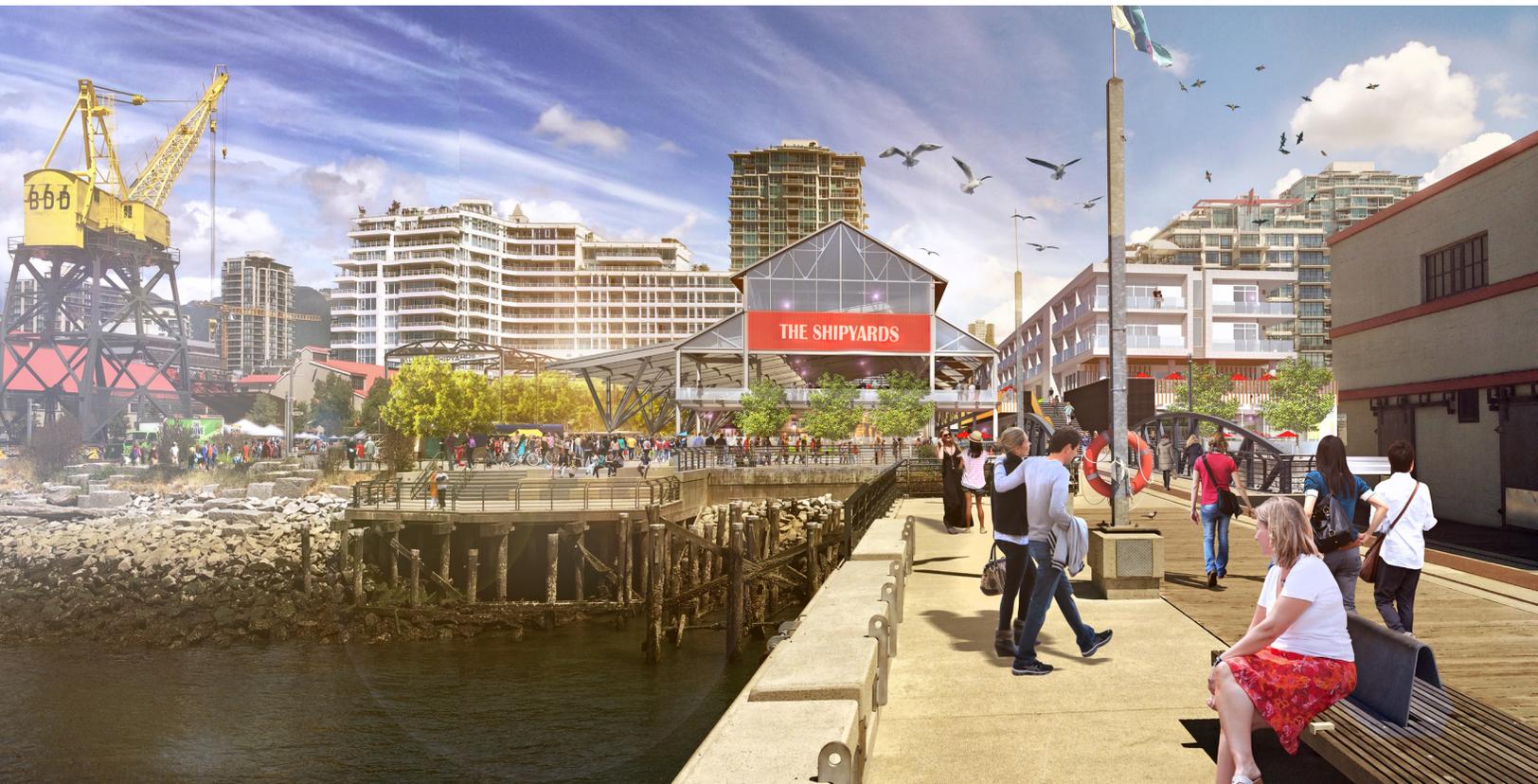


# THE SHIPYARDS - LOT 5

## Development Information Package



### DEVELOPER:

QUAY PROPERTY MANAGEMENT CORP.  
Unit 210 - 24 East 4th Avenue, Vancouver, BC V5T 1E8  
T: 604.685.2391 | F: 604.685.0959  
[www.quayproperty.net](http://www.quayproperty.net)





Quay Property Management Corp. (“QPM”) has been selected by the City of North Vancouver (“the City”) to develop the Shipyards – Lot 5 in the City’s central waterfront area in Lower Lonsdale. This waterfront development will include restaurants, cafes, retail shops and a boutique hotel (hotel use subject to rezoning), surrounding a public water play feature and outdoor skating rink.

