

**D.1.a.b 1314 and 1318 Wharf Street - Rezoning Application  
No.00701 and Heritage Alteration Permit with Variances  
No. 00236 (Downtown)**

*Councillor Loveday withdrew from the meeting at 11:33 a.m. and returned at 11:35 a.m.*

*Committee discussed the following:*

- *Community feedback received*
- *Applications for this property that have come forward to Council*
- *Feedback received from the Heritage Advisory Panel*

**Moved By** Councillor Isitt

**Seconded By** Councillor Thornton-Joe

That Council refer the application back to staff with the direction that the application adheres more to the heritage and old town guidelines.

**Amendment:**

**Moved By** Mayor Helps

**Seconded By** Councillor Young

That the option regarding the potential sale of the land of June 30 be extended to December 31, 2020

**Motion to refer:**

**Moved By** Councillor Loveday

**Seconded By** Mayor Helps

That this amendment be referred to the in-camera portion of the meeting.

**CARRIED UNANIMOUSLY**

**On the main motion:**

That Council refer the application back to staff with the direction that the application adheres more to the heritage and old town guidelines.

FOR (5): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Young

OPPOSED (3): Mayor Helps, Councillor Alto, Councillor Potts

**CARRIED (5 to 3)**

**E.1 1314 and 1318 Wharf Street - Rezoning Application No. 00701 and Heritage Alteration Permit with Variances No. 00236 (Downtown)**

Committee received a report dated May 14, 2020 from the Director of Sustainable Planning and Community Development regarding the proposed rezoning and heritage alteration permit for the building located at 1314 and 1315 Wharf Street to allow for the construction of a new five storey mixed-use building, which incorporates the rehabilitated exterior walls of the two heritage-designated former warehouse buildings.

*Committee discussed:*

- *How retaining the facade is viewed as an amenity.*
- *Concerns with the windows being directly on the property line.*
- *Whether the proposed addition of pathway can be closed off from the rest of the pathway.*
- *Concerns with the northern building facade not being exposed and enclosed in glass.*
- *Whether the north building would require the windows in the south building to be enclosed.*

**Moved By** Mayor Helps

**Seconded By** Councillor Potts

**Rezoning Application No. 00701**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00701 for 1314 and 1318 Wharf Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Plan revisions to include frontage works consistent with the City's Subdivision and Development Servicing Standards and minor plan corrections to the satisfaction of the Director of Sustainable Planning and Community Development.
2. Preparation of the following agreements, registered on title by the applicant, to the satisfaction of City staff:
  - a. Statutory Right-of-Way for public access over the area dedicated to the Harbour Pathway and the internal alley between the two heritage buildings, to the satisfaction of City staff;
  - b. Housing Agreement to secure 47 residential rental units as rental in perpetuity, to the satisfaction of the City Solicitor;
  - c. Section 219 Covenant to secure off-site tree replacement at a four to one ratio with a cash in lieu contribution with values set per the Tree Preservation Bylaw (Bylaw No. 05-106) for public realm improvements, and a cash in lieu contribution for off-site short term bicycle parking; and
  - d. A legal agreement to ensure that building amendments would be made along the north property line to comply with building code requirements should a building be proposed for the property located at 1324 Wharf Street.
3. That Council authorize the Mayor and City Clerk to execute encroachment agreements, to be executed at the time of the building permit approval, if the

other necessary approvals are granted, in a form satisfactory to the City Solicitor and the Director of Engineering and Public Works for:

- a. building encroachments: and
- b. anchor-pinning in the City Right-Of-Way.

**Heritage Alteration Permit with Variances No. 00236**

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00701, if it is approved, consider the following motion:

“That Council authorize the issuance of Heritage Alteration Permit with Variances Application No. 00236 for 1314 and 1318 Wharf Street, in accordance with:

1. Plans date stamped October 22, 2019.
2. The Conservation Plan for the Caire and Grancini Warehouse at 1314 Wharf Street, date stamped October 22, 2019.
3. The Conservation Plan for the Fraser Warehouse at 1316-1318 Wharf Street, date stamped October 22, 2019.
4. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
  - a. Reduce the required short term bicycle parking spaces from 10 to 0; and
  - b. Increase the maximum permitted height from 8 metres to 19.25 metres.
5. Final plans to be generally in accordance with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.
6. The applicant provide details regarding their intended process for commissioning a story wall for the north elevation of the building, including an artist selection process, scope and content, and an explanation for how their project will consider the Indigenous cultural heritage of the waterfront public realm, to the satisfaction of the Director of Sustainable Planning and Community Development.
7. The applicant providing a lighting plan for the heritage buildings, to the satisfaction of the Director of Sustainable Planning and Community Development.
8. Heritage Alteration Permit lapsing two years from the date of this resolution.”

FOR (3): Mayor Helps, Councillor Alto, and Councillor Potts

OPPOSED (5): Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Dubow, and Councillor Young

**DEFEATED (3 to 5)**

**Moved By** Councillor Thornton-Joe  
**Seconded By** Councillor Isitt

That Council refer the application back to staff with the direction that the application adhere more to the heritage and old town guidelines.

FOR (5): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, and Councillor Thornton-Joe

OPPOSED (3): Councillor Potts, Councillor Dubow, and Councillor Young

**CARRIED (5 to 3)**



## Committee of the Whole Report For the Meeting of June 11, 2020

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**To:** Committee of the Whole **Date:** May 14, 2020  
**From:** Karen Hoese, Director, Sustainable Planning and Community Development  
**Subject:** Rezoning Application No.00701 for 1314 and 1318 Wharf Street

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### RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00701 for 1314 and 1318 Wharf Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Plan revisions to include frontage works consistent with the City's Subdivision and Development Servicing Standards and minor plan corrections to the satisfaction of the Director of Sustainable Planning and Community Development.
2. Preparation of the following agreements, registered on title by the applicant, to the satisfaction of City staff:
  - a. Statutory Right-of-Way for public access over the area dedicated to the Harbour Pathway and the internal alley between the two heritage buildings, to the satisfaction of City staff;
  - b. Housing Agreement to secure 47 residential rental units as rental in perpetuity, to the satisfaction of the City Solicitor;
  - c. Section 219 Covenant to secure off-site tree replacement at a four to one ratio with a cash in lieu contribution with values set per the *Tree Preservation Bylaw* (Bylaw No. 05-106) for public realm improvements, and a cash in lieu contribution for off-site short term bicycle parking; and
  - d. A legal agreement to ensure that building amendments would be made along the north property line to comply with building code requirements should a building be proposed for the property located at 1324 Wharf Street.
3. That Council authorize the Mayor and City Clerk to execute encroachment agreements, to be executed at the time of the building permit approval, if the other necessary approvals are granted, in a form satisfactory to the City Solicitor and the Director of Engineering and Public Works for:
  - a. building encroachments: and
  - b. anchor-pinning in the City Right-Of-Way.

## LEGISLATIVE AUTHORITY

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 482 of the *Local Government Act*, a zoning bylaw may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the properties located at 1314 and 1318 Wharf Street. The proposal is to rezone from the IHH Zone, Inner Harbour Heritage District, to the Old Town District 1 Zone (OTD-1), with site-specific regulations to increase the density for the redevelopment of the site with a five- storey building that retains and incorporates two heritage buildings.

The proposed amenities associated with this Application comprise of:

- an internal alleyway and elevator to provide access between the waterfront and Wharf Street, accessible to the public in perpetuity and secured via a Statutory Right-of-Way during daylight hours
- construction of a section of the Harbour Pathway fronting the subject property to City standards, accessible to the public in perpetuity and secured via a Statutory Right-of-Way
- a mural art feature on the north building wall
- tree replacement at a four to one ratio
- the rehabilitation and seismic upgrading of the two heritage properties on 1314 and 1318 Wharf Street.

A third-party economic analysis of the lift in land value resulting from the proposed rezoning has been undertaken. As detailed in the attached report, a lift in land value does not result after accounting for the heritage restoration, public realm improvements and rental tenure amenity contributions proposed.

The following points were considered in assessing this application:

- The *Official Community Plan* (OCP, 2012) Urban Place Designation is Core Inner Harbour/Legislative. The proposal is consistent with the land use and density policies of this designation and the envisioned public realm improvements with the provision of a portion of the Harbour Pathway. Additionally, the five-storey massing meets the place character features and anticipated built form for this area.
- The proposal advances OCP objectives related to improving the public realm through

the provision of a portion of the Harbour Pathway and an active street-scape, advancing sustainability objectives by contributing to a compact urban settlement close to transit and jobs as well as through the adaptive reuse of existing buildings. Economic viability objectives are also advanced by proposing a mixed-use development to contribute toward supporting local businesses. Heritage preservation objectives are advanced by seismically upgrading and preserving the majority of two heritage-designated buildings.

- The *Downtown Core Area Plan* (2011) includes the site in the Inner Harbour District and key objectives of this district are advanced with this application, including: strengthening the district for tourism, heritage, and economic development, developing and maintaining a cohesive, well-designed and vibrant waterfront area, advancing the waterfront pathway to the north and creating connections to the waterfront.
- The proposal advances policies of the *Victoria Harbour Plan* (2001) specifically through the inclusion of the Harbour Pathway, providing additional accesses to the water's edge, protecting heritage buildings from demolition and by developing the site as a lively, active, public area.
- The proposal generally meets the intent of the *Old Town Design Guidelines* (2019) in terms of building mass, siting, street rhythm, facade composition open space relationship, materials and finishes and liveability; but it is not consistent with the hierarchy policy for rooftop additions.

## **BACKGROUND**

### **Description of Proposal**

This application is to rezone from the IHH Zone, Inner Harbour Heritage District, to the Old Town District 1 Zone (OTD-1), with site-specific regulations to increase the density for the redevelopment of the site with a five- storey building that retains and incorporates two heritage buildings.

The proposal includes the following major design components:

- a sloping site with five storeys at Wharf Street and six storeys at the harbour edge
- the rehabilitation and seismic upgrading of two designated heritage buildings
- a five-storey addition to the south heritage building that encapsulates the south and west exterior walls of the existing building in glass
- brick masonry on the rooftop additions and terracotta masonry on the south addition
- construction of the Harbour Pathway along the property's waterfront frontage
- elevator access from Wharf Street to the Harbour Pathway
- public access through a central alley between the two heritage buildings
- timber decking on the waterfront pathway and lower central alley and stone paving on the west patio areas
- sedum green roof on the four-storey rooftop addition.

The following differences from the current zone are being proposed.

- increase in density from 1:1 floor space ratio (FSR) to 3.39 FSR
- increase in height from 8m to 19.1m

### **Affordable Housing**

The applicant proposes the creation of forty-seven new residential units which would increase

the overall supply of housing in the area. A Housing Agreement is proposed to secure all forty-seven units as rental in perpetuity. Units range in size from approximately 410 to 1100 square feet (38 – 102m<sup>2</sup>) and include:

- Four studio units
- Thirty one-bedroom units
- Nine two-bedroom units
- Four three-bedroom units

### **Tenant Assistance Policy**

The proposal is to redevelop two existing buildings; however, these buildings have never included residential uses and have been vacant for over four decades. As such, a Tenant Assistance Plan is not required.

### **Sustainability**

Sustainability features include:

- adaptive re-use of existing buildings
- low energy fixtures and equipment and mechanical heat recovery
- energy efficient glazing with low-e coatings, high efficiency water fixtures and green roofs.

### **Active Transportation**

A key element of the Greenways Plan and the Parks Master Plan is the completion of the proposed Harbour Pathway system. Among many objectives, both plans aim to encourage people to walk or use some other form of non-motorized transportation. The proposed section of the Harbour Pathway advances this active transportation objective.

### **Public Realm**

The application includes construction of the Harbour Pathway for the section of the pathway fronting the property. Its proposed design considers the connection to the existing south portion of the pathway and is proposed at an elevation that would maintain an accessible grade with the recently completed underpass path below the Johnson Street Bridge.

Recognized in both the *Official Community Plan* and *Downtown Core Area Plan*, the Harbour Pathway is identified as a key public amenity intended to offset growth pressures on existing public amenities that may result from an increased number of users. Additional connections to the waterfront are also promoted as a key City public realm objective. In line with these goals, this application proposes a publicly accessible alleyway to the waterfront between the two heritage buildings as well as a portion of the Harbour Pathway. The east-west alley connection to the waterfront includes a publicly accessible elevator to accommodate the grade change between the sidewalk and Harbour Pathway, to be accessible during daylight hours. The property dimensions, grade change and heritage buildings make a ramp at this location unfeasible.

Public art is encouraged as a public realm amenity as a place character feature within the Core Inner Harbour Legislative designation. To address this objective, the applicant is proposing a mural art feature on the north wall of the new building.

To mitigate the impact of the proposed tree removal and as a contribution toward public realm improvements, the applicant has offered to provide four replacement trees for every one tree proposed to be removed.

While not considered a public realm amenity, it is noted in the recommended motion to Council that plan revisions are required to include frontage works consistent with the City’s Subdivision and Development Servicing Standards and relevant City policies. At this time, a preferred road closure and turn-around design has not been confirmed and as such has not been indicated on the plans. City staff are advancing a design for this in-line with the planned road closure for this section of Wharf street.

The proposed public realm improvements will be secured with covenants, registered on the property’s title, prior to Council giving final consideration of the proposed Zoning Regulation Bylaw Amendment.

**Accessibility**

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. As noted above, the application includes a publicly accessible elevator to provide an accessible option to reach the Harbour Pathway through the subject property lands.

**Land Use Context**

The subject lands are on Victoria’s Inner Harbour. The immediate area contains the following significant features:

- the new Johnson Street Bridge to the north
- two empty waterfront parcels, immediately adjacent to the north
- a waterfront location with outward views to the harbour and inward views from the water and the Songhees Peninsula
- Reeson Park is adjacent to the south
- the site is within Victoria’s Old Town, which contains significant heritage buildings and streetscapes, and is the gateway into Downtown from Victoria West.

**Existing Site Development and Development Potential**

The site is presently occupied with two vacant heritage designated buildings and surface parking. Under the current IHH Zone, Inner Harbour Heritage District, the property could be developed to a height of approximately two storeys (8m) with a density of one to one FSR. The uses permitted in this zone include commercial, residential, clubs, restaurants and recreation facilities.

**Data Table**

The following data table compares the proposal with the existing IHH Zone, Inner Harbour Heritage District, and relative OCP Policy. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone.

Zoning Criteria	Proposal	Zone Standard IHH Zone	OCP Policy
Site area (m <sup>2</sup> ) – minimum	1,218	n/a	n/a

Zoning Criteria	Proposal	Zone Standard IHH Zone	OCP Policy
Density (Floor Space Ratio) – maximum	<b>3.39</b> *	1.0	Up to 4.0 : 1.0
Total floor area (m <sup>2</sup> ) – maximum	4,128	n/a	n/a
Height (m) – maximum	<b>19.1</b> *	8.00	n/a
Storeys – maximum	5 (6 perceived from the waterfront)	n/a	5
<b>Setbacks</b> (m) – minimum			
Front (Wharf Street)	0.00	0.00	
Rear (west - waterfront)	13.84	7.5	
Side (north)	0.00	0.00	
Side (south)	0.00	0.00	
Vehicle parking – minimum	0	n/a	n/a
<b>Bicycle parking</b> – minimum			
Long Term	69	60	
Short Term	<b>0</b> *	9	

### Relevant History

In 2010, the City of Victoria granted the applicant permission to submit a rezoning application for a comprehensive development that utilized adjacent City-owned lands, subject to a successful rezoning. Several different redevelopment proposals have been pursued by the applicant since then, but none advanced to a public hearing for the necessary rezoning.

All previous proposals considered utilizing the two empty City parcels to the north of the site and portions of closed road right-of-way associated with the construction of the new alignment of the Johnson Street Bridge. This application is no longer pursuing a comprehensive development approach and, instead, focuses development on the parcel wholly owned by the applicant.

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Downtown CALUC at a Community Meeting held on June 12, 2019. A letter dated September 10, 2019 is attached to this report.

### ANALYSIS

This analysis focuses on land use, density, public realm impacts and OCP objectives which are

the main issues for Council's consideration for a Zoning Regulation Bylaw amendment. The concurrent Heritage Alteration Permit with Variances Application report (application No. 00236) provides the heritage conservation and building design analysis relative to heritage considerations. The following City policies were used to assess the Rezoning Application: *Official Community Plan* (2012), *Downtown Core Area Plan* (2011), *Victoria Harbour Plan* (2001) and the *Old Town Design Guidelines* (2019).

## **Official Community Plan**

The *Official Community Plan* (OCP, 2012) sets out thirteen topic areas with respective goals, objectives and policies. The analysis below is organized under each topic area and staff's recommendation is based on an assessment of these policies, with a focus on highlighting where the application is consistent. Not all applications advance all OCP objectives and therefore not all consistencies and inconsistencies are highlighted. However, where significant departures are evident, a more full analysis is provided.

### Land Management and Development

Key land management and development goals relate to creating a bustling downtown and harbour that is a prominent centre for business, government and arts and culture. Urban place designations are established under this heading to identify the built form, place character, density and land uses to support the development of a diversity of places across the City. The proposed densities and uses are consistent with the Core Inner Harbour/Legislative designation in the *Official Community Plan*. Under this designation, buildings adjacent to the harbour are envisioned as being from one to five storeys with floor space ratios up to 4:1. The proposal is for a five-storey building with a floor space ratio of 3.39 to 1.0.

Other land management and development objectives aim to develop an economically vital, socially vibrant, and an attractive mixed-use urban centre. This area of the City has historically sat vacant and frequent tenant turnover has been evident within nearby commercial buildings. With the proposal for a mix of residential and commercial uses, at a density capable of supporting some commercial activity, these aforementioned goals are more likely supported than if the proposal only sought a single storey of commercial activity at this location, in accord with the site's current zoning.

The proposal for significant public amenities in this area also advances objectives to support livable communities and to create opportunities to improve public and accessible access to the waterfront. Supporting increased densities is also outlined as a way to encourage the seismic upgrading of heritage buildings within Downtown and to foster public realm improvements. Responding to this policy, the seismic upgrading and public realm amenities being offered are commensurate to the value of additional density being sought, as indicated in the land lift analysis.

### Transportation and Mobility

Under the Transportation and mobility topic area, the proposed portion of the Harbour Pathway advances a number of objectives related to:

- completing and connecting portions of the waterfront greenway
- enhancing the public realm to support increased pedestrian traffic
- creating incentives to position downtown as the destination of choice.

Compact and dense new development as proposed also supports transportation objectives by supporting downtown businesses, improving downtown vitality and by adding residential and employment opportunities to support public transit.

### Placemaking, Urban Design and Heritage

The objectives under this topic area seek to broaden Victoria's image beyond its identity as a provincial capital with an iconic harbour by contributing to the goals of sustainability, social and economic vibrancy and by creating a sense of place, while balancing heritage considerations for present and future generations. This application adds to the social and economic vibrancy of the area by proposing a mixed-use development while balancing heritage considerations by seismically upgrading and restoring the majority of significant heritage elements within the existing buildings.

The application is responsive to Victoria's geographic context and existing pattern of development by proposing low scale development at the water's edge and a small footprint development, consistent with City urban form policies and adjacent buildings, both historic and recent.

Aspects of the application that promote design excellence and sensitive infill include:

- architectural proportions that are deferential and complementary to a heritage context
- high quality materials suitable for a waterfront location within a heritage area
- general distinguishability between existing, heritage portions of the building and the additions, within a cohesive architectural composition that is consistent with the character of the area
- rehabilitation and seismic upgrading of the heritage buildings and the retention of the majority of the heritage character defining features.

Sense of place, placemaking and vibrancy are policy objectives that feature frequently within the OCP. To achieve these objectives, urban design principles around creating enclosure, defining spaces with structures and adhering to streetscape principles are promoted. Areas without these characteristics often lack the density or concentration of activities to create vibrancy, support local businesses or attract and retain interest and often do not feel safe. At five storeys, the application is consistent with the relevant policies that inform street wall heights.

The proposed Harbour Pathway and development along the edge of Reeson Park also contribute to a sense of place by providing a key urban design feature and an active edge to an under-utilized park. The relationship between the proposed building and park also achieves urban design objectives for passive surveillance of the park, which helps activate the area and contributes to a sense of safety.

Heritage property is conserved as a resource for present and future generations with the retention, seismic upgrading and adaptive re-use of the heritage buildings. The application also enhances the heritage value of the existing buildings by rehabilitating and reactivating them after numerous years of dormancy and decay. The concurrent Heritage Alteration Permit with Variances Application report provides further analysis of the application's consistency with design aspects of the proposed heritage retention.

A number of Harbour and waterfront objectives are also advanced with this application through:

- urban design that enhances the Harbour as a marine gateway while maintaining views and providing improved access to the waterfront

- enabling continuous public access along the waterfront through the inclusion of a portion of the Victoria Harbour Pathway
- new development with form and character that contributes to and complements the skyline of the Core Historic area
- retention of heritage property.

### Parks and Recreation

The Harbour Pathway also features as a policy objective under the Parks and Recreation topic area. A linear network of pedestrian paths is a major goal in this section of the OCP, and the development of this portion of the Harbour Pathway contributes to citywide and local area needs for a continuous, publicly-accessible Harbour Pathway, a vital part of the regional network of parks, open space, trails and recreational facilities.

### Infrastructure

Under the Infrastructure topic area in the OCP, polices generally speak to enabling the urban growth concept to provide funds to pay for infrastructure maintenance and capital costs and to provide and improve parkland and community amenities. The application advances these objectives generally, and specifically improves community amenities with the proposed array of public realm amenities. The mixed-use nature of the proposal also helps to manage growth through intensification which minimizes the need for new infrastructure, something a single-use, single storey proposal may not achieve.

### Climate Change and Energy

OCP policies promote the reduction of community greenhouse gas emissions through compact land use patterns and by creating networks and amenities for cyclists, pedestrians and other forms of personal mobility. The proposed density, mixed-use nature of the proposal and proposed pedestrian only amenities and spaces help to advance these goals. Additionally, encouraging building retention and re-use is a policy objective which is further emphasized with policies that support and enable the re-use and retrofit of buildings through municipal regulations and incentives, such as increased density.

### Housing and Homelessness

This application expands the supply of rental housing and housing choice to meet the needs of residents at different life stages and facilitates aging in place. All forty-five units are proposed as rental, to be secured via a housing agreement in perpetuity.

### Economy

Economic objectives in the OCP speak to supporting commercial activity in the downtown through encouraging development of vacant lands, addressing barriers to economic performance and, more specifically, strengthening the harbour as an economic gateway by creating an attractive working waterfront. These objectives are advanced through this proposal by adding uses, both commercial and residential, to revitalize this currently vacant area.

Promoting a new City image as a vibrant, diverse and creative city, while retaining the importance of heritage, history and tradition is another OCP economic objective the application supports.

High priority improvements to important gateways, such as the Inner Harbour are outlined in the OCP's economic objectives. This policy speaks to the importance of highly visible areas of the City that can influence economic perspectives and City identity. Leaving vacant buildings to deteriorate and devoting waterfront areas to parking would be inconsistent with this policy. Conversely, encouraging and supporting the redevelopment of these areas helps to advance this objective and few sites in the City are as conspicuous as the one presently considered.

Improvements to conspicuous locations that strengthen the appeal of Victoria along with the creation of an attractive and vibrant waterfront are additional tourism and visitor service objectives advanced by this application. Retaining and enhancing the historic character of Victoria is also an objective related to tourism and economic vibrancy. Here, the revitalization and active use of two of the City's oldest heritage buildings furthers this aim. The increased density sought through this application also follows policies that incentivize rehabilitation and seismic upgrades of heritage buildings to strengthen Victoria's historic tourism appeal.

### Community Wellbeing

In line with community wellbeing objectives in the OCP, this application provides community services in the form of the waterfront pathway that helps to address a fair distribution of community amenities across the City. The proposed waterfront pathway provides open space suitable for a downtown environment where open space is typically less prevalent. The proposed elevator also provides accessible access to the waterfront which helps to advance equitable accessibility throughout downtown and particularly for the waterfront.

### **Development Permit Area 9 (HC): Core Inner Harbour**

The subject property is located within Development Permit Area 9 (Heritage Conservation): Core Inner Harbour. The related objectives for this DPA are to revitalize key waterfront areas, conserve heritage buildings and to enhance the inner harbour through high quality architecture. Due to the unique characteristics of the subject property, its relative isolation from other parts of the Downtown and the historical dormancy of this location, revitalization of the key waterfront area is a pressing objective this application advances. Objectives to conserve the two heritage buildings at this location are achieved and a high standard of architecture is evident with this application.

### **Downtown Core Area Plan**

The application advances a number of objectives for the Inner Harbour District. Specifically through:

- strengthening tourism and economic development by completing a portion of the Harbour Waterfront Pathway
- revitalizing and reactivating heritage buildings and supporting economic development with the proposed mixed-use buildings
- contributing toward a well-designed and vibrant waterfront.

Specific policies related to assessing scale and mass relate to maintaining the urban amphitheatre concept for the City, where building heights remain low near the harbour and gradually increase further inland. The proposed five storey building meets this intent and continues the historic pattern of development on the waterfront. The proposal is also compatible with DCAP policies that promote contemporary designs that reflect and complement the traditional urban context. This is achieved though the proposed traditionally inspired wall to window ratios, three-part facade composition, materials and building proportions.

Other policies related to assessing scale and mass focus on creating complementary massing, proportions and building spacing similar to the surrounding context and relating new buildings on the waterfront to the existing street wall scale. Here again, the application accords with these objectives by expressing the heritage building footprint scale into the proposed upper storeys and by proposing a building height similar to the height of adjacent buildings.

### **Old Town Design Guidelines for New Buildings and Additions to Existing Buildings**

The subject property is within the “waterfront” area within the *Old Town Design Guidelines* (2019). Staff consider the application to be consistent with the majority of policies within these guidelines, with the exception of the hierarchy policy intent for rooftop additions. Staff’s recommended support for the application, despite this inconsistency is based largely on the number of other policies within the OCP, DCAP and the Harbour Plan that the application advances as well as a number of unique aspects of this application.

The hierarchy policy promotes rooftop additions to be smaller in scale and subordinate to the heritage buildings they are on. To achieve this objective, the policy suggests setbacks of four metres from the facade of the building and additions no larger than the heritage buildings themselves. For this application, this objective is not achieved. A four-metre setback at both the waterfront and street facades of the heritage buildings, with a single storey addition would create a building addition of approximately 340m<sup>2</sup> (3,600 square feet). This would yield approximately four averaged size residential units. The guidelines, however, recognize that the ability to fully meet each design guideline may be influenced by land use, lot size, topography and the overall complexity of development. The unique dual frontage aspect of this site and single-storey heritage buildings mean that any rooftop addition capable of providing amenity contributions to restore the heritage buildings and provide the public amenities outlined within the OCP would not accord with this policy.

The location and setting of the subject property is unique in Victoria. It is isolated from downtown by a park at its south boundary and empty city parcels and the Johnson Street Bridge to its north. To its east, a large traffic island and a closed traffic lane further separate the site from connections to the City. At its widest, the road right-of-way fronting the subject site is fifty-eight metres, nearly twice that of Douglas Street, the widest road in downtown Victoria. The harbour, on the western edge of the site, again isolates the site from connections to and with downtown. Future development to the north of the site, on the empty City parcels, may help to anchor and support this proposal within a street wall, however, its current isolation provides a rationale to support the density proposed to help achieve policy objectives for vibrancy and activity. Additionally, advancing public realm goals, particularly for the Harbour Pathway, would clearly be less tenable with a reduced scale of development. This area of the City has long suffered a detrimental lack of vibrancy, counter to OCP objectives. Adding density to this area will help address this shortfall; however, without inclusion of the properties to the north, a rooftop addition is necessary.

Conservation of the heritage character is advanced with this application, consistent with the guidelines, through the restoration of missing features and original window openings as well as the retention of all four walls of the heritage buildings and the majority of heritage aspects outlined in the building’s statements of significance.

Because the application is consistent with the majority of policies within the Old Town Design Guidelines, the uniquely isolated site, the small scale and dual frontage existing conditions and the likelihood of realizing the broader OCP amenity objectives for heritage preservation and public realm improvements, staff recommend that the inconsistency with the hierarchy policy is

outweighed by the collective consistency with a majority of policies specific to this high priority location.

### **Victoria Harbour Plan**

The proposal is at the edge of the Bastion Site in the Inner Harbour Area of the *Victoria Harbour Plan* (2001). This plan specifically identifies densities to support the revitalization of the Northern Junk Buildings. However, the policy envisioned a comprehensive development that included the vacant, City-owned parcels to the north. As a result, while the proposal is inconsistent with the suggested densities of the Victoria Harbour Plan, the density outlined in the OCP reflects the updated vision for this location, which the proposal is consistent with.

While the *Harbour Plan* sought to balance heritage preservation objectives for this area by promoting a comprehensive development that included the adjacent City owned parcels, the proposal does not negatively affect the development potential of the parcels to the north. A covenant is proposed in the recommended motion to Council that would facilitate development of the City-owned parcels, should the City propose a building at this location that directly abuts the shared property line. However, planning policies would anticipate a gap between the currently proposed building and a potential building to the north to encourage both physical and visual connections to the waterfront.

Within the Victoria Harbour Plan, an opportunity was identified to utilize the Northern Junk buildings in a manner that complements Reeson Park. The application supports this objective with proposed commercial activity adjacent to the Park, improved public access to the area and the inclusion of residential units which help activate and provide a presence in the area at all times of day and night.

### **Density Bonus Policy**

This project is within the Core Inner Harbour Legislative OCP Urban Place Designation and proposes a mixed-use project where the residential portion of the proposal is 100% rental. As such, *Victoria's Inclusionary Housing and Community Amenity Policy* (IHCAP, 2019) applies. Under this policy, mixed-use proposals that have 100% of the residential portion of the project proposed as rental are exempt for the IHCAP. However, in order to provide Council with additional information regarding this proposal, the City requested that the applicant carry out a land lift analysis.

The land lift evaluated the lift in land value from the existing zoned permitted density and uses to the proposed density and uses. The value of the community amenities proposed was discounted from the lift and included the rental tenure, Harbour Pathway, heritage restoration and the internal alleyway.

As detailed in the attached report, there is no lift in supported land value from rezoning the site; as such, no amenity contribution beyond what has been offered in-kind as part of the project is recommended.

### **Tree Preservation Bylaw and Urban Forest Master Plan**

The proposal incorporates the existing buildings into a mixed-use development that will require excavation and construction to the property lines. One on-site and thirteen off-site trees are present in the context of the subject site. Considering the health and structure of the trees, and construction impacts of the trees immediately on the subject property's south boundary, ten of the fourteen existing trees will need to be removed to accommodate the proposal. To offset the loss of these trees, the applicant is providing a cash-in-lieu off-site tree replacement at a four to

one ratio with values set per the *Tree Preservation Bylaw* (Bylaw No. 05-106) for public realm improvements. The attached arborist report provides additional information regarding the tree replacement and removal approach.

### Encroachment Agreement

With any project of this scale that has little to no setbacks and requires significant excavation, construction methods often require a form of underpinning which can result in material being left in the public right-of-way. The resulting material (typically rock anchors) presents no concerns to the public interest and does not impact any underground infrastructure; however, an Encroachment Agreement between the City and the developer is required. The staff recommendation provided for Council's consideration includes direction to allow staff to enter into such an agreement, if the Rezoning Application is approved by Council, and it is deemed necessary to facilitate the construction of the project.

### CONCLUSIONS

The proposal is consistent with the majority of City policies specific to this location. It advances key public amenity objectives for public realm improvements and the Harbour Pathway, it proposes the retention of the majority of heritage features in the existing buildings and it offers activity and vibrancy to an area of the City that has been dormant for many years, despite being a noted priority area for development in the OCP.

Numerous proposals have been advanced for this location, yet none have managed to satisfy every objective in the OCP. This proposal too, does not satisfy specific policies encouraging subordinate heritage additions. However, the OCP clearly lays out a broader set of City objectives that have shifted from only balancing urban renewal and redevelopment with the conservation of heritage. Instead of taking an archival approach to heritage within Old Town, the OCP sets out a vision to create a living and breathing Old Town, where buildings, old and new, are occupied, vibrant and are actively contributing to the liveability and wellbeing of the community as a whole. Therefore, given the challenges associated with the uniqueness of this site and in an effort to balance numerous important City policies, the staff recommendation is to advance the application to a Public Hearing.

### ALTERNATE MOTION

That Council decline Rezoning Application No. 00701 for the properties located at 1314 and 1318 Wharf Street.

Respectfully submitted,

  
Miko Betanzo  
Senior Planner - Urban Design  
Development Services



  
Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: June 4, 2020

## List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans, date stamped October 22, 2019
- Attachment D: Applicant's letter, dated October 22, 2019
- Attachment E: Heritage Advisory Panel Meeting Minutes dated September 10, 2019
- Attachment F: Advisory Design Panel Meeting Minutes dated September 25, 2019
- Attachment G: Photos of Building Interior and Exterior
- Attachment H: Conservation Plan – Caire and Grancini Warehouse, dated October 23, 2019
- Attachment I: Conservation Plan – Fraser Warehouse, dated October 23, 2019
- Attachment J: Statement of Significance – Caire and Grancini Warehouse
- Attachment K: Statement of Significance – Fraser Warehouse
- Attachment L: Third Party Economic Analysis Report, dated November 19, 2019
- Attachment M: Parking Variance and Access Review dated May 13, 2019
- Attachment N: Arborist Report, dated October 17, 2019
- Attachment O: Correspondence.



## Committee of the Whole Report For the Meeting of June 11, 2020

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**To:** Committee of the Whole **Date:** May 21, 2020  
**From:** Karen Hoese, Director, Sustainable Planning and Community Development  
**Subject:** **Heritage Alteration Permit with Variances Application No. 00236 for 1314 and 1318 Wharf Street**

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### RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00701, if it is approved, consider the following motion:

“That Council authorize the issuance of Heritage Alteration Permit with Variances Application No. 00236 for 1314 and 1318 Wharf Street, in accordance with:

1. Plans date stamped October 22, 2019.
2. The Conservation Plan for the Caire and Grancini Warehouse at 1314 Wharf Street, date stamped October 22, 2019.
3. The Conservation Plan for the Fraser Warehouse at 1316-1318 Wharf Street, date stamped October 22, 2019.
4. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a) Reduce the required short term bicycle parking spaces from 10 to 0; and
  - b) Increase the maximum permitted height from 8 metres to 19.25 metres.
5. Final plans to be generally in accordance with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.
6. The applicant provide details regarding their intended process for commissioning a story wall for the north elevation of the building, including an artist selection process, scope and content, and an explanation for how their project will consider the Indigenous cultural heritage of the waterfront public realm, to the satisfaction of the Director of Sustainable Planning and Community Development.
7. The applicant providing a lighting plan for the heritage buildings, to the satisfaction of the Director of Sustainable Planning and Community Development.
8. Heritage Alteration Permit lapsing two years from the date of this resolution.”

## LEGISLATIVE AUTHORITY

In accordance with Sections 617 and 618 of the *Local Government Act*, Council may issue a Heritage Alteration Permit which may be subject to terms consistent with the purpose of the heritage protection of the property, including: (i) conditions respecting the sequencing and timing of construction, (ii) conditions respecting the character of the alteration or action to be authorized, including landscaping and the siting, form, exterior design and finish of buildings and structures and (iii) security. Council may refuse to issue a Heritage Alteration Permit for an action that, in the opinion of Council, would not be consistent with the purpose of the heritage protection of the property.

## EXECUTIVE SUMMARY

The purpose of this report is to provide Council with information, analysis and recommendations for a Heritage Alteration Permit with Variances Application for the property located at 1314 and 1318 Wharf Street. The application proposes the construction of a new mixed-use building at a height of five storeys along Wharf Street, and incorporates the rehabilitated exterior walls of two heritage-designated former warehouse buildings. The proposal requires a Heritage Alteration Permit with Variances and Rezoning.

The following points were considered in assessing this application:

- the heritage-designated Caire and Grancini warehouse (c. 1860) and the Fraser Warehouse (c. 1864), often referred to as the “Northern Junk” Buildings, are among the oldest buildings in Victoria and in the province
- the buildings have been vacant and unused since 1978, a period of 42 years
- none of the proposals to re-develop the site since 1999 have been successful, including multiple versions that rehabilitated the heritage buildings without a vertical addition
- the proposal, which includes a four-storey addition to the heritage buildings and a density increase, is consistent with some aspects of the redevelopment strategy for the site described in the *Victoria Harbour Plan (2001)*, which encourages the revitalization of the heritage buildings, improved public access and open space at the bridge head
- the proposed rooftop addition is inconsistent with sections of the *Old Town Design Guidelines for New Buildings and Additions to Existing Buildings (2019)* and *The Standards and Guidelines for the Conservation of Historic Places in Canada* since the additions subordinate the heritage buildings within a much larger new development.

The application challenges many aspects of City policy pertaining to heritage conservation, which is reflected in the Heritage Advisory Panel’s recommendation that City Council decline the application. However, the opportunity to revitalize a vacant waterfront site and the proposal’s urban design and architectural qualities advance other City policies, which are factors that resulted in support from the Advisory Design Panel. In staff’s opinion, the proposed new architecture, urban design, waterfront path connection, heritage mural, and revitalization of this important and conspicuous gateway site advance key objectives of Development Permit Area 9 (HC) Inner Harbour in the Official Community Plan (OCP, 2012).

The scale, detailing and materials of the addition to the heritage warehouses respects and reinforces the character of the area, while being clearly derived from the heritage buildings themselves. The outer walls of each heritage building would be conserved in their entirety and rehabilitated, with interior features retained and exposed for visitors. The proposed evidence-based rehabilitation of the front facades is consistent with *The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines)*. On balance, the revitalization of a key site in the heart of Old Town will secure a future for a pair of long-vacant buildings. In staff’s opinion, this outweighs the proposal’s inconsistencies with existing policy.

## BACKGROUND

### Description of Proposal

The waterfront property at 1314 and 1318 Wharf Street is located at the west edge of Old Town, south of the Johnson Street Bridge on a dead-end branch of Wharf Street. The site is located across from Bridgehead Green, a triangular park formed by the curve of Johnson Street where it merges into the main branch of Wharf Street. The site slopes steeply downwards from the front to the back, descending over 3 metres to a plateau behind the warehouses. Beyond this plateau is a steep, rocky shoreline with the lot boundary extending into the water. The warehouse buildings are two storeys tall at the water and one storey tall on Wharf Street, and are separated from each other by 3.7 metres (12 feet). The Caire and Grancini Warehouse, the smaller of the two buildings, has an existing floor area of 324 square metres (3,487 square feet). The larger Fraser Warehouse has an existing floor area of 620 square metres (6,673 square feet).

Proposed is the construction of a new 47-unit residential rental building measuring five storeys (19.1m) tall along Wharf Street and six storeys (22.55m) tall on the waterfront, which would incorporate the rehabilitated exterior walls of the heritage-designated Fraser Warehouse and Caire and Grancini Warehouse. Commercial uses are proposed at the ground level in the warehouses. The development proposes extensive repairs to the exterior walls, rehabilitation and restoration of their front facades based on historic evidence, conservation of an interior brick demising wall on 1318 Wharf Street and revitalization of the site, which has been vacant for 42 years.

The proposal includes the following major design components:

- the use of contextually-sensitive cladding materials and compatible detailing on the upper storeys of the development, which respects and reinforces the Old Town context
- evidence-based rehabilitation of the front facades of the Caire and Grancini and Fraser Warehouses with the addition of glazed, multi-paned windows, cornices and historic signage
- restoration of Salt Spring Island sandstone, believed to be located beneath a layer of stucco on the front of the Fraser Warehouse
- enclosure of the majority of the Caire and Grancini Warehouse in a glass atrium, with the parapet, a chimney and a corbelled brick cornice removed and partly reconstructed at a lower height
- rehabilitation of the rear elevation of the Fraser Warehouse, including the removal of brick infill in window openings, installation of new window assemblies and reinstatement of doors at the ground floor
- reintroduction of a rear window to the rear elevation of the Caire and Grancini Warehouse and the installation of three new doors at the ground floor facing the waterfront
- new window and door openings in the conserved sidewalls of the warehouses for circulation and light
- no on-site parking
- construction of the Harbour Pathway along the property's waterfront frontage
- elevator access from the Wharf Street elevation to the Harbour Pathway elevation
- public access through a central alley that the applicant is proposing to name "Northern Junk Alley," located between the two existing Heritage buildings
- a mural art feature on the north wall.

Exterior building materials include:

- brick masonry on the rooftop additions
- terracotta masonry on the south five-storey addition
- dark metal panel cladding on the second through fourth storey central connecting element.

Landscaping elements include:

- stone paving on the west patio areas
- scored concrete on the east frontage and upper alley
- hydra pressed pavers on the rooftop top patio area
- sedum green roof on the four-storey rooftop addition.

## Data Table

The following data table compares the proposal with the existing IHH Zone, Inner Harbour Heritage District, and relative OCP Policy. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone.

Zoning Criteria	Proposal	Zone Standard IHH Zone	OCP Policy
Site area (m <sup>2</sup> ) – minimum	1,218	n/a	n/a
Density (Floor Space Ratio) – maximum	<b>3.39 *</b>	1.0	Up to 4:1
Total floor area (m <sup>2</sup> ) – maximum	4,128	n/a	n/a
Height (m) – maximum	<b>19.1 *</b>	8.00	n/a
Storeys – maximum	5 (6 perceived from the waterfront)	n/a	5
<b>Setbacks (m) – minimum</b>			
Front (Wharf Street)	0.00	0.00	
Rear (west - waterfront)	13.84	7.5	
Side (north)	0.00	0.00	
Side (south)	0.00	0.00	
Vehicle parking – minimum	0	n/a	n/a
<b>Bicycle parking – minimum</b>			
Long Term	69	60	
Short Term	<b>0 *</b>	9	

### **Description of Historic Place - 1314 Wharf Street “The Caire and Grancini Warehouse”**

The Caire and Grancini Warehouse is a narrow, two-storey brick and stone commercial warehouse built in 1860 during the development of Commercial Row in the Fraser River Gold Rush era. During this time, Victoria was a duty-free port and underwent its first significant phase of growth. Commercial Row was a hub for retail and commercial activity. The building is considered an integral part of the early harbour streetscape and is a tangible symbol of the early commercial development of the City at the gateway to Old Town.

The original owners of the building were Justinian Caire and Ermengildo Grancini, a pair of European immigrants who settled and started businesses in San Francisco. They commissioned the warehouse in order to open a branch of their shared company in Victoria. They sold iron, hardware, imported glassware and crockery. Architect John Wright designed the warehouse and it is a rare, surviving example of his work. Its dual-frontage design facing Wharf Street and the waterfront reflects the twin use of the structure for warehousing on the water side and commercial sales on the top floor facing Wharf Street. The scale of the facade facing the waterfront is considered to be a factor contributing to the building’s heritage value. Character-defining elements for the building are listed in the attached statement of significance and include the appearance of the buildings as a free-standing structure and its modest scale.

### **Description of Historic Place - 1316-1318 Wharf Street “The Fraser Warehouse”**

The Fraser Warehouse is a one- to two-storey stone building that originally had symmetrical front and rear facades. It is internally divided with a brick demising wall reflecting its original use as a pair of stores. It was built in 1864 for Donald Fraser, who was an unofficial advisor to James Douglas. Donald Fraser was a member of the Vancouver Island Legislative Assembly and a successful land speculator. A significant local architect and contractor named Thomas Trounce designed the building to incorporate a variety of materials, including rubblestone foundations, dressed quoins, granite lintels and sandstone from Salt Spring Island for the front facade. The extensive use of stone in the building reflects the building traditions of the architect’s former home in Cornwall, England.

Like the Caire and Grancini Warehouse, the Fraser Warehouse is considered an integral part of the early harbour streetscape and a tangible symbol of the early commercial development of the City. The scale of the facade facing the waterfront contributes to the building’s heritage value. Character-defining elements for the building are listed in the attached statement of significance and include the appearance of the building as a free-standing structure and its modest scale.

### **Origin of the “Northern Junk” Name**

Northern Junk Co. Ltd. was a scrap metal recycling business run by the Kramer family. The business used the properties for storage from at least 1963 until 1978 when owner Allan Kramer passed away. The name Northern Junk Co. appears in stylized lettering on the upper portion of the facade.

The official Statements of Significance for the buildings omit the history of Northern Junk Co. and do not attribute any heritage value to the business’ use of the properties for scrap metal storage.

### **ANALYSIS**

The following sections provide a summary of the application’s consistency with the relevant City policies.

## Official Community Plan

The proposed development advances strategic objectives for the Inner Harbour Development Permit and Heritage Conservation Area without exceeding planned height limits or the maximum permitted density. The Official Community Plan (OCP, 2012) urban place designation for the property is “Core Inner Harbour / Legislative,” which permits new buildings with heights between one and five storeys. The OCP also allows for floor space ratios up to 4:1 in strategic locations throughout the area for the advancement of plan objectives. Applicable policies in the OCP are summarized below:

- conserve and enhance heritage value, character and special features of areas, districts, streetscapes and individual properties throughout the City
- maintain lower-scaled buildings along the waterfront adjacent to Wharf Street and support new development with form and character that contributes to and complements the skyline of the Core Historic Area
- encourage design that enhances the Harbour as a marine gateway
- continue to support new additions that conserve and enhance heritage property, consistent with the national Standards and Guidelines
- introduce new landmarks to enhance the visual identity and appearance of Victoria
- encourage urban design that is responsive to Victoria’s geographic context and existing pattern of development, achieves excellence and creates memorable places
- promote sensitive and innovative responses to existing form and character.

The division of the proposed building into three distinctive volumes reflects the diversity of building widths and sizes along the waterfront and in Old Town. The use of terra cotta and brick cladding, punched windows and the proportion of wall to windows complements the prevailing character of Old Town. The development conserves and enhances the heritage character of much of the heritage-designated building facades by rehabilitating the waterfront and Wharf Street facades while enabling essential maintenance work to the sidewalls.

The large scale of the proposed rooftop additions, lack of step backs and subtle contrast between old and new construction makes it difficult for viewers to appreciate the original scale of the warehouses, which “contribute to the diversity of the City’s historic shoreline as viewed from the Inner Harbour waterway” (see Statements of Significance). However, in staff’s opinion, this impact is offset by the benefits of restoring commercial uses to a site after decades of vacancy, and the many enhancements to each of the facades. Staff are also recommending a lighting plan be provided for the buildings as a further enhancement. Architectural lighting would illuminate the heritage facades at night, turning them into a focal point and allowing viewers to see and appreciate the conserved buildings at their original scale.

The OCP includes this property in Development Permit Area 9 (HC): Inner Harbour. The key objectives of this designation are:

- a) To sustain the Working Harbour as defined and described in this plan through the revitalization of key waterfront and adjacent lands, including but not limited to Ship Point and locations along Wharf Street.
- b) To conserve the heritage value, special character and the significant historic buildings, features and characteristics in the Inner Harbour area.
- c) To enhance the Inner Harbour through high quality of architecture, landscape and urban design that reflects the area’s functions as a marine entry, Working Harbour and community amenity in scale, massing and character while responding to its historic context...

The proposal would meet objective (a) by revitalizing a key waterfront site that is currently vacant. It would meet objective (c) by delivering high quality landscape and urban design features including the waterfront path extension and a pedestrian alley between the warehouses. To assess the proposal's consistency with objective (b), the following sections of the report include reviews of the *Downtown Core Area Plan* (2011), *Old Town Design Guidelines for New Buildings and Additions to Existing Buildings* (2019), *Victoria Harbour Plan* (2001) and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010).

### **Downtown Core Area Plan**

The development conserves most physical features of the heritage-designated buildings and the overall development is sensitive to the prevailing scale of Old Town. This reflects the Downtown Core Area's vision of a balance between sensitive new development and heritage conservation. While the scale of the additions exceeds what would normally be anticipated, the additional density is required to fund the rehabilitation and the construction of the harbour pathway and residential rental tenure.

The *Downtown Core Area Plan* (DCAP, 2011) includes the following relevant objectives for heritage conservation in the downtown:

1. Retain, protect and improve real property with aesthetic, historic, scientific, cultural, social or spiritual value and heritage character as a benefit to the public.
2. Development and heritage conservation are balanced through sensitive new infill and property additions that respond to the heritage value and character of Downtown Core Area Districts.

The DCAP contains the following relevant policies for the conservation of heritage properties and districts in the downtown:

- 7.3. Conserve heritage values of the Downtown Core Area and its character-defining elements, such as individual buildings, collections of buildings, streetscapes, structures and features
- 7.12. Maintain lower scale building forms along the waterfront adjacent to Store Street, Wharf Street, Government Street and Belleville Street, and in these locations support new development with form and character that enhances the heritage value of the Historic Commercial District
- 7.18. Support new development that conserves and enhances the form, character and features of heritage property and areas, where controlled and regulated in the Downtown Core Area

Viewed in the larger context of the Old Town District, it is a sensitive infill development. At five storeys, the height of the new development is lower than other nearby buildings on the waterfront including 409 Swift Street (six storeys), 1610 Store Street (six storeys) and 1234 Wharf Street (eight storeys), and maintains a lower scale of building form relative to recent examples. It has a compact width, which maintains views to the larger district. The new development conserves and enhances the heritage character and features of the warehouse buildings through repairs and conservation.

## Old Town Design Guidelines for New Buildings and Additions to Existing Buildings

The *Old Town Design Guidelines* (2019) are divided into two parts to address two types of development: new infill buildings and rooftop additions.

### Consistency with Guidelines for New Buildings

The proposed development is a rooftop addition to the heritage-designated warehouses. If it were a new building, the development would meet the applicable design guidelines for an infill building in the waterfront area. Its five-storey height and well-articulated massing achieves an appropriate mass, scale and siting (Section 5.1 - Building Mass, Scale and Siting). The use of structural bays, vertical proportions and regular punched window pattern create a visible street rhythm (Section 5.2 - Street Rhythm). Its facade includes a well-defined base, middle and top composition (Section 5.3 - Facade Composition), while the restored glazing at the front of the heritage-designated buildings creates a positive relationship to the street and adjacent open space (Section 5.4 - Relationship to Street and Open Space). The masonry and terracotta cladding are durable, high-quality choices that are common in Old Town (Section 5.5 - Materials and Finishes). The floor plans show residential units with large, operable windows and balconies ensuring adequate light and ventilation (Section 5.6 - Liveability).

### Consistency with Guidelines for Rooftop Additions

The proposal does not conform to a number of guidelines under the rooftop additions chapter. Chapter 3 - How to Use These Guidelines cite factors including land use, lot size, topography and overall complexity of the development as reasons why a development may not be able to fully comply with the guidelines. The following are unique site factors worthy of consideration:

- the small size and exposed setting of the heritage-designated buildings would make any addition a significant alteration to scale, form and massing
- the 42-year vacancy of a pair of heritage-designated buildings on an important waterfront site has created issues like vandalism, an interruption in the waterfront path system, and inactivity along Wharf Street
- the development is more complicated due to building rehabilitation and seismic upgrading requirements, which include removing partially collapsed floors in the buildings and the introduction of new mechanical, plumbing and electrical systems, among many other upgrades
- extending the David Foster waterfront pathway is a key policy objective that would be achieved through the rezoning.

The development is inconsistent with Section 6.3 of the guidelines on rooftop additions. The intent of Section 6.3 - Hierarchy is for new rooftop additions to be subordinate to historic buildings. The section envisions rooftop additions that are discrete and generally smaller in scale:

*A new rooftop addition should not compete with a historic building in size, scale or design, and should maintain the visual significance of the historic building within the streetscape. An addition that radically exceeds the size and scale of a historic building, or has a visually dominant design, undermines the heritage value of the building and district.*

Guidelines to achieve this include:

6.3.1 *Rooftop additions should be physically smaller in scale than the building they are connected to.*

6.3.2 *Rooftop additions located on buildings three storeys or less should be stepped back no less than 4m from the facade of the building that faces a street in order to reduce the impact of the additional building mass on the public street, improve sunlight access on the public street and better distinguish the form and scale of the original heritage building.*

In order to meet guideline 6.3.2, the proposal would have to provide a four-metre setback at both the waterfront and street facades of the heritage buildings and a single storey addition. This would result in a building addition of approximately 340m<sup>2</sup> (3,600 square feet) containing a maximum of four average size residential units. Such an addition would still be conspicuous without providing enough extra density to offset rehabilitation and harbour path costs. By not providing a step back to the addition, the applicant is able to achieve a more cohesive overall building design.

The proposal does not provide a notable physical separation between the addition and the top of the Caire and Grancini Warehouse. To accommodate the addition, the applicant is proposing to remove the side and waterfront parapets along the full length of the building, which means the scale of the warehouse will be artificially lowered. The Advisory Design Panel recommended that the proposal be revised to conserve the full side and waterfront parapets; however, because of construction challenges and the extent of the redesign that would be required, the applicant is unwilling to raise the addition up above the parapet.

The proposal meets some other applicable guidelines for rooftop additions. In particular, it achieves the intent of Section 6.1 - Meaningful Conservation and Enhancement since it proposes conservation of the majority of the historic buildings, except for their roofs, including conserving their interior configurations and an interior demising wall of the Fraser Warehouse. The proposal also restores missing original building features. The proposal achieves the intent of Section 6.2 - Compatibility through the use of relatively restrained detailing and a subdued colour scheme along with durable and textured materials. The development does not clearly achieve the intent of Section 6.4 - Distinguishability because of the similarity in materials and design between old and new construction.

## **Standards and Guidelines for the Conservation of Historic Places in Canada**

### Consistency with General Standards

The proposal is a rehabilitation project according to the *Standards and Guidelines*. Rehabilitation is defined as the sensitive adaptation of an historic place for a contemporary use while protecting its heritage value. The proposed rehabilitation includes the restoration of the Wharf Street facades, reanimation of the vacant buildings with new uses, and the enhancement of the side and rear elevations through maintenance and removal of graffiti.

The proposal would conserve and enhance many of the physical features of the warehouses while reanimating the buildings with commercial uses after 42-years of vacancy. The proposal would conserve the interior configurations and interior features of the warehouses, meaning the public could view them when visiting the ground floor businesses. Decades of slow deterioration, disuse and public avoidance has had a serious impact to the buildings' heritage value and character-defining elements, which include the use of the buildings for commercial purposes.

The following is a list of relevant general standards drawn from the larger list of fourteen standards, with staff commentary provided:

1. *Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable, character-defining elements. Do not move a part of an historic place if its current location is a character defining element.*

The proposed rehabilitation weakens an aspect of the buildings' heritage value, which is the contribution of their low scale waterfront facades to the diversity of the shoreline. The lack of step backs and contrast mean that the buildings no longer appear as free-standing, low-scale buildings. However, the restoration of commercial uses to the site, the supporting residential uses and the facade rehabilitation will improve the heritage value of the site by making the buildings part of the working waterfront once again.

3. *Conserve heritage value by adopting an approach calling for minimal intervention.*

The alterations to the scale of the heritage buildings are not consistent with a minimal intervention approach; however, the land lift analysis indicates that the proposal includes the minimum density required to offset seismic upgrading costs, rehabilitation costs and the Harbour Pathway, while still respecting OCP density limits. The cost to undertake the heritage rehabilitation and seismic upgrading of the walls is estimated at \$2,300,000 with the Harbour Pathway costing approximately \$500,000.

5. *Find a use for an historic place that requires minimal or no change to its character-defining elements.*

The proposed uses result in significant changes to the building's appearance as free-standing structures, which the applicant has stated is proportionate to the investment needed to rehabilitate the buildings, restore key features and deliver the waterfront path extension. The proposal also conserves and rehabilitates all other character-defining elements of the buildings including the exterior brick and stone walls, rubble stone foundations and window openings. The proposal also restores commercial uses to the site, which is listed as a character-defining element despite the site being vacant.

10. *Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.*

The facade designs of the new addition are compatible with the historic warehouses, although the height of the addition exceeds what the relevant design guidelines recommend. According to the heritage consultant, the new designs are derived from the original spacing of pilasters and windows on the front of the warehouses.

The lack of step backs from the heritage building facades to the rooftop additions combined with the subtle contrast in materials results in a significant alteration to the original scale of the warehouses. The additions are not subordinate in size. However, the design of the new additions is clearly derived from the heritage buildings and becomes a logical vertical extension of the originals. This is consistent with historic buildings like the Guild Building at 1250 Wharf Street, in which an original, low scale building established the design vocabulary for seamless larger additions and extensions. According to an explanation of standard 11 in the *Standards and Guidelines*, subordination is not a question of size, but whether the addition detracts from a historic place or impairs heritage value. The lack of separation, marginal setbacks and absence

of visual relief between the old and new construction does detract from the elements of heritage value that relate to the warehouse's original 1860's scale; however, the revitalization and reanimation of the site enhances the heritage value that resides in the historic commercial use of the site and the long history of pragmatic adaptation to evolving needs.

11. *Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.*

The walls of the original warehouses are proposed to be conserved *in situ* with new construction occurring within the walls. If the new work were ever dismantled, the form and integrity of the heritage buildings would survive.

### Consistency with Guidelines

#### *Exterior Form*

Section 4.3.1, which contains the guidelines for exterior form, recommend maintaining a building's historic proportions with any new addition and ensuring that heritage value is maintained. The new additions do not maintain the building's original proportions and there are no setbacks. The proposed removal of the parapet of 1314 Wharf Street and the proposed change in the building's historic proportions is not consistent with this guideline.

#### *New Windows and Doors*

The proposed new window and door openings on the north elevations of 1314 and 1318 Wharf Street and the south elevation of 1314 Wharf Street will enable the interiors to be successfully adapted to new commercial uses. This is in accordance with Guideline 20 of Section 4.3.5 - Windows, Doors and Storefronts, which allows for new windows and doors on non-character defining elevations in a manner that is compatible with the buildings' style, era and character.

#### *Conservation of Existing Masonry and Other Character-Defining Elements*

The Conservation Plan has carefully detailed an approach to conserving the existing masonry by replacing damaged and deteriorated masonry with reused masonry salvaged from the buildings. Other character-defining elements of the buildings, such as sandstone lintels and sills, decorative elements, brick chimneys, parapets and brick cornices, will be retained and restored, or replaced to match existing if they are beyond repair.

#### *Conservation of Existing Window and Door Openings*

All brick infilled window and door openings will be restored and rehabilitated in locations that follow the new design intent. The original timber windows are in very poor condition but will be recreated to match existing.

#### *New Windows*

Proposed new windows have been designed to be compatible with existing historic details and are in accordance with the *Standards and Guidelines*.

### **Victoria Harbour Plan**

The proposal is at the edge of the Bastion Site in the Inner Harbour Area of the *Victoria Harbour Plan* (2001). The proposed development is inconsistent with the recommended redevelopment

strategy for these buildings. The plan states that the City should consider applications to expand the site of the Northern Junk Buildings to the adjacent City-owned property and increase density up to 1.2:1 floor space ratio in order to promote their revitalization. Over the previous 10 years, the applicant explored multiple iterations of this strategy in which the Northern Junk Buildings were unaltered and a new building or buildings were located on the site to the north. However, these proposals did not come to fruition.

The current proposal advances other objectives of the plan, including developing the site as a lively, active, public area, encouraging amenities and completing path linkages from Ship Point to the north side of the Johnson Street Bridge.

### **Heritage Advisory Panel**

The application was reviewed by the Heritage Advisory Panel (HAPI) at its September 10, 2019 meeting (minutes attached). HAPI recommended that the application be declined for the following reasons:

- does not comply with the design guidelines for rooftop additions
- lack of distinguishability
- too high for this location
- massing is not subordinate to the existing heritage buildings.

The applicant has not revised the proposal to address these deficiencies because of inherent challenges of balancing the guidelines on the site, the uniqueness of the site, the public realm improvements they are offering, and the development otherwise meeting the guidelines for a new building in the *Old Town Design Guidelines*.

### **Advisory Design Panel**

The Advisory Design Panel (ADP) reviewed this application at its September 25, 2019 meeting (minutes attached). The ADP recommended that Rezoning Application No. 00701 for 1314 and 1318 Wharf Street be approved with the following changes:

- consider maintaining the rooftop pediment of the Caire and Grancini warehouse by lifting the ceiling height of the ground floor addition above it
- consider increasing opportunities for individual, secure storage for residential units
- explore opportunities with the City for lay-by parking/drop-off, loading and off-site rideshare.

The applicant has not raised the ceiling height of the addition to conserve the full rooftop pediment of the Caire and Grancini Warehouse, and proposes to reconstruct it at a lower height instead. The applicant is unwilling to raise the addition up above the parapet because of challenges associated with construction.

### **Regulatory Considerations**

#### Short Term Bicycle Parking

The proposed variance to the short term bicycle parking requirement is the result of site constraints and challenges accommodating bike racks on the property. To overcome this, the applicant is willing to pay for the provision of bike racks off-site. The recommendation included in the concurrent Rezoning Application report contains the necessary language.

## Height

Staff recommend that the requested height above eight metres be handled as a variance so that the height is not expressed as a standard in the zone. This is to ensure that if this proposal is not constructed, the additional height will not become an entitlement and would require Council consideration and approval.

Moreover, staff consider the proposed height to be reasonable because the number of storeys does not exceed the recommended limit in the *Official Community Plan*. The increased height provides for an overall facade design that is consistent with the *Old Town Design Guidelines for New Buildings and Existing Buildings*, including a well-proportioned parapet. The development is not adjacent to any smaller heritage buildings and the extra height is in proportion to the wide right-of-way that it faces.

## Vehicle Parking & Loading

The small size of the site and the preservation of all four walls of the heritage buildings mean that there is no on-site vehicle parking included for the 47 rental units in the building and the commercial units. Like many other properties in Old Town, the existing Inner Harbour Heritage (IHH) Zone does not require parking currently. The Zoning Bylaw Amendment Application proposes to rezone the property from the IHH Zone, to the Old Town District 1 (OTD-1) Zone, with site specific provisions to allow no parking spaces. If the site were to adopt the OTD-1 zoning requirements, it would need 44 parking spaces.

The applicant prepared a Parking Variance and Access Review (attached), which justifies the absence of parking based on the building's geographic location in the most walkable, transit accessible area of the City near the center of its protected bike lane network. These location attributes, combined with the small unit sizes and proximity to the Bastion Square Parkade, located 180 metres away help justify the absence of on-site parking. The development includes 71 long term bicycle parking spaces, 66 of which are for tenants.

At this time, a road closure and turn-around design has not been confirmed and as such has not been indicated on the plans. City staff are advancing a design for this in-line with the planned road closure for this section of Wharf street.

## **CONCLUSIONS**

When applying heritage conservation policies to proposals, the City's goal is to support alterations that conserve the prominence of an historic building on its site and facilitate its continued use and appreciation by the public. When a heritage building has been consistently occupied, adding or changing uses as part of a redevelopment proposal does not have much influence on staff analysis. This is a rare case in which the heritage buildings have been vacant for almost two generations and have been the subject of a long series of stalled development proposals dating back to 2004. Although the proposal makes the heritage buildings far less prominent on the site, the long vacancy, unrelenting vandalism and slow deterioration of the buildings has a greater negative impact on the heritage value of the site in staff's opinion.

The proposed evidence-based rehabilitation of the heritage buildings is consistent with aspects of the *Standards and Guidelines*. The proposed new architecture, urban design, waterfront path connection and revitalization of this important and conspicuous gateway site advance key objectives of Development Permit Area 9 (HC): Inner Harbour in the OCP. The scale, detailing and materials of the addition to the heritage warehouses respects and reinforces the character

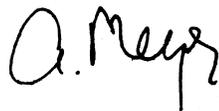
of Old Town, while being clearly derived from the heritage buildings themselves. The proposed alterations to the heritage buildings are inconsistent with some heritage conservation policies; however, the conspicuous location of the site, the prolonged vacancy, isolation and land use issues that it experiences make the site unique in Old Town and worthy of special consideration. Based on these findings, staff recommend that Council approve Heritage Alteration Permit Application No. 00236 for 1314 and 1318 Wharf Street.

### ALTERNATE MOTION

That Council decline Heritage Alteration Permit with Variances Application No. 00236 for the property located at 1314 and 1318 Wharf Street.

Respectfully submitted,

  
John O'Reilly  
Senior Heritage Planner  
Development Services Division



  
Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

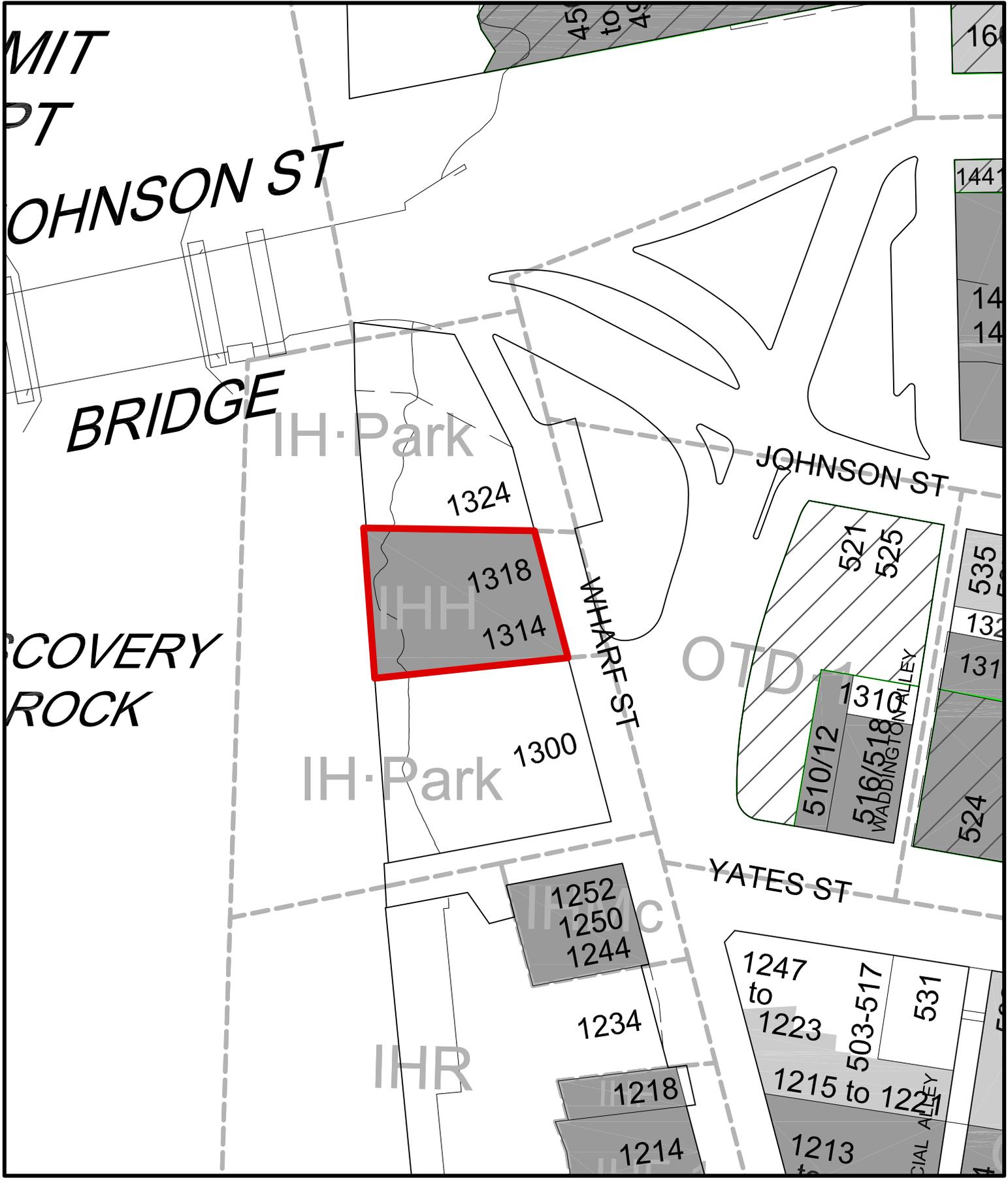
Report accepted and recommended by the City Manager:



Date: June 4, 2020

### ATTACHMENTS

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans, date stamped October 22, 2019
- Attachment D: Applicant's letter, dated October 22, 2019
- Attachment E: Heritage Advisory Panel Meeting Minutes dated September 10, 2019
- Attachment F: Advisory Design Panel Meeting Minutes dated September 25, 2019
- Attachment G: Photos of Building Interior and Exterior
- Attachment H: Conservation Plan – Caire and Grancini Warehouse, dated October 23, 2019
- Attachment I: Conservation Plan – Fraser Warehouse, dated October 23, 2019
- Attachment J: Statement of Significance – Caire and Grancini Warehouse
- Attachment K: Statement of Significance – Fraser Warehouse
- Attachment L: Third Party Economic Analysis Report, dated November 19, 2019
- Attachment M: Parking Variance and Access Review dated May 13, 2019
- Attachment N: Arborist Report, dated October 17, 2019
- Attachment O: Correspondence.



