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May 10, 2021

5055 Joyce Street

Detailed Public Art Plan

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Introduction

The development at 5055 Joyce St. presents a unique opportunity for a public artwork that will contribute to and enhance what is one of Vancouver's oldest neighborhoods: Renfrew-Collingwood; a multi-ethnic landing spot for many immigrant communities continuing in its historic role as a gateway to the city.

The developer has chosen to pursue the **Option A** Onsite Artwork to ensure the highest quality and ingenuity of the public artwork. The developer and design team is looking forward to working with the City of Vancouver and the chosen artist to facilitate a notable public artwork that will enrich the experience of the neighborhood and contribute in a meaningful way to the artistic and cultural landscape of the city.



Project Details

Project Address: 5055 Joyce St., Vancouver, BC

Total FSR Area: 23,908 square meters

Public Art Budget: \$509,541.12 (@ \$21.31/sm)

Project Consultants

Project Owner

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Landscape Architect

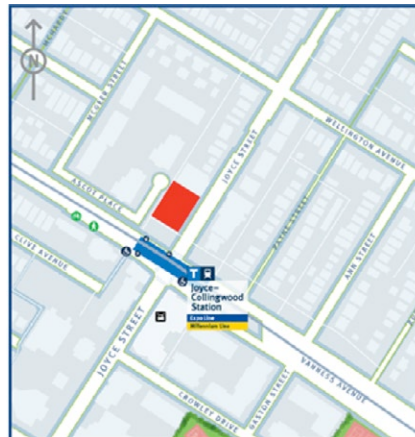
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Lukas Holy
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Context Plan

The development is located on the west side of Joyce Street immediately north of Vanness Avenue and the Joyce-Collingwood Skytrain Station. It is in the Joyce-Collingwood Station Precinct Plan area bounded by Joyce Street to the west, Wellington Avenue to the north, Payne Street to the east, and Vanness Avenue to the south.

Across the street at 5050-5080 Joyce Street another significant development under the Plan is under construction—a 30-storey, mixed-use, strata residential tower. Just to the north along Joyce Street are four-storey mixed-use developments on both sides of the street, followed by a mix of single-family homes and two-storey mixed-use buildings.



CONTEXT PLAN
1:1000

Project Description

5055 Joyce is a 36-storey mixed-use building with at-grade commercial use and 360 rental residential units in the tower. One level of units will be secured as affordable housing at rates 20% below CMHC average rents for the neighborhood.

The proposed development will contain a mix of studio, one, two, and three-bedroom units; 103 parking spaces, and 701 bicycle parking spaces.

The re-location of the traffic light from the sky-train guideway to the intersection at Joyce Street and Vanness Avenue has prompted a revised traffic management layout with the provision of a new laneway via Statutory Right of Way (SRW) along the northern boundary of the site. The proposed new laneway removes vehicular/service traffic from the interface with Vanness Avenue, providing the opportunity for a pedestrian-only plaza – a significant and celebrated benefit to the public and the residents.



Architectural Context

Inspired by the heritage of northwest modernist lightweight structural systems, nautical concepts and contemporary prefabrication, the project consists of an elegant, articulated tower. The tower's design concept includes a lightweight open frame that "floats" off the building façade.

The suspended balcony structures create outdoor living rooms, accentuating the built structure while providing shading. Planters act as additional privacy screening elements. The balconies are constructed of lightweight steel outriggers suspended via a network of steel cables, minimizing thermal bridging at the envelope and creating a diaphanous scrim for the tower. Double height spaces interspersed between floors and overlapping balcony floors create vertical communities for the tower's residents.

The residential tower offers a healthy environment with ample access to daylight in addition to incorporating increased outdoor space for residents and the community at large.

The amenity program at the podium and top of the tower includes a communal gym, indoor and outdoor communal dining areas, children's play area, and extensive urban agriculture.

The proposal maintains the intent of providing a highly energy efficient, green, healthy living building at the heart of the Joyce-Collingwood Station Precinct.

It is anticipated that the project will be a catalyst for highly sustainable development and will transform the site and the surrounding station area into a vibrant space for the community, as outlined in the planning guidelines and the goals of the 2016 Joyce Collingwood Station Precinct Plan. The improved public realm affords the opportunity for the 5055 Joyce Street Tower to become a neighborhood landmark.

