintained in a neat and tidy condition.
- 016 The minimum eight (8) required off-street parking spaces at 1728 East 15th Avenue shall be provided within 60 days of the date of any use or occupancy of the proposed development in accordance with the parking agreement filed under Section 218 and 219 of the LAND TITLE ACT and thereafter to be permanently maintained in in good condition as off-street parking facilities for the development at 3150 Commercial Drive.
- In the event they are not longer available, then the parking spaces shall be provided elsewhere, meeting the requirements of the Parking By-law within 30 days.
- 029 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
- 034 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- 490 This approval is to include a traffic bulge on the South East corner of East 15th Avenue.
- 801 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- 802 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

ERMITTED USE	SPECIFICS/LOCATION	AREA (M2)	OCC	ERMITTED USE	SPECIFICS/LOCATION	AREA (M2)	OCC
70 SCHOOL-ELEM/SEC	2 STOREY + ROOF	3814.3	A2				
ITEM	SPECIFICS/REFERENCE	QTY/AMT		ITEM	SPECIFICS/REFERENCE	QTY/AMT	
0037 LOT WIDTH	IRREGULAR			0126 FLOOR AREA	BASEMENT	841.4	M2
0038 LOT DEPTH	IRREGULAR			0126 FLOOR AREA	MEZZANINE	225.2	M2
0040 PROCESSED THROUGH	32 PROC CTR -MGR DE			0126 FLOOR AREA	ROOF DECK	886.8	M2
0041 BY-LAW PROVISION	C CONDITIONAL			0126 FLOOR AREA	1ST FLOOR	849.4	M2
0080 ZONE	Z034 C-2C1			0126 FLOOR AREA	2ND FLOOR	856.5	M2
0100 RELAXATION	002 FSR - BOV			0126 FLOOR AREA	3RD (DECK)	154.9	M2
0122 TOTAL FSR		3.85	FSR	0160 TOTAL PARKING	OFF-SITE	8	SP
0125 TOTAL FLOOR AREA		3814.3	M2				

RELATED PERMITS: BU454790 CONSTRUCT 3150 COMMERCIAL DRIVE DE415600 LAND/UTIL 1728 E 15TH AV
PERMITS REQD IN ADDITION TO THIS PERMIT INCLUDE : BUILDING

(CONTINUED)

COMMENTS :

FEE	AMOUNT	FEE	AMOUNT	DEPARTMENT	PLANNING DEPT
139 DEV SCHED 3 (B) M2	17,907.50			ATTENTION	DP FILE
296 SITE PROFILES	100.00			REASON	FILE
317 BUILDING GRADE M	2,420.00				
INVOICE: 659010		TOTAL		\$20,427.50	

PSD2000.01 REVISED FEB/08



STRATFORD HALL
an IB World School

August 31, 2012

Engineering Department
City of Vancouver

Re: Application for Development Permit for 3150 Commercial Drive

Stratford Hall is a school that currently functions in two buildings and upon completion of 3150 Commercial Drive, will function in 3 buildings. It should be noted that our main office is at 3000 Commercial, and this building serves as our operations hub, with the other two buildings being totally dedicated to school use.

Therefore, I can confirm the following:

1. Garbage and recycling are located at 3000 Commercial and will serve all 3 buildings. Currently our building at 3070 Commercial is served by garbage and recycling located at 3000 Commercial, and this will be extended to serve 3150 Commercial as well.
2. All supplies and materials are delivered to the designated loading bay at 3000 Commercial. This is our central office, so we require deliveries to this building for tracking purposes.
3. Our traffic management complies with city requirements, and we will be doing an updated study within the next month. We already have in place staggered start times and have a traffic flow plan for drop off and pick up, which we monitor. We have had very little neighbourhood concern with traffic. Occasionally we have a concern raised about someone parking in front of a residence on either 14th or 15th Avenues, and we have successfully managed each situation to the satisfaction of the resident. The traffic mode study will demonstrate that many of the employees travel to school by bicycle, by transit, or by foot. Note as well that the new building does not represent an increase in number of students from previous plans; it simply distributes the students and teachers into more space. Therefore, the new building should have a positive effect on traffic (by spreading out the facility) rather than a negative impact. As Head of School I take the role of being the TMP administrator.

I trust that these confirmations satisfy the Department of Engineering.

Sincerely,

Dr. James McConnell
Head of School

Stratford Hall Campus Parking

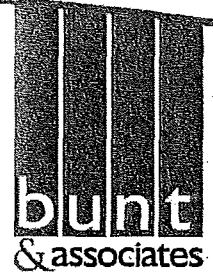
	Middle School (Proposed)	Lower School	Upper School	Total
Parking Required	24	14	15	53
Parking Provided	18	19	15	52
Loading Required	1 Class B	1 Class B	1 Class B	
Loading Provided	See Traffic Management Report	See Traffic Management Report	1 Class A	
Bicycle Parking Required	10 Class A, 13 Class B	13		
Bicycle Parking Provided	10 Class A, 6 Class B	13	10	

Parking Relaxations for Proposed Middle School

- Reduced number of parking provided
- Offsite Parking (adjacent Lane access)
- Reduced number of Class B Bicycle Parking – Due to Crime Prevention and Catchment Area/Transportation Use

Student/Staff Count – Full Build-Out, September 2013

	Students	Teachers	Other staff	Other staff descriptions
For whole school				
Junior School (k-7)	320	21	4	1 Director, 1 reception, 2 aids
Senior School (8-12)	218	23	3	1 Director, 1 reception, 1 library assistant
Central administration	0	0	9	1 Head, 1 DSS, 1 DFO, 1 reception, 1 Assistant, 3 bookkeeping, 1 admissions
	538	44	16	
For current DP application				
MYP building	220	13	3	1 Director, 1 reception, 1 library assistant
Distribution by building				
3000 Commercial	88	13	9	1 Head, 2 Directors (DSS, DFO), 1 reception, 1 assistant, 3 bookkeeping, 1 admissions
3070 Commercial	230	18	4	1 Director, 1 reception, 2 aids
3150 Commercial	220	13	3	1 Director, 1 reception, 1 library assistant
Ultimate School Population	538	44	16	



July 8, 2011
4291.11

Mr. Peter Joyce
Omicron
Fifth Floor, Three Bentall Centre
595 Burrard Street
Vancouver, BC V7X 1L4

Dear Peter:

**Re: Stratford Hall Middle School
Revised Pick-Up/Drop-Off & Parking Plan**

We have prepared this letter to summarize the anticipated changes at Stratford Hall following construction of the middle school, and to provide a revised pick-up/drop-off and parking plan for the school.

1.1 Background

Stratford Hall is an independent school, located on Commercial Drive south of 14th Avenue. The school is proposing to construct the third phase of their master planned school facility, a middle school for grades 6 to 10. The new building will be located at 3126/3176 Commercial Drive between 15th and 16th Avenues, just south of the existing Lower School facility at 3070 Commercial Drive. Construction of the new school will not involve the addition of new grades, but the transfer of students from the Upper Level School, located at 3000 Commercial Drive at 14th Avenue. **Exhibit 1.1** at the end of this report illustrates the locations of the school buildings and general area context.

Bunt & Associates previously prepared a Transportation Demand Management (TDM) Plan for the school, dated April 2008. That plan was approved by the City and is currently being used by the school, and will continue to be used following the new development. It is anticipated that the TDM Plan will be updated with current traffic/parking and modal split data in the Fall once school is back in session.

1.2 Enrolment & Staffing

The projected student enrolment and staffing levels are summarized in **Table 1**. These forecasts were used for master planning purposes, and the 2013 numbers represent full build-out and capacity of the school facility.

Table 1 – Student Enrolment & Staffing – Master Planning Forecasts

Grades	Enrolment Master Plan			
	2010	2011	2012	2013
Lower School (K to 5)				
Students	230	230	230	230
Staff	18	18	18	18
Middle School (6 to 10)				
Students	150	190	210	220
Staff	14	17	20	22
Upper School (11 to 12)				
Students	40	40	60	88
Staff	6	10	10	10
Total Students	420	460	500	538
Total Staff	47	54	57	60

The current enrolment at the school is about 411 students and about 47 staff, and very similar to the 2010 projections in Table 1. By the time of completion of construction of the new middle school (anticipated in 2013), the student enrolment is expected to reach about 538 students and about 60 staff. Construction of the middle school will not directly relate to the increased enrolment, and this growth is expected in the form of new students to each of the upper and middle year school grades, with an anticipated 40 new students each year until the school reaches capacity.

1.3 Transportation Demand Management Plan

Bunt & Associates prepared a Transportation Demand Management Plan for the school, the latest document dated April 2008 was submitted prior to construction of the Lower School facility. That document was prepared to accommodate the relocation of the Lower School students from off-site to the Commercial Drive facility, and allowed for a student enrolment of up to 410 students and 44 staff, which is roughly equivalent to the existing conditions at the school today in 2011.

The TDM Plan was implemented in 2008 and is still being used today. Since implementation in 2008, the school has started a school bus program, which runs two buses, one in the Burnaby/Tri-cities area, and one in the west side of Vancouver. So far the program has about 25 participants (or about 6% of students), but has been growing each year and is expected to continue to grow in use.

Otherwise the school has been committed to their TDM Plan, with volunteers to help students unload from vehicles (decreasing curb- side stop times for vehicles), and volunteers to ensure vehicles do not enter the adjacent residential neighbourhood, as well as crossing guards at the 15th Avenue cross- walk. The school has also been able to use the Croatian Cultural Centre parking lot in the mornings and afternoons for any pick- up/drop- off that cannot be accommodated around the school in the on- street designated areas.

By the time the middle school is constructed and opened, it is anticipated that there may be up to about 130 new students and about 13 new staff, as the school continues to grow each year. The impact of this growth will include more vehicles at the school during peak pick- up/drop- off periods, but it is also expected that travel mode shifts to transit and carpooling, as well as to the school bus program, will also continue to increase, helping to off- set the number of additional vehicles. In addition to this, there will be approximately 11 new designated pick- up/drop- off spaces along the middle school frontages, which will more than accommodate the anticipated increases.

