

Supports Item 4 Public Art Agenda - February 11, 2019

AREA 5B DETAILED ART PLAN

PROJECT OWNER	Concord Pacific Developments
PROJECT ADDRESS	89 Nelson Street (formerly 998 Expo) 68 Smith Street (formerly 10 Terry Fox Way)
PRESENTED TO	City of Vancouver Public Art Committee
PRESENTATION DATE	18 April 2016
PREPARED BY	Maureen Smith T 604 731 3879 E id_a.maureen@telus.net

AREA 5B



Figure 1 Looking south at the 5B development project site.

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AREA 5B



Figure 2 North end of the Cambie Bridge, pedestrian ramp amidst the vehicular off-ramps.

INTRODUCTION

1 INTRODUCTION

Concord Pacific's Area 5B development project is located at the north end of the Cambie Bridge, with its two phases emerging from between the vehicular on and off ramps connecting to Nelson and Smithe Streets respectively.

This development is proceeding in two phases—5B East and 5B West. The 5B East project is currently under construction. This residential portions of this development include studio, one, two and three bedroom units. There are also commercial units that will eventually house local businesses that will draw non-residents into the public realm on the ground plane. Both phases include multiple levels of underground parking. A significant public realm area is being developed on the ground plane and is designed to invite pedestrian and cycling flow into the plaza areas.

Due to its superior opportunities for public art, the public art obligation being generated by the entire development will be utilized in the 5B West phase. The selection process for the artwork will be curatorially-driven with the participation of two art professionals who will provide curatorial direction and oversight. Using a consensus-building approach, Maureen Smith will facilitate each step in the process of selecting an artist for this project.

The main art site under consideration in the 5B West development is the large volume of the aperture space in the building. This site offers the opportunity for both two and three dimensional artwork of a significant scale that will be highly visible from many vantage points.

The artist selection process will commence in May 2016 with the completion of the 5B West development project and public art project anticipated in 2019.

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2 PROJECT TEAM

OWNER	Concord Pacific Developments
ARCHITECT	5B West: Walter Francl, Francl Architecture 5B East: Martin Bruckner, IBI/HB Architects
LANDSCAPE ARCHITECT	Chris Phillips, PFS Studio
PUBLIC ART CONSULTANT	Maureen Smith Consulting
STRUCTURAL ENGINEER	Geoffrey Glotman, Glotman Simpson Consulting Engineers
CIVIL ENGINEER	MPT Engineering
MECHANICAL ENGINEER	Yoneda & Associates
ELECTRICAL ENGINEER	Nemetz (S/A) & Associates
GEOTECHNICAL ENGINEER	Thurber Engineering
SUSTAINABILITY	Kane Consulting Partnership

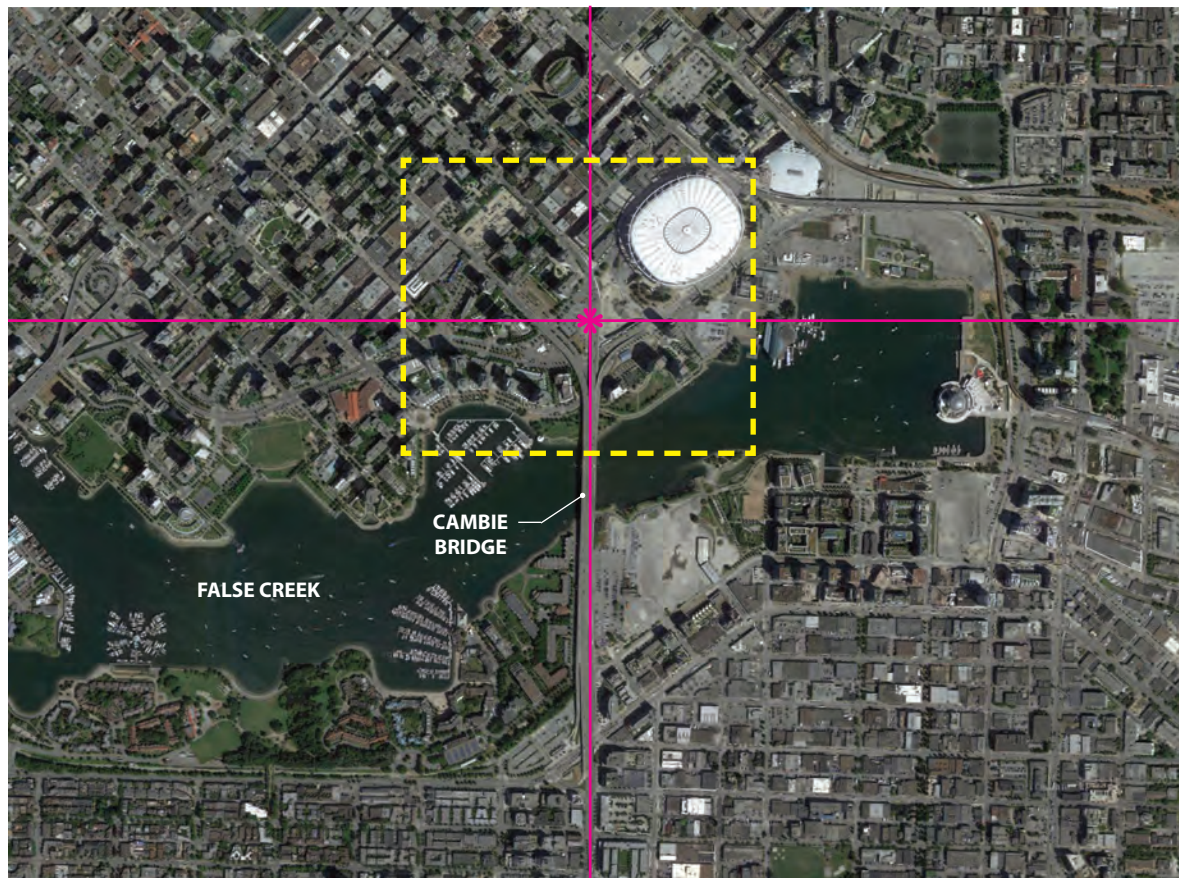


Figure 3 The False Creek basin in the City of Vancouver, showing the location of the development at the intersection of the two lines. The dashed yellow rectangle indicates the approximate outline of the image in Figure 4.

