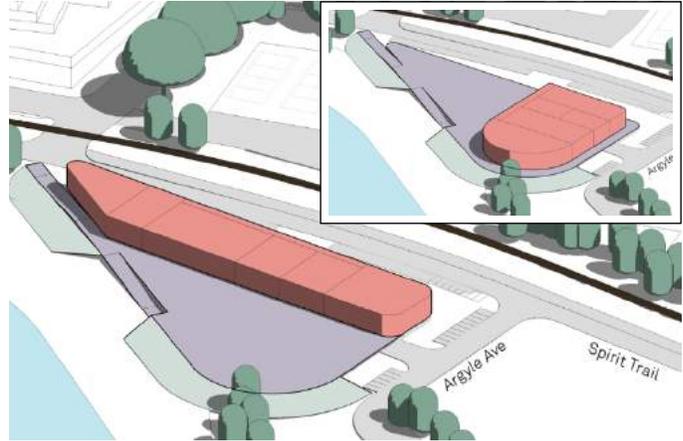


This option is referenced as "Option 3" in this report from 2020, however, in the 2021 Arts and Culture Centre Site Selection consultation, the Ambleside Park South Parking Lot Expanded Site option is referenced as "Option 2"

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.



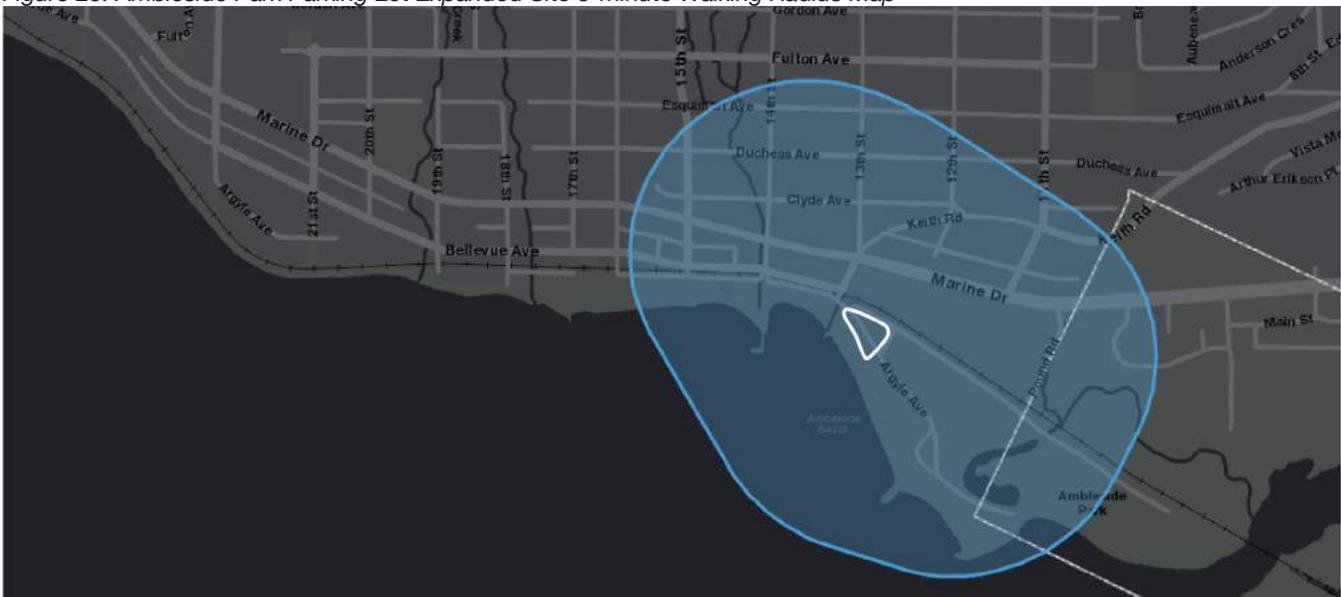
As well, arts and culture activities would be well-supported here due to the proximity of the site to commercial and residential areas of the Ambleside Village Centre. Visitors of Ambleside Park would have to go out of their way not to notice the facility, and a good portion of pedestrian, vehicle, and 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

