NO. 15-011

HERITAGE REVITALIZATION AGREEMENT (251 ESQUIMALT ROAD) BYLAW

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to authorize a Heritage Revitalization Agreement for the land known as 251 Esquimalt Road.

Under its statutory powers, including section 966 of the *Local Government Act*, the Council of The Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

1. This Bylaw may be cited as the "HERITAGE REVITALIZATION AGREEMENT (251 ESQUIMALT ROAD) BYLAW".

Agreement authorized

2. The Mayor and the City's Corporate Administrator are authorized to execute the Heritage Revitalization Agreement,

   (a) in the form attached to this Bylaw as Schedule A;

   (b) between the City and 0771279 BC Ltd. and Focus United Limited Partnership or other registered and beneficial owners from time to time of the lands described in subsection (c);

   (c) that applies to the land known as 251 Esquimalt Road, legally described as Lot 1, Section 31 and District Lot 119, Esquimalt District, Plan EPP33936.

READ A FIRST TIME the	**14th**	day of	**May,**	2015.
READ A SECOND TIME the	**14th**	day of	**May,**	2015.
Public hearing held on the		day of		2015.
READ A THIRD TIME the		day of		2015.
ADOPTED on the		day of		2015.

CORPORATE ADMINISTRATOR MAYOR

HERITAGE REVITALIZATION AGREEMENT
(Pursuant to section 966 of the *Local Government Act*)

This Agreement made as of the 24 day of February 2015.

BETWEEN:

THE CORPORATION OF THE CITY OF VICTORIA
#1 Centennial Square
Victoria, B.C.
V8W 1P6

(the **"City"**)

OF THE FIRST PART

AND:

FOCUS UNITED LIMITED PARTNERSHIP
80 Saghalie Road
Victoria, British Columbia V9A 0B8

(**"Focus"**)
and

0771279 B.C. LTD.
(INC. NO. 0771279)
80 Saghalie Road
Victoria, BC V9A 0A1

(**"0771279 B.C. Ltd."**)

(Focus and 0771279 B.C. Ltd. are collectively referred to herein as the **"Owner"**)

OF THE SECOND PART

WHEREAS:

A. The Owner is, collectively, the legal and beneficial registered owner of lands and premises located in the City of Victoria, Province of British Columbia, civically known as 251-253 Esquimalt Road, which lands are legally described as:

PID: 029-397-065
LOT 1, SECTION 31 AND DISTRICT LOT 119, ESQUIMALT DISTRICT, PLAN EPP33936

(the "**Lands**");

B. Presently situated on the Lands is the E&N Railway Roundhouse (which includes the Back Shop and Boiler House), Locomotive Turntable and two associated buildings (Car Shop and Stores Building) in conjunction with the rail yard which buildings and structures are protected heritage property under the terms of City of Victoria Bylaw No. 04-15, Heritage Designation (Railway Roundhouse) Bylaw (No. 508) and which buildings the City and the Owner agree have significant heritage value (collectively, the "**Heritage Buildings and Structures**");

C. The City, 0771279 B.C. Ltd. and Roundhouse Properties Limited Partnership ("**Roundhouse**", as beneficial owner) entered into a Master Development Agreement dated for reference the 26th day of July 2008 (the "**MDA**") establishing the terms and conditions under which the Owner would develop the Development Lands (as defined in the MDA), including the rehabilitation of the Heritage Buildings and Structures;

D. In December 2011, Roundhouse transferred its beneficial ownership to Focus;

E. Section 966 of the *Local Government Act* authorizes the City, by bylaw, to enter into a Heritage Revitalization Agreement (the "**Agreement**") with the owner of heritage property;

F. The Owner and the City have agreed to enter into this Agreement setting out the terms and conditions under which the Heritage Buildings and Structures will be conserved (which may include preservation, rehabilitation or restoration).

NOW THEREFORE this Agreement witnesses that in consideration of the mutual promises exchanged in this Agreement and for other good and valuable consideration (the receipt and sufficiency of which both parties acknowledge), the Owner and the City each covenant with the other pursuant to section 966 of the *Local Government Act*, as follows:

1.0 DEFINITIONS

1.1 In this Agreement the words "preservation", "rehabilitation" and "restoration" have the meanings defined in the Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada (2010)*.

1.2 In this Agreement the word "alter" has the meaning defined in Section 947 of the *Local Government Act* (British Columbia).

1.3 In this Agreement the word "Owner" includes a person who acquires an interest in the Lands and is thereby bound by this Agreement, as referred to in sections 10.1 and 13.1.

2.0 REDEVELOPMENT OF THE LANDS

2.1 The Owner covenants and agrees with the City that it shall develop the Lands strictly in accordance with the terms of this Agreement, and as required under the terms of any permits or approvals issued by the City respecting the development of or construction upon the Lands. For certainty, nothing in this Agreement shall be interpreted as affecting or limiting the Owner's obligations under the MDA. This Agreement is to be read and construed together and in conjunction with the MDA and, where there are any inconsistencies between this Agreement and the MDA, the provisions of this Agreement will govern and supersede the provisions of the MDA, but the absence from this Agreement or the MDA of any provision contained in the other will not be deemed an inconsistency.

3.0 OBLIGATION OF OWNERS TO PRESERVE THE HERITAGE BUILDING

3.1 The parties agree that the Heritage Buildings and Structures have heritage value deserving of protection and conservation in accordance with this Agreement, and the Owner specifically agrees not to alter the Heritage Buildings and Structures except in accordance with this Agreement.

3.2 The Owner covenants and agrees that it shall conserve the Heritage Buildings and Structures (the "**Heritage Conservation Work**") strictly in accordance with the 2015 report entitled "E&N National Historic Site, Victoria, BC – Heritage Conservation Plan" (the "**Heritage Conservation Plan**") prepared by Jonathan Yardley, Architect and the approved plans dated January 30, 2015 (the "**Approved Plans**") (which Heritage Conservation Plan and Approved Plans are attached hereto as Schedule "A") and the Owner shall not do any work that is contrary to the Heritage Conservation Plan or the Approved Plans. The parties acknowledge that the Heritage Conservation Plan builds on the 2007 report prepared by Commonwealth Historic Resource Management Limited (the "**Commonwealth Report**") with respect to the conservation of the Heritage Buildings and, accordingly, the parties shall have regard to the Commonwealth Report for the purpose of interpreting the Heritage Conservation Plan.

3.3 Prior to commencement of the Heritage Conservation Work required for the conservation of the Heritage Buildings and Structures, the Owner shall obtain all necessary permits and licences from the City to permit commencement and completion of the said work, including where necessary, and without limitation, a Heritage Alteration Permit.

3.4 All work required for the conservation of the Heritage Buildings and Structures shall be performed at the Owner's sole expense in accordance with the Heritage Conservation Plan and Approved Plans, and in accordance with good engineering and heritage conservation practices and otherwise in accordance with

the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

3.5 The Owner covenants, agrees and confirms that:

(i) the Owner has engaged Jonathan Yardley Architect (the "**Registered Professional**") to oversee the work of contractors and tradespersons to ensure that all Work is carried out in accordance with the Heritage Conservation Plan and Approved Plans;

(ii) the Owner will notify the City as soon as possible if the Registered Professional's engagement with the Owner is terminated for any reason;

(iii) should the Registered Professional's engagement cease for any reason, the Owner will, as soon as reasonably practical, engage a Registered Architect & Professional Heritage Consultant or a Registered Architect who is a current member of the Canadian Association of Heritage Professionals to replace Jonathan Yardley as the Registered Professional and shall provide the name and contact information of such person to the City immediately following formal engagement; and

(iv) upon substantial completion of the Heritage Conservation Work and prior to applying for an occupancy permit for the Heritage Buildings and Structures, to provide written confirmation from the Registered Professional confirming that (1) all Heritage Conservation Work identified in the Heritage Conservation Plan and Approved Plans has been completed; and (2) the architectural, engineering and technical details and components of the Heritage Conservation Work comply in all material respects with the requirements of the Heritage Conservation Plan and Approved Plans.

4.0 TIMING AND PHASING OF CONSTRUCTION AND OCCUPANCY

4.1 The Owner shall not receive an occupancy permit for any new building on the Lands and will not permit any new building on the Lands to be occupied (other than in connection with the construction thereof) until it has substantially completed all conservation work referred to in section 3.0 of this Agreement, including the Heritage Conservation Work and has provided to the City the written confirmation of the Registered Professional that is required under section 3.5(iv). For certainty, in this section 4.1, "new building" means any building other than the Heritage Buildings and Structures.

4.2 The Owner shall advise or cause the Registered Profession to advise the City's Department of Sustainable Planning and Community Development of the status of the Heritage Conservation Work, upon request from the City, and shall permit representatives of the City to inspect the Heritage Conservation Work at reasonable times to ensure that the requirements of this Agreement are being met.

5.0 PRIORITY AGREEMENT

5.1 Canadian Pacific Railway Company, the registered holder of charges by way of a Mortgage and Assignment of Rents against the within described property which said charges are registered in the Land Title Office at Victoria, British Columbia, under numbers FB217682 and FB217683, respectively, for and in consideration of the sum of One Dollar ($1.00) paid by the City (the receipt whereof is hereby acknowledged), agrees with the City that upon filing of a Notice with the Land Title Office that the Lands are subject to this Agreement, pursuant to section 966 and 976 of the *Local Government Act*, this Agreement shall be an encumbrance upon the Lands in priority to the said charges in the same manner and to the same effect as if Notice had been filed prior to the said charges.

5.2 1475893 Alberta Inc., the registered holder of charges by way of Mortgages and Assignments of Rents against the within described property which said charges are registered in the Land Title Office at Victoria, British Columbia, under numbers FB217686, FB217690 and FB217687, FB217691, respectively, for and in consideration of the sum of One Dollar ($1.00) paid by the City (the receipt whereof is hereby acknowledged), agrees with the City that upon filing of a Notice with the Land Title Office that the Lands are subject to this Agreement, pursuant to section 966 and 976 of the *Local Government Act*, this Agreement shall be an encumbrance upon the Lands in priority to the said charges in the same manner and to the same effect as if Notice had been filed prior to the said charges.

5.3 1444467 Alberta Inc., the registered holder of charges by way of a Mortgage and Assignment of Rents against the within described property which said charges are registered in the Land Title Office at Victoria, British Columbia, under numbers FB217688 and FB217689, respectively, for and in consideration of the sum of One Dollar ($1.00) paid by the City (the receipt whereof is hereby acknowledged), agrees with the City that upon filing of a Notice with the Land Title Office that the Lands are subject to this Agreement, pursuant to section 966 and 976 of the *Local Government Act*, this Agreement shall be an encumbrance upon the Lands in priority to the said charges in the same manner and to the same effect as if Notice had been filed prior to the said charges.

5.4 Romspen Investment Corporation, the registered holder of charges by way of a Mortgage and Assignment of Rents against the within described property which said charges are registered in the Land Title Office at Victoria, British Columbia, under numbers CA3297113 (modified by CA3589434) and CA3297114, respectively, for and in consideration of the sum of One Dollar ($1.00) paid by the City (the receipt whereof is hereby acknowledged), agrees with the City that upon filing of a Notice with the Land Title Office that the Lands are subject to this Agreement, pursuant to section 966 and 976 of the *Local Government Act*, this Agreement shall be an encumbrance upon the Lands in priority to the said charge in the same manner and to the same effect as if Notice had been filed prior to the said charge.

6.0 NO LIABILITY TO CITY

6.1 In no case shall the City be liable or responsible in any way for:

(a) any personal injury, death or consequential damage of any nature whatsoever, howsoever caused, that may be suffered or sustained by the Owner or by any other person who may be on the Lands; or

(b) any loss or damage of any nature whatsoever, howsoever caused to the Lands or any improvements or personal property thereon belonging to the Owner or to any other person;

arising directly or indirectly from compliance with the restrictions and requirements herein, wrongful or negligent failure or omission to comply with restrictions and requirements herein, or refusal, omission or failure of the City to enforce or require compliance by the Owner with the restrictions or requirements herein or with any other term, condition or provision of this Agreement.

7.0 INDEMNITY

7.1 The Owner shall at all times release, indemnify and save harmless the City of and from all loss and damage and all actions, claims, losses, including loss or reduction in the value of the Lands, costs, demands, expenses, fines, liabilities and suits of any nature whatsoever by whomsoever brought for which the City shall or may become liable, or may incur or suffer by reason of existence and effect, whether direct or indirect, of the restrictions or requirements under this Agreement or the breach or non-performance by the Owner of any covenant, term or provision hereof, or by reason of any work or action of the Owner in performance of their obligations hereunder, or by reason of any wrongful act or omission, default or negligence of the Owner.

8.0 NO DEROGATION FROM STATUTORY AUTHORITY

8.1 Nothing in this Agreement shall limit, impair, fetter or derogate from the statutory powers of the City all of which powers may be exercised by the City from time to time and at any time to the fullest extent that the City is enabled and no permissive bylaw enacted by the City, or permit, licence or approval, granted, made or issued thereunder, or pursuant to statute, by the City shall estop, limit or impair the City from relying upon and enforcing this Agreement.

9.0 COMPLIANCE WITH LAWS

9.1 Despite any provision of this Agreement, the Owner shall comply with all laws, including bylaws of the City (including without limitation the City of Victoria Heritage Property Maintenance Standards Bylaw, as amended or replaced from time to time) and all regulations and orders of any authority having jurisdiction, and to the extent only that such laws, regulations and orders are mandatory and necessarily require the breach of any restriction or positive obligation herein to be observed or performed by the Owner, or less than strict compliance with the terms hereof, then the Owner, upon sixty (60) days' written notice to the City shall

be excused from complying with such restrictions or performing such obligation and such restriction or obligation shall be suspended but only to the extent and for the time that such mandatory law, regulation or order is inconsistent with compliance with the said restrictions or obligations.

10.0 NOTICE TO BE REGISTERED IN LAND TITLE OFFICE

10.1 Notice of this Agreement ("**Notice**") will be registered in the Land Title Office by the City at the cost of the Owner in accordance with section 976 of the *Local Government Act*, and this Agreement is binding on the parties to this Agreement as well as all persons who acquire an interest in the Lands after registration of this Notice.

11.0 NOTICE

11.1 It is hereby mutually agreed that any notice required to be given under this Agreement will be deemed to be sufficiently given:

(a) if delivered at the time of delivery; and

(b) if mailed from any government post office in the Province of British Columbia by prepaid registered mail addressed as follows:

if to the City: THE CITY OF VICTORIA
#1 Centennial Square
Victoria, B.C. V8W 1P6

if to the Owners: 0771279 B.C. LTD.
(INC. NO. 0771279)
80 Saghalie Road
Victoria, BC V9A 0A1

Unless otherwise specified herein, any notice required to be given under this Agreement by any party will be deemed to have been given if mailed by prepaid registered mail, or sent by facsimile transmission, or delivered to the address of the other party set forth on the first page of this Agreement or at such other address as the other party may from time to time direct in writing, and any such notice will be deemed to have been received if mailed or faxed, seventy-two (72) hours after the time of mailing or faxing and, if delivered, upon the date of delivery. If normal mail service or facsimile service is interrupted by strike, slow down, force majeure or other cause, then a notice sent by the impaired means of communication will not be deemed to be received until actually received, and the party sending the notice must utilize any other such services which have not been so interrupted or must deliver such notice in order to ensure prompt receipt thereof.

12.0 TIME

12.1 Time is to be the essence of this Agreement.

13.0 BINDING EFFECT

13.1 This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors, and permitted assignees. Without limiting the foregoing, and pursuant to section 966(10) of the *Local Government Act* RSBC 1996, c. 323, upon the filing of a notice of this Agreement in the Land Title Office under section 976 of the *Local Government Act*, this Agreement is binding on all persons who acquire an interest in the Lands.

14.0 WAIVER

14.1 The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

15.0 HEADINGS

15.1 The headings in this Agreement are inserted for convenience and reference only and in no way define, limit or enlarge the scope or meaning of this Agreement or any provision of it.

16.0 LANGUAGE

16.1 Wherever the singular, masculine and neuter are used throughout this Agreement, the same is to be construed as meaning the plural or the feminine or the body corporate or politic as the context so requires.

17.0 CUMULATIVE REMEDIES

17.1 No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.

18.0 ENTIRE AGREEMENT

18.1 This Agreement when executed will set forth the entire agreement and understanding of the parties as at the date it is made.

19.0 FURTHER ASSURANCES

19.1 Each of the parties will do, execute, and deliver, or cause to be done, executed, and delivered all such further acts, documents and things as may be reasonably required from time to time to give effect to this Agreement.

20.0 LAW APPLICABLE

20.1 This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

21.0 AMENDMENT

21.1 This Agreement may be amended from time to time upon terms and conditions mutually acceptable to the City and the Owner only if the amendments are in writing and executed by the parties hereto, and only if the amendments are authorized by bylaw of the City.

22.0 COUNTERPART

22.1 This Agreement may be executed in counterparts and delivered by facsimile or emailed PDF file, each of which will have the same effect as if all parties had signed the same document. Each counterpart shall be deemed to be an original. All counterparts shall be construed together and shall constitute one and the same Agreement.

23.0 EQUITABLE REMEDIES

23.1 The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

24.0 JOINT AND SEVERAL

24.1 The Owner, if more than one, are jointly and severally obligated to perform and observe each and every of the covenants, warranties and agreements herein contained by the Owner to be observed and performed.

IN WITNESS WHEREOF the parties hereto have set their hands and seals as of the day and year first above written.

CITY OF VICTORIA
Approved for content by originating dept.
APPROVED for legality by solicitor

THE CORPORATION OF THE CITY OF VICTORIA by its authorized signatories:)

_____)
Mayor)

_____)
Corporate Administrator Robert Woodland)

FOCUS UNITED LIMITED PARTNERSHIP)
by its authorized signatories:)
)
)
)
)
)
)
)
)
)
)

~~Mayor~~ Brandon Ojc

~~Corporate Administrator Robert Woodland~~

0771279 B.C. LTD. (INC. NO. 0771279) by its authorized signatories:)
)
)
)
)
)
)
)
)

Print Name: Brandon Ojc

Print Name:

CANADIAN PACIFIC RAILWAY COMPANY)
by its authorized signatories:)
)
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Print Name:

Print Name:

FOCUS UNITED LIMITED PARTNERSHIP)
by its authorized signatories:)
)
)
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_____)
~~Mayor~~)
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_____)
~~Corporate Administrator Robert Woodland~~)
)

0771279 B.C. LTD. (INC. NO. 0771279) by)
its authorized signatories:)
)
)
)
_____)
Print Name:)
)
)
_____)
Print Name:)

CANADIAN PACIFIC RAILWAY COMPANY)
by its authorized signatories:)
)
)
)
_____)
Print Name:)
LEAH HAMLEY)
MANAGER, REAL ESTATE)
_____)
Print Name:)

1475893 ALBERTA INC.)
by its authorized signatories:)
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Print Name: Brandon Ojc)
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Print Name:)

1444467 ALBERTA INC.)
by its authorized signatories:)
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Print Name: Brandon Ojc)
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Print Name:)

ROMSPEN INVESTMENT CORPORATION)
by its authorized signatories:)
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Print Name:)
)
)
Print Name:)

1475893 ALBERTA INC.
by its authorized signatories:

_____
Print Name:

_____
Print Name:

1444467 ALBERTA INC.
by its authorized signatories:

_____
Print Name:

_____
Print Name:

ROMSPEN INVESTMENT CORPORATION
by its authorized signatories:

_____
Print Name: BLAKE CASSIDY
DIRECTOR

_____
Print Name:

Schedule "A"

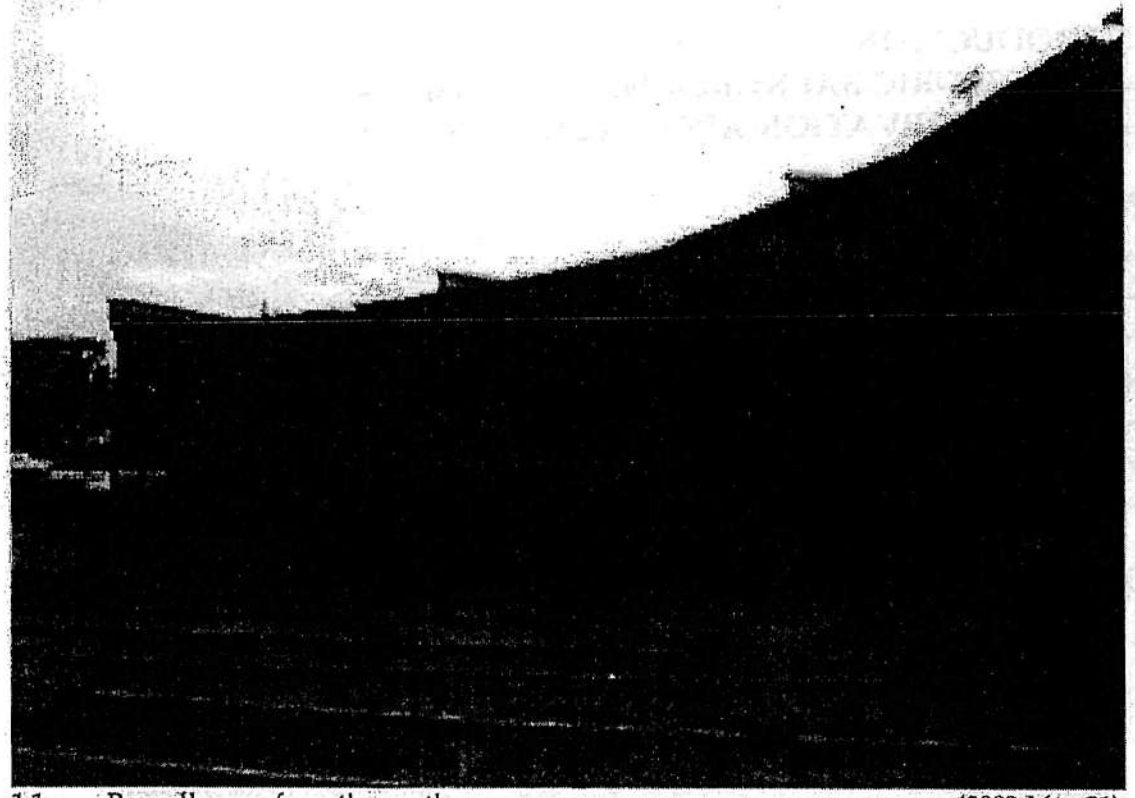
Heritage Conservation Plan and Approved Plans

Jonathan Yardley
Architect

316 Isabella Point Road
Salt Spring Island, BC
Canada V8K 1V4
phone: 250.653.4931
fax: 250.653.9931
jy@yardleyarchitect.ca

Jonathan Yardley Architect Inc
Jonathan P.M. Yardley
DipArch(Birm) MA BC MRAIC RIBA CAHP BC AHP
www.yardleyarchitect.ca

E & N NATIONAL HISTORIC SITE VICTORIA, BC



1.1. Roundhouse from the south (2003 May 21)

HERITAGE CONSERVATION PLAN

2015 January 30
JY12013 (03026)

2015 January 2015
E & N NATIONAL HISTORIC SITE
VICTORIA, BC

HERITAGE CONSERVATION PLAN

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Jonathan Yardley
Architect

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F READ JONES CHRISTOFFERSEN
STRUCTURAL DRAWINGS (separate document)

Jonathan Yardley
Architect

1. INTRODUCTION

1.1 HISTORIC BACKGROUND

1.1.1 The Esquimalt and Nanaimo National Historic site is of great significance as it currently contains all the elements of a Railway Yard from the 1920s and its development for changed uses right up to 2007 when it ceased to be used as a service facility by the C P Rail. The site consists of five masonry and heavy timber buildings:

1. Round House
2. Back Shop
3. Boiler House
4. Car Shop
5. Stores Building

In addition the remnants of railway tracks connecting the 11 bay Round House via the;

6. Turntable, to the main E & N line, sidings and;
7. Rail Yard.

These two additional elements make up the whole of the National Historic Site.

1.1.2 A full detailed history is contained within the Commonwealth Historic Resource Management Limited's (CHRML) Heritage Conservation Report dated February 2007 for Bayview Properties. Attached in Appendix B are sample archival photographs of the historic site.

1.2 CONSERVATION APPROACH

1.2.1 The E & N National Historic Site will be approached using the most up to date heritage conservation methods and techniques.

1.2.2 This Heritage Conservation Plan (HCP) is based upon previous Report carried out by CHRM, Jonathan Yardley was part of the team carrying out this Report and consequently has first-hand knowledge of many of its findings. The HCP builds on the content of that report, the Draft HCP of 2012 April 30, and addresses current input based on Dialog's drawing package dated November 2013

1.2.3 All works of remediation, alterations and interventions will follow Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (S & G). This document has been adopted by the City of Victoria, the Government of B.C., and most Federal agencies, for the assessment of the treatment of historic places. Under the Standards and Guidelines, the conservation strategies proposed for the conservation of E & N National Historic Site may include aspects of preservation, restoration and rehabilitation, as defined below:

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

2 *Restoration*: The action or process of accurately revealing, recovering, or representing the state of a historic place, or of an history, while protecting its heritage value.

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

In reality, all three of these conservation approaches will come into play in the proposed conservation of the E & N National Historic Site.

Jonathan Yardley *Architect*

1.2.4 Where possible historic fabric will be preserved and where there are interventions these will be done in such a matter to make them distinguishable from the original. This will be achieved with the use of modern materials and will ensure the following objectives:

i. Upgrade the structure to provide the required seismic resistance without destroying the fabric of the building.

ii. Ensure that as much as possible of the existing materials and finishes are conserved.

iii. Make minimal interventions that are sufficient for the proposed re-use of the building.

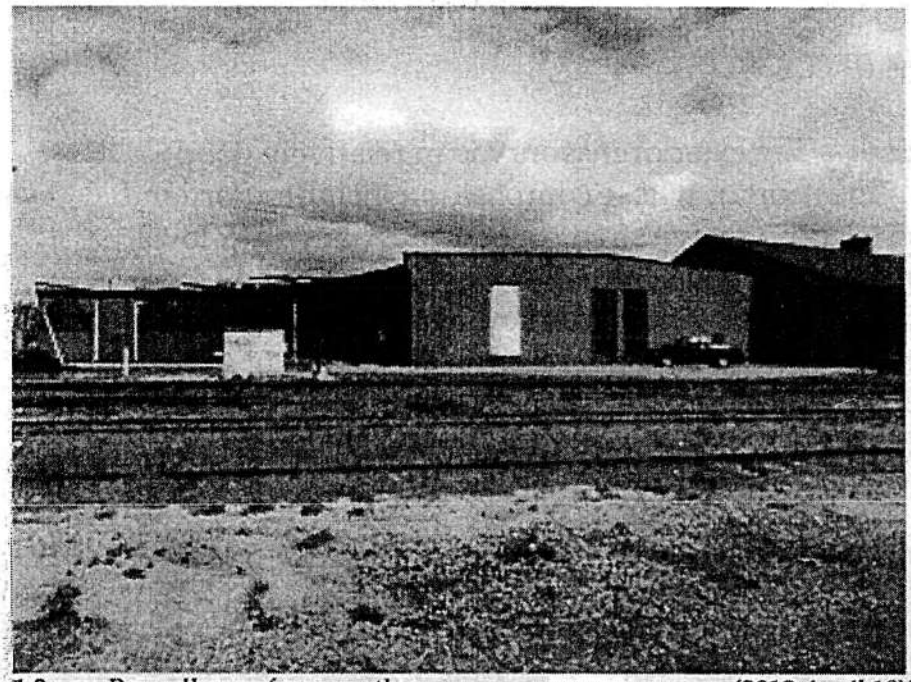
This approach is consistent with S & G and is cogitate of the Statement of Significance (SOS) for the whole historic site. The SOS is filled under Appendix A is the starting point the detailed approach to all the elements of the site.

1.2.5 In addition to the condition assessments as contained in the body of this Heritage Conservation Plan, a detailed condition assessment of the existing windows and doors was completed in 2011 by Vintage Woodworks Inc. and their letter forms part of the HCP as Appendix B. An updated condition assessment of heritage fabric to be replaced or of any windows and doors to be replaced will be prepared at the Building Permit stage if not already addressed and required.

1.2.6 The HCP has been divided into sections for the separate buildings and features including both the Turntable and the Railway Yard.

1.2.7 This HCP should be read in conjunction with DIALOG, Phillips Farevaag-Smallenberg (PFS) and Reed Jones Christofferson's (RJC) drawings that indicate the proposed intervention to the Historic Site. In the HCP reference is made to specific drawings to illustrate the recommendations made within the HCP.

2.1 ROUNDHOUSE



1.2. Roundhouse from south (2012 April 18)[1]

The Roundhouse is the major component of the National Historic Site and as such has to be very carefully considered with any interventions and changes. Below is given the overall condition of the different physical elements and an assessment of the recommended remediation followed by the proposed interventions.