PROJECT TEAM & DETAILS

3 PROJECT DETAILS

PROJECT NAME	5B West: The Arc 5B East: One Pacific
ADDRESS	5B West: 89 Nelson Street (formerly 998 Expo Blvd) 5B East: 68 Smithe Street (formerly 10 Terry Fox Way)
LEGAL DESCRIPTION	5B West: Lot 352, False Creek, Plan EPP44417 5B East: Lot 304, False Creek, Plan BCD 49660
LOCATION	See Figures 3 & 4 below
LOCAL AREA	Downtown
PLANNING AREA	Northeast False Creek
LAND USE ZONING	CD-1
USES	Multiple Dwelling & Commercial
FSR FLOOR AREA	5B West: 418,081 ft ² 5B East: 348,183.4 ft ²



Figure 4 The bridgehead neighbourhood at the north end of the Cambie Bridge showing the Area 5B development project and context. Image by Francl Architecture.

AREA 5B



Figure 5 Looking south along Smithe Street towards the Cambie bridgehead at the north end. The two-lane Smithe Street cycling route is visible in the middle of this image.

PROJECT LOCATION

4 PROJECT LOCATION & CONTEXT

Concord Pacific's Area 5B development project is situated in the bridgehead area at the north end of the Cambie Bridge. A major arterial connection for movement into the downtown core, the Cambie Bridge typically will see 46,000 vehicle trips, including cyclists (2011 study), and 1,500 pedestrians (2002 study) on an average week day. The Cambie bridge is one of three crossings over False Creek connecting the downtown peninsula to the rest of Vancouver. The other two crossings, the Burrard and Granville Bridges, see 53,000 and 51,000 vehicle trips per average week day, respectively (2011 study). The third structure to bridge over False Creek in this particular location, today's Cambie Bridge was opened to traffic in 1985 in time for Expo '86.

The northern end of the Cambie Bridge span ramps down to meet the downtown grade as it travels through the Area 5B site. As such, the bridge structure with its vehicular and pedestrian ramps has a strong defining influence over the site and the public realm in this area. The 5B neighbourhood is also strongly influenced by the presence of BC Place Stadium and Rogers Arena. The large scale of these structures generates a shift in the 'grain' of the downtown urban fabric—a shift in both scale and form. The mass of the stadiums and the city blocks they occupy is of a significantly larger scale than the surrounding area. With respect to form, the 5B site is part of a more organically-shaped urban form along the north shore of False Creek, representing a disruption to the orthogonal urban grid to the north of Pacific Boulevard. These two differing urban forms are, however, unified by the use of the podium/tower building forms that have come to define new development form in downtown Vancouver.

The Cambie Bridge is well used by cyclists and pedestrians moving into and out of the downtown core. Part of the AAA cycling network in Vancouver, the cycling and pedestrian lanes on the bridge run parallel to the vehicular lanes connecting to cycling routes along the north and south shores of False Creek. On the downtown side, the cycling lanes on the bridge connect to the Beatty Street cycling lane

which connects to the main Dunsmuir cycling route through the downtown core. On the south side of the bridge, the bridge's cycling lanes connect to the route along the south shore of False Creek which connect with north-south cycling routes on Heather and Ontario Streets.



Figure 6 Figure-ground diagram of the 5B neighbourhood context illustrating the shift in the grain of the urban fabric. Image by PFS Studio.

The two 5B buildings, One Pacific and The Arc at 18 and 29 storeys respectively, emerge from between the central bridge span which becomes an off-ramp that connects to Smith Street and the off-ramp connecting to Pacific Boulevard to the east and the on-ramp connecting from Nelson Street to the west.

The public art collection at Concord Pacific Place (the broader neighbourhood being developed by Concord Pacific) currently has 17 permanent artworks—installed over the past 20 years. The pieces are typically large-scale, site-integrated works that engage with the public realm, created by artists from across Canada and one from the USA.

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Figure 7 The eastern portion of the False Creek Basin; the Cambie Bridge is seen at the left of the image.

PLANNING CONTEXT

5 NORTHEAST FALSE CREEK

INTRODUCTION

Northeast False Creek (NEFC) is a hub of sports, culture, and events venues including BC Place Stadium, Rogers Arena, and the Plaza of Nations. NEFC is connected to Yaletown and Downtown to the west, International Village and Chinatown to the north, and the Citygate towers to the east. In Fall 2015, Council voted to replace the Georgia and Dunsmuir Viaducts with a new street network built on the ground and for staff to continue planning of the area. This decision not only creates a more resilient, reliable street network, but also opens up new opportunities for better connections through neighbourhoods, a new 13-acre park along False Creek, and more community benefits, including affordable housing. The new street network means improved connections for a variety of transportation modes including walking, cycling, transit, goods movement and driving. The future planning and design of Northeast False Creek, which includes the surrounding community and park extension, will incorporate the new street network designs.

DIRECTIONS

In 2009, the NEFC: Directions for the Future report approved future planning for the land affected by the replacement of the viaducts. Through this report, the vision, land use, density, and public benefits for development in the area were established.

COUNCIL PRIORITIES

- The NEFC directions align with Council priorities around:
- Homelessness and affordable housing
- Environment and sustainability
- Creative capital and a growing economy

GUIDING PRINCIPLES

- The NEFC guiding principles are to:
- Reconnect the historic communities and the False Creek waterfront
- Expand parks and open space
- Repair the urban fabric
- Explore housing development and place-making opportunities on the City blocks
- Create a vibrant waterfront district
- Increase efficiency of the street network
- Improve connectivity between downtown, NEFC, and the waterfront
- Enhanced pedestrian and cyclist movement
- Develop a fiscally responsible approach
- Engage residents and stakeholders in a meaningful way

RELEVANT COUNCIL POLICIES

- False Creek North Official Development Plan, 1990
- View Protection Guidelines 1990
- Bridgehead Guidelines, 1997
- Northeast False Creek Directions for the future, 2009
- Northeast False Creek 2007 high level review
- Plaza design guidelines

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Figure 8 *RED HORIZONTAL* by Gisele Amantea, on the False Creek north seawall walkway. Commissioned by Concord Pacific, it was installed in 2005.

PUBLIC ART CONTEXT

8 PUBLIC ART CONTEXT

EXISTING PUBLIC ART

In Vancouver, public art in recent decades has predominantly been commissioned as a direct consequence of urban development—large scale building projects trigger public art requirements. The development on the Area 5B site will extend the eastward march of artworks begun in the early 1990's at Concord Pacific Place—which coincided with the establishment of the City of Vancouver's Public Art Program. The artworks to the west of the 5B site result from the artistic concerns of the past two decades and taken as a whole tend to be highly integrated, permanent and discrete in nature. Artworks to the south—across the bridge—and to the south-east across False Creek largely share these characteristics within more a recent time frame. Table 1 on page 16 provides the details for each of the artworks in this area, the number of each project corresponds to the numbered images on pages 14 and 15. The locations for the existing public art projects near the development site are annotated on the Context Analysis Map in Figure 10 on page 17.

