

The Corporation of the **City of North Vancouver**
Regular meeting of the Heritage Advisory Commission
Conference Room 'A', City Hall, 141 West 14th Street, North Vancouver, B.C.
Tuesday, September 13, 2016 at 5:30 p.m.

MINUTES

PRESENT:

Larissa Grierson, Chair
Kevin Healy, Vice Chair
Harvinder Johal
Allan Molyneaux
Ali Shakarchi, Architect
Marian Wilkins

GUESTS:

Gary Mathieson, Quay Property Management
Taylor Mathieson, Quay Property Management
Kate Gerson, Dialog Design
Shane Oleksiuk, Dialog Design
John Clark, John Clark Architect Inc.
Father Augustine, Archbishop's Representative
Chris Ufford, Director of Development, STA

ABSENT:

Linda Buchanan, Councillor

STAFF:

Christopher Wilkinson, Planner
Edytha Barker, Committee Clerk
Heather Reinhold, Manager, Strategic Initiatives

Quorum = 4

The meeting was called to order at 5:33 p.m. by the Chair.

1. ADOPTION OF MINUTES

The meeting minutes of August 9, 2016 were adopted as circulated.

2. DELEGATIONS

(a) The Shipyards Lot 5

The City and Quay Property Management (Shipyards Development Limited) have partnered on the development of Lot 5 in The Shipyards, bringing the City a significant step closer to delivering a unique, interactive, year-round, activity driven people place that will include an outdoor public skating rink, water play area and commercial development.

The design of The Shipyards Lot 5 takes many cues from its shipbuilding history. A key defining component will be the integration of the heritage Machine Shop as the covering structure over the public open space. The orientation, form and layout of the Machine Shop is in keeping with the original building. Using the original steel components and geometry as a starting point, the reconstructed Machine Shop has been modified to suit its new functions, with openings, glazing and additions to suit the requirements of the program just as had been done in the past. The additional new structures on the site, such as hotels and restaurants, adopt a contemporary form and act as a foil to the heritage Machine Shop. Contrasting heritage roots with new, contemporary design, the historic Machine Shop roof will be the highest

structure on the Site. In the landscape, industrially inspired forms shape the public open space and original site artefacts are integrated throughout. In counterpoint to the formal and material language of the open space, the organic landforms and colourful materials of the water play area contribute to the conversation between old and new. As well, they signal the anticipated new uses for Lot 5 to come, including gathering, informal play, performances, festivals, and markets.

The applicants are looking for discussion and dialog on the incorporation of heritage components into the site, specifically: the Machine Shop; integration of artefacts; and industrial form in the landscape.

Key points included:

- Lot 5 is CNV owned property and has been vacant for about 10 years. In 2006 CNV acquired the land and were focused at that time on the National Maritime Museum. When that did not work out, the City issued an RFP in 2010 but did not carry the project forward. Since that time, the site itself, the character of it and the City vision has changed.
- In 2013, the City did a Central Waterfront Visioning process. In 2015 Council endorsed site planning principles for this site. Another RFP process was carried out and Quay Property Management was selected. Construction will start in 2017.
- The key component of Lot 5 is the Machine Shop, built in 1925 as part of the major expansion of Burrard Dry Dock. The building was designated as a historic site in 2001, and a Heritage Alteration Permit was approved in 2008 for its disassembly. The heritage designation remains on the building; a Heritage Alteration Permit will be applied for to bring it back to the site.
- It is assumed that all parts of the Machine Shop will be used; there may be portions that cannot be used due to deterioration.
- On a small scale there are many interesting artifacts such as anchors and chains on the site. We are hoping to use them as landscape features and public art.
- The intention is to open up the Machine Shop to public space; the left side will be covered with a retraceable roof area.
- There will be north-south access leading from Esplanade and down to the Spirit Trail. A strong east-west connection for the Spirit Trail is also proposed.
- Commercial uses will be kept to the outside and adjacent to the plaza.
- Due to flood protection, the finished floor of the new buildings will be raised about existing grade.
- It is important to note that the height and density proposed is in keeping with the original zoning. The Machine Shop will be at its original height of 60'.
- The Machine Shop is the dominant feature on the site; the new pieces have been pulled back to create a contrast in massing of new building versus old.
- Regarding the landscape there are 3 primary themes – fleet, groundplane and colour.
 - Fleet – the rubberized terraces are an abstraction of a fleet of ships one might see on the water. In the plaza they will each have a different character and interactivity with the water.
 - Groundplane –the paving pattern which is inspired by the former mould loft of Wallace Shipyards.
 - Colour – inspiration drawn from the coloured horizons found on ships, a number of colour combinations are possible.

