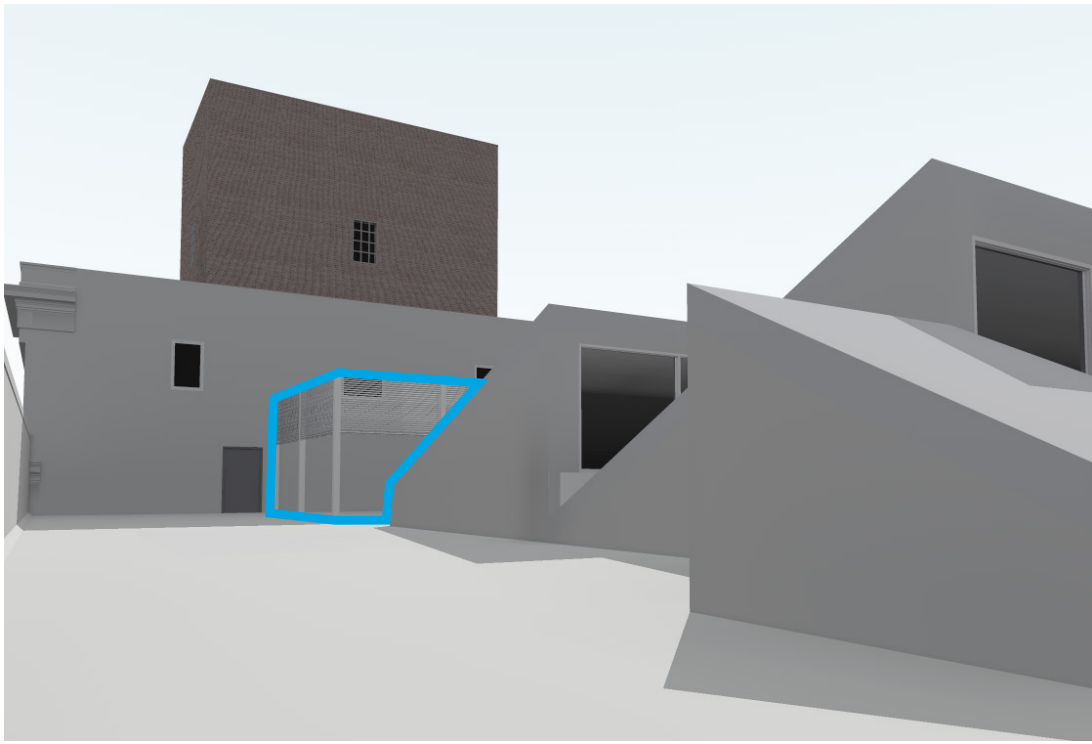
158 STERLING ROAD

Heritage Preservation Board

April 21, 2016

ERA

REVISIONS TO PREVIOUSLY APPROVED WORK



1. SKYLIGHTS

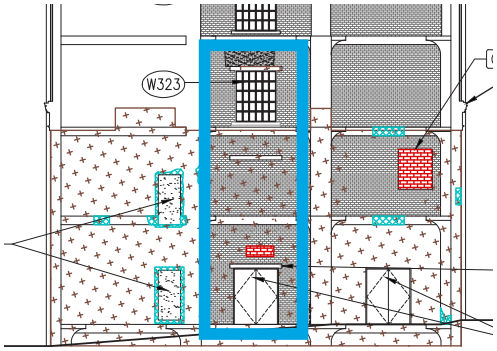
PREVIOUSLY APPROVED Removal of one skylight.

PROPOSED Removal of two skylights.

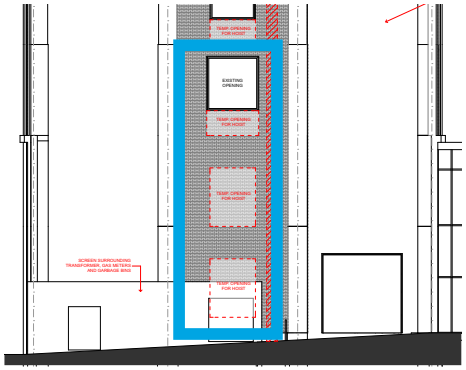
RATIONALE Required to provide additional space for rooftop mechanical equipment.