FUTURE PUBLIC ART

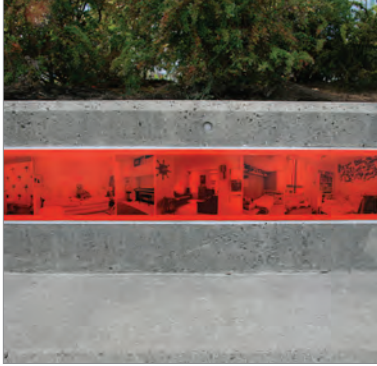
Future public art in this area will be the result of both private development to the east of Area 5B and City of Vancouver Public Art Program efforts to identify and establish public art on signature sites in the eastern portion of the False Creek Basin. These future public art projects will complete the ring around the eastern portion of False Creek. The concentration of public artworks associated with the on-going densification of this area cling near the edge of False Creek—an important and well used public space in the city. The rapid pace of change in this area of Vancouver results in artworks that share a relatively contemporary historical context. The works advance in a linear progression, as dictated by the development of buildings and new infrastructure, leaving a finer grain in the evolving aesthetic concerns that are represented along the seawall walk. The missing link of the north-east False Creek area will perhaps be the most complex—associated

with the least connected portion of the creek neighbourhood. The development to the east of Area 5B will close the gap, link around the end of False Creek and will have to address the significant urban discontinuities that have been created by the viaducts (to be removed), the large entertainment venues of BC Place and Rogers Arena, and by the attenuating lack of urban grid and fabric there.



Figure 9 COOPERS MEWS by Alan Storey, installed in the pedestrian mews connecting Marinaside Crescent to Pacific Boulevard. Commissioned by Concord Pacific, it was installed in 2002.

AREA 5B



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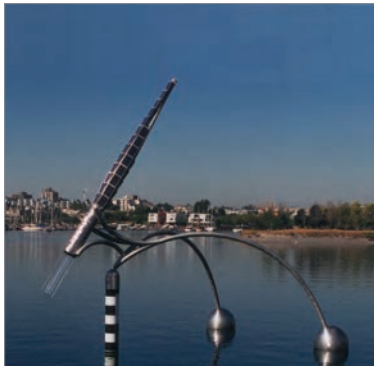
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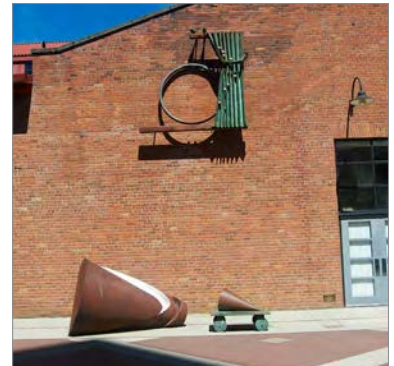
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PUBLIC ART CONTEXT



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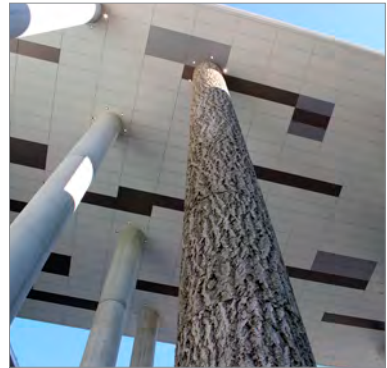
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TABLE 1 PUBLIC ART PROJECTS IN THE NEIGHBOURHOOD

#	ARTWORK TITLE	ARTIST	YEAR	LOCATION
1	<i>Red Horizontal</i>	Gisele Amanea	2005	David Lam Park
2	<i>Collection</i>	Mark Lewis	1994	Temporarily Removed
3	<i>Footnotes</i>	Gwen Boyle	1994	1300 Block of Pacific Blvd
4	<i>Password</i>	Alan Storey	1994	1300 Block of Pacific Blvd
5	<i>Brush with Illumina- tion</i>	Buster Simpson	1998	False Creek seawall, David Lam Park
6	<i>Terra Nova</i>	Richard Prince	1996	181 Roundhouse Mews
7	<i>Welcome to the Land of Light</i>	Henry Tsang	1997	False Creek Seawall, between Davie and Drake
8	<i>Street Light</i>	Bernie Miller & Alan Tregobov	1997	Davie St & Marinaside Cres
9	<i>Lookout</i>	Chris Dikeakos & Noel Best	1999	False Creek east of the foot of Davie
10	<i>Untitled (Fountain)</i>	Al McWilliams	2000	Between Davie St and Coopers Mews
11	<i>Perennials</i>	Barbara Steinman	1997	1088 Cambie Street
12	<i>Cooper Mews</i>	Alan Storey	2002	1033 Marinaside Crescent
13	<i>Time Top</i>	Jerry Pethick	2006	Shoreline west of Cambie Bridge
14	<i>Terry Fox Memorial</i>	Douglas Coupland	2011	Corner of Beatty and Robson
15	<i>Fulcrum of Vision</i>	Mowry Baden	2003	858 Beatty Street
16	<i>Marker of Change</i>	Beth Alber	1997	Thornton Park
17	<i>Watch Seller</i>	R. Weppler & T. Mahovsky	2015	Main Street SkyTrain Station
18	<i>Ninth Column</i>	Liz Magor	2014	1618 Quebec Street
19	<i>Nail Farm</i>	Christian Kliegel	2014	1650 Quebec Street
20	<i>Substation Pavilion</i>	Cedric Bomford	2014	108 East 1st Ave
21	<i>Park</i>	Marko Simcic	2008	Ontario Street Greenway
22	<i>The Birds</i>	Myfanwy MacLeod	2010	1 Athletes Way
23	<i>The Games Are Open</i>	Kobberling & Kaltwasser	2010	South False Creek
24	<i>A False Creek</i>	R. Weppler & T. Mahovsky	2012	Cambie Bridge pilings and Coopers Park

