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**To:** General Purposes Committee **Date:** November 30, 2020  
**From:** Jim V. Young, P. Eng. **File:** 06-2050-20-SCC/Vol 01  
Director, Facilities and Project Development  
Elizabeth Ayers  
Director, Recreation and Sport Services  
**Re: Steveston Community Centre and Branch Library Replacement –  
Site Selection**

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**Staff Recommendation**

1. That the Site 3 option as described in the staff report titled, “Steveston Community Centre and Branch Library Replacement – Site Selection,” dated November 30, 2020, from the Director, Facilities and Project Development and the Director, Recreation and Sport Services be approved; and
2. That one new Regular Full-Time Senior Project Manager position be approved inclusive of an assigned position complement control number funded from the previously approved Advanced Planning and Design for Major Facilities Projects Capital Account and be included in the Consolidated 5 Year Financial Plan (2021-2025) as described in the staff report titled, “Steveston Community Centre and Branch Library Replacement – Site Selection,” dated November 30, 2020, from the Director, Facilities and Project Development and the Director, Recreation and Sport Services.

Jim V. Young, P. Eng.  
Director, Facilities and Project Development  
(604-247-4610)

Att. 6

Elizabeth Ayers  
Director, Recreation and Sport Services  
(604-247- 4669)

| REPORT CONCURRENCE  |   |   |
|---|---|---|
| <b>ROUTED TO:</b><br>Community Safety<br>Engineering<br>Finance<br>Parks Services<br>Transportation | <b>CONCURRENCE</b><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/> | <b>CONCURRENCE OF GENERAL MANAGER</b><br><br><br>_____ |
| <b>SENIOR STAFF REPORT REVIEW</b>   | <b>INITIALS:</b><br><br>OJ  | <b>APPROVED BY CAO</b><br><br><br>_____                 |

## Staff Report

### Origin

On September 23, 2019, Council approved the program totaling 60,350 sq. ft. for the Steveston Community Centre and Branch Library Replacement and made the following referrals:

- (2) *That staff be directed to:*
- (a) *provide specific project cost estimates;*
  - (b) *review options to mitigate project costs;*
  - (c) *provide information on potential building sites and formations;*
  - (d) *provide information on the transition of programming from the existing facility to the new facility; and*
  - (e) *review options to expand the size of the proposed multipurpose rooms by 750 sq. ft. and report back.*

The purpose of this report is to address the above referrals and obtain Council approval to move forward with developing a concept design for a Community Centre and Branch Library on the proposed site area on Steveston Community Park.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

*Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.*

*3.1 Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.*

*3.2 Enhance arts and cultural programs and activities.*

*3.4 Celebrate Richmond's unique and diverse history and heritage.*

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

*An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*

*4.1 Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.*

*4.2 Ensure infrastructure meets changing community needs, current trends and best practices.*

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

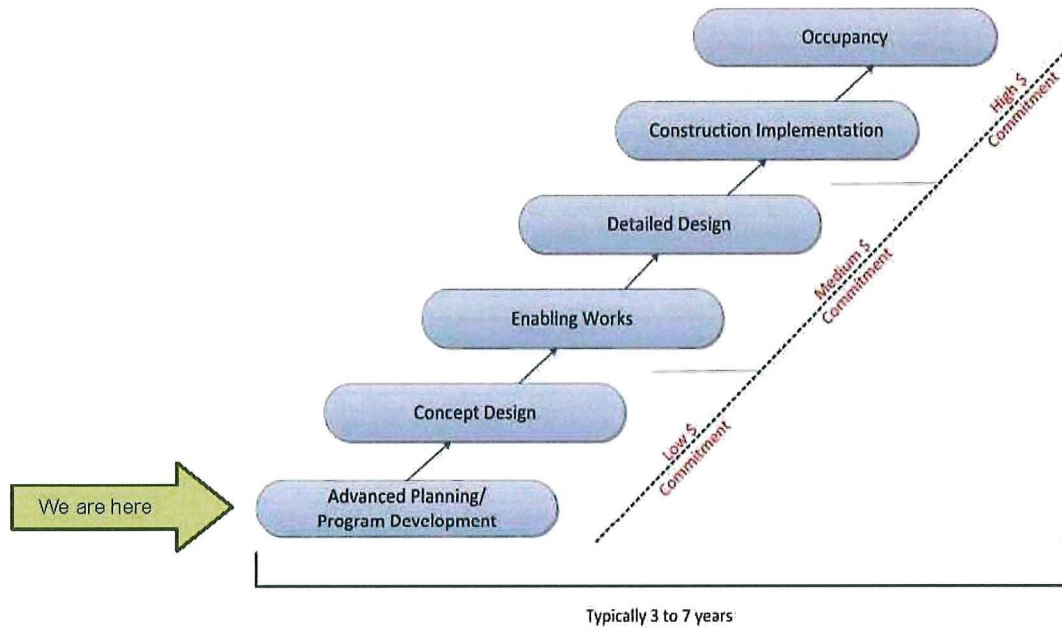
*Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.*

*8.1 Increased opportunities for public engagement.*

**Analysis**

On December 12, 2016 Council considered the report titled “Richmond Major Facilities Projects”, whereby the Steveston Community Centre and Branch Library Replacement project was identified as one of the City’s priority capital projects. To ensure the successful delivery of this major facility project, a six-stage process was developed as illustrated in Figure 1 below.

Figure 1:



The project is at the Advanced Planning/Program Development step. Council approval of the proposed site area within Steveston Community Park (the “Park”) is required in order to progress to the Concept Design step.

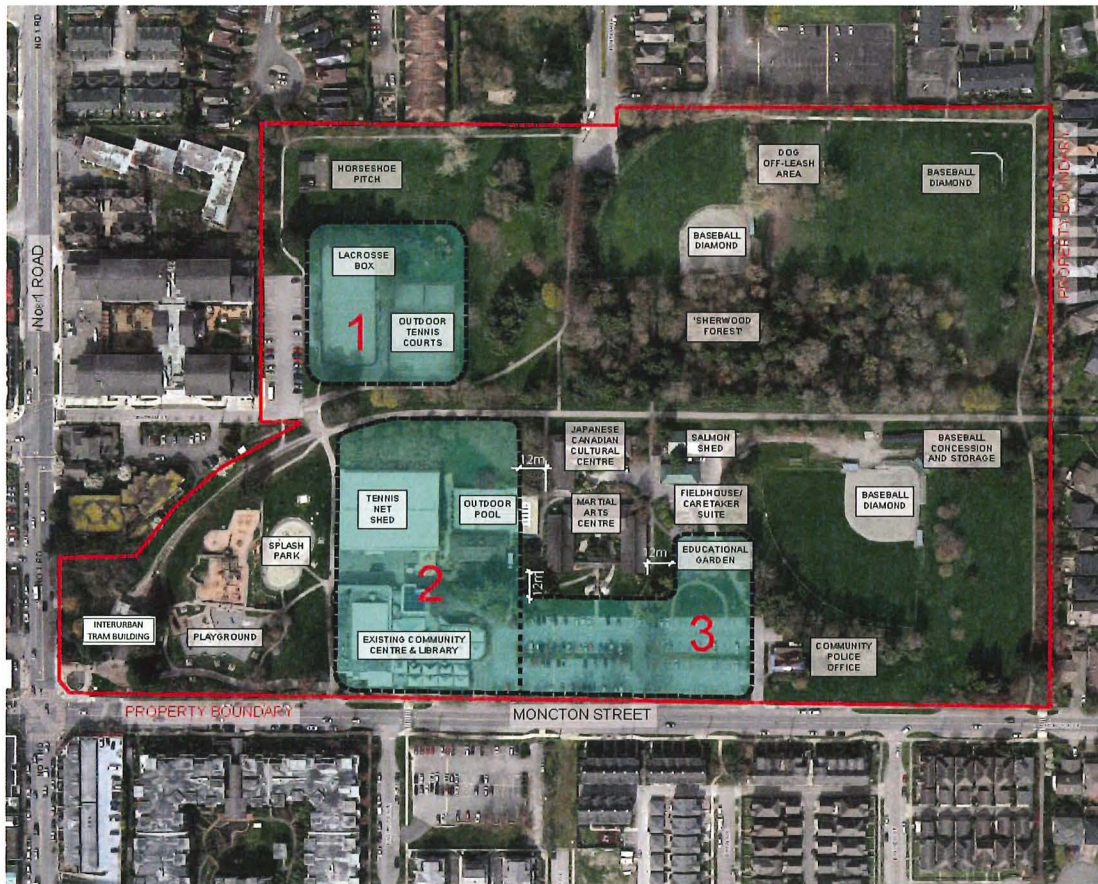
As the steps advance, detailed logistics plans will be developed to address items such as temporary parking during construction, stationing of workers and materials, construction deliveries, signage and public access.

Building Site Options, Costs and Schedule

Three sites were identified for consideration as shown in Figure 2 and in Attachment 1 (larger view). Staff were directed by Council to consider Site 1. Sites 2 and 3 were considered as a result of the extensive community consultation and for their fit within the overall park plan.

Site 3 is recommended by staff and supported by the Steveston Community Centre Concept Design Building Committee (the “Building Committee”).

Figure 2: Proposed Site Options Within Steveston Community Park



**LEGEND**

..... STEVESTON PARK PROPERTY BOUNDARY

■ PROPOSED AREA FOR SITE OPTIONS

An extensive review and evaluation of each site was conducted including:

- Preliminary project cost estimates;
- Site servicing requirements;
- Impact on other facilities and infrastructure;
- Adjacencies to other facilities and amenities;
- Fit with park plan;
- Project schedule;
- Parking; and
- Continuity of services.

In an effort to forecast the approximate project cost estimates with limited design information, staff engaged two independent cost experts, a quantity surveyor and a construction manager, to examine the sites.

The cost elements have been grouped into four major components:

- New Building;
- Civil Works and Site Preparation;
- Demolition and Replacement of Displaced Buildings; and
- Parking.