- Regarding the commercial space, nothing is set in stone yet.

Comments/Questions from HAC:

- It is great to see something happening in this space
- Are the artifacts going to be in public areas or spread between public and private?
 - H. Reinhold: The intention is to put in them public areas. The ones that are currently in Shipbuilders Square draw a lot of attention.
- Can we get a sense of the cost structure and budget?
 - G. Mathieson: The budget is \$35 million overall, Quay Property has taken that on.
- Is the land on a long term lease from the City?
 - H. Reinhold: Yes.
- In terms of the heritage treatment, the juxtaposition of new to old is rather shy. Communally it is beautiful but the massing is shy in terms of how it relates to the old structure. I would have liked to see something more engaging. There is not much architectural value in this steel structure; the heritage really relates to the history of the site rather than the material value. In terms of massing, I think there are other opportunities to explore.
 - S. Oleksiuk: We were delicate in our treatment of the Machine Shop and were trying to give it prominence; we didn't want to overshadow it with a new structure. We were building off of the idea of streets between buildings.
- It seems that you may be missing the multi-level opportunity for engagement between the water side and the street side. Rather than a flat area, you could make the engagement 3 dimensional; there is nothing taking advantage of the beautiful view to downtown. Interior climate control will be hard to manage as well.
 - S. Oleksiuk: This is the objective of the 2nd level café.
 - H. Reinhold: There was a lot of discussion around transparency; the south wall will be retractable. We also discussed the flood construction level to be met. We have to make sure we have areas inside that are at grade. That connection and the connection into the larger site is paramount.
 - G. Mathieson: The 15,000 square foot covered area inside will have unrestricted views of downtown; the public will be able to enjoy panoramic views of the City. The windows will open or closed depending on the weather. There will be two patios in the new building as well as a huge destination flagship restaurant that will take advantage of views. Working with what we have and with the reconstruction of the Machine Shop, we struggled to maximize views for the general public but think we've nailed it.
- Will the stores on the main floor have access from the outside?
 - Yes, the entries will be along East Wallace mews. The idea is to animate the space all the way around.
- The design flow speaks to me; I can see myself using the space. I like how you have mixed old industrial with the new. As this will be a destination location, will there be a taxi stand?
 - Yes, and valet parking as well.
- Where would the entrance to the 2nd level be off of Esplanade?

- At the east end of the Pinnacle hotel where the elevator is now, there will be a little bridge.
- Will there be signage on or near the artifacts telling us what it is and where it came from?
 - H. Reinhold: No, we are going to build on previous efforts which is to have no signs and enhance the curiosity component.
- How have you planned for mechanical ventilation in the Machine Shop?
 - S. Oleksiuk: The commercial tenants will have individual exhausts. There will be a small rooftop mechanical area which is also part of the elevator equipment.

After further discussion, it was moved and seconded:

THAT the Heritage Advisory Commission, having reviewed the presentation from Dialog Design and Quay Property Management for the Shipyards Lot 5, supports the project. The Commission commends the applicant for a thorough presentation.

Further, the Commission:

1. Encourages the applicant to explore bolder architecture to further juxtapose the new buildings from the Machine Shop, and;
2. Recommends adding more contextual detail to surrounding buildings and proposed structures within the entire Shipyard community to assist with detailed design development.

CARRIED UNANIMOUSLY

7:05-7:10 pm – 5 minute break

(b) St. Thomas Aquinas School Updates

This delegation is appearing before the Heritage Commission voluntarily. They presented the project to Council as well. No resolution from HAC is required.

St. Thomas Aquinas Regional Secondary School is building a new school building on the east side of their property and constructing playing fields where the existing school structure now stands. They will also be undertaking a renovation and refurbishment of the existing Convent. This building was built in 1932 and is ranked "A" on the CNV 2013 Heritage Register.

