

3.3 Rezoning No. 00294, Development Permit No. 000259 and Heritage Alteration Permit No. 00136 for 1314-1318 and 1324 Wharf Street

The City is considering a Rezoning, Development and Heritage Alteration Permit Application to allow for a new four-unit townhouse development within one building.

Applicant meeting attendees:

ALAN BONIFACE	DIALOG
ADRIAN POLITANO	DIALOG
JUAN PEREIRA	RELIANCE PROPERTIES
JON STOVELL	RELIANCE PROPERTIES
JASON WEGMAN	PWL PARTNERSHIP
TERRY FARMER	TRIAD HOLDINGS

Mr. Betanzo provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- overall response to the area context in terms of building massing and expression as these attributes relate to the specific policies and guidelines outlined in the report
- overall public realm
- distribution and expression of cladding
- vista termination elevation of the building as a character-defining element
- overall response to the existing heritage-designated Northern Junk buildings and Old Town, specific to characteristics of the Old Commercial District and the Waterfront.

Mr. Betanzo noted a correction to the height listed in the report's data table, as the proposed height is 24.83m.

Alan Boniface provided the Panel with a detailed presentation of the site and context of the proposal and Jason Wegman provided the Panel with details of the proposed landscape plan.

Questions of clarification were asked by the Panel on the following:

- were any units lost in the change from the previously proposed plans?
 - no units were lost; the reconfiguration proposes a higher density on the north side and adds a light well to help relieve this additional density
- what environmental requirements were considered with the proposed natural shoreline being underneath the building?
 - there is more work to be done on this aspect of the design
 - it is within the lot line and recognized high water mark, and cantilevered so as to connect back to bedrock
- what is the shoreline treatment underneath the cantilevered area near the heritage-designated buildings?
 - until the mid-block connection it is like Reeson Park and entirely open shore, then becomes a raised wharf with a vertical retaining wall
 - there is more detailed design work to be done
- what is the design rationale for the pavilion?
 - this presents a tiny moment of low-scale drama, allowing for the heritage-designated buildings to be revealed
 - a staircase invites people onto the rooftop, providing public access and a view to the inner harbour and Reeson Park
 - the pavilion footprint is set by the sightlines to the water, along the sidewalk and into the site

- is the patio access secured?
 - this may become public space controlled during the day, not accessible at night
- how will the pavilion's green roof work on such a steep slope next to the stairs?
 - there is a steel cable webbing to support the grasses' root systems, allowing them to remain in a near-vertical position
 - the same design has been used on Vancouver's convention centre
- how is landscaping maintenance performed on the sloped roof?
 - as on the convention centre in Vancouver, the grasses can be taken down for the winter and bounce back in the spring
- on the residential tower, was an eyebrow or canopy above the top level deck considered to minimize balconies' exposure?
 - there are glass canopies not shown at this level of detail over the doors
- what will the City do when the new bridge eventually needs replacing?
 - Mr. Betanzo noted that the bridge replacement has not been a consideration in the evaluation of this proposal
 - there is still a significant boulevard surrounding the bridge, especially at the north side
- are the balconies at the corner of Johnson and Wharf Streets each dedicated to one unit?
 - yes
- are there renderings showing the proposal from farther away, up Johnson Street and Pandora Avenue?
 - these were not included in the presentation, but can be provided
- is the intention to provide accessible public access to the lower area?
 - there are accessible, public routes through the central area and from Reeson Park
 - the parkade ramp includes a vehicle loading area and is not an accessible route, as it needs to be as deep as possible
- is there anything in City policy to encourage accessible boardwalks?
 - the boardwalk is meant to remain accessible
 - for this site, there is a ramp at Reeson Park and the north end of the walkway is accessible at-grade
- is there a rendering of the proposed park redesign?
 - the City has requested that this development represent the existing conditions of Reeson Park
 - the plan is for the proposal and the park to function as one project in order to create a successful public space
 - the park design also influences the geometry of the proposal and lines of sight through the site
- are there any concerns relating to the use of corten steel on the planters?
 - the applicants recognize that this material can be staining and imposes on everything, so it is being used strategically
- can a floor be removed to reduce the height?
 - the proposed number of stories are required to achieve density and to make the project viable while conserving the heritage-designated buildings
 - throughout public consultation there were many conversations around massing and height, and the applicants are satisfied that the proposal strikes a balance between competing requirements
 - part of the beauty of Victoria is the eclectic mix of building massing.

Panel members discussed:

- the proposal being a vast improvement over existing conditions and over previous design iterations
- the success of the proposal in enhancing the heritage component and activating the site
- the proposal's success in incorporating the park space to the east
- appreciation for the pedestrian-oriented design
- the success of the overall massing
- appreciation for the view to the water from the corner of Wharf and Johnson Streets
- whether the proposal integrates well into the Old Town context
- the west side lower levels' successful integration into the surrounding context
- the proposal giving the impression of many buildings for not that large a project
- the condo building seeming very heavy
- the proposal's appearance as substantially taller than the Janion and other buildings on Store Street
- concern for the proposed height of the condo building given the site's importance as a marine gateway
- the interpretation of the building as a landmark may justify the additional height, but the design approach is hyper-responsive
- the lower level's success in relating to the heritage-designated buildings
- appreciation for the white finish on the lower levels
- a lot of materiality for the size of the project
- questioning the appropriateness of the scale of the brown metal panels
- appreciation for the green roof on the pavilion and its interface with the heritage buildings
- concern for scale of planters in mews as shown in the landscape plans
- the proposal's success in restoring and enhancing the heritage-designated buildings while creating visual interest and reveals with mews
- success in achieving the OCP's objectives for this area
- the need for concrete resolution of the northern boulevard, and the need to work with the City on this aspect of the design
- concern for blocking the views of the shoreline from the harbour
- appreciation for the creation of the public plaza and the connection to the public realm
- concern for the projecting black balconies on the north side taking away from the architecture
- concerns for cold and darkness on the north side commercial space.

Motion:

It was moved by Stefan Schulson, seconded by Elizabeth Balderston, that the Development Permit No. 000259 for 1314-1318 and 1324 Wharf Street be approved subject to the following recommendations:

- refine the material palette to support a more cohesive approach
- recognition that the northern public plaza be developed and constructed concurrently with the project as proposed.

Carried Unanimously