The magnitude of each cost component depends on the site location characteristics and parking options. For example, Site 1 has the highest cost in civil works and site preparation, as a significant portion of the cost includes design and construction costs for a new road that is not required for Sites 2 or 3. These enabling works are site specific tasks that must be completed at the site before building construction may commence. The building cost is the same for all three sites.

Based on the preliminary cost reports, Site 1 is the highest in overall project cost followed by Site 2. Site 3 is the least expensive of the three options. Staff considered the cost of underground parking, surface parking, structured parking and a combination of underground and surface parking at all three sites. Further information regarding the recommended parking option and number of required parking stalls can be found on pages 9 and 10.

Underground parking is what exists under City Hall whereby parking is below ground level. Structured parking is a parkade constructed on the ground surface, similar to the parkade in Minoru Park, between the Library Cultural Centre and Minoru Arenas. Surface parking is parking on ground level, normally on a paved surface.

The preliminary estimates and anticipated schedules to project completion associated with each option are outlined in Table 1. Since the preliminary estimates are prepared prior to any design and engineering data, the order of magnitude for the selected site will be refined once concept design is complete.

Table 1: Preliminary Project Cost Estimates and Schedule

| SITE ONE  |                          | SITE TWO  |                         | SITE THREE<br>(Recommended)  |                |
|---|--------------------------|---|-------------------------|--|----------------|
| \$124M - \$140.5M (2023 \$)   |                          | \$99M - \$115.5M (2023 \$)                              |                         | \$93.5M (2023 \$)  |                |
| 7 – 8 Years for Occupancy   |                          | 6 – 7 Years for Occupancy                               |                         | 4 – 5 Years for Occupancy  |                |
| CONSTRUCTION ESTIMATES (60,350 sq. ft. facility)  |                          |   |                         |  |                |
| New Building  | \$56M                    | New Building  | \$56M                   | <b>New Building</b>  | <b>\$56M</b>   |
| Civil Works and Site Preparation  | \$43M                    | Civil Works and Site Preparation                        | \$19.5M                 | <b>Civil Works and Site Preparation</b>  | <b>\$20M</b>   |
| Demolition of Existing Community Centre   | \$1M                     | Demolition of Existing Community Centre                 | \$1M                    | <b>Demolition of Existing Community Centre</b>                                 | <b>\$1M</b>    |
| Demolition and Replacement of Lacrosse Box, Outdoor Tennis Courts, Net Shed and Outdoor Pool  | \$22.5M                  | Demolition and Replacement of Net Shed and Outdoor Pool | \$21M                   | <b>Demolition and Replacement of Educational Garden and New Park Washrooms</b> | <b>\$2M</b>    |
| Subtotal  | \$122.5M                 | Subtotal  | \$97.5M                 | <b>Subtotal</b>  | <b>\$79M</b>   |
| PARKING ESTIMATES   |                          |   |                         |  |                |
| 90 additional stalls are required to serve the new, larger facility. Sites 1 and 2 do not impact existing parking, however, a portion of Site 3 is located in the existing parking lot and impacts approximately 70 stalls. Site 3 requires a total of 160 new and replacement stalls. A combination of underground and surface parking for Site 3 is considered the best balanced solution economically and for preservation of park space. See pages 9 and 10 for more details. |                          |   |                         |  |                |
| Structured Parking  | \$13M                    | Structured Parking                                      | \$13M                   | <b>Combination of Underground (60 stalls) Surface Parking (100 stalls)</b>     | <b>\$14.5M</b> |
| Surface Parking   | \$1.5M                   | Surface Parking   | \$1.5M                  |  |                |
| Underground Parking   | \$18M                    | Underground Parking                                     | \$18M                   |  |                |
| <b>TOTAL with Parking</b>   | <b>\$124M - \$140.5M</b> | <b>TOTAL with Parking</b>                               | <b>\$99M - \$115.5M</b> | <b>TOTAL with Parking</b>  | <b>\$93.5M</b> |

The existing Steveston Community Police Office (CPO) is not part of the project scope, however should the building be displaced due to proximity to the recommended site, a dedicated storefront space for the new CPO will be incorporated into the program. The additional cost would be approximately \$4.8 million (2023 \$) which is currently not included in the overall projected cost for Site 3.

Attachment 2 provides a detailed analysis of the opportunities and challenges associated with the three sites. Pages 7 and 8 provide a high level summary of each site option.

Following is a high level summary of each site and the recommendation for the preferred site.

Site 1 - Lacrosse Box Area (Not Recommended)

Site 1 is at the northwest quadrant of the park, is largely paved and does not overlap with the existing facility.

Access is a key concern for Site 1. As the site is remote from the main streets, visitors and patrons will likely use abutting residential streets (Chatham Street, Fentiman Place, Yoshida Court and/or Garry Street) for pickup and drop-off activities out of convenience. Local streets are designed primarily to provide vehicular access to adjacent residential land uses and not for external trips such as the traffic anticipated to be generated by the redevelopment. Chatham Street, east of No. 1 Road, currently has a narrow cross section that resembles a service lane and the residential streets to the north of Site 1 have limited vehicle capacity due to narrow travel lanes and several traffic calming measures. It is anticipated that the adjacent community will strongly protest this site option based on the expected increase in vehicle activity.

To mitigate potential impacts of increased traffic on the adjacent residential neighborhood streets, this option envisions maintaining the existing primary vehicle route to the site and existing surface parking area from Moncton Street. Should internal vehicle connectivity be desired from the existing surface parking area fronting Moncton Street to the new building, an internal road will be required. This will result in a significant impact to the Park's green space and existing facilities such as the Tennis Net Shed, Steveston Outdoor Pool and the Steveston Interurban Tram Building. Should this option be considered further, a comprehensive traffic impact analysis and neighborhood impact study will be required to further verify the feasibility of locating the building on this site.

A program transition and relocation plan for the Lacrosse Box and Outdoor Tennis Courts would need to be developed should this option be selected.

This site is the least desirable from a program perspective due to poor proximity with the Japanese Cultural Centre, Martial Arts Centre, and playground.

Although this location would enable the community centre and library to continue programs during construction, the project cost and schedule is estimated to be the highest and longest respectively of the three options.

Site 2 - Existing Community Centre and Branch Library (Not Recommended)

Site 2 is at the southwest quadrant of the park, which is the location of the existing facility.

This site has good street presence and maintains adjacencies to current facilities and amenities, however it has the greatest impact on the existing community recreation and library programs.



The existing community centre and library, the Tennis Net Shed, and Steveston Outdoor Pool would have to be demolished before construction could commence. This would significantly impact existing programs for the entire duration of the enabling works and construction activities (approximately six to seven years). A program transition and relocation plan would need to be developed should this option be selected.

In addition, prior to demolition and re-construction of the Tennis Net Shed and Steveston Outdoor Pool, a consultation and relocation plan needs to be developed, which would add cost and time to the project.

### Site 3 - Adjacent to Educational Garden (Recommended)

Site 3 is at the southeast quadrant of the park, adjacent to the Educational Garden.

This site has the lowest estimated project cost, the shortest project duration, the least impact on existing facilities, and allows community recreation and library programs to continue during construction.

The building would have high visibility from Moncton Street with minor repositioning of existing transit stops and crosswalks, if necessary. Program synergies with the Steveston Martial Arts Centre and Japanese Canadian Cultural Centre would be better than the current location.

This option is considered to have the least impact on the park site, although there may be an impact to mature trees adjacent to the baseball diamond, based on the final location of the building. Quantity and value of trees would be verified by the project arborist during the Concept Design phase.

A program transition and relocation plan for the Educational Garden would need to be developed should this option be selected.

The Building Committee is supportive of Site 3, with the caveat that the building should be set back sufficiently from the main road and it should enhance, not obscure, the Steveston Martial Arts Centre, with an inclusion of a large plaza. These key features would be taken into consideration during the design process.

### Building Formations and Massing

Staff evaluated three building footprints (amount of ground floor space the building structure will occupy in the park) for each of the three site options:

- 60,000 sq. ft. footprint is achievable with a single-storey and a double height gym.
- 30,000 sq. ft. footprint requires a three-storey building.
- 20,000 sq. ft. footprint requires a five to six-storey building.

A summary of opportunities and challenges for each building footprint option is detailed in Attachment 3 and the complete footprint and massing (the structure in three dimensional representation) diagrams is detailed in Attachment 4.

The footprint has a critical impact on the functionality of the program. A large footprint provides maximum flexibility in space allocation but has the greatest impact on green space. A small footprint limits flexibility and program synergies while minimizing impact on green space.

In reviewing the massing options, a building footprint of 30,000 sq. ft. to 40,000 sq. ft. provides a balanced approach where program synergies can be realized through the allocation of program spaces, while minimizing the impact on green space. This option is recommended by staff and is supported by the Building Committee.

#### Recommended Parking Option

A parking study was conducted to determine the parking supply and demand forecast generated from the larger facility. The preliminary findings suggest that 90 additional parking stalls will be required, resulting in a total parking count of approximately 283 stalls to service the facility and park. Parking can be provided by surface, structured, underground or by a combination of these options. Attachment 5 summarizes the opportunities and challenges of the three parking options specific to each site.

In reviewing the parking options detailed in this report for each of the potential sites, staff have considered the following parameters to recommend the most efficient parking solution for Council consideration:

- Operational efficiency;
- Cost impact;
- Use of available surface parking (site dependent); and
- Impact on park space.

Considering the aforementioned parameters to the preferred Site 3, staff recommend a combination of surface parking that would account for 223 stalls (new and existing) and underground parking to account for the remaining 60 stalls (new). This approach is considered the best balanced solution to the associated parking requirements, illustrated in Attachment 6.

Underground parking is a viable option in Richmond, demonstrated in the successful completion of multiple developments within the City. The inclusion of underground parking satisfies the parking requirements of the new building while being contained within the same air space parcel therefore optimizing construction efficiencies and minimizing impacts on green space.