The existing transportation management plan will largely remain unchanged following the construction of the middle school, with the exception of the pick- up/drop- off & parking plan, which has been revised and included at the end of this letter (see **Exhibit 1.2**). As shown, the plan has been revised to include a clockwise loop of pick- up/drop- off around the middle school building, with a focus on minimizing impact to the adjacent residential neighbourhood and keeping school related traffic on Commercial Drive and/or the rear lane behind the school.

1.4 Recommendations

It is recommended that the Commercial Drive frontage of the new middle school be designed so that a parking lane can be accommodated in addition to two northbound travel lanes. These additional spaces will be very important during peak pick- up/drop- off periods.

It is also recommended that the street- side signage next to the new middle school frontages be changed to allow for school pick- up/drop- off (No Parking, between 8am- 5pm, on school days), similar to the signage at the Upper Level School.

A last recommended consideration is the relocation of the existing crosswalk at 15th Avenue to the northeast corner of the 16th/Commercial intersection. In conjunction with this it is recommended to construct a corner bulge at 16th, as well as a bulge on the west side of Commercial Drive at the opposite end of the crosswalk. This would reduce the crossing distance for pedestrians and would improve safety, increasing the likelihood of parents using the west side of Commercial Drive for pick- up/drop- off.

* * * * *

I trust this will be of assistance to you. Please do not hesitate to contact us should you have any questions regarding our methodology or findings.

Yours truly,
Bunt & Associates



Sarah Allen, P.Eng.
Transportation Engineer

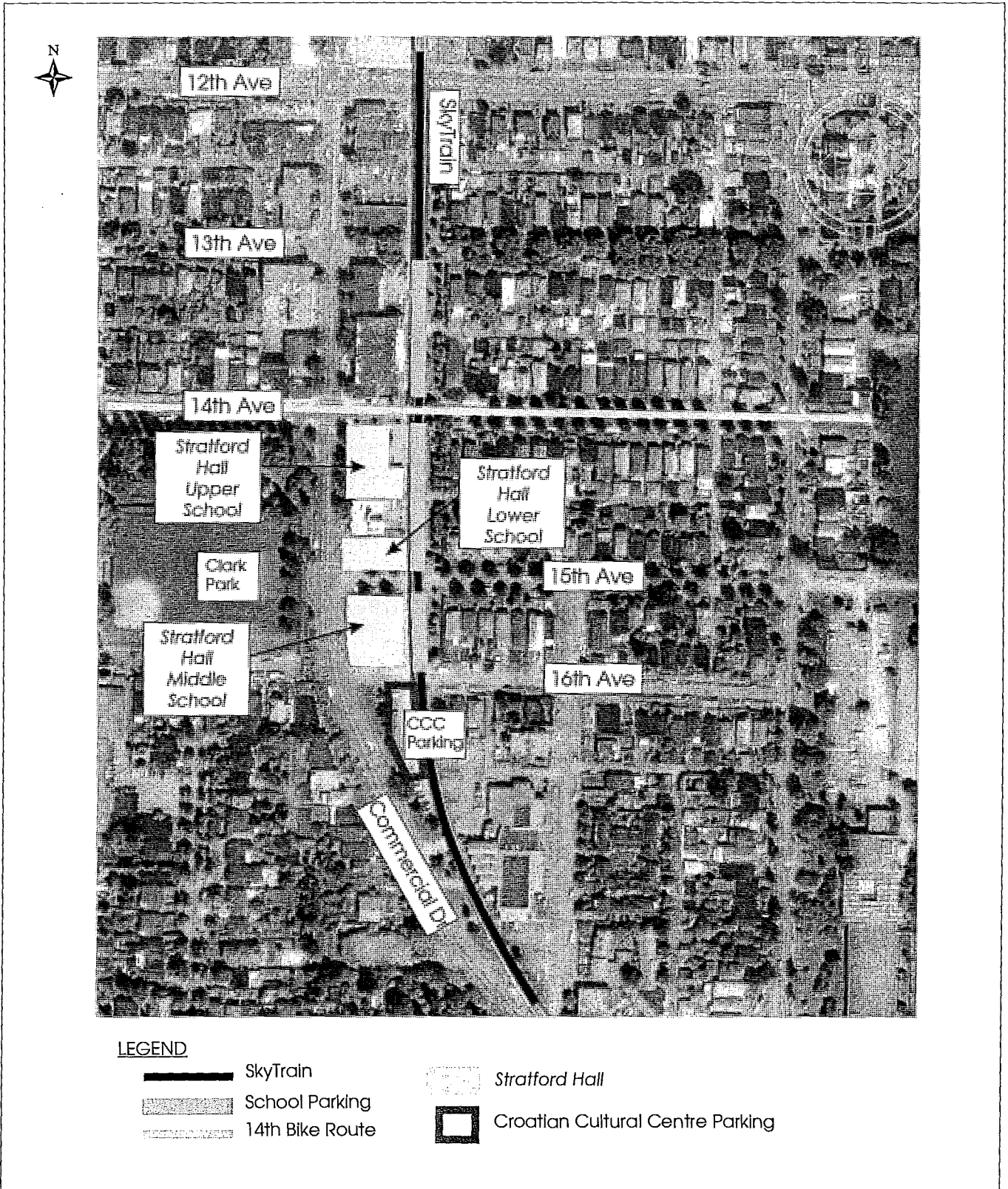
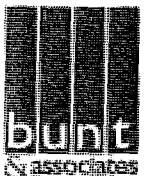


Exhibit 1.1
Stratford Hall Area Context Plan

Stratford Hall Middle School
 4291.11 July 8, 2011

Scale NTS



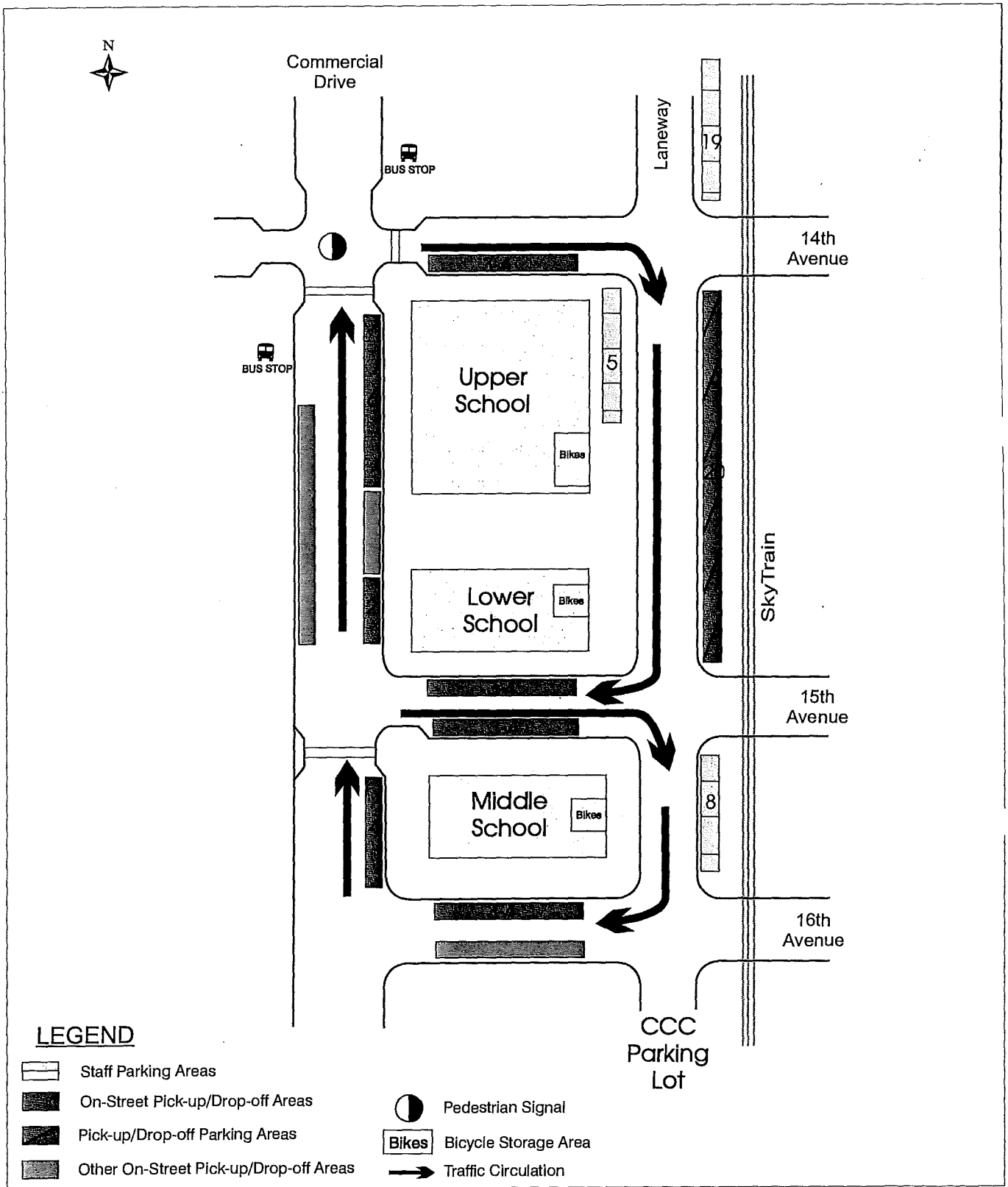
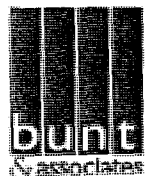


Exhibit 1.2
Stratford Hall Pick-Up/Drop-Off & Parking Plan



CITY OF VANCOUVER

DATE ISSUED JULY 29, 2008		PERMIT TYPE DEVELOPMENT PERMIT				PERMIT NUMBER P DE 411558	
LEGAL DESCRIPTION PARCEL S, BLOCK 169, DISTRICT LOT 264A, PLAN BCP36318					ADDRESS 3070 COMMERCIAL DRIVE		
APPLICATION DATE JUL 19, 2007					PURPOSE CONSTRUCT	PROJECT VALUE	ASSESSED VALUE
TEMPORARY BUILDING DATES					TEMPORARY USE DATES	PLANS 8	METRIC YES
COMPLEXITY 040 INSTITUTIONAL USE					CO-ORDINATE 250-684-96-0000		
APPLICANT AGENT FOR OWNER MICHELLE LEE OMRICON AEC 595 BURNARD - 5TH FLOOR VANCOUVER BC V7X 1L4				CONTACT 2 PROPERTY OWNER STRATFORD HALL 3000 COMMERCIAL DRIVE VANCOUVER BC V5N 4E2			
TEL 604-632-3350	BUS.LICENSE	TEL 604-436-0608	BUS.LICENSE	TEL	BUS.LICENSE	FAX	CERTIFICATE
FAX	CERTIFICATE	FAX	CERTIFICATE	FAX	CERTIFICATE		

THIS DEVELOPMENT PERMIT WHICH INCLUDES THE PLANS MARKED AS FORMING PART THEREOF IS FOR THE FOLLOWING ONLY:

Including the Acoustical Report submitted by BKL Consultants dated March 19, 2008 and Transportation Management Plan submitted by Bunt & Associates dated April 2008, thereby permitting a two-storey-plus-cellar Elementary School.

