

District of West Vancouver Arts Facilities Site Identification Analysis

FINAL

February 2020



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ASPIRATIONS FOR THE FACILITY

In preparing this report, the Arts Facilities Advisory Committee (AFAC), District staff and Cornerstone Planning Group made it their priority to always keep in mind its overarching purpose, which is to set the stage for an accessible, innovative, inclusive, inspirational and engaging arts facility or facilities to be built in service of West Vancouver's rich and vibrant cultural community, and in alignment with the vision and values of the West Vancouver Arts & Culture Strategy (2018). The intention of the report and the project as a whole is to foster and contribute to:

- A culture of collaboration among arts and culture groups, community partners and the District of West Vancouver.
- Diverse and creative programming reflecting and serving the rich diversity of the community.
- Recognition of the arts in West Vancouver as vital contributors to the District's social, cultural and economic health and well-being.
- Appealing public spaces animated by arts and culture assets and activities.
- An iconic building attracting local and external visitors into the area, thereby supporting the local economy.
- An integrated network of affordable, accessible and suitable arts and culture facilities across the community, allowing the creation and showcase of work.
- A space for social interaction to building West Vancouver's sense of community, provide services for all ages, and stimulate nearby businesses.

In recognition of the importance of these values, a focused purpose statement was developed to guide the site analysis:

The purpose of this facility is to support the arts and culture community in West Vancouver, and to affirm West Vancouver's reputation for locals and visitors as an arts-oriented community.

The success of a new arts facility depends on more than the sum of its parts. It must go beyond the mere appreciation of art and become both a living room and cultural beacon for the community, where ideas are shared, and community connections are grown. This can only occur when the celebration of arts and culture remains central in all stages of planning, no matter the degree of quantitative analysis required. The stage of planning demands. This study is intended to lay the groundwork for West Vancouver to activate and enrich its arts and culture community and to elevate its standing as a cultural leader in the region.

EXECUTIVE SUMMARY

Upon completion of the Arts and Culture Facilities Plan (June 2019), which identified and quantified the District's need for exhibition, performance, workshop/studio, programming and storage spaces to support West Vancouver's current and future arts and culture community, Cornerstone Planning Group (Cornerstone) was contracted to undertake an Arts Facilities Site Identification Analysis. With support from the Arts Facilities Advisory Committee (AFAC), this work was carried out to determine the most suitable locations for developing a new facility or facilities to better meet the four goals identified in West Vancouver Arts & Culture Strategy (2018-2023):

- Goal 1:** Enable Leadership and Collaboration
- Goal 2:** Enhance Arts and Culture Opportunities
- Goal 3:** Enhance Arts and Culture Spaces and Places
- Goal 4:** Improve Processes Related to Implementing Arts and Culture

The District has identified Ambleside as the most suitable region for development to meet the goals of the arts and culture community. The development in Ambleside will entail benefits to businesses, residents and visitors, and provide opportunities to showcase and create art. It will create spaces for social interaction, which will build West Vancouver's sense of community, provide services for the neighbourhood for all age groups, and be a key economic stimulator for the business nearby, increasing the number of restaurants, café and retail patrons in the Ambleside Business District.

The previously completed Facility Plan outlined two facility development options to replace the existing deteriorating buildings that are no longer suitable to meet the needs for arts and culture use within the District. The potential development options are:

One Consolidated Facility: Arts and Culture Centre (1 new facility)

One new facility to replace programming at the Art Museum, Silk Purse and Music Box. This new facility, in addition to viable existing District-owned facilities, will provide the space necessary to accommodate projected growth of the arts and culture sector of 20-year.

Two Separate Facilities: A Community Arts Centre and an Art Museum (2 new facilities)

Two new facilities to replace the existing programming at the Art Museum, Silk Purse and Music Box. One facility will serve as a dedicated art museum and the second facility will provide space for community exhibits and programming.

The following table identifies the previously proposed facility development options:

Table 1: Facility Development Option Breakdown

One Consolidated facility	Two Separate Facilities	
		
<p>Arts and Culture Centre* ~1,950 m² (21,000 ft²)</p>	<p>Community Arts Centre ~1,200 m² (13,000 ft²)</p>	<p>Art Museum* ~1,100 m² (12,000 ft²)</p>
<ul style="list-style-type: none"> • One single facility has inherent efficiencies associated with space, operations, and building systems. • Better opportunity to create destination / landmark with a larger facility. • More programming flexibility between users. 	<ul style="list-style-type: none"> • Potential to develop two unique facilities located within the community. This may increase community visibility. • Development could be phased – decreasing the capital output required at a given time. 	

*Both development options will include an additional ~400m² (4,300ft²) of supplementary amenities such as a grand lobby, shop and cafe. For the option that recommends two separate facilities, it is anticipated that such amenities will be included at the Art Museum.

The current study was undertaken to identify the most suitable location for either of the above options to meet the area requirements that were defined in the Arts and Culture Facilities Plan (2019). In the current study, Cornerstone analyzed both District-owned and privately-owned sites through a series of prioritization and ranking exercises to determine the most suitable sites for development. Twelve District-owned sites and seven privately-owned sites were identified for analysis, shown below.

Figure 1: Sites identified for analysis (District-owned)



Figure 2: Sites identified for analysis (privately-owned)



Sites were ranked using two levels of analysis: first, each identified site underwent a high-level ranking process based on 13 guiding principles (see page 20 for the list of principles); and second, the top ranked sites underwent additional analysis including site configuration, costing, site test fits and massing diagrams. The high-level analysis resulted in the following sites receiving the highest scoring (see page 42 for details on the scoring process:

- District-owned:
 - Ambleside Park - Tennis Courts
 - Ambleside Park - H-Field
 - John Lawson Park - Parking Lot
 - Ambleside Park - South Parking Lot*
- Privately-owned:
 - 1400 Block (North side of Marine Drive)
 - 1600 Block (South side of Marine Drive)

**Though the South Parking Lot in Ambleside Park was not included in the initial site analysis, through continued consultation with the District and AFAC, the South Parking Lot within Ambleside Park was identified following the high-level analysis. It was agreed by the District and stakeholders that this site should be analyzed in more detail and therefore it was included for additional analysis. Additionally, a second siting option for the South Parking Lot site was developed, consolidating surrounding Municipally owned land parcels to support a consolidated facility.*

The detailed analysis examined multiple site configurations (consolidated facility vs. separate facilities) and identified constraints and strengths of each option. Other site configurations exist, but the options explored were determined to be the most suitable and practical. The following table summarizes the site options explored as part of the detailed analysis:

Table 2: Options Summary Table

Option	Site	Facility Configuration*	Parking Configuration**	Facility Gross Area (m ²)	Facility Gross Area (ft ²)	Parking Stalls***	Estimated Capital Cost	Facility Cost without Parking \$/m ²	Parking Construction \$/stall
1	Ambleside Park - Tennis Courts	Con	UG(2)	2,350	25,000	100+50	\$38.1m	\$10,800	\$67,900
2	Ambleside Park - H-Field	Con	UG(1)+SP	2,350	25,000	100+50	\$34.8m	\$11,800	\$38,000
3	Ambleside Park – South Parking Lot Expanded Site	Con	UG(1)	2,350	25,000	100+100	\$34.3m	\$10,600	\$38,000
4a	John Lawson Park - Parking Lot	A+C	UG(2)	1,200	13,000	55+50	\$24.1m	\$12,700	\$67,900
4b	Ambleside Park - South Parking Lot	AM	UG(1)	1,500	16,500	60+100	\$27.5m	\$11,900	\$47,500
5a	Ambleside Park - Tennis Courts	AM	UG(1)+SP	1,500	16,500	60+50	\$27.6m	\$12,200	\$67,900
5b	Ambleside Park - South Parking Lot	A+C	UG(1)	1,200	13,000	55+100	\$24.5m	\$12,700	\$47,500
6	1400 Block	Con	-	2,350	25,000	100+0	-	-	-
7	1600 Block	Con	-	2,350	25,000	100+0	-	-	-

*Where con=consolidated facility, A+C=community Arts and Culture facility, and AM=Art Museum

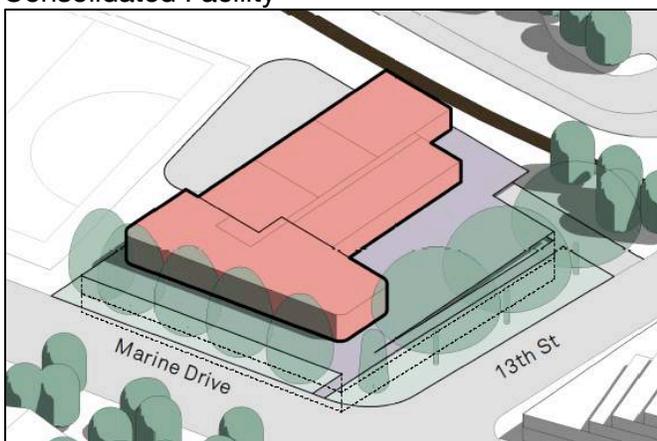
**Where UG=underground parking, and SP=surface parking.

***Where x1= stalls required to support the activities of the facility, and x2 = stalls required to replace the displaced community parking stalls.

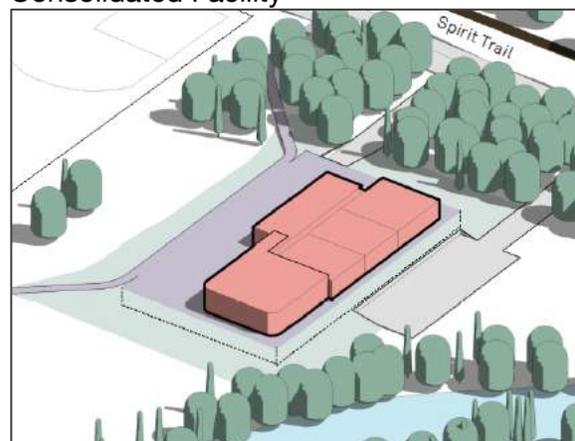
Note: parking and costing for private-owned sites are not included as there have been no discussions to date with site owners.

The following figures represent possible site configurations at a site test fit/massing level of each of the explored District-owned sites.

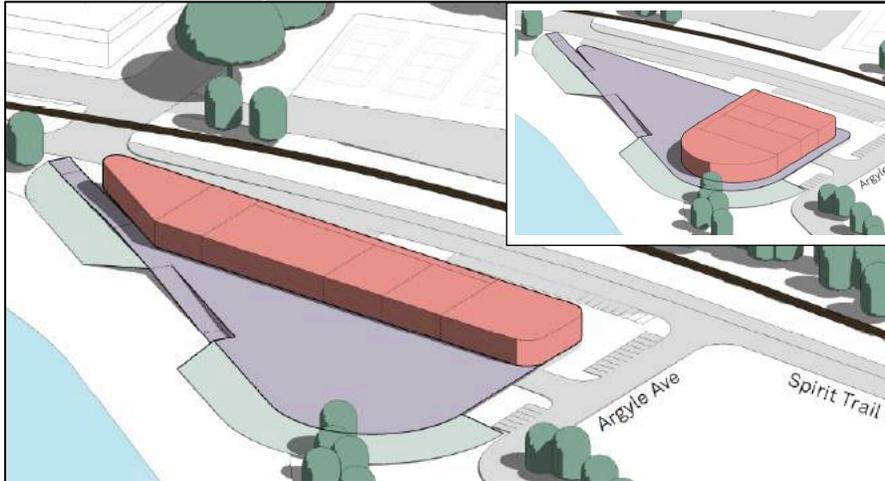
Option #1: Ambleside Park – Tennis Courts Consolidated Facility



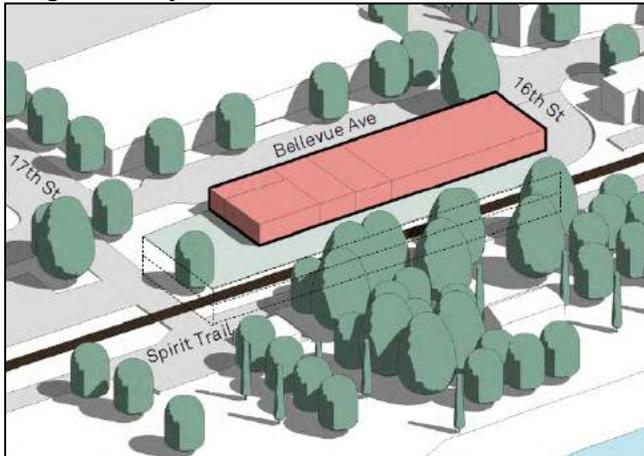
Option #2: Ambleside Park – H-Field Consolidated Facility



**Option #3: Ambleside Park – South Parking Lot
Consolidated Facility**



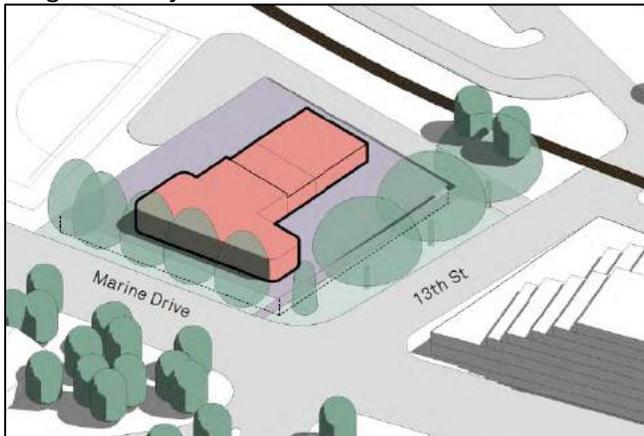
**Option #4a: John Lawson Park – Parking Lot
Single Facility**



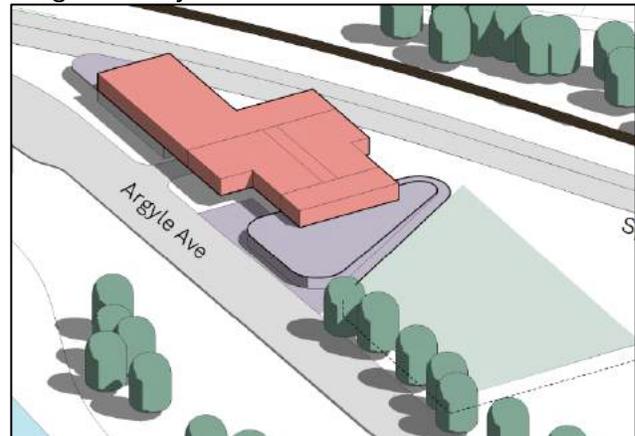
**Option #4b: Ambleside Park – South Parking Lot
Single Facility**



**Option #5a: Ambleside Park – Tennis Courts
Single Facility**



**Option #5b: Ambleside Park – South Parking Lot
Single Facility**



Note: Option 3 includes 2 massing diagrams to display an alternate site layout.

Recommendations

Following the detailed analysis of the top-ranked sites, it was concluded that the most appropriate sites to support the development of a consolidated arts and culture facility, in order of desirability, are:

- **Option #1:** Consolidated facility at Ambleside Park - Tennis courts, and
- **Option #3:** Consolidated facility at Ambleside Park - South Parking Lot expanded site boundary

If, during future planning it is determined that two separate facilities is the most desirable option, it is recommended that the District pursue:

- **Option #5:** Single facility at Ambleside Park – Tennis Courts and a single facility at Ambleside Park – South Parking Lot.

Option #1: Consolidated facility at Ambleside Park – Tennis Courts is the most suitable site for development after considering all of the known information. High level analysis indicates that this site is the most advantageous for an arts facility, allowing for the creation of an easily accessible destination building that is close to the Ambleside business district, providing economic as well as social and cultural stimulus to the neighbourhood. The facility's mass would also fit well with the adjacent development (The Grosvenor building). This location, at the entrance to Ambleside, also shows visitors and the community that West Vancouver truly values arts and culture.

Option #3: Consolidated facility at Ambleside Park – South Parking Lot is a suitable second choice for the development of an arts and culture facility. This site shares a number of the same benefits as the Tennis Courts with the following exceptions:

- The site is located south of the CN railroad tracks which presents access constraints.
- The site is located directly adjacent to the waterfront and due to its overall size, anticipated height and massing in relation to the area, may impose on visitors' relationship to the park.
- The facility's relationship to grade will be ~2m above the Seawall trail and Argyle Avenue, requiring the seawall to be raised to meet facility ground floor requirements.

For these reasons, amongst others, the Tennis Court is seen as a more suitable site for development of a consolidated facility.

Option #5: Single facility at Ambleside Park – Tennis Courts and a single facility at Ambleside Park – South Parking Lot is the most suitable configuration for two individual buildings on two separate sites. This option will support the needs of the arts and culture community but will be significantly more expensive in terms of capital, maintenance and operational costs. In our opinion, this option should only be pursued if the greater community provides sufficient support. The needs of the arts and culture stakeholders will be better met in a consolidated facility.

It was noted by the West Vancouver Community Arts Council that there is a desire to keep the facilities separate. To address this desired outcome, these criteria could be met on a single site through architectural expression of individual facilities, either physically detached, connected by a shared atrium, for example, or phased with separate entrances and design.

Ambleside Park - H-Field and John Lawson Park - Parking Lot are not recommended for future use of an arts and culture facility as neither site offers the same benefits of the other sites analyzed. Ambleside Park - H-Field is isolated and removed from the Central Business District and south of the railroad tracks hindering access to the site. Additionally, development of this site will have the largest impact on available greenspace within the park. John Lawson Park - Parking Lot is considerably more

complex to develop than the other sites identified. It is anticipated that there will be complexities related to the underground parking footprint (requires additional land south and west). Previous studies determined that this site can support a consolidated facility (3-storeys) but our analysis indicated that it is unable to meet the complete parking needs, as we have defined them. For these reasons, we do not recommend any further analysis of this site.

The Ambleside Waterfront Plan prepared in 2016 identified a placeholder site (property adjacent and west of the Ferry Building) for the development of an arts and culture facility. This site was considered during the study and it was determined that it was not the most suitable location to meet the facility or development requirements.

When considering the development of a privately-owned vs. District-owned site in terms of location only, it is our recommendation that the Ambleside Park – Tennis Courts is the most desirable location for an arts and culture facility. The connection with green space and the waterfront is crucial for the arts and culture community and the top ranked privately-owned sites, 1400 Block and 1600 Block, are deficient in this category. The decision to move forward with the development of a privately-owned vs. District-owned site has yet to be determined and should only be made following discussions with landowners, as there are a number of factors that need to be considered. It is our recommendation that based on available information, the 1400 Block is the preferred privately-owned site to support a consolidated arts and culture facility.

In conclusion, we recommend that the District bring forward to the community three site configurations for feedback and consideration:

- 1) **Option #1:** Consolidated facility at Ambleside Park – Tennis Courts
- 2) **Option #3:** Consolidated facility at Ambleside Park – South Parking Lot
- 3) **Option #5:** Single facility at Ambleside Park – Tennis Courts and a single facility at Ambleside Park – South Parking Lot.

The recommendation to move forward with the above three site configuration options was endorsed by the AFAC during a public meeting.

As a general recommendation to the District, West Vancouver should move towards promoting more sustainable methods of transportation for the community. Methods of transportation are changing in response to a changing environment and the reliance on personal vehicles will decrease. The capital costs associated with parking are substantial and therefore the number of stalls ultimately required will need to be confirmed in relation to a robust transportation strategy. Additionally, the District could integrate surrounding parking into a strategy that utilizes parking in the Central Business District after business hours (e.g. The Grosvenor site adjacent to the Ambleside Park – Tennis Courts accommodates 50 public parking stalls – these could be utilized in evenings and on weekends, outside office hours, through facility programming.)

Proposed Next Steps

The following chart has been prepared to outline the anticipated project next steps. All future work is subject to council approval.



*Funding strategy will be updated at every stage of the development process

INTRODUCTION

Project Context

In mid-2018, the District of West Vancouver's Council approved an Arts & Culture Strategy 2018-2023. This strategy laid out four major goals:

- Goal 1:** Enable Leadership and Collaboration
- Goal 2:** Enhance Arts and Culture Opportunities
- Goal 3:** Enhance Arts and Culture Spaces and Places
- Goal 4:** Improve Processes Related to Implementing Arts and Culture

The District contracted Cornerstone Planning Group from December 2018 to June 2019 to develop a comprehensive Arts & Culture Facilities Needs Assessment to begin the process working towards reaching these goals. The needs assessment was completed over a 5-month period. In it, a myriad of arts and culture facilities were evaluated with respect to their ability to provide arts and culture programming to the community. The facilities included in the comprehensive study were: Art Museum, Silk Purse, Music Box, Ferry Building, Gleneagles Community Centre, West Vancouver Community Centre, Seniors' Activity Centre, and Memorial Public Library. As well, the Klee Wyck property was reviewed for potential appropriate future uses.

A committee named the Arts Facilities Advisory Committee (AFAC) was assembled to support the development of the Arts & Culture Facility Needs Assessment. The committee comprised of West Vancouver residents and professionals, all with related arts and culture, planning and design backgrounds. AFAC provided support, guidance and advice throughout the study process.

The study resulted in a number of key findings, general recommendations, and two recommendations regarding arts facility development. The key findings are as follows:

- The District provides approx. 22,500 hours of arts and culture programming and activities to the residents of West Vancouver each year from 8 different facilities.
- Community arts and culture groups identified that access to affordable rehearsal, performance and support spaces (administration and storage) is a challenge.
- In 20 years, it is expected that arts and culture programming will grow by 65%. This percentage is based on population and demographic statistics and growth factors (latent community demand, community growth requirements and District strategic directions).
- Currently there is a desire to restore the Ferry Building to continue to provide arts and culture programming pending grant funding. The Silk Purse, Music Box and Art Museum are considered to be inappropriate for providing arts and culture programming and activities and are in poor overall condition. The remaining District-owned arts and culture facilities in West Vancouver are considered to be appropriate to provide arts and culture programming.
- Using estimated future demand figures, the existing facility capacity and the known suitability of the District's current facilities, there will be a shortage of gallery (professional and emerging artists), rehearsal and multipurpose space in the next 20 years.

Stemming from these key findings were Cornerstone's general recommendations including developing support and performance grants and creating an information database for rental space information.

The study also identified two facility development options to address the future demand requirements to support arts and culture within West Vancouver. Both options provide new space that replaces the existing programming at the Art Museum, Silk Purse and Music Box and that, in addition to existing District owned facilities appropriate for arts and culture programs, provides the necessary growth space to accommodate the projected 20-year community arts and culture demand.

Development Option A: One Consolidated Arts and Culture Facility

Table 3: Community Arts and Culture Facility schedule of accommodation

Component	Area (NSM)	Area (NSF)	Notes
Program Space	376	4,047	Gallery (2) and storage, rehearsal space and storage, change rooms, large multipurpose room and storage, medium multipurpose room and storage, small multipurpose room and storage, kitchen
Administration	104	1,119	Office (1), workstations (4) and touchdown workstations (2), meeting room, business centre, storage, breakout room
Community Organizations	114	1,227	Rentable offices (4), office storage, rentable storage closets: small (6), medium (4) and large (2)
Art Museum	453	4,876	Large divisible gallery space, gift shop, gallery storage, temporary collection storage, permanent collection storage, exhibition preparation workroom, office (1), workstations (4), touchdown workstations (2), digitizing station (1), administration storage. Please note: Art Museum is supported by approx. 200m ² of shared facility spaces.
Facility Support	145	1,555	Vestibule, lobby, reception, café, gift shop, loading/unloading zone
Subtotal	1,192	12,825	
Component Gross	357	3,848	Minor circulation, internal walls
Building Gross	417	4,489	Major circulation, washrooms, utility rooms, exterior walls etc.
Total	1,966	21,162	Building Gross

Development Option B: Two Separate Arts and Culture Facilities – Community Arts and Culture Facility and Art Museum

Table 4: Community Arts and Culture schedule of accommodation

Component	Area (NSM)	Area (NSF)	Notes
Program Space	376	4,047	Gallery (2) and storage, rehearsal space and storage, change rooms, large multipurpose room and storage, medium multipurpose room and storage, small multipurpose room and storage, kitchen

Component	Area (NSM)	Area (NSF)	Notes
Administration	104	1,119	Office (1), workstations (4) and touchdown workstations (2), meeting room, business centre, storage, breakout room
Community Organizations	114	1,227	Rentable offices (4), office storage, rentable storage closets: small (6), medium (4) and large (2)
Facility Support	145	1,555	Vestibule, lobby, reception, café, gift shop, loading/unloading zone
Subtotal	739	7,949	
Component Gross	222	2,385	Minor circulation, internal walls
Building Gross	258	2,782	Major circulation, washrooms, utility rooms, exterior walls etc.
Total	1,219	13,116	Building Gross

Table 5: Art Museum schedule of accommodation

Component	Area (NSM)	Area (NSF)	Notes
Program Space	511	5,550	Large divisible gallery space, gallery storage, temporary collection storage, permanent collection storage, exhibition preparation workroom.
Administration	75	807	office (1), workstations (4), touchdown workstations (2), digitizing station (1), administration storage.
Facility Support	87	936	Lobby, gift shop, loading/unloading zone
Subtotal	673	7,244	
Component Gross	201	2,173	Minor circulation, internal walls
Building Gross	236	2,535	Major circulation, washrooms, utility rooms, exterior walls etc.
Total	1,110	11,953	Building Gross

It was also recommended that an additional 400m² (4,300 ft²) be included to account for potential supplementary amenities in both development options. Supplementary amenities may include a café, restaurant, grand lobby or retail space.

Cornerstone recommended that both facility development options should be carried forward to the Business Case development phase as their feasibility depended upon a variety of factors that would emerge with more detailed planning. In chronological order, Cornerstone's recommended path forward was:

- Perform a site location identification and feasibility analysis: identify and analyze different available sites that could support either option (A or B). This study should include a high-level analysis of site requirements to support the anticipated programming as well present the expected cost implications of attaining each identified site.
- Perform detailed facility requirements and operational planning: develop detailed functional programs as well as conducting the operational and economic analysis.

- Develop conceptual designs specific to the identified sites.
- Prepare a Business Case that identifies the recommended option, site location and total estimated capital and yearly operational costs.
- Prepare design documents and initiate construction.

It was assumed that each stage of the recommended path forward would include/require stakeholder engagement and approval from Council.

The District moved forward with the recommended path and contracted Cornerstone Planning Group to perform the next step: site identification and feasibility analysis. The result of that research is contained within this report, which considers both District-owned and privately-owned sites that could be accommodated with one consolidated facility or two separate facilities.

Project Approach

The adopted approach to complete the scope of work involved an 8-step process. Each step is described below:

- 1) Project Kick-Off and Background Documentation Review** – Key team members reviewed background material and prepared for the kick-off meeting. They met with AFAC, introduced the project work plan and confirmed project goals, schedules, and stakeholders.
- 2) Framework of Core Principles** – Before site identification ensued, Cornerstone worked with District staff and AFAC to develop a framework of core principles to guide site identification and analysis (see page 20). The framework would later be used for the high-level ranking of the identified sites.
- 3) Site Requirements, Identification, and High-Level Analysis** – With an agreed upon framework, and with insight gained from the Facilities Plan completed in 2019, site area and functional requirements for consolidated and separate facilities were developed. Cornerstone then met with District departments to gather site related information. Sites were analyzed by AFAC and Cornerstone using the collected information, measured against the core principles. The results of the exercise revealed the top-rated sites that would be considered for additional analysis.
- 4) Site Analysis – Top Rated Sites** – The top-rated sites were analyzed in greater detail with respect to the implications of a developing an arts facility. The implications included preparation of massing diagrams, Class D costs, and land value assessments.
- 5) Community Workshop** – The Community Workshop was used to inform the community of the site analysis process and the findings to date, and obtain community input and acceptance. The format of the session was presentation with Q+A. All community commentary was collected and used in the analysis moving forward.
- 6) Draft report** – A draft report was prepared using all of the collected information and findings of the analysis. District staff and the AFAC had two rounds of review with the report.
- 7) Finalize Report** – The report was finalized, incorporating all comments and feedback from District staff and AFAC members.
- 8) Council Presentation** – The final report was summarized and presented to Council on March 9th, 2020 for approval.

Key Terms

Several important terms are used throughout this document to describe the estimated areas for each building use option. The definitions include the following:

- A **Component** is a group of spaces with common purpose. For example, the entrance component may include a lobby, reception desk, and coatroom.
- **Internal Circulation** is the area assigned to move between the spaces/rooms within a component. For example, the hallways within a staff only zone.
- **External/Major Circulation** is the area assigned to the spaces between components. For example, the building stairway between floors is major circulation.
- **Net Square Meters (NSM)** is the usable space within a room/area, excluding wall thicknesses. Net Square Meters will also be reported in Net Square Feet (NSFT).
- **Component Gross Square Meters (CGSM)** is the area of all programmable and support spaces including internal circulation and interior wall thicknesses within the component(s). Component Gross Square Meters will also be reported in Component Gross Square Feet (CGSFT).
- **Building Gross Square Meters (BGSM)** is the total area of all levels of a building as measured to the outside face of exterior walls. It includes all rooms/areas, internal and external circulation, building systems (mechanical, electrical, HVAC etc.), and interior and exterior walls. Building Gross Square Meters will also be reported in Building Gross Square Feet (BGSFT).

PREVIOUS DOCUMENTATION REVIEW

The District has prepared a number of policies, strategies, goals, and objectives concerning the challenges and opportunities of arts and culture across an array of documents. Cornerstone reviewed 11 documents to help inform site identification and site analysis. The following section summarizes a list of the reports of particular relevance to this study, and why; key findings from each report that drove this project are detailed in the Appendix.

Table 6: Document Review Summary (all by District of West Vancouver unless otherwise noted)

Year	Report	Relevance
2019	WSP Flood Control Level Report	Analyzes minimum flood construction levels of the Ambleside coastline.
	Ambleside Off-Street Parking Review Report (ISL Engineering)	Provides a thorough review of existing and future parking supply (both public and private off-street) within the Ambleside area
2018	Official Community Plan	A guiding document for West Vancouver's community future. Identifies policies and priorities regarding arts and culture planning that will drive appropriate sites, including overall zoning and connections between areas of interest.
	Economic Development Plan	Provides economic integrations of arts and culture to be considered.
	West Vancouver Arts & Culture Strategy (2018-2023)	Guiding goals and strategies specifically related to the arts. Approved by Council in June 2018.
	Emerging Vision for the Community Centre Site	Provides guidance regarding the likely future of the Community Centre Site.
2017	Ambleside Community Profile	Informs the planning process for the future of the Ambleside Town Centre; influencing site analysis factors.
2016	The Ambleside Waterfront Concept Plan	Analyzed potential improvements to the Ambleside waterfront. Themes will influence site analysis factors, including economic connectivity, pedestrian traffic / access, and placemaking abilities of various sites. Plan included a placeholder location for a future arts and culture facility adjacent to the Ferry Building.
2012	Parks Master Plan	A number of potential arts facility sites are located in parkland. The plan sets a clear direction for the management, protection, and enhancement of and community engagement within West Vancouver's parks, trails and open spaces, to meet the immediate and long term (10 year) needs of the community.
2011	Zoning Bylaw	The Zoning Bylaw is a necessary document when analyzing potential sites for an arts facility, particularly when understanding the land-use and regulations of each site, and the surrounding context.
2010	Strategic Transportation Plan	The Strategy articulates various visions for major transportation corridors (in particular, Marine Drive), which, if implemented, will have implications with respect to vehicle, pedestrian, and transit access to many of the sites in the site analysis.
	Climate Action Plan	This Plan highlights the importance of the site analysis to consider sites with exemplary sustainability potential. It also

Year	Report	Relevance
		discusses potential impacts of climate change if reductions are insufficient or do not take place – providing the project with insight with respect to which sites are more at risk of experiencing such impacts, and which are not.

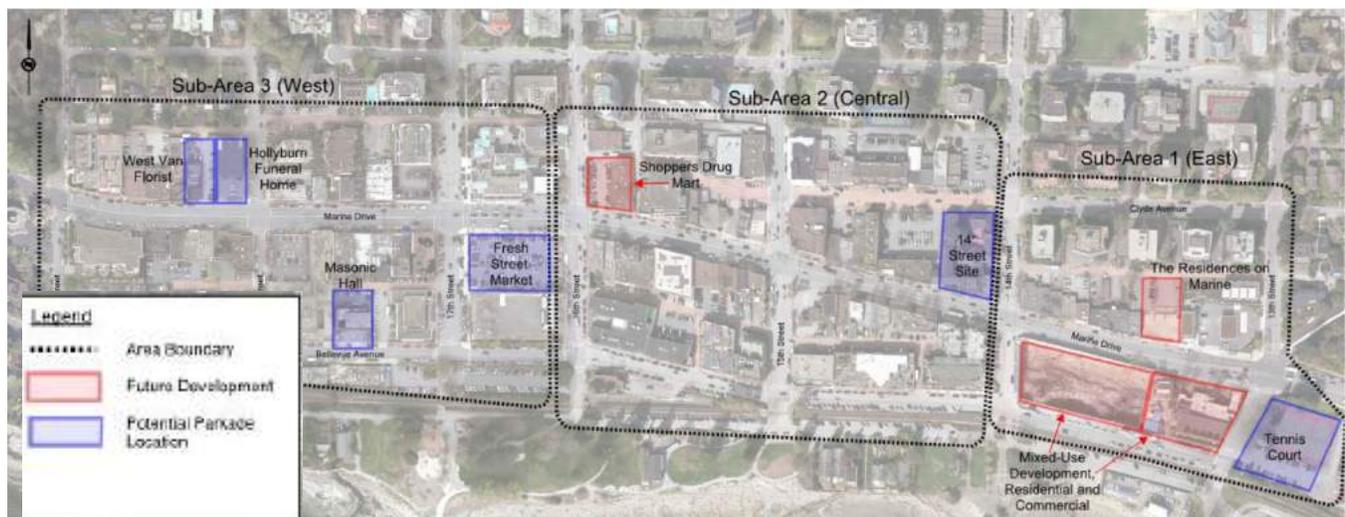
A Note on Parking within Ambleside

Parking within Ambleside has historically and is currently a point of concern for any development project in West Vancouver. In determining the most appropriate site for a future arts and culture facility, parking is a critical factor. To ensure that the reader has a complete understanding of the current parking conditions within Ambleside, the following information has been summarized from the *Ambleside Off-Street Parking Review Report*, prepared by ISL Engineering in February 2019. The goal of the Off-Street Parking Review Report (the study) was to understand the current and future parking supply and demand.

The study defined the geographical Ambleside area roughly as between 13th Street and 19th Street and between the CN Rail Tracks and Clyde Avenue. It was determined that Ambleside currently has 1,768 available off-street public and private parking stalls which are utilized up to 75% of the maximum around noon.

For more specificity, the study sub-divided the study area into three sub-areas (shown in the following figure). Sub-area 1 was found to have sufficient parking for the current commercial development and is able to support an additional 21,000 ft² of commercial development before requiring more parking. Sub-area 2 was found to require an additional 25 parking stalls to support today’s commercial activity and sub-area 3 would require additional parking for any new development.

Figure 3: Parking Study Sub-Areas, Ambleside Off-Street Parking Review Report, ISL Engineering, 2019



The study made a number of recommendations to address the short-term parking issues and the long-term parking goals of Ambleside. The recommendations are:

- Increase utilization of private off-street parking
- Generate shared-parking opportunities amongst private property owners
- Increase parking turnover in popular areas by reducing time limits

- Provide longer time limit parking spaces outside the prime area with corresponding signs
- Enforce parking regulation during peak periods by District's bylaw staff, especially at the locations with the proposed reduction in on-street parking time limits.
- Reduce automobile trips and encourage alternative forms of travel improving public transit, walking and cycling conditions to expand the range of destinations currently serviced by a parking facility
- Consider pay parking

The Ambleside Off-Street Parking Review also indicates that a parking structure could be considered to accommodate additional parking demand. Seven sites were identified for potential redevelopment and upon analysis, all but three sites were eliminated. The sites appropriate for further review were Ambleside Park Tennis Courts, 14th Street Site and Fresh Street Site. The study concluded that the most appropriate site for the parking structure would be located at the 14th Street Site, pending extensive public engagement. High-level cost estimates indicated that a parking structure would require \$25-30M for construction. The number of parking stalls included within the parking structure was not included within the study.

A Note on Sea-Level Rise

It is critical to consider potential challenges and constraints with respect to climate change-induced sea-level rise on any site analysis. WSP conducted a study for the District (completed in January 2019) which identified the minimum Flood Construction Levels (FCL's) for three properties within the Ambleside waterfront. The key findings revealed that FCLs for this area ranged from 4.8 metres to 5.2 metres by year 2100 assuming moderate cuts to carbon pollution consistent with ~2° C of warming (the main target of the Paris Agreement). This means occupied spaces must not be built below these elevations as they are at risk of inundation. That said, "non-occupied" spaces such as underground parking can be built below these levels, with careful architectural and engineering design.

There are a range of factors that the WSP report does not consider including potential development and coastal defence construction such as levees and seawalls, and future erosion. However, if interpreted as a ball-park estimate of expected sea-level rise by 2100, future development of an arts and culture facility should assume flood construction levels will need to be considered for sites near the foreshore.

FRAMEWORK OF CORE PRINCIPLES

The specific requirements of an arts facility have key implications for whichever site is considered most appropriate for development. These implications necessitated the creation of a framework of core principles which were jointly developed by Cornerstone, AFAC, and district staff. The framework included principles related not only to facility and site function and financial viability, but also to qualitative measures aligning with what is expected of an arts facility (i.e. does the site allow for inspirational architecture, visual prominence and / or placemaking and destination abilities, etc.). Primarily, the site analysis must rank sites in alignment with the purpose statement:

The purpose of this facility is to support the arts and culture community in West Vancouver, and to affirm West Vancouver's reputation for locals and visitors as an arts-oriented community.

In total, 13 core principles were developed to guide the site analysis process. They are:

- 1 Connectivity with Arts and Culture Community
- 2 Placemaking/Destination Ability
- 3 Functional Appropriateness
- 4 Pedestrian / Vehicle / Public Transit Access
- 5 Economic Connectivity
- 6 Future Flexibility
- 7 Parking & Loading
- 8 Neighbourhood Enhancement
- 9 Sustainability
- 10 Alignment with District of West Vancouver Planning and Policy
- 11 Development Timing
- 12 Development Complexity
- 13 Financial Efficiency

The principles were used to rank the identified District-owned sites with the goal of eliminating clear outlier sites. That is, sites that may technically be viable, but not appropriate for an arts facility. In this part of the analysis, each principle was scored separately and weighted equally to produce an overall score. The intention of this equal weighted approach was to take a high-level pass through each site, paying attention to the vast array of principles that contribute to a successful facility. Once outliers were eliminated, detailed analysis could proceed for the top three District-owned sites. The following section outlines each principle for District-owned sites, and then describes the key differences associated with the site analysis of privately-owned sites.

Core Principles – District-Owned Sites

Connectivity with Arts and Culture Community

The site should seamlessly integrate with other West Vancouver arts and culture assets. The site should support an optimal relationship between the facility and local arts and culture organizations and facilities, and align with the District of West Vancouver's Arts & Culture Strategy (2018).

The figure below identifies the location of current District-owned and community arts and culture facilities. The current intent is that programming within the Silk Purse, Music Box and Art Museum will be provided from the new facility(ies) in the future.

Figure 4: Existing District-Owned Arts Facilities and Community Arts Facilities Map



Placemaking/Destination Ability

The site should enable the facility to establish itself as a destination and a landmark. The site is envisioned to be:

- Be visually accessible to the local residents and visitors.
- Support the possibility of inspirational architecture.
- Be able to provide ample, high-quality public space that complements existing public space.
- Be able to support placemaking activities (including events).
- Establish an inviting ambiance.

Functional Appropriateness

The site should be functionally appropriate to support the delivery of programs and services as defined within the needs assessment. The site should:

- Meet the area requirements of the facility and outdoor space allowances.
- Ensure the possibility of allowing functional components that are desirable at the ground-floor to be at grade.

Pedestrian / Vehicle / Public Transit Access

The site should be easily accessed by all forms of transport. The site should:

- Be easily accessible from public transportation, major circulation routes and foot traffic.
- Support the expected vehicular traffic, including emergency vehicle access, so as to not cause disruption on adjacent streets.
- Embody a sense of walkability.

The figure below reveals transit stops, bike paths, and the 5-minute walkshed surrounding the Ambleside Commercial Core. This map was used to assess the accessibility of sites from a multi-modal transportation perspective.

Figure 5: Ambleside Mobility Options Map (Ambleside Community Profile, 2017)



Economic Connectivity

The site should be in an area where strong, mutually beneficial relationships can be formed. The site should:

- Support economic development within West Vancouver.
- Be in close proximity to complimentary business districts and / or high-traffic areas (foot traffic or otherwise) that allow for substantial social interaction and engagement.
- Enable synergies to be developed between nearby businesses and the facility.

The figure below reveals the extent of major employment areas in Ambleside. This figure, in conjunction with other data, site visits, and discussions with District staff was used as a high-level tool to assess the differing levels of economic connectivity of each site.

Figure 6: Ambleside Employment Areas Map (Ambleside Community Profile, 2017)



Future Flexibility

The site should allow for development flexibility. This could involve elements of:

- Project phasing.
- Facility expansions.
- Compatible / additional market or public uses.
- The ability of a site to allow for the inclusion of adaptive spaces (e.g. underground parking able to be re-purposed to a different use should changes in transportation technology reduce parking needs).

Parking & Loading

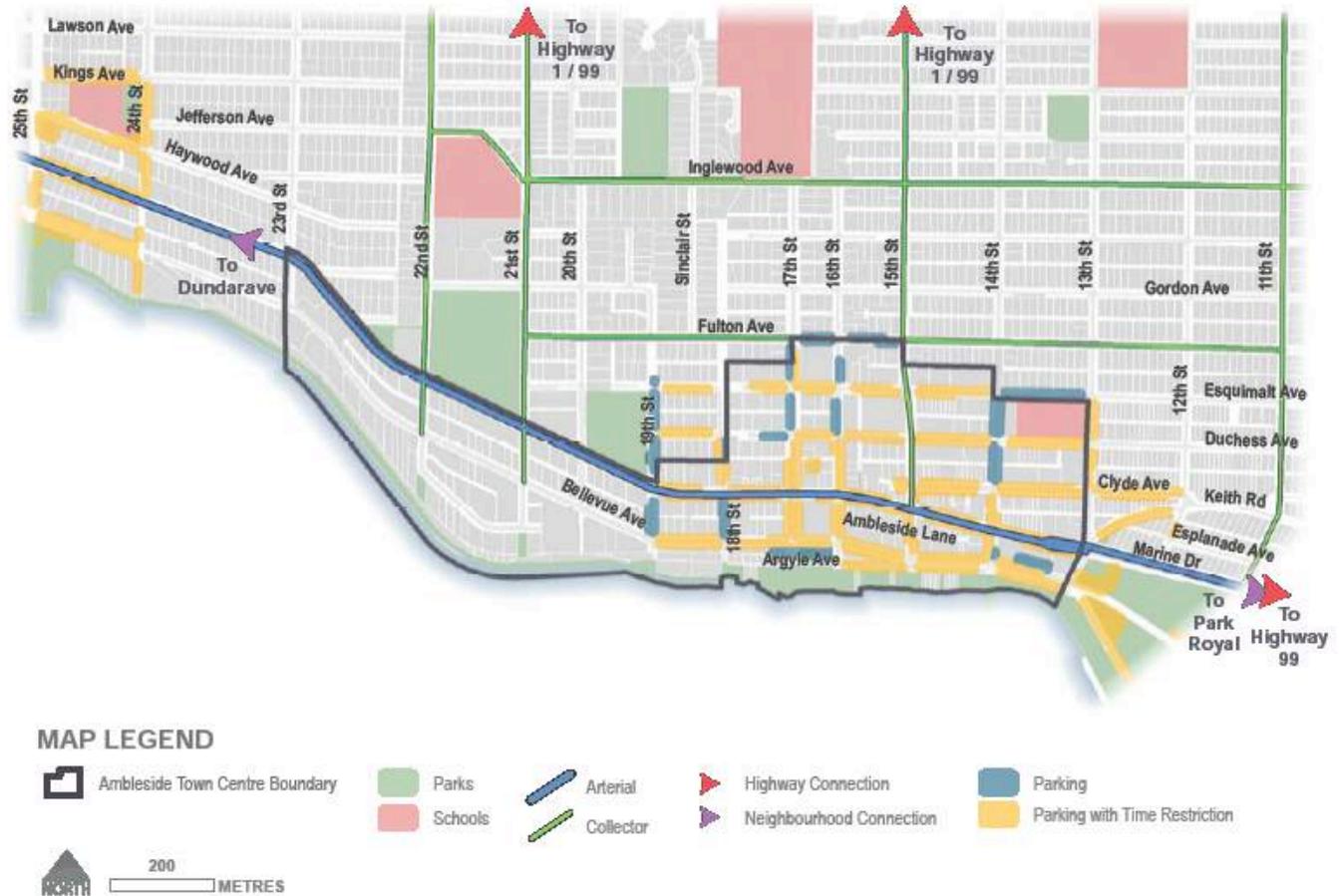
Discussions with District staff and the public revealed that parking in West Vancouver is an issue of primary concern. The site should meet the requirements for public, staff and community parking. Development on the selected site should:

- Maintain or increase the quantity of community parking stalls within the immediate area.
- Allow for adequate staff and public visitor parking on site.

- Allow for current and future loading requirements, including by individual artists.

The figure below reveals the extent of primary parking areas and regional connections in Ambleside. This map was used as a high-level tool to assess the state of parking for each site.

Figure 7: Ambleside Employment Areas Map (Ambleside Community Profile, 2017)



Neighbourhood Enhancement

The site should enhance the structure and activities of the surrounding neighbourhood. The site should facilitate the establishment of relationships of complementary organizations and adjacent users, and strengthen the cultural richness of the area.

Sustainability

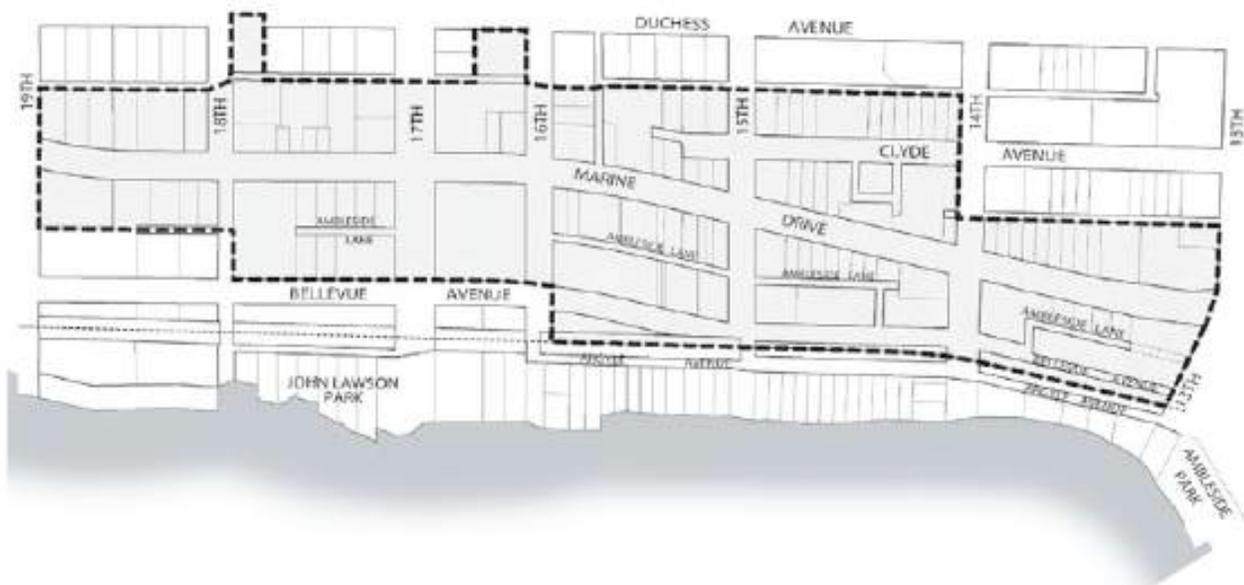
The site selection process should consider sustainable building practice objectives, with a goal of developing an exemplary sustainable facility that meets the requirements of the BC’s Energy Step Code and responds to the Climate Action Plan objectives. Some sustainable building considerations include erosion and sediment control, developing near existing density, capacity to reduce automobile reliance (proximity to alternative transportation), reduce disturbance of existing green space or natural habitat, storm water management, avoid flood plains, avoid farmable land, amongst others.

Alignment with District of West Vancouver Planning and Policy

The site should be in a location that generally conforms with District of West Vancouver strategic planning and zoning policy. We anticipate that a re-zoning would be required for this site, although conformance with existing zoning in detail would be considered a benefit. The site development should align with recent West Vancouver strategic planning documents.

Certain areas in West Vancouver are better equipped to support the development of an arts facility. For instance, a review of land-use in the West Vancouver OCP showed that the Ambleside Village Centre Development Permit Area (as shown in the figure below), is an optimal location for an such a facility. The site analysis assessed a site's potential to develop an arts facility based on special development areas such as this one, and land-use more generally.