The parking study estimate represents the anticipated incremental increase in parking demand as a result of the community centre and library expansion. The parking study would be further refined when the project advances to detailed design and the number of stalls would be verified during this stage. Additionally, the analysis would also explore options to mitigate parking impacts with provision of transportation demand management measure to encourage alternate modes of travel to the site such as walking, cycling and transit.

### Cost Mitigation Strategies

Approving Site 3 only as the preferred site for the new Steveston Community Centre and Branch Library is the most cost efficient approach to progressing the project. This is estimated to cost \$93.5 million, which is \$5.5 million to \$47 million less than the other two sites. Site 3 carries the least risk in terms of cost escalation as no other facilities are impacted and it has the shortest construction schedule.

In addition to this cost mitigation strategy, other options that will be considered as the project progresses are:

- Limit to one site for charrette workshop (public consultation) in lieu of three site options;
- Early involvement of a preconstruction team;
- Cost experts to provide cost estimates at each milestone (for example, 50% design, 75% design) as a cost control measure to ensure that the project is within the established budget baseline;
- Review alternative building materials and systems;
- Investigate innovative and efficient construction methods;
- Reduce design complexity, for example, simple roof forms are more cost economical than curved roof forms;
- Third-party review of design documents to minimize errors and omissions in the design;
- Overlap construction activities to shorten overall construction schedule; and
- Phase or defer portions of work—although this may save costs initially, it will likely cost more later to remobilize and account for escalation.

### Transition of Programming

Consideration for transitional programming is only required should construction of the new building impact the ongoing operation of the existing building. Transitional programming would require a review and prioritization of key programs for continued operation, acquisition of spaces for rent or use, i.e. installation of portables on site, and a financial analysis to confirm program viability. Preliminary estimates indicate that a minimum of 50-75% of the current program offerings would be discontinued through the period of construction. While the majority of these participants could be accommodated in other programs throughout the City, the impact on the Steveston Community Society and Library would be significant.

Program continuity was a major consideration in the evaluation of program sites, and a key advantage of Site 3.

### Expansion of Multipurpose Rooms

The approved program includes six multipurpose rooms, three meeting rooms, as well as a variety of other specific program rooms. In determining the size for each room, consideration is given to the types of programs to be offered, optimal staff to student ratios, as well as other considerations such as storage.

As directed by Council, staff reviewed the option of adding square footage to a variety of the rooms. While additional space can be added, it is not recommended as it will result in an inefficient allocation of space throughout the building, and would increase the overall construction cost by \$825,000.

The approved program meets the needs identified by both the Steveston Community Society and the Richmond Public Library.

### **Financial Impact**

Staff recommend that the staff resource request for a new Regular Full-Time Senior Project Manager position be funded from the Advanced Planning and Design for Major Facilities Projects Capital Account approved by Council in the 2017 Capital Budget and the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.

### **Operating Budget Impact**

The preliminary Operating Budget Impact (OBI) for the program and facility is \$1.1 million (2028 dollars), which is when the facility is anticipated to be operational, if approved by Council for construction starting in 2023. A detailed business plan, including service levels and refinement of the OBI, will be submitted to Council for consideration in a future report.

### **Next Steps**

Upon Council approval of the recommended site location (Site 3), staff will develop a concept design for the new community centre and branch library. During this phase, staff will consult with the Building Committee, key stakeholders, and the public through a design charrette and open house.

Due to the scope, timeframe, and complexity of this project an additional regular full-time Senior Project Manager position will be created to provide the capacity for managing the design concept development and future implementation of the project. This position will have no operating budget impact and will be funded through the approved capital projects.

The recommended concept design, including a refined project cost estimate, building footprint, form and character, and interior layout with program adjacencies and efficiencies, for the selected site location is planned for presentation to the Advisory Design Panel and then for Council consideration in Q2 2021.

## Conclusion

Access is a major challenge for Site 1 which consequently increases project cost and schedule. Site 2, although it has good street presence, significantly disrupts the existing community recreation and library programs for the entire duration of the construction works. Site 3 is supported by the Building Committee and is the recommended site for the new Steveston Community Centre. With high visibility from Moncton Street, this site has the lowest estimated project cost, shortest project duration, the least impact on existing facilities and park site, and allows community recreation and library programs to continue during construction.



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(604-204-8501)



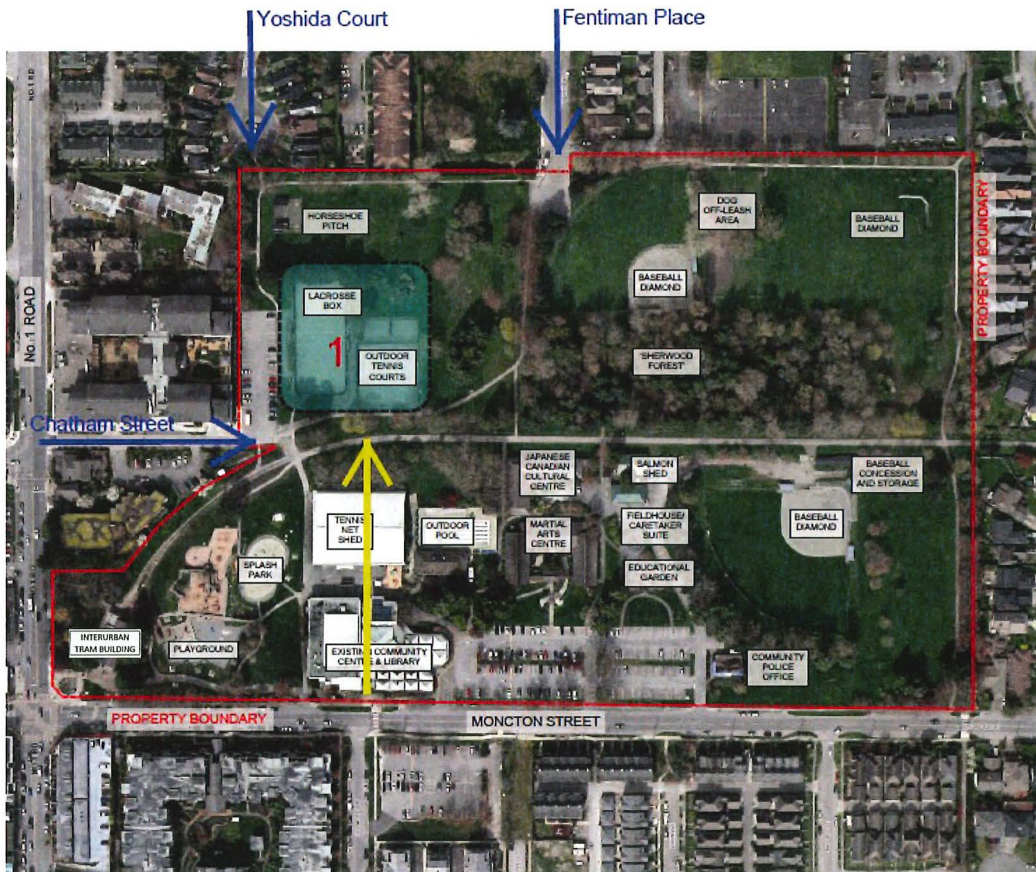
Elizabeth Ayers  
Director, Recreation and Sport Services  
(604-247-4669)

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- Att. 1: Three Potential Site Locations  
2: Opportunities and Challenges for Three Site Options  
3: Opportunities and Challenges for Three Building Footprints  
4: Building Footprints, Massing and Parking Options  
5: Opportunities and Challenges for Surface, Structured and Underground Parking  
6: Recommended Site 3, Footprint, and Parking Option

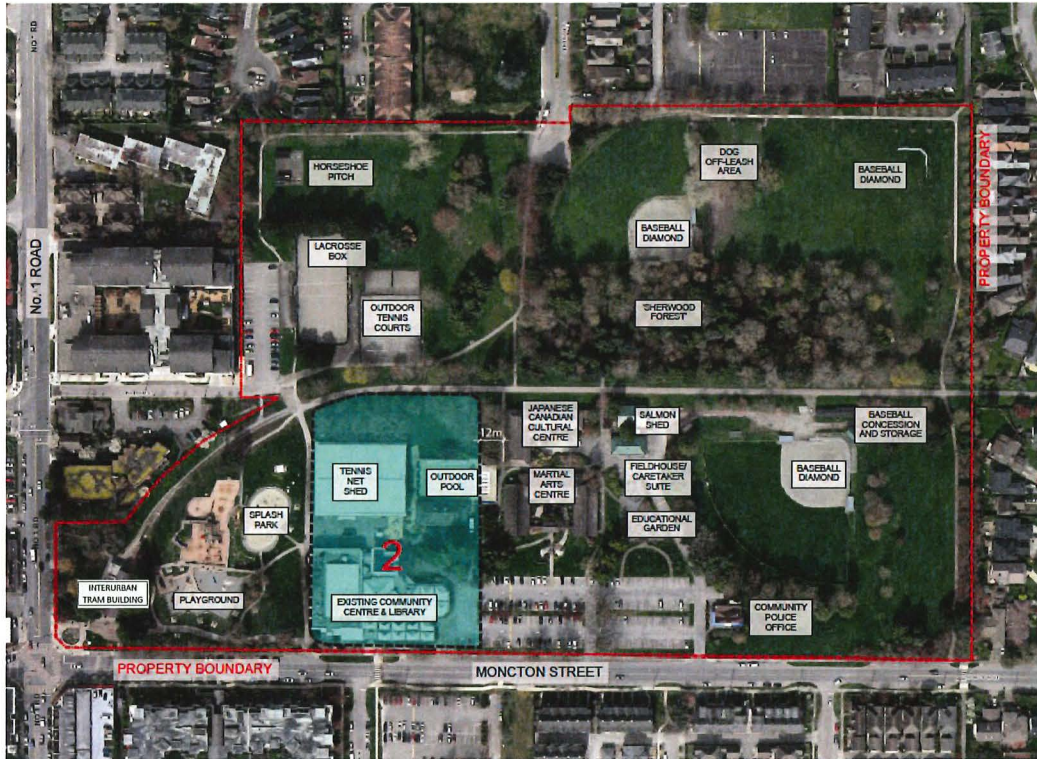
# Attachment 1 - Three Potential Site Locations