Architectural Context: Landscaping

Microclimate and Metaphor

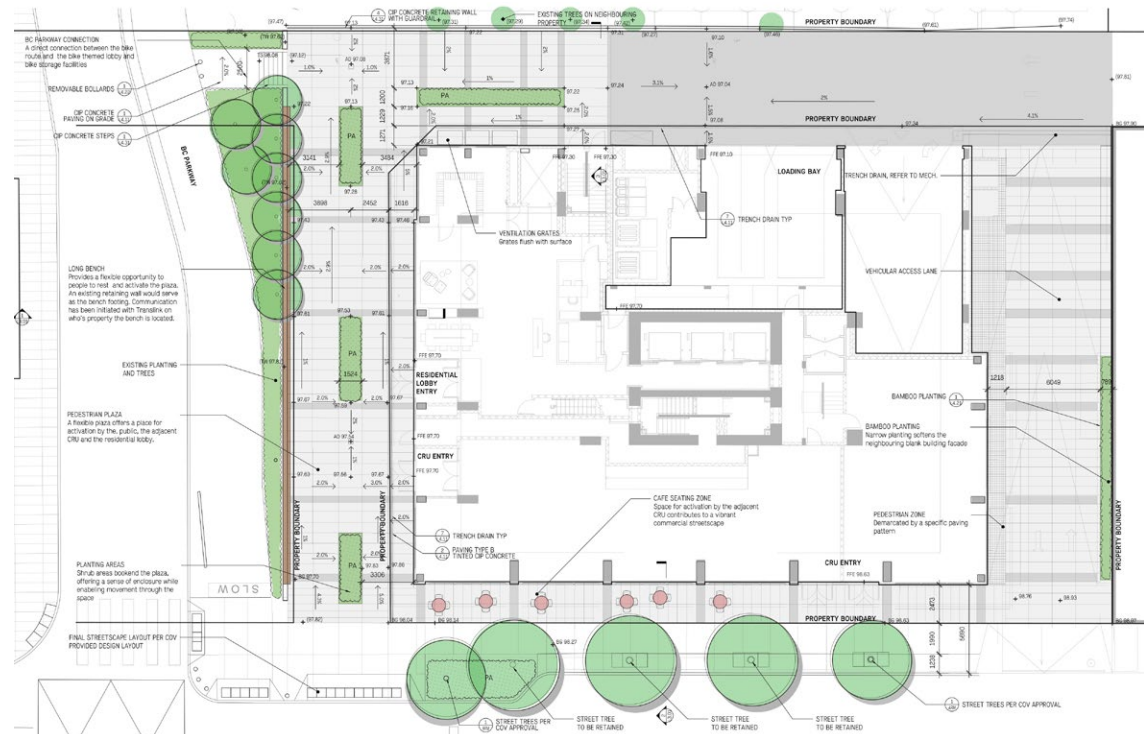
The design attempts to create the effect of a tall tree surrounded by groundcover in a forest rising out of the ground plane. This effect will be extended and enhanced through the thoughtful placement of planting and water in select niches.

Indoor/Outdoor

The landscape plan will create seamless transitions between indoor and outdoor spaces using grading, paving, vertical planting and views. Transparency into the lobby and retail spaces are emphasized. The rooftop includes private roof spaces and a shared common patio that accommodates outdoor use. Surface paving may include wood decking and concrete pedestal pavers.

Active Public Realm

Moveable furniture, site furnishings, and water feature create an intimate pedestrian-scale street, creating social spaces adjacent to the building where it meets the laneway edges. A unifying paving pattern will consolidate the site with the surrounding public realm from edge to edge.



Public Art Context

Renfrew-Collingwood is a unique community with a rich history and diverse population. It is one of Vancouver's oldest neighbourhoods dating back to the late 1890's. A multi-cultural neighbourhood made up of English, French, Chinese, Tagalog, Vietnamese, Punjabi and Hindi nationalities, the Renfrew-Collingwood neighborhood supports a vibrant art community with a commitment to culture and arts.

Welcoming people crossing Slocan Park on the way to and from the nearby 29th Avenue Skytrain station is January Wolodarsky's "Constellation Lanterns". The Constellations are large angular tapered steel covers fixed to standard light poles, fitted with interior lights and painted on both sides. The aspirations of the community are warmly radiated onto the pathway through stencil patterns designed by people of the neighbourhood, laser cut into the steel, and revealing the light-colored interior. At night, from a distance, the poles twinkle like the stars of the galaxy.





The nearby Killarney Ice Rink features "Bright Futures" by Brent Sparrow, a sandblasted glass whorl on a stainless-steel base. The design is a Salish face as the central figure surrounded by larger triangles that represent athletes of today. The smaller faces represent our future athletes.



"Abundance Fenced" by renowned Haida artist Michael Nicoll Yahgulanaas takes the form of a pod of whales pursuing a stream of salmon cascading down the slope of Kensington Park at the corner of Knight Street and 33rd Avenue. The 42 meter long steel fence sits on top of a retaining wall and shields the pedestrian pathway. Its distinctive Haida form-line design reminds us of the historic and contemporary influences of the areas' indigenous nations and the city's ties to the water. Grids and rivets that delineate the eyes, mouths and fins of the whales and the salmon, also hearken to the industrial typologies of this major arterial road, with its terminus at Burrard Inlet and Port Metro Vancouver, the destination of the majority of the trucks driving along the street below the artwork. Abundance Fenced serves as another type of vessel—containing a story of both the fragility of the ecosystem and the richness of water resources.