Note: Prior to the occupancy of the building the applicant is to secure, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, all required parking located on or off site.

Note: FSR was relaxed by the B.O.V. on March 5, 2008. Appeal No. Z32641

AND IS SUBJECT TO THE FOLLOWING CONDITIONS AND NOTES:

- 001 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces, shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- 002 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six months of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- 005 The site shall be maintained in a neat and tidy condition.
- 027 In accordance with Private Property Tree By-law No. 7347 the removal and replacement of trees are permitted only as indicated on the approved Development Permit drawings.
- 490 Prior to the occupancy of the building the applicant is to secure, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, all required parking located on or off site.

PERMITTED USE	SPECIFICS/LOCATION	AREA (M2)	OCC	PERMITTED USE	SPECIFICS/LOCATION	AREA (M2)	OCC
170 SCHOOL-ELEM/SEC		2441.0	A2				
ITEM	SPECIFICS/REFERENCE	QTY/AMT		ITEM	SPECIFICS/REFERENCE	QTY/AMT	
0026 BOV APPEAL#	Z32641			0100 RELAXATION	002 FSR - BOV		
0037 LOT WIDTH	15.86/6.03/20.12			0122 TOTAL FSR	2441.3M2	3.85	FSR
0038 LOT DEPTH	32.03/27.77			0126 FLOOR AREA	CELLAR	586.0	M2
0040 PROCESSED THROUGH	33 PROC CTR -DS RV/TH			0126 FLOOR AREA	FIRST	576.3	M2
0041 BY-LAW PROVISION	C CONDITIONAL			0126 FLOOR AREA	MEZZANINE	140.6	M2
0080 ZONE	Z034 C-2C1			0126 FLOOR AREA	ROOFTOP	559.3	M2
0086 DEV COST LEVY AREA	DE11 CENTRAL/NORTHEAST			0126 FLOOR AREA	SECOND	579.1	M2
0089 WEATHER PROTECTION	WP01 WEATHER PROTECTION						

RELATED PERMITS: BU442012 CONSTRUCT 3070 COMMERCIAL DRIVE

PERMITS REQD IN ADDITION TO THIS PERMIT INCLUDE : BUILDING

PROCESSED BY: APPLICATION TAKEN BY S SMITH PERMIT AUTHORIZED BY R MICHAELS PERMIT ISSUED BY J BOSNJAK PROC CNTR DEV REVIEW BY J BOSNJAK DEVELOPMENT PLANNER IS R ADAIR ENGINEERING CLEARANCE BY K CAVELL	APPLICATION TYPED BY J BOSNJAK APPLICATION REVIEWED BY J BOSNJAK PROC CNTR BLDG REVIEW BY R MAALERUD DEV ASSISTANT REVIEW BY T TENNEY LANDSCAPE REVIEW BY M WILLIAMS FIRE INSPECTOR IS H MCGUIRE
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(CONTINUED)

COMMENTS :

FEE	AMOUNT	FEE	AMOUNT	DEPARTMENT	PLANNING DEPT
139 DEV SCHED 3 (B) M2	10,169.75			ATTENTION	DP FILE
317 BUILDING GRADE M	1,367.00			REASON	FILE
INVOICE : 484950		TOTAL \$11,536.75			

Stratford Hall – Commercial Drive Transportation Management Plan

April 2008

Background

Stratford Hall is an independent school providing Kindergarten to Grade 12 education. The Stratford Hall Upper School (Grades 6-12) is currently located at 3000 Commercial Drive and the Lower School (Grades K-5) is currently located in space rented at the Italian Cultural Centre (ICC) on Slocan Street at Grandview Highway. The school is proposing to relocate the Lower School to 3070 Commercial Drive in a newly constructed building in the same block as the Upper School, located one building over.

The Commercial Drive Campus is located on the East side of Commercial Drive between 14th and 15th Avenues, across the road from Clark Park, and adjacent to the SkyTrain line. **Exhibit 1** at the end of this document illustrates the school's Commercial Drive Campus location and area context. Current enrolment in the Upper School (6-12) is approximately 76 students and 14 staff, and current enrolment in the Lower School (K-5) is about 185 students and 18 staff. By 2009, at which time it is proposed to relocate the Lower School, the anticipated maximum enrolment would be 410 students (228 Lower, 182 Upper) and about 44 staff.

The City of Vancouver has requested that an updated Transportation Management Plan be prepared for the relocated and combined Upper and Lower Schools. The purpose of this plan is to document the anticipated traffic and parking operations at the school and to identify transportation management measures to accommodate both traffic and parking operations with minimal impact to the surrounding neighbourhood. The plan will also document the current travel mode splits and establish future travel mode split goals that aim to reduce the number of automobile trips to/from the school.

Traffic Volumes

Bunt & Associates staff conducted traffic counts at the Commercial Drive Campus in November 2005. Traffic counts were also conducted at the Lower School in April 2004. **Table 1** summarizes the observed traffic volumes and the 2009 projected traffic volumes. The projections were derived from the observed volumes, which were factored up based on the anticipated increase in student enrolment, assuming no changes to the modal splits and adjusted to account for families with students in both Upper and Lower Schools (about 25).

Table 1 – Peak Hour Traffic Volumes

Traffic Volumes	# Students	Trips AM			Trips PM		
		To	From	Total	To	From	Total
Upper School (6-12)							
Observed – 2005	53	40	36	76	25	27	52
Projected – 2009	182	126	113	239	81	88	169
Lower School (K-5)							
Observed – 2004	160	119	97	216	77	72	149
Projected – 2009	228	156	124	280	104	97	201
TOTAL 2009	410	282	237	519	185	185	370

Stratford Hall – Commercial Drive
Transportation Management Plan – April 2008



As shown, by 2009 the estimated traffic generation for the combined Upper and Lower Schools is approximately 519 vehicle trips (two-way) during the morning peak hour and about 370 vehicle trips (two-way) during the afternoon peak hour. This translates to about 260 vehicles arriving/leaving the school during the morning peak hour and about 185 vehicles arriving/leaving the school during the afternoon peak hour. To offset the peak vehicle arrivals, it is recommended that the school operate staggered start/end times for the Upper and Lower Schools, as is currently done.

Parking

There are currently 5 parking spaces on-site behind the school, as well as 20 parking spaces off-site across the rear laneway located underneath the SkyTrain Line between 14th and 15th Avenues. The school has purchased 27 more parking stalls, also located under the SkyTrain Line; 19 spots located to the North of 14th Avenue and 8 spots located to the South of 15th Avenue. This will give the school a total parking supply of 52 parking stalls.

The CoV bylaw parking supply requirement for the school in 2009, once the Lower school has relocated, is 38 stalls, which includes 20 stalls for the Elementary Grades (K-7) and 18 stalls for the Secondary Grades (8-12).

Table 2 summarizes the observed and projected parking demands. As shown, the projected parking demand in 2009 once the Lower School has relocated to Commercial Drive is 27 stalls. This estimate was calculated based on a combined rate of the observed rates at the Commercial Drive Campus, where it was assumed that the Upper School staff (6-12) would have a parking rate of 0.50 and the Lower School staff (K-5) would have a demand rate of 0.70. Currently most staff at the Lower School Campus at the ICC drive themselves to school, but this is anticipated to change following relocation to the Commercial Drive location, and the school's overall parking demand would be expected to in time decrease to closer to a 22 stall demand.

Table 2 – Staff Parking Demand

<i>Observed/Projected</i>	<i># Staff</i>	<i>Parking Demand *</i>	<i>Rate (Stalls/Staff)</i>
Upper School (6-12)			
Observed – 2005	10	7	0.70
Existing – 2007	14	7	0.50
Combined Schools (K-12)			
Projected - 2009	44	27	0.61**

Notes: * The parking demands represent daily parking demands mostly related to school staff
 ** A combined rate assuming 0.50 for Upper School staff and 0.70 for Lower School staff

The anticipated 2009 parking demand is well within the school's 52 parking stall provision, and it is expected that plenty of parking stalls will be available for use during pick-up/drop-off periods and for visitor parking during the day. Staff will be directed to park to the north of 14th Avenue or to the south of 15th Avenue, leaving the spots closest to the school vacant for pick-up/drop-off. The anticipated parking demands are also well below the bylaw parking requirement of 38 stalls, and this is explained given the school's location in an urban area well served by transit.

Loading

The school currently has 1 Class 'A' loading stall, located behind the Upper School off the laneway, which is to remain following relocation of the Lower School. The CoV bylaw loading requirement for the school is 1 Class B loading bay. Given the nature of deliveries to the school, mostly paper that is delivered every few months, couriered items that arrive by smaller vehicles, and a once weekly delivery for the cafeteria, it is proposed that the school provide 1 Class A loading bay, which is anticipated to meet the school's loading demands for both Upper and Lower schools. It is further proposed that the existing loading bay behind the Upper School be maintained, and used to serve both Upper and Lower Schools.