## Site 1

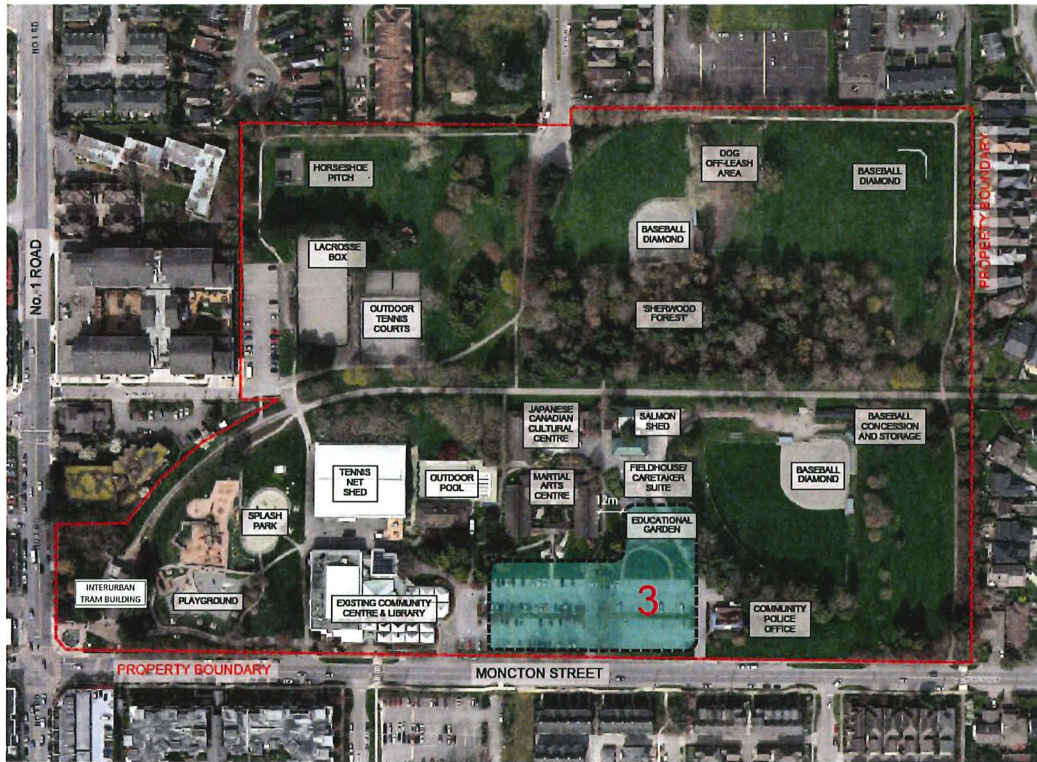


-  Local Residential Streets
-  New Road

Site 2



**Site 3 (Recommended)**

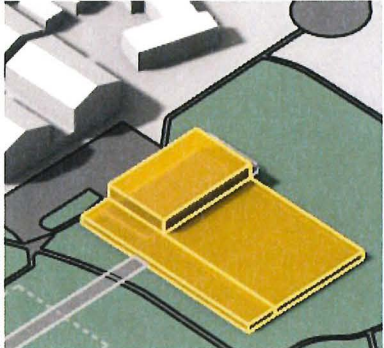
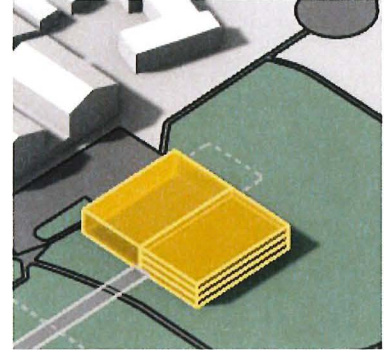
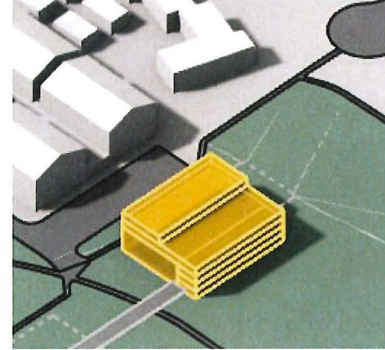




## Attachment 2 - Opportunities and Challenges for Three Site Options

| SITE ONE   | SITE TWO   | SITE THREE  |
|--|--|---|
| <b>OPPORTUNITIES</b>   |  |   |
| <ul style="list-style-type: none"> <li>• Allows the community centre and library to continue programs during construction</li> <li>• Close adjacency to nearby seniors' housing and away from low-density single-family housing</li> <li>• Close to walking and cycling paths</li> </ul>   | <ul style="list-style-type: none"> <li>• Familiar to the community</li> <li>• Maintains connectivity to the playground, splash park, Steveston Martial Arts Centre and Japanese Canadian Cultural Centre</li> <li>• Prominent street presence</li> <li>• Maintains existing relationship with transit stops and crosswalks</li> <li>• Close to walking and cycling paths</li> </ul>  | <ul style="list-style-type: none"> <li>• Lowest cost option</li> <li>• Shortest project duration</li> <li>• Allows the community centre and library to continue operation during construction</li> <li>• Prominent street presence</li> <li>• Improved program synergies with the Steveston Martial Arts Centre and Japanese Canadian Cultural Centre</li> <li>• Maintains existing relationship with transit stops and crosswalks with minor relocation</li> <li>• No impact to the Tennis Net Shed or Steveston Outdoor Pool</li> </ul> |
| <b>CHALLENGES</b>  |  |   |
| <ul style="list-style-type: none"> <li>• Most expensive option</li> <li>• Requires a new road for access through the park from Moncton Street</li> <li>• Likely that the new road will displace the Tennis Net Shed and Steveston Outdoor Pool</li> <li>• Significantly impacts neighbours due to increased vehicular activities (drop offs/pickups) on traffic-calmed streets</li> <li>• Requires geometric and operational upgrades including possible road widening of the existing local residential streets (Chatham Street, Fentiman Place, Yoshida Court and/or Garry Street)</li> <li>• No street presence for the building</li> <li>• Significantly longer construction schedule</li> <li>• Poor synergies with the Steveston Martial Arts Centre and JCCC</li> <li>• May require removal of 26 trees and impact 8 other trees</li> </ul> | <ul style="list-style-type: none"> <li>• Second most expensive option</li> <li>• Program disruption during enabling works and construction</li> <li>• Significant impact on the Steveston Community Society</li> <li>• Displacement of the Tennis Net Shed and Steveston Outdoor Pool</li> <li>• Prolonged schedule to accommodate Tennis Net Shed and Steveston Outdoor Pool consultation and relocation planning, and the replacement of these displaced facilities</li> </ul> | <ul style="list-style-type: none"> <li>• Displacement of the Steveston Educational Garden</li> <li>• Potential displacement of the Community Police Office</li> <li>• Potential impact to trees around baseball diamond</li> <li>• Requires new outdoor washrooms for the park</li> <li>• Poor proximity to the Tennis Net Shed</li> <li>• Displacement of parking stalls by location of building and during construction</li> </ul>  |

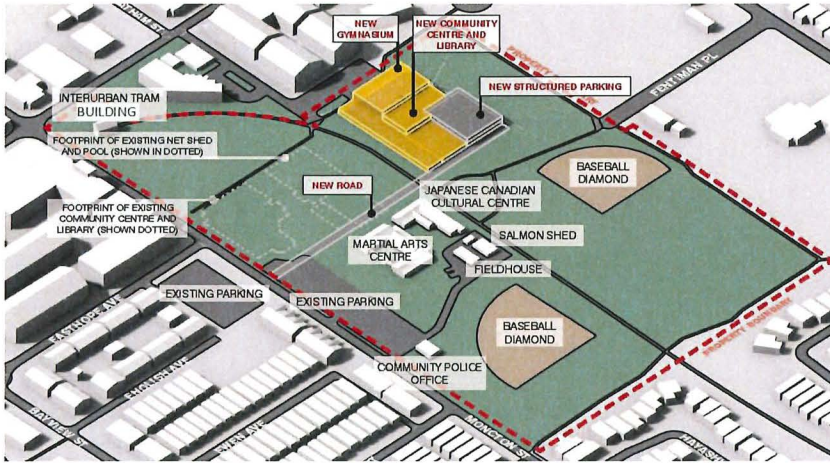
**Attachment 3 - Opportunities and Challenges for Three Building Footprints**

| <p align="center"><i>60,000 sq. ft.<br/>Single-storey</i></p>   | <p align="center"><i>30,000 sq. ft.<br/>Three-storeys</i></p>   | <p align="center"><i>20,000 sq. ft.<br/>Five to Six-storeys</i></p>   |
|---|---|---|
|    |   |    |
| <p align="center"><b>OPPORTUNITIES</b></p>  |   |   |
| <ul style="list-style-type: none"> <li>• Program synergies and adjacencies are easily accommodated</li> </ul>   | <ul style="list-style-type: none"> <li>• Optimal functional footprint</li> <li>• Program synergies and adjacencies are easily accommodated</li> <li>• Mass of gym integrated with stacked floor levels maximizing use of air space</li> </ul> | <ul style="list-style-type: none"> <li>• Least impact on green space</li> </ul>   |
| <p align="center"><b>CHALLENGES</b></p>   |   |   |
| <ul style="list-style-type: none"> <li>• Greatest impact on green space</li> <li>• Sites 2 and 3 are not large enough for this footprint</li> <li>• Mass of gym will stand out in the park</li> </ul> | <ul style="list-style-type: none"> <li>• None</li> </ul>  | <ul style="list-style-type: none"> <li>• Program synergies are poor</li> <li>• Program spaces may become long and linear with poor functionality</li> <li>• May require additional space due to increased circulation requirements</li> </ul> |