Figure 8: Ambleside Village Centre (West Vancouver Official Community Plan, 2018)



Development Timing

The site should be situated in an area where the timing of the facility's construction is unimpeded and will not be negatively impacted by nearby or planned developments.

Development Complexity

The site should minimize development complexity as much as possible. A site may be harder to develop if it is located in an area:

- With suboptimal surface and subsurface conditions such as a significant slope or a bog.
- Within a flood zone.
- Without proper access to utilities.

Financial Efficiency

The site should optimize the financial efficiency of the development:

- Site development should support the best use of the land considering the financial opportunity and the social value of the property.
- Site acquisition (if required) should be affordable.
- Site should not impose undue operating expenses.

Core Principles – Privately-Owned Sites

The framework of core principles had to be adjusted for the analysis of privately-owned sites as development on private land involves a different process, particularly with respect to Development Timing, Development Complexity, and Financial Efficiency. The following modifications were made and shown in *italics* to reflect this difference:

Development Timing

The site should be situated in an area where the timing of the facility's construction is unimpeded and will not be negatively impacted by nearby developments. *If part of a development project, the project should be defined and have approval and construction deadlines in the near future.*

Development Complexity

The site should minimize development complexity as much as possible. A site may be harder to develop if:

- It has suboptimal surface and subsurface conditions such as a significant slope or a bog.
- It is within a flood zone.
- It is without proper access to utilities.
- The site requires additional density to support the inclusion of an Arts facility.
- There are development negotiations that include multiple sites (land swaps).
- The addition of the facility imposes design and / or construction complexity.

Financial Efficiency

The site should *optimize the financial efficiency of District funding:*

- Site should not impose undue operating expenses.
- Site should support minimizing District capital investment over the facility(ies) life span (30+ years).
- Site's ability to generate revenues.

SITE AREA REQUIREMENTS

Before identifying potential site locations and performing site analysis, it is critical to quantify the area site requirements for either one consolidated facility or two separate facilities. The site requirements are based on the following assumptions:

- Building Gross Areas** Required building gross areas were developed as part of the Arts and Culture Facilities Plan, completed in early 2019. These values are used as the baseline facility area requirements for this further analysis.
- Parking** The number of parking stalls has been determined based on the functional requirements for the facilities, given that these requirements exceed those required on a per-area basis due to zoning (assuming “Community Use Zone”). The functional parking stall analysis can be found in the Appendix.
- Should site development displace existing street parking, it is assumed that the new facility(ies) will replace the parking stalls as part of the development.
- Options explore the feasibility of surface, parkade and underground parking. Site area will determine what is feasible.
- Detailed parking analysis’ should be performed following this study to review area parking strategies as there are likely parking efficiencies associated with parking sharing, hours of use, public transit and encouraging modal shifts.
- Building Height** It is assumed that the facilities should be 3 or less storeys. This was determined by identifying the ground floor requirements for each option (based on functionality) and reviewing the functions of the remaining spaces. Functionality of the spaces begins to deteriorate for facilities above 3 storeys (excluding parking). Optimal facility efficiency is with one or two storeys.
- Supplementary Amenities** The Arts and Culture Facilities Plan identified an allowance for Option #A and #B for supplementary amenities, which could include a restaurant, grand lobby or retail space. This area allowance (400m²) has been included within the site requirements for both the consolidated building option and the stand-alone art museum option.
- Outdoor Support Space** It is assumed that each facility operator will strongly prefer to have some dedicated outdoor green space to support programming. An outdoor support space allowance of ~150-200m² has been included within each option.
- Green Space** No greenspace allowance has been included within the site area requirements. It is assumed that each option will require a green space allowance, and this should be considered during architectural design as there are many creative ways to address this.

The following table outlines the site area requirement guidelines using the above assumptions. The area requirements are shown in more detail in the Appendix.

Table 7: Summary of Minimum Site Sizes

	BGSM (1 Storey)	3-Storey (Surface Parking)	3-Storey (2-Level UG Parking)
A. Consolidated Community Arts and Culture Centre	2,366	5,058	1,850
B. Stand-alone Community Arts Centre	1,129	2,823	1,018
B. Stand-alone Art Museum	1,150	3,220	1,110

SITE IDENTIFICATION

Both District and privately-owned sites have been identified and analyzed as part of this study. The process for identifying sites varied depending on ownership.

The process to identify ***District-owned sites*** suitable for inclusion involved discussions with District departments, review of previously developed planning documentation and information gathering sessions with AFAC, with contributions from members of the public in attendance.

The process to identify ***Privately-owned sites*** suitable for inclusion began with a context scan of the Ambleside area by Cornerstone Planning Group. This scan looked for sites that met site area requirements and were considered appropriate for future development. For example, a site that was >1,000m² and was being used for a function that could be moved outside of Ambleside with little disruption to the neighbourhood was considered. Other privately-owned sites were identified if they were:

- Identified within the Official Community Plan as special sites for increased density (from their current zoning) and meet the site area requirements.
- Neighbouring sites under the same ownership that meet the site area requirements.
- Neighbouring sites that have different ownership with site use that is considered appropriate for relocation.

Following the context scan, sites were presented to AFAC and the District for consideration. Both groups had the opportunity to identify other suitable sites for inclusion. No discussions with private property owners have taken place as part of this study.

Site identification was focused on the Ambleside area for both District-owned and privately-owned sites. Sites outside of the Ambleside area have been considered as they were flagged by either AFAC or community members.

The sites and maps below present potential District-owned and privately-owned properties for high-level analysis. Descriptions of each site follow and are listed in order from east to west. Any site below ~5m Flood Construction Level in elevation may experience sporadic flooding; special geotechnical and flood mitigation for these sites will require further consideration.

Figure 9: District-owned sites identified for high-level analysis



Figure 10: Privately-owned sites identified for high-level analysis



Ambleside Park – Tennis Courts

**Address:**

0 Ambleside Park

Current Zoning:

Single-Family Dwelling Zone 5 (205-RS5)

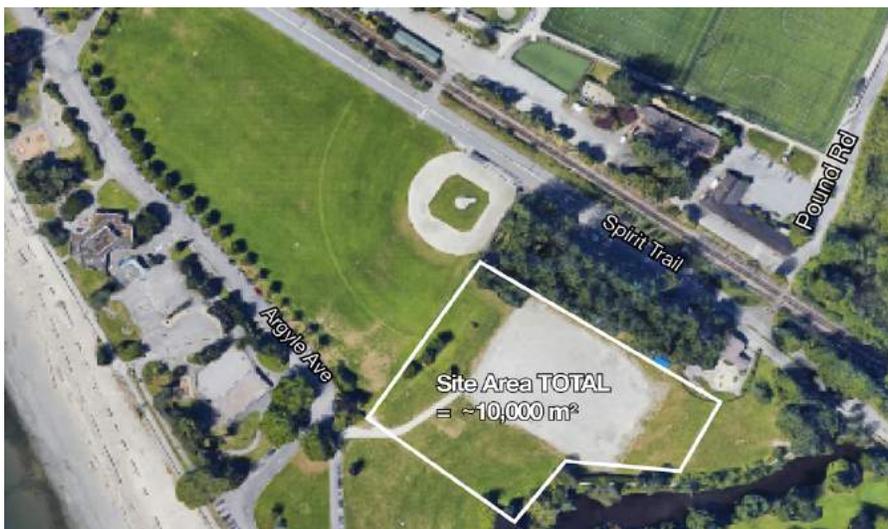
Area:~4,500 m²**Elevation:**

+3-5m MSL

Site Context: The site fronts Marine Drive and 13th Street, resides within Ambleside Park, and is in close proximity to the waterfront. Vehicular Access to the site is via 13th Street, while pedestrian and transit access primarily stems from Marine Drive.

The property is currently occupied by 3 tennis courts and approximately 50 parking stalls used by Ambleside Park patrons. The site is lined with heritage registered Silver Maple trees on the western portion (which are expected to be retained).

Ambleside Park – H-Field

**Address:**

1018 Pound Road

Current Zoning:

Single-Family Dwelling Zone 5 (205-RS5)

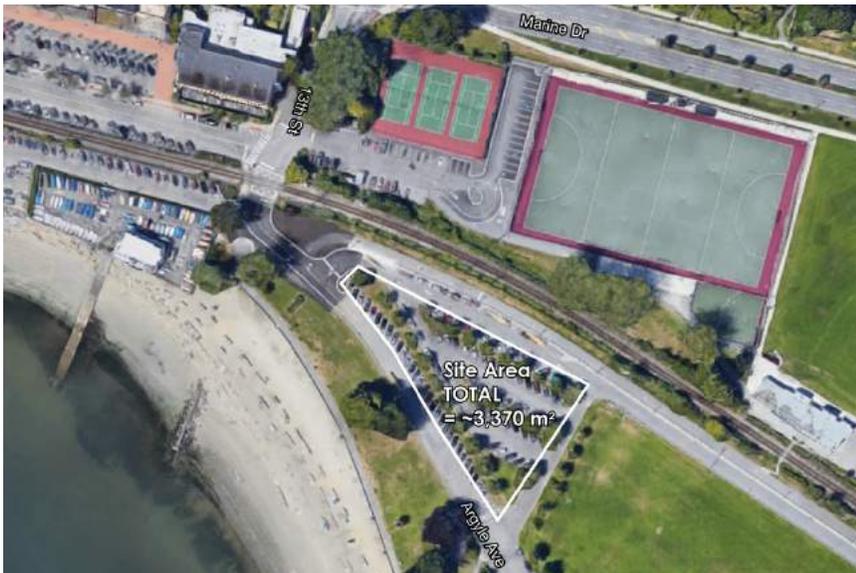
Area:~ 10,000 m²**Elevation:**

+3m Mean Sea Level (MSL)

Site Context: This parcel is located south of the rail line and spirit trail, accessed from Argyle Ave.

The property serves as overflow parking with no delineated stalls and gravel surfacing and all weather sports field. Additionally, it serves as event space for a number of District events.

Ambleside Park – South Parking Lot



Address:
0 Ambleside Park

Current Zoning:
Single-Family Dwelling Zone 5 (205-RS5)

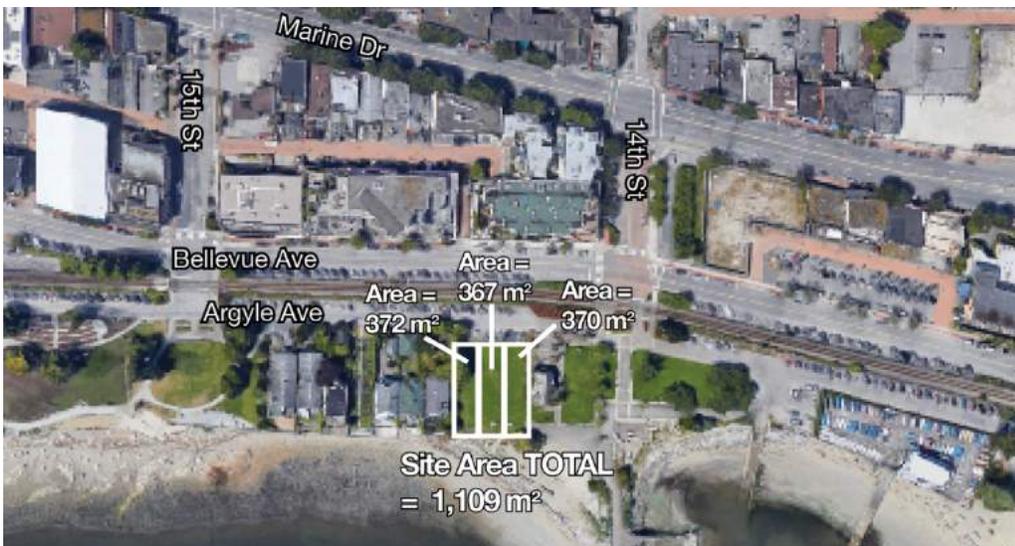
Area:
3,370 m²

Elevation:
+3m MSL

Site Context: This parcel is located south of the rail line and Spirit Trail and is located directly on the waterfront. The site has vehicular access from Argyle Avenue and pedestrian access from the Spirit Trail.

The site currently serves as a parking lot with approximately one-hundred (100) stalls and landscaping, as well as intermittent use for the Ambleside Artisan Farmer’s Market and the Lions Club annual Christmas Tree Sale.

Ferry Building Properties



Address:
1420 Argyle Ave
1430 Argyle Ave
1434 Argyle Ave

Current Zoning:
Ambleside Waterfront Community Use Zone 5 (CU5)

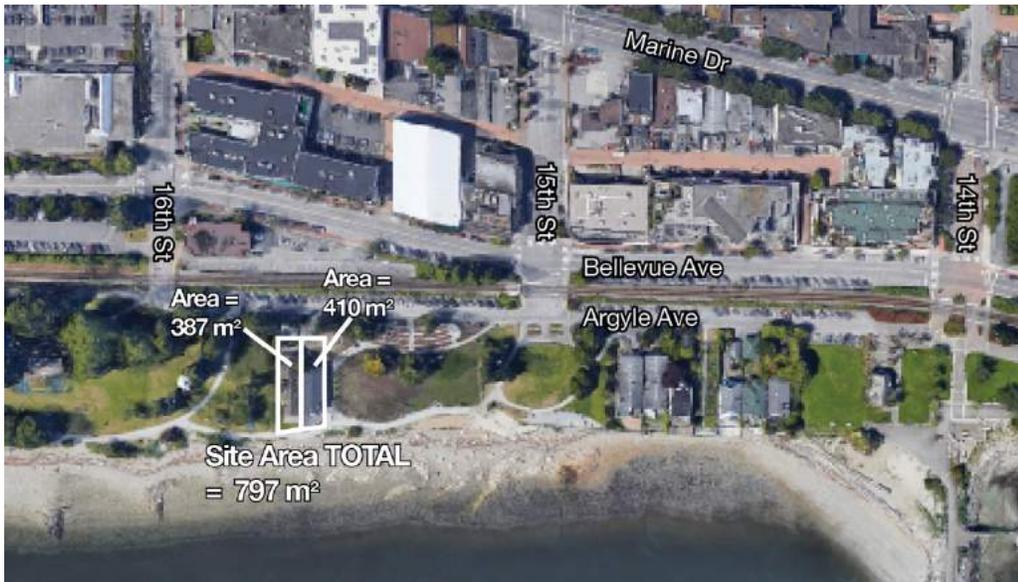
Area:
Total 1,109 m²

Elevation:
+4m MSL

Site Context: This parcel is south of the rail line and fronts on Argyle Avenue.

This site is currently vacant and landscaped to improve the exterior aesthetic for the Ferry Building.

Music Box & Silk Purse


Address:

1564 Argyle Ave
1570 Argyle Ave

Current Zoning:

Ambleside
Waterfront
Community Use
Zone 5 (CU5)

Area:

Total 797 m²

Elevation:

+3m MSL

Site This parcel is south of the rail line and fronts on Argyle Avenue.

Context:

This site is currently occupied by the Silk Purse and Music Box. The two parcels are narrow and limit the development options for the proposed Art Museum/Gallery facility.

John Lawson Park Parking Lot


Address:

195 16th St
186 16th St

Current Zoning:

Duplex Dwelling
Zones (251-
RD1)

Area:

Total 1,366 m²

Elevation:

+4m MSL

Site This parcel is located north of the rail line, fronts on Bellevue Avenue and can be accessed from 16th Street.

Context:

Currently the property is a paved parking lot that serves local businesses and waterfront park users with approximately fifty (50) stalls. The parcel is narrow in shape which may limit design options and exterior aesthetics.

District Offices



Address:
 1542 Fulton Ave
 1538 Fulton Ave
 791 15th St
 775 15th St

Current Zoning:
 Single Family Dwelling
 Zone 5 (RS5)

Area:
 Total 2,568 m²

Elevation:
 +24m MSL

Site Context: The property fronts Fulton Avenue and 15th Street. The site is adjacent to the Fire Station and is in close proximity to West Vancouver Municipal Hall.

West Vancouver Art Museum



Address:
 680 17th St

Current Zoning:
 Multiple Dwelling
 Zone 2 (RM2)

Area:
 1,133 m²

Elevation:
 +24m MSL

Site Context: The property fronts Esquimalt Avenue and 17th Street. The site can be accessed by pedestrians from 17th Street, Esquimalt Avenue, and the alleyway south of Esquimalt Avenue.

The site is directly adjacent to the West Vancouver Municipal Hall and contains the Gertrude Lawson House, a designated heritage house that houses the West Vancouver Art Museum and West Vancouver Archives.

Memorial Park – Lawn Bowling



Address:
650 20th St

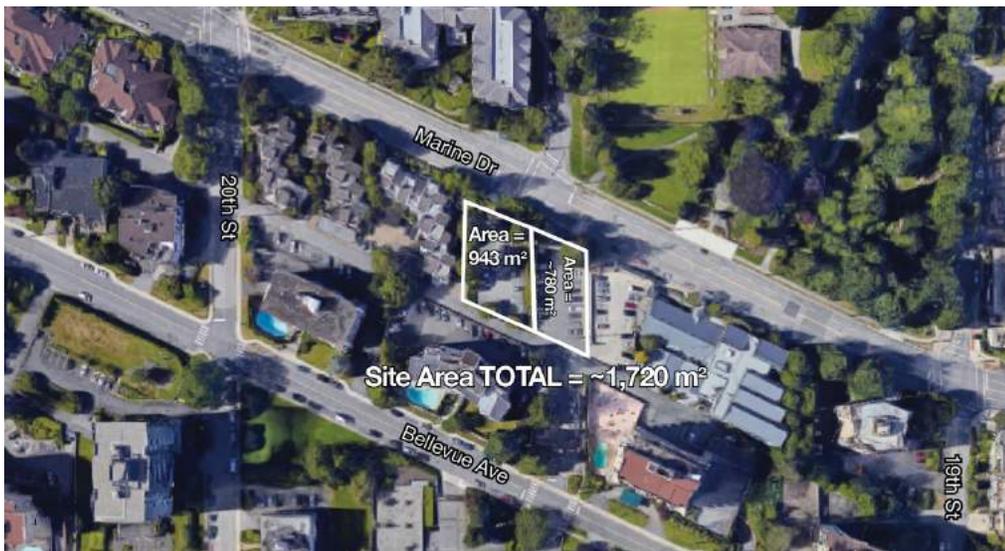
Current Zoning:
Single Family
Dwelling Zone 5
(205-RS5)

Area:
6,413 m²

Elevation:
+29m MSL

Site Context: The parcel fronts on Marine Drive, and borders 20th Street and Esquimalt Avenue. There is pedestrian access from all four directions and vehicular access from 20th Street. The property currently serves the West Vancouver Lawn Bowling Club and used for various gatherings throughout the year.

Library Parking Area



Address:
265 20th St
20th St

Current Zoning:
Western: Public
Use Zones (PU1)
Eastern: Un-zoned
Right-of-Way for
20th St

Area:
1,720 m²

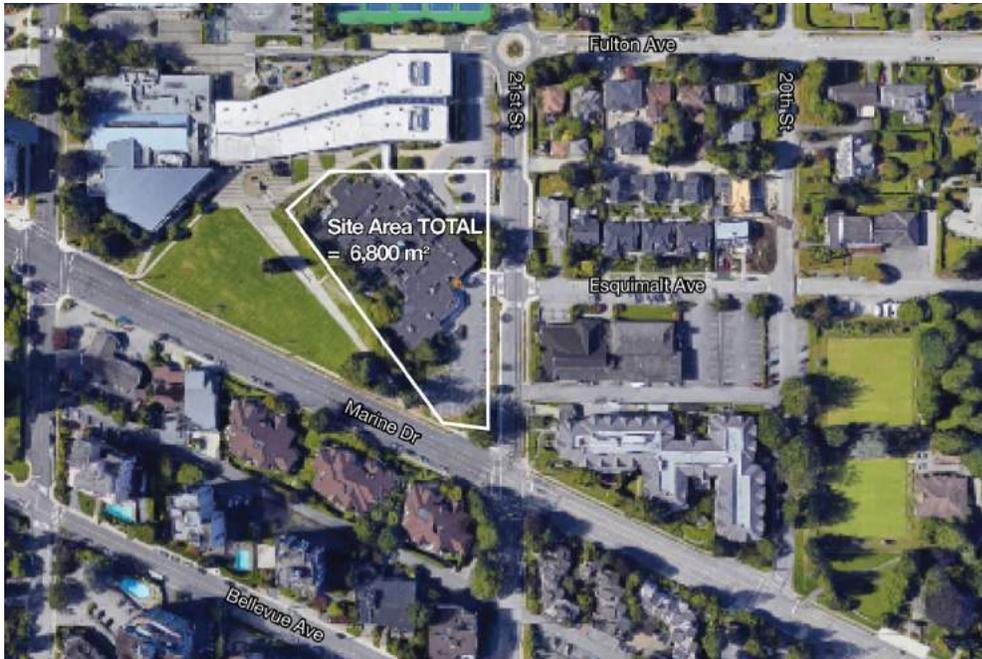
Elevation:
+22-23m MSL

Site Context: The parcel fronts on Marine Drive, and borders 20th Street. There is pedestrian access from Marine Drive and 20th Street, and vehicular access from 20th Street.

Both parcels are currently being used for library parking (approximately 40 stalls).

West Vancouver Community Centre – Seniors' Activity Centre

This site's inclusion in the analysis depends upon the acceptance and implementation of "The Emerging Vision" for this site, as reported to FAC and Cornerstone by members of the West Vancouver Community Centre Society in late 2019. In Phase 1, the vision would involve the movement of the Arena onto the tennis courts portion where it would develop into a Sportplex. Phase 2 would then move and expand the Seniors' Activity Centre at the previous Arena location. Phase 3 would enable an opportunity to develop an arts facility where the Seniors' Activity Centre used to be. The implication is that development would begin in ~15 years.



Address:
695 21st St

Current Zoning:
Community/Public
Use Zones (CU1)

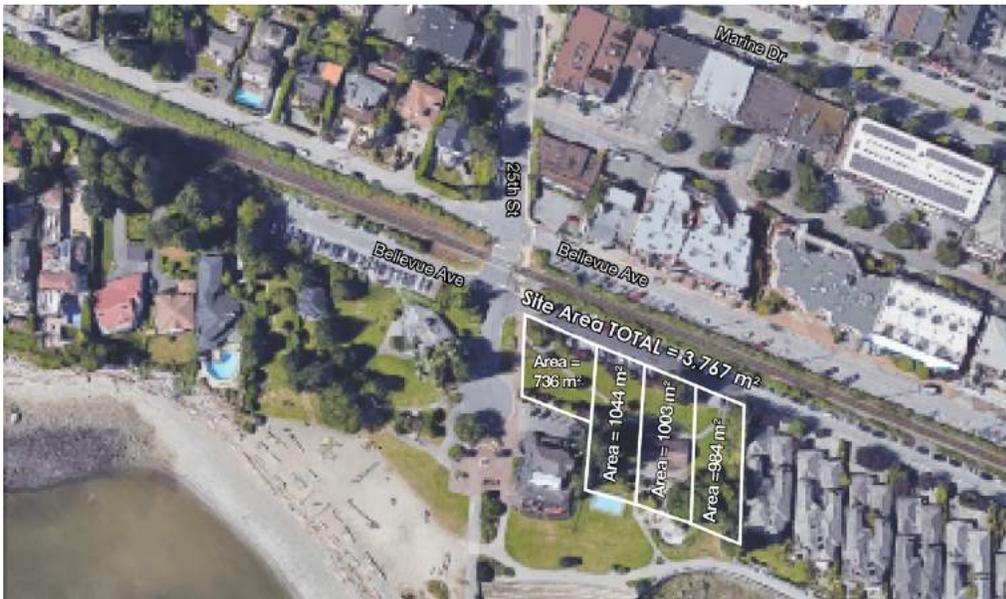
Area:
6,800 m²

Elevation:
+28m MSL

Site Context: The parcel fronts and can be accessed from Gordon Avenue.

The property is currently the home of the West Vancouver Seniors' Activity Centre. As explained above, the development timeline on this site is severe (~15 years out before development is possible, assuming Phase 1 & 2 of the Blue Sky Report are successfully implemented).

Dundarave Park



Address:
190 25th St

Current Zoning:
Duplex Dwelling
Zone 1 (RD1)

Area:
2,568 m²

Elevation:
+6-7m MSL

Site This parcel is south of the rail line and fronts on Bellevue Avenue and 25th Street.
Context: The property is currently occupied by the Dundarave Preschool By the Sea and parkland.

Park Royal – Gateway Residence Ground Floor



Address:
752 Marine Dr

Current Zoning:
Mixed Use,
Park Royal North
(CD57)

Area:
1,240 m²

Elevation:
+9m MSL

Site The portion of the Gateway site (identified by the developer as possible for an arts and culture centre) fronts Marine Drive off Taylor Way.

Parking/construction of Gateway Residences. This site is too small to support a consolidated facility though it could support either an Arts Museum or a Community Arts Centre as one component of the larger Gateway development project.

1400 Block

**Address:**

1400 Block (North)

Current Zoning:

Various (AC, C, CR)

Area:Ten lots totaling
~6,500 m².**Elevation:**

+5m MSL

Site The site fronts Marine Drive and Clyde Avenue, and is located between 14th and 15th Streets.

Context: Current site vehicle access is shared primarily between Marine Drive and Clyde Avenue, while pedestrian access is complete across the whole site.

Currently occupied by Kumon Math & Reading Centre, Kanata Tech, Ichiban Japanese Kitchen & Sushi, Ginger & Soy Chinese Cuisine, Squarerigger Pub, Bella Ceramica, Subway and other business and retail outlets, and ~65 stalls of surface parking.

Due to the size of the site, it can support a consolidated facility as part of a larger development. The site resides in the Ambleside Village Development Permit Area. The generalized use and zoning of the site is Mixed-Use and Commercial. Little to no tree removal is required if the site were developed. The majority of the 1400 Block (~90%) is owned by a single organization.

Kal Tire & Edmonds Appliances

**Address:**

1519 Clyde Ave
503 15th St

Current Zoning:

Ambleside Centre
Zone 1 (AC1);
Ambleside Village
DPA

Area:

1,860 m²

Elevation:

+5-7m MSL

Site The site fronts Clyde Avenue and 15th Street. Current access to the site is primarily via
Context: Clyde Avenue and 15th Street.

Currently occupied by Kal Tire and Edmonds Appliances. The site is of sufficient size to support a consolidated facility assuming the Kal Tire lot and the Edmonds Appliances lot are joined. If developed, the site would not require any tree removal. The owner of site is iKOR Group.

Sweeney Building Site

**Address:**

1590 Bellevue Ave

Current Zoning:

Ambleside Centre Zone 1
(AC1)

Area:

915 m²

Elevation:

+3m MSL

Site The site fronts Bellevue Avenue and lies directly adjacent to the CN rail tracks.
Context:

The site is currently occupied by a variety of small businesses in a rental agreement. The small size of the site limits accommodation options and can therefore only support a Community Arts Centre.

Fresh Street – 1600 Block



Address:
1650 Marine Dr

Current Zoning:
C2, in Ambleside Village DPA.

Area:
5,672 m²

Elevation:
+4-8m MSL
(8m at Marine Dr)

Site Context: The site fronts Marine Drive and Bellevue Avenue, between 16th and 17th Streets. Current site vehicle access is via 16th and 17th, while pedestrian access can occur from all sides, with Marine Drive being the most frequent pedestrian access point (for transit access as well).

Mixed use. The northern half of the site contains a parking lot complete with ~80 stalls (these would need to be replaced if site were developed). The south site is home to Fresh St. Market Grocery Store, Okanagan Estate Wine Cellar, and Tea House.

The site can support a consolidated facility and would require some tree removal if the site were developed.

Masonic Hall



Address:
1763 Bellevue

Current Zoning:
Community Use Zone 3 (CU3), in Ambleside Village DPA.

Area:
Total 1,138 m²

Elevation:
+6-7m MSL

Site Context: The site consists of two lots fronting Bellevue Avenue, and backing onto Ambleside Lane, only one block away from Marine Drive.

The current use of the site is occupancy of The Dance Conservatory West Vancouver. The owner of the site is iKOR Group.

The site is relatively small and therefore cannot support a consolidated facility. If the site were developed, 8 parking stalls would need to be replaced.

West Van Florist & Hollyburn Funeral Home



Address:

1826 Marine Dr
531 18th St

Current Zoning:

Ambleside Centre
Zone 2 (AC2)

Area:

Total 2,739 m²

Elevation:

+15m MSL

Site Context: Both sites front Marine Drive and can be accessed from Marine.

The West site is currently occupied by the West Vancouver Florist Home & Garden, and has 20 surface parking stalls. The owner of the site is iKOR Group.

The East site is currently occupied by a funeral home and 11 surface parking stalls, and is owned by an individual owner.

The West site alone is of sufficient size to accommodate a consolidated arts and culture facility. The East site alone can only support the Community Arts and Culture Facility.

High-Level Site Analysis

The high-level site analysis is intended to identify site outliers that should not be analyzed further. This process comprised two different streams of information:

1. AFAC was presented base information about each site (location, areas, current use, shape of site, constraints etc.) and asked to rank them against each of the guiding principles. Each guiding principle was ranked between 0-5 (with 5 being best) and a total score for each site was tallied. The resulting site rankings were used as an input to Cornerstone Planning Group's high-level analysis.
2. Cornerstone Planning Group (CPG) used the same guiding principles to rank each of the sites identified. Besides the base information provided to the AFAC, CPG had more detailed information about the sites, which included site elevations, maps identifying other arts and culture facilities, access maps (public transportation, walkability, parking), future site area requirements (including community parking requirements) and engineering related data (transportation and climate studies).

One additional District-owned site was added to the list of potential sites after the AFAC had completed their high-level rankings. The site, Ambleside Park – South Parking Lot was added as a result of public comments during AFAC meetings. CPG included Ambleside Park – South Parking Lot in their high-level analysis. The AFAC had the opportunity to analyze the site during the detailed analysis.

Detailed assessments of each principle for each site are available in the Appendix. It is important to note that the process of ranking the sites is not based on quantifiable data and instead relies on qualitative information. Detailed analysis and development of quantifiable data for all identified sites is not feasible at this level of planning. The results of the District-owned site ranking process have been summarized in the following table.

Table 8: High-level site analysis results – District-owned sites

Guiding Principles	Ambleside Park - Tennis Courts	Ambleside Park - H-Field	Ambleside Park – South Parking Lot	Ferry Building Properties	Silk Purse & Music Box	West Vancouver Art Museum	Seniors Activity Centre (WCC)	Memorial Park - Lawn Bowling Site	John Lawson Park Parking Lot	Library Parking Site	West Vancouver Offices	Dundarave Park
Connectivity with Arts and Culture Community	4	2	4	5	5	2	4	4	5	4	2	2
Placemaking/Destination Ability	5	4	5	5	5	1	3	3	4	3	1	4
Functional Appropriateness	5	5	4	1	0	2	4	4	3	3	4	4
Pedestrian / Vehicle / Public Transit Access	5	3	3	2	2	2	4	4	4	4	2	3
Economic Connectivity	4	2	4	4	4	1	2	2	5	2	1	2
Future Flexibility	3	4	3	2	0	2	4	4	1	2	4	3
Parking & Loading	4	5	3	2	0	3	5	5	3	4	4	4
Neighbourhood Enhancement	4	4	4	4	4	3	2	2	4	3	3	4
Sustainability	4	4	3	4	4	2	4	4	2	2	2	4
Alignment with District of West Vancouver Planning and Policy	4	4	4	2	2	3	3	1	4	1	3	2
Development Timing	4	4	4	4	4	4	1	3	4	3	4	4
Development Complexity	3	3	2	2	2	4	4	3	3	3	4	3
Financial Efficiency	3	3	2	2	2	2	4	4	4	4	4	3
Subtotal	52	47	45	39	34	31	44	43	46	38	38	42
CPG Rank	1	2	4	8	11	12	5	6	3	9	9	7
AFAC Rank	1	2	-	6	7	11	3	4	5	8	9	10

RESULTS: The District-owned site ranking process revealed the two top sites for consideration were in Ambleside Park: the Tennis Courts and H-Field. The third ranked site by the AFAC was the Seniors' Activity Centre, whereas CPG ranked John Lawson Parking Lot third.

The privately-owned sites have undergone a similar yet separate ranking process. As mentioned previously, guiding principles for privately-owned sites were modified to better reflect the private development scenarios. It is not relevant to rank Private sites against District owned sites, since the two sets of sites would follow such different development paths. The high-level analysis of all of the privately-owned sites, their rankings and justification are shown in the Appendix. The following table exhibits the results of the AFAC and CPG ranking of the privately-owned sites.

Table 9: High-level analysis of privately-owned sites

Guiding Principles	Park Royal - Gateway	1400 Block	1590 Bellevue	Kal Tire + Edmonds Appliance	1600 Block	Masonic Hall	West Van Florist + Hollyburn Funeral Home
Connectivity with Arts and Culture Community	1	4	4	3	4	4	3
Placemaking/Destination Ability	1	3	2	1	3	1	1
Functional Appropriateness	3	5	1	3	5	1	4
Pedestrian / Vehicle / Public Transit Access	5	5	2	3	5	4	4
Economic Connectivity	5	5	2	4	4	3	3
Future Flexibility	1	1	1	1	1	1	1
Parking & Loading	4	4	1	4	5	4	3
Neighbourhood Enhancement	1	5	4	3	4	5	5
Sustainability	4	3	4	3	3	3	3
Alignment with District of West Vancouver Planning and Policy	3	5	4	5	5	5	5
Development Timing	5	3	3	3	3	3	3
Development Complexity	4	4	2	3	4	3	4
Financial Efficiency	4	5	4	4	5	5	5
Subtotal	41	52	34	40	51	42	44
CPG Rank	5	1	7	6	2	4	3
AFAC Rank	6	1	5	3	2	7	4

RESULTS: Both AFAC and CPG ranked the 1400 Block (North side of Marie Drive) and the 1600 Block (South side of Marine Drive) as the top two sites to develop to include an arts and culture centre.

Top-Ranked Sites

Using the information from the high-level site analysis, six siting options were identified for further exploration. An additional site configuration for the Ambleside Park – South Parking Lot was developed during consultation with the District and AFAC and was retroactively added for detailed analysis. The seven top rated sites (five District-owned and two privately-owned) suitable to support either a consolidated or separate arts and culture facility are:

Table 10: Top-rated sites for further analysis

#	Option	Description
1	Ambleside Park – Tennis Courts Consolidated Facility	<ul style="list-style-type: none"> • 2 floors (partial) • 2 levels of underground parking
2	Ambleside Park – H-Field Consolidated Facility	<ul style="list-style-type: none"> • 2 floors (partial) • 1 level of underground parking + surface parking
3	Ambleside Park – South Parking Lot Consolidated Facility	<ul style="list-style-type: none"> • 2 floors (partial) • 1 level of underground parking
4*	John Lawson Park Parking Lot Ambleside Park – South Parking Lot Two Separate Facilities	<ul style="list-style-type: none"> • 1 floor • 2 levels of underground parking • 1 floor • 1 level of underground parking
5*	Ambleside Park – Tennis Courts Ambleside Park – South Parking Lot Two Separate Facilities	<ul style="list-style-type: none"> • 2 floors • 1 level of underground parking + surface parking • 2 floors • 1 level of underground parking
6	1400 Block Consolidated Facility	<ul style="list-style-type: none"> • Assume 2 floors • Assume underground parking
7	1600 Block Consolidated Facility	<ul style="list-style-type: none"> • Assume 2 floors • Assume underground parking

These sites were deemed the most appropriate sites considering the defined guiding principles. The determination of whether each site should be further analyzed with a single consolidated facility or a single arts facility has been based on that site's ability to support the facility and parking requirements.

*Option #4 and 5 separates the facilities onto two separate sites to allow for comparison between siting options; however, each of the identified sites could accommodate a single consolidated facility development.

COMMUNITY INFORMATION SESSION

Cornerstone Planning Group hosted a presentation and Q&A session with community members on November 20th, 2019.

The primary focus of the session was to:

- Review history and context of the study.
- Introduce the group to the site identification process.
- Identify all sites that were considered and analyzed as part of the study.
- Present the results of the high-level site ranking process.
- Discuss the pros and cons of using District-owned sites and privately-owned sites.
- Collect community feedback on the process, the sites analyzed and the top-ranked sites.

Participants offered their valuable perspectives on the process and several key themes emerged from the Q&A portion, five of which are detailed below.

Table 11: Key Themes from the Community Information Session

Theme:	Theme Description / Project Team Response
Site Selection and the Reliance on Parking	<p>The community's reliance on parking will decrease into the future as more people begin to use other methods of transportation and site selection should not be limited based on the current need for parking.</p>
	<p><i>Response:</i> The number of parking stalls identified for each site option should be considered the upper limit to what could be constructed.</p>
Parking Strategies	<p>A number of building configuration strategies could address the development complexity involved in meeting parking requirements. One strategy may be to extend surface parking into Ambleside parkland, another might be to tunnel underneath the railway tracks and connect the arts facility with existing parking lots.</p>
	<p><i>Response:</i> While there are arguments to be made for both sides of the parking vs parkland debate, prioritizing parkland appears to be the best way forward. A tunnel is an expensive proposition with the potential to stall the project; a pedestrian walkway may be a better option and could be considered during detailed design.</p>
Appreciation of Existing Facilities / the 'Dirty' Creative Process / and the 'Soul' of a Facility	<p>The community strongly appreciates the charm and services provided by existing arts facilities (e.g. Silk Purse / Music Box). There were concerns that with a new arts facility, the spaces would lack the 'soul' felt at existing facilities. As well, there was a fear that the new arts facility was too focused on the spectacle of art and did not consider the 'dirty' and organic aspect involved in the creative process.</p>
	<p><i>Response:</i> The Project Team is in complete agreement with the importance of these comments – these were not lost amongst the necessary quantitative factors involved in the analysis.</p>

Theme:	Theme Description / Project Team Response
Facility Identity – Consolidated vs. Separate and Opportunities for the Separate Facilities Option	<p>Curiosity grew with respect to the possible arrangements of two separate facilities; given that many of the sites identified are large, two separate facilities on one of these large sites could be pursued. This idea combines the convenience of two arts facilities being on the same site, as well as potentially greater expression of unique arts facility identities.</p> <p><i>Response:</i> The “consolidated” option assumes financial/energy efficiencies in sharing mechanical and parking spaces but does not preclude the ability to create separate identities and even entrances as desired (to be determined in a detailed design process).</p>
Equal Weighted Site Factors (Site Guidelines)	<p>Several participants asked: why weight all site factors equally when some factors are likely more important than others?</p> <p><i>Response:</i> The detailed analysis following the preliminary ranking process looks at each of the top ranked sites in more detail. At this stage, sites are not ranked using scoring.</p>

SITE ANALYSIS: TOP RANKED SITES

The sections that follow describe each of the top seven site options in greater detail, analyzed using another six influential factors. Supporting this, the District-owned sites include a Class D cost estimate and massing diagrams. Due to their developer-dependent nature, the privately-owned sites do not include Class D costing or massing diagrams.

Introduction to Additional Analyses

Qualitative Factors

The detailed analysis was carried out on each shortlisted site by further evaluating (qualitatively, but specifically):

- a. The suitability of the site to support arts and culture
- b. Ease of access (transit, pedestrian, vehicular)
- c. Ability to support required parking and loading
- d. Development factors including complexity and disturbances
- e. Financial implications, and
- f. Site massing reflecting design and identity opportunities

Class D Cost Estimates

The detail supporting the Class D cost estimates can be found in the Appendix of this report. All cost estimates were prepared by SSA Quantity Surveyors. Common to all of the Class D estimates within this report are a number of underlying assumptions. They are:

- Estimates include allowances for project contingency (site and building design, construction, and general project).
- Estimates includes allowances for project consultants (architectural, engineering, surveyors and specialty consultants).
- It is assumed that each site will require service upgrades (electrical, water, storm, telephone/cable and gas). Major service infrastructure upgrades have not been considered.
- The following have been excluded from the estimates:
 - Land costs, as all sites analyzed are District-owned properties.
 - Escalation.
 - Allowances for project phasing, hazardous material identification and removal, and unknown adverse geotechnical conditions.
- Pricing is based on current 3rd quarter 2019 unit rates that are considered reasonable, but competitive, for the size, type and complexity of this project.
- The estimate accuracy is +/-25% 18 times out of 20.

Operational cost estimates and funding strategies have been prepared under a separate cover by District staff.

Massing Diagrams

The massing diagram exercise uses the following underlying assumptions:

- The facility has been sub-divided into components to help with the massing exercise. This was done to align the area requirements for spaces that require ceiling heights of >8'. This includes spaces such as the galleries, rehearsal hall, multipurpose rooms and meeting rooms, for example.
- Facilities that have fewer storeys are functionally more efficient. Each massing option aims to keep as many spaces on the ground floor as possible. No option includes facilities with more than two storeys.

Option #1: Ambleside Park – Tennis Courts

The Tennis Courts site within Ambleside Park is sufficiently sized to support a two-storey consolidated community arts and culture facility and two levels of underground parking. It is assumed that the majority of the site would be developed, with the exception of the treed area on the North and West side of the site. The District would re-locate the tennis courts to a new location within Ambleside Park south. The exact location is to be determined within the Ambleside Parks Master Plan (in progress).



Facility Configuration	Consolidated Art Museum and Community Arts and Culture Facility
Building Gross Area	~2,350 m ² / ~25,000 ft ² (includes supplementary amenities)
Number of Storeys	2 (partial second floor)
Parking (Functional)	100
Parking (Displaced community stalls)	50
Parking Configuration	1-level of partial underground parking and 1-level of underground

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Supports a consolidated facility (and therefore gains efficiencies) • Strong visual prominence / street presence • Connects Ambleside Park with Ambleside Village Centre 	<ul style="list-style-type: none"> • Underground parking required to support facility approaches 40% of project cost • Potential architectural challenge involved in distinctly separating the Community Arts and Culture Facility and the Art Museum • Slight extra cost to relocate Tennis Courts

Suitability of the site to support arts and culture: This site is well-positioned to support arts and culture activities in West Vancouver. Its unique advantage compared to the other sites is that it is in close proximity to both the natural setting of the waterfront and Ambleside Park, and the commercial and residential areas of Ambleside Village Centre. The natural setting provides an ambiance that an arts facility warrants and arguably needs, while the Ambleside Village Centre provides considerable pedestrian, vehicle, and transit traffic. As well, the Ambleside Village Centre area contains many arts organizations such as the Ferry Building Gallery, Pandora’s Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, and 4Cats Arts Studio. The other sites are slightly less suited to support arts and culture activities due to their more central location in Ambleside Park (and therefore farther away from arts organizations and desired traffic flows) or in the case of John Lawson Park Parking Lot site, having a more ‘urban’ setting, thereby reducing visibility for arts and culture.

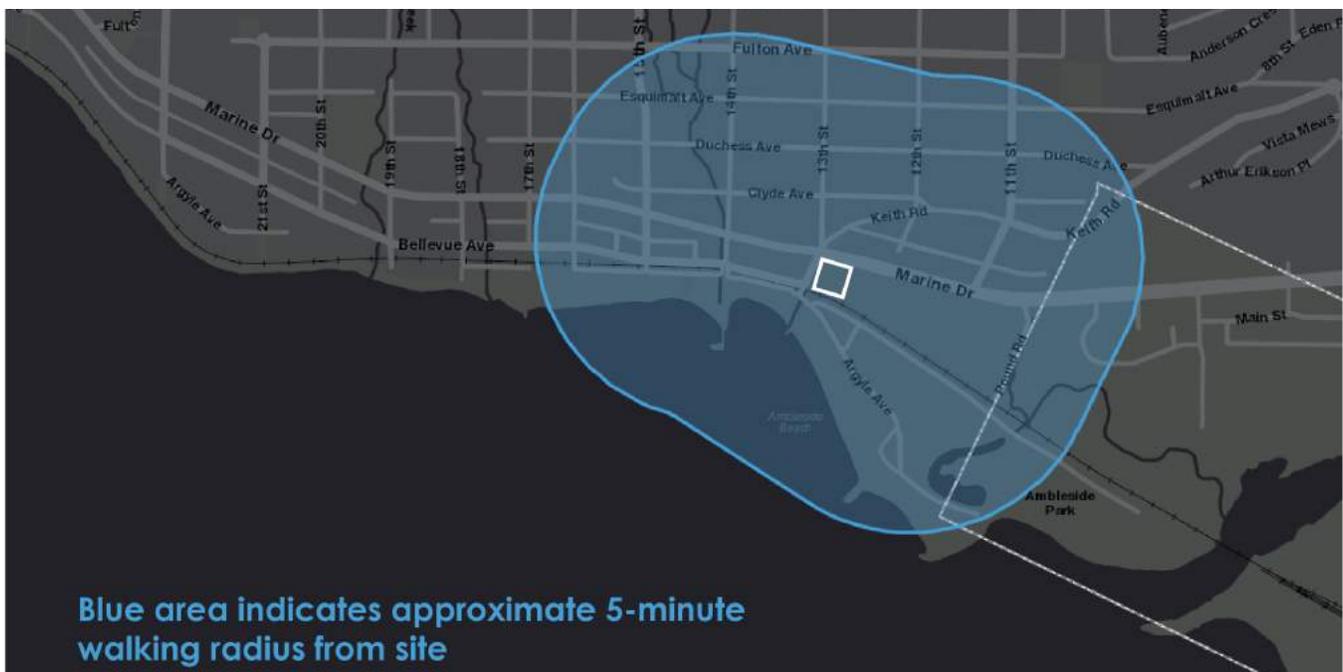
Access: Pedestrians can access the site by foot via Marine Drive, 13th Avenue or Argyle Avenue. It is expected that the largest amount of foot traffic attendees would access the facility via Argyle Avenue as there is a significant portion of the community who frequent the waterfront walking path. The site is closely located to nearby bus stops (<200m) on Marine Drive that run east and westbound. The east bound bus stop is used for 6 bus lines, and the westbound bus stop is used for 9 bus lines. The

majority of the attendees accessing the site by personal vehicles will use Marine Drive. There is a dedicated left-turning lane going eastbound on Marine Drive. The following figures identify a 5-minute walking radius, nearby bus stops and roads surrounding the Tennis Courts site.

Figure 11: Ambleside Park - Tennis Courts access map



Figure 12: Ambleside Park – Tennis Courts 5-minute Walking Radius Map



Parking and Loading: As mentioned above, this site would require two levels of underground parking to support the activities of the consolidated arts and culture facility and the displaced parking stalls currently on the site. The 50 existing parking stalls are used to support the tennis courts and the neighbouring Rutledge Field (field hockey). An additional 100 stalls are required for the activities anticipated at the arts and culture facility. Due to its close proximity to other facilities in the Central Business District, this site could utilize alternative parking garages and stalls off peak times, reducing the need for on-site dedicated parking. The sites adjacency to Marine Drive may also support the addition of street parking. Loading and unloading activities will either take place in the underground parking structure or via the sites main circulation (dependant on facility and site design). The vehicle circulation of the site needs to ensure that there is a drop off area for community members visiting Rutledge Field. The Parks department also performs field maintenance occasionally which requires access of a semi-trailer and constructionn vehicles.

Development Factors: To redevelop this site into an arts and culture facility there are a number of development factors that need to be considered. They are:

- **Sea-Level Rise:** The site is currently ~3m above sea level, which is ~2m below the recommended building construction level (BCL), as defined by a recent sea-level rise study performed by WSP Engineers. The report recommends that the building construction level is between 4.8-5.2m above sea level. The variance between the levels are a result of different sea-level rise models. It is recommended that any space used for assembly be at or above the building construction level. For reference, the elevation of Marine Drive, directly adjacent to the site, is ~5m. If the site was developed, the two levels of underground parking would be below the BCL and the actual facility would be above, at the Marine Drive level.
- **Soil Condition:** Two geotechnical reports have been prepared in 2009 and 2010 that look at the soil conditions of Rutledge Field. The 2009 report, completed by Trow, considered the soil conditions to support an underground parkade and the 2010 report assessed the soil conditions throughout the site. These assessments have been reviewed and the results of the studies are used to provide an indication of what the soil conditions may be like at the Tennis Courts site.
 - The 2009 report indicated that the organic rich, soft soils are compressible under superimposed building pressures and therefore post-construction settlement would not be acceptable. The report recommended that the building be constructed on piles to bypass the organic silts.
 - The 2010 report indicated that the soil conditions across the site are variable and included fill, near surface peat and compressible silt, and natural sand and gravel inter-layered with peat and silt.

Should this site be used for development of a consolidated arts and culture facility, it is assumed that there will be adverse soil conditions and that the design should consider piles.