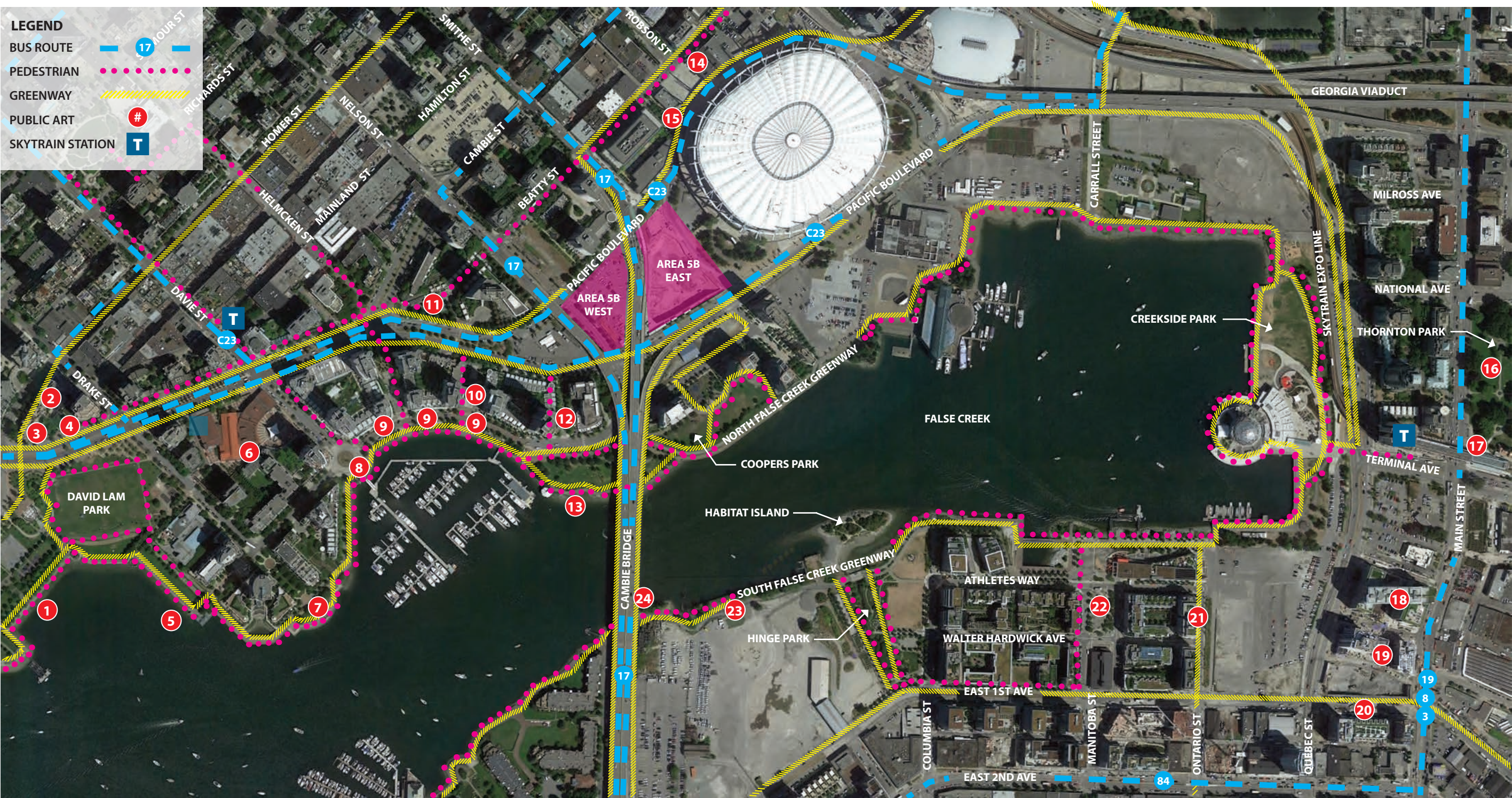


Figure 10 Satellite image of the 5B project neighbourhood context with graphic annotations for existing public art projects, pedestrian and cycling circulation and transit bus routes. The numbers in the red markers correspond to the numbered list of public art projects in Table 1 on page 10 and the numbered images on pages 12 - 13.

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PUBLIC ART CONTEXT



Figure 11 *TIME TOP* by Jerry Pethick, on the False Creek north seawall foreshore. Commissioned by Concord Pacific, it was installed in 2006. Photo by Trevor Mills.

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6 THE ARCHITECTURAL DESIGN RATIONALE - SITE 5B WEST

INTRODUCTION

The following text on this page and the next is taken directly from the Area 5B West Urban Design Panel submission materials written and produced by Francis Architecture for the development permit application process.

PROGRAM

The Arc is a mixed-use development composed of 1,918 m² of commercial use on the ground floor and 28 floors of residential on top which will house 588 units ranging in size from one-bedroom to three-bedroom suites, providing living options for all new residents. The building rises from ground plane as two separate towers which are bridged at the top to create an arch shape with the amenity spaces occupying the bridge on levels 19 to 21. Each tower has a three-storey high lobby accessed from the internal pedestrian-only plaza. Four levels of underground parking will provide parking spaces for commercial, residents and visitors, as well as bike storage as per the City of Vancouver Bylaws. The building is being designed to achieve a LEED Silver equivalency.

CONTEXT & URBAN DESIGN RESPONSE

The proposed new development occupies a triangular site at the north end of the Cambie Bridge, bounded by major vehicular arteries that include the Smithe Street off-ramp to the north, Expo Boulevard to the northwest and Nelson Street to the southwest. Along with its sister site, 5B East on east side of Cambie Bridge, this new development forms the arrival gateway to downtown Vancouver, for all traffic travelling north on the Cambie Bridge. Recognising this relationship, the massing and architectural expression of this development, builds on the fluid building forms implied in massing of the adjacent 5B East project now under construction.

MASSING

The primary building forms are an interlocking pair of major and minor residential towers that form an arch across the eastern perimeter of the site. These buildings straddle the pedestrian passage that extends through the site, under the Cambie Bridge, heading east to Pacific Boulevard. The western extension of this pedestrian passage, terminates in a south-facing plaza that opens to Nelson Street. Double fronting commercial tenancies, provide for a continuously animated retail exposure to both the plaza enclosure and to the passing traffic on Expo Boulevard and Nelson Street. The street fronting commercial façades are segmented to allow for smaller tenancies, while providing canopies for continuous rain protection. The two residential towers have multi-storey entry lobbies that are also accessed from the plaza, further reinforcing the pedestrian movement patterns along this internal spine.

PROGRAM

The two residential buildings provide a total of 588 units of varying sizes, with 150 of these units being either 2 bedroom units or larger. The vertical circulation for both buildings accesses day-lit lobbies on each floor, with views into the central arch of the building. The amenity space for the residents is found in two major features of the project. The primary outdoor amenity for the residents is located over the larger roof area of the commercial space fronting onto Expo Boulevard. This roof space provides for both active, child-friendly play space as well as more passive roof-top garden space. A second amenity space is provided in a multi-storey lounge and pool facility that spans the 60 ft between the two buildings. A common roof deck off the lounge area provides large outdoor deck space with views to the south, east and west.