1314 & 1318 Wharf Street

Heritage Alteration Permit #00236



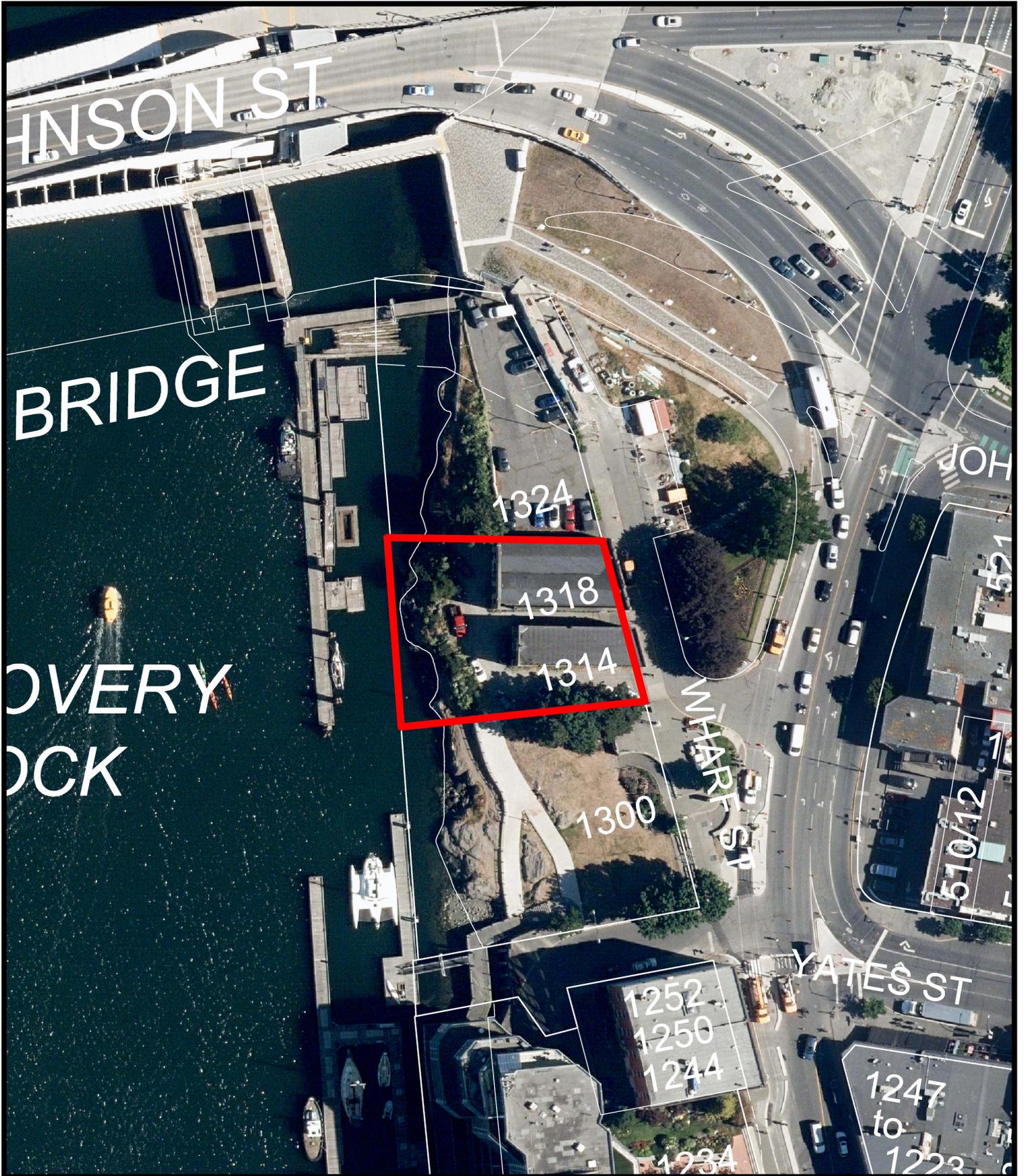
Designated



Registered



CITY OF VICTORIA



1314 & 1318 Wharf Street  
Rezoning No. 00701





ISSUED FOR

1	19/08/19	REZONING /HERITAGE ALTERATION PERMIT
2	19/10/11	REZONING /HERITAGE ALTERATION PERMIT R1

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**PROJECT TEAM**

<p><b>Mechanical/Electrical</b> INTEGRAL GROUP 101-1019 Wharf Street Victoria BC Tel: (250) 418-1288</p>	<p><b>Code Consultant</b> Murrey Johnson Engineering Ltd. 212 5th Ave., New Westminster, BC V3L 1R4 T: (604) 526-3335</p>	<p><b>Geotechnical</b> Ryzuk 28 Crease Avenue, Victoria, BC V8Z 1S3 T: (250) 475-3131</p>	<p><b>Transportation</b> Bunt and Associates Engineering 421 - 645 Fort Street, Victoria, BC V8W 1G2 T: (250) 592-6122</p>	<p><b>Survey/Civil</b> WSP 301-3600 Uptown Blvd., Victoria, BC V8Z 0B9 T: (250) 389-8015</p>
<p><b>Owner / Developer</b> Crosstown Properties (Wharf St.) (Managed by Reliance Properties Ltd.) 305 - 111 Water St. Vancouver, BC V6B 1A7 T: (604) 694-8896 F: (604) 683-6719</p>	<p><b>Architect</b> DIALOG 406 - 611 Alexander St. Vancouver, BC V6A 1E1 T: (604) 255-1169 F: (604) 255-1790</p>	<p><b>Landscape Architect</b> PWL Partnership 500 - 1201 West Pender St. Vancouver, BC V6E 2V2 T: (604) 639-5313 F: (604) 688-6112</p>	<p><b>Heritage Consultant</b> Donald Luxton &amp; Associates 1030-470 Granville St., Vancouver, BC V6C 1V5 T: (604) 688-1216</p>	<p><b>Structural</b> DIALOG 406 - 611 Alexander St. Vancouver, BC V6A 1E1 T: (604) 255-1169 F: (604) 255-1790</p>



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VANCOUVER BC V6E2V2  
Tel: (604) 688-6112

SEAL

PROJECT NAME: **NORTHERN JUNK**  
PROJECT ADDRESS: **1314 WHARF STREET**  
LEGAL DESCRIPTION: **LOT 182F (001-005-723)**  
GOVERNING BUILDING CODE: **BCBC 2018**

**REZONING/HERITAGE ALTERATION PERMIT APPLICATION R1**  
OCTOBER 11, 2019

**NORTHERN JUNK**  
1314 WHARF STREET  
Cover Sheet

**Revisions**  
Received Date:  
**October 22, 2019**

DRAWN: SO PLOT DATE: 19-10-18 CHECKED: AP

**A-000**

## PROJECT DATA

PROJECT NAME: NORTHERN JUNK  
 PROJECT ADDRESS: 1314 WHARF STREET  
 LEGAL DESCRIPTION: LOT 182F (001-005-723)  
 GOVERNING BUILDING CODE: CBC 2018

PROJECT INFORMATION TABLE		
ZONE (EXISTING)	INNER HARBOUR HERITAGE DISTRICT	
NET AREA (sqm) *Above Natural Boundary	1218 sqm	
GROSS SITE AREA (sqm)	1376 sqm	
TOTAL FLOOR AREA	4128 sqm	
COMMERCIAL FLOOR AREA	870.3 sqm	
FLOOR SPACE RATIO	3.33	
SITE COVERAGE %	62.8%	
OPEN SITE SPACE %	37.2%	
HEIGHT OF BUILDING FROM STREET GRADE (m)	19.1 (m)	
NUMBER OF STOREYS	5 STOREYS FROM WHARF (6 FROM HARBOUR)	
PARKING STALLS ON SITE	0	
BICYCLE PARKING (long term)	64 req. - 5 Commercial	
BUILDING SETBACKS (SEE SITE PLAN)		
FRONT YARD (EAST)	0 m	
REAR YARD (WEST)	13.84 m	
SIDE YARD (NORTH)	0 m	
SIDE YARD (SOUTH)	0 m	
RESIDENTIAL USE DETAILS (SEE UNIT TYPE TABLE)		
TOTAL NUMBER OF UNITS	47	
UNIT TYPE (SEE UNIT TYPE TABLE)	STUDIO, 1B0, 2B0, 3B0	
GROUND ORIENTED UNITS	0	
MINIMUM UNIT FLOOR AREA	37.5 sqm	
TOTAL RESIDENTIAL FLOOR AREA	2649 sqm	

## DRAWING LIST

### ARCHITECTURAL

A000	COVER SHEET
A001	PROJECT DATA
A002	SITE SURVEY
A010	AREA PLANS
A011	AREA PLANS
A012	AREA PLANS
A013	AREA PLANS
A101	SITE PLAN
A201	PLAN - LEVEL 00
A202	PLAN - LEVEL 01
A203	PLAN - LEVEL 02
A204	PLAN - LEVEL 03-04
A205	PLAN - LEVEL 05
A206	PLAN - ROOF
A401	SOUTH ELEVATION
A402	WEST ELEVATION
A403	NORTH ELEVATION
A404	EAST ELEVATION
A405	CONTEXT ELEVATIONS
A501	SECTION - A1
A502	SECTION - A2

### LANDSCAPE

SEE LANDSCAPE SET

## PROJECT DATA SUMMARY

### AREA SUMMARY

ASSUMPTIONS			BUILDING GROSS AREA		
SITE AREA (ABOVE PRESENT NATURAL BOUNDARY)	13,107	1218	L00 Gross	204 sqm	
MAX ALLOWABLE DENSITY (4.4)	57,672	5358	L00 Gross	394 sqm	
EXISTING FOOTPRINTS	5,175	481	L00 TOTAL	599 sqm	
<b>AREAS BY USE</b>			L01 Gross	321 sqm	
CRU 2 - L01	231.6 sqm		L01 TOTAL	576 sqm	
CRU 1 - L01	233.8 sqm		L02 Gross	738 sqm	
CRU 1 - L00	204.5 sqm		L02 TOTAL	738 sqm	
CRU 2 - L00	200.4 sqm		L03 Gross	738 sqm	
<b>TOTAL COMMERCIAL</b>	<b>870.3 sqm</b>	<b>(9,367.9 sqf)</b>	L03 TOTAL	738 sqm	
Building Gross Area	4127.8 sqm		L04 Gross	738 sqm	
Total Commercial Area	870.3 sqm	(9,368 sqf)	L04 Total	738 sqm	
<b>TOTAL RESIDENTIAL</b>	<b>2,649.5 sqm</b>	<b>(28,063.7 sqf)</b>	L05 Gross	738 sqm	
NET RESIDENTIAL	2648.5 sqm		L05 Total	738 sqm	
NET RENTABLE (RES-COMM)	3,519 sqm		BUILDING GROSS	4,128 sqm	
<b>SITE AREAS (SEE AREA PLANS A-010)</b>			SITE AREA FOR FSR	1,218 sqm	
GROSS SITE AREA	1376 sqm		FSR	<b>3.39</b>	
NET SITE AREA	1218 sqm		NET RENTABLE (RES-COMM)	3,519 sqm	
DRW SRW AREA	199 sqm				
OPEN AREA	453 sqm				
BUILDING FOOTPRINT	765 sqm				
OPEN AREA %	37.2%				
NET SITE AREA - DPW S.R.W. AREA	1018.5 sqm				

### UNIT SUMMARY

UNIT TYPES						
LEVEL	STUDIO	1B0	2B0	3B0	-	TOTAL UNITS
LEVEL P1	0	0	0	0	0	0
LEVEL 01	0	0	0	0	0	0
LEVEL 02	1	8	2	1	0	12
LEVEL 03	1	8	2	1	0	12
LEVEL 04	1	8	2	1	0	12
LEVEL 05	1	6	3	1	0	11
LEVEL 06	0	0	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>30</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>47</b>
PERCENTAGE	9%	64%	19%	9%	0%	100%
FAMILY UNITS						

AVERAGE UNIT SIZES					
LEVEL	TOTAL AREA PER FLOOR BY TYPE				TOTAL UNITS
	STUDIO	1B0	2B0	3B0	
LEVEL 00	0	0	0	0	0
LEVEL 01	0	0	0	0	0
LEVEL 02	38	391	151	82	662
LEVEL 03	38	392	151	82	662
LEVEL 04	38	392	151	82	662
LEVEL 05	38	286	257	82	662
<b>TOTAL</b>	<b>150 sqm</b>	<b>1,461 sqm</b>	<b>709 sqm</b>	<b>328 sqm</b>	<b>2,649 sqm</b>
Unit Count	4	30	9	4	47
AVG SIZES	38 sqm	49 sqm	79 sqm	82 sqm	56 sqm
AVG SIZES (SF)	403.6 sqf	524.1 sqf	848.4 sqf	883.7 sqf	606.6 sqf

### PARKING SUMMARY

NOTE: NO VEHICLE PARKING PROVIDED ON SITE. SEE TRAFFIC REPORT FOR TRAFFIC MANAGEMENT STRATEGY

BICYCLE PARKING				Bicycle Storage			
Residential	Count	Req/mt	Provided	Residential	Count	Req/mt	Provided
1.0/ Unit < 45m2	12	12		In-suite	21	0	
1.25/ Unit > 45m2	35	43.75		Bike Locker commo	26	0	
<b>Total Residential</b>	<b>47</b>	<b>55.75</b>	<b>64</b>	<b>Total Residential</b>	<b>47</b>	<b>0</b>	<b>47</b>
<b>Commercial</b>	<b>Area</b>	<b>Req/mt</b>	<b>Provided</b>				
1.0/ 200 m2	870.3m2	4.4					
<b>Total</b>		<b>5</b>	<b>5</b>				

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SEAL

NORTHERN JUNK

1314 WHARF STREET

### Project Data

DRAWN: SO CHECKED: AP  
 PLOT DATE: 19-10-11

# A-001

04696  
 NJ Project Data - Areas.wxd

ISSUED FOR

1	19/08/19	REZONING /HERITAGE ALTERATION PERMIT
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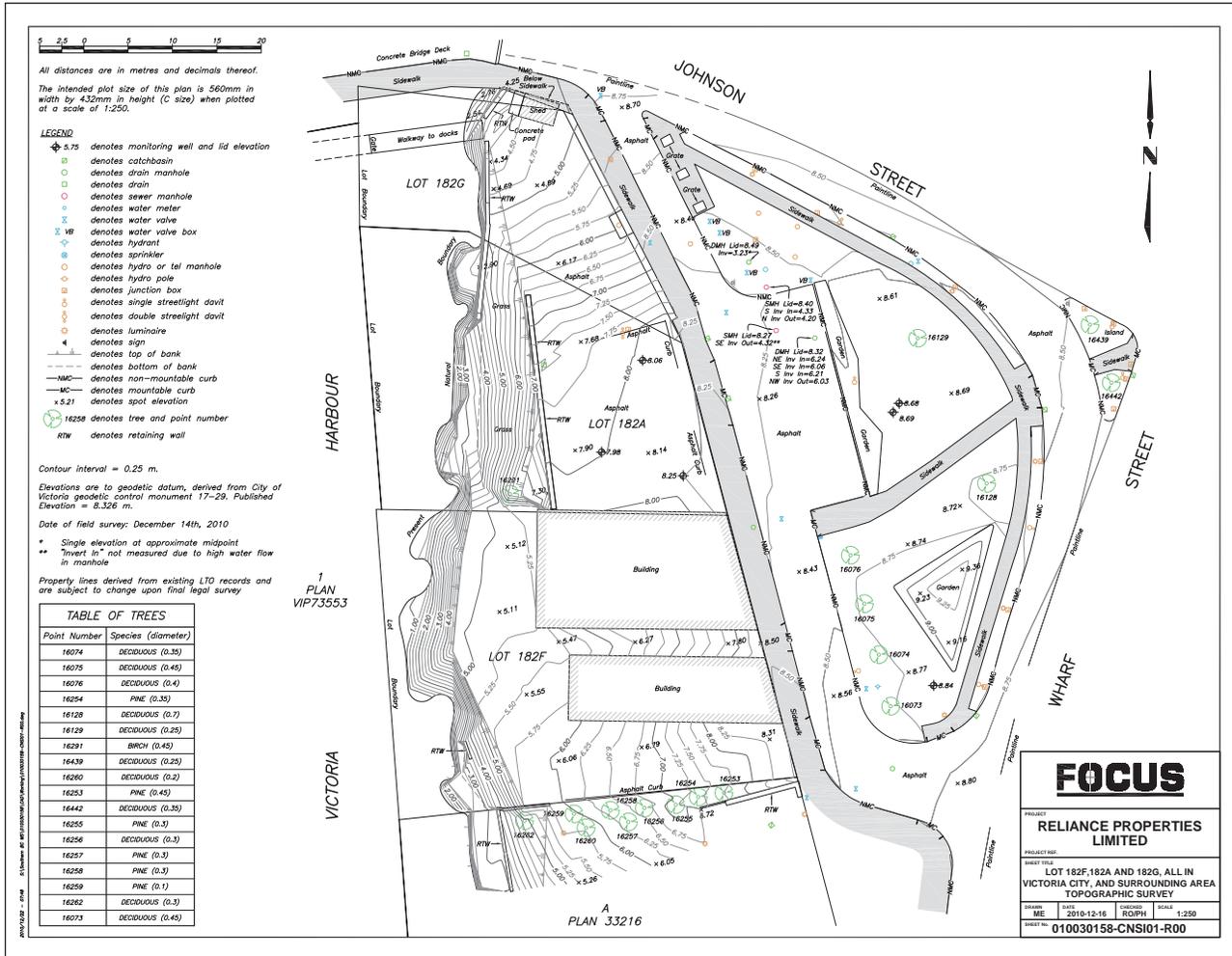
**NORTHERN JUNK**

1314 WHARF STREET

Site Survey

DRAWN: SO CHECKED: AP  
PLOT DATE: 19-10-11

**A-002**



**FOCUS**

PROJECT  
**RELIANCE PROPERTIES LIMITED**

PROJECT REF:  
LOT 182F, 182A AND 182G, ALL IN VICTORIA CITY, AND SURROUNDING AREA TOPOGRAPHIC SURVEY

DRAWN: ME DATE: 2010-12-16 CHECKED: ROYH SCALE: 1:250  
SHEET NO: 010030158-CNS101-R00

\*SURVEY INCLUDED FOR REFERENCE ONLY. NTS\*



All distances are in metres and decimals thereof.  
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:250.

- LEGEND**
- ⊕ 5.75 denotes monitoring well and lid elevation
  - ⊕ denotes catchbasin
  - ⊕ denotes drain manhole
  - ⊕ denotes drain
  - ⊕ denotes sewer manhole
  - ⊕ denotes water meter
  - ⊕ denotes water valve
  - ⊕ denotes water valve box
  - ⊕ denotes hydrant
  - ⊕ denotes sprinkler
  - ⊕ denotes hydro or tel manhole
  - ⊕ denotes hydra pole
  - ⊕ denotes junction box
  - ⊕ denotes single streetlight davit
  - ⊕ denotes double streetlight davit
  - ⊕ denotes luminaire
  - ⊕ denotes sign
  - denotes top of bank
  - - - denotes bottom of bank
  - - - NMC denotes non-mountable curb
  - - - MC denotes mountable curb
  - ⊕ 5.21 denotes spot elevation
  - ⊕ 16258 denotes tree and point number
  - RTW denotes retaining wall

Contour Interval = 0.25 m.  
Elevations are to geodetic datum, derived from City of Victoria geodetic control monument 17-29. Published Elevation = 2.326 m.  
Date of field survey: December 14th, 2010  
\* Single elevation at approximate midpoint  
\*\* "Invert 10" not measured due to high water flow in manhole  
Property lines derived from existing LTO records and are subject to change upon final legal survey

**TABLE OF TREES**

Point Number	Species (diameter)
16074	DEODIUMS (0.35)
16075	DEODIUMS (0.45)
16076	DEODIUMS (0.4)
16254	PINE (0.35)
16128	DEODIUMS (0.7)
16129	DEODIUMS (0.25)
16291	BIRCH (0.45)
16439	DEODIUMS (0.25)
16260	DEODIUMS (0.2)
16253	PINE (0.45)
16442	DEODIUMS (0.35)
16255	PINE (0.3)
16256	DEODIUMS (0.3)
16257	PINE (0.3)
16258	PINE (0.3)
16259	PINE (0.1)
16262	DEODIUMS (0.3)
16073	DEODIUMS (0.45)

19/10/2011 2:04 PM C:\Users\pwl\Documents\Projects\1314 Wharf Street\1314 Wharf Street.dwg

**SURVEYORS LETTER/RATIONALE**



File No: 171-10644-00 Date: July 26<sup>th</sup>, 2017

To: Crosstown Properties (Wharf Street) Ltd. From: Mich Laseur, BCLS  
305 - 111 Water Street WSP Canada  
Vancouver, BC V6B 1A7 301 - 3600 Uptown Boulevard  
Victoria, BC V8C 6B9  
Phone 250.384.5510

Attention: Juan Precita

RE: AREA CALCULATION - ABOVE AND BELOW PRESENT NATURAL BOUNDARY LOT 182F, LOT 182G, LOT 182A, and CLOSED ROAD PLAN EPP864; BEING THE PROPOSED JOHNSON STREET GATEWAY SITE

This letter is written to verify the areas of the above noted properties. The properties in question contain land falling below the Present Natural Boundary. We confirm that our interpretation of the Present Natural Boundary is consistent with the definition of the Ordinary High Water Mark.  
To clarify the allocation of these areas we have prepared the attached sketch detailing those areas above and below the Present Natural Boundary.

In summary:  
The total area above the Present Natural Boundary for these properties is 4,152 square meters.  
The total area below the Present Natural Boundary for these properties is 646 square meters.

Regards,

Mich Laseur, BCLS  
Branch Manager / Land Surveyor, Victoria Geomatics  
Cc: Adrian Pollano, Rory O'Connell, Sheila Middleton

WSP  
301 - 3600 Uptown Boulevard  
Victoria, BC V8C 6B9  
Phone: 1-250-384-5510  
www.wsp.ca

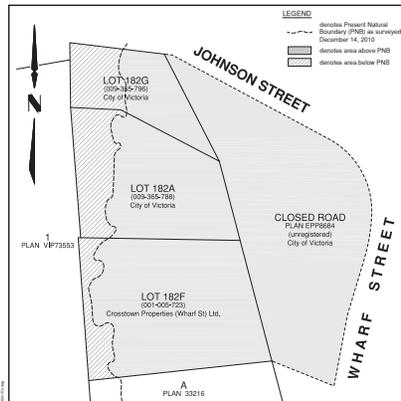


TABLE OF AREAS			
LOT	ABOVE PNB	BELOW PNB	TOTAL
182G	304 m <sup>2</sup>	199 m <sup>2</sup>	503 m <sup>2</sup>
182A	724 m <sup>2</sup>	289 m <sup>2</sup>	1013 m <sup>2</sup>
182F	1218 m <sup>2</sup>	158 m <sup>2</sup>	1376 m <sup>2</sup>
Closed Road	1906 m <sup>2</sup>		1906 m <sup>2</sup>
TOTALS	4152 m <sup>2</sup>	646 m <sup>2</sup>	4798 m <sup>2</sup>

**wsp**  
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301 - 3600 UPTOWN BOULEVARD  
VICTORIA, BC V8C 6B9  
PHONE: 1-250-384-5510  
WWW.WSP.CA

**CROSSTOWN PROPERTIES (WHARF ST) LTD.**  
111 WATER STREET  
VANCOUVER, BC V6B 1A7  
PHONE: 604-278-1111

**JOHNSON STREET GATEWAY SITE AREAS**  
DATE: 2017-07-26  
SCALE: 1:500  
PROJECT NO: 171-10644-00-000-00-SSDSK001-R2

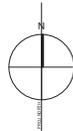
**SITE AREAS**

SITE AREAS (SEE AREA PLANS A-010)	
GROSS SITE AREA	1376.00
NET SITE AREA	1217.80
DFW SRW AREA	109.00
OPEN AREA	452.90
BUILDING FOOTPRINT	764.90
OPEN AREA %	37.20
NET SITE AREA - DFW SRW AREA	1018.80

\*NET SITE AREA IS ABOVE PRESENT NATURAL BOUNDARY



SITE AREAS - AREA PLAN 1  
SCALE: 1:100



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- 19/08/19 REZONING /HERITAGE ALTERATION PERMIT
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**NORTHERN JUNK**

1314 WHARF STREET

Area Plans

DRAWN: SO CHECKED: AP  
PLOT DATE: 19-10-11

**A-010**

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**NORTHERN JUNK**

1314 WHARF STREET

Area Plans

DRAWN: SO CHECKED: AP  
PLOT DATE: 19-10-11

# A-011

LEVEL 01 AREAS		
SUITE NUMBER	SUITE TYPE	SUITE AREA
CRU1	CRU 1 - L00	204.5 sq m
CRU2	CRU 2 - L00	200.4 sq m
Total Suite Area		404.9 sq m
L00 GROSS		204.3 sq m
L00 GROSS		394.2 sq m
Total Gross Area		598.5 sq m
EFFIC		68%

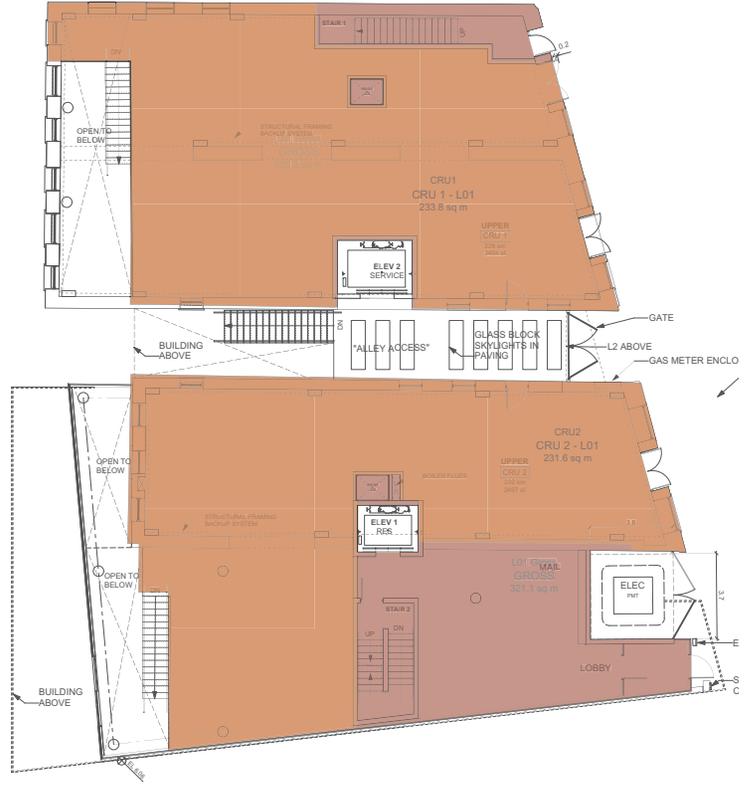
LEVEL 01 AREAS		
SUITE NUMBER	SUITE TYPE	SUITE AREA
CRU1	CRU 1 - L01	233.8 sq m
CRU2	CRU 2 - L01	231.6 sq m
Total Suite Area		465.4 sq m
L01 GROSS		321.1 sq m
L01 GROSS		253.3 sq m
Total Gross Area		576.4 sq m
EFFIC		81%

**AREA LEGEND**

- RESIDENTIAL SUITE
- COMMERCIAL AREA
- GROSS FLOOR AREA



LEVEL 00 - FSR AREA PLAN 1  
SCALE: 1:100



LEVEL 01 - FSR AREA PLAN 2  
SCALE: 1:100

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## NORTHERN JUNK

1314 WHARF STREET

### Area Plans

DRAWN: SO PLOT DATE: 19-10-11 CHECKED: AP

# A-012

LEVEL 02 AREAS		
SUITE NUMBER	SUITE TYPE	SUITE AREA
201	3BD	82 sm
202	2BD	83 sm
203	1BD	53 sm
204	1BD	54 sm
205	1BD	38 sm
206	1BD	46 sm
207	1BD	46 sm
208	1BD	55 sm
209	1BD	60 sm
210	1BD	38 sm
211	ST	38 sm
212	2BD	68 sm
Total Suite Area		662 sm
Total Gross Area		738 sm
EFFIC		90%

LEVEL 03 04 AREAS sm		
SUITE NUMBER	SUITE TYPE	SUITE AREA
301 sm	2BD sm	82 sm
302 sm	2BD sm	83 sm
303 sm	1BD sm	53 sm
304 sm	1BD sm	54 sm
305 sm	1BD sm	38 sm
306 sm	1BD sm	46 sm
307 sm	1BD sm	46 sm
308 sm	1BD sm	55 sm
309 sm	1BD sm	61 sm
310 sm	1BD sm	38 sm
311 sm	ST sm	38 sm
312 sm	2BD sm	68 sm
Total Suite Area sm		662 sm
Total Gross Area sm		738 sm
EFFIC		90%

**AREA LEGEND**

- RESIDENTIAL SUITE
- COMMERCIAL AREA
- GROSS FLOOR AREA



LEVEL 02 - FSR AREA PLAN 1  
SCALE: 1:100



LEVEL 03 - FSR AREA PLAN 2  
SCALE: 1:100

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## NORTHERN JUNK

1314 WHARF STREET

### Area Plans

DRAWN: PLOT DATE: 19-10-11 CHECKED:

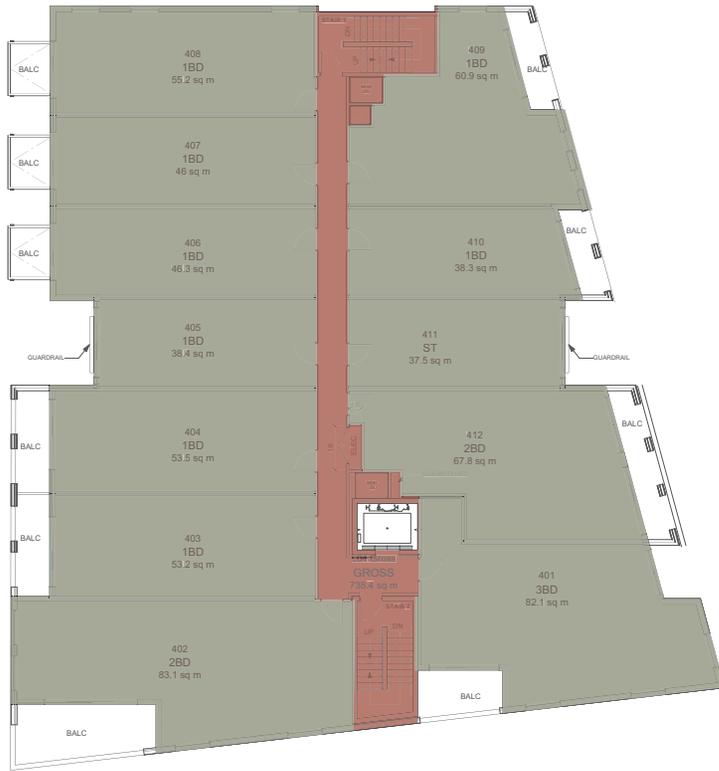
# A-013

LEVEL 04 AREAS sm		
SUITE NUMBER sm	SUITE TYPE sm	SUITE AREA
301 sm	3BD sm	82 sm
302 sm	2BD sm	83 sm
303 sm	1BD sm	53 sm
304 sm	1BD sm	54 sm
305 sm	1BD sm	38 sm
306 sm	1BD sm	46 sm
307 sm	1BD sm	46 sm
308 sm	1BD sm	55 sm
309 sm	1BD sm	61 sm
310 sm	1BD sm	38 sm
311 sm	ST sm	38 sm
312 sm	2BD sm	68 sm
Total Suite Area sm		662 sm
GROSS sm		738 sm
Total Gross Area sm		738 sm
EFFIC		90%

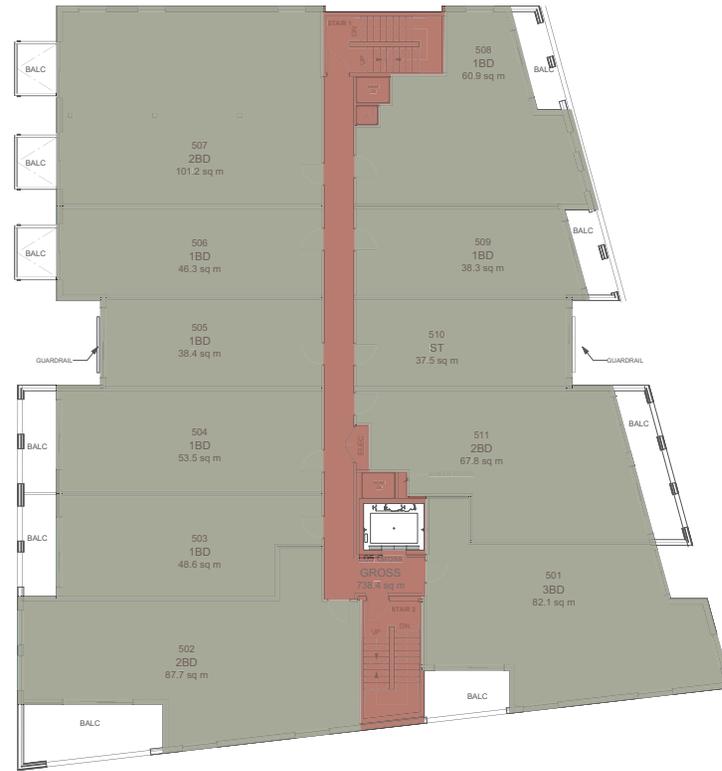
LEVEL 05 AREAS		
SUITE NUMBER	SUITE TYPE	SUITE AREA
501	3BD	82 sm
502	2BD	88 sm
503	1BD	49 sm
504	1BD	54 sm
505	1BD	38 sm
506	1BD	46 sm
507	2BD	101 sm
508	1BD	61 sm
509	1BD	38 sm
510	ST	38 sm
511	2BD	68 sm
Total Suite Area		662 sm
GROSS		738 sm
Total Gross Area		738 sm
EFFIC		90%

**AREA LEGEND**

- RESIDENTIAL SUITE
- COMMERCIAL AREA
- GROSS FLOOR AREA



LEVEL 04 - FSR AREA PLAN 1  
SCALE: 1:100

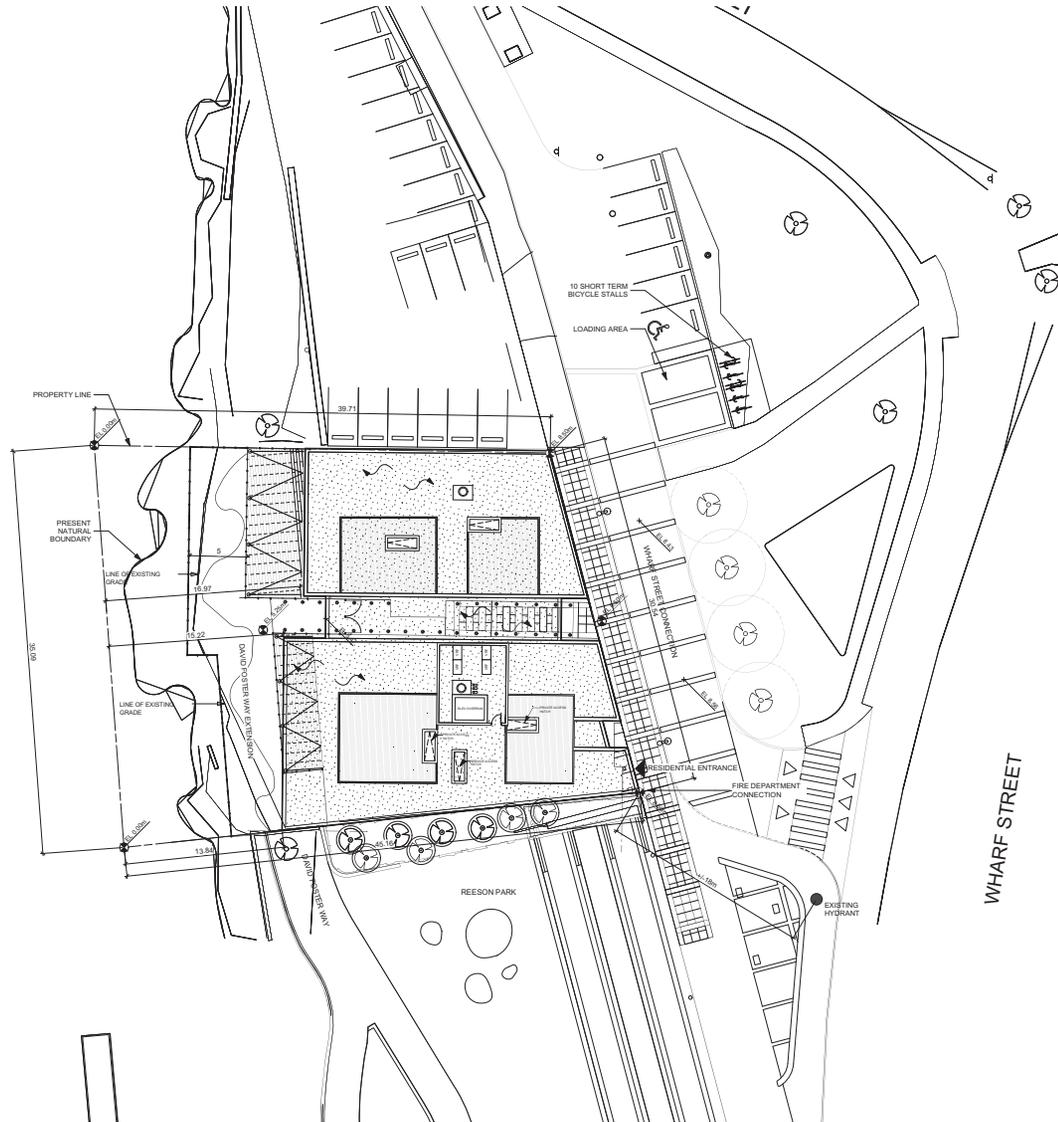


LEVEL 05 - FSR AREA PLAN 2  
SCALE: 1:100



Address: 1314 WHARF ST  
 PID: 001-005-723  
 Folio: 01074004  
 Legal Information: LOT 182-F,  
 VICTORIA

PROJECT INFORMATION TABLE	
ZONE (EXISTING)	INNER HARBOUR HERITAGE DISTRICT
NET AREA (sqm) *Above Natural Boundary	1218 sqm
GROSS SITE AREA (sqm)	1376 sqm
TOTAL FLOOR AREA	4128 sqm
COMMERCIAL FLOOR AREA	870.3 sqm
FLOOR SPACE RATIO	3.33
SITE COVERAGE %	62.83
OPEN SITE SPACE %	37.23
HEIGHT OF BUILDING FROM STREET GRADE (m)	19.1 (m)
NUMBER OF STOREYS	5 STOREYS FROM WHARF IS FROM HARBOUR
PARKING STALLS ON SITE	0
BICYCLE PARKING (long term)	64 res + 5 Commercial
<b>BUILDING SETBACKS (SEE SITE PLAN)</b>	
FRONT YARD (EAST)	0.0'
REAR YARD (WEST)	13.84 m
SIDE YARD (NORTH)	0.0'
SIDE YARD (SOUTH)	0.0'
<b>RESIDENTIAL USE DETAILS (SEE UNIT TYPE TABLE)</b>	
TOTAL NUMBER OF UNITS	17
UNIT TYPE (SEE UNIT TYPE TABLE)	STUDIO, 1BD, 2BD, 3BD
GROUND ORIENTED UNITS	0
MINIMUM UNIT FLOOR AREA	37.5 sqm
TOTAL RESIDENTIAL FLOOR AREA	2649 sqm



SITE PLAN 1  
 SCALE: 1:200



FOR DETAILED LANDSCAPE DESIGN, REFER TO LANDSCAPE ARCHITECT'S DRAWINGS.

**DIALOG**

RELIANCE PROPERTIES CROSSTOWN PROPERTIES LTD.

ISSUED FOR  
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**NORTHERN JUNK**

1314 WHARF STREET

Site Plan

DRAWN: SO PLOT DATE: 19-10-17 CHECKED: AP

**A-101**

04696



GENERAL PLAN NOTES:

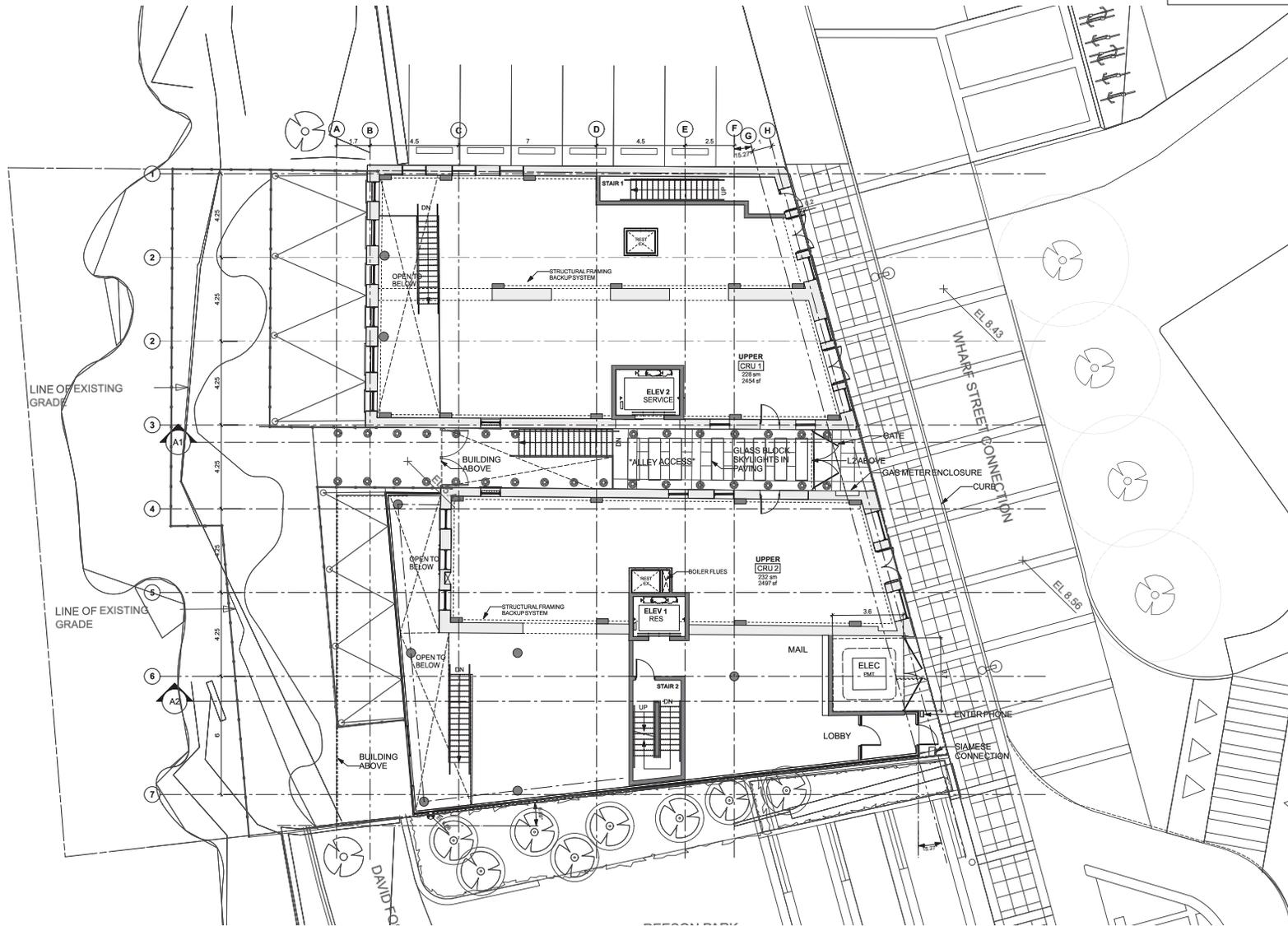
- SEE AREA PLANS FOR FLOOR AND SUITE AREAS
- SEE LANDSCAPE FOR ALL SITE FURNISHINGS, PLANTING AND SITE MATERIALS

**DIALOG®**

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PVL PARTNERSHIP  
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NORTHERN JUNK

1314 WHARF STREET

Plan - Level 01

DRAWN: PLOT DATE: 19-10-18

CHECKED:

**A-202**

PLAN L1  
SCALE: 1:100

1

04696



GENERAL PLAN NOTES:

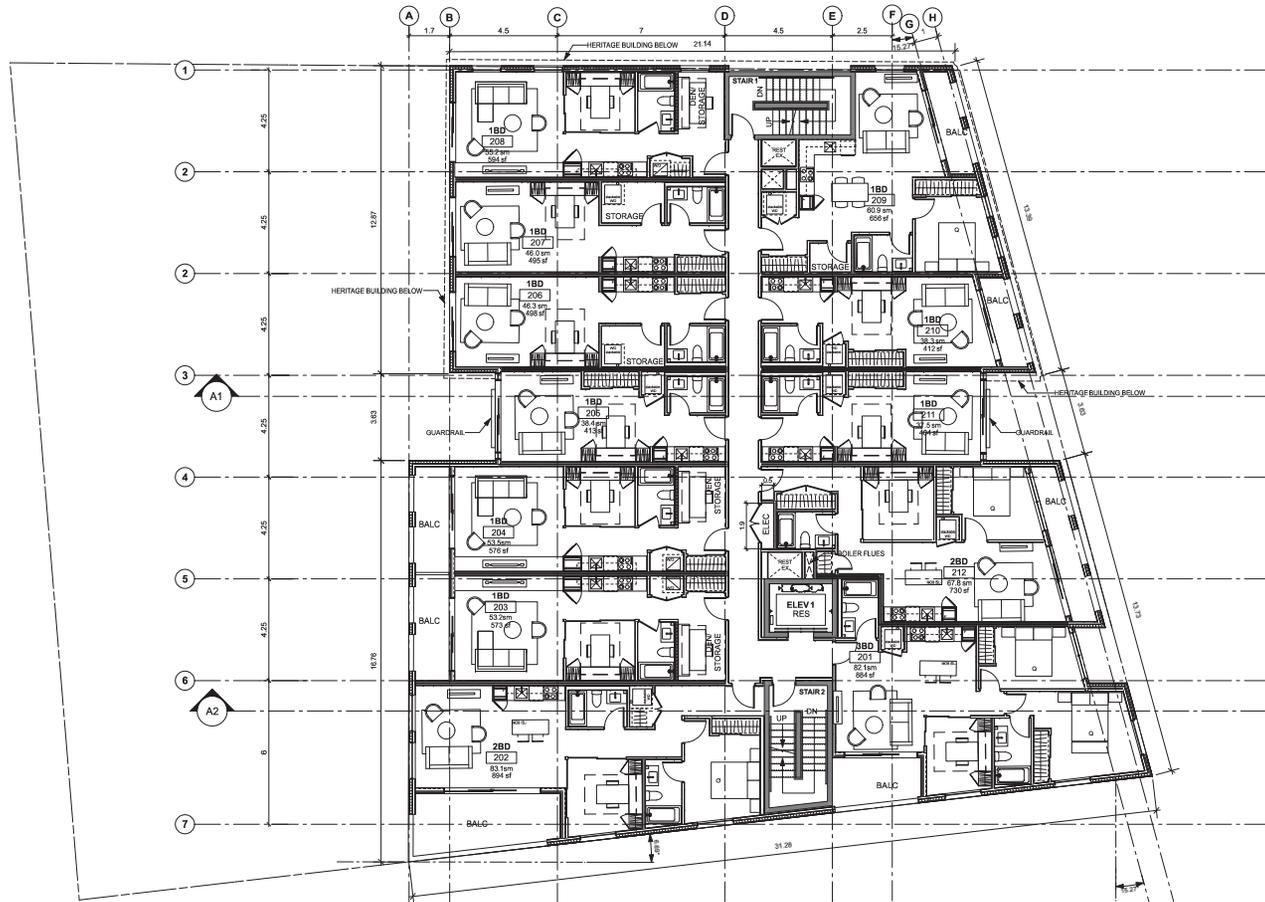
- SEE AREA PLANS FOR FLOOR AND SUITE AREAS
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**DIALOG**<sup>®</sup>

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**LANDSCAPE ARCHITECT**  
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VANCOUVER, BC, WA1E2  
Tel: (604) 188-8111

SEAL

**NORTHERN JUNK**

1314 WHARF STREET

Plan - Level 02

DRAWN: PLOT DATE: 19-10-18 CHECKED:

**A-203**

PLAN L2  
SCALE: 1:100

GENERAL PLAN NOTES:

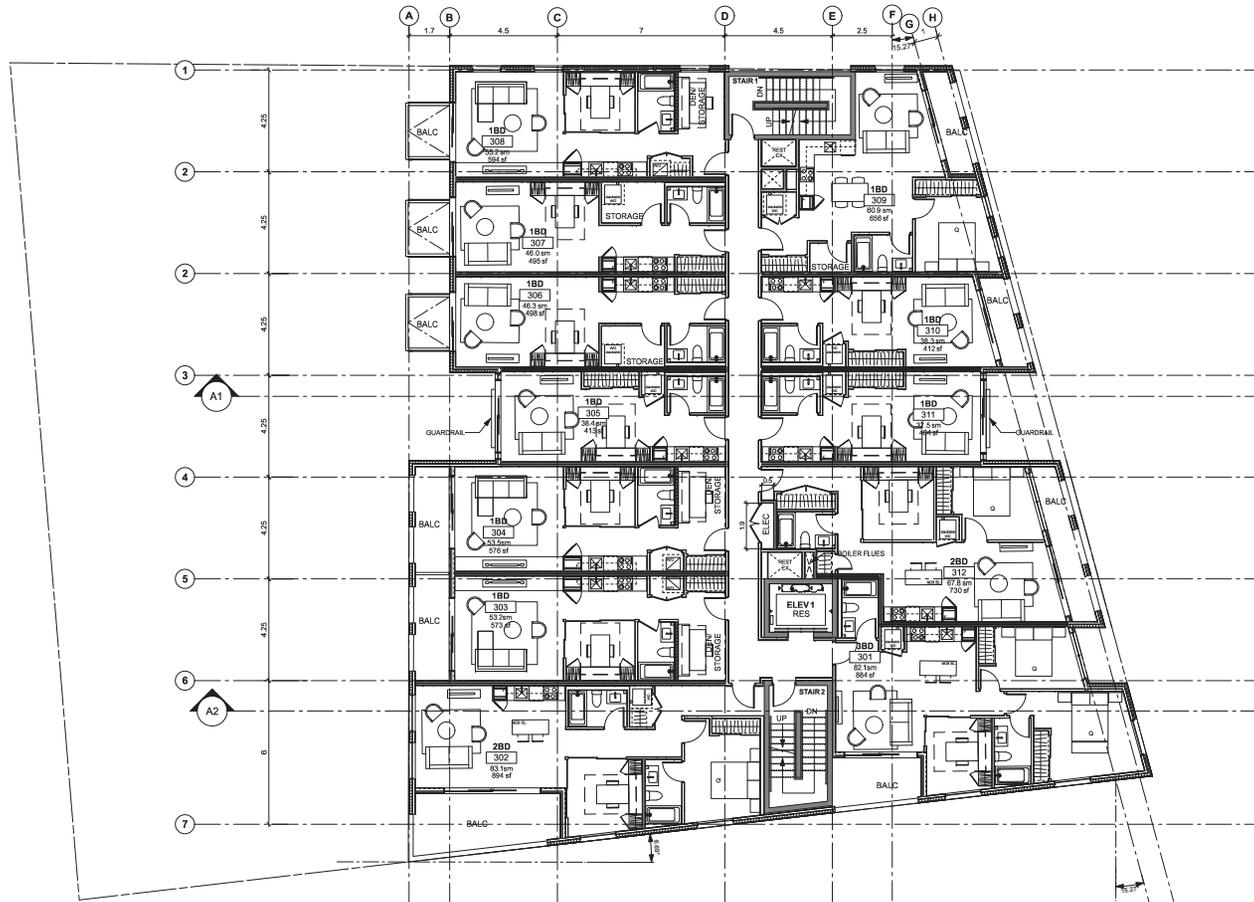
- SEE AREA PLANS FOR FLOOR AND SUITE AREAS
- SEE LANDSCAPE FOR ALL SITE FURNISHINGS, PLANTING AND SITE MATERIALS

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SEAL

**NORTHERN JUNK**

1314 WHARF STREET

Plan - Level 03-04

DRAWN: PLOT DATE: 19-10-18 CHECKED:

**A-204**

PLAN L3-4  
SCALE: 1:100

1

04696



GENERAL PLAN NOTES:

- SEE AREA PLANS FOR FLOOR AND SUITE AREAS
- SEE LANDSCAPE FOR ALL SITE FURNISHINGS, PLANTING AND SITE MATERIALS

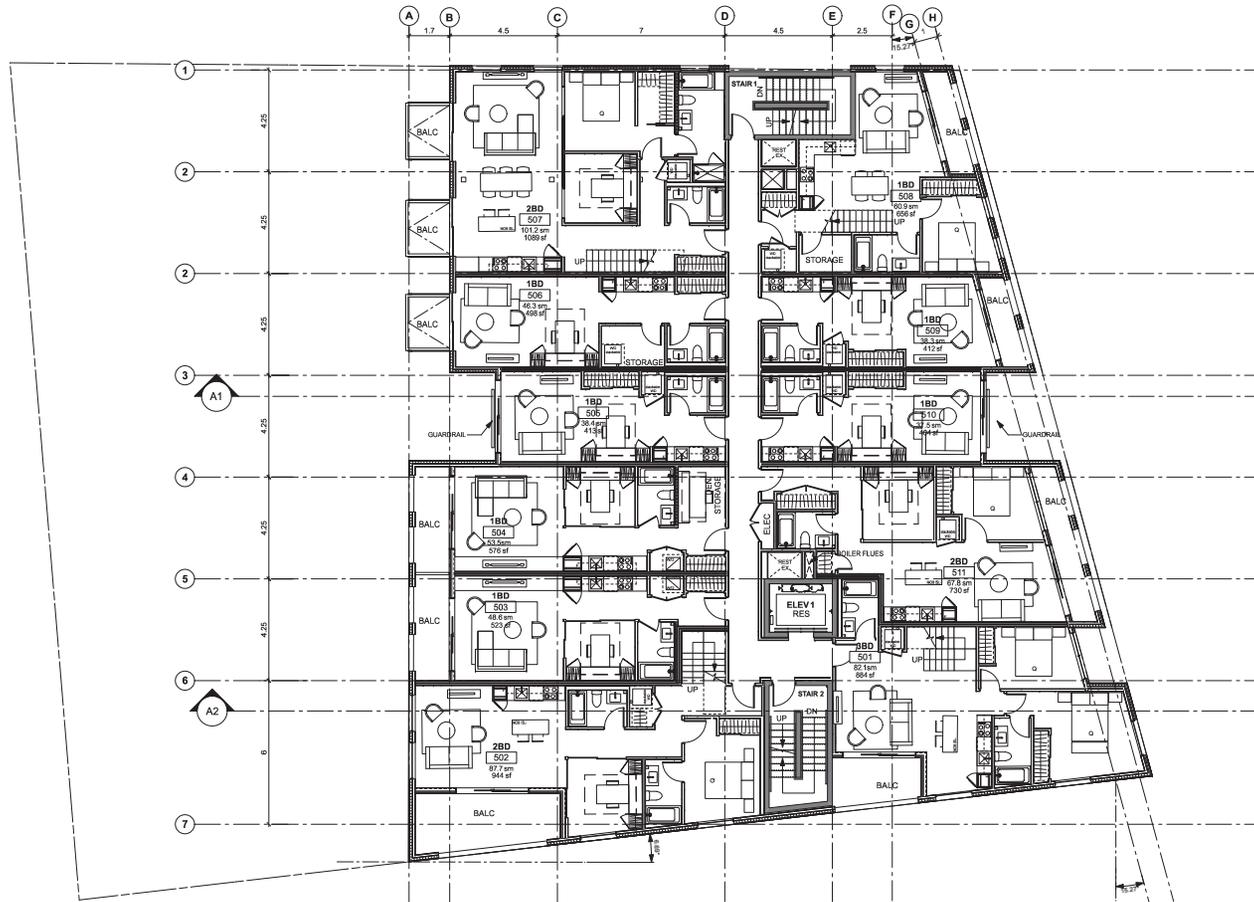
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SEAL

**NORTHERN JUNK**

1314 WHARF STREET

Plan - Level 05

DRAWN: PLOT DATE: 19-10-18

CHECKED:

**A-205**

PLAN L5  
SCALE: 1:100

1

04696

GENERAL PLAN NOTES:

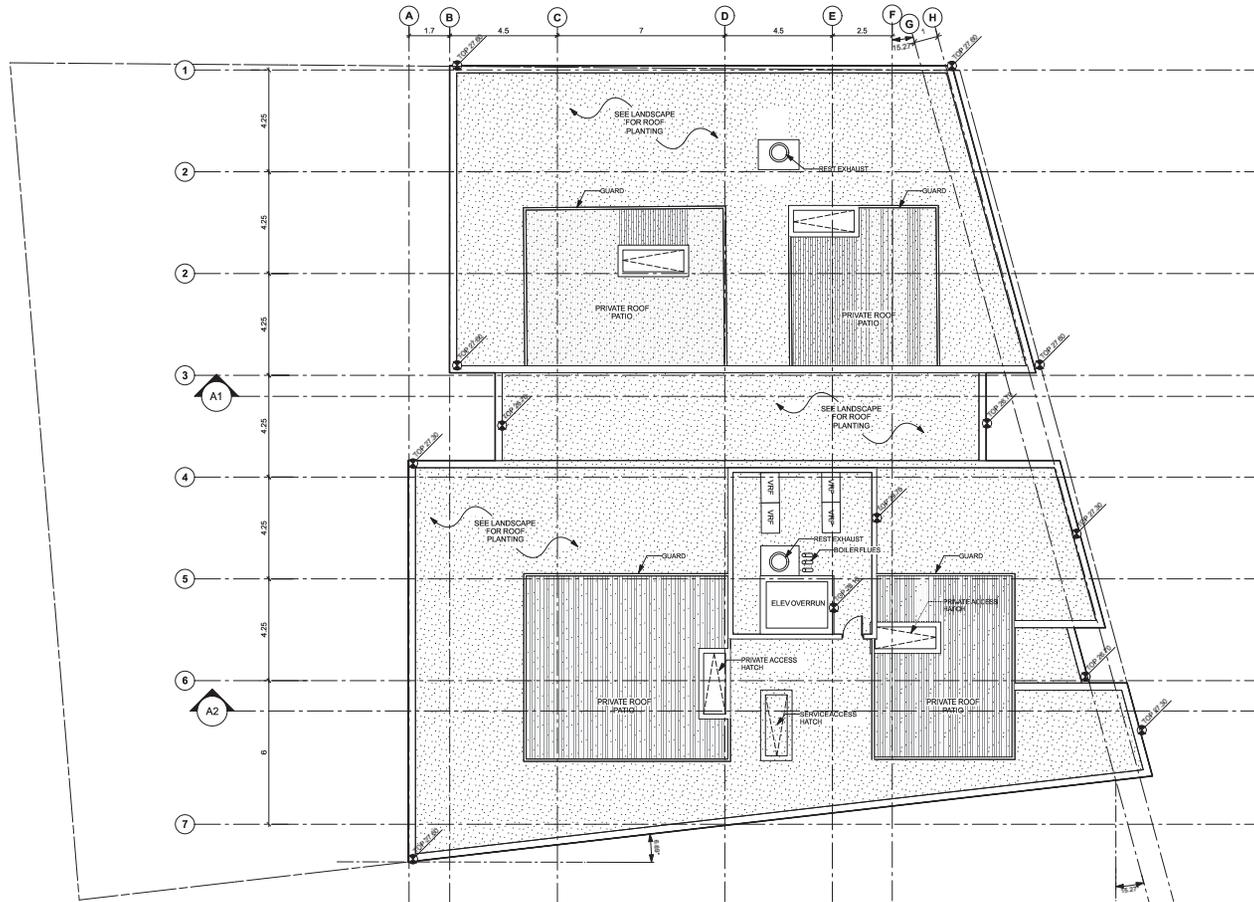
- SEE AREA PLANS FOR FLOOR AND SUITE AREAS
- SEE LANDSCAPE FOR ALL SITE FURNISHINGS, PLANTING AND SITE MATERIALS

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**NORTHERN JUNK**

1314 WHARF STREET

Plan - Roof

DRAWN: PLOT DATE: 19-10-18 CHECKED:

**A-206**

ROOF PLAN 1  
SCALE: 1:100

04696



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WEST ELEVATION 1  
SCALE: 1:100

**MATERIAL LEGEND**

G11	NEW RESIDENTIAL GLAZING
G12	HERITAGE STYLE GLAZING
G13	COMMERCIAL GLAZING
CMP1	METAL PANEL TYPE 1
AC1	PRECAST ARCH CONCRETE
AC2	BOARD FORM ARCH CONCRETE
BM1	EXISTING BRICK MASONRY
BM2	NEW BRICK MASONRY TYPE 1
TM1	TERRACOTTA MASONRY
MS1	STAMPED METAL SCOFFIT
PM1	DARK PAINTED METAL
PM2	MEDIUM PAINTED METAL

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NORTHERN JUNK

1314 WHARF STREET  
West Elevation

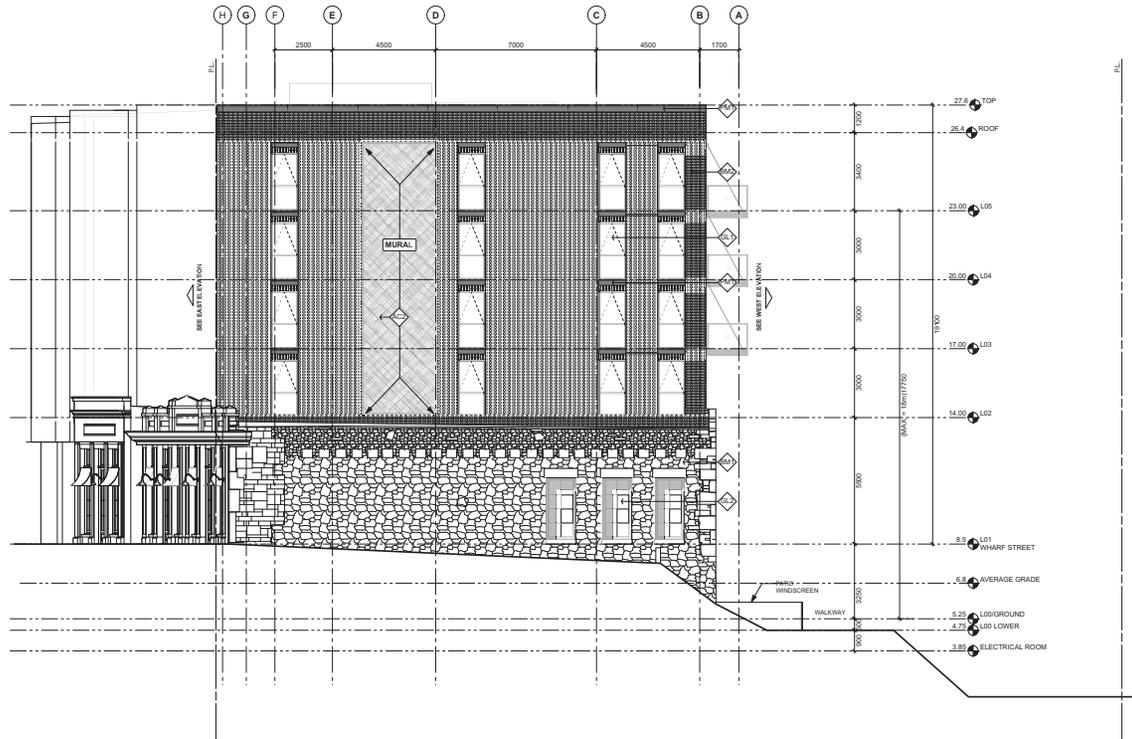
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PLOT DATE: 19-10-18

A-402

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NORTH ELEVATION 1  
SCALE: 1:100

**MATERIAL LEGEND**

GL1	NEW RESIDENTIAL GLAZING
GL2	HERITAGE STYLE GLAZING
GL3	COMMERCIAL GLAZING
CMF1	METAL PANEL TYPE 1
AC1	PRECAST ARCH CONCRETE
AC2	BOARD FORM ARCH CONCRETE
BM1	EXISTING BRICK MASONRY
BM2	NEW BRICK MASONRY TYPE 1
TM1	TERRACOTTA MASONRY
MS1	STAMPED METAL SOFFIT
PM1	DARK PAINTED METAL
PM2	MEDIUM PAINTED METAL

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Tel: (604) 688-6111



**NORTHERN JUNK**

1314 WHARF STREET  
North Elevation

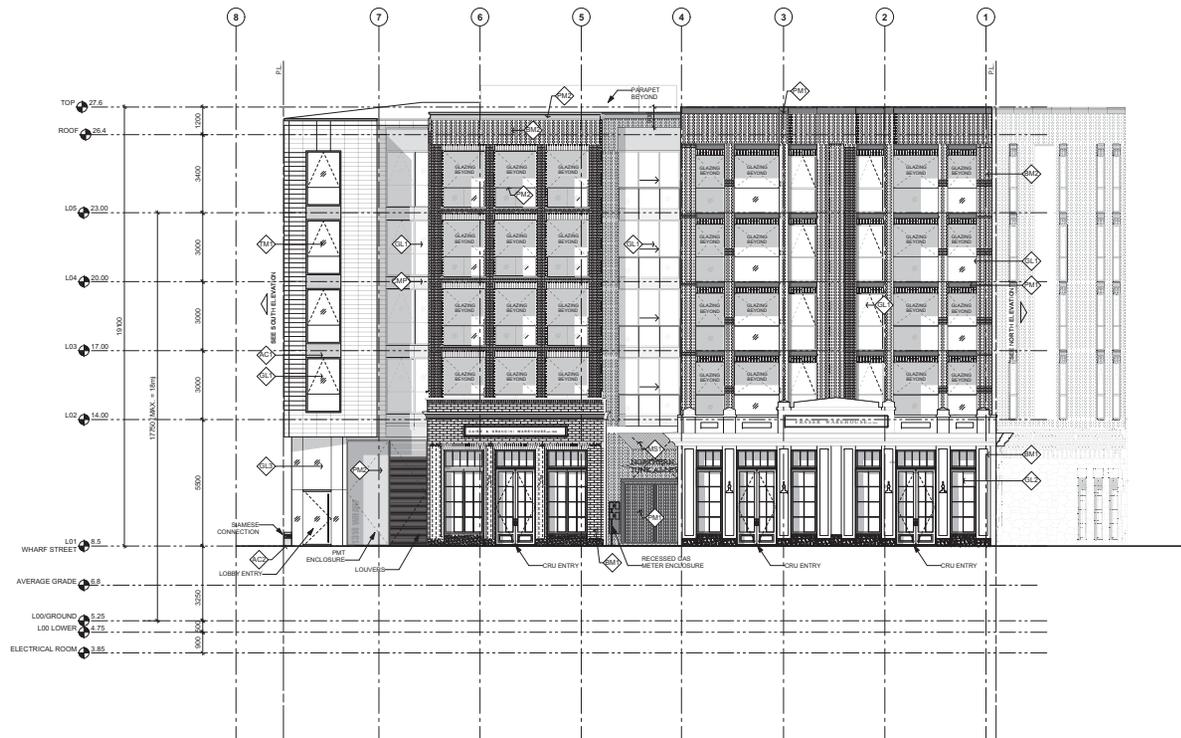
DRAWN: SO CHECKED: AP  
PLOT DATE: 19-10-18

# A-403

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1	19/08/19	REZONING /HERITAGE ALTERATION PERMIT
2	19/10/11	REZONING /HERITAGE ALTERATION PERMIT R1

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**EAST ELEVATION**  
SCALE: 1:100

**MATERIAL LEGEND**

	GL1 - NEW RESIDENTIAL GLAZING
	GL2 - HERITAGE STYLE GLAZING
	GL3 - COMMERCIAL GLAZING
	CMP1 - METAL PANEL TYPE 1
	AC1 - PRECAST ARCH CONCRETE
	AC2 - BOARD FORM ARCH CONCRETE
	BM1 - EXISTING BRICK MASONRY
	BM2 - NEW BRICK MASONRY TYPE 1
	TM1 - TERRAZZOTA MASONRY
	MS1 - STAMPED METAL SCOFFIT
	PM1 - DARK PAINTED METAL
	PM2 - MEDIUM PAINTED METAL

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**LANDSCAPE ARCHITECT**  
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 VANCOUVER BC V6E2V2  
 Tel: (604) 688-6111



**NORTHERN JUNK**

1314 WHARF STREET  
**East Elevation**

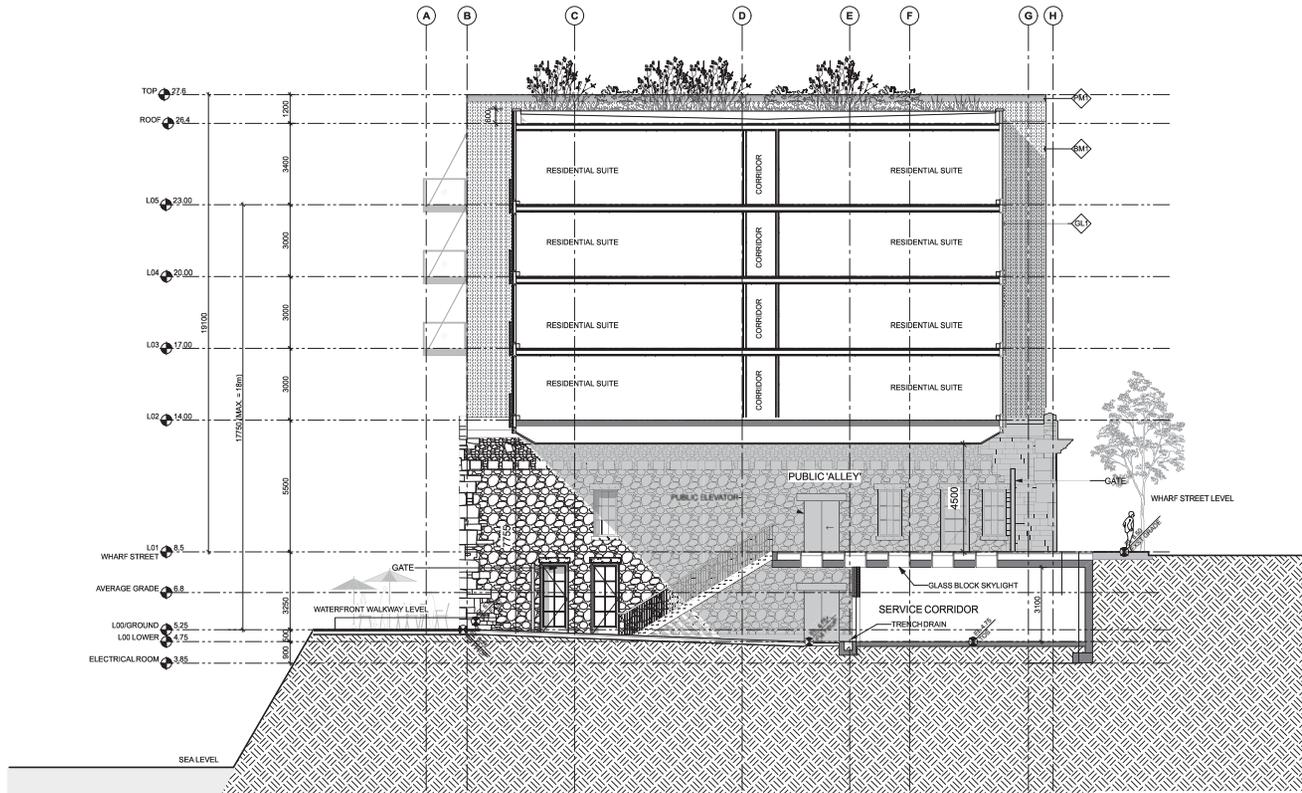
DRAWN: SO CHECKED: AP  
PLOT DATE: 19-10-18

# A-404

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**NORTHERN JUNK**

1314 WHARF STREET

Section - A1

DRAWN: PLOT DATE: 19-10-11 CHECKED:

# A-501



# JOHNSON STREET NORTHERN JUNK

## REZONING /HERITAGE ALTERATION PERMIT\_R1

### DRAWING LIST:

- L0.00 COVER
- L0.01 DESIGN RATIONALE
- L0.02 TREE MANAGEMENT PLAN
- L1.01 LAYOUT PLAN - SURFACE LOT LOADING OPTIONS
- L1.02 LAYOUT AND MATERIALS PLAN
- L1.03 LAYOUT AND MATERIALS PLAN - ROOF
- L2.01 SECTIONS
- L2.02 SECTIONS

NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING/HERITAGE ALTERATION PERMIT
2	2019-10-11	REZONING/HERITAGE ALTERATION PERMIT_R1

**PROJECT**  
 Johnson Street  
 Northern Junk  
 Site Layout

**ADDRESS**  
 1314 WHARF STREET  
 Lot 182F (001-005-723)

**DRAWING TITLE**  
 COVER

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NORTH	SCALE
	1:100
PROJECT NO.	15030
DATE	October 2019
FILE NAME	15030 Planvwk
PLOTTED	
DRAWN	L.C.J.O. REVIEWED J.W.
DRAWING	

# L0.00

## Northern Junk Design Rationale

The landscape design associated with the updated Northern Junk building creates a functional and vibrant urban waterfront space. The public will benefit from the extended connection of the David Foster Way and proximities to Reeson Park and Johnson Street Bridge Public Realm.

### Wharf Street Connection

The cast in place concrete sidewalk follows the requirements outlined in the Downtown Public Realm Plan and Streetscape Standards for the district of Inner Harbour. There isn't room between the existing buildings and curb line to include street trees. By not shifting the curb to achieve the necessary space we are able to protect the mature trees opposite the building. The hardscape paving in the passage between the buildings uses the same rhythm as the jointing in the sidewalk to create unity of the two spaces. The passageway also benefits from the glass tiles that create a light well into the spaces below. In-ground lighting along the edges provides safe lighting levels to prevent CTPED related issues. A gate, located in line with the building faces and designed with historical reference, can be used to secure the passageway after business hours.

### Reeson Park Interface

The building design promotes an eyes-on-the park relationship of the CRU, the lobby and the residential units above with Reeson Park. This is not only a benefit to the residents but provides a significant CPTED improvement as the sunken park is not in view from the street which currently promotes undesirable behavior. This design proposes a low park planter along the building with low plant material and uniformly spaced columnar trees to preserve the views while at the same time softening the edge and building face. We also propose shifting the bleacher seating slightly towards the water so that the Wharf Street sidewalk can extend directly across the park.

