

C C+Planning

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CAPILANO COLLEGE SITE SELECTION

FINAL RECOMMENDATION BASED ON
FURTHER INVESTIGATION OF THE "DUMP
SITE" AND THE "CLEVELAND PARK SITE"

MARCH, 1970

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INTRODUCTION

As more than six months have passed since the "Capilano College Site Selection Study" was submitted it is essential to look at some of the basic issues again before a final choice between the "Dumpsite" and the "Cleveland Park Site" can be made.

These main issues are:

1. Availability
2. Acquisition cost
3. Accessibility

S U M M A R Y A N D R E C O M M E N D A T I O N

Recalling the "Capilano College Site Selection Study" and considering the new findings documented in the Appendices A and B of this report, we can summarize.

It can generally be said that the final two sites now under consideration are similar in their drastic difference to the Indian land site. This first site came closest to allowing the development of an urban College by being located in an area that forms already a gathering point for the whole North Shore community and is likely to see an intensification of this characteristic. Here the College could have been within walking distance of many other facilities already heavily used by the community. This location provided a unique opportunity for implementation of the open door policy and the College objective of involvement in a very direct way.

The Indian land site in contrast to the other two sites also offers the opportunity to utilize public transportation (bus) as a major means of College transportation. The "Dumpsite" and "Cleveland Park Site" require the private automobile as the major means of transportation.

Having related the three sites to each other in this way illustrates that the two remaining sites can not fulfil the following objectives:

- 1) Be within walking distance of facilities that are already heavily used by the entire community.
- 2) Be in a location that encourages the use of public transportation thereby making the College especially accessible for students without cars (students from lower central areas of North Vancouver).

It must also be indicated that all 3 sites can achieve very similar political and social acceptability. These objectives are, therefore, no criteria in the final selection.

In order to summarize the reasons why we recommend the "Cleveland Park Site" as final College site a list of Detriments and Benefits as related to the "Cleveland Park Site" follows. (The statements in lower case lettering indicate how the "Dump Site" responds to these same issues):

DETRIMENTS

1. A COLLEGE IN THIS LOCATION IS NOT VISIBLE TO THE NORTH SHORE RESIDENTS ON HIS ROUTINE JOURNEYS.
(SPECIAL EFFORTS MUST THEREFORE BE MADE TO ESTABLISH IDENTITY AND IMPLEMENT THE OPEN DOOR POLICY).

This site has good exposure to the major North Shore traffic link, which can help in establishing College identity.

2. EVEN THOUGH IT TAKES ONLY 5 MORE MINUTES TO GET TO THIS SITE THAN TO THE "DUMP SITE" IT SEEMS AS THOUGH IT IS FAR REMOVED FROM THE COMMUNITY.

This site is probably the most accessible by car of all North Shore locations provided the immediate access to the site can be solved.

3. A HIGHER LEVEL OF PRECIPITATION AND HIGHER ALTITUDE CAUSES CONSIDERABLE SNOWFALL RESULTING IN GENERAL ACCESS PROBLEMS AND HIGHER OPERATING COST.

The Upper Levels as a major traffic link is well maintained and snow creates no problem.

4. THE COLLEGE WILL HAVE TO CONTRIBUTE TO THE WIDENING OF CAPILANO ROAD AND THE INSTALLATION OF NEW SEWER LINES. (THIS IS NO REAL DETRIMENTAL EFFECT SINCE OVERALL DEVELOPMENT COSTS ARE STILL LOWEST ON THIS SITE).

Traffic solutions in the interim period could result in additional cost to the College.

5. IN SPITE OF ITS HIGHER ALTITUDE THERE IS NO PARTICULAR VIEW FROM THIS SITE.

This site has the Capilano River in the immediate foreground and provides a limited view of the city.

BENEFITS

1. EVEN THOUGH THE TRAVEL TIME TO THIS SITE IS 5 MINUTES LONGER THE ACCESS IS VERY DIRECT.

Proper immediate College access facilities are difficult to obtain and could damage and strain existing traffic patterns and existing development in the area.

Long negotiations could be required to resolve all issues since the District of West Vancouver and the Provincial Highways Department have jurisdiction.

It must, however, be said that College access could be ideal if solved properly.

2. NO OPPOSITION TO THE REDEVELOPMENT IN GENERAL IS FORESEEN.

Conflict with the Parks Commission is obvious if no coordination of the two projects is possible. Parks has already obtained first refusal on the Gibson property.