EXISTING

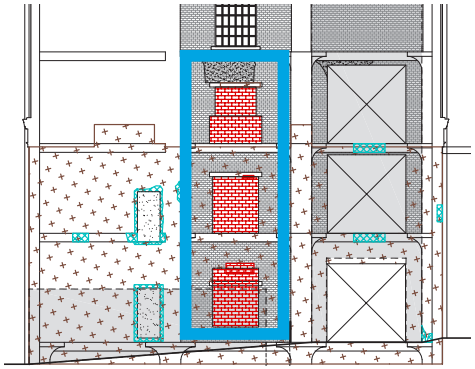
PREVIOUSLY APPROVED



TEMPORARY



PROPOSED



2. NORTH ELEVATION - FLOORS 1-3

PREVIOUSLY APPROVED A new door at grade and one enlarged window opening.

PROPOSED Temporary openings for construction hoist, then in-fill with salvaged original brick.

RATIONALE Temporary hoist required to facilitate construction; location carefully selected to minimize impact on the facade. The temporary openings will be seamlessly in-filled with salvaged brick, consistent with the original condition. The in-fill with also respond to the needs of the tenant, as MOCA does not want windows on their proposed exhibition floors.

PROPOSED NEW WORK

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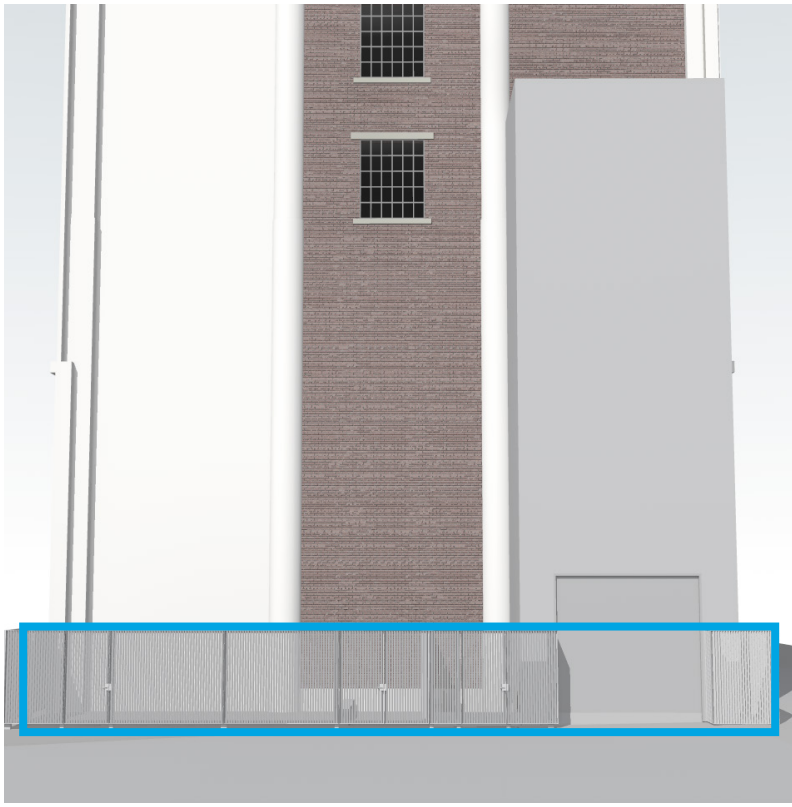
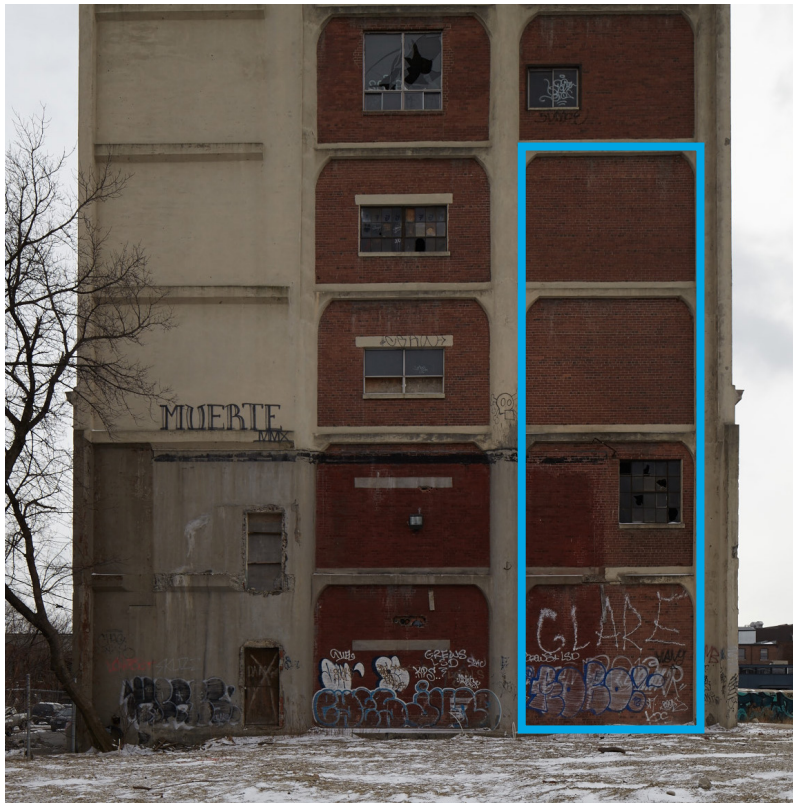
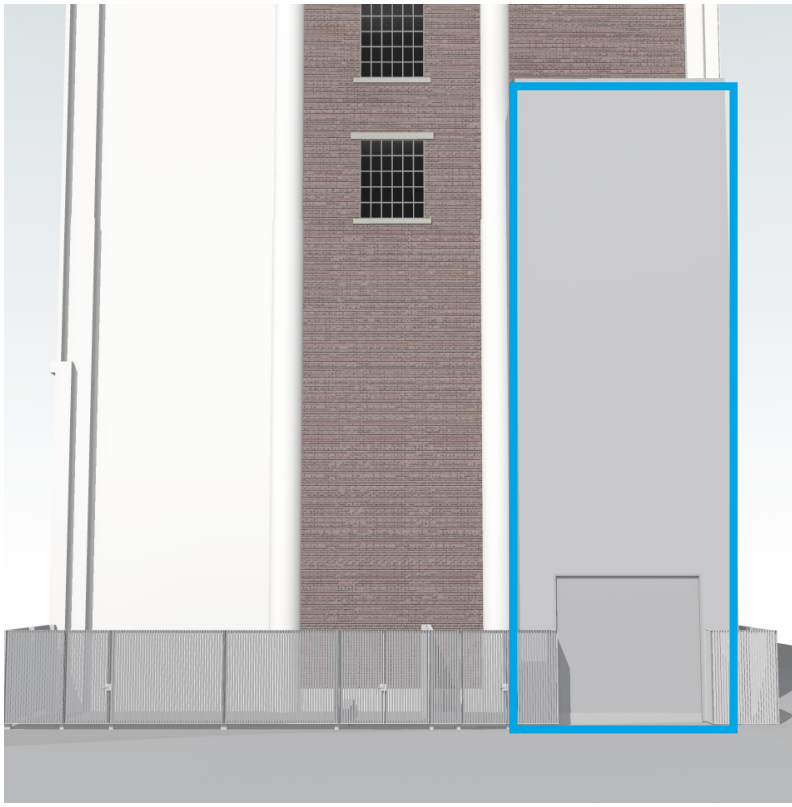


1. METAL LOUVRE SCREEN (NORTH ELEVATION)

PROPOSED Proposed new screen along the north elevation surrounding the addition of a gas meter, transformer and garbage storage area, which are required to service the building.

RATIONALE North elevation is the most appropriate location because its design is ‘unfinished,’ as the building was always intended to be expanded further north.