The "Kingsway Trail" by Sonny Assu unveiled in 2012 as part of the city's 125th anniversary, is a series of signposts along Kingsway from Main Street to Boundary Road. They appear to be standard highway signs: their surfaces, colouring and symbols are typical of markers along highway routes, directional information orienting travelers and marking resource transportation corridors. Assu's work re-orientates us, not only to the route's history as an important Indigenous trail and early colonial wagon road, but also to Indigenous narratives, plural histories and the ways in which we are living out colonial legacies: resisting and reimagining them.



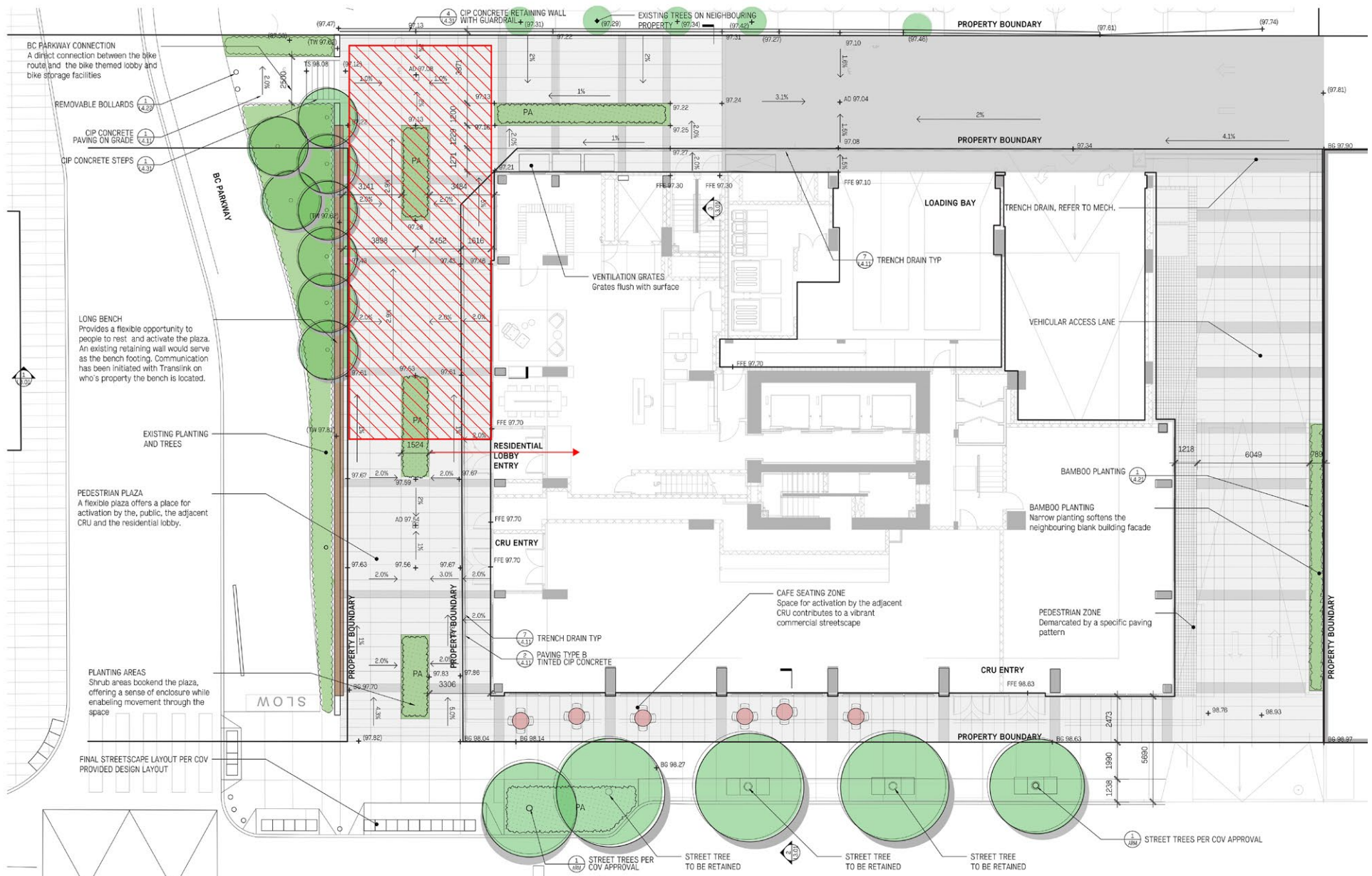
Public Art Opportunity

The new pedestrian plaza extending along the site boundary on Vanness Avenue, has been identified as an ideal site for public art. The pedestrian plaza marks a continuation of the adjacent public plaza across Joyce Street, and provides access and visual connections to the Sky-Train station, the proposed redevelopment of the Translink bus loop, and the BC Parkway.