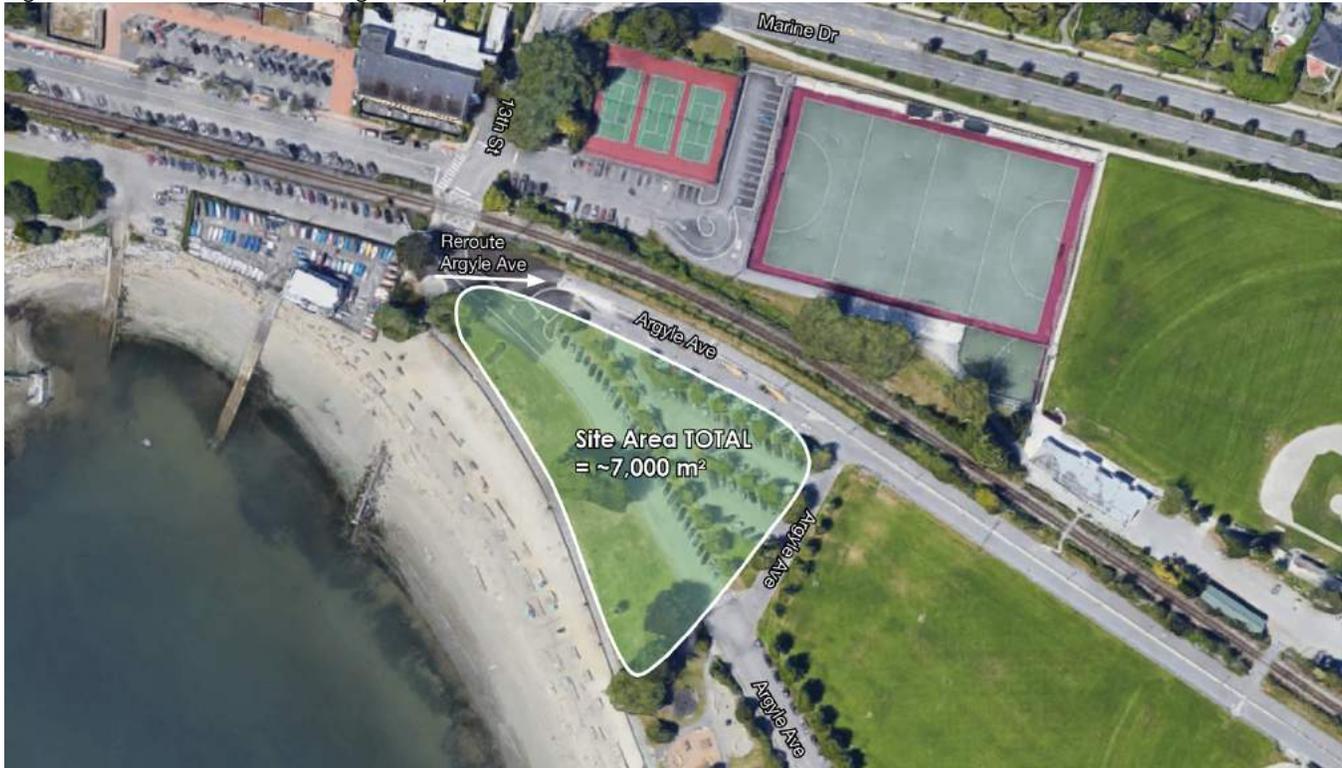


Figure 25: Ambleside Park Parking Lot Expanded Site 5-minute Walking Radius Map



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.