3. THIS SITE PROVIDES MORE DEVELOPMENT OPTIONS DUE TO ITS LARGE ACREAGE. SPACE FOR EXPANSION IS AVAILABLE IF THE COLLEGE SHOULD WANT TO GROW BEYOND THE 4,000 STUDENT ENROLMENT (F.T.E.).

Tight site. Changes to existing and proposed traffic patterns could reduce site area even further. General uncertainty with regard to major traffic patterns caused by uncertainty of crossing location. Small chance of expanding at later date into cemetery reserve.

4. LOWER CAPITAL EXPENDITURES SINCE NO PARKING STRUCTURES ARE REQUIRED AND NORMAL SOILS CONDITIONS EXIST.

(FOR A COMPARISON OF TOTAL CAPITAL EXPENDITURES SEE COST COMPARISON CHART).

This site requires parking structures for 1,250 cars and requires extra expenditures for excavation and foundation due to difficult soils condition.

5. THE GENERAL ENVIRONMENT OF THIS SITE IS THAT OF A QUIET SUBURBAN SITE WITH SOUTHERN EXPOSURE AND PLEASANT VEGETATION.

This site suffers somewhat from the noise of the Upper Levels, has good exposure but has apart from the area along the river no vegetation to speak of.

6. THE SITE IS CLOSE TO GOOD WINTER SPORTS FACILITIES AND IS LARGE ENOUGH TO PROVIDE FOR PLAYING FIELDS.

Apart from the park walk along the river there is no room for recreational facilities.

APPENDIX A

"D U M P S I T E"

1. A V A I L A B I L I T Y:

This site consists of:

- 17.16 acres municipally owned land (Dump).
- An approximately 4 acre portion of the old Capilano Timber Company Railway right of way owned by the Municipality of West Vancouver.
- 4.31 acres owned by Gordon Gibson.
- 4.34 acres owned by Jacks McIntyre.

(For a more detailed description of the site see "Capilano College Site Selection Study).

In September, 1969 (at the time of the finalization of Capilano College Site Selection Study) the private owners indicated a willingness to negotiate with the College. The District of West Vancouver also indicated that their portion of the site could be made available for a College. It was, however, pointed out that the Parks Board had a certain interest in the site. Today, five months later, the situation has changed. The Parks Commission has established a much firmer foothold by getting first refusal on the Gibson property and by indicating in no uncertain terms its interest in the whole "Dump Site".

No formal dedication of this land has, however, yet been made by West Vancouver Council for parks purposes. We have, therefore, asked your Secretary Treasurer to write to West Vancouver Council asking them to postpone any decision regarding this site until the College has had a chance to present its plans.

Mr. Frank Russell, Chairman of the Parks Commission, has asked for a meeting with the College to discuss mutual plans in order to investigate if any coordination of the two projects is feasible.

Discussion with the two private owners has shown that they are both willing to negotiate with the College. Mr. S. Clark who looks after Mr. Gibson's interests has, however, confirmed that first refusal was given to Parks.

2. A C Q U I S I T I O N C O S T:

The assessment department of the District indicates an increase in their assessment for the 17.16 acre portion (Dump Site proper) and suggests that the cost including the improvements (playing field) be set at approximately \$300,000.00. Assuming approximately \$20,000/acre for the remainder of the site and including

\$50,000.00 for improvement the 28 acres site should be valued at approximately \$570,000.00.

3. A C C E S S I B I L I T Y:

When considering accessibility to this site we must differentiate between access during an interim period and access to the site after the proposed Taylor Way interchange has been constructed. (The Highways Department hopes that construction will take place within the next 5 to 10 years).

In making any access proposal we must keep the interests of the Provincial Highways Department and the District of West Vancouver in mind.

INTERIM PERIOD:

During this period the intersection of 3rd Street and the Upper Levels becomes critical in terms of College access.

3 different proposals have been discussed in principle:

- a) Allowing no left turn at 3rd Street North Vancouver traffic would turn right on 3rd and create no problem. West Vancouver traffic would turn right, go south on 3rd Street and get to the site via Keith Road and the existing alignment under the bridge.

The Highways Department would accept this proposal. The district and especially the residents of the area will, however, complain about the added traffic load. (300 Cars/hours at peak hours in the first stage of College development).

- b) This proposal is similar, but suggests, however, a rerouting of the traffic south of the Upper Levels. Instead of going through the residential area a college access could run parallel to the Upper Levels north of the Spuraway Garden apartments and then use the alignment under the bridge to get to the site.