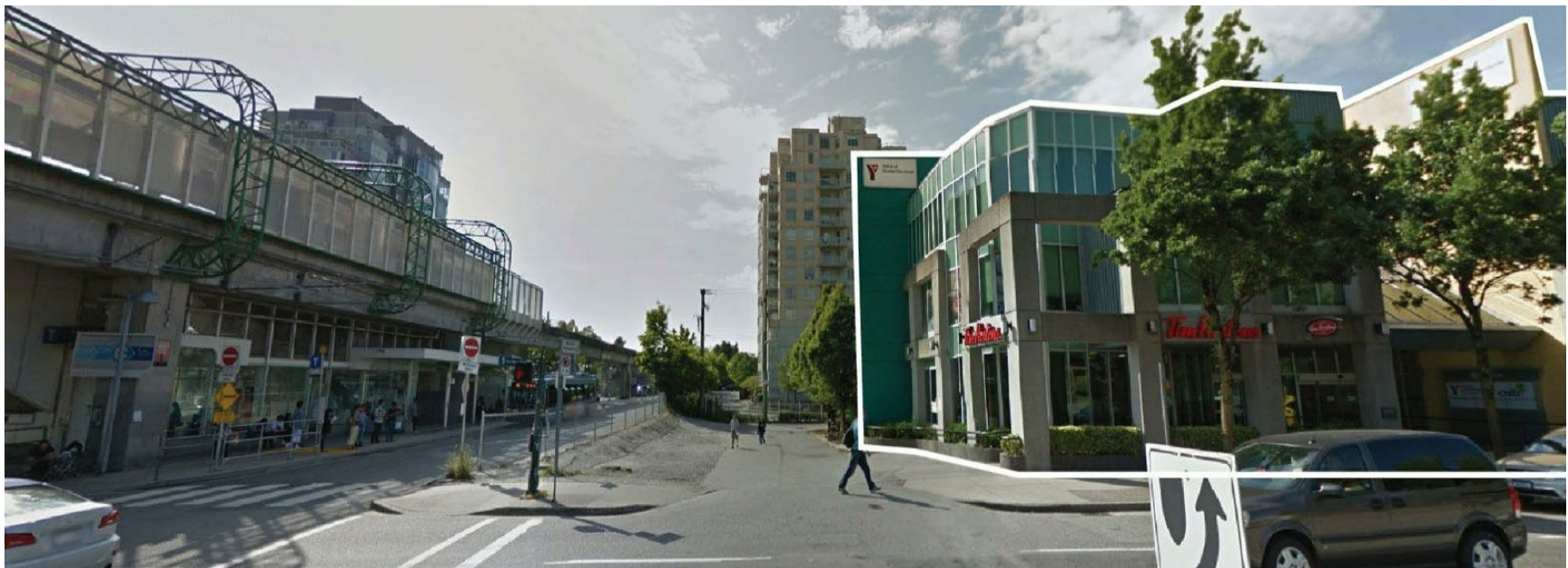
The opportunities this site provides for an artist or artist team are numerous, with optimum visibility at a crossroads where pedestrians, cyclists and riders on public transit intermix. This Site therefore offers a rich potential to create an artwork that will provide a focal point for the many intersecting publics and public use within the development and as part of the greater surrounding neighbourhood.

Because there are water and sewer lines running under the plaza, the Artist and team will need to coordinate with COV Engineering and city staff to accommodate concerns around access as required. This may require adjusting placement of the artwork or making it quickly and easily removable. A separate agreement may be required. These terms will be incorporated into both the selection process and the artist's briefings.