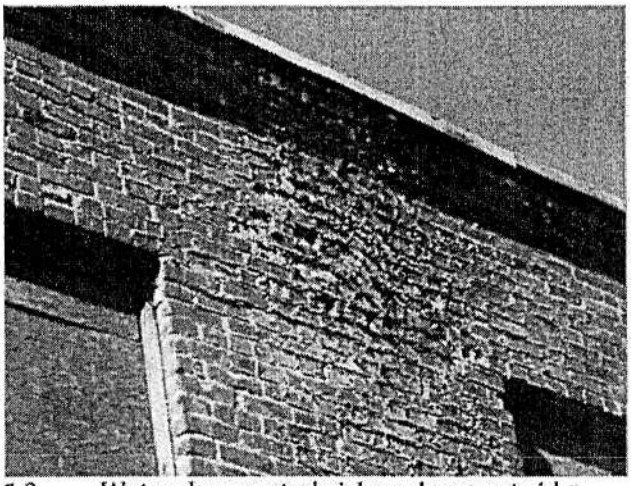
See DIALOG drawings RH-A400, A501, A502 & A503 for details of proposed interventions.

[1] All photographs by Jonathan Yardley except where otherwise noted

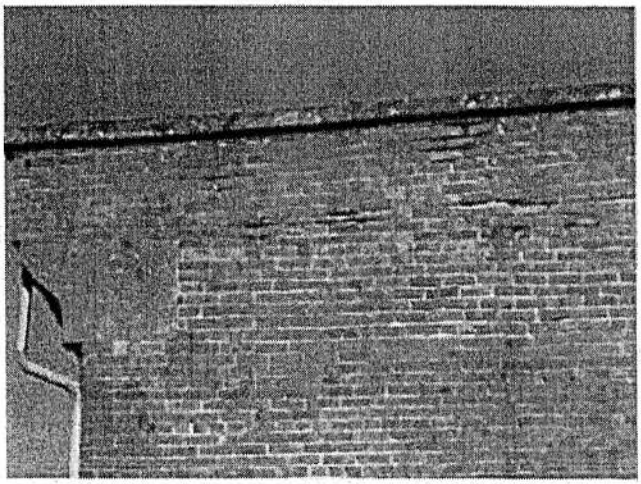
EXTERIOR

2.1.1 EXTERIOR BRICKWORK

i. **Observations** – The exterior masonry is in relatively good condition. The mortar, whose composition includes Portland cement, has a compressive strength of approximately 6 to 12 Mpa (megapascals). (By contrast, some older brick buildings in Victoria that used a soft lime [2]mortar have a compressive strength of about 1 to 2 Mpa.) The shear resistance of the brick masonry has not been tested. There are some areas on the exterior surface where the mortar has been etched by water running over the surface.



1.3. Water damage to brickwork on east side (2006 August 04)



1.4. Weather damage to brickwork (2014 February 05)

1.5. Detail of weather damage to brickwork (2014 February 05)

ii. **Remediations** – Testing will be required of the compressive strength of the brick to ensure that it is of higher Mpa than the existing and proposed pointing mortars. The areas where the mortar has been damaged will require repointing. As well as repointing there are a number of areas where spalled bricks will have to be replaced.

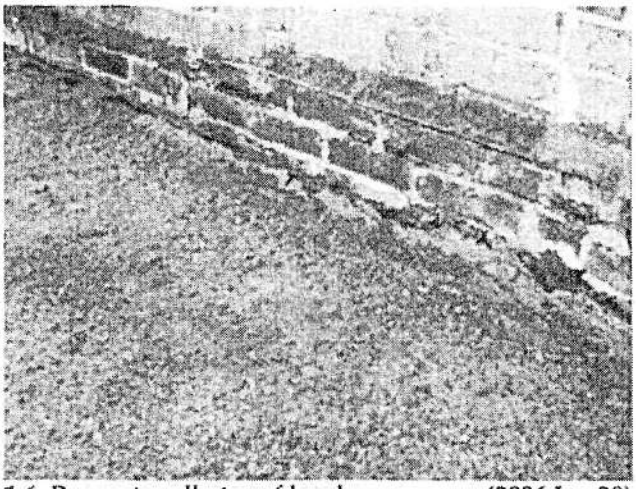
iii. **Proposed Interventions** –Seismic upgrading of the exterior un-reinforced brick walls with the intervention of installing steel strongbacks, supplemented with tieback bolts to the interior surface of the brickwork. All works will be carried out from the interior in order to ensure that the visual appearance of the exterior is retained. See Dialog drawing RH-A400.

Where signage is attached to the brickwork of the building it will be affixed within the mortar joints and not the brick themselves. See Dialog drawing 9\A805.

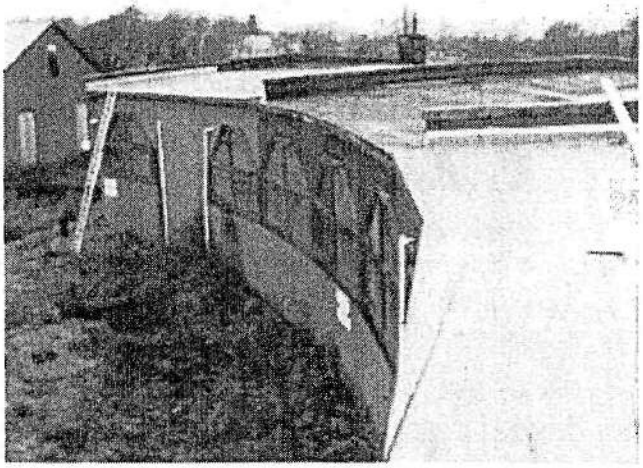
2.1.2 PARAPET WALL

i. **Observations** - There are five (5) parapet walls to the Roundhouse, two at the exterior and three above the dividing walls of the bays sections The capping of concrete is in poor condition. The brickwork to the walls is damaged where the original flashings for the roof was located. This damage has been aggravated by the failure of the roof membrane in these locations. From the observations made in 2006, 2009, and 2014, it was established that the brickwork and the concrete coping has

been compromised due mainly to the failure of the associated flashings.



1.6. Parapet wall at roof level (2006 Jan 20)



1.7.Parapet between bays 4 & 5 and 7 & 8 (2009 Jan 06)

1.8. Parapet wall at roof level (2009 Feb 13)

Jonathan Yardley
Architect

ii. **Remediations** - The brickwork to the demising parapet walls at the roof level will be repaired with bricks to match the existing, pointed with appropriate mortar and new sheet metal cap and counter flashings. The concrete capping will be repaired using an appropriate Jahn concrete repair product. Full mortar mix details will be provided at the Building Permit stage.

iii. **Proposed Interventions** - None

2.1.3 ROOF DECKING

i. **Observations** – The original roof construction consisted of 4-inch decking supported on heavy timber beams that had deteriorated very badly by the early 2000's.

1.9. Roof condition (2003 May 21)

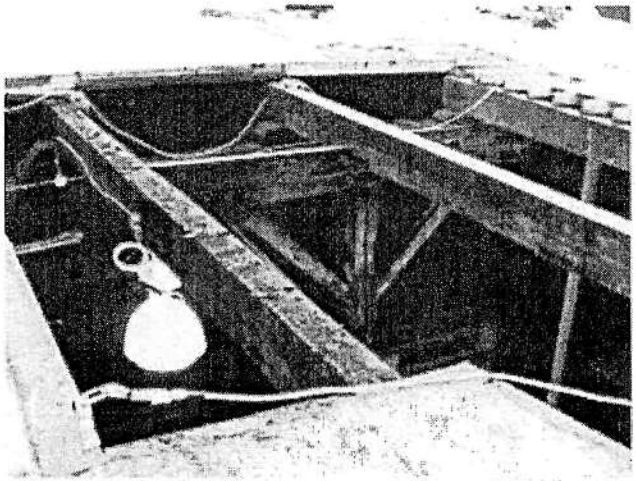
1.10. Roof, skylight & vent stacks. (2003 May 21)

1.11 Roof condition, exposure of decking below tar & gravel (2006 Jan 20)

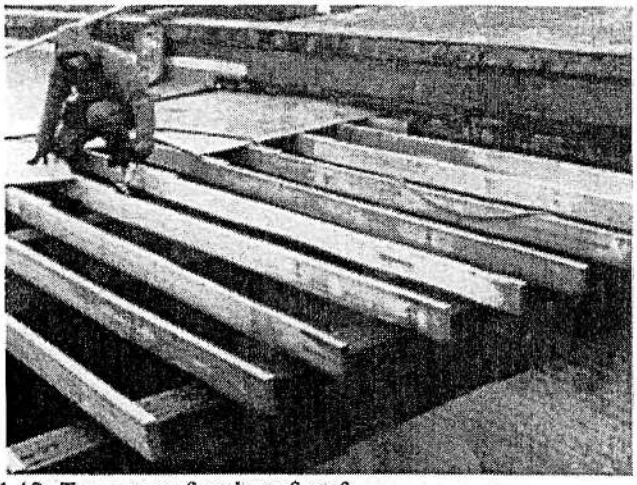
Jonathan Yardley *Architect*

In 2008 approximately 55% of the roof area was reconstructed with 2 x 6 joists and plywood, or in some cases with LVLs or built-up beams. The original flashings on the projecting

parapets were replaced with new flashings in some locations. Some roof deck locations are severely decayed.



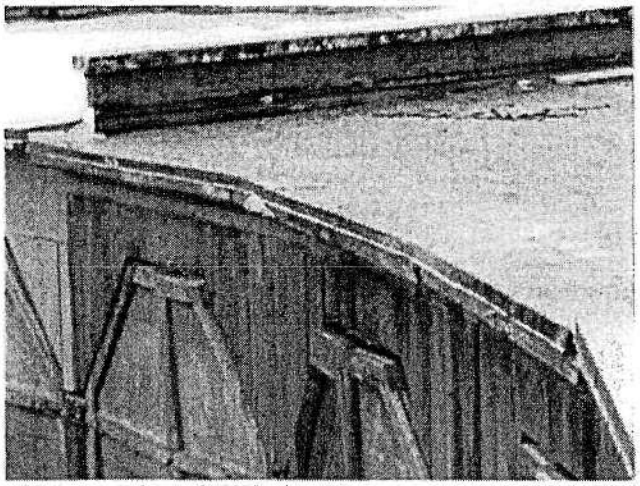
1.12. Decking removed (2009 Jan 06)



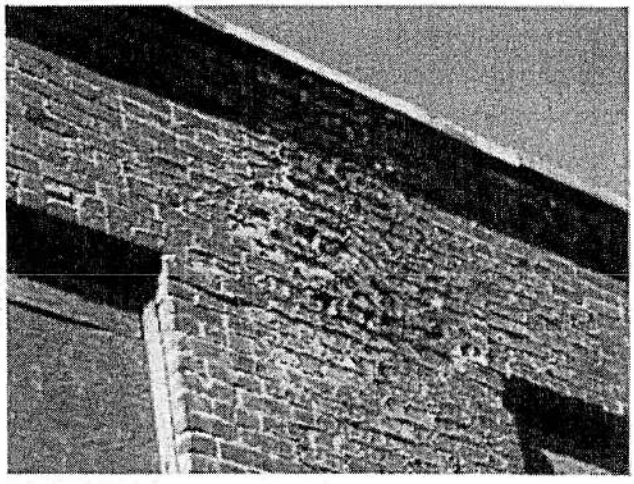
1.13. Temporary framing of roof (2009 Jan 06)

Jonathan Yardley Architect

Gutters and downpipes had been removed, causing the rain water to run down the walls and eroding the mortar in some locations. Temporary gutters and downpipes have since been installed to mitigate this problem.



1.14 Remains of original gutter (2009 Jan 06)



1.15. Water damage from missing gutter (2006 Aug 04)

Remediations – The temporary framed roof construction is to be removed in is entirety and replaced with new T G & V jointed

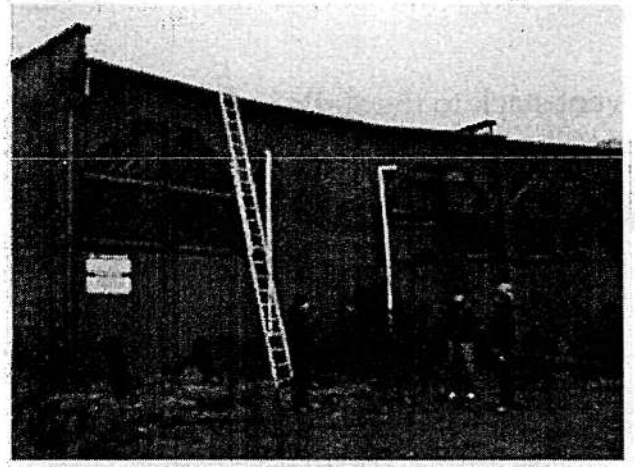
decking to match the original. The decking with be placed on the existing heavy timber framework, beams and posts that have been repaired and upgraded – see clause 2.1.1.2

ii. **Proposed Interventions** – none

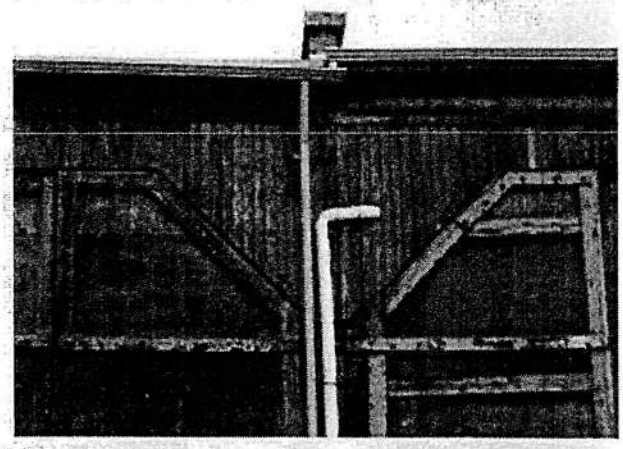
2.1.4 GUTTERS AND DOWNPIPES

i. **Observations** – At the present time the original gutters and down pipes have long since been removed. This were replace in 2009 with a temporary system of aluminum gutter connected to aluminum and ABS down pipes

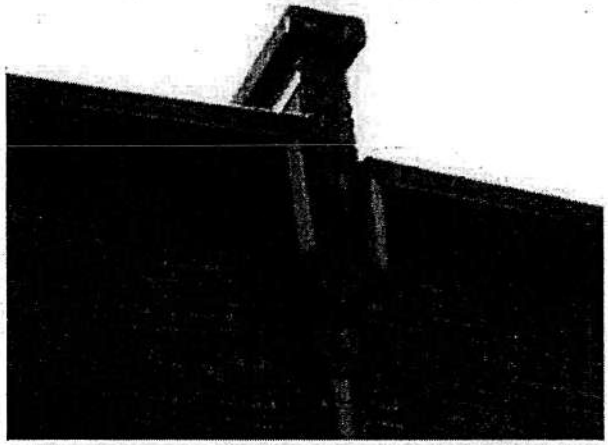
Jonathan Yardley Architect



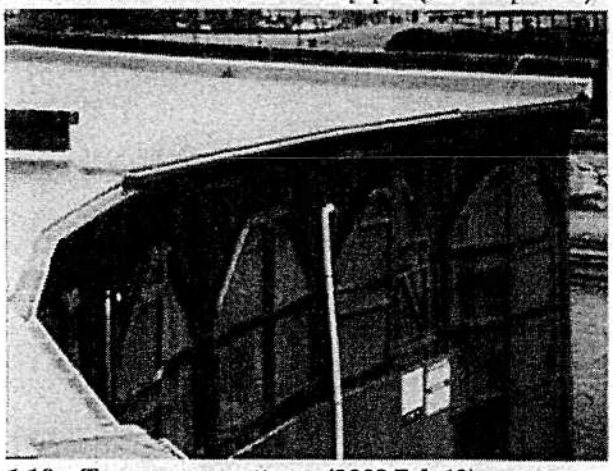
1.16. Temporary gutters & downpipes (2009 Feb 13)



1.17. ABS & aluminum down pipes (2012 April 18)



1.18. At parapet wall (2009 Feb 13)



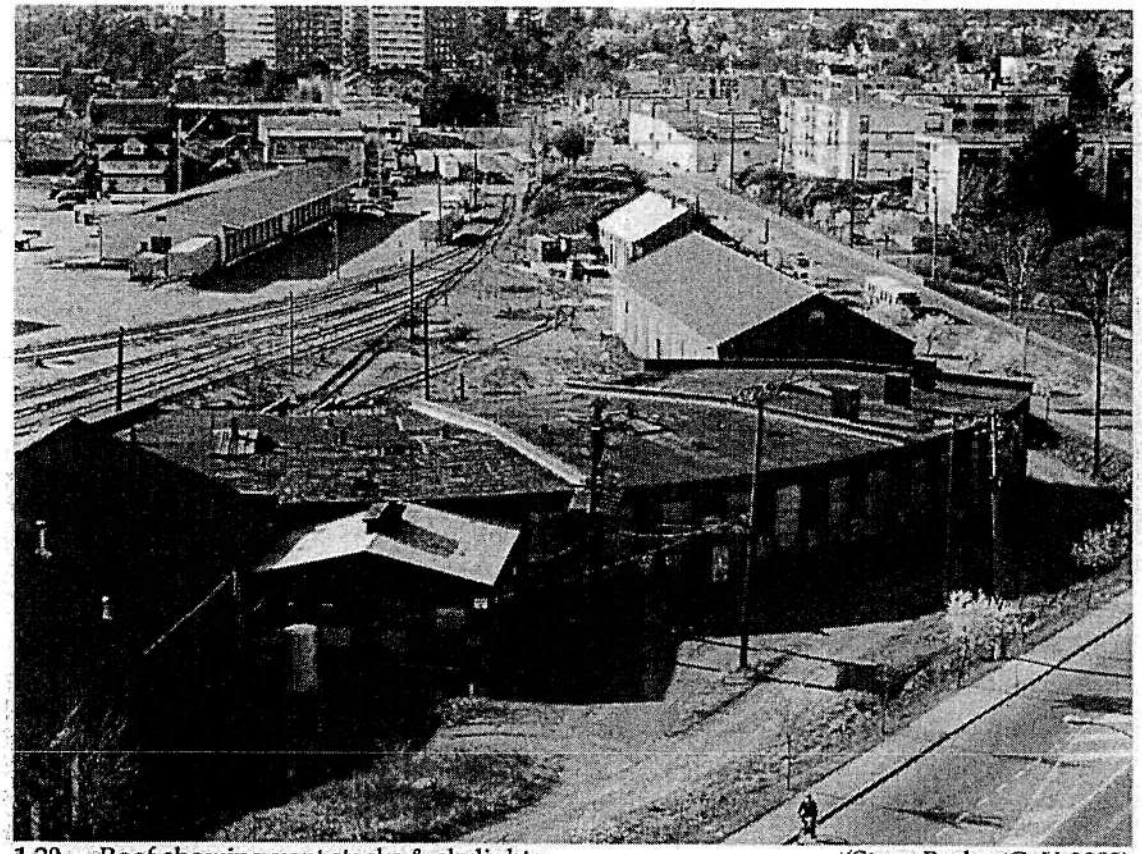
1.19 Temporary gutters (2009 Feb 13)

ii. **Remediations** - The temporary gutters to both sides of the mono pitch roof will be removed and replaced with new galvanized sheet metal profiled gutters to match the original. This will include the replacement of the existing temporary fascia board with new wooden board to replicate the size and profile of the original. Rainwater down pipes will be of galvanized steel to match the original based on archival research

iii. **Proposed Interventions** – None.

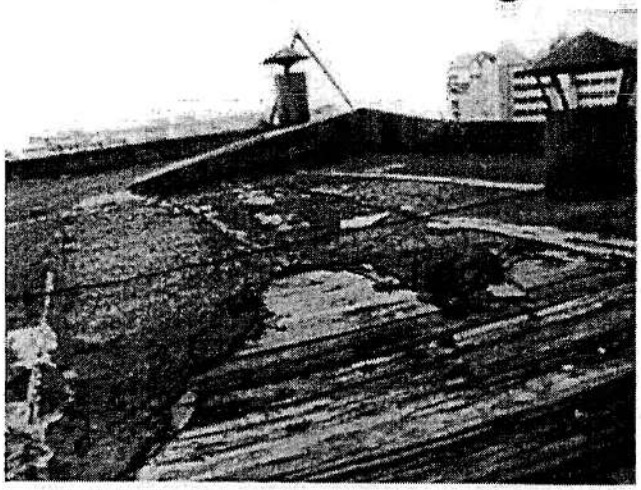
2.1.5 VENT STACKS - ROUND

i. **Observations** – The circular vent stack to the stalls are made of galvanized sheet metal. Some still exist in their original location whereas others have been removed. It would appear that there were original at least ten (10) stacks.



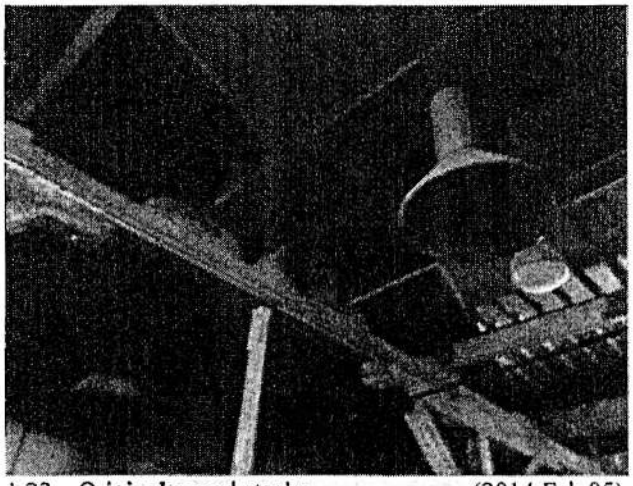
1.20. Roof showing vent stacks & skylights (Steve Barber CoV-2003)

Jonathan Yardley
Architect



1.21. Original vent in temporary roof (2009 Feb 13)

1.22. Original round stacks & skylight (2003 May 21)



1.23. Original round stacks (2014 Feb 05)

ii. **Remediations** – The existing stacks should be retained and new stacks installed to replicate the original, their locations would be based on both site evidence and archival photographs.

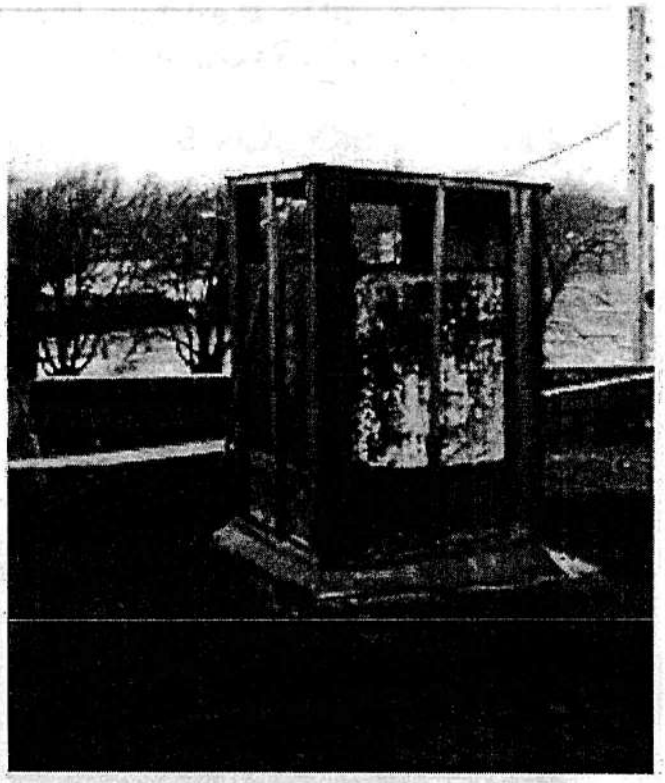
iii. **Proposed Interventions** – none.

2.1.6 VENT STACKS – SQUARE

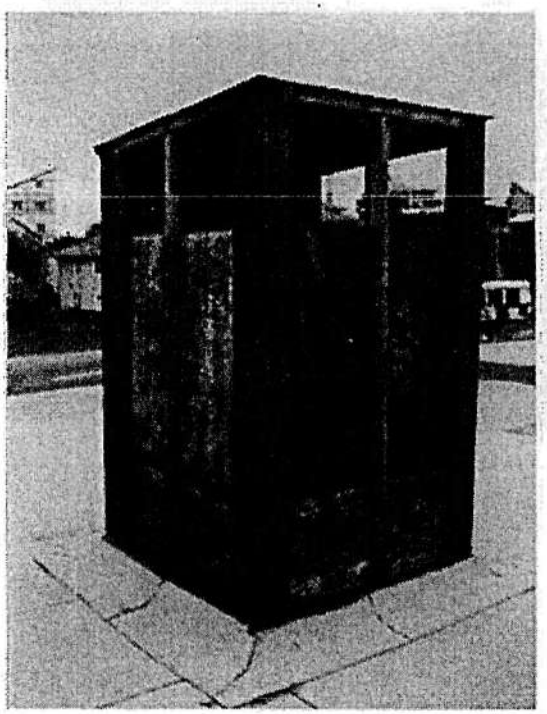
i. **Observations** - In addition to the circular smoke stacks were are nine (9) rectangular smoke stacks. Currently there are two (2) remaining. During the re-roofing in 2007 both of these stacks were retained and the asbestos cement board encapsulated with plywood.

Jonathan Yardley Architect

1.24 Square vent stack with temporary re-roofing underway (2006 Jan 20)



1.25. Square vent stack (2006 Jan 20)



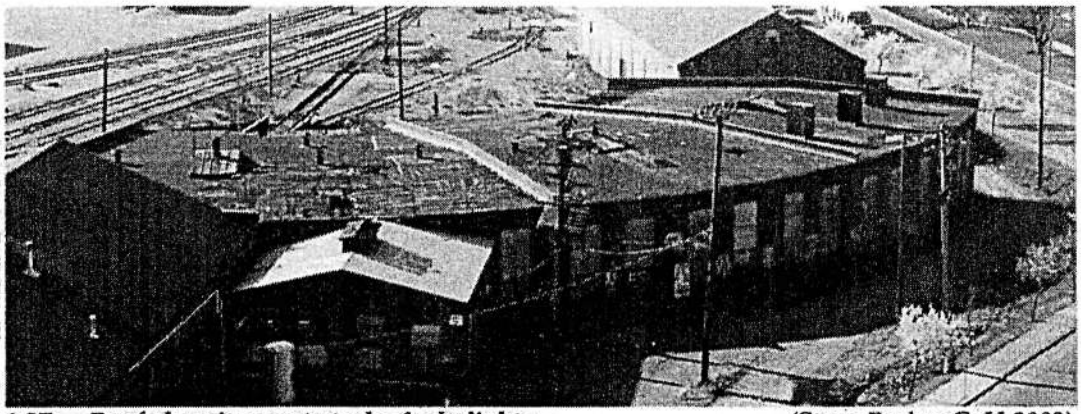
1.26. Temporary roofing & square vent stack (2009 Feb 13)

ii. **Remediations** – To replicate the missing square smoke stacks to follow the size and pattern of the remaining unit and in addition to archival photographs F-05352, F-05359 and 1.25 and 1.26 of this Report

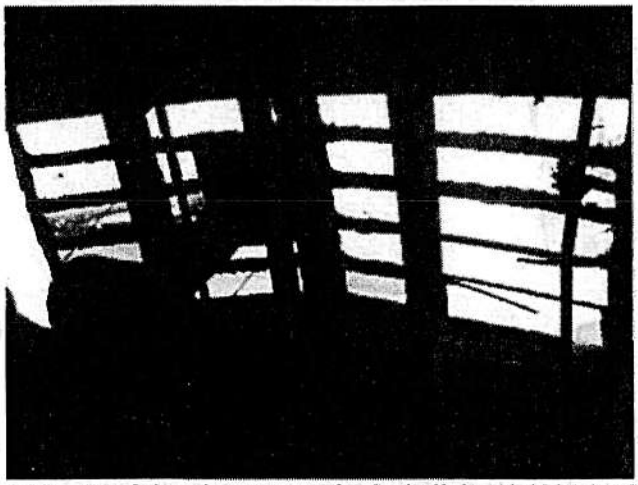
iii. **Proposed Interventions** - The existing and replicated stacks will be re-utilized to provide space for air handling ductwork and air entry/exit. The **exact** size of these units will be as existing. They will be of wood construction with metal screen vents to the open upper area.

2.1.7 SKYLIGHTS

i. **Observations** – Three skylights were located on the roof of the Roundhouse in 2003, but with the two temporary re-roofing projects they were removed. These skylights were an integral part of the function of the building providing day lighting above bays 2, 6, 9 and between 3 & 4.