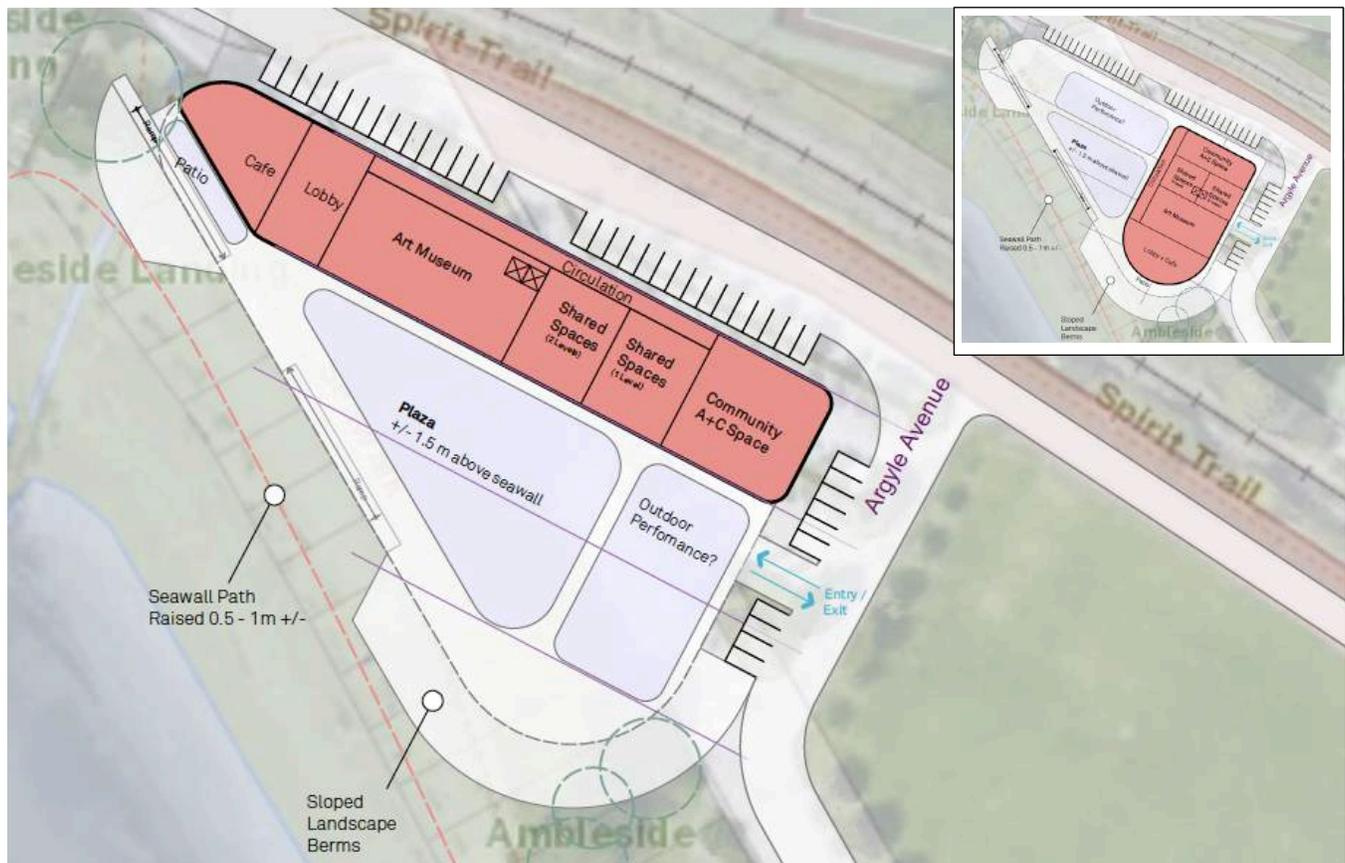
Table 14: Ambleside Park – Parking Lot Expanded Site costing summary

	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.

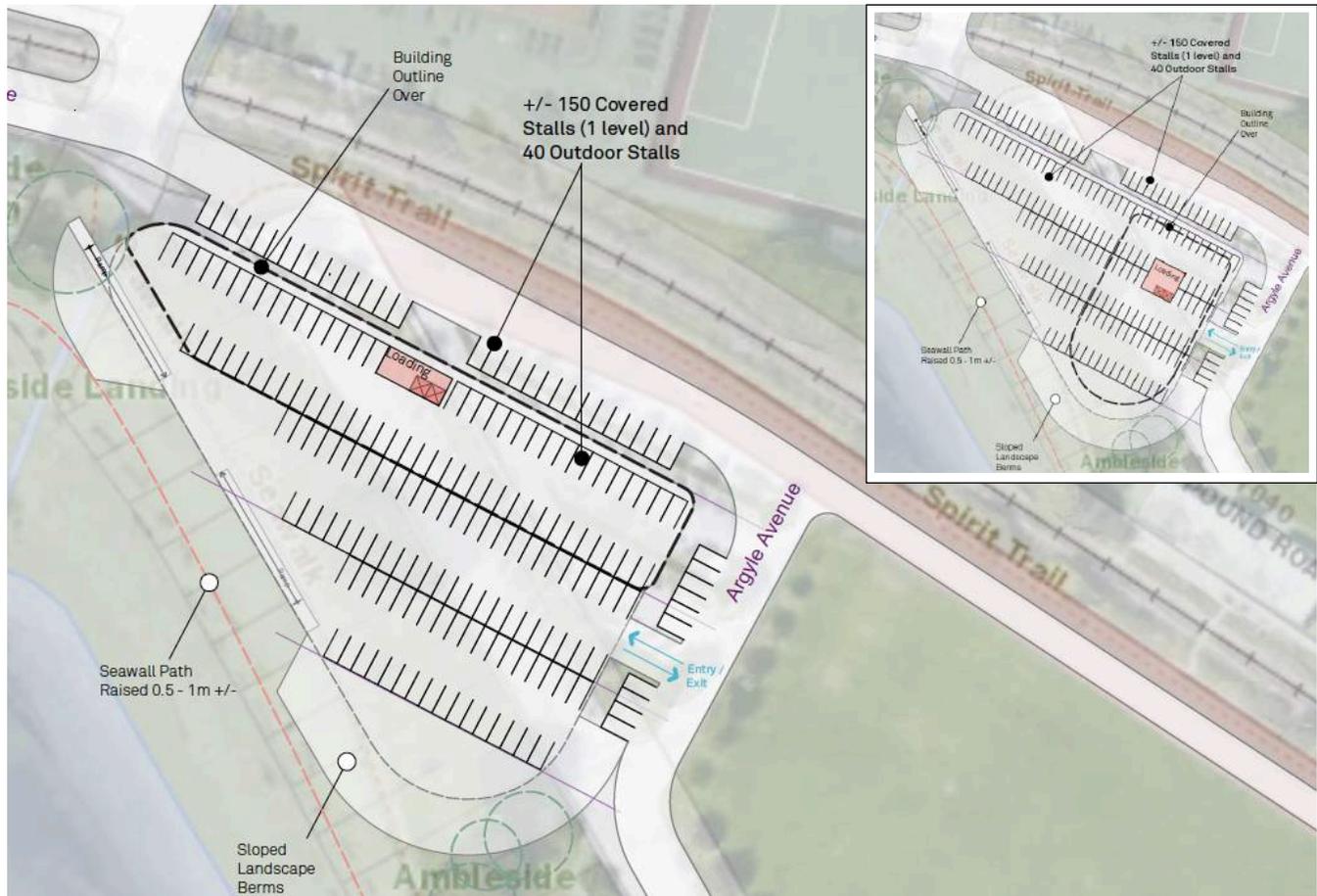
Figure 27: Ambleside Park – Parking Lot Expanded Site: Possible site configuration – Plan view