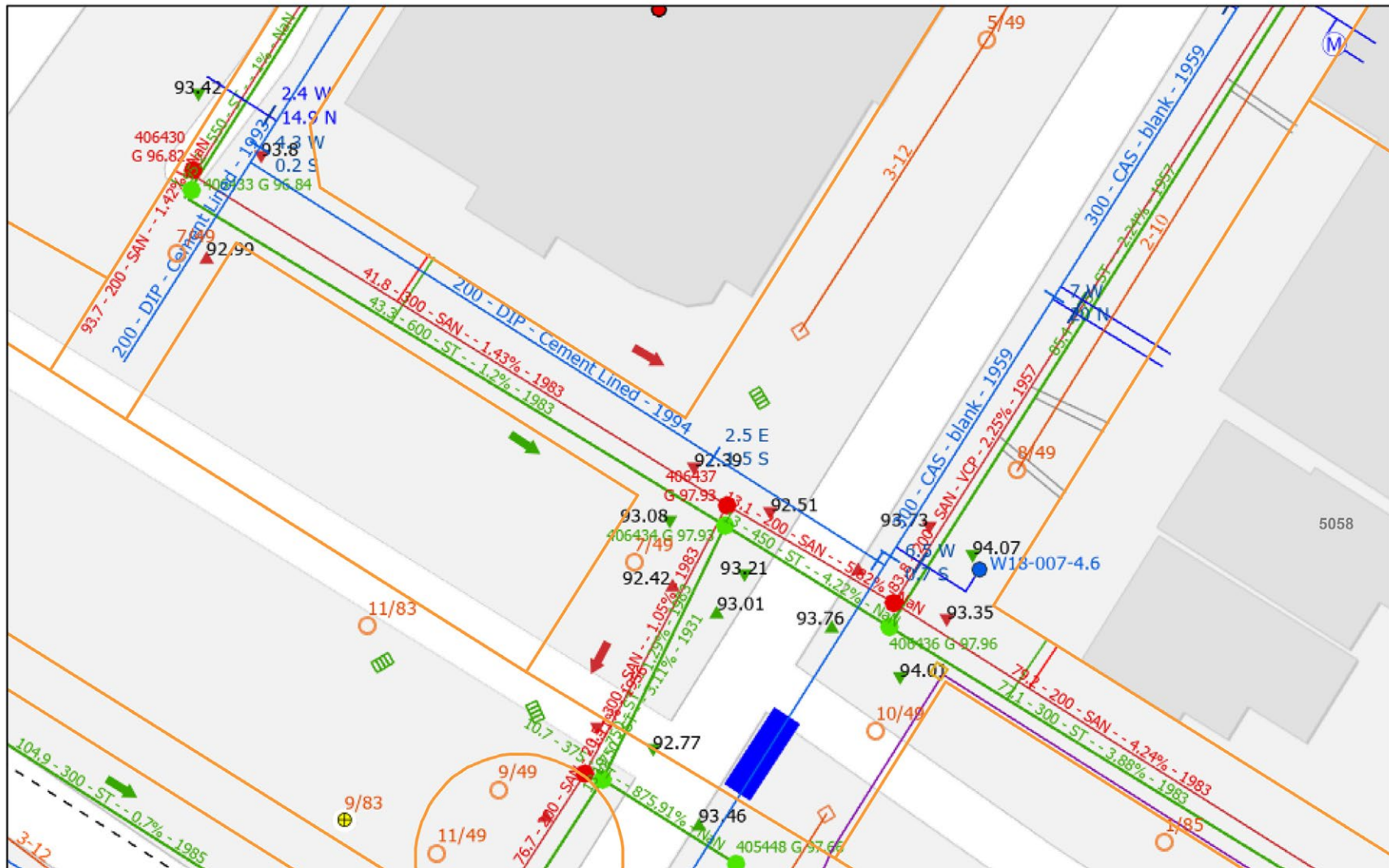






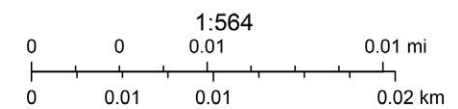


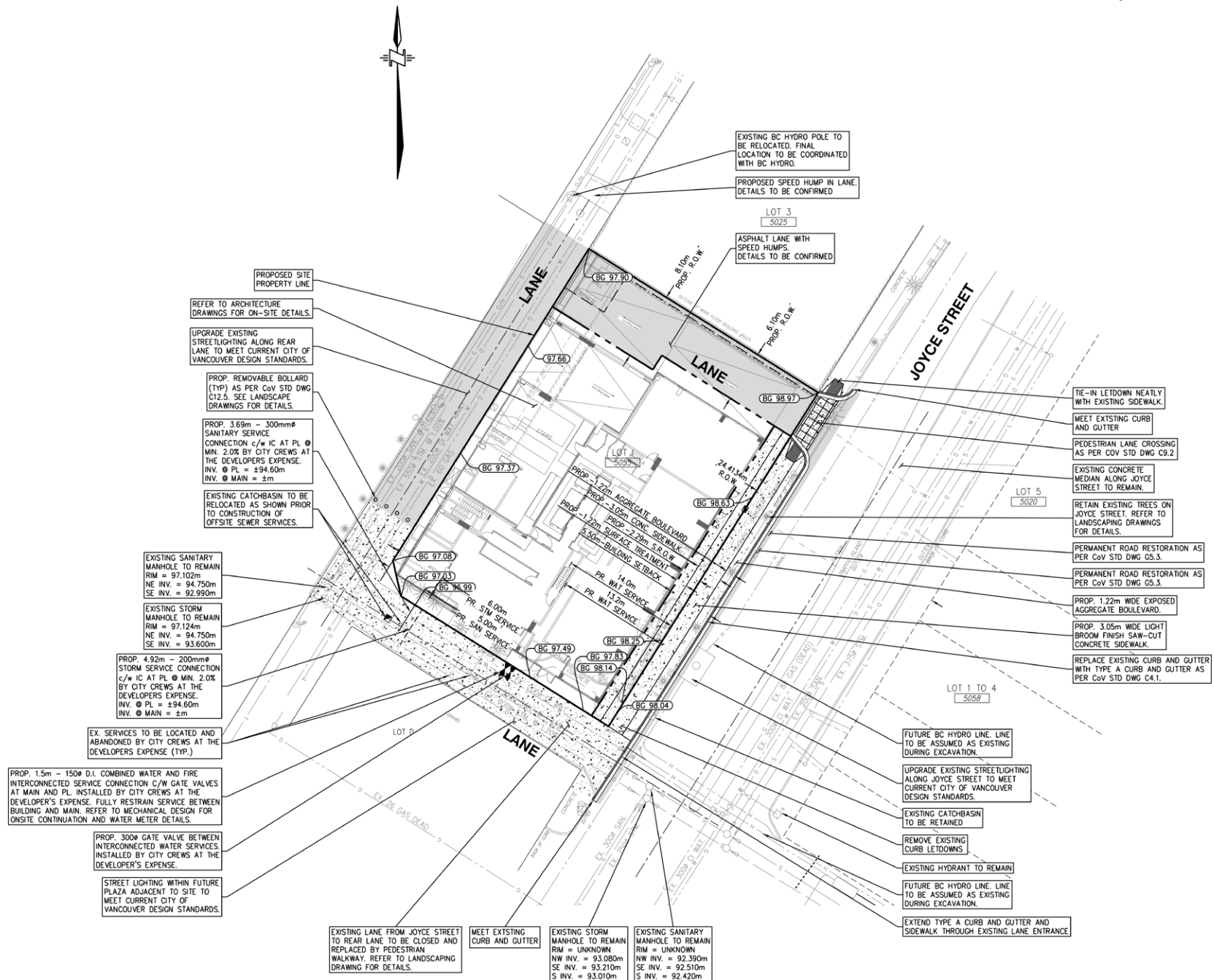
Staff Infrastructure Viewer

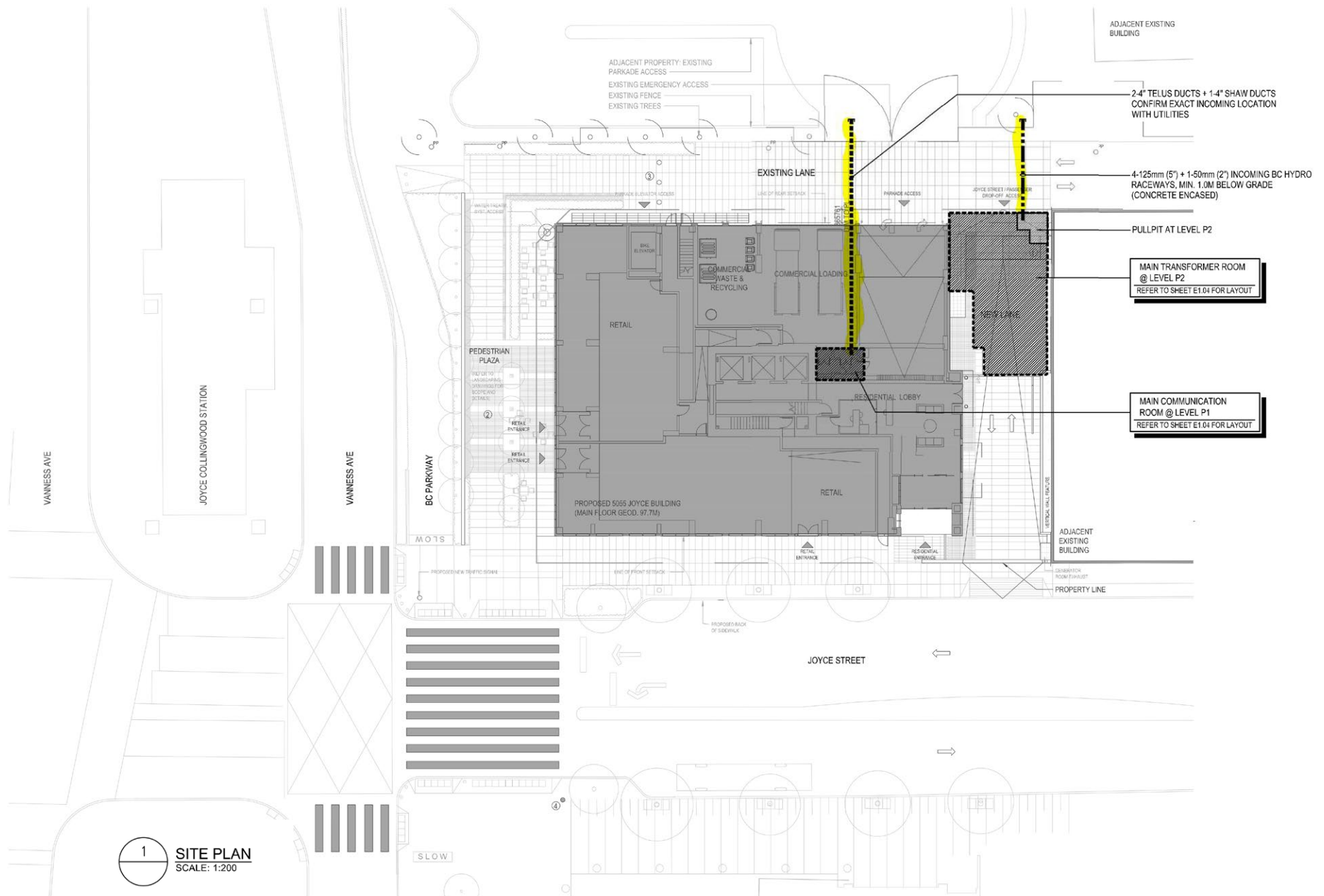


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- | | | | | |
|-----------------|----------|------------------|--------------------------------|-----------------------|
| Property Parcel | Poles | Conduits >2010 | Junction Boxes | Water Abandoned Mains |
| Addresses | Not LED | Access Boxes | Water Distribution Main Labels | |
| | Conduits | Poster Cylinders | Water Distribution Mains | |







Selection Process

All stages of the selection process will be facilitated by the Public Art Consultant, Reid Shier Inc. The selection process will be a Two Stage invitation to professional artists with a Selection Committee.

The Selection Committee will consist of 5 members including:

Design Team (1)

A representative from Westbank (1)

The Vancouver Art Community including one professional artist (3).

Possibilities include:

- Marisa Kringiwait Holmes
- Gabrielle L'Hirondelle Hill
- Russna Kaur
- Jordan Wilson
- Dana Claxton
- Amy Kazymierchuk
- Grant Arnold
- Tim Lee
- Jennifer Gray-Grant

The Selection Committee will consider Vancouver, BC, and Canadian based artists including artists from the local community.

Members of the Selection Committee, not including the representatives from the design team and Westbank, will be paid an honorarium for their participation.