### David Foster Way

The public extension of David Foster Way provides the required 5-meter width. The walkway is constructed from heavy timber members that evoke the industrial historical significance of the site. The pattern expressed on the timber decking relates to the shoreline below and makes pedestrians aware of the connection between the ocean and the industrial history. Emphasizing this relationship between the built and natural environment are two large precast "stone" seating features. They also provide a place to rest, wait for a table at the restaurant or simply enjoy the view. The two outdoor patios are surfaced with stone pavers that create significant visual distinction between private and public spaces and also carry the historical connotation. These patios will provide animation along the David Foster Way and highly sought after because. The comfortable atmosphere of the outdoor dining patios is created by discrete glass enclosures defining the spaces and protecting from the ocean winds. It is further emphasized by catenary lighting that defines the space with open canopy and provides soft ambient light. The lower level of the passageway between the historical buildings uses heavy timber paving to create visual unity between the passageway and David Foster Way. In-ground lighting along the edges provides safe lighting levels to prevent CTPED related issues. As at the top on Wharf Street, a gate in line with the buildings provides after business hour security.

### Rooftop

The rooftop includes an extensive sedum, grass and perennial green roof and small private patios. The patios are paved with hydropressed pavers to allow for ease of removal for replacement and access to the slab for maintenance. A large cast in place planter is located in the middle of the roof. The plant palette includes native trees and native adapted plants with a variety of bloom periods and textures to reduce the need for watering while delivering all season interest.

### Sustainability

Locally sourced stone pavers, manufactured timber and paving slabs have been selected as the paving material for their durability.

A high efficiency, fully automated drip irrigation system with rain sensor will ensure healthy plant growth while keeping water use to a minimum.

The green roof improves air quality, provides significant areas of planted space which will contribute to the reduction of heat island effect, reduce the urban storm water runoff and increases the habitat area along the shoreline.



REVISIONS AND ISSUES		
NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING HERITAGE ALTERATION PERMIT
2	2019-10-11	REZONING HERITAGE ALTERATION PERMIT_01

## PROJECT Northern Junk Site Layout

ADDRESS  
1314 WHARF STREET  
Lot 182F (001-005-723)

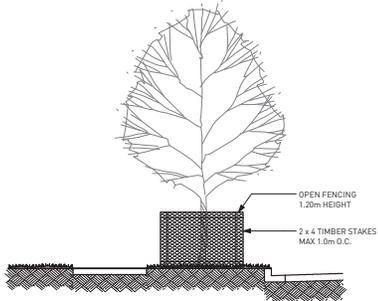
DRAWING TITLE  
DESIGN RATIONALE

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NORTH	SCALE
	N/A
PROJECT NO.	15030
DATE	October 2019
FILE NAME	15030 Planvwk
PLOTTED	
DRAWN	LCJD
REVIEWED	JW
DRAWING	

# L0.01

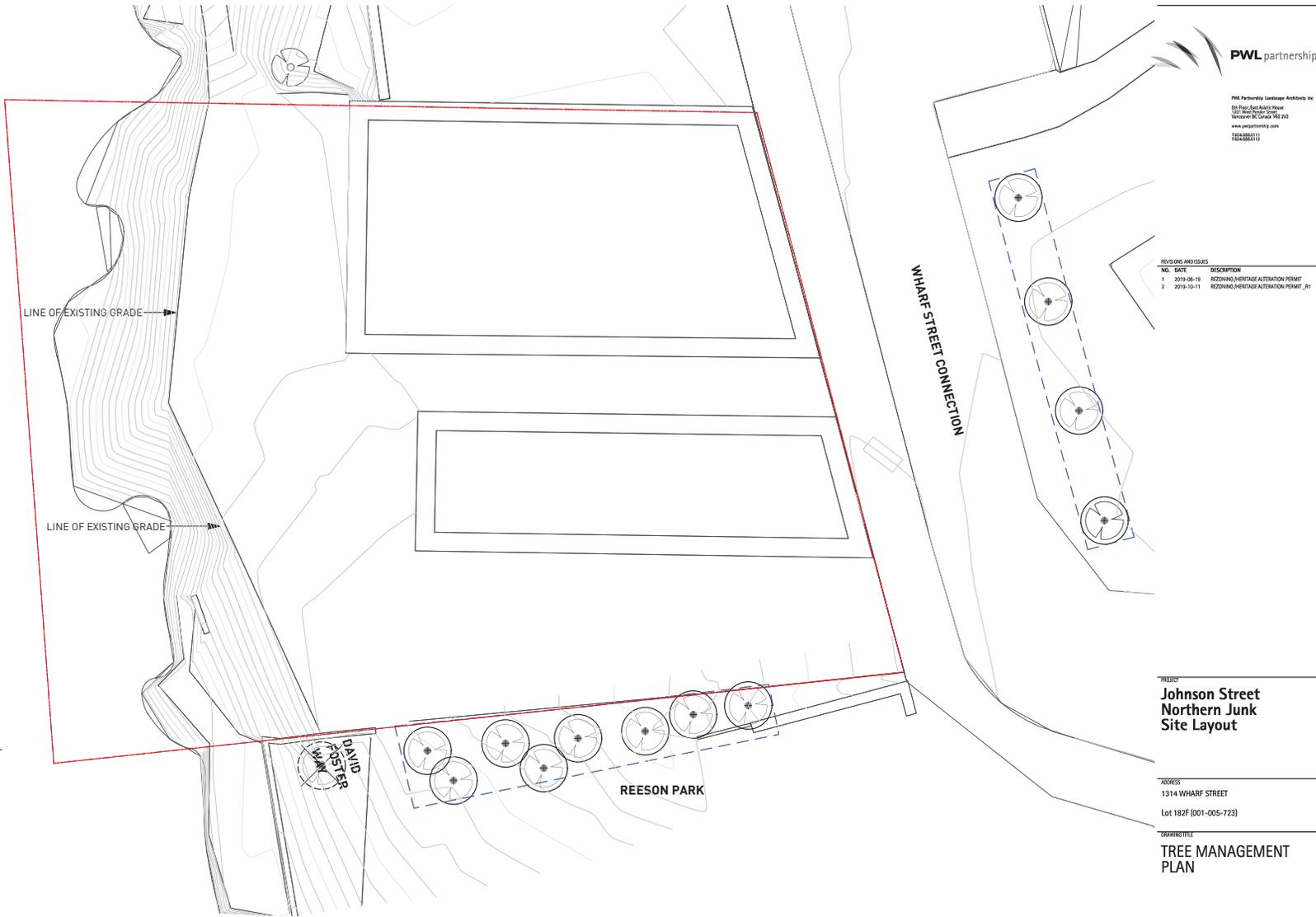
**TREE PROTECTION GENERAL NOTES**

- A. EXCAVATION AROUND TREES**
- EXCAVATION WITHIN DRIP LINE OF TREES ONLY WHERE INDICATED ON PLANS AND AS DIRECTED BY THE CONSULTANT.
  - DURING ANY EXCAVATION WITHIN THE DRIP LINE OF A TREE THE CONTRACTOR SHALL EXCAVATE AROUND TREE ROOTS AS DIRECTED BY THE CONSULTANT. DO NOT CUT TREE ROOTS UNLESS DIRECTED BY THE CONSULTANT.
  - TREES AND OTHER DESIRABLE VEGETATION TO BE TOTALLY FENCED BY 1.8M (6'-0") HIGH SEMI-PERMANENT CHAIN-LINK FENCING. FENCING TO BE MAINTAINED FOR THE DURATION OF THE PROJECT.
- B. EXCAVATION FOR NEW CONSTRUCTION WITHIN THE DRIP LINES OF TREES**
- HAND EXCAVATE TO MINIMIZE DAMAGE TO ROOT SYSTEMS.
  - USE NARROW TINE SPADING FORKS TO PROBE AND COMB SOIL TO EXPOSE ROOTS.
  - RELOCATE ROOTS INTO BACKFILL AREAS WHENEVER POSSIBLE. IF LARGE MAIN LATERAL ROOTS ARE ENCOUNTERED, EXPOSE BEYOND EXCAVATION LIMITS AS REQUIRED TO BEND AND RELOCATE WITHOUT BREAKING.
- C. UTILITY TRENCHING WITHIN THE DRIP LINES OF TREES**
- TUNNEL UNDER AND AROUND ROOTS BY HAND DIGGING.
  - DO NOT CUT MAIN LATERAL ROOTS.
  - CUTTING OF SMALLER ROOTS THAT INTERFERE WITH INSTALLATION OF NEW WORK SHALL BE DONE WITH CLEAN SHARP TREE PRUNING TOOLS.
  - ROOTS THAT ARE ENCOUNTERED IMMEDIATELY ADJACENT TO THE LOCATION OF NEW CONSTRUCTION AND ARE TOO DIFFICULT TO RELOCATE SHALL BE CUT 15cm (6") BACK FROM NEW CONSTRUCTION. USE CLEAN SHARP TREE PRUNING TOOLS.
- D. PROTECTION OF EXPOSED ROOTS**
- DO NOT ALLOW EXPOSED ROOTS TO DRY OUT PRIOR TO PLACEMENT OF PERMANENT COVER. PROVIDE ONE OF THE FOLLOWING TEMPORARY REMEDIAL MEASURES:
    - PROVIDE TEMPORARY EARTH COVER. MAINTAIN MOISTURE.
    - PACK WITH WET PEAT MOSS. MAINTAIN MOISTURE.
    - PACK WITH FOUR LAYERS OF WET UNTREATED BURLAP. MAINTAIN MOISTURE.
  - TEMPORARILY SUPPORT AND PROTECT EXPOSED ROOTS FROM DAMAGE UNTIL PERMANENTLY RELOCATED AND COVERED WITH BACKFILL.
  - WATER PUDDLE BACKFILL AROUND ROOTS TO ELIMINATE VOIDS AND AIR POCKETS.



1 TREE PROTECTION BARRIER FENCING DETAIL  
NTS

TREE MANAGEMENT LEGEND	
	REMOVED DECIDUOUS TREE
	RETAINED DECIDUOUS TREE
	TREE PROTECTION FENCING



PWL partnership

PWL Partnership Landscape Architects Inc.  
655 Pine Street, Suite 200  
Vancouver, BC V6B 2R2  
www.pwlpartnership.com  
784-4888111  
P04-000111

NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING HERITAGE ALTERATION PERMIT
2	2019-10-11	REZONING HERITAGE ALTERATION PERMIT_R1

PROJECT  
**Johnson Street  
Northern Junk  
Site Layout**

ADDRESS  
1314 WHARF STREET  
Lot 182F (001-005-723)

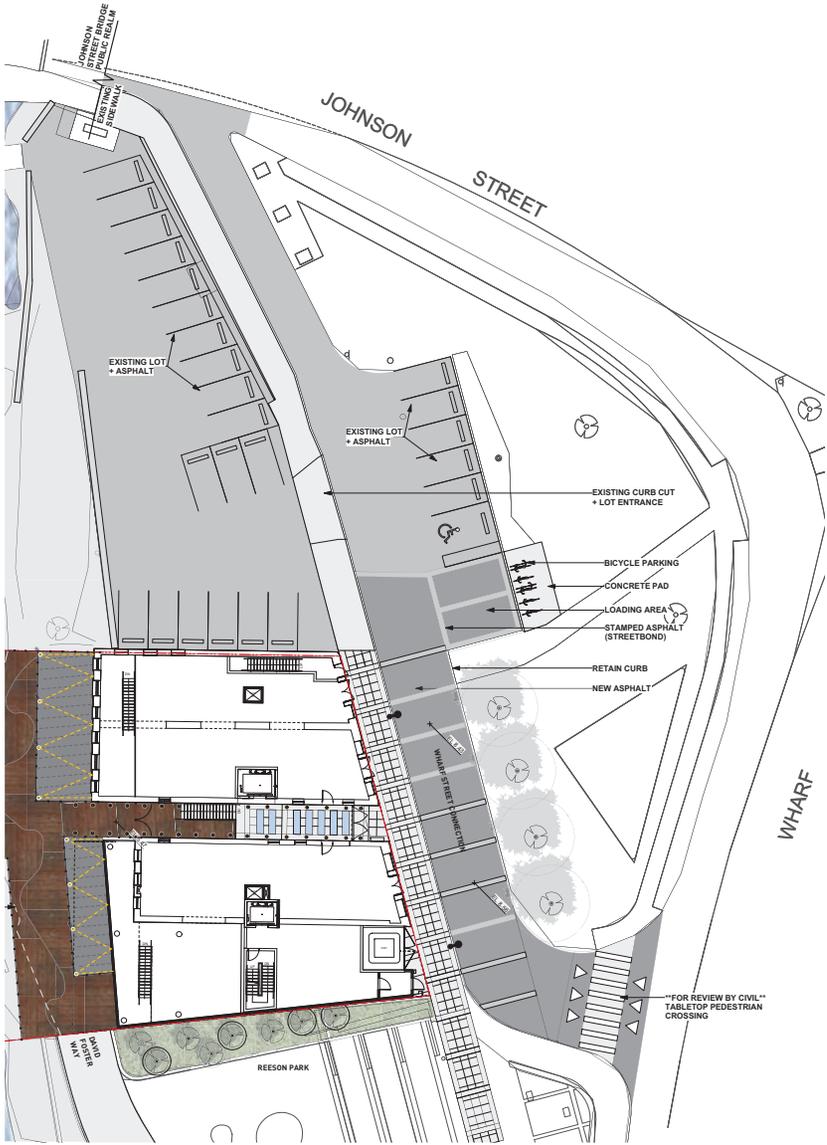
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**TREE MANAGEMENT  
PLAN**



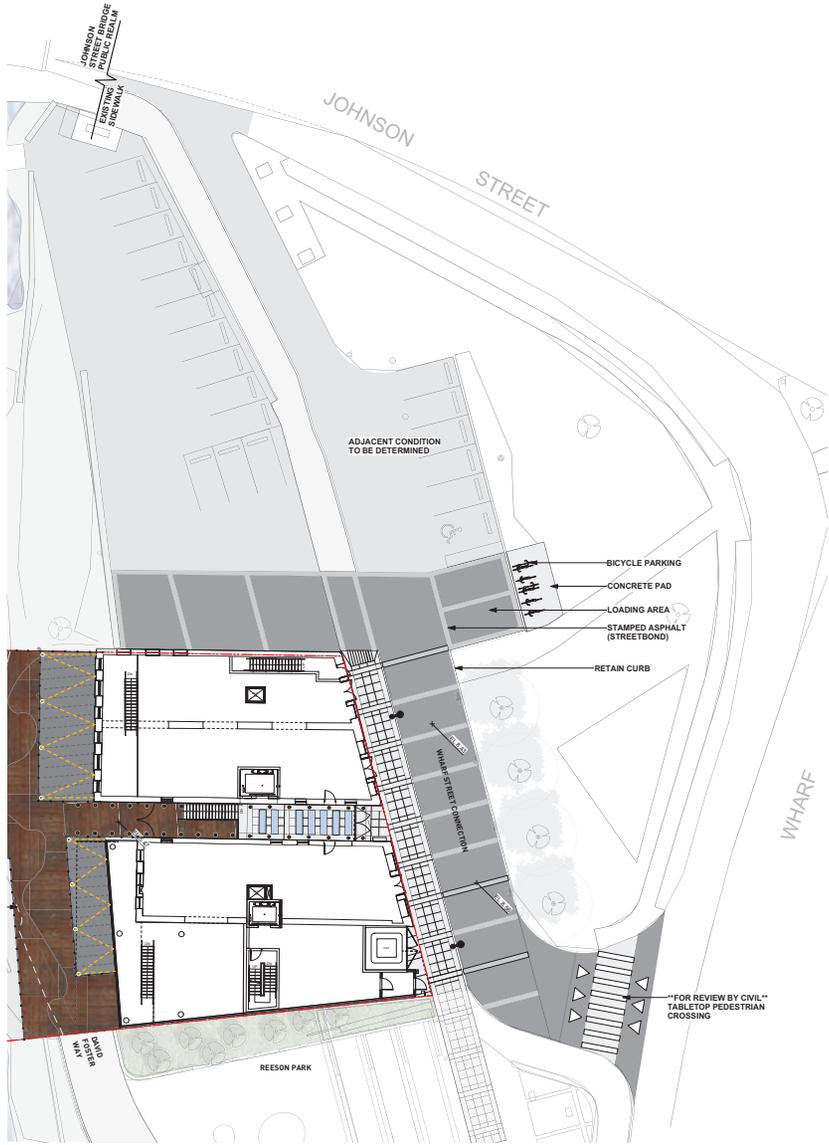
PROJECT NO.	15030
DATE	October 2019
FILE NAME	15030 Plan.vwx
PLotted	
DRAWN	LCJO
REVIEWED	JW
DRAWING	

**L0.02**

**INTERIM PROPOSED OPTION**



**ULTIMATE PROPOSED OPTION**



PWL Partnership Landscape Architects Inc.  
 655 Pine Street, Suite 200  
 Vancouver, BC V6B 2R2  
 www.pwlpw.com  
 TEL: 604-681-1111

NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING HERITAGE ALTERATION PERMIT
2	2019-10-11	REZONING HERITAGE ALTERATION PERMIT_R1

**Johnson Street  
Northern Junk  
Site Layout**

ADDRESS  
 1314 WHARF STREET  
 Lot 182F (001-005-723)

**LAYOUT PLAN -  
SURFACE LOT LOADING  
OPTIONS**

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NORTH  SCALE  
**1:200**

PROJECT NO.	15030
DATE	October 2019
FILE NAME	15030 Planvwk
PLOTTED	
DRAWN	LCJD
REVIEWED	JW
DRAWING	

**L1.01**

**LAYOUT AND MATERIALS GENERAL NOTES**

1. DO NOT SCALE DRAWING. LAYOUT AS PER DIMENSIONS NOTED ON LANDSCAPE PLANS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
2. LAYOUT AND MATERIALS DRAWINGS ARE TO BE READ IN CONJUNCTION WITH LANDSCAPE SPECIFICATIONS.
3. LANDSCAPE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ENGINEERING DRAWINGS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
4. VERIFY ALL DIMENSIONS WITH FIELD CONDITIONS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
5. EXTERIOR LIGHTING SHOWN ON LANDSCAPE PLANS IS FOR REFERENCE ONLY. LIGHTING INFORMATION REFERENCED ON LANDSCAPE DRAWINGS IS TO BE READ IN CONJUNCTION WITH ELECTRICAL ENGINEER'S DRAWINGS.
6. REFERENCE CIVIL ENGINEER'S DRAWINGS FOR LAYOUT OF ROAD CURBS AND GUTTERS.

**HARDSCAPE MATERIALS LEGEND**

KEY	DESCRIPTION
H1	Metal Guard Rail As per C.O.V Standards
H2	Maintenance Strip
H3	Parapet Wall per Arch Dwg.

**LIGHTING MATERIALS LEGEND**

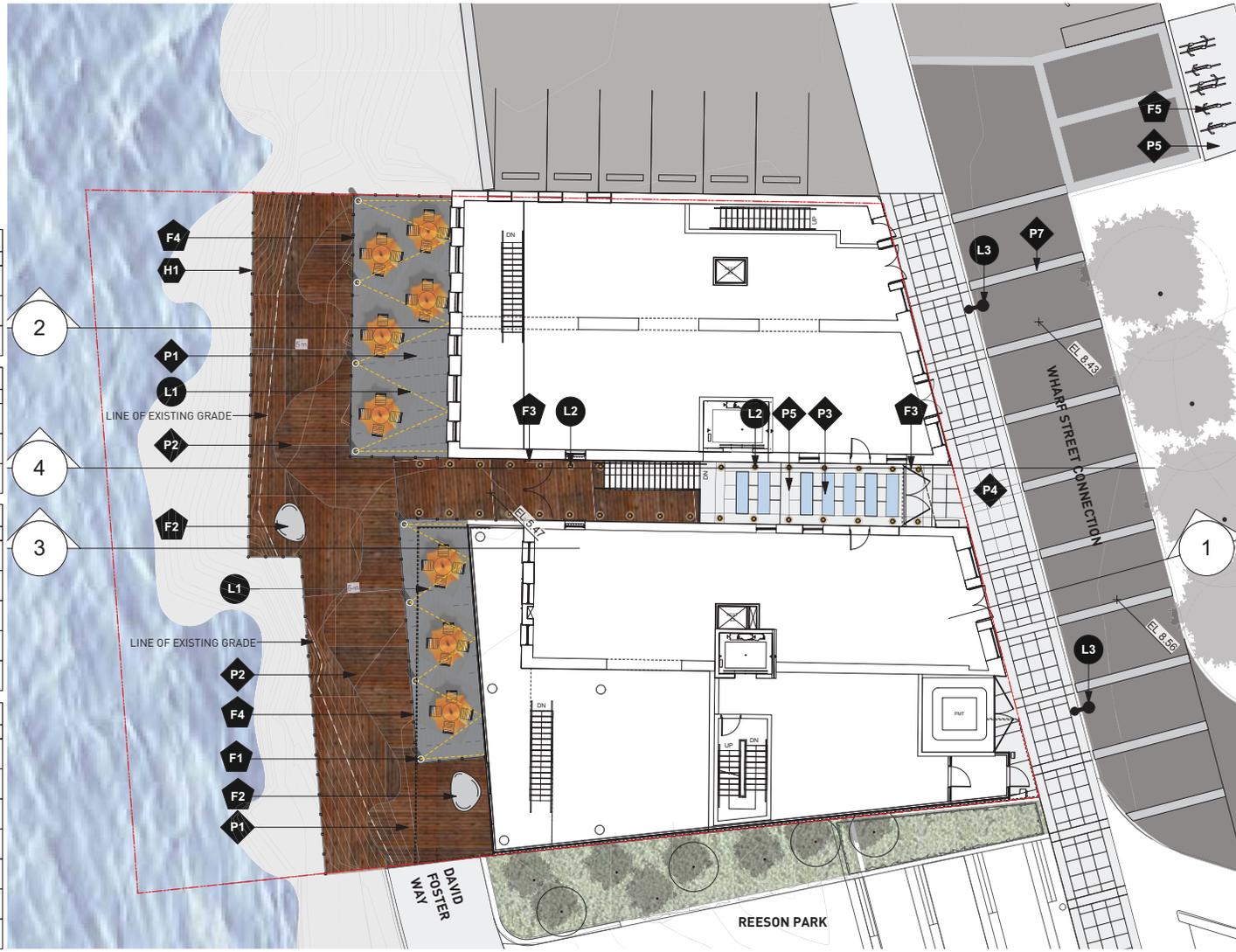
KEY	DESCRIPTION
L1	Catenary Lighting
L2	Inground Up Lights
L3	Proposed Street Lights

**SITE FURNISHING MATERIALS LEGEND**

KEY	DESCRIPTION
F1	Catenary Light Post
F2	Metallic Stone Free Shape Seat
F3	Metal Gate
F4	Glass Guardrail Wind Protection Refer to Architectural
F5	Bicycle Racks Refer to City of Victoria Bicycle Parking Strategy

**PAVING MATERIALS LEGEND**

KEY	DESCRIPTION
P1	Stone Paving Stone Paving Type 1
P2	Timber Decking Timber Decking
P3	Light Wells Light Wells
P4	CIP Concrete Sidewalk CIP Concrete Sidewalks As per C.O.V Street Standards
P5	CIP Concrete CIP Concrete
P6	Hydrapressed Pavers Hydrapressed Pavers
P7	Stamped Asphalt Street Bond



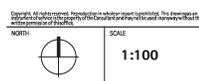
**REVISIONS AND ISSUES**

NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING HERITAGE ALTERATION PERMIT
2	2019-10-11	REZONING HERITAGE ALTERATION PERMIT_R1

**PROJECT**  
**Johnson Street Northern Junk Site Layout**

**ADDRESS**  
 1314 WHARF STREET  
 Lot 182F (001-006-723)

**DRAWING TITLE**  
**LAYOUT AND MATERIALS PLAN - GROUND LEVEL**



PROJECT NO.	15030
DATE	October 2019
FILENAME	15030 Planvwk
PREP'D	
DRAWN	LCJD REVIEWED JW
DRAWING	

**L1.02**



**LAYOUT AND MATERIALS GENERAL NOTES**

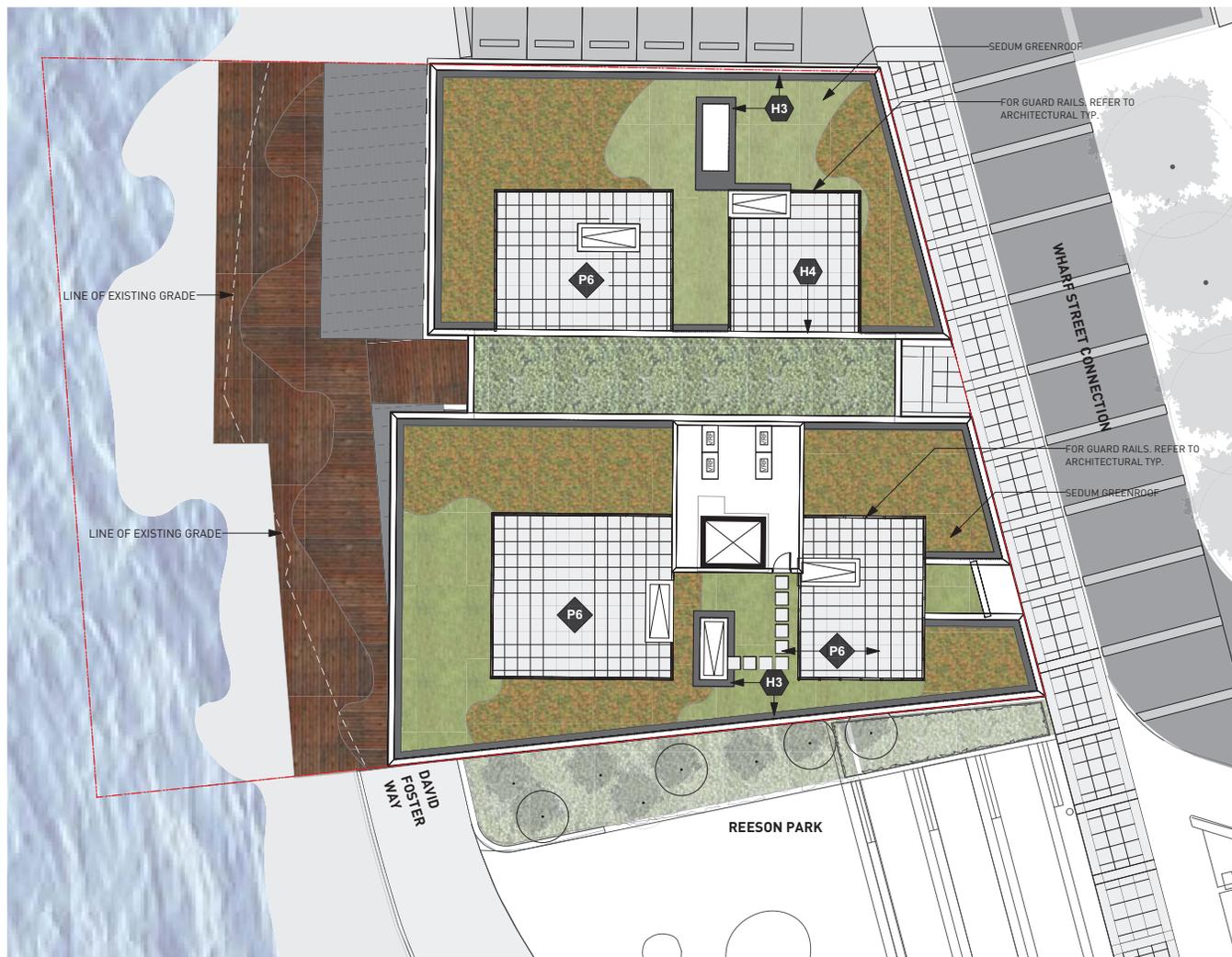
- DO NOT SCALE DRAWING. LAYOUT AS PER DIMENSIONS NOTED ON LANDSCAPE PLANS. REPORT ANY DISCREPANCIES TO CONSULTANT FOR REVIEW AND RESPONSE.
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HARDSCAPE MATERIALS LEGEND	
KEY	DESCRIPTION
H1	Metal Guard Rail As per C.O.V. Standards
H2	Maintenance Strip
H3	Parapet Wall per Arch Dwg.

LIGHTING MATERIALS LEGEND	
KEY	DESCRIPTION
L1	Canopy Lighting
L2	Inground Up Lights
L3	Proposed Street Lights

SITE FURNISHING MATERIALS LEGEND	
KEY	DESCRIPTION
F1	Canopy Light Post
F2	Metaco Stone Free Shape Seat
F3	Metal Gate
F4	Glass Guardrail Wind Protection Refer to Architectural
F5	Bicycle Racks Refer to City of Victoria Bicycle Parking Strategy

PAVING MATERIALS LEGEND	
KEY	DESCRIPTION
P1	Stone Paving Stone Paving Type 1
P2	Timber Decking Timber Decking
P3	Light Wells Light Wells
P4	CIP Concrete Sidewalk CIP Concrete Sidewalk As per C.O.V. Street Standards
P5	CIP Concrete CIP Concrete
P6	Hydragressed Pavers Hydragressed Pavers
P7	Stained Asphalt Street Bond



REVISIONS AND ISSUES		
NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING OVERLAP ALTERATION PERMIT
2	2019-10-11	REZONING OVERLAP ALTERATION PERMIT_R1

**PROJECT**  
**Johnson Street Northern Junk Site Layout**

**ADDRESS**  
 1314 WHARF STREET  
 Lot 182F (001-005-723)

**DRAWING TITLE**  
**LAYOUT AND MATERIALS PLAN - ROOF LEVEL**

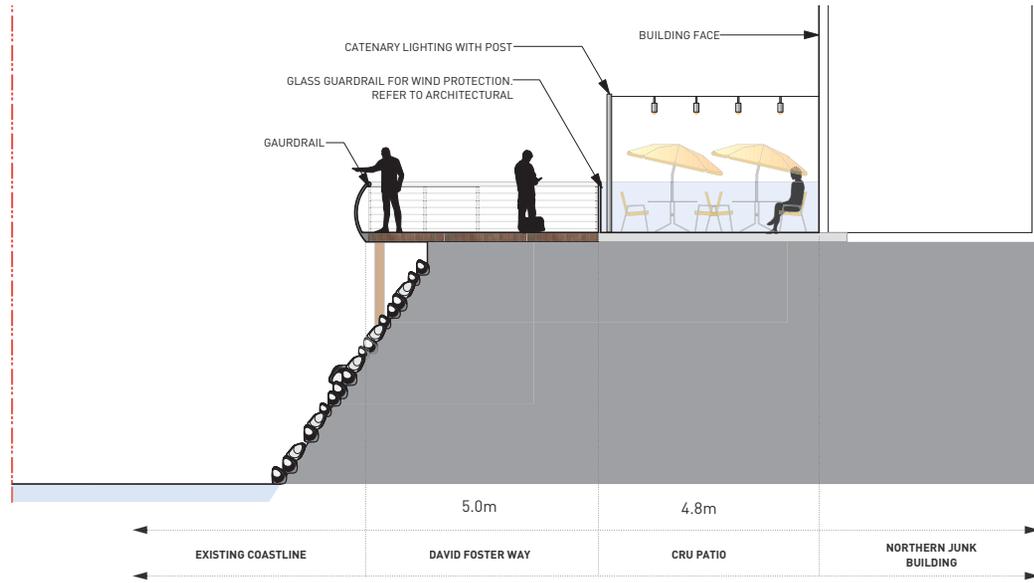


PROJECT NO.	15030
DATE	October 2019
FILENAME	15030 Plan.vwx
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DRAWN	LCJD
REVIEWED	JW
DRAWING	

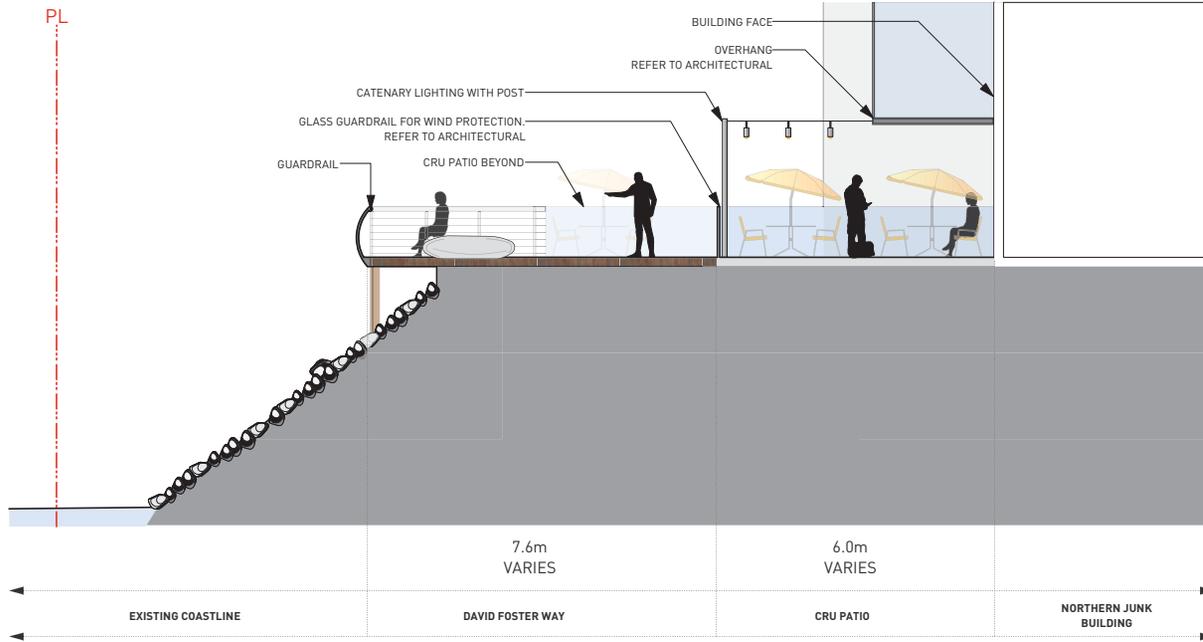
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2 SECTION  
Scale: 1:50



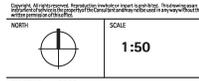
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NO.	DATE	DESCRIPTION
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2	2019-10-11	REZONING OVERHAUL ALTERATIONS_01

**PROJECT**  
**Johnson Street Northern Junk**

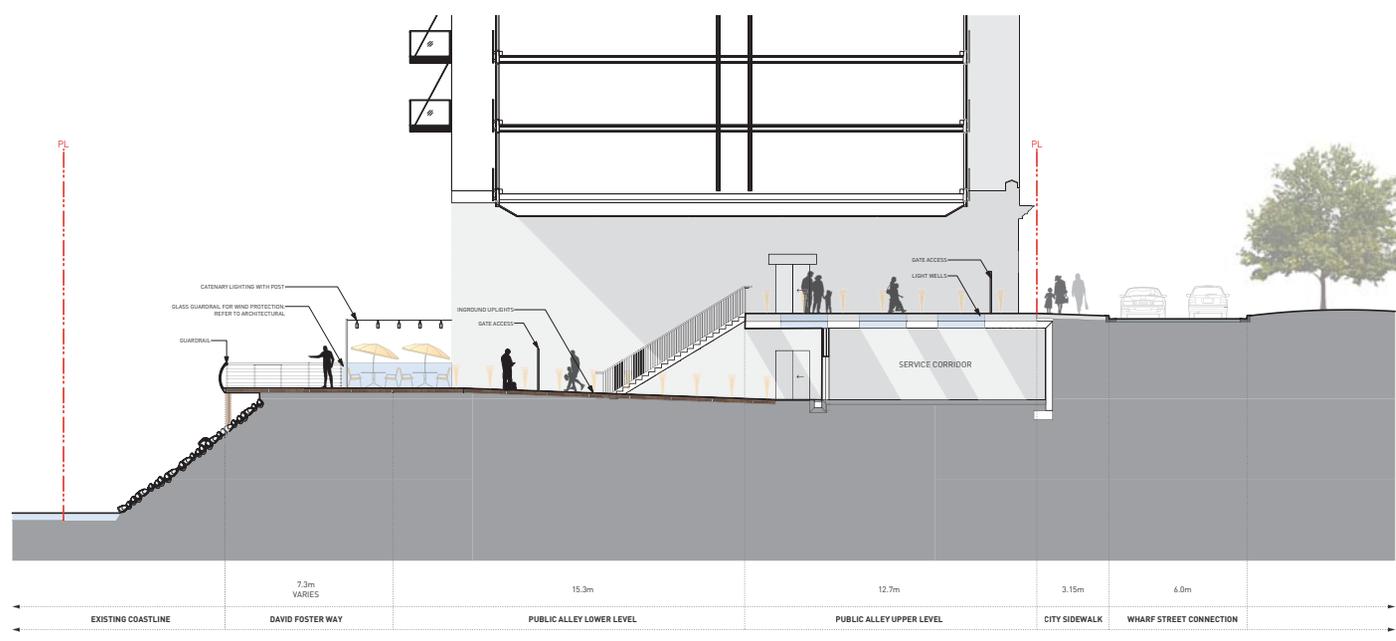
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**DRAWING TITLE**  
SECTIONS



PROJECT NO.	0000
DATE	11 OCTOBER 2019
FILE NAME	18030 Sections.rvt
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DRAWN	CB
REVIEWED	

**L2.01**



REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
1	2019-06-19	REZONING HERITAGE ALTERATIONS PERMIT
2	2019-10-11	REZONING HERITAGE ALTERATIONS PERMIT_R1

4 SECTION  
 Scale: 1:100

**PROJECT**  
**Johnson Street**  
**Northern Junk**

**ADDRESS**  
 Lot 182F (001-005-723)  
 Lot 182F (001-005-723)

**DRAWING TITLE**  
 SECTIONS

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**NORTH**  **SCALE 1:100**

PROJECT NO.	0000
DATE	11 OCTOBER 2019
FILE NAME	18030 Sections.vwx
PLOTTED	
DRAWN	CB
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DRAWING	

**L2.02**

**INTRODUCTION:**

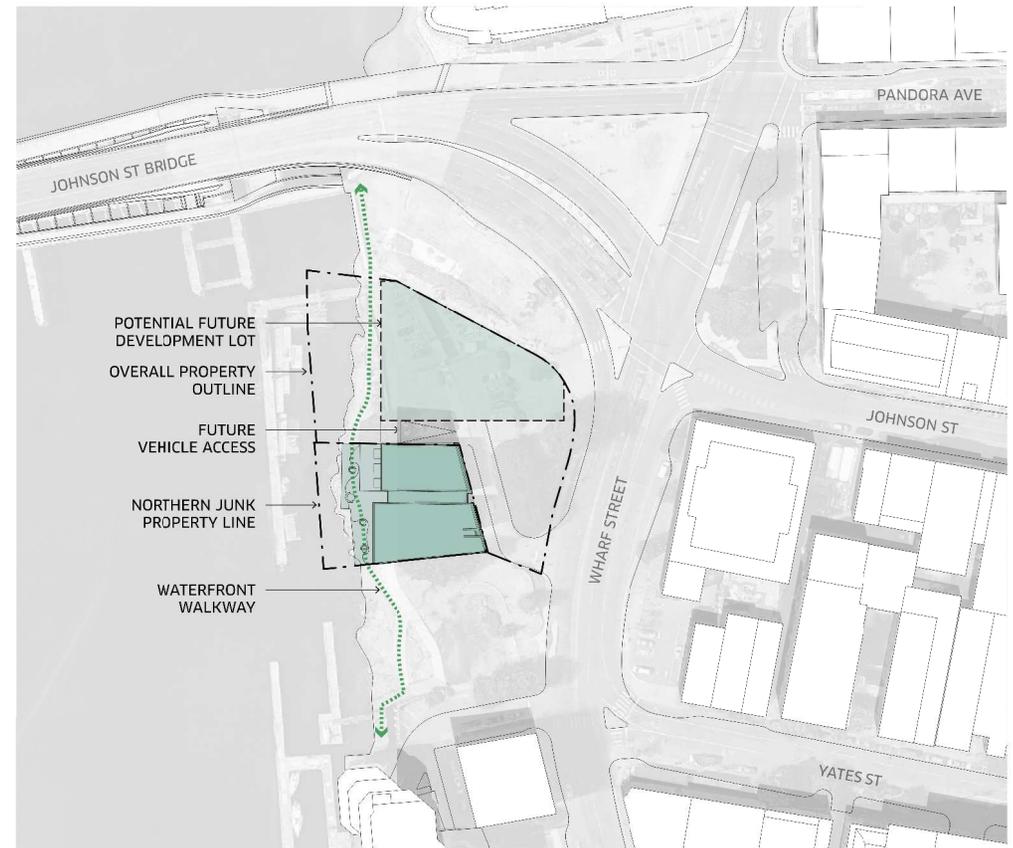
To Mayor & Council,

The Northern Junk site at the head of the Johnson Street Bridge presents unique set of opportunities and challenges. The site is in a prominent position in the City between Old-Town and Inner-harbour. Currently isolated between Reeson Park to the south and the as-yet undefined Bridgehead Green park to the North, the site offers the potential to complete a key piece of the public realm and neighbourhood revitalization through its design and development.

The proposed development responds to a number of planning and urban design objectives set forth in the OCP and Core Area Plans. In particular, it will provide housing diversity in the form of new rental apartments, an upgrade of two heritage buildings, improve public access to the waterfront and support economic and social vitality in the area, all within a built-form that is in keeping with the goals of area design guidelines.

The project consists of a multi-unit residential apartment building set atop the existing Northern Junk warehouse buildings (Caire & Grancini Warehouse and Fraser Warehouse) that are to be rehabilitated and incorporated into a mixed-use development. The project brings together active ground level uses, new housing options, and an integrated public access and extension of the public waterfront walkway.

Previous iterations of the project envisioned a comprehensive redevelopment of City-owned lands to the East and North of the site; the current proposal seeks -within a much smaller footprint- to still deliver public realm and heritage preservation and rehabilitation, and contribute to the economic, social, and architectural vitality of the neighbourhood. The nature of the development however becomes less about a landmark structure marking a gateway, but rather an extension of built patterns in the area leaving the City-owned lands with potential for future development.



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## DESIGN RATIONALE REVIEW:

The design of the project has three primary drivers: the existing heritage warehouse buildings, response to public realm and response to the patterns and character of Harbour and Old-town.

- HERITAGE RESPONSE
- PUBLIC REALM RESPONSE
- ARCHITECTURE, MASSING & MATERIALS

---

### HERITAGE RESPONSE:

(See also conservation plans & heritage consultant's rationale)

The existing architecture of the two Northern Junk warehouse buildings is to be rehabilitated by careful revealing of original facade elements now obscured by previous alterations and additions and rehabilitating the exterior masonry facade. Alterations including new openings are to be added to improve the functionality of the buildings. The key goal has been to maintain as many elements of the existing buildings as possible while giving them a new life as active commercial spaces accessible to the public. As much as possible, the new elements of the project have been devised to maximize visibility and retention of the existing buildings and bring new value to them for present and future generations. The new structure and spaces are fused with or enveloping of the heritage elements allowing users to come in contact with and be able to appreciate the heritage elements in new ways. All principal facades, interior masonry walls and openings are retained in the proposed design.

Whereas, a typical addition to a heritage building might be smaller in scale, the context of the buildings within the generally 5-storey Old-town fabric suggests that a one or two-storey addition would seem out of scale with the surroundings. The increased height of the additions delivers an integrated streetscape using the heritage buildings as its foundation. The resulting tripartite composition of each facade reinforces the classical pattern of base (heritage buildings), middle (new residential building), and top (contemporary cornice elements).

Glass treatment enclosing the south and west facades of the Caire & Grancini building offers another view of building preservation as part of the overall conservation of the two buildings, and enables the heritage building to become, in part, an artifact within a controlled environment.

The patterns of glazing and masonry piers of the new elements above the two heritage buildings are guided by the existing proportions and details of their facades, rendered in a simpler more contemporary articulation so as to not compete with the existing facades, but be sympathetic and complementary.

Design responds to the new Draft Old Town Design Guidelines as follows:

- Locate and site new buildings and additions to create a continuous 'street wall edge'.
- Design new buildings and additions to reflect the established proportions, composition and spatial organization of adjacent historic facades.
- Include a distinct roof line in the building design, through such measures as a simplified or contemporary cornice or parapet.
- Modulate the overall horizontal and/or vertical building mass on large buildings to achieve a scale that is compatible with adjacent buildings.
- For buildings over 30m in width, incorporate an articulated vertical break in the facade with a patio, courtyard, recessed entryway or other features to help break up the expanse of the facade.
- Avoid buildings with a dominant horizontal expression in favour of more compact buildings that reflect the smaller scale vertical expression of existing heritage buildings.
- Locate and design new buildings along the waterfront to provide direct pedestrian access to the Harbour Pathway where appropriate.
- Design new rooftop additions with contemporary materials and finishes.
- Use a slightly different ratio of solid to transparent materials than the historic building.
- Incorporate setbacks from street-facing elevations to maintain the distinction between old and new construction.

- **OLD TOWN DESIGN GUIDELINES: INNER HARBOUR DISTRICT**

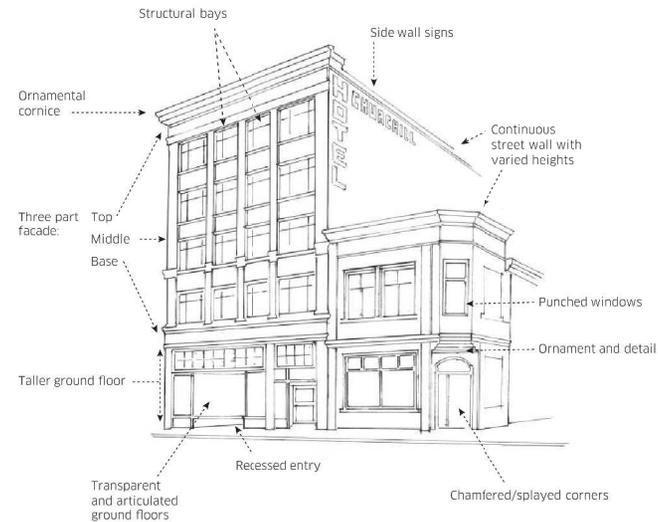
Project addresses several Old Town Guidelines objectives such as:

**Character Defining Elements – Old Commercial District**

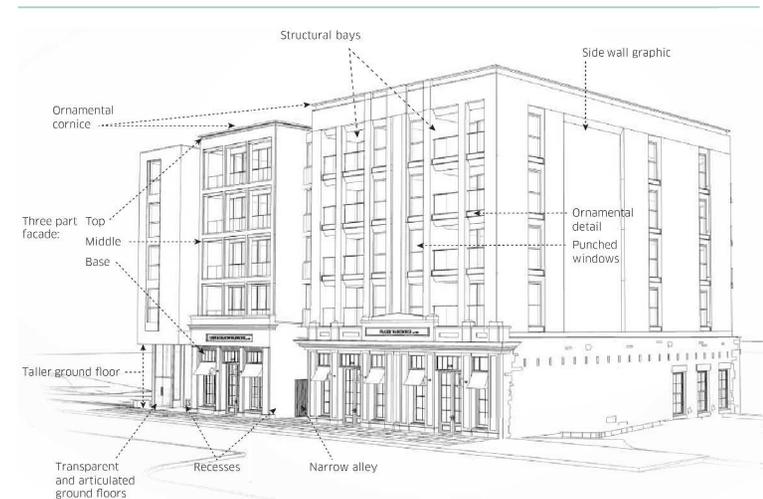
- Classically inspired three part building facades with a clearly defined base, middle and top;
- Vertical facade expressed by use of structural bays, vertical elements and proportions, and punched openings, including upper storey double-hung windows;
- Use of high quality materials such as wood, metal, brick, natural stone and glass;
- Well crafted facade ornamentation and detailing;
- Varied range of low to mid -scale building heights generally ranging from three to five storeys;
- Varied and attractive roof lines along each street that are accented by architectural features such as parapets and cornice lines;
- The prominent use of brick masonry construction
- Prefabricated structural and decorative components of exterior facades of commercial buildings such as wood brackets and tin cornices;
- The presence of pedestrian paths, mews, alleys and courtyards within and through blocks

**Character Defining Elements – Waterfront**

- Building types and spaces associated with the functions of a commercial harbour;
- Buildings over the water, vessels, float planes, buoys and marks, wharves, pontoons, piles, boat ramps, davits and ladders, hawsers, bollards, and mooring rings;
- Random rubble stonework, brick masonry, and iron shutters and doors;
- Stone and brick retaining walls;
- Buildings with an industrial aesthetic;
- Dual-aspect structures that present a commercial frontage to Wharf Street and a harbour frontage to the water;
- The rich texture of the land/water edge resulting from conditions including inter-tidal beaches, projecting structures, inundations and reclamations;
- Load-bearing masonry buildings and details and forms that accompany load-bearing masonry surrounded by subordinate lighter wood and metal structures;
- The glimpses of water seen between buildings, down alleyways and slips and on street axes.
- The view of Old Town from the water; defined by a concentration of small scale historic buildings tiering up from the waterfront with a distinct rhythm and rich design quality.

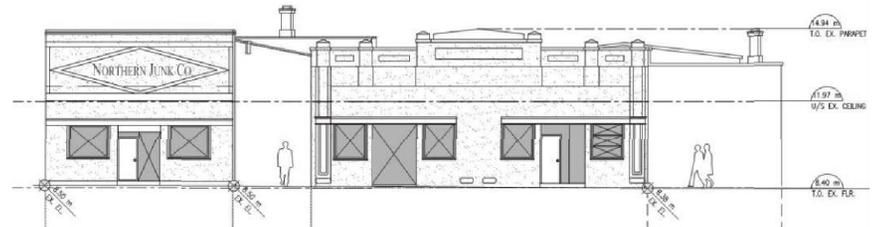
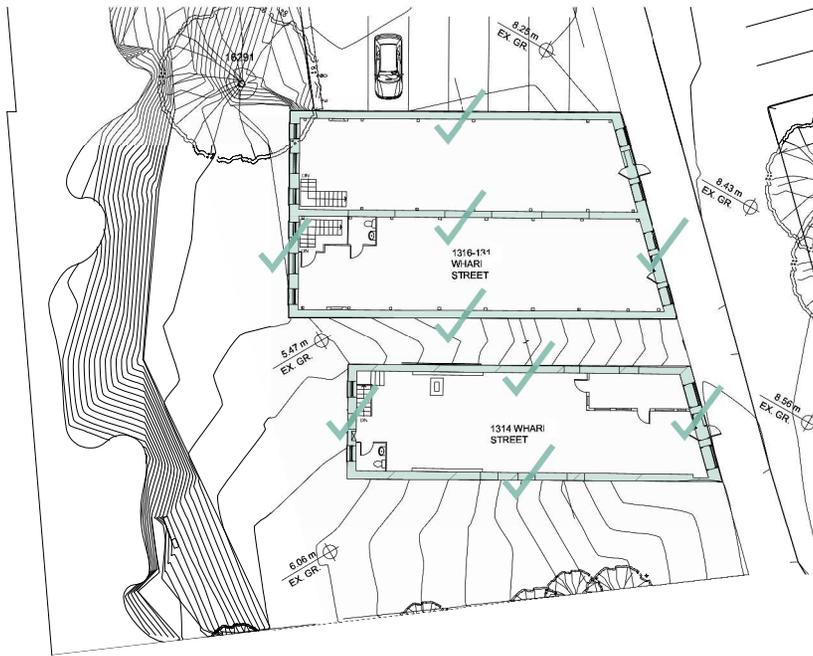


**OLD TOWN GUIDELINES**

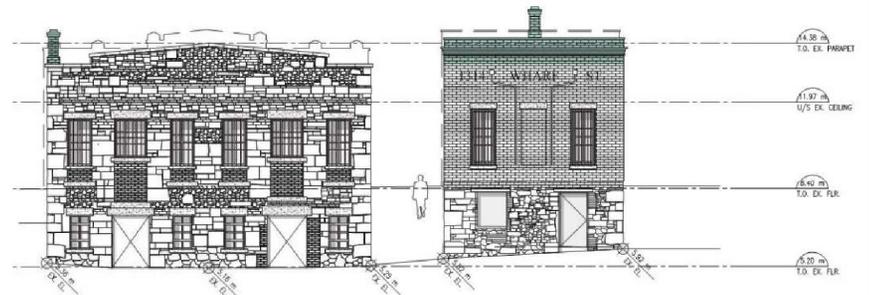


**PROPOSED PROJECT**

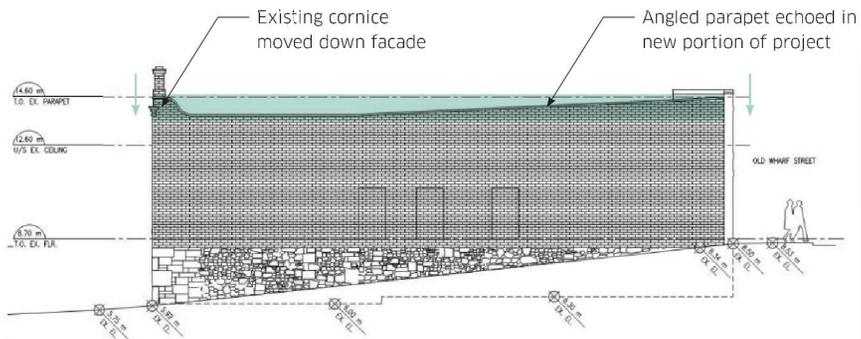
ALL EXTERIOR FACADES RETAINED



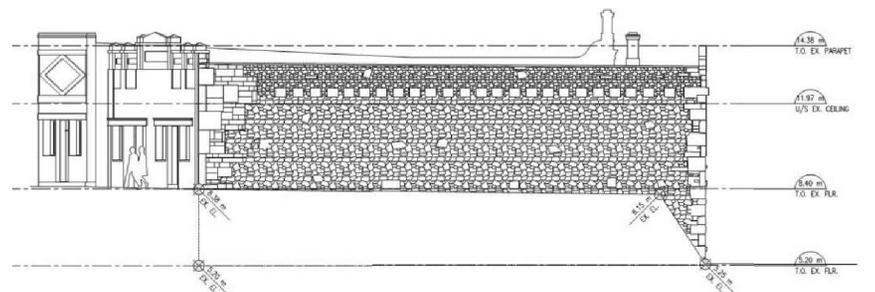
EXISTING EAST ELEVATION



EXISTING WEST ELEVATION



EXISTING SOUTH ELEVATION



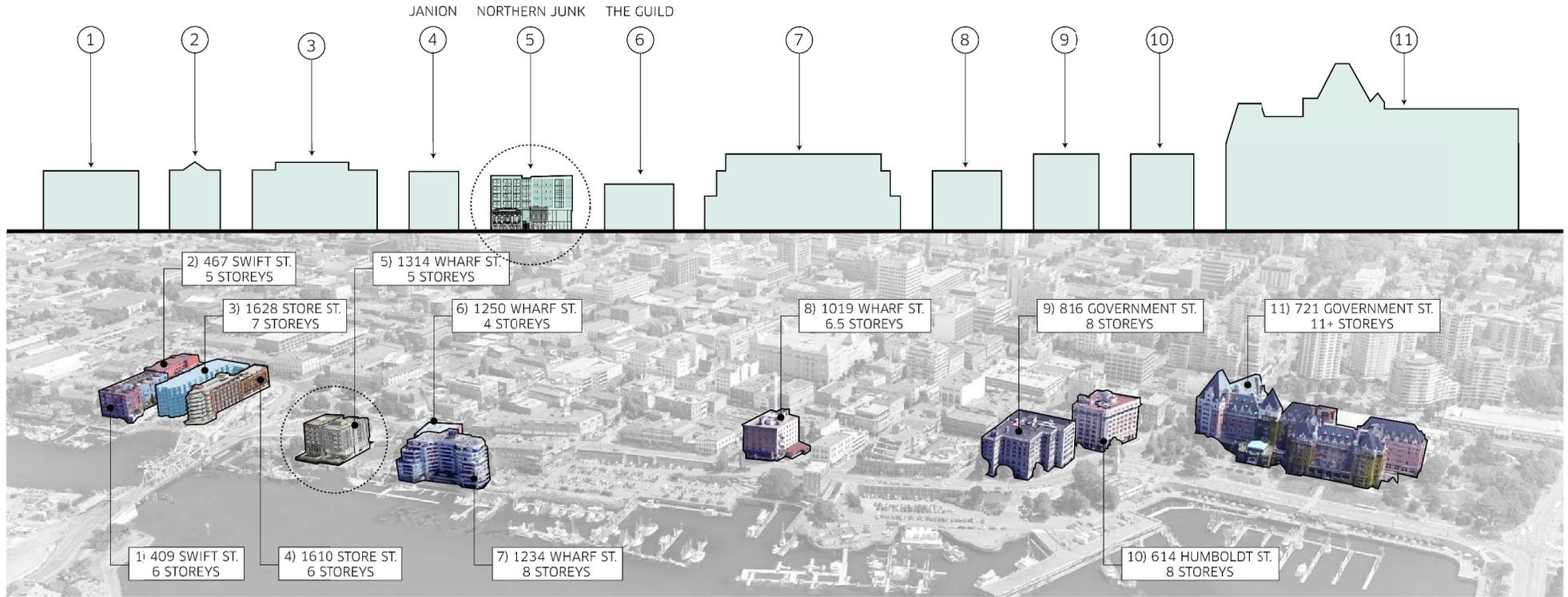
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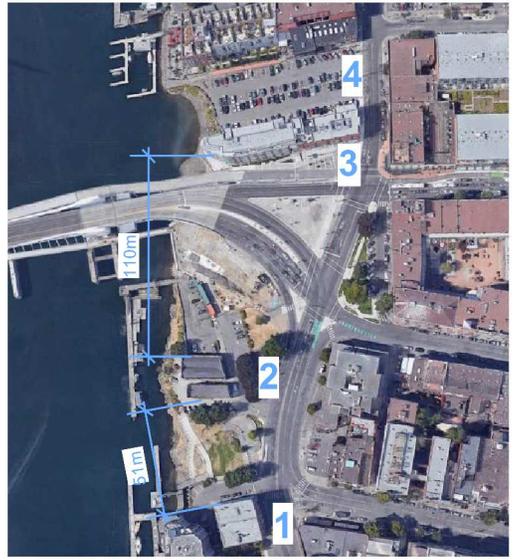
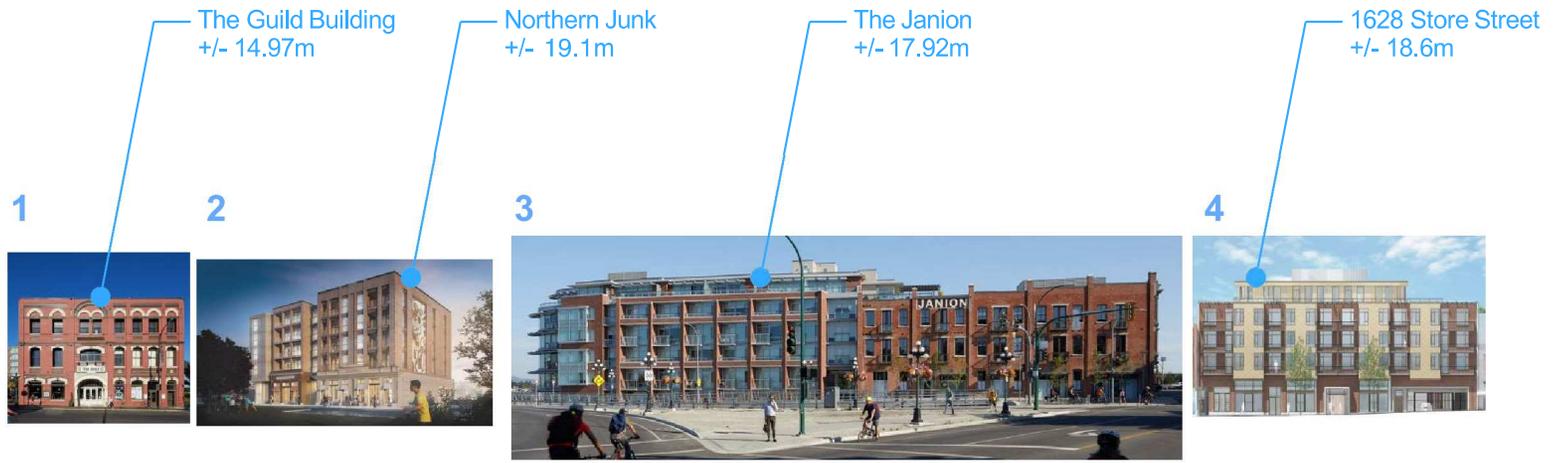
**PUBLIC REALM:**

With limited new site area in which to add new structure, the footprint of any of the new elements are kept to a minimum, allowing the heritage facades to dominate the pedestrian experience of the project. Where a narrow sloping lane currently separates the two existing warehouse buildings, a new semi-public alleyway is proposed to allow pedestrian connection from Wharf Street to the new extended public waterfront walkway system to the north. This alleyway is in keeping with the old town character of intimate alleys and courtyards. It allows two sides of the existing structures to become exposed over two levels and is activated by new openings to the commercial spaces and an elevator can be accessed by the public to further improve access to the waterfront walk directly through this site. The space will be gated after hours for security. A feature soffit material is proposed to tie together the alley and glazed atrium ceilings using a stamped tin-like panel system rendered in a reflective material to add interest and light to the views upwards below the new structures and draw pedestrians into the new alley space.

At the south side of the project bordering Reeson Park -where the new structure comes down to meet ground level- two highly-glazed active uses (a restaurant and residential lobby) are proposed to directly interface with the park, providing passive surveillance, illumination and an open relationship between new building and park. This highly glazed ground level of the project also allows for views of the south heritage facade through the building. A dramatic glazed atrium wraps the southwest corner of the Caire & Grancini building creating a unique experience of the heritage buildings and protects the heritage facade from the elements and vandalism.

Extension of the David Foster Way waterfront walk along the west edge of the project will continue this public realm asset one step closer to the bridge and future connection to Rock Bay. Providing a public connection in the middle of the project also allows a way to continue the public connection in the interim.







**CITY OF VICTORIA  
HERITAGE ADVISORY PANEL  
MEETING MINUTES  
SEPTEMBER 10, 2019**

**Present:** Pamela Madoff, Chair  
Doug Campbell  
Katie Cummer  
Shari Khadem  
Lisa MacIntosh

**Absent:** Julie Br  h  ret, Hal Kalman, Connie Quaedvlieg, Graham Walker

**Staff:** John O'Reilly, Senior Heritage Planner  
Steve Barber, Heritage Planner  
Lauren Martin, Heritage Secretary

The Chair called the meeting to order at noon.

**1. Adoption of the Minutes of the August 13 and 20, 2019 Meetings**

**Moved**

**Seconded**

**Carried**

**2. Announcements**

- Steve Barber has completed his temporary, part-time term with the City. He intends to reapply for membership on the Panel.

**3. 1314 & 1318 Wharf Street (Northern Junk)  
Heritage Alteration Permit Application No. 00236**

Attendees: Alan Boniface (Dialog Design), Juan Pereira (Reliance (Crosstown) Properties Ltd.) and Donald Luxton (Donald Luxton and Associates Inc.)

John O'Reilly provided a brief introduction. Alan Boniface, Juan Pereira, Donald Luxton presented.

Panel Questions and Comments

- A typical response to development of a heritage building is to step back the upper wall, but the applicant states that this is not financially feasible; however, the Panel is not privy to financial information. Rather than stepping the building back at both front and rear, could another approach be considered? For example, the plans indicate that on the harbour side of the Fraser building there will be balconies that extend beyond the building.
- Brick has been chosen for the new storeys on the larger building which would result in masonry on top of masonry. Has the applicant considered using a lighter material for more distinction between the ground floor and the upper floors? Alan Boniface: Yes,

- that has been considered, but it was determined that brick was the most sympathetic. However, the applicant is open to the Panel's thoughts on materiality.
- Since the laneway will be accessible to the public, why have gates at the entrances? Alan Boniface: This is a common practice in Victoria in response to CPTED. Juan Pereira: The laneway will be dedicated as a statutory right-of-way with specific opening hours.
  - Which lot is City property and which is 1300 Wharf Street? Has the purchase of a part of these lots been discussed with the City? Alan Boniface: The City owns both the north lot by the bridge and Reeson Park (1300 Wharf Street). Juan Pereira: The purchase of the north lot has been discussed with the City and not accepted as the OCP envisions another use for the land.
  - Would the large mural shown on the Fraser Warehouse in the renderings a permanent art piece? Alan Boniface: Yes, it would be permanent; however, the design will be City-driven. Juan Pereira: This is similar to other side walls in Old Town that are adorned with art work or painted signage.
  - Besides residential and a restaurant, what will be the uses for the buildings? Juan Pereira: Possible other uses are commercial, museum or gallery.
  - Will the current "Northern Junk" signage be retained? Juan Pereira: The proper warehouse names will be used on each building with possibly a sign over the alley referring to "Northern Junk". This will be discussed with the City. Donald Luxton: The two buildings were known as "Victoria Junk" in 1917. After active use, the buildings were used for scrap metal storage. The current Northern Junk sign will not be retained, but perhaps interpretation that addresses the buildings' layers of history would be appropriate.
  - Do you have visualizations showing set back options? Alan Boniface: Slides were shown.
  - Regarding the atrium from the south, the architectural approach was taken so that the Caire & Grancini Warehouse will appear as an artefact. Why is there not a gap that delineates the roofline and allows the entire pediment to be retained so that it reads as an entire unit? Alan Boniface: The aim was to be sensitive to the overall height of the project and to establish a different feel for this elevation. Juan Pereira: There could be a more generous vertical gap. However, the new wood frame construction is limited to 18m from the lowest level.
  - Could the walls of the laneway be opened up more to the interior of the buildings? Donald Luxton: The intent is to create a laneway that does not currently exist, with display cases, windows and doorways to the interior. It would be similar to Theatre Alley. Alan Boniface: The waterfront will be at the end of the alley and the stamped metal ceiling will provide reflectivity. Juan Pereira: The alley will be double height with lighting on the walls and small glass blocks along its base.
  - The setbacks and materiality do not allow distinguishability between the old and the new. The warehouses are two distinct buildings, but tend to disappear in the current design. The ratio of solid to void is similar between the old and the new. A larger setback and the use of glass, rather than brick, would provide more distinguishability.
  - The massing of the new construction is too great, i.e. the hat is too big for the head.
  - The guideline about new construction being subordinate and heritage being distinct has not been met. There are other ways to approach this site.
  - The scale of Old Town is three to six storeys. The scale of Wharf Street decreases to zero to one storey which opens it up to the harbour. The main characteristic of the city is its relationship to the harbour. A five-storey building along Wharf Street will set a negative precedent and impact the future of Old Town.

- A five-storey building along Wharf Street may respond to other parts of Old Town, but it does not respond to the character-defining elements of these two buildings. The proposal does not meet the Standards and Guidelines. It does not meet the guidelines about rooftop additions specified in the *Old Town Design Guidelines*, i.e. rooftop additions should be minimal and not negatively impact the historic buildings. The proposed rooftop additions overwhelm the buildings. The rehabilitation of the Morley Soda Water Factory proved that money can be made by adding only one storey to a historical building.
- According to the *Old Town Design Guidelines*, buildings of this height should not have rooftop additions. If approved, the height would pave the way for other developments. It is not just this site, but how the current heritage standards, guidelines, principles and policies are adjudicated and whether the proposal enhances the prominence and/or viability of the heritage resource.

**Moved**

**Seconded**

That the Heritage Advisory Panel recommend to Council that Heritage Alteration Permit Application No. 00236 does not sufficiently meet the applicable design guidelines and policies and should be declined and that the key areas that should be revised include:

- does not comply with the design guidelines for rooftop additions
- lack of distinguishability
- too high for this location
- massing is not subordinate to the existing heritage buildings.

**Carried (unanimous)**

**4. 2659 Douglas Street (Scott Building)  
Heritage Designation Application No. 000180**

Attendees: Angela Dunn and Jordan van Dijk (MGA), Donald Luxton (Donald Luxton and Associates Inc.)

John O'Reilly provided a brief introduction. Angela Dunn, Jordan van Dijk and Donald Luxton presented.

Panel Questions and Comments

- What is the proposed use for the fourth floor addition? Jordan van Dijk: It will be another level of residential. Most of it will sit below the parapet height to create a courtyard that wraps around the suites.
- What are the setbacks for the dark coloured portion of the addition (see drawing A201)? John O'Reilly: The north elevation setback is 17.4 ft (5.3m), the west elevation setback is 12 ft (3.7m), and the top of the addition is only 3 ft above the tallest part of the parapet wall.
- What is being designated? John O'Reilly: The exterior components of the existing building that are not being altered will be designated. The new addition will not be part of the designation.
- The addition is set back to lessen visibility from the street, but why touch the existing building? The additional volume could be incorporated into the new building. The addition wraps over the top of the existing building and appears to be laying claim to

- it. A courtyard has been created between the new building and the existing building and the addition, but why not incorporate all of the new addition into one building and set up a dialogue between the new building and the heritage building. Jordan Dijk: We considered placing most of density on the new building site, but the new building was quite dominant and the separation to create the courtyard was more challenging. A balance was established so that the new building is subservient to the existing building and an active functional courtyard is created. Angela Dunn: The depth of the floor plate of the existing building was challenging for liveability of the suites and by carving out a courtyard, we were able to create more efficient units.
- Why were the particular details and black cladding chosen for the new building? Jordan Dijk: The dark cladding is complementary to the existing building. Angela Dunn: The dark colour frames the existing building, making it more distinct.
  - John O'Reilly: As part of the proposal, the applicant is offering a substantial amount of rehabilitation; the rooftop addition is modest in scale; and the interior of the existing building, not just the façade, is part of the development. The following should be evaluated for heritage designation: the existing building's heritage value, character and the enhancements it will receive.
  - The east elevation is very open on the left and then gradually descends to almost closed on the other end, which creates a contrast with the existing building.
  - One of the character-defining elements of the existing building is its three storey height. Can we caution the applicant about the added storey? Steve Barber: The height of the addition should not be judged by looking at the elevation as it will be seen in perspective. The height will not be noticeable, except at quite a distance.

**Moved**

**Seconded**

1. That the Heritage Advisory Panel recommend that Council approve the designation of the property located at 2659 Douglas Street, pursuant to Section 611 of the *Local Government Act*, as a Municipal Heritage Site.
2. That the Heritage Advisory Panel recommend that the applicant consider the following change to the design of the proposed addition to the Scott Building:
  - encourage the applicant to continue to explore the material and colour of the addition.

**Carried (unanimous)**

*The Secretary left the meeting at 2:03 pm as the remaining agenda items did not require minutes.*

**MINUTES OF THE  
ADVISORY DESIGN PANEL MEETING  
HELD WEDNESDAY SEPTEMBER 25, 2019**

**1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:05 PM**

**Present:** Elizabeth Balderston, Brad Forth, Pamela Madoff,  
Jason Niles, Jessi-Anne Reeves, Carl-Jan Rupp,  
Karen Sander, Stefan Schulson (Chair)

**Absent for a  
Portion of the Meeting:** Sorin Birliga, Marilyn Palmer, Roger Tinney

**Staff Present:** Jim Handy – Senior Planner  
Miko Betanzo – Senior Planner, Urban Design  
Katie Lauriston – Administrative Assistant

**2. MINUTES**

**Minutes from the Meeting held August 28, 2019**

**Motion:**

It was moved by Pamela Madoff seconded by Elizabeth Balderston, that the minutes from the meeting held August 28, 2019 be adopted as amended.