1.27. Roof showing vent stacks & skylights (Steve Barber CoV-2003)



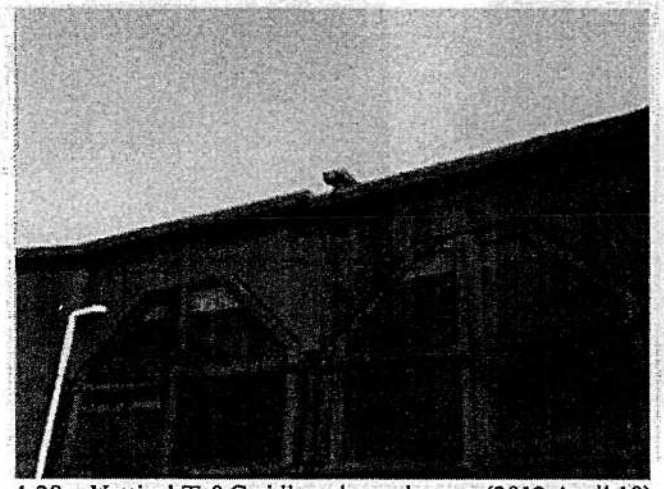
1.28 Roof showing vent stacks & skylights (2003 May 21

ii. **Remediations** – Based upon both archival photographs (in particular B C Archives – A-06561F-05355, F-05359), measured drawings and on site measurements to replicate the form and shape of the three (3) skylights. The glazing will be as required by current B C Building Code requirement.

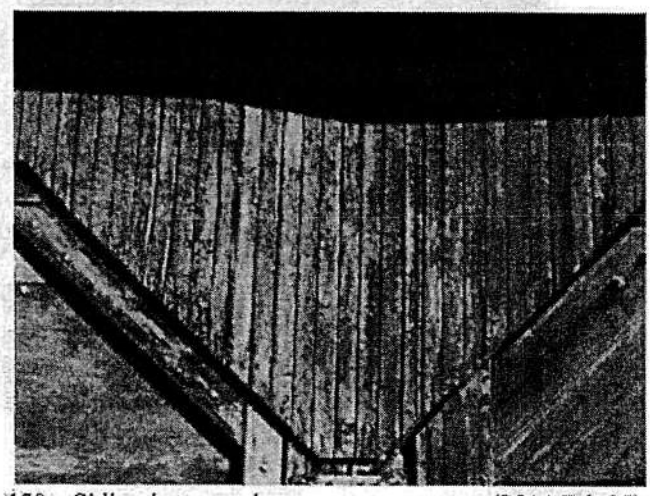
iii. **Proposed Interventions** – With the replication of the skylights original types of materials may be adjusted to suite today's requirements, however the form and shape of the skylights will be as the original. The materials used will be metal for the skylight construction with either wired or laminated glass.

2.1.8 EXTERIOR WOOD SIDING

i. **Observations** – Around the 10 main stall doors is a combination of heavy timber and framing clad on the exterior with vertical 4" T G & V jointed boards. In many areas these vertical boards have been covered up with sheets of plywood thus by the condition of the areas that are exposed it is assumed that this condition is throughout.



1.29. Vertical T &G siding above doors (2012 April 18)



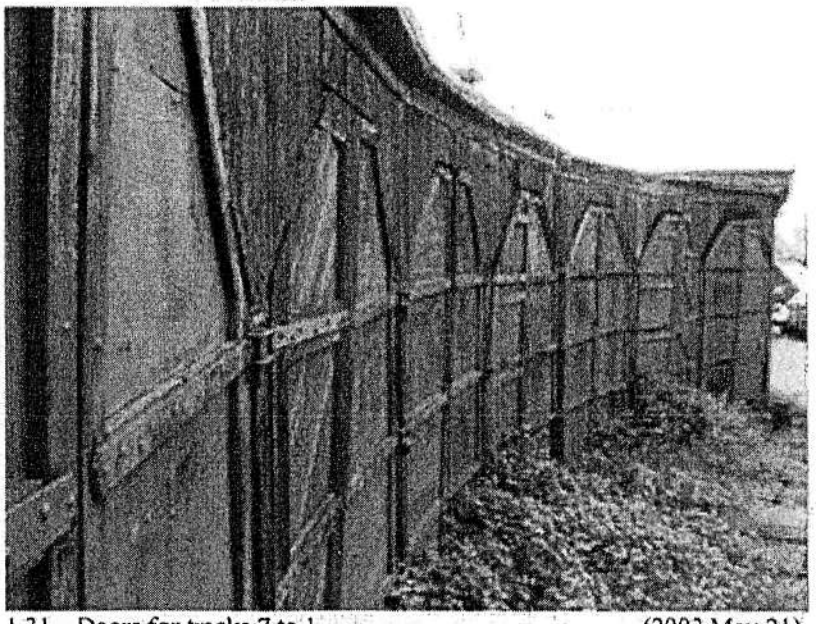
130. Siding between doors (2014 Feb 05)

ii. **Remediations** – To remove all the protective plywood in order to assess the condition of the rotten and damaged with new material of same profile and type. All exterior woodwork will be re-painted to an approved paint system to MPI standards. Colours of all surfaces will be determined by onsite paint analysis. Actual colours that are proposed to be used will be submitted after this analysis.

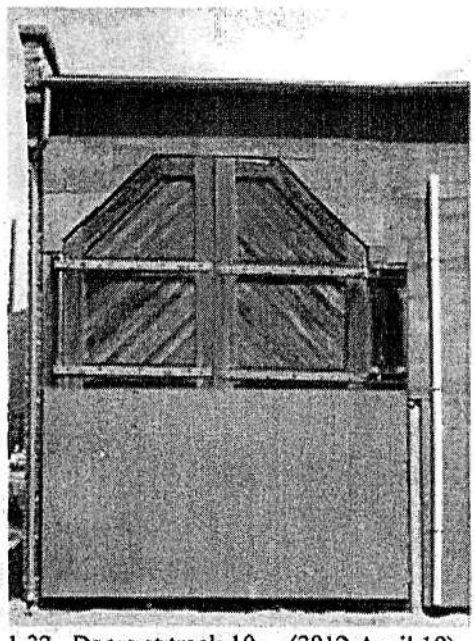
iii. **Proposed Interventions** – none.

2.1.9 MAIN DOORS

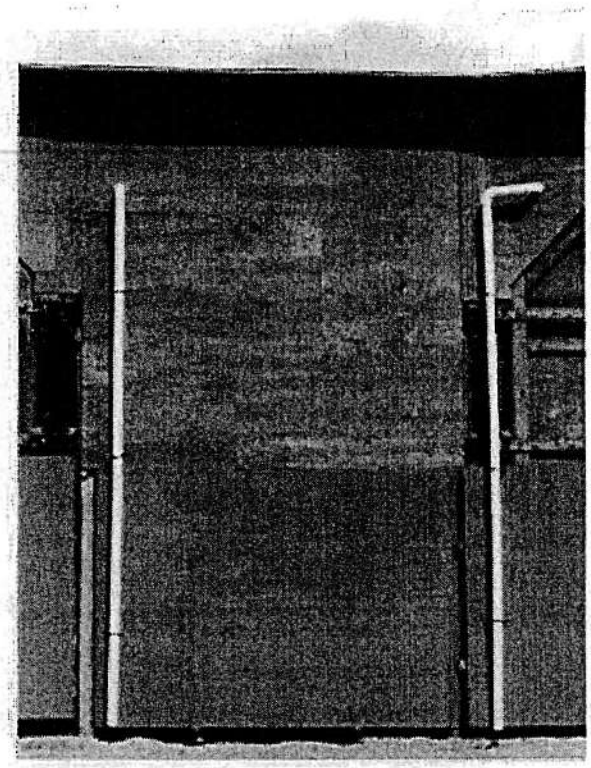
i. **Observations** – The 10 stall doors are in poor condition. They are suffering from some decay and are sagging on their hinges. These doors are the major Character-Defining Elements CDE of the historic site and require careful consideration.



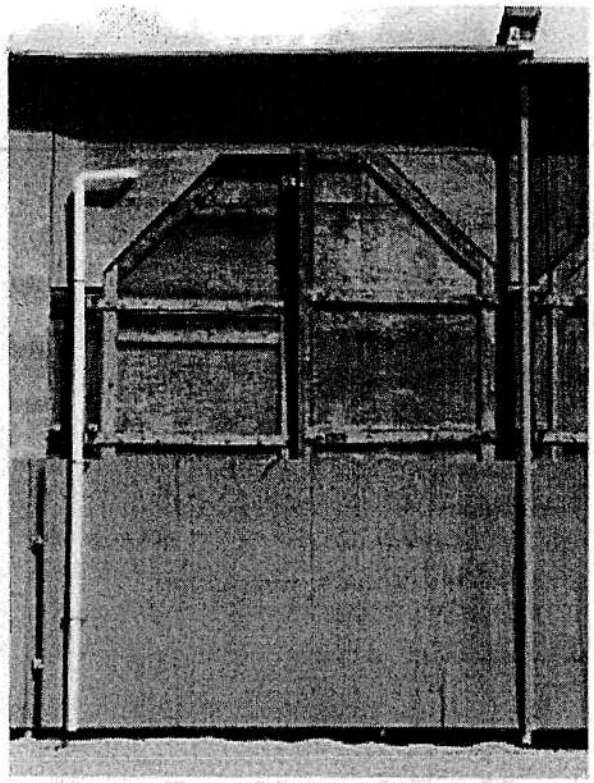
1.31. Doors for tracks 7 to 1 (2003 May 21)



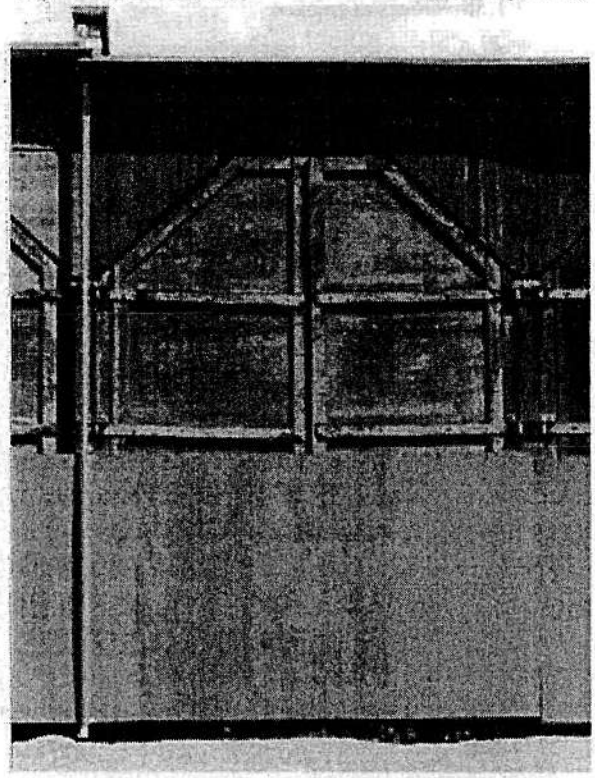
1.32. Doors at track 10 (2012 April 18)



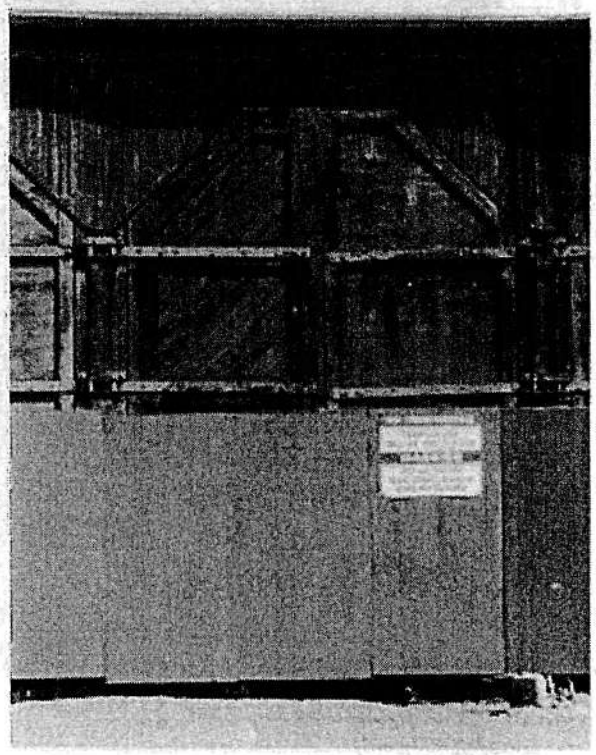
1.33 Doors at track 9 (2012 April 18)



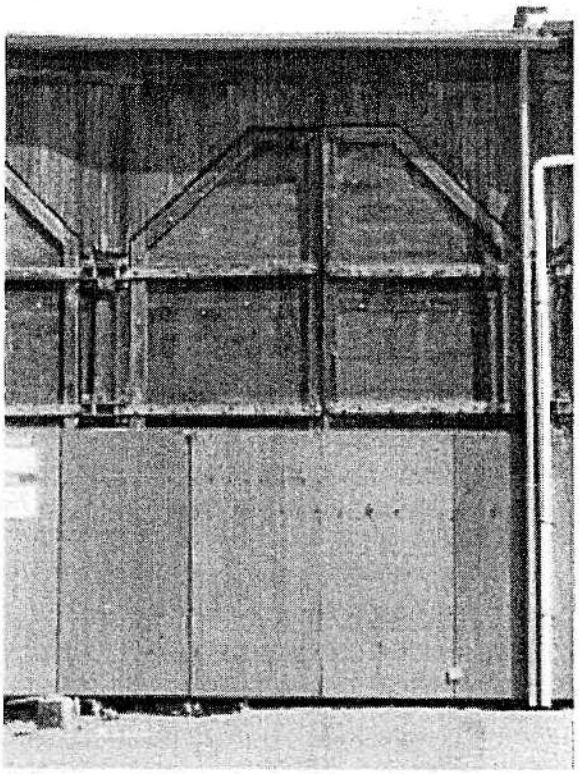
1.34 Doors at track 8 (2012 April 18)



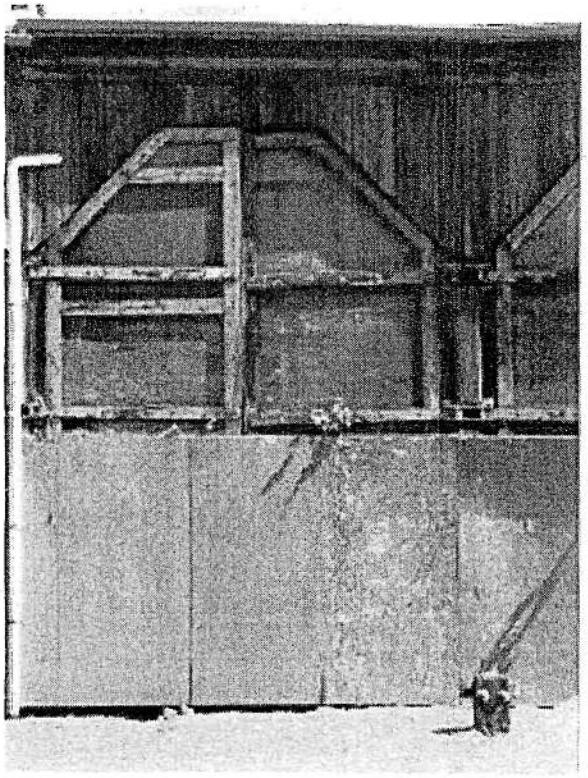
1.35 Doors at track 7 (2012 April 18)



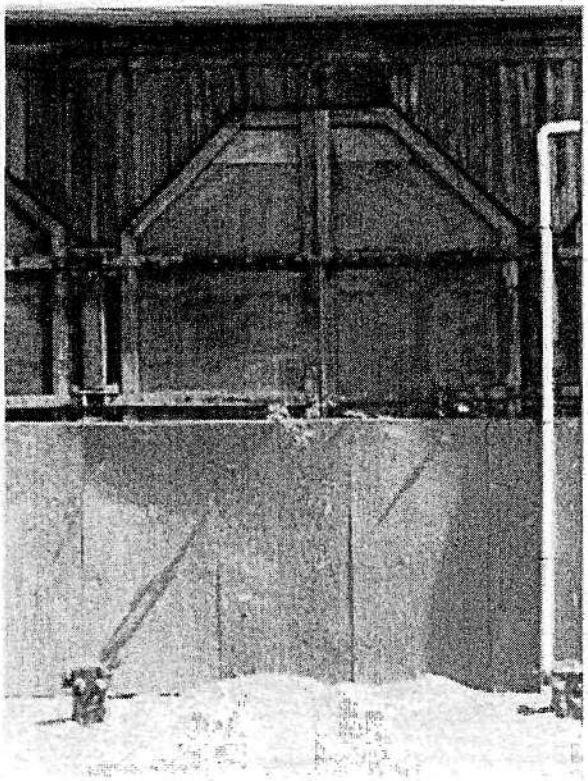
1.36 Doors at track 6 (2012 April 18)



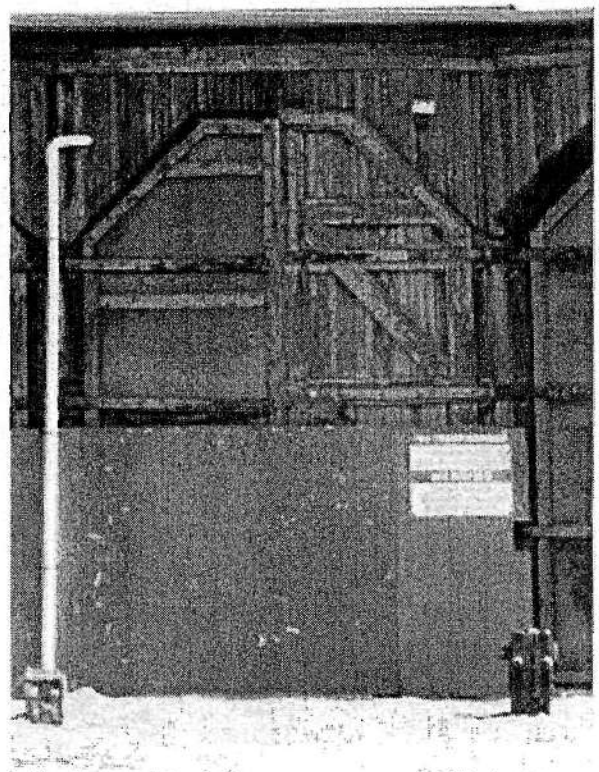
1.37 Doors at track 5 (2012 April 18)



1.38 Doors at track 4 (2012 April 18)



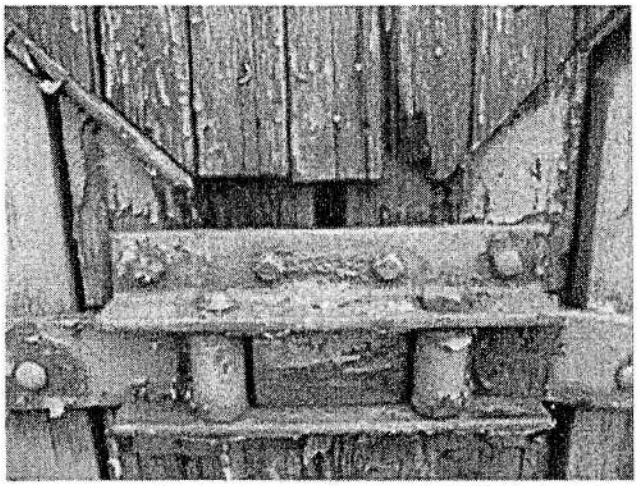
1.39 Doors at track 3 (2012 April 18)



1.40 Doors at track 2 (2012 April 18)

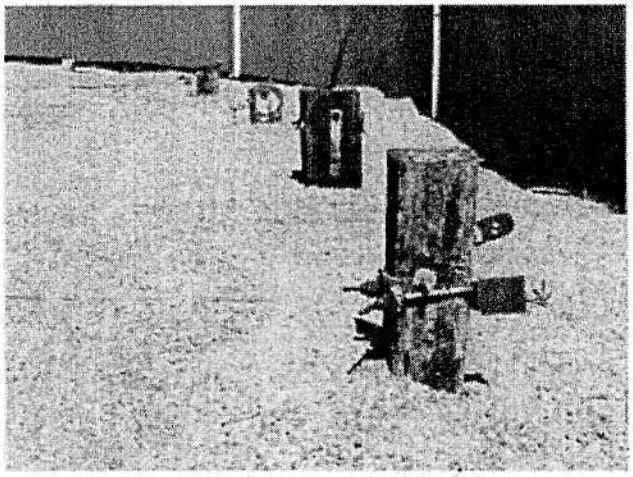
1.41 Doors at track 1 (2012 April 18)

ii. **Remediations** – The doors will be taken down and stripped so they can be inspected and repaired, where necessary, to bring them back to operational condition. Where hardware is missing, it will be replicated. Those that have been replaced (the number is uncertain, because several are boarded up) should be reconstructed to resemble the original doors. It may also be necessary to replace the main posts that support the door hinges, so that the doors can be properly set.

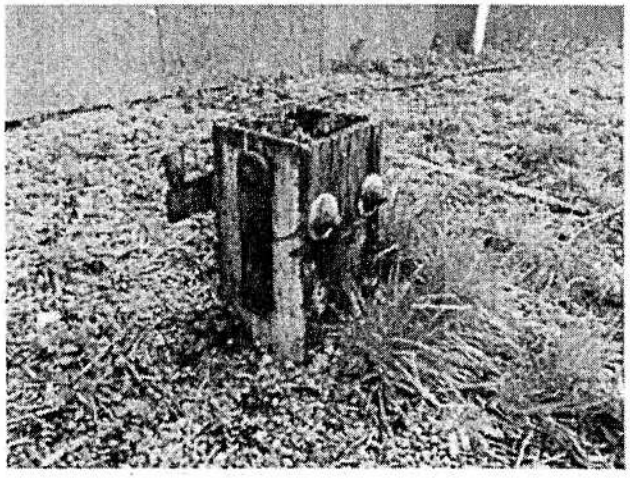


1.42 Upper hardware for doors (2003 May 21)

1.43 Lower hardware for doors (2003 May 21)



1.44 Door stop post & hardware (2012 April 18)



1.45 Door stop post & hardware (2014 Jan 21)

iii. **Proposed Interventions** – The major intervention that has an impact on the exterior appearance is the proposed addition of structural glass wall and entry doors within three of ten main door openings of the main doors. This intervention is set back to provide a separate structural element from the structure supporting the large wooden doors. The wood doors will be fully functional. We note that the proposed structural glass walls and glass entry doors are required for the new tenant storefronts

and that subject to final tenant mix and distribution, additional structural glass walls and entry doors following the same design and construction approach may be required. – see Dialog drawings RH-A501 and A805.

In addition to the new recessed structural glass wall in three of the ten openings, the top three panels of each door will have the existing T.G.&V boards removed and replaced with glass. This will be done in such a manner so that it can be reversed in the future.

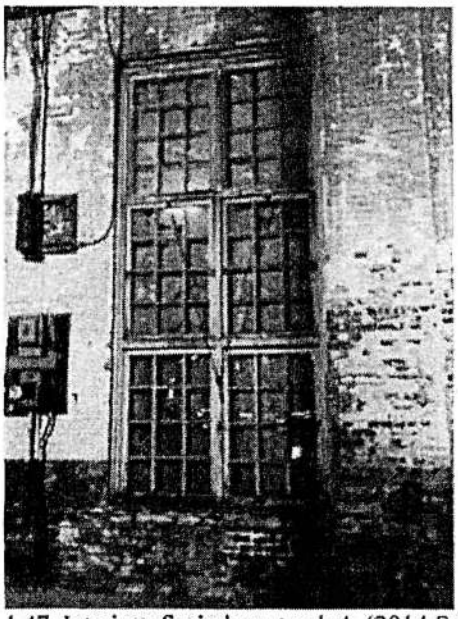
Attached to this HCP in Appendix B is a letter from Vintage Woodworks Inc. which includes a detailed condition assessment of the doors and windows as completed in 2011. At that time, the development plans did not anticipate replacement of the upper T.G.&V. boards with glass and therefore the Vintage Woodworks Inc. letter does not reference this proposed intervention. The project team proposes to provide an updated condition assessment of the windows and doors at the Building Permit stage to document the condition of the heritage fabric of the buildings to be replaced as per the proposed plans dated December 19, 2014.

1:46 Door to track 10 – interior (2014 Feb 05)

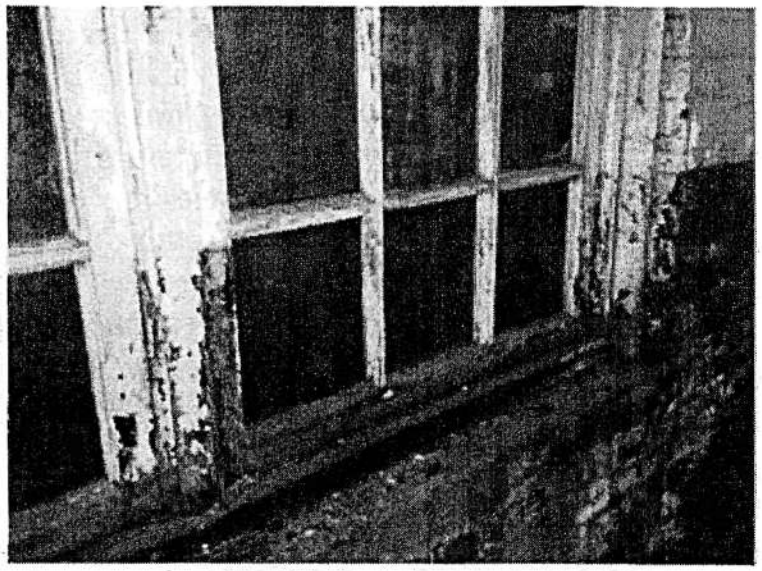
2.1.10 WOOD WINDOWS

i. **Observations** – The wood window frames and sashes have some areas of decay, particularly at the sills, but in general are considered to be in repairable condition. Vintage Woodworks carried out a basic on-site investigation in July 2011 that confirmed that all can be repaired. There are 63 windows, including the Boiler Shop, and 220 multi-lite sashes. Of these approximately 70 sashes will require extensive restoration. – see Appendix B for copy of this report.

Jonathan Yardley Architect



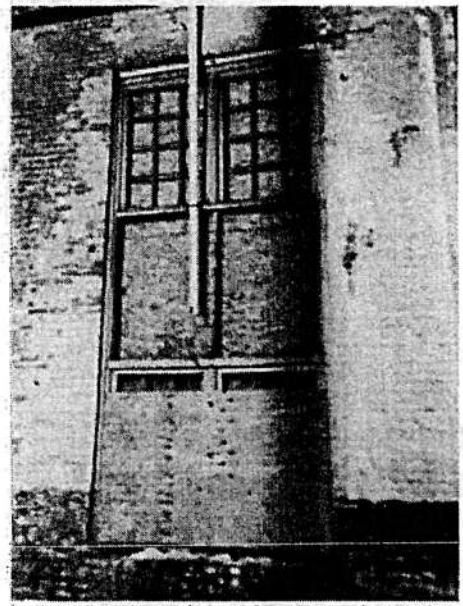
1.47 Interior of window- track 4 (2014 Feb 05)



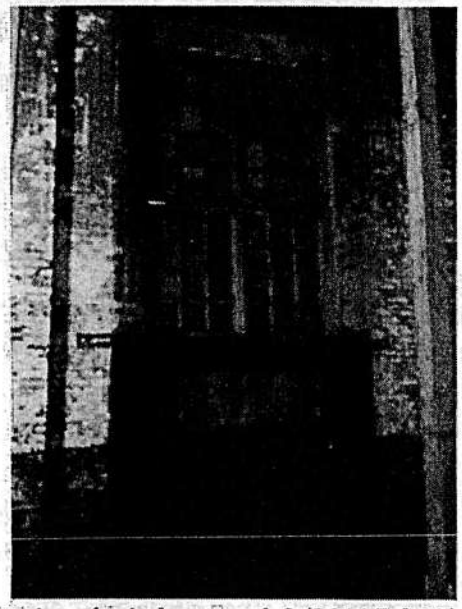
1.48 Interior of window cill to track 1 (2014 Feb 05)

ii. **Remediations** – These should be removed, sanded, repaired and then repainted. The frames at 13 windows will require this. Most of the glazing is broken, so the windows will have to be re glazed as needed. The wood frames and sashes of all the windows will be refurbished, and where required, new material incorporated. The existing glass will be retained and, where missing, replaced with glass matched to the same thickness.

Again in their July 2011 report[3] Vintage Woodworks provide more detailed conservation measures. – see Appendix B.