Bicycle Parking

The Commercial Drive Campus Upper School currently does not have an outdoor bicycle rack (for security/theft purposes), but students/staff are allowed to keep their bikes in the school. The current demand for bicycle parking is very low for both staff and students, which is often the case for private schools, where most students do not live in the immediate area of the school and walking or cycling to school are not possible. This may change in time and as part of the reconstruction the school is proposing to provide bicycle parking for up to 12 bikes in the Lower School and up to 16 bikes in the Upper School. All bike racks will be provided inside the school in a secure location, and no racks would be provided outdoors due to the high rate of bicycle theft in the area. The bicycle parking will be accessed off the rear lane, and students would be expected to arrive at the front doors and a staff member would then let them into the bicycle storage rooms.

A preliminary assessment, based on postal codes, suggests that there are currently approximately 6 families that live relatively close to the Commercial Drive Campus, and that could reasonably be expected to bike to school. For study purposes, we have assumed that this could amount to up to 10 students biking to school. Although this number may increase in time, it is not expected to change much in the near term and may not even reach this level. The proposed bicycle parking supply will more than accommodate the anticipated demand and would allow for significant increases in bicycle commuting.

The CoV bylaw bicycle parking requirement for the school is 6 Class A spaces (1 Elem., 5 Sec.) and 22 Class B spaces (15 Elem., 7 Sec.), for a total requirement of 28 spaces in the 2009 school year. This level of bicycle parking is more geared towards a public school with students living nearby, and is far in excess of the demand anticipated at Stratford Hall. The proposed bicycle parking supply will meet the combined Class A and B bylaw requirements, and will be more than twice the anticipated demand.

Pick-Up & Drop-Off

It is proposed to provide pick-up and drop-off areas along the school frontages and in available parking spaces under the SkyTrain between 14th and 15th Avenues. The pick-up/drop-off area on Commercial Drive (two sections in front of the school) could accommodate about 8 vehicles and the pick-up/drop-off areas along 14th Avenue and 15th Avenue could accommodate a combined total of about 7 vehicles. Based on staff parking projections, it is anticipated that there will be up to 25 available parking spots in school parking under the SkyTrain. In addition to these areas, there are approximately 5-8

spaces located along the west side of Commercial Drive opposite the school that are generally available, as well as 1-3 stalls along the east side of Commercial Drive between the two school sites. This adds to a total pick-up/drop-off supply of about 40 spaces in school parking stalls and along school frontage, plus an additional 6-11 spaces on-street in the area, for a combined total of 46-51 spaces. The Croatian Cultural Centre, located at 16th Avenue and Commercial Drive, also typically has a surplus of available parking stalls that school has been given permission to use if needed.

Exhibit 2 at the end of this document illustrates the recommended parking and pick-up and drop-off areas, and the traffic circulation route around the school. As shown, through use of a clockwise circulation of traffic around the school and use of the laneway, no parent traffic is expected through the adjacent neighbourhood, but will be redirected out to Commercial Drive. From our November 2005 and October 2007 observations, no parent vehicles were observed on 14th Avenue east of the laneway, and all vehicles left the area via the laneway and Commercial Drive. A volunteer from the school will periodically observe traffic operations around the school to ensure adherence to the proposed plan, and through continuous communication with parents through newsletters, this plan should continue to ensure that there is no parent traffic in the adjacent residential neighbourhood.

Table 3 summarizes the observed pick-up and drop-off demands as well as the projected 2009 demands.

Table 3 – Pick-Up and Drop-Off Demands

<i>Pick-up and Drop-off</i>	<i># Students</i>	<i>Drop-Off</i>		<i>Pick-Up</i>	
		<i>Stalls *</i>	<i>Rate</i>	<i>Stalls *</i>	<i>Rate</i>
Upper School (6-12)					
Observed – 2005	53	7	0.13	10	0.19
Projected – 2009	182	23	0.13	33	0.19
Lower School (K-5)					
Observed – 2004	160	45	0.28	40	0.25
Projected – 2009	228	46	0.21 **	49	0.22 **

Notes: * The pick-up/drop-off stalls demands shown represent peak accumulation of stopped vehicles at any one time over the pick-up and drop-off periods, and not the total for those periods.
 ** An average of the observed Upper and Lower school rates.

As shown, the anticipated peak demand in 2009 is 23-49 pick-up/drop-off spaces and well within the available 46-51 pick-up and drop-off spaces, assuming that the school maintain staggered start/end times for the Upper and Lower Schools. Current start times are 8:20am and 8:30am, and end times are 3:20pm and 3:30pm with a considerable number of students staying as late as 5:30pm for extra curricular activities. The school is proposing to increase the stagger interval to atleast 15 minutes. Parents with students in both the Upper and Lower Schools would drop-off both students at the earliest start time and pick-up students at the later of the end times in the afternoon.

It should be noted that the pick-up/drop-off projections assume the existing modal splits, and do not take into account travel modal changes that in time will reduce pick-up/drop-

off demands. It should also be noted that the assumed pick-up/drop-off rate for the Lower School is based on an average rate of what was observed at the Upper School on Commercial Drive and at the Lower School at the ICC. There is an abundance of available parking stalls at the ICC, and parents therefore tend to park, walk into the school and linger, often chatting in the parking lot, resulting in a longer duration of stay and higher accumulation of parked vehicles. Once the Lower School has relocated to Commercial Drive, there will be fewer parking stalls and it is expected that pick-up/drop-off procedures will change to closer reflect the patterns of the Upper School, with shorter durations of stay and hence a lower accumulation of parked vehicles.

It is recommended to re-sign the curb areas adjacent to the Lower school (Commercial Drive and 15th Avenue) for school use only from 8am-5pm on school days, as has been done around the Upper School.

Travel Modes

This section summarizes the observed travel mode splits and targeted modal splits as well as methods to attain the future targeted goals.

Place of Residence – Students

Stratford Hall is a private school and therefore the school's catchment area is not restricted to the immediate neighbourhood, meaning that many of the students do not live in the same neighbourhood as the school. Based on the 2007 enrolment, approximately 46% of the students live within Vancouver, about 31% in Burnaby, about 11% in New Westminister, and the remaining 12% live in Port Coquitlam, North Vancouver, Delta, Richmond, Coquitlam, Surrey and Port Moody.

Table 4 summarizes the distribution throughout the GVRD, and **Figure 1** illustrates the distribution of students living within Vancouver.

As shown, most students live in Vancouver or Burnaby and the remaining live within the GVRD. Of the 200 Families, over 100 live in communities relatively close to SkyTrain. Of the 50% not living near to SkyTrain, about 25% are in Vancouver and likely within relatively convenient access of Transit, the remainder living in other areas with less convenient Transit connections to the school.

Table 4 – Place of Residence

City	# Families	Percent of Total
Vancouver	91	46%
Burnaby	62	31%
New Westminster	23	11%
Port Coquitlam	7	4%
North Vancouver	4	2%
Delta	4	2%
Richmond	3	1%
Coquitlam	3	1%
Surrey	2	1%
Port Moody	1	1%
TOTAL	200	100%

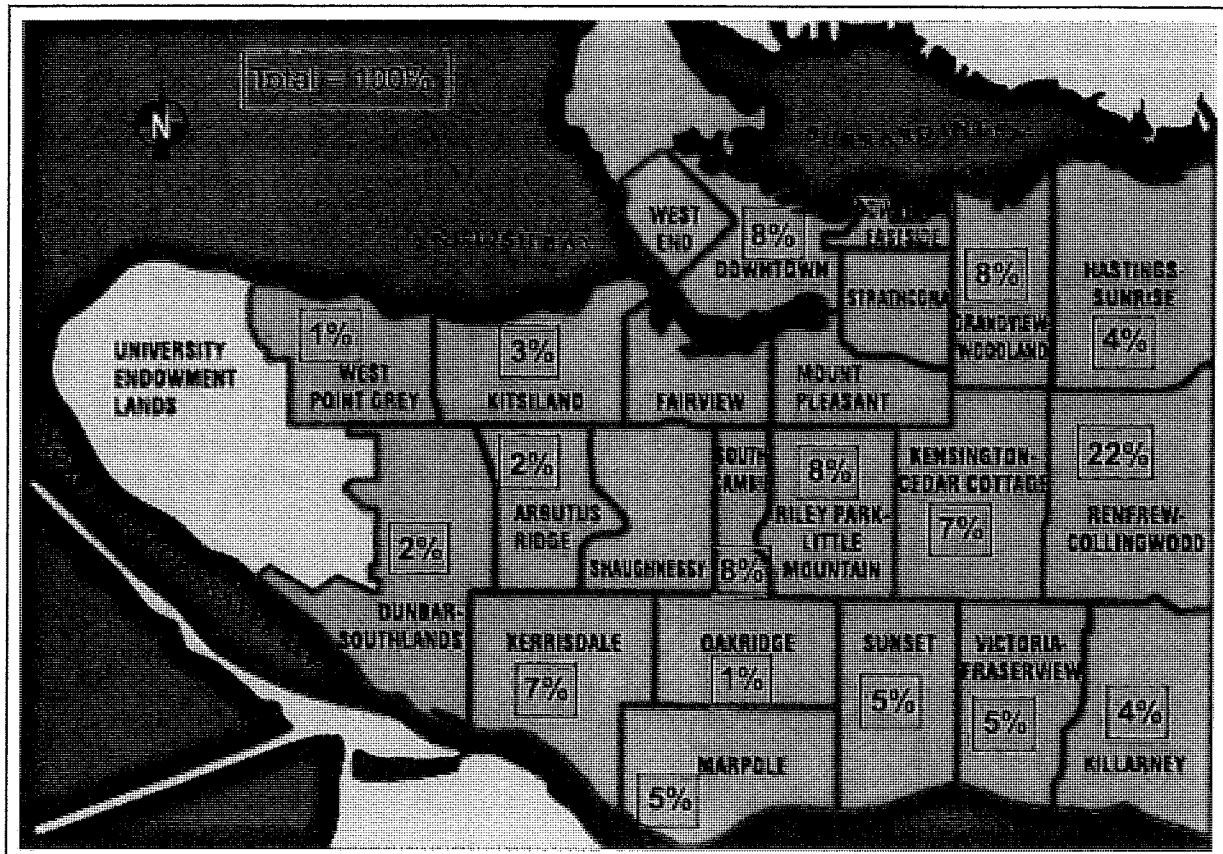


Figure 1 – Student Place of Residence within Vancouver

Student Travel Modes

Table 5 summarizes the observed travel mode splits for students and the targeted future travel mode splits.