- **Trees:** The site currently has a number of trees on the north and west side of the site. There are Silver Maple trees along the western edge of the site included in the West Vancouver Community Heritage Register. The trees range in size up to ~40ft tall. It is feasible to assume that site development can take place without impacting the health of the treed area. For planning purposes, it is assumed that the drip line of the trees are respected.
- **Neighbourhood Disruption:** The facility is anticipated to be lower than the existing trees that line the site and therefore should minimally impact views from the neighbourhood north of the site.
- **Timing:** The District is planning to carry out roadwork on 13th Avenue this year and in 2020. It has also been identified that road work will take place on Marine Drive between 13th and 19th in

the next 2-5 years. It is unlikely that this construction will impact the development timing of a facility at the Tennis Court site.

- **Existing Use:** The site is currently used as a community tennis court. The redevelopment of this site needs to consider that the tennis courts are relocated elsewhere. The location of the tennis courts is to be determined during the Parks Master Planning process (underway).

Financial Implications: The Ambleside Park Tennis Court site is able to support a consolidated facility, which implies that there will be building, operating and staffing efficiencies when compared to 2 separate facilities. To develop this site to include a facility similar to that described, it is estimated to cost \$38.1m, as per the Class D cost estimate. The following summary table outlines the estimated costs associated with developing the Ambleside Park Tennis site; including relocating the tennis courts.

Table 12: Ambleside Park – Tennis Courts costing summary

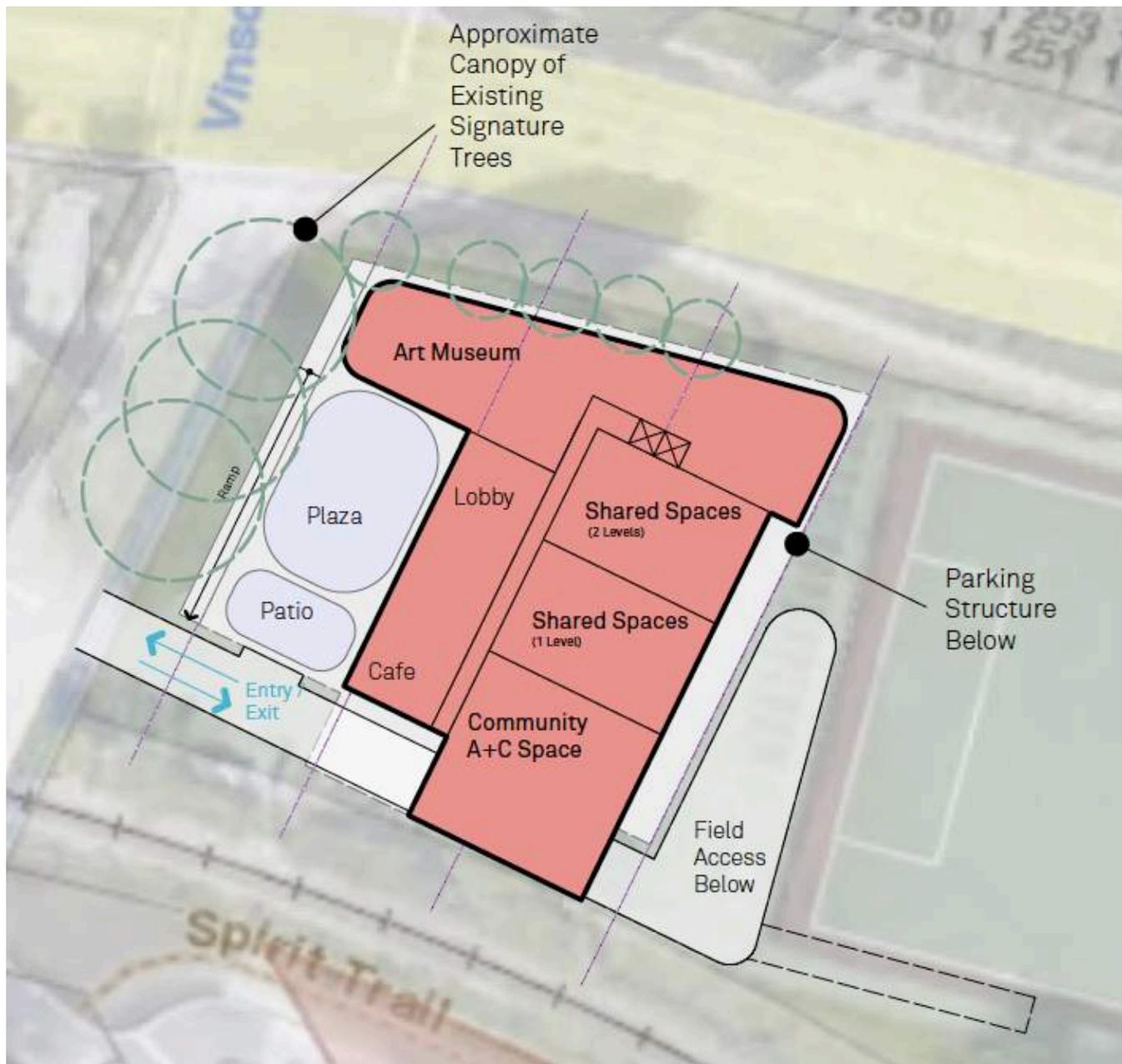
	Totals
Land	\$0
Construction (facility)*	\$17,600,000
Construction (parking)	\$10,178,000
Contingency for Construction (5%)	\$1,389,000
General Project Contingency (2.5%)	\$744,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$6,416,000
Furniture, Furnishings and Equipment And AV/IT	\$1,760,000
Estimated Project Cost	\$38,087,000

*Includes the cost of relocating the existing tennis courts to a new location within Ambleside Park. An allowance of \$450,000 has been used in the analysis.

The costs associated with the construction of the underground parking structure accounts for ~26% of the overall estimated cost. It has been estimated that the parking will cost ~\$67,900 per stall for construction related costs alone. Due to the substantial cost of parking, the adoption of a parking strategy to minimize the required number of stalls for this site would significantly reduce construction costs. Additionally, the adjacent Grosvenor Site located at 13th Street on Marine Drive accommodates ~50 public parking stalls, which could be used by visitors.

Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of the consolidated arts and culture facility on the Tennis Courts site.

Figure 13: Ambleside Park - Tennis Courts: Possible site configuration – Plan view

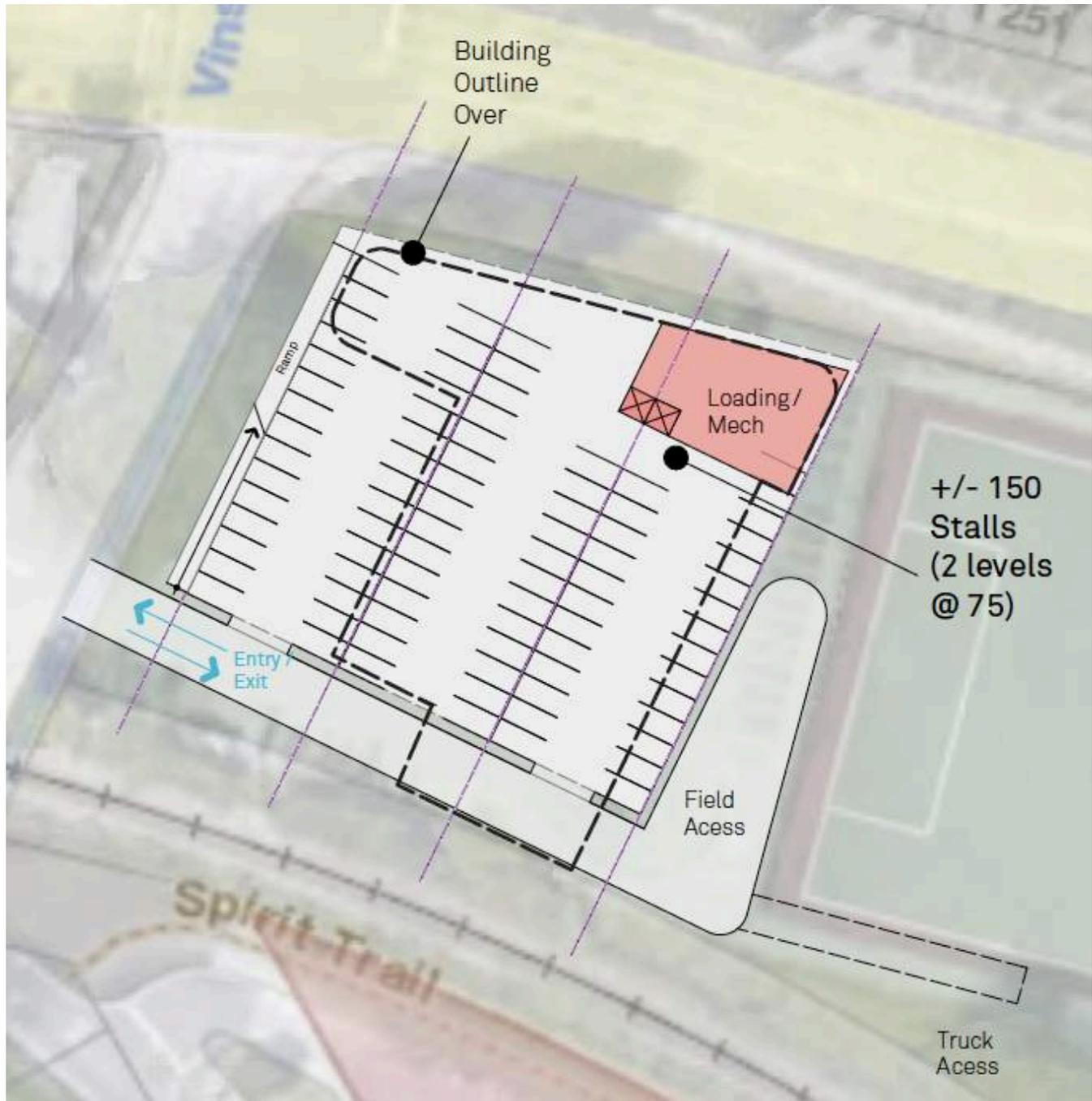


Some key points on the above test fit diagram are:

- Art museum space fronts Marine Drive and 13th (entrance of Ambleside).
- Community arts and culture space overlooks Ambleside Park and has direct views of the waterfront, without any obstructing structures.
- Opportunities for both the Art Museum spaces and the community arts and culture spaces to open up onto the outdoors. There is a strong connection to nature.
- This configuration leaves the vast majority of the sites trees untouched. Arborist study is required to verify.
- The outdoor space has been drawn to be south west facing which is ideal for outdoor activities.

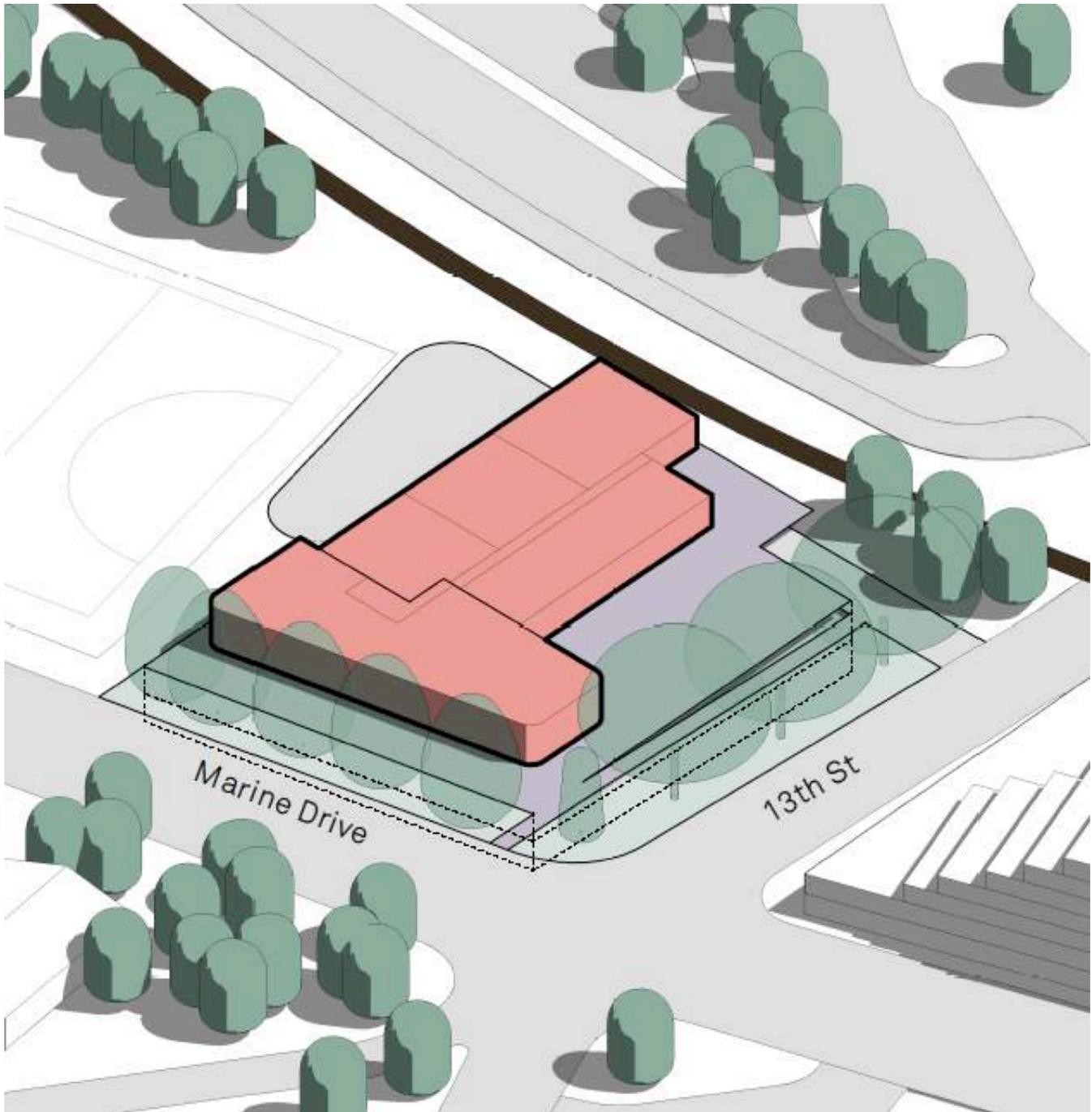
- Due to the size of the site, there are ample opportunities to expand the facility in the future and to use the surrounding site for programs and events. The site also allows for many different facility configurations.

Figure 14: Ambleside Park - Tennis Courts: Possible site configuration – Plan view, parking



This configuration would provide parking to support the functions of the consolidated facility and all of the stalls that are displaced as a result of the development. Parking would be accommodated using two levels of parking. One level of underground parking would be partially underground due to the flood construction levels. Access to Rutledge Field would be via the site's vehicle circulation. Access to the facilities loading zone is via the underground parking structure.

Figure 15: Ambleside Park - Tennis Courts: Possible site configuration – Massing diagram



The massing exercise shows the scale of the building on the site. It is estimated that the facilities overall height will be ~7.5m, which is shorter than the trees that surround the site. This configuration assumes that only administrative spaces are stacked.

The following images estimate elevation views of the proposed facility from Marine Drive (Westbound and South facing).

Figure 16: Massing view of consolidated facility on the Tennis Courts #1



Figure 17: Massing view of consolidated facility on the Tennis Courts #2



Option #2: Ambleside Park – H-Field

The H-Field site with Ambleside Park is sufficiently sized to support a two-story consolidated community arts and culture facility and a mixture of underground and surface parking. It is assumed that the northern portion of the site would be developed and there would be remaining open field to the south of the site. The following test fit and massing diagrams introduce one possible configuration of the site.



Facility Configuration	Consolidated Art Museum and Community Arts and Culture Facility
Building Gross Area	~2,350 m ² / ~25,000 ft ² (includes supplementary amenities)
Number of Storeys	2 (partial second floor)
Parking (Functional)	100
Parking (Displaced community stalls)	50
Parking Configuration	1-level of partial buried parking and surface parking

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Supports a consolidated facility (and therefore gains efficiencies) • Boasts a pristine natural setting, which would likely elevate the ambiance of the facility • Only requires 1-level of partial buried parking at grade 	<ul style="list-style-type: none"> • The isolated site has access challenges, featuring no connections with local businesses or Park Royal other than trails. • Soil conditions likely slightly more challenging to develop on than the other Ambleside Park sites (despite very similar elevations) – this is based on what has been observed in the past, with soil being frequently saturated

Suitability of the site to support arts and culture: This site has a variety of advantages and disadvantages with respect to its suitability to support arts and culture activities in West Vancouver. One challenge of this site is that it is largely isolated from arts organizations / facilities as well as commercial and residential areas; additionally, the isolated site reduces visibility, deterring drop-in visitors (e.g. tourists or non-residents). Because of this low visibility, this site does not lend itself to neighbourhood enhancement. The site does have advantages in the realm of placemaking and destination ability given the site’s nature-oriented aesthetic quality. This natural setting allows for spaces in the arts facility to form relationships with the natural surroundings and would likely increase the community’s perceived sense of importance given to arts and culture. It is certainly possible that the site’s unique natural setting could offset initial concerns of low visibility.

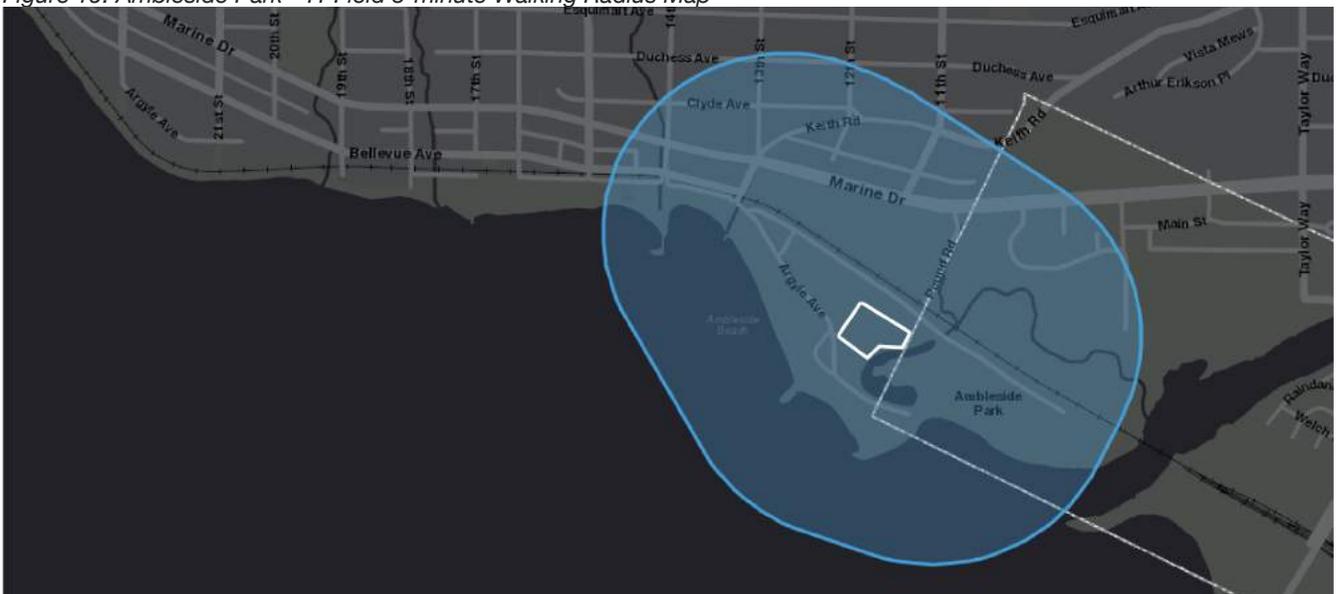
Access: Pedestrian access will primarily originate from Argyle Ave, Ambleside Beach, and Spirit Trail. Despite plentiful pedestrian access routes, pedestrian traffic in general may not be substantial given the relatively remote location of the site. Another pedestrian route one could take would be via Pound Rd as there is a small pedestrian crossing over the railway tracks, however Pound Rd observes substantial vehicle traffic making this route less than desirable for pedestrians. Vehicle access too can be considered adequate to suboptimal due to the site’s location. Spirit Trail would be the primary ccess route for vehicles, although it does not connect efficiently with major roads such as Marine Drive.. With

respect to transit access, the closest bus stops (both eastbound and westbound) are north of the site on Marine Dr (not shown on the figure below) and are 350m walking distance away. The isolated location of this facility will naturally result in increased vehicle traffic to access the site. The complete 5-minute walking distance figure is shown following the access map. Emergency access is constrained on this site option due to the proximity of the railroad tracks to the north.

Figure 18: Ambleside Park – H-Field access map



Figure 19: Ambleside Park – H-Field 5-minute Walking Radius Map



Parking and Loading:

Unlike the Tennis Court Site, the much larger H-Field site has greater flexibility with respect to parking. The site would require one level of parking at grade but surrounded by a berm (~120 stalls) and ~30 surface parking stalls. Approximately 50 of these stalls, (some of which would be underground, and some would be surface parking) are replacement stalls for community use. The remaining 100 stalls are required for the activities anticipated at the arts and culture facility. Loading and unloading activities will either take place in the underground parking structure or via the site's main circulation (dependent on facility and site design).

Development Factors: To redevelop this site into an arts and culture facility there are a number of development factors that need to be considered:

- **Sea-Level Rise:** The site is currently ~3m above sea level, which is ~2m below the recommended building construction level (BCL), as defined by a recent sea-level rise study performed by WSP Engineers. The report recommends that the building construction level is between 4.8-5.2m above sea level. The variance between the levels are a result of different sea-level rise models. It is recommended that any space used for assembly be at or above the building construction level.
- **Soil Condition:** Two geotechnical reports have been prepared in 2009 and 2010 that look at the soil conditions of Rutledge Field (the field hockey field a short distance away from H-Field site). The 2009 report, completed by Trow, considered the soil conditions to support an underground parkade and the 2010 report assessed the soil conditions throughout the site. These assessments have been reviewed and the results of the studies are used to provide an indication of what the soil conditions may be like at the Tennis Courts site.
 - The 2009 report indicated that the organic rich, soft soils are compressible under superimposed building pressures and therefore post-construction settlement would not be acceptable. The report recommended that the building be constructed on piles to bypass the organic silts.
 - The 2010 report indicated that the soil conditions across the site are variable and included fill, near surface peat and compressible silt, and natural sand and gravel inter-layered with peat and silt.
 - Should this site be used for development of a consolidated arts and culture facility, it is assumed that there will be adverse soil conditions and that the design should consider piles.
- **Trees:** The site is well-treed on the northern end of the site. The trees range in size up to ~45 ft tall. The trees should not get in the way of the facility itself, but access roads to the facility would likely require some tree removal.
- **Neighbourhood Disruption:** The development of the H-Field site will not negatively impact the neighbourhood once completed. This is due to the site's isolation from residential and commercial areas.
- **Sustainability:** Developing the H-Field site requires the removal of Ambleside green space, which goes against sustainability initiatives. There are, however, opportunities to develop the site to support sustainable design and that will improve the sustainability of the site. The site is in an area susceptible to frequent flooding which results in low use. Development of the site would help address the flooding and sea-level rise concerns, making the site more accessible to the public year-round and increase the longevity.
- **Day-Care:** There is currently a daycare operating on the north east portion of the site. Development of this site requires consideration into the future of the daycare.

Financial Implications: The Ambleside H-Field site is able to support a consolidated facility. As opposed to two separate facilities, a consolidated one can achieve operational efficiencies through the sharing and arrangement of particular spaces. To develop this site to include a facility similar to that described, it is estimated to cost \$34.8m as per the Class D cost estimate. The following summary tables outlines the estimated costs associated with developing the Ambleside Park H-Field site.

Table 13: Ambleside Park – H-Field costing summary

	Totals
Land	\$0
Construction (facility)	\$18,632,000
Construction (parking)	\$5,699,000
Contingency for Construction (5%)	\$1,217,000
General Project Contingency (2.5%)	\$744,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$6,643,000
Furniture, Furnishings and Equipment And AV/IT	\$1,863,000
Estimated Project Cost	\$34,798,000

The costs associated with the covered parking structure accounts for ~16% of the overall estimated cost. It has been estimated that the parking will cost ~\$38,000 per stall for construction related costs alone. Parking assumptions include 120 underground stalls and 30 surface stalls.

Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of the consolidated arts and culture facility on the Tennis Courts site.

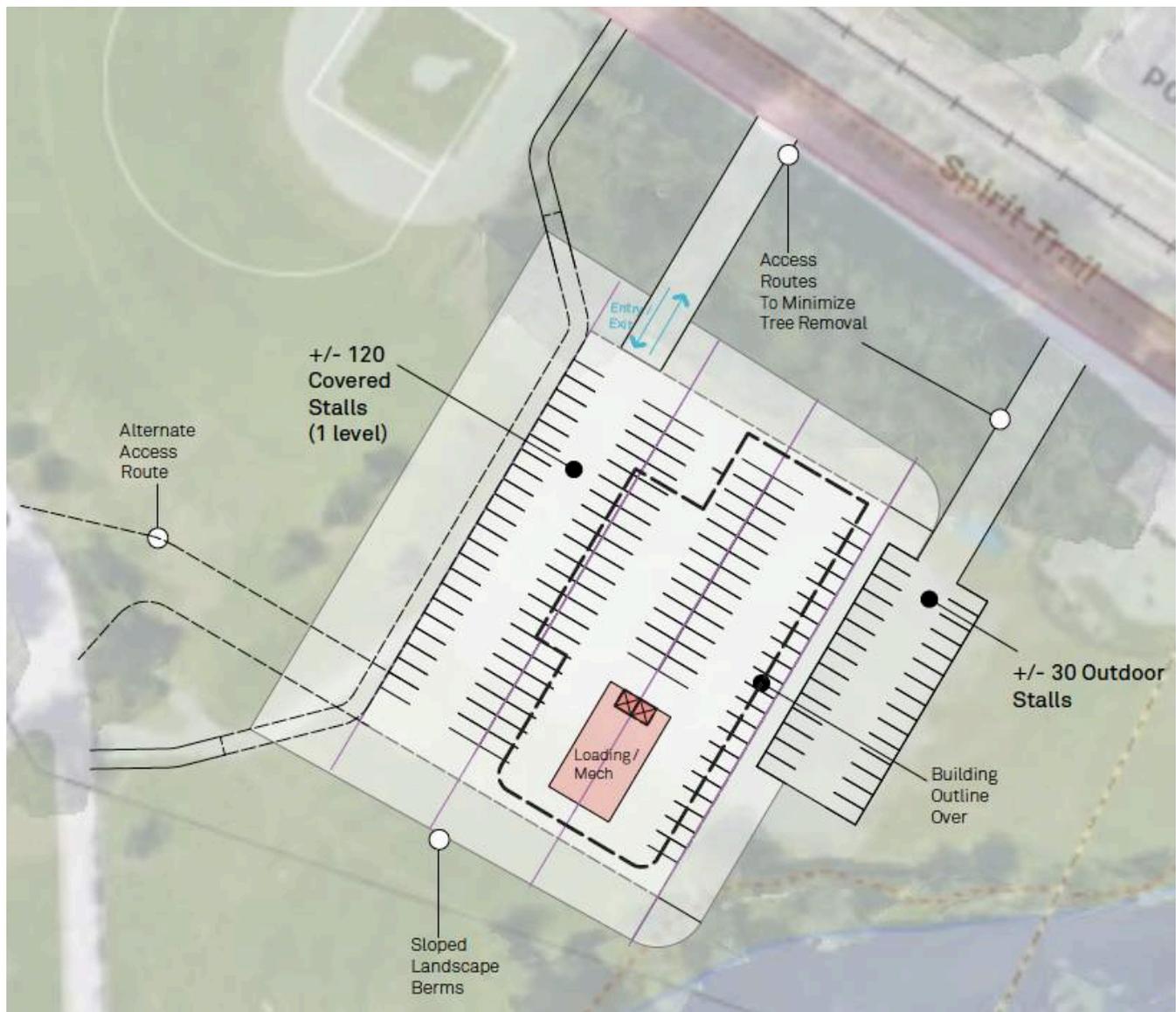
Figure 20: Ambleside Park – H-Field: Possible site configuration – Plan view



Some key points on the above test fit diagram are:

- Art Museum space faces the water and could have an expansive view of the waterfront and adjacent pond.
- Community arts and culture space overlooks the adjacent pond and forested areas.
- Opportunities for both the Art Museum spaces and the community arts and culture spaces to open up onto outdoor spaces.
- The outdoor space (plaza and patio) is West facing.

Figure 21: Ambleside Park – H-Field: Possible site configuration – Plan view, parking



Loading/unloading functions would be accommodated through the underground parking and through freight elevators. Access to the facility could be via Argyle Avenue, on the South West corner of the site or via Spirit Trail. This option includes a mix of underground and surface parking. It was noted that the site could accommodate additional surface parking but it was determined that this is not ideal in terms of creating a unique destination facility.

Figure 22: Ambleside Park – H-Field: Possible site configuration – Massing diagram

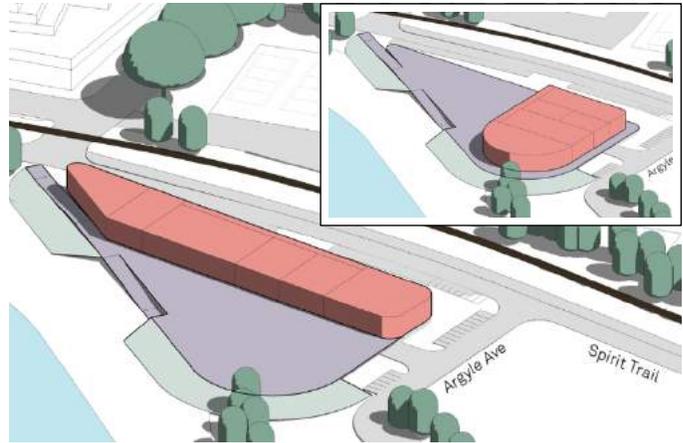


Some key considerations of the test fit and massing diagrams are:

- This site and facility configuration leave the vast majority of the sites trees untouched (dependant on sites access).
- The facilities overall height is estimated to be approx. 7.5m (~12.5m above sea level).
- The large size of the site allows for a variety of building layouts to be realized.

Option #3: Ambleside Park South Parking Lot Expanded Site

Option #3 considers the consolidation of several parcels, redevelopment of Ambleside South Parking Lot and redirection of Argyle Ave. The site would be sufficiently sized to support a 2-story consolidated community arts and culture facility with one level of underground parking. It is assumed the majority of the site will be developed, presenting a facility directly adjacent to the waterfront and West Vancouver seawall.



Note: Option 3 present two different massing options. Both accommodate a consolidated facility, but present two different possibilities for the development of the Consolidated Art Museum and Community Arts and Culture Facility.

Facility Configuration	Consolidated Art Museum and Community Arts and Culture Facility
Building Gross Area	~2,350 m ² / ~25,000 ft ² (includes supplementary amenities)
Number of Storeys	2-storey (partial)
Parking (Functional)	100
Parking (Displaced community stalls)	100
Parking Configuration	One level of recessed parking

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Close proximity to the waterfront, facility will maximize views and visibility from pedestrians along the seawall and beach. • Potential creative architecture could create an iconic facility in an attractive natural setting. 	<ul style="list-style-type: none"> • Displaces significant amount of park parking (100 stalls), which will be costly to replace underground so close to the ocean. • Facility is located south of the railroad, reducing accessibility. • Site development requires the reconfiguration of Argyle Avenue and underground utilities.

Suitability of the site to support arts and culture: The expanded site configuration will minimize site and parking limitations resulting from the irregular triangular configuration of the site before parcel consolidation (see following figure).

Figure 23: Ambleside Park - South Parking Lot – Reconfiguration.



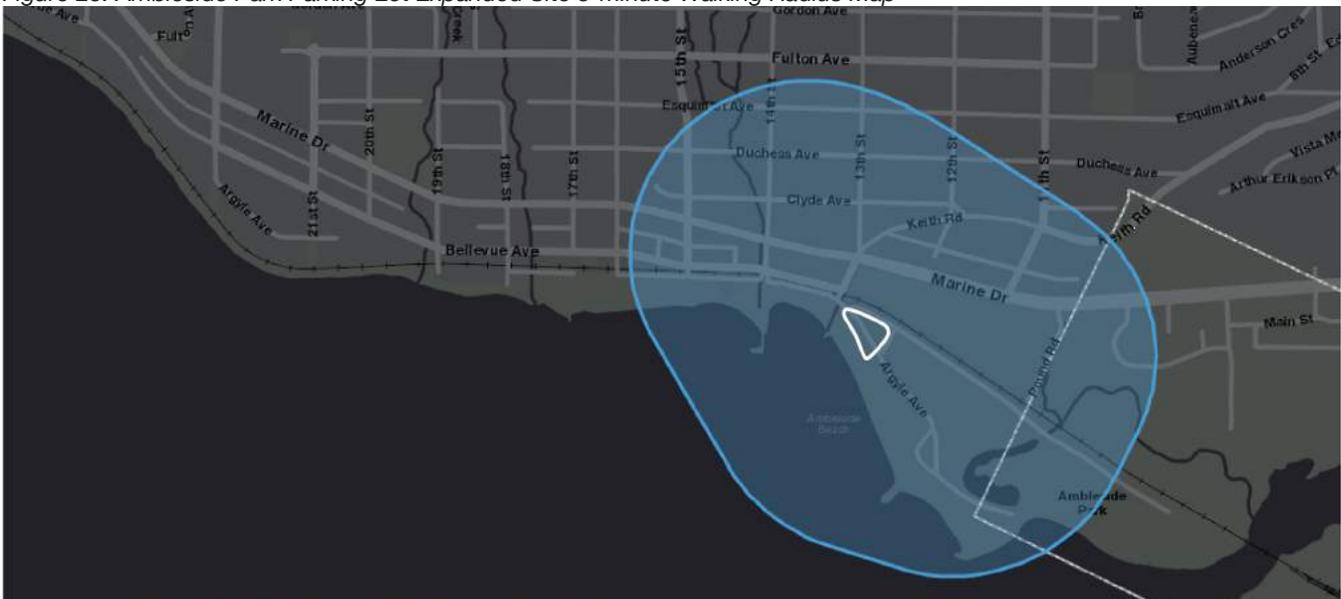
As well, arts and culture activities would be well-supported here due to the proximity of the site to commercial and residential areas of the Ambleside Village Centre. Visitors of Ambleside Park would have to go out of their way not to notice the facility, and a good portion of pedestrian, vehicle, and transit traffic from Ambleside Village Centre is expected to spillover onto this site. While this site is not as close to arts and culture organizations / facilities as the Tennis Court site, the proximity difference is minimal. The organizations / facilities include the Ferry Building Gallery, Pandora's Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, and 4Cats Arts Studio.

Access: Pedestrian access will primarily originate from Argyle Avenue, the seawall and Spirit Trail. The closest bus stops (both east bound and westbound) are north of the site, roughly 200m away. The location of the bus stops will result in 13th Avenue, carrying a large number of pedestrian traffic north/south to access the site. 13th Avenue will also be the main north/south connector for vehicle traffic accessing the site from Marine Drive. Site access for vehicles and pedestrians will be constrained due to the requirement of crossing the railroad tracks to the north of the site. The railroad tracks will also present challenges for Emergency response planning. The complete 5-minute walking distance figure is shown following the access map.

Figure 24: Ambleside Park Parking Lot Expanded Site access map

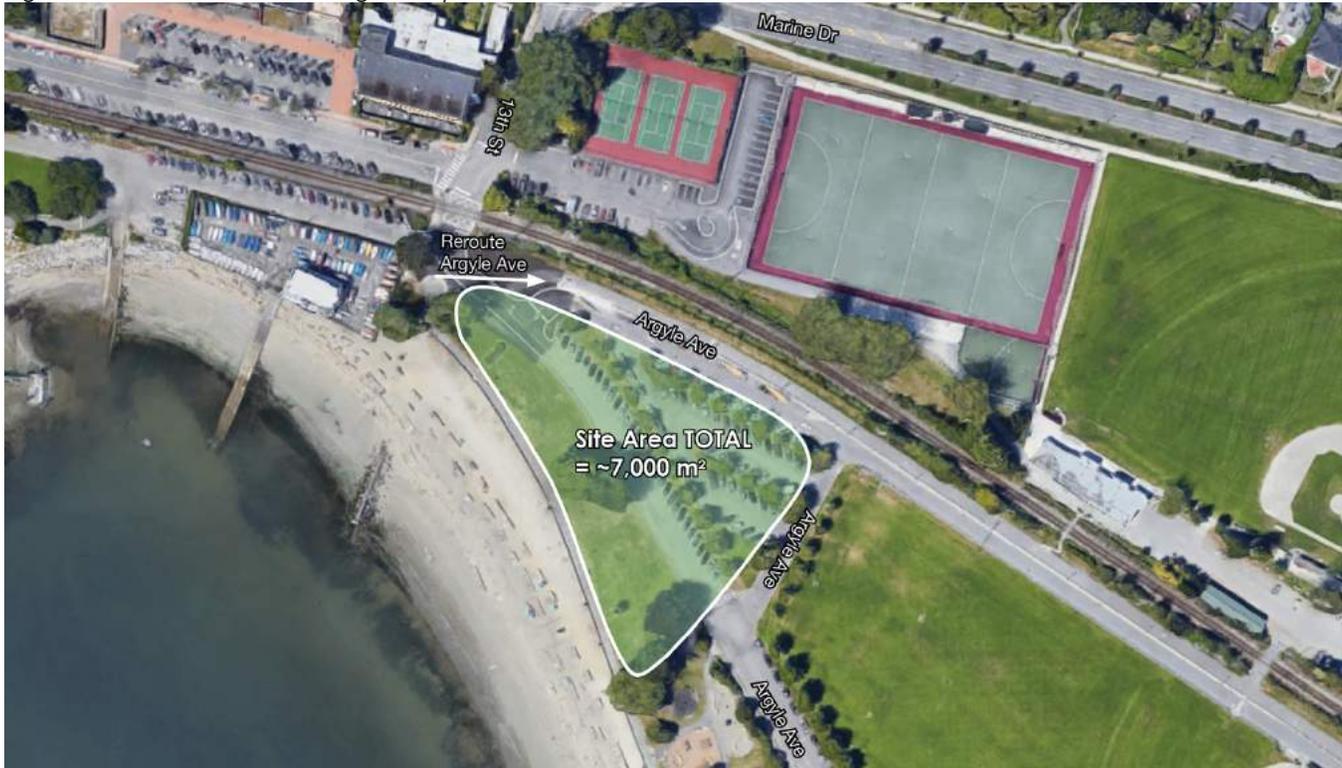


Figure 25: Ambleside Park Parking Lot Expanded Site 5-minute Walking Radius Map



Parking and Loading: The Ambleside South Parking lot Expanded Boundaries Site can accommodate ~160 parking stalls of single level underground parking. However, because of the large amount of parking displaced (~100 stalls), this site does not accommodate enough stalls for anticipated activities and replacement of old stalls. The site will accommodate ~80% of the required parking stall requirement. Loading and unloading activities will most likely take place in the underground parking structure or along Argyle Avenue.

Figure 26: Ambleside Park Parking Lot Expanded Site - site identification



Development Factors: To redevelop this site into an arts and culture facility there are a number of development factors that need to be considered. They are:

- **Sea-Level Rise:** The site is currently ~3m above sea level, which is ~2m below the recommended building construction level (BCL), as defined by a recent sea-level rise study performed by WSP Engineers. The report recommends that the building construction level is between 4.8-5.2m above sea level. The variance between the levels are a result of different sea-level rise models. It is recommended that any space used for assembly be at or above the building construction level. For reference, the elevation of Marine Drive, in close proximity to the site, is ~5m. If the site was developed, the level of underground parking would be below the BCL and the actual facility would be above.
- **Soil Condition:** Two geotechnical reports have been prepared in 2009 and 2010 that look at the soil conditions of Rutledge Field. The 2009 report, completed by Trow, considered the soil conditions to support an underground parkade and the 2010 report assessed the soil conditions throughout the site. These assessments have been reviewed and the results of the studies are used to provide an indication of what the soil conditions may be like at the South Parking Lot site.

- The 2009 report indicated that the organic rich, soft soils are compressible under superimposed building pressures and therefore post-construction settlement would not be acceptable. The report recommended that the building be constructed on piles to bypass the organic silts.
- The 2010 report indicated that the soil conditions across the site are variable and included fill, near surface peat and compressible silt, and natural sand and gravel inter-layered with peat and silt.

Should this site be used for development of a consolidated arts and culture facility, it is assumed that there will be additional considerations as this site is directly adjacent to the waterfront and likely the water table will be higher.

- **Trees:** The South Parking Lot Site has a number of small deciduous trees that would need to be removed if the site were developed.
- **Neighbourhood Disruption:** The redevelopment of the South Parking Lot site is expected to cause minimal disruption to the neighbourhood once completed save for the ~100 community parking stalls displaced during the facility's construction. In this event, temporary parking could be implemented at H-Field during construction at South Parking Lot. The site is located in the view corridor and will change the view to the waterfront.
- **Timing:** The District is planning to carry out roadwork on 13th Avenue this year and in 2020. It has also been identified that road work will take place on Marine Drive between 13th and 19th in the next 2-5 years. It is unlikely that this construction will impact the development timing of a facility at the South Parking Lot site.

Financial Implications: The expanded boundary for the Ambleside Parking lot – South Parking Lot will support a consolidated facility. As opposed to two separate facilities, a consolidated one can achieve operational efficiencies through the sharing and arrangement of particular spaces. To develop this site to include a facility similar to that described, it is estimated to cost \$34.3m as per the Class D cost estimate. The following table outlines the estimated costs associated with developing the Ambleside South parking Lot.

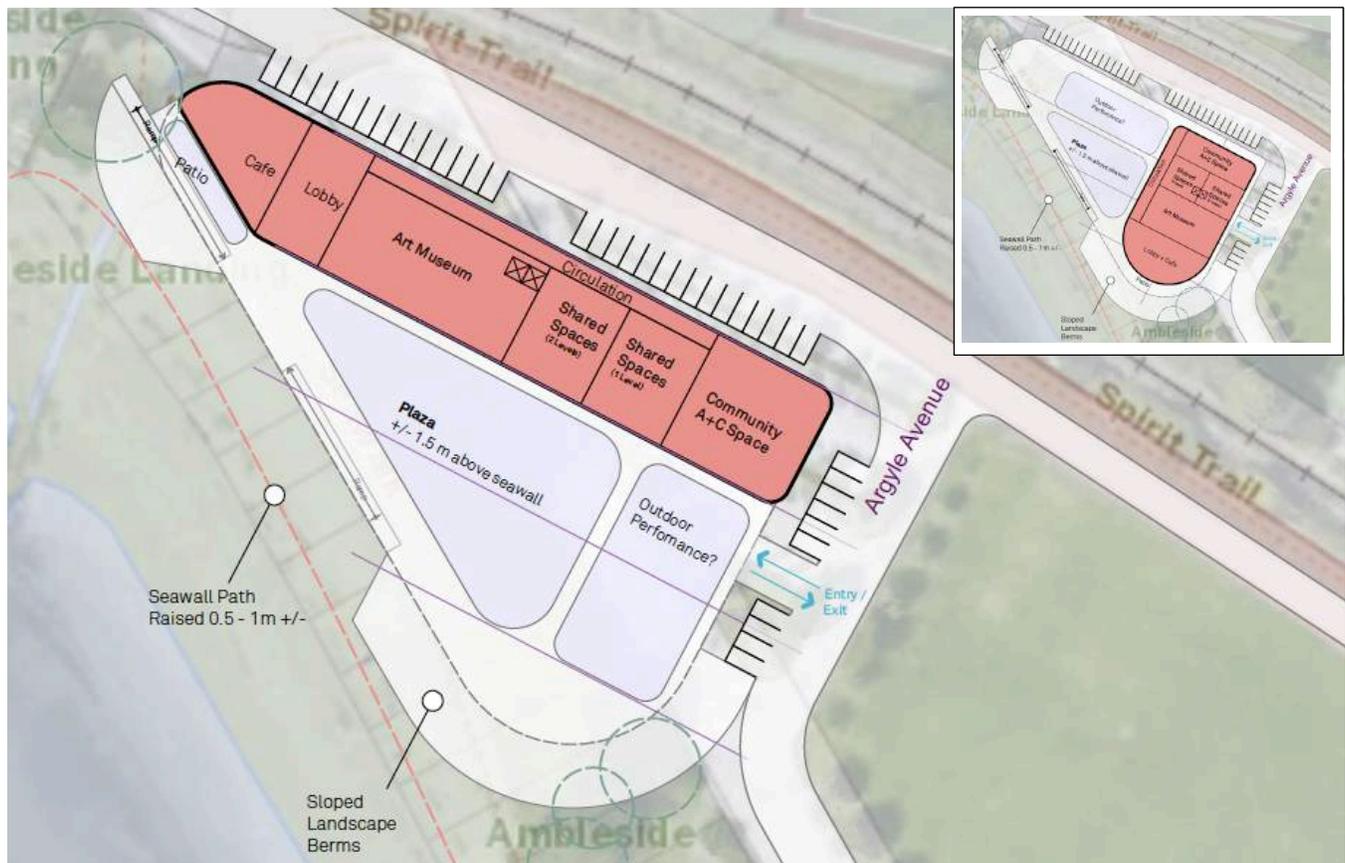
Table 14: Ambleside Park – Parking Lot Expanded Site costing summary

	Totals
Land	\$0
Construction (facility)	\$17,191,000
Construction (underground parking)	\$7,319,000
Contingency for Construction (5%)	\$1,240,000
General Project Contingency (2.5%)	\$698,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$5,844,000
Furniture, Furnishings and Equipment And AV/IT	\$1,719,000
Additional 40 Parking Stalls (location to be determined)	\$280,000
Estimated Project Cost	\$34,291,000

The costs associated with the covered parking structure and the additional 40 stalls that are required to meet parking requirements accounts for ~28% of the overall estimated cost. It has been estimated that the parking will cost ~\$38,000 per stall for construction related costs alone. The reconfiguration of Argyle Avenue will require the replacement of major utilities (water and sewer) as the road is not currently able to support large vehicles. An allowance for this work has been included within the cost estimate.

Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration for the combined facility on the Ambleside Park – Parking Lot Expanded Site.