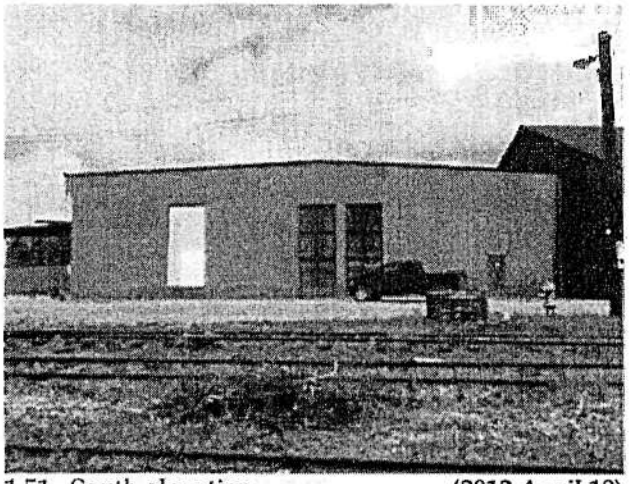
1.49 Interior of window- track 4 (2014 Feb 05)



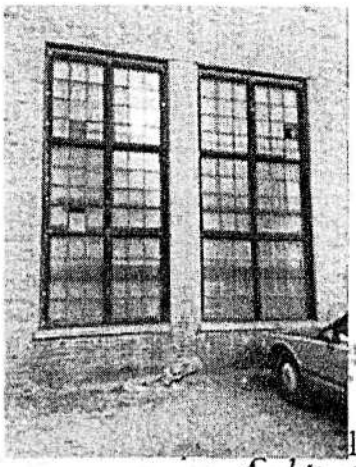
1.50 Interior of window- track 3 (2014 Feb 05)

iii. Proposed Interventions – It is intended to provide a glazed Atrium between the Roundhouse and new retail unit #3. This glassed intervention will be lower in height than the Roundhouse and will not be physically connected to the Roundhouse, except for the flashing detail.
The south wall forms part of the new interior Atrium, two of the three existing windows are to be removed, the opening cut down to the floor level and left open to provide pedestrian access between sections of the grocery store. The top sash of these two original windows will be retained to demonstrate the historic architecture of the window. One of the original windows will be retained in full. See Dialog drawing 4\ RH-A502.

[3] Vintage Woodworks – July 2011 letter from Keri Briggs, General Manager to Chris Reiter, Bayview Properties Ltd. – see Appendix B



1.51 South elevation (2012 April 18)



1.52 South elevation (2014 Jan 21)

lley Architect

2.1.11 WINDOW LINTELS

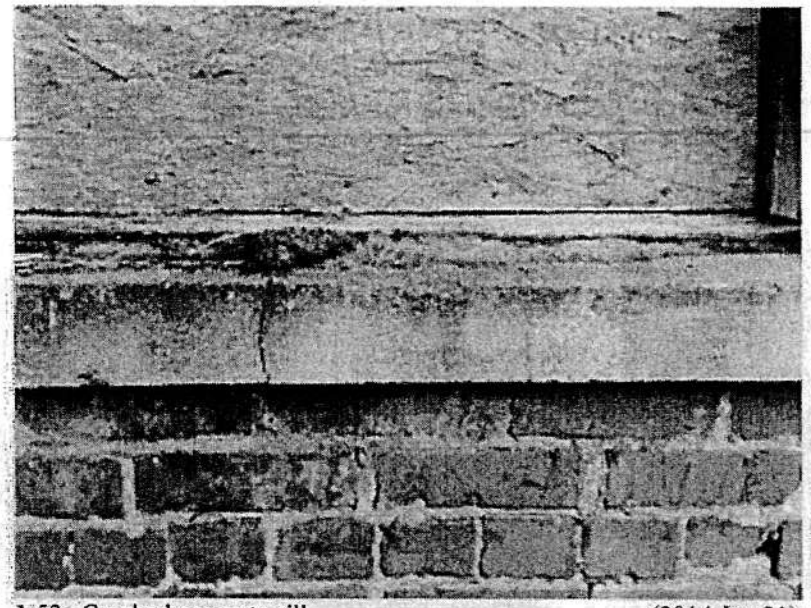
i. **Observations** – The window lintels include steel angles at both the interior and exterior surfaces. These are significantly corroded and are causing 'rust jacking' of the masonry at the upper corners of many windows.

ii. **Remediations** – The lintels should be removed, sandblasted to remove the rust, and if structurally sound then galvanized and painted. If structurally beyond repair to be replaced with steel units of a similar profile and size, galvanized and reinstalled. The masonry must also be rebuilt at the window corners. The lintels at 13 windows will require removal, repair and replacement.

iii. **Proposed Interventions** – none

2.1.12 WINDOW SILLS

i. **Observations** – The sills are of solid concrete and are substantial in fair condition, however a number of them are cracked and deformed.



1.53 Cracked concrete sill (2014 Jan 21)

ii. **Remediations** – The concrete sills are to either be repaired in-situ or replaced where that damage is beyond repair. Appropriate Jahn concrete repair products will be used.

iii. **Proposed Interventions** – none

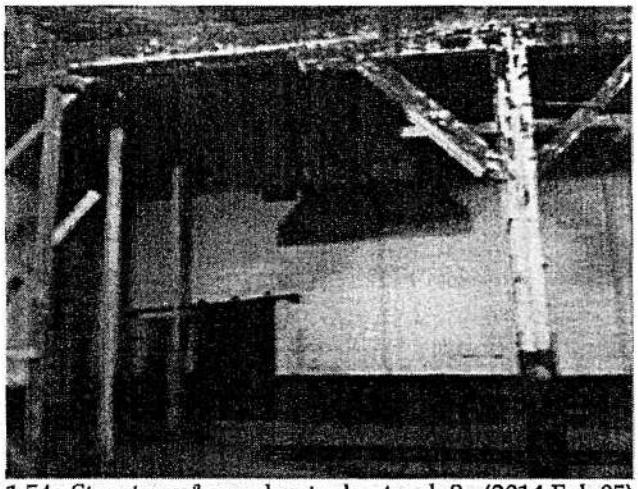
INTERIOR

The interior of the Roundhouse has many elements that are Character-Defining (CDE) of the place that include the roof/ceiling T & V jointed decking, the heavy timber support system and the painted surfaces of walls, ceilings and the heavy timber structure. The major interventions relate to the seismic upgrading of the heavy timber structure and support of the unreinforced brickwork (URM). This is achieved using applied steel sections in the required locations.

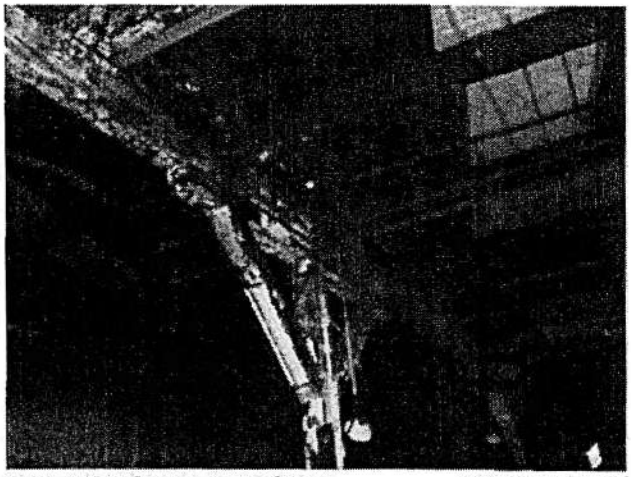
2.1.13 HEAVY TIMBER STRUCTURE

i. **Observations** – The interior post-and-beam structure appears to be in serviceable condition. However, there are some areas of decay that must be repaired. The beam-ends are all supported in pockets in the masonry walls. It appears that there is typically one brick wythe covering the end of each beam and protecting

from the weather. The beam-ends have not yet been inspected for decay. Decay is currently visible at 6 beams in masonry pockets and 5 beams at doorposts. Connectors between timber framing members are often loose, likely because of timber shrinkage.

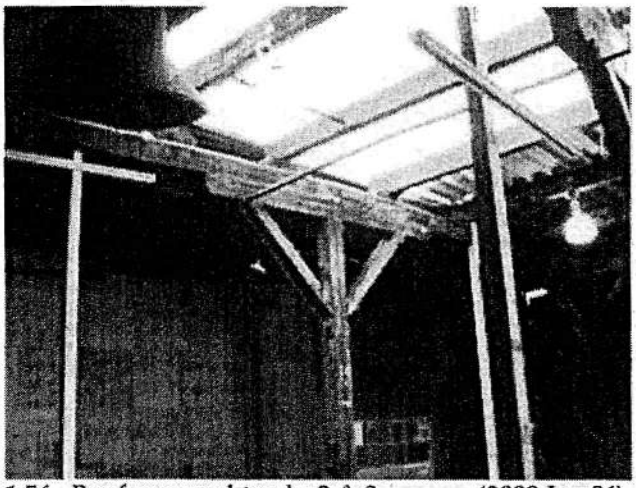


1.54 Structure & smoke stack – track 8 (2014 Feb 05)



1.55 Post, beam & decking (2014 Feb 05)

ii. **Remedations** – Due to lack of maintenance over a long period of time, a large portion of the original 4" T&G roof deck was rotten and was removed in 2007 and replaced with a **temporary** 2" x 6" joisted roof, with plywood decking and a membrane roofing system. This temporary roof system will be removed and replaced with a 4" T&G decked roof to match the original.



1.56 Roof removal-tracks 2 & 3 (2009 Jan 06)

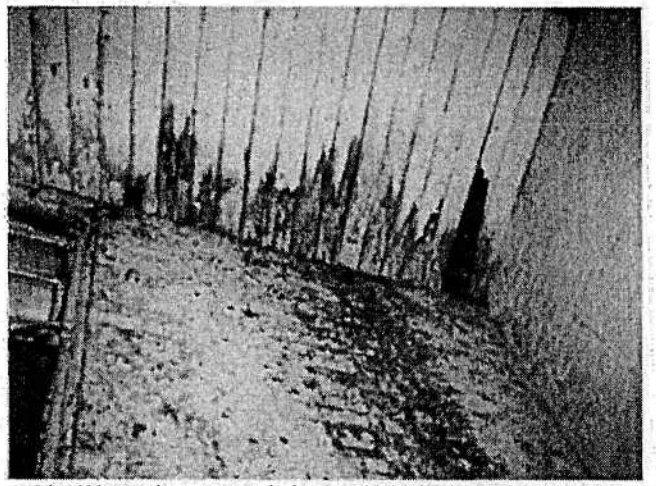
1.57 Temporary roof installation (2009 Jan 06)

In addition to the demolition and replacement of the original roof decking, the roof failure resulted in degradation of the upper surfaces and interior of a number of the main support beams. All defective beams will be replaced with new beams of the same dimension and species of the original. Refer to Read Jones Christoffersen's structural drawings for details.

iii. **Proposed Interventions** – The replacement of the heavy timber structure that is defective with new material will be augmented with the intervention of reinforcing with metal work to the exterior faces of some wood members. This intervention will be done so as not to damage the existing wood, but be subservient to the visual importance of the heavy timber construction.

2.1.14 INTERIOR BRICKWORK

i. **Observations** - The internal surfaces of both the exterior brick walls and those of the interior dividing walls are all in good condition. The only area to which there is damage to the interior brickwork is on the east wall between tracks 5 and 6 where a former roof fracture has lead to ingress of water to the upper areas of the interior wall. The finish to the wall surfaces is a combination of a dado of black paint up to a height of approximately 4 feet, above which the brickwork is coated with lime wash (original?) and further coats of which paint.



1.58 Water damage to brickwork & decking (2003 May 21)

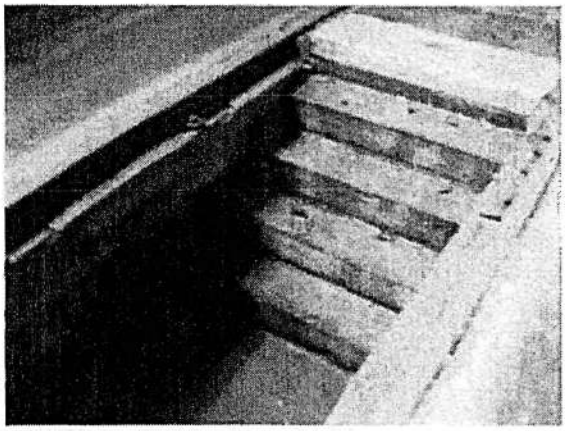
ii. **Remedations -** The original interior finishes of black and white paint will be retained. However, they will be re-painted to match the original colour where they have been substantially damaged due to water ingress.
Where the brickwork has been damaged by water ingress, the compromised bricks will be removed and replaced with new or used bricks to match the strength and size of the original.

iii. **Proposed Interventions -** Once the above recommendations have been carried out, an intervention of steel strongbacks installed vertically from floor to ceiling on approximately 10 feet on centre. These will provide the required seismic restraint to help provide both safety and protection of the fabric in the event of an earthquake. This steel work will be left exposed and painted. See RJC and DIALOG RH-A400 drawings for details.

In order to provide access from north to south within Retail Unit #1 it will be necessary to cut a number of apertures through one of the dividing walls. Two openings will be required and will be kept to a minimum size.

2.1.15 RAILWAY TRACKS & FLOOR SLAB

i. **Observations –** Minor damage to the concrete rail beams has occurred at some locations. The damage is the result of corrosion of the rail anchor.



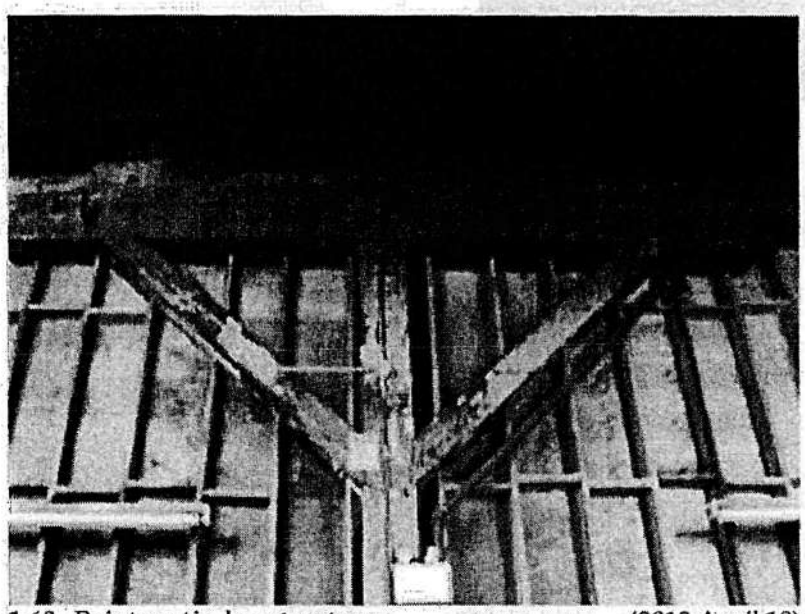
1.59 Inspection pit (2014 Feb 05)

ii. **Remedations** – Repair the concrete rail beams by chipping out the damaged concrete and patching. The concrete floor and stalls should all be cleaned so they can be better inspected.

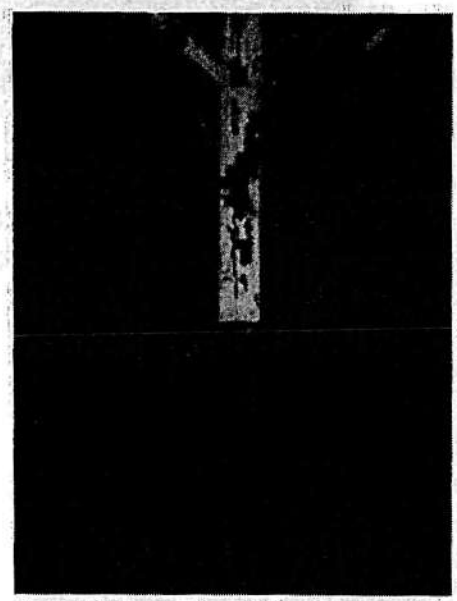
iii. **Proposed Interventions** - In order to provide a useable and workable finished floor surface for the intended retail use, it will be necessary to provide a new concrete floor laid over the existing. The intent will be to reflect the location of the original rail lines and inspection pits with changes of finish to the floor. As yet this has not been agreed upon but will form part of an amended HCP.

2.1.16 INTERIOR PAINTWORK

i. **Observations** – The paint is peeling from the interior masonry and from the timber structure.

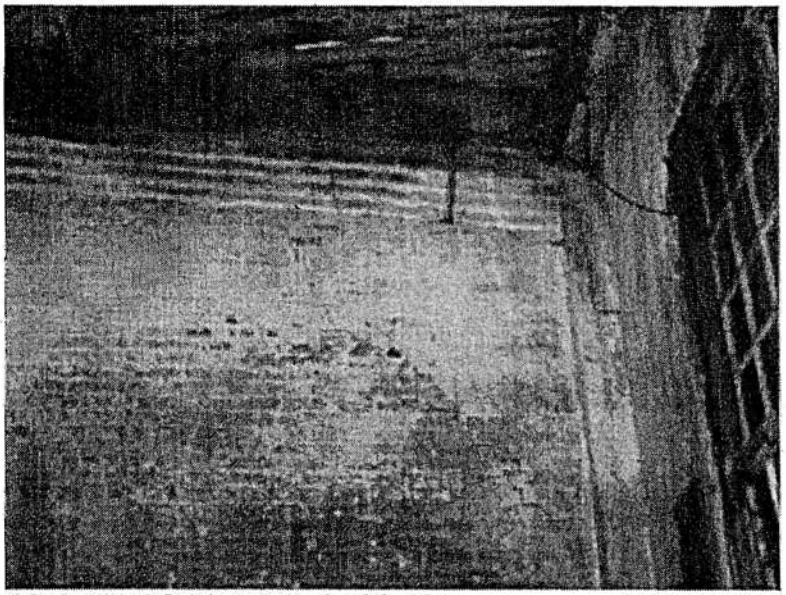


1.60 Paint on timber structure (2012 April 18)



1.61 Paint on post (2014 Jan 21)

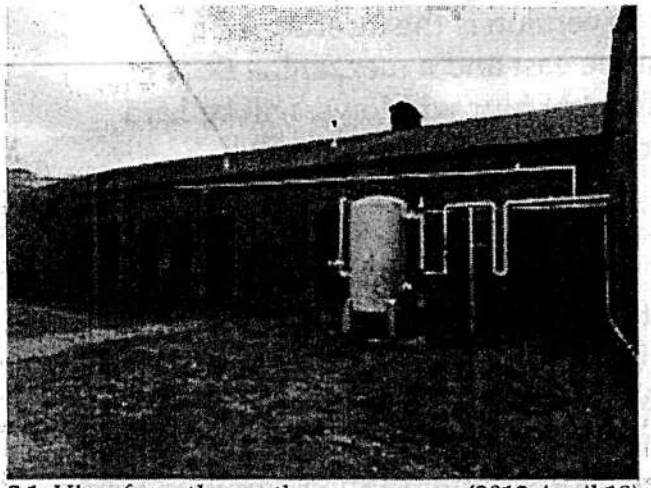
ii. **Remedations** – While the paint and whitewash are in only fair condition, they are important to the heritage character and ambiance because they retain the patina of their original use—whitewashed walls and black, smoke-stained ceilings, which were painted to cover the staining. It will be necessary to discuss the pros and cons of leaving the surfaces as they are, for interpretive purposes; or stripping the paint to enable further treatment of the wood and masonry surfaces.



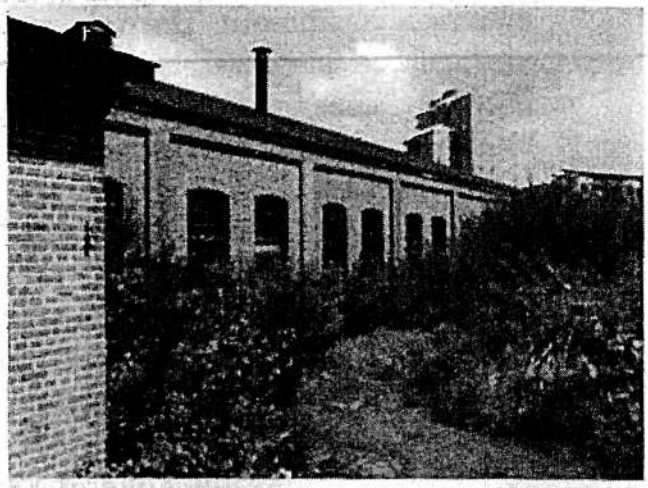
1.62 Paint on brickwork & u/s of decking (2003 May 21)

iii. **Proposed Interventions** – Whitewash, paint and soot adhesion (entire structure).

2.2. BACK SHOP



2.1 View from the north (2012 April 18)



2,2 View from the south (2012 April 18)

The Back Shop that adjoins the Roundhouse at Bays 1 & 2 is a combination of URM brickwork and a timber trussed roof system. It contains two railway tracks with full-length inspection pits. Just below the roof trusses is a 15ton-tracked hoist.
See DIALOG drawings BS-A501, A502, A503 & RI-A501 for details of proposed interventions.

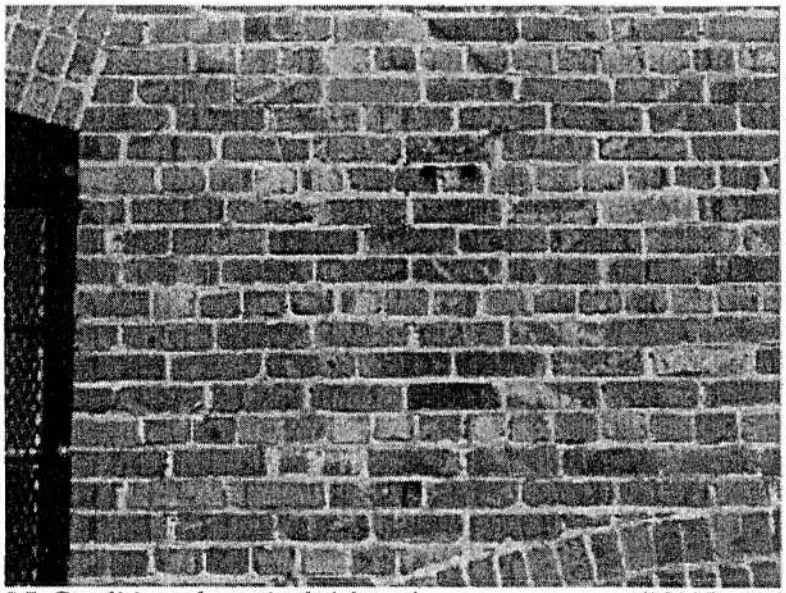
2.3 View of interior looking east (2014 Feb 05)

2.4 Crane & support structure (2014 Feb 05)

The intent is to keep this as a large open space and to utilize the existing Boiler House and Engine Room as areas for the required mechanical and electrical equipment. The only major intervention is the insertion of a vertical demising wall two bays in from the east and a mezzanine floor to this area. This floor, which crossing in front of four windows, will be held back approximately 0.5m from the interior face of the windows.

2.2.1 EXTERIOR BRICKWORK

i. **Observations** – The exterior masonry is in relatively good condition. The mortar has a compressive strength of approximately 6 to 12 Mpa. There are some areas on the exterior surface where the mortar has been etched by water running over the surface. Some softer salmon-coloured brick units occur; these have failed in some areas.



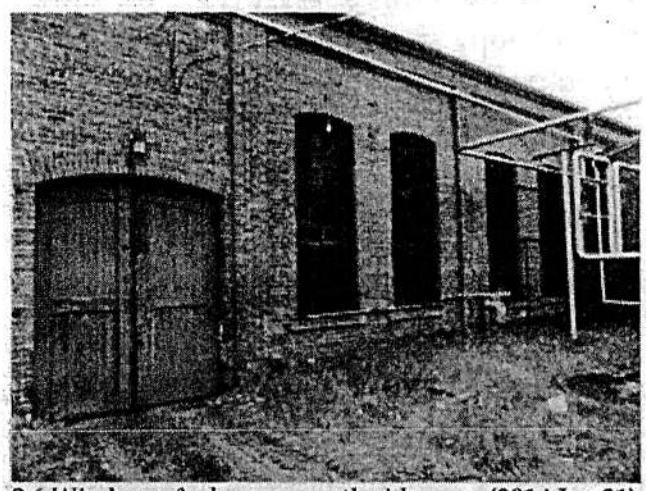
2.5 Condition of exterior brickwork (2014 Jan 21)

ii. **Remediations** – The areas where the mortar has been damaged will require repointing. Some salmon-coloured bricks will require replacing. Perform shear tests to evaluate the shear resistance of the brick walls.

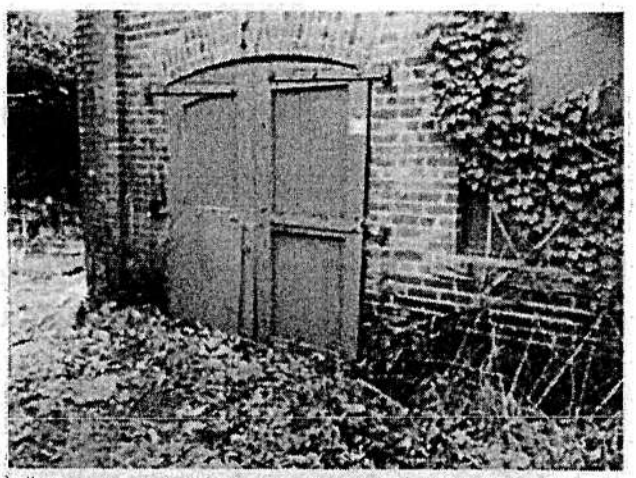
iii. **Proposed Interventions** – none

2.2.2 WOOD WINDOWS

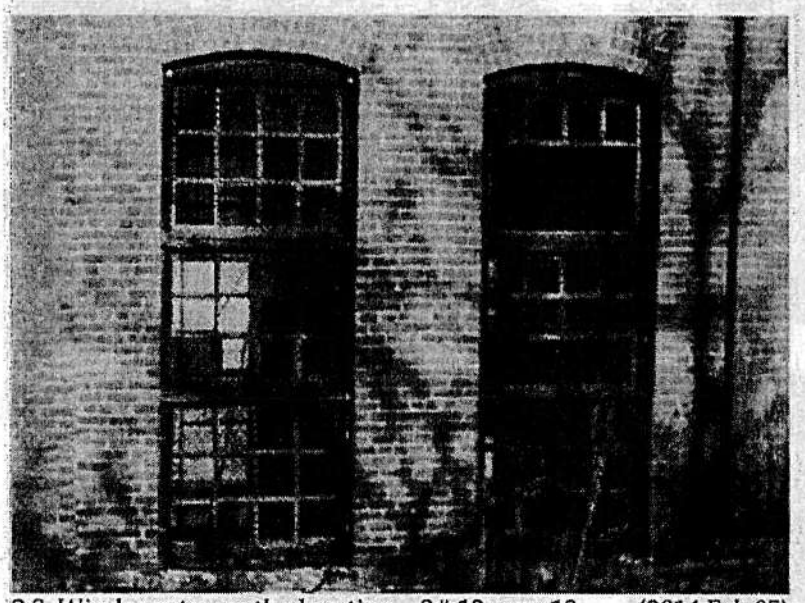
i. **Conditions** – The wood window frames and sashes have some areas of decay, but in general are considered to be in repairable condition. Many glazing bars and several panes are broken on the south wall. Some windows have been boarded up from the exterior for protection.



2.6 Windows & door on north side (2014 Jan 21)



2.7 Doorway to be expanded for loading bay entry



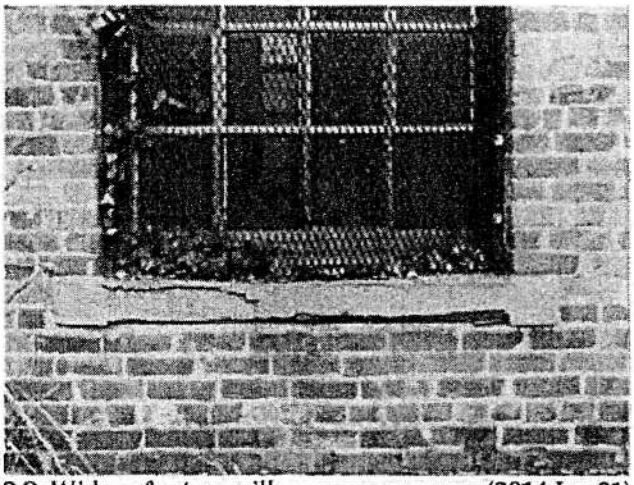
2.8 Windows to south elevation – 3# 12 over 12. (2014 Feb 05)

ii. **Remediations** – Remove, sand, repair, and repaint all window frames, about 35 units in all. Replace broken glazing bars and glazing as required.