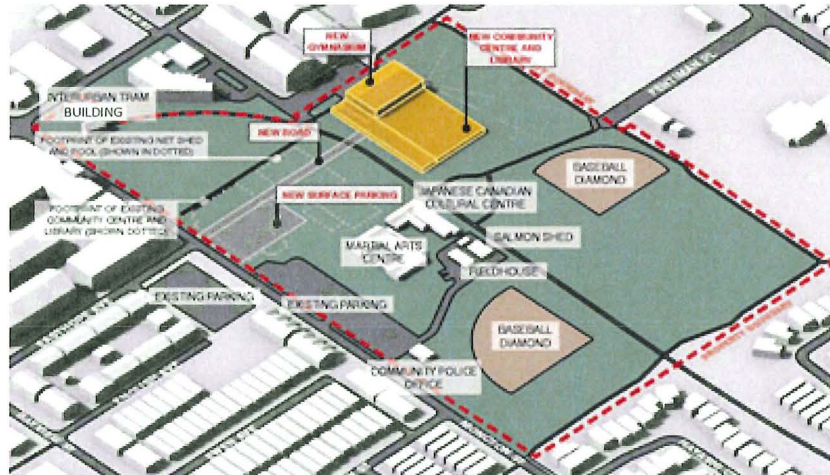
Attachment 4 - Building Footprints, Massing and Parking Options

SITE 1

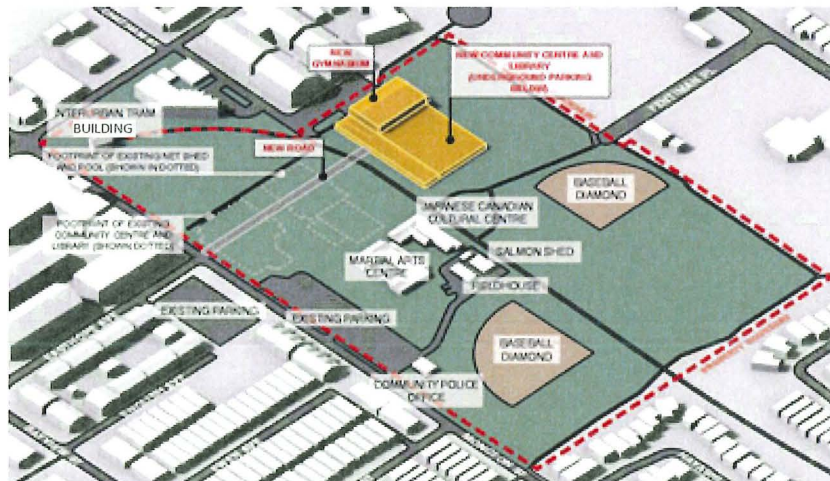
60,000 sq. ft. Building Footprint – Structured Parking



60,000 sq. ft. Building Footprint – Surface Parking

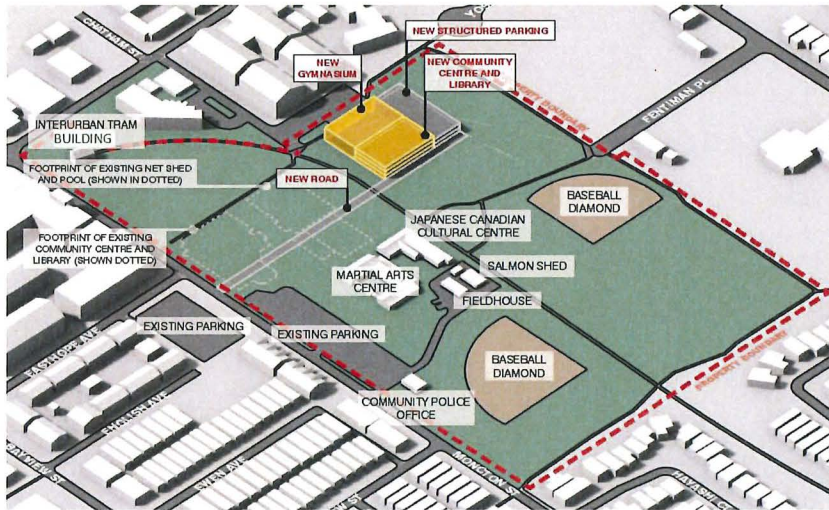


60,000 sq. ft. Building Footprint – Underground Parking

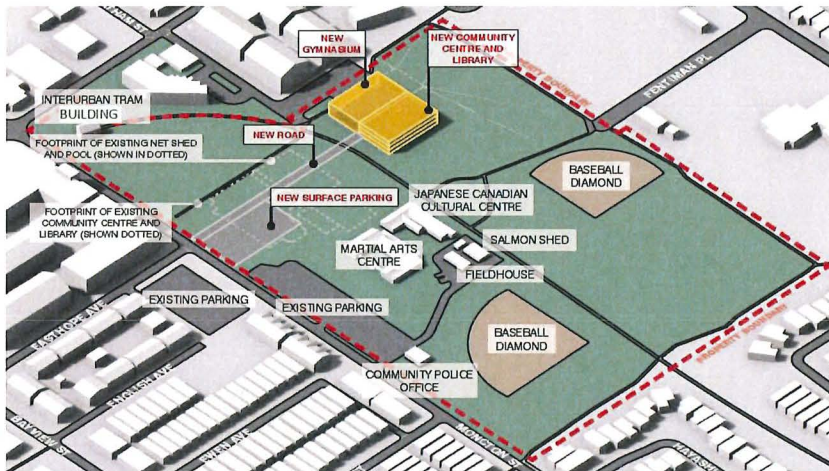


# SITE 1

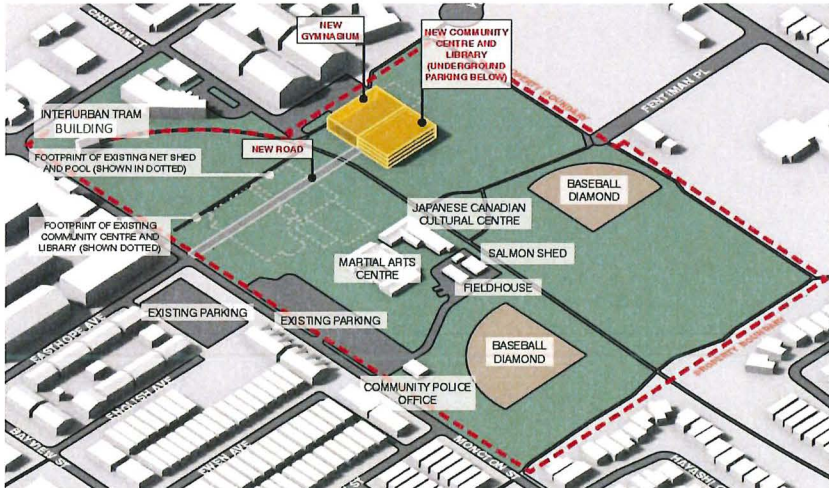
30,000 sq. ft. Building Footprint - Structured Parking