**Carried Unanimously**

**3. APPLICATIONS**

**3.1 Development Permit Application No. 000550 for 359-369 Tye Road  
(Dockside Green)**

The City is considering a Development Permit Application to construct three residential towers at Dockside Green. The towers would front Tye Road and increase in height from north to south, from 13 storeys to 16 storeys.

Applicant meeting attendees:

DIRK BUTTJES	BUTTJES ARCHITECTURE INC.
GARRY YOSHIZAWA	BUTTJES ARCHITECTURE INC.
JIM RALPH	BOSA DEVELOPMENT
SAMANTHA JAMES	BOSA DEVELOPMENT
MARIA WOOD	BOSA DEVELOPMENT
DARRYL TYACKE	ETA LANDSCAPE ARCHITECTURE

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

- building massing and articulation, with particular emphasis on the 16-storey tower and the elevations of the 13-storey and 14-storey towers facing east, towards the greenway
- design of tower tops, with particular emphasis on the 16-storey tower

- design and prominence of street walls, with particular emphasis on the elevations facing east towards the greenway.

Dirk Buttjes provided the Panel with a detailed presentation of the site and context of the proposal, and Darryl Tyacke provided the Panel with details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- will the proposed riverbed feature include water?
  - yes, it will be similar to the existing water feature at the adjacent properties at 373-379 Tyee Road
- would the water feature connect to the adjacent property's water feature?
  - the two water features will not connect, but they will be visually united
- how does the Galloping Goose trail connect to the proposed greenway?
  - the greenway extends to the north, where the regional trail connects to Harbour Road
- is the only access to the greenway from the main cascade stairs?
  - the cascading stairs are one entry; dockside crescent at the corner of Tyee and Esquimalt Roads provides additional access
- what uses are envisioned at the ground level units along the greenway and beside the stair?
  - amenity spaces including a social room and fitness room are proposed
  - residential units along the greenway have patio spaces fronting the waterway
- how can someone using a wheelchair or stroller access the plaza from the greenway?
  - there are access points to the north, and to the south towards the end of the building at 359 Tyee Road there is a connection up to the road
- is there no accessible route closer to the main plaza stairs?
  - no
- are there any time or use restrictions on the 16 parking spaces flanking the playground area?
  - there are no changes proposed to the existing parking, including the existing commercial spaces
  - a stair across the retaining wall will connect the playground to the parking
- what is the design rationale for the suspended lighting in the plaza, and how will the proposed system work?
  - the catenary lighting is inspired by a street in Kansas City, and will create magical, festive atmosphere with decorative pools of light
  - the lights are secured to the building edges to keep the ground clear of poles, and the power cables are separate from the suspension cables
- was it considered to complete the end plaza in this phase of development?
  - this was considered; however, the project phases are already approved and the plaza is part of a subsequent phase
- will the end plaza be completed with the townhouse block or with the next set of towers?
  - it will be completed with the commercial section, hopefully soon
- what parts of the buildings' design speaks to the sense of place?
  - the design guidelines are quite elaborate and many are specific to the site and to the neighbourhood

- the guideline for industrial and maritime materials are reflected in the buildings' metal trellis structures
- the material resembling corten steel references the shipyard and the old industrial character of the neighbourhood
- are there restrictions on the use of the buildings?
  - Jim Handy clarified that the permitted uses are defined in the site's zoning rather than through design guidelines
  - the intent of the zone is primarily for residential towers
  - limited retail is allowed on the Dockside site; however, it is primarily focussed at the corner of Tyee and Esquimalt Roads and is not intended to compete with the Westside plaza
- what uses are proposed which would activate the plazas?
  - there will be continuous circulation of many people living in Vic West; not only residents of the towers but also those looking to access downtown from Vic West
  - the commercial component will also drive some of this traffic within the plazas
- was additional storage space for units considered?
  - there is limited space per unit, but as much storage as possible has been provided
  - storage is limited due to the limitations on excavating the site
  - there is a substantial bicycle storage area that meets parking requirements
- is the intent to apply for building permits for all three towers at once, or will the tower construction be phased?
  - all three towers will be constructed at the same time, although they may receive occupancy at different times
- what is proposed for the tops of the towers?
  - one of the three towers has a different tenure and is treated differently from the other two towers; it has a more extruded tower form and does not step back
- are the materials for all three towers primarily concrete and glass above the podium?
  - yes, all three towers are primarily concrete except for their bases
- what is the vision of how circulation occurs on site, and in relation to future phases?
  - future phases are not part of this application but are detailed in the design guidelines
  - the future commercial component will have a large staircase with elevators connecting to the plaza.

Panel members discussed:

- appreciation for the proposed landscape plan
- need to ensure accessibility throughout the site, particularly for the main plaza, to allow for wheelchairs, bicycles, etc.
- concern for the lack of animation in the plaza
- opportunity for limited, mid-block commercial use to bring activity through the plaza
- the need for diversity of use to build community; opportunity to reconsider the allowable uses
- concern for the lack of storage for residents
- appreciation for view from plaza down onto the greenway

- appreciation for the greenway character and environmental aesthetic achieved with the proposed landscaping materials
- lacking a sense of completion with the proposed phasing of the plaza
- appreciation for the corten steel material, which harkens to some historical character, but its application is limited to the podium level
- desire for a more authentic materiality
- opportunity for a more lively colour scheme
- need to hold the rental building to the same level of design as the other two towers
- desire for a greater sense of place through an architectural language and materials palette that are informed by the design guidelines, particularly for the middle and upper portions of each tower
- opportunity for penthouse units by stepping back the towers' upper storeys
- opportunity for more progressive sustainability features
- lack of bold building manipulation
- the need for more than balconies to provide recesses and projections
- opportunity for the attention to detail on the podium level to be carried through to the rest of each tower
- opportunity to make a statement with a penthouse level
- the importance of the location and the towers' effect on the skyline
- desire to see the Dockside Green area continue in the same direction as the earlier stages of development.

**Motion:**

It was moved by Marilyn Palmer, seconded by Jason Niles, that Advisory Design Panel recommend to Council that Development Permit Application No. 000550 for 359, 363 and 369 Tyee Road does not sufficiently meet the applicable design guidelines and polices and should be declined, and the key areas that should be revised include:

- a) clarify and architecturally express the sustainability objectives in function and design
- b) ensure a bold manipulation of building form through massing and articulation, with particular attention to the third residential tower
- c) ensure accessibility in the site circulation
- d) provide more storage for each residential unit
- e) provide more authentic use of materials, particularly at the ground level
- f) consider other uses allowable within the zone to animate the public realm.

**Carried Unanimously**

**3.2 Rezoning Application No. 00701 and Heritage Alteration Permit Application No. 00236 for 1314-1318 Wharf Street**

The City is considering a Rezoning and Heritage Alteration Permit Application to construct a commercial redevelopment of two existing heritage buildings with a four-storey rental residential rooftop addition.

Applicant meeting attendees:

ADIRAN POLITANO  
SHANE OLSKSIUK  
JUAN PEREIRO

DIALOG  
DIALOG  
RELIANCE PROPERTIES LTD.

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

- the relationship between the public realm and proposed building rehabilitation and additions
- the overall massing and scale of the application as viewed from the water and as experienced along Wharf Street.

*Roger Tinney joined the meeting at 1:50pm.*

Adrian Politano provided the Panel with a detailed presentation of the site and context of the proposal.

The Panel asked the following questions of clarification:

- is the alleyway between the buildings accessible, and what CPTED features were considered?
  - the intent is for the alleyway to be open and accessible during business hours and not accessible when the businesses are closed
- why is no parking proposed?
  - public metered parking was considered for the site to the north, but this is City-owned land and its design is not yet finalized
  - if the neighbouring site to the north is developed, there would be a possibility to share underground parking
  - if there is any question of heritage retention vs. parking, heritage considerations take precedence
  - loading and unloading for the businesses takes place in two stalls by the Wharf Street connection
- what is the rationale for the size of the units, specifically the large 2-bedroom units and the relatively small family units?
  - the developer is working on a number of projects with compact layouts and moveable furniture; the size of the family units is reasonable
  - the three-bedroom units have wall beds for increased flexibility in the space, and the smaller size helps with affordability
- are the units market rental?
  - yes
- is any part of the green roof accessible to all residents?
  - no, but the four upper corner units have rooftop patio spaces
  - the use of the roof is limited by the height restriction as well as ventilation requirements for the food service envisioned on the main floor
- what is the design rationale for the material above the Fraser warehouse building?
  - over the last 10 years, nearly every permutation of materials has been explored; the materials are now quite neutral to have a wider appeal
  - a darker material is intended to make the building stand out without being jarring
- how will the patio along the back of the buildings function?
  - the commercial space on Wharf Street will connect through the atrium to the patio level
  - a two-storey space is carved out at the rear of the building to provide views of the heritage building's masonry
  - service facilities for the commercial space will be located along Wharf Street

- is the patio intended to be active during the day and restricted at night?
  - yes, the location of residential spaces above supports this intended use
- the buildings seem isolated; will the site to the north be developed?
  - it is unknown at this point whether the City would develop the property to the north
  - the intent for the south side of the building is to provide an active use and eyes on Reeson Park
- how close to the existing building could a neighbouring development be constructed?
  - the heritage building is located at the property line, so a neighbouring building could theoretically be built directly adjacent to the north; however, it is hoped that there would be sufficient distance left at the ground level to reveal the warehouse's heritage façade
  - the residential units' windows on the upper floors are designed to be nonessential, and can be closed off without significantly impacting liveability
- until plans for the adjacent site to the north are finalized, there will be a patio space that dead ends towards the water. Was consideration given to connecting the pathway around the site in the interim?
  - the interim conditions of the waterfront path and its connection to the site to the north are currently under discussion
- what is the reasoning for the relatively small residential units?
  - a number of factors have led to the current configuration, including density, proportionate spaces and liveability
  - the oddly-proportioned site limits unit configurations and lends itself to longer, narrower units
  - there is an emphasis on two frontages to minimize noise and to maximize views to the Inner Harbour
  - the balconies along Wharf Street also help to buffer street noise
- what is the size of the smallest unit?
  - the smallest unit is 403 sq. ft.
- will the building remain rental in perpetuity?
  - yes, a covenant is registered on title to ensure rental and to not allow short-term rentals
- where will residents store belongings, particularly those living in family units?
  - there is very limited space; however, the units provide as much storage as possible
- is there any opportunity for the commercial units to more directly interact with the alleyway, perhaps through carving out some of the wall?
  - new openings with direct access to the commercial units can be considered
  - there will be a lot of activity in the alleyway with the proposed design, as key functions require the use of the alleyway (e.g. garbage disposal).

Panel members discussed:

- appreciation for the architecture, creativity on the site, and clearly laid out plans
- appreciation for the heritage buildings being bookended by modern components, respecting the heritage components without being captive to it
- recognition of the success of the rear reveal to the heritage building
- need to ensure adequate drainage from residential balconies
- the proposal provides access to light, air, and views

- desire for further storage for residential units, so that storage does not spill onto the balconies
- opportunity for carshare arrangement for residents
- desire for larger residential units to improve liveability
- recognition of the success of the internal laneway and connectivity to waterfront
- need to ensure commercial tenants use the space as intended
- concern for the rooftop additions compliance with design guidelines
- opportunity for further separation between the additions and the heritage-designated Fraser building.

**Motion:**

It was moved by Carl-Jan Rupp, seconded by Marilyn Palmer, that the Advisory Design Panel recommend to Council that Rezoning Application No. 00701 for 1314 & 1318 Wharf Street be approved with the following changes:

- consider maintaining the rooftop pediment of the Caire and Grancini warehouse by lifting the ceiling height of the ground floor addition above it
- consider increasing opportunities for individual, secure storage for residential units
- explore opportunities with the City for lay-by parking/drop-off, loading and off-site rideshare.

**Carried**

For: Elizabeth Balderston, Sorin Birliga, Brad Forth, Jason Niles, Marilyn Palmer, Jessi-Anne Reeves, Carl-Jan Rupp, Karen Sander, Stefan Schulson, Roger Tinney

Opposed: Pamela Madoff

*Marilyn Palmer left the meeting at 3:05pm.*

**3.3 Rezoning Application No. 00699 and Heritage Alteration Permit with Variances Application No. 00018 for 1306-1330 Broad Street / 615-625 Johnson Street / Parts of 622 and 630 Yates Street (Duck's Block)**

The City is considering a Rezoning and Heritage Alteration Permit with Variances Application for the rehabilitation a registered heritage building to be converted into a hotel along with the construction of two, six-storey additions at the north and south ends of the existing building. A rezoning and OCP amendment application is required to increase the density and height in order to facilitate the proposal in addition to the heritage alteration permit.

Applicant meeting attendees:

BYRON CHARD  
JEFF GRIFFITHS  
CHARLES KIERULF  
SCOTT MURDOCH  
BRUCE JOHNSON  
PETER KURAN

CHARD DEVELOPMENT  
CHARD DEVELOPMENT  
DHK ARCHITECTS  
MURDOCH DE GREEF  
RJC  
UVIC PROPERTIES

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

- the relationship between the ground floor and the pedestrian realm on Johnson Street in terms of activating that frontage
- the relationship between the fourth floor cornice line on the new south building addition and the existing entablature on the adjacent heritage building in terms of being complementary to the existing context
- the overall scale of the proposal in relation to the Old Town neighbourhood context and general fit within Broad Street.

Byron Chard provided the Panel with a detailed presentation of the site and context of the proposal and Scott Murdoch provided the Panel with details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- what is the rationale for the proposed architecture, particularly along Broad Street?
  - previous iterations were more conservative, almost derivative in their interpretation of the design guidelines
  - there are now some slightly bolder moves proposed
- the interface between the sidewalks and the commercial units appears less friendly to pedestrians; was different articulation considered?
  - the commercial units are not yet fully programmed out with the building operator
  - the corner unit is envisioned as a restaurant, but the slab is not at the same level as Johnson Street
- was the addition of public art considered for the southern façade of the new building?
  - this has been discussed but is not currently proposed

*Sorin Birliga left the meeting at 3:40 pm.*

- is the green roof accessible?
  - no
- what is the view from the upper units' rear windows?
  - these windows have views to the laneway and to the sky above
  - double-height windows open towards the garden
- Alley with rubble wall –is this flush with brick above?
- would the proposed upper wall be flush with the existing rubble wall?
  - a cornice would cap the rubble wall, and the new wall would be set back slightly from the rubble wall
- what would the original surface material have been for the laneway?
  - likely the lane would have been cobbled; however, it is presently stamped concrete
- is a gate proposed for the laneway?
  - no
  - the laneway is currently partially private, but through this application the City will gain the full right-of-way
- can vehicles turn around in the laneway?
  - yes, a small hammerhead space is available to turn around

- how would the use and safety of the laneway be ensured?
  - the laneway provides access to valet parking so hotel staff would have eyes on the street
  - lighting and separate surface treatment for pedestrian walkways are proposed for safety
- would hotel guests also use the laneway?
  - yes
- was the addition of street furniture considered along Broad Street?
  - seating was considered for the restaurant at the corner of Broad and Johnson Streets, but there is not enough room to ensure pedestrian circulation
- will public street parking be used for valet parking?
  - this would not likely be supported; instead, dedicated short-term parking is being considered
- was landscaping along the laneway considered?
  - this has not been considered
  - the laneway is only about 7.3m wide, which leaves limited room for landscaping in addition to separated paths for pedestrians and vehicles
- was an oriel window or hanging bay window considered at the corner of Broad and Johnson Streets?
  - this was considered in earlier iterations, where the corner of the building was chamfered to create a three-storey entry feature
  - a bay window approach is now proposed to wrap around the corner
  - further exploration of the bay window as an architectural feature can be considered
- were inset entries considered for the storefronts along Broad Street?
  - a continuous street frontage is desired.

Panel members discussed:

- the proposal's consistency with the design guidelines
- the proposal's conservative design, and opportunity for a bolder statement
- caution against blending into the context
- the design's success in showcasing the heritage building
- the importance of the material palette and attention to detailing for the new buildings
- no concerns with the proposed height or density
- opportunity for increased height at the corner of Johnson and Broad Streets, to mitigate the effect of one height across the site
- the success of the rooftop addition's setback in mitigating the effect of one height across the site
- the proposed hotel use eliminates earlier concerns for the liveability of suites
- opportunity for a more significant architectural corner feature at Broad and Johnson Streets
- need for a hierarchy of building entrances to visually clarify the hotel entryway
- opportunity to improve the relationship at ground level between the heritage building and the new building
- opportunity for a sidewalk café along Johnson Street to animate the street space and to soften the edge caused by the change in grade

- concern for the narrow sidewalk width along Johnston Street; need to ensure pedestrian flow and activity along the street
- opportunity for soft landscaping features along the laneway
- desire for further planted areas visible from the public realm
- opportunity for greater separation for the cornice from the rubble wall
- concern for the proposed stamped concrete, particularly in relation to the rubble wall
- opportunity to explore the addition of an iconic sign feature
- the restaurant could be relocated down Broad Street to help resolve the ground level design issues caused by the change in grade along Johnson Street

**Motion:**

It was moved by Stefan Schulson, seconded by Jason Niles, that the Advisory Design Panel recommend to Council that Rezoning Application No. 00699 and Heritage Alteration Permit with Variances Application No. 00018 for 1306-1330 Broad Street / 615-625 Johnson Street / Parts of 622 and 630 Yates Street be approved with consideration to the following items:

- consider refining the architectural expression and windows at the corner of Broad and Johnson Streets to increase the building corner's street presence
- increase the visibility of the rooftop landscaping from the public realm, particularly at locations where the building steps back
- add an additional level of detail to the proposed additions to address the relationship at the street level between the storefronts and the public realm
- pay particular attention to the material choices and details to be consistent with the quality and design ethos commensurate with the heritage-designated Duck's Building
- reconsider the paving material in the alleyway and consider integrating soft landscaping.

**Carried**

For: Elizabeth Balderston, Brad Forth, Jason Niles, Jessi-Anne Reeves, Carl-Jan Rupp, Karen Sander, Stefan Schulson

Opposed: Pamela Madoff

**4. ADJOURNMENT**

The Advisory Design Panel meeting of September 25, 2019 was adjourned at 4:20 pm.

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Stefan Schulson, Chair

**1314 WHARF STREET**



Front (East) Elevation



Rear (West) Elevation

**1314 WHARF STREET**



Side (South) Elevation



Side (North) Elevation

**1314 WHARF STREET**



Ground floor interior looking west towards waterfront



Basement Level interior looking east

**1316-1318 WHARF STREET**



**Front (East) Elevation**



**Rear (West) Elevation**

**1316-1318 WHARF STREET**



Side (south) elevation



Side (north) elevation

**1316-1318 WHARF STREET**



Interior facing west



Roof structure

1316-1318 WHARF STREET



Segmental arch above altered front opening



Basement level interior



# CAIRE & GRANCINI WAREHOUSE

1314 WHARF STREET, VICTORIA, BC

## CONSERVATION PLAN

MAY 2019

**DONALD LUXTON**  
AND ASSOCIATES INC 



Victoria aerial showing Caire & Grancini warehouse, 1947 [Vintage Air Photos of BC BO-47-1455]



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*View of Victoria, George Fowler Hastings Album, 1866 [City of Vancouver Archives A-6-199]*



*Fraser Warehouse (left) and adjacent Caire & Grancini Warehouse (right) viewed from Victoria's inner harbour, Victoria - 1880*



# 1.0 INTRODUCTION

**HISTORIC NAME:** Caire & Grancini Warehouse/ Part of the Northern Junk Buildings  
**CIVIC ADDRESS:** 1314 Wharf Street, Victoria, British Columbia, Canada

**ORIGINAL OWNER:** Don Fraser, Justinian Caire and Ermengildo Grancini  
**CONSTRUCTION DATE:** 1860  
**ORIGINAL ARCHITECT:** John Wright  
**ORIGINAL BUILDER:** Unknown

**HERITAGE STATUS:** Municipal Heritage Designation 1975

The Caire & Grancini Warehouse, located at 1314 Wharf Street, is small solid masonry building built during a time of expansion and settlement in the Waterfront Area of Victoria. The building was jointly built by Don Fraser, Justinian Caire and Ermengildo Grancini in 1860. The building has been under continues commercial use until the mid 1950s, and is known as one of the earlier commercial buildings in the Victoria, and the Inner Harbour area.

The building has been through numerous upgrades and repairs over its lifespan, and has not been occupied for several decades. Despite these alterations the building has maintained its characteristic masonry features such as the red brick walls, rubble stone footings and walls on the lower tier of the south east and west elevations, and potentially a masonry front façade hidden under later applied stucco that will be conserved. Neglect of the building over the last two decades has resulted in water ingress and other weathering damage that will require remediation and repairs, however the overall heritage asset is intact.

The building and site are registered and protected under Municipal Legislation. The building is situated on a roughly rectangle lot with Inner Harbour at the rear, Wharf Street at the front, a green space to the south and the historic Fraser Warehouse directly north. The Caire & Grancini Warehouse together with the Fraser Warehouse are now known collectively as Northern Junk.

This Conservation Plan is based on Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010). It outlines the preservation, restoration, and rehabilitation that will occur as part of the proposed development.

## 2.0 HISTORICAL CONTEXT

### 2.1 CAIRE & GRANCINI CONTEXT

Built in 1860, the Caire & Grancini Warehouse at 1314 Wharf Street is among the oldest commercial warehouses in Victoria's Inner Harbour and is linked with the development of Commercial Row, the locus for commercial and retail ventures in the City. The materialization of Commercial Row during the Victorian era was spurred by the advent of Victoria's resource-based economy and the Fraser River gold rush during which time Victoria became the primary supply town for miners. The warehouse, which forms an integral component of the early streetscape, is situated on a sloping bank between Wharf Street and the Inner Harbour waterway.

The warehouse itself is an example of an early design by architect John Wright (1830-1915), who had a prolific career in Victoria. This warehouse is among Wright's earliest commercial projects in Victoria and is a rare surviving example of his work. The lot where the warehouse sits was originally jointly owned by the Honorable Donald Fraser (1810-1897), Justinian Caire (1827-1897) and Ermengildo Grancini (1827-1879). A tender call placed in the *Colonist* newspaper in 1860 by architect Wright indicates that the warehouse was purpose-designed for Caire & Grancini, Merchants, Justinian Caire and Ermengildo Grancini used the premises for their successful hardware firm, Caire & Grancini. Caire first established his hardware business in San Francisco, specializing in the sales



Above: E. Grancini Portrait - 1858 [BCA A-01313]

Right: Justinian Caire, circa 1890s



## 2.0 HISTORICAL CONTEXT



*Oblique view of the Caire & Grancini and Fraser Warehouses known now as the Northern Junk Buildings - 1870 [BCA A-03433]*

of mining equipment and imported household items such as porcelain and plates. He later formed a partnership with Ermengildo Grancini, who hailed originally from Milan, Italy, but had immigrated to San Francisco in 1850. Capitalizing on the Fraser Gold Rush and Victoria's rapidly growing economy, Caire & Grancini opened a branch of their firm at 1314 Wharf Street in 1860. The Victoria branch specialized in the sales of iron, hardware, imported glassware and crockery.

Justinian Caire was born in Briançon in the French Alps in 1827. As a young man he spent some time in Genoa, Italy, learning the mercantile trade until he saved enough money to come to California to start his own business. Caire arrived in San Francisco in March 1851. He did not come expecting to strike it rich in the gold fields; instead he saw the golden opportunity offered to an enterprising merchant in a city with booming population growth. With his brother, Adrien, he opened a store that specialized in hardware and miners' supplies, as well as offering European luxuries and wine making equipment. Caire's other business interests included the

purchase of Santa Cruz Island, located off the coast of California, where he maintained a large ranch and a wine making business. Caire suffered a stroke in the spring of 1896 from which he never fully recovered and he died in March 1897.

*Public spirited and energetic, [Grancini] was one of the organizers of the Fire Department in 1859, and continued an active member of the Hook and Ladder Company and treasurer of the Fire Department till his death. A pioneer of 1858, he was one of the founders of the Pioneer Society. His charitable disposition impelled him to join beneficial societies and he became a member of the Masonic and Oddfellows' Orders. Mr. Grancini was a native of Milan, Italy. He came to California in 1850, and was a member of the important San Francisco firm of Caire & Grancini until 1858, when he established a branch of the house in this city, and eventually purchased his partner's interest in the Victoria house. Victoria Daily Colonist, November 8, 1879, page 3.*

## 2.2 ORIGINAL ARCHITECT: JOHN WRIGHT



*Above: John Wright Portrait - 1860 [BCA A-02546]*

John Wright's life was that of an early larger-than-life pioneer figure. After entering into a partnership with George H. Sanders, who moved to Victoria in 1861, Wright dominated the architectural life of the two young west coast colonies. Together, Wright & Sanders soaked up the major governmental, institutional, commercial and domestic commissions. Despite their success in British Columbia, they sought a brighter future in northern California. Then followed a brilliant thirty-year career covering San Francisco's boom years during which the Wright & Sanders partnership produced a stream of large and prestigious buildings for the Bay area. Sadly, the majority of their work was destroyed in the 1906 San Francisco earthquake and fire. It is

therefore with some irony that Wright & Sanders's largest architectural legacy is their surviving early work in Victoria.

Wright was born on May 15, 1830 at Killearn, Scotland, a small village near Loch Lomond. He immigrated to Guelph, Ontario in 1845 to live with cousins, and there he learned carpentry and engineering. There are references to John Wright as a builder and contractor in Guelph. Wright correctly gauged in 1858 that as gold fever and the consequent expanding economy filled the city with transient workers, its shacks and shelters would be replaced with more permanent structures. On June 24, 1859 he called for tenders for the construction of his first known commission in Victoria, the Wesleyan Methodist Church, a Gothic structure with a one hundred and twenty foot tower. The colonial government became an immediate source of business, and Wright was hired as the contractor for the Fisgard Light House, which still stands at the entrance to Esquimalt Harbour. Wright undoubtedly played a role in the final design, and ever entrepreneurial, patented his design for the interior cast-iron stairs. Designs for a fire company's Hook & Ladder Building in Bastion Square beside the Police Barracks, and a Methodist Church in Nanaimo, soon followed.

In 1860, Wright formed a partnership with George Sanders, who was born in Canada on August 2, 1838 after his family emigrated from England. Wright seems to have acted as the firm's chief designer, and remained more in the public eye. Sanders likely handled most of the business aspects and management of the firm. The partnership was immediately successful, and lasted until Wright's retirement in 1895. The primary domestic commissions during their first year were a "suburban villa," Fairfield, completed for Joseph W. Trutch, on the Douglas estates east of Victoria, and a modest dwelling, Ince Cottage, for Sir Henry Pering Pellew Crease in New Westminster. In Nanaimo, the first St. Paul's Anglican (Episcopal) Church, 1861, was designed in the Carpenter Gothic style. The three-storey brick façade of the St. Nicholas Hotel on Government Street, 1862, with its arched second floor windows and ornate Italianate cornice

## 2.0 HISTORICAL CONTEXT

established a commercial idiom that remains a dominant feature in Old Town today. The same year, Wright & Sanders designed a two-storey brick block for druggist, W.M. Searby, on Government Street. In addition to their work on Vancouver Island, Wright and the firm received a number of commissions in the mainland colony, especially New Westminster, between 1860 and 1866.

In 1866, Wright visited San Francisco for the first time. He noted the incredible growth in the Bay area, and in particular the coming of the American transcontinental railroad, scheduled for completion by 1869. In late 1866, Wright and his large family, and Sanders, moved to San Francisco. It proved a canny business decision to relocate their architectural practice. Wright & Sanders were immediately successful in obtaining large commercial and institutional commissions, and rapidly became leaders in the local architectural profession. Wright retired in 1895 with substantial wealth. The rest of his life he devoted to travelling, to his large family and to mentoring talented young architects, whom he sometimes sponsored for studies abroad. John Wright watched as much of his life's work was consumed in the fires that followed the great San Francisco earthquake, or was dynamited to stop the spread of conflagration. In the summer of 1915 Wright decided to visit Canada again. He became ill while crossing from Seattle to Victoria where he intended to meet friends en route to Ontario. He died in the Jubilee Hospital on August 23, 1915.

## 3.0 STATEMENT OF SIGNIFICANCE

### 1314 Wharf Street, Victoria, BC

#### Description of the Historic Place

The Caire & Grancini Warehouse is a mid-nineteenth-century vernacular brick and stone commercial warehouse located within Victoria's Inner Harbour Precinct. It sits on a sloping bank between Wharf Street and the Inner Harbour waterway. Due to the slope, there is a one-storey frontage facing Wharf Street, and two exposed storeys facing the harbour.

#### Heritage Value of the Historic Place

Built in 1860, the Caire & Grancini Warehouse is among the oldest commercial warehouses on the Inner Harbour and is linked with the Colonial-era development of Commercial Row, the original locus for commercial and retail ventures in Victoria. The development of Commercial Row was spurred by the advent of Victoria's resource-based economy and the Fraser River gold rush, during which time Victoria became the primary supply town for miners. This warehouse, which predates the incorporation of the City, forms an integral component of the early harbour streetscape. It is situated on a sloping bank between Wharf Street and the Inner Harbour waterway, and represents the commercial activity that fuelled the initial growth and development of the city. Caire & Grancini had originally set up a hardware business in San Francisco during the California gold rush. Capitalizing on the Fraser gold rush and Victoria's rapidly growing economy, Caire & Grancini opened a branch of their firm in this purpose-built structure in 1860, specializing in the sales of iron, hardware, imported glassware and crockery.

This warehouse is also valued as one of the earliest known commercial projects and a rare surviving example of the work of architect John Wright (1830-1915). Wright was born on May 15, 1830 at Killearn, Scotland, and arrived in Victoria in 1858. In 1860, he partnered with George H. Sanders (1838-1920) to form the architectural firm of Wright & Sanders (1860-1895), which was responsible for the major governmental, institutional, commercial and domestic commissions in Victoria prior to their relocation to San Francisco in 1866.

The heritage value of the Caire & Grancini Warehouse also lies in its vernacular construction and building materials, its waterfront situation, and in particular its waterfront façade, which contributes to the diversity of the city's historic shoreline as viewed from the Inner Harbour. The functional design takes advantage of the sloping site, with a utilitarian lower floor used for warehousing and accessed from the water side, and an upper floor with a commercial storefront facing Wharf Street. The Caire & Grancini Warehouse has been subject to additions and alterations, reflecting the changing needs of its occupants and its adaptation to different uses over time.

#### Character-Defining Elements

The character-defining elements of 1314 Wharf Street include:

- waterfront location within Victoria's Inner Harbour Precinct, unobstructed views between the building and the water and views of the rear façade from the harbour
- continuing commercial use
- commercial form, scale and massing including its two storey configuration, with lower level access at the water side and upper level access at the Wharf Street side, and generally symmetrical configuration of the front and rear façades
- industrial vernacular character and detailing, as seen in robust construction materials such as the brick upper walls, projecting cornices, brick chimneys, rubblestone foundations, stone lintels and interior timber structure
- historic fenestration pattern on the waterfront façade, and other random window openings that indicate alterations over time
- contiguous relationship between this building and the adjacent Fraser Warehouse, 1316-18 Wharf Street.



# 4.0 CONSERVATION GUIDELINES

## 4.1 STANDARDS AND GUIDELINES

The Caire & Grancini Warehouse at 1314 Wharf Street is a municipally designated building, and is a significant historical resource in the City of Victoria. The Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010) is the source used to assess the appropriate level of conservation and intervention. Under the *Standards & Guidelines*, the work proposed for 1314 Wharf Street as part of a group of buildings known as the Johnson Street Gateway includes aspects of preservation, rehabilitation and restoration.

**Preservation:** *the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

**Restoration:** *the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.*

**Rehabilitation:** *the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.*

Interventions to the Caire & Grancini Warehouse should be based upon the Standards outlined in the *Standards & Guidelines*, which are conservation principles of best practice. The following **General Standards** should be followed when carrying out any work to an historic property.

## STANDARDS

### Standards relating to all Conservation Projects

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
5. Find a use for a historic place that requires minimal or no change to its character defining elements.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining element to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining element by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

**Additional Standards relating to Rehabilitation**

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

**Additional Standards relating to Restoration**

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

**4.2 CONSERVATION REFERENCES**

The overall proposed redevelopment of the Caire & Grancini Warehouse entails both preservation and rehabilitation scopes. The following conservation resources should be referred to:

*Standards and Guidelines for the Conservation of Historic Places in Canada*, Parks Canada, 2010.  
<http://www.historicplaces.ca/en/pages/standards-normes/document.aspx>

**National Park Service, Technical Preservation Services. Preservation Briefs:**

*Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/1-cleaning-water-repellent.htm>

*Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm>

*Preservation Brief 3: Improving Energy Efficiency in Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/3-improve-energy-efficiency.htm>

*Preservation Brief 4: Roofing for Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/4-roofing.htm>

*Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm>

*Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns.*

<http://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>



## 4.0 CONSERVATION GUIDELINES

*Preservation Brief 15: Preservation of Historic Concrete.*

<http://www.nps.gov/tps/how-to-preserve/briefs/15-concrete.htm>

*Preservation Brief 16: The Use of Substitute Materials on Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/16-substitute-materials.htm>

*Preservation Brief 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.*

<http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>

*Preservation Brief 24: Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches.*

<http://www.nps.gov/tps/how-to-preserve/briefs/24-heat-vent-cool.htm>

*Preservation Brief 27: The Maintenance and Repair of Architectural Cast Iron.*

<http://www.nps.gov/tps/how-to-preserve/briefs/27-cast-iron.htm>

*Preservation Brief 31: Mothballing Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/31-mothballing.htm>

*Preservation Brief 32: Making Historic Properties Accessible.*

<http://www.nps.gov/tps/how-to-preserve/briefs/32-accessibility.htm>

*Preservation Brief 35: Understanding Old Buildings: The Process of Architectural Investigation.*

<http://www.nps.gov/tps/how-to-preserve/briefs/35-architectural-investigation.htm>

*Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes.*

<http://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm>

*Preservation Brief 38: Removing Graffiti from Historic Masonry.*

<http://www.nps.gov/tps/how-to-preserve/briefs/38-remove-graffiti.htm>

*Preservation Brief 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/39-control-unwanted-moisture.htm>

*Preservation Brief 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront.*

<http://www.nps.gov/tps/how-to-preserve/briefs/41-seismic-retrofit.htm>

*Preservation Brief 42: The Maintenance, Repair and Replacement of Historic Cast Stone.*

<http://www.nps.gov/tps/how-to-preserve/briefs/42-cast-stone.htm>

*Preservation Brief 43: The Preparation and Use of Historic Structure Reports.*

<http://www.nps.gov/tps/how-to-preserve/briefs/43-historic-structure-reports.htm>

*Preservation Brief 44: The Use of Awnings on Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/44-awnings.htm>

*Preservation Brief 47: Maintaining the Exterior of Small and Medium Size Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/47-maintaining-exteriors.htm>

### 4.3 GENERAL CONSERVATION STRATEGY

The primary intent is to preserve the existing historic structure, while undertaking an overall rehabilitation that will upgrade its structure and services to increase its functionality for commercial and community uses. As part of the scope of work, character-defining elements will be preserved, while missing or deteriorated elements will be rehabilitated. An overall redevelopment scheme has been prepared by Dialog.

The major proposed interventions of the overall project are to:

- Rehabilitation of fenestration;
- Preservation and rehabilitation of exterior masonry façades;
- Rehabilitation of Wharf Street and Inner Harbour Waterway frontages;
- Multi-floor addition above and beside the building with the side (south) and rear (west) façades encapsulated within the addition and connection to the historic building to the north above the extant building's parapet level.

Any proposed addition to a historic building, all new visible construction will be considered a modern addition to the historic structure. The *Standards & Guidelines* list recommendations for new additions to historic places. The proposed design schemes should follow these principles:

- Design a rehabilitation of the exterior of the existing buildings that will be sympathetic to heritage character-defining elements.
- Design additions in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work should be contemporary, but should be compatible in terms of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.
- The new additions should be physically and visually compatible with, subordinate to and distinguishable from the preserved historic façades.

### 4.4 SUSTAINABILITY STRATEGY

Heritage conservation and sustainable development can go hand in hand with the mutual effort of all stakeholders. In a practical context, the conservation and re-use of historic and existing structures contributes to environmental sustainability by reducing solid waste disposal, saving embodied energy, and conserving historic materials that are often less consumptive of energy than many new replacement materials.

In 2016, the Federal Provincial Territorial Ministers of Culture & Heritage in Canada (FPTMCHC) published a document entitled, *Building Resilience: Practical Guidelines for the Retrofit and Rehabilitation of Buildings in Canada* that is "intended to establish a common pan-Canadian 'how-to' approach for practitioners, professionals, building owners, and operators alike."

The following is an excerpt from the introduction of the document:

*[Building Resilience] is intended to serve as a "sustainable building toolkit" that will enhance understanding of the environmental benefits of heritage conservation and of the strong interrelationship between natural and built heritage conservation. Intended as a useful set of best practices, the guidelines in **Building Resilience** can be applied to existing and traditionally constructed buildings as well as formally recognized heritage places.*

*These guidelines are primarily aimed at assisting designers, owners, and builders in providing existing buildings with increased levels of sustainability while protecting character-defining elements and, thus, their heritage value. The guidelines are also intended for a broader audience of architects, building developers, owners, custodians and managers, contractors, crafts and trades people, energy advisers and sustainability specialists,*



*engineers, heritage professionals, and officials responsible for built heritage and the existing built environment at all jurisdictional levels.*

**Building Resilience** is not meant to provide case-specific advice. It is intended to provide guidance with some measure of flexibility, acknowledging the difficulty of evaluating the impact of every scenario and the realities of projects where buildings may contain inherently sustainable elements but limited or no heritage value. All interventions must be evaluated based on their unique context, on a case-by-case basis, by experts equipped with the necessary knowledge and experience to ensure a balanced consideration of heritage value and sustainable rehabilitation measures.

**Building Resilience** can be read as a stand-alone document, but it may also further illustrate and build on the sustainability considerations in the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

## 4.5 ALTERNATE COMPLIANCE

As a listed building on the municipally designated site, 1314 Wharf Street may be eligible for heritage variances that will enable a higher degree of heritage conservation and retention of original material, including considerations available under the following municipal legislation.

### 4.5.1 BRITISH COLUMBIA BUILDING CODE

Building Code upgrading ensures life safety and long-term protection for historic resources. It is important to consider heritage buildings on a case-by-case basis, as the blanket application of Code requirements do not recognize the individual requirements and inherent strengths of each building. Over the past few years, a number of

equivalencies have been developed and adopted in the British Columbia Building Code that enable more sensitive and appropriate heritage building upgrades. For example, the use of sprinklers in a heritage structure helps to satisfy fire separation and exiting requirements. Table A-1.1.1.1., found in Appendix A of the Code, outlines the “Alternative Compliance Methods for Heritage Buildings.”

Given that Code compliance is such a significant factor in the conservation of heritage buildings, the most important consideration is to provide viable economic methods of achieving building upgrades. In addition to the equivalencies offered under the current Code, the City can also accept the report of a Building Code Engineer as to acceptable levels of code performance.

### 4.5.2 ENERGY EFFICIENCY ACT

The provincial Energy Efficiency Act (Energy Efficiency Standards Regulation) was amended in 2009 to exempt buildings protected through heritage designation or listed on a community heritage register from compliance with the regulations. Energy Efficiency standards therefore do not apply to windows, glazing products, door slabs or products installed in heritage buildings. This means that exemptions can be allowed to energy upgrading measures that would destroy heritage character-defining elements such as original windows and doors.

These provisions do not preclude that heritage buildings must be made more energy efficient, but they do allow a more sensitive approach of alternate compliance to individual situations and a higher degree of retained integrity. Increased energy performance can be provided through non-intrusive methods of alternate compliance, such as improved insulation and mechanical systems. Please refer to the *Standards & Guidelines for the Conservation of Historic Places in Canada* for further detail about “Energy Efficiency Considerations.”

#### 4.6 SITE PROTECTION & STABILIZATION

It is the responsibility of the owner to ensure the heritage resource is protected from damage at all times. At any time that the building is left vacant, it should be secured against unauthorized access or damage through the use of appropriate fencing and security measures. Additional measures to be taken include:

- Are smoke and fire detectors in working order?
- Are wall openings boarded up and exterior doors securely fastened once the building is vacant?
- Have the following been removed from the interior: trash, hazardous materials such as inflammable liquids, poisons, and paints and canned goods that could freeze and burst?

The site should be protected from movement and other damage at all times during demolition, excavation and construction work. Install monitoring devices to document and assess cracks and possible settlement of the masonry façades.



# 5.0 CONSERVATION RECOMMENDATIONS

A condition review of the Caire & Grancini Warehouse was carried out during a site visit in December 2016. In addition to the visual review of the exterior of the building, masonry samples were taken from exterior building materials and examined, and documented. The recommendations for the preservation and rehabilitation of the historic façades, are based on the site review, material samples and archival documents that provide valuable information about the original appearance of the historic building.

The following chapter describes the materials, physical condition and recommended conservation strategy for 1314 Wharf Street based on Parks Canada (2009) *Standards & Guidelines for the Conservation of Historic Places in Canada*.

## 5.1 SITE

The Caire & Grancini Warehouse at 1314 Wharf Street is one of two buildings, the other being the neighbouring Fraser Warehouse at 1316-18 Wharf Street, known collectively as Northern Junk. The Caire & Grancini Warehouse is situated on the southeast side of Wharf Street in Old Town. The building is situated on a sloping lot retained by a masonry wall between Wharf Street and the Inner Harbour Waterway. The site is adjacent the Johnson Street Bridge. Both former warehouse buildings are characterized by a one-storey frontages visible at the street level, and two-storeys visible from the water side. The official recognition of this site refers both buildings and property on which they reside.

### **Conservation Strategy: Preservation and Rehabilitation**

- Preserve the original location of the building. All rehabilitation work should occur within the property lines.
- Retain the main frontage of the building on Wharf Street and secondary frontage on the rear of the building facing the water.
- Any drainage issues should be addressed through the provision of adequate site drainage measures.
- It is recommended that any new addition be designed in a manner in alignment with Standard 11.

## 5.2 FORM, SCALE & MASSING

The Caire & Grancini Warehouse is characterized by a roughly rectangle plan with a flat roof with parapet. The building presents one-storey on the front façade with two-storeys on the rear due to the sloping nature of the lot. The building is set tight to the front property line, with a narrow alley separating it from 1316-18 Wharf Street. The front façade is angled and aligns with Wharf Street. The thick load bearing masonry walls of rubble stone foundation with brick main floor are populated with rectangle punched openings on the side and rear façades. Some of these openings have been infilled with brick. The front façade has been altered over time from its original design. The front façade of the building was most likely symmetrical in its configuration of door and windows. The 1885 Fire Insurance Map shows a front porch spanning the full width of the warehouse. This porch has since been removed, the storefront reconfigured, and stucco applied to the front façade.

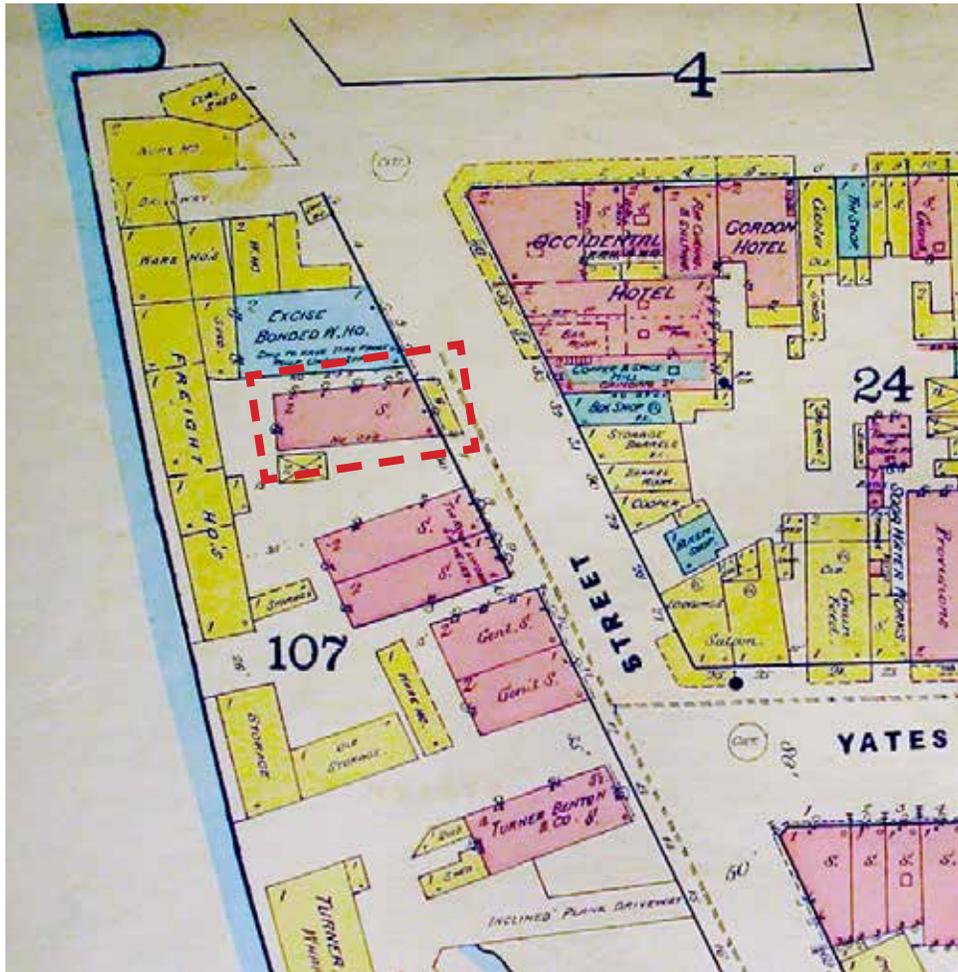
The style of the building is characteristic of the frontier port of Victoria during the early expansion period. Its construction recalls the masonry structures built in the home countries of the new immigrants that flowed into the new frontier of British Columbia. The overall texture of the rough domestic rubble stone and brick walls are set and dressed with headers and sills made of hewn sandstone pulled from local quarries.

### **Conservation Strategy: Preservation and Rehabilitation**

- Preserve the overall form, scale and massing of the building.
- Maintain the historic front façade facing Wharf Street and rehabilitate. Please refer to the historical reference materials for more detail.
- The parapet projecting up above the main roof line should be preserved.



5.0 CONSERVATION RECOMMENDATIONS



1885 Sandborn Fire Insurance Map - Yates and Wharf Street intersection and site context of the Caire & Grancini Warehouse



### 5.3 EXTERIOR MASONRY WALLS

The exterior walls are a mixture of rubble stone, found at the base on the bottom storey at the rear of the building. Red brick is used on the main floor of the building. The window and door openings are framed by inset sandstone headers and sills. In some locations the openings were bricked in during later interventions to the building.

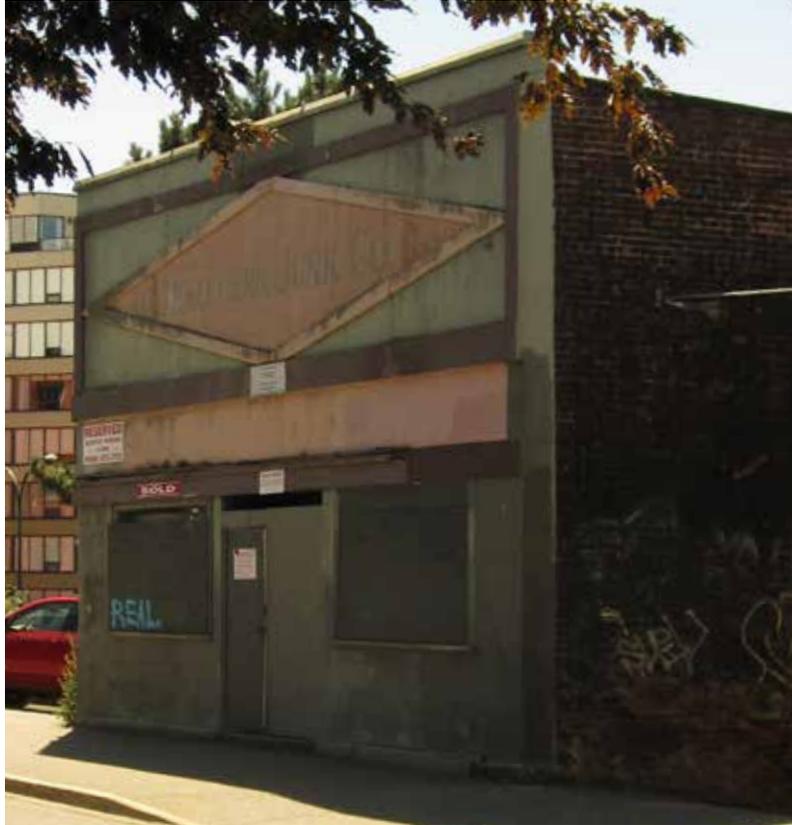
A later unsympathetic stucco façade was installed on the front façade. The stucco facing should be removed. The removal of the unsympathetic stucco will provide further information as to the original cladding and finishes and potentially the original design of the front façade and aid in its rehabilitation. Testing will be required to determine the most appropriate method to remove the stucco as well any paint applied to the brick and stone, to see if removal can be carried out without causing significant damage to the masonry behind. Intact elements hidden behind later interventions to the front façade should be retained and repaired in-kind as part of the rehabilitation of the front façade. Although the original design of the frontage is unknown and is only visible in one oblique photograph, similar frontage designs of the same period, in nearby locations, can be used to produce an appropriate and sympathetic design.

The entire brick and rubble stone structure of the exterior of the building should be condition and extent of repairs required. A preliminary review of the masonry indicates that it has been poorly or not maintained and will require significant repairs such as: repointing; replacement of extensively deteriorated masonry units; stitching, patching and possible replacement of stone sills and headers. Additional damage may be hidden behind the current stucco cladding on the front elevation of the building, and will require reviews as the removal and replacement/ repair process proceeds.

#### Conservation Strategy: Preservation and Rehabilitation

- Preserve the brick and stone whenever possible, and repair with stitching and repoint with a mixed mortar at prepared sites as required.
- Undertake complete condition survey of condition of all exterior surfaces. If destructive testing is required, consult with Heritage Consultant prior to proceeding with work.
- Cleaning, repair specifications to be reviewed by Heritage Consultant.
- All redundant metal inserts and services mounted on the exterior walls should be removed or reconfigured.
- Any holes, fissures, or cracks in the brick or stonework should be stitched, and filled as per best practices.
- Overall cleaning of the masonry and brickwork on the exterior façades should be carried out. Do not use any abrasive methods without prior consultation with the Heritage Consultant. Use a soft natural bristle brush and mild water rinse. Only approved chemical restoration cleaners may be used. Sandblasting or any other abrasive cleaning method of any kind is not permitted for maintenance purposes.
- Determine whether or not it is feasible to remove the paint and stucco and expose the original brick or masonry work.
- Undertake test samples for paint and stucco removal in an inconspicuous area using only approved restoration products. If paint and stucco removal is determined to be feasible, prepare removal specification. If not, prepare to recoat with a masonry coating approved by the Heritage Consultant.
- Work should only be undertaken by skilled masons. Do not use power tools to cut or grind joints; hand-held grinders may be used for the initial stitching repairs after test samples have been undertaken and only if approved by the Heritage Consultant.
- Repairs cracks and fissures joints with new mortar that matches existing in consistency, composition, strength, colour to match the existing finish; note the finely tooled profile of the original mortar joints where applicable.
- Retain sound exterior masonry or deteriorated

5.0 CONSERVATION RECOMMENDATIONS



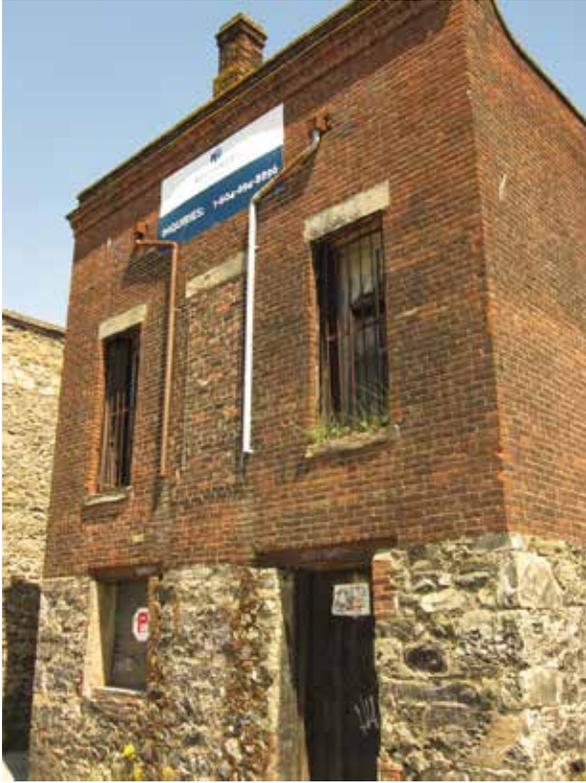
*Current front elevation of the Caire & Grancini Warehouse*



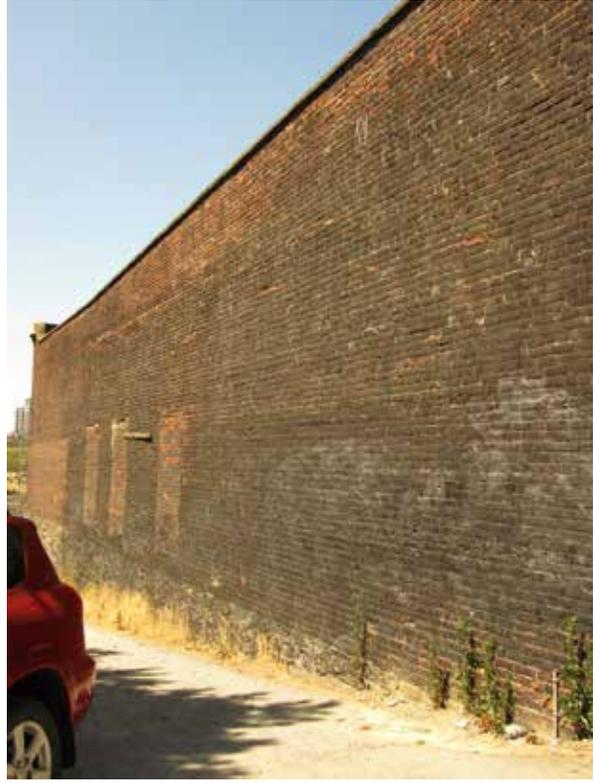
*Oblique view of the front façade - Caire & Grancini Warehouse, one part of the Northern Junk Buildings - 1890s [BCA F-09561]*



5.0 CONSERVATION RECOMMENDATIONS



*Current rear elevation of the Caire & Grancini Warehouse*



*Current south Elevation of the Caire & Grancini Warehouse*



*Photograph showing historic precedents for retail buildings on Lower Yates Street circa 1868 [BCA-A- 03038]*

5.0 CONSERVATION RECOMMENDATIONS



Example of masonry brick frontage complete with porch circa 1870s [BCA A-03466]



Example of masonry brick frontage with decorative cornice on Wharf Street circa 1860 [BCA -A- 03478]





*Frontage Mcquade & Son, Chandlers, Wharf Street, 1890s*

- exterior masonry that can be repaired.
- The colour treatment of the façade where appropriate will be determined by the Heritage Consultant.
- When preparing the existing painted surfaces for restoration or recoating, be aware of the risk of existing lead paint, which is a hazardous material.

## 5.4 ROOF

The Caire & Grancini Warehouse roof is a flat deck roof supported by a basic truss system with minimal slope and drainage to perimeter scuppers at the rear of the building. The roof was not accessible. Based on initial conditions visible on the interior of the structure, water ingress from the roof has been an

ongoing issue and indicates that the membrane has failed. Additional leakage may also be located at the interface condition near the parapets.

### **Conservation Strategy: Rehabilitation**

- Evaluate the condition of the roof, support deck and structure to determine extent of stabilization required as part of the overall rehabilitation of the building.
- Review interface conditions at parapets and other related materials such as cap flashings, drainage scuppers to insure the masonry work and other key heritage features are protected on the perimeter walls.

## 5.5 PARAPET, CAP FLASHING

The cap flashings on the Caire & Grancini Warehouse are limited and only visible on the front façade. Other parapet locations, and chimney do not indicate that flashing have been installed to shed water and protect the masonry façade. The existing cap flashings on the front elevation are oversized, are not sympathetic to the existing building, and are in a significant state of decay and should be replaced. In locations where the flashings are absent, new flashings should be installed to protect the brickwork.

The roof and parapet were not safely accessible for close review and were evaluated from the ground. Further investigation is required to identify the conditions and associated repairs required including appropriate profiles and finishes to be used for the rehabilitation. A mock-up of the flashing should be provided to the heritage consultant for review in situ.

### Conservation Strategy: Rehabilitation

- Evaluate the overall condition of the parapet cap flashing to determine whether more protection is required, or replacement in kind is required.
- Repair or replace deteriorated flashing, as required. Repairs should be physically and visually compatible.
- If new flashings are installed, ensure that the colour is compatible with the overall colour scheme.



Parapet at rear of Building - no cap flashing noted

## 5.6 FENESTRATION

*Windows, doors and storefronts are among the most conspicuous feature of any building. In addition to their function — providing light, views, fresh air and access to the building — their arrangement and design is fundamental to the building's appearance and heritage value. Each element of fenestration is, in itself, a complex assembly whose function and operation must be considered as part of its conservation. — Standards and Guidelines for the Conservation of Historic Places in Canada.*

### 5.6.1 WINDOWS

At the time the Caire & Grancini Warehouse was completed it featured relatively large windows on the side and rear façades and likely a storefront configuration similar to others dating to the period in which the building was constructed. In both the side and back of the warehouse large openings still remain, however, none of the original windows remain intact and have since been replaced. A number of window openings have been bricked in. Security measures have also been installed at some of the openings as a protective measure to prevent further damage and vandalism.

Alterations to the Wharf Street façade have significantly changed the original design and fenestration of the front façade. Removal of the later added stucco may provide insight into the original placement, size, and materials of the front façade's fenestration and overall original design.

The locations of the existing window openings on the side and rear façades should be preserved. Brick in or openings who's size has been modified from its original should be restored. Windows should be rehabilitated with archival photographs and contextual photographs of comparable buildings used to aid in the design of appropriate windows, as well as the design of a sympathetic and reasonable frontage that would be in keeping with the historic building.

## 5.0 CONSERVATION RECOMMENDATIONS

### Conservation Strategy: Rehabilitation

- Inspect for condition and complete detailed inventory to determine extent of original materials that may remain.
- Remove renovation windows and install new heritage grade wood window assemblies.
- Overhaul, tighten/reinforce joints after installation. Repair frame, trim if original frames are present.
- Replacement glass to be single glazing, and visually and physically compatible with existing heritage masonry façade.
- Prime and repaint as required in appropriate colour, based on colour schedule devised by Heritage Consultant.

- New doors should be visually and materially compatible with the historic character of the building.

### 5.6.2 DOORS

The doors for the exterior of the Caire & Grancini Warehouse are not original, and have been replaced. Intact original door openings should be preserved. Where new doors are installed, these doors should be sympathetic to the historic design and aesthetic of the warehouse with historic precedents serving as guides for replacement doors.

### Conservation Strategy: Preservation and Rehabilitate

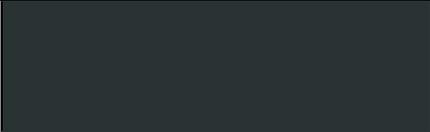
- Retain the door openings in their original locations.

## 5.7 EXTERIOR COLOUR SCHEDULE

Part of the restoration process is to finish the building in historically appropriate paint colours. The following preliminary colour scheme has been derived by the Heritage Consultant, based on site information and historical archival research. Further site analysis is required for final colour confirmation once access is available.

Prior to final paint application, samples of these colours should be placed on the building to be viewed in natural light. Final colour selection can then be verified. Matching to any other paint company products should be verified by the Heritage Consultant.

### **PRELIMINARY COLOUR TABLE: THE CAIRN & GRANCINI WAREHOUSE BUILDING, 1314 WHARF STREET, VICTORIA, BC**

Element	Colour*	Code	Sample	Finish
Doors & Windows	Blackwatch Green	19-17		High Gloss
Metal Cap Flashings	Stone Grey (Vic West)	56071		Low Lustre

\*Paint colours come from Pratt and Lambert - *Colour Guide for Historic Homes and Vic West Sheet Metal*

# 6.0 MAINTENANCE PLAN

A Maintenance Plan should be adopted by the property owner, who is responsible for the long-term protection of the heritage features of the Caire & Grancini Warehouse. The Maintenance Plan should include provisions for:

- Copies of the Maintenance Plan and this Conservation Report to be incorporated into the terms of reference for the management and maintenance contract for the building;
- Cyclical maintenance procedures to be adopted as outlined below;
- Record drawings and photos of the building to be kept by the management / maintenance contractor; and
- Records of all maintenance procedures to be kept by the owner.

A thorough maintenance plan will ensure the integrity of the Caire & Grancini Warehouse is preserved. If existing materials are regularly maintained and deterioration is significantly reduced or prevented, the integrity of materials and workmanship of the building will be protected. Proper maintenance is the most cost effective method of extending the life of a building, and preserving its character-defining elements. The survival of historic buildings in good condition is primarily due to regular upkeep and the preservation of historic materials.

## 6.1 MAINTENANCE GUIDELINES

A maintenance schedule should be formulated that adheres to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. As defined by the *Standards & Guidelines*, maintenance is defined as:

*Routine, cyclical, non-destructive actions necessary to slow the deterioration of a historic place. It entails periodic inspection; routine, cyclical, non-destructive cleaning; minor repair and refinishing operations; replacement of damaged or deteriorated materials that are impractical to save.*

The assumption that newly renovated buildings become immune to deterioration and require less maintenance is a falsehood. Rather, newly renovated buildings require heightened vigilance to spot errors in construction where previous problems had not occurred, and where deterioration may gain a foothold.

Routine maintenance keeps water out of the building, which is the single most damaging element to a heritage building. Maintenance also prevents damage by sun, wind, snow, frost and all weather; prevents damage by insects and vermin; and aids in protecting all parts of the building against deterioration. The effort and expense expended on an aggressive maintenance will not only lead to a higher degree of preservation, but also over time potentially save large amounts of money otherwise required for later repairs.

## 6.2 PERMITTING

Repair activities, such as simple in-kind repair of materials, or repainting in the same colour, should be exempt from requiring city permits. Other more intensive activities will require the issuance of a Heritage Alteration Permit.

## 6.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

Following the *Standards & Guidelines for the Conservation of Historic Places in Canada*, be mindful of the principle that recommends “using the gentlest means possible.” Any cleaning procedures should be undertaken on a routine basis and should be undertaken with non-destructive methods. Cleaning should be limited to the exterior material such as concrete and stucco wall surfaces and wood elements such as storefront frames. All of these elements are usually easily cleaned, simply with a soft, natural bristle brush, without water, to remove dirt and other material. If a more intensive cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other



abrasive cleaning should not be undertaken under any circumstances.

## 6.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

Interventions such as repairs and replacements must conform to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. The building's character-defining elements – characteristics of the building that contribute to its heritage value (and identified in the Statement of Significance) such as materials, form, configuration, etc. - must be conserved, referencing the following principles to guide interventions:

- An approach of minimal intervention must be adopted - where intervention is carried out it will be by the least intrusive and most gentle means possible.
- Repair rather than replace character-defining elements.
- Repair character-defining elements using recognized conservation methods.
- Replace 'in kind' extensively deteriorated or missing parts of character-defining elements.
- Make interventions physically and visually compatible with the historic place.

## 6.5 INSPECTIONS

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule. The inspection should address all aspects of the building including exterior, interior and site conditions. It makes good sense to inspect a building in wet weather, as well as in dry, in order to see how water runs off – or through – a building. From this inspection, an inspection report should be compiled that will include notes, sketches and observations. It is helpful for the inspector to have copies of the building's elevation drawings on which to mark areas of concern such as cracks, staining and

rot. These observations can then be included in the report. The report need not be overly complicated or formal, but must be thorough, clear and concise. Issues of concern, taken from the report should then be entered in a log book so that corrective action can be documented and tracked. Major issues of concern should be extracted from the report by the property manager.

An appropriate schedule for regular, periodic inspections would be twice a year, preferably during spring and fall. The spring inspection should be more rigorous since in spring moisture-related deterioration is most visible, and because needed work, such as painting, can be completed during the good weather in summer. The fall inspection should focus on seasonal issues such as weather-sealants, mechanical (heating) systems and drainage issues. Comprehensive inspections should occur at five-year periods, comparing records from previous inspections and the original work, particularly in monitoring structural movement and durability of utilities. Inspections should also occur after major storms.

## 6.6 INFORMATION FILE

The building should have its own information file where an inspection report can be filed. This file should also contain the log book that itemizes problems and corrective action. Additionally, this file should contain building plans, building permits, heritage reports, photographs and other relevant documentation so that a complete understanding of the building and its evolution is readily available, which will aid in determining appropriate interventions when needed.

The file should also contain a list outlining the finishes and materials used, and information detailing where they are available (store, supplier). The building owner should keep on hand a stock of spare materials for minor repairs.

### 6.6.1 LOG BOOK

The maintenance log book is an important maintenance tool that should be kept to record all maintenance activities, recurring problems and building observations and will assist in the overall maintenance planning of the building. Routine maintenance work should be noted in the maintenance log to keep track of past and plan future activities. All items noted on the maintenance log should indicate the date, problem, type of repair, location and all other observations and information pertaining to each specific maintenance activity.

Each log should include the full list of recommended maintenance and inspection areas noted in this Maintenance Plan, to ensure a record of all activities is maintained. A full record of these activities will help in planning future repairs and provide valuable building information for all parties involved in the overall maintenance and operation of the building, and will provide essential information for long term programming and determining of future budgets. It will also serve as a reminder to amend the maintenance and inspection activities should new issues be discovered or previous recommendations prove inaccurate.

The log book will also indicate unexpectedly repeated repairs, which may help in solving more serious problems that may arise in the historic building. The log book is a living document that will require constant adding to, and should be kept in the information file along with other documentation noted in section **6.6 Information File**.

## 6.7 EXTERIOR MAINTENANCE

Water, in all its forms and sources (rain, snow, frost, rising ground water, leaking pipes, back-splash, etc.) is the single most damaging element to historic buildings.

The most common place for water to enter a building is through the roof. Keeping roofs repaired or renewed is the most cost-effective maintenance option. Evidence of a small interior leak should

be viewed as a warning for a much larger and worrisome water damage problem elsewhere and should be fixed immediately.

### 6.7.1 INSPECTION CHECKLIST

The following checklist considers a wide range of potential problems specific to the 1314 Wharf Street, such as water/moisture penetration, material deterioration and structural deterioration. This does not include interior inspections.

#### EXTERIOR INSPECTION

##### Site Inspection:

- Is the lot well drained? Is there pooling of water?

##### Does water drain away from foundation?

##### Foundation

- Does pointing need repair?
- Paint peeling? Cracking?
- Is bedding mortar sound?
- Moisture: Is rising damp present?
- Is there back splashing from ground to structure?
- Is any moisture problem general or local?
- Is spalling from freezing present? (Flakes or powder?)
- Is efflorescence present?
- Is spalling from sub-fluorescence present?
- Is damp proof course present?
- Are there shrinkage cracks in the foundation?
- Are there movement cracks in the foundation?
- Is crack monitoring required?
- Is uneven foundation settlement evident?
- Are foundation crawl space vents clear and working?
- Do foundation openings (doors and windows) show: rust; rot; insect attack; paint failure; soil build-up;
- Deflection of lintels?

##### Masonry

- Are moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)

## 6.0 MAINTENANCE PLAN

- Is spalling from freezing present? Location?
- Is efflorescence present? Location?
- Is spalling from sub-florescence present? Location?
- Need for pointing repair? Condition of existing pointing and re-pointing?
- Is bedding mortar sound?
- Are weep holes present and open?
- Are there cracks due to shrinking and expansion?
- Are there cracks due to structural movement?
- Are there unexplained cracks?
- Do cracks require continued monitoring?
- Are there signs of steel or iron corrosion?
- Are there stains present? Rust, copper, organic, paints, oils / tars? Cause?
- Does the surface need cleaning?

### Storefronts

- Are there moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- Are materials in direct contact with the ground without proper protection?
- Is there insect attack present? Where and probable source?
- Is there fungal attack present? Where and probable source?
- Are there any other forms of biological attack? (Moss, birds, etc.) Where and probable source?
- Is any surface damaged from UV radiation?
- Is any wood warped, cupped or twisted?
- Is any wood split? Are there loose knots?
- Are nails pulling loose or rusted?
- Is there any staining of wood elements? Source?

### Wood Elements

- Are there moisture problems present? (Rising damp, rain penetration, condensation moisture from plants, water run-off from roof, sills, or ledges?)
- Is wood in direct contact with the ground?
- Is there insect attack present? Where and probable source?
- Is there fungal attack present? Where and probable source?
- Are there any other forms of biological attack?

- (Moss, birds, etc.) Where and probable source?
- Is any wood surface damaged from UV radiation? (bleached surface, loose surface fibres)
- Is any wood warped, cupped or twisted?
- Is any wood split? Are there loose knots?
- Are nails pulling loose or rusted?
- Is there any staining of wood elements? Source?

### Condition of Exterior Painted Materials

- Paint shows: blistering, sagging or wrinkling, alligating, peeling. Cause?
- Paint has the following stains: rust, bleeding knots, mildew, etc. Cause?
- Paint cleanliness, especially at air vents?

### Windows

- Is there glass cracked or missing?
- Are the seals of double glazed units effective?
- If the glazing is puttied has it gone brittle and cracked? Fallen out? Painted to shed water?
- If the glass is secured by beading, are the beads in good condition?
- Is there condensation or water damage to the paint?
- Are the sashes easy to operate? If hinged, do they swing freely?
- Is the frame free from distortion?
- Do sills show weathering or deterioration?
- Are drip mouldings/flushing above the windows properly shedding water?
- Is the caulking between the frame and the cladding in good condition?

### Doors

- Do the doors create a good seal when closed?
- Are the hinges sprung? In need of lubrication?
- Do locks and latches work freely?
- If glazed, is the glass in good condition? Does the putty need repair?
- Are door frames wicking up water? Where? Why?
- Are door frames caulked at the cladding? Is the caulking in good condition?
- What is the condition of the sill?

### Gutters and Downspouts

- Are downspouts leaking? Clogged? Are there

- holes or corrosion? (Water against structure)
- Are downspouts complete without any missing sections? Are they properly connected?
- Is the water being effectively carried away from the downspout by a drainage system?
- Do downspouts drain completely away?

**Roof**

- Are there water blockage points?
- Is there evidence of biological attack? (Fungus, moss, birds, insects)
- Are flashings well seated?
- Are metal joints and seams sound?
- If there is a lightning protection system are the cables properly connected and grounded?
- Is there rubbish buildup on the roof?
- Are there blisters or slits in the membrane?
- Are the drain pipes plugged or standing proud?
- Are flashings well positioned and sealed?
- Is water ponding present?

**INTERIOR INSPECTION****Basement**

- Are there signs of moisture damage to the walls? Is masonry cracked, discoloured, spalling?
- Is wood cracked, peeling rotting? Does it appear wet when surroundings are dry?
- Are there signs of past flooding, or leaks from the floor above? Is the floor damp?
- Are walls even or buckling or cracked? Is the floor cracked or heaved?
- Are there signs of insect or rodent infestation?

**Commercial Space**

- Materials: plaster, wood, metal, masonry – are they sound, or uneven, cracked, out of plumb or alignment; are there signs of settlement, old, or recent (bulging walls, long cracks, etc)?
- Finishes: paints, stains, etc. – are they dirty, peeling, stained, cracked?
- Are there any signs of water leakage or moisture damage? (Mould? Water-stains?)

**Concealed spaces**

- Is light visible through walls, to the outsider or to another space?