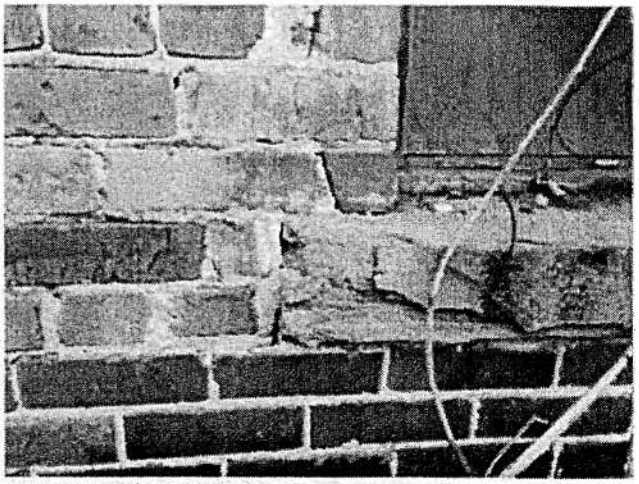
iii. **Proposed Interventions** – Existing door and window openings will be used in a number of places to provide the necessary required access of the adaptive reuse. The doorway shown in photo 2.7 will be removed and the opening increased in size to accommodate the adaptive reuse with new roll-up door– see DIALOG BS-A502. If it is found that the new use can work with the existing opening without increasing its size efforts will be made to accomidate this alternative solution. A freestanding glass canopy is proposed, and is acceptable from a heritage perspective as it does not touch the building or alter the existing building.

2.2.3 WINDOW STONE SILLS

i. **Conditions** – The sandstone window sills (35 in all) have failed in some locations.

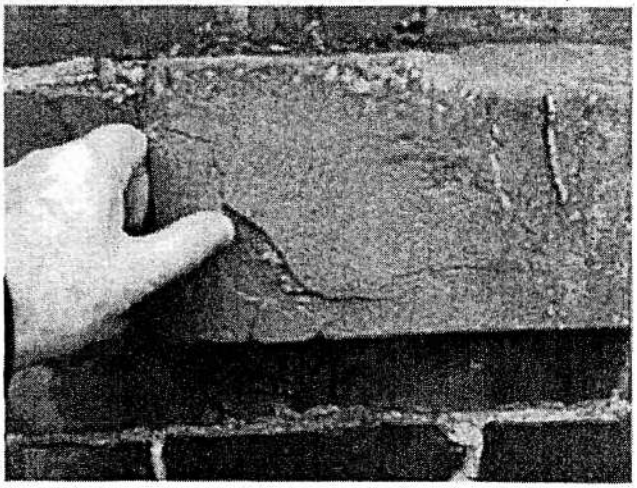


2.9 Widow & stone sill (2014 Jan 21)



2.10 Detail of sill & brickwork (2014 Jan 21)

Site
2015 January 30



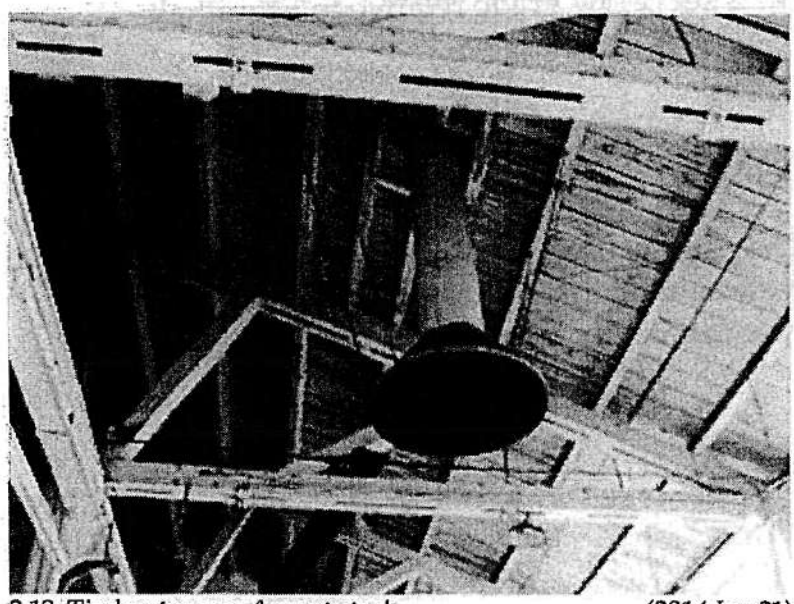
2.12 Failing stone sill-detail (2014 Jan 21)

ii. **Remediations** - Where the window sills are badly damaged, they are to be removed and replaced with new sandstone units of stone to match the original in colour and texture. Quantises to be determined by detailed on site survey during the pre-construction phase. Where not severely damaged, to be repaired using JAHN or other appropriate approved product to match both colour and surface texture of the original.

iii. **Proposed Interventions** – none

2.2.4 INTERIOR STRUCTURE

i. **Conditions** – The support structure consists of exterior URM wall supporting large timber trusses that are also supported on a series of wood columns. In the area of the 5-ton hoist the structure reverts to steel. All elements appear to be in satisfactory condition but there is some localized rot to a number of the beam pockets.



2.13 Timber trusses & vent stack (2014 Jan 21)

2.14 Inspection pit (2014 Jan 21)

ii. **Remediations** – To make repairs to the ends of the trusses where they are compromised at the junction with the exterior masonry walls.

iii. **Proposed Interventions** – As with the Round House the URM wall are in need of seismic upgrading and this will consist of a series of vertical steel strong backs affixed at approx. 10 foot on centers to the inner face of the exterior brick wall. In addition the timber trusses will also require strengthen by the insertion of steel reinforcement. This will provide the required seismic restraint to help provide both safety and protection of the fabric in the event of an earthquake. This steel work will be left exposed and painted. See RJC and DIALOG drawings for details.

A new mezzanine floor is proposed to the rear of the Back Shop, which is within 0.5 meters of the interior face of the exterior wall. This intervention is acceptable. See DIALOG drawing BS-A201. Although set back from the window openings themselves, the floor may be partially visible from the exterior of the Back Shop, and would present as an inset partial wall behind the frame of the window. We emphasize that the intervention will be minimally visible as this portion of the Back Shop is set below grade relative to Esquimalt Road.

2.2.5 INTERIOR PAINTING

i. **Conditions** – The paint is peeling from the interior timber structure. The paint would appear to originally have been lime wash, but more recently other paint systems have been applied.

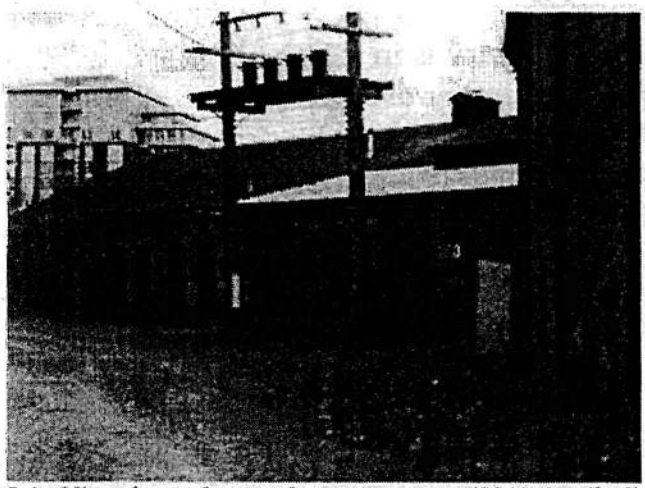
2.15 White interior with black dado (2014 Feb 05)

ii. **Remediations** – For remediations for this condition to be the same as with the Round House- see clause 2,1,16,ii & iii.. The same approach will be taken with the retention of the existing paint finishes.

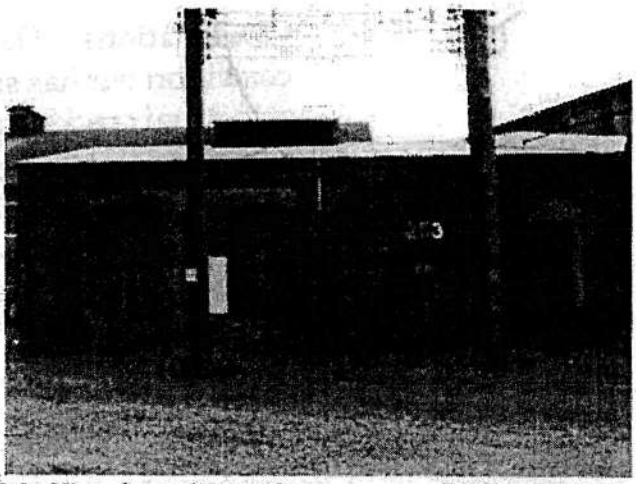
iii. **Proposed Interventions** – none

Jonathan Yardley *Architect*

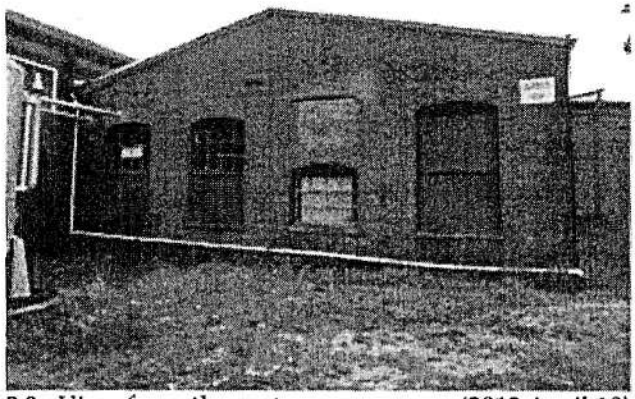
2.3 BOILER HOUSE



3.1 View from the northwest (2012 April 18)



3.2 View from the north (2012 April 18)



3.3 View from the east (2012 April 18)

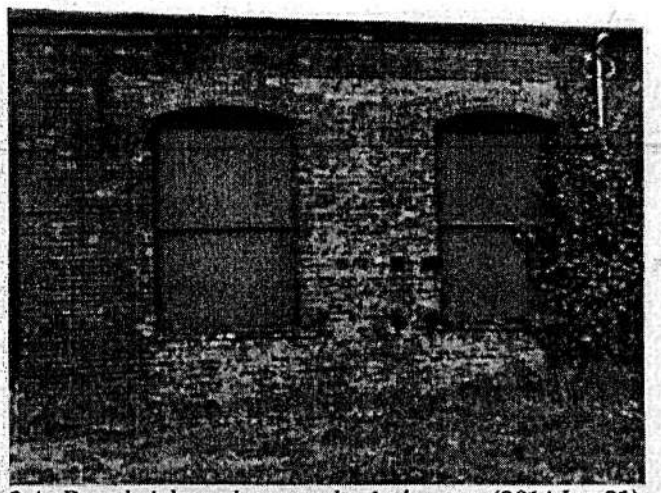
The separately roofed building shares walls with the Round House to the west and are with the Back Shop to the south. It is of similar construction as the other buildings on the site and has a timber truss roof. A number of the exterior doors and windows have, over the years, been altered with changes to opening sizes and to metal as opposed to wood-framed windows.

See DIALOG drawings BS-A502 & 503 for details of proposed interventions.

Jonathan Yardley Architect

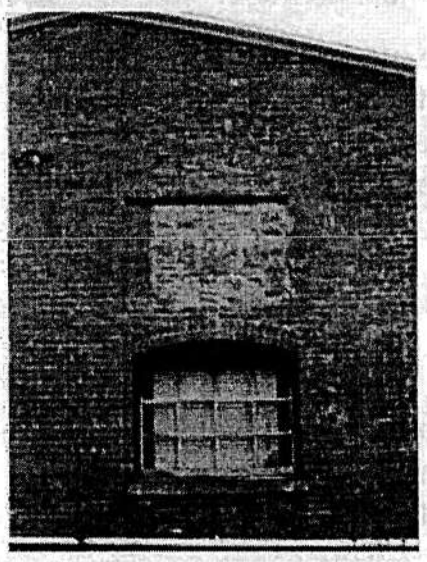
2.3.1 EXTERIOR BRICKWORK

i. **Observations** – The exterior masonry is in relatively fair condition but has suffered in a number of areas with structural cracks and settlement. The mortar has a compressive strength of approximately 6 to 12 Mpa. There are some areas on the exterior surface where the mortar has been etched by water running over the surface. Some of the softer salmon-coloured brick units have failed in some areas.

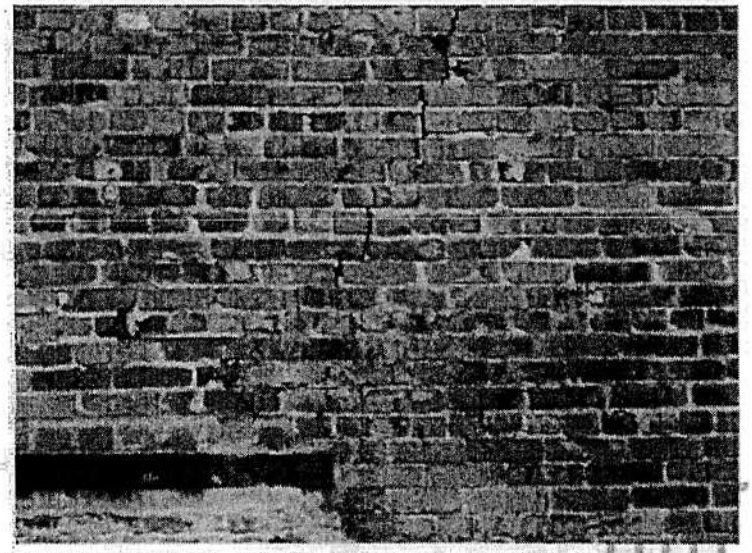


3.4 Poor brickwork around windows (2014 Jan 21)

3.5 Detail – poor brickwork at head (2014 Jan 21)

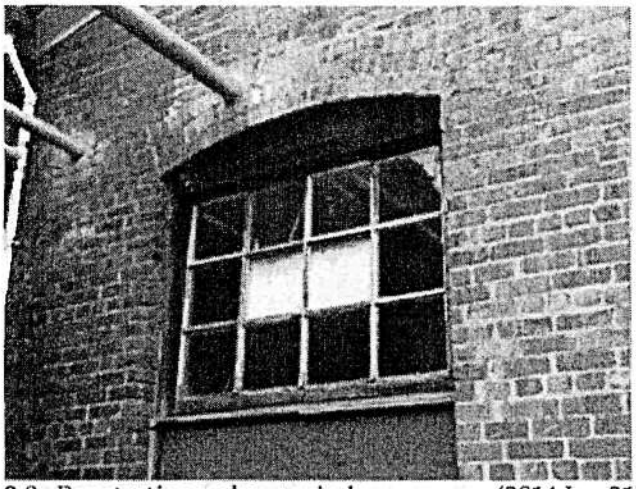


3.6 Blocked up window (2014 Jan 21)
window (2014 Jan 21)

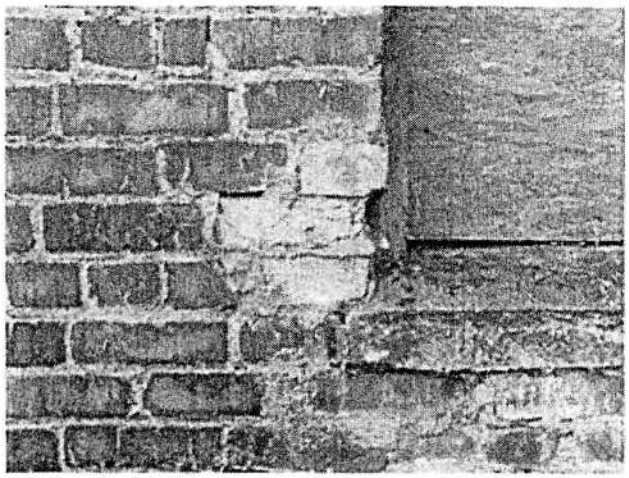


3.7 Settlement crack at heat of blocked up

Jonathan Yardley
Architect



3.8 Penetrations above window (2014 Jan 21)



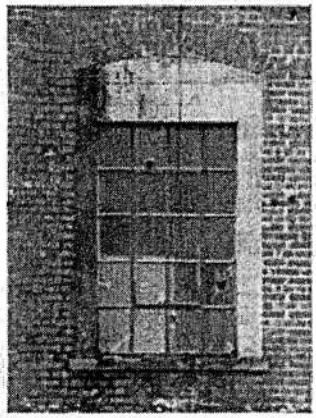
3.9 Spalling bricks at sill (2014 Jan 21)

ii. **Remediations** – The areas where the mortar has been damaged will require repointing. In addition there will be some areas of brickwork to be rebuilt where failure has taken place. Some salmon-coloured bricks will require replacing. Perform shear tests to evaluate the shear resistance of the brick walls.

iii. **Proposed Interventions – None.**

2.3.2 STEEL WINDOWS

i. **Conditions** – The steel window frames and sashes have some areas of rusting, but in general are considered to be in repairable condition. Several panes of wired glass are broken.



3.10 Metal window set in concrete in original opening (2014 Jan 21)

3.11 Broken glass to metal

Jonathan Tardley Architect

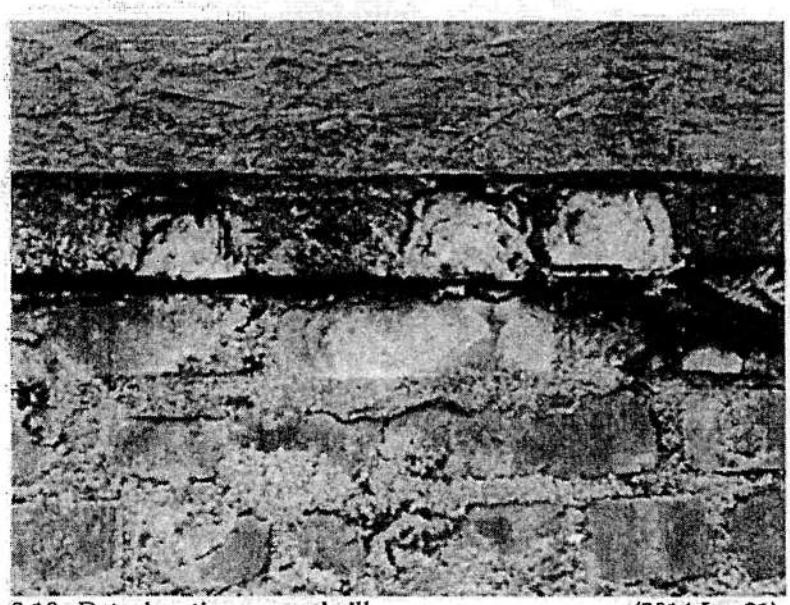
ii. **Remediations** – Remove, sand, repair, paint and refurbish all of the metal framed windows and replace broken glazing as required and then reinstalled within the existing opening.

iii. **Proposed Interventions** – none.

2.3.3 PARGED BRICK WINDOW SILLS

i. **Conditions** – The parged brick window sills have failed in most locations. The front face of the sills are badly weathered with both the parging and the backup bricks are spalling due to water infiltration.

ii. **Remediations** - Where the window sills are badly damaged, they are to be removed and replaced with new bricks of the same size as the original. Where not severely damaged, to be repaired using a cement based parging to match the colour and texture of the original.



3.10 Deteriorating parged sill. (2014 Jan 21)

iii. **Proposed Interventions** – none

2.3.4 INTERIOR PAINTING

Jonathan Yardley Architect

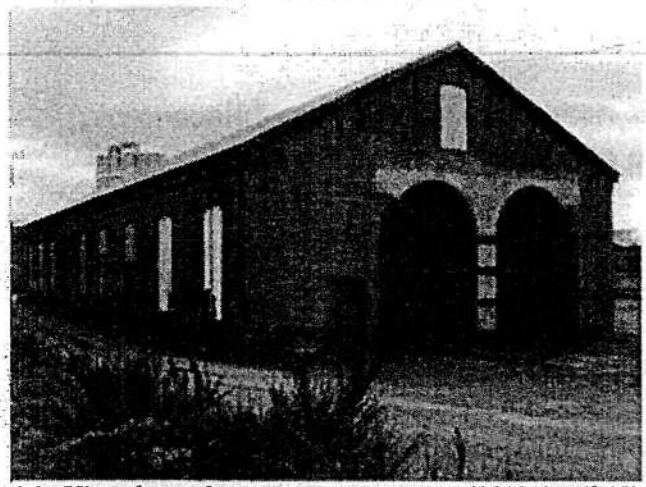
i. **Conditions** – The paint is peeling from the interior timber structure. The paint would appear to originally have been lime wash, but more recently other paint systems have been applied.

ii. **Remediations** – See the Remediations for this condition for the Roundhouse – see clause 2,1,16,ii & iii. As with the Round House, the same approach will be taken with the retention of the existing paint finishes.

iii. **Proposed Interventions - none**

Jonathan Yardley Architect

2.4. CAR SHOP



4.1 View from the west (2012 April 18)

4.2 View from the east (2006 August 04)

This rectangular brick building was used to service the E&N rolling stock. It is accessed from the west by twin pairs of semi-arched headed doors that open onto the tracks and full-length inspection pits running down the length of the building. To the south elevation is a full range of tall vertical windows divided into six (6) individual multi-pane sash units. The north side is similar to the south. On the east elevation are two vertical windows and one doorway and a high level window/vent in the gable end.

In order to make the Car Shop a viable retail space; it is necessary to divide it into at least three (3) separate spaces. This has resulted in the alteration of the south elevation to provide for three new doorway entrances in addition to the two existing for a total of five (5). Two have been located were current doors exists and three (3) where ~~a~~ windows exists. The intent is to keep as much as possible of the existing wood-framed windows and insert new fully glazed aluminum doors below.

i. The interior division wall will be changed in such a manner as the existing wood roof trusses are exposed within the retail units.

ii. A modern glass and steel canopy will be provided to the south side to provide weather protection to patrons. However, it will **NOT** be physically connected to the building.

iii. On the west and east elevations the two central high up window openings will be used as air grills for the mechanical air handling equipment.

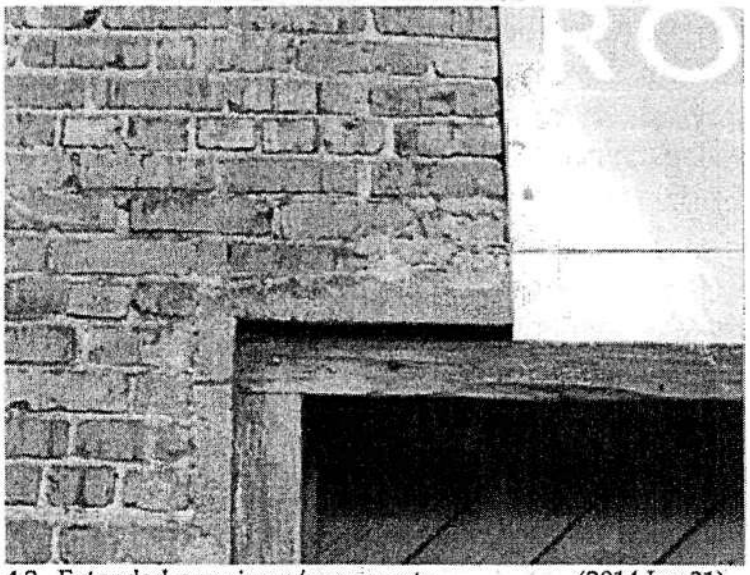
iv. The only intervention on the north elevation is the replacement of the existing door between grid lines E/F and the reduction of the width of the opening to the window above with a new pair of wood doors below the window.

v. Three (3) new skylights will be installed in the location of the original to replicate their form - see archival plate A-00561

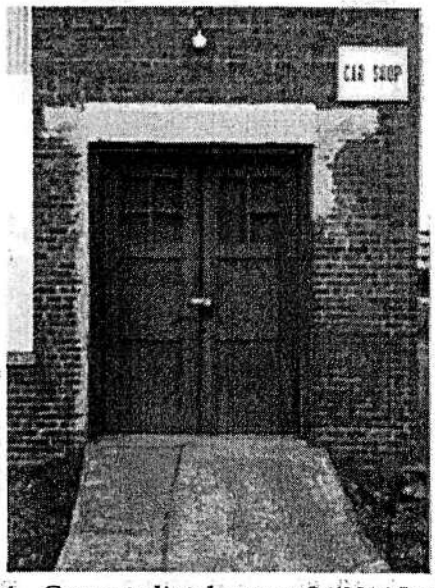
See DIALOG drawings CS-A501, 502 & 503 for details of propopsed interventions.

2.4.1 EXTERIOR BRICKWORK

i. **Conditions** - The exterior masonry is in relatively good condition. The mortar has a compressive strength of approximately 6 to 12 Mpa. There are some areas on the exterior surface where the mortar has been etched by water running over the surface. All present are settlement cracks adjacent to the large door on the west elevation

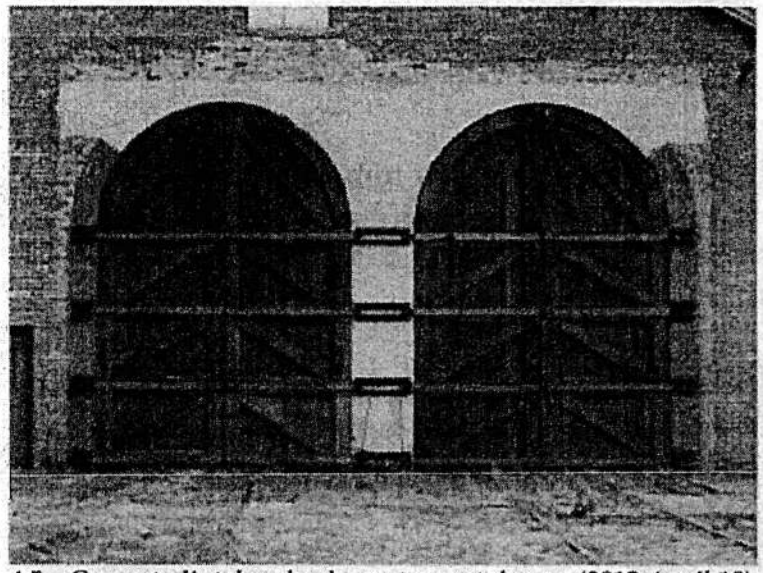


4.3 Extended opening c/w concrete (2014 Jan 21)

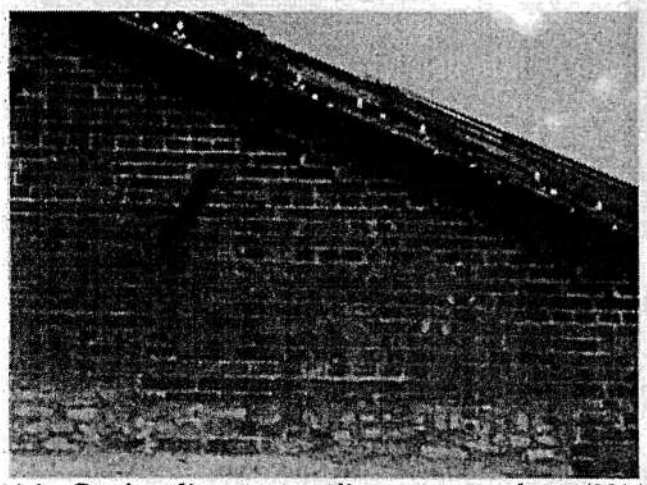


4.4 Concrete lintel -recent? (2014 Jan 21)

In the location of the pair of large twin semicircular headed doors at the west end appear to have been reset at some time into a new opening with concrete lintels and a central concrete pillar. By observing the brickwork coursing it is possible to identify the original and replacement bricks. This is to be retained as part of the history of the building.



4.5 Concrete lintel and column to west doors (2012 April 18)



4.6 Cracks adjacent to purlins over west doors (2014 Feb 05)

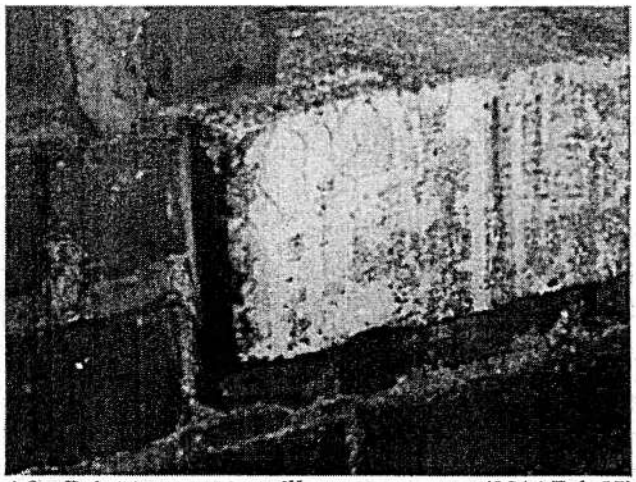
4.7 Detail- cracks to brickwork (2014 Feb 05)

ii. **Remediations** – The areas where the mortar is damaged will require repointing. Mortar repointing is also required beneath the purlins where they penetrate the walls on both the interior and the exterior. Perform shear tests to evaluate the shear resistance of the brick walls.

iii. **Proposed Interventions** - none

2.4.2 WINDOW SILLS

i. **Conditions** – The concrete sills appear to be in fair condition. In some areas there are remnants of paint and discolouration of the concrete surface. Some slight cracking has occurred to some of the sills.