30,000 sq. ft. Building Footprint - Surface Parking

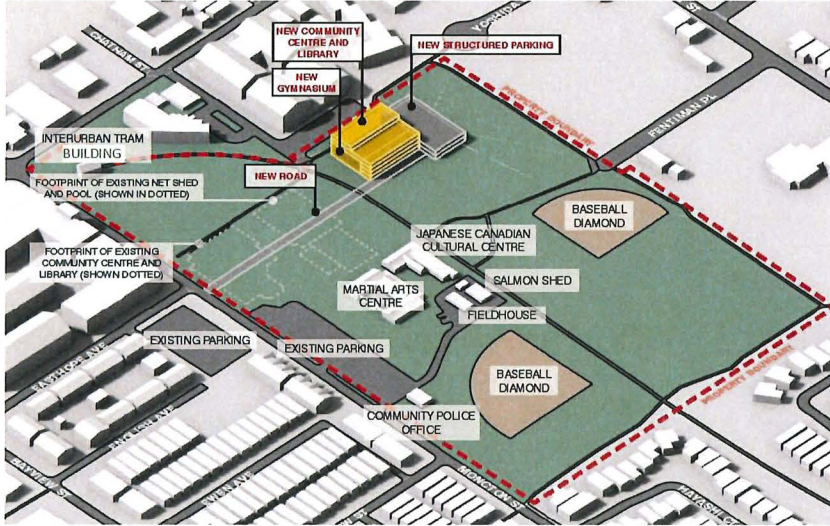


30,000 sq. ft. Building Footprint - Underground Parking

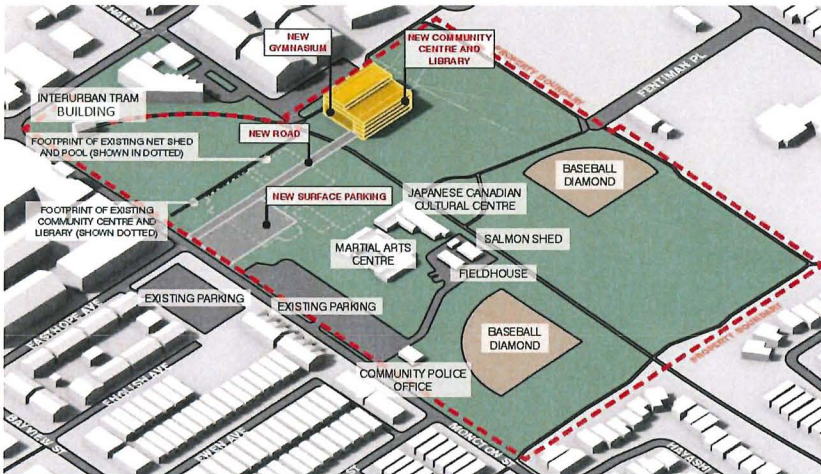


# SITE 1

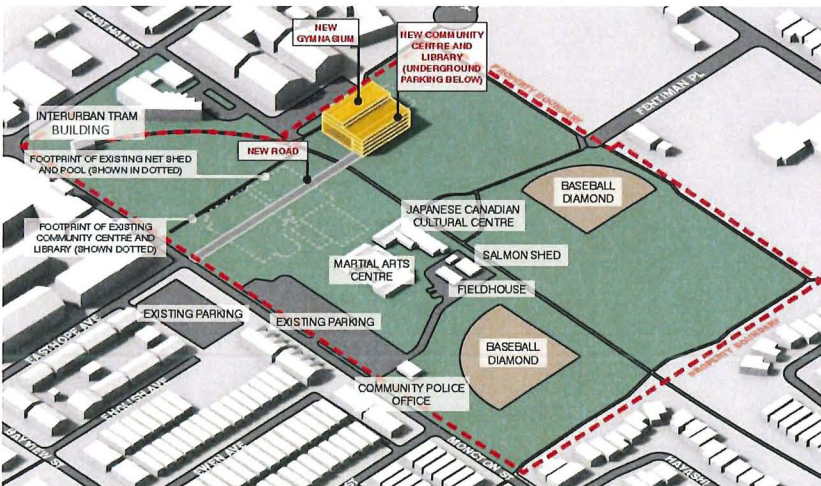
20,000 sq. ft. - Structured Parking



20,000 sq. ft - Surface Parking

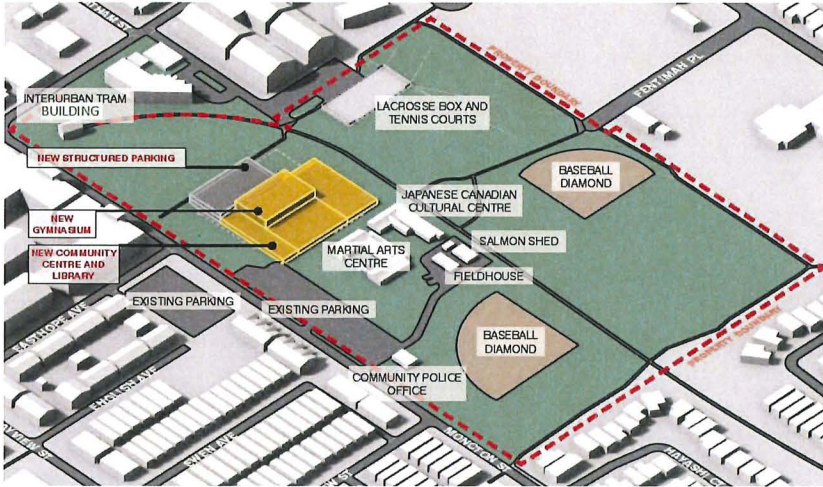


20,000 sq. ft - Underground Parking

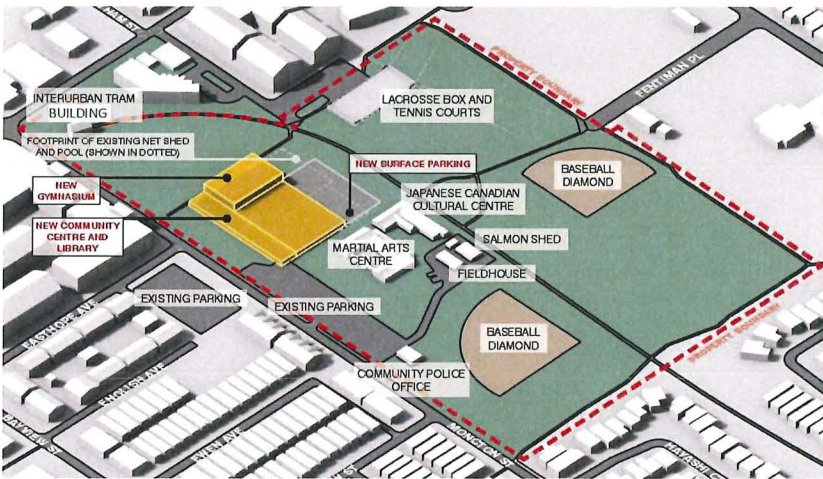


# SITE 2

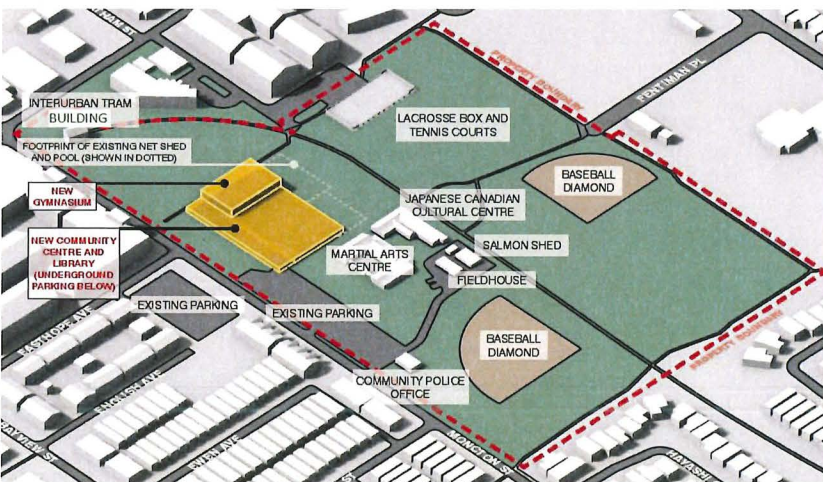
60,000 sq. ft. Building Footprint - Structured Parking



60,000 sq. ft. Building Footprint - Surface Parking

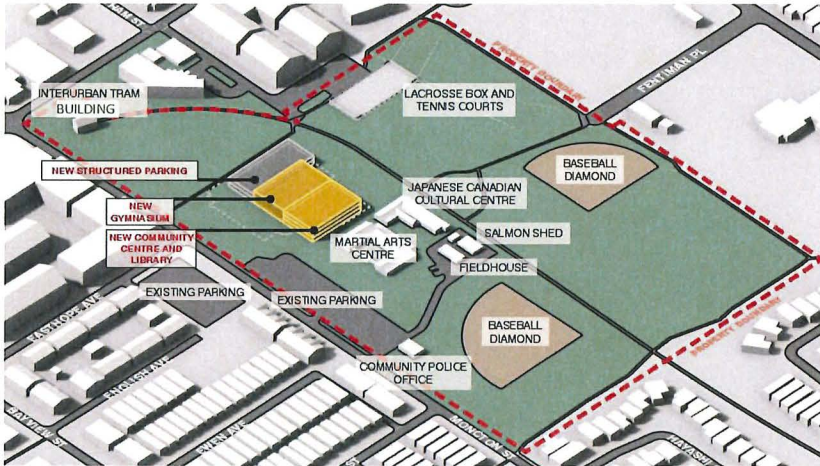


60,000 sq. ft. Building Footprint - Underground Parking

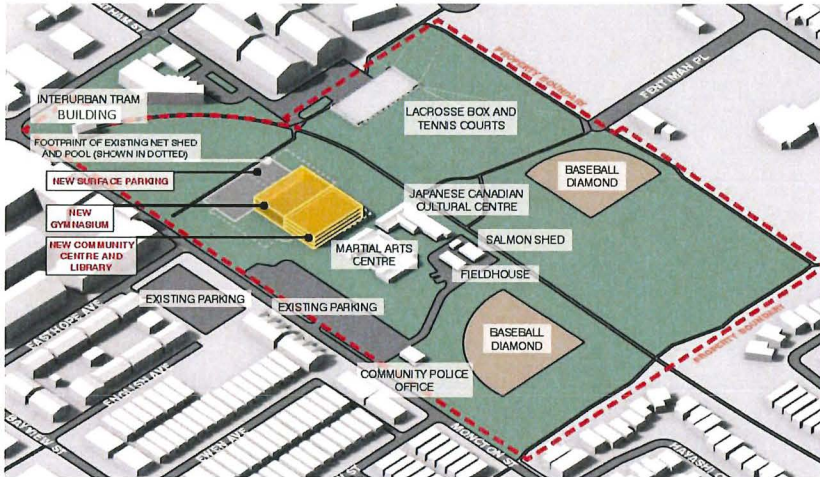


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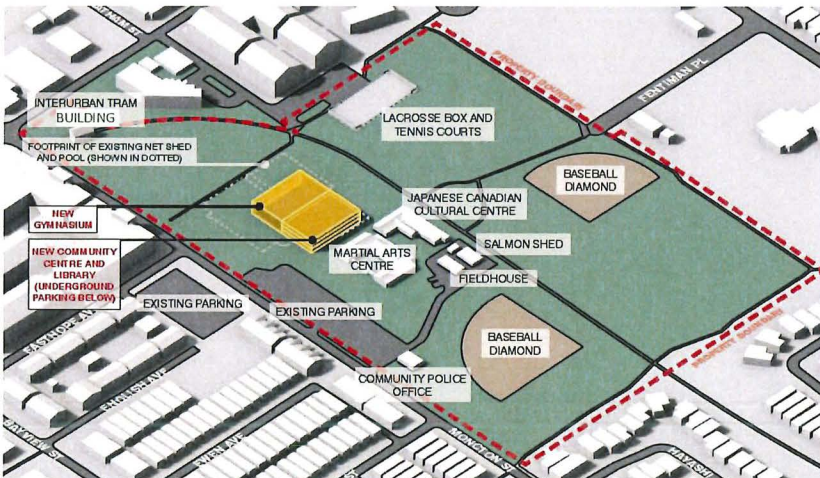
30,000 sq. ft. Building Footprint - Structured Parking