This proposal requires negotiation with the owners of the Spuraway development and could be costly. We suggest, however, that this proposal be further investigated if the site is available.

- c) As far as the Highways Department is concerned a traffic light on 3rd Street might be considered. This would be optimum as far as the College development is concerned. The solution would, however, be severely questioned by the District of West Vancouver.

PERMANENT COLLEGE ACCESS:

The Provincial Highways Department indicated that the design of the proposed Taylor Way interchange would allow for a College access. The District, however, feels that the proposed interchange would become inefficient if College traffic was superimposed on it. It was also indicated that this proposal would result in an opposition from the residents along Mathers Avenue who already suffer from the traffic leading to the various church halls and the playing field.

SUMMARY:

In summing up the access issues we feel that a positive and direct kind of access to the College must be found. A traffic light at Upper Levels and 3rd Street would be such a direct kind of access for the interim period.

Ideally this intersection would sooner or later be turned into a permanent College intersection.

This permanent kind of intersection will, however, be in conflict with the proposed Taylor Way interchange and would be opposed by the Provincial Highways Department.

A recommendation of this site would, therefore, have to be based on the speculation that this proposed interchange could be sufficiently modified to provide proper College access and satisfy the requirements of other than College traffic.

APPENDIX B

CLEVELAND PARK SITE

1. AVAILABILITY:

This site consists of a 75 acres portion owned by the Greater Vancouver Water District and a 25 acre portion to the east of it owned by the District of North Vancouver. (For a more detailed description of the site see "Capilano College Site Selection Study").

The Greater Vancouver Water District has confirmed their earlier statement and is willing to lease the 75 acre portion to the College.

The District Manager of the District of North Vancouver informed us that the approximate 25 acres portion referred to would be disposed of on a tender basis but that the District has so far not decided to do so.

As far as the general question of locating a College in this area is concerned the Manager sees no problem except a possible earlier widening of Capilano Road. (For detailed discussion see "ACCESSIBILITY").

2. ACQUISITION COST:

The District of North Vancouver values the 25 acre portion at \$500,000.00.

It should be noted that sewer trunk lines in this area might be insufficient and that the College might have to contribute heavily to the estimated cost of \$300,000 for a new trunk line.

The Greater Vancouver Water District will lease the 75 acre portion of land to the College provided the College can solve any access problem in cooperation with the District of North Vancouver. The lease cost would be based on a market value of \$1.5 million to \$2.0 million. The cost range is indicated since the Greater Vancouver Water District might be asked to contribute to road improvements as owner of the land.

3. ACCESSIBILITY:

Depending on the traffic peak hours of the College an earlier widening (earlier than would otherwise be the case) of Capilano Road might be necessary to accommodate the additional volume of traffic.

The total cost of widening Capilano Road to a 4-lane road is estimated at \$400,000.00. (The District owns the right of way for such a widening). Indications are that the District Council would look for a 50% contribution by the College or the Greater Vancouver Water District as owner of the land.