4.8 Paint to concrete sill (2014 Feb 05)

ii. **Remediations** – The sills should be repaired, using good conservation technique. The use of the appropriate JAHN concrete repair products are recommended.

iii. **Proposed Interventions** - none

2.4.3 STEEL WINDOW LINTELS

i. **Conditions** – The lintels over the small doors at the north and south walls include steel angles at both the interior and

exterior surfaces. These are significantly corroded and are causing 'rust jacking' of the masonry above.

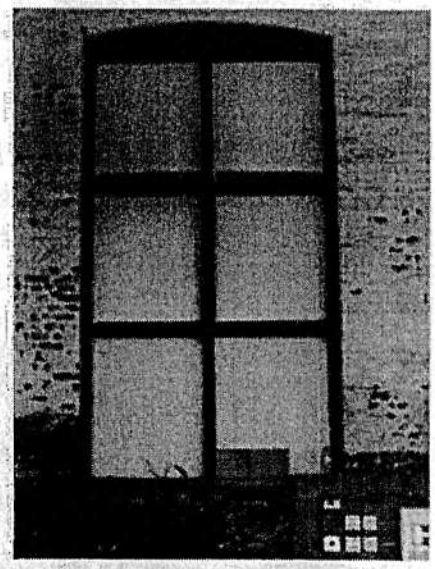
ii. **Remediations** – Rusted lintels over the doors and windows should be removed, sandblasted to remove the rust, and then galvanized and/or painted. They can then be reinstalled. The masonry adjacent to the lintels should also be repaired.

iii. **Proposed Interventions** - none

2.4.4 WOOD WINDOWS

i. **Conditions** – The wood window frames have some areas of decay, particularly at the sills, but in general are considered to be in restorable condition. All except two of the original glazing units have been removed and the windows are covered with translucent fibreglass panels.

4.9 Boarded up windows (2014 Feb 05)



4.10 Interior showing 6 frames for missing sashes (2014 Feb 05)

ii. **Remediations** – The windows frames should be removed, sanded, repaired and then repainted. They should be re glazed as necessary, original all the missing sashes were 9 pane units.

iii. **Proposed Interventions** - The Car Shop has a number of interventions to the existing window and door openings to ensure that it can function effectively in its adaptive re-use. On the south elevation facing the Rail Yard three (3) of the existing window openings are opened up to grade level to permit the insertion of entry doors. The two (2) existing door openings between grid lines C & D would appear to be the original configuration. However, that between E & F has been increased in width from its original form. With the latter, the opening is reduced back to its original width and a new combined door and window installed. With the former, it is proposed to remove the original door and to make the opening the same width as the window above door to grade and insert a combined window and door unit. The existing window frames will be retained and refurbished. The original main glazing division units are still in place in six (6) major sashes each glazed with nine (9) separate panes of glass for a total of fifty-four (54) for each window. The intent is to keep the four sashes, but with one light to each and install the new doors beneath this window.

2.4.5 INTERIOR PAINT

i. **Conditions** - The paint is in reasonable condition and as with the other buildings it consist of original lime wash that has since been overlaid with other white paint products. At the base there is a black painted dado.

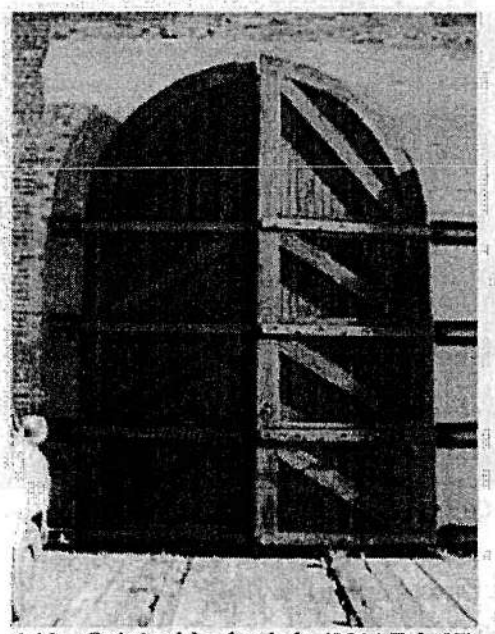
4.11 White pained interior (2014 Feb 05)

ii. **Remediations** – The existing painted surfaces are to be retained. Where required spot repainting will be carried out.

iii. **Proposed Interventions** – none

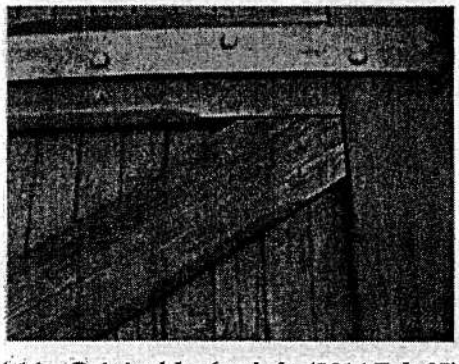
2.4.6 DOORS

i. **Conditions** – The main west facing doors are in fair condition. They are suffering from some decay but are only sagging slightly on their hinges. Of the four leaves only two are original.

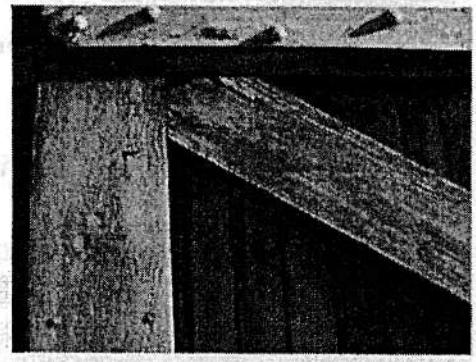


4.12 Original leaf at left (2014 Feb 05)

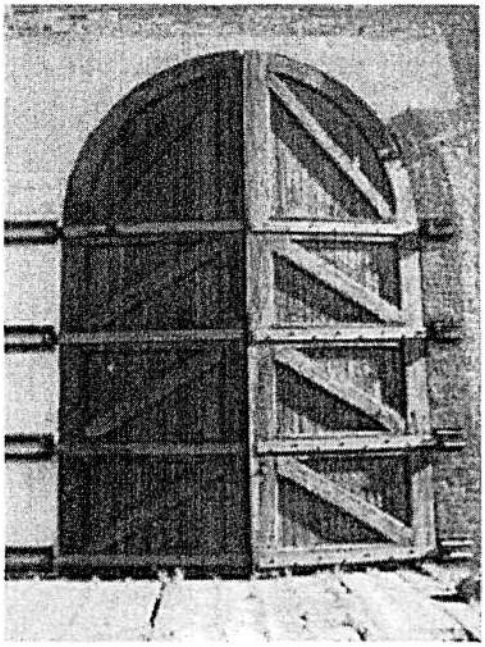
4.13 Original leaf at right (2014 Feb 05)



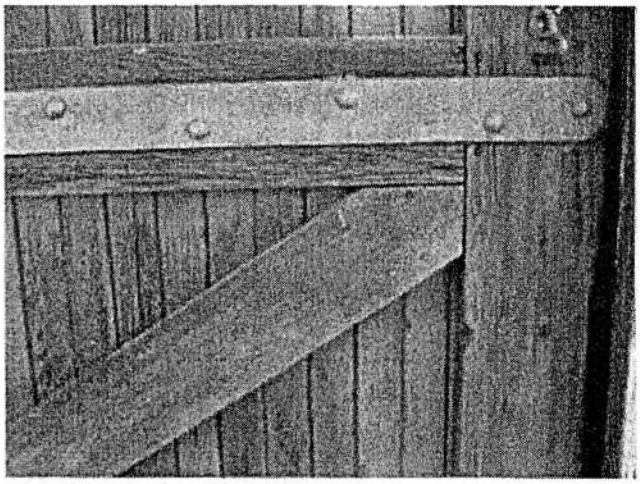
4.14 Original leaf at left (2014 Feb 05)



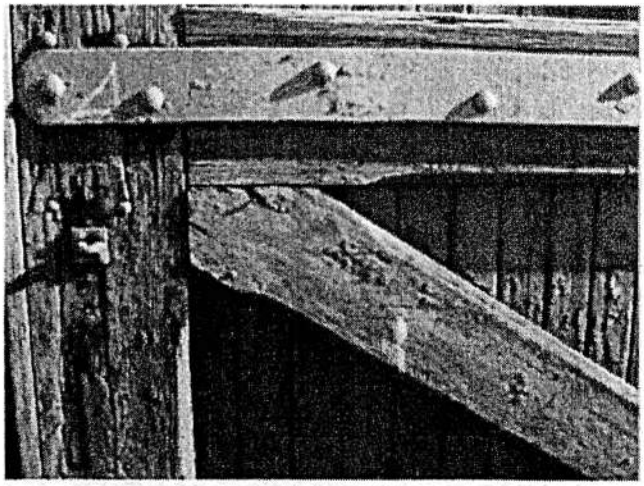
4.15 Replaced leaf at right (2014 Feb 05)



4.16 Replaced leaf at right (2014 Feb 05)



4.17 Replaced leaf at left (2014 Feb 05)



4.18 Original leaf at right (2014 Feb 05)

ii. **Remediations** – The doors should be repaired where necessary so that they are fully operational.

iii. **Proposed Interventions** – none

2.4.8 TIMBER ROOF SYSTEM

i. **Conditions** – The interior structure appears to be in serviceable condition. The trusses and decking are satisfactory. Eaves troughs and downspouts have been removed.

ii. **Remediations** – Further investigation of the purlin support at the west end should be carried out. This can be done by opening the brick masonry (from the outside) at selected locations so that the purlin ends can be inspected for decay. Repairs should then be made accordingly.

iii. **Proposed Interventions** – As with the Round House the URM wall are in need of seismic upgrading and this will consist of a series of vertical steel strong backs affixed at approx. 10 foot on centers to the inner face of the exterior brick wall. In addition the timber trusses will also require strengthen by the insertion of steel reinforcement. This will provide the required seismic restraint to help provide both safety and protection of the fabric in the event of an earthquake. This steel work will be left exposed and painted.

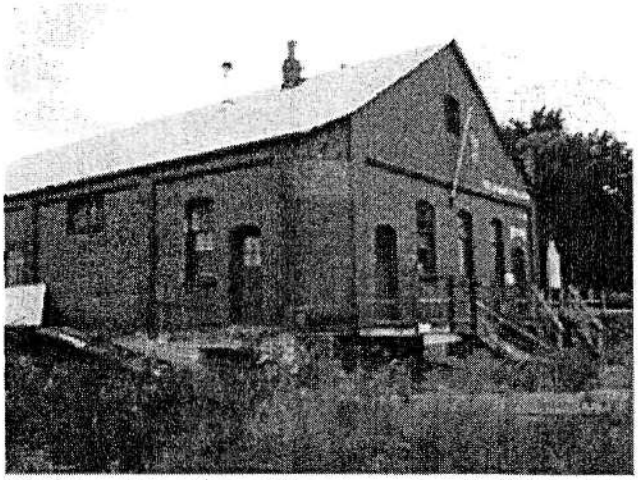
The existing roof will be replaced with a new corrugated metal roof to math the original profiles complete with galvanized metal gutters and down pipes.

The missing three skylights will be reinstated based on archival photographs.

See RJC and DIALOG drawings for details.

2.5. STORES BUILDING

5.1 View from the east (2012 April 18)



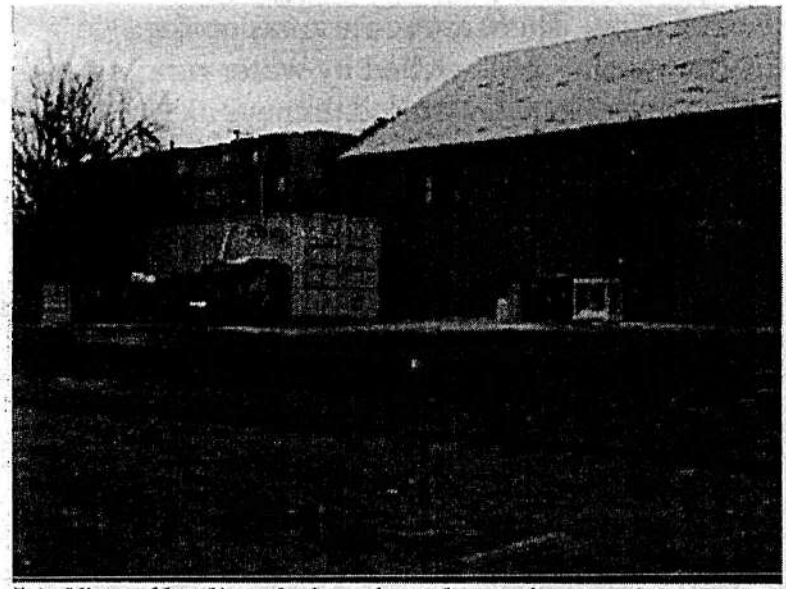
5.2 View from the southeast (2012 April 18)

5.3 View from the east (2012 April 18)

This building serves as both the office for the railyard, the receiving and shipping area from its adjacent loading platform and as storage for parts and products used by E&N in its operations.

The Stores Building requires a few interventions to make it function in its re-use. To the east and north elevations there is no change to the configuration of the existing doors and windows. However, the south (front) elevation has had two new openings provided below existing windows to provide good

access and light into the interior. This will provide good use of existing loading platform that will be reconfigured as a public deck for the new use of the building.



5.4 View of loading platform from the southeast (2014 Jan 21)

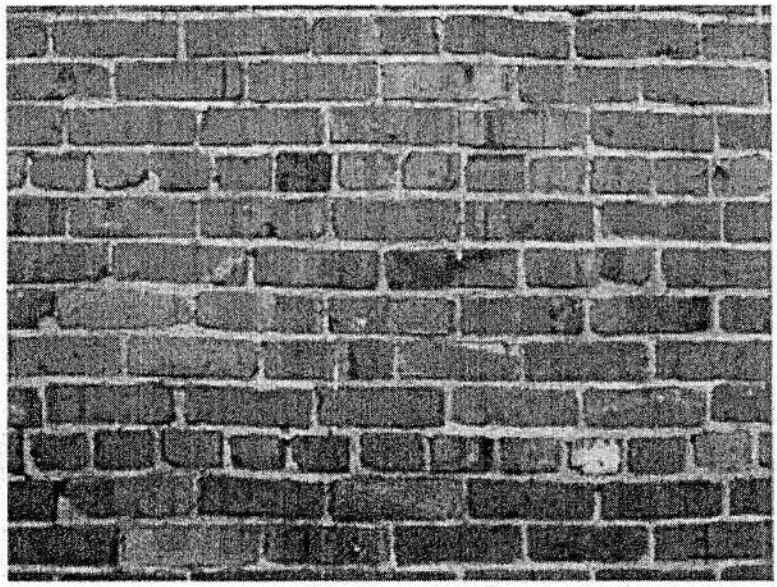
This building is the most problematic to reconfigure for current day use. It is intended to use the existing loading dock (restored) as an outdoor gathering area. However, in order to physically and visually connect it to the Stores Building it will be necessary to provide new fully glazed doors on the south side. It is proposed to install new fully glazed aluminum doors in new openings below the existing small height level windows.

To the west an existing non-original shed will be removed and replaced with two new glass entry doors.

See DIALOG drawings ST-A501 & 502 for details of proposed interventions.

2.5.1 EXTERIOR BRICKWORK

i. **Conditions** – The exterior masonry is in relatively good condition. The mortar has a compressive strength of approximately 6 to 12 Mpa. There are some areas on the exterior where the mortar has been etched by water running over the surface. The masonry brickwork chimneys are in good consition; however, maybe are in need of additional seismic restraint.



5.5 View of brickwork (2012 April 18)

ii. **Remediation** – The areas where the mortar is damaged will require repointing. For additional seismic restraint for the chimney see DIALOG drawings ST-A501 and ST-A502.

2.5.2 LINTELS

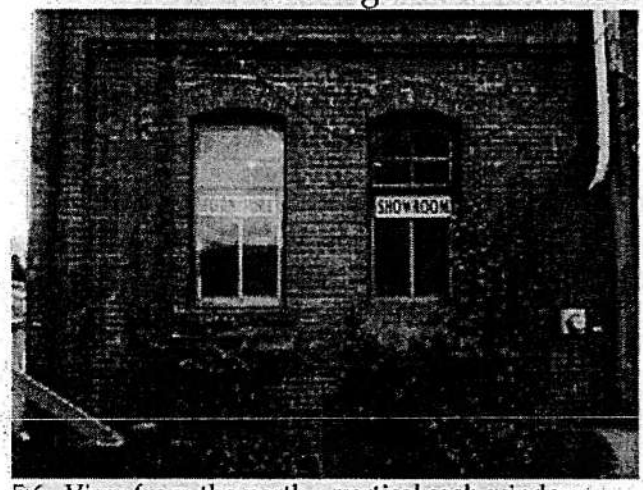
i. **Conditions** – The window and door lintels include steel angles. These are showing minor corrosion.

ii. **Remediations** – The window and door lintels should be removed, sandblasted to remove the rust, and then galvanized and/or painted. They can then be reinstalled. The adjacent masonry should be repaired.

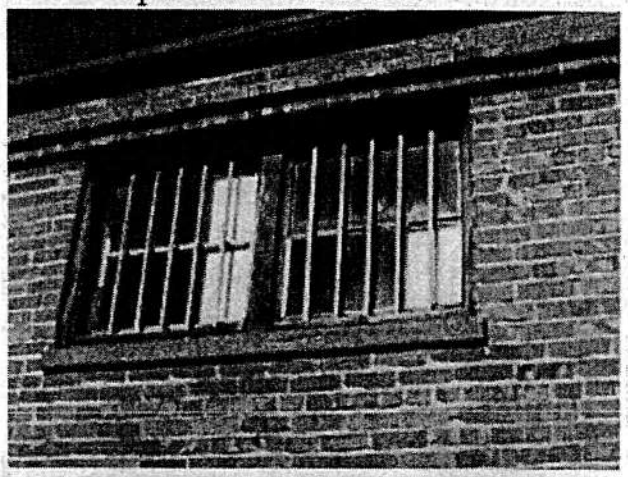
iii. **Proposed Interventions** - none

2.5.3 WOOD DOORS & WINDOWS

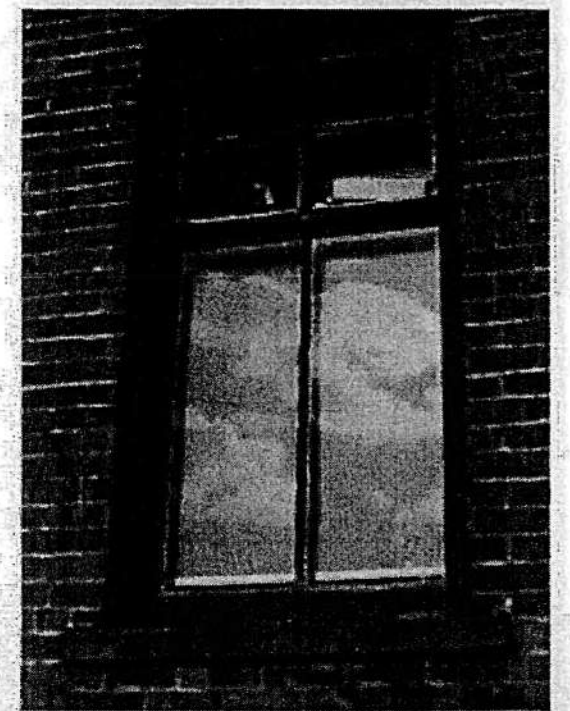
i. **Conditions** – The wood window frames and sashes at the south wall have some areas of decay, particularly at the sills, but in general are considered to be in repairable condition.



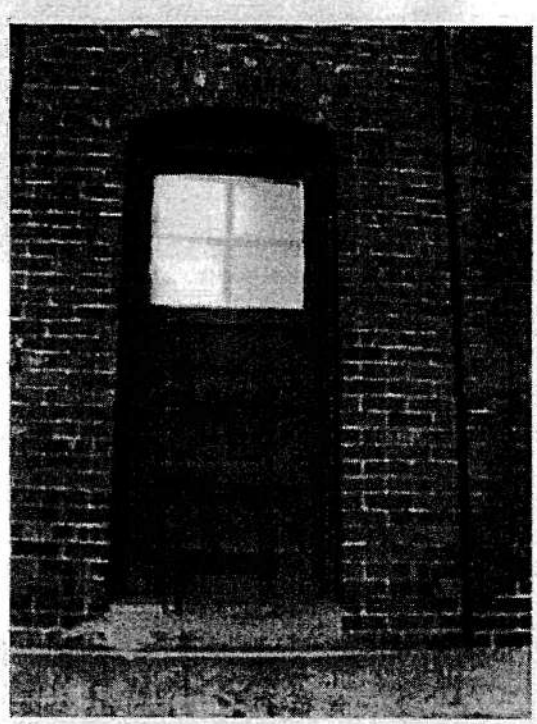
5.6 View from the north – vertical sash window (12 April 18)



5.7 Clearstory window to south (12 April 18)



5.8 4 over 2 vertical sash window (12 April 18)



5.9 Typical door to south (12 April 18)

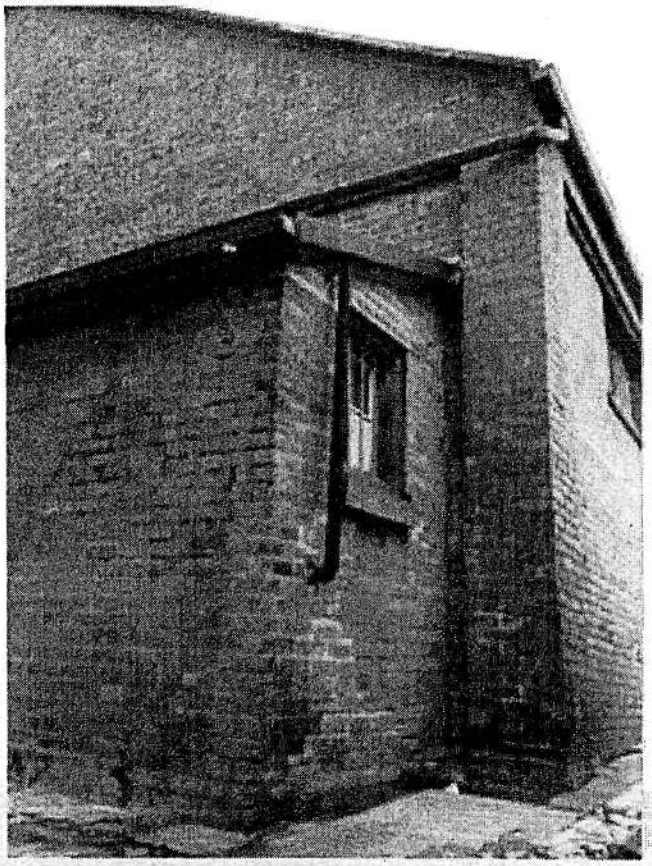
ii. **Remediations** – The damaged frames and sashes should be removed, sanded, repaired, and then repainted.

iii. **Proposed Interventions** – In order for the building to function in its adaptive reuse of the six (6) existing high level (clearstory) widows have four (4) modern glass door inserted below them on new openings to the existing brickwork. Two (2) existing wood doors will be replaced with modern glass doors.

2.5.4 WEST LEAN-TO

i. **Conditions** – The masonry lean-to at the west elevation has settled away from the building, resulting in large cracks in the masonry work. This is likely the result of poor foundations beneath the lean-to. It is in a poor state of repair.

5.10 Lean-to at west (2014 Jan 21)



5.11 Lean-to at west building (2014 Jan 21)

(2014 Jan 21) 5.12 Separation of lean-to from main

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ii. **Remediations** – It is recommended that this small lean to be removed so as to enable the re use of the building work for its new function.

iii. **Proposed Interventions** – This small lean-to addition will be removed and openings made in the existing brickwork to allow for new glazed doors to be inserted.

2.5.6 ROOF

i. **Conditions** – There are some roof leaks through the sheet metal roofing. These occur at some of the fasteners and at poorly sealed overlaps. After a recent rain, some 6 to 10 roof leaks were visible.

ii. **Remediations** – The roof leaks should be temporary repaired before they cause damage to the roof trusses. To re-roof with new corrugated metal to match the profiles of the original.

iii. **Proposed Interventions** – None.

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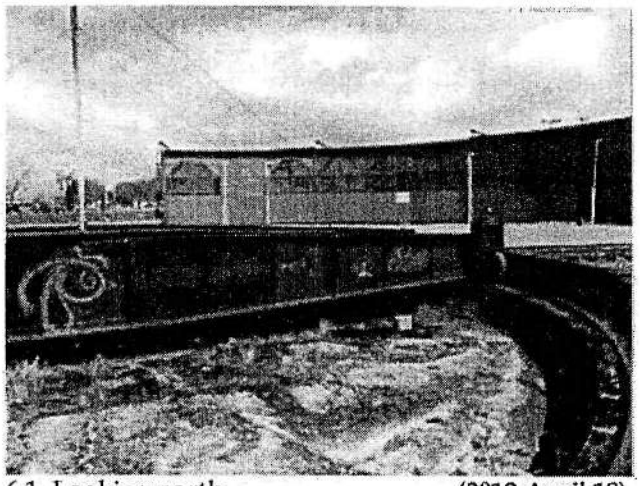
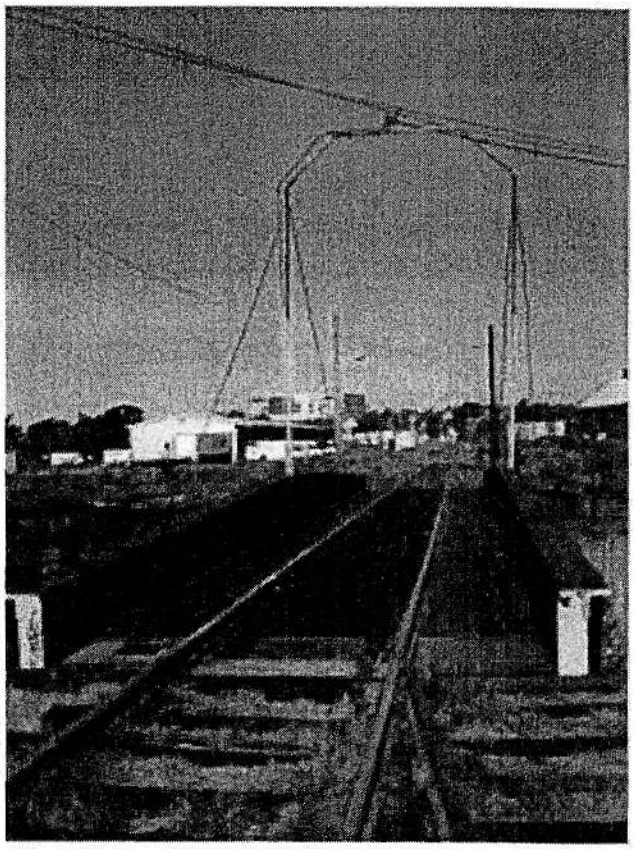
2.6. TURNTABLE



6.1 Looking north (2012 April 18)



6.2 Looking west (2006 August 04)

6.3 Looking over turntable towards Roundhouse Bay 1 (2012 April 18)

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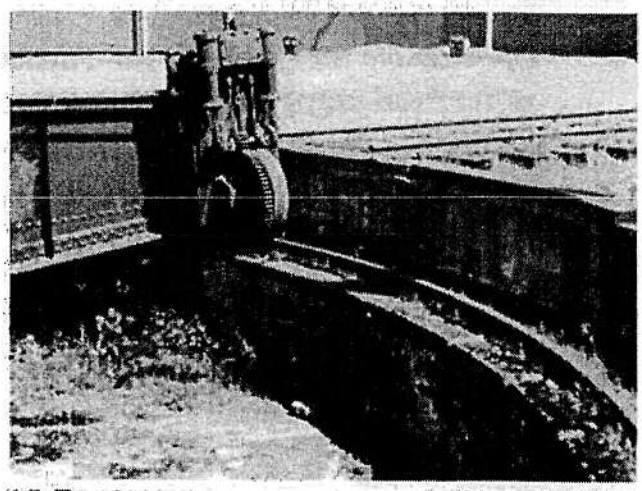
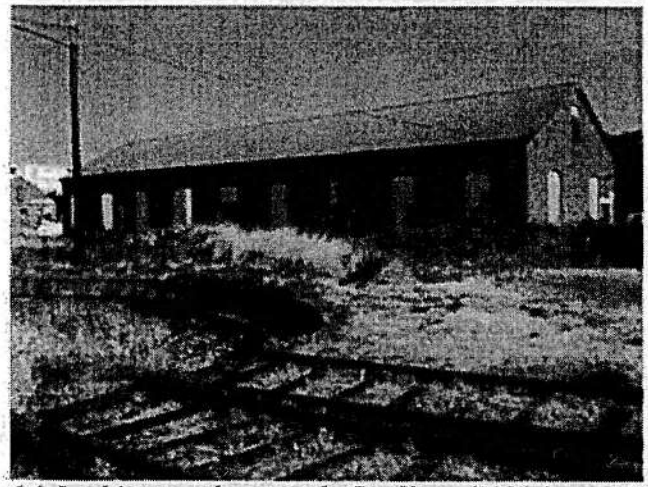
6.4 Concrete "pit" to south (2014 Jan 21)



6.5 Turning gear (2012 April 18)



6.6 Looking north towards Car Shop (2006 August 04)

The Turntable is at the centre of the Railway Yard and as such becomes the focal point of the site. It will be retained and used as a central gathering place and interpretation of the entire site. The functionality of the Turntable will be retained so that it can be operational but not by using the existing steam powered mechanical works.