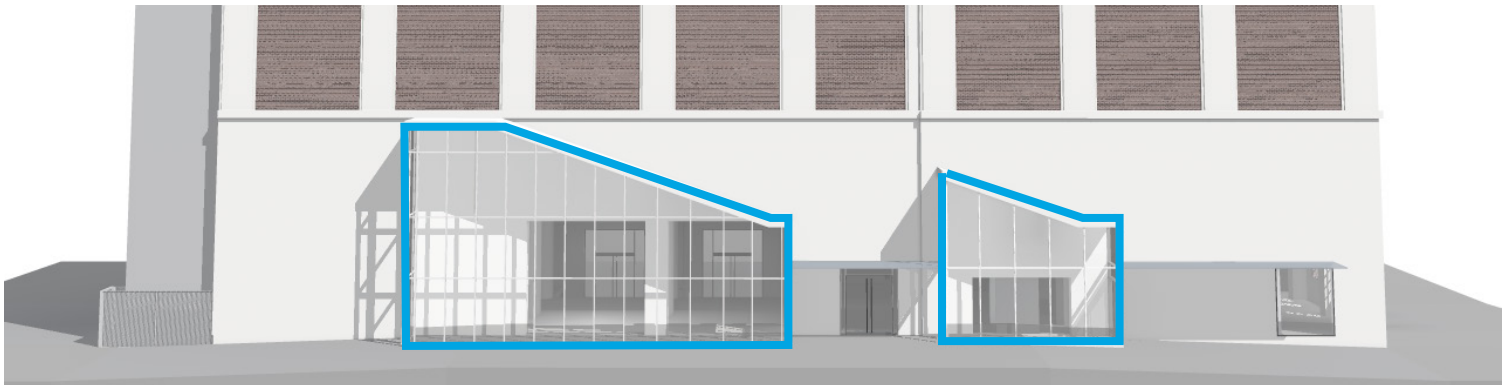




2. FREIGHT ELEVATOR (NORTH ELEVATION)

PROPOSED External 3-storey freight elevator.

RATIONALE North elevation is the most appropriate location because its design is 'unfinished.' The new elevator must accommodate the museum's unique loading requirements (very specific climate control conditions and size restrictions). A new *interior* shaft would have resulted in major structural and costly modifications to the interior of the building, as well as a dramatic reduction of usable floor area. It is also questionable if a new freight elevator could be internalized since the pit likely could not extend to the basement due to hydro-geological reasons. MOCA intends to commission murals for the external cladding of the freight elevator, which will offer an unique programming opportunity.



3. GLASS VESTIBULES (WEST ELEVATION)

PROPOSED

Two glass additions:

- The larger volume will connect the museum floors with an interior stair and will connect the proposed cafe area with the publicly accessible plaza area (which will be used by MOCA for outdoor events);
- The smaller volume will be a vestibule and entrance for the offices above.

RATIONALE

The modern additions will interpret the 'ghost lines' of previously demolished triangular sheds that formerly abutted the building. The transparent material choice will mark these as contemporary interventions while maintaining the legibility of the historic building.

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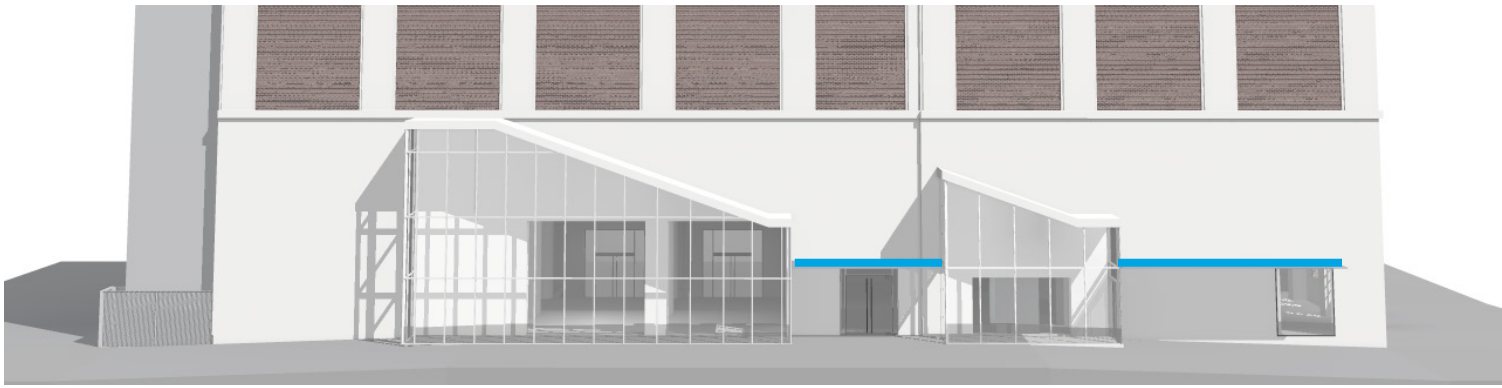