- Are the ventilators for windowless spaces clear and functional?
- Do pipes or exhausts that pass through concealed spaces leak?
- Are wooden elements soft, damp, cracked? Is metal material rusted, paint peeling or off altogether?
- Infestations - are there signs of birds, bats, insects, rodents, past or present?

**6.7.2 MAINTENANCE PROGRAM****INSPECTION CYCLE:****Daily**

Observations noted during cleaning (cracks; damp, dripping pipes; malfunctioning hardware; etc.) to be noted in log book or building file.

**Semi-Annually**

- Semi-annual inspection and report with special focus on seasonal issues.
- Thorough cleaning of drainage system to cope with winter rains and summer storms
- Check condition of weather sealants (Fall).
- Clean the exterior using a soft bristle broom/brush.

**Annually (Spring)**

- Inspect concrete for cracks, deterioration.
- Inspect metal elements, especially in areas that may trap water.
- Inspect windows for paint and glazing compound failure, corrosion and wood decay and proper operation.
- Complete annual inspection and report.
- Clean out of all perimeter drains and rainwater systems.
- Touch up worn paint on the building's exterior.
- Check for plant, insect or animal infestation.
- Routine cleaning, as required.

**Five-Year Cycle**

- A full inspection report should be undertaken every five years comparing records from previous inspections and the original work,



## 6.0 MAINTENANCE PLAN

particularly monitoring structural movement and durability of utilities.

- Repaint windows every five to fifteen years.

### **Ten-Year Cycle**

- Check condition of roof every ten years after last replacement.

### **Twenty-Year Cycle**

- Confirm condition of roof and estimate effective lifespan. Replace when required.

### **Major Maintenance Work (as required)**

- Thorough repainting, downspout and drain replacement; replacement of deteriorated building materials; etc.

# 7.0 RESEARCH SUMMARY

**CIVIC ADDRESS:** 1314 Wharf Street

**LEGAL ADDRESS:** Lot: 182F LD: 57 Old Legal: Lot 182F, Block 1

**HISTORIC NAME:** Caire & Grancini Hardware Store

- **SOURCE:** Assessments; Directories; Colonist; *Evening Express*

**ORIGINAL OWNER:** Donald Fraser, Caire & Grancini jointly owned. 1879 owned solely by the estate of Grancini

- **SOURCE:** Assessments

**CONSTRUCTION DATE:** 1860

- **SOURCE:** Tender Call

**ARCHITECT:** John Wright

- **SOURCE:** Tender Call

**BUILDER:** Unknown

## **PLUMBING PERMIT:**

- City of Victoria Plumbing Permit: #689: 18.7.1898: for Donald Fraser, London, England; Agent A. Munro; Lot 182F; Store & Warehouses; John Teague for Agent; plans attached, signed by Teague, dated 18 July 1898.

## **CITY OF VICTORIA ASSESSMENT RECORDS:**

- **1861:**  
Caire & Grancini: Lot 182 F (Street not listed); Improvements only, 600 pounds.  
Frazer (sic), Donald; Lot 182 F (Wharf Street); 3,750 pounds, no improvements listed.
- **1862:**  
Caire & Grancini, Lots 182 (Wharf Street); Improvements only, \$2,500  
Donald Fraser; Lot 182 F (Wharf Street); Land: \$20,000 Improvements: \$7,600
- **1863/64:**  
Caire & Grancini, Same  
Donald Fraser; Lot 182 F (Wharf Street); Land: \$17,000 Improvements: no value listed  
A.H. Guild; Lot 182 F (Wharf Street); Land: no value listed Improvements: \$400
- **1872/73:**  
Caire & Grancini, Lot 182 F (Wharf Street); Improvements only, \$1,500  
Donald Fraser; Lot 182 F (Wharf Street); Land: \$4,000 Improvements: \$3,000
- **1874:**  
Donald Fraser Lot 182 A: Land: \$3,500 Improvements: \$1,000  
Donald Fraser & E. Grancini Lot 182 F (100 feet front); Land: \$6,000 Improvements: Fraser: \$4,000;  
Grancini \$2,500
- **1881:** All combined: Donald Fraser; Land: \$6,000 Improvements: \$4,000
- **1882/83-1884:** Same
- **1885:** Land: \$12,500
- **1886-87-1888:** Same
- **1889:** Combined with 182 G; Donald Fraser; Land: \$26,750 Improvements: \$15,000 (crossed out)  
\$14,000 (written in)



## 7.0 RESEARCH SUMMARY

- **1890:** Same

### **CITY OF VICTORIA PLANS:**

- Not located

### **VICTORIA FIRE INSURANCE MAPS:**

- 1885 Fire Insurance Map: shown as Customs Whse brick building with one storey along Wharf Street and two storeys at the rear. A small wooden shed was located at the rear of the building.
- 1891: FIM as Customs Whse.
- 1903: FIM wooden freight shed visible on the south side. 1921 FIM, wooden building attached at the south.
- 1949: FIM, labeled Junk building.
- 1957: FIM same as 1949.

### **DIRECTORIES:**

- **1860:** Caire & Grancini, hardware store, Wharf Street west side
- **1863:** Caire, J. & Grancini, wholesale hardware, 8 Wharf Street
- **1868:** Caire & Grancini E, iron and hardware merchants, Wharf Street, west side
- **1869:** Same
- **1871:** Same
- **1874:** Same
- **1875:** E. Grancini, hardware and glassware, Wharf Street
- **1877:** no listing
- **1877-1878:** Grancini, E., hardware and crockery importer, Government Street, res. Cormorant
- **1880-1881:** no listing
- **1890:** Wharf Street, west side 100-104 warehouse
- **1891:** same
- **1892:** same
- **1893:** 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 110 Wharf Street, R.P. Rithet & Co. Bonded Warehouse, 112 Wharf Street, Rithet RP & Co Salt Warehouse; Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- **1894:** 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 108 Wharf Street, Victoria Truck & Dray Co. Ltd Office Victoria Truck & Dray Co 112 Wharf Street, Rithet RP & Co Salt Warehouse; Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- **1895:** Same
- **1897:** Same
- **1898:** Same
- **1899:** Same
- **1900:** 104-106 Wharf Street Rithet RP & Co Ltd Warehouse
- **1901:** Same
- **1902:** Same
- **1903:** Same
- **1904:** Same
- **1908:** 1314 Wharf Street Foster Fred Taxidermist; 1324 Wharf Street Newton & Greer Paint Co
- **1910-11:** 1316 Wharf Street Mitchell Bros. comm. Merchants  
1324 Wharf Street Newton & Greer Paint Co
- **1912:** 1314 Wharf Street British Pacific Supply Co; 1316 Wharf Street Mitchell Bros comm. Merchants
- **1915:** 1314 Wharf Street Vacant; 1316 Wharf Street Victoria Junk Agency; 1318 Wharf Street Victoria

Cartage Co; 1318 Wharf Street Radiger & Janion Ltd (whse)

### BC VITAL EVENTS

- Groom: Ermengildo Grancini (47 years old; Bachelor; Milan, Italy; Merchant; Roman Catholic; son of Joseph Anthony Grancini and Mary Gattoni); Bride: Blanch Chassang (37 years old; Widow; Paris, France; Roman Catholic; daughter of Guillaum Chassang and Elizabeth Robinet); Event Type: Marriage; Registration Number: 1875-09-001137; Event Date: 1875-11-06; Event Place: Victoria.
- Person: Ermengildo Pietro Grancini; Event Type: Death; Registration Number: 1879-09-002502; Event Date: 1879-11-07; Event Place: Victoria; Age at Death: 52. Profession: Hardware Merchant. Born: Milan, Lombardy. Cause of Death: Pneumonia. Informant: Blanche Grancini. Religious Denomination: Roman Catholic.

### PUBLISHED REFERENCES:

- Bowen, Lynne. *Whoever Gives Us Bread: The Story of Italians in British Columbia*. Vancouver: Douglas & McIntyre, 2011.
- Chiles, Frederic Caire. *Justinian Caire and Santa Cruz Island: The Rise and Fall of a California Dynasty*. Norman, Oklahoma: The Arthur H. Clark Company, 2011.
- Luxton, Donald, comp. & ed. *Building the West: The Early Architects of British Columbia*. Vancouver: Talonbooks, 2nd ed., 2007.

### OTHER REFERENCES:

- Certificate of Arrival, Dover UK, Ermengildo Grancini, June 30, 1849.
- Justinian Caire, Form for Naturalized Citizen of the United States of America, San Francisco, May 13, 1889.
- Caire's Passport application: 20 May 1889, Born 3 December 1827 in Briançon, Hautes-Alpes, France, arrived in the US 27 October 1850, lived in San Francisco ever since.
- *California Historical Society Quarterly*, Vol. 29, No. 1 (Mar. 1950), pp. 81-83. *In Memoriam. Delphine A. Caire*. In her ninety-fourth year, Delphine Adelaide Caire died December 29, 1949, where she had lived most of her long life. She was born in San Francisco on May 6, 1856, the eldest child of Justinian and Albina C.S. Caire. Justinian Caire reached San Francisco on March 29, 1851 (152 days from Le Havre France, on the *Aurélie*, Capt. Gouin). Upon his arrival, he established a hardware business on Washington Street, for the first two or three years in partnership with Claude Long. While supplying the miners of California and the west with all types of mining equipment, he imported for the housewives such luxury articles as Sheffield Plate from England, porcelains from France and dolls from Germany. It was in the commercial city of Genoa, Italy that he learned the hardware business and acquired the capital to start his own mercantile venture in the new world, and it was to Genoa that he returned briefly to claim as his bride Maria-Christina Sara Molfino, known then to her intimates, and later, generally known, as Albina. Their daughter, Delphine A. Caire, inherited from her father the scholarly bent of the Caire family, in which the law had been the traditional career for generations... From her mother she inherited a gardener's "green thumb." Her father, a native of Briançon, in the Hautes-Alps, loved trees and she shared that love. She grew and planted hundreds of them to protect and enhance the shores and ranches of Santa Cruz Island (in the Santa Barbara Channel), which Justinian Caire and nine other San Franciscans, associated together in the Santa Cruz Island Company, acquired from William E. Barron in 1869 for stock-raising and other agricultural purposes. Later, Caire became sole owner of all of the capital stock of the corporation. The Caire family operated their sheep and cattle ranch and vineyards on the island until 1937, when they sold their holdings to Edwin L. Stanton of Los Angeles.
- Lynne Bowen, *Whoever Gives Us Bread: The Story of Italians in British Columbia*: To his fellow Italians, Grancini could have been called padrone in the best sense of the term, and his open countenance



confirmed it. Italians from the interior of the province stopped at his store to buy goods, seek advice and borrow money. Felice Valle trusted Grancini to hold the thirty scudi he owed to a friend until the friend could pick up the money. Just two months before Valle died, Grancini had given him cash to help a sick relative. Everyone in Victoria, no matter what nationality, knew Grancini for his generosity and kindness, his honesty and good judgment. He remained a bachelor until he married his French housekeeper, Blanche, in 1875. When he died just four years later, at the age of fifty-two, his funeral rivaled the cortège of Sir James Douglas, who had died two years before. The parade of dignitaries that proceeded through the spectator-lined streets to the Episcopal portion of the Ross Bay Cemetery included Masons and Odd Fellows, three fire companies and fifty-nine carriages carrying politicians and “influential gentlemen from the mainland.” Women did not attend funerals in those days, but five hundred men in buggies and on foot followed the flower-laden coffin: eight pallbearers, only one of them Italian, lowered Grancini into his grave as fire bells tolled and flags dropped to half-mast.

James E. Hendrickson, Donald Fraser, *Dictionary of Canadian Biography*:

- FRASER, DONALD, journalist, businessman, and politician; b. 1810 or 1811 in Scotland; d. 2 Oct. 1897 in London, England. Little is known of Donald Fraser’s origins except that he grew up in Inverness, Scotland, where he was a schoolmate of Alexander Grant Dallas, future governor of Rupert’s Land, and John Cameron Macdonald, later manager of the London Times. According to a contemporary, Gilbert Malcolm Sproat, Fraser studied law in youth and then “engaged in business and made money” in Chile and California. He had gone to California in 1849 as a special correspondent for the Times to cover the gold-rush. In the spring of 1858, when he heard from returning miners about the Fraser River rush, he decided to go to Victoria, Vancouver Island. He arrived in June armed with an introduction to Governor James Douglas from the British consul in San Francisco. Fraser had written his first, enthusiastic account of the British Columbia gold-rush in San Francisco, basing it on interviews with miners, and his optimism was not diminished by his tour of the mining district with Douglas in September 1858. His articles appeared periodically in the Times until the fall of 1860 and resumed the next year when gold strikes occurred in the Cariboo. At least one editor of a handbook, Robert Michael Ballantyne of Edinburgh, found these reports so glowing that he portrayed the rivers of British Columbia as “mere beds of gold, so abundant as to make it quite disgusting.” More than one miner, however, returning empty-handed, was heard to exclaim, “God damn Donald Fraser.” From the outset Douglas was impressed with Fraser’s personality and “high legal attainments,” and Fraser quickly emerged as the governor’s trusted confidant and unofficial adviser, and as a leading booster of Vancouver Island. While they were touring the gold-fields Douglas appointed him and two others to a court at Fort Hope (Hope) to try a miner accused of murder. In October 1858 the governor made Fraser a member of the Council of Vancouver Island, a position he held until March 1862. He also sat on the Legislative Council from April 1864 to July 1866. In Victoria, Fraser pursued a variety of business opportunities, speculating heavily in land until he owned more lots than any other resident. His prestige in the community was enhanced by his stand on controversial political issues such as the taxation of real estate and union with the colony of British Columbia, both of which he opposed. As a council member, he played a leading role in November 1864 in having the Vancouver Island House of Assembly reject a proposal from the Colonial Office that the colony assume the cost of the civil list in exchange for obtaining control of revenues from the sale of crown lands. After Vancouver Island was terminated as a colony and taken over by British Columbia in 1866, Fraser returned to England and took an active part with Sproat and Dallas on the self-styled London Committee for Watching the Affairs of British Columbia, a powerful lobby to protect Victoria’s waning hegemony over the mainland and secure the relocation of the capital from New Westminster to Victoria, which was achieved in 1868. Fraser spent the remaining 30 years of his life in England. At the time of British Columbia’s entry into confederation in 1871, reports in the local press claimed he was returning to Victoria, and there was speculation that he would be offered a seat in the Senate. He



did return to Vancouver Island for a six-month visit in September 1872, spending much of his time in the company of his old friend Douglas. "I was out with Mr. Fraser, most of yesterday and greatly enjoy his society," Douglas wrote to his youngest daughter, Martha. "He is full of information, his memory is prodigious, he forgets nothing. He enjoys the quiet dinners and social evenings at James Bay." Fraser died of natural causes in 1897. His death notice in the Times was notably terse. "On the 2nd Oct., at Ben Blair, Putney-hill, London, Donald Fraser, late of Victoria, British Columbia, aged 86." SOURCES: Information on Fraser must be gleaned from newspaper items and writings by his contemporaries. See his accounts in the London Times, 1858–63, as well as local press reports, especially the Victoria British Colonist, 1858–60, and its successor, the Daily Colonist, 1860–66, 15 Nov. 1871, and 6 Oct. 1897. PABC, Add. mss 257; Add. mss 505; B/40/4, esp. 10 Sept. 1872. John Emmerson, *British Columbia and Vancouver Island; voyages, travels & adventures* (Durham, Eng., 1865). Handbook to the new goldfields; a full account of the richness and extent of the Fraser and Thompson River gold mines . . . , ed. R. M. Ballantyne (Edinburgh, 1858). Times, 6 Oct. 1897.

#### NEWSPAPER REFERENCES:

- *Sacramento Daily Union*, Volume 13, Number 1918, May 20, 1857: Grancini was an important figure in the Italian Community. He was nominated Secretary of committee to petition the King of Sardinia in regarding the choice of his majesty's representative to the city. Same reference can be found in *Daily Alta California*, Volume 9, Number 138, 19 May 1857.
- *The British Colonist* June 12, 1860, page 2: NOTICE. To Carpenters and Builders. Tenders will be received up until Saturday, the 16th inst., by Messrs. Caire & Grancini, for certain Masons, Bricklayers, Carpenters, Painters and Tinsmiths' Work necessary to the Erection of a Fireproof Building on Wharf Street. Tenders will be received either for the whole work or for the separate tenders. The drawings and specifications may be seen at the Office of the undersigned. The lowest tenders will be accepted, if otherwise satisfactory. John Wright, Architect, Yates Street.
- *Victoria Gazette* July 18, 1860 page 2: BRICK BUILDINGS there are at the present time in course of construction in this town, thirteen brick buildings, as follows:... On Wharf street → one two-story stone and brick store for Messrs. Grancini.
- *Daily Chronicle* [Victoria], October 18, 1864 page 3: EXTENSION – Messrs. Caire & Grancini, the pioneer hardware dealers of Wharf Street, have just completed an important addition to their premises. The improvement is evidence of increasing and prosperous trade, which we are sure will, be gratifying to the numerous friends and customers of the resident partner of the firm.
- *Victoria Daily Colonist*, November 7, 1879, page 3: SERIOUSLY ILL. We regret to state that Mr. E. Grancini is dangerously ill, suffering from a very severe attack of pleuro-pneumonia.
- *Victoria Daily Colonist*, November 8, 1879, page 3. Death of Mr. E. Grancini. The death of Mr. E. Grancini after a brief illness has shocked the community. No man was more generally liked and trusted than the deceased gentleman. Every one reposed confidence in his honesty and judgment, and his service as an arbitrator on questions of a knotty nature were frequently invoked. It is said that as a rule a man who every one likes must be of very little importance, but in Mr. Grancini the public had a man who was without an enemy, and still was one of the most valuable of citizens. Naturally kind-hearted and generous to a fault, he gave to every worthy object. No one ever applied to him for aid and came away empty handed. Public spirited and energetic, he was one of the organizers of the Fire Department in 1859, and continued an active member of the Hook and Ladder Company and treasurer of the Fire Department till his death. A pioneer of 1858, he was one of the founders of the Pioneer Society. His charitable disposition impelled him to join beneficial societies and he became a member of the Masonic and Oddfellows' Orders. Mr. Grancini was a native of Milan, Italy. He came to California in 1850, and was a member of the important San Francisco firm of Caire & Grancini until 1858, when he established a branch of the house in this city, and eventually purchased his partner's interest in the Victoria house.



The deceased will be greatly missed; and the place he has vacated in the community will be difficult to fill.

- *Victoria Daily Colonist*, November 9, 1879, page 3: THE FUNERAL OF MR. GRANCINI. The remains of the late Mr. Grancini will be followed to the grave to-day by the Odd Fellows, the Fire Department, the French Benevolent Society, the Board of Trade, and an immense concourse of citizens, who had learned to appreciate and love the noble-hearted man now lying dead. Mr. Grancini seemed to live but to benefit his fellow-beings, and his demise is little short of a public tragedy.
- *Sacramento Daily Union*, Volume 8, Number 309, November 10, 1879: Grancini's death was reported.
- *Victoria Daily Colonist*, November 11, 1879, page 11. FUNERAL OF MR. GRANCINI. The remains of the late E. Grancini were committed to the tomb on Sunday in the presence of a large concourse of sympathizing citizens. On Columbia Lodge, I.O.O.F., devolved the duty of conducting the ceremonies. The procession was composed of the Fire Department and officers; the Pioneer Society; the French Benevolent Society; the British Columbia Benevolent Society; the Board of Trade; the Odd Fellows; and about 500 citizens, in carriages and afoot. The pallbearers were: Messrs. D. Lenevue, M.W.T. Drake, C.W.R. Thomson, Edgar Marvin, A.C. Elliott, C. Kent, C. Bossi and C. Lombard. The funeral service of the Odd Fellows was read. The casket was also concealed by flowers, and was lowered into the grave in the presence of the sympathizing multitude. With the exception of Sir James Douglas' we believe this demonstration was the largest of the kind ever made in the Province.
- *Victoria Daily Colonist*, October 7, 1897, page 8: **HON. DONALD FRASER DEAD.**  
**A Man Who Rendered Valuable Services to British Columbia in Years Long Gone By.**  
 A private cablegram from London to his old friend, Hon. J.S. Helmcken, announces the death yesterday of Hon. Donald Fraser, for some time a member of the legislative council of British Columbia and one of the most active and useful friends of the colony from 1858 to the early "sixties."  
 It was in the memorable days of '49 that the scholarly gentleman now deceased came to California to England, and for many years acted as special correspondent in San Francisco for the London Times. When he removed to Victoria some years later he retained his journalistic connections, transferring simply the scene of his labors, and speedily distinguishing himself in a series of picturesque and very favorable letters on the characteristics and resources of this new and at that time little known section of the Empire.  
 Partially in recognition of the signal service thus rendered British Columbia, but more because the keen-eyed old governor recognized in him a man of force, brilliancy and stability, Mr. Fraser was taken into the executive council by Sir James Douglas some time about 1859, and shortly afterwards he erected a handsome residence which he fitted up as a bachelor establishment for his own use, on upper Humboldt street. In 1862 Hon. Mr. Fraser removed from Victoria to London, revisiting this city but once since – and that in 1865. He has during the past 30 years resided in London continuously.
- *Santa Barbara Independent*, August 15, 2013: Justinian Caire: Owner of Santa Cruz Island. Justinian Caire was born in Briançon in the French Alps in 1827. As a young man he spent some time in Genoa, Italy, learning the mercantile trade and he saved enough money to come to California to start his own business. Caire arrived in San Francisco in March 1851. He did not come expecting to strike it rich in the gold fields; instead he saw the golden opportunity offered to an enterprising merchant in a city with booming population growth. With his brother, Adrien, he opened a store that specialized in hardware and miners' supplies, as well as offering European luxuries and wine-making equipment. A fire in May 1851 destroyed the store, but the Caires quickly re-built. This time they equipped the store with a deep subterranean storage area, covered with heavy sheet metal. When fire again swept through the neighborhood, the Caires' stock was saved. Caire was involved in additional ventures in San Francisco, including a French hospital and a French bank. Ten stockholders in the latter got together in February 1869, to buy Santa Cruz Island and one month later incorporated the Santa Cruz Island Company. By 1880, a number of the stockholders had dropped out. Caire continued to buy up shares in the company



## 7.0 RESEARCH SUMMARY

until he became the majority stockholder and held a controlling interest. He then decided it was time to take a look at his investment. Up to that point, the Santa Cruz Island Company had utilized the island as previous owners had—as a sheep and cattle ranch. Caire determined to diversify operations. He expanded the island’s main ranch located in the central valley, adding a carpenter’s shop, a blacksmith facility, a saddle shop, and a brick-making plant. He established nine additional ranches and facilities, including a major ranch at the western end of the central valley and an enlarged port facility at Prisoners’ Harbor on the north shore. He then ran a narrow gauge track from the end of the wharf there to the large brick warehouse he had constructed. Within a few years the island was yielding a wide variety of vegetable and fruit crops. Horses and hogs were added to the stock-breeding program. The company had its own sailing ship to ferry supplies from the mainland. From 1893 to 1905 the island even boasted its own U.S. post office. Under Caire’s expansive program the island’s labor force increased to some 60 men. Caire also launched a wine industry on the island. He planted the first grapes around 1884 and eventually the winery produced a great variety of wines. The vast majority of workers in the winery and vineyards were Italian immigrants. Caire had married an Italian and he was friends with Andrea Sbarboro who started the Italian Swiss Colony winery in Sonoma County. Many a South Coast Italian family got their start in the U.S. by working in Justinian Caire’s fields on Santa Cruz Island. Wine continued to be produced on the island until the onset of Prohibition in 1919. Caire suffered a stroke in the spring of 1896 from which he never fully recovered and he died in March 1897. He left behind an indelible South Coast legacy.





# FRASER WAREHOUSE

1316-18 WHARF STREET, VICTORIA, BC

## CONSERVATION PLAN

MAY 2019

**DONALD LUXTON**  
AND ASSOCIATES INC 



*Victoria aerial image showing Fraser Warehouse (in box) and adjacent Caire & Grancini Warehouse referred to now as the Northern Junk, 1947 [Vintage Air Photos of BC BO-47-1455]*



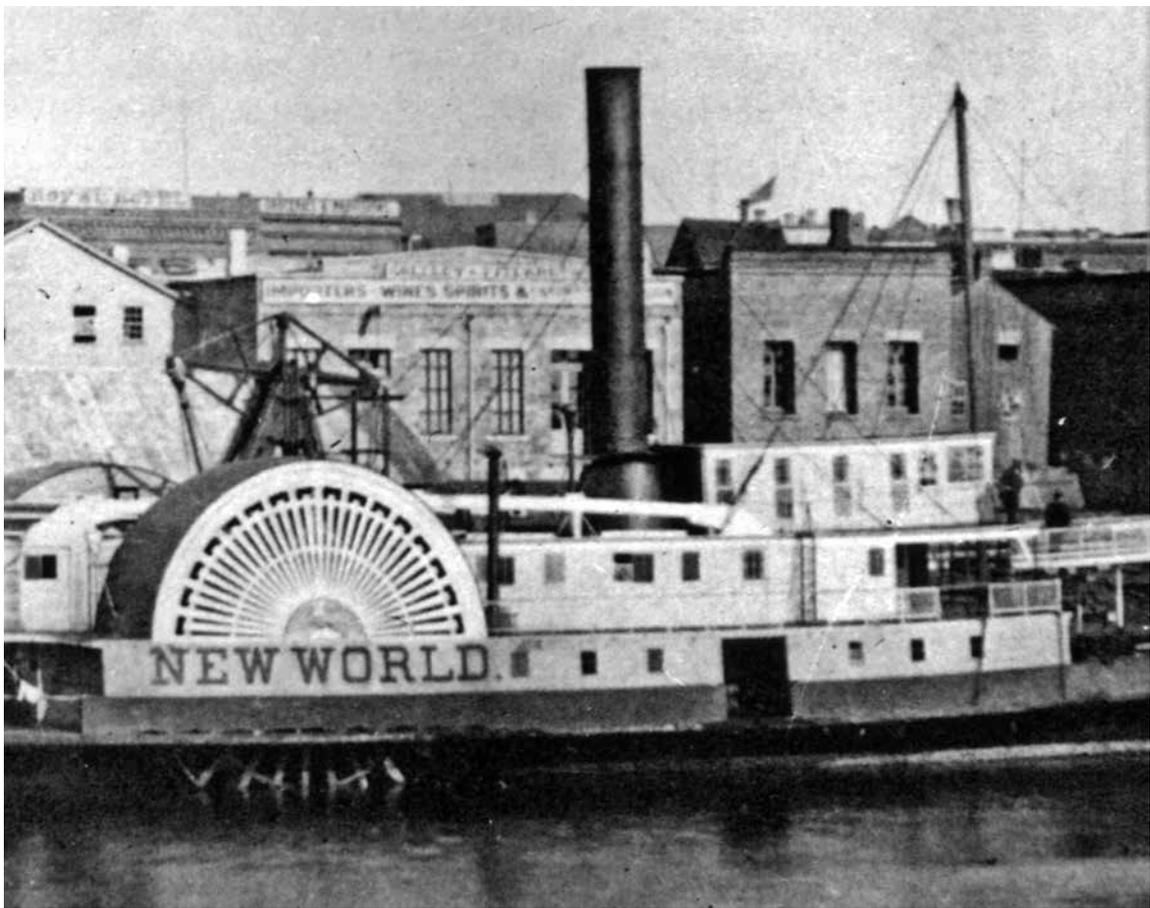
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*View of Victoria, George Fowler Hastings album, 1866 [City of Vancouver Archives A-6-199]*



*Fraser Warehouse (left) and adjacent Caire & Grancini Warehouse (right) viewed from Victoria's inner harbour, Victoria - 1880*



# 1.0 INTRODUCTION

**HISTORIC NAME:** Fraser Warehouse/ Northern Junk Buildings  
**CIVIC ADDRESS:** 1316-18 Wharf Street, Victoria, British Columbia, Canada  
**ORIGINAL OWNER:** *Donald Fraser*  
**CONSTRUCTION DATE:** 1864  
**ORIGINAL ARCHITECT:** Thomas Trounce  
**ORIGINAL BUILDER:** Unknown  
**HERITAGE STATUS:** Municipal Heritage Designation 1975

The Fraser Warehouse, located at 1316-18 Wharf Street, is a solid masonry building built during a time of expansion and settlement in the Waterfront Area of Victoria. The building was built by Donald Fraser in 1864. The building has been under continuous commercial use until the mid 1950s, and is known as one of the earlier commercial buildings in the Victoria, and the Inner Harbour area.

The building has been through numerous upgrades and repairs over its lifespan, and has not been occupied for several decades. Despite these alterations the building has maintained the characteristic masonry features such as rubble stone footings and walls on all elevations, and potentially a masonry front façade on Wharf Street hidden under later installed stucco. Neglect of the building over the last decades has resulted in water ingress and other weathering damage that will require remediation and repairs, however the overall heritage asset remains intact.

The building and site are registered and protected under Municipal Legislation. The building is situated on a roughly rectangular lot with Inner Harbour at the rear, Wharf Street at the front, a parking lot to the north, and the historic Caire & Grancini Warehouse directly south. The Fraser Warehouse together with the Caire & Grancini Warehouse are now known collectively as Northern Junk.

This Conservation Plan is based on Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010). It outlines the preservation, restoration, and rehabilitation that will occur as part of the proposed development.

## 2.0 HISTORICAL CONTEXT



Map of the City of Victoria - 1889. Location of the Fraser Warehouse and Caire & Grancini Warehouse noted.

### 2.1 FRASER WAREHOUSE CONTEXT

Built in 1864, this stone warehouse located at 1316-1318 Wharf Street is among the oldest commercial warehouses in Victoria's inner harbour and is linked with the development of Commercial Row, the locus for commercial and retail ventures in the City.

The warehouse was built for the Honorable Donald Fraser (1810-1897). Born in Scotland, Fraser came to Victoria in 1858 and shortly after his arrival became the unofficial advisor to Sir James Douglas (1803-1877), governor of the Colony of Vancouver Island. Fraser was a member of the Vancouver Island Legislative Council between 1864 and 1866. Not only was Fraser politically active, but he was also a wealthy speculative land developer, owning numerous lots in the downtown core. Following the collapse of the Vancouver Island Colony in 1866, Fraser returned to London, England, but continued

with his speculative land development in Victoria.

An article in the Evening Express dated May 10, 1864 outlines the cost and scope of the warehouse and also Donald Fraser's reputation as a landowner in Victoria:

**Local Intelligence – City Improvements:** *The Hon. Donald Fraser recently pulled down and re-erected two wharves next adjoining the late Price's wharf. Two stone and brick stores will be immediately built on Wharf Street by the same gentleman, all under the superintendence of Mr. Thomas Trounce. The total storage accommodation will reach fifteen hundred tons, at a cost including the wharves, of \$12,000. This large outlay will be by a gentleman who has been held up to the public as an incubus upon the City, as belonging to the "non-productive class."*



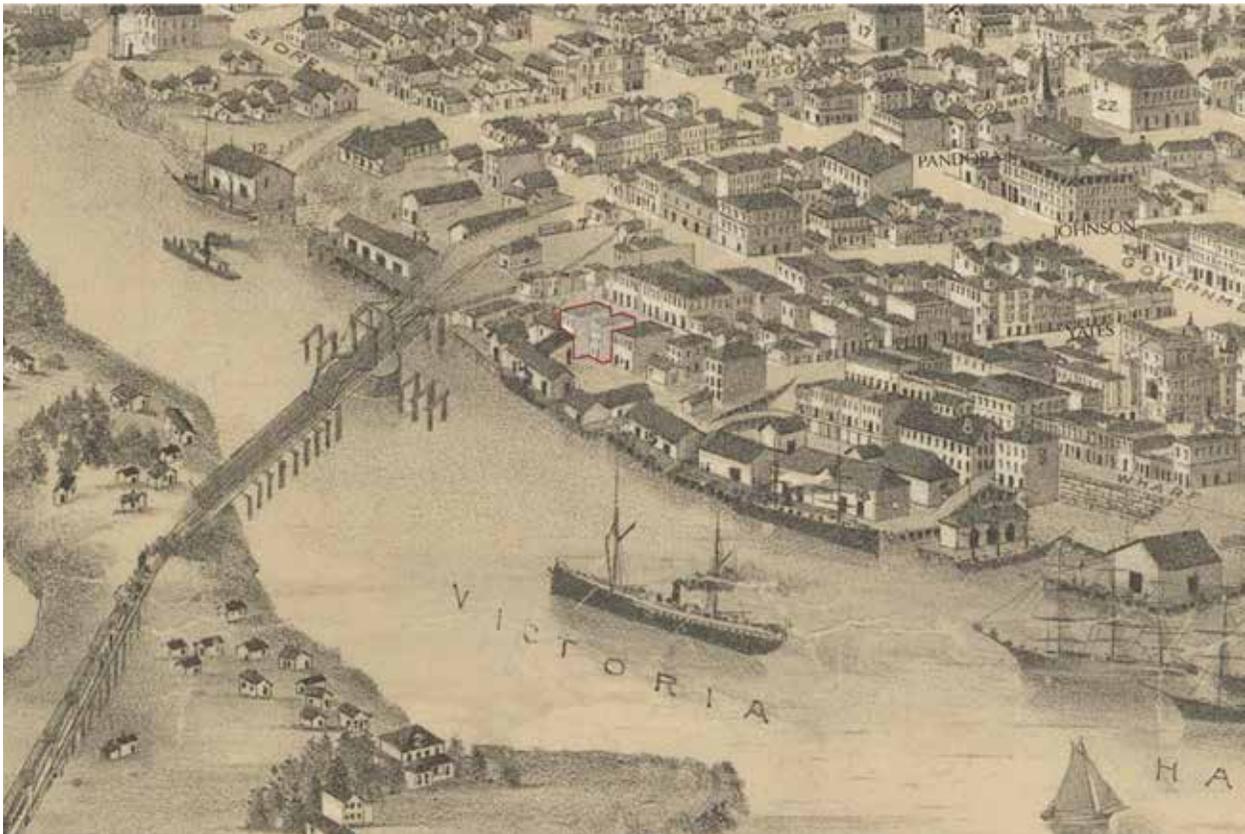
## 2.0 HISTORICAL CONTEXT

Designed by prominent local architect Thomas Trowce (1813-1900), the warehouse is constructed of random rubble stonework; the structure exhibits quoins of the “Halifax” manner. With symmetrically massed front and rear façades, the warehouse at 1316-1318 Wharf Street demonstrates a conscious awareness on Trowce’s behalf to create a dual commercial image for two separate businesses. The stonework is characteristic of early masonry structures in the City, and also typical of the work of Trowce, who designed and built many local stone structures. After following several gold rushes, Trowce arrived in San Francisco in 1850, and worked as a builder until 1858, when another gold rush in British Columbia brought him to Victoria. By 1861, he had built Tregew in James Bay, one of the first stone houses in British Columbia, built of random rubble stonework with walls two feet thick. Most of Trowce’s buildings were of masonry construction, an influence from his Cornish background. Trowce continued his architectural practice throughout

the 1870s and 1880s, designing such buildings as Morley’s Soda Water Factory on Waddington Alley, and a number of residential dwellings.

Donald Fraser’s estate owned the building until 1898. According to directories, by 1894 R.P. Rithet & Company occupied the warehouse, along with the adjacent warehouse located at 1314 Wharf Street. The 1903 Fire Insurance Map shows that the building was utilized for manufacturing agents. By 1915, the Victoria Junk agency occupied 1316 Wharf Street and the Victoria Cartage Company occupied 1318 Wharf Street. A series of tenants subsequently occupied the warehouse over the years with it continuing to function as utilitarian space.

Over time the warehouse has been subject to numerous additions and alterations, reflecting the changing needs of its occupants and desire for modern amenities. In 1949, A. Worthington



Map of the City of Victoria - 1889. Location of the Fraser Warehouse and Caire & Grancini Warehouse noted.

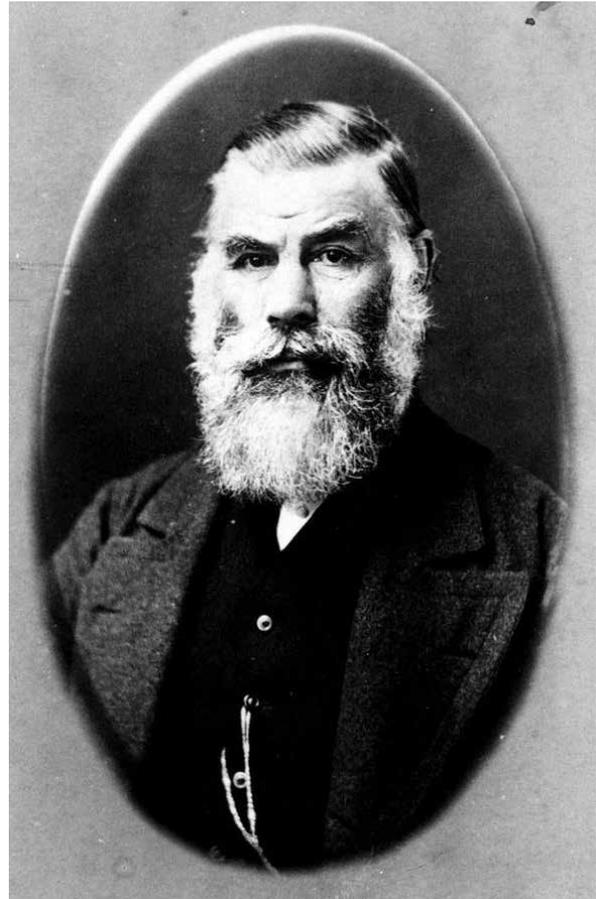
applied to have plumbing installed at the premises. A number of alterations have occurred to the front façade, but the building form is still substantially intact. The rear of the building retains most of its character-defining elements. Currently the building is vacant and is often referred to as one of the Northern Junk buildings.

## 2.2 ORIGINAL OWNER: DONALD FRASER

Little is known of Donald Fraser's early life. He grew up in Inverness, Scotland, where he was a schoolmate of Alexander Grant Dallas, future governor of Rupert's Land, and John Cameron Macdonald, later manager of the London Times. Fraser studied law in youth and then "engaged in business and made money" in Chile and California, where he went in 1849 as a special correspondent for the Times to cover the Gold Rush. In the spring of 1858, when he heard from returning miners about the Fraser River Gold Rush, he decided to go to Victoria, and arrived in June armed with an introduction to Governor James Douglas from the British consul in San Francisco.

From the outset Douglas was impressed with Fraser, and he emerged quickly as the governor's trusted confidant and unofficial adviser. In October 1858 the governor made Fraser a member of the Council of Vancouver Island, a position he held until March 1862. His articles appeared periodically in the Times until the fall of 1860 and resumed the next year when gold strikes occurred in the Cariboo. He also sat on the Legislative Council from April 1864 to July 1866.

In Victoria, Fraser pursued a variety of business opportunities, speculating heavily in land until he owned more lots than any other resident. After Vancouver Island was terminated as a colony and taken over by British Columbia in 1866, Fraser returned to England, and spent the remaining thirty years of there, until his death in 1897.



*Thomas Trounce [BCA-A-01866]*

## 2.3 ORIGINAL ARCHITECT: THOMAS TROUNCE

**Stuart Stark - Excerpt from *Building the West: The Early Architects of British Columbia*.**

Thomas Trounce was one of the pioneer Cornishmen who contributed much to the life of early British Columbia. Born at Tregero Farm, Veryan, Cornwall, United Kingdom, Trounce later spent five years in London. Then, with his wife, Jane, he departed for New Zealand in 1841 and arrived, via the SS Clifford, on May 11, 1842. Trounce worked in New Zealand as a carpenter and joiner, but after a few years, he left for Tasmania, and was later drawn to the Australian gold rush. He caught "gold fever" again during the 1849 California gold rush, and arrived in San Francisco on June 1, 1850. Trounce

## 2.0 HISTORICAL CONTEXT

worked as a builder until 1858, when another gold rush in British Columbia's Fraser River valley worked its magic. Instead of travelling up the Fraser River to the gold fields, Trounce stayed in Victoria, where he first lived in a tent on Government Street, and worked as a builder. When the HBC sold off the land that provided access to his property, he established Trounce Alley in 1859, a convenient thoroughfare between Government and Broad Streets. Trounce had some means, and owned other property in both Victoria and Esquimalt. By 1859, Trounce had built a frame house on Kane Street, and by 1861 had built Tregew in James Bay, one of the first stone houses in British Columbia. Italianate in style, Tregew was built of random rubble stonework with walls two feet thick. The ceilings on the main floor were eleven feet high and embellished with simple plaster mouldings, and the fireplaces had horseshoe-shaped cast iron grates decorated with flowers. Most of Trounce's known buildings were of masonry construction, an influence from his Cornish background. Although he certainly designed buildings from his first arrival in Victoria, Trounce also continued to act as a contractor, notably for the construction of the St. Nicholas Hotel for architects

Wright & Sanders in 1862.

Trounce was a favourite of Admiral Hastings, Commander-in-Chief at the Royal Naval Dockyard, and also developed a comfortable relationship with Paymaster Sidney Spark. From 1866 he was brought in to do the estimates for all work, which were then sent to London for approval. Spark was then supposed to tender the work but usually it was just given to Trounce. This changed when a new Paymaster put an end to "irregularities" and instituted tendering procedures. Trounce's activities at the Dockyard resulted in his best known building, St. Paul's Anglican Church in Esquimalt. Built in 1866, the Gothic-style wooden church is twenty-six by fifty feet in size, with a modest transept, and sixty-four feet to the top of its steeple. Associated from the beginning with the Royal Navy, the church was built with an Admiralty grant, and located on the rocky shoreline just outside the gates of the Dockyard; by 1904, the church was moved to a new site away from the potential damage of gunnery practice and storms. Trounce designed other churches including an extension to First Methodist Church in Victoria in 1872, and in 1874 a "Church and Day School for



*St. Paul Anglican Church, Esquimalt - 1866 [City of Vancouver Archives A-6-176]*

## 2.0 HISTORICAL CONTEXT

the use of the Indians” on Herald Street in Victoria. In 1867 he was awarded the contract to build the sandstone Holy Trinity Church in New Westminster, designed by H.O. Tiedemann, and opened for services the following year.

Trounce’s most productive years, architecturally, were the 1870s. He built his largest and most impressive buildings during that period, including Armadale, the substantial residence of Senator William John Macdonald, named after the seat of Lord Macdonald in Skye and built on about twenty-six acres in James Bay in 1876-77 for \$12,000, an enormous sum in those days. Trounce designed at least a dozen other substantial dwellings in this decade, in addition to what was probably his largest commission, the Hirst warehouse and docks in Nanaimo. This two-storey stone warehouse had a restrained classical frontage, and although much altered still serves as part of the Harbour Commission Building in Nanaimo. In Victoria, Trounce’s 1879 Weiler Warehouse still stands at the corner of Broughton and Broad Streets. Trounce continued his architectural practice throughout the 1880s, designing such buildings as Morley’s Soda Works on Waddington Alley, and a number of dwellings. In his eighties, Trounce continued to design smaller buildings, with his last known commission being a two-storey store and additions to its stables in 1891-92.

Trounce was well known for his horticultural interests, and in 1874 dropped off a basket of fruit at the offices of the Daily Colonist, which noted: “To Thomas Trounce Esq. We are indebted for a basket of the largest, prettiest and best flavoured peaches we have had the pleasure of trying in this or any other country. They were grown in the fine garden attached to that gentleman’s residence at James Bay.” In 1885, he sent off a basket of apples to the Colonial and Indian Exhibition in London and was awarded a prize for his exhibit.

Trounce served as alderman on Victoria City Council from 1874-77, and in 1885 became a Grand Master of Masons. His wife, Jane, who had travelled the world with him, died in 1888. Shortly after, Trounce, at the age of seventy-six, married Emma Richards,

a widow twenty-seven years younger, and they honeymooned in Australia. Emma was Methodist like her husband, and they attended the nearby James Bay Methodist Church. Trounce died on June 30, 1900, after an illness of two weeks. Emma lived until the age of sixty-four, and died in 1902. Tregew survived demolition attempts by developers until 1967, when it was replaced with a forty-four-suite apartment building.

Trounce’s success was partly based on being in the right place at the right time, and also on his ability to move between contracting and architecture, rather than on any exceptional skill as a designer. His buildings were generally competent, workman-like structures, and those that survive are rare examples of British Columbia’s earliest architecture.



# 3.0 STATEMENT OF SIGNIFICANCE

## 1316-18 Wharf Street, Victoria, BC

### Description of the Historic Place

The Fraser Warehouse is a mid-nineteenth-century vernacular stone commercial warehouse located within Victoria's Inner Harbour Precinct. It sits on a sloping bank between Wharf Street and the Inner Harbour waterway. The front and rear façades are symmetrical, and represent two stores separated by an interior wall. Due to the slope, there is a one-storey frontage facing Wharf Street, and two exposed storeys facing the harbour.

### Heritage Value of the Historic Place

Built in 1864, the Fraser Warehouse is among the oldest commercial warehouses on the Inner Harbour and is linked with the Colonial-era development of Commercial Row, the original locus for commercial and retail ventures in Victoria. The development of Commercial Row was spurred by the advent of Victoria's resource-based economy and the Fraser River gold rush, during which time Victoria became the primary supply town for miners. This stone warehouse forms an integral component of the early harbour streetscape. It is situated on a sloping bank between Wharf Street and the Inner Harbour waterway, and represents the commercial activity that fuelled the initial growth and development of the city. This warehouse was built for the Honorable Donald Fraser (1810-1897). Born in Scotland, Fraser came to Victoria in 1858 and shortly after his arrival became the unofficial advisor to Sir James Douglas (1803-1877), governor of the Colony of Vancouver Island. Fraser was a member of the Vancouver Island Legislative Council between 1864 and 1866. Fraser was also a wealthy speculative land developer, and owned numerous lots in the downtown core.

This warehouse is also valued as one of the earliest known commercial projects and a rare surviving example of the work of prominent local architect and contractor Thomas Trounce (1813-1900). Trounce arrived in Victoria at the time of the 1858 gold rush; the majority of Trounce's buildings were of masonry construction, an influence from his Cornish background.

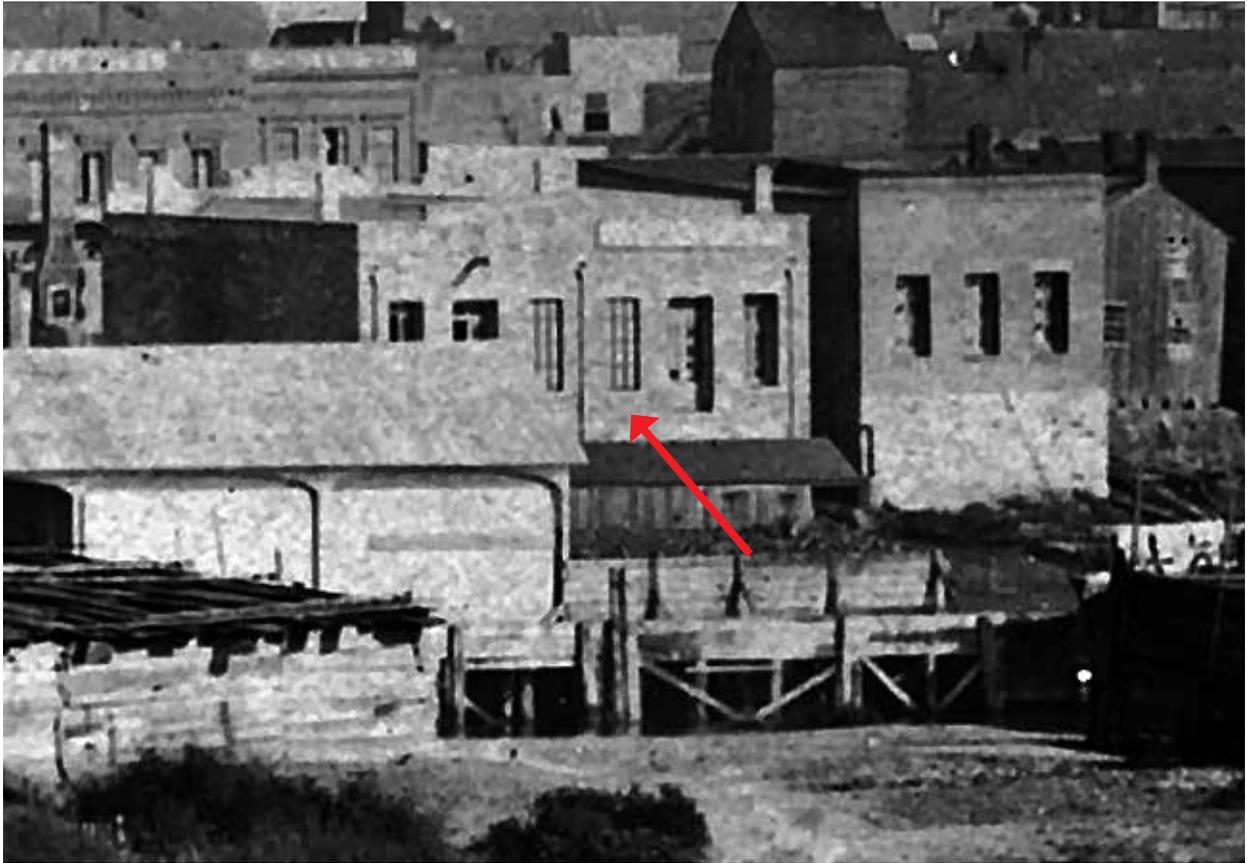
The heritage value of the Fraser Warehouse also lies in its vernacular construction and building materials, its waterfront situation, and in particular its waterfront façade, which contributes to the diversity of the city's historic shoreline as viewed from the Inner Harbour. The functional design takes advantage of the sloping site, with a utilitarian lower floor used for warehousing and accessed from the water side, and an upper floor with a commercial storefront facing Wharf Street. The Fraser Warehouse has been subject to additions and alterations, reflecting the changing needs of its occupants and its adaptation to different uses over time.

### Character-Defining Elements

The character-defining elements of 1316-18 Wharf Street include:

- waterfront location within Victoria's Inner Harbour Precinct, unobstructed views between the building and the water and views of the rear façade from the harbour
- continuing commercial use
- commercial form, scale and massing including its two storey configuration, with lower level access at the water side and upper level access at the Wharf Street side, symmetrical configuration of the front and rear façades, double-gabled roof structure and division into two halves with a central wall
- industrial vernacular character and detailing, as seen in robust construction materials such as the rubblestone foundations and walls, dressed quoins, granite lintels, shaped raised front and rear parapets, sandstone façade pilasters and interior timber structure
- historic fenestration pattern on the waterfront façade, and other random window openings that indicate alterations over time
- contiguous relationship between this building and the adjacent Caire & Grancini Warehouse, 1314 Wharf Street.

### 3.0 STATEMENT OF SIGNIFICANCE



*Fraser Warehouse (arrow), Benjamin Baltzly, Photographer, 1871 [Collection Jennifer & Colin Barr]*

# 4.0 CONSERVATION GUIDELINES

## 4.1 STANDARDS AND GUIDELINES

The Fraser Warehouse is a municipally designated building, and is a significant historical resource in the City of Victoria. The Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010) is the source used to assess the appropriate level of conservation and intervention. Under the **Standards & Guidelines**, the work proposed for 1316-18 Wharf Street is one of a pair of buildings, the other being the Caire & Grancini Warehouse at 1314 Wharf Street, known today as North Junk buildings. The anticipated conservation work will include aspects of preservation, rehabilitation, and restoration.

**Preservation:** *the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

**Restoration:** *the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.*

**Rehabilitation:** *the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.*

Interventions to the Fraser Warehouse should be based upon the Standards outlined in the *Standards & Guidelines*, which are conservation principles of best practice. The following **General Standards** should be followed when carrying out any work to an historic property.

## STANDARDS

### Standards relating to all Conservation Projects

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
5. Find a use for a historic place that requires minimal or no change to its character defining elements.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining element to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining element by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

**Additional Standards relating to Rehabilitation**

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

**Additional Standards relating to Restoration**

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

**4.2 CONSERVATION REFERENCES**

The proposed work entails primarily preservation and rehabilitation of 1316-18 Wharf Street as part of the redevelopment of the extant building and the adjacent historic warehouse directly south. The following conservation resources should be referred to:

*Standards and Guidelines for the Conservation of Historic Places in Canada*, Parks Canada, 2010.  
<http://www.historicplaces.ca/en/pages/standards-normes/document.aspx>

**National Park Service, Technical Preservation Services. Preservation Briefs:**

*Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/1-cleaning-water-repellent.htm>

*Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm>

*Preservation Brief 3: Improving Energy Efficiency in Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/3-improve-energy-efficiency.htm>

*Preservation Brief 4: Roofing for Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/4-roofing.htm>

*Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm>

*Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns.*

<http://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>



## 4.0 CONSERVATION GUIDELINES

*Preservation Brief 15: Preservation of Historic Concrete.*

<http://www.nps.gov/tps/how-to-preserve/briefs/15-concrete.htm>

*Preservation Brief 16: The Use of Substitute Materials on Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/16-substitute-materials.htm>

*Preservation Brief 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.*

<http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>

*Preservation Brief 24: Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches.*

<http://www.nps.gov/tps/how-to-preserve/briefs/24-heat-vent-cool.htm>

*Preservation Brief 27: The Maintenance and Repair of Architectural Cast Iron.*

<http://www.nps.gov/tps/how-to-preserve/briefs/27-cast-iron.htm>

*Preservation Brief 31: Mothballing Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/31-mothballing.htm>

*Preservation Brief 32: Making Historic Properties Accessible.*

<http://www.nps.gov/tps/how-to-preserve/briefs/32-accessibility.htm>

*Preservation Brief 35: Understanding Old Buildings: The Process of Architectural Investigation.*

<http://www.nps.gov/tps/how-to-preserve/briefs/35-architectural-investigation.htm>

*Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes.*

<http://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm>

*Preservation Brief 38: Removing Graffiti from Historic Masonry.*

<http://www.nps.gov/tps/how-to-preserve/briefs/38-remove-graffiti.htm>

*Preservation Brief 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/39-control-unwanted-moisture.htm>

*Preservation Brief 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront.*

<http://www.nps.gov/tps/how-to-preserve/briefs/41-seismic-retrofit.htm>

*Preservation Brief 42: The Maintenance, Repair and Replacement of Historic Cast Stone.*

<http://www.nps.gov/tps/how-to-preserve/briefs/42-cast-stone.htm>

*Preservation Brief 43: The Preparation and Use of Historic Structure Reports.*

<http://www.nps.gov/tps/how-to-preserve/briefs/43-historic-structure-reports.htm>

*Preservation Brief 44: The Use of Awnings on Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/44-awnings.htm>

*Preservation Brief 47: Maintaining the Exterior of Small and Medium Size Historic Buildings.*

<http://www.nps.gov/tps/how-to-preserve/briefs/47-maintaining-exteriors.htm>



### 4.3 GENERAL CONSERVATION STRATEGY

The primary intent is to preserve the existing historic structure, while undertaking a rehabilitation that will upgrade its structure and services to increase its functionality for commercial and community uses. As part of the scope of work, character-defining elements will be preserved and repaired in-kind. Missing or deteriorated elements will be restored where archival images are available or reference materials exist. Where no evidence of original materials or design is evident, these components will be rehabilitated using historic precedents. An overall rehabilitation and development scheme for the property has been prepared by Dialog Architects.

The major proposed interventions of the overall project are to:

- Rehabilitation of fenestration;
- Preservation and rehabilitation of exterior masonry façades including parapets;
- Rehabilitation of Wharf Street and Inner Harbour Waterway frontages;
- Multi-floor addition above the building and connection to the historic building to the south above the extant building's parapet level.

Any proposed addition to the historic building, all new visible construction will be considered a modern addition to the historic structure. The *Standards & Guidelines* list recommendations for new additions to historic places. The proposed design schemes should follow these principles:

- Design a rehabilitation of the exterior of the existing buildings that will be sympathetic to heritage character-defining elements.
- Design additions in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work should be contemporary, but should be compatible in terms of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.

- The new additions should be physically and visually compatible with, subordinate to and distinguishable from the preserved historic façades.

### 4.4 SUSTAINABILITY STRATEGY

Heritage conservation and sustainable development can go hand in hand with the mutual effort of all stakeholders. In a practical context, the conservation and re-use of historic and existing structures contributes to environmental sustainability by reducing solid waste disposal, saving embodied energy, and conserving historic materials that are often less consumptive of energy than many new replacement materials.

In 2016, the Federal Provincial Territorial Ministers of Culture & Heritage in Canada (FPTMCHC) published a document entitled, *Building Resilience: Practical Guidelines for the Retrofit and Rehabilitation of Buildings in Canada* that is "intended to establish a common pan-Canadian 'how-to' approach for practitioners, professionals, building owners, and operators alike."

The following is an excerpt from the introduction of the document:

*[Building Resilience] is intended to serve as a "sustainable building toolkit" that will enhance understanding of the environmental benefits of heritage conservation and of the strong interrelationship between natural and built heritage conservation. Intended as a useful set of best practices, the guidelines in **Building Resilience** can be applied to existing and traditionally constructed buildings as well as formally recognized heritage places.*

*These guidelines are primarily aimed at assisting designers, owners, and builders in providing existing buildings with increased levels of sustainability while protecting character-defining elements and, thus,*



*their heritage value. The guidelines are also intended for a broader audience of architects, building developers, owners, custodians and managers, contractors, crafts and trades people, energy advisers and sustainability specialists, engineers, heritage professionals, and officials responsible for built heritage and the existing built environment at all jurisdictional levels.*

**Building Resilience** is not meant to provide case-specific advice. It is intended to provide guidance with some measure of flexibility, acknowledging the difficulty of evaluating the impact of every scenario and the realities of projects where buildings may contain inherently sustainable elements but limited or no heritage value. All interventions must be evaluated based on their unique context, on a case-by-case basis, by experts equipped with the necessary knowledge and experience to ensure a balanced consideration of heritage value and sustainable rehabilitation measures.

**Building Resilience** can be read as a stand-alone document, but it may also further illustrate and build on the sustainability considerations in the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

### 4.5 ALTERNATE COMPLIANCE

As a listed building on the municipally designated site, the Fraser Warehouse at 1316-18 Wharf Street may be eligible for heritage variances that will enable a higher degree of heritage conservation and retention of original material, including considerations available under the following municipal legislation.

#### 4.5.1 BRITISH COLUMBIA BUILDING CODE

Building Code upgrading ensures life safety and long-term protection for historic resources. It is important to consider heritage buildings on a case-by-case basis, as the blanket application of Code requirements do not recognize the individual requirements and inherent strengths of each building. Over the past few years, a number of equivalencies have been developed and adopted in the British Columbia Building Code that enable more sensitive and appropriate heritage building upgrades. For example, the use of sprinklers in a heritage structure helps to satisfy fire separation and exiting requirements. Table A-1.1.1.1., found in Appendix A of the Code, outlines the “Alternative Compliance Methods for Heritage Buildings.”

Given that Code compliance is such a significant factor in the conservation of heritage buildings, the most important consideration is to provide viable economic methods of achieving building upgrades. In addition to the equivalencies offered under the current Code, the City can also accept the report of a Building Code Engineer as to acceptable levels of code performance.

#### 4.5.2 ENERGY EFFICIENCY ACT

The provincial Energy Efficiency Act (Energy Efficiency Standards Regulation) was amended in 2009 to exempt buildings protected through heritage designation or listed on a community heritage register from compliance with the regulations. Energy Efficiency standards therefore do not apply to windows, glazing products, door slabs or products installed in heritage buildings. This means that exemptions can be allowed to energy upgrading measures that would destroy heritage character-defining elements such as original windows and doors.

These provisions do not preclude that heritage buildings must be made more energy efficient, but they do allow a more sensitive approach of alternate compliance to individual situations and a higher degree of retained integrity. Increased energy performance can be provided through non-intrusive methods of alternate compliance, such as improved insulation and mechanical systems. Please refer to

the *Standards & Guidelines for the Conservation of Historic Places in Canada* for further detail about “Energy Efficiency Considerations.”

#### 4.6 SITE PROTECTION & STABILIZATION

It is the responsibility of the owner to ensure the heritage resource is protected from damage at all times. At any time that the building is left vacant, it should be secured against unauthorized access or damage through the use of appropriate fencing and security measures. Additional measures to be taken include:

- Are smoke and fire detectors in working order?
- Are wall openings boarded up and exterior doors securely fastened once the building is vacant?
- Have the following been removed from the interior: trash, hazardous materials such as inflammable liquids, poisons, and paints and canned goods that could freeze and burst?

The site should be protected from movement and other damage at all times during demolition, excavation and construction work. Install monitoring devices to document and assess cracks and possible settlement of the masonry façades.



# 5.0 CONSERVATION RECOMMENDATIONS

A condition review of the Fraser Warehouse was carried out during a site visit in December 2016. In addition to the visual review of the exterior of the building, masonry samples were taken from exterior building materials and examined, and documented. The recommendations for the preservation and rehabilitation of the historic façades, are based on the site review, material samples and archival documents that provide valuable information about the original appearance of the historic building.

The following chapter describes the materials, physical condition and recommended conservation strategy for extant masonry building based on Parks Canada *Standards & Guidelines for the Conservation of Historic Places in Canada*.

## 5.1 SITE

The 1316-18 Wharf Street building known as the Fraser Warehouse is one of a pair of former warehouses known today as the Northern Junk buildings. The building is situated on the southeast side of Wharf Street in Old Town east of Victoria's Inner Harbour. The building resides on a sloping lot retained by a masonry wall between Wharf Street and the Inner Harbour Waterway. The site is south of the Johnson Street Bridge. All buildings on the site are characterized by a one-storey frontage visible at the street level, and two storeys visible from the water side. Both the Fraser and Caire & Grancini warehouse buildings are characterized by a one-storey frontages visible at the street level, and two-storeys visible from the water side. The official recognition of this site refers both buildings and property on which they reside.

### **Conservation Strategy: Preservation and Rehabilitation**

- Preserve the original location of the building. All rehabilitation work should occur within the property lines.
- Retain the main frontage of the building on Wharf Street and secondary frontage on the rear of the building facing the water.
- Any drainage issues should be addressed through the provision of adequate site drainage measures.

- It is recommended that any new addition be designed in a manner in alignment with **Standard 11**.

## 5.2 FORM, SCALE & MASSING

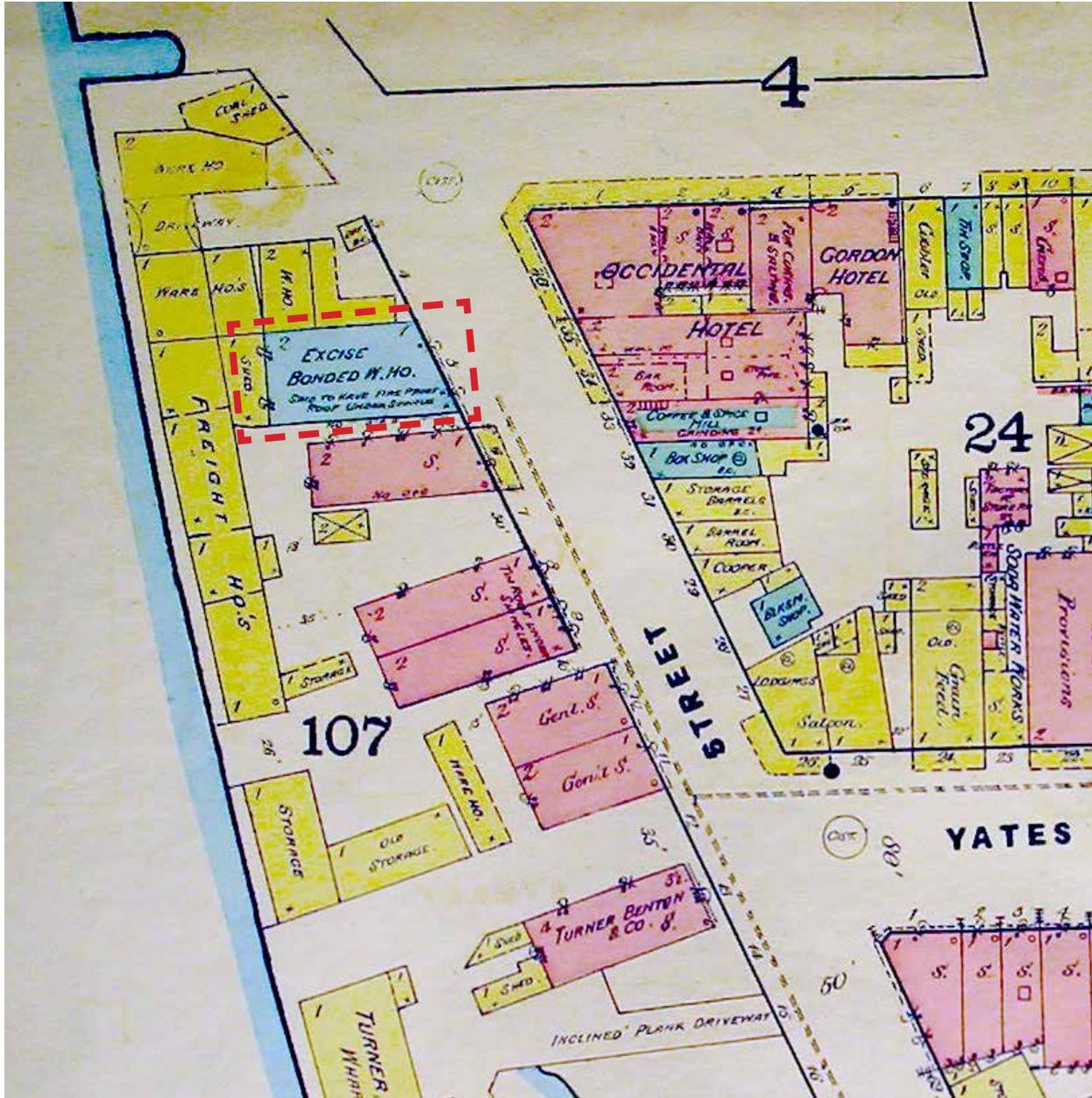
The 1316-18 Wharf Street is characterized by a rectilinear structure with a double gabled roof hidden behind masonry parapets. The thick stone masonry walls are populated with a limited number of small punched openings on the rear façade. The building is set tight to the front property line, with an alleyway separating it from the 1314 Wharf Street. The two buildings are known more recently as the Northern Junk buildings.

The style of the building is characteristic of the frontier port of Victoria during the early expansion period and recalls the masonry structures built in the home countries of the new immigrants that flowed into the new frontier of British Columbia. For the extant building, the Cornish tradition of the southern United Kingdom. The overall texture of the rough domestic rubble stone foundations and walls are set and dressed with headers and sills made of hewn sandstone sourced from local quarries. The front façade has been altered from its original design and materials. Historic photos suggest the front façade was symmetrical and a cornice spanned the front façade below the parapet. The exact arrangement of doors and windows of the front façade is unknown.

### **Conservation Strategy: Preservation and Rehabilitation**

- Preserve the overall form, scale and massing of the building.
- Maintain and rehabilitate the historic façade facing Wharf Street and the Inner Harbour. Reference historical archival documents as well as historic precedents to aid in the design and materiality of these façades.
- The parapet projecting up above the main roof line should be preserved.

5.0 CONSERVATION RECOMMENDATIONS



1885 Sanborn Fire Insurance Map - Yates and Wharf Street intersection and site context of the Fraser Warehouse

### 5.3 EXTERIOR MASONRY WALLS

The exterior walls are a mixture of rubble stone, which is the dominant material used on the building as a whole. The window and door openings are framed by inset sandstone headers and sills at each opening. In some locations the openings were resized with brick and during later interventions to the building, or the stone headers replaced. The front façade has been extensively altered through the installation of unsympathetic stucco over the dressed stone and the cornice has been removed. The stucco should be removed, if it can be done safely, to expose the original underlying materials and finishes that may remain. Prior to trying to remove the stucco, test patches should be carried out to see if the stucco and related paint (graffiti, etc) can be removed without causing significant damage to the stone behind.

Removal of later interventions, such as the stucco may reveal evidence of the street façade's original design. Archival research has yielded only one oblique angled photograph of the front façade of the building, limiting our understanding of its design and materiality. Although the exact original design of the Wharf Street façade is unknown, nearby buildings of similar design dating to the same period can be used to aid in the development of an appropriate and sympathetic design.

The entire rubble stone structure of the exterior of the building should be assessed and carefully reviewed to ascertain the status and stability of the stones, corner quoining, and interlocking pointing. This façade is particularly unique given the variation and resulting complexity of mixed materials in terms of scale, hardness and stability. A preliminary review indicates that it has been poorly or not maintained and will require significant repairs, re-pointing, and replacement of field stone and blocks, stitching, patching and possible replacement of several stone sills and headers. Additional damage may be hidden behind the current stucco cladding on the front elevation of the building, and will require review as the removal and replacement/ repair process proceeds.

#### **Conservation Strategy: Preservation and Rehabilitation**

- Preserve the stone whenever possible, and repair with stitching and re point with a mixed mortar at prepared sites as required.
- Undertake complete condition survey of condition of all exterior surfaces. Some destructive testing will be required.
- Cleaning, repair specifications to be reviewed by Heritage Consultant.
- All redundant metal inserts and services mounted on the exterior walls should be removed or reconfigured.
- Any holes, fissures, or cracks in the brick of stonework should be stitched, and filled as per best practices.
- Overall cleaning of the masonry on the exterior façades should be carried out. Do not use any abrasive methods without prior consultation with the Heritage Consultant. Use a soft natural bristle brush and mild water rinse. Only approved chemical restoration cleaners may be used. Sandblasting or any other abrasive cleaning method of any kind is not permitted for maintenance purposes.
- Determine whether or not it is feasible to remove the paint and stucco and expose the original masonry work.
- Undertake test samples for paint and stucco removal in an inconspicuous area using only approved restoration products. If paint and stucco removal is determined to be feasible, prepare removal specification. If not, prepare to re-coat with a masonry coating approved by the Heritage Consultant.
- Work should only be undertaken by skilled masons. Do not use power tools to cut or grind joints; hand-held grinders may be used for the initial stitching repairs after test samples have been undertaken and only if approved by the Heritage Consultant.
- Repairs cracks and fissures joints with new mortar that matches existing in consistency, composition, strength, colour to match the existing finish; note the finely tooled profile of the original mortar joints where applicable.
- Retain sound exterior masonry or deteriorated exterior masonry that can be repaired.