BASIC ASSUMPTION		WEST-VANCOUVER DUMP 30.5 acre site		CLEVELAND PARK cost comparison based on 52 acre site	
		ASSUMPTIONS LIMITATIONS DESCRIPTION	\$ (IN MILLION)	ASSUMPTIONS LIMITATIONS DESCRIPTION	\$ (IN MILLION)
		• COMPACT COLLEGE FORM FOR 4000 STUDENTS (EQUIVALENT TO 3 & 4 STOREY BLDGS.) • PARKING FOR 2500 STUDENTS & STAFF • NO PLAYING FIELDS		• LESS COMPACT COLLEGE FORM FOR 4000 STUDENTS (EQUIVALENT TO 2 & 3 STOREY BLDGS.) • PARKING FOR 2500 STUDENTS & STAFF • LAND FOR PLAYING FIELDS AVAILABLE BUT NOT INCLUDED IN COST COMPARISON	
ACQUISITION					
cost		• 17 ACRES DUMP SITE = 300,000 • 11 ACRES PRIVATE (ASSUMED @ 20,000 PER ACRE) INCL. IMPRINT = 270,000 • 2.5 ACRES PROV. GOV'T. DONATION (ASSUMED)	0.570	• BASED ON 2.0 TO 2.5 MILLION FOR 100 ACRES • COST USED IN THIS COMPARATIVE ANALYSIS BASED ON MIN. ACREAGE REQUIREMENT OF 52 ACRES (RELATED TO COMPACT COLLEGE FORM -	1.00 - 1.25
problems					
SITE DEVELOPMENT COST					
large open spaces		• APPROX. 6 ACRES PRESENTLY TREATED TO BE LANDSCAPED FOR GENERAL REC. USE - 5% HARD PAVING, TENNIS COURTS, ETC... • STABILIZING OF SOME STEEP BANKS REQ'D.	0.085 - 0.105	• 5 ACRES (PRESENTLY TREATED - 15% TO 20% SLOPE) TO BE LANDSCAPED FOR GENERAL REC. USE - 5% HARD PAVING, TENNIS COURTS, ETC.	0.075 - 0.085
smaller spaces between bldgs		• APPROX. 5 ACRES BETWEEN BUILDINGS - INTENSIVE USE - TERRACED - 1/2 HARD PAVING - 1/2 PLANTED AREAS -	0.200 - 0.230	• APPROX. 15 ACRES BETWEEN BLDGS - INTENSIVE USE - 15% SLOPE - 25% HARD PAVING - 75% PLANTED AREAS (INCL. SERVICE ROADS)	0.33 - 0.39
surface parking		• APPROX. 10.5 ACRES (PRESENTLY CONSIST. OF VARIOUS LEVELS) - 1/3 OF AREA RECENTLY FILLED - NOT MUCH NATURAL VEG. LEFT - 90% ASPHALT PAVING - 10% PEDESTRIAN WALKS & PLANTING -	0.700 - 0.900	• APPROX. 21 ACRES (PRESENTLY TREATED - 10% TO 15% SLOPE - OLD CREEK BEDS.) • 90% ASPHALT PAV. - 10% PEDEST. WALKS • ALLOW ADDIT. 5 ACRES FOR LANDSCAPED DIVIDING STRIPS BETWEEN PARKING -	0.90 - 1.10
SERVICES TO SITE	gas, water, electricity, sewer	• ADEQUATE TRUNK LINES FOR ALL SERVICES AVAILABLE		• ADEQUATE TRUNK LINES FOR GAS, WATER & ELECTRICITY • NEW SEWER LINE REQ'D (DIST. OF NORTH VAN. ESTIMATE)	0.25 - 0.35
STRUCTURES					
college bldgs		• 600,000 \$ IN 3 & 4 STOREY ARRANGEMENTS USING 1969 BLDG COSTS • TERRACED ARRANGEMENT - ROOF SURFACE USED • SERVICE LINES INCLUDED • SITE AREA FOR BLDGS & OPEN SPACE BETWEEN BLDGS = 10.5 ACRES (F.S.R. = 1.3)	13.80 - 15.00	• 600,000 \$ IN 2 & 3 STOREY ARRANGEMENT USING 1969 BLDG COSTS. • 15% TO 20% SLOPE OF SITE - • SERVICE LINES INCL.	12.60 - 13.80
parking structures		• PARKING STRUCTURE FOR 1250 CARS (1/2 OF PARKING REQUIREMENT) • 50% OF STRUCTURES UNDER BLDGS.	2.25 - 2.50	• NO PARKING STRUCTURES	
special problems affecting cost (BEYOND STANDARD COST)		• MAX. FILL DEPTH IN AREA OF STRUCTURES 30' TO 40' • REMOVAL OF SOME FILL (HOUSEHOLD GARBAGE) REQ'D	0.35 - 0.50	• STANDARD NORTH SHORE SOIL CONDITIONS	
TOTAL DEVELOPMENT COST			17.955 -19.805		15.155 -16.975
		THESE TOTALS ARE FOR COMPARISON ONLY AND SHALL NOT BE CONSIDERED ESTIMATES -			
SPECIAL REMARKS				cleveland park site • A TOTAL OF 100 ACRES IS AVAILABLE IN THIS LOCATION & PLAYING FIELDS COULD THEREFORE BE CONSTRUCTED. • ACQUISITION COST WAS RAISED SINCE G.V.M.P. AS OWNER MIGHT HAVE TO CONTRIBUTE TO COST OF ROAD WIDENING	

RHONE & IREDALE, ARCHITECTS
CANADIAN ENVIRONMENTAL SCIE
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**CAPILANO COLLEGE
SITE SELECTION STUDY**
COMPARISON CHART:
ACQUISITION COST /
DEVELOPMENT COST