30,000 sq. ft. Building Footprint - Surface Parking

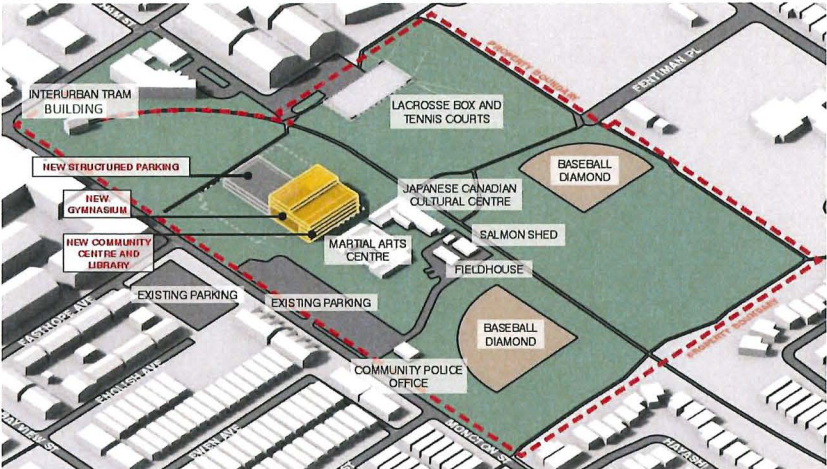


30,000 sq. ft. Building Footprint - Underground Parking

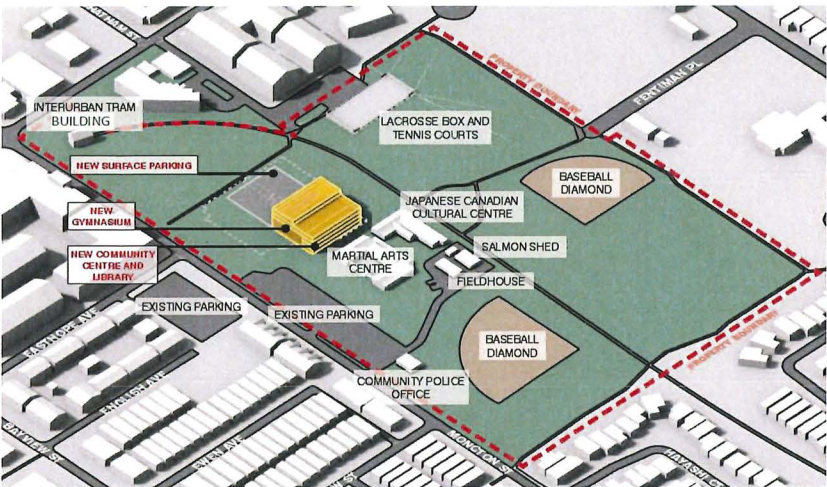


# SITE 2

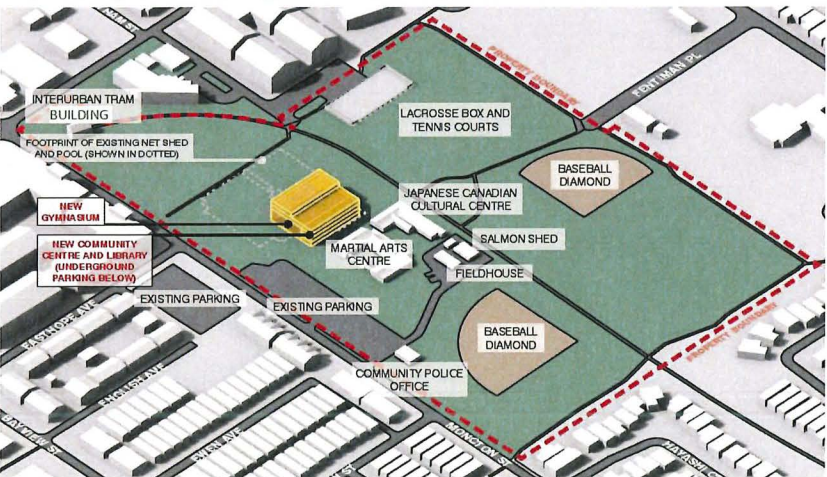
20,000 sq. ft. - Structured Parking



20,000 sq. ft - Surface Parking



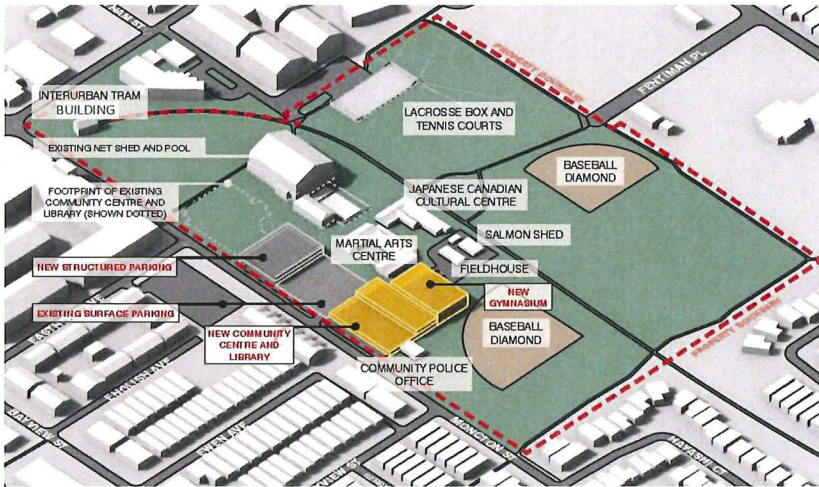
20,000 sq. ft - Underground Parking



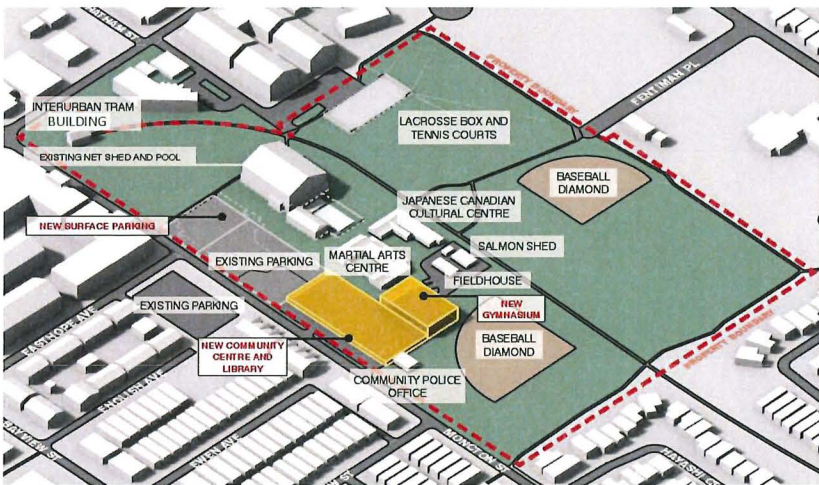


# SITE 3

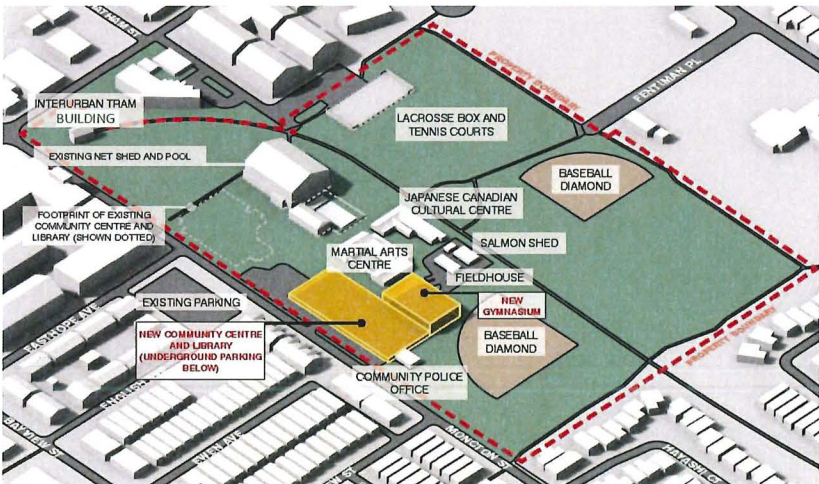
60,000 sq. ft. Building Footprint - Structured Parking