PROJECT OVERVIEW

ACCESS

The vehicular access to underground parking for commercial and residential tenancies is off Expo Boulevard. A total of 520 parking stalls, including 59 visitor stalls, are provided below grade. All loading access is taken from Nelson Street, accessing the commercial and residential loading bays along the western perimeter of the site, against the Cambie Bridge. Bicycle parking is provided both at and below grade, with a total of 751 stalls being provided. A bike-share facility is also to be provided under the cover of the Cambie Bridge.

SUSTAINABLE DESIGN & ARCHITECTURE EXPRESSION

The building is being designed to achieve a LEED Silver equivalency, targeting 53 points and has been registered under LEED Canada NC 2009. The building will be modelled to confirm that energy targets are met for both building envelope and mechanical/electrical systems. Mechanical systems will be designed to be ready for connection to the District Energy Utility. The landscaping of large areas of the roof, provide both an amenity to the residents as well as mitigate storm water runoff. The architectural expression of the building is informed by the sustainable design features required to enhance livability for the residents of the building. The building form arrays the residential units along a primarily easterly or westerly orientation and this requires a design strategy that will mitigate the solar gain from these exposures. This has found its expression in an undulating glazed balcony projection that shades most of the windows below from excessive exposure. The depth of this glazed balcony, varies along the length of the building, further animating the façade. Where the balcony projection is not sufficient to provide adequate shade, a fritted extension of the glass balustrade has been dropped below the balcony slab projection, to enhance the shading to the window below. Elsewhere on the building, vertical glass shading fins extend at right angles to the window system, again shading the adjoining

windows. Similar vertical glass fin elements extend above the uppermost roof, to screen the mechanical equipment on the roof.

The southern prow of the building, cants forward as it rises between the twin traffic streams of the Smithe and Nelson bridge ramps. Here again the arc of the balcony extensions, shade the units from their southern exposure and speak to the confluence of the primary traffic arteries that spring from the north end of the Cambie Bridge.



Figure 12 Area 5B West building, The Arc, view looking south onto the Cambie Bridge north-bound lanes from the intersection of Smithe Street and Expo Boulevard. Image by Franc Architecture.

AREA 5B

7 THE LANDSCAPE DESIGN RATIONALE

INTRODUCTION

The following text on this page and the next is taken directly from the landscape section of the Area 5B West Urban Design Panel submission materials written and produced by PFS Studio for the development permit application process.

PROJECT SITE IN THE CITY CONTEXT

Point of transition from orthogonal grid to an organic arrangement

- Influences of the waterfront
- Presence of large scale architecture i.e. BC Place, Rogers Arena, etc.
- Buildings as objects on site surrounded by open space and movement networks

The public realm design for the project is centred on the characteristics and the particular contextual setting of the site. These influences become the guiding principles directing the design of the public realm.

SITE PATTERNS

- Change in City Grid
- Complicated Movement Patterns
- Buildings as Objects or 'Modules'
- Continuous 'Floor'
- Presence of a 'Ceiling'
- Importance of Lighting

A UNIQUE URBAN SETTING

CITY STREET GRID

The site is located at the hinge point between the Vancouver city grid and the organic influences of the waterfront where the urban fabric changes from orthogonal blocks with a strong built street wall to curvilinear blocks with object architecture and discontinuous street wall.

TRANSPORTATION INFRASTRUCTURE

The Site is located at the Cambie Street bridgehead

which separates it from the adjacent 5B East development. The area under the bridge is the connection between open spaces of these neighbouring sites. The site is also surrounded by major city roadways which contribute to a discontinuous pedestrian cyclist experience making pedestrian cycling connectivity a focus of the public realm design. A future street car station is planned along the southern edge of the site highlighting the need for a better connected public realm.

SCALE OF ARCHITECTURE

The surrounding architecture that forms the context of the site includes large scale object architecture such as stadiums.

ADJACENT USES

The project's adjacency to the BC Place stadium and the Parq (Vancouver Urban Resort) as well as the neighbouring 5B East development, will create / require a vibrant and well-used pedestrian environment which the design of the public realm has to respond to.

DIRECTIONS OF PUBLIC REALM

COHESIVENESS OF PUBLIC REALM

The landscape design recognizes the need for creating a unified open space language across 5B West and 5B East sites. This is achieved by creating a bold continuous floor with a strong graphic quality which expands across the two sites. The paving is further enhanced by emphasizing the desire line between the main open spaces within the two sites through added texture and complexity. This floor treatment has the potential to expand to the site west of Nelson Street and possibly south of Pacific Boulevard and towards the waterfront creating a unique district. Unique landforms and grass mounds complement the notion of object architecture as objects that are placed over the pattern of the plaza floor. Similar in form, a series of modular seating elements

PROJECT OVERVIEW

provide another layer of texture to the space. Groves of informally planter trees in the plaza contribute to pedestrian comfort and soften the very urban nature of the plaza.

CONNECTIVITY FOR PEDESTRIANS & CYCLISTS

By recognizing the major pedestrian and cycling patterns, the public realm design accommodates these patterns and facilitates the movement of people across the site both in the east west direction and towards the waterfront.

UNDER THE BRIDGE

The public realm design creates an animated and energetic space under the Cambie Street Bridge through programming and visual interest. Retail edges of this development and the adjacent 5B East development that face this space are enhanced by incorporating retail kiosks under the bridge. These will be supported by other pedestrian amenities such as the modular seating elements. The space is further animated by the use of lighting in the space as well as potential for lighting the ceiling under the bridge and the incorporation of a light wall as a backdrop to the space at the bulkhead.

FLOORS

- Continuous ground plain treatment across One Pacific, The ARC and under Cambie Street Bridge
- Potential for expansion throughout the entire District i.e. under the bridge towards waterfront and Lot 6

FLOW

- Emphasis on pedestrian connection between Pacific & Smithe, and Nelson & Expo through One Pacific, under Cambie Street Bridge and The ARC
- Strengthen the north-south connections from Downtown for both bikes and pedestrians

GLOW

- Adding richness to the main pedestrian connection through a linear lighting feature
- Interactive light wall at the bridge head

- Lighting under One Pacific and The ARC breezeways
- Light elements under the bridge ceiling

FURNISHINGS & OBJECTS

- Modular objects serving a variety of purposes:
 - Seating platforms
 - Grass mounds
 - Retail kiosks
- Linear seating elements highlighting main movement patterns

TREE CANOPY

- Street trees
- 'Rows' of trees highlighting the bridge influence
- 'Forest' of trees creating pedestrian comfort throughout the site specially in main gathering spaces i.e. plazas

CEILING

- Modular objects hang from under Cambie Street Bridge serving a variety of purposes :
 - Light objects
 - Visual interest
 - Potential for projection on the ceiling



Figure 13 The Area 5B development schematic showing circulation, tree program, flooring and lighting strategies. Image by PFS Studio.