Stage One

The Selection Committee will be oriented to the development, the surroundings, and the public art opportunity. Along with the public art consultant they will develop a list of 15 - 20 artists whose practices lend themselves to this particular public art opportunity. From this list, the Selection Committee will determine a short list of 3 Artists to present detailed written Public Art Proposals.

Stage Two

The 3 shortlisted Artists will be oriented to the development, the surroundings and the public art opportunity. They will be provided an honorarium of \$5000 to prepare a detailed written Public Art Concept Proposal. The Concept Proposal should contain a brief history of the Artist's work especially as it relates to the proposed concept, a brief description of the concept, a schematic

or rendering of the proposed work, and a budget. We encourage Concept Proposals be brief in order to preference discussion and questions during the oral presentation. The honorarium will be paid upon receipt and presentation of their Concept Proposals.

Final Artist Selection Criteria

- High quality and innovative concept with a clear vision of the final artwork.
- Demonstrated understanding of the public space and the impact on the proposed site.
- Understanding of the project architecture and landscaping.
- Demonstrated feasibility in terms of a detailed budget, timeline, implementation, safety, maintenance, and site consideration.
- Artistic quality of artwork presented in the documentation of the past work.
- Experience working on projects of similar scale and diversity of scope.

The final selected Artist will enter into a contract with Westbank to complete the proposed artwork on time and on budget prior to the project occupancy permits.

Public Art Budget

Based on the City of Vancouver's Public Art Policies and Guidelines, the public art allocation for this project is calculated as an 23,908 square meter FSR Area multiplied by \$21.31 for a total allocation of: \$509,541.12.

Total Public Art Budget	\$509,541.12
Artwork Design and Production	\$372,087.01
Artist Honoraria - Main Bldg. (\$5,000 × 3)	\$15,000
Jury Honoraria - Main Bldg. (\$1,500 × 3)	\$4,500
Community Advisors Honoraria (\$500 × 4)	\$2,000
Selection Process admin./ document production	\$2,000
Historical Research	\$500
Public Art Consultant	\$60,000
Developers Contingency	\$2,500
	\$86,500.00
CoV Civic Program Contribution	\$50,954.11
Total	\$509,541.12

All cost savings or unused funds remaining from the administration portion of the budget will be put towards the artwork.

Community Engagement Strategy

Community consultation and public engagement will be thoughtfully considered throughout the project. A non-voting community advisory will be established and consist of at least 3 and possibly all of the representatives from the neighborhood listed below.