Table 5 – Student Mode of Travel – Upper School (6-12)

<i>Mode</i>	<i>Observed 2005</i>	<i>Target 2010</i>
Driven	77%	66%
Carpool	4%	6%
Drive	0%	0%
Transit	19%	25%
Bike/Walk	0%	3%
Total	100%	100%

As shown, most Upper School students are driven to school, however a significant proportion take transit. The target modal splits are realistic goals set by the school, that aim to further reduce single family vehicle trips, and to increase carpooling, transit and biking.

Table 6 – Student Mode of Travel – Lower School (K-5)

<i>Mode</i>	<i>Existing 2007</i>	<i>Target 2010</i>
Driven	90%	75%
Carpool	10%	20%
Drive	0%	0%
Transit	0%	5%
Bike/Walk	0%	0%
Total	100%	100%

As shown, almost all Lower School students are driven to school, however some carpool. The target modal splits aim to further reduce single family vehicle trips, and to increase carpooling and transit use. With relocation to Commercial Drive, it is anticipated that Transit travel will increase, however, given the ages of Lower School students not likely to the same extent as the Upper School. Transit use for Lower School students may depend on older students/siblings escorting the younger students where possible.

Place of Residence – Staff

Currently Stratford Hall staff live throughout the GVRD, similar to students. More and more staff, however, are choosing to live near to SkyTrain and this is expected to continue once the Lower School is relocated.

Staff Travel Modes

Table 7 summarizes the travel mode splits for Stratford Hall staff and are based on Fall 2005 observations and information provided by the school in 2007.

Table 7 – Staff Mode of Travel – Commercial Drive Campus

<i>Mode</i>	<i>Observed 2005 / Existing 2007</i>		<i>Target 2009</i>	<i>Target 2010</i>
	<i>Upper</i>	<i>Lower</i>	<i>Combined</i>	<i>Combined</i>
Transit	21%	15%	20%	30%
Drive	50%	85%	70%	40%
Bike	14%	0%	5%	15%
Walk	15%	0%	5%	15%
<i>Total</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>

The existing staff modal splits show an exceptional rate of travel by transit. With the relocation of the Lower School, the school will strive to maintain the existing staff travel mode splits and to improve upon them.

School Philosophy

Stratford Hall has defined itself as an ‘Urban School’. This by their definition is 1) A school that has a positive interaction with neighbours and is an interactive part of their community and 2) A school that has a central location affording ease/convenience in the ability to use Transit to travel to/from school.

The school has met with neighbours to discuss any issues that arise including those related to traffic and parking, all in efforts to maintain a healthy relationship with the surrounding neighbourhood, which so far has been successful.

Stratford Hall pledges to have a green philosophy towards transportation to/from the school, to be communicated to the parents and students through the school’s handbook, newsletters, by staff and during the assembly held on the first day of school.

Education

Through the school’s International Baccalaureate Program, the middle years program curriculum includes an Environmental Awareness Education section, through which students learn the importance of the environment and the impacts of automobile travel and the many alternatives.

Transit

The Commercial Drive Campus is well served by transit along Commercial Drive and is near to the SkyTrain. The #20 Bus Route runs along Commercial Drive every 5-10 minutes all day long, and connects to all the major East-West running routes between East Hastings and Southeast Marine, as well as the SkyTrain.

The school already exhibits a 20% Transit ridership for students and staff, both of which are excellent. Once the Lower School relocates to Commercial Drive, the school aims to maintain these Transit ridership levels and to improve upon them over time. As the

students/parents/staff become more familiar with the area, it is anticipated that more will use Transit, as targeted in the 2010 goals.

To further encourage transit use, the school is pursuing the possibility of a subsidized Transit pass system for staff. However, with only 14 staff currently located at the Commercial Drive Campus, the school is not in a position to take part in the Employer Pass program with TransLink, which requires a minimum of 25 enrolled employees. Once the Lower School is relocated in 2009 there will be up to 44 staff on-site, and the employer pass program may become a more feasible option at that time, and will remain an option that the school is committed to pursuing.

Although the school does encourage students to take the SkyTrain, they do not feel they are in a position to offer a subsidized pass for students, as the school has some concerns with safety at the existing Commercial Drive SkyTrain station, and strongly feel there is a need to improve this station. Welcomed changes would include a new well-lit and 'open' station, with improved security to deter vagrancy and illegal activities that currently take place in the area. With improvements such as these in place, Transit ridership for Stratford Hall students will certainly increase.

Carpooling

Parents are encouraged to sign up for carpooling, and every year the school takes names and numbers of those interested and releases them to all others interested. Carpooling is also encouraged between the two campuses where possible, as a number of families have children at both schools. Once both schools are combined, there will be no inter-campus trips and there will be an increased number of families at one location, giving greater chances for matches for carpooling.

Another measure to reduce vehicle trips to the school is evident in the school's rule that absolutely no senior students are allowed to drive themselves to school. This rule is strictly enforced and adhered to, and will not be changed after the Lower School relocation.

Bicycles

Students and staff are allowed to store their bicycles inside the school, in secure areas, and both students and staff have access to showers and lockers once at the school. The school is conveniently located on a bike route that runs along 14th Avenue, with connections to the Lakeside and Woodland bike routes that go north, as well as the 10th Avenue bike route that heads west and the Gladstone route that heads south.

The proposed bicycle parking supply will be very secure and will more than meet the anticipated demands with plenty of space for increases in bicycle commuting.

School Bus

The school has offered a school bus program for the AM drop-off period, with the intent to pick-up students at 1-2 off-site locations. So far there has been little to no interest in this program. The school will continue to offer the possibility and implement the program at such a time when there is enough interest to make it feasible.

Safety

All students enter and exit the school from the Commercial Drive main entrance, and there will be no students in/out of the back doors along the laneway (with the exception of those that bike to school). Student pick-up/drop-off will be concentrated along the school frontages and along the rear laneway which will minimize the need for students to cross any roads. Students arriving from the SkyTrain or by bus, will make use of the pedestrian signal on Commercial Drive at 14th Avenue to cross Commercial Drive, as would any students/parents using the spaces along the west side of Commercial Drive. Any students being picked-up/dropped-off at the Croatian Cultural Centre would be escorted by parents to/from the school at all times.

It is recommended to provide improved school zone warning signage along Commercial Drive, between 14th and 15th Avenues, certainly once the Lower School has relocated here.

Transportation Liaison & Implementation of the Plan

The school has designated Dave Dirks as their transportation liaison, and he will be responsible for overseeing communication of the plan to the staff, students, parents and surrounding neighbours. Associated duties with this position include:

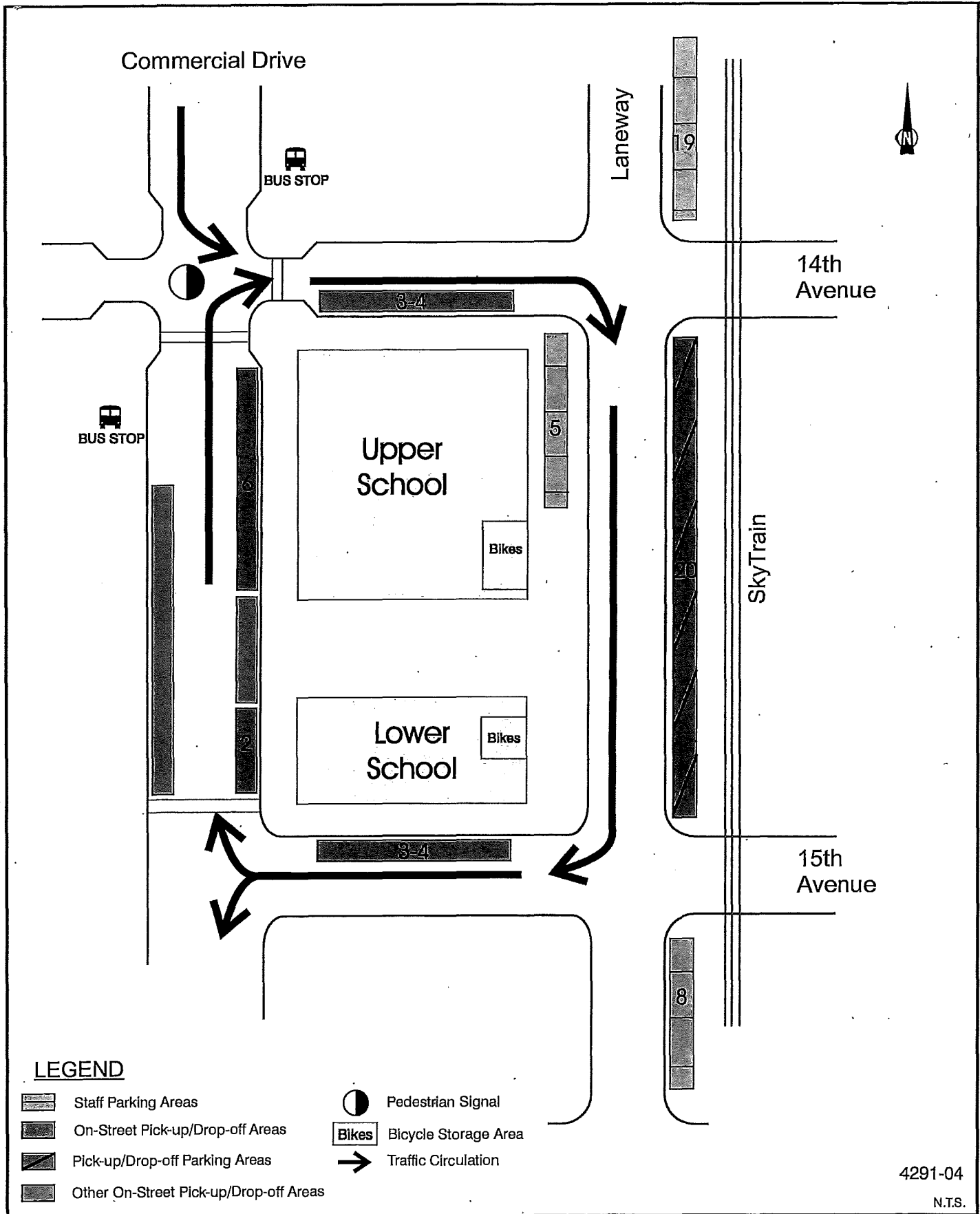
- Enforce the plan, and find volunteers to assist where necessary;
- Ensure communication of the plan to staff, students, parents and neighbours, through newsletters, email and the school's website;
- Maintain a section in the student handbook that describes the plan and its goals;
- Serve as a contact person to receive neighbourhood comments, concerns and complaints, and maintain a record of those received;
- Monitor and review the plan to ensure that it is effective and efficient, making changes and implementing them as required;
- Update the plan every several years to assess the progress made towards achieving the target modal splits and to set new targets.