AREA 5B



Figure 14 Perspectival view looking into the Plaza. Image by PFS Studio.



Figure 15 Perspectival view of the underpass area under the Cambie Bridge. Image by PFS Studio.

PROJECT OVERVIEW



Figure 16 Perspectival view, looking west into the plaza from under the Cambie Bridge. Image by Franci Architecture.



Figure 17 Perspectival view at night, looking into the plaza space under the arch. Image by Franci Architecture.

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Figure 18 View from Expo Blvd at Nelson Street. Image by Franci Architecture.



Figure 19 View from Cambie Bridge off-ramp to Pacific Boulevard. Image by Franci Architecture.

PROJECT OVERVIEW



Figure 20 View from Pacific Boulevard looking east. Image by Franci Architecture.



Figure 21 View from the Cambie Bridge northbound lanes towards downtown. Image by Franci Architecture.

AREA 5B



Figure 22 5B West Building - Nelson Street Elevation. Image by Franci Architecture



Figure 23 5B West Building - Pacific Boulevard Elevation. Image by Franci Architecture

PROJECT OVERVIEW



Figure 24 5B West Building - Cambie Street Elevation. Image by Franci Architecture



Figure 25 5B West Building - Expo Boulevard Elevation. Image by Franci Architecture

AREA 5B

9 APPLICABLE FLOOR AREA CALCULATION

The following tables 2 through 5 describe the calculation of the public art contribution and budget. Concord Pacific are electing to pursue Option A for the delivery of the public art project being generated by the development of their Area 5B East and West projects. The public art rate applied to the project is \$1.81 per square foot which corresponds with the public art rate currently in use by the City of Vancouver.

TABLE 2 PROPOSED FLOOR AREA

ITEM	RESIDENTIAL AREA (ft ²)	COMMERCIAL AREA (ft ²)	TOTAL AREA (ft ²)
5B WEST FSR Area	397,435	20,646	418,081
5B EAST FSR Area	302,906	45,277	348,183
TOTAL FSR AREA 5B EAST & WEST	700,341	65,923	766,264

TABLE 3 PUBLIC ART OPTION CHOICE

Option Choice	A
Option Rate (2009 Rate)	\$1.81 per buildable (FSR) ft ² ¹

¹ Equivalent: \$19.48268 per buildable (FSR) m²

PUBLIC ART CONTRIBUTION & BUDGET

10 CALCULATION OF THE PUBLIC ART CONTRIBUTION & BUDGET

TABLE 4 PUBLIC ART CONTRIBUTION CALCULATION

ITEM	TOTAL AREA (ft²)	RATE (\$/ft²)	TOTAL
5B WEST	418,081	\$1.81	\$ 756,727
5B EAST	348,183	\$1.81	\$ 630,211
TOTAL	766,264		\$ 1,386,938

TABLE 5 PUBLIC ART BUDGET

ITEM	5B WEST	5B EAST	TOTAL
City of Vancouver 2% Administration Fee	\$ 15,135	\$ 12,604	\$ 27,739
Administration Costs Public Art Planning; Selection Process Planning, Coordination, Facilitation and Expenses (including travel expenses for short-listed artists); Selection Panel Fees (\$400/person/day); Artwork Proposal Fees for Artist(s). NOTE: Any funds allocated to this administration budget that are not utilized in the planning and selection processes will be added to the Artwork Budget and made available to the selected artist(s)	\$ 86,645	\$ 72,159	\$ 158,804
Artwork Costs Artist fees for selected artist(s); All costs required to realize artwork(s) including mock-ups, engineering and other necessary consultants, preparation of construction documents, materials, fabrication, construction coordination, site preparation, transportation, cartage/shipping, installation, engineering certificates, insurance, contingency and all applicable taxes	\$ 654,947	\$ 545,448	\$ 1,200,395
TOTAL	\$ 756,727	\$ 630,211	\$ 1,386,938

NOTE: Any landscape or architecturally-specified material, object or element in the architectural and landscape DP permit drawings that become incorporated into the public art project, the base-building budget for that material, object or element will be made available to the artwork project and the artwork budget will act as a top-up to the base-building budget.

AREA 5B



Figure 26 The 5B West building, looking south on Nelson Street to the southbound lanes of the Cambie Bridge.
Image by Francl Architecture.

PUBLIC ART

11 PUBLIC ART

INTRODUCTION

Over the last few decades, public art has become ubiquitous as urban space has emerged as a more directly explored subject within contemporary art practice, while cities, institutions and other groups have invested in identity strategies which include art. Numerous civic, institutional, corporate, community and artist-led programs have contributed to the many public artworks that we experience in the city. The resulting collection is extremely broad in scope, scale, duration and level of contribution to the discipline of art.

PROFESSIONAL ART PRACTICE

In the broad context of urban sited artworks, the following description of professional art practice is intended to clarify and distinguish this practice from the myriad of ventures that result in what is often very loosely labelled as 'public art'. Contemporary art practices vary widely, but usually consist of a sustained investigation into a set of considerations or concerns that permeate throughout the artworks. At their best, art practices look broadly and deal very carefully with the nature of contemporary existence. Setting up the terms of engagement, the reason for making, is often as important as the resultant artwork. When supported and facilitated in such a way as to allow the proposals to develop in relative freedom, the public artworks will benefit from the explorations and ideas of a particular art practice and can have much to say to their audience over a sustained period of time. It is critical that a space for the artist's practice be created within a public art opportunity. We have found over the years that a strong alignment between art practice and public art opportunity has repeatedly proven to yield excellent public artwork.

PUBLIC ART PLANNING

The role of the public art planner is to facilitate the creation of a 'space' for art to exist in our cities with the most successful artworks resulting from planning that succeeds in pairing a public art opportunity with contemporary art practice. The challenge is in addressing the myriad of complex social, cultural, economic and urban conditions associated with a project that might include art. Those conditions must be understood to a point where a free space for art can be created while respecting the realities of civic life—where the realm of art meets with the realm of the city. The challenge of public art planning is in bringing art and the city together in all their complexities while maintaining the integrity of each.