60,000 sq. ft. Building Footprint - Surface Parking

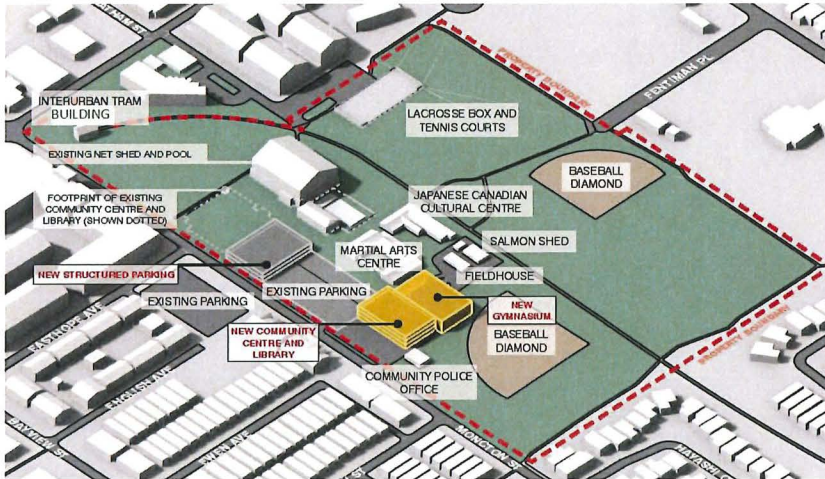


60,000 sq. ft. Building Footprint - Underground Parking

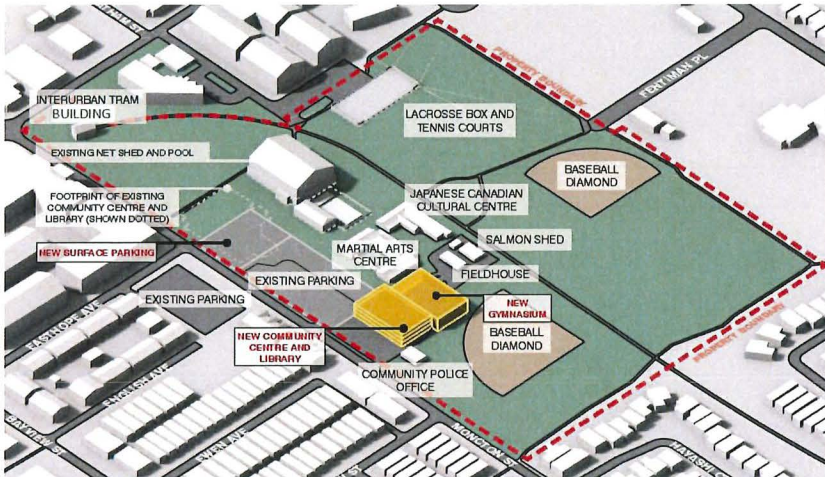


# SITE 3

30,000 sq. ft. Building Footprint - Structured Parking



30,000 sq. ft. Building Footprint - Surface Parking

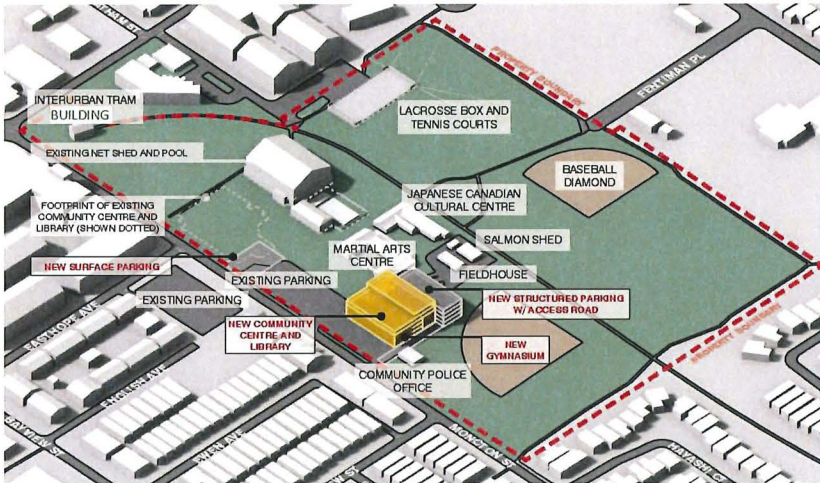


30,000 sq. ft. Building Footprint - Underground Parking

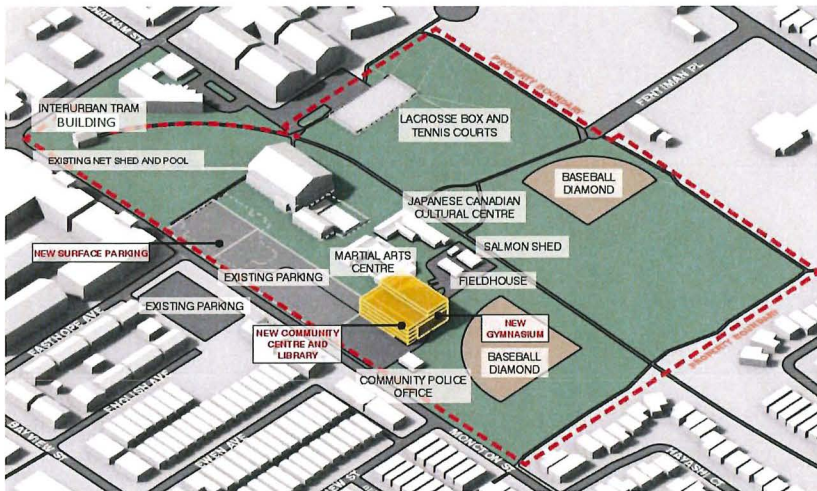


# SITE 3

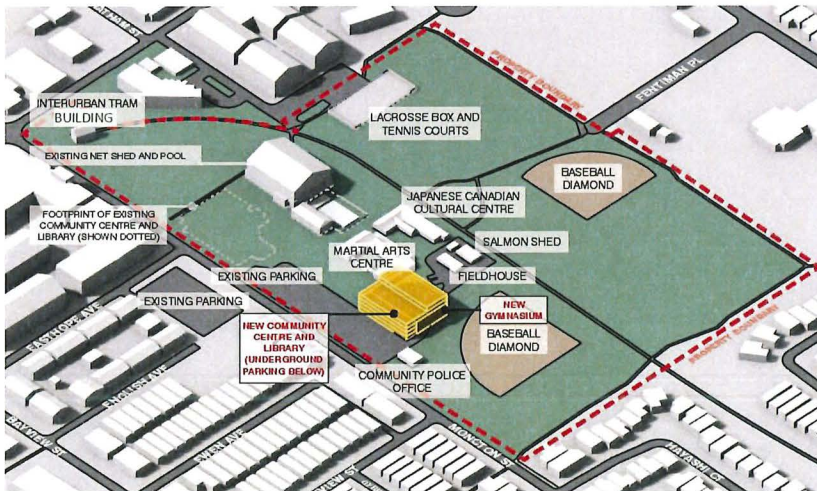
20,000 sq. ft. - Structured Parking



20,000 sq. ft - Surface Parking



20,000 sq. ft - Underground Parking



## Attachment 5 - Opportunities and Challenges for Surface, Structured and Underground Parking

| SITE ONE   | SITE TWO   | SITE THREE   |
|--|--|--|
| <b>SURFACE PARKING – OPPORTUNITIES</b>   |  |  |
| <ul style="list-style-type: none"> <li>• Located within footprint of the existing facilities to be demolished thereby not acquiring more park space</li> <li>• Location is close to the new roadway and grouped with existing surface parking</li> </ul> | <ul style="list-style-type: none"> <li>• Located within footprint of the existing facilities to be demolished thereby not acquiring more park space</li> <li>• Located behind new building which allows for a plaza in front of the new building</li> </ul>  | <ul style="list-style-type: none"> <li>• Located within footprint of the existing community centre to be demolished thereby not acquiring more park space (no impact to the Tennis Net Shed or Steveston Outdoor Pool)</li> <li>• Grouped with existing surface parking</li> </ul>   |
| <b>SURFACE PARKING – CHALLENGES</b>  |  |  |
| <ul style="list-style-type: none"> <li>• Location is far from the new building or if moved closer, will not be grouped with the existing surface parking</li> <li>• Impacts some mature trees around the Steveston Outdoor Pool</li> </ul>               | <ul style="list-style-type: none"> <li>• In order to not impact mature trees on the north side of the site, the new facility would be pushed closer to Moncton Street</li> </ul>   | <ul style="list-style-type: none"> <li>• For the 60,000 sq. ft. footprint, further investigation will be required to ensure that all parking can be accommodated within one zone and mature trees may be impacted</li> <li>• Except for the 20,000 sq. ft. footprint, the new building impacts the existing parking and those stalls impacted would need to be replaced</li> </ul>   |
| <b>STRUCTURED PARKING – OPPORTUNITIES</b>  |  |  |
| <ul style="list-style-type: none"> <li>• Opportunity to be incorporated as one building</li> <li>• Structured parking footprint could likely be reduced with multiple parking storeys</li> </ul>   | <ul style="list-style-type: none"> <li>• Opportunity to be incorporated as one building</li> <li>• Structured parking footprint could likely be reduced with multiple parking storeys</li> <li>• Located within footprint of the existing facilities to be demolished thereby not acquiring more park space</li> </ul> | <ul style="list-style-type: none"> <li>• Opportunity to be incorporated as one building in the 20,000 sq. ft. footprint but not the larger footprints</li> <li>• Structured parking footprint could likely be reduced with multiple parking storeys</li> <li>• Located within footprint of the existing facilities to be demolished thereby not acquiring more park space</li> <li>• Location is adjacent to existing surface parking. Once parking is full, drivers can easily access the existing surface parking</li> </ul> |
| <b>STRUCTURED PARKING – CHALLENGES</b>   |  |  |
| <ul style="list-style-type: none"> <li>• Takes up additional park space</li> <li>• Once parking is full, drivers would need to double back to the existing surface parking</li> </ul>  | <ul style="list-style-type: none"> <li>• Parking structures are not typically attractive buildings and this location is highly visible</li> <li>• Once parking is full, drivers would need to double back to the existing surface parking</li> </ul>   | <ul style="list-style-type: none"> <li>• Except for the 20,000 sq. ft. footprint, parking structure is located in a highly visible location on site</li> <li>• Separated from the proposed building except for the 20,000 sq. ft. footprint</li> </ul>   |

| <b>UNDERGROUND PARKING – OPPORTUNITIES</b>  |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>• No loss of park space</li> <li>• Located within the new building therefore is concealed</li> </ul>   | <ul style="list-style-type: none"> <li>• No loss of park space</li> <li>• Located within the new building therefore is concealed</li> </ul>   | <ul style="list-style-type: none"> <li>• No loss of park space</li> <li>• Located within the new building therefore is concealed</li> <li>• Once parking is full, drivers can easily access the existing surface parking</li> </ul> |
| <b>UNDERGROUND PARKING – CHALLENGES</b>   |   |   |
| <ul style="list-style-type: none"> <li>• Most costly of all parking options</li> <li>• Higher risk due to ground conditions</li> <li>• Once parking is full, drivers would need to double back to the existing surface parking</li> </ul> | <ul style="list-style-type: none"> <li>• Most costly of all parking options</li> <li>• Higher risk due to ground conditions</li> <li>• Once parking is full, drivers would need to double back to the existing surface parking</li> </ul> | <ul style="list-style-type: none"> <li>• Most costly of all parking options</li> <li>• Higher risk due to ground conditions</li> </ul>  |

Attachment 6 – Recommended Site 3, Footprint, and Parking Option

SITE 3  
OPTION 2 - 30,000 SQ. FT.

**SURFACE + UNDERGROUND PARKING**