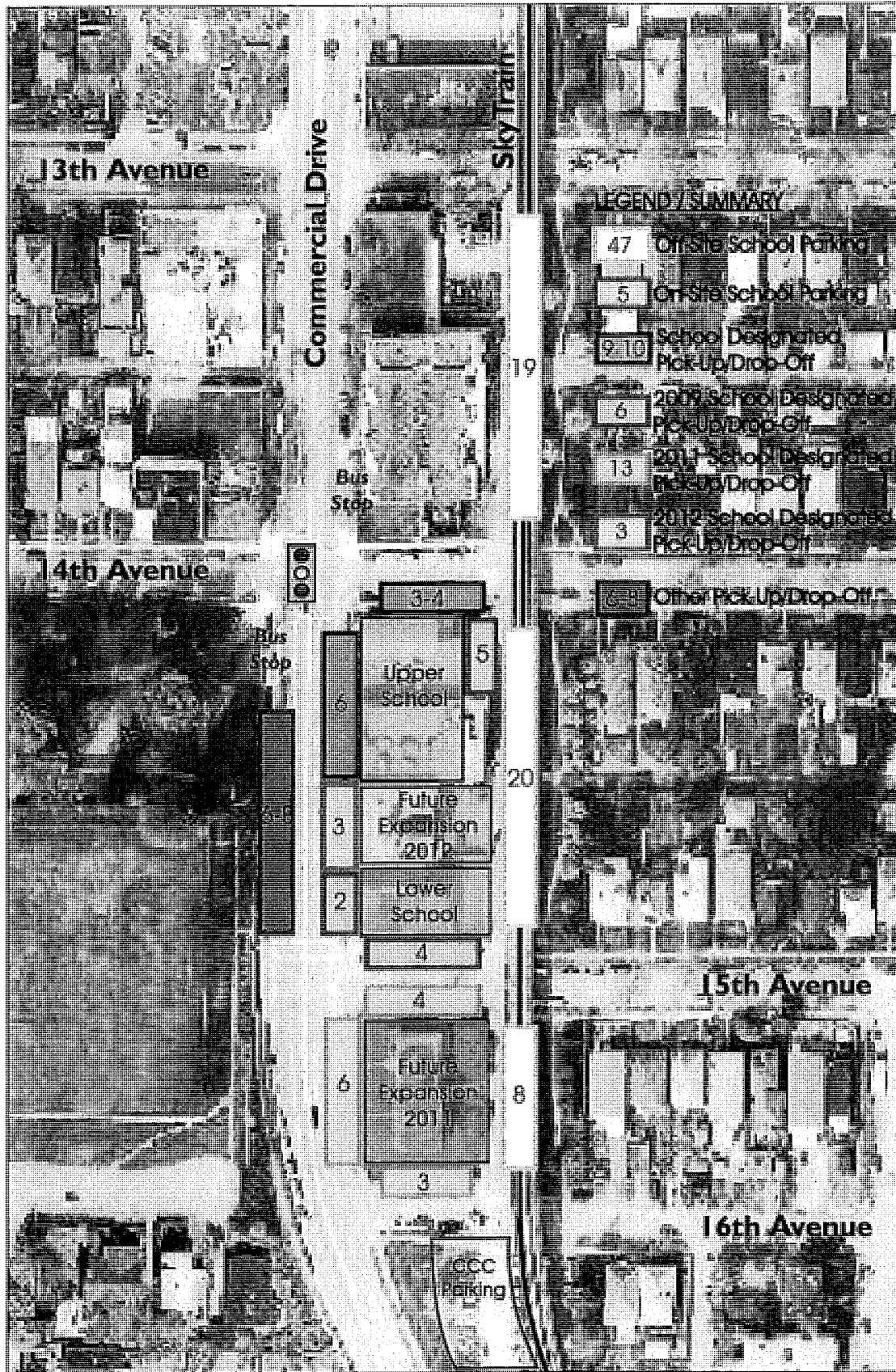


LEGEND

- SkyTrain
- Stratford Hall
- School Parking
- Croatian Cultural Centre Parking
- 14th Bike Route

4291-04
N.T.S.





LEGEND/SUMMARY

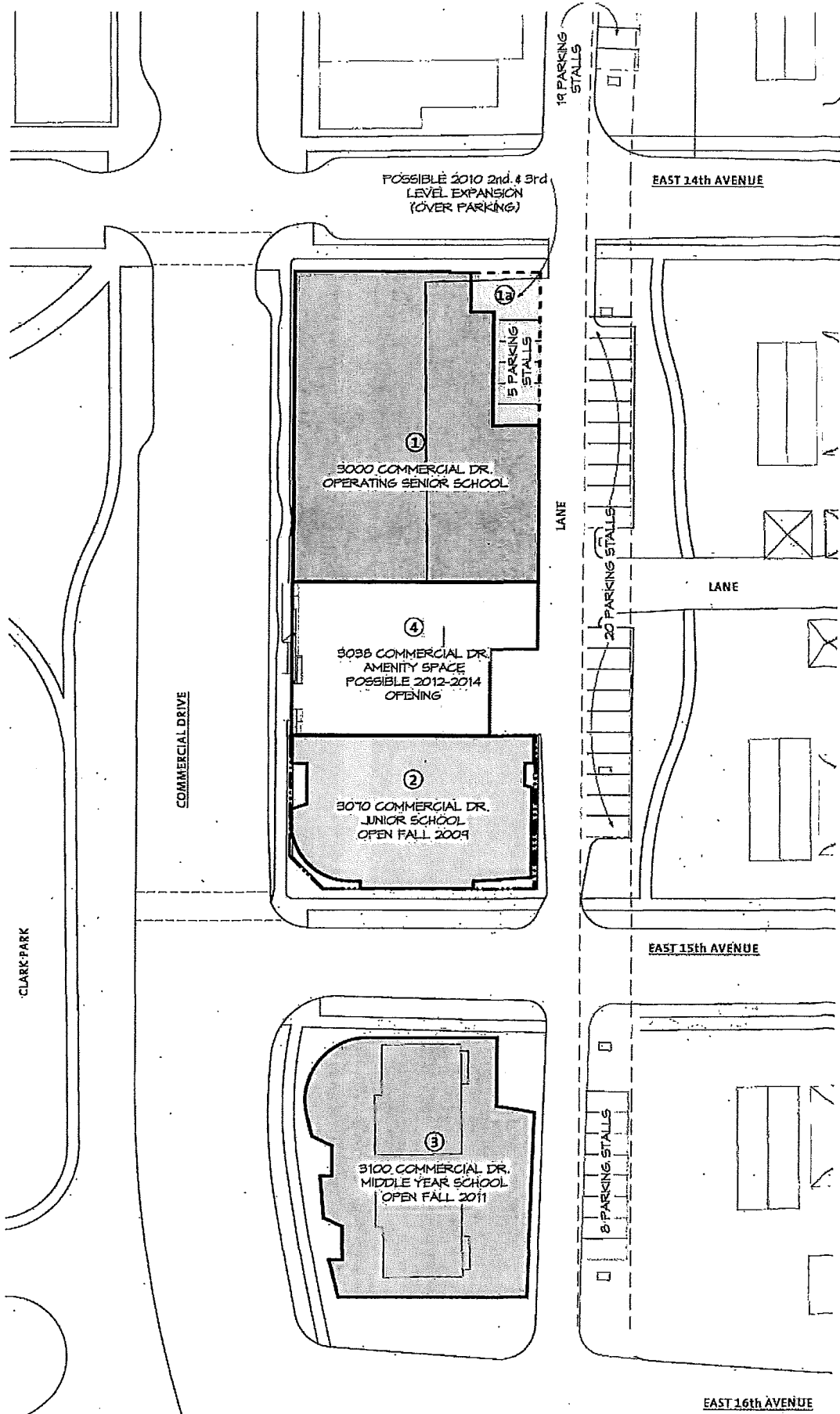
- 47 Off-Site School Parking
- 5 Off-Site School Parking
- 9-10 School Designated Pick-Up/Drop-Off
- 6 2009 School Designated Pick-Up/Drop-Off
- 13 2011 School Designated Pick-Up/Drop-Off
- 3 2012 School Designated Pick-Up/Drop-Off
- Other Pick-Up/Drop-Off

4291-04
N.T.S.

**Masterplan Parking & Pick-Up/Drop-Off Allocation
Stratford Hall - Commercial Drive**

Exhibit
1

C:\Users\jason\Documents\Projects\Stratford Hall\Stratford Hall - Master Planning.dwg



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Drawing Title

STRATFORD HALL - MASTER PLANNING

Project

STRATFORD HALL
LOWER SCHOOL

3070 Commercial Drive
Vancouver, B.C., Canada V5N 4E2

Ref.

Date

04/04/08

Scale

Drawn
BT

Design

Check
PJ

Project No.

10-07-087

Drawing No.