The role of the community advisory will be to provide feedback and commentary to both the selection panel and shortlisted artists. The advisory will meet with the selection panel and with the shortlisted artists. In each of these meetings they will provide perspectives on their personal experiences living in the neighborhood including engaging with the site, their understanding of the history of the neighborhood, and their insights into the community's aspirations around public art. As representatives of one of Vancouver's oldest and most culturally diverse neighborhoods, the Community Advisory will provide relevant local knowledge as assistance to the artists in developing their concepts, and in connecting their concepts to the sense and use of space especially given the site's location across from the SkyTrain station and adjacent to the BC Parkway bike lanes.

The community advisors will play an integral role in the selection process, providing a voice for the community as well as guidance regarding opportunities for the celebration of the work upon completion. Advisors will be paid an honorarium for their work.

Possibilities include:

- Jennifer Gray-Grant, Collingwood Neighborhood House
- Representative Collingwood Business Improvement Association
- Daphe Solomons - senior in neighboring tower
- Monique Wong - resident and clinical counsellor at RISE Community Health Center - Collingwood Neighborhood House
- Carina Alamil - resident senior active in Filipino community
- Habiba Aki - youth staff member - Collingwood Neighborhood House
- MST Advisor (potentially from each FN)

Site History

Located on the unceded territory of the MST First Nations, Renfrew-Collingwood began as a vast wilderness. Wildlife population included geese, ducks, cougars and even black bears. Along Grandview Highway, ducks used to swim in three beaver-made lakes. And where the SkyTrain now runs along Kingsway and Vanness Avenue, fish used to swim in the extinct Moody Lake. Though MST nation villages were located closer to water, all of them used what is now the Renfrew-Collingwood area for hunting and travelling. Kingsway street was built over an ancient First Nations trail that led from New Westminster to English Bay

In 1861, Colonel Richard Moody made the first modern attempt to break through the thick forests that covered the area by building a military trail on this ancient First Nations route. Moody was sent by the Colonial Office in England overruling governor James Douglas who wanted to make the capital of the then colony of British Columbia Fort Langley. Concerned that the Americans had ambitions to annex British Columbia, Colonel Moody

determined New Westminster to be the more strategically advantageous location for the capital. Moody claimed 1.14 km² of land in the heart of the area, where the Collingwood commercial area now exists. The first settler in the area was George Wales, who moved to the area in 1878.

Renfrew-Collingwood is one of the earliest developed areas of Vancouver, and has long been shaped by transportation. It was transportation that brought non-native settlers when, in 1891,

Collingwood East Station - Southwest corner (circa 1930s)



Train leaving East Collingwood Station - Vanness and Joyce (circa 1930s)

Canada's first electric tram (a British electric streetcar) connected Vancouver's burgeoning downtown to the then bustling New Westminster. By 1896, Vancouver's first one-room school, Vancouver East (later renamed Carleton Elementary) was built to accommodate the growing number of families living along the tramway with Joyce Road named after the area's first school board secretary. Attracted by the tramway new people began moving to the area, leading to houses and stores being built near the Collingwood East Train Station, located at Vanness Ave. and Joyce St (currently the Joyce-Collingwood station adjacent to the project site).

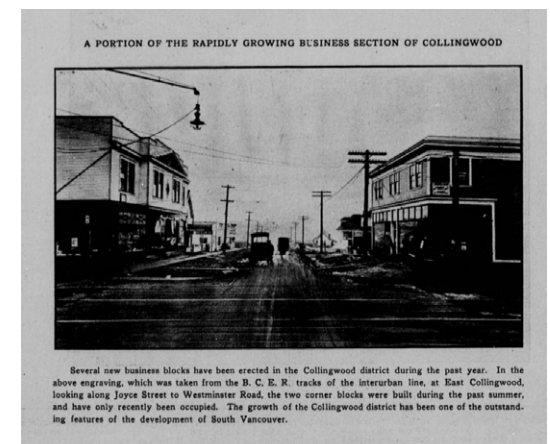
Collingwood got its name from some of the principals from the Tramway Company, who had moved here from Collingwood, Ontario. The first business established in Collingwood was the Collingwood Inn, a roadhouse that offered overnight stays to stagecoaches traveling along Kingsway between Gastown and New Westminster. In 1925, bus service started along Kingsway. Drivers defrosted windows with a row of lighted candles on their dashboard.

In 1929, as the Municipality of South Vancouver developed, the Renfrew-Collingwood area changed from a semi-agricultural area to a residential suburb area. In 1954, the interurban tram closed after 63 years of service. Then in 1986, Sky Train was built along the old interurban route, which revived the development of high-rise and low-rise apartments near station stops.

The first structure on the site was an office building with stores to the north along Joyce St. beginning in 1926. Sometime between 1954-1966 the office was replaced by a house while the storefronts remained. The current existing structure existing was built in 1992.

Ongoing historical research and consultation will be provided by:

- Lorretta Hueben, Local resident and regular historical contributor to the *Renfrew-Collingwood Community News*
- Faith Moosang, Historical researcher





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