4. ENTRANCE CANOPIES (WEST ELEVATION)

PROPOSED Two laminated glass canopies on the ground floor, fastened to building with metal brackets.

RATIONALE Mark the main entrances using contemporary materials distinguishable from the heritage fabric.

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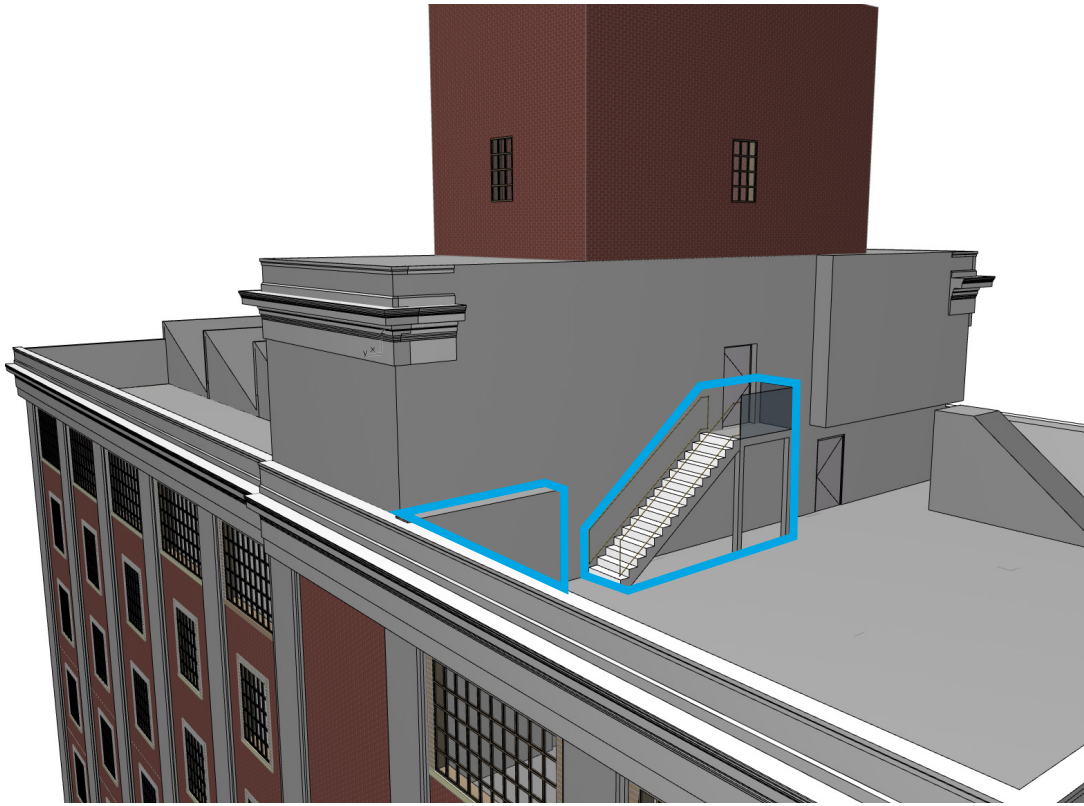

5. ROOF TOP EQUIPMENT (SOUTH FACE OF MECHANICAL PENTHOUSE)

PROPOSED New stair and elevator over-run bump out.

RATIONALE The new stair will provide access to the second floor of the penthouse. The bump-out will not exceed the height of the parapet, ensuring it will not be visible from grade.