ASK-1

Masterplan Projections

Junior School (K-7)							
YEAR	2007	2008	2009	2010	2011	2012	2013
Students	256	282	298	300	314	318	318
Staff	25	29	30	30	32	33	33
Bylaw Parking	17	19	20	20	21	22	22
Actual Parking Staff	17	19	20	17	16	17	17
Drop-Off	53	58	62	59	58	59	56
Pick-Up	56	62	65	63	62	63	59

Senior School (8-12)							
YEAR	2007	2008	2009	2010	2011	2012	2013
Students	55	79	112	148	172	198	220
Staff	9	12	14	17	20	23	24
Bylaw Parking	11	15	18	21	25	29	30
Actual Parking Staff	5	6	7	9	10	12	12
Drop-Off	7	10	15	17	20	23	25
Pick-Up	10	15	21	25	29	33	35

Both Schools (K-12)							
YEAR	2007	2008	2009	2010	2011	2012	2013
Total Students	311	361	410	448	486	516	538
Total Staff	34	41	44	47	52	56	57
Total Bylaw	28	34	38	41	46	51	52
Total Parking Staff	22	25	27	26	26	29	29
Total DO	60	68	77	76	78	82	81
Total PU	66	77	86	88	91	96	94

2009 Juniors move to Commercial (Opening Day)

2013 Ultimate Buildout Scenario

Observed Rates	
Seniors Now	
DO	PU
0.13	0.19
Juniors Now	
DO	PU
0.28	0.25
Average Rates Now	
DO	PU
0.21	0.22

Mode Changes (TDM Plan)		
Seniors		
77%	66%	Drive
4%	6%	Carpool
81%	72%	Total
11% Reduction		
15% Future Reduction		
Juniors		
90%	75%	Drive
10%	20%	Carpool
100%	95%	Total
5% Reduction		
10-15% Future Reduction		

Building Plans	
Junior School (3070 Comm. Dr.)	2009
Apt. Block (3100 Comm. Dr.)	2011 (vacant by 2009 Fall for constr'n)
3038 Comm. Dr.	2012 (at earliest)

Pick-Up and Drop-Off Rate Assumptions
 Juniors - Day 1 assume Avg Observed Rates, Next Year a 5% reduction, Next Two Years assume a 10% reduction, at 2013 assumed a 15% reduction
 Seniors - Day 1 assume Observed Rates Now, Next Three Years assume a 11% reduction, and 15% reduction at 2013

Actual Staff Parking Rate Assumptions
 Juniors - 20% of junior staff already at Comm Drive campus, use 0.50 rate for this percent of junior staff for 2007 to 2010
 Juniors - For relocated staff, Day 1 assume 2005 Observed rate of 0.70, Next Year down to 0.60, and Next Three Years down to 0.50
 Seniors - Assumed the 2007 Observed Staff parking rate of 0.50

Pick-Up/Drop-Off Projections Assuming Staggered Start/End Times for K-5 and 6-12

Pick-up/Drop-off for K-5							
YEAR	2007	2008	2009	2010	2011	2012	2013
Total Students	199	206	228	230	230	230	230
Drop-Off	41	43	47	45	43	43	40
Pick-Up	44	45	50	48	45	45	43

Pick-up/Drop-off for Seniors and 6-7							
YEAR	2007	2008	2009	2010	2011	2012	2013
Total Students	112	155	182	218	256	286	308
Drop-Off	15	20	24	26	30	34	35
Pick-Up	21	29	34	37	43	48	49

4291-04 Stratford Hall
 April 3, 2008

Masterplan Parking & Pick-Up/Drop-Off Allocation vs. Demand

Location	# Stalls	2009	2010	2011	2012	2013		2009	2010	2011	2012	2013		2009	2010	2011	2012	2013	
On-Site	5																		
School-Owned Under SkyTrain	47																		
Total Parking Stall Supply	52																		
3000/3070 Commercial Dr (14th-15th)	8																		
3038 Commercial Dr (14th-15th)	0-3																		
3100 Commercial Dr (15th-16th) (Apt. Bldg.)	6																		
Commercial Dr (15th-16th) West Side	5-8																		
14th South Side	3-4																		
15th North Side	4																		
15th South Side (Apt. Bldg.)	4																		
16th North Side (Apt. Bldg.)	3																		
Max Total On-Street Pick-Up/Drop-Off Spaces	40																		
Min Total On-Street Pick-Up/Drop-Off Spaces	33																		
Average Total Less Apt. Bldg. Spaces (13)	24																		
Parking & Pick-Up/Drop-Off Scenario		Maximum Total Spaces Available						Minimum Total Spaces Available						Without Apt. Bldg. Spaces (13)					
Parking Stall Supply		52	52	52	52	52		52	52	52	52	52		52	52	52	52	52	
Projected Staff Parking Demand		27	26	26	29	29		27	26	26	29	29		27	26	26	29	29	
Surplus Parking Stalls Available for PU/DO		25	26	26	23	24		25	26	26	23	24		25	26	26	23	24	
On-Street Pick-Up/Drop-Off Spaces		40	40	40	40	40		33	33	33	33	33		24	24	24	24	24	
Total Available Spaces for PU/DO		65	66	66	63	64		58	59	59	56	57		49	50	50	47	48	
K-5 Drop-Off Demand		47	45	43	43	40		47	45	43	43	40		47	45	43	43	40	
Additional Spaces Needed for Drop-Off		-18	-21	-24	-21	-23		-11	-14	-16	-13	-16		-2	-5	-7	-4	-7	
K-5 Pick-Up Demand		50	48	45	45	43		50	48	45	45	43		50	48	45	45	43	
Additional Spaces Needed for Pick-Up		-15	-18	-21	-18	-21		-8	-11	-14	-11	-14		0	-2	-5	-2	-5	



DATE ISSUED OCTOBER 24, 2006	PERMIT TYPE DEVELOPMENT PERMIT	P	PERMIT NUMBER DE 409377
--	--	----------	-----------------------------------

LEGAL DESCRIPTION PARCEL 1, BLK 169, DL 264A, PLAN LMP34174		ADDRESS 3000 COMMERCIAL DRIVE	
ADDITIONAL ADDRESS INFORMATION XREF TO 1728 EAST 14TH AV (1728 E 14TH PROVIDING PARKING)		SPECIFICS	
APPLICATION DATE MAY 02, 2005	PURPOSE ADD/ALT/US	PROJECT VALUE \$1,000,000	PLANS METRIC 5 NO
TEMPORARY BUILDING DATES		TEMPORARY USE DATES	
COMPLEXITY 021 C/E/R/S CHG USE NTF		CO-ORDINATE 250-684-08-0000	
APPLICANT AGENT FOR OWNER LAURIE SCHMIDT BROOK DEVELOPMENT PLANNING INC #410-535 THURLOW ST VANCOUVER BC V6E 3L2		CONTACT 2 PROPERTY OWNER STRATFORD HALL SCHOOL 3075 SLOCAN ST VANCOUVER BC V5M 3E4	
TEL 604-731-9053	BUS.LICENSE CERTIFICATE	TEL 604-436-0608	BUS.LICENSE CERTIFICATE
FAX		FAX	

THIS DEVELOPMENT PERMIT WHICH INCLUDES THE PLANS MARKED AS FORMING PART THEREOF IS FOR THE FOLLOWING ONLY:

Including the acoustical report submitted by BKL Consultants and dated September 26, 2005 and the Traffic Management Plan submitted by Bunt and Associates, stamped "RECEIVED" by this department on September 14, 2005, to provide interior and exterior alterations, and to change the use from Arts or Self-Improvement School to an Elementary/Secondary School (Grade 6 to 12), including the conversion of approximately 2,010 sf from parking to storage (previously work without permit) in the existing building on this existing site.

Note: This approval is related to DE409566 - To change the use of the existing parking under the Skytrain Tracks located across the lane, addressed 1728 East 14th Avenue, from Translink to Stratford Hall School.

AND IS SUBJECT TO THE FOLLOWING CONDITIONS AND NOTES:

001 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces, shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

002 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six months of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

005 The site shall be maintained in a neat and tidy condition.

016 The minimum of eight (8) required off-street parking spaces at 1728 East 14th Avenue shall be provided within 60 days of the date of any use or occupancy of the proposed development in accordance with the parking agreement filed under Sections 218 and 219 of the LAND TITLE ACT and thereafter to be permanently maintained in in good condition as off-street parking facilities for the development at 3000 Commercial Drive.

In the event they are not longer available, then the parking spaces shall be provided elsewhere, meeting the requirements of the Parking By-law within 30 days.

027 In accordance with Private Property Tree By-law No. 7347 the removal and replacement of trees are permitted only as indicated on the approved Development Permit drawings.

PERMITTED USE	SPECIFICS/LOCATION	AREA (SF)	OCC A2	PERMITTED USE	SPECIFICS/LOCATION	AREA (SF)	OCC
N70 SCHOOL-ELEM/SEC							
ITEM	SPECIFICS/REFERENCE	QTY/AMT		ITEM	SPECIFICS/REFERENCE	QTY/AMT	
0037 LOT WIDTH		132.00	FT	0089 WEATHER PROTECTION	WP01 WEATHER PROTECTION	1.99	FSR
0038 LOT DEPTH		105.00	FT	0122 TOTAL FSR			
0040 PROCESSED THROUGH	32 PROC CTR -MGR DE			0125 TOTAL FLOOR AREA		27723.6	SF
0041 BY-LAW PROVISION	C CONDITIONAL			0160 TOTAL PARKING		14	SP
0080 ZONE	Z034 C-2C1			0161 PARKING	OFF-SITE	8	SP
0086 DEV COST LEVY AREA	DE11 CENTRAL/NORTHEAST			0161 PARKING	ON-SITE	6	SP

RELATED PERMITS: BU434494 ADD/ALT/US 3000 COMMERCIAL DRIVE DE409566 LAND/UTIL 1728 E 14TH AV
 PROCESSED BY: APPLICATION TAKEN BY W NG APPLICATION TYPED BY L BERDAHL

COMMENTS : (CONTINUED)

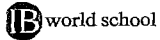
FEE	AMOUNT	FEE	AMOUNT	DEPARTMENT	PLANNING DEPT
152 DEV SCHED 4 (B)	3,210.00			ATTENTION	DP FILE
				REASON	FILE <i>ls</i>
INVOICE : 399482		TOTAL \$3,210.00			