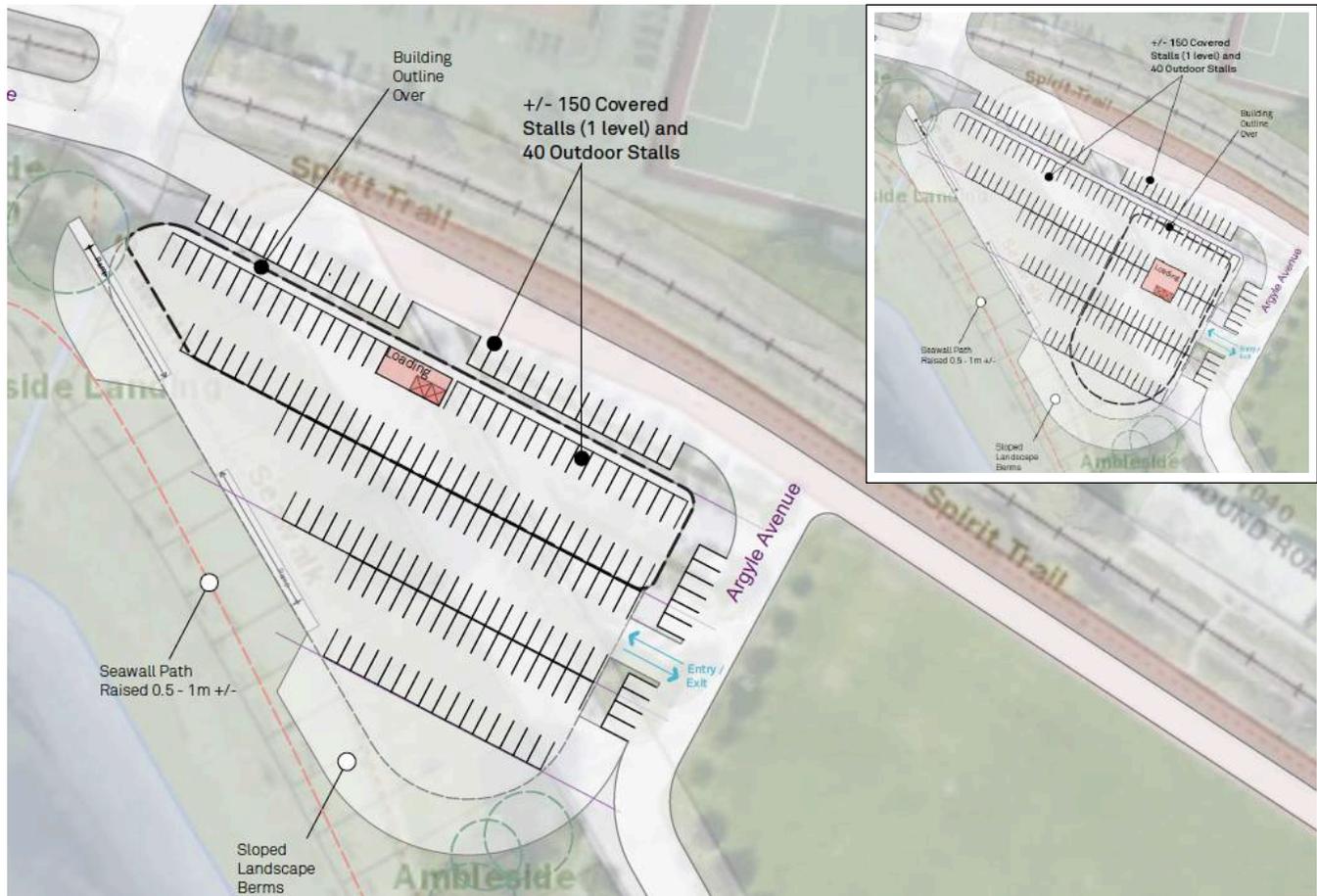
Figure 27: Ambleside Park – Parking Lot Expanded Site: Possible site configuration – Plan view



Some key points on the above test fit diagram are:

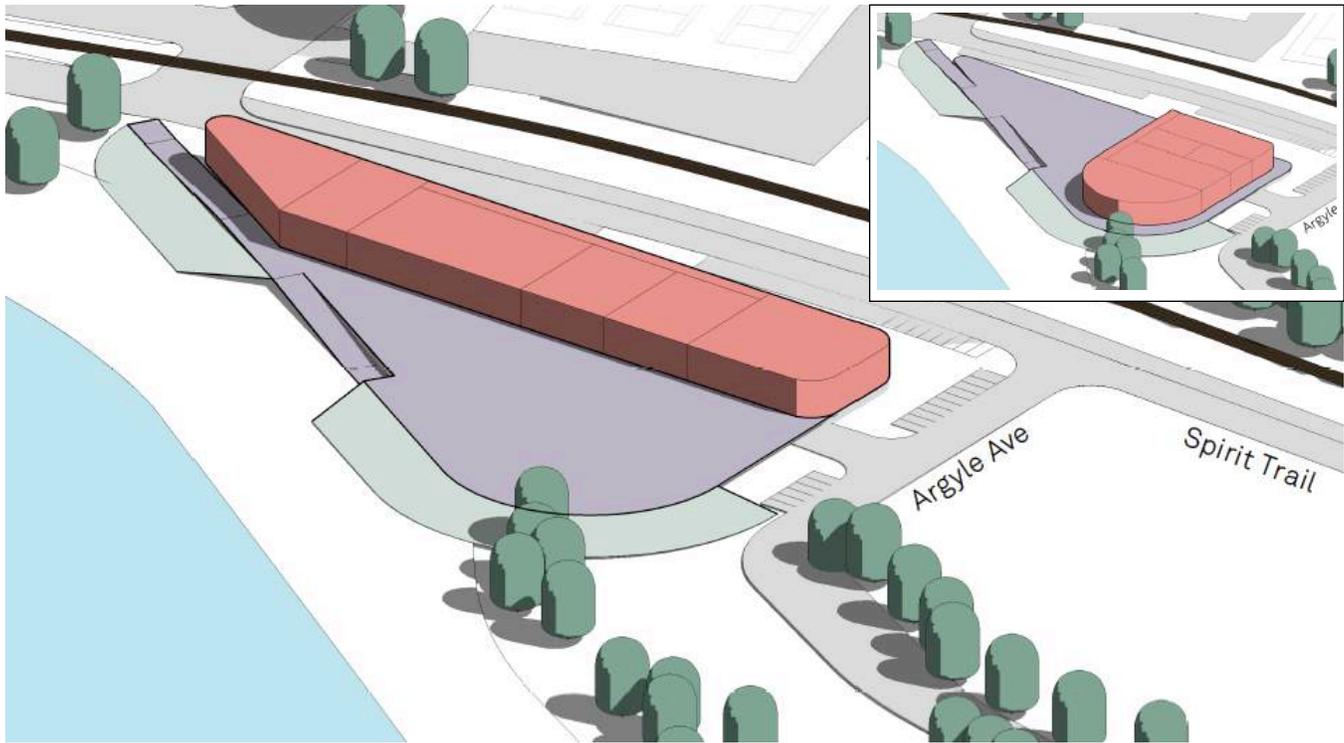
- The location of the facility on the waterfront will enhance iconic architecture.
- Opportunities for both the Art Museum spaces and the community arts and culture spaces to open up onto outdoor spaces, with the possibility of an outdoor performance space.
- The outdoor space will have unrestricted views of the waterfront.

Figure 28: Ambleside Park – Parking Lot Expanded Site: Possible site configuration – Plan view: Parking



Loading/unloading functions would be accommodated through the underground parking and through freight elevators. Access to the facility could be via Argyle Avenue, on the East side of the site. This option includes a total of +/-150 underground parking stalls. Due to the large amount of parking displaced (~100 stalls) the anticipated new underground parking lot will only provide limited public parking, providing only +/-50 stalls to replace the Ambleside Parking Lot parking. Due to the site's proximity to the water (anticipated height of the water table), a second story of parking would significantly increase the price of site design.

Figure 29: Ambleside Park – Parking Lot Expanded Site: Possible site configuration – Massing Diagram



Some key considerations of the test fit and massing diagrams are:

- This site and facility configuration will have an impact on view corridors (depicted below)
- The facilities overall height is estimated to be approx. 7.5m (~12.5m above sea level).
- The large size of the site allows for a variety of building layouts to be realized with significant outdoor space.

The following images estimate elevation views of the proposed facility from the Field Hockey Pitch (Figure 30) and from 13th Street (Figure 31). While the facility is only 1 story, it will be ~12.5m above sea level and perched along the seawall.

Figure 30 Elevation view of the proposed facility from Field Hockey Pitch



Figure 31 Elevation view of the proposed facility from 13th Street



Option #4: John Lawson Park Parking Lot & Ambleside Park South Parking Lot

Option #4 considers the redevelopment of two sites, each with a single facility. The District would be required to carry out the development of both sites to meet the community arts and culture needs. It is assumed that this work would be done in tandem.

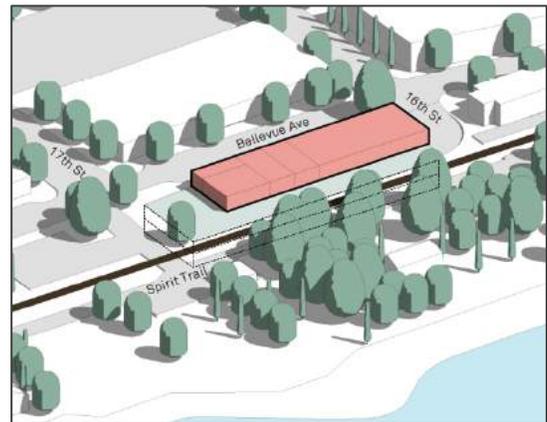
Option #4a: John Lawson Park Parking Lot – Community Art and Culture Facility

Option #4b: Ambleside Park Parking Lot – Art Museum

The following section describes each of the developments.

Option #4a: John Lawson Park Parking Lot

John Lawson Park Parking Lot has been selected for analysis with the community arts and culture facility (1 facility) and 2 levels of underground parking. The site is physically large enough to accommodate a consolidated arts and culture centre (3 storeys) but cannot meet the parking requirements for functional stalls and the displaced stalls without 3 levels of underground parking which was determined to be not feasible.



Facility Configuration	Community Arts and Culture Facility
Building Gross Area	~1,200 m ² / ~13,000 ft ²
Number of Storeys	2 (partial second floor)
Parking (Functional)	55
Parking (Displaced community stalls)	50
Parking Configuration	2-levels of underground parking

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • In close proximity to the waterfront and Ambleside Village Centre – connects these two areas nicely • Occupies a very high-traffic area • Unique opportunity to highlight different arts services and programming 	<ul style="list-style-type: none"> • Allocating sufficient underground parking will be very challenging as it would likely involve purchasing another parcel of land (this will involve significant negotiation, design, and engineering challenges) • Purchase of additional parcel could delay development • This option would require a fair amount of tree removal; site configuration is tight

Suitability of the site to support arts and culture: This site is well positioned to support arts and culture activities. The advantage in this respect is due to its relatively more ‘urban’ location than the sites in Ambleside Park. Such a location makes it even closer to relevant arts and culture organizations / facilities. This site is in close proximity to the Ferry Building Gallery, Memorial Library,

Pandora’s Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, and 4Cats Arts Studio. This urban location will likely ensure that relationships with other nearby arts organizations / facilities will be easier to initiate and establish. As well, this location may receive a steadier flow of visitors and arts enthusiasts from within the Ambleside Village Centre area.

Access: Pedestrians can access the site by foot via the waterfront walking path, Bellevue Avenue, 16th Street or 17th Street. It is anticipated that the largest volume of foot traffic attendees would access the facility via 16th or 17th Street, as these streets intersect Marine Drive, which is the busiest street in Ambleside. The site is closely located to nearby bus stops (westbound and northbound) on Marine Drive. The stops are approximately 250m away from the site and are used for 7 bus routes. Pedestrians accessing the facility from the waterfront will be required to cross the railway at either 16th or 17th Street. Crossing the railway presents inherent safety concerns which would need to be mitigated with careful access planning.

Visitors attending the facility via personal vehicle will likely access the site via 16th or 17th. It should be noted that 17th Street is identified as a festival street and therefore access to the site would be limited to 16th Street.

The following figure identifies a 5-minute walking radius, nearby bus stops and roads surrounding the John Lawson Park Parking Lot sites.

Figure 32: John Lawson Park Parking Lot access map

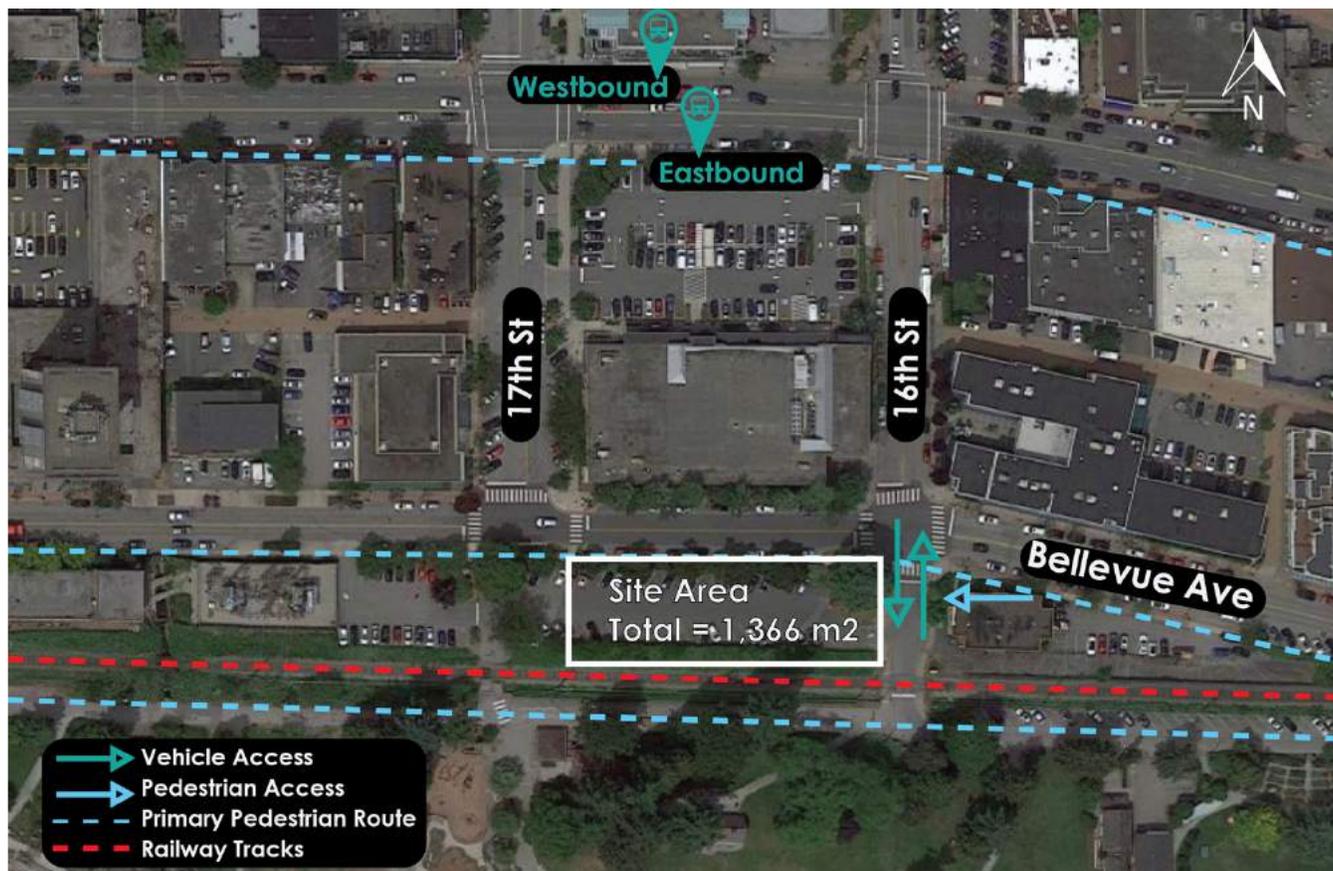
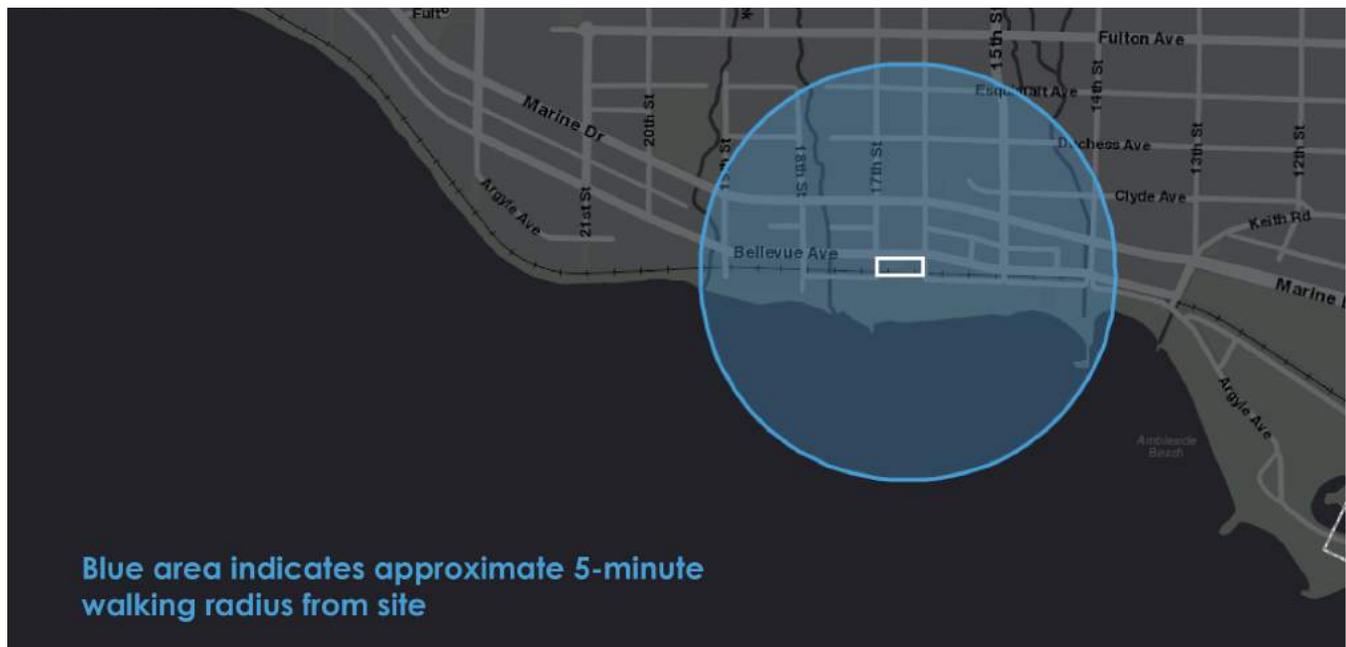


Figure 33: John Lawson Park Parking Lot 5-minute Walking Radius Map



Parking and Loading: To meet the parking requirements (55 functional stalls and 50 replaced community stalls), this site requires two levels of underground parking. In order to attain a parking floor plate that can accommodate the required stalls and necessary circulation, the right of way to the south of the sites is needed and the parking will need to expand to under 17th Street. The following figure introduces the additional land south of the sites that are required. It is currently owned by CN Rail.

Figure 34: John Lawson Park Parking Lot - site identification



Loading and unloading activities would take place at ground level and via 16th Street. This arrangement may cause congestions of traffic flow during peak times, but it is unlikely that this would be a regular occurrence.

The displaced community parking stalls that are replaced in this configuration support the beach/waterfront going community members. It will take careful planning and design to ensure that this population of people have direct and easy access to the waterfront. This population includes young families and groups that often travel with beach going and picnic personal items.

Development Factors: To redevelop this site into a community arts and culture facility there are a number of development factors that need to be considered. They are:

- **Sea-Level Rise:** The John Lawson Park – Parking lot is at ~4m above sea level. The recommended flood construction level is ~5m and therefore the ground level of the facility should be 1m above the current ground level. The Districts strategy for mitigating the impacts of sea-level rise is currently underway and it should be noted that the final strategy may negate the necessity for raising the facility.
- **Land purchase:** It is anticipated that the purchase of the parcel of land to the south of the sites will add complexity to the development as it relies on the successful negotiation of the land.
- **Underground parking footprint:** To meet the parking requirements, the parking level footprint needs to extend to the west (17th Street) and south (CN Rail parcel). Using land outside of the two sites will require additional planning, engineering and design consideration. There will also be added complexity to the design of the underground parking as the structure will be much closer to the railway line.
- **Trees:** The site currently has a number of considerably sized deciduous trees throughout. Development of this site would require the complete removal of all of the trees which is not ideal for the District or the community. To avoid the complete removal of the trees, it is anticipated that the facility would need feature two storeys above ground.
- **Timing:** As this site development relies on purchasing additional property, it is expected that the time to begin the project will take longer than options that do not need an expanded site. No District led engineering projects were identified that would impact development timing.

Financial Implications: The financial implications associated with developing the John Lawson Park Parking Lot site are:

- Site can only be used to support a single facility (when considering the parking requirements) which is less financially efficient than a single consolidated facility.
- The two main sites are owned by the District. The additional site to the south of the sites will need to be purchased. This has a clear financial impact to the District.
- To develop this site to include a facility similar to that described, it is estimated to cost approximately \$24.1m, as per the Class D cost estimate. The following summary table outlines the estimated capital costs associated with developing the John Lawson Park Parking Lot site. The detailed cost analysis can be found in the Appendix.

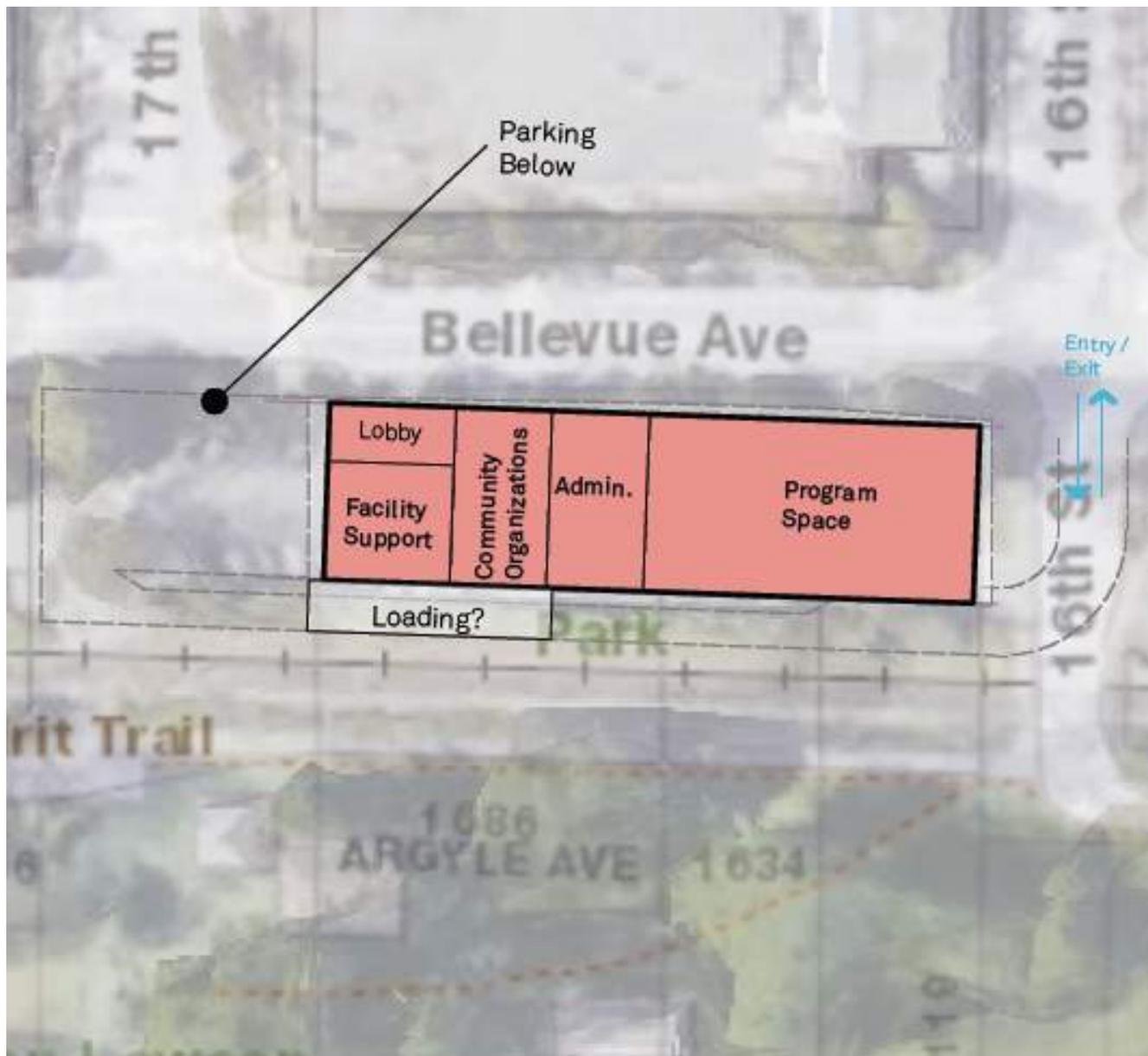
Table 15: John Lawson Park – Parking Lot costing summary

	Totals
Land	\$0
Construction (facility)	\$9,637,000
Construction (parking)	\$7,124,000
Contingency for Construction (5%)	\$838,000
General Project Contingency (2.5%)	\$458,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$5,059,000
Furniture, Furnishings and Equipment And AV/IT	\$964,000
Estimated Project Cost	\$24,080,000

The cost of the underground parking structure (105 stalls) has been estimated to be ~\$7m (\$67,900 per stall), which represents 30% of the overall site development. The largest factor contributing to the high parking cost is that this option requires two levels of underground in an area susceptible to liquefaction due to its close proximity to the waterfront.

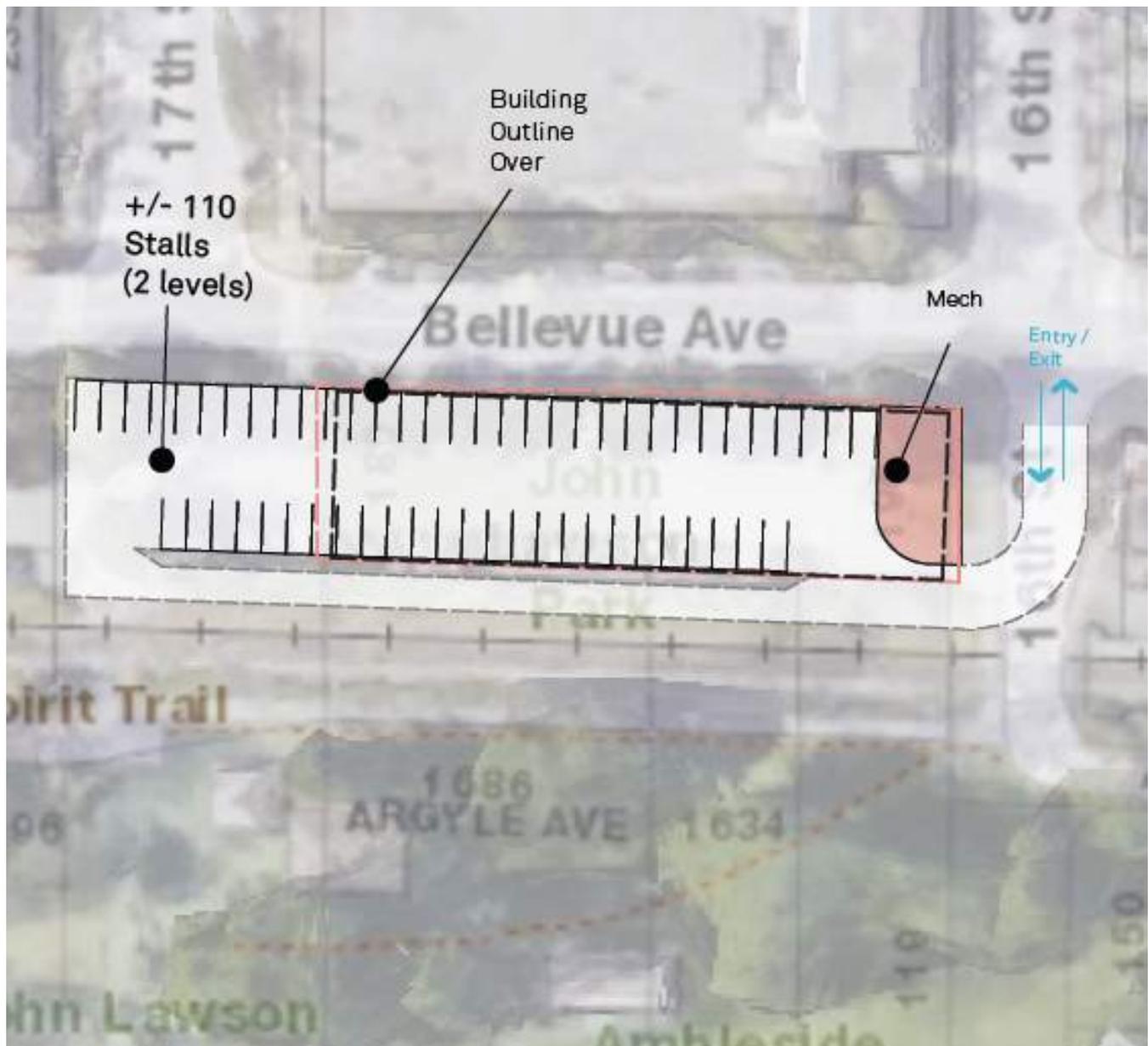
Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of the community arts and culture facility on the John Lawson Park – Parking Lot site.

Figure 35: John Lawson Park – Parking Lot: Possible site configuration – Plan view

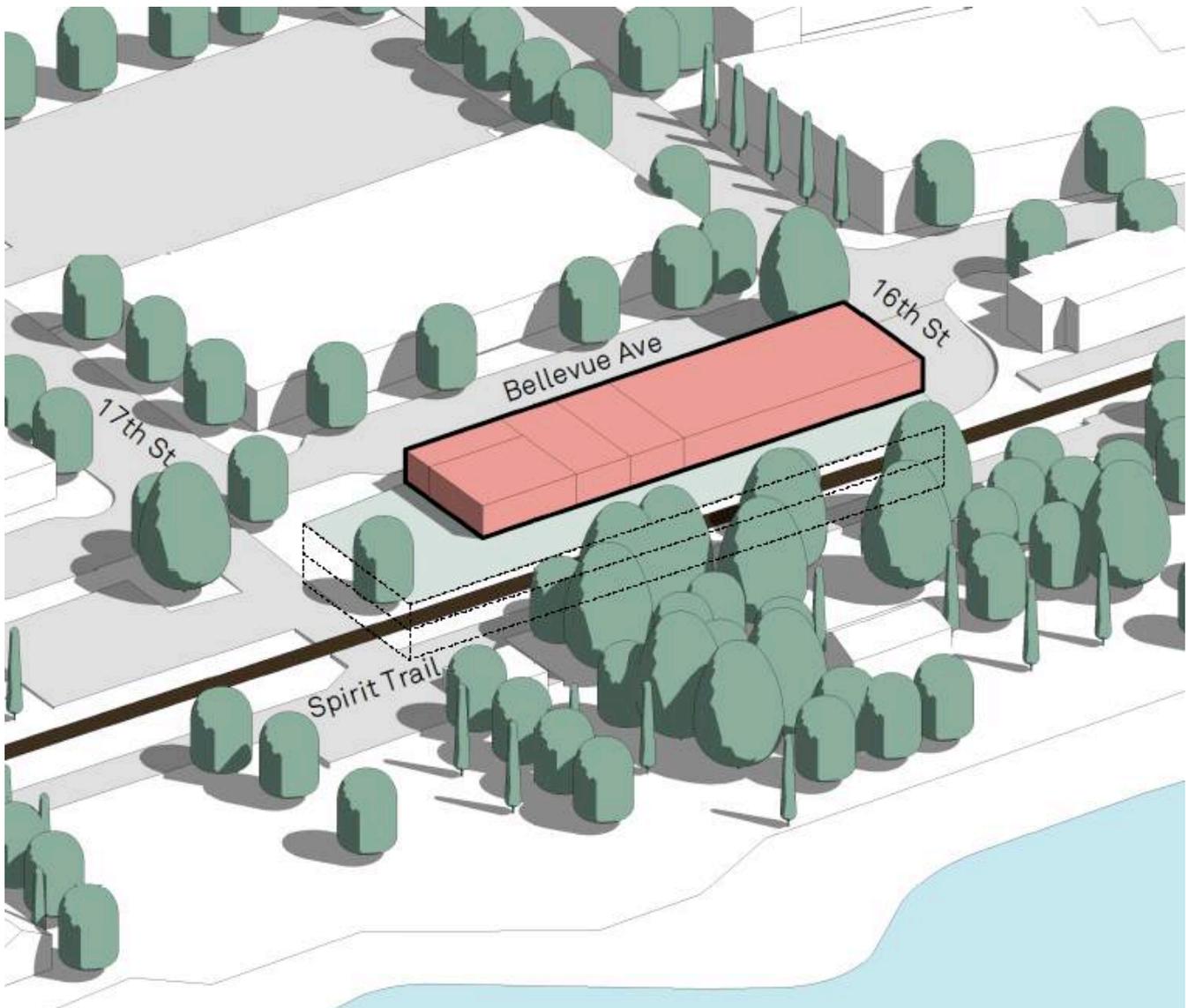


The site test fit shows the community arts and culture facility as a 1 storey facility spanning across the entirety of the site. Detailed planning and design may wish to explore the opportunities related to a multiple storey facility. There are opportunities for the spaces used for programming to have waterfront views.

Figure 36: John Lawson Park – Parking Lot: Possible site configuration – Plan view: Parking



As shown in the above figure, the underground parking structure expands outside of the site boundaries in two directions: south and west. This configuration is required to accommodate 105 parking stalls on two levels. Access to and from the underground parking garage is via 16th Street.

Figure 37: John Lawson Park – Parking Lot: Possible site configuration – Massing Diagram

The overall height of the facility has been estimated to be approx. 6m (~11m above sea level). The building has been massed assuming 1-storey for efficiency, but it should be noted that the detailed design could explore additional height.

Option #4b: Ambleside Park – South Parking Lot

The South Parking Lot within Ambleside Park is sufficiently sized to support a two-story art museum facility with one level of underground parking. The entirety of the site would need to be developed to support the facility and parking requirements. The following test fit and massing diagrams introduce one possible configuration of the site.



Facility Configuration	Art Museum
Building Gross Area	~1,500 m ² / ~16,000 ft ² (includes supplementary amenities)
Number of Storeys	2 (partial second floor)
Parking (Functional)	60
Parking (Displaced community stalls)	100
Parking Configuration	1 level of underground parking

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • In close proximity to the waterfront, facility runs parallel to the shore, maximizing views and visibility from pedestrians walking by • Attractive natural setting • Unique opportunity to highlight different arts services and programming 	<ul style="list-style-type: none"> • The amount of displaced parking needing to be replaced is substantial – this extends underground parking further into adjacent parkland • Street presence may not be as good as a more urban location (e.g. Marine Dr) • Awkward site configuration reduces spatial efficiency of the facility

Suitability of the site to support arts and culture: This site is well suited to support Art Museum activities due to its natural setting, and due to its close proximity to a variety of arts and culture organizations / facilities. The triangular configuration of the site, and its natural surroundings may also lend itself to evoke a stronger, more creative design, and therefore impact the arts community and visitors to a greater degree. As well, arts and culture activities would be well-supported here due to the proximity of the site to commercial and residential areas of the Ambleside Village Centre. Visitors of Ambleside Park would have to go out of their way not to notice the facility, and a good portion of pedestrian, vehicle, and transit traffic from Ambleside Village Centre is expected to spillover onto this site. While this site is not as close to arts and culture organizations / facilities as the Tennis Court site, the proximity difference is minimal. The organizations / facilities include the Ferry Building Gallery, Pandora’s Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, and 4Cats Arts Studio.

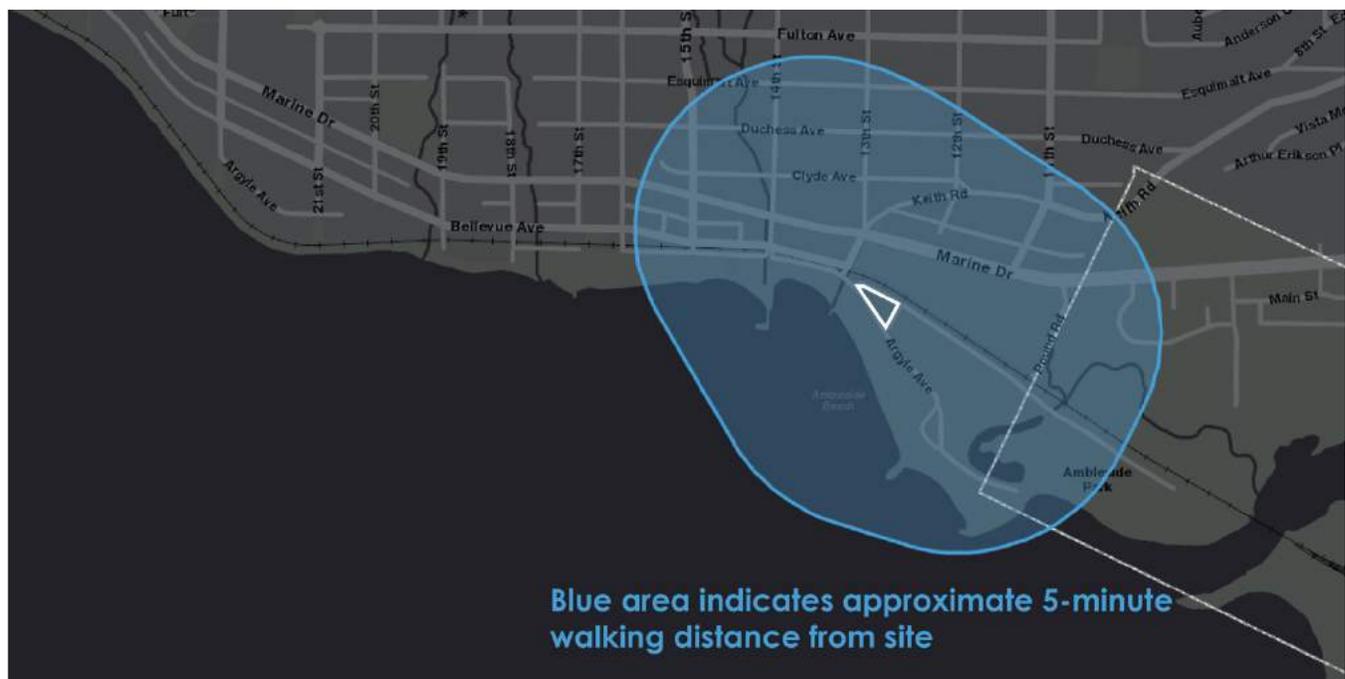
Access: Primary pedestrian access is twofold, with well-frequented routes on Marine Dr and Argyle Ave. In general however, the site can be easily accessed on foot no matter the direction given the high walkability of Ambleside Park. Like the Tennis Court site, the South Parking lot site is similarly connected to transit. The site is closely located to nearby bus stops (<200m) on Marine Drive that run

east and westbound. The east bound bus stop is used for 6 bus lines, and the westbound bus stop is used for 9 bus lines. There is a dedicated left turning lane going eastbound on Marine Drive. One concern of this site is its location south of the railway tracks, which has potential to block emergency vehicle access during the passing of trains. The following figures identify such access considerations of the South Parking Lot site, and a 5-minute walking radius.

Figure 38: Ambleside Park – South Parking Lot access map



Figure 39: Ambleside Park – South Parking Lot 5-minute Walking Radius Map



Parking and Loading: To support an Art Museum at this location, the site would require one extensive level of underground parking. The total parking allocated is substantial due to the requirement to provide community parking stalls the facility would displace (~100 stalls) in addition to the ~60 stalls required to support the activities of the Art Museum. The footprint of the underground parking structure extends well beyond the site boundaries, so temporary disruption of adjacent parkland adjacent to the site is expected. Parking would be accessed via Argyle Ave. Loading and unloading would take place in the underground parking structure.

Development Factors: To redevelop this site into an arts and culture facility there are a number of development factors that need to be considered:

- **Sea-Level Rise:** The site is currently ~3m above sea level, which is ~2m below the recommended building construction level (BCL), as defined by a recent sea-level rise study performed by WSP Engineers. The report recommends that the building construction level is between 4.8-5.2m above sea level. The variance between the levels are a result of different sea-level rise models. It is recommended that any space used for assembly be at or above the building construction level. For reference, the elevation of Marine Drive, in close proximity to the site, is ~5m. If the site was developed, the level of underground parking would be below the BCL and the actual facility would be above.
- **Soil Condition:** Two geotechnical reports have been prepared in 2009 and 2010 that look at the soil conditions of Rutledge Field. The 2009 report, completed by Trow, considered the soil conditions to support an underground parkade and the 2010 report assessed the soil conditions throughout the site. These assessments have been reviewed and the results of the studies are used to provide an indication of what the soil conditions may be like at the South Parking Lot site.
 - The 2009 report indicated that the organic rich, soft soils are compressible under superimposed building pressures and therefore post-construction settlement would not

be acceptable. The report recommended that the building be constructed on piles to bypass the organic silts.

- The 2010 report indicated that the soil conditions across the site are variable and included fill, near surface peat and compressible silt, and natural sand and gravel inter-layered with peat and silt.

Should this site be used for development of a consolidated arts and culture facility, it is assumed that there will be adverse soil conditions and that the design should consider piles.

- **Trees:** The South Parking Lot Site has a number of small deciduous trees that would need to be removed if the site were developed. Because of their distribution, their removal cannot be circumnavigated.
- **Neighbourhood Disruption:** The redevelopment of the South Parking Lot site is expected to cause minimal disruption to the neighbourhood once completed save for the ~100 community parking stalls displaced during the facility's construction. In this event, temporary parking could be implemented at H-Field during construction at South Parking Lot. The site is located in the view corridor and will change the view to the waterfront.
- **Timing:** The District is planning to carry out roadwork on 13th Avenue this year and in 2020. It has also been identified that road work will take place on Marine Drive between 13th and 19th in the next 2-5 years. It is unlikely that this construction will impact the development timing of a facility at the South Parking Lot site.

Financial Implications:

The financial implications associated with developing the South Parking Lot site are:

- The site can only be used to support a single facility, which is less financially efficient than a single consolidated facility.
- The site is owned by the district.
- The estimated Class D cost estimate to develop this site into an Art Museum as described is approximately \$27.5m. The following summary table outlines the estimated capital costs associated with developing the South Parking Lot site. The detailed cost analysis can be found in the Appendix.

Table 16: Ambleside South Parking Lot costing summary

	Totals
Land	\$0
Construction (facility)	\$12,016,000
Construction (parking)	\$7,599,000
Contingency for Construction (5%)	\$981,000
General Project Contingency (2.5%)	\$529,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$5,091,000
Furniture, Furnishings and Equipment And AV/IT	\$1,202,000
Estimated Project Cost	\$27,418,000

The costs associated with the underground parking structure accounts for ~27% of the overall estimated cost. It has been estimated that the parking will cost ~\$47,500 per stall for construction related costs alone.

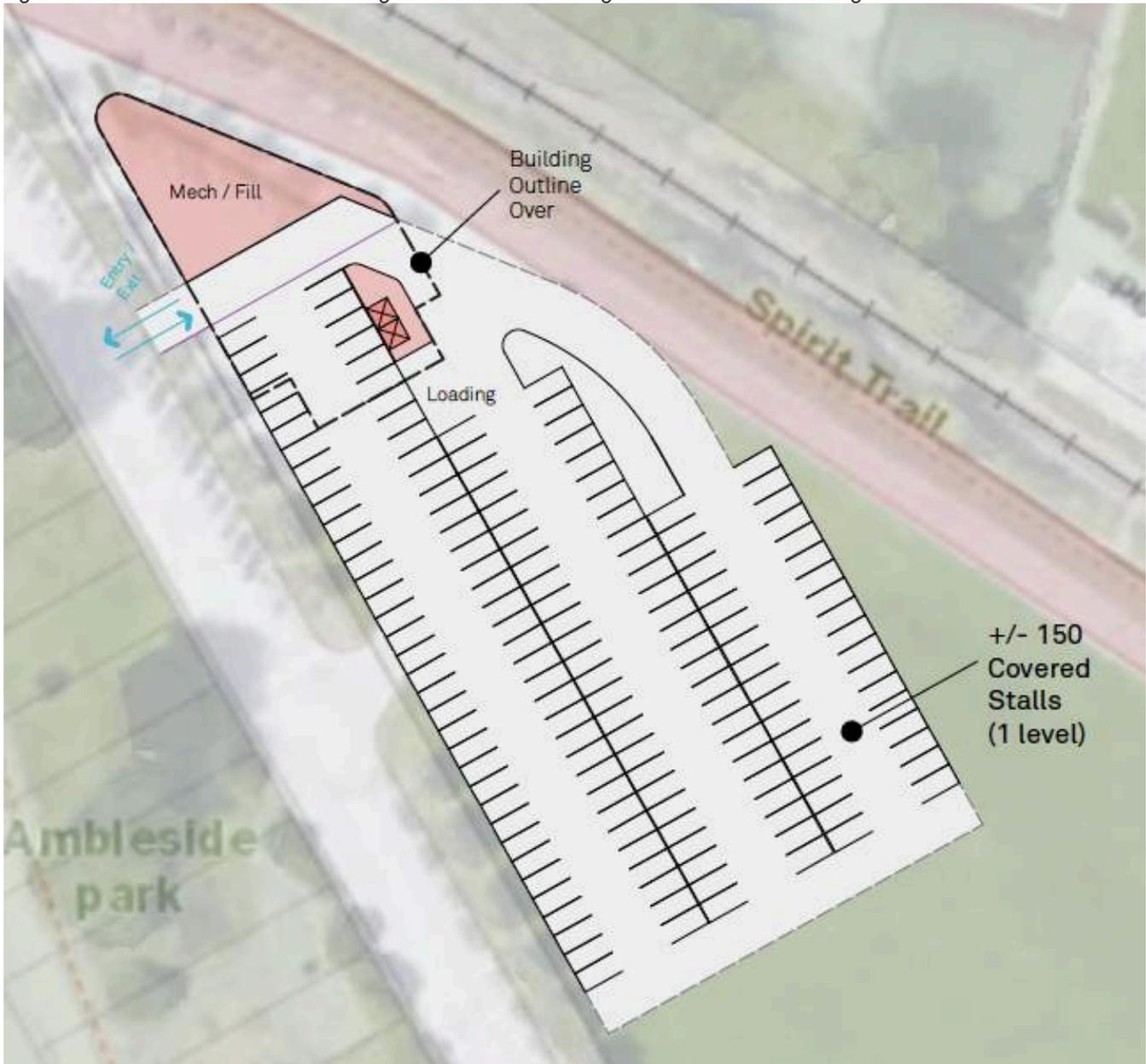
Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of the Art Museum facility on the South Parking Lot site.

Figure 40: Ambleside Park – South Parking Lot: Possible site configuration – Plan view



The site test fit shows the Art Museum facility as a mostly 1 storey facility spanning across the majority of the site, with much of the space being dedicated to the plaza.

Figure 41: Ambleside Park – South Parking Lot: Possible site configuration – Plan view: Parking



As shown in the above figure the underground parking level extends to the southeast well beyond the site boundaries and onto adjacent Ambleside Park parkland. This configuration is required to accommodate ~160 stalls. Access to and from the underground parking garage is via Argyle Ave.

Figure 42: Ambleside Park – South Parking Lot: Possible site configuration – Massing Diagram



The massing exercise shows the scale of the building on the site. It is estimated that the facilities overall height will be ~7.5. Much of the facility runs parallel to the waterfront, thereby maximizing relationships of the facility and the water / view.

Option #5: Ambleside Park Tennis Courts & Ambleside Park South Parking Lot

Option #5 considers the redevelopment of two sites, each with a single facility. This option is a variation of sites already analyzed, but has been included to show another possible configuration of spaces. The District would be required to carry out the development of both sites to meet the community arts and culture needs. It is assumed that this work would be done in tandem.

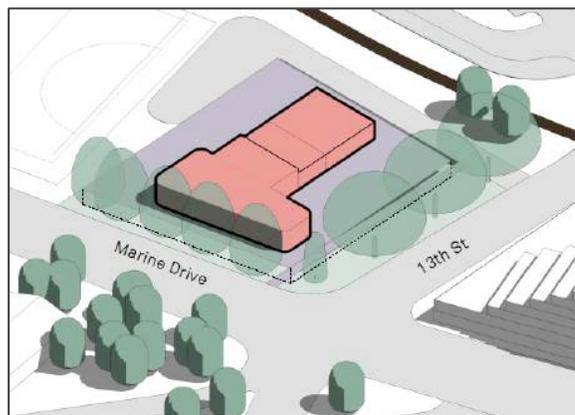
Option 5a: Ambleside Park Tennis Courts – Art Museum

Option 5b: Ambleside Park South Parking Lot – Community Arts and Culture Facility

The following section describes each of the developments.

Option #5a: Ambleside Park – Tennis Courts – Art Museum

The Ambleside Park – Tennis Courts site is suitable for either a consolidated or single facility. This option explores the feasibility of using the site for a single facility: the Art Museum. This option would require 1 level of underground parking and additional surface parking.



Facility Configuration	Art Museum
Building Gross Area	~1,500 m ² / ~16,500 ft ² (includes supplementary amenities)
Number of Storeys	2 (partial second floor)
Parking (Functional)	60
Parking (Displaced community stalls)	50
Parking Configuration	1-level of partial underground parking and surface stalls

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Strong visual prominence / street presence • Connects Ambleside Park with Ambleside Village Centre • Unique opportunity to highlight different arts services and programming 	<ul style="list-style-type: none"> • Potential architectural challenge involved in distinctly separating the Community Arts and Culture Facility and the Art Museum • Slight extra cost to relocate Tennis Courts • Does not meet parking requirements (110 parking stalls does not justify an additional level of underground parking) – can only provide ~75 stalls

Please refer to Option #1 for the description of the site with respect to suitability, access, parking and loading, and development factors.

Financial Implications: The financial implications associated with developing the Tennis Courts site for an Art Museum are:

- Site can only be used to support a single facility (when considering the parking requirements) which is less financially efficient than a consolidated facility.
- The site is owned by the District which reduces the overall financial ask of the District in comparison to privately owned sites.
- To develop this site to include a facility similar to that described, it is estimated to cost approximately \$27.6m, as per the Class D cost estimate. The following summary table outlines the estimated capital costs associated with developing the Tennis Courts to include an Art Museum. The detailed cost analysis can be found in the Appendix.