Some key points on the above test fit diagram are:

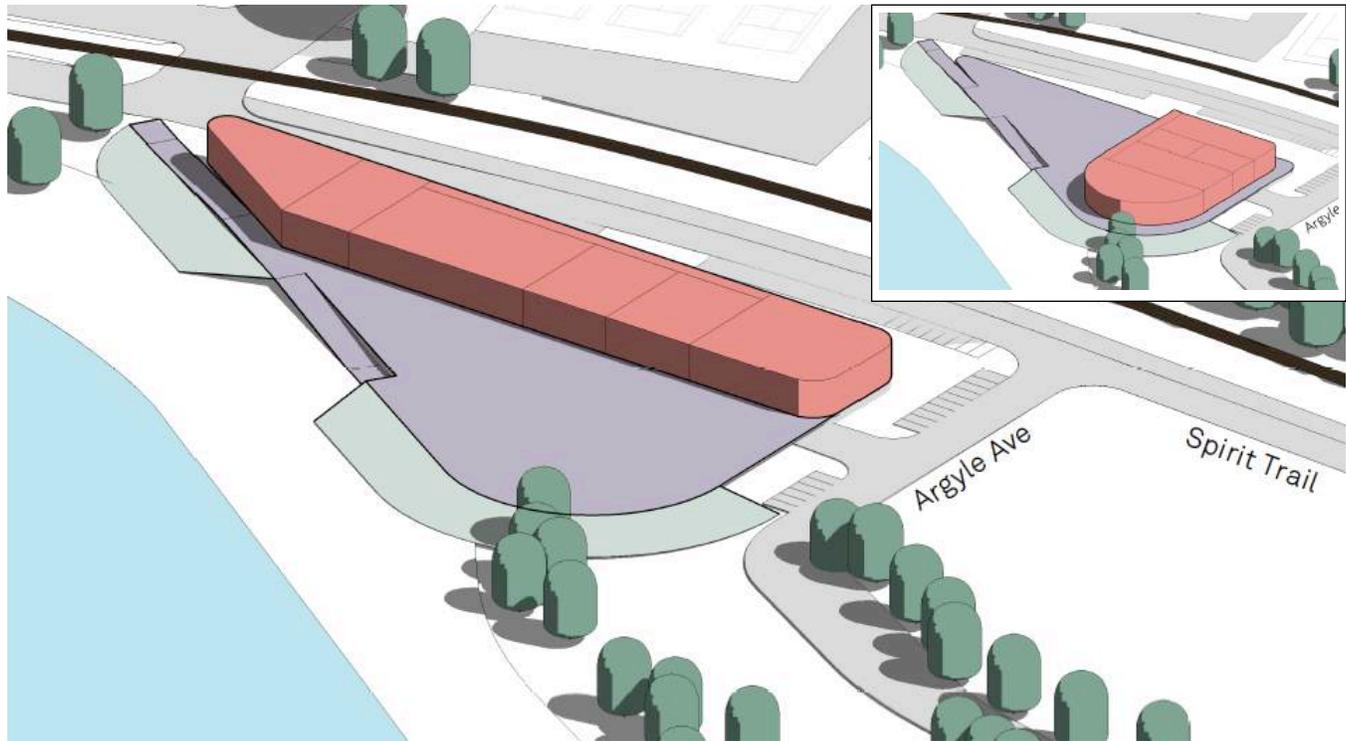
- The location of the facility on the waterfront will enhance iconic architecture.
- Opportunities for both the Art Museum spaces and the community arts and culture spaces to open up onto outdoor spaces, with the possibility of an outdoor performance space.
- The outdoor space will have unrestricted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