12 PUBLIC ART VISION & OBJECTIVES

PUBLIC ART VISION

To provide public art that will enrich the experience of the public realm for the various audiences living and working in the 5B development projects and those moving into and out of the downtown core on the Cambie Bridge.

PUBLIC ART OBJECTIVES

- To develop public artworks that have interest across time through repeated visits for a broad range of public audiences
- To strengthen public engagement with and understanding of contemporary art practice
- To engage the interest of the contemporary art community through the development of innovative public art opportunities that support and accommodate contemporary art practice
- To offer artists the opportunity to expand their art practices through the consideration of the public realm as a sphere within which to engage new audiences and address new issues

AREA 5B

13 PUBLIC ART OPPORTUNITY

POTENTIAL ART SITES

The potential art sites for the Area 5B development project include a variety of opportunities for large-scale public artwork; they are shown with corresponding numbers in Figures 27 and 28 and listed in Table 6. The primary focus for this public art opportunity is the large volume of open space in the 16-storey aperture of the 5B West building—known as The Arc. Designated with the number 1 in Figure 27, this art site offers both two and three dimensional artwork opportunities. The two dimensional opportunity comprises the metal panel building cladding on the north wall and soffit of the aperture space. The potential for three-dimensional work in this aperture space offers the opportunity to suspend large-scale sculpture with the possibility for various attachment points on the bridging structure and the side walls. Work sited in this space will be visible from many vantage points to the east and west, north and south and will address a large audience moving into and out of the downtown core on the Cambie Bridge and those moving along Pacific Boulevard and Expo Boulevard. The windows that open onto this aperture space from within the building are situated at the end of the interior circulation corridors on each level.

Potential art sites number 2 and 3 are ground-oriented sites. Number 2 refers to sites on the ground that are on the strata side of the property line and number 3 refers to sites also on grade but on City property directly under the Cambie Bridge. These two sites would be secondary to site number 1 and could be utilized to site elements which relate to the work in the aperture space overhead.

PUBLIC ART AUDIENCE

The audiences for this public art project will primarily be on the move—in cars and buses (017), on bikes and on foot along the Cambie Bridge, Nelson Street, Smithe Street, Pacific Boulevard and Expo Boulevard. There is a traffic light at the intersection of Smithe and Expo Boulevard which causes the flow of north-bound vehicles, bikes and pedestrians to pause for a

brief interval at red lights. The same goes for south-bound vehicles on Nelson Street at the intersection with Beatty Street—one block away from this development site. The entire Area 5B ground plane has been designed to invite pedestrian and cycling flow through the site with the main east-west route through the site for pedestrians and a continuation of the Smithe Street cycling route moving north-south through the site. When arriving home by vehicle, the 5B West residents will be accessing the underground parking area from Expo Boulevard and the 5B East residents from the Smithe Street plaza roundabout. The commercial units on the first floor of both the 5B West and East buildings will eventually contain businesses that will draw non-residents into the plaza area.

TABLE 6 POTENTIAL PUBLIC ART SITES		
#	SITE	OWNERSHIP
1	The volume of open aperture space in the 5B West building	Strata
2	Pedestrian plaza space at grade	Strata
3	Directly under the Cambie Bridge at grade	City

PUBLIC ART OPPORTUNITY

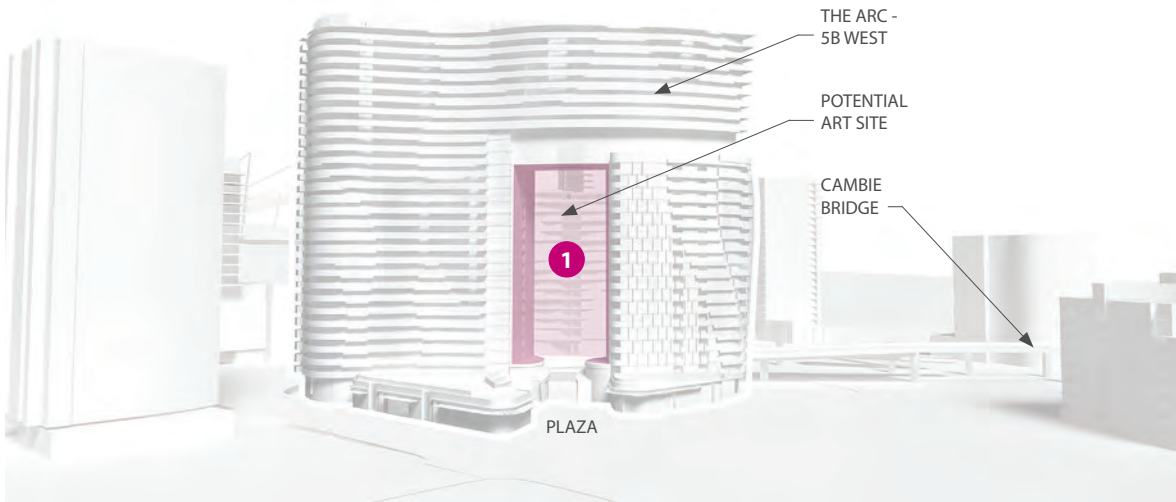


Figure 27 3D Model of The Arc building showing the potential art site in the shaded pink area. Image by Franc Architecture