5.0 CONSERVATION RECOMMENDATIONS



*Rear elevation of the Fraser Warehouse*



*Oblique view of the front façade of the Fraser Warehouse, one of two buildings known now as the Northern Junk buildings.*



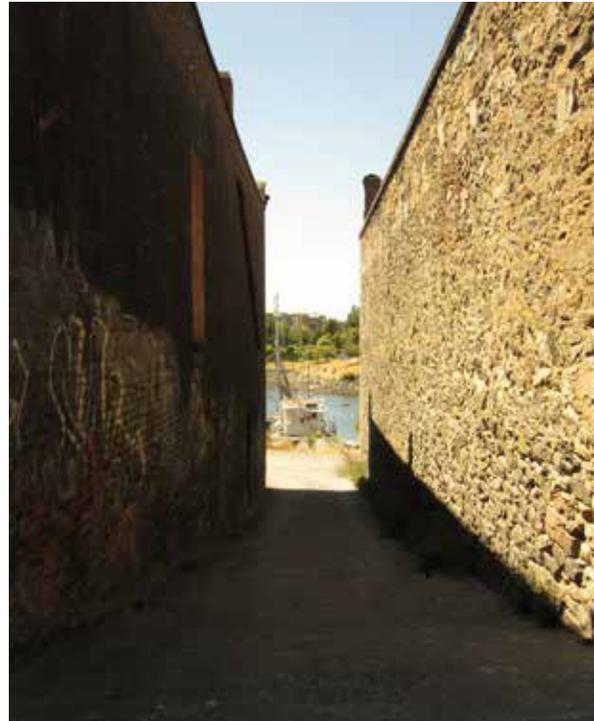
5.0 CONSERVATION RECOMMENDATIONS



*Current front elevation with late applied stucco of the Fraser Warehouse.*

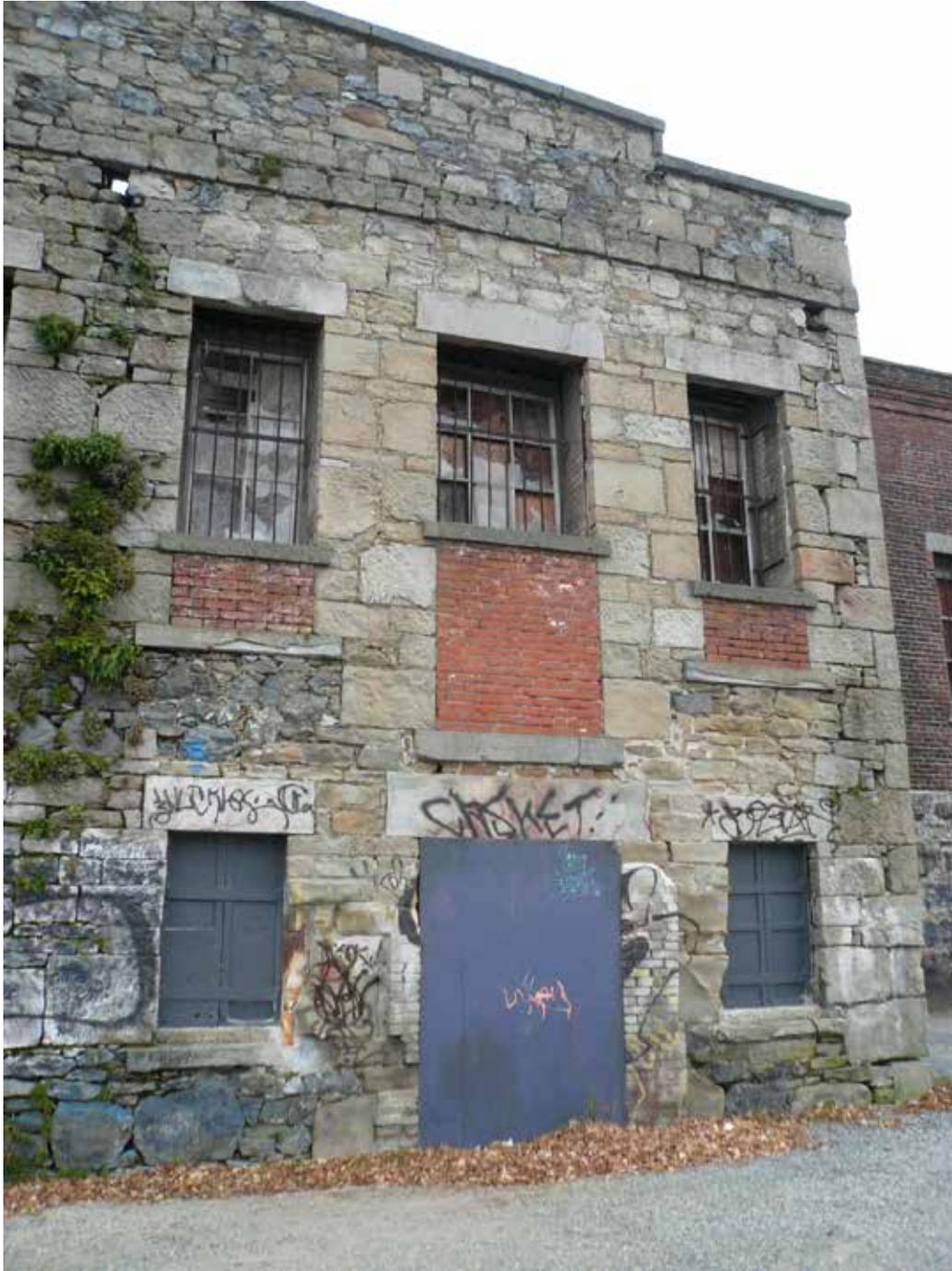


*Current side and front elevations showing the stone construction with quioning on the corner Fraser Warehouse*



*Current alley (south) elevation between the Fraser and Caire & Gracini Warehouse*

5.0 CONSERVATION RECOMMENDATIONS



*Rear elevation of the Fraser Warehouse showing openings altered using brick, changes to window assemblies, and general condition of masonry.*



5.0 CONSERVATION RECOMMENDATIONS



Example photograph of a historic precedent, the frontage of Mcquade & Son, Changers, Wharf Street, 1890s



Historical precedent image for reference of the nature of a retail streetscape of the period, Lower Yates Street circa 1868 [BCA-A-03038]

- The colour of the façade where appropriate will be determined by the Heritage Consultant.
- When preparing the existing painted surface for restoration or re-coating, be aware of the risk of existing lead paint, which is a hazardous material.

### 5.4 ROOF

The Fraser Warehouse's roof is a pair of gabled roofs supported by a basic truss system with drainage to perimeter scuppers at the rear of the building. The roof was not accessible for review. Based on initial conditions visible on the interior of the structure, water ingress from the roof has been an ongoing issue and indicates that the membrane and asphalt shingle system has failed. Additional leakage may also be located at the interface condition near the parapets. Although it is not visible at grade, the state of repair affects other components of the heritage asset and as such should be reviewed as part of the restoration process.

#### **Conservation Strategy: Rehabilitation**

- Evaluate the condition of the roof, support deck and structure to determine extent of stabilization required as part of the overall rehabilitation of the building.
- Review interface conditions at parapets and other related materials such as cap flashings, drainage scuppers to insure the masonry work and other key heritage features are protected on the perimeter walls.

### 5.5 PARAPET, CAP FLASHING, AND CHIMNEY

The cap flashings on the Fraser Warehouse are limited in their coverage. Absence of flashing to shed water and protect the masonry façade or interface with the roof assembly has contributed to deterioration, organic buildups, mortar loss, and staining. Locations where flashings are absent, new

flashings should be installed to aid in the protection of the stone façade. Two brick chimneys are present, as part of the overall redevelopment, these chimneys are not anticipated to be preserved.

The roof area and parapet were not safely accessible to clarify what the appropriate profile and finishes should be for flashings. A mock-up of the flashing should be provided to the heritage consultant for review in situ.

#### **Conservation Strategy: Rehabilitation**

- Evaluate the overall condition of any intact parapet cap flashing to determine whether more protection is required, or replacement in kind is required.
- Repair or replace deteriorated flashing, as required. Repairs should be physically and visually compatible.
- If new flashings are installed, ensure that their design and colour is compatible with the historic masonry façades.



*Parapet And Chimney at Rear of Building - No Cap Flashing Noted*

## 5.6 FENESTRATION

*Windows, doors and storefronts are among the most conspicuous feature of any building. In addition to their function — providing light, views, fresh air and access to the building — their arrangement and design is fundamental to the building's appearance and heritage value. Each element of fenestration is, in itself, a complex assembly whose function and operation must be considered as part of its conservation. — Standards and Guidelines for the Conservation of Historic Places in Canada.*

### 5.6.1 WINDOWS

When completed, the Fraser Warehouse featured windows on its front and rear façades. The intact window openings on the rear façade are relatively large for the period in which the building was constructed. The fenestration configuration and assemblies of the front façade have been altered and the lack of archival photographs limits our understanding of the front façade's original fenestration. All original windows have been removed and some of the size of the window openings on the rear façade have been altered by the installation of bricks. Security measures have also been installed as a protective measure to prevent further damage and vandalism.

The existing window openings on the rear façade show be preserved and the later added brick removed. Archival photographs of the façade can be used as guides for the replacement windows. For the front façade, the infills and other alterations made will need to be investigated and later stucco removed to clarify what the original design was. Contextual photographs of comparable buildings and façades should be used to develop a sympathetic and reasonable front façade that would be in keeping with the historic aesthetic of the building.

Further investigation into the profiles, details, and finishes will be required and mock-ups will need to be reviewed by the heritage consultant prior to installation of the replacement units.

#### **Conservation Strategy: Rehabilitation and Restoration**

- Inspect for condition and complete detailed inventory to determine extent of original materials that may remain.
- Remove renovation windows and install new heritage grade wood window assemblies.
- Overhaul, tighten/reinforce joints after installation. Repair frame, trim if original frames are present.
- Replacement glass to be single glazing, and visually and physically compatible with existing heritage masonry façade.
- Prime and repaint as required in appropriate colour, based on colour schedule devised by Heritage Consultant.
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### 5.6.2 DOORS

The doors for the exterior of the Fraser Warehouse are not original, and have been replaced. The original door opening on the rear façade has been boarded over. New historically accurate units and assemblies sympathetic to the heritage aesthetic of the original building design should be installed. Original door openings should be preserved, while those openings bricked in or boarded over reinstated to their original form.

#### **Conservation Strategy: Preservation and Rehabilitation**

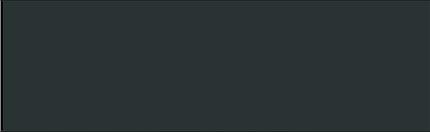
- Retain the door openings in their original locations, and preserve and replace all door.
- New doors should be visually and materially compatible with the historic character of the building.

## 5.7 PRELIMINARY EXTERIOR COLOUR SCHEDULE

Part of the restoration process is to finish the building in historically appropriate paint colours. The following preliminary colour scheme has been derived by the Heritage Consultant. Further on-site analysis is required for final colour confirmation once access is available.

Prior to final paint application, samples of these colours should be placed on the building to be viewed in natural light. Final colour selection can then be verified. Matching to any other paint company products should be verified by the Heritage Consultant.

### ***PRELIMINARY COLOUR TABLE: THE FRASER WAREHOUSE BUILDING, 1314 WHARF STREET, VICTORIA, BC***

Element	Colour*	Code	Sample	Finish
Window Frames & Sashes	Blackwatch Green	19-17		High Gloss
Metal Cap Flashings	Stone Grey (Vic West)	56071		Low Lustre

\*Paint colours come from Pratt and Lambert and Vic West Sheet Metal.

## 6.0 MAINTENANCE PLAN

A Maintenance Plan should be adopted by the property owner, who is responsible for the long-term protection of the heritage features of the Fraser Warehouse. The Maintenance Plan should include provisions for:

- Copies of the Maintenance Plan and this Conservation Report to be incorporated into the terms of reference for the management and maintenance contract for the building;
- Cyclical maintenance procedures to be adopted as outlined below;
- Record drawings and photos of the building to be kept by the management / maintenance contractor; and
- Records of all maintenance procedures to be kept by the owner.

A thorough maintenance plan will ensure the integrity of the Fraser Warehouse is preserved. If existing materials are regularly maintained and deterioration is significantly reduced or prevented, the integrity of materials and workmanship of the building will be protected. Proper maintenance is the most cost effective method of extending the life of a building, and preserving its character-defining elements. The survival of historic buildings in good condition is primarily due to regular upkeep and the preservation of historic materials.

### 6.1 MAINTENANCE GUIDELINES

A maintenance schedule should be formulated that adheres to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. As defined by the *Standards & Guidelines*, maintenance is defined as:

*Routine, cyclical, non-destructive actions necessary to slow the deterioration of a historic place. It entails periodic inspection; routine, cyclical, non-destructive cleaning; minor repair and refinishing operations; replacement of damaged or deteriorated materials that are impractical to save.*

The assumption that newly renovated buildings become immune to deterioration and require less maintenance is a falsehood. Rather, newly renovated buildings require heightened vigilance to spot errors in construction where previous problems had not occurred, and where deterioration may gain a foothold.

Routine maintenance keeps water out of the building, which is the single most damaging element to a heritage building. Maintenance also prevents damage by sun, wind, snow, frost and all weather; prevents damage by insects and vermin; and aids in protecting all parts of the building against deterioration. The effort and expense expended on an aggressive maintenance will not only lead to a higher degree of preservation, but also over time potentially save large amounts of money otherwise required for later repairs.

### 6.2 PERMITTING

Repair activities, such as simple in-kind repair of materials, or repainting in the same colour, should be exempt from requiring city permits. Other more intensive activities will require the issuance of a Heritage Alteration Permit.

### 6.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

Following the *Standards & Guidelines for the Conservation of Historic Places in Canada*, be mindful of the principle that recommends “using the gentlest means possible”. Any cleaning procedures should be undertaken on a routine basis and should be undertaken with non-destructive methods. Cleaning should be limited to the exterior material such as concrete and stucco wall surfaces and wood elements such as storefront frames. All of these elements are usually easily cleaned, simply with a soft, natural bristle brush, without water, to remove dirt and other material. If a more intensive cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other



abrasive cleaning should not be undertaken under any circumstances.

## 6.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

Interventions such as repairs and replacements must conform to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. The building's character-defining elements – characteristics of the building that contribute to its heritage value (and identified in the Statement of Significance) such as materials, form, configuration, etc. - must be conserved, referencing the following principles to guide interventions:

- An approach of minimal intervention must be adopted - where intervention is carried out it will be by the least intrusive and most gentle means possible.
- Repair rather than replace character-defining elements.
- Repair character-defining elements using recognized conservation methods.
- Replace 'in kind' extensively deteriorated or missing parts of character-defining elements.
- Make interventions physically and visually compatible with the historic place.

## 6.5 INSPECTIONS

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule. The inspection should address all aspects of the building including exterior, interior and site conditions. It makes good sense to inspect a building in wet weather, as well as in dry, in order to see how water runs off – or through – a building. From this inspection, an inspection report should be compiled that will include notes, sketches and observations. It is helpful for the inspector to have copies of the building's elevation drawings on which to mark areas of concern such as cracks, staining and

rot. These observations can then be included in the report. The report need not be overly complicated or formal, but must be thorough, clear and concise. Issues of concern, taken from the report should then be entered in a log book so that corrective action can be documented and tracked. Major issues of concern should be extracted from the report by the property manager.

An appropriate schedule for regular, periodic inspections would be twice a year, preferably during spring and fall. The spring inspection should be more rigorous since in spring moisture-related deterioration is most visible, and because needed work, such as painting, can be completed during the good weather in summer. The fall inspection should focus on seasonal issues such as weather-sealants, mechanical (heating) systems and drainage issues. Comprehensive inspections should occur at five-year periods, comparing records from previous inspections and the original work, particularly in monitoring structural movement and durability of utilities. Inspections should also occur after major storms.

## 6.6 INFORMATION FILE

The building should have its own information file where an inspection report can be filed. This file should also contain the log book that itemizes problems and corrective action. Additionally, this file should contain building plans, building permits, heritage reports, photographs and other relevant documentation so that a complete understanding of the building and its evolution is readily available, which will aid in determining appropriate interventions when needed.

The file should also contain a list outlining the finishes and materials used, and information detailing where they are available (store, supplier). The building owner should keep on hand a stock of spare materials for minor repairs.



### 6.6.1 LOG BOOK

The maintenance log book is an important maintenance tool that should be kept to record all maintenance activities, recurring problems and building observations and will assist in the overall maintenance planning of the building. Routine maintenance work should be noted in the maintenance log to keep track of past and plan future activities. All items noted on the maintenance log should indicate the date, problem, type of repair, location and all other observations and information pertaining to each specific maintenance activity.

Each log should include the full list of recommended maintenance and inspection areas noted in this Maintenance Plan, to ensure a record of all activities is maintained. A full record of these activities will help in planning future repairs and provide valuable building information for all parties involved in the overall maintenance and operation of the building, and will provide essential information for long term programming and determining of future budgets. It will also serve as a reminder to amend the maintenance and inspection activities should new issues be discovered or previous recommendations prove inaccurate.

The log book will also indicate unexpectedly repeated repairs, which may help in solving more serious problems that may arise in the historic building. The log book is a living document that will require constant adding to, and should be kept in the information file along with other documentation noted in section **6.6 Information File**.

## 6.7 EXTERIOR MAINTENANCE

Water, in all its forms and sources (rain, snow, frost, rising ground water, leaking pipes, back-splash, etc.) is the single most damaging element to historic buildings.

The most common place for water to enter a building is through the roof. Keeping roofs repaired or renewed is the most cost-effective maintenance

option. Evidence of a small interior leak should be viewed as a warning for a much larger and worrisome water damage problem elsewhere and should be fixed immediately.

### 6.7.1 INSPECTION CHECKLIST

The following checklist considers a wide range of potential problems specific to the 1316 Wharf Street, such as water/moisture penetration, material deterioration and structural deterioration. This does not include interior inspections.

#### EXTERIOR INSPECTION

##### Site Inspection:

- Is the lot well drained? Is there pooling of water?

##### Does water drain away from foundation?

##### Foundation

- Does pointing need repair?
- Paint peeling? Cracking?
- Is bedding mortar sound?
- Moisture: Is rising damp present?
- Is there back splashing from ground to structure?
- Is any moisture problem general or local?
- Is spalling from freezing present? (Flakes or powder?)
- Is efflorescence present?
- Is spalling from sub-fluorescence present?
- Is damp proof course present?
- Are there shrinkage cracks in the foundation?
- Are there movement cracks in the foundation?
- Is crack monitoring required?
- Is uneven foundation settlement evident?
- Are foundation crawl space vents clear and working?
- Do foundation openings (doors and windows) show: rust; rot; insect attack; paint failure; soil build-up;
- Deflection of lintels?

**Masonry**

- Are moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- Is spalling from freezing present? Location?
- Is efflorescence present? Location?
- Is spalling from sub-florescence present? Location?
- Need for pointing repair? Condition of existing pointing and re-pointing?
- Is bedding mortar sound?
- Are weep holes present and open?
- Are there cracks due to shrinking and expansion?
- Are there cracks due to structural movement?
- Are there unexplained cracks?
- Do cracks require continued monitoring?
- Are there signs of steel or iron corrosion?
- Are there stains present? Rust, copper, organic, paints, oils / tars? Cause?
- Does the surface need cleaning?

**Storefronts**

- Are there moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- Are materials in direct contact with the ground without proper protection?
- Is there insect attack present? Where and probable source?
- Is there fungal attack present? Where and probable source?
- Are there any other forms of biological attack? (Moss, birds, etc.) Where and probable source?
- Is any surface damaged from UV radiation?
- Is any wood warped, cupped or twisted?
- Is any wood split? Are there loose knots?
- Are nails pulling loose or rusted?
- Is there any staining of wood elements? Source?

**Wood Elements**

- Are there moisture problems present? (Rising damp, rain penetration, condensation moisture from plants, water run-off from roof, sills, or

ledges?)

- Is wood in direct contact with the ground?
- Is there insect attack present? Where and probable source?
- Is there fungal attack present? Where and probable source?
- Are there any other forms of biological attack? (Moss, birds, etc.) Where and probable source?
- Is any wood surface damaged from UV radiation? (bleached surface, loose surface fibres)
- Is any wood warped, cupped or twisted?
- Is any wood split? Are there loose knots?
- Are nails pulling loose or rusted?
- Is there any staining of wood elements? Source?

**Condition of Exterior Painted Materials**

- Paint shows: blistering, sagging or wrinkling, alligating, peeling. Cause?
- Paint has the following stains: rust, bleeding knots, mildew, etc. Cause?
- Paint cleanliness, especially at air vents?

**Windows**

- Is there glass cracked or missing?
- Are the seals of double glazed units effective?
- If the glazing is puttied has it gone brittle and cracked? Fallen out? Painted to shed water?
- If the glass is secured by beading, are the beads in good condition?
- Is there condensation or water damage to the paint?
- Are the sashes easy to operate? If hinged, do they swing freely?
- Is the frame free from distortion?
- Do sills show weathering or deterioration?
- Are drip mouldings/flushing above the windows properly shedding water?
- Is the caulking between the frame and the cladding in good condition?

**Doors**

- Do the doors create a good seal when closed?
- Are the hinges sprung? In need of lubrication?



- Do locks and latches work freely?
- If glazed, is the glass in good condition? Does the putty need repair?
- Are door frames wicking up water? Where? Why?
- Are door frames caulked at the cladding? Is the caulking in good condition?
- What is the condition of the sill?

#### **Gutters and Downspouts**

- Are downspouts leaking? Clogged? Are there holes or corrosion? (Water against structure)
- Are downspouts complete without any missing sections? Are they properly connected?
- Is the water being effectively carried away from the downspout by a drainage system?
- Do downspouts drain completely away?

#### **Roof**

- Are there water blockage points?
- Is there evidence of biological attack? (Fungus, moss, birds, insects)
- Are flashings well seated?
- Are metal joints and seams sound?
- If there is a lightning protection system are the cables properly connected and grounded?
- Is there rubbish buildup on the roof?
- Are there blisters or slits in the membrane?
- Are the drain pipes plugged or standing proud?
- Are flashings well positioned and sealed?
- Is water ponding present?

#### **INTERIOR INSPECTION**

##### **Basement**

- Are there signs of moisture damage to the walls? Is masonry cracked, discoloured, spalling?
- Is wood cracked, peeling rotting? Does it appear wet when surroundings are dry?
- Are there signs of past flooding, or leaks from the floor above? Is the floor damp?
- Are walls even or buckling or cracked? Is the floor cracked or heaved?
- Are there signs of insect or rodent infestation?

##### **Commercial Space**

- Materials: plaster, wood, metal, masonry – are they sound, or uneven, cracked, out of plumb or alignment; are there signs of settlement, old, or recent (bulging walls, long cracks, etc)?
- Finishes: paints, stains, etc. – are they dirty, peeling, stained, cracked?
- Are there any signs of water leakage or moisture damage? (Mould? Water-stains?)

##### **Concealed spaces**

- Is light visible through walls, to the outsider or to another space?
- Are the ventilators for windowless spaces clear and functional?
- Do pipes or exhausts that pass through concealed spaces leak?
- Are wooden elements soft, damp, cracked? Is metal material rusted, paint peeling or off altogether?
- Infestations - are there signs of birds, bats, insects, rodents, past or present?

#### *6.7.2 MAINTENANCE PROGRAM*

##### **INSPECTION CYCLE:**

##### **Daily**

- Observations noted during cleaning (cracks; damp, dripping pipes; malfunctioning hardware; etc.) to be noted in log book or building file.

##### **Semi-annually**

- Semi-annual inspection and report with special focus on seasonal issues.
- Thorough cleaning of drainage system to cope with winter rains and summer storms
- Check condition of weather sealants (Fall).
- Clean the exterior using a soft bristle broom/brush.

**Annually (Spring)**

- Inspect concrete for cracks, deterioration.
- Inspect metal elements, especially in areas that may trap water.
- Inspect windows for paint and glazing compound failure, corrosion and wood decay and proper operation.
- Complete annual inspection and report.
- Clean out of all perimeter drains and rainwater systems.
- Touch up worn paint on the building's exterior.
- Check for plant, insect or animal infestation.
- Routine cleaning, as required.

**Five-Year Cycle**

- A full inspection report should be undertaken every five years comparing records from previous inspections and the original work, particularly monitoring structural movement and durability of utilities.
- Repaint windows every five to fifteen years.

**Ten-Year Cycle**

- Check condition of roof every ten years after last replacement.

**Twenty-Year Cycle**

- Confirm condition of roof and estimate effective lifespan. Replace when required.

**Major Maintenance Work (as required)**

- Thorough repainting, downspout and drain replacement; replacement of deteriorated building materials; etc.



# 7.0 RESEARCH SUMMARY

**CIVIC ADDRESS:** 1316-1318 Wharf Street

**LEGAL ADDRESS:** Lot: 182F LD: 57 Old Legal: Lot 182F, Block 1

**HISTORIC NAME:** Fraser Warehouse

**ORIGINAL OWNER:** Donald Fraser, **SOURCE:** *Evening Express*; Assessments

**CONSTRUCTION DATE:** 1864, **SOURCE:** *Evening Express*; Assessments

**ARCHITECT:** Thomas Trounce, **SOURCE:** *Evening Express*

**BUILDER:** Unknown

## **PLUMBING PERMIT:**

- City of Victoria Plumbing Permit: #13025: 30.12.1949: December 30, 1949. Application made by A. Worthington to install plumbing in warehouse.

## **CITY OF VICTORIA ASSESSMENT RECORDS:**

- 1861:  
Caire & Grancini: Lot 182 F (Street not listed); Improvements only, 600 pounds. Frazer (sic), Donald; Lot 182 F (Wharf Street); 3,750 pounds, no improvements listed.
- 1862:  
Caire & Grancini, Lots 182 (Wharf Street); Improvements only, \$2,500 Donald Fraser; Lot 182 F (Wharf Street); Land: \$20,000 Improvements: \$7,600
- 1863/64:  
Caire & Grancini, Same Donald Fraser; Lot 182 F (Wharf Street); Land: \$17,000 Improvements: no value listed  
A.H. Guild; Lot 182 F (Wharf Street); Land: no value listed Improvements: \$400
- 1872/73:  
Caire & Grancini, Lot 182 F (Wharf Street); Improvements only, \$1,500  
Donald Fraser; Lot 182 F (Wharf Street); Land: \$4,000 Improvements: \$3,000
- 1874:  
Donald Fraser Lot 182 A: Land: \$3,500 Improvements: \$1,000  
Donald Fraser & E. Grancini Lot 182 F (100 feet front); Land: \$6,000 Improvements: Fraser: \$4,000;  
Grancini \$2,500
- 1881:  
All combined: Donald Fraser; Land: \$6,000 Improvements: \$4,000
- 1882/83-1884: Same
- 1885: Land: \$12,500
- 1886-87-1888: Same
- 1889:  
Combined with 182 G; Donald Fraser; Land: \$26,750 Improvements: \$15,000 (crossed out)  
\$14,000 (written in)
- 1890: Same



**CITY OF VICTORIA PLANS:**

- Not located

**VICTORIA FIRE INSURANCE MAPS:**

- 1885 Fire Insurance Map: shown as “Excise Bonded Warehouse” one storey along Wharf Street and two stories at the rear. Surrounded by wooden warehouses and sheds.
- 1903: FIM indicates that this stone building was used for “Manufacturing Agents”
- 1921: FIM, visible
- 1949: FIM, labeled Junk building.
- 1957: FIM same as 1949.

**DIRECTORIES:**

- 1860: Caire & Grancini, hardware store, Wharf Street west side
- 1863: Caire, J. & Grancini, wholesale hardware, 8 Wharf Street
- 1868: Caire & Grancini E, iron and hardware merchants, Wharf Street, west side
- 1869: Same
- 1871: Same
- 1874: Same
- 1875: E. Grancini, hardware and glassware, Wharf Street
- 1877: no listing
- 1877-1878: Grancini, E., hardware and crockery importer, Government Street, res. Cormorant
- 1880-1881: no listing
- 1890: Wharf Street, west side 100-104 warehouse
- 1891: same
- 1892: same
- 1893: 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 110 Wharf Street, R.P. Rithet & Co. Bonded Warehouse, 112 Wharf Street, Rithet RP & Co Salt Warehouse; Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- 1894: 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 108 Wharf Street, Victoria Truck & Dray Co. Ltd Office Victoria Truck & Dray Co 112 Wharf Street, Rithet RP & Co Salt Warehouse; Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- 1895: Same
- 1897: Same
- 1898: Same
- 1899: Same
- 1900: 104-106 Wharf Street Rithet RP & Co Ltd Warehouse
- 1901: Same
- 1902: Same
- 1903: Same
- 1904: Same
- 1908: 1314 Wharf Street Foster Fred Taxidermist; 1324 Wharf Street Newton & Greer Paint Co
- 1910-11: 1316 Wharf Street Mitchell Bros. comm. Merchants  
1324 Wharf Street Newton & Greer Paint Co
- 1912: 1314 Wharf Street British Pacific Supply Co; 1316 Wharf Street Mitchell Bros comm. Merchants
- 1915: 1314 Wharf Street Vacant; 1316 Wharf Street Victoria Junk Agency; 1318 Wharf Street Victoria Cartage Co; 1318 Wharf Street Radiger & Janion Ltd (whse)



**OTHER REFERENCES:****James E. Hendrickson, Donald Fraser, *Dictionary of Canadian Biography*:**

FRASER, DONALD, journalist, businessman, and politician; b. 1810 or 1811 in Scotland; d. 2 Oct. 1897 in London, England. Little is known of Donald Fraser's origins except that he grew up in Inverness, Scotland, where he was a schoolmate of Alexander Grant Dallas, future governor of Rupert's Land, and John Cameron Macdonald, later manager of the *London Times*. According to a contemporary, Gilbert Malcolm Sproat, Fraser studied law in youth and then "engaged in business and made money" in Chile and California. He had gone to California in 1849 as a special correspondent for the *Times* to cover the gold-rush. In the spring of 1858, when he heard from returning miners about the Fraser River rush, he decided to go to Victoria, Vancouver Island. He arrived in June armed with an introduction to Governor James Douglas from the British consul in San Francisco.

Fraser had written his first, enthusiastic account of the British Columbia gold-rush in San Francisco, basing it on interviews with miners, and his optimism was not diminished by his tour of the mining district with Douglas in September 1858. His articles appeared periodically in the *Times* until the fall of 1860 and resumed the next year when gold strikes occurred in the Cariboo. At least one editor of a handbook, Robert Michael Ballantyne of Edinburgh, found these reports so glowing that he portrayed the rivers of British Columbia as "mere beds of gold, so abundant as to make it quite disgusting." More than one miner, however, returning empty-handed, was heard to exclaim, "God damn Donald Fraser."

From the outset Douglas was impressed with Fraser's personality and "high legal attainments," and Fraser quickly emerged as the governor's trusted confidant and unofficial adviser, and as a leading booster of Vancouver Island. While they were touring the gold-fields Douglas appointed him and two others to a court at Fort Hope (Hope) to try a miner accused of murder. In October 1858 the governor made Fraser a member of the Council of Vancouver Island, a position he held until March 1862. He also sat on the Legislative Council from April 1864 to July 1866.

In Victoria, Fraser pursued a variety of business opportunities, speculating heavily in land until he owned more lots than any other resident. His prestige in the community was enhanced by his stand on controversial political issues such as the taxation of real estate and union with the colony of British Columbia, both of which he opposed. As a council member, he played a leading role in November 1864 in having the Vancouver Island House of Assembly reject a proposal from the Colonial Office that the colony assume the cost of the civil list in exchange for obtaining control of revenues from the sale of crown lands. After Vancouver Island was terminated as a colony and taken over by British Columbia in 1866, Fraser returned to England and took an active part with Sproat and Dallas on the self-styled London Committee for Watching the Affairs of British Columbia, a powerful lobby to protect Victoria's waning hegemony over the mainland and secure the relocation of the capital from New Westminster to Victoria, which was achieved in 1868.

Fraser spent the remaining 30 years of his life in England. At the time of British Columbia's entry into confederation in 1871, reports in the local press claimed he was returning to Victoria, and there was speculation that he would be offered a seat in the Senate. He did return to Vancouver Island for a six-month visit in September 1872, spending much of his time in the company of his old friend Douglas. "I was out with Mr. Fraser, most of yesterday and greatly enjoy his society," Douglas wrote to his youngest daughter, Martha. "He is full of information, his memory is prodigious, he forgets nothing. He enjoys the quiet dinners and social evenings at James Bay." Fraser died of natural causes in 1897. His death notice in the *Times* was notably terse. "On the 2nd Oct., at Ben Blair, Putney-hill, London, Donald Fraser, late of Victoria, British Columbia, aged 86."



SOURCES: Information on Fraser must be gleaned from newspaper items and writings by his contemporaries. See his accounts in the *London Times*, 1858–63, as well as local press reports, especially the *Victoria British Colonist*, 1858–60, and its successor, the *Daily Colonist*, 1860–66, 15 Nov. 1871, and 6 Oct. 1897. PABC, Add. mss 257; Add. mss 505; B/40/4, esp. 10 Sept. 1872. John Emmerson, *British Columbia and Vancouver Island; voyages, travels & adventures* (Durham, Eng., 1865). Handbook to the new goldfields; a full account of the richness and extent of the Fraser and Thompson River gold mines . . . , ed. R. M. Ballantyne (Edinburgh, 1858). *Times*, 6 Oct. 1897.

#### NEWSPAPER REFERENCES:

*Victoria Daily Chronicle* **May 3, 1864 p.2:**

To Builders. Tenders will be received by Thomas Trounce, at his office on Broughton Street, till 2 o'clock on Friday next, the 6th for the erection of TWO STONE STORES on Wharf Street.

*The Evening Express* [**Victoria**], **May 10, 1864:**

The Hon. Donald Fraser recently pulled down and re-erected two wharves next adjoining the late Price's wharf. Two stone and brick stores will be immediately built on Wharf Street by the same gentleman, all under the superintendence of Thomas Trounce. The storage accommodation will reach fifteen hundred tons, at a cost including the wharves of \$12,000. This large outlay will be by a gentleman who has been held up to the public as an Incubus upon the City as belonging to the non-productive class."

*Victoria Daily Colonist*, **October 7, 1897, page 8:**

#### **HON. DONALD FRASER DEAD.**

##### **A Man Who Rendered Valuable Services to British Columbia in Years Long Gone By.**

A private cablegram from London to his old friend, Hon. J.S. Helmcken, announces the death yesterday of Hon. Donald Fraser, for some time a member of the legislative council of British Columbia and one of the most active and useful friends of the colony from 1858 to the early "sixties."

It was in the memorable days of '49 that the scholarly gentleman now deceased came to California to England, and for many years acted as special correspondent in San Francisco for the *London Times*. When he removed to Victoria some years later he retained his journalistic connections, transferring simply the scene of his labors, and speedily distinguishing himself in a series of picturesque and very favorable letters on the characteristics and resources of this new and at that time little known section of the Empire.

Partially in recognition of the signal service thus rendered British Columbia, but more because the keen-eyed old governor recognized in him a man of force, brilliancy and stability, Mr. Fraser was taken into the executive council by Sir James Douglas some time about 1859, and shortly afterwards he erected a handsome residence which he fitted up as a bachelor establishment for his own use, on upper Humboldt street. In 1862 Hon. Mr. Fraser removed from Victoria to London, revisiting this city but once since – and that in 1865. He has during the past 30 years resided in London continuously.

Upwards of 90 years of age at the time of his demise, the late Hon. Mr. Fraser retained his faculties unimpaired to the last. He will long be remembered for his fine literary taste, his rare power of description and his enthusiastic appreciation of British Columbia's dormant resources. His early letters to the *Times* were undoubtedly the means of attracting a large British immigration to this country in 1858 or 1859 – men who worked for a time in the Fraser river mines and then formed the nucleus of the present provincial population.



**CAIRE & GRANCINI WAREHOUSE**  
**1314 WHARF STREET SOS**  
Revised March 2012

**DESCRIPTION OF HISTORIC PLACE**

The Caire & Grancini Warehouse is a mid-nineteenth-century vernacular brick and stone commercial warehouse located within Victoria's Inner Harbour Precinct. It sits on a sloping bank between Wharf Street and the Inner Harbour waterway. Due to the slope, there is a one-storey frontage facing Wharf Street, and two exposed storeys facing the harbour.

**HERITAGE VALUE**

Built in 1860, the Caire & Grancini Warehouse is among the oldest commercial warehouses on the Inner Harbour and is linked with the Colonial-era development of Commercial Row, the original locus for commercial and retail ventures in Victoria. The development of Commercial Row was spurred by the advent of Victoria's resource-based economy and the Fraser River gold rush, during which time Victoria became the primary supply town for miners. This warehouse, which predates the incorporation of the City, forms an integral component of the early harbour streetscape. It is situated on a sloping bank between Wharf Street and the Inner Harbour waterway, and represents the commercial activity that fuelled the initial growth and development of the city. Caire & Grancini had originally set up a hardware business in San Francisco during the California gold rush. Capitalizing on the Fraser gold rush and Victoria's rapidly growing economy, Caire & Grancini opened a branch of their firm in this purpose-built structure in 1860, specializing in the sales of iron, hardware, imported glassware and crockery.

This warehouse is also valued as one of the earliest known commercial projects and a rare surviving example of the work of architect John Wright (1830-1915). Wright was born on May 15, 1830 at Killlearn, Scotland, and arrived in Victoria in 1858. In 1860, he partnered with George H. Sanders (1838-1920) to form the architectural firm of Wright & Sanders (1860-1895), which was responsible for the major governmental, institutional, commercial and domestic commissions in Victoria prior to their relocation to San Francisco in 1866.

The heritage value of the Caire & Grancini Warehouse also lies in its vernacular construction and building materials, its waterfront situation, and in particular its waterfront facade, which contributes to the diversity of the city's historic shoreline as viewed from the Inner Harbour. The functional design takes advantage of the sloping site, with a utilitarian lower floor used for warehousing and accessed from the water side, and an upper floor with a commercial storefront facing Wharf Street. The Caire & Grancini Warehouse has been subject to additions and alterations, reflecting the changing needs of its occupants and its adaptation to different uses over time.

## **CHARACTER-DEFINING ELEMENTS**

The character-defining elements of the Caire & Grancini Warehouse include its:

- waterfront location within Victoria's Inner Harbour Precinct, unobstructed views between the building and the water and views of the rear façade from the harbour
- continuing commercial use
- commercial form, scale and massing including its two storey configuration, with lower level access at the water side and upper level access at the Wharf Street side, and generally symmetrical configuration of the front and rear facades
- industrial vernacular character and detailing, as seen in robust construction materials such as the brick upper walls, projecting cornices, brick chimneys, rubblestone foundations, stone lintels and interior timber structure
- historic fenestration pattern on the waterfront façade, and other random window openings that indicate alterations over time
- contiguous relationship between this building and the adjacent Fraser Warehouse, 1316-18 Wharf Street.

**FRASER WAREHOUSE  
1316-18 WHARF STREET SOS**

Revised March 2012

**DESCRIPTION OF HISTORIC PLACE**

The Fraser Warehouse is a mid-nineteenth-century vernacular stone commercial warehouse located within Victoria's Inner Harbour Precinct. It sits on a sloping bank between Wharf Street and the Inner Harbour waterway. The front and rear facades are symmetrical, and represent two stores separated by an interior wall. Due to the slope, there is a one-storey frontage facing Wharf Street, and two exposed storeys facing the harbour.

**HERITAGE VALUE**

Built in 1864, the Fraser Warehouse is among the oldest commercial warehouses on the Inner Harbour and is linked with the Colonial-era development of Commercial Row, the original locus for commercial and retail ventures in Victoria. The development of Commercial Row was spurred by the advent of Victoria's resource-based economy and the Fraser River gold rush, during which time Victoria became the primary supply town for miners. This stone warehouse forms an integral component of the early harbour streetscape. It is situated on a sloping bank between Wharf Street and the Inner Harbour waterway, and represents the commercial activity that fuelled the initial growth and development of the city. This warehouse was built for the Honorable Donald Fraser (1810-1897). Born in Scotland, Fraser came to Victoria in 1858 and shortly after his arrival became the unofficial advisor to Sir James Douglas (1803-1877), governor of the Colony of Vancouver Island. Fraser was a member of the Vancouver Island Legislative Council between 1864 and 1866. Fraser was also a wealthy speculative land developer, and owned numerous lots in the downtown core.

This warehouse is also valued as one of the earliest known commercial projects and a rare surviving example of the work of prominent local architect and contractor Thomas Trounce (1813-1900). Trounce arrived in Victoria at the time of the 1858 gold rush; the majority of Trounce's buildings were of masonry construction, an influence from his Cornish background.

The heritage value of the Fraser Warehouse also lies in its vernacular construction and building materials, its waterfront situation, and in particular its waterfront facade, which contributes to the diversity of the city's historic shoreline as viewed from the Inner Harbour. The functional design takes advantage of the sloping site, with a utilitarian lower floor used for warehousing and accessed from the water side, and an upper floor with a commercial storefront facing Wharf Street. The Fraser Warehouse has been subject to additions and alterations, reflecting the changing needs of its occupants and its adaptation to different uses over time.

## **CHARACTER-DEFINING ELEMENTS**

The character-defining elements of the Fraser Warehouse include its:

- waterfront location within Victoria's Inner Harbour Precinct, unobstructed views between the building and the water and views of the rear façade from the harbour
- continuing commercial use
- commercial form, scale and massing including its two storey configuration, with lower level access at the water side and upper level access at the Wharf Street side, symmetrical configuration of the front and rear facades, double-gabled roof structure and division into two halves with a central wall
- industrial vernacular character and detailing, as seen in robust construction materials such as the rubblestone foundations and walls, dressed quoins, granite lintels, shaped raised front and rear parapets, sandstone façade pilasters and interior timber structure
- historic fenestration pattern on the waterfront façade, and other random window openings that indicate alterations over time
- contiguous relationship between this building and the adjacent Caire & Grancini Warehouse, 1314 Wharf Street.



November 19, 2019

Miko Betanzo  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6

**Re: Northern Junk Buildings Land Lift and Amenity Contribution Analysis**

G.P. Rollo & Associates (GPRA) was retained by the City of Victoria to prepare a land lift and amenity contribution analysis of the proposed rezoning of the Northern Junk Buildings development site (the Site) from the current Inner Harbour Heritage District (IHH) zone to a new zone proposed by Reliance Properties (the proponent) that would allow for development up to 3.4 FSR for 47 residential dwelling units to be designated as rental in perpetuity (comprising roughly 3,623 square metres of GBA) and ground floor commercial totaling roughly 873 square metres of GBA.

The purpose of the analysis is to estimate the land lift and amenity contribution on the site from an increase in density from 1.0 FSR on IHH zoned land which would allow for 345 square metres of residential strata on top of 873 square metres of commercial space in the refurbished heritage building to a proposed density of 3.4 FSR mixed use development on the Site. This lift is expected to finance the costs of rehabilitation, restoration and seismic upgrading of the heritage buildings on the Site. The analysis also considers the value of the harbour pathway being constructed by Reliance as part of this project and an internal alley, secured under a statutory right of way.

The analysis consists of preparation of residual land value analyses which determine the maximum value that a developer could afford to pay for the Site under current zoning (which assumes a maximum FSR of 1.0 and required improvements to the Northern Junk Heritage Buildings) and under the zoning required for the proposed development. GPRA assumes development occurs under current market conditions and does not attempt to reflect potential changes in the market. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under current and new zoning.

The 'Lift' is then calculated as the difference between residual land values under current base density and under the proposed new zoning.

**METHODOLOGY & ASSUMPTIONS**

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula. For a residual land valuation, however, an assumption on developer's profit needs to be included in order to leave the land value as the variable to solve for. For projects with minimal strata a profit to project cost metric is not appropriate, as it would be

difficult to support any land value and achieve a profit on cost with commercial and residential rents at market rates. Instead, developers would typically look at the yield of ongoing revenue measured as an internal rate of return (IRR). GPRA has determined the residual land value for the property in the base density scenario using a target IRR of 6.25%, reflective of current capitalization rates for commercial retail in the City (the 6.25% IRR is set at 1.25% points above the cap rate for commercial at 5.00%). For the rezoned density analysis GPRA has assumed a target IRR of 5.71% which represents a achieving 1.5% higher than the blended cap rates for commercial at 5.00% and 4.00% for residential rental (based on proportion of gross building area). The residual values are the maximum supported land value a developer could pay for the Site (under the densities tested) while achieving an acceptable return for their project.

The residual land values determined from these analyses are then compared to establish a 'lift' in value that arises from the change in zoning. This lift in value is the total potential monies that are available for amenities or other public works not considered as part of the analysis. Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project.

GPRA determined strata revenues used in the analyses from price estimates of newly developed apartments in the general vicinity of the Site from an independent survey of the market. Heritage building upgrades and other hard project costs were taken from estimates prepared by Altus Group for Reliance Properties and are deemed reliable. Other costs not provided and confirmation of costs provided were derived from market sources, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources.

Revenues and operating cost assumptions for the residential rental and commercial components of the project were determined from a review of current lease rates and terms for available space in the downtown of Victoria in proximity to the water.

The cost to construct the waterfront walkway (referred to as David Foster Way) proposed by Reliance Properties has been included in the analysis as it is considered an amenity and should be given consideration. Other items included in the analysis for which estimated costs have been provided include a statutory right of way. Furthermore, environmental remediation costs have not been included in the proforma analysis nor have any heritage rehabilitation incentives.

All information provided by Reliance Properties has been checked and deemed reliable upon review by GPRA.

**CONCLUSIONS & RECOMMENDATIONS**

It is GPRA’s conclusion that there is no lift in supported land value from rezoning the Site based on the analyses, and as such no amenity contribution beyond which has been offered in-kind as part of the project should be requested. This lack of lift is due to the estimated cost of the proposed public waterfront walkway and other proposed public amenities to be included with the project (see table below).

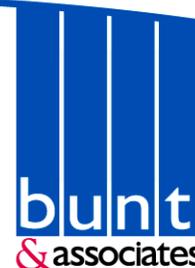
<b>IN-KIND CONTRIBUTIONS</b>	
<b>David Foster Way</b>	\$480,000
<b>Alley – SRW Improvements</b>	\$220,000
<b>Historic Restoration</b>	\$1,850,000
<b>Soft Costs @ 25%</b>	<u>\$462,500</u>
<b>TOTAL</b>	\$3,012,500

Heritage costs also create a drag on the economic performance of the project and will likely require the proponent to seek whatever grants for heritage are available and may require other assistance such as tax abatement. There is also the factor that the residential area in the base density scenario, while small, would command a premium as strata condos, whereas the residential area in the rezoned analysis is proposed to be designated as rental in perpetuity which will contribute less on a per square foot basis toward a land residual.

I trust that our work will be of use in the City’s determination of the Amenity Contribution they will seek as part of rezoning the Northern Junk Buildings Site. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President  
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## MEMO

DATE: May 13, 2019  
PROJECT NO: 04-18-0438  
PROJECT: **Northern Junk**  
SUBJECT: **Parking Variance and Access Review**

TO: Crosstown Properties Ltd.

PREPARED BY: Jason Potter, PTP  
REVIEWED BY: Simon Button, P.Eng.

---

### 1. INTRODUCTION

Crosstown Properties is proposing to develop the Northern Junk site. As shown in **Exhibit 1**, the site is located west of Wharf Street, north of Reason Park, on the downtown edge of Victoria's Inner Harbour.

The current development plan is comprised of 47 residential units and approximately 9,411 square feet (874 m<sup>2</sup>) of ground-level commercial space. The commercial space is envisioned to include restaurant and retail tenants. The site plan, dated March 8, 2019, is provided in **Exhibit 2**.

This current site plan represents a significantly reduced development from previous plans in terms of gross floor area as well as the site's boundaries. The current plan does not include vehicle parking due to construction constraints and the required preservation of the heritage buildings.

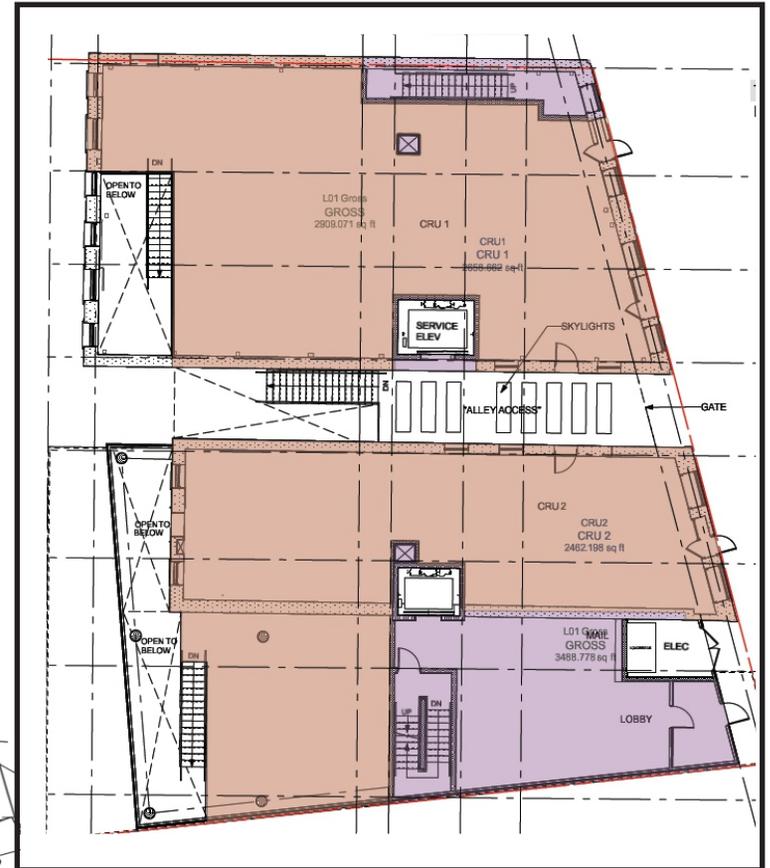
As stated within the City of Victoria's (City) September 21, 2018 Committee of the Whole Report, a vehicle parking variance is now required due to the recent 2018 adoption of the Downtown Zoning Bylaw.

Crosstown Properties retained Bunt & Associates to conduct a Parking Variance and Access Review for the project which is presented herein. This Review will examine the feasibility of the proposed parking supply variance as well as access for loading and emergency vehicles.



## Exhibit 1 Site Location

Level 0 (Waterfront Walkway)



Level 1 (Wharf Street)

Exhibit 2  
Site Plan

## 2. PARKING SUPPLY AND BYLAW REQUIREMENTS

### 2.1 Proposed Parking Supply

The development does not include vehicle parking spaces.

### 2.2 Bylaw Requirement

The site is currently zoned Inner Harbour Heritage. With this zoning there are no vehicle parking requirements.

With current rezoning the City of Victoria has indicated they would prefer zoning characteristics comparable to their recently (2018) updated “Old Town District-1 Zone” Bylaw requirements. Properties in the Old Town District 1 Zone have no off-street vehicular parking requirement when the development site is less than 1,100 m<sup>2</sup>.

The no parking requirement is in recognition of site access and construction constraints common in the Old Town District, as well as the form and character context where vehicle parking is not a planning priority.

The subject Northern Junk site is slightly larger than the 1,100 m<sup>2</sup> threshold with 1,218 m<sup>2</sup> above the site’s Present Natural Boundary. Of the 1,218 m<sup>2</sup> area above Present Natural Boundary 199 m<sup>2</sup> will be allotted to David Foster Harbour Pathway leaving a functional development area of approximately 1,019 m<sup>2</sup>. This functional site area is under the 1,100 m<sup>2</sup> threshold and hence the site would have no parking space requirements.

**Table 2.1** below summarizes the Bylaw parking requirement for the residential portion of the development if the development were to adopt the comparable Old Town District 1 Zone parking requirements and if the site was deemed to be greater than 1,100 m<sup>2</sup>.

**Table 2.1: Residential Parking Requirement**

UNIT SIZE	UNITS	BYLAW PARKING REQUIREMENTS	REQUIRED PARKING
<b>Resident Parking</b>			
Less than 45 m <sup>2</sup>	12	0.65 spaces per unit	7.8
45 m <sup>2</sup> to 70 m <sup>2</sup>	26	0.80 spaces per unit	20.8
Greater than 70 m <sup>2</sup>	9	1.2 spaces per unit	10.8
<b>Visitor Parking</b>	47	0.10 spaces per unit	4.7
<b>TOTAL</b>	<b>47</b>		<b>44.1 (44)</b>

Our calculations in Table 2.1 for 44 parking spaces do not include commercial parking spaces. Downtown commercial parking Bylaw rates range from 1 per 400 m<sup>2</sup> for drinking establishment or food and beverage service to 1 per 200 m<sup>2</sup> for a brew pub or retail trade. At this time specific tenant types are unknown. A middle rate of 1 space per 300 m<sup>2</sup> applied to the 9,411 square feet (874.3

m<sup>2</sup> of commercial floor area results in 2.9 (3) required parking spaces for the commercial component of the development.

The three required commercial parking spaces plus the 44 residential spaces would result in a total site Bylaw requirement of 47 parking spaces if the comparable Old Town District 1 Zone were applied to this site and the site was considered to be greater than 1,100 m<sup>2</sup>.

### 3. PARKING ANALYSIS

Vehicle ownership per household, and therefore the need for vehicle storage (parking) depends on a number of factors. Listed below are a few typical key factors for residential sites:

- Size of the household unit (number of bedrooms);
- Tenure of unit (rental or strata);
- Transportation options such as proximity to transit and active transportation infrastructure;
- Transportation Demand Management (TDM) measures in place at the site; and,
- Mixed use shared parking opportunities (if applicable).

The proposed development has a range of bedroom sizes however all units are modest in size. 12 units are less than 45 m<sup>2</sup>. The average size of the eight studio units is 40.7 m<sup>2</sup>. The average size of the 29 1-bedroom units is 50.4 m<sup>2</sup>. The average size of the ten 2-bedroom units is 78.9 m<sup>2</sup> and the average size of the three 3-bedroom units is 83.8 m<sup>2</sup>.

72% of the units are less than 700 square feet. The development’s largest unit is 1,091 square feet.

A breakdown of unit types by rooms is provided in **Table 3.1**.

**Table 3.1: Residential Unit Breakdown**

UNIT TYPE	AVERAGE SIZE	NUMBER OF UNITS	PERCENTAGE OF UNITS
Studio	37.8 m <sup>2</sup>	8	17%
1 Bedroom	50.4 m <sup>2</sup>	26	55%
2 Bedroom	78.9 m <sup>2</sup>	10	21%
3 Bedroom	83.8 m <sup>2</sup>	3	6%
-	56.5 M <sup>2</sup>	47	-

All residential units will be rental units.

The site is adjacent to or near a wide range of transit options. A bus stop on Wharf Street is located immediately south of the site in front of Reeson Park, providing access to BC transit bus routes 10 and 15. BC transit routes 24 and 25 travel along Johnson Street.

The site is extremely accessible by foot, bicycle and transit. The majority of trips to/from the site are expected to be completed by these active transportation modes.

The site will be enabling walking by providing walking connections through the site as well as on its Wharf Street frontage and on the David Foster Pathway. The development provides dedication along its Wharf Street frontage for the introduction of an All Ages and Abilities ('AAA') cycling route.

The construction of an underground parkade is not viable on this site due to grade issues and the required preservation of the two heritage buildings.

Bunt has identified four factors that support a zero vehicle parking provision for the site. They are:

1. **The site's limited vehicle access:** The site will have vehicle access from the adjacent lane which is accessed from one Wharf Street driveway. This lane access will cross a future AAA bike route as well as a busy pedestrian sidewalk. Minimizing parking spaces on-site and corresponding vehicle volumes is considered critical due to the site's vehicle access constraints.
2. **The site's critical pedestrian route links:** The site's critical pedestrian link along the waterfront (David Foster Pathway) that connects the downtown waterfront area with the new Johnson Street Bridge highlights the site's opportunity to foster the site's walking mode split.
3. **Consistent with nearby buildings:** Having no on-site commercial visitor parking is consistent with other retail commercial businesses on the west (or water side) of Wharf Street. Building parking on the West side of Wharf Street is difficult as the site is adjacent to and slopes down towards the Inner Harbour waterfront.
4. **Nearby parking options:** There are nearby public parking options for commercial visitors. For example, the Bastion Square Parkade on Yates Street with 361 parking spaces is just 180 metres from the site. Various other additional on-street and parking lot options are within 100m of the site.

Downtown parkades are open 24 hours a day seven days a week and provide potential long term parking options for tenants. The resident parking demand for the proposed 47 residential units is estimated to be approximately 10 to 20 vehicles. The impact of this magnitude of additional parking demand to nearby downtown supply is anticipated to be negligible. Additional parking opportunities exist near the site including potentially at 910 Government Street which is also owned by Crosstown Properties. If tenants desire a parking space they will have the opportunity to lease a parking space from a nearby parking opportunity of their choosing.

Crosstown Properties plans to seek short, mid, or long term lease agreements for vehicle parking on the adjacent City properties immediately north of the development site.

Transportation Demand Management (TDM) measures that will further support a lower parking supply will be discussed in Section 4.

#### 4. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) seeks to decrease private vehicle use by enabling other more sustainable modes of transportation.

The following TDM elements are proposed as part of the development. They are intended to encourage future tenants, employees and visitors to use travel modes other than single occupant vehicles and hence lower the proposed development’s parking demand and corresponding vehicle use.

##### 4.1 Walking Network Improvements

As part of the new Johnson Street Bridge, a new plaza area has been constructed along the bridge’s south edge. The pedestrian orientated new Johnson Street Bridge and the surrounding plaza areas highlight the importance of pedestrian and cycling connectivity along the edges of the development site.

The proposed David Foster Harbour Pathway connection along the site’s west edge provides a critical link for the David Foster Harbour Pathway which will extend over five kilometers from Rock Bay to Ogden Point along the Inner Harbour.



***Top Photo: Facing North. David Foster Harbour Pathway in Reeson Park, development site and new Johnson Street Bridge in Background.***



***Bottom Photo: Facing North. Existing incomplete trail along development site waterfront.***

## 4.2 Cycling Network Improvements

A two-way protected bike lane is being constructed on the west side of Wharf Street from Belleville Street to Pandora Street. The bike route will front the Northern Junk site and will connect to the City's larger cycling network including, over the bridge to the Galloping Goose Regional Trail and into the City's downtown AAA cycling route grid.

The Northern Junk development plan provides land along the Wharf Street frontage to allow the construction of this valuable cycling route link.

## 4.3 Bicycle Parking

The development proposes to supply a total of 71 Long Term (or Class 1) bicycle parking spaces. 66 of these are for tenants and five will be for the commercial land use.

The proposed bicycle parking supply exceeds the City's updated Bylaw requirements (Zoning Bylaw No. 80-159 Schedule C) which are presented in **Table 4.1**. The City of Victoria's updated Zoning Bylaw 2018 No. 18-072 does not apply to downtown area west of Wharf Street however its bicycle parking requirements are consistent with the rates presented in Table 4.1.

**Table 4.1: Long Term Bicycle Parking Requirements**

UNIT SIZE	SIZE / UNITS	BYLAW PARKING REQUIREMENTS	REQUIRED PARKING
<b>Residential</b>			
Less than 45 m <sup>2</sup>	12	1.0 spaces per unit	12
Greater than 45 m <sup>2</sup>	35	1.25 spaces per unit	43.75
Residential Subtotal			55.75
<b>Commercial</b>	874 m <sup>2</sup>	1 per 200 m <sup>2</sup>	4.37
<b>TOTAL</b>			<b>60.12 (60)</b>

As indicated in Table 4.1, the proposed 71 Class 1 bicycle spaces exceed bylaw requirements for 60 spaces by 11 spaces.

Short term bicycle parking space Bylaw requirements were calculated at five spaces for the residential component (0.1 per residential unit) and four for the commercial component (1 per 200 m<sup>2</sup>) for a total of nine short term bike spaces. The constricted site does not have area for nine short-term bike spaces however they have expressed an interest to work with the City of Victoria to place these short term spaces on adjacent public space. As noted prior the site exceeds long term spaces requirements by 11 spaces.

#### 4.4 Unbundle Parking

Unbundled parking refers to the leasing or selling of parking spaces separate from the residential units. Northern Junk's residential unit costs will not include a parking space. If tenants desire a space they will have to directly incur those costs. This helps to actualize the true costs of a parking space and creates a financial incentive for tenants who do not own a vehicle.

### 5. LOADING

Emergency vehicles, as well as loading, garbage and recycling activities will be conducted on the lane fronting the site's east edge (shown on Exhibit 1). The lane is accessible only from Wharf Street.

Loading vehicles anticipated to be SU9 (single unit with 9m box) sized vehicles or smaller will use the neighbouring parking lot drive aisles north of the site to conduct a turn around maneuver to return to Wharf Street. Emergency vehicles will also use the same turnaround space. The site is therefore at this time reliant on the adjacent property and its turnaround space for emergency vehicle access as well as garbage, recycling and loading access. If the neighbouring site/ parking lot to the north is developed, that development will also require a replacement turnaround area. If the neighbouring site to the north were to be converted to park or plaza space, then the existing lane would require considerations for required vehicles to conduct turnaround manoeuvres.

A walking path/ alley running through the centre of the building will be used to bring loading materials between the water edge of the site and the lane.

## 6. SUMMARY & RECOMENDATIONS

### 6.1 Summary

The construction of an underground parkade is not viable on this site due to grade issues and the required preservation of the two heritage buildings.

If tenants desire a parking space they will have the opportunity to lease a parking space from nearby properties. Nearby downtown parkades are open 24 hours a day, seven days a week and provide potential long term parking options for tenants.

The resident parking demand for the proposed 47 residential units is estimated to be approximately 10 to 20 vehicles. The impact of this magnitude of additional parking demand to nearby downtown supply is anticipated to be negligible. Bunt concludes that the parking demand generated by the proposed development can be absorbed into the Downtown parking supply.

Factors supporting the building's zero parking supply include:

1. The site plan allows for a future AAA cycling route along the Wharf Street frontage. In addition, it provides a critical waterfront linkage between the David Foster Harbour Pathway to the south of the development site and the Johnson Street Bridge's lower pedestrian plaza area and pedestrian bridge crossing deck to the north of the site. The site plan's pedestrian network improvements through the site and in particular its proposed David Foster Harbour Pathway connection along the site's water edge are considered extremely valuable and meaningful contributions to the City's active transportation network.
2. The site plan will disburse pedestrian movements through the site and along the waterfront past Reeson Park. This is anticipated to activate and revitalize Reeson Park and the David Foster Harbour Pathway in this area.
3. The subject site and the proposed development fit key characteristics of other nearby Old Town District sites which do not require vehicle parking. Providing no on-site parking spaces is consistent with neighbouring sites and Bylaw intent to preserve heritage and promote low vehicle use.
4. The units are generally small in size and are rental units. These factors are shown to generate lower vehicle parking demands.
5. The site plan indicates Class I bicycle parking in excess of Bylaw requirements.
6. Safety and traffic operational advantage for minimized on-site parking supply and corresponding vehicle volumes entering and exiting the site. This is exacerbated by the

site's sole vehicle access crossing a future AAA cycling route on Wharf Street and the parallel anticipated high volume pedestrian sidewalk.

7. There are nearby public vehicle parking options for the site's commercial visitors and residential tenants and visitors.

Emergency vehicle access as well as loading, garbage and recycling vehicles will accessed the site from the lane fronting the site's east edge. The lane is accessible only from Wharf Street. Emergency and loading vehicles (anticipated to be SU9 sized vehicles or smaller) will use the neighbouring parking lot drive aisles north of the site to conduct the turnaround manoeuvres required to return to Wharf Street. The site is therefore reliant on the adjacent property and its turnaround space for emergency vehicle and loading access. If the neighbouring site/ parking lot to the north is developed, that development will also require a replacement turnaround area for northbound vehicles returning to Wharf Street.

## 6.2 Recommendations

Bunt recommends the proposed development site be provided zoning with no vehicle parking requirements instead of the comparable Old Town District 1 Zone which would have required 47 vehicle parking spaces.

\*\*\*\*\*

# Arboricultural Inventory and Report

For:

Crosstown Properties (Wharf Street) Ltd.

Site Location:

1314 & 1318 Wharf Street

Victoria, BC



To be submitted with the DHC Tree Management Plan  
dated October 17<sup>th</sup>, 2019.

---

Submitted to:

Juan Pereira

305-111 Water Street

Vancouver, BC

V6B 1A7

Email: [juanp@relianceproperties.ca](mailto:juanp@relianceproperties.ca)

Date: October 17<sup>th</sup>, 2019

Submitted by:



**DIAMOND HEAD**

3559 Commercial Street  
Vancouver, BC 604.733.4886

The following Diamond Head Consulting staff conducted the on-site tree inventory and prepared or reviewed the report.

All general and professional liability insurance and staff accreditations are provided below for reference.

**Project Arborist:**



Ian MacLachlan, PhD (Forestry)  
ISA Certified Arborist (PN-8643A)  
ISA Tree Risk Assessment Qualified (TRAQ)

**Supervisor:**



Max Rathburn  
ISA Certified Arborist (PN-0599A)  
ISA Tree Risk Assessment Qualified (TRAQ)  
BC Wildlife and Danger Tree Assessor

Please contact us if there are any questions or concerns about the contents of this report.

**Contact Information:**

Phone: 604-733-4886  
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Email: [ian@diamondheadconsulting.com](mailto:ian@diamondheadconsulting.com) or [max@diamondheadconsulting.com](mailto:max@diamondheadconsulting.com)  
Website: [www.diamondheadconsulting.com](http://www.diamondheadconsulting.com)

**Insurance Information:**

WCB: # 657906 AQ (003)  
General Liability: Northbridge General Insurance Corporation - Policy #CBC1935506, \$10,000,000  
Errors and Omissions: Lloyds Underwriters – Policy #1010615D, \$1,000,000

**Scope of Assignment:**

Diamond Head Consulting Ltd. (DHC) was retained to complete an arboricultural assessment to supplement the proposed development application for 1314 & 1318 Wharf Street, Victoria, BC. This report contains an inventory of protected on and off-site trees and summarizes management recommendations with respect to future development plans and construction activities. Off-site trees are included because pursuant to municipal bylaws, site owners must include the management of off-site trees that are within the scope of the development. This report is produced with the following primary limitations, detailed limitations specified in Appendix 7:

- 1) Our investigation is based solely on visual inspection of the trees during our last site visit. This inspection is conducted from ground level. We do not conduct aerial inspections, soil tests or below grade root examinations to assess the condition of tree root systems unless specifically contracted to do so.
- 2) Unless otherwise stated, tree risk assessments in this report are limited to trees with a *high* or *extreme* risk rating in their current condition, and in context of their surrounding land use at the time of assessment.
- 3) The scope of work is primarily determined by site boundaries and local tree-related bylaws. Only trees specified in the scope of work were assessed.
- 4) Beyond six months from the date of this report, the client must contact DHC to confirm its validity because site base plans and tree conditions may change beyond the original report's scope. Additional site visits and report revisions may be required after this point to ensure report accuracy for the municipality's development permit application process. Site visits and reporting required after the first submission are not included within the original proposal fee and will be charged to the client at an additional cost.

**The client is responsible for:**

- Reviewing this report to understand and implement all tree **risk**, removal and protection requirements related to the project.
- Understanding that we did not assess trees off the subject property and therefore cannot be held liable for actions you or your contractors may undertake in developing this property which may affect the trees on neighboring properties.
- Obtaining a tree removal permit from the relevant municipal authority prior to any tree cutting.
- Obtaining relevant permission from adjacent property owners before removing off-site trees and vegetation.
- Obtaining a timber mark if logs are being transported offsite.
- Ensuring the project is compliant with the tree permit conditions.
- Constructing and maintaining tree protection fencing.
- Ensuring an arborist is present onsite to supervise any works in or near tree protection zones.

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## 1.0 Introduction

### 1.1 Site Overview

The subject site is situated on the Victoria Waterfront 100 m south of the Johnson Street Bridge and immediately north of Reeson Park (Figure 1). It consists of two industrial lots occupied by two heritage buildings (Photo 1). The combined area of these lots is 0.138 ha. Their elevation decreases by 4.5 m from the Wharf Street connector sidewalk (east) to the top of the harbor bank (west). On-site vegetation is minimal and naturally regenerated. Semi-mature and mature ornamental trees are present in adjacent City of Victoria Parks.

### 1.2 Proposed Land Use Changes

The proposed development will incorporate the existing heritage buildings into a five-story (plus basement) mixed use commercial-residential development.

- Site topographic survey. File name 'ACAD-010030158-CNSI01-R02.dwg', by FOCUS, dated December 16<sup>th</sup>, 2010.
- Site architectural layout plan. File name 'NJ Site Plan.dwg'. Received from client October 3<sup>rd</sup>, 2019.
- Site landscape plan. File name '15030 20191016 REZONING SUBMISSION CAD ULTIMATE.dwg', received from client October 16<sup>th</sup>, 2019.

No civil engineering key plans have been reviewed by DHC at this time.

### 1.3 Report Objective

This report has been prepared to ensure the proposed development complies with the City of Victoria Tree Preservation Bylaw, Bylaw No. 05-106. Refer to Bylaw 05-106 for the complete definition of protected trees, which are summarized as:

- Trees with a stem diameter at breast height (DBH, measured at 1.4 m above grade) equal to or greater than 10 cm, calculated for 100% of the largest trunk and plus 60% of the diameter of all additional trunks.
- Trees with a height equal to or greater than 5 m.
- Replacement trees of any size planted as a condition of a tree permit;
- Trees on a parcel of land where the grade has an incline of 2:1 or greater.
- Any of the following trees:
  - (a) Garry Oak (*Quercus garryana*),
  - (b) Arbutus (*Arbutus menziesii*),
  - (c) Pacific Yew (*Taxus brevifolia*) over 50 cm in height,
  - (d) Pacific Dogwood (*Cornus nuttallii*),
  - (e) Douglas Fir (*Pseudotsuga menziesii*) over 60 cm in trunk diameter,
  - (f) Western Red Cedar (*Thuja plicata*) over 60 cm in trunk diameter,

- (g) Big Leaf Maple (*Acer macrophyllum*) over 60 cm in trunk diameter,
- (h) a significant tree,
- (i) any tree over 80 cm in trunk diameter,
- (j) a tree on a steep slope,
- (k) a tree that
  - (i) is retained voluntarily by the owner as part of an application for a permit that would affect the tree, and
  - (ii) tree that are protected by a restrictive covenant in favour of the City;
- Protected tree seedlings between 0.5 m and 5 m in height of the following tree species:
  - (a) Garry Oak (*Quercus garryana*)
  - (b) Pacific Dogwood (*Cornus nuttallii*)
  - (c) Arbutus (*Arbutus menziesii*);

Trees on adjacent properties with a tree protection zone that extends into the subject site have also been captured in the arborist report.

This report outlines the existing condition of protected trees on and adjacent to the subject site, summarizes proposed tree retention and removal, and suggests guidelines for protecting retained trees during the construction process.



Figure 1. 1314 & 1318 Wharf Street in context of the surrounding landscape and infrastructure.

## 2.0 Process and Methods

Ian MacLachlan of DHC visited the site on October 10<sup>th</sup>, 2019. The following methods and standards are used throughout this report.

### 2.1 Tree Inventory

Trees on site and trees shared with adjacent properties were marked with a numbered tag and assessed for attributes including: species; height measured to the nearest meter; and, diameter at breast height (DBH) measured to the nearest centimeter at 1.4 m above grade. Off-site trees were inventoried, but not tagged. The general health and structural integrity of each tree was assessed visually and assigned to one of five categories: *excellent; good; moderate; poor; or dying/dead*. Descriptions of the health and structure rating criteria are given in Appendix 3.

Tree retention value, categorized as *high, medium, low, or nil*, was assigned to each tree or group of trees based on their health and structure rating, and potential longevity in a developed environment. Descriptions of the retention value ratings are given in Appendix 4. Recommendations for tree retention or removal were determined by taking in to account a tree's retention value rating, its location in relation to proposed building envelopes and development infrastructure.

### 2.2 Tree Risk Assessment

Tree risk assessments were completed following methods of the ISA Tree Risk Assessment Manual<sup>1</sup> published in 2013 by the International Society of Arboriculture, which is the current industry standard for assessing tree risk. This methodology assigns risk based on the likelihood of failure, the likelihood of impact and the severity of consequence if a failure occurs. Only on-site trees that had *high* or *extreme* risk ratings in their current condition and in context of their surrounding land use were identified and reported in section 3.2. Appendix 5 gives the likelihood and risk rating matrices used to categorize tree risk. DHC recommends that on-site trees be re-assessed for risk after the site conditions change (e.g. after damaging weather events, site disturbance from construction, creation of new targets during construction or in the final developed landscape).

### 2.3 Tree Protection

Tree protection zones were calculated for each tree have been calculated as diameter of each tree multiplied by 12, based on the professional judgement of the project arborist to accommodate species specific tolerances and site-specific growing conditions.

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<sup>1</sup> Dunster, J.A., Smiley, E.T., Matheny, N. and Lilly, S. (2013). Tree Risk Assessment Manual. *International Society of Arboriculture*. Champaign, Illinois.