PSD200.01



Stratford Hall

James McConnell, Ed. D.
Head of School



Upper School & Administration
3000 Commercial Drive
Vancouver, B.C. Canada V5N 4E2

Lower School
3075 Slocan Street
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Tel: (604) 436-0608
Fax: (604) 436-0616
email: info@stratfordhall.bc.ca
website: www.stratfordhall.bc.ca

January 5, 2006

Lizette Berdahl Project Coordinator
Processing Centre – Development Services
Planning Department
City Hall – East Wing – 3rd Floor
City of Vancouver
453 West 12th Avenue
Vancouver, BC
V5Y 1V4

Dear Ms. Berdahl

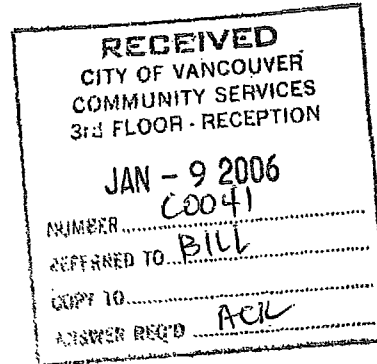
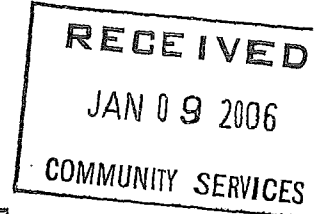
I have read the Stratford Hall Transportation Management Plan from Bunt and Associates and I support its findings and recommendations. I have been in regular contact with Sarah Dirksen, who prepared this report, and therefore have participated in its development.

Stratford Hall is committed to a long term relationship with the local community, and we recognize that it is in our best interest to minimize any neighbourhood impact that might be created by our presence. We are committed to environmental issues, and we are especially committed to reducing the reliance on the automobile. One of the reasons we chose this site is its proximity to bus and skytrain, and we intend to maximize the use of public transit. I am modeling that behavior myself: I commute daily by skytrain.

Please be assured that we will monitor our traffic and work towards meeting all aspects of the TMP.

Sincerely,

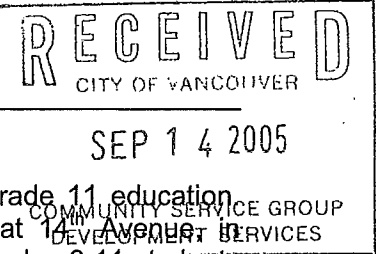
Dr. James McConnell
Head of School



Stratford Hall – Commercial Drive Campus

Transportation Management Plan

September 2005



Background

Stratford Hall is an independent school providing Kindergarten to grade 11 education. The school has opened a second location on Commercial Drive at 14th Avenue in Vancouver. The Commercial Drive Campus will accommodate the grades 6-11 students and the Kindergarten to grade 5 classes will remain at the Slocan Street facility.

The new school is located on the southeast corner of Commercial Drive and 14th Avenue, across the road from Clark Park, and adjacent to the SkyTrain line. Enrolment at the Commercial Drive Campus is approximately 53 students and 10 staff. By 2007 the enrolment could reach a maximum of about 100 students and about 14 staff.

The City has requested that a traffic management plan be prepared for the Commercial Drive campus. The purpose of this plan is to document the anticipated traffic and parking operations at the school and to identify transportation management measures to accommodate both traffic and parking operations with minimal impact to the surrounding neighbourhood.

Traffic Flow

Traffic projections for the Commercial Drive Campus have been derived from the 2004 traffic counts conducted at the Slocan Street Campus and are based upon student enrolment numbers and assume the same travel mode splits. **Table 1** summarizes the anticipated traffic volumes to be generated by the school.

Table 1 – Projected Traffic Volumes

School Campus – Year	# Students	Trips AM	Trips PM
Commercial Drive Campus – 2005	53	72	49
Commercial Drive Campus – 2007	100	135	93

Notes: Peak hour traffic volumes shown, where trips include vehicles both arriving at and leaving from the school.

The Commercial Drive school is anticipated to generate about 72 trips during the AM peak hour, and about 49 trips during the PM peak hour, on Opening Day in 2005; which includes both vehicles arriving at and leaving from the school. This estimate could be slightly overstated as the Commercial Drive campus will have a higher proportion of secondary school students than the Slocan Campus, and therefore more students will likely take Transit or SkyTrain, both of which have excellent service to the school. By 2007, the traffic generation could increase to about 135 vehicles during the morning peak hour and about 93 vehicles during the afternoon peak hour.

Parking

There is currently unrestricted street parking along the Commercial Drive and 14th Avenue frontages of the school. There is also unrestricted public parking located underneath the SkyTrain Line, and between 14th and 15th Avenues there is a supply of about 20 stalls, currently very underutilized. The school has 6 surface parking stalls on-site, located along the East edge of the building next to the laneway. The school is

Stratford Hall – Commercial Drive Campus
 Transportation Management Plan – September 2005

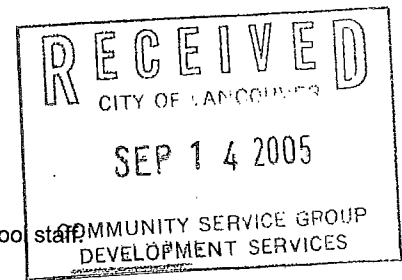


currently in conversation with TransLink to secure the use of 8 of their parking stalls during school hours, located directly opposite the school on the East side of the laneway and under the SkyTrain line. This would provide a total parking supply of 14 stalls for the school.

The projected parking demands in **Table 2** are based on the parking demands observed in 2004 at the Slocan Street Campus. As shown, the daily parking demand associated with the school is estimated at about 7 stalls for opening day in 2005 and would increase to about 13 by 2007, assuming the same travel mode characteristics would exist at the Commercial Drive Campus. These parking demands will be accommodated by the 14 stall parking supply.

Table 2 – Projected Parking Demand

<i>School Campus – Year</i>	<i># Students</i>	<i>Parking</i>
Commercial Drive Campus – 2005	53	7
Commercial Drive Campus – 2007	100	13



Notes: The parking demands represent daily parking demands mostly related to school staff

Pick-Up & Drop-Off

It is proposed to provide pick-up and drop-off areas along the school frontages. This can be achieved by resigning of the parking along the school frontages to 'No Parking 7am-5pm, School Days'. The parking area on Commercial Drive, fronting the school can accommodate about 7 vehicles and the parking area along 14th Avenue can accommodate about 4 vehicles.

The attached Transportation Management Plan Exhibit illustrates the proposed pick-up and drop-off areas, and the proposed traffic circulation route around the school. As shown, through use of a clockwise circulation of traffic around the school and use of the laneway, no parent traffic is expected through the neighbourhood, but will be redirected out to Commercial Drive. For the first week or two of school, volunteers will direct traffic at the laneway to ensure adherence to the plan, and that no traffic is cutting through the neighbourhood streets. After this two weeks, traffic control volunteers will occasionally monitor the laneway, and will be used more often if found to be needed. Through continuous communication with parents through newsletters and in combination with traffic-control volunteers at the laneway, this plan should ensure there is no parent traffic in the school neighbourhood.

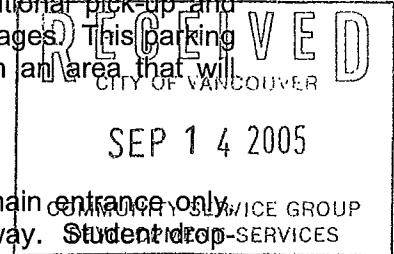
Table 3 summarizes the anticipated pick-up and drop-off demands, which are forecasted from observations at the Slocan Campus in 2004, and may be slightly overstated as there is a significantly higher proportion of younger students at the Slocan Campus.

Table 3 – Projected Pick-Up and Drop-Off Demand

<i>School Campus – Year</i>	<i># Students</i>	<i>Drop-Off</i>	<i>Pick-Up</i>
Commercial Drive Campus – 2005	53	15	13
Commercial Drive Campus – 2007	100	28	25

Notes: The parking demands shown represent peak accumulation of stopped vehicles at any one time over the pick-up and drop-off periods, and not the total for those periods.

The pick-up and drop-off areas are anticipated to accommodate the opening day demands. By 2007, however, additional spaces will likely be necessary. It is proposed to make use of parking under the SkyTrain to accommodate any additional pick-up and drop-off demand that cannot be accommodated along the school frontages. This parking is currently very underutilized, is located near to the school, and in an area that will maintain the proposed traffic circulation routes in this plan.



Safety

Students will enter and exit the school from the Commercial Drive main entrance only, and there will be no students in/out of the back doors along the laneway. Student drop-off will be along the school frontages which will avoid the need for students to cross any roads. Students arriving from the SkyTrain and or by bus, can make use of the pedestrian signal on Commercial Drive at 14th Avenue to cross Commercial.

Travel Modes

Stratford Hall pledges to have a green philosophy towards transportation to/from the school, to be encouraged in the school's handbook, newsletters and by staff. No senior students will be allowed to drive themselves to school, and all will be encouraged to take transit, carpool or walk/bike. It is anticipated that a significant proportion of senior students will take transit to school. The Commercial Drive Campus is well served by transit along Commercial Drive and is near to the SkyTrain. Carpooling between families will be encouraged, certainly for those commuting between both campuses.

In updates to the TMP, it is recommended that the school document the travel mode splits, and from them develop future goals that seek to minimize travel by personal automobile.

Transportation Liaison & Implementation of the Plan

The school has designated James McConnell as their transportation liaison, and he will be responsible for overseeing communication of the plan to the staff, students, parents and surrounding neighbours. Associated duties with this position include:

- Enforce the plan, and find volunteers to assist to direct traffic at the laneway;
- Ensure communication of the plan to staff, students, parents and neighbours, through newsletters, email and the school's website;
- Maintain a section in the student handbook that describes the plan and its goals;
- Serve as a contact person to receive neighbourhood complaints and maintain a record of any received;
- Monitor and review the plan to ensure that it is effective and efficient, making changes and implementing them as required.