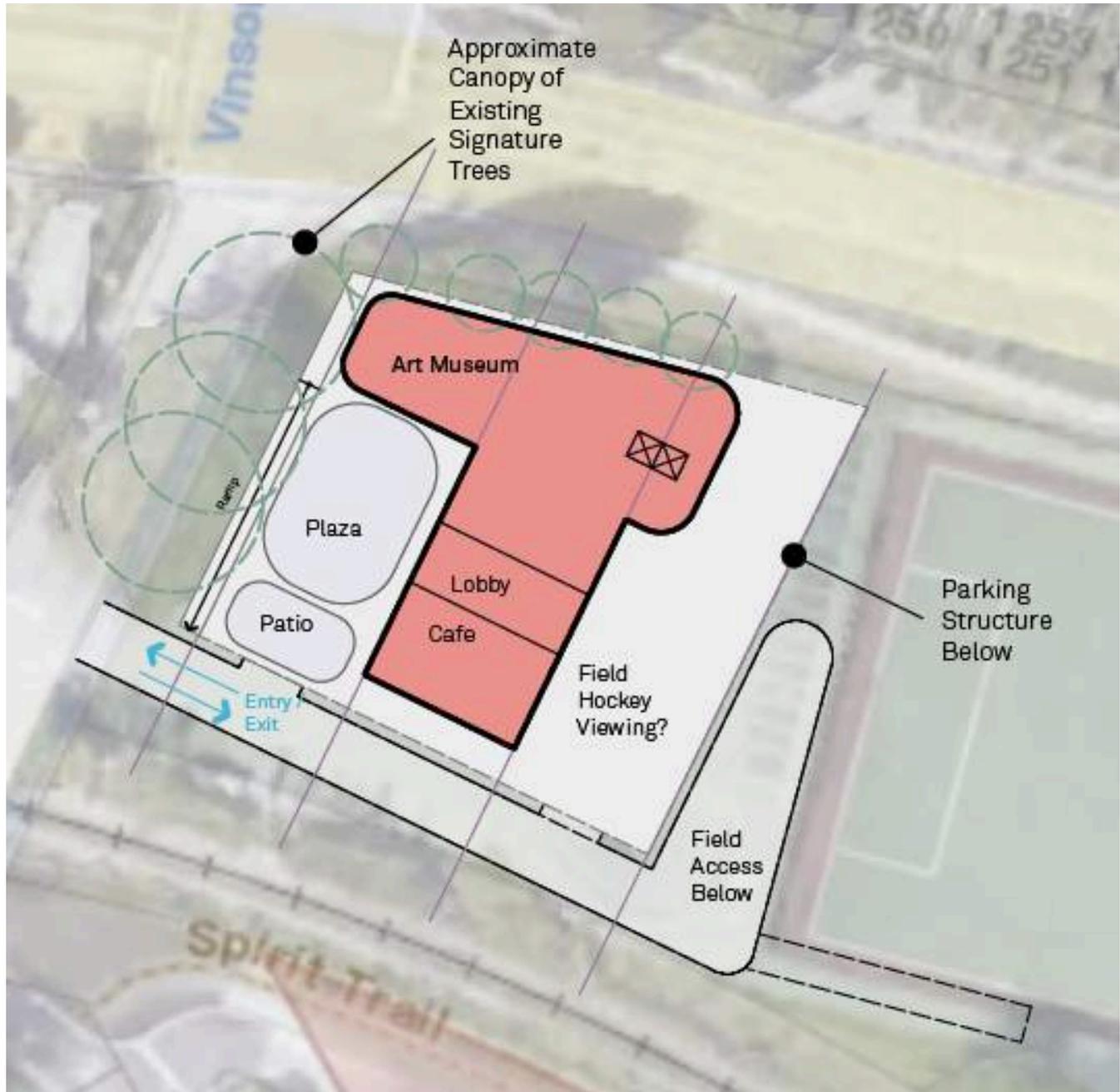
Table 17: Ambleside Park – Tennis Courts – Art Museum costing summary

	Totals
Land	\$0
Construction (facility)	\$12,422,000
Construction (parking)	\$7,464,000
Contingency for Construction (5%)	\$994,000
General Project Contingency (2.5%)	\$537,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$4,921,000
Furniture, Furnishings and Equipment And AV/IT	\$1,242,000
Estimated Project Cost	\$27,580,000

The cost of the underground parking structure (110 stalls) has been estimated to be \$67,900 per stall, which represents 26% of the overall site development. The largest factor contributing to the high parking cost is that this option requires two levels of underground in an area susceptible to liquefaction due to its close proximity to the waterfront.

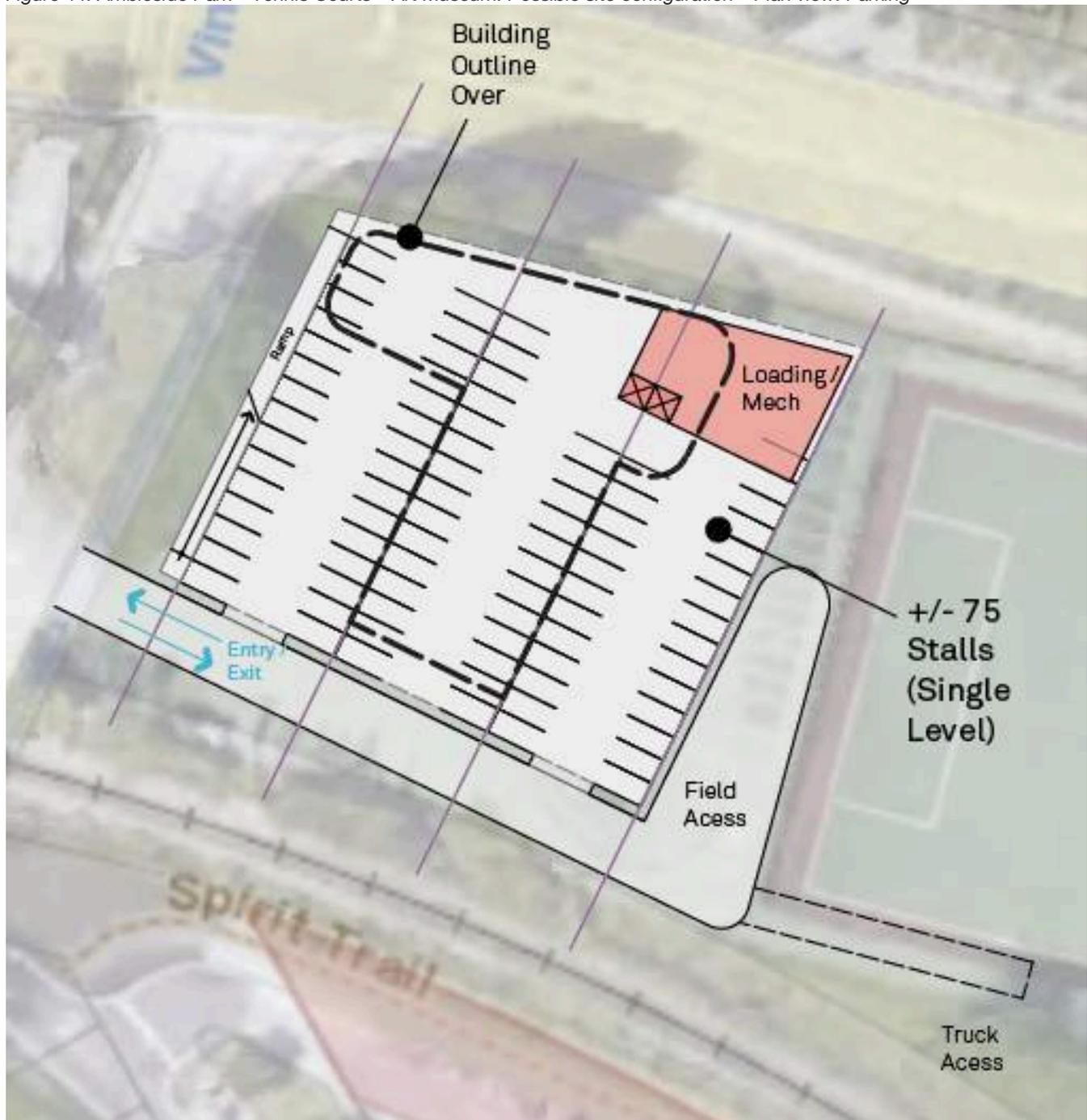
Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of Art Museum at the Tennis Courts.

Figure 43: Ambleside Park – Tennis Courts – Art Museum: Possible site configuration – Plan view



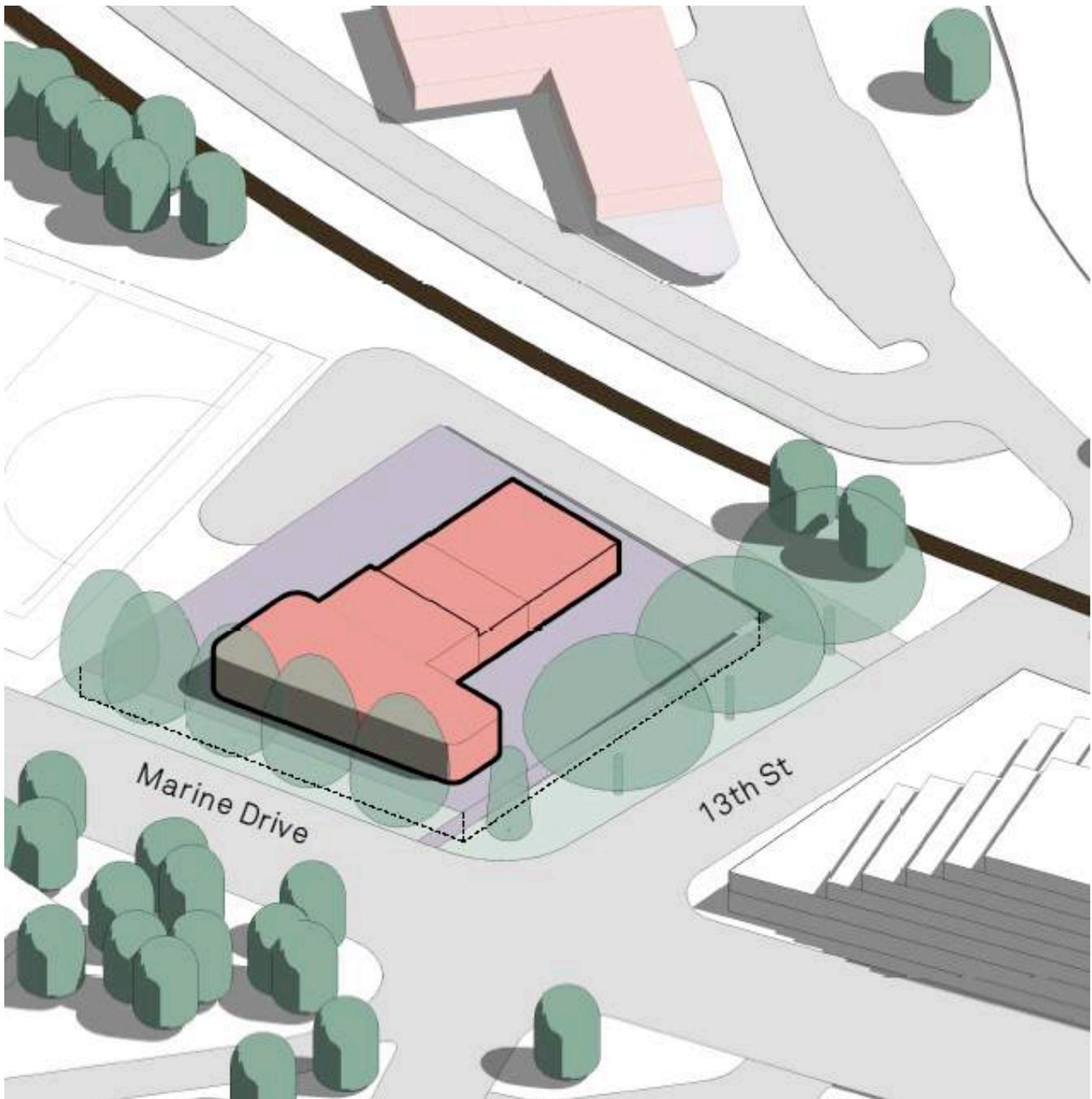
The site test fit shows the Art Museum facility as a mostly 1 storey facility spanning across the two thirds of the site, with opportunity space that could potentially house a field hockey viewing area.

Figure 44: Ambleside Park – Tennis Courts – Art Museum: Possible site configuration – Plan view: Parking



As shown in the above figure the underground parking level does not meet what is functionally required by the facility plus the parking allocation of displaced parking equalling ~110 stalls. The rationale behind this deficit is that the missing parking (~35 stalls) would not justify an additional level of underground parking.

Figure 45: Ambleside Park – Tennis Courts – Art Museum: Possible site configuration – Massing Diagram



The massing exercise shows the scale of the building on the site. It is estimated that the facilities overall height will be ~7.5m, which is shorter than the trees that surround the site. This configuration assumes that administrative spaces are stacked.

Option #5b: Ambleside Park – South Parking Lot – Community Arts and Culture Facility

The Ambleside Park – South Parking Lot site is suitable for either a consolidated or single facility. This option explores the feasibility of using the site for a single facility: the Community Arts and Culture Facility. This option would require 1 level of underground parking, which would expand under the adjacent grass field.



Facility Configuration	Community Arts and Culture Facility
Building Gross Area	~1,200 m ² / ~13,000 ft ²
Number of Storeys	2 (partial second floor)
Parking (Functional)	55
Parking (Displaced community stalls)	100
Parking Configuration	1-level of underground parking

Option Highlights	Option Challenges
<ul style="list-style-type: none"> In close proximity to the waterfront, facility runs parallel to the shore, maximizing views and visibility from pedestrians walking by Attractive natural setting Unique opportunity to highlight different arts services and programming 	<ul style="list-style-type: none"> The amount of displaced parking needing to be replaced is substantial – this extends underground parking further into adjacent parkland Street presence may not be as good as a more urban location (e.g. Marine Dr) Awkward site configuration reduces spatial efficiency of the facility

Please refer to Option #3b for the description of the site with respect to suitability, access, parking and loading, and development factors.

Financial Implications: The financial implications associated with developing the South Parking Lot site for a Community Arts and Culture Centre are:

- A site supporting a single facility is less efficient in terms of operations and management and therefore is considered less financially efficient when comparing to a consolidated facility.
- The site is owned by the District which reduces the overall financial ask of the District in comparison to privately owned sites.
- To develop this site to include a facility similar to that described, it is estimated to cost approximately \$24.5m, as per the Class D cost estimate. The following summary table outlines the estimated capital costs associated with developing the South Parking Lot. The detailed cost analysis can be found in the Appendix.

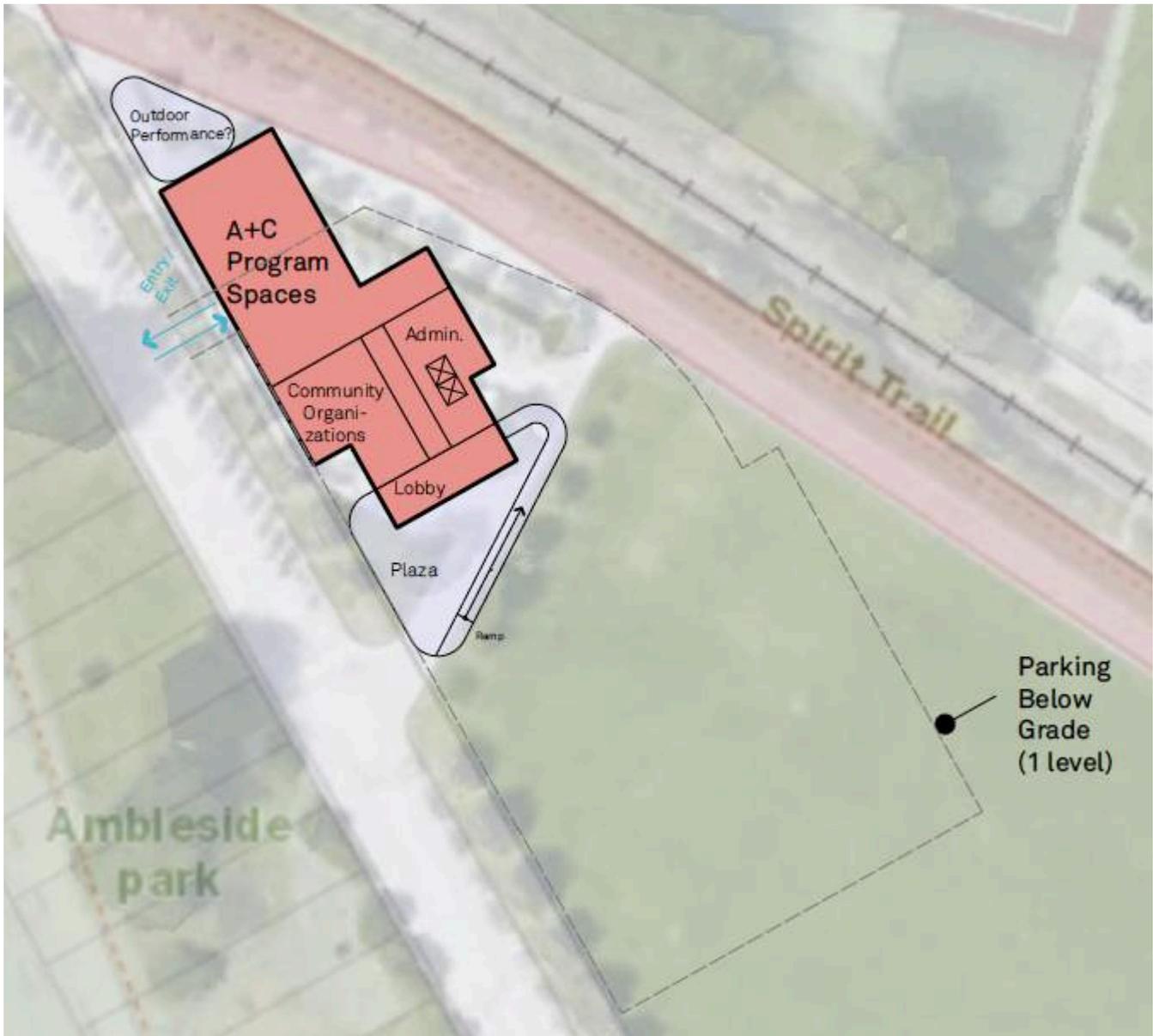
Table 18: Ambleside Park – South Parking Lot – Community A+C Facility costing summary

	Totals
Land	\$0
Construction (facility)	\$10,179,000
Construction (parking)	\$7,362,000
Contingency for Construction (5%)	\$877,000
General Project Contingency (2.5%)	\$462,000
Soft Cost Allowance (Engineers, surveyors, consultants, insurance, permits etc.)	\$4,521,000
Furniture, Furnishings and Equipment And AV/IT	\$1,018,000
Estimated Project Cost	\$24,419,000

The cost of the underground parking structure (155 stalls) has been estimated to be \$47,500 per stall, which represents 30% of the overall site development. The largest factor contributing to the high parking cost is that this option requires two levels of underground in an area susceptible to liquefaction due to its close proximity to the waterfront.

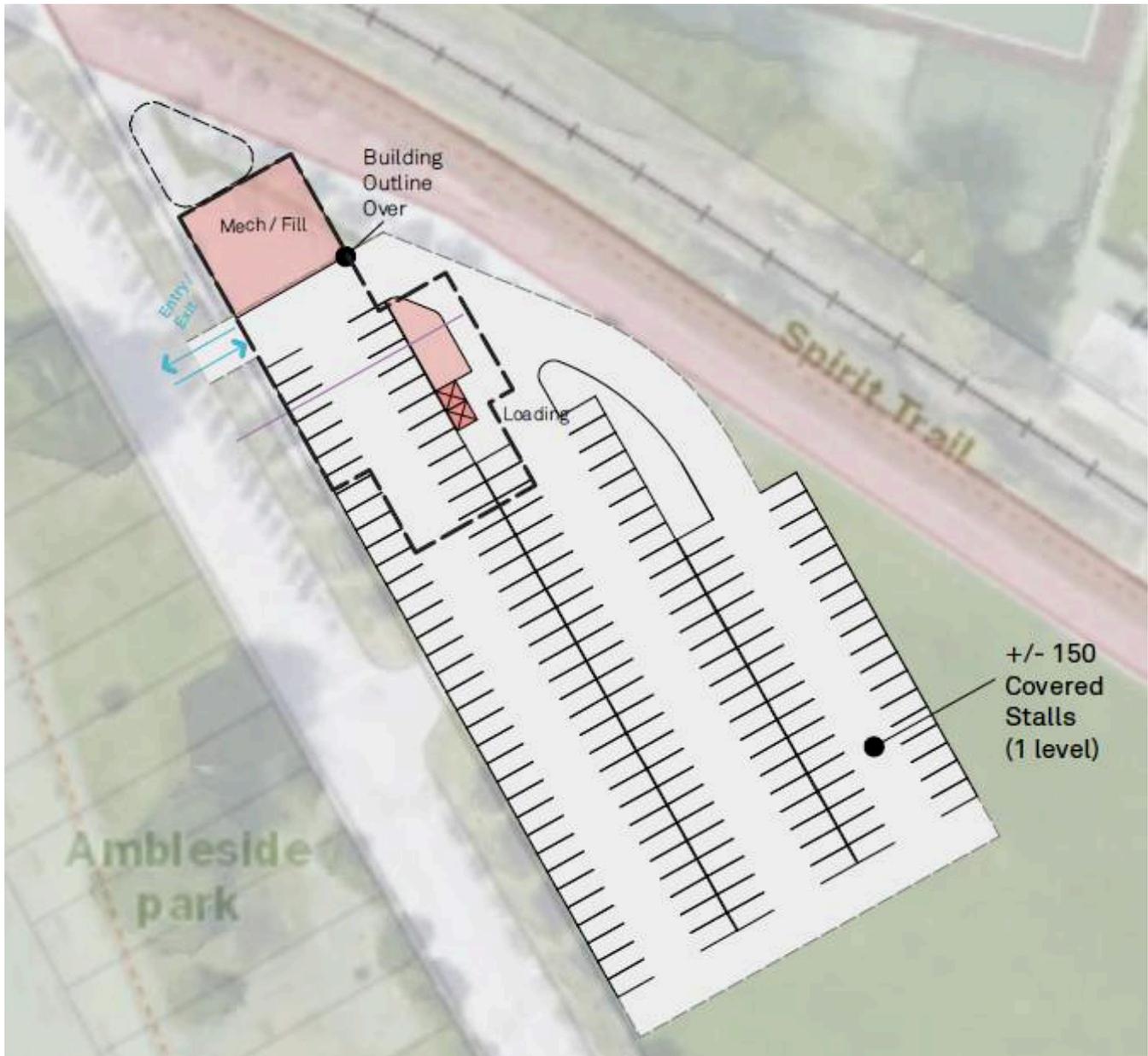
Site Massing Diagrams: The following site test fit and massing diagrams introduce one possible configuration of the Community Arts and Culture Facility on the South Parking Lot site.

Figure 46: Ambleside Park – South Parking Lot – Community A+C Facility: Possible site configuration – Plan view



The above diagram shows the spaces of the Community Arts and Culture Facility of Option 4b. Notice that the Arts and Culture Program Spaces, and Community Organizations Spaces could have nice views of water to the West (water not shown in diagram).

Figure 47: Ambleside Park – South Parking Lot – Community A+C Facility: Possible site configuration – Plan view: Parking



As shown in the above figure the underground parking level extends to the southeast well beyond the site boundaries and onto adjacent Ambleside Park parkland. This configuration is required to accommodate ~155 stalls. Access to and from the underground parking garage is via Argyle Ave.

Figure 48: Ambleside Park – South Parking Lot – Community A+C Facility: Possible site configuration – Massing Diagram



The massing exercise shows the scale of the building on the site. It is estimated that the facilities overall height will be ~9.0m. Much of the facility runs parallel to the waterfront, thereby maximizing relationships of the facility and the water / view.

Option #6: 1400 Block (North side of Marine Drive)

The 1400 Block is the first of two privately-owned sites that were identified for further exploration. This city block is currently 90% owned by a single developer which presents an opportunity for the District to explore leveraging development to offset the costs associated with constructing an arts and culture facility within Ambleside. Privately-owned sites involve intriguing development potential. To progress private sites forward in greater detail, further study and engagement with developers via District staff is needed to better articulate the landscape of private development opportunities.

Facility Configuration	Consolidated Art Museum and Community Arts and Culture Facility
Building Gross Area	~2,350 m ² / ~25,000 ft ² (includes supplementary amenities)
Number of Storeys	2 or 3 depending on site development
Parking (Functional)	100
Parking (Displaced community stalls)	n/a
Parking Configuration	As part of larger parking structure to support entire 1400 block redevelopment

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Supports a consolidated facility (and therefore gains efficiencies) • Strong street presence in the heart of the high-traffic Ambleside Village Centre fronting Marine Drive • Attractive urban location 	<ul style="list-style-type: none"> • District would need to engage developer to initiate exploration of this option • Development would have to abide by the timeline of the developer • Lacks natural setting • Limited opportunity for architectural expression as it will be part of a larger development

Suitability of the site to support arts and culture: 1400 Block is in an excellent location to support arts and culture activities given its visual prominence and given the vibrancy of its surroundings. Unlike most of the top-ranked District-owned sites, the top-ranked privately-owned sites have a more ‘urban’ setting. Such a setting will benefit the facility with respect to its immediate exposure, and the awareness gained from the arts organizations, local businesses, and residents nearby. As it is located on Marine Dr in the Ambleside Village Centre, it is thereby in close proximity to many arts organizations / facilities. These include the Ferry Building Gallery, Pandora’s Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, and 4Cats Arts Studio. While an ‘urban’ and a ‘natural’ site setting have different advantages with respect to supporting arts and culture activities, both have their advantages.

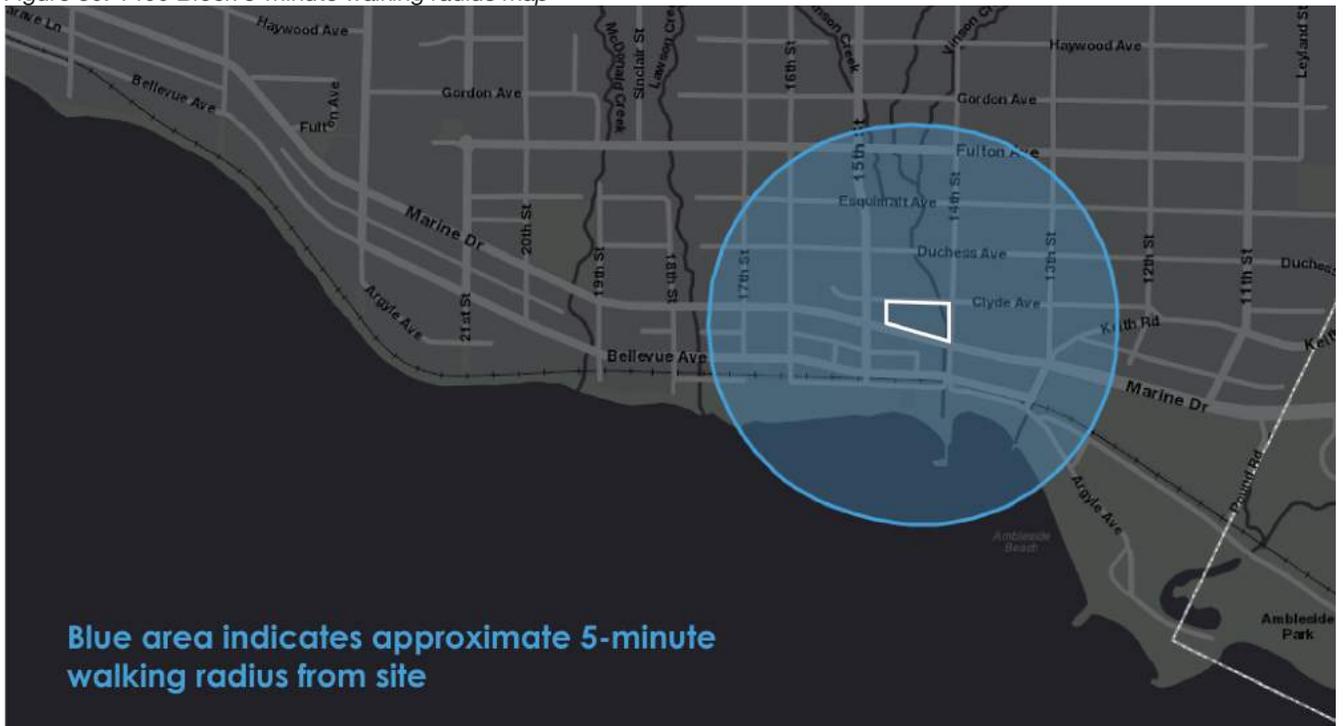
Access: Pedestrian access to the site would primarily be via Marine Drive. There are multiple public transportation stops along Marine Drive (eastbound and westbound) less than 2 minutes’ walk away. Vehicles would also likely access the site via Marine Drive and enter the underground parking along 14th or 15th Street.

The following figures identify a 5-minute walking radius, nearby bus stops and roads surrounding the 1400 Block.

Figure 49: 1400 Block access map

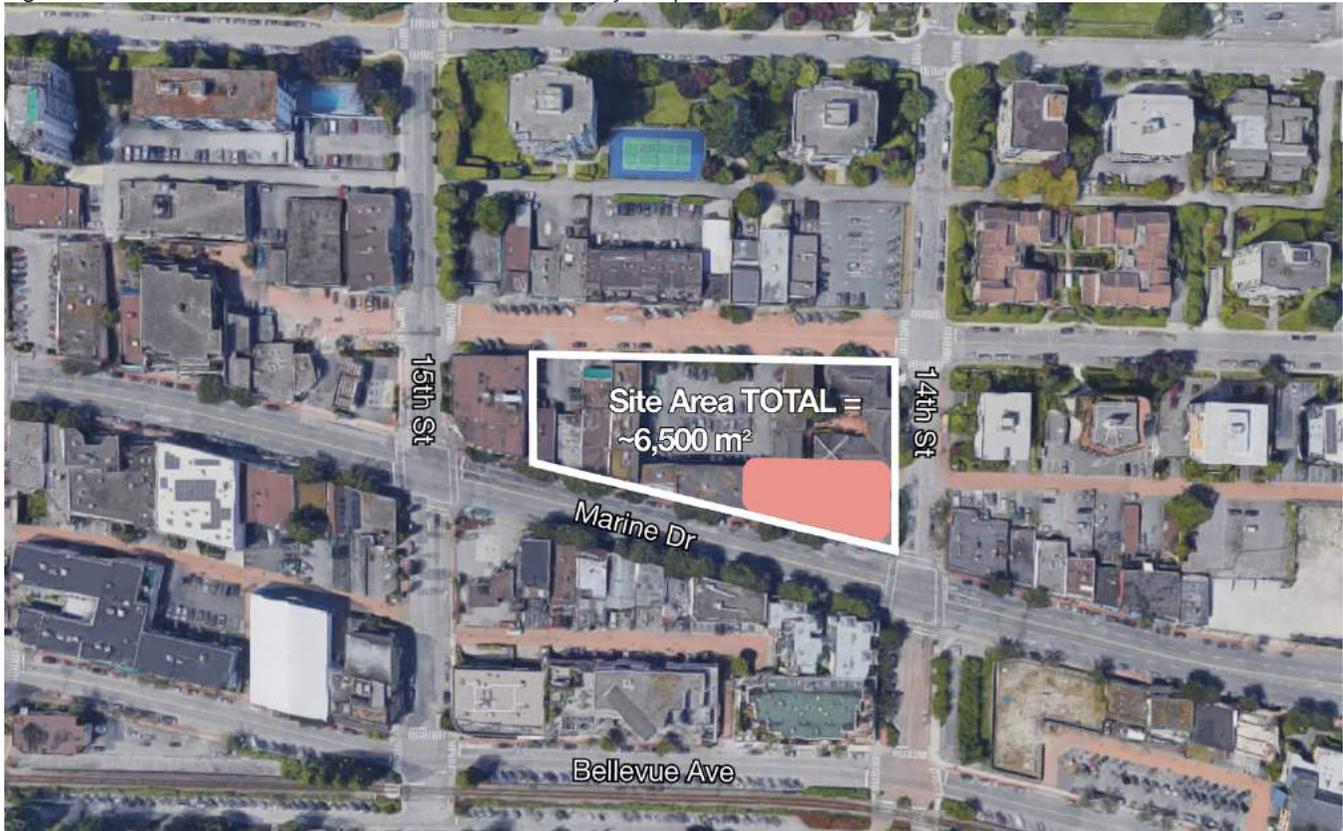


Figure 50: 1400 Block 5-minute walking radius map



Location of facility on the site: To meet the aspirations of the arts and culture community for a placemaking facility, it is recommended that the facility be located with frontage on Marine Drive. The following site test fit identifies the footprint of a consolidated arts and culture facility, assuming two storeys. The facility could be located anywhere along Marine Drive. It is likely that underground parking would be included within the block's development and that the required ~100 stalls would have direct access to the arts and culture facility.

Figure 51: 1400 Block consolidated arts and culture facility footprint



If this site is to be developed to include the consolidated arts and culture facility the success of the project depends on the District and community approving the development application submitted by the developer. There are many more opportunities for the project to be stalled or delayed when considering the planning of a complete city block rather than a single parcel of land.

Parking and loading, development factors and the financial implications of this site are directly related to the overall site development which cannot be determined at this phase of planning. It is recommended that District staff pursue further negotiations with the owner with respect to building form, how the facility could be incorporated into the site and building(s), potential density, and implications to the community amenity contributions (CAC).

Option #7: 1600 Block (South side of Marine Drive)

The 1600 Block is the second of two privately-owned sites that were identified for further exploration. This city block is currently owned by a single developer which presents an opportunity for the District to explore leveraging development to offset the costs associated with constructing an arts and culture facility. Privately-owned sites involve intriguing development potential. To progress private sites forward in greater detail, further study and engagement with developers via District staff is needed to better articulate the landscape of private development opportunities.

Facility Configuration	Consolidated Art Museum and Community Arts and Culture Facility
Building Gross Area	~2,350 m ² / ~25,000 ft ² (includes supplementary amenities)
Number of Storeys	2 or 3 depending on site development
Parking (Functional)	100
Parking (Displaced community stalls)	n/a
Parking Configuration	As part of larger parking structure to support entire 1600 block redevelopment

Option Highlights	Option Challenges
<ul style="list-style-type: none"> • Supports a consolidated facility (and therefore gains efficiencies) • Strong street presence in the heart of the high-traffic Ambleside Village Centre fronting Marine Dr • Attractive urban location 	<ul style="list-style-type: none"> • District would need to engage developer to initiate exploration of this option • Development would have to abide by the timeline of the developer • Lacks natural setting • Potential resistance to the development of Fresh St. Market.

Suitability of the site to support arts and culture: Similar to 1400 Block, 1600 Block is well-positioned to support arts and culture activities. It lies within the Ambleside Village Centre – the area where most arts and culture facilities / organizations are located in West Vancouver. This location also provides an excellent visual prominence being located on Marine Dr, thereby elevating its exposure and presence across arts and non-arts communities. This site is in close proximity to the Ferry Building Gallery, Pandora’s Vox & Espiritu Vocal Ensemble, Music Gallery, Bella Ceramica, West Vancouver Dance Conservatory, Memorial Library, and 4Cats Arts Studio.

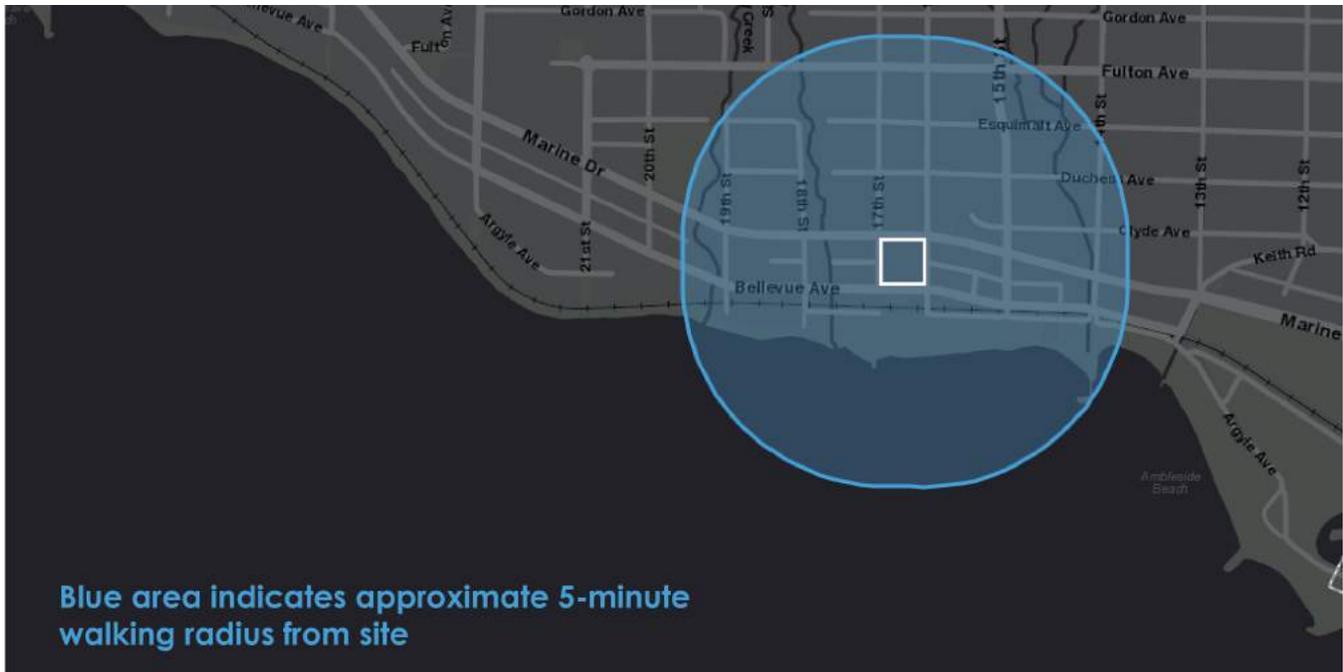
Access: Pedestrian access to the site would primarily be via Marine Drive. There are multiple public transportation stops along Marine Drive (eastbound and westbound) less than 2 minute’s walk away. Vehicles would also likely access the site via Marine Drive and enter the underground parking along 16th or 17th Street.

The following figures identify a 5-minute walking radius, nearby bus stops and roads surrounding the 1600 Block.

Figure 52: 1600 Block access map



Figure 53: 1600 Block 5-minute walking radius map



Location of facility on the site: To meet the aspirations of the arts and culture community for a placemaking facility, it is recommended that the facility be accessible by either Marine Drive or Bellevue Avenue. Being located along Bellevue would provide an opportunity for the program spaces to have a view of the waterfront and feel closer connected the outdoors. The actual location of the

facility should be determined during developer negotiations. The following site test fit identifies the footprint of a consolidated arts and culture facility, assuming two storeys. It is likely that underground parking would be included within the block's development and that the required ~100 stalls would have direct access to the arts and culture facility.

Figure 54: 1600 Block consolidated arts and culture facility footprint



If this site is to be developed to include the consolidated arts and culture facility the success of the project depends on the District and community approving the development application submitted by the developer. There are many more opportunities for the project to be stalled or delayed when considering the planning of a complete city block rather than a single parcel of land.

Parking and loading, development factors and the financial implications of this site are directly related to the overall site development which cannot be determined at this phase of planning. It is recommended that District staff pursue further negotiations with the owner with respect to building form, how the facility could be incorporated into the site and building(s), potential density, and implications to the community amenity contributions (CAC).

OPTION SUMMARY

The following table has been prepared to aid in visualizing the different options and how they compare to one another in terms of site configuration and estimated cost.

Table 19 Options Summary Table

Option	Site	Facility Configuration*	Parking Configuration**	Facility Gross Area (m ²)	Facility Gross Area (ft ²)	Parking Stalls***	Estimated Capital Cost	Facility Cost without Parking \$/m ²	Parking Construction \$/stall
1	Ambleside Park - Tennis Courts	Con	UG(2)	2,350	25,000	100+50	\$38.1m	\$10,800	\$67,900
2	Ambleside Park - H-Field	Con	UG(1)+ SP	2,350	25,000	100+50	\$34.8m	\$11,800	\$38,000
3	Ambleside Park – South Parking Lot Expanded Site	Con	UG(1)	2,350	25,000	100+100	\$34.3m	\$10,600	\$38,000
4a	John Lawson Park - Parking Lot	A+C	UG(2)	1,200	13,000	55+50	\$24.1m	\$12,700	\$67,900
4b	Ambleside Park - South Parking Lot	AM	UG(1)	1,500	16,500	60+100	\$27.5m	\$11,900	\$47,500
5a	Ambleside Park - Tennis Courts	AM	UG(1)+ SP	1,500	16,500	60+50	\$27.6m	\$12,200	\$67,900
5b	Ambleside Park - South Parking Lot	A+C	UG(1)	1,200	13,000	55+100	\$24.5m	\$12,700	\$47,500
6	1400 Block	Con	-	2,350	25,000	100+0	-	-	-
7	1600 Block	Con	-	2,350	25,000	100+0	-	-	-

*Where con=consolidated facility, A+C=community Arts and Culture facility, and AM=Art Museum

**Where UG=underground, and SP=surface parking.

***Where (x1)+(x2)=(stalls required to support the activities of the facility) + (stalls required to replace the displaced community parking stalls).

As shown in the table above, options requiring two sites are the most expensive. This is related to the fact that there are no facility efficiencies when constructing two separate buildings and because of the requirement to replace displaced parking stalls. These options (4 and 5) include the replacement of 150 community parking stalls which is significantly more than any of the other options that only consider development on a single site.

Of the single site development options, Ambleside Park – H-Field is the least expensive option. This is attributed to the fact that this option has the least onerous parking requirements. The costs associated with underground parking increase with depth. This is exasperated with the current soil conditions and the anticipated changes in sea-level rise.

The project cost/m² for the facility and site ranges between \$10,600 and \$12,700 depending on the sites size and relative development complexity. The construction costs associated with parking represent a significant portion of the total project cost; between 16 and 30% overall.

DISTRICT-OWNED VS. PRIVATELY-OWNED SITES

The decision of moving forward with the development of a district owned site or privately-owned site cannot be determined at this point in the project. There are a number of unknown factors with respect to the privately-owned sites that can be determined through discussion with landowners. Further study and engagement with developers is required to identify potential private development opportunities.

The two different site ownership options have varying development implications. To help understand the implicated differences between the siting options, the following table has been prepared.

Table 20: District-owned vs Privately-owned site development

District-owned	Privately-owned
<p><u>Benefits</u></p> <ul style="list-style-type: none"> Control: District remains in control of all aspects of the development process (design, construction, timelines) Design Flexibility: Increased flexibility and opportunities for architecturally significant facility design 	<p><u>Benefits</u></p> <ul style="list-style-type: none"> Financial: Potential to offset (100% or a portion) of capital costs associated with developing a new facility (this would only be determined through developer negotiations) Once negotiated, District requires significantly less resources to manage the development process
<p><u>Drawbacks</u></p> <ul style="list-style-type: none"> Reliant on District funding sources (grants, taxes, donations, fundraising etc.) Development will rely heavily on the resources of the District to complete the development 	<p><u>Drawbacks</u></p> <ul style="list-style-type: none"> Dependant on developer negotiations which may involve land or density swaps, zoning amendments and other complications. <u>Project success relies on successful rezoning process.</u> Facility will likely be immersed within a larger development which will hinder the facilities' identity

The most significant difference between development of sites District-owned and privately-owned is who is responsible for funding the project. With District-owned sites the District remains in complete control of the development but is responsible for funding the complete project. The converse is true with privately-owned sites where the District will likely have less control but will not be responsible for the total project costs.

RECOMMENDATIONS

The West Vancouver Arts Facility Site Identification Analysis analyzed 12 District-owned sites and 7 privately owned sites in terms of their suitability to support development of an arts and culture facility. Using all of the gathered information, our recommendation for the District-owned sites that are most appropriate for development are (in order of preference):

- 1) **Option #1:** Consolidated facility at Ambleside Park – Tennis Courts
- 2) **Option #3:** Consolidated facility at Ambleside Park – South Parking Lot
- 3) **Option #5:** Single facility at Ambleside Park – Tennis Courts and a single facility at Ambleside Park – South Parking Lot

The options are summarized below.

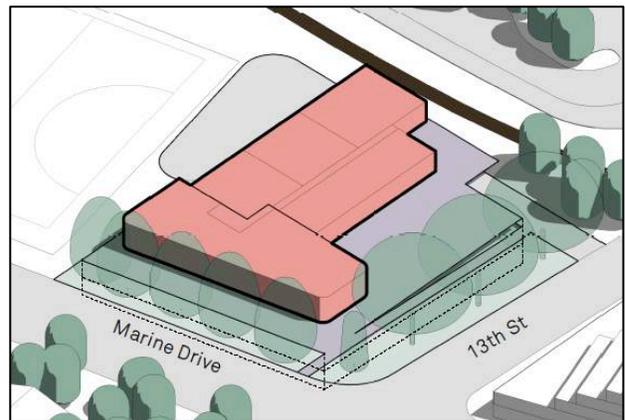
Option 1: Ambleside Park - Tennis Courts

Configuration: Consolidated

Estimated Capital Cost: \$38.1m

Facility Elements: ~2,350m²

Parking: Two-levels of underground (150 stalls)



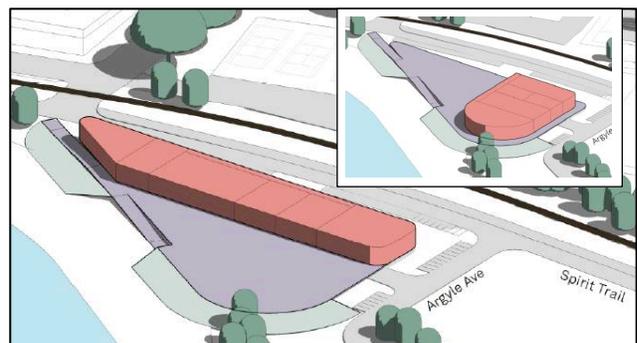
Option 3: Ambleside Park – South Parking Lot Expanded Site

Configuration: Consolidated

Estimated Capital Cost: \$34.3m

Facility Elements: ~2,350m², 2 storeys – partial second floor

Parking: Combination of recessed and surface parking (200 stalls)



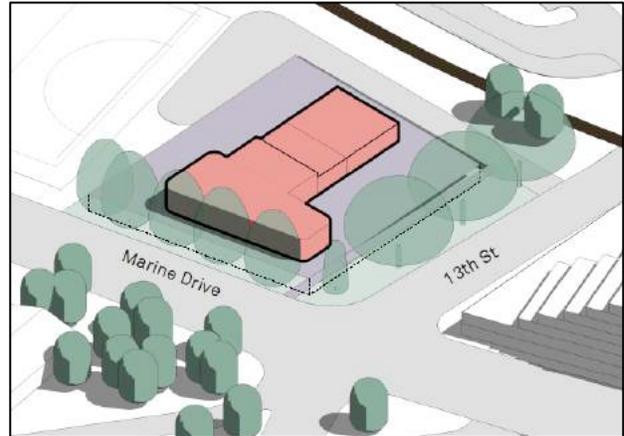
Option 5a: Ambleside Park - Tennis Courts

Configuration: Art Museum

Estimated Capital Cost: \$27.6m

Facility Elements: ~1,500m²

Parking: Two-levels of underground (110 stalls)



Option 5b: Ambleside Park - South Parking Lot

Configuration: Community Arts and Culture Facility

Estimated Capital Cost: \$24.4m

Facility Elements: ~1,200m²

Parking: One-level of underground (155 stalls)



We recommend that the District bring these three site options forward to the general public for feedback and consideration. This recommendation was endorsed by the AFAC during a public meeting.

With respect to the privately owned sites, the most suitable sites to support development of a consolidated arts and culture facility are:

- 1400 Block - North side of Marine Drive
- 1600 Block - South side of Marine Drive

As a general recommendation to the District, West Vancouver should move towards promoting more sustainable methods of transportation for the community. Methods of transportation are changing in response to a changing environment and the reliance on personal vehicles will decrease. The capital costs associated with parking are substantial and therefore the number of stalls ultimately required will need to be confirmed in relation to a robust transportation strategy. Additionally, the District could integrate surrounding parking into a strategy that utilizes parking in the Central Business District after business hours (e.g. The Grosvenor site adjacent to the Ambleside Park – Tennis Courts

accommodates 50 public parking stalls – these could be utilized in evenings and on weekends, outside office hours, through facility programming.)

The following chart has been prepared to outline the anticipated project next steps. All future work is subject to council approval.



APPENDIX A: Documentation Review

WSP Flood Control Level Report (2019)

District of West Vancouver

The WSP Flood Control Level report analyzes the minimum Flood Construction Levels (FCLs) of the Ambleside coastline. The report reveals that if development were to occur in this area, minimum FCLs would have to be abided by. Non-occupied spaces such as underground parking can be built beneath the FCL, though occupied / functional spaces cannot. The projected minimum FCLs of the Ambleside coastline area for 2100 are between:

- 4.8 metres (using the Probabilistic Method)
- 5.2 metres (using the Combined Method)

While these FCLs do not make coastal sites undevelopable, they add a level of complexity.

Ambleside Off-Street Parking Review Report (2019)

ISL Engineering

The District of West Vancouver in association with ISL Engineering prepared a parking study of the Ambleside area in February 2019. The study analyzed the public and private off-street parking within the Ambleside area (defined roughly between 13th Avenue and 19th Avenue and between Clyde Avenue and the CN Rail Tracks). The goals of the study were to provide a thorough review of existing and future parking supply and demand within Ambleside. Conclusions of the study included:

- There are 1,768 available parking spaces (public and private off-street) in Ambleside.
- The highest parking utilization was found around noon with over 75% of the stalls occupied
- The study area was subdivided into three sub-areas and it was found that 2/3 areas would require additional parking to accommodate additional commercial development. The one zone that does not require immediate additional parking includes Ambleside Tennis Courts. This zone could accommodate ~21,000ft² of additional commercial development.
- Short term parking improvement strategies: increase utilization of private off-street parking, generate shared parking opportunities, increase parking turnover in the popular areas, enforce parking regulation during peak hours, encourage alternative modes, consider pay parking.
- Long term improvement measures: consider constructing a parkade structure at 14th Street Site (North-west corner of 14th and Marine Drive) to satisfy the parking demand. As a long-term strategy, the District should also consider pay parking.