The Turntable will be kept in its original position. All the mechanical elements will remain in-situ as a visual reminder of its original use. It will be used as a pedestrian walkway. However, the rail track leading to it will remain active so that it would be possible to bring locomotives or rolling stock into the site.

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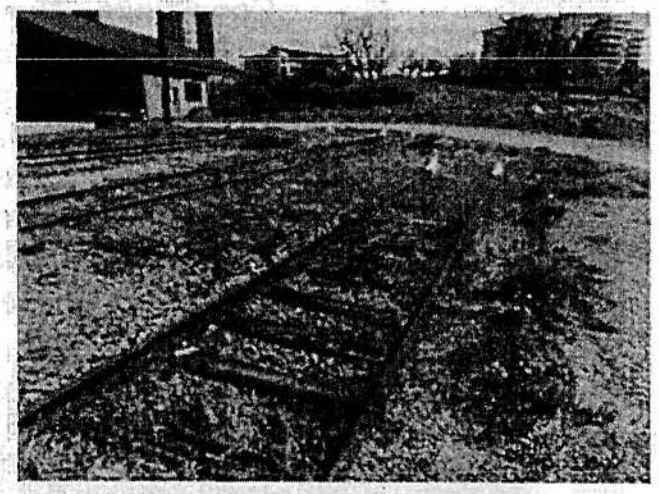
The circular pit in which the Turntable revolves is retained and developed as the focal point of the railway yard.

See DIALOG drawings A102.1 and PFS drawings L5.0 & L8.0 for details of proposed interventions.

2.7. RAILWAY YARD

7.1 Looking west (2012 April 18)



7.2 Looking east (2012 April 18)

The key element of the National Historic Site is the space surrounding the six (6) major structures that provide the circulation area for the locomotives and rolling stock for the operations of the E&N. This is a major Character-Defining Element (CDE) of the Historic Site and will have to be very carefully addressed as the adaptive re-use allows its use and appearance. It will change from an area dominated by the movement of very large

locomotives and rolling stock to that of vehicular and pedestrian flows between the six structures on the site. This HCP plan addresses these issues.

Because of industrial use and its associated pollution of the site it will be necessary to remove a significant amount of material from the site. This will disrupt the existing railway tracks. Their existing location has been fully surveyed so that once the hazardous elements have been removed the railway tracks can be reinstalled. PFS drawing L1.0 shows a survey of the existing tracks, however they will not all be reinstated. An analysis was carried out of the various configurations of tracks on the railway yard since its inception and a compromise agreed upon that reflects an interpretive use of the Historic Site. This is what is proposed.

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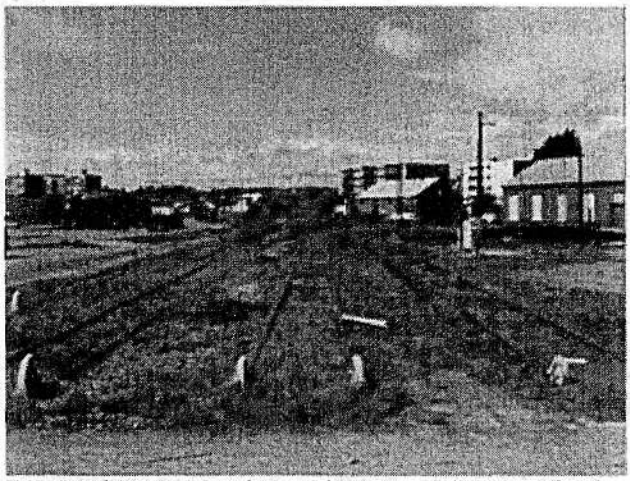
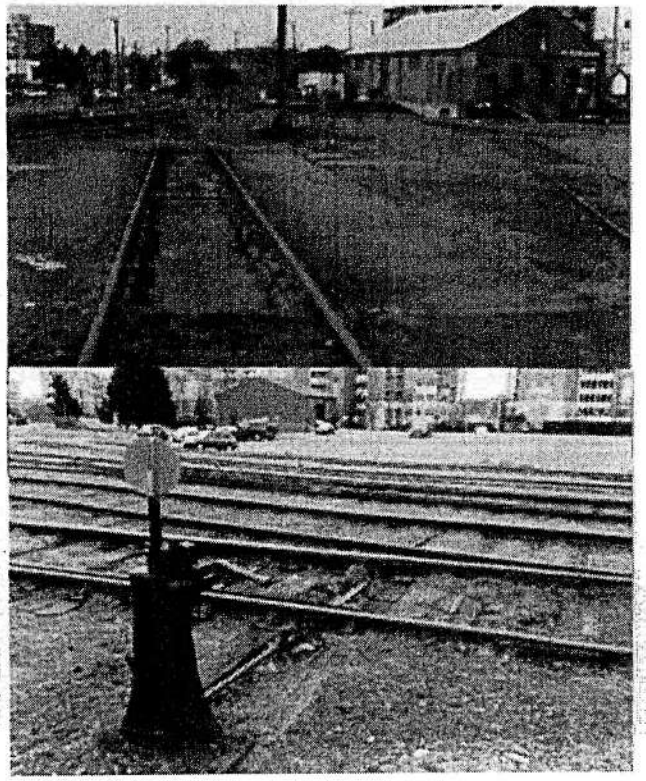
See DIALOG drawings CS-A501, 502 & 503 for details of proposed interventions.

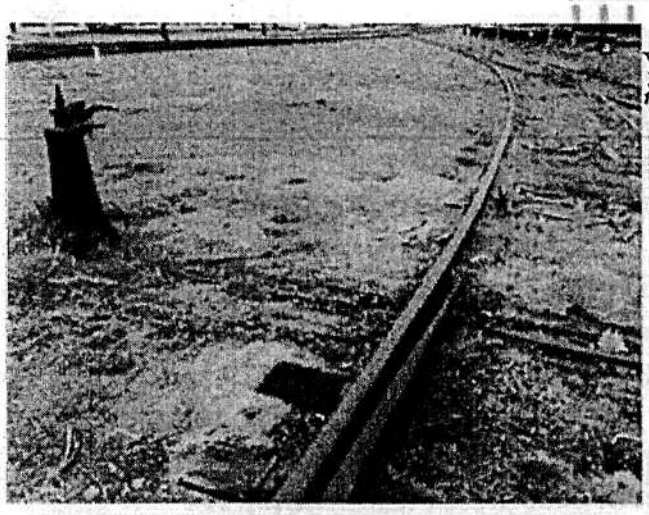
i. **Conditions** – Over the years the configuration of the layout of the railway tracks have varied based on the uses at that time. At the present time the connecting tracks from the Turntable to Bays 2 to 10 of the Roundhouse and to the Back Shop have been removed. The four (4) Passenger Car Sidings are still in place as are the two (2) Freight Car Sidings. The tracks around the north of the Car Shop and Roundhouse have been removed.

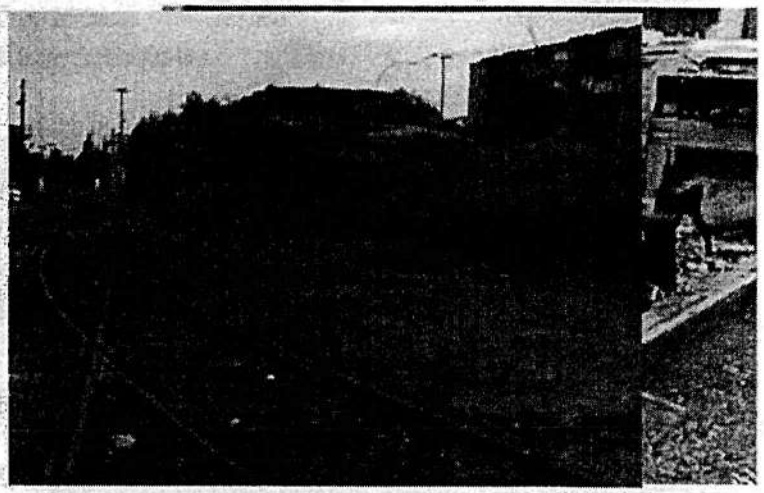


7.3 Looking west – four siding (2012 April 18)



7.4 Looking west – site of Water Tower





7.7 Looking west – switch by Stores (2014 Jan 21)
7.8 Looking west by Stores loading platform (2014 Jan 21)

The Railway Yard is an important CDE of the historic site and as such should as much as possible be preserved.

ii. **Remediations** – To preserve as much as possible of the existing railway track in order to provide good interpretation of the site with particular reference to the Roundhouse.

iii. **Proposed Interventions** - Tracks will be returned to all the bays of the Roundhouse, to the Turntable and to the Back Shop. The more recent tracks to the four sidings will not be re-installed. The landscaping will interpret the layout of the tracks to show the working of the Railway Yard.

Physical interventions to the Railway Yard consist of the construction of three (3) new buildings: Retail 1, 2 & 3. Retail 3 will be a building to the south of the Roundhouse with a glazed atrium between them. It will be of a lower height than the Roundhouse, thus "subservient to".

Retail 1 & 2 is again low single storey flat-roofed modern building of small scale. These buildings are connected to five (5) railway box cars located on one of the freight siding tracks. Their intent is to echo a railway station. These units will give containment to the south side of the Railway Yard.

One other intervention is proposed; a Sand House. Although the site originally had both a Sand House and an Oil Tank as working elements of the Railway Yard, neither exist today. It is proposed to interpret the Sand House element to reflect their original massing but to construct it using modern material and design. It will become an important focal feature of the site and provide both a gathering place and interpretive feature. See DIALOG drawings A802 & A803. As well as PFS drawing L5.0

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Architect

3. CONCLUSION

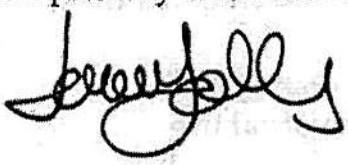
3.1 This Heritage Conservation Plan indicates the scope of work to be carried out to the buildings and site for their conservation. This will follow Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada.*

3.2 The intervention to the five (5) historic buildings, in my opinion, are minimal in order that they can function for their adaptive reuse. The Roundhouse and Back Shop have minimum intervention. However, the Car Shop has the intervention of enlarging three (3) windows to make doors, the Stores Building, two (2) enlarged windows. These I would suggest are minor interventions.

3.3 It is hoped that this Heritage Conservation Plan, which is supplemented by drawings produced by DIALOG (architectural),Phillips Farevaag Smallenberg (landscape) and Read Jones Christoffersen (structural) will be acceptable.

3.4 The developer and all the consultants have worked diligently to make the adaptive reuse of the National Historic Site be respectful of its physical attributes and to follow Parks Canada's *Standards and Guideline for the Conservation of Historic Places in Canada.*

Respectfully submitted



Jonathan P.M. Yardley, Dip Arch (Brim), Architect AIBC, SAA, MRAIC, RIBA, CAHP, BCAHP
Registered Architect &
Professional Heritage Consultant

Jonathan Yardley
Architect

APPENDIX A

Statement of Significance

a) Heritage Value:
Description: the Esquimalt and Nanaimo Roundhouse is comprised of a collection of brick and wood industrial buildings, and a locomotive turntable, on Esquimalt Road in Victoria West.

b) Statement of Significance: the Esquimalt and Nanaimo (E&N) Railway Roundhouse is valued as one of the finest, and most intact examples of industrial heritage railway architecture in British Columbia. Constructed in 1912, this rare integrated assemblage of buildings and functional features provide valuable insight into the primary roles of industry and the railway in the burgeoning period of economic prosperity before the First World War. The E&N – originally built and operated by the wealthy Dunsmuir family – was a local extension of the transcontinental railway, which had unified Canada's western provinces and promoted confederation of the country. As the maintenance centre for the E&N Railway line – which significantly influenced local industrial and commercial growth – this Roundhouse site played an integral role in the facilitation of twentieth century development and economic prosperity on Vancouver Island.

c) Character-Defining Elements:
- The situation of the buildings on the site, and the relationship of buildings such as the stall roundhouse, the machine shop, the car shops, and the stores building, with the locomotive turntable, and the nearby railway lines.
- The utilitarian industrial, purpose-built forms of the buildings, such as the semi-circular shape of the Roundhouse, and the gable roofed shape of the stores building.
- The brick and wood elements of the buildings, such as masonry walls, timber framing, and wooden doors, and the patina of industrial use evident on these elements.
- The fenestration detailing, such as treble-sash twelve-over-twelve-over-twelve windows, arranged in ranks to allow maximum amounts of natural light to permeate internal spaces.

APPENDIX B

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July, 2011

Chris Reiter
Construction Division
Bayview Properties Ltd
80 Saghalie Road
Victoria, BC V9A 0A1

Thank you for the opportunity to review and assess the Roundhouse Project including the Roundhouse, Cars Building and Stores Building. We have made an assessment of each window unit and work to be done adhering to the "Standards and Guidelines for the Conservation of Historic Places in Canada."

I. Total window units for **Roundhouse and Boiler Shop: 63 windows**

Summary - Overall the Roundhouse Building windows and Boiler shop windows appear in fair condition. There are 63 window jambs and 220 multi-lite sash. Each of the 220 sash are in various conditions. Re-putty of each sash is required and ranges from 50% to 100% re-puttying where glass is held in place because of the vines growing up the exterior of the building. Several muntins require re-pining but over ½ of all sash are in fair condition and can be restored on site. 70 sash require require extensive restoration or new manufacture and cannot be addressed on-site at initial evaluation of units. 12 units require extensive sill repair based on initial review. Jambs are in good condition with the exception of 4 jambs requiring extensive intervention although work can be done on site.

- Budgetary numbers include2 coats of finish paint to all new or restored off-site components.
- 70 sash are broken or rotted requiring off site repair, restoration or a complete new manufacture based on initial review and subject to change with site review when hoarding is removed.
- Budget may increase if new jambs required and if new woodwork is required
- Recommend your budget to include a contingency for additional rot of 10% to 15% - this will provide you a buffer

II. Total window units for **Cars Shop: 22 windows which include 100 missing Sash**

Summary - The Cars Shop is currently significantly hoarded which made an ideal assessment of each unit difficult particularly related to the sill. There are 22 window jambs, 17 of these are built to house 6 multi-lite sash and the 5 others are to house 2 multi-lite sash. One of the windows still holds unrestorable remnants of the original sash but all other sash are missing. In addition to the missing sash, 21 of these units are missing their hardware. If any of these units are to be made opening in the future, a foundry will be required to manufacture new pieces. A suggestion for this building would be to share the hardware which is in tact from the Roundhouse building making each building have ½ of the required opening hardware and therefore allowing every 2nd window to open in each building. 4 units have either broken or missing centre mullions which require remanufacture and install. 9 jambs are in very poor shape but can still be restored on site preventing removal of the existing jamb thereby decreasing the brickwork. 6 of the wooden sills/stools are rotted and scarfing may be an option in these cases but we cannot confirm until the hoarding is removed. A suggestion for the new sash to be manufactured for this building is to ensure each sash holds laminate glass to prevent vandalism and breakage. This will also produce a good sound barrier to the upper street side and UV blockage to South and East facades. Laminate glass is not included in these budgetary numbers.

- 100 missing sash are to be manufactured off site and glazed accordingly
- 22 pieces of window opening hardware is missing. (replacement of these missing hardware is not included in this budgetary number as suggestion to split hardware with Roundhouse has been made)
- Recommend your budget to include a contingency for additional rot of 5% to 8% specifically of jambs as all sash will be new - this will provide you a buffer

On-site work in all buildings
Refurbishment of all window units, to include:

- Pull sash from window jambs and label for proper re-installation
- Hoard empty jamb with plywood for security
- For sash designated as requiring VWW off-site restoration, deliver to Vintage and pick up upon completion
- For sash designated as site-repairable:
    - Remove loose putty and glass panes (retain glass to re-install in original location)
    - Scrape and sand sash
    - Prime sash with oil-based primer
    - Re-bed previously retained glass, replace missing glass with clear annealed
    - Repair putty as necessary
    - Apply two coats of finish paint

For window jambs:

- Remove non-original stops, fasteners (ie. additional nails, hooks, staples, etc.)

- Scrape and sand jamb
- Patch or scarf in to repair rotten components where possible
- Fasten/repair sills and mullions as necessary
- Prime jamb with oil-based primer
- Caulk perimeter of jamb to brick on exterior as deemed necessary to prevent water ingress
- Apply two coats of finish paint

- Reinstall restored and new sash utilizing existing hardware, re-using or replacing stops as needed
- Maintain operability where possible, including utilizing hardware from Roundhouse window units (reduced to 50% operable – one sash per 6-sash window unit) to allow for 50% operability in Car Shop
- Includes tipping fees and all scaffold/access equipment
- Includes sash cord, counter-weights, sash stops, etc., as required

On-site reviews of each window and sash show you have a couple of options available for your project.

1.) Provide restored and repaired windows, both sash and jambs in each of the buildings and replacing any broken or missing items where required. This would mean using 3mm glazing in sash for example.
2.) Provide restored and repaired windows, both sash and jambs in each of the buildings and replacing any broken or missing items where required. The exception to this is to provide the end client with security enhanced glazing in the bottom sash to prevent vandalism. The centre and upper sash would remain as single glazed.

Exclusions:

- Does not include foundry manufacture of missing hardware or restoration of the existing hardware. This should be addressed in a site meeting with yourselves and your heritage consultant.
- Does not include masonry repair or restoration. This should be addressed in a site meeting with yourselves and your heritage consultant.

- Based on preliminary review of each unit while hoarding is in place
- Does not include cost of new sills as number is not confirmed. Additional sash stop and mouldings may be required depending on condition as non-confirmed due to hoarding
- Budget based on open working conditions – ie. access to required work areas in stages without impediment by large-scale work such as excavation, hazardous materials removal, seismic upgrading, etc.
- Does not include removal or disposal of steel mesh or corrugated fiberglass currently protecting windows
- Workspace in the building and power are to be supplied by the builder

III. Total window units in **Stores Building**: **23 windows , 2 doors**

Summary - The Stores Building appears to be in relatively fair condition with some work required to restore the sash and jambs on site as minimal intervention. Of the 23 windows there are 45 sash and all but 8 of them can be restored on site requiring minimal intervention. Sills and jambs are in overall fair condition. 5 sills have significant solar checking and 5 jambs require extensive on-site repair.

Of these windows and doors the following require work to be done off site as is not repairable on site.

- 1 complete window requiring complete new build including both sash and jamb
- 8 sash require extensive repair or manufacture new
- 1 door extensive repair

On site work at Stores Building includes:

- All basement windows remaining fixed
- Main floor windows operable as required
- On-site repair and restoration of one door (other door requires comprehensive restoration
- Finish paint all units

IV. Roundhouse Extra Large Double Doors – 12 sets (24 doors) including car shop

Summary in concert with Heritage Green - After assessing the condition and construction of the 12 sets of locomotive doors at the Roundhouse Building and Car Shop, we've determined what we believe to be the most cost-effective way to refurbish these doors to be retained in a fixed open position. From what we could determine from the exterior of the buildings, ten of the doors were constructed of large 3" to 4" stiles and rails, with tongue-and-groove panels. The remaining fourteen were constructed with two separate frames built of 2x stock, sandwiching a layer of plywood in-between with carriage bolts. We assume the tongue-and-groove paneled doors to be original, and the plywood doors to be later replacements.

As the doors are intended to be left in an open position as display pieces, our suggestion to provide some unity to the appearance of the doors would be to skin the panels of the plywood doors with 1/2" tongue and groove fir providing the interior is preserved in accordance with the "Standards and Guidelines for the Conservation of Historic Places in Canada." The doors will meet on their leading edge in the open position, concealing the exterior of the doors, so we suggest only doing this on the *inside* of these doors. The ten tongue-and-groove doors would receive basic repairs but be left substantially as is. Scope is as follows:

For ten tongue-and-groove panel doors:

- Refurbish doors in-situ – adjust doors as necessary to open
- Scrape doors and hinges of loose paint to bond primer
- Minimal repair of missing tongue-and-groove pieces, etc., maintaining character and patina of original doors
- Prime door with alkyd primer

- Paint door with two coats of oil-based or latex paint
- Paint hinges with enamel paint

For fourteen plywood panel doors:

- Refurbish doors in-situ – adjust doors as necessary to open
- Scrape doors and hinges of loose paint to bond primer
- Skin one face of panels with tongue-and-groove fir to approximate appearance of original doors
- Prime all sides and edges of door with alkyd primer
- Paint door with two coats of oil-based or latex paint, including on plywood paneled side
- Paint hinges with enamel paint

Note: Recommend roofers cap tops of doors to protect from weather.

(NOTE SECTION ON COSTS HAS BEEN REMOVED FROM HERE)

I strongly suggest you work with your heritage consultant and heritage planner as typically they find very clever and imaginative ways to help you in all facets of the project. Please contact me directly on my cell phone with any questions at (250) 886-4417.

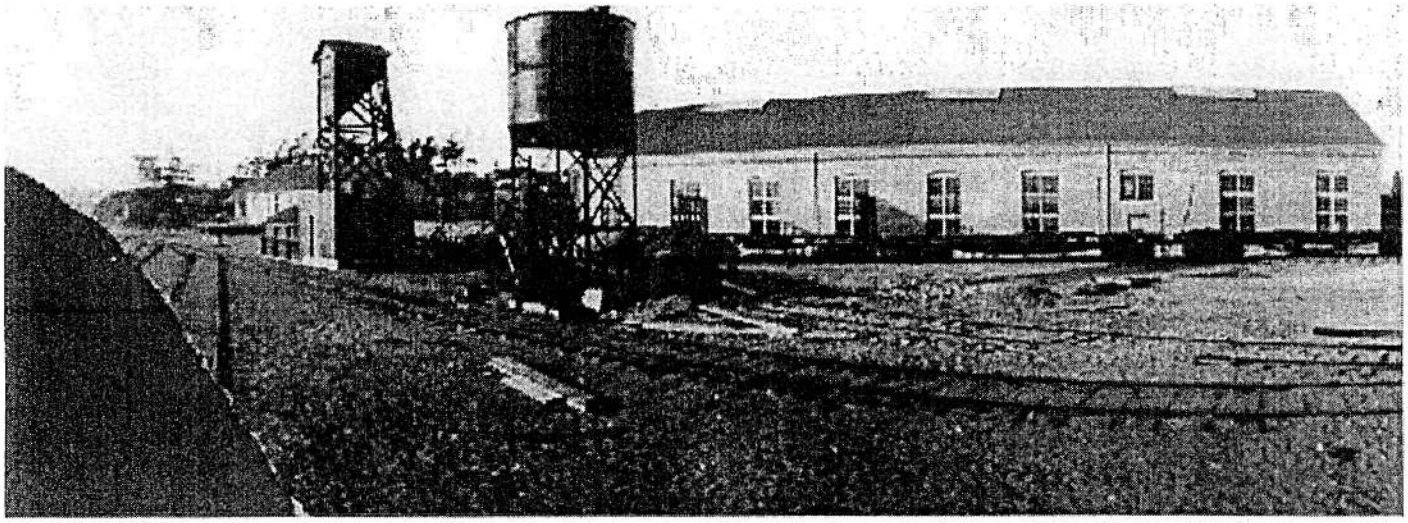
Respectfully,

Keri Briggs
General Manager
Vintage Woodworks Inc.
(250) 386-5354 ext 154

Jonathan Yardley
Architect

APPENDIX C

Archival Photographs



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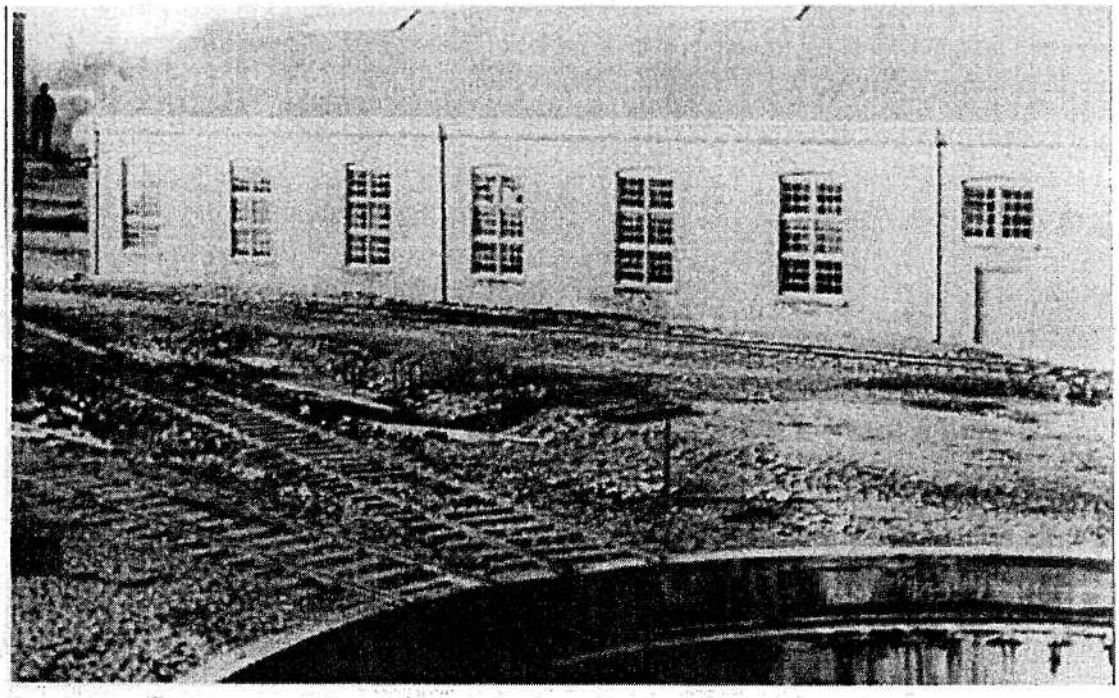