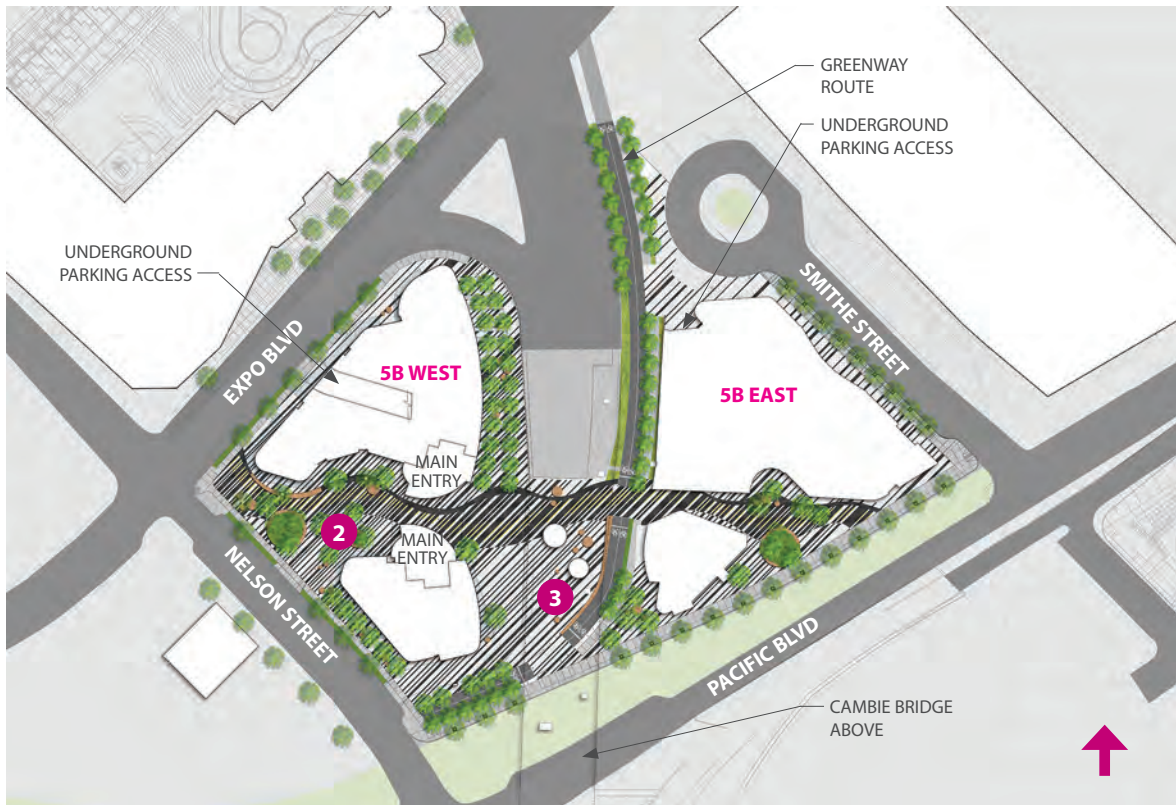


Figure 28 Rendered Site Plan for the Area 5B site (East and West). Image by PFS Studio.

AREA 5B



Figure 29 Basketball court under the Cambie Bridge where it spans over Coopers Park



Figure 30 Children's playground under the Cambie Bridge where it spans over Coopers Park

SELECTION PROCESS

14 PUBLIC ART SELECTION PROCESS

ELIGIBILITY CRITERIA FOR ARTISTS

At a minimum, the artists and artist teams being considered for this public art opportunity must have completed specialized training in the field of art and be recognized by their peers as a professional artist. They must have maintained an independent art practice for at least three years and may be established, in mid-career or emerging. They must also have developed an independent body of work and presented their work publicly in a professional context, such as in a gallery.

SELECTION PROCESS

The selection process for this project will comprise two phases. Two Art Professionals will be recruited to provide curatorial direction and oversight to the selection process. The Art Professionals and the Project Team will work collaboratively to form a consensus in the selection of an artist for this project.

PHASE ONE

The Project Team will thoroughly orient the two Art Professionals to the 5B West development project, surrounding context and public art opportunity. The Art Professionals will begin by working with the public art consultant (Maureen Smith) to develop a long list of up to twenty artists to consider for this project. Through conducting research and reviewing the artists' work and practices, the Art Professionals and public art consultant will narrow the field to a short-list of three artists.

PHASE TWO

The Art Professionals will provide an in-depth orientation to and review of the short-listed artists' practices to the 5B West Project Team. Working collaboratively to build a consensus, the Art Professionals and the Project Team will select one artist to approach with this public art opportunity. The remaining artists on the short-list will be ranked by the group and if the initially-selected artist declines the project, the second and third artists will be approached, one at a time, in the ranked order.

ARTIST AND ARTWORK SELECTION CRITERIA

The main criteria for artist selection will be the strength of the artist's work and how well their artwork, ideas and the investigation of their particular art practice fit with this particular public art opportunity. Also taken into consideration will be the artist's previous experience in working on comparable projects of scope and scale, their ability to communicate ideas visually and verbally and their ability to work effectively in a team environment with the other project consultants.

PUBLIC ART DEVELOPMENT PROCESS

The selected artist will be oriented to the 5B development project, context and public art opportunity and contracted by Concord Pacific to develop an artwork proposal. The artwork proposal will be reviewed by the Art Professionals and Project Team. Upon review and approval of the artwork proposal, subsequent detailed design and fabrication and installation agreements will form the basis for the delivery and integration of the public artwork into the artwork site(s).

SELECTION PROCESS PARTICIPANTS

ART PROFESSIONALS

- Two art professionals (curators and/or artists) who have experience working with art in the public realm and the local and international artist communities

5B WEST PROJECT TEAM

- Peter Webb, VP Development, Concord Pacific Developments
- Fred Roman, Development Manager, Concord Pacific Developments
- Walter Francl, Francl Architecture
- Chris Phillips, PFS Studio

SELECTION PROCESS FACILITATION

All stages of the selection process will be facilitated by Maureen Smith. The Art Professionals participating in this process will be provided with a \$400 per day (\$200 per half day) fee for their work.

AREA 5B



Figure 31 The Cambie Bridge vehicular and pedestrian ramps at the north end of the bridge.

SCHEDULE

15 DEVELOPMENT PROJECT SCHEDULE

MILESTONE	AREA 5B WEST <i>(target dates in italics)</i>	AREA 5B EAST <i>(target dates in italics)</i>
Rezoning Enactment	25 November 2014	15 January 2013
Development Permit Issuance	<i>May 2016</i>	11 March 2014
Occupancy Permit Issuance	<i>2019</i>	<i>September 2016</i>

16 PUBLIC ART PROCESS SCHEDULE

MILESTONE	AREA 5B WEST <i>(target dates in italics)</i>	AREA 5B EAST <i>(target dates in italics)</i>
Preliminary Art Plan Submission	04 December 2013	26 November 2013
Detailed Art Plan Presentation	April 2016	
Artist Selection Process Start-up	<i>May 2016</i>	
Public Artwork Completion	<i>2019</i>	

AREA 5B



Figure 33 The Cambie Bridge abutment wall at the northern end of the bridge.

RESOURCES

17 RESOURCES

DEVELOPMENT PROJECT WEBSITE

<http://www.onepacificliving.ca/metropolitan.html>

<http://www.arcvancouver.com>

PROJECT DEVELOPER

<http://www.concordpacific.com>

CITY OF VANCOUVER NEFC & VIADUCTS PLANNING STUDIES

<http://vancouver.ca/home-property-development/northeast-false-creek.aspx>

<http://vancouver.ca/home-property-development/viaducts-study.aspx>

CAMBIE BRIDGE LINKS

http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Transportation_MoM_Baseline_Truck_Traffic.pdf

<http://vancouver.ca/files/cov/maps-and-graphics-transportation2040-draft-plan-2012.pdf>

https://en.wikipedia.org/wiki/Cambie_Bridge