District of West Vancouver Official Community Plan (2018)

District of West Vancouver

The Official Community Plan (OCP) makes note of arts and culture in the following policies:

- Encourage the creation of versatile spaces, such as live-work and production-retail uses, that support arts and culture sector development.
- The Ambleside Municipal Town Centre is emphasized as the heart of the District, supporting commercial land uses including retail, service, office, arts and culture, civic services and facilities, visitor accommodation and recreation.
- Community Arts development and programming should be an integrated use within the waterfront area.
- Explore the role that arts and culture can fulfill as part of the vision for the Argyle Avenue waterfront.

More specifically, the OCP introduces the following Policies that relate to site identification:

- BF-C 4: Consider buildings over four storeys on three special sites along Marine Drive – 1300 block south, 1400 block north and 1600 block south.
“A variation in FAR above 1.75 would only be considered in relation to offsetting the cost of offsetting the cost of providing assets such as community space for an art gallery, civic meeting space, additional public parking and rental housing.”
- BF-C 4.5: Enhance Ambleside Village Centre’s sense of place and uniqueness, including its growing role as a home for civic and cultural activities.
“Encourage provision of cultural and community use spaces as a community benefit in a larger new development.”
“Achieve a sense of entry / gateway at the entrances to Ambleside.”
“Encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures.”
- BF-C 4.6: Strengthen the connections between the waterfront and the Village centre, with increased cultural and recreational activity and stronger functional links.
“Use arts and culture as a vehicle for linking the commercial area to the waterfront.”
- BF-C 4.7: Manage the Argyle Waterfront in a manner which compliments and enhances the Ambleside Village Centre.
“Arts and Culture: Arts and culture should serve as a driver for Ambleside revitalization and for linking the waterfront to the commercial area. Arts and cultural facilities are recognized as an important waterfront use, but should be secondary to the overall waterfront park use.”

The site analysis factors in priority arts and culture areas as identified by the OCP in the site analysis.

District of West Vancouver Economic Development Plan (2018)

District of West Vancouver

The Economic Development Plan iterates:

- Arts and Culture municipal investments could enhance economic opportunities in the Ambleside and Dunderave commercial areas.
- Integration of economic considerations into the District’s Arts & Culture Strategy will ensure that the arts can contribute to the local economy and support West Vancouver’s development as a visitor destination.

West Vancouver Arts & Culture Strategy (2018-2023)

District of West Vancouver

The Arts & Culture Strategy identified four goals for the District to pursue. The goals are:

Goal 1: People - Enable Leadership & Collaboration: Focus on enabling leadership and collaboration to achieve productive partnerships.

Goal 2: Programs - Enhance Arts and Culture Opportunities: Focus on strengthening existing opportunities, increasing inclusion and diversity, and expanding attractions for residents and visitors.

Goal 3: Places - Enhance Arts and Culture Spaces and Places: Focus on enhancing West Vancouver’s quality and supply of spaces that provide locations for arts and culture opportunities.

Goal 4: Processes - Improve Processes Related to Implementing Arts and Culture: Focus on improving municipal processes to increase awareness for arts and culture opportunities, to increase investment in artists, programs, events and to make it easier for artists and creative industries to flourish in West Vancouver.

The Arts & Culture Strategy also includes several strategies relevant to the site identification exercise:

- Strategy 3.1: Prepare a comprehensive Arts and Culture facilities Plan.
 - Support the framework of arts and culture venues distributed across the community, with Ambleside as the main hub for arts and culture facilities and potential satellite spaces.
- Strategy 3.3: Identify the type(s), location(s), operating structure and funding of new arts and culture facilities.
 - Once existing and future needs for new arts and culture spaces have been identified, assess amount and types of spaces required to serve identified needs, location of new spaces including possibilities for co-location of different space types, operating and capital funding requirements, building/functional programs, and options for development.
 - Explore and identify potential locations within Ambleside for new arts and culture hub with satellite facilities elsewhere.
- Strategy 3.4: Build new arts and culture facilities.
 - Work with partners to design and build new arts and culture facilities.
- Strategy 3.5: Enhance public spaces and support placemaking.
 - Support and encourage incidental interactions with arts and culture, such as murals, sculptures, and kiosks that the public may interact with as they move through the District.
- Strategy 4.1: Increase awareness of arts and culture.
- Strategy 4.2: Increase investment in arts and culture.

The District of West Vancouver Emerging Vision for the Community Centre Site (2018)

District of West Vancouver

This District of West Vancouver's Emerging Vision for the Community Centre site (containing the Arena, Aquatic Centre, Community Centre, Seniors' Activity Centre, Tennis Club, and Child Care) is of particular relevance to the site where the Seniors' Activity Centre is currently located. The vision involves 3 phases:

- Phase 1 proposes that the Ice Arena will be redeveloped in the location of the Tennis Courts,
- Phase 2 proposes that the Seniors' Activity Centre will be redeveloped where the arena used to be, and
- Phase 3 capitalizes on the old location of the Seniors' Activity Centre, opening it up to which a development opportunity – possibly a location for an arts related facility.

The District of West Vancouver Ambleside Community Profile (2017)

District of West Vancouver

The Ambleside Community Profile completes a comprehensive review of Ambleside. The purpose of the Community Profile is to inform the planning process for the future of the Ambleside Town Centre, particularly around these areas:

- Neighbourhood
- Demographics
- Land Use & Buildings
- Features & Amenities
- Employment & Income
- Transportation

The Community Profile provides a useful overview with respect to many site analysis factors.

The Ambleside Waterfront Concept Plan (2016)

District of West Vancouver

The Ambleside Waterfront Concept plan is an illustrative document showcasing potential improvements to the Ambleside waterfront, many of which relating to arts and culture:

- **Community Arts Buildings & the Arts Plaza:** Art remains a strong long-term presence on the waterfront through the creation of a new Community Arts Building west of the Ferry Building Gallery. Green space is maintained to the east and west of the Ferry Building, preserving the prominence of this important heritage building and allowing the continued arts-related use of these landscaped areas for programs like “Painters’ Landing.”
- **Ferry Building:** Natural setting of the historic Ferry Building Gallery is maintained.
- General concepts of activated spaces along the waterfront as indicated in this plan are relevant to the site analysis given importance of economic connectivity, pedestrian traffic / access, and placemaking abilities of various sites.

The District of West Vancouver Parks Master Plan (2012)

District of West Vancouver

The purpose of the Parks Master Plan (PMP) is to set a clear direction for the management, protection, and enhancement of and community engagement within West Vancouver’s parks, trails and open spaces, to meet the immediate and long term (10 year) needs of the community. This document is relevant to the site analysis study given that a number of potential arts facility sites are located in parkland. The plan recognizes that:

- In Ambleside and Dundarave, the waterfront has high cultural and social values, with the socially engaging seawall, festivals such as Harmony Arts, and a longstanding history of Arts in Parks.
- **Parks Management Service Delivery 3.4.3:** Support arts in waterfront parks, provided that the core values of the PMP are respected and structures are in scale with the context.
- Volunteers for sport groups, arts and culture organizations and stewardship groups are involved in a wide range of activities related to parks.
- The District hosts many special events related to arts, culture and recreation, many of which take place in parks.

The District of West Vancouver’s Zoning Bylaw (2011)

District of West Vancouver

The District of West Vancouver’s Zoning Bylaw’s purpose is to regulate land use and physical change in the municipality. The Zoning Bylaw is a necessary document when analyzing potential sites for an arts facility. Each zone has a differing set of regulations that outline development parameters. Many of the sites do not have a current zoning that would allow for an arts facility, making a rezoning a likely reality depending on which site is ultimately selected. Nevertheless, understanding the land-use and regulations of each site, and its surrounding context is critical to the analysis. Key zoning regulations relevant to the analysis include:

- Permitted Uses
- Conditions of Use
- Site Area
- Minimum Lot Width
- Lot Coverage
- Floor Area Ratio

- Front Yard / Rear Yard
- Site Yard
- Building Height
- Number of Storeys
- Off-Street Parking
- Highest Building Face Envelope

The District of West Vancouver Strategic Transportation Plan (2010)

District of West Vancouver

The District of West of West Vancouver Strategic Transportation Plan (STP) presents a vision for the future of transportation in West Vancouver in 2025 and beyond. This document is a useful resource during site analysis as pedestrian, vehicle, and transit access is very important for a successful arts facility. The Strategy articulates various visions for major transportation corridors (in particular, Marine Drive), which, if implemented, will have implications with respect to vehicle, pedestrian, and transit access to many of the sites in the site analysis. In general, the STP aims to:

- Enhance and encourage walking in West Vancouver; expand pedestrian network
- Develop transportation corridors into intermodal hubs
- Consider ways to incentivize alternative modes of transportation as opposed to driving
- Review bylaw parking requirements
- Encourage sustainable transportation

The District of West Vancouver Climate Action Plan (2010)

District of West Vancouver

This District of West Vancouver Climate Action Plan describes a number of strategies to reduce the District of West Vancouver's carbon footprint. The report reveals that ~50% of West Vancouver's greenhouse gas (GHG) emissions come from buildings. It is therefore important in the site analysis to consider sites with exemplary sustainability potential. The Action Plan also discusses potential impacts of climate change if reductions are insufficient or do not take place – providing Cornerstone insight with respect to which sites are more at risk of experiencing said impacts, and which are not. Sea-level rise for instance, is a critical factor to consider for many of the sites in the analysis. The challenges of such an impact need to be understood, and sites need to be ranked accordingly.

APPENDIX B: Site Requirements Analysis

The site analysis portion of this scope of work uses the following sequential approach:

1. Determine the site area requirements for a standalone consolidated facility and two separate facilities.
2. Identify District-owned and privately-owned sites for high-level analysis.
3. Perform the high-level analysis. This analysis ranks all of the sites against the guiding principles with the intention of eliminating sites less suitable/desirable for development. The District-owned sites and privately-owned sites were ranked using similar, but distinct criteria.
4. Perform the detailed site analysis: Top ranked sites from step 3 are analyzed more thoroughly including a realty assessment, Class D costing and massing diagrams. Because of the unknowns involved with privately-owned sites, massing concepts could not be produced (i.e. there is no way of knowing how an arts facility would specifically fit in to a private development with respect to layout, density, other components, etc.). However, for each privately-owned site, the anticipated building footprint can be shown in a rectangular block, representing how many storeys would be required of an arts facility for a particular site, the sensible location of the facility on site, and its prominence and integration with the surrounding context.
5. Recommendations are made for the District-owned sites and privately-owned sites individually.

The site requirements for **Stand-alone community arts centre** are shown in the following table.

Table 21: Site area requirements for Stand-alone Community Arts Centre

	1-Storey	2-Storey	3-Storey	Notes
Facility BGSM	1219	1219	1219	No supplementary amenities allowance.
Facility Footprint	1219	638	638	No supplementary amenities allowance.
Facility Parking	2035	2035	2035	Assume 55 stalls at 37 NSM per.
Community Parking	-	-	-	Not quantified. Dependant on site.
Outdoor Support Space	150	150	150	Outdoor support program space.
Green Space Allowance	-	-	-	To be determined following site selection.
Site Area (m ²)	3404	2823	2823	With surface parking
Site Area (m ²)	1219	1018	1018	With underground parking, 2 level

The stand-alone community arts centre requires a site of at least 1,018m² assuming underground parking and 2,823m² assuming single level surface parking. The site requirements for a 3-storey facility do not change from the 2-storey building as the ground floor requirements cannot decrease any further without negatively impacting on the functionality of the building.

The site requirements for **Stand-alone art museum** are shown in the following table.

Table 22: Site area requirements for Stand-alone art museum

	1-Storey	2-Storey	3-Storey	Notes
Facility BGSM	1510	1510	1510	Includes supplementary amenities allowance
Facility Footprint	1510	1050	850	Includes supplementary amenities allowance
Facility Parking	2220	2220	2220	Assume 60 stalls at 37 NSM/stall.
Community Parking	-	-	-	Not quantified. Dependant on site.
Outdoor Support Space	150	150	150	Outdoor support program space.
Green Space Allowance	-	-	-	To be determined following site selection.
Site Area (m ²)	3880	3420	3220	With surface parking
Site Area (m ²)	1510	1110	1110	With underground parking, 2 level

The stand-alone art museum requires a site of at least 1,110m² assuming underground parking and 3,220m² assuming single level surface parking. The site requirements for a 3-storey facility with underground parking do not change from that of the 2-storey facility as the parking requirements drive the site area for this option. Assuming 2 levels of underground parking, the site must be at least 1,110m² to meet the projected number of parking stalls.

The site requirements for **Consolidated community arts and culture centre** are shown in the following table.

Table 23: Site area requirements for Consolidated community arts and culture centre

	1-Storey	2-Storey	3-Storey	Notes
Facility BGSM	2366	2366	2366	Includes supplementary amenities allowance.
Facility Footprint	2366	1358	1158	Includes supplementary amenities allowance.
Facility Parking	3700	3700	3700	Assume 100 stalls at 37 NSM/stall.
Community Parking	-	-	-	Not quantified. Dependant on site.
Outdoor Support Space	200	200	200	Outdoor support program space.
Green Space Allowance	-	-	-	To be determined following site selection.
Site Area (m ²)	6266	5258	5058	With surface parking
Site Area (m ²)	2366	1850	1850	With underground parking, 2 level

The consolidated community arts and culture centre requires a site of at least 1,850m² assuming underground parking and 5,058m² assuming single level surface parking. The site requirements for a 3-storey facility with underground parking do not change from that of the 2-storey facility as the parking requirements drive the site area for this option. Assuming 2 levels of underground parking, the site must be at least 1,850m² to meet the projected number of parking stalls.

APPENDIX C: Facility parking stall analysis

To determine the number of parking stalls required to support either (1) consolidated arts and culture facility or (2) separate facilities, a parking stall analysis has been performed. The outcome of this analysis has driven the requirements for parking stalls.

The facility parking stall analysis is based on the following assumptions:

- In the immediate future, 80% of all participants will use personal vehicles to get to the arts and culture facility(ies). This number is anticipated to decrease as more community members adapt to the changing transportation methods and as public transportation becomes more accessible and convenient. The remaining participants/attendees are assumed to arrive by foot, public transport or are dropped off.
- The parking stall analysis is based on a scenario of peak utilization (excluding infrequently occurring special events):
 - Art Museum: Large exhibit reception and presentation/rental within the multipurpose room. This scenario is plausible during evenings and weekends. An allowance for staff has also been included.
 - Community Arts and Culture Facility: Rehearsal space used for community theatre program, community art gallery exhibition, musical performance within a multipurpose room, and visual art program within a second multipurpose room. This scenario is plausible during evenings or weekends. An allowance for staff has also been included.
- It is assumed that 75% of community members attending exhibitions, performances and regularly occurring programs travel with another person.

Using the above assumptions, a single consolidated facility would require ~100 parking stalls to support peak regular usage. Special events that occur infrequently would require special parking planning and considerations, likely involving nearby parking. The following table summarizes the parking requirements for a consolidated facility.

Table 24: Consolidated facility functional parking requirements

Assembly Spaces	Estimated Attendance	Attendees arriving by personal vehicle	Parking stalls required after considering carsharing	Notes
Lobby	0	0	0	Assume lobby is used to support programs/events within the program space
Art Museum Gallery*	60	48	30	
Rehearsal Room*	20	16	10	
Community Art Gallery*	25	20	12.5	
Multipurpose, Large*	40	32	20	One large event taking place within the large multipurpose room.
Multipurpose, Medium*	14	11.2	7	
Multipurpose, Small*	0	0	0	Assume that one multipurpose room is not used during peak utilization.

Assembly Spaces	Estimated Attendance	Attendees arriving by personal vehicle	Parking stalls required after considering carsharing	Notes
Staff and volunteers	10	8	8	
Other	10	8	8	Could include community A+C groups using rental space, maintenance staff etc.
Total	179	143.2	95.5	

The options that explore two separate arts and culture facilities (Art Museum and Community Arts and Culture Facility) require ~60 and ~55 parking stalls, respectively. The following tables summarize the parking requirements for each facility option.

Table 25: Art Museum functional parking requirements

Assembly Spaces	Estimated Attendance	Attendees arriving by personal vehicle	Parking stalls required after considering carsharing	Notes
Lobby	0	0	0	Assume lobby is used to support programs/events within the program space
Art Museum Gallery*	60	48	30	
Multipurpose, Large*	40	32	20	One large event taking place within the large multipurpose room.
Staff and volunteers	6	4.8	4.8	
Other	4	3.2	3.2	
Total	110	88	58	

Table 26: Community arts and culture facility functional parking requirements

Assembly Spaces	Estimated Attendance	Attendees arriving by personal vehicle	Parking stalls required after considering carsharing	Notes
Lobby	0	0	0	Assume lobby is used to support programs/events within the program space
Rehearsal Room*	20	16	10	
Community Art Gallery*	25	20	12.5	

Assembly Spaces	Estimated Attendance	Attendees arriving by personal vehicle	Parking stalls required after considering carsharing	Notes
Multipurpose, Large*	40	32	20	One large event taking place within the large multipurpose room.
Multipurpose, Medium*	14	11.2	7	
Multipurpose, Small*	0	0	0	
Staff and volunteers	4	3.2	3.2	
Other	2	1.6	1.6	Could include community A+C groups using rental space, maintenance staff etc.
Total	105	84	54.3	

APPENDIX D: High-level site ranking exercise

District-Owned Sites

Ambleside Park - Tennis Courts		AFAC Rank #1	CPG Rank #1
		<p>Address: 0 Ambleside Park</p> <p>Current Zoning: Single-Family Dwelling Zone 5 (205-RS5)</p> <p>Area: ~4,500 m²</p> <p>Elevation: +3-5m MSL</p>	
Site Context	<p>The site fronts Marine Drive and 13th Street, resides within Ambleside Park, and is in close proximity to the waterfront. Vehicular Access to the site is via 13th Street, while pedestrian and transit access primarily stems from Marine Drive.</p> <p>The property is currently occupied by 3 tennis courts and approximately 50 parking stalls used by Ambleside Park patrons. The site is lined with heritage registered Silver Maple trees on the western portion (which are expected to be retained).</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is well-connected to the arts and culture community being adjacent to the Ambleside area and in close proximity to the Ferry Building, Music Gallery, Bella Ceramica and special events like the Harmony Arts Festival. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is well-located on Marine Drive, being both visually accessible and well-primed to form itself as a destination (this is largely due to its close proximity to the waterfront and Ambleside Village Centre, and its location in Ambleside Park). Views of the water will help the facility establish itself as a destination. This site is optimal for hosting events and other placemaking activities as it is located within Ambleside Park. Synergies could be developed with surrounding uses (park space, field hockey) and therefore elevate its placemaking potential. 		5
Functional Appropriateness	<ul style="list-style-type: none"> This site meets the functional area requirements to support Option #1 or Option #2. A consolidated facility could feasibly be developed as a single storey building. The site is sufficiently sized to meet the ground floor requirements of the consolidated facility or the individual facilities. 		5
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> The site is in a prime location for vehicular, pedestrian, and public transit access given its location off of Marine Drive – a major circulation route through West Vancouver – and given its walkable location in Ambleside Park, adjacent to the Waterfront and public walking trails. The vehicular traffic associated with a new facility should not negatively affect area circulation. 		5

Economic Connectivity	<ul style="list-style-type: none"> Being in a high traffic location, at the entrance of the Ambleside area, this site should connect well with nearby businesses in the Ambleside Village Centre and encourage increased social interaction among citizens and visitors. This location will support the economic development of West Vancouver. 	4
Future Flexibility	<ul style="list-style-type: none"> This site could support future facility expansions, phasing, and adaptive spaces such as underground parking. The site is not surrounded by other developments which may prevent future expansion. 	3
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors with the inclusion of underground parking. The consolidated facility would require two levels of underground parking. The community stalls that exist on the current site would be replaced within the underground parkade. The site can accommodate the loading requirements of an Art Museum. Loading would likely occur via an elevator in underground parking. 	4
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. This location is advantageous with respect to neighbourhood enhancement due to its ability to bridge cherished parts of the neighbourhood together – waterfront, Ambleside Park, Ambleside Village Centre, Arts and Culture, Recreation, and nearby residences. 	4
Sustainability	<ul style="list-style-type: none"> The site would involve little to no tree removal if developed into an arts facility (conveniently, trees are located on the edge of the site and are expected to be retained). No other environmentally damaging activities are to be expected if site is selected. Given its location in Ambleside Park, this site is in a unique position to display sustainable design while being bolstered by the natural aesthetic quality of its surroundings. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. The site will require re-zoning to support the use as an arts and culture facility. Aligns with Flood Control Level Report as long as occupied spaces in the facility are raised to the Flood Construction Level (4.8 – 5.2m above MSL), which is at street level to Marine Drive. Continues tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. While just outside of the Ambleside Village Centre special development area as shown in West Vancouver OCP (2018), the objectives of that area align well with what an arts facility would bring in terms of street presence and visual prominence to a corner site. Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). Aligns with Arts and Culture Strategy (2018) with respect to parks being a potentially favourable location for an arts facility. 	4
Development Timing	<ul style="list-style-type: none"> There are not any known developments in the immediate surroundings that would impact development timing. No other development is anticipated for this site. Ambleside Park does not have any major developments currently planned. 	4

Development Complexity	<ul style="list-style-type: none"> The site has a slight slope, from the North to South. The change in elevation is contained to the North portion of the site (5m above MSL), with the vast majority of the site being level and at approx. 3m above MSL. The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. Occupied spaces in the facility would have to be constructed above Flood Construction Levels of 4.8m to 5.2m as per the Flood Control Report. This would bring the occupied spaces of facility at street-level with Marine Drive. A flooding mitigation strategy would have to be developed for the underground parking area. 	3
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is District-owned so a land purchase is not required. The social value of the property would appear to align with the best use of the land. The capital costs associated with developing a facility within the flood plain and in an area that will be impacted by sea-level rise will result in additional upfront and ongoing spending. 	3
TOTAL:		52

Ambleside H-Field		AFAC Rank #2	CPG Rank #2
		<p>Address: 1018 Pound Road</p> <p>Current Zoning: Single-Family Dwelling Zone 5 (205-RS5)</p> <p>Area: ~ 10,000 m²</p> <p>Elevation: +3m Mean Sea Level (MSL)</p>	
Site Context	<p>This parcel is located south of the rail line and spirit trail, accessed from Argyle Ave.</p> <p>The property serves as overflow parking with no delineated stalls and gravel surfacing and all weather sports field. Additionally, it serves as event space for a number of District events.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> The property serves as overflow parking with no delineated stalls and gravel surfacing and all weather sports field. Additionally, it serves as event space for a number of District events. 		2
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site has an interesting location between Spirit Trail and Argyle Ave, within Ambleside Park. While an aesthetically appealing site, it is quite isolated compared to all other sites. The forested backdrop of the site could aid its destination making ability although it may also reduce visual access to the facility. Views of the water will help the facility form itself as a destination. This site is optimal for hosting events and other placemaking activities as it is adjacent to open park space. Abundant opportunities to establish architectural relationships with the adjacent pond beside the Ambleside Par 3 Golf Course, the trees on the northern portion of the site, and the ocean to the south. 		4
Functional Appropriateness	<ul style="list-style-type: none"> One key advantage of this site is its size – enabling a consolidated arts facility to be a single storey building, which, is the optimal arrangement for this type of facility. The size of the site would only require 1 level of underground parking. This site can support a consolidated facility with all ground floor requirements at ground level. The forest backdrop may enhance the public space allowance. 		5
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> Being adjacent to the waterfront, the site would see high pedestrian traffic. As this site is deep within Ambleside Park, there is not considerable vehicular traffic. Vehicular access to the site is via Argyle Avenue. A future development could also access the site via Spirit Trail. The isolation of this site is quite apparent, thereby constraining site access. 		3

	<ul style="list-style-type: none"> Public transit access to the site is via Marine Drive. Visitors would have to walk through the park to get to the H-Field site. This location is south of the CN Rail train tracks, which will impact the accessibility of the site during times of railroad crossings. In the event of an emergency, the tracks may also delay response times. 	
Economic Connectivity	<ul style="list-style-type: none"> This site does not have immediate access to businesses and therefore is not ideal in terms of economic connectivity. The site is approx. 6 minutes (walk) from nearby businesses. The site does appear to be slightly disconnected from nearby businesses as it is surrounded by natural features of the park and the waterfront. 	2
Future Flexibility	<ul style="list-style-type: none"> This site could support future facility expansions, phasing, and adaptive spaces such as underground parking (likely only 1 storey). 	4
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors. However, underground parking could be challenging given its location in a flood zone. As well, the site likely has suboptimal soil / subsoil conditions (1 storey of underground parking could be possible, 2 storeys unlikely). The community parking stalls (approx. 50) could be accommodated via a mixture of underground and surface level parking. The site can accommodate the loading requirements of an Art Museum. 	5
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts and culture facility within a park environment is seen as a complementary use and will strengthen the cultural richness of the area. 	4
Sustainability	<ul style="list-style-type: none"> The site is significantly large that development should not result in the removal of the trees on the North portion of the site. Given its location in Ambleside Park, this site is in a unique position to display sustainable design while being bolstered by the natural aesthetic quality of its surroundings. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. The site will require re-zoning to support the use as an arts and culture facility. Aligns with Flood Control Level Report as long as occupied spaces in the facility are raised to the Flood Construction Level (4.8 – 5.2m above MSL). Continues tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). Aligns with Arts and Culture Strategy (2018) with respect to parks being a potentially favourable location for an arts facility. 	4
Development Timing	<ul style="list-style-type: none"> There are not any known developments in the immediate surroundings that would impact development timing. No other development is anticipated for this site. Ambleside Park does not have any major developments currently planned. 	4
Development Complexity	<ul style="list-style-type: none"> The site has access to water and sanitary utilities (no storm utility access) and its surface conditions appear to be developable. Occupied spaces in the facility would have to be constructed above Flood Construction Levels of 4.8m to 5.2m as per the Flood Control Report. A flooding mitigation strategy would have to be developed for the underground parking area. As well, its surface and subsurface conditions are questionable given significant soil saturation on the site and the close proximity to the ocean and adjacent pond. 	3

Financial Efficiency	<ul style="list-style-type: none">• This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces.• The site is District-owned so a land purchase is not required.• The social value of the property would appear to align with the best use of the land.• The capital costs associated with developing a facility within the flood plain and in an area that will be impacted by sea-level rise will result in additional upfront and ongoing spending.	3
TOTAL:		47

John Lawson Parking Lot		AFAC Rank #5	CPG Rank #3
		<p>Address: 195 16th St 186 16th St</p> <p>Current Zoning: Duplex Dwelling Zones (251-RD1)</p> <p>Area: Total 1,366 m²</p> <p>Elevation: +4m MSL</p>	
Site Context	<p>This parcel is located north of the rail line, fronts on Bellevue Avenue and can be accessed from 16th Street.</p> <p>Currently the property is a paved parking lot that serves local businesses and waterfront park users with approximately fifty (50) stalls. The parcel is quite narrow in shape which may limit design options and exterior aesthetics.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is very well-connected to the Arts and Culture Community being in close proximity to the Ferry Building Gallery, Memorial Library, Senior’s Activity Centre, and the West Vancouver Community Centre. 	5	
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a prime location as it is visually accessible to local residents and visitors with immediate access to the waterfront and Ambleside Village Centre. The narrow configuration of the site may be a constraint to develop an architecturally significant facility. The sites close proximity to the waterfront will help the facility form itself as a destination for the community and visitors. 	4	
Functional Appropriateness	<ul style="list-style-type: none"> The site is able to accommodate the area requirements of the consolidated and individual facilities. It should be noted that this site would require three floors and rely on neighbouring park space for outdoor activities. This site cannot accommodate the ground floor requirements, as they are currently defined. This site would require concessions to the spaces to be located on the ground floor. This site was previously considered for an Arts and Culture facility of ~28,000 ft² and therefore it is known that this site can accommodate the proposed consolidated facility. 	3	

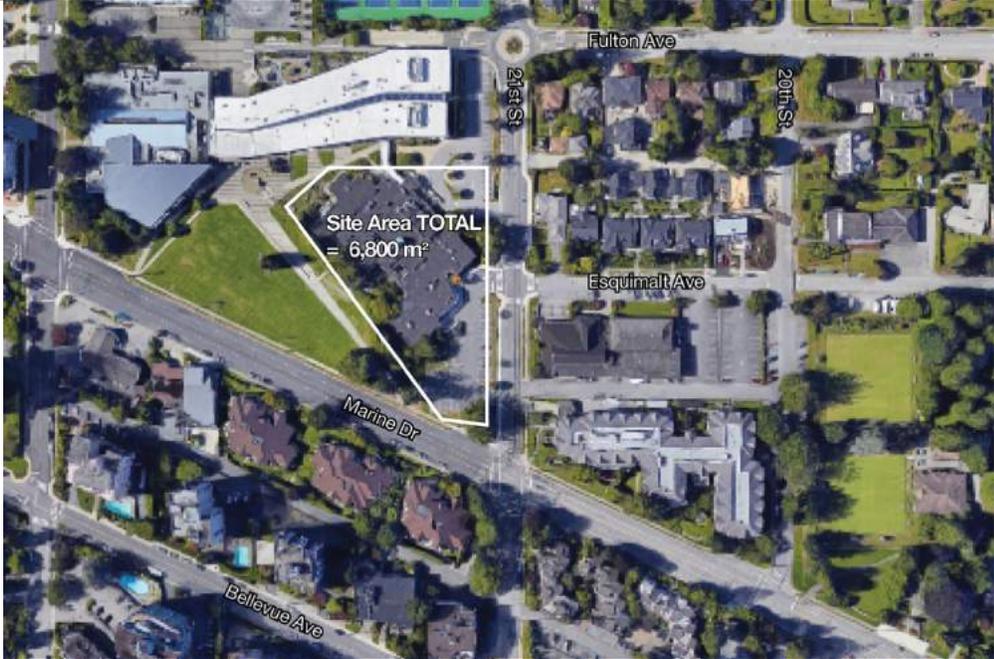
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a prime location for vehicular, pedestrian, and public transit access given its location close to Marine Drive on Bellevue Ave and given its walkable location. Additionally, it is adjacent to the Ambleside Village Centre and nearby residences. The vehicular traffic associated with a new facility should not negatively affect area circulation. 	4
Economic Connectivity	<ul style="list-style-type: none"> This site will likely develop economic synergies and social engagement opportunities with the adjacent Ambleside Village Centre. This location will support the economic development of West Vancouver. 	5
Future Flexibility	<ul style="list-style-type: none"> This site is unlikely to be able to support future facility expansions and phasing. Future adaptive use of spaces such as underground parking could be planned into the development. 	1
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors through the provision of a 2-storey underground parkade. Community parking stalls that were removed as a result of the development are unlikely to be able to be accommodated assuming the consolidated facility. Loading requirements could be satisfied at this site. Loading would likely be done via Bellevue Avenue. 	3
Neighbourhood Enhancement	<ul style="list-style-type: none"> This site will have a unique advantage with respect to neighbourhood enhancement due to its immediate access to both Ambleside Village Centre and the Waterfront. With this positioning, it is well placed to become a cultural landmark that can easily establish relationships with nearby organizations / users. 	4
Sustainability	<ul style="list-style-type: none"> The site development would involve tree removal to accommodate the buildings footprint. No other environmentally damaging activities are to be expected if site is selected. 	2
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. While not located within John Lawson Park itself, an arts facility here would support the tradition of celebrating arts and culture spaces within (in this case, near) park areas as per the West Vancouver Parks Master Plan (2012). Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). 	4
Development Timing	<ul style="list-style-type: none"> There are not any known developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> The narrow configuration of the site could present development challenges. Occupied spaces in the facility would have to be constructed above Flood Construction Levels of 4.8m to 5.2m as per the Flood Control Report. A flooding mitigation strategy would have to be developed for the underground parking area. The location of the site, within a busy section of West Vancouver may increase the complexity of construction. 	3

	<ul style="list-style-type: none">• The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable.	
Financial Efficiency	<ul style="list-style-type: none">• This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces.• This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces.• The site is District-owned so a land purchase is not required.	4
TOTAL:		46

Ambleside Park – South Parking Lot		AFAC Rank n/a	CPG Rank #4
		<p>Address: 0 Ambleside Park</p> <p>Current Zoning: Single-Family Dwelling Zone 5 (205-RS5)</p> <p>Area: 3,370 m²</p> <p>Elevation: +3m MSL</p>	
Site Context	<p>This parcel is located south of the rail line and Spirit Trail and is located directly on the waterfront. The site has vehicular access from Argyle Avenue and pedestrian access from the Spirit Trail.</p> <p>The site currently serves as a parking lot with approximately one-hundred (100) stalls and landscaping, as well as intermittent use for the Ambleside Artisan Farmer’s market.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is well-connected to the Arts and Culture Community being in close proximity to the Ferry Building Gallery, Music Gallery, Bella Ceramica and outdoor event space. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is well-located close to Marine Drive, being both visually accessible and well-primed to form itself as a destination (this is largely due to its close proximity to the waterfront and its location in Ambleside Park). Views of the water will help the facility form itself as a destination. This site is optimal for hosting community events. 		5
Functional Appropriateness	<ul style="list-style-type: none"> This site meets the functional area requirements to support Option #1 or Option #2. A consolidated facility would require multiple floors. The site is sufficiently sized to meet the ground floor requirements of the consolidated facility or the individual facilities. The triangular configuration of the site could present functional challenges. 		4
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> The site is in a prime location for vehicular, pedestrian, and public transit access given its location close to Marine Drive – a major circulation route through West Vancouver – and given its walkable location in Ambleside Park, adjacent to the Waterfront and public walking trails. 		3

	<ul style="list-style-type: none"> The vehicular traffic associated with a new facility should not negatively affect area circulation. This location is south of the CN Rail train tracks, which will impact the accessibility of the site during times of railroad crossings. In the event of an emergency, the tracks may also delay response times. 	
Economic Connectivity	<ul style="list-style-type: none"> Being in a high traffic location, this site should connect well with nearby businesses in the Ambleside Village Centre and encourage increased social interaction among citizens and visitors. This location should support the economic development of West Vancouver. 	4
Future Flexibility	<ul style="list-style-type: none"> Due to the site shape, it is unlikely that future expansions can be accommodated. The triangular shape site is not conducive to efficient building and parking design and therefore it is assumed that redevelopment will require the entirety of the site. Underground parking has the potential to be adapted to other uses in the future. 	3
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors. Development of this site would require the replacement of the existing surface parking stalls (~100). To accommodate these parking stalls, one would likely have to add a third level of underground parking or build elsewhere. The site can accommodate the loading requirements of an Art Museum. Loading would likely be at ground level and via Argyle Avenue. 	3
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. With stunning and immediate views of the water, an arts facility here would likely receive substantial praise from residents and visitors. 	4
Sustainability	<ul style="list-style-type: none"> Development would require the complete removal of all trees on the site. Given its location in Ambleside Park, this site is in a unique position to display sustainable design while being bolstered by the natural aesthetic quality of its surroundings. 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. The site will require re-zoning to support the use as an arts and culture facility. Aligns with Flood Control Level Report as long as occupied spaces in the facility are raised to the Flood Construction Level (4.8 – 5.2m above MSL). Continues tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. 	4

	<ul style="list-style-type: none"> Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). Aligns with Arts and Culture Strategy (2018) with respect to parks being a potentially favourable location for an arts facility. 	
Development Timing	<ul style="list-style-type: none"> There are no known developments in the immediate surroundings that would impact development timing. No other development is anticipated for this site. Ambleside Park does not have any major developments currently planned. 	4
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. Given the site's close proximity to the waterfront, and the estimated sea level rise statistics, development of this site requires special consideration. Occupied spaces in the facility would have to be constructed above Flood Construction Levels of 4.8m to 5.2m as per the Flood Control Report. A flooding mitigation strategy would have to be developed for the underground parking area. Developing an arts facility on this site would require the replacement of current parking displaced by the facility, which would likely need to be addressed at another location. This will add significant complexity to the development of this site. 	2
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is District-owned so a land purchase is not required. The capital costs associated with developing a facility within the flood plain and in an area that will be impacted by sea-level rise will result in additional upfront and ongoing spending. The social value of the property would appear to align with the best use of the land. Though, there are likely concerns surrounding the "loss" of park space. 	2
TOTAL:		45

West Vancouver Community Centre (Seniors' Activity Centre)		AFAC Rank #3	CPG Rank #5
		<p>Address: 695 21st St</p> <p>Current Zoning: Community/Public Use Zones (CU1)</p> <p>Area: 6,800 m²</p> <p>Elevation: +28m MSL</p>	
Site Context	<p>The parcel fronts and can be accessed from Gordon Avenue.</p> <p>The property is currently the home of the West Vancouver Seniors' Activity Centre. As explained above, the development timeline on this site is severe (~15 years out before development is possible, assuming Phase 1 & 2 of the Blue Sky Report are successfully implemented).</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to the Memorial Library and Community Centre. The community centre provides the most arts and culture programming from a single location in West Vancouver. 	4	
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is already considered a destination being adjacent to the WVCC, Marine Drive, and is close to Ambleside Village Centre. Being located on this site may present challenges to create the arts and culture facilities own identity. 	3	
Functional Appropriateness	<ul style="list-style-type: none"> There is sufficient space to meet facility area requirements and the allocation of the public space allowance. This site is sufficiently sized for desired ground-floor components to be located at grade. 	4	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a prime location for vehicular, pedestrian, and public transit access given its destination-location on Marine Drive. The site is on the fringe of the downtown which will likely impact foot traffic. This site will see less foot traffic than one in the downtown core. The vehicular traffic associated with a new facility should not negatively affect area circulation. 	4	
Economic Connectivity	<ul style="list-style-type: none"> This site, although close to Ambleside Village Centre, will not have a significant impact on existing businesses. The site is approx. 2 blocks from the downtown. 	2	

	<ul style="list-style-type: none"> The close proximity to the Community Centre is beneficial in terms of exposure as the community centre sees a large number of visitors each year. 	
Future Flexibility	<ul style="list-style-type: none"> This site is sufficiently sized and configured to support future facility expansions and development phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 	4
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors through the provision of underground parking (likely 2 levels). There is also opportunity to use the planned underground parking of the community centre if the site is developed. The development of this site would impact approx. 30 community parking stalls for the senior's centre. Future parking for the Seniors' Activity Centre would be addressed through the Blue Sky planning. The site can accommodate the loading requirements of an Art Museum. Loading would likely be at ground level and via 21st Street. 	5
Neighbourhood Enhancement	<ul style="list-style-type: none"> While already anchored as a destination being adjacent to the WVCC, the potential cultural landmark of an arts facility could be slightly overshadowed by this proximity. However, this proximity would make easy the establishment of strong relationships amongst complimentary organizations and adjacent users. 	2
Sustainability	<ul style="list-style-type: none"> Development of this site would result in the removal of trees. No other environmentally damaging activities are to be expected if site is selected. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. The site aligns with the Blue Sky Report vision, though the timing and complexity involved with the implementation of the vision is suboptimal. 	3
Development Timing	<ul style="list-style-type: none"> Development Timing is a major constraint on this site as this site is only available if The Emerging Vision (WVCC Society Blue Sky) for the WVCC site is implemented. Phase 1 of the vision would involve moving the Arena to the Tennis Courts, while Phase 2 would move the Senior's Activity Centre where the Arena used to be, which would then open up space for an arts facility to be developed on the original location of the Senior's Activity Centre. The estimated time frame for development of the SAC is >10 years. 	1
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. 	4
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is already owned by the District and therefore would not impose capital costs associated with land purchase. 	4
TOTAL:		44

Memorial Park – Lawn Bowling Site		AFAC Rank #4	CPG Rank #6
		<p>Address: 650 20th St</p> <p>Current Zoning: Single Family Dwelling Zone 5 (205-RS5)</p> <p>Area: 6,413 m²</p> <p>Elevation: +29m MSL</p>	
Site Context	<p>The parcel fronts on Marine Drive, and borders 20th Street and Esquimalt Avenue. There is pedestrian access from all four directions and vehicular access from 20th Street.</p> <p>The property currently serves the West Vancouver Lawn Bowling Club and used for various gatherings throughout the year.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to the Memorial Library, Community Centre and Seniors’ Activity Centre. The community centre provides the most arts and culture programming from a single location in West Vancouver. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is located within Memorial Park and adjacent to the Community Centre site. If this site were developed it would likely lose its destination appeal as it surrounded by other destination activities. This site is appropriate for hosting events and other placemaking activities given the surrounding park space. 		3
Functional Appropriateness	<ul style="list-style-type: none"> There is sufficient space available to meet facility area requirements of a consolidated facility and the allocation of the public space allowance. This site should allow for desired ground-floor components to be located at grade. 		4
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular, pedestrian, and public transit access given its destination-location on Marine Drive. The site is on the fringe of the downtown which will likely impact foot traffic. This site will see less foot traffic than one in the Ambleside Village Centre. The development of an arts and culture centre will not negatively disrupt the neighbourhood circulation. 		4

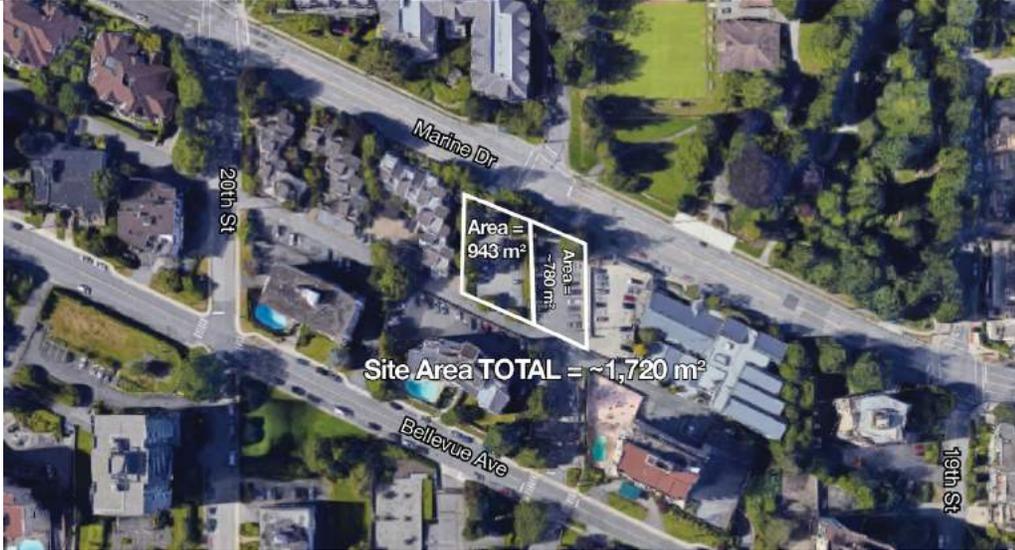
Economic Connectivity	<ul style="list-style-type: none"> This site, although close to the Ambleside Village Centre will not have a significant impact on existing businesses. The site is approx. 1/2 block from the downtown. The close proximity to the Community Centre is beneficial in terms of exposure as the community centre sees a large number of visitors each year. 	2
Future Flexibility	<ul style="list-style-type: none"> This site is sufficiently sized and configured to support future facility expansions and development phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 	4
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors. The site can accommodate the loading requirements of an Art Museum. Loading would likely be at ground level and via 21st Street. 	5
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. Some synergies could occur being alongside the Memorial Library and across from Memorial Park. The development of an arts and culture centre is seen as an extension of the existing programming offered in the neighbourhood. 	2
Sustainability	<ul style="list-style-type: none"> The site is in an ideal location to highlight sustainable architecture and design with the surrounding greenery of the site. Some tree removal may be required. Developing an arts facility here would involve the removal cherished park space. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The site will require re-zoning to support the use as an arts and culture facility. Continues tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Aligns with Arts and Culture Strategy (2018) with respect to parks being a potentially favourable location for an arts facility. In discussions with the District of West Vancouver Planning Department, this site location was identified as unfeasible given the significance it currently has with the community as a memorial site. 	1
Development Timing	<ul style="list-style-type: none"> There are no known confirmed developments in the immediate surroundings that would impact development timing. Should the West Vancouver Community Centre site be redeveloped, there will likely be decreased access to Memorial Park. 	3
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. It is likely that the community will not favour developing this site and this will add to the overall project complexity. 	3
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is District-owned. 	4
TOTAL:		43

Dundarave Park Site		AFAC Rank #10	CPG Rank #7
		<p>Address: 190 25th St</p> <p>Current Zoning: Duplex Dwelling Zone 1 (RD1)</p> <p>Area: 2,568 m²</p> <p>Elevation: +6-7m MSL</p>	
Site Context	<p>This parcel is south of the rail line and fronts on Bellevue Avenue and 25th Street.</p> <p>The property is currently occupied by the Dundarave Preschool By the Sea and parkland.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is situated away from arts and culture activities and facilities. The site is not seen to have a direct connection with the arts and culture community. 	2	
Placemaking / Destination Ability	<ul style="list-style-type: none"> While not well connected to arts assets, this site is well-located on the waterfront in close proximity to Marine Drive. This location allows it to be visually accessible and well suited as a potential destination. This site is optimal for hosting events and other placemaking activities with its direct adjacency to the waterfront and park space. 	4	
Functional Appropriateness	<ul style="list-style-type: none"> This site is sufficiently sized to meet the functional space requirements of a consolidated facility. The site could also support outdoor activities. The site is able to support all of the quantified ground floor requirements of the consolidated facility. 	4	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> The site is located South of the CN Rail tracks and 1 block from Marine Drive. Access to the site is considered good with nearby public transportation and its close relation to Marine Drive. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. 	3	
Economic Connectivity	<ul style="list-style-type: none"> This site should connect well with nearby business areas such as Dundarave shopping area, and encourage increased social interaction among citizens and visitors. This site has little to no economic connectivity with the Ambleside Village Centre. 	2	
Future Flexibility	<ul style="list-style-type: none"> This site could support future facility expansions, and phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 	3	
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors, though would likely require underground parking. 	4	

	<ul style="list-style-type: none"> The site can accommodate the loading requirements of an Art Museum. Loading would be at ground level and via Lower Bellevue Avenue. 	
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. 	4
Sustainability	<ul style="list-style-type: none"> The site would involve some tree removal if developed into an arts facility. Developing an arts facility here would remove cherished park space. Given its location in Dundarave Park, this site is in a unique position to display sustainable design while being bolstered by the natural aesthetic quality of its surroundings. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The site will require re-zoning to support the use as an arts and culture facility. Continues tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. Aligns with Arts and Culture Strategy (2018) with respect to parks being a potentially favourable location for an arts facility. In discussions with the District of West Vancouver Planning Department, and despite alignment with West Vancouver Parks Policy, this site location was identified as unfeasible given how cherished this particular property is to the community as a park space. 	2
Development Timing	<ul style="list-style-type: none"> There are no known confirmed developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. Given its close proximity to the waterfront, the site and facility will face design complexities with respect to sea level rise. 	3
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is District-owned. The costs associated with designing and developing a facility to withstand the anticipated sea-level rise will be more than a conventional building. 	3
TOTAL:		42

Property West of The Ferry Building		AFAC Rank #6	CPG Rank #8
		<p>Address: 1420 Argyle Ave 1430 Argyle Ave 1434 Argyle Ave</p> <p>Current Zoning: Ambleside Waterfront Community Use Zone 5 (CU5)</p> <p>Area: Total 1,109 m²</p> <p>Elevation: +4m MSL</p>	
Site Context	<p>This parcel is south of the rail line and fronts on Argyle Avenue.</p> <p>This site is currently vacant and landscaped to improve the exterior aesthetic for the Ferry Building.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is well-connected to the Arts and Culture Community being in close proximity to The Ferry Building, Music Gallery, 4Cats Arts Studio, WV Dance Conservatory, Bella Ceramica and community event spaces. 		5
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a great location as it right on the waterfront and is visually accessible to local residents and visitors. As well, it is close to the high traffic area of Marine Drive. Views of the water will help the facility develop an ambiance, form itself as a destination, and perhaps lend itself to architecture that stands out against the backdrop of the ocean. 		5
Functional Appropriateness	<ul style="list-style-type: none"> This option is only feasible to support the community arts and culture centre (not the consolidated) if all three sites are assembled. Assembled, the sites should allow for desired ground-floor components to be located at grade. 		1
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a reasonable location for vehicular, pedestrian, and public transit access given its location close to Marine Drive and given its walkable location. Vehicle and pedestrian congestion on Argyle Avenue has been noted and this would be expected to get worse if the sites were developed. These sites are South of the CN Rail tracks which limits the accessibility of the site. 		2
Economic Connectivity	<ul style="list-style-type: none"> This site is will likely develop economic synergies and social engagement opportunities with the nearby Ambleside shopping area. This location should support the economic development of West Vancouver as it is located within the downtown core. 		4
Future Flexibility	<ul style="list-style-type: none"> This site will not be able to support future facility expansions and project phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 		2