## 3.0 Findings: Tree Inventory and Risk Assessment

### 3.1 Tree Inventory

The tree inventory is summarized in Table 1 (below) and the complete inventory is given in Appendix 1.

#### Trees On-site

Only one on-site tree was identified in the inventory. It is a small multi-stemmed silver birch growing from a decayed stump among rocks at the harbor edge. We assessed this tree to have a *poor* health and rating and *low* retention value (Photo 2).

#### Trees on Adjacent Properties

One privately-owned off-site tree was present in context of the proposed development (Photo 3). It is a medium-sized silver birch growing among large boulders at the top of the harbor bank. We assessed its health and structure rating to be *poor* and its retention value to be *low*.

Twelve City-owned Park trees were identified in context of the proposed development. These trees are all medium sized ornamentally planted non-native species.

Eight of City Park trees (two Norway maples and six black pines) were growing at the north edge of Reeson Park in a single group with a continuous canopy (Photos 4 and 5). Root zones of these trees were covered by asphalt to the north and moderately compacted earth to the south. Trees 879, 880 and 881 had an increasing level of root zone constriction due to a retaining wall and trees 880 and 881 are likely to depend on this wall for their structural stability (Photo 6).

The eight trees in Reeson Park were free from obvious major defects, but their crowns had been raised and some broken branch stubs remain. Abundant small-diameter dead wood was present in the black pine crowns. All eight trees have asymmetrical crown development because of their growth in a group. Shoot extension growth of the black pines appears to be slowing and the larger trees have lost their apical dominance. It is likely that growth and vigor of these trees is becoming prematurely limited by the poor rooting environment.

In context of their current site, two of the black pines in Reeson Park were assessed to have *poor* health and structure and *low* retention value. The four remaining black pines had moderate *health* and structure and *medium* retention value. These ratings are assessed in the context of their group and would be lower for the same tree in an open-grown situation.

Four City-owned purple European beeches were growing in a row approximately 2.5 m the east of the Wharf Street Connection curb (Photos 1 and 7). No major root collar or trunk defects were observed, however the branching of this cultivar is dense and moderately upright from acute branch unions with included bark. These unions currently appear to be stable. The crowns have been raised to 2 m and are generally rounded and symmetrical. All four beech trees were assessed to have *moderate* health and structure ratings because of their abundant acute branch unions, but retention value was assessed to be *high* on account of their good overall health, form, and prominent position in the surrounding landscape.

### 3.2 Tree Risk Assessment

There were no trees identified in this report that pose a *high* or *extreme* risk in the context of targets present at the time of our on-site assessment.

Table 1: Summary of the tree inventory from 1314 & 1318 Wharf Street containing the number of trees categorized by retention value and the recommended number to be retained or removed. The complete tree inventory is given in Appendix 1.

Tree Species	Retention value			Recommendation		
	Low	Medium	High	Remove	Retain	Total
<b>On-site and shared trees</b>						
Silver Birch	1			1		1
<b>On-site totals</b>	<b>1</b>			<b>1</b>		<b>1</b>
<b>Off-site trees</b>						
Silver Birch	1			1		1
<b>Off-site totals</b>	<b>1</b>			<b>1</b>		<b>1</b>
<b>City trees</b>						
European Beech			4		4	4
Maple spp.		2		2		2
Black Pine	2	4		6		6
<b>City totals</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>12</b>
<b>GRAND TOTAL</b>				<b>10</b>	<b>4</b>	<b>12</b>

## 4.0 Tree Retention and Removal

Tree retention, removal and management recommendations are assessed based on conflicts with the propose on-site plans, the health and retention value of subject trees, and consideration of any future off-site works for development, servicing or landscaping.

The DHC Tree Management Plan dated October 17<sup>th</sup>, 2019, indicates the location of all trees including their recommended retention or removal, and the alignment of tree protection fencing where specified. Appendix 8 gives the City of Victoria tree protection fencing construction specifications.

### 4.1 Tree Retention

Four City-owned beech trees, numbers 882, 883, 884 and 885, are proposed for retention. Work within their critical root zones to repave the Wharf Street Connection is planned. We expect tree impacts from this repaving work to be negligible if the existing curb is retained and the existing road sub-base is re-used. Detailed plans for this repaving work should be reviewed by the project arborist and implemented only under arborist supervision.

## 4.2 Tree Removal

The one on-site birch tree (number 887, Photo 2) is proposed for removal on account of its poor health and structure and conflicts with a proposed deck. Similarly, the one privately-owned off-site birch tree (number 886, Photo 3) is also proposed for removal. This tree currently grows among boulders in a steep bank approximately 3 m from the on-site building. We expect that any excavation work around the on-site building foundation will conflict with and potentially destabilise this tree. In addition, there will be moderate crown conflicts with the proposed deck. Removal of this tree will require written permission from the off-site property owner.

Eight off-site trees in a group at the north edge of Reeson Park are proposed for removal based primarily on their conflicts with the proposed building envelope. The proposed conflicts are with excavation to the southern site property line within tree critical root zones and aerial conflicts between tree crowns and the proposed building. Pruning to retain these trees is not viable as it will compromise the crown structure and health of at least five trees. These trees cannot be retained in a way that maintains adequate future clearance from the proposed building envelope or allows functional clearance for construction access. It is also our understanding that substantial hard landscape upgrades are proposed immediately adjacent to these trees in Reeson Park. These upgrades would remove a retaining wall that the structural integrity of trees 880 and 881 is likely to depend on, and we also anticipate changes grade changes within critical root zones of this group.

The continuous crowns of trees 875 to 881 that have developed with heavy asymmetry in their group context. Individual trees cannot be retained in this context due to the excessive exposure and wind loading that they are would likely experience and are not acclimated to. Tree size, asymmetrical crown development and root zone constrictions mean that all eight trees in Reeson Park are unsuitable candidates for transplanting.

## 5.0 Discussion and Summary

The subject site is occupied by two heritage buildings. The proposed plans will incorporate the existing buildings into a mixed-use development that will require excavation and construction to the property lines. One on-site, one private off-site, and 12 City Park trees are present in context of the subject site. Proposed on-site plans will conflict with the on-site and off-site trees, and eight City trees in Reeson Park to the south. Considering the health, structure and retention value of all 14 trees, in context of conflicts with the proposed on-site plans, 10 trees will need to be removed to accommodate the proposed project.. Conflicts with four City Parks beech trees are possible, but we expect them to be negligible and propose retention of these trees with the installation of tree protection fencing and arborist supervision of any construction work beneath their drip lines.

## Appendix 1 Complete Tree Inventory Table

The complete tree inventory below contains information on tree attributes and recommendations for removal or retention. Tree ownership in this inventory table is not definitive, its determination here is based on information available from the legal site survey, GPS locations, and field assessment during site visits. Tree protection Zones are measured from the outer edge of a tree's stem. If using these measurements for mapping the tree protection zone, ½ the tree's diameter must be added to the distance to accommodate a survey point at the tree's center. Where tree protection fencing is proposed to vary from the minimum municipal TPZ, comments will be included in the Retention/TPZ comments and shown on the Tree Retention and Removal Plan.

\*TPZ is the tree protection zone size required by the relevant municipal bylaw or, if not defined, the project arborist.

Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	LCR	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/Remove	Retention/TPZ Comments	*TPZ (m)
874	City	Black Pine	Pinus nigra	11	4	40-59%	2	Poor	At top of 1 m high bank, partly compacted and eroded. Asphalt curb 1.2 m north. End of clump. Trunk has slight curve, pruning stubs from broken branches. Crown asymmetrical to west from phototropic growth away from now dead tree. Foliage density is good, and foliage is healthy.	Low	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	2
875	City	Black Pine	Pinus nigra	36	14	60-79%	4.7	Moderate	At end of clump. 1.3 m from asphalt curb to north. No obvious trunk defects. Two main scaffold branches from union at 3.5 m, appears u-shaped, minor included bark possible. 1 scaffold branch is upright, one leans 10 to 15 degrees north. Minor broken branches and dead wood in crown. Foliage density is good, and foliage is healthy. Drip line radius 4.7 m N, 2 m E, 2.8 m S, 3.9 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	4.3
876	City	Black Pine	Pinus nigra	38	16	60-79%	3.7	Moderate	South side of clump. 2.8 m from asphalt curb to north. Root collar appears slightly buried. Minor basal sweep to single upright stem. Crown entirely asymmetrical to south except upper most branches. Minor broken branches and dead wood in crown. Foliage density is moderate to good, and foliage is healthy. Drip line 1.8 m N, 2.1 m E, 3.7 m S, 2.7 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	4.6

Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	LCR	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/Remove	Retention/TPZ Comments	*TPZ (m)
877	City	Norway Maple	Acer platanoides	32	16	60-79%	7.1	Moderate	1.45 m from asphalt curb to north. In clump. No obvious root or trunk defects. Four scaffold branches from acute unions at 3 m, two have minor to moderate included bark. Scaffold branch structure is upright with arching laterals to north. Unions appear good, minor branch failure possible under high load. Crown heavily asymmetrical to north. Foliage appears healthy and dense. Drip line 2.5 m from existing building envelope. Drip line 7.1 m N, 3.9 m E, 2.5 m S, 3.5 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	3.8
878	City	Norway Maple	Acer platanoides	38	14	60-79%	4.9	Moderate	Unsurveyed tree. 4.0 m from asphalt curb to north. South edge of clump. Root collar appears a little buried. Trunk leans five degrees east, minor surface wounds occluding. Several nails/screws in trunk. Three scaffold branches from good u-shaped unions at 2 m. Scaffold branch structure is upright with arching laterals to south. Crown heavily asymmetrical to south. Foliage appears healthy and dense. Drip line 2.1 m N, 4.9 m E, 4.8 m S, 2.1 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	4.6
879	City	Black Pine	Pinus nigra	26	12	60-79%	4.1	Poor	Suppressed in clump. 1.3 m from asphalt curb to north. 0.9 m to low retaining wall to south. Root collar appears slightly buried. Single upright stem, no obvious defects. Crown raised to 3 m. One broken branch stub and minor dead wood in crown. Branch structure is straggly and asymmetrical to south, one branch 4.1 m north. Foliage density is poor, but appears healthy. Drip line 4.1 m N, 2.4 m E, 3.6 m S, 1.2 m W. Retain only in group.	Low	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	3.1

Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	LCR	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/Remove	Retention/TPZ Comments	*TPZ (m)
880	City	Black Pine	Pinus nigra	37	13	60-79%	5.7	Moderate	Codominant in clump. 0.65 m from asphalt curb to north. 1.05 m to low retaining wall to south. Root collar appears slightly buried. Single upright stem, no obvious defects, top third is sinuous. Crown raised to 2.5 m. Minor dead wood in crown. Branch structure is asymmetrical to north. Foliage density is moderate, appears healthy. Drip line 2.7 m from building envelope. Drip line 5.7 m N, 2.8 m E, 4.2 m S, 2.4 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	4.4
881	City	Black Pine	Pinus nigra	59	16	60-79%	5.6	Moderate	Large dominant tree at end of clump. 0.4 m from asphalt curb to north. 0.6 m to 1.8 m high retaining wall to south. Root collar appears slightly buried. Two scaffold stems from good union at 1.75 m, one is upright, one leans 5 degrees east. Crown raised to 3.5 m, asymmetrical to east. Minor dead wood in crown. Foliage density is good, appears healthy. Drip line 2.6 m from building envelope. Drip line 5.3 m N, 5.6 m E, 5.6 m S, 2.4 m W. Retain only in group.	Medium	Remove	Tree conflicts excessively proposed on-site plans. See Section 4.2 of the DHC Arboricultural Report dated October 17th, 2019 for further details.	7.1
882	City	European Beech	Fagus sylvatica var. Rohanii	46	11	60-79%	6.4	Moderate	In grass at end of row of four similar trees. 2.6 m from curb to south and west. Minor surface wound on trunk occluding. Dense upright branching from 2 m. Appears to be fastigate variety with wide form in maturity. Unions are all acute with moderate to high amounts of included bark. Crown has rounded form, but asymmetrical to south. Serrated leaf variety. Drip line 3.1 m N, 6.4 m E, 4.6 m S, 4.7 m W.	High	Retain	Install tree protection fencing specified in the DHC Tree Management Plan dated October 17th, 2019. Any work to adjacent asphalt will require arborist consultation and supervision.	5.6

Tag #	Location	Species Common Name	Botanical Name	DBH (cm)	Height (m)	LCR	Dripline Radius (m)	Health and Structure Rating	Comments	Retention Value Rating	Retain/Remove	Retention/TPZ Comments	*TPZ (m)
883	City	European Beech	Fagus sylvatica var. Rohanii	39	11	60-79%	6.3	Moderate	In row of four similar trees. 2.8 m from curb to west. Light pole in crown. Minor pruning wounds on trunk. Dense upright branching from 2 m. Appears to be fastigate variety with wide form in maturity. Unions are all acute with moderate to high amounts of included bark. Crown has rounded form to east and west. Serrated leaf variety. Drip line 2.4 m N, 6.3 m E, 2.9 m S, 4.9 m W.	High	Retain	Install tree protection fencing specified in the DHC Tree Management Plan dated October 17th, 2019. Any work to adjacent asphalt will require arborist consultation and supervision.	4.7
884	City	European Beech	Fagus sylvatica var. Rohanii	59	11	60-79%	6.6	Moderate	In row of four similar trees. 2.6 m from curb to west. Minor pruning wounds on trunk. Dense upright branching from 2 m. Appears to be fastigate variety with wide form in maturity. Unions are all acute with moderate to high amounts of included bark. Crown has rounded form to east and west. Serrated leaf variety. Drip line 2.8 m N, 6.6 m E, 5.8 m S, 5.5 m W.	High	Retain	Install tree protection fencing specified in the DHC Tree Management Plan dated October 17th, 2019. Any work to adjacent asphalt will require arborist consultation and supervision.	7.1
885	City	European Beech	Fagus sylvatica var. Rohanii	46	11	60-79%	7.1	Moderate	In grass at end of row of four similar trees. 2.9 m from concrete path north, 2.65 m to curb to west. Dense upright branching from 2 m. Appears to be fastigate variety with wide form in maturity. Unions are all acute with moderate to high amounts of included bark. Crown has rounded form, but asymmetrical to north. Serrated leaf variety. Drip line 6.5 m N, 7.1 m E, 3.2 m S, 4.5 m W.	High	Retain	Install tree protection fencing specified in the DHC Tree Management Plan dated October 17th, 2019. Any work to adjacent asphalt will require arborist consultation and supervision.	5.5
886	Off-Site	Silver Birch	Betula pendula	42	12	60-79%	6.3	Poor	Growing at top of steep bank among large boulders. Likely naturally regenerated. 3 m from building corner. Multiple medium-sized pruning wounds in trunk with decay cavities developing. Structural unions are good. Over-extended branch to north. Crown full and healthy. Drip line 6.3 m N, 5.6 m E, 4.7 m S, 5 m W.	Low	Remove	Tree is likely to be destabilised by expected excavation around existing building envelope and crown will conflict with proposed deck. Owner's permission required for removal.	5
887	On-Site	Silver Birch	Betula pendula	30	5	60-79%	3	Poor	Unsurveyed tree. Growing at top of steep bank among large boulders. Naturally regenerated. Three 10 cm DBH stems from broken decayed stump.	Low	Remove	Tree health and structure is unsuitable for long-term retention and will conflict with proposed deck.	3.6

## Appendix 2 Site Photographs



Photo 1. The subject site viewed from Wharf Street.



Photo 2. Tree 886 growing from boulders in the harbor wall.



Photo 3. Tree 886 growing from among boulders at the top of the harbor wall at the north west corner of an on-site building.



Photo 4. Trees 874 to 881 (left to right) in Reeson Park adjacent to the subject site property line.



Photo 5. Trees in Reeson Park adjacent to the subject site property line viewed from the subject site.



Photo 6. The restricted root zones of trees 879 (closest), 880 and 881 (furthest).



Photo 7. Trees 885 (left) to 882 (right) viewed from the north west.

## Appendix 3 Tree Health and Structure Rating Criteria

The tree health and structure ratings used by Diamond Head Consulting summarize each tree based on both positive and negative attributes using five stratified categories. These ratings indicate health and structural conditions that influence a tree's ability to withstand local site disturbance during the construction process (assuming appropriate tree protection) and benefit a future urban landscape.

**Excellent:** Tree of possible specimen quality, unique species or size with no discernible defects.

**Good:** Tree has no significant structural defects or health concerns, considering its growing environment and species.

**Moderate:** Tree has noted health and/or minor to moderate structural defects. This tree can be retained, but may need mitigation (e.g., pruning or bracing) and monitoring post-development. A moderate tree may be suitable for retention within a stand or group, but not suitable on its own.

**Poor:** Tree is in serious decline from previous growth habit or stature, has multiple defined health or structural weaknesses. It is unlikely to acclimate to future site use change. This tree is not suitable for retention within striking distance of most targets.

**Dying/Dead:** Tree is in severe decline, has severe defects or was found to be dead.

## Appendix 4 Tree Retention Value Rating Criteria

The tree retention value ratings used by Diamond Head Consulting provide guidance for tree retention planning. Each tree in an inventory is assigned to one of four stratified categories that reflect its value as a future amenity and environmental asset in a developed landscape. Tree retention value ratings take in to account the health and structure rating, species profile\*, growing conditions and potential longevity assuming a tree's growing environment is not compromised from its current state.

**High:** Tree suitable for retention. Has a good or excellent health and structure rating. Tree is open grown, an anchor tree on the edge of a stand or dominant within a stand or group. Species of *Populus*, *Alnus* and *Betula* are excluded from this category.

**Medium:** Tree suitable for retention with some caveats or suitable within a group\*\*. Tree has moderate health and structure rating, but is likely to require remedial work to mitigate minor health or structural defects. Includes trees that are recently exposed, but wind firm, and trees grown on sites with poor rooting environments that may be ameliorated.

**Low:** Tree has marginal suitability for retention. Health and structure rating is moderate or poor; remedial work is unlikely to be viable. Trees within striking distance of a future site developments should be removed.

**Nil:** Tree is unsuitable for retention. It has a dying/dead or poor health and structure rating. It is likely that the tree will not survive, or it poses an unacceptable hazard in the context of future site developments.

\* The species profile is based upon mature age and height/spread of the species, adaptability to land use changes and tree species susceptibility to diseases, pathogen and insect infestation.

\*\* Trees that are 'suitable as a group' have grown in groups or stands that have a single, closed canopy. They have not developed the necessary trunk taper, branch and root structure that would allow them to be retained individually. These trees should only be retained in groups.

## Appendix 5 Risk Rating Matrices

Trees with a *probable* or *imminent* likelihood of failure, a *medium* or *high* likelihood of impacting a specified target, and a *significant* or *severe* consequence of failure have been assessed for risk and included in this report (Section 3.2). These two risk rating matrices showing the categories used to assign risk are taken without modification to their content from the International Society of Arboriculture Tree Risk Assessment Qualification Manual.

**Matrix 1: Likelihood**

Likelihood of Failure	Likelihood of Impacting Target			
	Very Low	Low	Medium	High
Imminent	Unlikely	Somewhat Likely	Likely	Very Likely
Probable	Unlikely	Unlikely	Somewhat Likely	Likely
Possible	Unlikely	Unlikely	Unlikely	Somewhat Likely
Improbable	Unlikely	Unlikely	Unlikely	Unlikely

**Matrix 2: Risk Rating**

Likelihood of Failure and Impact	Consequences of Failure			
	Negligible	Minor	Significant	Severe
Very Likely	Low	Moderate	High	Extreme
Likely	Low	Moderate	High	High
Somewhat Likely	Low	Low	Moderate	Moderate
Unlikely	Low	Low	Low	Low

## Appendix 6 Construction Guidelines

Tree management recommendations in this report are made under the expectation that the following guidelines for risk mitigation and proper tree protection will be adhered to during construction.

Respecting these guidelines will prevent changes to the soil and rooting conditions, contamination due to spills and waste, or physical wounding of the trees. Any plans for construction work and activities that deviate from or contradict these guidelines should be discussed with the project arborist so that mitigation measures can be implemented.

### Tree Protection Zones

A Tree protection zone (TPZ) is determined using either dripline or a DBH multiplier to define a radius measured in all directions from the outside of a tree's trunk. It is typically determined according to local municipal bylaw specifications and may be modified based on professional judgement of the project arborist to accommodate species specific tolerances and site specific growing conditions. For retained trees, the TPZ and fencing indicated in this report are proposed as suitable in relation to the level of disturbance proposed on the site plan provided to the project arborist. Arborist consultation is required if any additional work beyond the scope of the plans provided is proposed near the tree. Work done in addition to the proposed impacts discussed in this report may cause the tree to decline and die.

Tree Protection Fencing: Tree protection zones (TPZs) will be protected by Tree Protection Fencing except where site features constrict roots (e.g., retaining walls or roads), where continual access is required (e.g., sidewalks), or when an acceptable encroachment into the TPZ is proposed, in which case the fencing will be modified. Tree Protection Fencing is shown on the Tree Protection Plan and, where it varies from the TPZ, the rationale is described in the inventory table in Section 3.1.

Within a TPZ, no construction activity, including materials storage, grading or landscaping, may occur without project arborist approval. Within the TPZ, the following are tree preservation guidelines based on industry standards for best practice and local municipal requirements:

- No soil disturbance or stripping.
- Maintain the natural grade.
- No storage, dumping of materials, parking, underground utilities or fires within TPZs or tree driplines.
- Any planned construction and landscaping activities affecting trees should be reviewed and approved by a consulting arborist.
- Install specially designed foundations and paving when these structures are required within TPZs.
- Route utilities around TPZs.
- Excavation within the TPZs should be supervised by a consultant arborist.
- Surface drainage should not be altered in such a way that water is directed in or out of the TPZ.

- Site drainage improvements should be designed to maintain the natural water table levels within the TPZ.

Prior to any construction activity, Tree Protection Fencing must be constructed as shown on the Tree Protection Plan. The protection barrier or temporary fencing must be at least 1.2 m in height and constructed of 2" by 4" lumber with orange plastic mesh screening. Tree Protection Fencing must be constructed prior to tree removal, excavation or construction and remain intact for the entire duration of construction.

### **Tree Crown Protection and Pruning**

All heavy machinery (excavators, cranes, dump trucks, etc.) working within five meters of a tree's crown should be made aware of their proximity to the tree. If there is to be a sustained period of machinery working within five meters of a tree's crown, a line of colored flags should be suspended at eye-level of the machinery operator for the length of the protected tree area. Any concerns regarding the clearance required for machinery and workers within or immediately outside tree protection zones should be referred to the project arborist so that a zone surrounding the crowns can be established or pruning measures undertaken. Any wounds incurred to protected trees during construction should be reported to the project arborist immediately.

### **Unsurveyed Trees**

Unsurveyed trees identified by DHC in the Tree Retention Plan have been hand plotted for approximate location only using GPS coordinates and field observations. The location and ownership of unsurveyed trees cannot be confirmed without a legal survey. The property owner or project developer must ensure that all relevant on- and off-site trees are surveyed by a legally registered surveyor, whether they are identified by DHC or not.

### **Removal of logs from sites**

Private timber marks are required to transport logs from privately-owned land in BC. It is property owner's responsibility to apply for a timber mark prior to removing any merchantable timber from the site. Additional information can be found at: <http://www.for.gov.bc.ca/hth/private-timber-marks.htm>

### **Regulation of Soil Moisture and Drainage**

Excavation and construction activities adjacent to TPZs can influence the availability of moisture to protected trees. This is due to a reduction in the total root mass, changes in local drainage conditions, and changes in exposure including reflected heat from adjacent hard surfaces. To mitigate these concerns the following guidelines should be followed:

- Soil moisture conditions within the tree root protection zones should be monitored during hot and dry weather. When soil moisture is inadequate, supplemental irrigation should be provided that penetrates soil to the depth of the root system or a minimum of 30 cm.
- Any planned changes to surface grades within the TPZs, including the placement of mulch, should be designed so that any water will flow away from tree trunks.

- Excavations adjacent to trees can alter local soil hydrology by draining water more rapidly from TPZs more rapidly than it would prior to site changes. It is recommended that when excavating within 6 m of any tree, the site be irrigated more frequently to account for this.

### **Root Zone Enhancements and Fertilization**

Root zone enhancements such as mulch, and fertilizer treatments may be recommended by the project arborist during any phase of the project if they deem it necessary to maintain tree health and future survival.

### **Paving Within and Adjacent to TPZs**

If development plans propose the construction of paved areas and/or retaining walls close to TPZs, measures should be taken to minimize impacts. Construction of these features would raise concerns for proper soil aeration, drainage, irrigation and the available soil volume for adequate root growth. The following design and construction guidelines for paving and retaining walls are recommended to minimize the long-term impacts of construction on protected trees:

- Any excavation activities near or within the TPZ should be monitored by a certified arborist. Structures should be designed, and excavation activities undertaken to remove and disturb as little of the rooting zone as possible. All roots greater than 2 cm in diameter should be hand pruned by a Certified Arborist.
- The natural grade of a TPZ should be maintained. Any retaining walls should be designed at heights that maintain the existing grade within 20 cm of its current level. If the grade is altered, it should be raised not reduced in height.
- Compaction of sub grade materials can cause trees to develop shallow rooting systems. This can contribute to long-term pavement damage as roots grow. Minimizing the compaction of subgrade materials by using structural soils or other engineered solutions and increasing the strength of the pavement reduces reliance on the sub-grade for strength.
- If it is not possible to minimize the compaction of sub-grade materials, subsurface barriers should be considered to help direct roots downward into the soil and prevent them from growing directly under the paved surfaces.

### **Plantings within TPZs**

Any plans to landscape the ground within the TPZ should implement measures to minimize negative impacts on the above or below ground parts of a tree. Existing grass layer in TPZs should not be stripped because this will damage surface tree roots. Grass layer should be covered with mulch at the start of the project, which will gradually kill the grass while moderating soil moisture and temperatures. Topsoil should be mixed with the mulch prior to planting of shrubs, but new topsoil layer should not be greater than 20 cm deep on top of the original grade. Planting should take place within the newly placed topsoil mixture and should not disturb the original rooting zone of the trees. A two-meter radius around the

base of each tree should be left unplanted and covered in mulch; a tree's root collar should remain free from any amendments that raise the surface grade.

### **Monitoring during construction**

Ongoing monitoring by a consultant arborist should occur for the duration of a development project. Site visits should be more frequent during activities that are higher risk, including the first stages of construction when excavation occurs adjacent to the trees. Site visits will ensure contractors are respecting the recommended tree protection measures and will allow the arborist to identify any new concerns that may arise.

During each site visit the following measures will be assessed and reported on by a consulting arborist:

- Health and condition of protected trees, including damage to branches, trunks and roots that may have resulted from construction activities, as will the health of. Recommendations for remediation will follow.
- Integrity of the TPZ and fencing.
- Changes to TPZ conditions including overall maintenance, parking on roots, and storing or dumping of materials within TPZ. If failures to maintain and respect the TPZ are observed, suggestions will be made to ensure tree protection measures are remediated and upheld.
- Review and confirmation of recommended tree maintenance including root pruning, irrigation, mulching and branch pruning.
- Changes to soil moisture levels and drainage patterns; and
- Factors that may be detrimentally impact the trees.

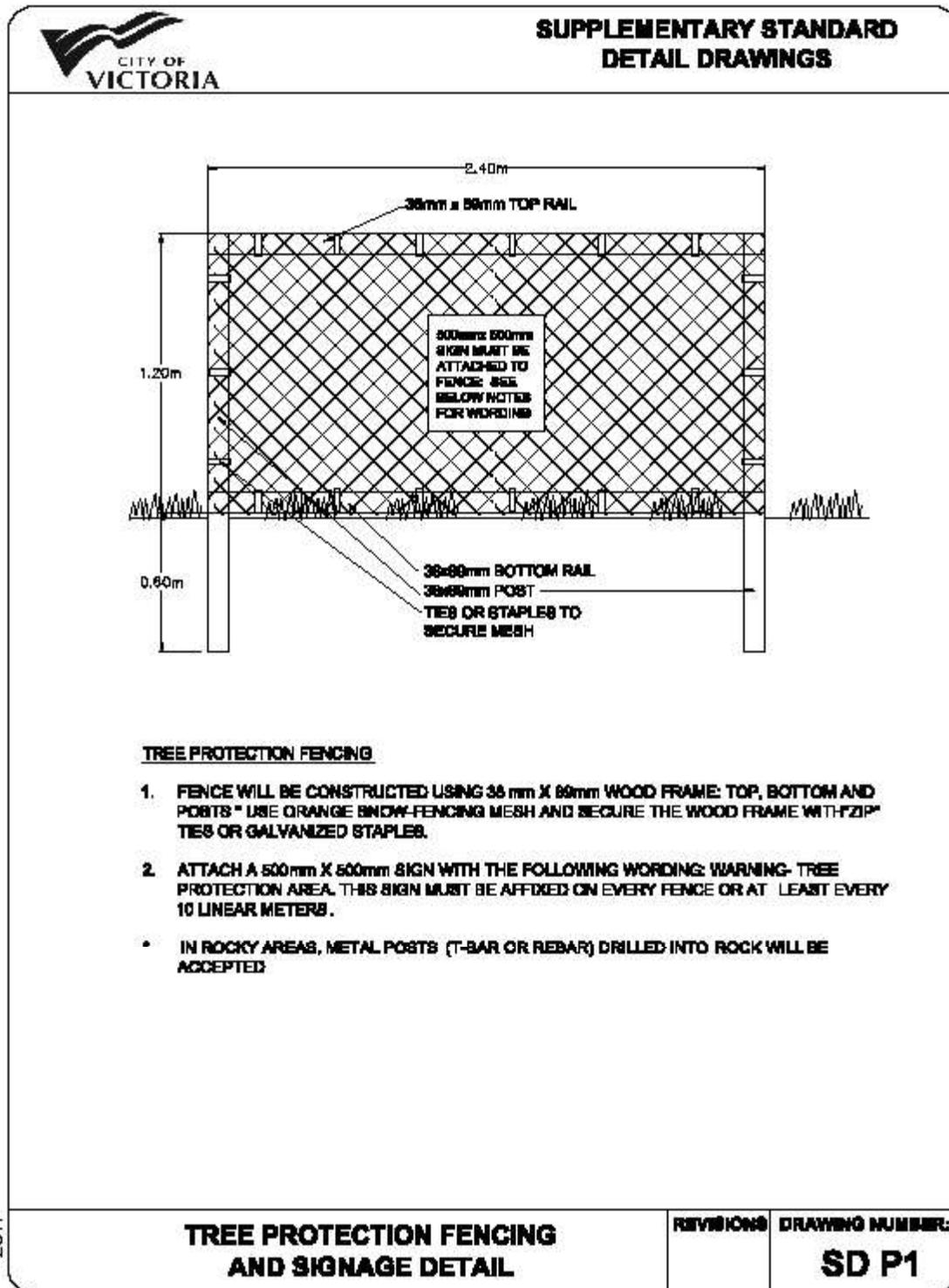
## Appendix 7 Report Assumptions and Limiting Conditions

- 1) Unless expressly set out in this report or these Assumptions and Limiting Conditions, Diamond Head Consulting Ltd. (“Diamond Head”) makes no guarantee, representation or warranty (express or implied) regarding this report, its findings, conclusions or recommendations contained herein, or the work referred to herein.
- 2) The work undertaken in connection with this report and preparation of this report have been conducted by Diamond Head for the “Client” as stated in the report above. It is intended for the sole and exclusive use by the Client for the purpose(s) set out in this report. Any use of, reliance on or decisions made based on this report by any person other than the Client, or by the Client for any purpose other than the purpose(s) set out in this report, is the sole responsibility of, and at the sole risk of, such other person or the Client, as the case may be. Diamond Head accepts no liability or responsibility whatsoever for any losses, expenses, damages, fines, penalties or other harm (including without limitation financial or consequential effects on transactions or property values, and economic loss) that may be suffered or incurred by any person as a result of the use of or reliance on this report or the work referred to herein. The copying, distribution or publication of this report (except for the internal use of the Client) without the express written permission of Diamond Head (which consent may be withheld in Diamond Head’s sole discretion) is prohibited. Diamond Head retains ownership of this report and all documents related thereto both generally and as instruments of professional service.
- 3) The findings, conclusions and recommendations made in this report reflect Diamond Head’s best professional judgment given the information available at the time of preparation. This report has been prepared in a manner consistent with the level of care and skill normally exercised by arborists currently practicing under similar conditions in a similar geographic area and for specific application to the trees subject to this report on the date of this report. Except as expressly stated in this report, the findings, conclusions and recommendations it sets out are valid for the day on which the assessment leading to such findings, conclusions and recommendations was conducted. If generally accepted assessment techniques or prevailing professional standards and best practices change at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if generally accepted assessment techniques and prevailing professional standards and best practices change.
- 4) Conditions affecting the trees subject to this report (the “Conditions”, include without limitation, structural defects, scars, decay, fungal fruiting bodies, evidence of insect attack, discolored foliage, condition of root structures, the degree and direction of lean, the general condition of the tree(s) and the surrounding site, and the proximity of property and people) other than those expressly addressed in this report may exist. Unless otherwise stated information contained in this report covers only those Conditions and trees at the time of inspection. The inspection is limited to visual examination of such Conditions and trees without dissection, excavation, probing or coring. While

every effort has been made to ensure that any trees recommended for retention are both healthy and safe, no guarantees, representations or warranties are made (express or implied) that those trees will not be subject to structural failure or decline. The Client acknowledges that it is both professionally and practically impossible to predict with absolute certainty the behavior of any single tree, or groups of trees, in all given circumstances. Inevitably, a standing tree will always pose some risk. Most trees have the potential for failure and this risk can only be eliminated if the risk is removed. If Conditions change or if additional information becomes available at a future date, modifications to the findings, conclusions, and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification of Conditions change or additional information becomes available.

- 5) Nothing in this report is intended to constitute or provide a legal opinion and Diamond Head expressly disclaims any responsibility for matters legal in nature (including, without limitation, matters relating to title and ownership of real or personal property and matters relating to cultural and heritage values). Diamond Head makes no guarantee, representation or warranty (express or implied) as to the requirements of or compliance with applicable laws, rules, regulations, or policies established by federal, provincial, local government or First Nations bodies (collectively, “Government Bodies”) or as to the availability of licenses, permits or authorizations of any Government Body. Revisions to any regulatory standards (including bylaws, policies, guidelines an any similar directions of a Government Bodies in effect from time to time) referred to in this report may be expected over time. As a result, modifications to the findings, conclusions and recommendations in this report may be necessary. Diamond Head expressly excludes any duty to provide any such modification if any such regulatory standard is revised.
- 6) Diamond Head shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
- 7) In preparing this report, Diamond Head has relied in good faith on information provided by certain persons, Government Bodies, government registries and agents and representatives of each of the foregoing, and Diamond Head assumes that such information is true, correct and accurate in all material respects. Diamond Head accepts no responsibility for any deficiency, misinterpretations or fraudulent acts of or information provided by such persons, bodies, registries, agents and representatives.
- 8) Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.
- 9) Loss or alteration of any part of this report invalidates the entire report.

## Appendix 8 City of Victoria Tree Protection Specifications



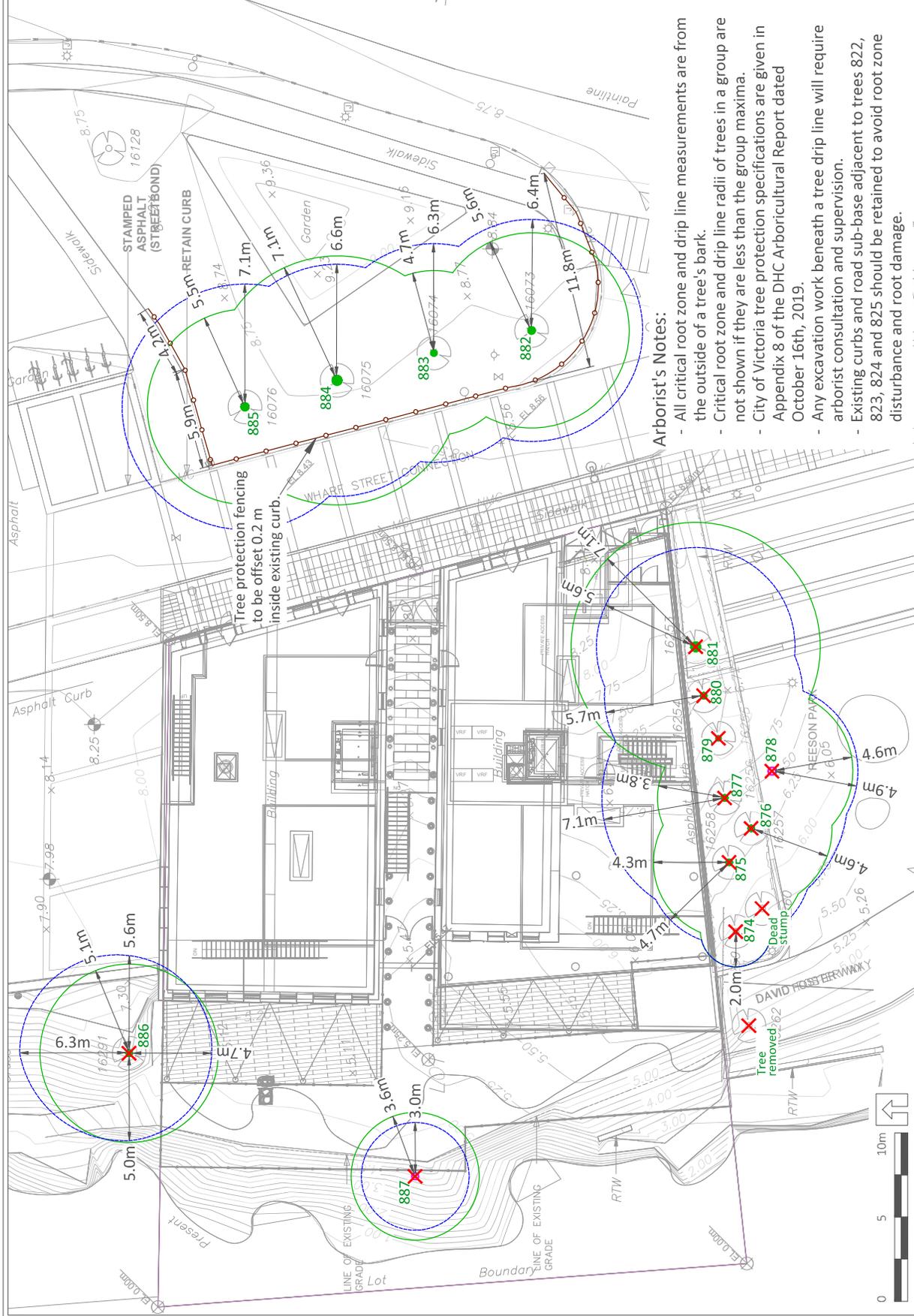
- LEGEND**
- CRITICAL ROOT ZONE
  - MAXIMUM TREE DRIP LINE
  - TREE PROTECTION ZONE AND FENCING
  - SURVEYED TREE TO BE RETAINED
  - UN-SURVEYED TREE TO BE RETAINED (MUST BE SURVEYED)
  - TREE TO BE REMOVED

**NOTES**

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (The trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
- Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.

**REFERENCE DRAWINGS**

- Base Survey by: FOCUS, dated December 16th, 2010



**Arborist's Notes:**

- All critical root zone and drip line measurements are from the outside of a tree's bark.
- Critical root zone and drip line radii of trees in a group are not shown if they are less than the group maxima.
- City of Victoria tree protection specifications are given in Appendix 8 of the DHC Arboricultural Report dated October 16th, 2019.
- Any excavation work beneath a tree drip line will require arborist consultation and supervision.
- Existing curbs and road sub-base adjacent to trees 822, 823, 824 and 825 should be retained to avoid root zone disturbance and root damage.

Drawing title: Tree Management Plan  
 Project address: 1314 & 1318 Wharf Street, Victoria, BC  
 Client: Crosstown Properties (Wharf Street) Ltd.

3559 COMMERCIAL STREET  
 VANCOUVER BC V5N 4E3  
 T 604.755.4861 F 604.755.4879



Thomas Guerrero  
2578 Empire Street  
Victoria, BC

October 12, 2019

Dear Mayor and Council,

I am writing to you today regarding the Northern Junk buildings, also known as 1314-1324 Wharf Street. It is my understanding that the redevelopment proposal for these buildings is coming to the Committee of the Whole soon and Council will consider forwarding on the project to public hearing.

I am a long-time resident of Victoria and the author behind the blog, Sidewalking Victoria. If you have read my blog, you will know that I have an interest in the Northern Junk buildings, having published two articles on them. They can be found as follows:

1. Northern Junk Buildings – Why are we still waiting?  
<https://www.sidewalkingvictoria.com/blog/2019/3/31/northern-junk-buildings-why-are-we-still-waiting?rq=northern%20Junk%20Buildings>
2. Northern Junk Redux Redux Redux  
<https://www.sidewalkingvictoria.com/blog/2019/5/22/northern-junk-redux-redux-redux?rq=northern%20Junk%20Buildings>

It will not be a surprise then, that I am writing you in support of the current application by Reliance Properties to save the two buildings and add additional housing above them.

I am the first to admit that what we have here is a compromise solution. I have seen all the iterations brought forward for these buildings and I honestly think that the original proposal was perhaps the best option though folks could not see how that proposal met the Heritage Guidelines, though it clearly did. We have now finally arrived at this compromise solution because the city has decided not to sell the property to the north of the two buildings. It is unclear what the city intends to do with this waterfront parcel, as there are limited uses for it apart from market residential. I just hope the city will neither leave the parcel fallow nor turn it into a park (This would be a further affront to downtown in this location).

So, the property owner now has a limited way to try and recoup their investment and protect the two buildings from falling down. They have presented us with a plan for a single but multi-faceted building giving it the appearance of two buildings. With this plan I think that the architect has both highlighted the heritage aspects of the original buildings while presenting a modern and distinct design for the upper floors. The plan will provide animation to the harbour frontage with waterfront commercial space and provide eyes on the neglected and seldom used, Reeson Park, with large windows from the residential foyer. The upper floors allow the industrial beauty of the original buildings to stand out while also being modern take on the heritage form of Old Town. I would be the first one to have concerns about a proposal like this if I hadn't seen it first, but it is an elegant solution to a problem that saves the buildings and elevates the neighbourhood.

I did read the recent response to the proposal from the Hallmark Society in the Times Colonist and was sad to see them try and focus the blame for the possible collapse of the two decaying buildings on the developer. Even going so far as to allude to the possibility that the developer should have been aware that putting forward numerous significant design changes over a decade would not be enough and that they should have instead focused that money into a smaller scale redevelopment of the buildings. I truly hope that is not the type of message we are trying to put out to companies trying to invest their time

Thomas Guerrero  
2578 Empire Street  
Victoria, BC

and money into reinvigorating heritage buildings in Victoria. One needs only look across to the success of the Janion building (which received an award from the Hallmark Society) that was redeveloped by the same company, the animation of the plaza along Pandora gets better every time I go by there and they saved a building that seemed to be certain to collapse.

The proposal before you now is likely the last chance before we will simply be putting up a plaque over some jumbled pile of stone, to both save the buildings and have a place that contributes positively to the urban fabric of Victoria. I truly look forward to seeing your support in moving this project to public hearing and allowing the city at large to provide you comment on the current proposal.

Sincerely,

Thomas Guerrero

## Heather McIntyre

---

**From:** Jim Mayer [REDACTED] >  
**Sent:** October 15, 2019 4:29 PM  
**To:** Victoria Mayor and Council  
**Cc:** Miko Betanzo; [REDACTED]  
**Subject:** 1314-1318 Wharf St - "Northern Junk" buildings

Dear Mayor and Council,

I am writing to express my support for the proposed development and rezoning of the "Northern Junk" buildings at 1314-1318 Wharf Street.

While I strongly support the Reliance Properties proposal for this site, I am quite upset about the processes that got us to this point and, even now, continue to threaten doing anything with this valuable property. In particular, while the current proposal appears to be a creative solution given the constraints put on the developer, practically any of the earlier proposals, and especially the 2012 proposal, would have been far better for the city.

Rather than go into details, I would like to refer you to the October 12, 2019 open letter to Council and the May 23 and March 30, 2019 posts by Thomas Guerrero on the "Sidewalking Victoria" blog:

- [OPEN LETTER TO COUNCIL - NORTHERN JUNK BUILDINGS](#)
- [NORTHERN JUNK REDUX REDUX REDUX](#)
- [NORTHERN JUNK BUILDINGS - WHY ARE WE STILL WAITING?](#)

All of the posts are available through the open letter link (<https://www.sidewalkingvictoria.com/blog/2019/10/12/open-letter-to-council-northern-junk-buildings>).

Mr. Guerrero captures my feelings about this almost perfectly. Please read what he has to say and take it to heart. There is no reason for me to repeat the same points here.

A step Council could take that would demonstrate courage and commitment to making Victoria a better city would be to step back and re-evaluate what should be done at the Northern Junk site. If you do this, I would recommend:

1. Offer to sell Reliance Properties the property to the north of the two existing buildings.
2. Indicate that you look favorably on supporting the 2012 proposal.
3. Take a clear position that input from groups like the Downtown Victoria Residents Association and the Heritage Advisory Panel will be considered as one part of your decision making process. Too often they appear to be given a near veto over projects. These groups are special interests, nothing more, and they do not represent the bulk of the people who live, or would like to live, near the heart of our city.

If Council feels limited to acting on the proposal before it, then I strongly recommend approving Reliance Properties' request for rezoning.

If we don't take action now, those buildings are likely to remain eyesores for a few more years and then, some unfortunate day, collapse or be destroyed, just like the old Plaza Hotel around the corner from City Hall.

Thank you.

Jim Mayer

G3-389 Tye Rd  
Victoria, BC V9A 0A9



## Heather McIntyre

---

**From:** Nell Ross [REDACTED]  
**Sent:** October 30, 2019 4:59 PM  
**To:** Victoria Mayor and Council  
**Subject:** Re: Application by Reliance Properties to restore and redevelop the Northern Junk Property at 1314-1318 Wharf Street.

Dear Mayor Helps and Esteemed City Council Members,

I am writing today to City Council regarding the application by Reliance Properties to restore and redevelop the Northern Junk Property at 1314-1318 Wharf Street.

Together with two friends, also downtown residents, I attended the Reliance Properties Open House on May 22<sup>nd</sup> 2019, and I am writing to provide a local resident perspective and express enthusiastic support for the planned development proposal. The new plans presented at the May 22<sup>nd</sup> 2019 Open House are such an improvement from the original plans we viewed at a much earlier presentation! We love the new plan and are very keen to see the building phase of this project get underway very soon.

I, indeed we all, particularly have appreciated the new design's sensitivity to and compatible mix of 'old town' design on the north face of the development and 'modern, forward-looking design and vitality' of recent Inner Harbour developments presented on the south side of the development; that is, we love the old/new architectural mix. So cleverly integrated!

We also love the way the developers have provided access from Wharf Street to the waterfront walkway by way of building detail that incorporates a path through the new structure between the two current Northern Junk buildings; and we love how the design facilitates both stroll-ability and opportunity to pause and relax along our beautiful Inner Harbour waterfront.

As members of the Downtown Residents Association, we are aware of some of the reservations expressed by the organization, however we do not feel that any of the objections raised by the DRA are insurmountable. We would like to see our City Council and support staff work together with the developer to resolve any and all remaining issues that are currently holding up the realization of what we believe to be a beautiful - and from our perspective - a very welcome addition to our neighbourhood.

Respectfully,

Nell Ross (Resident Owner)  
Mermaid Wharf  
421- 409 Swift Street  
Victoria, BC  
V8W 1S2

Telephone 2 [REDACTED]

Katy Hutchison  
1218A Wharf Street  
Victoria, BC V8W 1T8



5 November 2019

Dear Mayor & Council,

I write to you with respect to the proposed redevelopment of the Northern Junk buildings located at 1314-1324 Wharf Street. I own two Strata units at 1218 Wharf Street; a residential unit on the top of the building and a commercial unit on the lower, harbour-side where I manage my husband's law practice, Smith Hutchison Law Corporation. Our building, designated heritage by the City of Victoria was built by James Yates in 1853 and was for a brief time known as the Ship Inn.

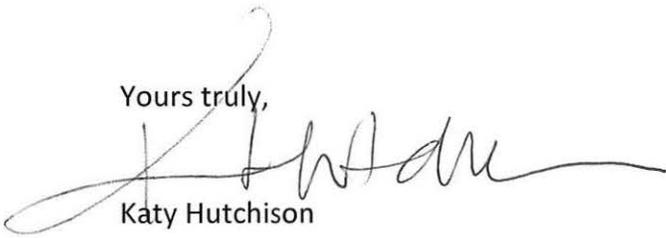
Having attended every information session conducted over the years by Reliance Properties in their valiant efforts to get the Northern Junk development off the ground where it belongs, I implore you to get behind this project. The City's foot-dragging in their handling of this endeavour has been beyond frustrating.

We regard the new bridge is a stunning gateway to and from Old Town. The award-winning Janion Building beautifully brackets the bridge with an aesthetically appropriate combination of Heritage and modern design; robust commercial activity and lively community space. Sadly, the other side of the span; where the Northern Junk buildings are situated, is an unfortunate mess. There is the eyesore of shipping containers, heavy equipment and miscellaneous construction materials coupled with a persistent sense of diminished safety for those of us that call this neighbourhood home. I walk our dog between our home and the bridge every evening, and the area between Yates Street and the bridge is a dead zone that is beyond unpleasant. If Reliance could move forward with this development I am certain the entire corridor would see an uptick in commercial and community activity as the connection is properly made between the north and south sides of the bridge.

Reeson Park is of course another crucial consideration. In the six years that we have owned property on Wharf Street we have witnessed the ongoing challenges in a green space that feels more like a back alley than a park. First responders spend an inordinate amount of time dealing with threats to public safety as locals give the park a wide berth because of the intimidating regulars that populate the steps leading to the grassed area. Until the Northern Junk property is brought back to life this precious bit of urban green space in Old Town will never reach its potential as a safe and vibrant place to gather and enjoy the harbour.

While I regret that one of the larger condominium incarnations of this development was never approved, I am in support of this latest, albeit smaller proposal. Hoping of course, that the City would not drop the ball by leaving the land no longer part of the project up to the bridge in the sad state that it is currently in. Reliance Properties has been more than patient with the endless roadblocks erected before them at every turn. They have proven themselves as visionary developers in other projects in Victoria. They deserve to be given the opportunity to realize on the substantial investment they have made in this project and get the green light to move to a public hearing.

Yours truly,

A handwritten signature in black ink, appearing to read 'Katy Hutchison', written over the typed name.

Katy Hutchison

S A



November 5<sup>th</sup>, 2019

Mayor & Council  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6

Dear Mayor & Council,

**Re: 1314-1318 Wharf Street - Northern Junk Redevelopment by Reliance Properties**

Please accept this letter in strong support of the proposal to redevelop the historic property at 1314-1318 Wharf Street, known as the “Northern Junk buildings.” We are the new owners of the neighbouring property at 1244-1252 Wharf Street, immediately to the south of the subject site.

It is our understanding that the proposal is consistent with the City’s OCP and DCAP guidelines for height, use and form. We believe that the proposal to retain and restore elements of the historic buildings while adding new area to them in a complementary way enables the City to retain the character of the existing historic buildings while adding new housing and commercial space. This is in support of Council’s strategic plan for strong, livable neighborhoods and a vibrant historic core.

The existing buildings are in critically poor condition and unsafe for any type of occupancy without substantial renovation. They are also very small. Simply restoring the buildings themselves without the addition of new residential or commercial space would be a significant underutilization of this property, and would be in direct opposition to the principles espoused by the city in the sustainable growth strategy, the Downtown Core Area plan, and the Official Community Plan.

I thank Council for considering this letter and look forward to working with Reliance as a neighbor. Given their track record with similar properties I have no doubt that these buildings will be beautifully restored and blend in as another beautiful jewel along Victoria’s harbor.

Sincerely,

Robert Fung  
President, The Salient Group

## Heather McIntyre

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**From:** erin glazier [REDACTED]  
**Sent:** November 6, 2019 11:08 AM  
**To:** Victoria Mayor and Council; [REDACTED]  
**Subject:** 1314-1318 Wharf Street - Norther Junk

Please add this correspondence to the report to council for the Nov.8 COTW

Dear Mayor and Council,

I am writing to express my strong support for the proposal submitted by Reliance Properties to redevelop the Northern Junk lands located at 1314-1318 Wharf St.

As a resident of the recently converted Lum Sam/Lee Chong building between Pandora and Fisgard St. I know the neighbourhood well, and have seen firsthand how the revitalization of old decrepit buildings has brought new life and vibrancy to this area of town. From my perspective it's simple, more neighbours, more business = a better Victoria. I've seen the heritage buildings on the property continue to deteriorate year after year from vandalism and graffiti, not to mention the constant homeless camps and subsequent needed Police presence in the face of our vital tourism industry.

The process to get to this current proposal by Reliance Properties has been a failure at the hands of the City both in the time it has taken, and now what I and many others consider to be a total underutilization of the property, hence "what could have been". While the current proposal is consistent with the City's OCP and DCAP guidelines for height, use and form, it does nothing to add much needed density and that's a shame. Too often I am seeing developers have to conform to OCP restraints that do not address the current housing crisis we are encountering, nor take into consideration building for the future for fear of NIMBYISM. Earlier proposals dating back EIGHT years would have been much more conducive to a growing population consisting of both renters and owners, but here we are.

If this current scaled back proposal is approved I would also ask the City to consider an Institutional building at the gateway and not a park, as it's too large of an open space with no activity and I believe we would encounter the same problems that we currently see on the space to the south of Northern Junk.

Reliance Properties continues to be a leader in the redevelopment and revitalization of our heritage buildings in the City, and I strongly urge you help them finally get going on this project for the benefit of all Victorians.

Sincerely,

Erin Glazier  
204-535 Fisgard St.  
Victoria BC V8M 1R3



Downtown Victoria Business Association  
20 Centennial Square  
Victoria, BC  
V8W 1P7  
(250) 385-8888



November 6, 2019

Mayor Lisa Helps and City Council  
City of Victoria  
1 Centennial Square  
Victoria, BC  
V8W 1P7

Re: Letter of Support – Reliance redevelopment of Northern Junk Property

Dear Mayor Helps and Council,

I am writing on behalf of the Downtown Victoria Business Association to express support of the proposed redevelopment of the Northern Junk Property. The concept that Reliance Properties is bringing to Committee of the Whole this November is an exciting prospect for our waterfront and our downtown.

The Northern Junk buildings have languished for a long time and this concept, connected to the company's larger development plan, creates a new dimension and depth to our downtown. These old buildings, though valuable for their connections to Victoria's heritage, are a decaying eyesore at present; if they are not soon rehabilitated, they will fall into complete ruin and be beyond repair. The proposal from Reliance Properties maintains the heritage facades, considers views of the waterfront, and adds some uniquely exciting venues for hospitality and retail businesses. As well, the proposed 51 residential units are all rental spaces – a much-needed priority downtown which will help to increase the overall range of affordable housing.

We strongly urge the council to proceed with this proposal rather than let the buildings degrade completely. There may be further review required by staff, but this is an appealing prospect and would add vitality to our downtown.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Bray".

Jeff Bray  
Executive Director, Downtown Victoria Business Association

## Pierre-Paul Angelblazer

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**From:** CG Morrison <[REDACTED]>  
**Sent:** November 7, 2019 9:52 AM  
**To:** Legislative Services email  
**Subject:** 1314-1318 Wharf St - Northern Junk

Dear Mayor and Council,

I am writing to express my support for the proposed development and rezoning of the "Northern Junk" buildings at 1314-1318 Wharf Street, as it is my understanding that the redevelopment proposal for these buildings is going to Committee of the Whole to be presented to Council.

I strongly support the application by Reliance Properties to save the two buildings and add additional housing above them. The existing buildings are not only an eyesore, but are in critical condition and in need of substantial renovation.

As a life-long Victoria resident and someone who loves the Downtown Core, I look forward to seeing what Reliance Properties does to restore elements of the historic buildings while adding to the already beautiful Victoria Harbour.

Thank you for considering this letter.

Charles (CG) Morrison

November 7, 2019

Mayor & Council  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6

Dear Mayor & Council,

**RE: 1314 – 1318 Wharf Street – Northern Junk Redevelopment by Reliance Properties**

I am a Victoria resident living 700 meters from the Northern Junk property. I work in the downtown core leasing and selling retail properties, putting me in direct communication with both local businesses and residents. From this reference point I am in strong support of the proposal to redevelop the “Northern Junk Properties”

Currently the Northern Junk properties are in a derelict condition. This is not only aesthetically unappealing, it has also created a congregating point for transient population and illicit activity. As a result this block deters both residents and visitors to our city resulting in a “dead zone” in the pedestrian experience, that the municipality is working so hard to evolve. Restoring the buildings on their own, without the additional density this proposal brings, does not adequately bring the animation the block is so well suited for and deserving of.

The current proposal is compatible with the City of Victoria OCP and DCAP guidelines. The proposal contributes residential homes to a very tight supply, space for new businesses to create jobs, tax dollars, and more importantly the proposal contributes intangibly to the wellbeing of residents and visitors by linking the vibrancy of the inner harbour, Downtown & Old Town by bringing animation and activity to this strategic location and neighborhood.

To see this project held up further would be disappointing for the residents of Victoria and would put at risk any betterment taking place on this property for the foreseeable future.

I strongly encourage the City of Victoria to permit the proposal to move forward bringing revitalization to this key location and continue the City’s outstanding work at making Victoria a vibrant, walkable city that residents are proud to call home.

Thank you for your consideration,

Sincerely,



Matt Fraleigh  
306 - 27 Songhees Road, Victoria



Nov 7 2019

Geoff Purdon

Dear Mayor and Council,

I'd like to thank you for taking the time to review this letter and allowing me to voice my support for the Northern Junk redevelopment (1314-1324 Wharf street).

Being a long term resident of Victoria and part of a younger, forward thinking generation, It's exciting to see the downtown skyline and core really take shape over the past 10 years. With the new Brewpubs in Old Town and Market Square, the beautiful new Blue Bridge and adjacent award winning redevelopment project the Janion. It only makes sense to complement such great forward motion with Reliance's Northern Junk proposal.

Ive seen many articles on Reliance over the last few years. What they have accomplished in Vancouver and their investment in our downtown is exactly what Victoria needs. If not now...when?. Aside from just restoring and maintaining the exterior facade, our generation would also like to see the incorporation of clean modern lines, More hip World Class Restaurants and spaces to create memories and experiences during all four of our seasons.

Above all I will be excited to see a light at the end of the tunnel when it comes to safety. The area currently is not. Once complete we (My family and I) look forward to using the proposed patios and enjoying the amazing views that have been otherwise too dangerous to visit.

Sincerely,

Geoff Purdon



## Pierre-Paul Angelblazer

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**From:** Sean Mccaffrey [REDACTED]  
**Sent:** November 7, 2019 5:24 PM  
**To:** Legislative Services email  
**Subject:** RE: 1314-1318 Wharf Street – Northern Junk for COTW

To the Planning Committee,

Please find below a letter of support for the development proposal for 1314-1318 Wharf Street, known as "Northern Junk buildings". I would appreciate it if this letter would be added to the Planning report to be presented to the Committee of the Whole.

Should any clarification be required, please do not hesitate to contact me at this email address or at the phone number below.

Kind regards,  
Sean McCaffrey  
[REDACTED]

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Dear Mayor & Council,

Please accept this letter in strong support of the proposal to redevelop the historic property at 1314-1318 Wharf Street, known as the "Northern Junk buildings".

As a long time resident of Victoria, i have watched the city evolve from a sleepy provincial burg to a bustling, truly world-class destination. Managing the growth to meet the needs of a changing demographic, while respecting the heritage that gives the city so much of its appeal, is admittedly, tricky business. I have experienced this personally, as a public servant with the City of Ottawa for close to a decade.

This experience has sensitized me to the challenges associated with managing growth and services to an increasingly diverse and sophisticated client base, while facing often significant financial constraints. To this end, new, creative solutions to managed growth are required. In my opinion, the proposal by Reliance for the Northern Junk buildings responds to the needs of the community while respecting the "feel" the city needs to maintain.

While I do not follow development activities in the city as closely as some, I am very sensitive to the marquee place that these two buildings hold in Victoria. With the renewal of lower Pandora via the new bridge and the elegant development of the Janion building, it seems the key remaining piece is the development site in question. I would hate to see what appears to be a solution as elegant as others in this immediate zone, continue to be picked apart, diminishing goodwill with private sector partners, rendering a bland, "design by committee" (no pun intended) solution.

Thank you very much for your consideration on this matter. I wish you well in your deliberations and look forward to watching our fair city grow!

Kind regards,  
Sean McCaffrey

## Heather McIntyre

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**From:** Reed Kipp <[REDACTED]>  
**Sent:** November 14, 2019 11:17 PM  
**To:** Victoria Mayor and Council; Legislative Services email  
**Subject:** Letter of Support: 1314-1318 Wharf Street – Northern Junk

Dear City of Victoria Mayor & Council and Legislative Services,

Please receive this email as my formal letter of support for the development project: 1314-1318 Wharf Street – Northern Junk. Please add this piece of correspondence to the COTW report.

As a City of Victoria resident, homeowner, business owner and commercial real estate owner, I would like to whole heartedly support this development project proposed by Reliance Properties. The redevelopment of the Northern Junk location and the latest proposal by Reliance Properties (dated October 11, 2019) is a thoughtful, well-designed project that will add vibrancy through creative design and development in a special Downtown Core location which is in desperate need of revitalization. In addition, we are well aware of the rental housing supply ‘crisis’ throughout Greater Victoria, the City of Victoria and within the Downtown Core – of which the Northern Junk project will provide much-needed rental housing supply to continue with the broader theme of the private sector bringing rental homes to market for the benefit of the broader rental community in Greater Victoria.

To close, Reliance Properties is focused on enhancing the urban experience in the City of Victoria through creative solutions to development challenges – as illustrated by the proposed Northern Junk development project. I fully support this project and I cannot help but be excited for its future after reviewing the latest proposal and digital renderings.

Best Regards,

Reed

**Reed B. Kipp - CEO**  
**DEVON PROPERTIES LTD.**  
990 Fort Street, Suite #100 | Victoria, BC V8V 3K2

### CONFIDENTIALITY DISCLAIMER

The information contained in this transmission may contain privileged and confidential information of Devon Properties Ltd. It is intended for review only by the person(s) named above. Dissemination, distribution or duplication of this communication is strictly prohibited by all recipients unless expressly authorized otherwise. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Thank you.

## Pierre-Paul Angelblazer

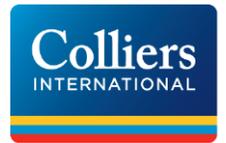
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**From:** Eric Bramble <[REDACTED]>  
**Sent:** November 20, 2019 2:42 PM  
**To:** Legislative Services email  
**Subject:** Project 1314-1318 Wharft St-Northern Junk

To Whom It May Concern

I am writing to add my support for the latest drawings submitted by Reliance Properties for 1314-1318 Wharf Street. Please refrain from delaying this project any further as continued delays can only add to the cost of the project and make the provision of housing in our downtown core even more uneconomical for our local citizens.

Eric Bramble  
Geerjo Development Services  
[REDACTED]



November 20, 2019

Mayor and Council  
City of Victoria

**RE: 1314-1318 Wharf Street – Northern Junk, Victoria, BC**

Please accept this letter as my strong support for and endorsement of the proposed heritage restoration and development by Reliance Properties Ltd. ("Reliance") of the "Northern Junk" property at 1314-1318 Wharf Street.

What Reliance is proposing will not only bring these long-neglected buildings back to life and add a vibrancy to this area; it will also add badly needed rental housing to the City. The lack of housing options in the City is having a detrimental impact on labour and employment so any increase in the housing stock should be seen as a positive. If Council is truly committed to increasing housing availability, you should unanimously support this project.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Michael Miller".

Michael Miller  
Executive Vice President  
Colliers International

## Pierre-Paul Angelblazer

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**From:** Brandon Williamson [REDACTED]  
**Sent:** November 21, 2019 7:23 AM  
**To:** Legislative Services email  
**Subject:** 1314-1318 Wharf Street

To Mayor and City Council,

I am writing a letter of support for the development at 1314-1318 Wharf Street (The Northern Junk properties). I think that approximately a decade's worth of rejection of the redevelopment of this site is unacceptable during a housing crisis. We need to move on and get this project done. I fear delaying this project any longer could cause further deterioration of the Northern Junk buildings and they could be lost forever. The buildings as they stand in their current condition are an eyesore along our harbour, particularly next to the new Johnson Street Bridge. I believe this current iteration is the most attractive design I've seen yet and is in keeping with the scale and appearance of the neighbourhood. Inclusion of public art on the north-facing facade is a bonus. I hope the lack of parking is not seen as an issue, but as a benefit to the community, given its proximity to the nexus of the Pandora and Wharf bike lanes, The Galloping Goose, multiple bus routes and its downtown location.

Approval of this project is also needed to provide a critical link for the David Foster Harbour Walkway and landscape improvements needed southeast of the JSB. both of which seem far behind schedule (It's been nearly two years since the JSB was finished and only a small fraction of landscaping is done!). Please approve this project. I can think of no other proposal in Victoria that would have a greater impact to its immediate surroundings than this one.

I would like this added to the report to council at the COTW.

Brandon Williamson  
Victoria resident

## Pierre-Paul Angelblazer

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**From:** Adrian Lowe <[REDACTED]>  
**Sent:** November 21, 2019 6:05 PM  
**To:** Legislative Services email  
**Subject:** 1314-1318 Wharf Street – Northern Junk

To all members of Victoria City Council,

I would like to express my strong support for the latest proposal to redevelop the "Northern Junk" property at 1314-1318 Wharf Street, a proposal which will be considered at the Committee of the Whole on December 12, 2019. This property and these buildings have sat idle and decaying for far too long; indeed, it is something of an embarrassment that redevelopment is still in question so many years after it was first mooted. As a property owner and resident of the City of Victoria, I urge Council to approve this proposal without further delay.

Sincerely,

Adrian Lowe  
311-535 Manchester Road

## Pierre-Paul Angelblazer

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**From:** DAVID SCHELL <[REDACTED]>  
**Sent:** November 23, 2019 7:29 PM  
**To:** Legislative Services email  
**Subject:** 1314-1318 Wharf Street – Northern Junk

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,

I live in Fairfield and every Sunday morning for years I take a very long walk downtown and the past couple of years I stop at the coffee shop located at the Janion and stair at the eye sore across from me and wonder why counsel continues to reject what I have thought in the past were quite reasonable proposals.

So now we have yet another reasonable proposal, which seems to address all identifiable requirements and I encourage you to support this application and look at what is good for the city overall and stop putting so much weight into what the special interest groups have to say.

Regards,  
David Schell.

## Pierre-Paul Angelblazer

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**From:** Howard Markson <[REDACTED]>  
**Sent:** November 24, 2019 10:02 AM  
**To:** Legislative Services email  
**Subject:** 1314-1318 Wharf Street – Northern Junk

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello. I have been watching the various iterations for the 'Northern Junk' property on Wharf Street for years. I have listened to the discussions, heard some concerns and praises, and seen how the project has morphed. The current iteration as proposed by the development company is the most fitting and appropriate one of the plans that have so far been proposed.

I would like to offer my support for this project to go ahead. It is past time to rehabilitate the old buildings and to add to the life in the area of the new bridge.

Thank you,  
Howard Markson

Mayor & Council  
City of Victoria  
1 Centennial Square  
Victoria, B.C.  
V8W 1P6

November 28, 2019

**Letter of Support  
Crosstown Properties  
Rezoning/Heritage Alteration Permit Application  
1314-1318 Wharf Street – Northern Junk Buildings**

I am pleased to submit my letter of support and endorsement for Crosstown Property's Rezoning and Heritage Alteration Permit Application for the Caire & Grancini Warehouse and Fraser Warehouse buildings, commonly referred to as the Northern Junk Buildings, located at 1314-1318 Wharf Street. I respectfully ask that my letter be added to the Report to Council at the upcoming Committee of the Whole meeting where the subject application will be discussed.

My support for this rezoning and heritage alteration permit application is based on several key considerations including the provision of much needed rental and family accommodation, a conscious decision by the applicant to only provide bicycle parking/storage, the restoration of two heritage structures and the creation of a mixed use commercial/residential project that fits within the scale of the neighbourhood where it will interact positively. The methods employed by the developer and their design team, which address a number of challenging aspects of the site and the existing structures, are also noteworthy. The fact that Crosstown Properties have persevered with their desire to preserve and enhance these two derelict and abandoned heritage structures which have sat vacant and boarded up for decades deserves commendation on its own.

In redeveloping the "Northern Junk" properties, Crosstown Properties will be delivering much needed rental housing to the downtown core, 28% of which is designed for family use including scarce three bedroom suites. Consciously, the project has been designed to not include vehicle parking which helps address environmental and congestion issues in our central urban neighbourhoods. While I initially questioned the lack of parking, the applicant noted that most of the target market for the subject rental units self-select to not need or want a parking space. While there are design and heritage preservation challenges which make the provision of vehicle parking impractical, the cost savings of not requiring parking will make the rental apartment units more affordable. I note that a total of 69 secured bicycle storage spaces will be provided for both residential and commercial tenants. The proximity of this project to the City's bike lane network and to the Goose make it an ideal location for bicycle commuters and cyclists in general.

My understanding of the subject Rezoning and Heritage Alteration Application is the proposed development does not require any amendment to the OCP and that the applicant is seeking maximum overall density of only 3.39:1.0, whereas a 4.0:1.0 FSR is permitted under the zoning bylaw. I find the scale of the proposed project to be attractive where the developer and Dialog Architecture have moved away from previous plans to create a landmark building (including adjacent properties) and instead have concentrated on designing a project which completely fits in to the scale and streetscape of other buildings along Wharf and Store Streets. The ground level commercial and public realm create a solid base for the project and compliment the heritage restoration and preservation. This character is also incorporated into the middle section, the residential component, again in scale with other buildings. The distinctive roof line, both from the Wharf Street and from the Harbour frontage completes the buildings in an aesthetically pleasing and scalable manner.

Whenever I look at mixed use projects I pay specific attention to how the developer and architect have designed the commercial spaces to ensure they are of a scale and layout that will maximize the utility and function of the highly visible street front, and in the case of the Northern Junk project, the harbour front exposures. All too often I have seen the ground level commercial component of mixed-use projects fail, even in a central urban core, due to poor design and planning for the intended retail or commercial use. Crosstown Properties and Dialog Architecture have created attractive and functional commercial spaces on both the main/Wharf Street level as well as on the lower/Harbour facing level which will be ideally suited for restaurant, café, and retail uses which will offer services to both the resident population within the project and to the growing and vibrant downtown and oldtown population. The alterations to portions of the heritage structure, including new window and doorway opening, further enhance the functional design of the commercial and common areas of the project.

Speaking of the heritage aspects of this development, Crosstown Properties will be restoring and seismically upgrading two vintage warehouse structures which are isolated and have been left derelict for decades in a highly visible and bustling district in our City. Incorporating heritage buildings or structures into new mixed use projects can be challenging. Often, attempts to include components of authentic heritage structures with new development ends up with a faux-heritage appearance. In redeveloping the Caire & Grancini and Fraser Warehouse structures, which were modest and architecturally underwhelming in their original design, Crosstown and Analog Architecture have been respectful in both restoring and altering the most essential heritage elements of both buildings. Opening these elements and incorporating a covered glazing section, with integrated public access from the Wharf Street through to the Inner Harbour and the David Foster walkway, activates the public and ground level commercial component of the Northern Junk project. As noted in the Architect's submission, *'the heritage building becomes an artifact within a controlled environment'*.