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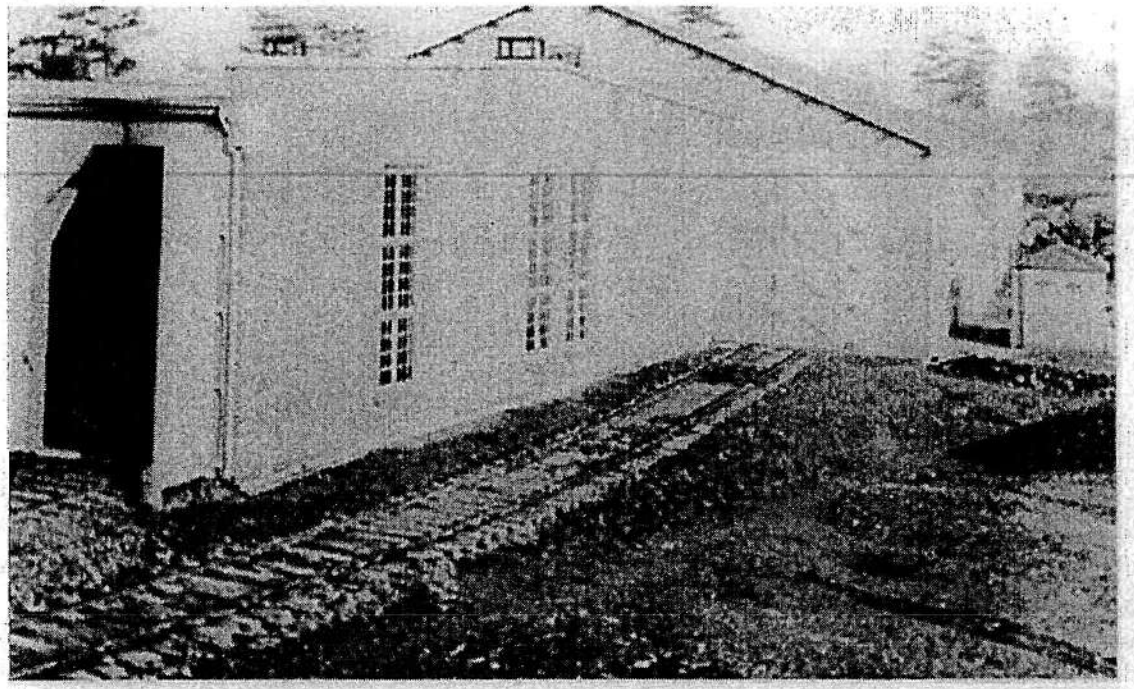
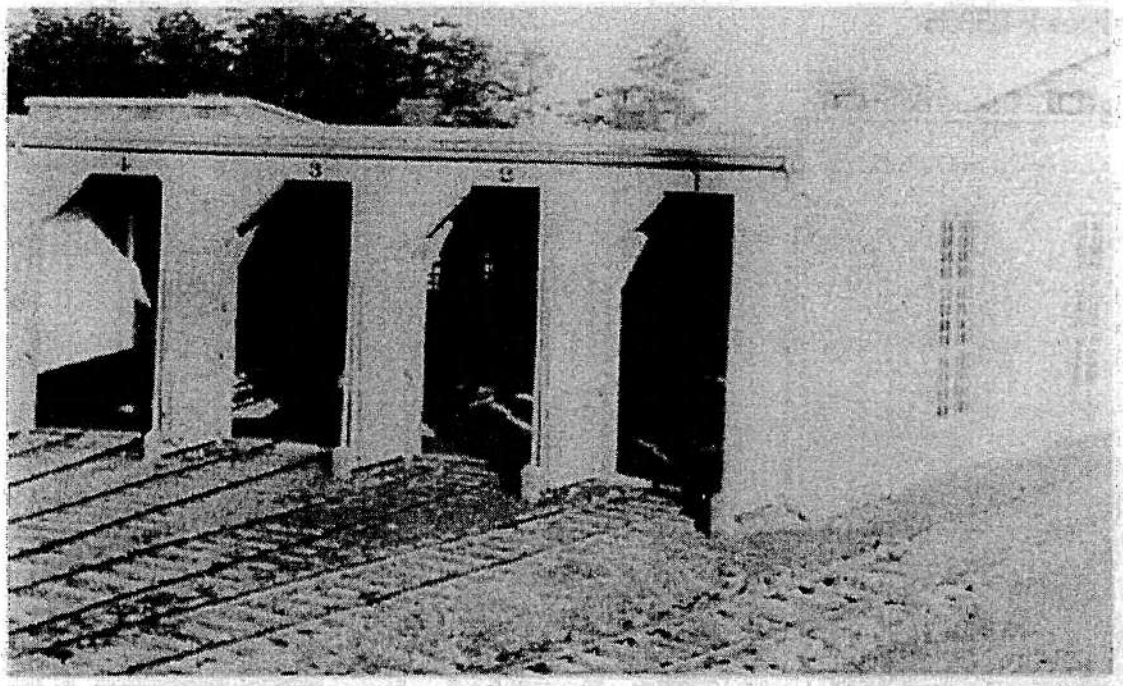
Jonathan Yardley Architect





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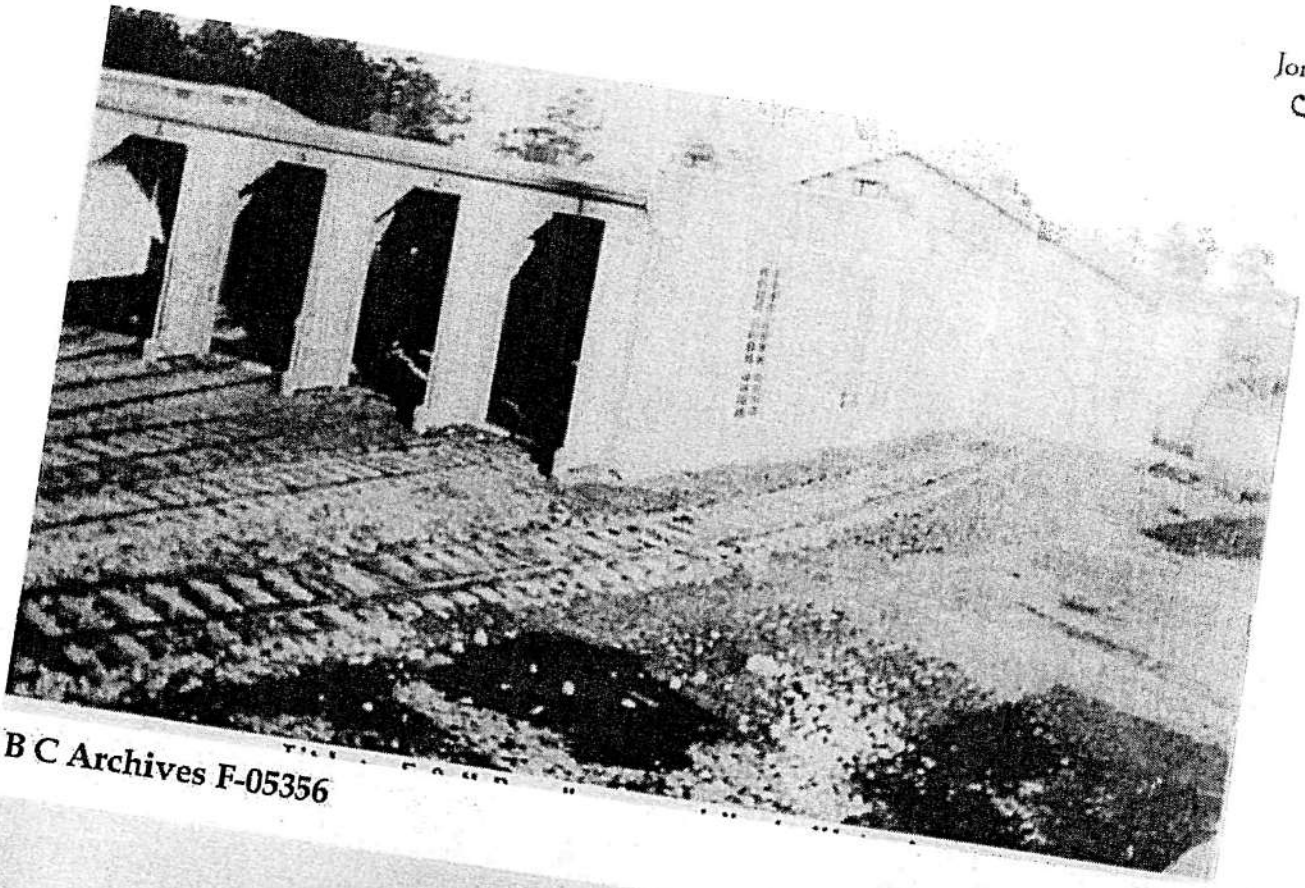

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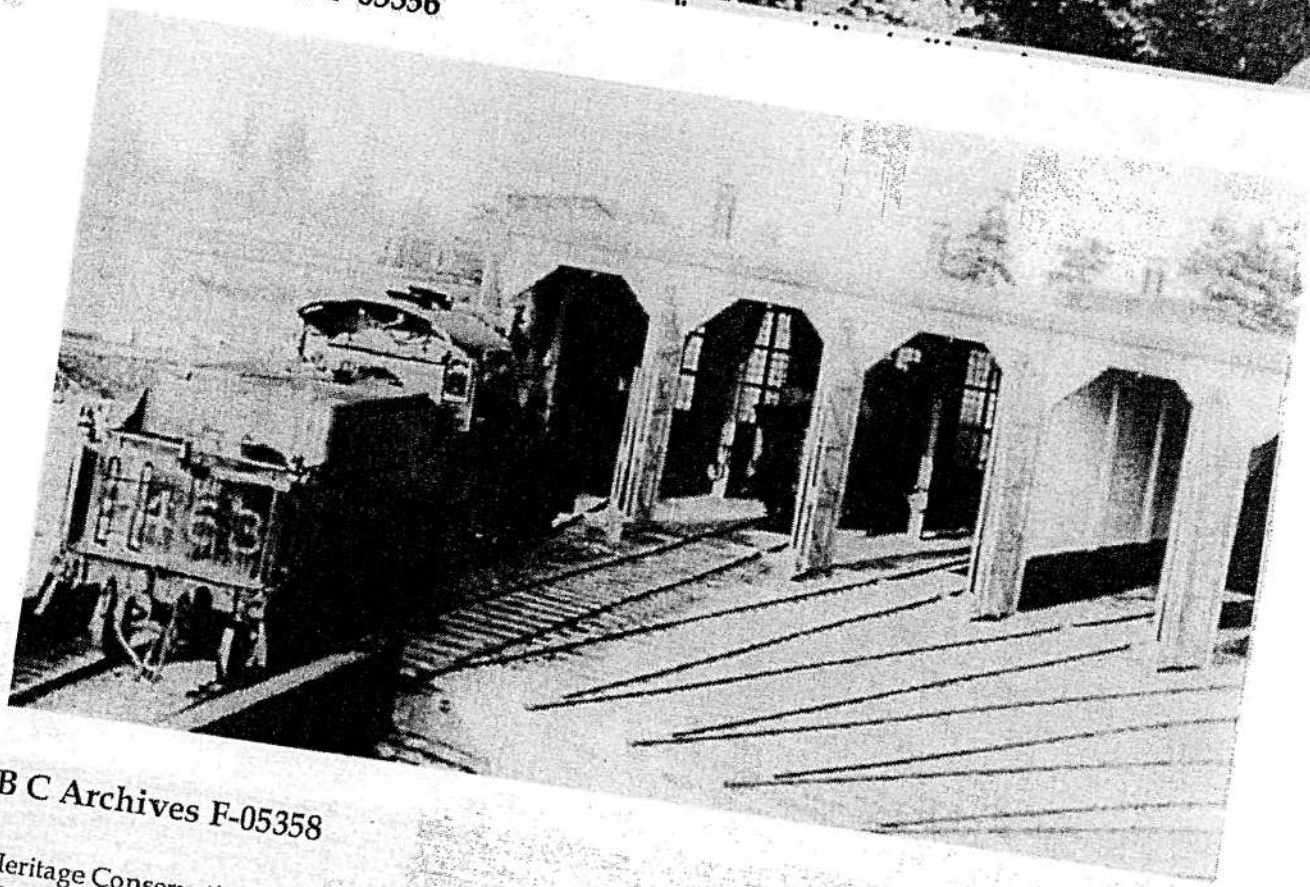

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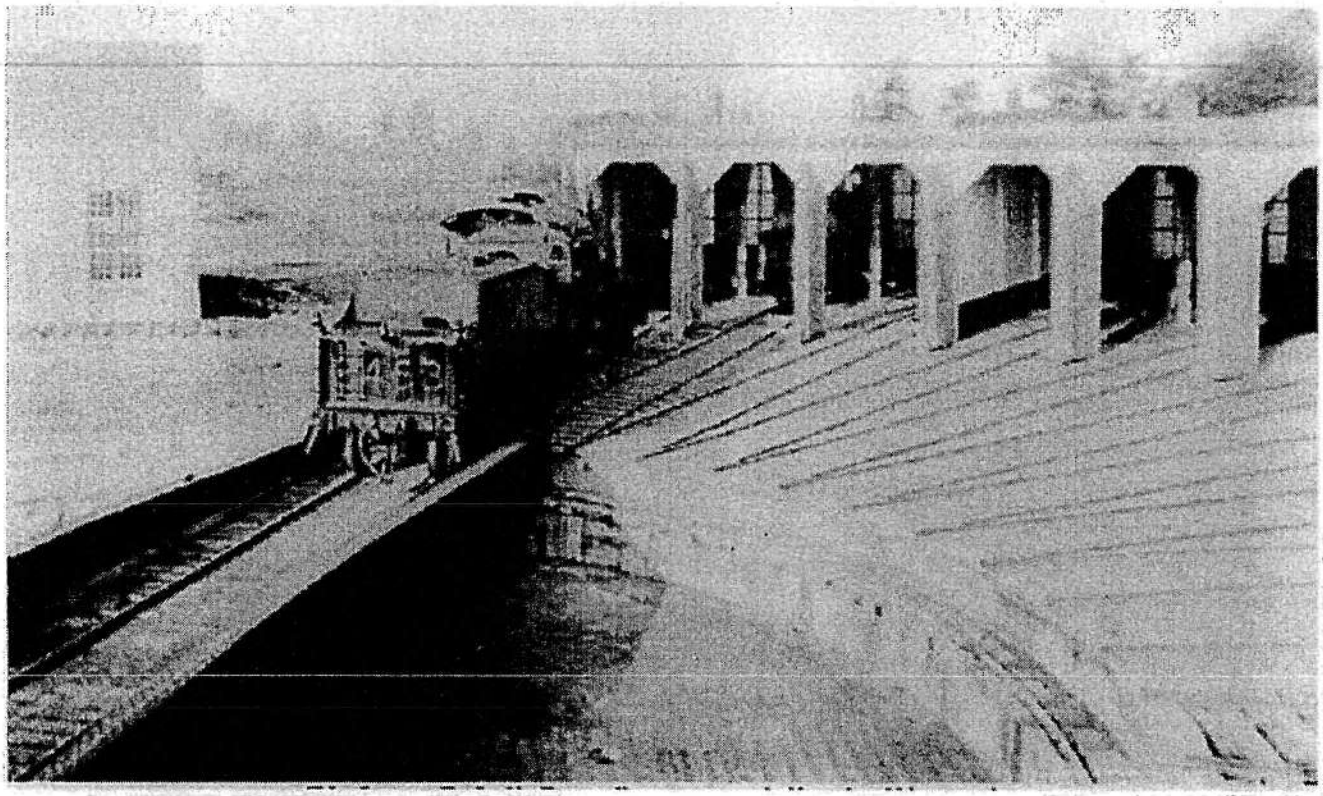

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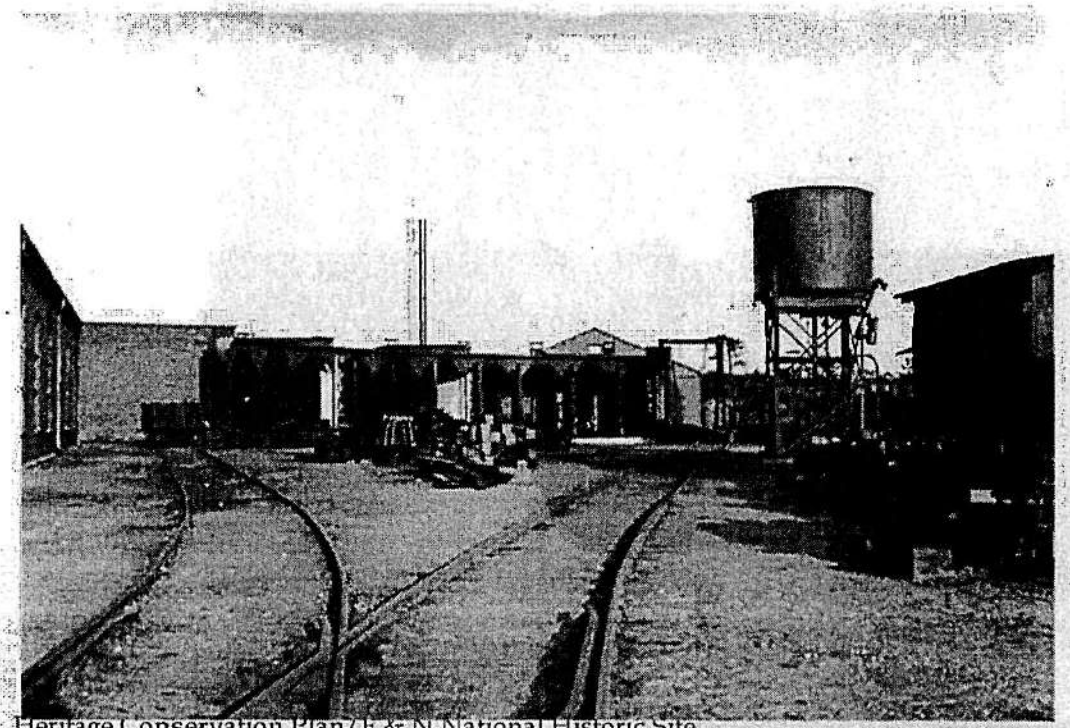

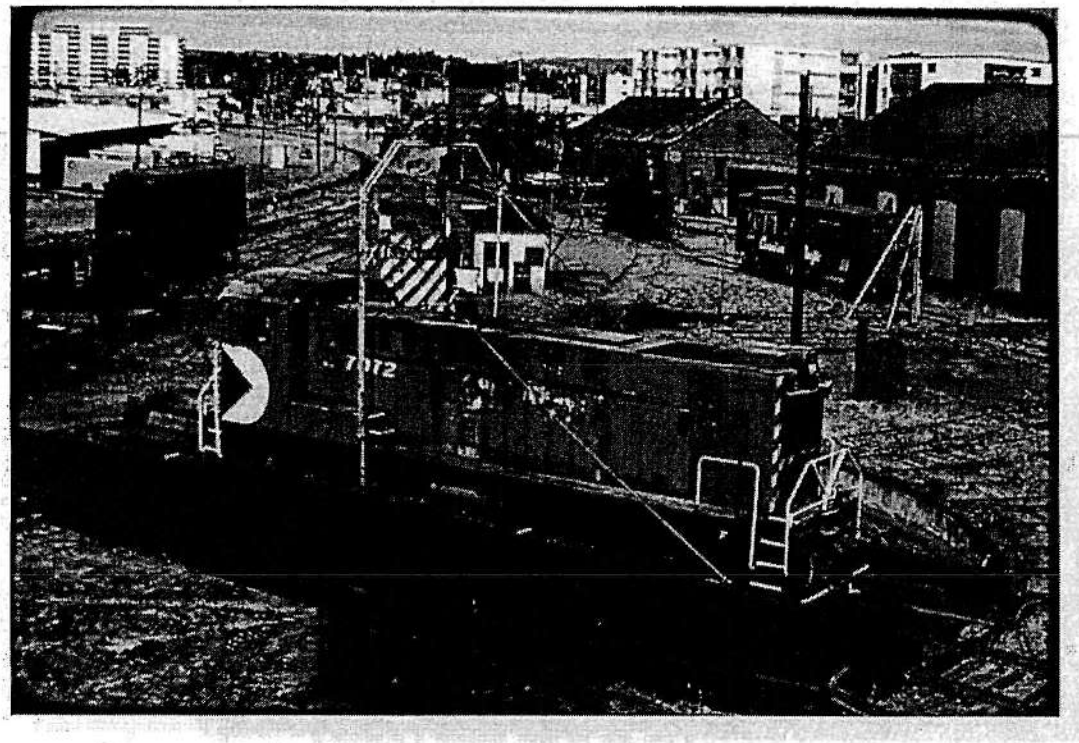
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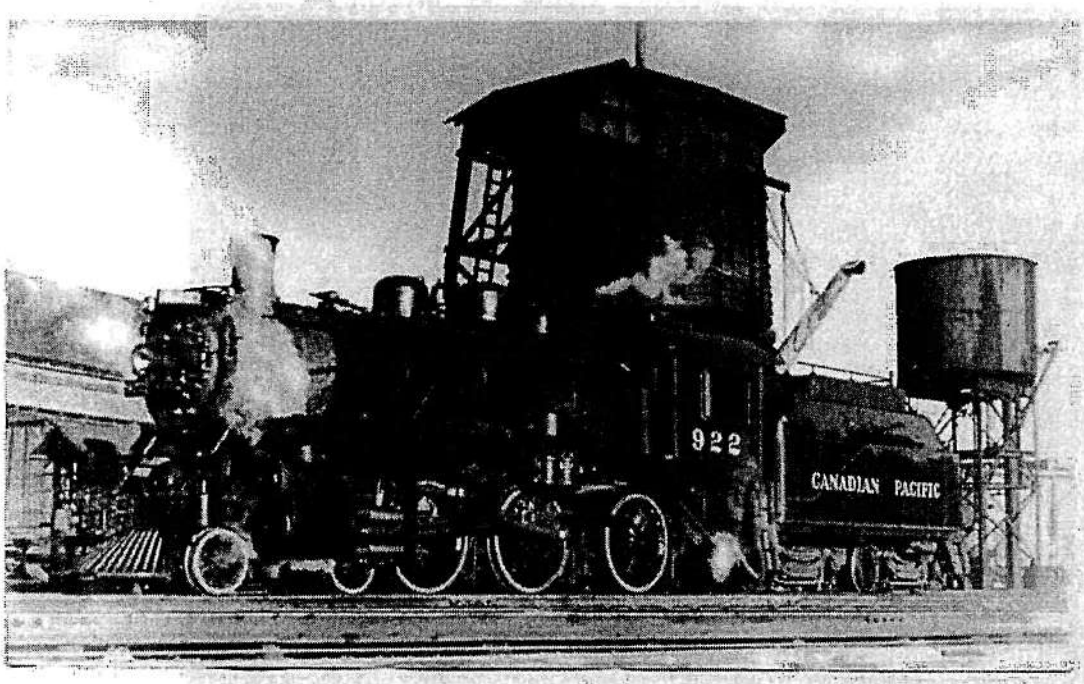
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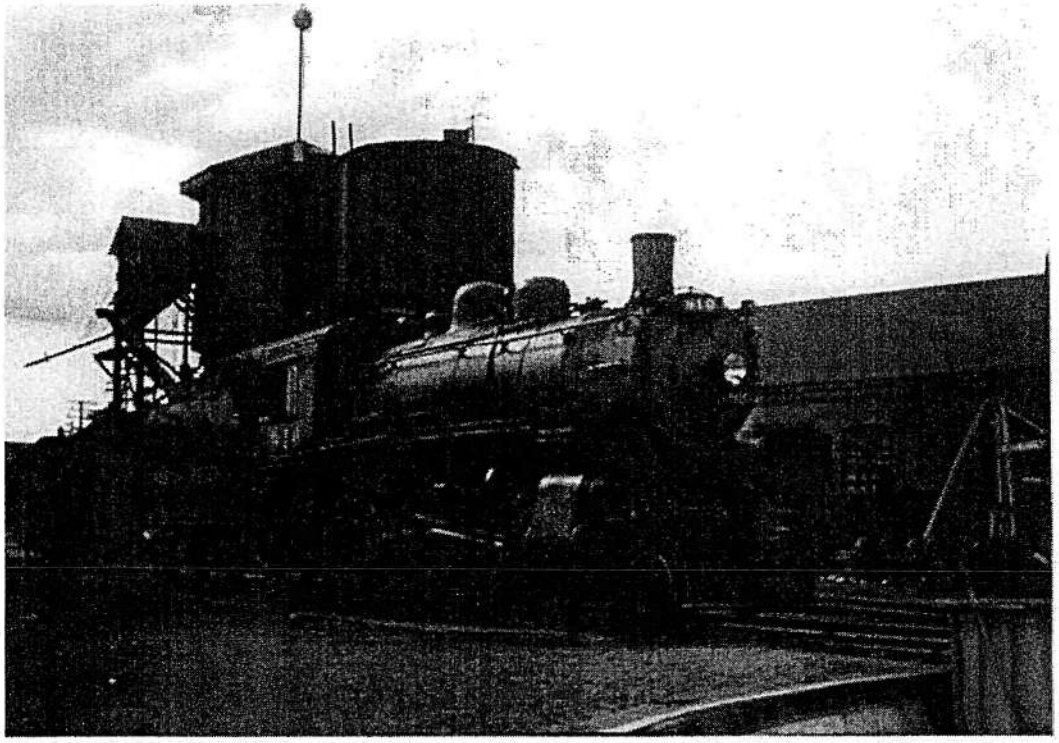

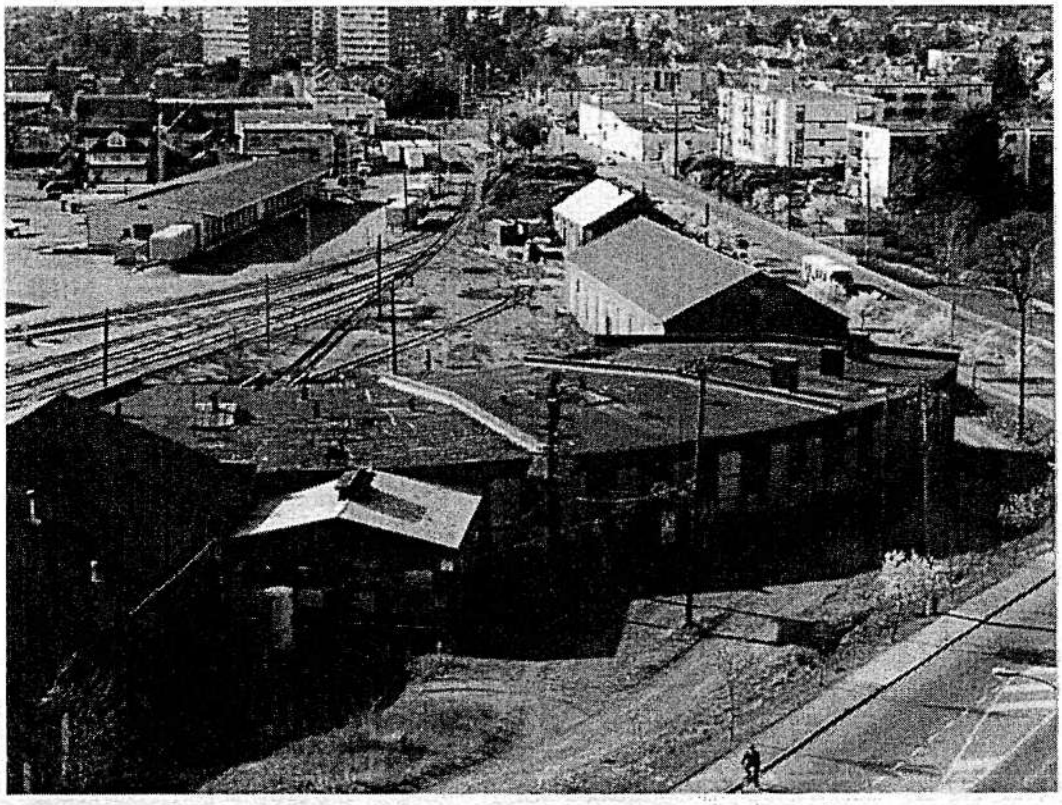

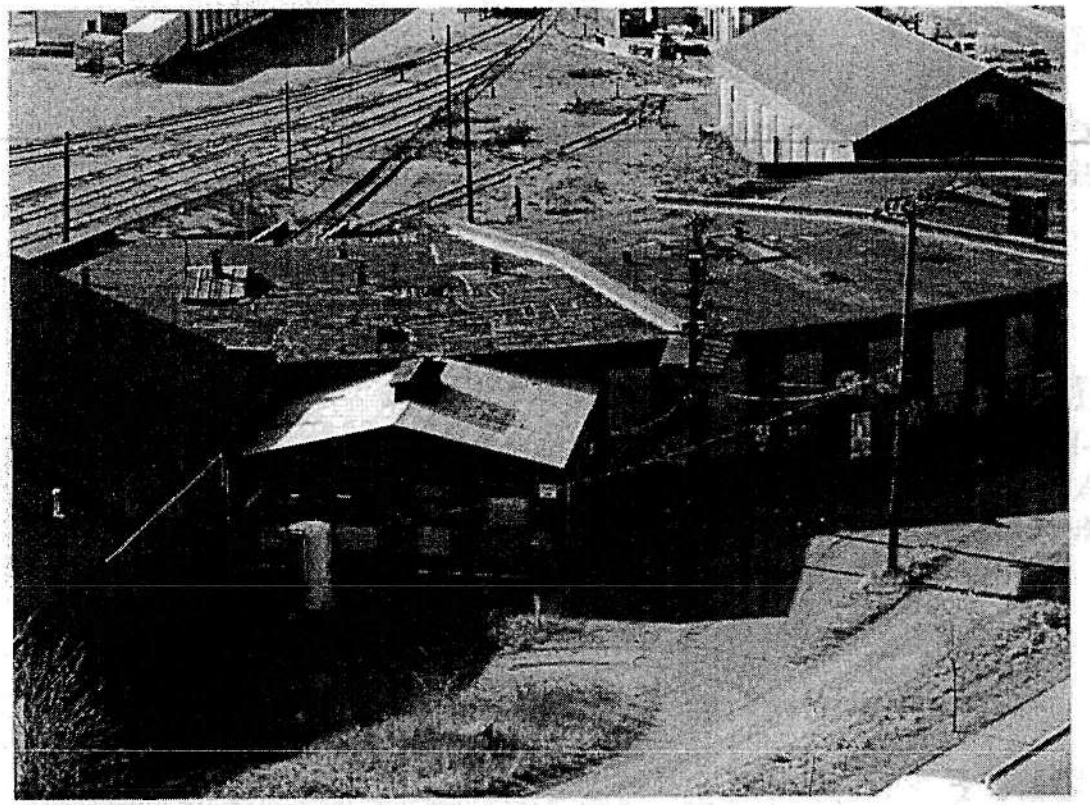

APPENDIX D
DIALOG
ARCHITECTURAL DRAWINGS
(separate document)

APPENDIX E
PHILLIPS-FAREVAAG-SMALLENBERG
LANDSCAPE DRAWINGS
(separate document)

APPENDIX F
READ JONES CHRISTOFFERSEN
STRUCTURAL DRAWINGS
(separate document)