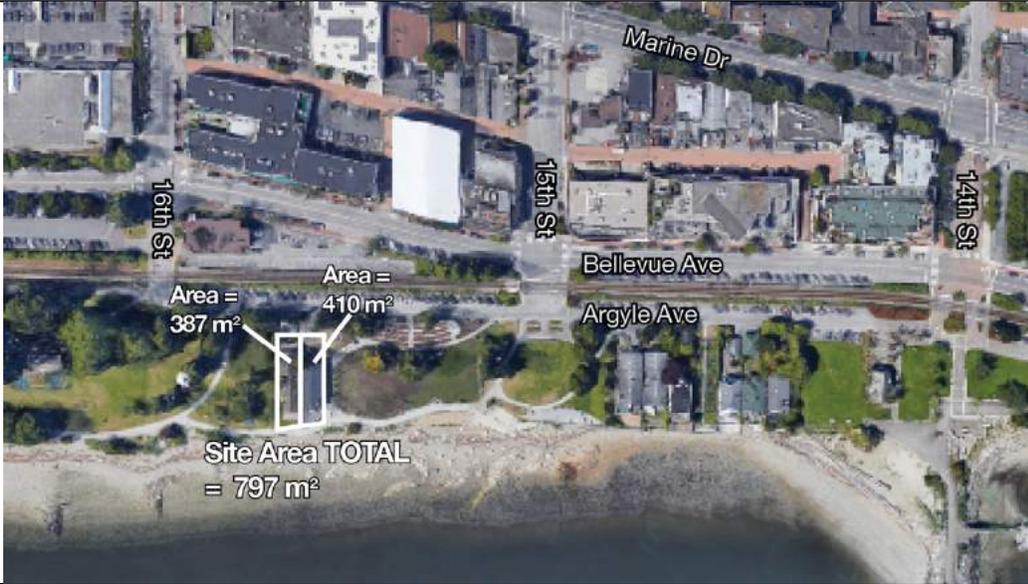
Parking & Loading	<ul style="list-style-type: none"> • This site can support the parking requirements of the community arts and culture centre with two levels of underground parking. This assumes that the community parking stalls that are removed as a result of the development are included within the underground parkade. • The loading requirements could be met via access on Argyle Avenue. As this is a congested area, it would be recommended that loading activities take place outside of the peak utilization times. 	2
Neighbourhood Enhancement	<ul style="list-style-type: none"> • This site may have a unique advantage with respect to neighbourhood enhancement due to its immediate access to the Waterfront, and its close proximity to Ambleside. With this positioning it is well placed to become a cultural landmark that can easily establish relationships with nearby organizations / users. 	4
Sustainability	<ul style="list-style-type: none"> • The site would not involve tree removal if developed into an arts facility. It may be easier to invoke principles of sustainability through architecture with the backdrop of the ocean. • No other environmentally damaging activities are to be expected if site is selected. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> • Aligns with Flood Control Level Report as long as occupied spaces in the facility are raised to the Flood Construction Level (4.8 – 5.2m above MSL). • Supports tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. • Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). • Despite above points aligning with West Vancouver Policy, discussions with AFAC and the WV Planning Department revealed that there was an agreement established that stipulated that there would be no development on these sites. 	3
Development Timing	<ul style="list-style-type: none"> • There are no known confirmed developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> • The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. • Given its close proximity to the waterfront, the site and facility will face design complexities with respect to sea level rise. 	2
Financial Efficiency	<ul style="list-style-type: none"> • Site is District-owned. • This site cannot support a consolidated facility and therefore cannot achieve operational efficiencies through the sharing of spaces. 	2
TOTAL:		40

Memorial Library – Parking Lot Site		AFAC Rank #8	CPG Rank #9
		<p>Address: 265 20th St 20th St</p> <p>Current Zoning: Western: Public Use Zones (PU1) Eastern: Un-zoned Right-of-Way for 20th St</p> <p>Area: 1,720 m²</p> <p>Elevation: +22-23m MSL</p>	
Site Context	<p>The parcel fronts on Marine Drive, and borders 20th Street. There is pedestrian access from Marine Drive and 20th Street, and vehicular access from 20th Street.</p> <p>Both parcels are currently being used for library parking (approximately 40 stalls).</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to the WVCC, Seniors' Activity Centre and the Memorial Library. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a favourable location adjacent to the Memorial Library, across from Memorial Park, surrounded by residences, and within a few blocks of the waterfront. 		3
Functional Appropriateness	<ul style="list-style-type: none"> There is sufficient space available to meet facility area requirements of a single facility (not consolidated) and the allocation of the public space allowance. It can support one of an art gallery space, or an arts programming space. This site allows for desired ground-floor components to be located at grade for a single facility (not consolidated). 		3
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular, pedestrian, and public transit access given its destination-location on Marine Drive. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. 		4
Economic Connectivity	<ul style="list-style-type: none"> This site, although close to the downtown district will not have a significant impact on existing businesses. The site is approx. 2 blocks from the Ambleside Village Centre. Site development will have little impact on economic connectivity. 		2
Future Flexibility	<ul style="list-style-type: none"> This site is constrained by other development and is unlikely to be able to accommodate future expansions and project phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 		2
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors for a single facility (not the consolidated facility). Underground parking would be required for this site option. 		4

	<ul style="list-style-type: none"> The site can accommodate the loading requirements of an Art Museum. Loading would likely be at ground level and via Marine Drive. 	
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. Some synergies could occur being alongside the Memorial Library and close to the Seniors' Activity Centre and Community Centre. 	3
Sustainability	<ul style="list-style-type: none"> Some tree removal likely required. This site is constrained by neighbouring residential buildings and the Memorial Library. It will likely be more difficult to develop an exemplary building design with respect to sustainability. 	2
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> This site has no clear West Vancouver Policy supporting the potential to house an arts facility. Site would likely need a rezoning to accommodate an arts facility. 	1
Development Timing	<ul style="list-style-type: none"> There are no known confirmed developments in the immediate surroundings that would impact development timing. This site option assumes that the right of way can be used for facility development. The process to study the impacts of removing the right of way will likely increase the time of development. 	3
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. This site option assumes that the right of way can be used for facility development. The process to study the impacts of removing the right of way will likely add to the development complexity. 	3
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. The site is District-owned. 	4
TOTAL:		38

District of West Vancouver Offices		AFAC Rank #9	CPG Rank #9
		<p>Address: 1542 Fulton Ave 1538 Fulton Ave 791 15th St 775 15th St</p> <p>Current Zoning: Single Family Dwelling Zone 5 (RS5)</p> <p>Area: Total 2,568 m²</p> <p>Elevation: +24m MSL</p>	
Site Context	The property fronts Fulton Avenue and 15 th Street. The site is adjacent to the Fire Station and is in close proximity to West Vancouver Municipal Hall.		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is not well-connected to the Arts and Culture Community as it is located in a residential area of West Vancouver. 	2	
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a suboptimal location, away from the activity of the Ambleside area. The site, if developed would remain in a bit of an oasis and unlikely to become a destination. 	1	
Functional Appropriateness	<ul style="list-style-type: none"> This site is sufficiently sized to meet the functional space requirements of a consolidated facility. The site could also support outdoor activities. The site is able to support all of the quantified ground floor requirements of the consolidated facility. 	4	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular access. Pedestrian and public transit access is acceptable but less ideal than sites closer to Marine Drive. The additional vehicular traffic is not expected to disrupt neighbourhood circulation. 	2	
Economic Connectivity	<ul style="list-style-type: none"> This site is located away from the downtown core and will likely have little to no impact on the economic prosperity of other businesses. 	0	
Future Flexibility	<ul style="list-style-type: none"> This site will be able to support future facility expansions and project phasing. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 	4	
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors through the provision of underground parking. Loading would be at ground level and via Fulton Avenue or 15th Street. 	4	
Neighbourhood Enhancement	<ul style="list-style-type: none"> An arts facility located here would likely establish itself as a cultural landmark in the neighbourhood. There are not any immediate programming or event synergies with neighbouring facilities. 	3	

Sustainability	<ul style="list-style-type: none"> The site should allow for the exemplary building and site design from a sustainability perspective. Substantial tree removal required. 	2
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The site appears to align with District of West Vancouver Planning and Policy. The site will require re-zoning to support the use as an arts and culture facility. 	3
Development Timing	<ul style="list-style-type: none"> There are no known confirmed developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. 	4
Financial Efficiency	<ul style="list-style-type: none"> Site is District-owned. This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. 	4
TOTAL:		37

Silk Purse / Music Box		AFAC Rank #7	CPG Rank #11
		<p>Address: 1564 Argyle Ave 1570 Argyle Ave</p> <p>Current Zoning: Ambleside Waterfront Community Use Zone 5 (CU5)</p> <p>Area: Total 797 m²</p> <p>Elevation: +3m MSL</p>	
Site Context	<p>This parcel is south of the rail line and fronts on Argyle Avenue.</p> <p>This site is currently occupied by the Silk Purse and Music Box. The two parcels are quite narrow and would limit the development options for the proposed Art Museum/Gallery facility.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to The Ferry Building, Bella Ceramica and outdoor community event spaces. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a great location as it right on the waterfront and is visually accessible to local residents and visitors. As well, it is close to the high traffic area of Marine Drive. Similar to the property west of the Ferry Building, views of the water will help the facility develop an ambiance, form itself as a destination, and perhaps lend itself to architecture that stands out against the backdrop of the ocean. 		5
Functional Appropriateness	<ul style="list-style-type: none"> These two sites (adjacent properties) are too small to accommodate a consolidated or single facility. 		0
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a reasonable location for vehicular, pedestrian, and public transit access given its location close to Marine Drive and given its walkable location. Vehicle and pedestrian congestion on Argyle Avenue has been noted and this would be expected to get worse if the sites were developed. These sites are South of the CN Rail tracks which limits the accessibility of the site. 		2
Economic Connectivity	<ul style="list-style-type: none"> This site is will likely develop economic synergies and social engagement opportunities with the nearby Ambleside shopping area. This location should support the economic development of West Vancouver as it is located within the downtown core. 		4
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future expansion and project phasing. The assembled sites are too small to accommodate development of an arts and culture facility. 		0

Parking & Loading	<ul style="list-style-type: none"> With the assumption of two levels of parking, this site is too small to meet the parking space needs of an arts and culture facility. 	0
Neighbourhood Enhancement	<ul style="list-style-type: none"> This site may have a unique advantage with respect to neighbourhood enhancement due to its immediate access to the Waterfront, and its close proximity to Ambleside. With this positioning it is well placed to become a cultural landmark that can easily establish relationships with nearby organizations / users. 	4
Sustainability	<ul style="list-style-type: none"> The site would not involve tree removal if developed into an arts facility. It may be easier to invoke principles of sustainability through architecture with the backdrop of the ocean. No other environmentally damaging activities are to be expected if site is selected. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Aligns with Flood Control Level Report as long as occupied spaces in the facility are raised to the Flood Construction Level (4.8 – 5.2m above MSL). Supports tradition of celebrating arts and culture spaces within park areas as per the West Vancouver Parks Master Plan (2012). Specifically supports Parks Management and Service Delivery policy 3.4.3 which indicates the support of arts uses in waterfront parks. Aligns with the opportunity to locate new community arts building along Ambleside waterfront as per Ambleside Waterfront Concept Plan (2016). Due to the property's inability to actually support a functioning facility (consolidated or otherwise), discussions with the West Vancouver Planning Department found the property to be a non-starter with respect to an arts facility. 	2
Development Timing	<ul style="list-style-type: none"> There are no known confirmed developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. Given its close proximity to the waterfront, the site and facility will face design complexities with respect to sea level rise. 	2
Financial Efficiency	<ul style="list-style-type: none"> Site is District-owned but cannot accommodate any facility option. This site is not suitable for development. 	2
TOTAL:		33

West Vancouver Art Museum		AFAC Rank #11	CPG Rank #12
		<p>Address: 680 17th St</p> <p>Current Zoning: Multiple Dwelling Zone 2 (RM2)</p> <p>Area: 1,133 m²</p> <p>Elevation: +24m MSL</p>	
Site Context	<p>The property fronts Esquimalt Avenue and 17th Street. The site can be accessed by pedestrians from 17th Street, Esquimalt Avenue, and the alleyway south of Esquimalt Avenue.</p> <p>The site is directly adjacent to the West Vancouver Municipal Hall and contains the Gertrude Lawson House, a designated heritage property that houses the West Vancouver Art Museum and West Vancouver Archives.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is not well-connected to the Arts and Culture Community as it is located in a residential area of West Vancouver. 	2	
Placemaking / Destination Ability	<ul style="list-style-type: none"> This site is in a suboptimal location, away from the activity of the Ambleside area. The site, if developed would remain in a bit of an oasis and unlikely to become a destination. 	1	
Functional Appropriateness	<ul style="list-style-type: none"> The site is too small to support the space requirements of the consolidated facility. It can however support the space needs of the community arts and culture centre. This site allows for the desired ground-floor components to be located at grade. 	2	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular access. Pedestrian and public transit access is acceptable but less ideal than sites closer to Marine Drive. The additional vehicular traffic is not expected to disrupt neighbourhood circulation. 	2	
Economic Connectivity	<ul style="list-style-type: none"> This site is located away from the downtown core and will likely have little to no impact on the economic prosperity of other businesses. 	1	
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future expansion and project phasing due to its size. Assuming the inclusion of underground parking, it has the potential to be adapted to other uses in the future. 	2	
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors through the provision of underground parking (2 levels). Loading would be at ground level and via Esquimalt Avenue or 17th Street. 	3	

Neighbourhood Enhancement	<ul style="list-style-type: none"> • An arts facility located here would likely establish itself as a cultural landmark in the neighbourhood. • There are not any immediate programming or event synergies with neighbouring facilities. 	3
Sustainability	<ul style="list-style-type: none"> • The site should allow for the exemplary building and site design from a sustainability perspective. • Substantial tree removal would be required for site development. 	2
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> • The Gertrude Lawson House (repurposed into the WV Art Museum) is an important heritage building in West Vancouver. It gained heritage designation in 1990, thereby making the replacement of this building unappealing from a planning perspective. 	1
Development Timing	<ul style="list-style-type: none"> • There are no known confirmed developments in the immediate surroundings that would impact development timing. 	4
Development Complexity	<ul style="list-style-type: none"> • The site has access to utilities (storm, water, sanitary) and its surface conditions appear to be developable. 	4
Financial Efficiency	<ul style="list-style-type: none"> • Site is District-owned. • This site cannot support a consolidated facility or art museum and therefore cannot achieve operational efficiencies through the sharing of spaces. 	2
TOTAL:		29

Privately-Owned Sites:

1400 Block		AFAC Rank #1	CPG Rank #1
		<p>Address: 1400 Block (North)</p> <p>Current Zoning: Various (AC, C, CR)</p> <p>Area: Eleven lots totaling ~7,150 m².</p> <p>Elevation: +5m MSL</p>	
Site Context	<p>The site fronts Marine Drive and Clyde Avenue, and is located between 14th and 15th Streets. Current site vehicle access is shared primarily between Marine Drive and Clyde Avenue, while pedestrian access is complete across the whole site.</p> <p>Currently occupied by Kumon Math & Reading Centre, Kanata Tech, Ichiban Japanese Kitchen & Sushi, Ginger & Soy Chinese Cuisine, Squarerigger Pub, Bella Ceramica, Subway, and ~65 stalls of surface parking.</p> <p>Due to the size of the site, it can support a consolidated facility as part of a larger development. The site resides in the Ambleside Village Development Permit Area. The generalized use and zoning of the site is Mixed-Use and Commercial (see full zoning breakdown by lot below). Little to no tree removal is required if the site were developed. The majority of the 1400 Block (~90%) is owned by a single organization.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to The Ferry Building, Music Gallery, Bella Ceramica, Pandora’s Vox & Espiritu Vocal Ensemble, Memorial Library, and the WVCC. 	4	
Placemaking / Destination Ability	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated with a larger development. This site however offers an opportunity in this regard because the large site size could allow for greater distinction / separation from the rest of a development. Despite this opportunity however, there still is a risk the arts facility could get “lost” amongst other components of a development. Due to the large site size, a large public space allowance could be allocated. 	3	
Functional Appropriateness	<ul style="list-style-type: none"> There is ample space available to meet facility area requirements and the allocation of the public space allowance. The site can support a consolidated facility at this location. 	5	

	<ul style="list-style-type: none"> This site also should allow for desired ground-floor components to be located at grade. 	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in an excellent location for vehicular, pedestrian, and public transit access given its destination-location on Marine Drive. Site contains a bus stop. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. 	5
Economic Connectivity	<ul style="list-style-type: none"> This site is advantageous with respect to its economic connectivity given its high-traffic location on Marine Drive and given its adjacency to local businesses in the heart of the Ambleside Shopping area. An arts facility at this location would support the economic development of West Vancouver. An arts facility at this location would likely draw more visitors to the Ambleside shopping area on Marine Drive. 	5
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 	1
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors. Underground parking likely to be implemented to replace current parking (~65 stalls) and to introduce additional parking for the facility and other components. With appropriate underground parking allotments, the quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. Current and future loading requirements appear to be satisfied at this location, though loading unlikely to occur directly off Marine Drive. Instead, loading is best suited either on 14th Street, 15th Street, or Clyde Avenue. 	4
Neighbourhood Enhancement	<ul style="list-style-type: none"> Given its central location in the Ambleside shopping area, this site is well suited to enhance the neighbourhood. The site is visually accessible, well-trafficked, and is surrounded by complimentary uses (commercial, office, and residential spaces). A cultural facility here would be well supported. 	5
Sustainability	<ul style="list-style-type: none"> The site should allow for the exemplary building and site design from a sustainability perspective. The hope is that the facility appears distinct from the rest of the development. No other environmentally damaging activities are to be expected if site is selected. 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The site is located in the Ambleside Village Centre Development Permit Area (Designation BF-C 3) as indicated in the OCP. The site appears to align well with District of West Vancouver Planning and Policy given that an arts facility would enhance the main street's character and promote the area as a Village Centre (as per the objectives of this DPA). An arts facility here would support OCP Ambleside Village Centre DPA policy BF-C 4.5: Enhance Ambleside Village Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities; encourage provision of cultural and community use spaces as a community benefit in larger new developments; and encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures. 	5
Development Timing	<ul style="list-style-type: none"> Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. The site should not experience setbacks from nearby developments. 	3

Development Complexity	<ul style="list-style-type: none"> • The site has proper access to utilities (storm, water, sanitary) and its subsurface and surface conditions appear to be suitable for development. • Site would likely require additional density to support inclusion of an Arts Facility. 	4
Financial Efficiency	<ul style="list-style-type: none"> • This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. • Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. 	5
TOTAL:		52

1600 Block – 1650 Marine Drive / Fresh Street		AFAC Rank #2	CPG Rank #2
		<p>Address: 1650 Marine Dr</p> <p>Current Zoning: C2, in Ambleside Village DPA.</p> <p>Area: 5,672 m²</p> <p>Elevation: +4-8m MSL (8m at Marine Dr)</p>	
Site Context	<p>The site fronts Marine Drive and Bellevue Avenue, between 16th and 17th Streets. Current site vehicle access is via 16th and 17th, while pedestrian access can occur from all sides, with Marine Drive being the most frequent pedestrian access point (for transit access as well).</p> <p>Mixed use. The northern half of the site contains a parking lot complete with ~80 stalls (these would need to be replaced if site were developed). The south site is home to Fresh St. Market Grocery Store, Okanagan Estate Wine Cellar, and Tea House.</p> <p>The site can support a consolidated facility and would require some tree removal if the site were developed.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to The Ferry Building, Memorial Library, 4Cats Arts Studio, West Vancouver Dance Conservatory, and the WVCC. 	4	
Placemaking / Destination Ability	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated with a larger development. This site however offers an opportunity in this regard because the large site size could allow for greater distinction / separation from the rest of a development. Despite this opportunity however, there still is a risk the arts facility could get “lost” amongst other components of a development. Due to the large site size, a large public space allowance could be allocated. 	3	
Functional Appropriateness	<ul style="list-style-type: none"> There is ample space available to meet facility area requirements and the allocation of the public space allowance. The site can support a consolidated facility at this location. This site also should allow for desired ground-floor components to be located at grade. 	5	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a prime location for vehicular, pedestrian, and public transit access given its destination-location on Marine Drive. Site contains a bus stop. 	5	

	<ul style="list-style-type: none"> • Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets (underground parking expected to be provided in this scenario). 	
Economic Connectivity	<ul style="list-style-type: none"> • This site is advantageous with respect to its economic connectivity as it is in a commercial zone and high-traffic location on Marine Drive and given its adjacency to local businesses. • An arts facility at this location would support the economic development of West Vancouver. An arts facility at this location would likely draw more visitors to the Ambleside shopping area on Marine Drive. 	4
Future Flexibility	<ul style="list-style-type: none"> • This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 	1
Parking & Loading	<ul style="list-style-type: none"> • This site is of sufficient size to provide adequate parking for staff and public visitors. Underground parking likely to be implemented given the need to replace current parking and to satisfy future parking requirements of the development. • Quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. • As well, current and future loading requirements appear to be satisfied at this location. Loading should not occur off of Marine Drive, it is recommended for it to occur at 17th Street, 16th Street, or Bellevue Avenue. 	5
Neighbourhood Enhancement	<ul style="list-style-type: none"> • Due its high-traffic location and its adjacency to commercial, and office spaces, this site is well-suited to compliment surrounding uses and strengthen the cultural richness of the neighbourhood. 	4
Sustainability	<ul style="list-style-type: none"> • The site should allow for the exemplary building and site design from a sustainability perspective. • No other environmentally damaging activities are to be expected if site is selected (save for some possible tree removal). 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> • The site is located in the Ambleside Village Centre Development Permit Area (Designation BF-C 3) as indicated in the OCP. • The site appears to align well with District of West Vancouver Planning and Policy given that an arts facility would enhances the main street's character and promote the area as a Village Centre (as per the objectives of this DPA). • An arts facility here would support OCP Ambleside Village Centre DPA policy BF-C 4.5: Enhance Ambleside Village Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities; encourage provision of cultural and community use spaces as a community benefit in larger new developments; and encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures. 	5
Development Timing	<ul style="list-style-type: none"> • Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. • The site should not experience setbacks from nearby developments. 	3
Development Complexity	<ul style="list-style-type: none"> • The site has proper access to utilities (storm, water, sanitary) and its subsurface and surface conditions appear to be suitable for development. • Site would likely require additional density to support inclusion of an Arts Facility. 	4
Financial Efficiency	<ul style="list-style-type: none"> • This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. 	5

	<ul style="list-style-type: none">• Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers.	
TOTAL:		51

WV Florist Home & Garden / Hollyburn Funeral Home Site		AFAC Rank #4	CPG Rank #3
		<p>Address: 1826 Marine Dr 531 18th St</p> <p>Current Zoning: Ambleside Centre Zone 2 (AC2)</p> <p>Area: Total 2,739 m²</p> <p>Elevation: +15m MSL</p>	
Site Context	<p>Both sites front Marine Drive and can be accessed from Marine.</p> <p>The West site is currently occupied by the West Vancouver Florist Home & Garden, and has 20 surface parking stalls. The owner of the site is iKOR Group.</p> <p>The East site is currently occupied by a funeral home and 11 surface parking stalls, and is owned by an individual owner.</p> <p>The West site alone is of sufficient size to accommodate a consolidated arts and culture facility. The East site alone can only support the Community Arts and Culture Facility.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to Memorial Library, WVCC, 4Cats Arts Studio, and the West Vancouver Dance Conservatory. 	3	
Placemaking / Destination Ability	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated within a larger development. There is a risk that the arts facility could get “lost” amongst other components of a development. 	1	
Functional Appropriateness	<ul style="list-style-type: none"> This site can support a consolidated facility and should allow for the allocation of the public space allowance. This site also should allow for desired ground-floor components to be located at grade. 	4	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular, pedestrian, and public transit access given its location on Marine Drive. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. The site has a bus stop. 	4	
Economic Connectivity	<ul style="list-style-type: none"> This site is well-located on Marine Drive and will therefore experience steady vehicle, pedestrian, and transit traffic. An arts facility at this location would appear to support the economic development of West Vancouver. 	3	
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 	1	

Parking & Loading	<ul style="list-style-type: none"> • This site is of sufficient size to provide adequate parking for staff and public visitors (likely to require some underground parking). • With underground parking, the quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. • Current and future loading requirements appear to be satisfied at this location, though loading from Marine Drive would be suboptimal – instead, loading would likely occur on the back lane on the north end of the property. 	3
Neighbourhood Enhancement	<ul style="list-style-type: none"> • An arts facility located here would appear to complement surrounding uses and users, and likely establish itself as a cultural landmark in the neighbourhood. • Synergies will occur with the WVCC and nearby users on Marine Drive. 	5
Sustainability	<ul style="list-style-type: none"> • The site should allow for the exemplary building and site design from a sustainability perspective. • No other environmentally damaging activities are to be expected if site is selected. 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> • The zone of the site – AC2 – supports an arts facility use. • The site is located in the Ambleside Village Centre Development Permit Area (Designation BF-C 3) as indicated in the OCP. • The site appears to align well with District of West Vancouver Planning and Policy given that an arts facility would enhance the main street's character and promote the area as a Village Centre (as per the objectives of this DPA). • An arts facility here would support OCP Ambleside Village Centre DPA policy BF-C 4.5: Enhance Ambleside Village Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities; encourage provision of cultural and community use spaces as a community benefit in larger new developments; and encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures. 	5
Development Timing	<ul style="list-style-type: none"> • Development Timing is a critical factor with respect to private sites given that if agreements between the developer (iKOR) and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. • The site should not experience setbacks from nearby developments. 	3
Development Complexity	<ul style="list-style-type: none"> • The site has proper access to utilities (storm, water, sanitary) and its subsurface and surface conditions appear to be developable. • Site would likely require additional density to support inclusion of an Arts Facility. 	4
Financial Efficiency	<ul style="list-style-type: none"> • This site can support a consolidated facility and can therefore achieve operational efficiencies through shared spaces. • Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. 	5
TOTAL:		44

Masonic Hall Site		AFAC Rank #7	CPG Rank #4
		<p>Address: 1763 Bellevue</p> <p>Current Zoning: Community Use Zone 3 (CU3), in Ambleside Village DPA.</p> <p>Area: Total 1,138 m²</p> <p>Elevation: +6-7m MSL</p>	
Site Context	<p>The site consists of two lots fronting Bellevue Avenue, and backing onto Ambleside Lane, only one block away from Marine Drive.</p> <p>The current use of the site is occupancy of The Dance Conservatory West Vancouver. The owner of the site is iKOR Group.</p> <p>The site is relatively small and therefore cannot support a consolidated facility. If the site were developed, 8 parking stalls would need to be replaced.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to 4Cats Arts Studio, Music Gallery, The Ferry Building, Bella Ceramica, West Vancouver Dance Conservatory, Memorial Library, Senior’s Activity Centre, and the West Vancouver Community Centre. 		4
Placemaking / Destination Ability	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated within a larger development. There is a risk that the arts facility could get “lost” amongst other components of a development. 		1
Functional Appropriateness	<ul style="list-style-type: none"> The site is small, and therefore cannot support a consolidated facility. It can only support an arts programming space. This site also should allow for desired ground-floor components to be located at grade. 		1
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a good location for vehicular, pedestrian, and public transit access given its location close to Marine Drive on Bellevue Ave and given its walkable location. Additionally, it is within Ambleside Village Centre and is close to residences. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. 		4
Economic Connectivity	<ul style="list-style-type: none"> This site would probably develop economic synergies and social engagement opportunities being located within the Ambleside Village Centre. This location will support the economic development of West Vancouver. 		3
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 		1

Parking & Loading	<ul style="list-style-type: none"> • This site is of sufficient size to provide adequate parking for staff and public visitors through the provision of underground parking (likely requiring 2 levels). • With underground parking, the quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. • Current and future loading requirements appear to be satisfied at this location. 	4
Neighbourhood Enhancement	<ul style="list-style-type: none"> • This site advantageous with respect to neighbourhood enhancement due to its immediate access to both Ambleside Village Centre and the Waterfront. With this positioning it is well placed to become a cultural landmark that can establish relationships with nearby organizations / users. 	5
Sustainability	<ul style="list-style-type: none"> • No environmentally damaging activities are to be expected if site is selected. 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> • The zone of the site – CU3 – supports an arts facility use. • The site is located in the Ambleside Village Centre Development Permit Area (Designation BF-C 3) as indicated in the OCP. • The site appears to align well with District of West Vancouver Planning and Policy given that an arts facility would enhance the main street's character and promote the area as a Village Centre (as per the objectives of this DPA). • An arts facility here would support OCP Ambleside Village Centre DPA policy BF-C 4.5: Enhance Ambleside Village Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities; encourage provision of cultural and community use spaces as a community benefit in larger new developments; and encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures. 	5
Development Timing	<ul style="list-style-type: none"> • Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. • The site should not experience setbacks from nearby developments. 	3
Development Complexity	<ul style="list-style-type: none"> • The site has proper access to utilities (storm, water, sanitary). • The site is reasonably close to the water but is unlikely to be at risk from flooding or sea level rise as its elevation is greater than 5m above MSL (6-7m). The site's surface conditions appear suitable for development. • The site would require additional density to support inclusion of an Arts Facility. 	3
Financial Efficiency	<ul style="list-style-type: none"> • Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. • This site could potentially invite the opportunity for a land swap between the District and the developer. 	5
TOTAL:		42

Park Royal – Gateway Residence Ground Floor		AFAC Rank #6	CPG Rank #5
		<p>Address: 752 Marine Dr</p> <p>Current Zoning: Mixed Use, Park Royal North (CD57)</p> <p>Area: 1,240 m²</p> <p>Elevation: +9m MSL</p>	
Site Context	<p>The portion of the Gateway site (identified by the developer as possible for an arts and culture centre) fronts Marine Drive off Taylor Way.</p> <p>Parking/construction of Gateway Residences. This site is too small to support a consolidated facility though it could support either an Arts Museum, or a Community Arts Centre as one component of the larger Gateway development project.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is not well-connected to the Arts and Culture Community. 		1
Placemaking / Destination Ability	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated within a larger development. There is a risk that the arts facility could get “lost” amongst other components of a development. 		1
Functional Appropriateness	<ul style="list-style-type: none"> There is insufficient space available to accommodate a consolidated facility. It can support one of a gallery space or an arts programming space as well as a public space allowance. This site also should allow for desired ground-floor components to be located at grade. 		3
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> From an access point of view, this site is in a great location for vehicular, pedestrian, and public transit access given its destination-location in Park Royal Mall. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. The site will have ample underground parking. 		5
Economic Connectivity	<ul style="list-style-type: none"> This site is advantageous with respect to its economic connectivity as it is in a commercial zone and high-traffic location in Park Royal Mall. An arts facility at this location would support the economic development of West Vancouver. 		5
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 		1

Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide parking for staff and public visitors. Underground parking is needed to meet parking requirements. Quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. Current and future loading requirements appear to be satisfied at this location. 	4
Neighbourhood Enhancement	<ul style="list-style-type: none"> Despite it's apparent optimal location given adjacencies with commercial and office spaces, the mall environment will likely be a detriment to the cultural attractiveness of the facility. 	1
Sustainability	<ul style="list-style-type: none"> The site should allow for the adequate building and site design from a sustainability perspective. No other environmentally damaging activities are to be expected if site is selected. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The zoning of the site permits the use of an arts facility. The site appears to align with District of West Vancouver Planning and Policy. Specifically, the OCP's Land Use Policy 3.3.1 Park Royal Focus: Support development that enhances Park Royal's gateway location and minimizes generation of increased peak hour traffic (an arts facility here could enhance Park Royal as a gateway but may also increase traffic congestion). 	3
Development Timing	<ul style="list-style-type: none"> Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. It generally understood that an arts facility at this location would have a streamlined development process. The site should not experience setbacks from nearby developments. 	5
Development Complexity	<ul style="list-style-type: none"> The site has proper access to utilities (storm, water, sanitary) and its subsurface and surface conditions appear to be suitable for development. Site would require additional density to support inclusion of an Arts Facility. 	4
Financial Efficiency	<ul style="list-style-type: none"> This site cannot support a consolidated facility and therefore cannot achieve operational efficiencies through shared spaces. Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. 	4
TOTAL:		41

Clyde Avenue Site – Kal Tire / Edmonds Appliances		CPG Rank #3	CPG Rank #6
		<p>Address: 1519 Clyde Ave 503 15th St</p> <p>Current Zoning: Ambleside Centre Zone 1 (AC1); Ambleside Village DPA</p> <p>Area: 1,860 m²</p> <p>Elevation: +5-7m MSL</p>	
<p>Site Context</p>	<p>The site fronts Clyde Avenue and 15th Street. Current access to the site is primarily via Clyde Avenue and 15th Street.</p> <p>Currently occupied by Kal Tire and Edmonds Appliances. The site is of sufficient size to support a consolidated facility assuming the Kal Tire lot and the Edmonds Appliances lot are joined. If developed, the site would not require any tree removal. The owner of site is iKOR Group.</p>		
<p>Connectivity with Arts and Culture Community</p>	<ul style="list-style-type: none"> This site is fairly well-connected to the Arts and Culture Community being in close proximity to 4Cats Arts Studio, WV Dance Conservatory, Memorial Library, Seniors Activity Centre, and the WVCC. 	<p>3</p>	
<p>Placemaking / Destination Ability</p>	<ul style="list-style-type: none"> Private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated within a larger development. There is a risk that the arts facility could get “lost” amongst other components of a development. 	<p>1</p>	
<p>Functional Appropriateness</p>	<ul style="list-style-type: none"> Assuming the Kal Tire lot and Edmonds Appliances lot are joined, there is sufficient space available to meet facility area requirements of a consolidated facility and should be able to provide a public space allowance. This site also should allow for desired ground-floor components to be located at grade. 	<p>3</p>	
<p>Pedestrian / Vehicle / Public Transit Access</p>	<ul style="list-style-type: none"> This site is in a reasonably good location for vehicular, pedestrian, and public transit access given its close proximity Marine Drive. Vehicular traffic is expected to be accommodated and should not disrupt parking on adjacent streets. 	<p>3</p>	
<p>Economic Connectivity</p>	<ul style="list-style-type: none"> This site is in a good location with respect to its economic connectivity given that it’s located in a high-traffic area and given its adjacency to local businesses. An arts facility at this location would likely support the economic development of West Vancouver. 	<p>4</p>	

Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 	1
Parking & Loading	<ul style="list-style-type: none"> This site is of sufficient size to provide adequate parking for staff and public visitors. Underground parking would have to be implemented to meet parking requirements. Quantity of community parking stalls within the immediate area should not be reduced if an arts facility were developed here. As well, current and future loading requirements appear to be satisfied at this location. 	4
Neighbourhood Enhancement	<ul style="list-style-type: none"> Given its high-traffic location and its adjacency to commercial, office, and residential spaces, this site should compliment surrounding uses and strengthen the cultural richness of the neighbourhood. 	3
Sustainability	<ul style="list-style-type: none"> The site should allow for the exemplary building and site design from a sustainability perspective. No other environmentally damaging activities are to be expected if site is selected. 	3
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> The site is located in the Ambleside Village Centre Development Permit Area (Designation BF-C 3) as indicated in the OCP. The site appears to align well with District of West Vancouver Planning and Policy given that an arts facility would enhance the main street's character and promote the area as a Village Centre (as per the objectives of this DPA). An arts facility here would support OCP Ambleside Village Centre DPA policy BF-C 4.5: Enhance Ambleside Village Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities; encourage provision of cultural and community use spaces as a community benefit in larger new developments; and encourage creation, within the adjacent business area, of a national status gallery and arts related commercial ventures. 	5
Development Timing	<ul style="list-style-type: none"> Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. The site should not experience setbacks from nearby developments. 	3
Development Complexity	<ul style="list-style-type: none"> The site has proper access to utilities (storm, water, sanitary) and its subsurface and surface conditions appear to be suitable for development. Site would likely require additional density to support inclusion of an Arts Facility. 	3
Financial Efficiency	<ul style="list-style-type: none"> This site can support a consolidated facility if Kal Tire lot and Edmonds Appliances lot are joined and can therefore achieve operational efficiencies through shared spaces. Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. 	4
TOTAL:		40

Sweeney Building Site – 1590 Bellevue Avenue		AFAC Rank #5	CPG Rank #7
		<p>Address: 1590 Bellevue Ave</p> <p>Current Zoning: Ambleside Centre Zone 1 (AC1)</p> <p>Area: 915 m²</p> <p>Elevation: +3m MSL</p>	
Site Context	<p>The site fronts Bellevue Avenue and lies directly adjacent to the CN rail tracks.</p> <p>The site is currently occupied by a variety of small businesses in a rental agreement. The small size of the site limits accommodation options and can therefore only support a Community Arts Centre.</p>		
Connectivity with Arts and Culture Community	<ul style="list-style-type: none"> This site is reasonably well-connected to the Arts and Culture Community being in close proximity to The Ferry Building, 4Cats Arts Studio, West Vancouver Dance Conservatory, Memorial Library, Senior’s Activity Centre, and the West Vancouver Community Centre. 	4	
Placemaking / Destination Ability	<ul style="list-style-type: none"> While 1590 Bellevue may appear to be a good location, private sites do not lend themselves to optimal placemaking / destination abilities due to the fact that an arts facility amenity would be integrated within a larger development. There is a risk that the arts facility could get “lost” amongst other components of a development. 	2	
Functional Appropriateness	<ul style="list-style-type: none"> The site is small, awkwardly shaped, and therefore cannot support a consolidated facility. It could support one of a gallery space or an arts programming space, however it would not be able to accommodate parking as well as a facility. This site also should allow for desired ground-floor components to be located at grade. 	1	
Pedestrian / Vehicle / Public Transit Access	<ul style="list-style-type: none"> This site is in a decent location for vehicular, pedestrian, and public transit access given its proximity to Marine Drive and given its walkable location. (Though the awkward lot shape would likely limit vehicular access) Vehicular traffic is unlikely to be accommodated due to the site’s inability to support underground parking as well as a facility. 	2	
Economic Connectivity	<ul style="list-style-type: none"> This site is will likely develop some economic synergies and social engagement opportunities with the nearby Ambleside Village Centre shopping area. This location should support the economic development of West Vancouver, though it has no clear advantage over other sites. 	2	
Future Flexibility	<ul style="list-style-type: none"> This site cannot support future facility expansions, phasing, and adaptive spaces as the facility will be entrenched as part of a larger development. 	1	

	<ul style="list-style-type: none"> The site cannot support underground parking (at best, only 1 floor, which is an insufficient allotment) 	
Parking & Loading	<ul style="list-style-type: none"> This site is too small to provide adequate parking for staff and public visitors. 2 levels of underground parking would be required to accommodate parking needs, though 2 levels is not possible on this site. Current and future loading requirements likely also depend on the ability of underground parking to be accommodated. 	1
Neighbourhood Enhancement	<ul style="list-style-type: none"> This site is advantageous with respect to neighbourhood enhancement due to its near immediate access to the Waterfront, and its close proximity to Ambleside. With this positioning it is well placed to become a cultural landmark that can establish relationships with nearby organizations / users. 	4
Sustainability	<ul style="list-style-type: none"> The site would not involve tree removal if developed into an arts facility. It may be easier to invoke principles of sustainability through architecture with the backdrop of the ocean. No other environmentally damaging activities are to be expected if site is selected. 	4
Alignment with District of West Vancouver Planning and Policy	<ul style="list-style-type: none"> Site appears to align with District of West Vancouver Planning and Policy. The zone of the site – AC1 – supports an arts facility use. 	4
Development Timing	<ul style="list-style-type: none"> Development Timing is a critical factor with respect to private sites given that if agreements between the developer and the District are made quickly, the site can be developed on or ahead of schedule. However, if agreements are slow to come to fruition, then the site could get mired in stagnation. The site should not experience setbacks from nearby developments. 	3
Development Complexity	<ul style="list-style-type: none"> The site has proper access to utilities (storm, water, sanitary). Site would likely require additional density to support inclusion of an Arts Facility. The awkward configuration of the site may be an architectural and functional constraint. The site is fairly close to the water (3m elevation) and is therefore at risk of sea level rise and flooding. Its surface conditions appear suitable for development, however its subsurface conditions do not. 	2
Financial Efficiency	<ul style="list-style-type: none"> This site cannot support a consolidated facility and therefore cannot achieve operational efficiencies through shared spaces. Compared to District-owned sites, private sites provide unique opportunities with respect to financial efficiency through development agreements made between the District and developers. 	4
TOTAL:		34

APPENDIX E: Community Consultation Summary

Theme:	Theme Description / Project Team Response
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Site Selection and the Reliance on Parking	<p><i>Description:</i> The site's ability to accommodate the functionally required and displaced community parking stalls may not be the desired approach of the community. There is a portion of the community who feel West Vancouver should start thinking more progressively and sustainably with respect to transportation and parking. The community's reliance on parking will decrease into the future as more people begin to use other methods of transportation and site selection should not be limited based on the current unrealistic need for parking.</p> <p><i>Response:</i> The site selection process has considered parking to be an important factor in determining the most suitable location. It has been assumed that sites need to accommodate the functional parking requirements of the new facility (arts and culture) and the displaced community parking stalls. There is a strong group of voices within the West Vancouver community who advocate for increased parking in the Ambleside area. This group may not be representative of the entire community but have been heard. For the success of the project and to prevent the project stalling, it was determined that site selection should consider the upper limit of parking requirements.</p> <p>It is our opinion that the WV community will begin to use other transportation methods (other than personal vehicles) more frequently in the future as the population demographic changes and that the number of parking stalls identified for each site option should be considered the upper limit to what should be constructed. If the community moves towards more sustainable transportation solutions, the number of parking stalls required will dramatically decrease. This will have a significant impact to the overall project capital cost.</p>
Parking Strategies	<p><i>Description:</i> Under the assumption that the upper limit of parking requirements is the objective, a number of parking strategies were put forward to deal with the development complexity involved in pursuing these requirements. One strategy may be to extend surface parking into Ambleside parkland, another might be to tunnel underneath the railway tracks and connect the arts facility with existing parking lots.</p> <p><i>Response:</i> From a sustainability point of view, extending surface parking into parkland would be suboptimal. Likely, the West Vancouver community values parkland over surface parking as well. With respect to tunneling, while technically feasible, politically this strategy could be a significant obstacle to the progress of the project. There are other ways for sites adjacent to the railway tracks to take advantage of existing parking lots near to the tracks; such as, developing a pedestrian overpass above the tracks (this would lessen the development complexity and still provide needed north-south Ambleside Park connectivity).</p>

Theme:	Theme Description / Project Team Response
Appreciation of Existing Facilities / the ‘Dirty’ Creative Process / and the ‘Soul’ of a Facility	<p>Mirroring the idea of WV prioritizing more sustainable transportation options in the future, it is our opinion that WV will likely prioritize more sustainable land use decisions as well. While there are arguments to be made for both sides of the parking vs parkland debate, prioritizing parkland appears to be the best way forward.</p> <p><i>Description:</i> The community strongly appreciates the charm and services provided by existing arts facilities (e.g. Silk Purse / Music Box). There were concerns that with a new arts facility, the spaces would lack the ‘soul’ felt at existing facilities. As well, there was a fear that the new arts facility was too focused on the spectacle of art and did not consider the ‘dirty’ and organic aspect involved in the creative process.</p> <p><i>Response:</i> The passionate appreciation for existing facilities is well understood by the Project Team. The goal of the new arts facility is to meet the projected future demand for arts programming and gallery space and to provide spaces where the ‘dirty’ and creative process of making art can flourish. Likewise, important site analysis factors such as placemaking and destination ability were included to ensure the ‘soul’ of the facility would be readily apparent.</p> <p>The Project Team is in complete agreement with the importance of these comments – these were not lost amongst the vast and necessary quantitative factors involved in the analysis.</p>
Facility Identity – Consolidated vs. Separate and Opportunities for the Separate Facilities Option	<p><i>Description:</i> One very important aspect of an arts facility(ies) is for it(them) to have a distinct identity. Many would argue that two separate facilities would be better suited to establish an identity (largely due to a separate facility possibly having more opportunities to express itself through distinct architecture). Because of this, curiosity grew with respect to the possible arrangements of the two separate facilities option; given that many of the sites identified are rather large, the idea to allocate two separate facilities on one of these large sites was put forward. This idea combines the convenience of two arts facilities being on the same site, as well as potentially greater expression of unique arts facility identities.</p> <p><i>Response:</i> Firstly, whether the consolidated option or the two separate facilities option is selected, the identity of the arts facility(ies) is paramount. The idea of allocating two separate facilities on the same site is certainly intriguing – however, in reality – the facilities would have to share some spaces (i.e. building systems spaces like mechanical / electrical rooms, or circulation spaces like lobby areas), and in doing so would in essence be considered a consolidated facility. It would not make financial sense doubling these spaces when they could easily be shared. For instance, the West Vancouver Community Centre and Aquatics Centre are considered to be a consolidated facility, but are actually two separate buildings, joined by a connecting atrium. Therefore, a similar consolidated arrangement of two</p>

Theme:**Theme Description / Project Team Response**

'separate' facilities on the same site would take place for the arts facility development.

Unique identity is critical to the success of the project and will be prioritized regardless of consolidation or separation. While allocating two separate facilities on the same site is feasible, it would not make sense for the two facilities to not share at least some space (which may negate the perceived benefits of having two separate facilities).

Equal Weighted Site Factors (Site Guidelines)

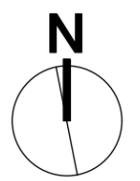
Description: A common comment came about in the Community Information Session: why decide to give all the site factors an equal weighting when some factors are likely more important than others?

Response: This was a valid point with respect to the team's approach to the site analysis. The rationale of giving equal weighting to the site factors arose due to the need to identify clear outliers in the ~20 sites analyzed. The team wanted to identify 'clear winners' and 'clear losers' of the sites identified, and this was best achieved by applying equal weighting to the site factors for the high-level site analysis. In the detailed analysis, the justification for various score for different factors will be more refined than in the high-level analysis.

APPENDIX F: Site Test Fits and Massing Diagrams



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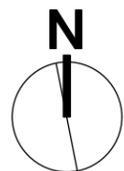


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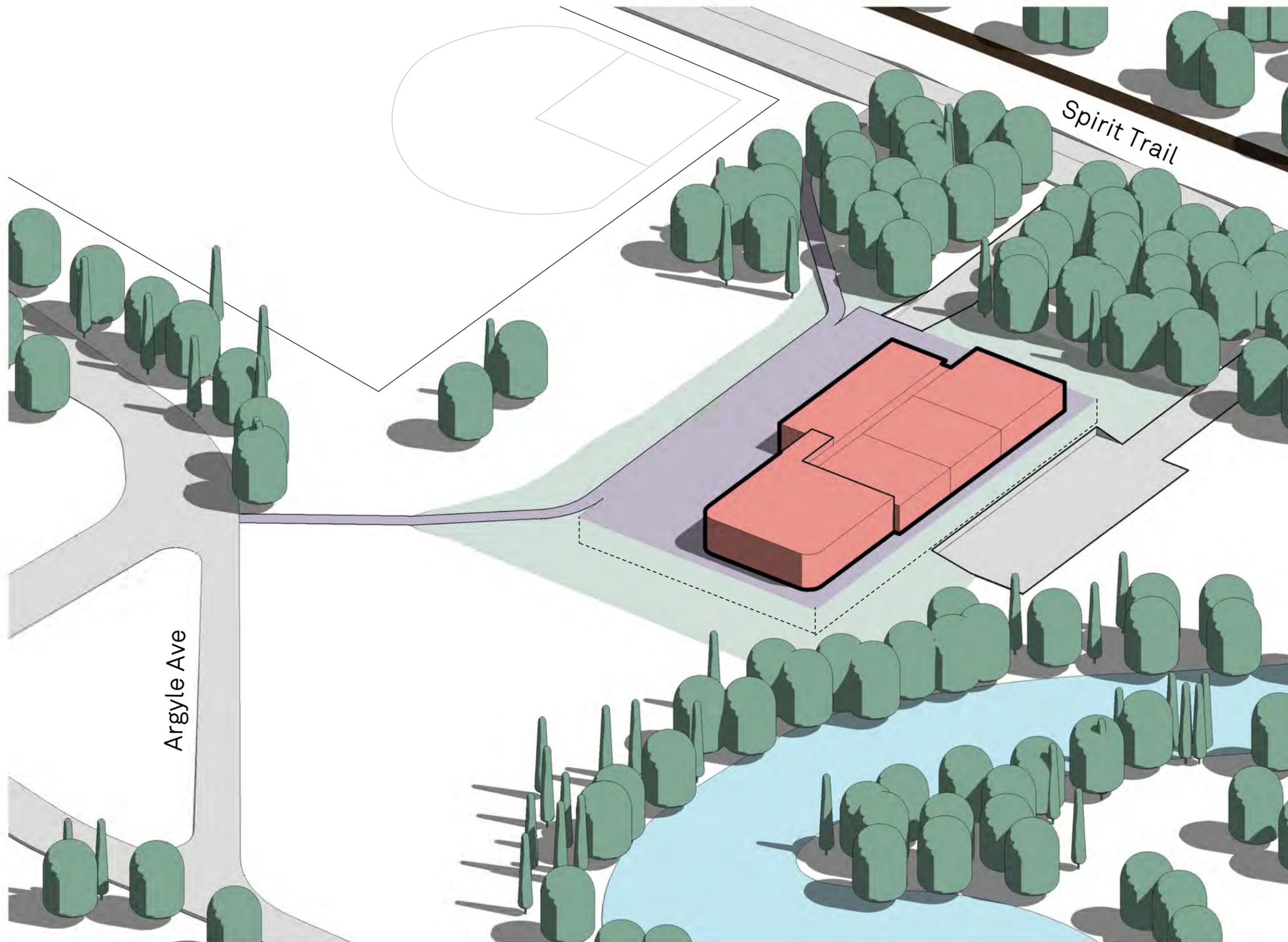
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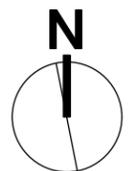


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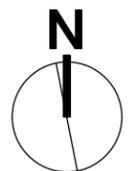
13th St



WEST VANCOUVER FIELD HOCKEY CLUB
Home of the Men's National Team



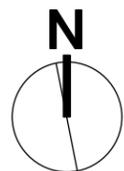
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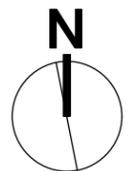
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APPENDIX G: Class D Cost Analysis

WEST VANCOUVER ART AND CULTURE FACILITIES

CLASS 'D' ESTIMATE REPORT (Revision 2) (OPINION OF PROBABLE COST)

January 26, 2020



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**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

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**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

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**WEST VANCOUVER ART AND CULTURE FACILITIES
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WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
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January 26, 2020

1. INTRODUCTION

The District of West Vancouver City is developing options for West Vancouver Art and Cultural Facilities on various sites in West Vancouver.