Through this development, QPM will provide the City with the world-class regional attraction it is seeking for the Shipyards precinct. The project will incorporate elements of the Machine Shop building for historic preservation, and provide a unique mix of commercial and community uses at the Site, and will be executed with a unique and spectacularly designed architectural experience.



Exterior rendering | water play activity in summer



## DESIGN PRINCIPLES

Through substantial public outreach and planning processes, the City has adopted a clear set of design principles for the Shipyards area, which QPM has integrated into this development; these principles are outlined below.

### PEOPLE

The main objective for the area is that of a “people place”. The Lot 5 development will cater to a range of age and income groups by incorporating land uses and businesses that offer different products, food offerings and price points. The interior and exterior spaces have been designed to encourage social interaction; the commercial businesses will have spill-out uses; and the public realm will stimulate people watching.

### YEAR ROUND

People will come to this development year round. The restaurants and cafes with heated outdoor patios, the programming of the public realm, the unique community-oriented businesses, presence of public resources and access such as WiFi in the public space; these elements combined with the stunning design and unbeatable location that will together make the project a destination for all ages and demographics, throughout the year.



Exterior rendering | winter skating scene viewed from the southwest of Lot 5

### PROGRAMMED

One of the key strengths of the QPM team is the great deal of experience in animating and programming public places both informally through design, and formally through events. The businesses at the development itself will offer an element of programmed activity, and ongoing programming will offer the structured activities that will attract and entertain people. Incorporating a mobile stage into the open space will allow for various types of entertainment, and assembly of crowds up to 5,000 people when combined with Shipbuilders’ Square, and closure of Wallace Mews for events.

### INTIMATE

One of the key parameters of well-designed open spaces is to feel inviting. Places need to work for individuals as well as for crowds. To this end, the design of spaces within the development includes edges with places to sit, read, or just people watch. Outdoor patios ensure that there will always be activity for individuals even when nothing else is programmed.

### MONETIZED

The mix of uses in this project, offering a variety of price points, will ensure that there are options for everyone to at the site. The design and configuration of the development will ensure presence of small businesses and kiosks, in addition to major anchors such as a hotel (hotel use subject to rezoning) and large restaurant.



Interior rendering | event programming



### CULTURALLY RICH

Arts and cultural uses will have a presence in the development; not only through ongoing programming, but also in selection of permanent tenants for the commercial space. The design respects the historical, economic and social culture of the former Shipyard site through the integration of heritage resources.

### HISTORICALLY RICH

The reconstructed heritage Machine Shop has been positioned as the centre piece of the plan. This approach guarantees the continuity of history through the Shipyards and reminds all visitors of the built form that supported the ship building activities. Historical references will also be woven into the public open space and commercial components of the development with use of artifacts, and informational programming. From spring to fall when the skating rink is gone, bold lines etched into the surface of the plaza are visible. These lines are faithful in shape and scale to the tracings left on the floors of shipyard buildings, where the hulls of great ships were made during the early part of the 20th Century.

### VEHICLE PRESENCE

To accommodate large scale events and festivals, Wallace Mews will be subject to regular closure to vehicular access; however, the development allows for vehicular traffic during off-peak periods (day time, weekdays). Closures will take place for evening, weekend and special event activity only. During times of closure, access will be maintained for emergency vehicles and service trucks. During quiet times maintaining traffic movement will provide a level of animation to the site, and convenience for patrons and the general public. The development will feature one level of underground parking for a minimum of 125 vehicles.

### INTEGRATION

A core consideration for the design of this development, is its surroundings. This project will not be developed or programmed as an isolated site, but as a part of the larger Shipyards district and central waterfront area. This is inherently what good urban design is about and this project responds accordingly. There will be a symbiosis between the uses and design that works with the adjacent heritage components to the west, as well as the contemporary projects to the north and east. Together, the whole is greater than the sum of the individual parts.



Exterior rendering

### SUSTAINABILITY

The commercial component of the building will include several environmentally-friendly features and finishings in construction and ongoing operations, will be built to LEED performance equivalent standard, and will work with Lonsdale Energy Corporation.



## PUBLIC SPACE

The design of the public space, featuring the water play feature and outdoor skating rink, provides an attractive, dynamic and multifunctional public realm, rooted in its North Shore setting, and at once integrated with and complementary to the proposed architecture. Above all, it is conceived as a place that will attract people who, whether they are gathering, talking, eating, walking, skating, or shopping, are the universal element in great public space.