The history of the subject heritage buildings and the Janion Hotel property, located further to the north, are important in the context of the history, development and growth of the City of Victoria. These buildings, through redevelopment, will continue to provide historical reference to our past while also offering vibrant and architecturally pleasing residential and commercial development for the future.

Victoria is not without its share of qualified and talented developers. However, with respect to the Northern Junk and Janion Hotel properties, any previous attempts to acquire and redevelop these key properties failed. Enter Reliance Properties, an award-winning Vancouver-based developer known for their successful restoration, redevelopment and gentrification of countless heritage properties in the Gastown district. Reliance Properties have and continue to invest significantly in the City of Victoria and have proven to be thoughtful, creative, respectful and innovative developers. The entire acquisition, design and redevelopment process of the Janion Hotel speaks to the patience and resolve of this prominent owner and developer of exception properties. With the Janion Hotel restoration and redevelopment, Reliance Properties were recognized with three heritage awards, including a prestigious Nation Trust Heritage Award. Reliance Properties are highly regarded in the development community and in the City of Vancouver and now the City of Victoria. We should be pleased our City had attracted such a prominent and respected development company who have and will continue to invest in and create truly special places to live, work and recreate.

While I now reside in Saanich, I have worked and invested in downtown Victoria for over 35 years. Through my experience from chairing the City of Victoria's Housing Advisory Committee, the Capital Region Housing Corporation and the Urban Development Institute, I have followed and been involved in all types and scales of development projects. With the Northern Junk redevelopment, Crosstown Properties/ Reliance and Analog Architecture are creating a respectful yet stunning mixed-use project which will be one of the jewels in the crown of our urban fabric and landscape.

I strongly recommend and urge Council to give favourable consideration to this thoughtful and well-planned project and to the related rezoning and heritage alteration permit application.

Respectfully submitted,



David Ganong





November 7<sup>th</sup>, 2019

Mayor & Council  
City of Victoria  
1 Centennial Square Victoria, BC V8W 1P6

Dear Mayor & Council,

Re: 1314-1318 Wharf Street - Northern Junk Redevelopment by Reliance Properties

Please accept this letter in support of the proposal to redevelop the property at 1314-1318 Wharf Street, the "Northern Junk buildings."

It is my belief that the Northern Junk development is in line with the City of Victoria's OCP and DCAP guidelines for usage, form and character.

I believe given Reliance's track record and professionalism the Northern Junk development will be a huge asset to the community.

I thank Mayor and Council for their consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Iwan Williams", is written over a light grey background.



**Iwan Williams**  
Operations Manager



## Lucas De Amaral

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**From:** Martin Segger [REDACTED]  
**Sent:** December 9, 2019 6:52 PM  
**To:** Lisa Helps (Mayor)  
**Subject:** Proposal regarding: 1312-1318 Wharf Street "Northern Junk Building"

### **Variance Application #00701**

#### **Proposal regarding: 1312-1318 Wharf Street "Northern Junk Building"**

Hi Lisa,

I wholeheartedly concur with the recommendation of the Heritage Advisory Committee, that Council decline this application. It should not proceed to public hearing.

The Design Panel report should be disregarded on a point of flawed process as the Panel did not have access to the Heritage Advisory Committee's deliberations in this matter.

In addition, there are serious errors in the Heritage Consultants Report for the project, both in the application of Federal heritage conservation guidelines and disregard of the City's own Old Town Design Guidelines.

As proposed the project exhibits a flagrant disregard of both the letter and intent of the City's strategic objectives in heritage conservation as articulated in numerous policies: height, density, character, heritage integrity, view-scapes, among others.

Furthermore, approval would be a profound disservice to our many local heritage property developers who diligently respected the historic fabric of old town and have played by the rules!

The project proponent acquired these buildings as designated heritage assets. The structure and envelope of each is therefore protected. Therefore there are not inherent development or additional height/density rights.

My personal interest in this project runs deep. These two building are among the oldest in the City, defining the edge of its most historic quarter. They were part of the first group of the buildings to be designated by the City in 1974 when I served on the City's first Heritage Advisory Committee with Alderman Sam Bawlf under Mayor Peter Pollen. Indeed, the first legislation empowering municipalities to designate heritage properties was enacted by the Dave Barrett government to secure the preservation of historic Wharf Street! During my two terms on City Council (1988-1993) the Wharf Street/Store Street heritage precinct was substantially restored with substantial financial investments by leading Victoria families including those of Mayor Peter Pollen, Hans Hartwick, Michael Williams, Ron Green, as well as the Province and the City.

This proposal should be nipped in the bud.

Martin Segger  
1760 Patly Place

Mayor Lisa Helps and Victoria City Council

**Re: Northern Junk Project/Caire and Grancini & Fraser Warehouses**

**Heritage Alteration Permit Application No. 00236**

Dear Mayor Helps and Members of City Council,

Please **do not support this application** which would severely damage the character of Old Town!

The application would radically alter two of the most historically significant heritage buildings on Victoria's Inner Harbour. These warehouses, dating to 1860, are two of the oldest historic commercial buildings in downtown Victoria. The heritage value of these buildings lies in their modest scale, their vernacular construction, and their appearance as freestanding structures which contribute to the diversity of the City's historic shoreline as viewed from the Inner Harbour.

This proposal **does not** meet the City's recently adopted *Old Town Design Guidelines for New Buildings and Additions to Existing Buildings* **nor does it comply** with the *Standards and Guidelines for the Conservation of Historic Places in Canada*. Specifically, the *Old Town Design Guidelines* state:

- *A new rooftop addition should not compete with a historic building in size, scale or design, and should maintain the visual significance of the historic building within the streetscape. **An addition that radically exceeds the size and scale of a historic building, or has a visually dominant design undermines the heritage value of the building and district.** Old Town has a uniquely cohesive historic character that new additions should respect. In a heritage conservation area, the success of an addition will be measured by its compatibility both with the building itself and the district as a whole. A rooftop addition that is subordinate to an individual historic building will be subordinate to the district by extension.*

This proposal also violates the following principles of the *Standards and Guidelines for the Conservation of Historic Places in Canada* which **recommends against**:

- *Constructing a new addition that obscures damages or destroys character defining features of the building.*
- *Designing a new addition that has a negative impact on the heritage value of the building.*

Other heritage buildings on the harbor have been successfully rehabilitated without resorting to oversized additions. Examples include the Canoe Club restaurant and pub, Capital Iron, Hartwig Court, and the recent rehabilitation for Phillips Brewery (a modest rooftop addition to

the former BC Electric Railway Car Depot buildings at Discovery and Store Streets, (former Sportstrader's store).

The City of Victoria has a long, distinguished history of leadership in the heritage conservation of its historic downtown core. This was recognized in 2001 by the Heritage Canada Foundation, when it awarded the Prince of Wales Prize for "the long record of achievement by the City of Victoria in preserving its heritage buildings and historic districts." The past 25 years have seen a huge investment by the private sector in sensitive rehabilitation of its commercial heritage buildings. This proposal, on the other hand, would set a dangerous precedent which will undermine future efforts to conserve the scale and character of one of the finest heritage districts in Canada.

**I strongly recommend that you decline this application.**

Yours truly,

Steve Barber

Senior Heritage Planner, City of Victoria (1986 – 2014)

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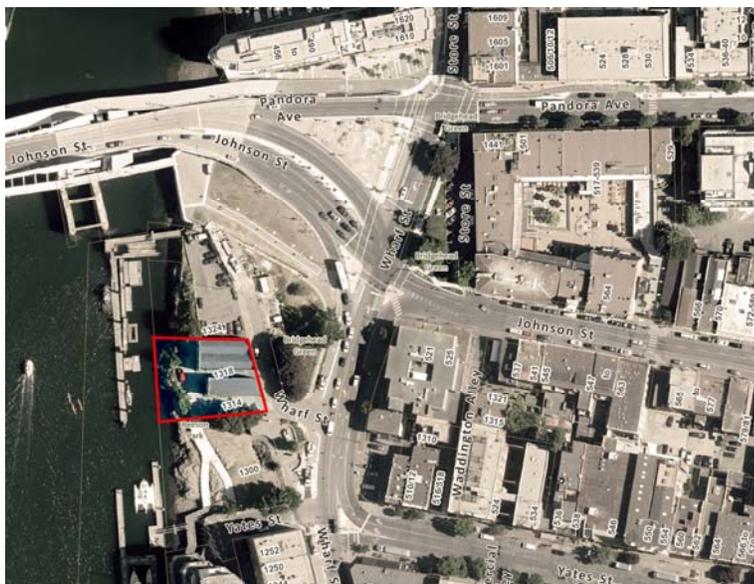
**Rezoning Application No. 00701, and  
Heritage Alteration with Variances Application  
No.00236,  
1314 and 1318 Wharf Street, Victoria, BC**



1

**Aerial Map**

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2

Existing Site

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3

Existing Site

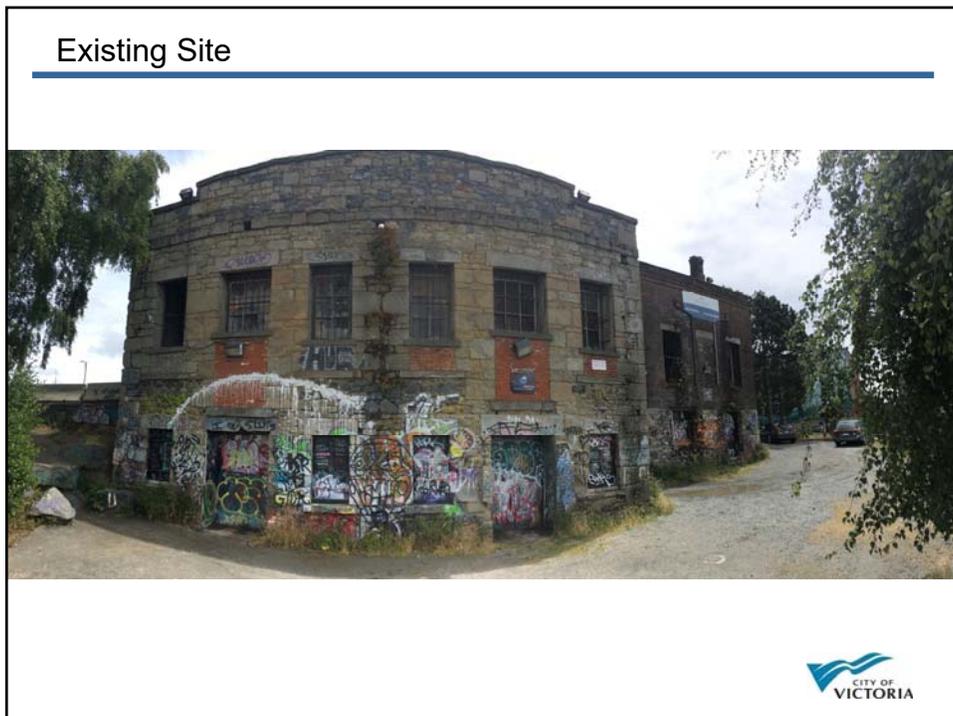
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## Existing Site



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## Neighbouring Properties



The Guild - 1250 Wharf St



Janion - 456 Pandora Ave



Market Square - 560 Johnson St



Salvation Army - 525 Johnson St



8

## Neighbouring Properties

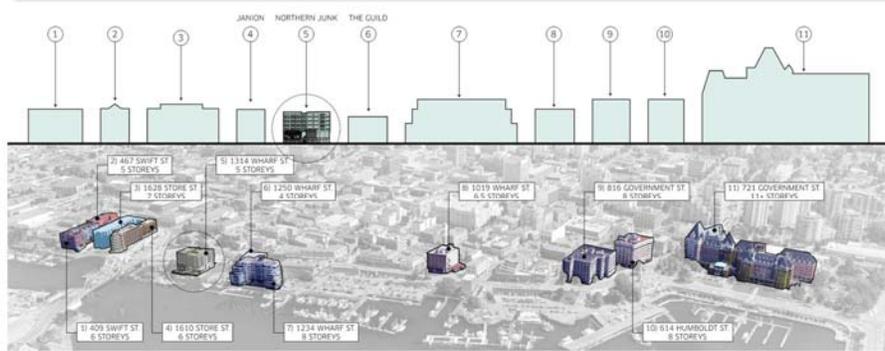


Reeson Park



9

## Context



2.4 | PUBLIC REALM RESPONSE: HEIGHT COMPARISON

NORTHERN JUNK REZONING/HERITAGE ALTERATION PERMIT  
PAGE 18 OF 55



10

## OCP Map

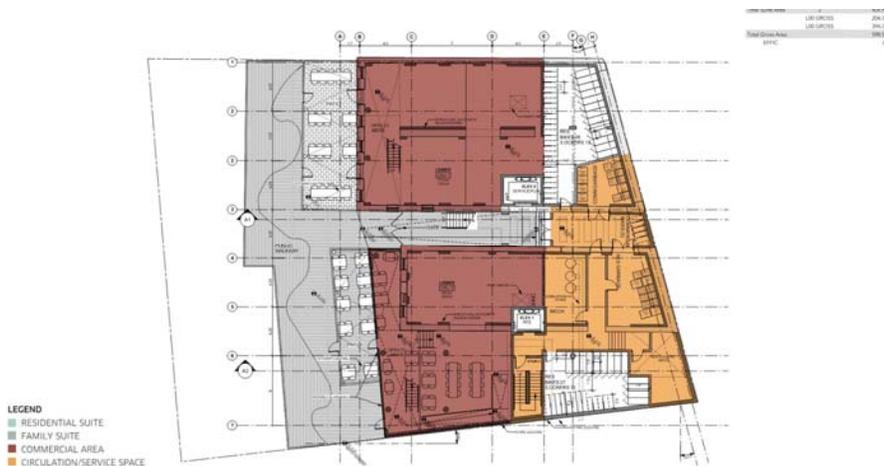
### Urban Place Designation: Core Inner Harbour Legislative

- 1-5 storeys
- Up to 4:1 FSR
- Multi-unit residential; Commercial



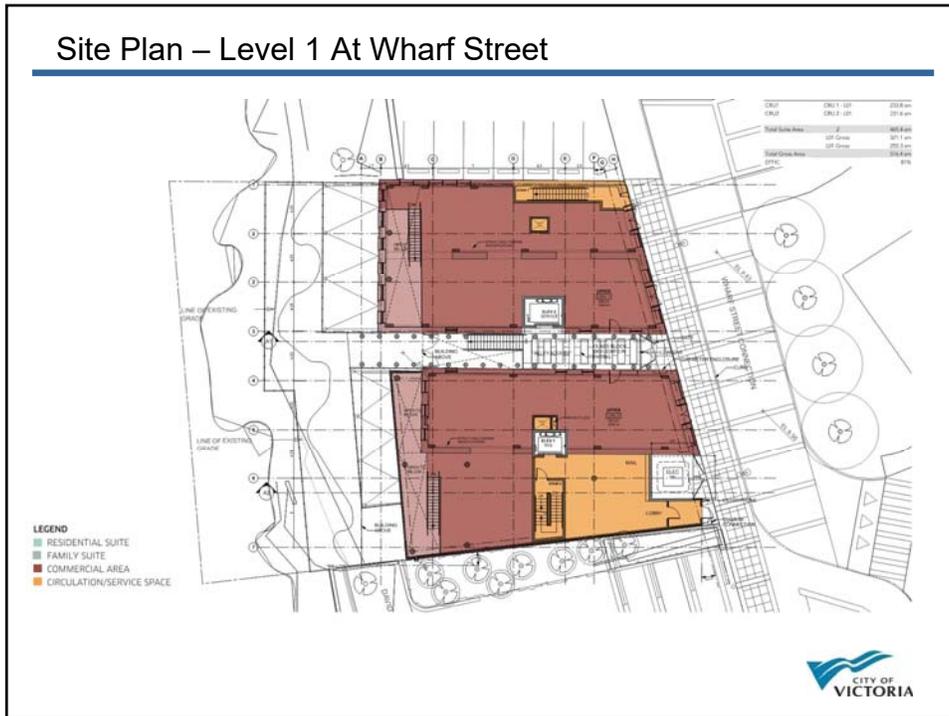
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## Level 0 Waterfront Walkway



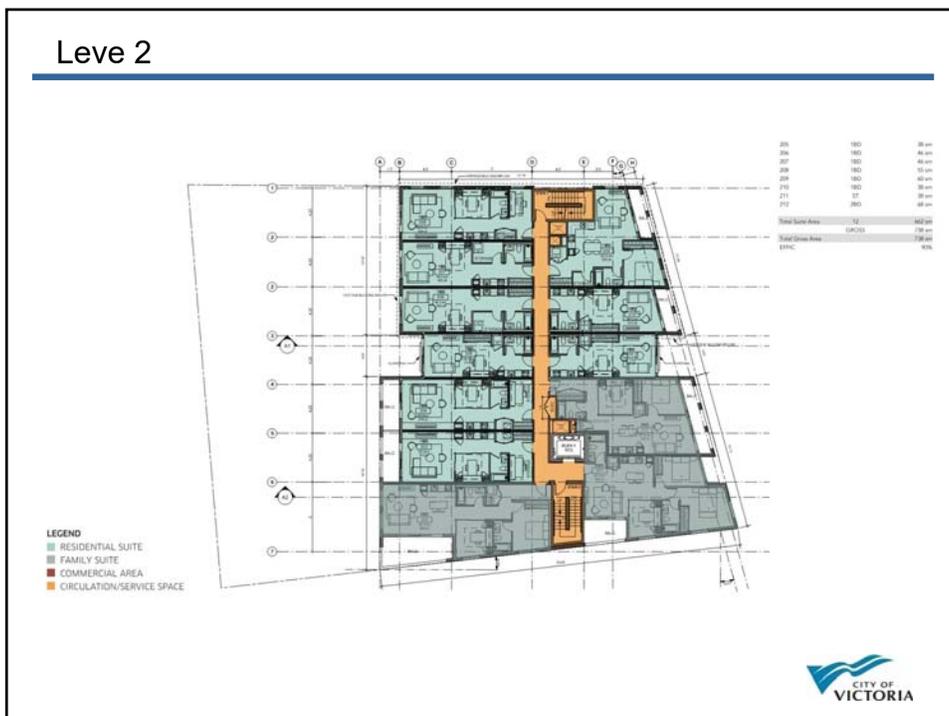
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### Site Plan – Level 1 At Wharf Street



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### Leve 2



14

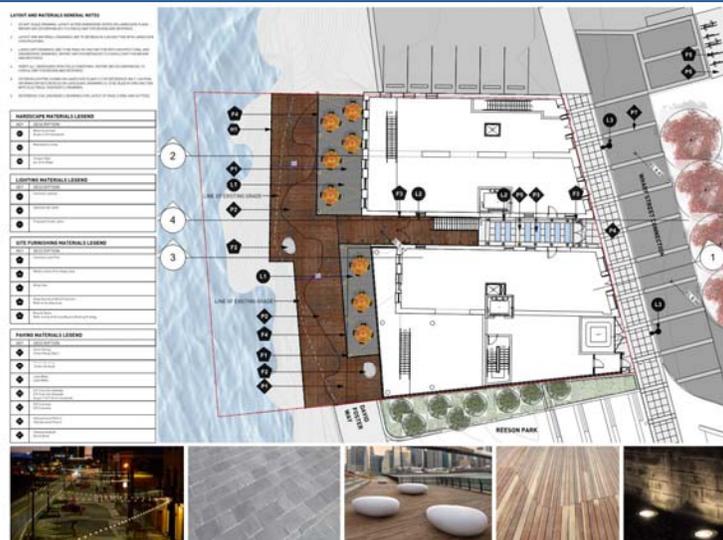


## Roof Landscape Plan

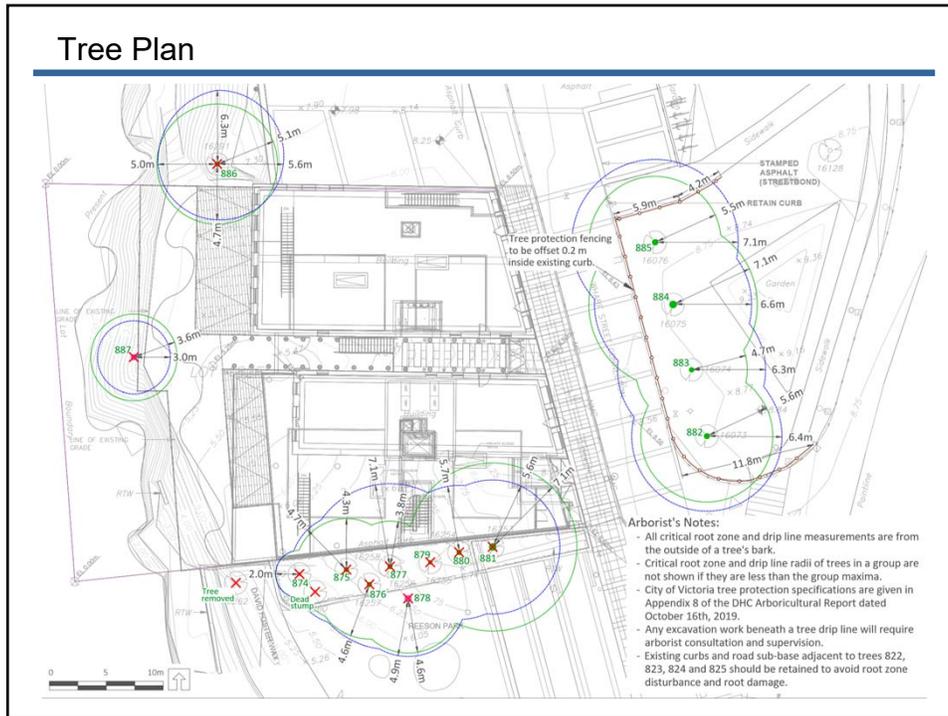


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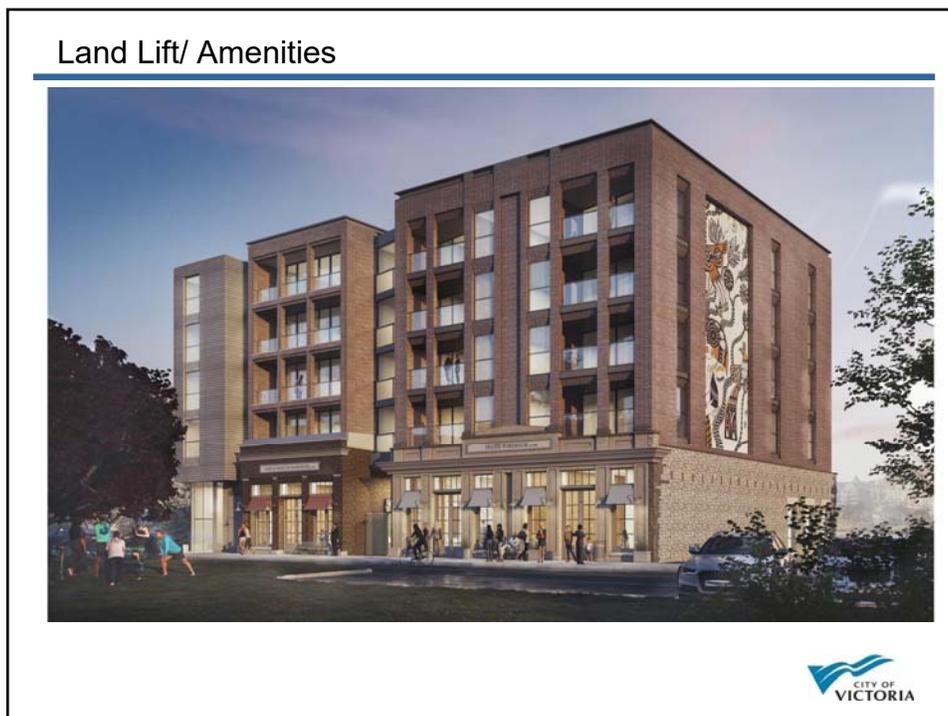
## Landscape Plan



18



19



20

Land Lift/ Amenities- Heritage Retention



21

Land Lift/ Amenities – Harbour Pathway



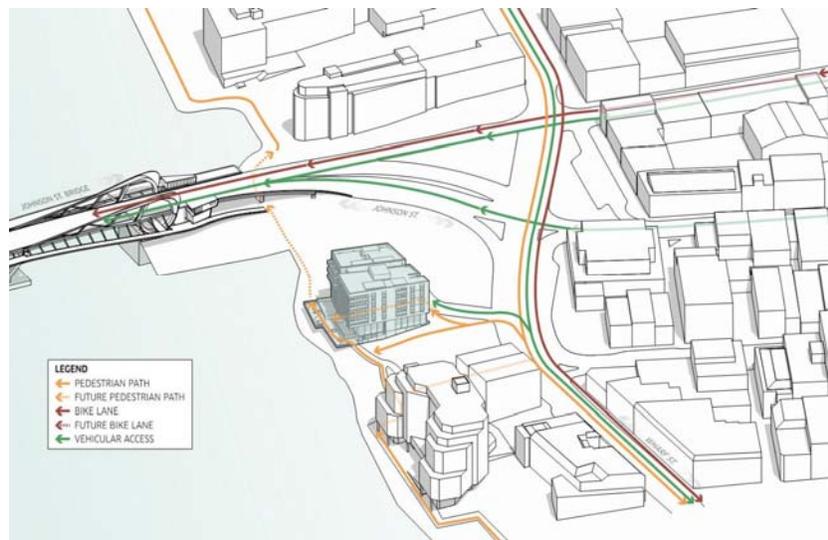
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### Land Lift/ Amenities – Harbour Pathway



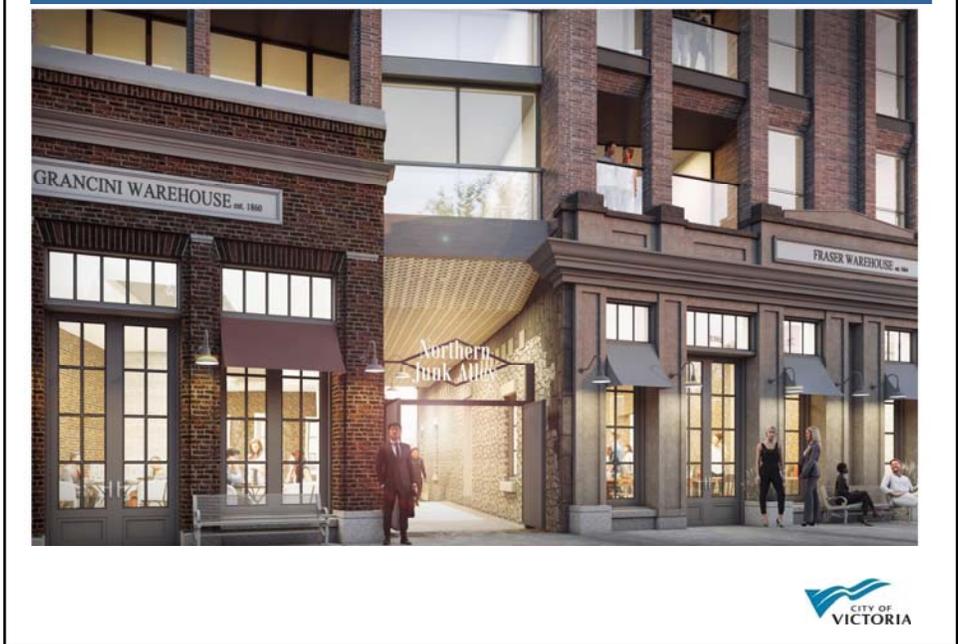
23

### Land Lift/ Amenities – Public Realm Circulation



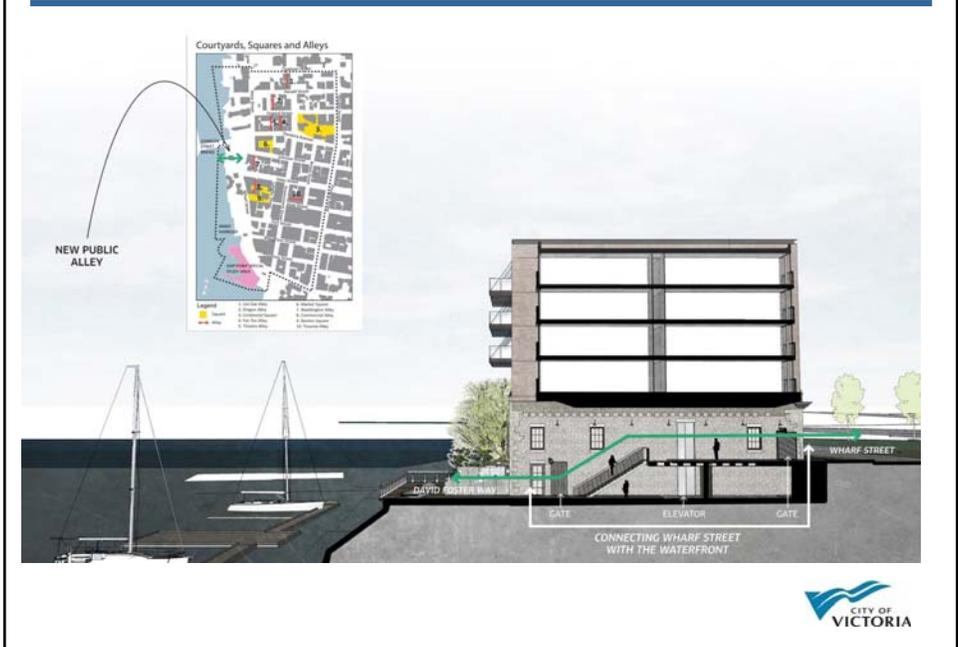
24

### Land Lift/ Amenities – Internal Alley



25

### Land Lift/ Amenities – Internal Alley, Accessible Connection



26



### Design Compatibility

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29

### Design Compatibility – Vertical Composition

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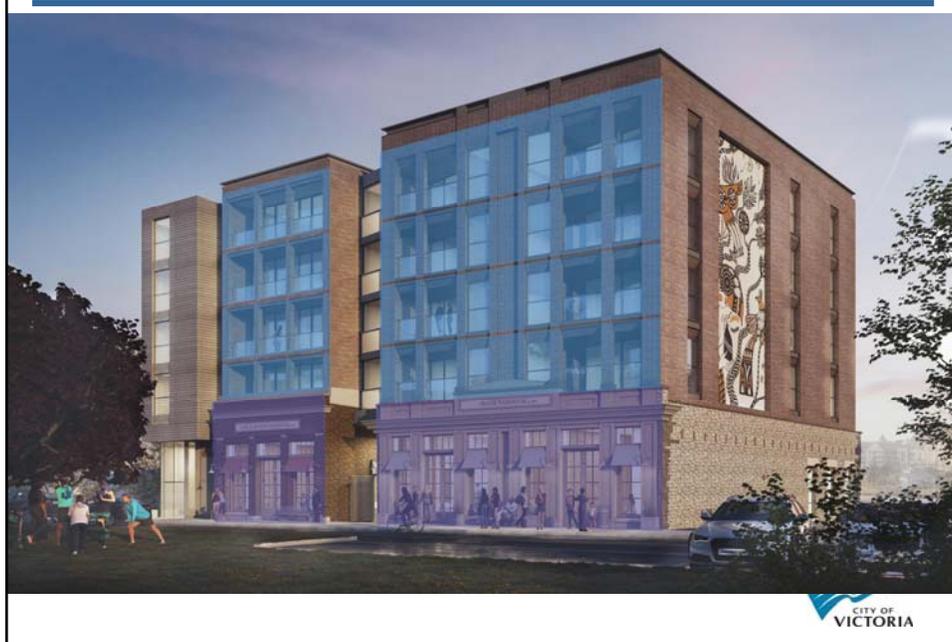
30

Design Compatibility – Classical Proportions



31

Design Compatibility – Classical Proportions



32

### Design Compatibility – Classical Proportions



33

### Design Compatibility – Solid to Void Ratio



34

Design Compatibility – Solid to Void Ratio

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35

Design Compatibility – Solid to Void Ratio

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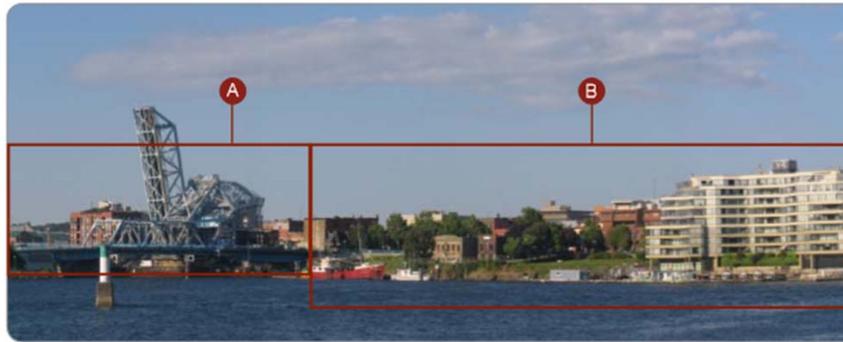


36

Design Compatibility - View Analysis

OCP View 1 - From Laurel Point

View 1: LAUREL POINT TO DOWNTOWN CORE AREA



Laurel Point looking Northeast



37

Design Compatibility - View Analysis

OCP View 1 - From Laurel Point

View 1: LAUREL POINT TO DOWNTOWN CORE AREA



Laurel Point looking Northeast



38

### Design Compatibility - Massing Analysis



2.5 | ARCHITECTURE, MASSING & MATERIALS: CONTEXT IMAGES

NORTHERN JUNK REZONING/HERITAGE ALTERATION PERMIT  
PAGE 26 OF 55

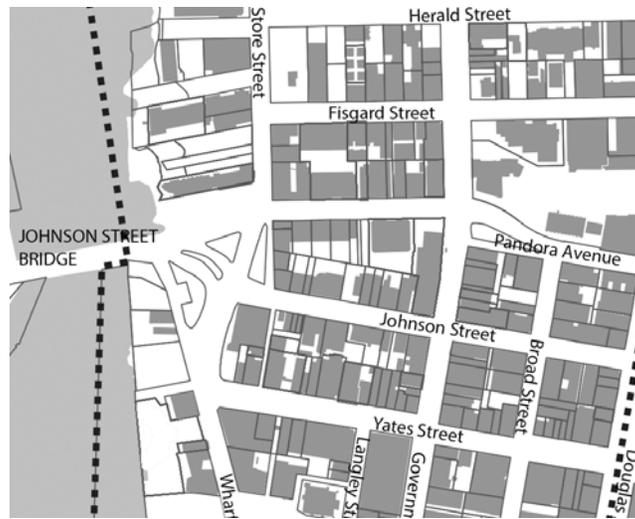
39

### Design Compatibility - Figure Ground Analysis



40

### Design Compatibility - Figure Ground Analysis



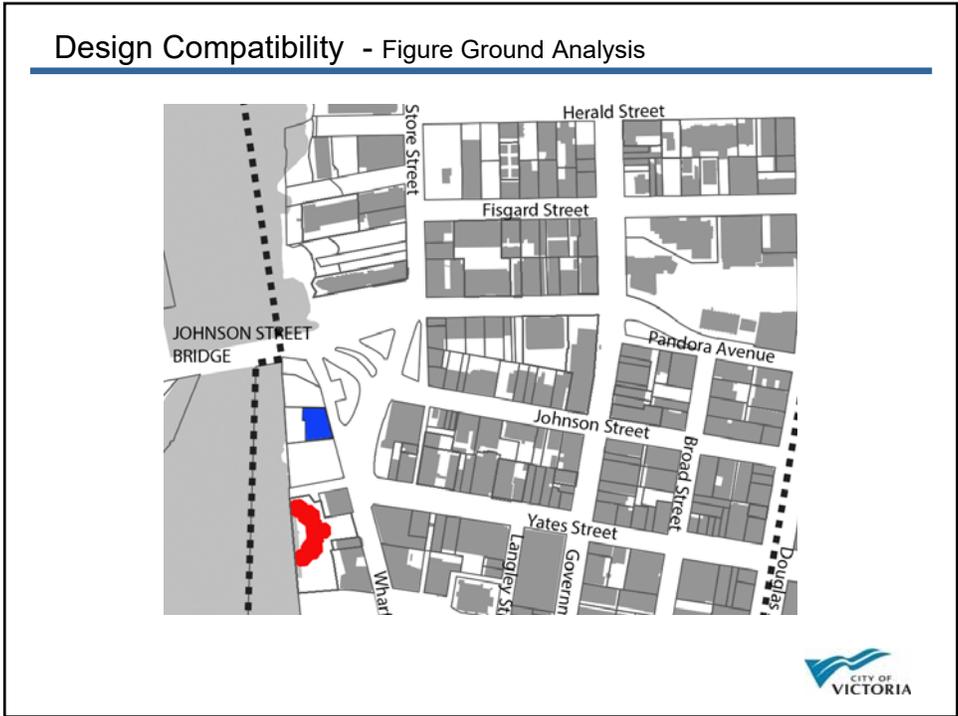
41

### Design Compatibility - Figure Ground Analysis



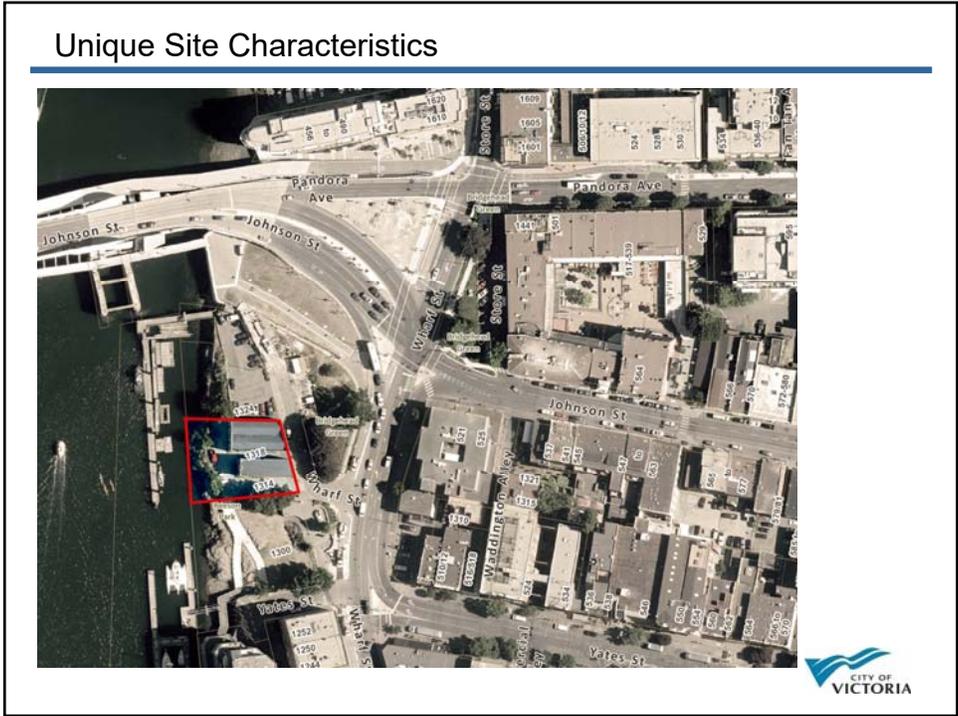
42

### Design Compatibility - Figure Ground Analysis



43

### Unique Site Characteristics



44

### Unique Site



45

### Unique Site



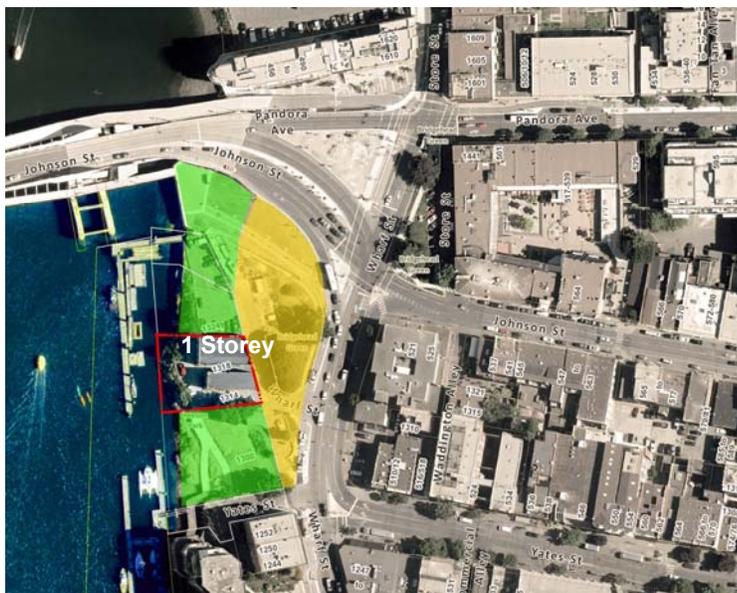
46

### Unique Site



47

### Unique Site



48

Rendering 1



49

Rendering 2



50

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**Heritage Alteration with Variances Application  
No.00236,**  
1314-1318 Wharf Street, Victoria, BC



51

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END



52

### East Elevation – Facing Wharf Street



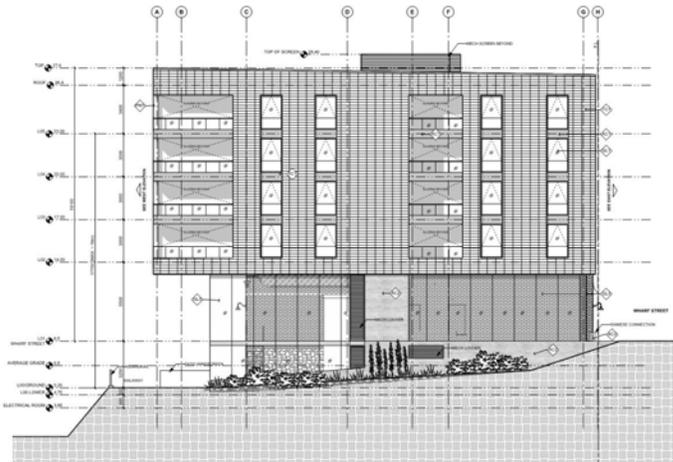
53

### West Elevation – Facing the Waterfront



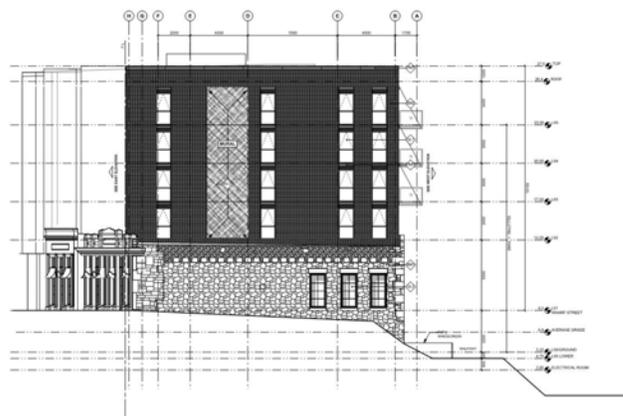
54

### South Elevation – Facing Reeson Park



55

### North Elevation – Facing Johnson Street Bridge



56

## Previous Proposal

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57

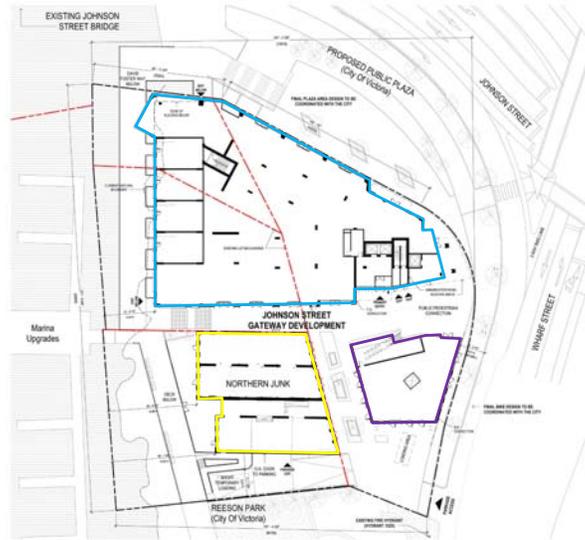
## Previous Application Ground Floor Plan

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58

### Previous Application Site Plan



59

### Previous Application Landscape Plan



60

### Previous Application Front Massing

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61

### Previous Application Waterfront Massing

---



62

Previous Application Aerial Render



63

Previous Application View From David Foster Way



64

Previous Application Internal Pedestrian Street



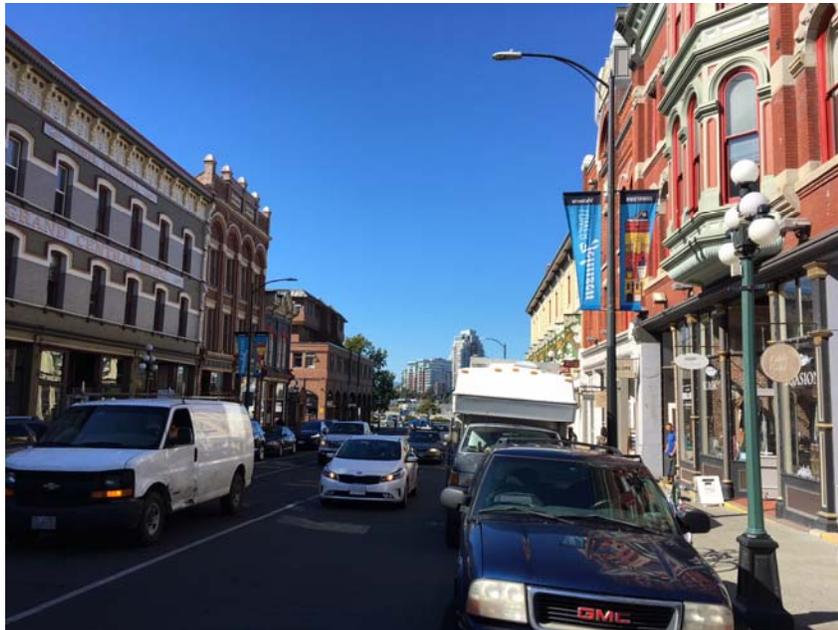
65

Previous Application View From Johnson Street



66

View From Johnson Street



67

OCP View 1 - From Laurel Point



68

### View From Market Square

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69

### Context

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70

## Context



71

## Neighbouring Properties



72

Context



73

Context



74

## Context

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75

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Heritage Alteration Permit  
Application No. 00236  
1314-1318 Wharf Street

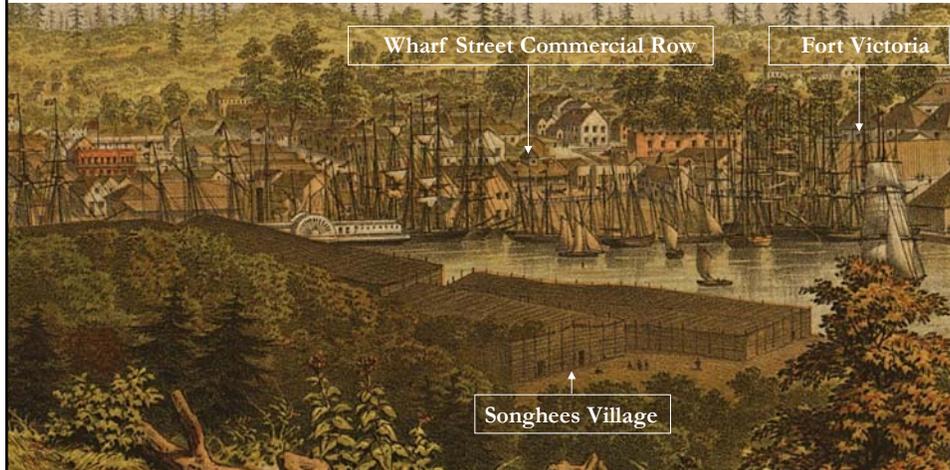


View of Victoria, Vancouver Island by Herman Otto Tiedemann, June 18, 1860



**1314-1318 Wharf Street– HAP No. 00236**

3



3

**1314-1318 Wharf Street– HAP No. 00236**

4

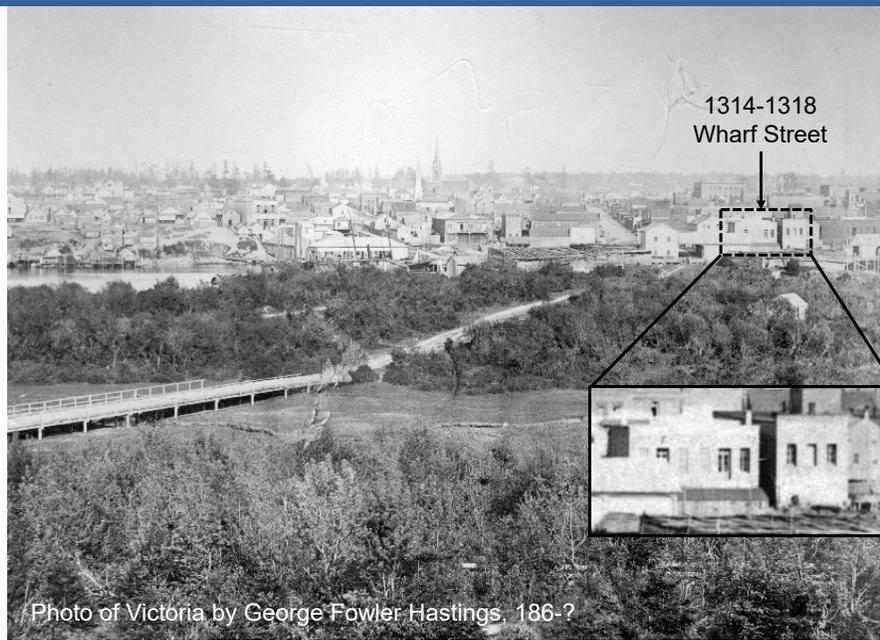


Photo of Victoria by George Fowler Hastings, 186-?

4

**1314-1318 Wharf Street– HAP No. 00236**

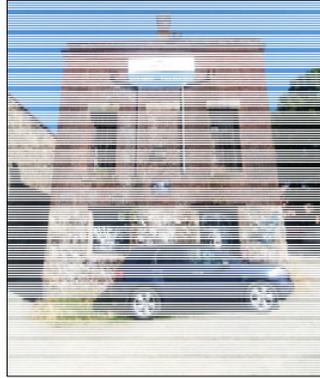
5

**1314 Wharf Street**

Front - Wharf Street



Back - Waterfront



**Caire & Grancini Warehouse (c. 1860) - 159 years old**  
**Architect: John Wright**



5

**1314-1318 Wharf Street– HAP No. 00236**

6

**1314 Wharf Street Interior**



6

**1314-1318 Wharf Street– HAP No. 00236**

7

**1316-1318 Wharf Street**



**Fraser Warehouse (c. 1864) - 155 years old**  
**Architect: Thomas Trounce**



7

**1314-1318 Wharf Street– HAP No. 00236**

8



**Thomas Trounce**



**436 Michigan Street ("Tregew"), 1859**



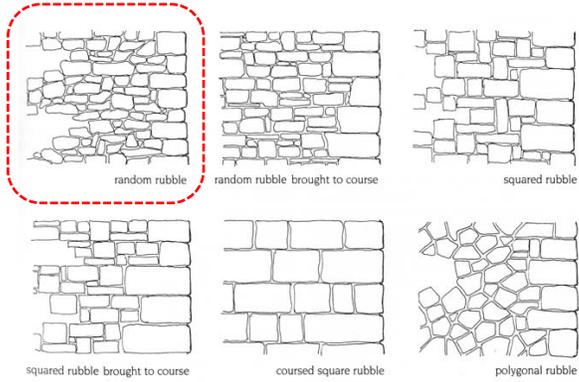
8

1314-1318 Wharf Street– HAP No. 00236

9



Random Rubble Stone Construction



9

1314-1318 Wharf Street– HAP No. 00236

10

1316-1318 Wharf Street Interior



10

**1314-1318 Wharf Street– HAP No. 00236**

11

**Proposed:** New 4-storey vertical addition to each building



11

**1314-1318 Wharf Street– HAP No. 00236**

12



12

1314-1318 Wharf Street– HAP No. 00236

13



Victoria Junk Agency Co.  
1316 Wharf Street—E 0343 - E 0350



13

1314-1318 Wharf Street– HAP No. 00236

14

Three Key Objectives for DPA 9 (HC):

1. Revitalize key waterfront sites
2. Conserve heritage value, special character...
3. Enhance the Inner Harbour through high quality architecture and urban design



1314 Wharf Street



14

1314-1318 Wharf Street– HAP No. 00236

15

1314 Wharf Street



1316-1318 Wharf Street



15

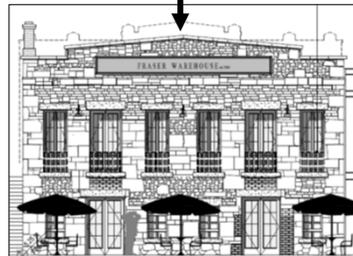
1314-1318 Wharf Street– HAP No. 00236

16

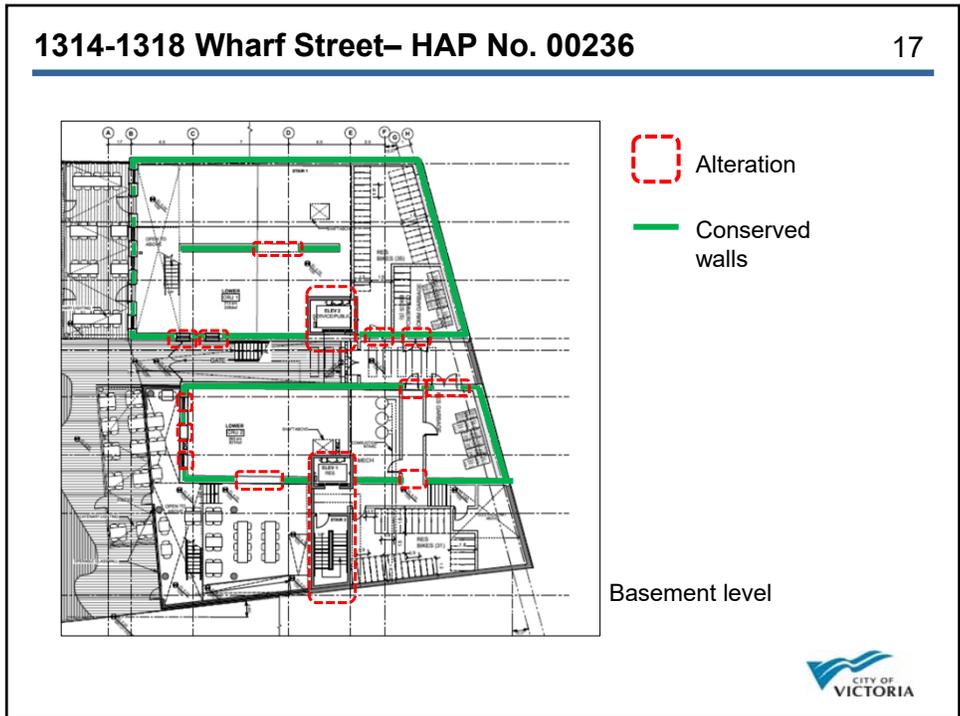
1314 Wharf Street



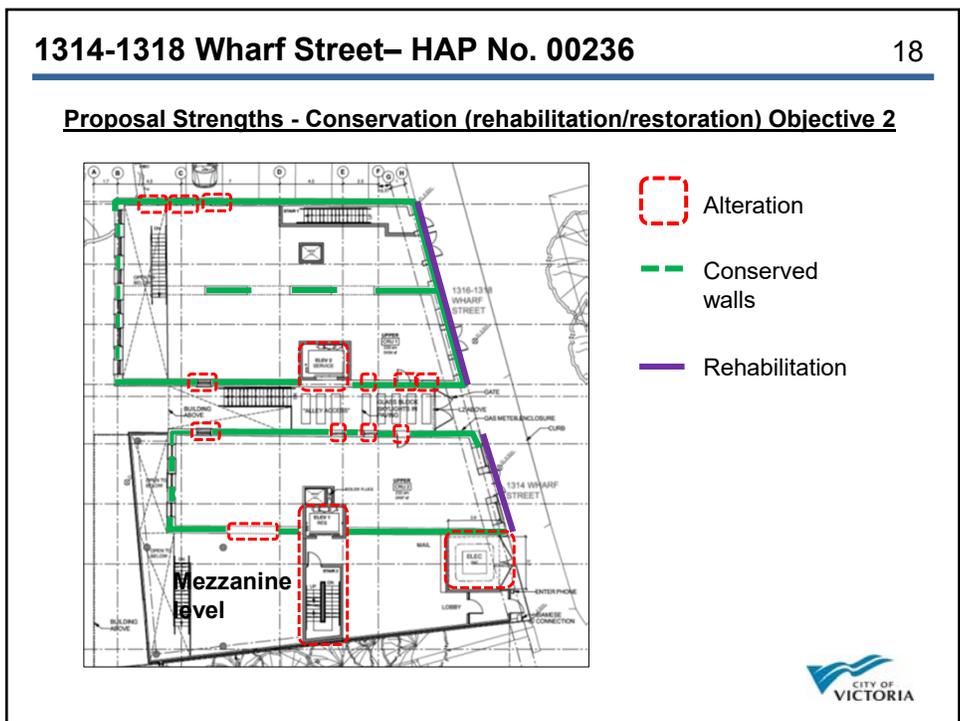
1316-1318 Wharf Street



16



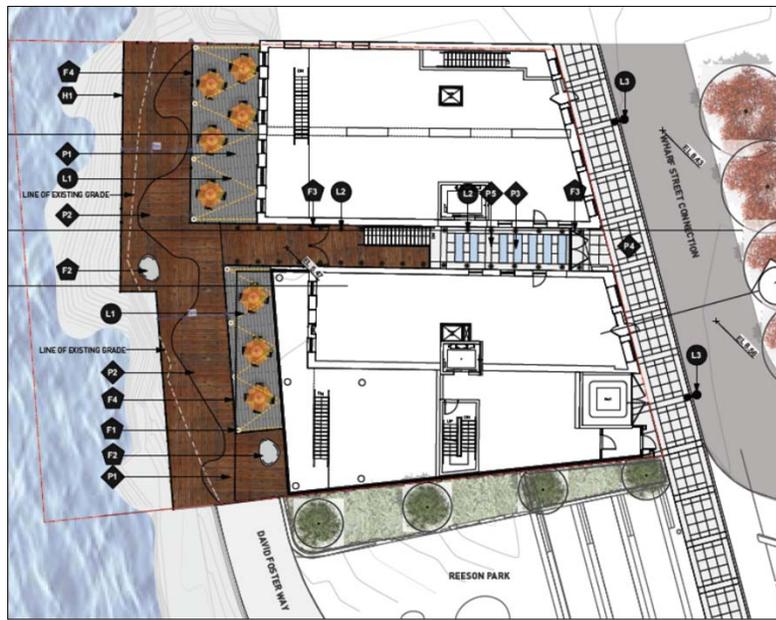
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18

1314-1318 Wharf Street– HAP No. 00236

19



19

1314-1318 Wharf Street– HAP No. 00236

20



Large format mural is an opportunity to commemorate First Nations History



20

**1314-1318 Wharf Street– HAP No. 00236**

21

**Proposal Challenges**

- Large scale of addition, lack of distinction
- Warehouses no longer appear as freestanding structures
- Significantly alters modest scale
- 1314 Wharf Street obscured by glass



21

**1314-1318 Wharf Street– HAP No. 00236**

22



22

1314-1318 Wharf Street– HAP No. 00236

23



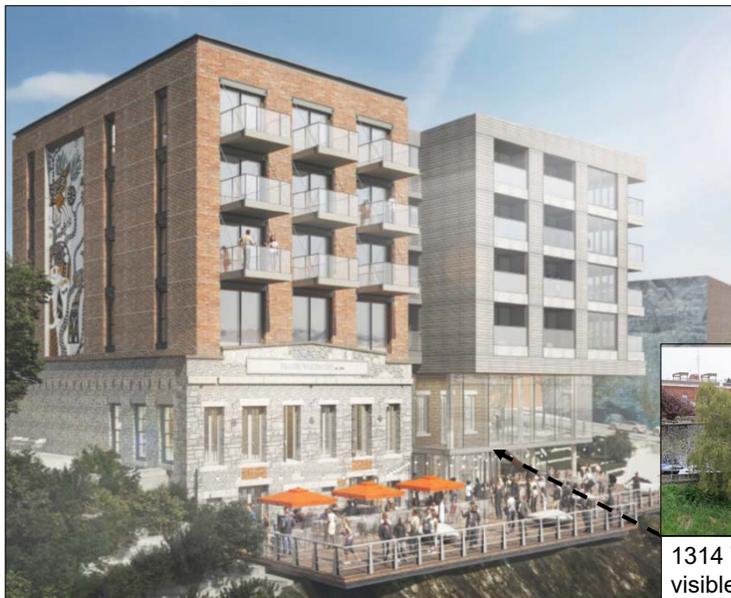
Heritage building parapet has to be lowered and reconstructed to fit inside the atrium



23

1314-1318 Wharf Street– HAP No. 00236

24

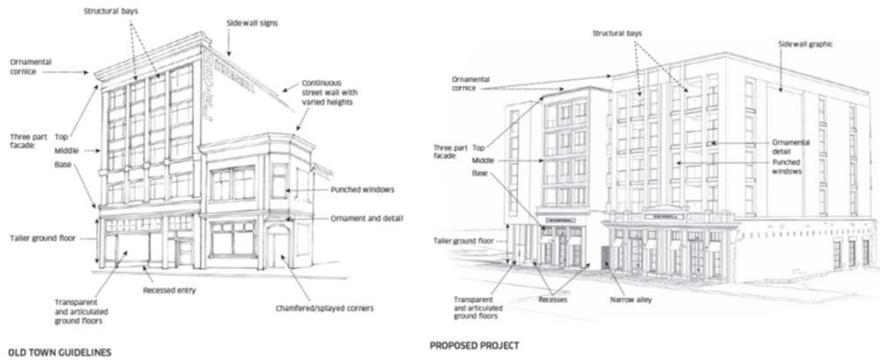


1314 Wharf Street less visible

24

1314-1318 Wharf Street– HAP No. 00236

25



25

1314-1318 Wharf Street– HAP No. 00236

26



Examples of good rooftop additions from Old Town Design Guidelines



26

**1314-1318 Wharf Street– HAP No. 00236**

27



27

## Richard Elliott

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**From:** Victoria Mayor and Council  
**Sent:** June 9, 2020 1:57 PM  
**To:** Victoria Mayor and Council  
**Subject:** Fw: Northern Junk Proposal  
**Attachments:** Northern Junk letter to council2.docx; Reliance564Beatty\_0172\_Low-Res-768x1152.jpg

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**From:** Martin Segger [REDACTED]  
**Sent:** June 8, 2020 2:15 PM  
**To:** Lisa Helps (Mayor) <LHelps@victoria.ca>  
**Subject:** Northern Junk Proposal

Hi Lisa,  
I have formally resubmitted my earlier letter objecting to the Reliance proposal for redevelopment of this site (attached).

But I note Reliance has used this formula (massive increase in density and height smothering a heritage building) in Vancouver for a number of projects, including their own head office (see image). And now I note they have picked up more Old Town properties including the Board of Trade Building in Bastion Square, McQuades on Wharf, the Fairfield Block, and was negotiating purchase of Capital Iron.

I find this deeply troubling as Victoria's Old Town is not downtown Vancouver.

Best,  
Martin (Segger)

Open Letter to Victoria City Council from Martin Segger. Attn: City Clerk

**Variance Application #00701: Proposal regarding: 1312-1318 Wharf Street “Northern Junk Building”**

Dear Mayor and Council

I wholeheartedly concur with the recommendation of the Heritage Advisory Committee, that Council decline this application. It should not proceed to public hearing.

The Design Panel report should be disregarded on a point of flawed process as the Panel did not have access to the Heritage Advisory Committee’s deliberations in this matter.

In addition, there are serious errors in the Heritage Consultants Report for the project, both in the application of Federal heritage conservation guidelines and disregard of the City’s own Old Town Design Guidelines.

As proposed the project exhibits a flagrant disregard of both the letter and intent of the City’s strategic objectives in heritage conservation as articulated in numerous policies: height, density, character, heritage integrity, view-scapes, among others.

Furthermore, approval would be a profound disservice to our many local heritage property developers who diligently respected the historic fabric of old town and have played by the rules!

The project proponent acquired these buildings as designated heritage assets. The structure and envelope of each is therefore protected. Therefore there are no inherent development or additional height/density rights.

My personal interest in this project runs deep. These two building are among the oldest in the City, defining the edge of its most historic quarter. They were part of the first group of the buildings to be designated by the City in 1974 when I served on the City’s first Heritage Advisory Committee with Alderman Sam Bawlf under Mayor Peter Pollen. Indeed, the first legislation empowering municipalities to designate heritage properties was enacted by the Dave Barrett government to secure the preservation of historic Wharf Street! During my two terms on City Council (1988-1993) the Wharf Street/Store Street heritage precinct was substantially restored with financial investments by leading Victoria families including those of Mayor Peter Pollen, Hans Hartwick, Michael Williams, Ron Greene, as well as the Province and the City.

This proposal should be nipped in the bud.

Sincerely,  
Martin Segger  
1760 Patly Place, Victoria



RELIANCE PROPERTIES LTD.

BEVELY & ELBOW  
OLD & NEW

## Richard Elliott

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**From:** Pamela Madoff [REDACTED]  
**Sent:** June 8, 2020 1:29 PM  
**To:** Lisa Helps (Mayor)  
**Cc:** Victoria Mayor and Council  
**Subject:** Northern Junk - CoW - June 11th, 2020  
**Attachments:** Northern Junk June 11.pdf

Attached please find a letter specific to the proposal for 1314-1318 Wharf Street that will be considered at Committee of the Whole on Thursday, June 11th, 2020.

Thank you.  
Pamela Madoff

**1314-1318 Wharf Street**  
**Rezoning Application No. 00701 and Heritage**  
**Alteration Permit with Variances No.00236**  
**Committee of the Whole**  
**June 11, 2020**

Dear Mayor and Council,

At Committee of the Whole on June 11, 2020 you will be making a decision that will strike at the heart of the City's heritage policies that have, for decades, delivered successful and desirable projects .

While the staff recommendation for support is, in itself, concerning, of even greater concern are the points that are brought forward to justify the recommendation to support.

- “The current Official Community Plan moves away from taking an archival approach to heritage within Old Town and sets out a vision to create a living and breathing Old Town, where buildings, old and new, are occupied, vibrant and are actively contributing to the liveability and well being of the community as a whole.”

This statement suggests that projects that have been developed in Old Town over the past many decades have not achieved these goals while, at the same time, respecting and responding to the principles related to heritage conservation and rehabilitation.

In fact, projects that were developed in compliance with the guidelines, over many decades, have already created a ‘living and breathing Old Town where buildings, old and new, are occupied, vibrant and are actively contributing to the liveability and well being of the community of the whole’.

Victoria's Old Town area is considered one of the most vibrant, desirable and attractive areas of the city where people are able to live, work and recreate. In addition, it enjoys an international reputation for the quality of its heritage buildings and their sensitive rehabilitation - all achieved while respecting and responding to the principles associated with heritage preservation, rehabilitation and adaptive reuse.

The range of projects, and their diverse uses, found in Old Town is truly impressive.

Over the years, at a time when few, if any, residential units were being built in downtown Victoria housing projects were consistently being developed, through the conversion of heritage buildings, or infill developments, in Old Town.

The following are just a few examples of housing located in Old Town.

- Streetlink - Cool Aid's Non-Market Housing
- Chinatown Care Centre
- Chung Wah Mansions - Non-Market Housing
- Masonic Temple - Non-Market Housing
- Hoy Sun Nin Yung Benevolent Association
- Wilson Brothers Warehouse
- Oriental Hotel
- New England Hotel
- Prior Building
- Morley's Soda Works
- Leiser Building
- Thomas Earle Warehouse
- Pearson and Co.
- Colonial Metropole
- Dragon Alley
- Victoria House
- Wilson Dalby Block

In addition to these rehabilitated buildings providing housing on their upper storeys, their main floor spaces house such uses as retail, restaurant or entertainment venues.

The staff report is not only misleading in characterizing heritage policies as promoting an 'archival' approach that has not contributed to the vibrancy, liveability and well being of the community as a whole but, of even more concern, is that it is factually incorrect.

Please support the City policies related to heritage preservation, rehabilitation and adaptive reuse and ensure that Old Town continues to be a vibrant neighbourhood that is internationally admired for both the quality of its heritage buildings and its diverse and inclusive nature.

Sincerely,  
Pamela Madoff  
642 Battery Street  
Victoria, B.C.

## Richard Elliott

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**From:** Stuart Stark & Associates [REDACTED]  
**Sent:** June 9, 2020 12:52 PM  
**To:** Victoria Mayor and Council  
**Subject:** 1314 and 1318 Wharf Street - Rezoning Application No. 00701 and Heritage Alteration Permit with Variances No. 00236 (Downtown)

June 8, 2010

Dear Mayor and Council:

**Re: 1314 and 1318 Wharf Street - Rezoning Application No. 00701 and Heritage Alteration Permit with Variances No. 00236 (Downtown)**

I am writing to request that you turn down any further advancement of this proposal for the two Heritage Buildings commonly referred to as the 'Northern Junk' property.

Both buildings were designated as Heritage Buildings by Victoria Council in 1975.

The buildings are correctly known as:

1. **The Caire & Gracini Warehouse**, 1314 Wharf Street; designed by architect John Wright. Built 1860.
2. **The Fraser Warehouse**, 1316 Wharf Street, designed by architect/builder Thomas Trounce. Built 1860.

These two heritage Designated Buildings are among the very earliest of the city's surviving heritage buildings, and are extremely rare examples of the work of these two pioneer architects. The highly-visible location of the two buildings on Victoria's Inner Harbour make them key components of Victoria's heritage Old Town.

The long-running proposals to include these key heritage properties into some sort of development have been ill-conceived from the beginning. At no point have the goals of heritage preservation been embraced. Instead, all the proposals have been about maximising profit for the developers. The developers may certainly present such proposals, but conversely, the City has no obligation to allow them.

Victoria's Old Town Heritage Conservation Area includes the waterfront buildings. When the area was included into a Development Permit Area, the primary goals of heritage conservation started to become fuzzy. New planning staff, unfamiliar with the reasons why the Heritage Conservation Areas were established, started to consider different sorts of proposals.

Everyone wants all the buildings in Old Town to be restored and used, to contribute to the liveliness and prosperity that Victoria desires. Over the past forty years of the Heritage Program, those goals have been consistently and successfully met. There are examples throughout Old Town of restored, renovated and renewed Heritage Buildings that have met the city's goals for a vibrant community, but they have all been met within the framework of strict heritage conservation guidelines.

Preserving Old Town has been a key component for Victoria's important tourist industry being able to offer to the world a distinctive destination for visitors. Every tourist walks up Government Street, and visits the waterfront and Chinatown, enjoying the special ambience that Old Town presents. They do *not* come to gaze at the high-rises of upper Yates Street.

A proposal such as the one currently on the table for the **Caire & Gracini Warehouse** and the **Fraser Warehouse** is wrong for Victoria and its long-term economic health as a tourist destination. The two buildings should be restored as is, with possible modest, new interventions.

*The Standards and Guidelines for the Conservation of Historic Places in Canada* states:

**Find a use for a historic place that requires minimal or no change to its character-defining elements.**

The current proposal does not attempt this. Rather, they request variances, and an abandonment of the principles of Heritage Conservation.

Council needs to stand up for Victoria's successful, award-winning, forty-year Heritage Program, and make sure that Old Town does not get watered down by ill-conceived proposals such as this.

Sincerely,

Stuart Stark  
Heritage Consultant  
Past chair: Heritage Advisory Panel  
909 Woodhall Drive  
[REDACTED]