The Cornerstone Planning Group has prepared some initial Program and associated Planning information for the various options for the project, and SSA Quantity Surveyors Ltd. (SSAQS) has prepared this this Class 'D' Estimate (Opinion of Probable Cost) for these various options currently envisaged for the project.

For the detail on the program and planning please refer to the separate information prepared by the Cornerstone Planning Group.

Based upon the information received from the Cornerstone Planning Group, we have developed these early Program Estimates at a Class D level for the options for the project.

There are **3 Options**:

- 1.1. OPTION 1 - Ambleside Park - Tennis Courts.
- 1.2. OPTION 2 - Ambleside Park - H Field.
- 1.3. OPTION 3 - Ambleside Park South Parking Lot.
- 1.4. OPTION 4A - John Lawson Parking Lot - Community Arts And Cultural Centre.
- 1.5. OPTION 4B - Ambleside Park South Parking Lot - Art Museum.
- 1.6. OPTION 5A - Ambleside Park Tennis Courts - Art Museum.
- 1.7. OPTION 5B - Ambleside Park South Parking Lot Community Arts and Cultural Facility.

In each Option there is a programmed underground parking garage, in some cases 1 level and in others, 2 levels. The estimated values for the parkades have been shown separately.

Notes:

- The Program Spaces have been taken from the Cornerstone Information.
- We have used unit rates based upon current information from similar projects and our benchmarked assumptions and allowances for a project of this size and type in West Vancouver.
- We have had no discussions with any design consultants regarding the building architecture, structure or systems.
- We have not included any allowances for providing the ability for systems in the facility to expand in the future.
- We have included allowances for Development Cost Charges.
- We have **excluded** forward escalation.
- We have included allowances for Furniture, Furnishings and Equipment using a ratio of 10% of the Hard construction costs.
- Assumptions and allowances are identified in this report.

These Class 'D' Estimates (Opinion of Probable Cost) are based on the Program Information described above. Our

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knowledge of the project is limited to the program information provided to us.

Pricing is based upon current early **1st Quarter 2020** unit rates that we consider reasonable, but competitive, for the size, type and complexity of project, and their location in West Vancouver.

The estimated construction costs reflect our opinion of the current construction industry market conditions for this size and type of project in West Vancouver. It has been assumed that the work will be tendered on a Design Bid Build (DBB) basis, competitively tendered to a minimum of 3 competent general contractors, where each trade contract is bid on a competitive stipulated price basis. The pricing in this estimate is predicated upon a minimum of three qualified trade contractors for each significant trade, bidding for the work on a competitive basis and there will be no sole source non-competitive trade contracts. It is also predicated upon the assumption that the project will be bid with normal and reasonable market conditions and that any unforeseen, aberrant or abnormal market conditions are not contemplated in the estimate.

The Goods and Services Tax (GST) has been excluded.

This estimate is our opinion of fair market value for the construction of the project, and is not a prediction of low bid.

2. LEVEL OF RISK

It is our opinion that the risk associated with this Opinion of Probable Costs at a Class D level is $\pm 30\%$, 18 times out of 20.

3. BASIS OF THE ESTIMATE

3.1. Cost Base

Pricing shown reflects our opinion of probable construction costs obtainable in the early 1st Quarter of 2020 on the effective date of this report.

This estimate is our opinion of fair market value for the construction of this project, and is not a prediction of low bid.

3.2. Contingencies

3.2.1. **Design Contingency** – An allowance of 15% has been included. This allowance, when included, is a reserve of funds included in the estimate and which is allocated to cover pricing adjustments resulting from incomplete design information and design detailing that is not currently available.

3.2.2. **Escalation Contingency** – Forward escalation has **not** been included. This allowance, when included, is a reserve of funds to cover possible price increases from the time that the estimate is prepared to

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the time that the project is tendered.

3.2.3. **Phasing Allowance** – No allowance has been included. This allowance, when included, is for any work required to maintain the operation of the facility while construction proceeds.

3.2.4. **Construction Contingency** – An allowance of 5% has been included. The construction contingency is a reserve of funds which is allocated to cover change orders that are required during the course of construction, and is not intended to be a scope change contingency.

3.2.5. **General Project Contingency** – An allowance of 2½% has been included. This allowance, when included, is an Owner’s discretionary contingency reserve.

4. EXCLUSIONS

The following items are specifically excluded from this estimate:

- 4.1. Demolition of existing structures.
- 4.2. GST.
- 4.3. Hazardous Materials identification and removal.
- 4.4. Adverse environmental conditions.
- 4.5. Unknown adverse archaeological conditions.
- 4.6. Adverse soil and/or subsoil conditions.
- 4.7. Project Procurement costs.
- 4.8. Project Financing Costs.
- 4.9. Major Utility Upgrades.

5. STATEMENT OF PROBABLE COSTS

Estimates of construction costs prepared by SSA Quantity Surveyors Ltd. represent our best judgement as Professional Cost Consultants/Quantity Surveyors familiar with the construction industry. It is recognised, however, that we do not have control over the cost of labour, materials or equipment, over architect/engineering design, over a contractor's method of determining prices, or over market or negotiating conditions. Accordingly, we cannot and do not warrant or represent that bids or negotiated prices will not vary from this nor any subsequent estimate of design/construction cost or evaluation prepared by or agreed to by us.

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6. CLASS 'D' ESTIMATE SUMMARY – ALL OPTIONS

WEST VANCOUVER COMMUNITY ARTS CENTRE AND ART MUSEUM

MAIN SUMMARY OF POSSIBLE BUDGET OPTIONS							
	OPTION 1 - AMBLESIDE PARK - TENNIS COURTS	OPTION 2 - AMBLESIDE PARK - H FIELD	OPTION 3 - AMBLESIDE PARK SOUTH PARKING LOT	OPTION 4A - JOHN LAWSON PARKING LOT - COMMUNITY ARTS AND CULTURAL CENTRE	OPTION 4B - AMBLESIDE PARK SOUTH PARKING LOT - ART MUSEUM	OPTION 5A - AMBLESIDE PARK TENNIS COURTS - ART MUSEUM	OPTION 5B - AMBLESIDE PARK SOUTH PARKING LOT COMMUNITY A+C FACILITY
Building and Site	\$25,330,000	\$27,599,000	\$24,755,000	\$15,140,000	\$17,780,000	\$18,223,000	\$15,167,000
Underground Parking	\$12,757,000	\$7,199,000	\$9,536,000	\$8,940,000	\$9,638,000	\$9,357,000	\$9,252,000
TOTAL	\$38,087,000	\$34,798,000	\$34,291,000	\$24,080,000	\$27,418,000	\$27,580,000	\$24,419,000

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7. SUMMARY OPTION 1 - Ambleside Park - Tennis Courts

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$17,600,000		\$0	\$17,600,000
3	Contingency for Construction (5%)	\$880,000		\$0	\$880,000
4	Architectural Design Fees	\$1,188,000	\$59,000	\$0	\$1,247,000
5	Structural Design Fees	\$238,000	\$12,000	\$0	\$250,000
6	Electrical Design Fees	\$262,000	\$13,000	\$0	\$275,000
7	Mechanical Design Fees	\$352,000	\$18,000	\$0	\$370,000
8	Quantity Surveyor	\$35,000	\$2,000	\$0	\$37,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$50,000	\$3,000	\$0	\$53,000
13	Other Consultants	\$200,000	\$10,000	\$0	\$210,000
14	Surveys	\$20,000	\$1,000	\$0	\$21,000
15	Commissioning	\$150,000	\$8,000	\$0	\$158,000
16	Testing & Inspections	\$20,000	\$1,000	\$0	\$21,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000	\$1,000	\$0	\$21,000
19	Administrative Costs (2.5%)	\$440,000		\$0	\$440,000
20	Insurance	\$141,000		\$0	\$141,000
21	Development Cost Charges	\$199,000		\$0	\$199,000
22	Metro Vancouver DCC	\$31,000		\$0	\$31,000
23	Building Permit	\$177,000		\$0	\$177,000
24	Off-Site Services and Infrastructure Upgrades	\$500,000		\$0	\$500,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,760,000		\$0	\$1,760,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$618,000		\$0	\$618,000
28					
29	POSSIBLE PROJECT BUDGET	\$25,186,000	\$144,000	\$0	\$25,330,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET **\$12,757,000**

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$10,178,000		\$0	\$10,178,000
3	Contingency for Construction (5%)	\$509,000		\$0	\$509,000
4	Architectural Design Fees	\$504,000	\$25,000	\$0	\$529,000
5	Structural Design Fees	\$413,000	\$21,000	\$0	\$434,000
6	Electrical Design Fees	\$61,000	\$3,000	\$0	\$64,000
7	Mechanical Design Fees	\$84,000	\$4,000	\$0	\$88,000
8	Quantity Surveyor	\$20,000	\$1,000	\$0	\$21,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$35,000	\$2,000	\$0	\$37,000
13	Other Consultants	\$100,000	\$5,000	\$0	\$105,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$50,000	\$3,000	\$0	\$53,000
16	Testing & Inspections	\$20,000	\$1,000	\$0	\$21,000
17	Legal	\$50,000	\$3,000	\$0	\$53,000
18	Fire Safety Plans	\$10,000	\$1,000	\$0	\$11,000
19	Administrative Costs (2.5%)	\$254,000		\$0	\$254,000
20	Insurance	\$81,000		\$0	\$81,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$68,000		\$0	\$68,000
23	Building Permit	\$103,000		\$0	\$103,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$126,000		\$0	\$126,000
28					
29	POSSIBLE PROJECT BUDGET	\$12,686,000	\$71,000	\$0	\$12,757,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

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8. SUMMARY OPTION 2 - Ambleside Park - H Field

UNDERGROUND PARKADE SHOWN SEPARATELY

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$18,632,000		\$0	\$18,632,000
3	Contingency for Construction (5%)	\$932,000		\$0	\$932,000
4	Architectural Design Fees	\$1,258,000	\$63,000	\$0	\$1,321,000
5	Structural Design Fees	\$252,000	\$13,000	\$0	\$265,000
6	Electrical Design Fees	\$277,000	\$14,000	\$0	\$291,000
7	Mechanical Design Fees	\$373,000	\$19,000	\$0	\$392,000
8	Quantity Surveyor	\$56,000	\$3,000	\$0	\$59,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$150,000	\$8,000	\$0	\$158,000
16	Testing & Inspections	\$20,000	\$1,000	\$0	\$21,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000	\$1,000	\$0	\$21,000
19	Administrative Costs (2.5%)	\$466,000		\$0	\$466,000
20	Insurance	\$149,000		\$0	\$149,000
21	Development Cost Charges	\$199,000		\$0	\$199,000
22	Metro Vancouver DCC	\$31,000		\$0	\$31,000
23	Building Permit	\$188,000		\$0	\$188,000
24	Off-Site Services and Infrastructure Upgrades	\$1,375,000		\$0	\$1,375,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,863,000		\$0	\$1,863,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$673,000		\$0	\$673,000
28					
29	POSSIBLE PROJECT BUDGET	\$27,449,000	\$150,000	\$0	\$27,599,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET **\$7,199,000**

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$5,699,000		\$0	\$5,699,000
3	Contingency for Construction (5%)	\$285,000		\$0	\$285,000
4	Architectural Design Fees	\$282,000	\$14,000	\$0	\$296,000
5	Structural Design Fees	\$230,000	\$12,000	\$0	\$242,000
6	Electrical Design Fees	\$34,000	\$2,000	\$0	\$36,000
7	Mechanical Design Fees	\$47,000	\$2,000	\$0	\$49,000
8	Quantity Surveyor	\$28,000	\$1,000	\$0	\$29,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$20,000	\$1,000	\$0	\$21,000
13	Other Consultants	\$50,000	\$3,000	\$0	\$53,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$35,000	\$2,000	\$0	\$37,000
16	Testing & Inspections	\$10,000	\$1,000	\$0	\$11,000
17	Legal	\$35,000	\$2,000	\$0	\$37,000
18	Fire Safety Plans	\$10,000	\$1,000	\$0	\$11,000
19	Administrative Costs (2.5%)	\$142,000		\$0	\$142,000
20	Insurance	\$46,000		\$0	\$46,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$54,000		\$0	\$54,000
23	Building Permit	\$58,000		\$0	\$58,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$71,000		\$0	\$71,000
28					
29	POSSIBLE PROJECT BUDGET	\$7,156,000	\$43,000	\$0	\$7,199,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

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9. SUMMARY OPTION 3 - Ambleside Park South Parking Lot

**WEST VANCOUVER COMMUNITY OPTION 3 AMBLESIDE PARK SOUTH
ARTS CENTRE AND ART MUSEUM**

**CLASS D ESTIMATE
(OPINION OF PROBABLE COST)**

**PARKING LOT
UNDERGROUND PARKADE SHOWN SEPARATELY**

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$17,191,000		\$0	\$17,191,000
3	Contingency for Construction (5%)	\$860,000		\$0	\$860,000
4	Architectural Design Fees	\$1,160,000	\$58,000	\$0	\$1,218,000
5	Structural Design Fees	\$232,000	\$12,000	\$0	\$244,000
6	Electrical Design Fees	\$256,000	\$13,000	\$0	\$269,000
7	Mechanical Design Fees	\$344,000	\$17,000	\$0	\$361,000
8	Quantity Surveyor	\$52,000	\$3,000	\$0	\$55,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$150,000	\$8,000	\$0	\$158,000
16	Testing & Inspections	\$20,000	\$1,000	\$0	\$21,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000	\$1,000	\$0	\$21,000
19	Administrative Costs (2.5%)	\$430,000		\$0	\$430,000
20	Insurance	\$138,000		\$0	\$138,000
21	Development Cost Charges	\$199,000		\$0	\$199,000
22	Metro Vancouver DCC	\$31,000		\$0	\$31,000
23	Building Permit	\$173,000		\$0	\$173,000
24	Off-Site Services and Infrastructure Upgrades	\$500,000		\$0	\$500,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,719,000		\$0	\$1,719,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$604,000		\$0	\$604,000
28					
29	POSSIBLE PROJECT BUDGET	\$24,614,000	\$141,000	\$0	\$24,755,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET **\$9,536,000**

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER COMMUNITY OPTION 3 AMBLESIDE PARK SOUTH
ARTS CENTRE AND ART MUSEUM PARKING LOT
UNDERGROUND PARKADE**

**CLASS D ESTIMATE
(OPINION OF PROBABLE COST)**

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$7,599,000		\$0	\$7,599,000
3	Contingency for Construction (5%)	\$380,000		\$0	\$380,000
4	Architectural Design Fees	\$376,000	\$19,000	\$0	\$395,000
5	Structural Design Fees	\$307,000	\$15,000	\$0	\$322,000
6	Electrical Design Fees	\$46,000	\$2,000	\$0	\$48,000
7	Mechanical Design Fees	\$63,000	\$3,000	\$0	\$66,000
8	Quantity Surveyor	\$38,000	\$2,000	\$0	\$40,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$20,000	\$1,000	\$0	\$21,000
13	Other Consultants	\$50,000	\$3,000	\$0	\$53,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$35,000	\$2,000	\$0	\$37,000
16	Testing & Inspections	\$10,000	\$1,000	\$0	\$11,000
17	Legal	\$35,000	\$2,000	\$0	\$37,000
18	Fire Safety Plans	\$10,000	\$1,000	\$0	\$11,000
19	Administrative Costs (2.5%)	\$190,000		\$0	\$190,000
20	Insurance	\$61,000		\$0	\$61,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$72,000		\$0	\$72,000
23	Building Permit	\$77,000		\$0	\$77,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$94,000		\$0	\$94,000
28					
29	POSSIBLE PROJECT BUDGET	\$9,483,000	\$53,000	\$0	\$9,536,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER ART AND CULTURE FACILITIES
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10. SUMMARY OPTION 4A - John Lawson Parking Lot - Community Arts And Cultural Centre

UNDERGROUND PARKADE SHOWN SEPARATELY

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$9,637,000		\$0	\$9,637,000
3	Contingency for Construction (5%)	\$482,000		\$0	\$482,000
4	Architectural Design Fees	\$650,000	\$33,000	\$0	\$683,000
5	Structural Design Fees	\$130,000	\$7,000	\$0	\$137,000
6	Electrical Design Fees	\$143,000	\$7,000	\$0	\$150,000
7	Mechanical Design Fees	\$193,000	\$10,000	\$0	\$203,000
8	Quantity Surveyor	\$29,000	\$1,000	\$0	\$30,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$20,000	\$1,000	\$0	\$21,000
16	Testing & Inspections	\$150,000	\$8,000	\$0	\$158,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000		\$0	\$20,000
19	Administrative Costs (2.5%)	\$241,000		\$0	\$241,000
20	Insurance	\$77,000		\$0	\$77,000
21	Development Cost Charges	\$700,000		\$0	\$700,000
22	Metro Vancouver DCC	\$107,000		\$0	\$107,000
23	Building Permit	\$98,000		\$0	\$98,000
24	Off-Site Services and Infrastructure Upgrades	\$500,000		\$0	\$500,000
25	Furniture, Furnishings and Equipment and AV/IT	\$964,000		\$0	\$964,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$369,000		\$0	\$369,000
28					
29	POSSIBLE PROJECT BUDGET	\$15,045,000	\$95,000	\$0	\$15,140,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET **\$8,940,000**

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$7,124,000		\$0	\$7,124,000
3	Contingency for Construction (5%)	\$356,000		\$0	\$356,000
4	Architectural Design Fees	\$353,000	\$18,000	\$0	\$371,000
5	Structural Design Fees	\$288,000	\$14,000	\$0	\$302,000
6	Electrical Design Fees	\$43,000	\$2,000	\$0	\$45,000
7	Mechanical Design Fees	\$59,000	\$3,000	\$0	\$62,000
8	Quantity Surveyor	\$43,000	\$2,000	\$0	\$45,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$20,000	\$1,000	\$0	\$21,000
13	Other Consultants	\$50,000	\$3,000	\$0	\$53,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$35,000	\$2,000	\$0	\$37,000
16	Testing & Inspections	\$10,000	\$1,000	\$0	\$11,000
17	Legal	\$35,000	\$2,000	\$0	\$37,000
18	Fire Safety Plans	\$10,000		\$0	\$10,000
19	Administrative Costs (2.5%)	\$178,000		\$0	\$178,000
20	Insurance	\$57,000		\$0	\$57,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$47,000		\$0	\$47,000
23	Building Permit	\$73,000		\$0	\$73,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$89,000		\$0	\$89,000
28					
29	POSSIBLE PROJECT BUDGET	\$8,890,000	\$50,000	\$0	\$8,940,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

11. SUMMARY OPTION 4B - Ambleside Park South Parking Lot - Art Museum

UNDERGROUND PARKADE SHOWN SEPARATELY

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$12,016,000		\$0	\$12,016,000
3	Contingency for Construction (5%)	\$601,000		\$0	\$601,000
4	Architectural Design Fees	\$811,000	\$41,000	\$0	\$852,000
5	Structural Design Fees	\$162,000	\$8,000	\$0	\$170,000
6	Electrical Design Fees	\$179,000	\$9,000	\$0	\$188,000
7	Mechanical Design Fees	\$240,000	\$12,000	\$0	\$252,000
8	Quantity Surveyor	\$36,000	\$2,000	\$0	\$38,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$20,000	\$1,000	\$0	\$21,000
16	Testing & Inspections	\$150,000	\$8,000	\$0	\$158,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000		\$0	\$20,000
19	Administrative Costs (2.5%)	\$300,000		\$0	\$300,000
20	Insurance	\$96,000		\$0	\$96,000
21	Development Cost Charges	\$127,000		\$0	\$127,000
22	Metro Vancouver DCC	\$20,000		\$0	\$20,000
23	Building Permit	\$122,000		\$0	\$122,000
24	Off-Site Services and Infrastructure Upgrades	\$600,000		\$0	\$600,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,202,000		\$0	\$1,202,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$434,000		\$0	\$434,000
28					
29	POSSIBLE PROJECT BUDGET	\$17,671,000	\$109,000	\$0	\$17,780,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET \$9,638,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$7,599,000		\$0	\$7,599,000
3	Contingency for Construction (5%)	\$380,000		\$0	\$380,000
4	Architectural Design Fees	\$376,000	\$19,000	\$0	\$395,000
5	Structural Design Fees	\$307,000	\$15,000	\$0	\$322,000
6	Electrical Design Fees	\$46,000	\$2,000	\$0	\$48,000
7	Mechanical Design Fees	\$63,000	\$3,000	\$0	\$66,000
8	Quantity Surveyor	\$30,000	\$2,000	\$0	\$32,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$35,000	\$2,000	\$0	\$37,000
13	Other Consultants	\$100,000	\$5,000	\$0	\$105,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$50,000	\$3,000	\$0	\$53,000
16	Testing & Inspections	\$20,000	\$1,000	\$0	\$21,000
17	Legal	\$50,000	\$3,000	\$0	\$53,000
18	Fire Safety Plans	\$10,000		\$0	\$10,000
19	Administrative Costs (2.5%)	\$190,000		\$0	\$190,000
20	Insurance	\$61,000		\$0	\$61,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$72,000		\$0	\$72,000
23	Building Permit	\$77,000		\$0	\$77,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$95,000		\$0	\$95,000
28					
29	POSSIBLE PROJECT BUDGET	\$9,581,000	\$57,000	\$0	\$9,638,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

12. SUMMARY OPTION 5A - Ambleside Park Tennis Courts - Art Museum

UNDERGROUND PARKADE SHOWN SEPARATELY

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$12,422,000		\$0	\$12,422,000
3	Contingency for Construction (5%)	\$621,000		\$0	\$621,000
4	Architectural Design Fees	\$838,000	\$42,000	\$0	\$880,000
5	Structural Design Fees	\$168,000	\$8,000	\$0	\$176,000
6	Electrical Design Fees	\$185,000	\$9,000	\$0	\$194,000
7	Mechanical Design Fees	\$248,000	\$12,000	\$0	\$260,000
8	Quantity Surveyor	\$37,000	\$2,000	\$0	\$39,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$20,000	\$1,000	\$0	\$21,000
16	Testing & Inspections	\$150,000	\$8,000	\$0	\$158,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000		\$0	\$20,000
19	Administrative Costs (2.5%)	\$311,000		\$0	\$311,000
20	Insurance	\$99,000		\$0	\$99,000
21	Development Cost Charges	\$127,000		\$0	\$127,000
22	Metro Vancouver DCC	\$20,000		\$0	\$20,000
23	Building Permit	\$126,000		\$0	\$126,000
24	Off-Site Services and Infrastructure Upgrades	\$500,000		\$0	\$500,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,242,000		\$0	\$1,242,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$444,000		\$0	\$444,000
28					
29	POSSIBLE PROJECT BUDGET	\$18,113,000	\$110,000	\$0	\$18,223,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET \$9,357,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

ART MUSEUM

UNDERGROUND PARKADE

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$7,464,000		\$0	\$7,464,000
3	Contingency for Construction (5%)	\$373,000		\$0	\$373,000
4	Architectural Design Fees	\$369,000	\$18,000	\$0	\$387,000
5	Structural Design Fees	\$302,000	\$15,000	\$0	\$317,000
6	Electrical Design Fees	\$45,000	\$2,000	\$0	\$47,000
7	Mechanical Design Fees	\$62,000	\$3,000	\$0	\$65,000
8	Quantity Surveyor	\$45,000	\$2,000	\$0	\$47,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$20,000	\$1,000	\$0	\$21,000
13	Other Consultants	\$50,000	\$3,000	\$0	\$53,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$35,000	\$2,000	\$0	\$37,000
16	Testing & Inspections	\$10,000	\$1,000	\$0	\$11,000
17	Legal	\$35,000	\$2,000	\$0	\$37,000
18	Fire Safety Plans	\$10,000		\$0	\$10,000
19	Administrative Costs (2.5%)	\$187,000		\$0	\$187,000
20	Insurance	\$60,000		\$0	\$60,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$50,000		\$0	\$50,000
23	Building Permit	\$76,000		\$0	\$76,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$93,000		\$0	\$93,000
28					
29	POSSIBLE PROJECT BUDGET	\$9,306,000	\$51,000	\$0	\$9,357,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

13. SUMMARY OPTION 5B - Ambleside Park South Parking Lot Community Arts and Cultural Facility

COMMUNITY A+C FACILITY UNDERGROUND PARKADE SHOWN SEPARATELY

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction (excluding underground parking structure)	\$10,179,000		\$0	\$10,179,000
3	Contingency for Construction (5%)	\$509,000		\$0	\$509,000
4	Architectural Design Fees	\$687,000	\$34,000	\$0	\$721,000
5	Structural Design Fees	\$138,000	\$7,000	\$0	\$145,000
6	Electrical Design Fees	\$151,000	\$8,000	\$0	\$159,000
7	Mechanical Design Fees	\$204,000	\$10,000	\$0	\$214,000
8	Quantity Surveyor	\$31,000	\$2,000	\$0	\$33,000
9	Facility Programmer	\$50,000	\$3,000	\$0	\$53,000
10	Landscape Consultant	\$80,000	\$4,000	\$0	\$84,000
11	Environmental Consultant	\$50,000	\$3,000	\$0	\$53,000
12	Civil Engineer	\$40,000	\$2,000	\$0	\$42,000
13	Other Consultants	\$175,000	\$9,000	\$0	\$184,000
14	Surveys	\$15,000	\$1,000	\$0	\$16,000
15	Commissioning	\$20,000	\$1,000	\$0	\$21,000
16	Testing & Inspections	\$150,000	\$8,000	\$0	\$158,000
17	Legal	\$125,000	\$6,000	\$0	\$131,000
18	Fire Safety Plans	\$20,000		\$0	\$20,000
19	Administrative Costs (2.5%)	\$254,000		\$0	\$254,000
20	Insurance	\$81,000		\$0	\$81,000
21	Development Cost Charges	\$103,000		\$0	\$103,000
22	Metro Vancouver DCC	\$16,000		\$0	\$16,000
23	Building Permit	\$103,000		\$0	\$103,000
24	Off-Site Services and Infrastructure Upgrades	\$500,000		\$0	\$500,000
25	Furniture, Furnishings and Equipment and AV/IT	\$1,018,000		\$0	\$1,018,000
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (2.5%)	\$370,000		\$0	\$370,000
28					
29	POSSIBLE PROJECT BUDGET	\$15,069,000	\$98,000	\$0	\$15,167,000

ESTIMATED VALUE FOR UNDERGROUND PARKADE - SEE NEXT SHEET **\$9,252,000**

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

COMMUNITY A+C FACILITY UNDERGROUND PARKADE

POSSIBLE PROJECT BUDGET SHEET - DESIGN BID BUILD (DBB) (Values rounded to closest thousand \$)					
		ESTIMATED VALUE	REIMBURSABLE EXPENSES	GST EXCLUDED	TOTALS
1	Land	EXCLUDED		EXCLUDED	EXCLUDED
2	Construction of underground parking structure	\$7,362,000		\$0	\$7,362,000
3	Contingency for Construction (5%)	\$368,000		\$0	\$368,000
4	Architectural Design Fees	\$364,000	\$18,000	\$0	\$382,000
5	Structural Design Fees	\$298,000	\$15,000	\$0	\$313,000
6	Electrical Design Fees	\$44,000	\$2,000	\$0	\$46,000
7	Mechanical Design Fees	\$61,000	\$3,000	\$0	\$64,000
8	Quantity Surveyor	\$44,000	\$2,000	\$0	\$46,000
9	Facility Programmer	\$0	\$0	\$0	\$0
10	Landscape Consultant	\$0	\$0	\$0	\$0
11	Environmental Consultant	\$10,000	\$1,000	\$0	\$11,000
12	Civil Engineer	\$20,000	\$1,000	\$0	\$21,000
13	Other Consultants	\$50,000	\$3,000	\$0	\$53,000
14	Surveys	\$10,000	\$1,000	\$0	\$11,000
15	Commissioning	\$35,000	\$2,000	\$0	\$37,000
16	Testing & Inspections	\$10,000	\$1,000	\$0	\$11,000
17	Legal	\$35,000	\$2,000	\$0	\$37,000
18	Fire Safety Plans	\$10,000		\$0	\$10,000
19	Administrative Costs (2.5%)	\$184,000		\$0	\$184,000
20	Insurance	\$59,000		\$0	\$59,000
21	Development Cost Charges - assumed to be \$0	EXCLUDED		\$0	EXCLUDED
22	Metro Vancouver DCC	\$70,000		\$0	\$70,000
23	Building Permit	\$75,000		\$0	\$75,000
24	Off-Site Services and Infrastructure Upgrades	EXCLUDED		\$0	EXCLUDED
25	Furniture, Furnishings and Equipment and AV/IT	EXCLUDED		\$0	EXCLUDED
26	Escalation Contingency	EXCLUDED		\$0	EXCLUDED
27	General Project Contingency (1%)	\$92,000		\$0	\$92,000
28					
29	POSSIBLE PROJECT BUDGET	\$9,201,000	\$51,000	\$0	\$9,252,000

Note:

This sheet is subject to limiting conditions contained in the accompanying report.

**WEST VANCOUVER ART AND CULTURE FACILITIES
CLASS 'D' ESTIMATE REPORT (Revision 2)
(OPINION OF PROBABLE COST)
January 26, 2020**

14. ESTIMATE DETAILS

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
UNIT RATES													
1	OPTION 1 - AMBLESIDE PARK - TENNIS COURTS												
2	Program Space			620.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$2,945,000
3	Administration			172.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$714,000
4	Community Organisations			188.0		2,100.00	0.00	750.00	0.00	500.00	700.00	4,050.00	\$761,000
5	Art Museum			747.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$3,548,000
6	Facility Support			238.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$976,000
7	Supplementary Amenities			400.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$1,640,000
8													
9	TOTAL BUILDINGS			2,365.0									\$10,584,000
10													
11	Building Lump Sum Allowances												
12	Exterior Entry Canopies	1	l/s		50,000.00								\$50,000
13	Shading Devices	1	l/s		75,000.00								\$75,000
14													
15	Building Lump Sum Allowances Sub-Total												\$125,000
16													
17	TOTAL BUILDING BEFORE MARKUPS			2,365									\$10,709,000
18	Location Factor											0.0%	\$0
19	Overhead & Profit											18.0%	\$1,928,000
20	Phasing Allowance											0.0%	\$0
21	Building Design Contingency											15.0%	\$1,896,000
22	Building Forward Escalation Allowance											0.0%	See Summary
23	Building Construction Contingency											0.0%	See Summary
24													
25	ESTIMATED TOTAL - BUILDING												\$14,533,000
26	On Site												
27	Allowance for flood mitigation (3m above sea level)	1	l/s		500,000.00								\$500,000
28	Underground parking (2 levels)	150	Stalls		50,000.00								\$7,500,000
27	Outdoor Gathering Space	200	m2		800.00								\$160,000
29	Allowance for Hard and Soft Landscaping	1	l/s		750,000.00								\$750,000
28	Replace tennis courts	1	l/s		450,000.00								\$450,000
30	Electrical Service	1	l/s		175,000.00								\$175,000
31	Water Service	1	l/s		50,000.00								\$50,000
32	Storm Sewer	1	l/s		75,000.00								\$75,000
33	Telephone/Cable	1	l/s		50,000.00								\$50,000
34	Gas Service	1	l/s		50,000.00								\$50,000
35													
36	Site Sub-Total												\$9,760,000
37	Location Factor											0.0%	\$0
38	Overhead & Profit											18.0%	\$1,757,000
39	Phasing Allowance											0.0%	\$0
40	Site Design Contingency											15.0%	\$1,728,000
41	Site Forward Escalation Allowance											0.0%	\$0
42	Site Construction Contingency											0.0%	See Summary
43													
44	ESTIMATED TOTAL - SITE												\$13,245,000
45													
46	OPTION 1 - ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK - TENNIS COURTS												
													\$27,778,000

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 2 - AMBLESIDE PARK - H FIELD												
2	Program Space			620.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$2,945,000
3	Administration			172.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$714,000
4	Community Organisations			188.0		2,100.00	0.00	750.00	0.00	500.00	700.00	4,050.00	\$761,000
5	Art Museum			747.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$3,548,000
6	Facility Support			238.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$976,000
7	Supplementary Amenities			400.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$1,640,000
8													
9	TOTAL BUILDINGS			2,365.0									\$10,584,000
10													
11	Building Lump Sum Allowances												
12	Exterior Entry Canopies	1	l/s		50,000.00								\$50,000
13	Shading Devices	1	l/s		75,000.00								\$75,000
14													
15	Building Lump Sum Allowances Sub-Total												\$125,000
16													
17	TOTAL BUILDING BEFORE MARKUPS			2,365									\$10,709,000
18	Location Factor											0.0%	\$0
19	Overhead & Profit											18.0%	\$1,928,000
20	Phasing Allowance											0.0%	\$0
21	Building Design Contingency											15.0%	\$1,896,000
22	Building Forward Escalation Allowance											0.0%	See Summary
23	Building Construction Contingency											0.0%	See Summary
24													
25	ESTIMATED TOTAL - BUILDING												\$14,533,000
26	On Site												
27	Allowance for flood mitigation (3m above sea level)	1	l/s		750,000.00								\$750,000
28	Underground parking (1 level)	120	Stalls		35,000.00								\$4,200,000
29	On Grade Parking	30	Stalls		7,000.00								\$210,000
30	Outdoor Gathering Space	200	m2		800.00								\$160,000
31	Allowance for Hard and Soft Landscaping	1	l/s		1,500,000.00								\$1,500,000
32	Electrical Service	1	l/s		175,000.00								\$175,000
33	Water Service	1	l/s		50,000.00								\$50,000
34	Storm Sewer	1	l/s		75,000.00								\$75,000
35	Telephone/Cable	1	l/s		50,000.00								\$50,000
36	Gas Service	1	l/s		50,000.00								\$50,000
37													
38	Site Sub-Total												\$7,220,000
39	Location Factor											0.0%	\$0
40	Overhead & Profit											18.0%	\$1,300,000
41	Phasing Allowance											0.0%	\$0
42	Site Design Contingency											15.0%	\$1,278,000
43	Site Forward Escalation Allowance											0.0%	\$0
44	Site Construction Contingency											0.0%	See Summary
45													
46	ESTIMATED TOTAL - SITE												\$9,798,000
47													
48	OPTION 2 - ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK - H FIELD												
													\$24,331,000

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 3 - AMBLESIDE PARK SOUTH PARKING LOT												
2	Program Space			620.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$2,945,000
3	Administration			172.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$714,000
4	Community Organisations			188.0		2,100.00	0.00	750.00	0.00	500.00	700.00	4,050.00	\$761,000
5	Art Museum			747.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$3,548,000
6	Facility Support			238.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$976,000
7	Supplementary Amenities			400.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$1,640,000
8													
9	TOTAL BUILDINGS			2,365.0									\$10,584,000
10													
11	Building Lump Sum Allowances												
12	Exterior Entry Canopies	1	l/s		35,000.00								\$35,000
13	Shading Devices	1	l/s		50,000.00								\$50,000
14													
15	Building Lump Sum Allowances Sub-Total												\$85,000
16													
17	TOTAL BUILDING BEFORE MARKUPS			2,365									\$10,669,000
18	Location Factor											0.0%	\$0
19	Overhead & Profit											18.0%	\$1,920,000
20	Phasing Allowance											0.0%	\$0
21	Building Design Contingency											15.0%	\$1,888,000
22	Building Forward Escalation Allowance											0.0%	See Summary
23	Building Construction Contingency											0.0%	See Summary
24													
25	ESTIMATED TOTAL - BUILDING												\$14,477,000
26	On Site												
27	Allowance for flood mitigation (3m above sea level)	1	l/s		700,000.00								\$700,000
28	On Grade Parking	40	Stalls		7,000.00								\$280,000
29	Underground Parking (1 level)	160	Stalls		35,000.00								\$5,600,000
30	Outdoor Gathering Space	150	m2		800.00								\$120,000
31	Allowance for Hard and Soft Landscaping	1	l/s		500,000.00								\$500,000
32	Electrical Service	1	l/s		175,000.00								\$175,000
33	Water Service	1	l/s		50,000.00								\$50,000
34	Storm Sewer	1	l/s		75,000.00								\$75,000
35	Telephone/Cable	1	l/s		50,000.00								\$50,000
36	Gas Service	1	l/s		50,000.00								\$50,000
37													
38	Site Sub-Total												\$7,600,000
39	Location Factor											0.0%	\$0
40	Overhead & Profit											18.0%	\$1,368,000
41	Phasing Allowance											0.0%	\$0
42	Site Design Contingency											15.0%	\$1,345,000
43	Site Forward Escalation Allowance											0.0%	\$0
44	Site Construction Contingency											0.0%	See Summary
45													
46	ESTIMATED TOTAL - SITE												\$10,313,000
47													

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
48	ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK SOUTH PARKING LOT											\$24,790,000	

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 4A - JOHN LAWSON PARKING LOT - COMMUNITY ARTS AND CULTURAL CENTRE												
2	Program Space			620.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$2,945,000
3	Administration			172.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$714,000
4	Community Organisations			188.0		2,100.00	0.00	750.00	0.00	500.00	700.00	4,050.00	\$761,000
5	Facility Support			238.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$976,000
6													
7	TOTAL BUILDINGS			8,313.0									\$5,396,000
8													
9	Building Lump Sum Allowances												
10	Exterior Entry Canopies	1	l/s		35,000.00								\$35,000
11	Shading Devices	1	l/s		50,000.00								\$50,000
12													
13	Building Lump Sum Allowances Sub-Total												\$85,000
14													
15	TOTAL BUILDING BEFORE MARKUPS			8,313									\$5,481,000
16	Location Factor											0.0%	\$0
17	Overhead & Profit											18.0%	\$987,000
18	Phasing Allowance											0.0%	\$0
19	Building Design Contingency											15.0%	\$970,000
20	Building Forward Escalation Allowance											0.0%	See Summary
21	Building Construction Contingency											0.0%	See Summary
22													
23	ESTIMATED TOTAL - BUILDING												\$7,438,000
24	On Site												
25	Allowance for flood mitigation (3m above sea level)	1	l/s		600,000.00								\$600,000
26	Underground Parking (2 levels)	105	Stalls		50,000.00								\$5,250,000
27	Outdoor Gathering Space	150	m2		800.00								\$120,000
28	Allowance for Hard and Soft Landscaping	1	l/s		500,000.00								\$500,000
29	Electrical Service	1	l/s		175,000.00								\$175,000
30	Water Service	1	l/s		50,000.00								\$50,000
31	Storm Sewer	1	l/s		75,000.00								\$75,000
32	Telephone/Cable	1	l/s		50,000.00								\$50,000
33	Gas Service	1	l/s		50,000.00								\$50,000
34													
35	Site Sub-Total												\$6,870,000
36	Location Factor											0.0%	\$0
37	Overhead & Profit											18.0%	\$1,237,000
38	Phasing Allowance											0.0%	\$0
39	Site Design Contingency											15.0%	\$1,216,000
40	Site Forward Escalation Allowance											0.0%	\$0
41	Site Construction Contingency											0.0%	See Summary
42													
43	ESTIMATED TOTAL - SITE												\$9,323,000
44													
45	ESTIMATED TOTAL CONSTRUCTION COST - JOHN LAWSON PARKING LOT												
													\$16,761,000

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 4B - AMBLESIDE PARK SOUTH PARKING LOT - ART MUSEUM												
2	Program Space			843.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$4,004,000
3	Administration			124.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$515,000
4	Facility Support			144.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$590,000
5	Supplementary Amenities			400.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$1,640,000
6													
7	TOTAL BUILDINGS			1,511.0									\$6,749,000
8													
9	Building Lump Sum Allowances												
10	Exterior Entry Canopies	1	l/s		35,000.00								\$35,000
11	Shading Devices	1	l/s		50,000.00								\$50,000
12													
13	Building Lump Sum Allowances Sub-Total												\$85,000
14													
15	TOTAL BUILDING BEFORE MARKUPS			1,511									\$6,834,000
16	Location Factor											0.0%	\$0
17	Overhead & Profit											18.0%	\$1,230,000
18	Phasing Allowance											0.0%	\$0
19	Building Design Contingency											15.0%	\$1,210,000
20	Building Forward Escalation Allowance											0.0%	See Summary
21	Building Construction Contingency											0.0%	See Summary
22													
23	ESTIMATED TOTAL - BUILDING												\$9,274,000
24	On Site												
25	Allowance for flood mitigation (3m above sea level)	1	l/s		750,000.00								\$750,000
26	Underground Parking (1 level)	160	Stalls		35,000.00								\$5,600,000
27	Outdoor Gathering Space	150	m2		800.00								\$120,000
28	Allowance for Hard and Soft Landscaping	1	l/s		750,000.00								\$750,000
29	Electrical Service	1	l/s		175,000.00								\$175,000
30	Water Service	1	l/s		50,000.00								\$50,000
31	Storm Sewer	1	l/s		75,000.00								\$75,000
32	Telephone/Cable	1	l/s		50,000.00								\$50,000
33	Gas Service	1	l/s		50,000.00								\$50,000
34													
35	Site Sub-Total												\$7,620,000
36	Location Factor											0.0%	\$0
37	Overhead & Profit											18.0%	\$1,372,000
38	Phasing Allowance											0.0%	\$0
39	Site Design Contingency											15.0%	\$1,349,000
40	Site Forward Escalation Allowance											0.0%	\$0
41	Site Construction Contingency											0.0%	See Summary
42													
43	ESTIMATED TOTAL - SITE												\$10,341,000
44													
45	ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK SOUTH PARKING LOT - ART MUSEUM												\$19,615,000

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 5A - AMBLESIDE PARK TENNIS COURTS - ART MUSEUM												
2	Program Space			843.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$4,004,000
3	Administration			124.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$515,000
4	Facility Support			144.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$590,000
5	Supplementary Amenities			400.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$1,640,000
6													
7	TOTAL BUILDINGS			1,511.0									\$6,749,000
8													
9	Building Lump Sum Allowances												
10	Exterior Entry Canopies	1	l/s		35,000.00								\$35,000
11	Shading Devices	1	l/s		50,000.00								\$50,000
12													
13	Building Lump Sum Allowances Sub-Total												\$85,000
14													
15	TOTAL BUILDING BEFORE MARKUPS			1,511									\$6,834,000
16	Location Factor											0.0%	\$0
17	Overhead & Profit											18.0%	\$1,230,000
18	Phasing Allowance											0.0%	\$0
19	Building Design Contingency											15.0%	\$1,210,000
20	Building Forward Escalation Allowance											0.0%	See Summary
21	Building Construction Contingency											0.0%	See Summary
22													
23	ESTIMATED TOTAL - BUILDING												\$9,274,000
24	On Site												
25	Allowance for flood mitigation (3m above sea level)	1	l/s		600,000.00								\$600,000
26	Underground Parking (2 level)	110	Stalls		50,000.00								\$5,500,000
27	Outdoor Gathering Space	150	m2		800.00								\$120,000
28	Allowance for Hard and Soft Landscaping	1	l/s		750,000.00								\$750,000
29	Replace tennis courts	1	l/s		450,000.00								\$450,000
30	Electrical Service	1	l/s		175,000.00								\$175,000
31	Water Service	1	l/s		50,000.00								\$50,000
32	Storm Sewer	1	l/s		75,000.00								\$75,000
33	Telephone/Cable	1	l/s		50,000.00								\$50,000
34	Gas Service	1	l/s		50,000.00								\$50,000
35													
36	Site Sub-Total												\$7,820,000
37	Location Factor											0.0%	\$0
38	Overhead & Profit											18.0%	\$1,408,000
39	Phasing Allowance											0.0%	\$0
40	Site Design Contingency											15.0%	\$1,384,000
41	Site Forward Escalation Allowance											0.0%	\$0
42	Site Construction Contingency											0.0%	See Summary
43													
44	ESTIMATED TOTAL - SITE												\$10,612,000
45													
46	ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK TENNIS COURTS - ART MUSEUM												\$19,886,000

Line Number	Description	Quantity	Unit	BGSM	Lump Sum Allowance	Architectural	Demolition	Structural	ESCS	Electrical	Mechanical	TOTAL EXCLUDING MARKUPS (rounded)	ESTIMATED VALUE EXCLUDING MARKUPS (rounded)
1	OPTION 5B - AMBLESIDE PARK SOUTH PARKING LOT COMMUNITY A+C FACILITY												
2	Program Space			620.0		2,600.00	0.00	750.00	0.00	600.00	800.00	4,750.00	\$2,945,000
3	Administration			172.0		2,100.00	0.00	750.00	0.00	500.00	800.00	4,150.00	\$714,000
4	Community Organisations			188.0		2,100.00	0.00	750.00	0.00	500.00	700.00	4,050.00	\$761,000
5	Facility Support			238.0		2,000.00	0.00	750.00	0.00	600.00	750.00	4,100.00	\$976,000
6													
7	TOTAL BUILDINGS			1,218.0									\$5,396,000
8													
9	Building Lump Sum Allowances												
10	Exterior Entry Canopies	1	l/s		35,000.00								\$35,000
11	Shading Devices	1	l/s		50,000.00								\$50,000
12													
13	Building Lump Sum Allowances Sub-Total												\$85,000
14													
15	TOTAL BUILDING BEFORE MARKUPS			1,218									\$5,481,000
16	Location Factor											0.0%	\$0
17	Overhead & Profit											18.0%	\$987,000
18	Phasing Allowance											0.0%	\$0
19	Building Design Contingency											15.0%	\$970,000
20	Building Forward Escalation Allowance											0.0%	See Summary
21	Building Construction Contingency											0.0%	See Summary
22													
23	ESTIMATED TOTAL - BUILDING												\$7,438,000
24	On Site												
25	Allowance for flood mitigation (3m above sea level)	1	l/s		750,000.00								\$750,000
26	Underground Parking (1 level)	155	Stalls		35,000.00								\$5,425,000
27	Outdoor Gathering Space	150	m2		800.00								\$120,000
28	Allowance for Hard and Soft Landscaping	1	l/s		750,000.00								\$750,000
29	Electrical Service	1	l/s		175,000.00								\$175,000
30	Water Service	1	l/s		50,000.00								\$50,000
31	Storm Sewer	1	l/s		75,000.00								\$75,000
32	Telephone/Cable	1	l/s		50,000.00								\$50,000
33	Gas Service	1	l/s		50,000.00								\$50,000
34													
35	Site Sub-Total												\$7,445,000
36	Location Factor											0.0%	\$0
37	Overhead & Profit											18.0%	\$1,340,000
38	Phasing Allowance											0.0%	\$0
39	Site Design Contingency											15.0%	\$1,318,000
40	Site Forward Escalation Allowance											0.0%	\$0
41	Site Construction Contingency											0.0%	See Summary
42													
43	ESTIMATED TOTAL - SITE												\$10,103,000
44													
45	ESTIMATED TOTAL CONSTRUCTION COST - AMBLESIDE PARK SOUTH PARKING LOT - A+C FACILITY												\$17,541,000