J. Clark, architect, presented.

Key pointed included:

- The objective from day one has been to retain the convent as is. It has functioned with the school and currently serves as a classroom for drama and band as well as a chapel.
- D. Luxton has provided a Conservation Plan and the architect is following Luxton's recommendations.
- The annex has been demolished. The existing school (built in 1959), library and portables currently remain.

- Phase 1 of the project is to build a new school; classes would still occur in the convent and the rest of the facility. Once the new school is open, would demolish the existing school and library.
- Phase 2 is to renovate and upgrade the convent; students would be moved from the convent into the new school.
- Phase 3 will be a new sports field and ancillary buildings.
- An area of the convent that was altered in the 1960's is going to be restored in the same style.
- Were able to match original colours of paint and are employing the use of brick to keep the collegiate feel.
- First Nations artwork will be incorporated at the south elevation.
- The biggest thing being done is to take the two wings and create a two story space.
- Approximately 65% of the trees on site will be retained.

Comments/Questions from HAC:

- What kind of timeline do you have?
 - J. Clark: We are hoping to get into the ground this upcoming spring. This has to do with getting the financing in order.
- Would you be open to a tour once all the work is done?
 - Absolutely!

3. **UPDATES**

a) **COUNCILLOR** – Attending conference

b) **STAFF**

- **Heritage Alteration Permits**
 - BC Tel Building** – This is currently being restored by Fairborne Homes. They do not currently have plans for a tenant, working with interior fabric for someone to move into, the exterior requires only minor brick and mortar improvements. The scope of work is a true testament to the quality of the original building.
 - Beasley Block at 101 Lonsdale** – The former Moodyville Café; Staff is working with the new tenants to accommodate the final exterior improvements. The fabric awnings are consistent with historical imagery. Adding commercial kitchens in a heritage building is complex; there will have to be some alterations to the exterior for the kitchen, air intake, etc.
- **Heritage Incentives**
 - Staff's goal is to report back next month with best practices; have had good conversations with other municipalities regarding monetary vs. non-monetary incentives.

4. **OTHER BUSINESS**

(a) 424 East 3rd Street

L. Grierson has written a draft letter to staff regarding the removal of the Heritage covenant on 424 East 3rd Street. This letter was included in HAC's agenda package. C. Wilkinson will facilitate communication to staff and Council. Do committee members have questions/revisions/comments on the letter?

After a robust discussion, it was unanimously decided that a more strongly worded letter would be preferred. K. Healy will draft something further and email HAC members before the next meeting. The revised letter will be finalized and voted on by HAC members at the October meeting.

(b) Heritage Panels

C. Wilkinson advised that this came about during discussions regarding a plaque for 1753 Grand Boulevard (the Young/Henderson Residence). Aside from the Heritage Plaque Program, we wanted to do something more significant for these significant heritage conservation projects. Public Design has been engaged to create the heritage panels:

C. Wilkinson presented the heritage panels. They would be larger size and scale, installed in the public realm and designed to be visible for someone in passing as well as, stopping to read it. The panels are 18" high and 40" wide and will be installed at 45 degree angle. They would be aluminium with a silver finish, a graffiti resistant coating, and a concrete footing.

We have reviewed the templates and then will work with the City's Communications group and the North Vancouver Museum and Archives on the subsequent iterations. Staff will present the final panels to HAC once they are ready.

Comments/questions from HAC:

- Looks great; they are bigger than I thought they would be.
- I don't think the aluminum should be tilted; it could present a hazard to the public.
- The angle will cause rapid deterioration of the graphics due to the sun and mold. It needs to be vertical.
- Why are the graphics in colour? If they were monochromatic and laser engraved on a metal panel, they will withstand the test of time and be low maintenance. They need to be designed for exterior use, not as a pamphlet.
- What existing signs like this are play now?
 - There are some in Moodyville Park at the base of Queensbury Avenue. They were installed quite low. Grand Boulevard Park, at East 15th Street, has one installed on a single column and is at a 45 degree angle which was installed during CNV's Centennial year.
- I like the idea of a big, bold font; it draws a person in.
- The angle makes it readable.
- I recommend a simple, curved design with a plexiglass sleeve or a purely aluminum panel which is then laser engraved.

C. Wilkinson will share these comments with Communications and the NVMA and report back.

5. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:55 p.m.

Kevin Healy
Chair

Tues Oct 11, 2016
Date