Interior rendering | event programming

At the centre of the site is a major covered outdoor gathering space that provides amenity, attraction and delight for all seasons. The areas for the outdoor winter skating rink, and the summer water play feature are located side by side, and are deftly woven together where they intersect and overlap. During winter, skaters can glide off the main rink and follow a looping route through a series of organic landforms.

In the summer the same route becomes a shallow pool that intermittently fills with water and grows in size, then drains and disappears, to the delight of kids of all ages. The landforms around the shallow pool feature various water play elements including spouts and jets. In the summer months the rink area becomes a plaza, animated by markets, car shows, performances and festivals. A cafe kiosk and patio at the south end, and seating along the circulation routes on the east, north and west edges, ensure that the entire area is vibrant and animated whether there are large crowds or intimate gatherings of a few people.

In the landscape, hard elements are designed with robust materials in simple, durable, industrially inspired forms. In counterpoint to this formal and material language, the organic landforms and colourful materials of the water play area contribute to the conversation between old and new.

## SITE CONNECTIVITY

Lot 5 is part of a procession of important places along the City's waterfront, which include Waterfront Park, the SeaBus station, Lonsdale Quay Market, future Polygon Presentation House Gallery, the Foot of Lonsdale Plaza, and Shipbuilders' Square. As such, the public space is designed with its neighbours in mind. Its form—an "urban room" extruded into and embraced by a gentle slope—references both the existing Shipbuilders' Square and the Foot of Lonsdale space under construction. It is also configured to open towards the Shipbuilders' Square, so that the two can be jointly programmed for major events.



## SPIRIT TRAIL

To ensure the integration of the project into its surroundings, all of the important connections have been taken into account. Most important is the Spirit Trail which has been incorporated to the south and east of Lot 5. Improvements to the portion of the Spirit Trail that surrounds Lot 5 have been incorporated into the design and planning for this project. This is a key element to support the commercial and public space components, and will be celebrated as a main access option for the site.



Exterior rendering | the restaurants and hotel viewed from the Spirit Trail

## PEDESTRIAN ACCESS

In order to heighten the level of pedestrian access to the site, a second floor connection is proposed from Esplanade (subject to final design and approvals). This would serve to bring people directly to the retail, arts and cultural spaces on the second level of the development, giving the project a main entry point on Esplanade. This route will also allow people to transit through the project all the way from the Esplanade north of the site to the Pier at the south. This pedestrian artery will also serve as a balcony overlooking the public space below. This approach heightens social interaction in the vertical dimension. Secondary routes provide ample axis for pedestrians – north-south along Wallace Mews on each side of Lot 5, and east-west through the middle of the site.



Interior rendering | view from second level

## BICYCLES AND VEHICLES

Convenient and visible bike parking will be featured prominently as a fundamental component of the project, in multiple locations. Vehicular access to the site is provided from the north edge of the property, with a ramp to the underground parking for both general public and hotel users (hotel use subject to rezoning). Loading will be handled with street-side loading using Wallace Mews, allowing service vehicles to reach their destination and avoiding long interior service corridors. Designed and managed properly, this style of loading – similar to that in operation for years at Granville Island with Public Market visitors percolating through loading operations – will contribute to the dynamic interest along this edge of the building.



## COMMERCIAL COMPONENT

Orientating the commercial buildings to the north and east sides of the site, surrounding the public space has been identified as the best use of the land, and will encourage maximum interaction between public and commercial areas of the site. This approach also allows for harbour views from Esplanade and areas to the north of the site. The commercial component of the project includes retail, restaurant and bars, and cafes on the ground floor, ensuring the site is activated from the ground up.

Hand-selected services, arts and culture, and community uses for the second level will also follow the requirement to have the site operating and vibrant into the evening. A boutique hotel (hotel use subject to rezoning) on the third and fourth levels will provide further exposure to the site and area from the out of town guests, while serving the needs of the community to have expanded hotel offering. The commercial development will also include support space for the public skating rink and water play feature, including washrooms, change rooms, skate rentals, and complementary retail and services.

## PROJECT TEAM

### DESIGN TEAM

<b>Developer:</b>	Quay Property Management Corp.
<b>Architectural &amp; Structural Design:</b>	DIALOG
<b>Landscape Design &amp; Public Space:</b>	Hapa Collaborative
<b>Transportation Planning:</b>	Bunt & Associates

### CONSTRUCTION TEAM

<b>Construction Management:</b>	Bell Group International
<b>Environmental Consultants:</b>	PGL Environmental Consultants
<b>Geotechnical Engineers:</b>	Golder Associates



Exterior rendering | view from north-west corner